



# Transportation and Mobility Commission

## Meeting Minutes

**Tuesday, May 7, 2024**

**4:00 p.m.**

**City Hall**

**Aspen Room**

**415 W. 6<sup>th</sup> Street**

**Vancouver, WA**

**Commissioners Present:**

Jeananne Edwards, Devon Fender, Cory Grandstaff, Thinkh Phan, Mario Raia, Derya Ruggles, Sara Schmit, Ken Williams

**Commissioners Absent:**

Soroush Mohandessi, Eduardo Ramos

**Staff Present:** Kate Drennan, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:05 pm by Vice Chair Edwards.

**Motion** by Commissioner Ruggles, second by Commissioner Williams, and carried unanimously to excuse the absence of Commissioner Ramos.

**Motion** by Commissioner Grandstaff, second by Commissioner Williams, and carried unanimously to approve the April minutes.

**C-TRAN 2045 Long Range Plan Update**

Taylor Eidt, Deputy Director Capital Projects & Planning, C-TRAN

C-TRAN staff presented an overview of the 2045 Long Range Plan, including the scope of the update, the plan development process, elements of the plan, demographic analysis of C-TRAN's service area, analysis of travel patterns, review of ridership averages and trends in different types of routes, changes in commute patterns, community engagement activities, and discussion of where and how to improve service.

## Members

**Eduardo Ramos**

*Chair*

**Jeananne Edwards**

*Vice Chair*

Devon Fender  
Corey Grandstaff  
Soroush Mohandessi  
Thinkh Phan  
Mario Raia  
Derya Ruggles  
Sara Schmit  
Ken Williams

## Community Development Department

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**To request accommodation or other formats, please contact:**

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Commission discussion and staff responses:

- Are you reviewing destination data from Community in Motion medical transport? Staff responded they are looking at all modes of transportation (demand response, paratransit, medical based trips, and fixed routes) but not specifically at data from Community in Motion. C-TRAN does partner with Community in Motion and will work with them to review their data as well.
- Support for public transportation to medication assisted treatment centers.
- Support for regional access and providing reliable transportation to those who work in the area but live outside of Vancouver.
- Reduce number of trips dropped and improve trip reliability for those who depend on transit.
- Would like to see better transit access to the Amtrak station.
- What are the indicators for likelihood of using transit? Staff responded the assessment considered income, renters, race/ethnicity, language spoken at home, English language proficiency and education.
- Asked about plans/enhancements for service on 78<sup>th</sup> and 99<sup>th</sup> for students. Staff responded they're gathering feedback from the community on specific needs in the network, including streets like 78<sup>th</sup> and 99<sup>th</sup>.
- Asked about plans to extend service on weekend nights. Staff responded they're looking for feedback on topics and priorities such as this during their public engagement process for the Plan.
- Partnerships with other cities to share transit ideas? Staff responded C-TRAN is a member of a number of organizations that rely on and reinforce transit best practices. As a member of these organizations, C-TRAN consults with other transit providers in the region and nationally.
- Ways to provide feedback on the plan? Staff responded the online forum is available to provide input. While open house events were held in March, there will be intercept surveys conducted on-board the buses, and on bus platforms in the near future. There are also tabling events planned for this summer.
- How is the Current is affecting bus ridership and route planning? Staff responded that the Current likely hasn't affected ridership or routing significantly as it's not intended to move a large number of people. It has had an impact on paratransit service. Trips on the Current are occurring in areas where they were not as expected, such as places not within a quarter or half mile of transit and providing a new level of service where it wasn't available before.
- Suggested outreach targeted towards youth in the future.
- Balance of funding, expanding service and ridership efficiency. Staff responded the community and Board determine the balance of those needs. How C-TRAN invests in services is guided by the policy direction of the Board.
- Status of electrification of the fleet. Staff responded C-TRAN adopted a zero emission vehicle transition plan to convert the fleet to zero emission vehicles by 2045 and C-TRAN currently owns 10 electric buses.
- Outreach with community groups. Staff responded they work with many community groups to develop this plan.

**112<sup>th</sup> Avenue Safety and Mobility Project**

Kate Drennan, Transportation Planning Program Manager, Community Development; Ryan Farncomb, Parametrix

Staff presented an overview of the project area and roadway segments, the project goals, issues and needs to address, and updates on the project since the previous workshop with the TMC. Staff shared the near term recommended improvements from McGillivray to 18<sup>th</sup> Street, possible lane configurations at the SE Chkalov Dr./Mill Plain Blvd intersection, near term project recommendations for 18<sup>th</sup> to 28<sup>th</sup> Streets, mid-term recommendations from 28<sup>th</sup> to 51<sup>st</sup> Streets, and long term recommendations for 112<sup>th</sup> north of 18<sup>th</sup>

Street to the 51<sup>st</sup> Street project boundary. The presentation concluded with an outreach update and survey responses received to date.

Commission discussion and staff responses:

- How are concurrency standards measured? Staff responded they use a regional traffic model to understand traffic volumes now and into the future that accounts for population growth and development. Concurrency standards are thresholds for minimum corridor travel times in a vehicle.
- How will this project change 18<sup>th</sup> Street? Staff responded the focus of this project is 112<sup>th</sup>, so there are no recommended alterations to 18<sup>th</sup> Street. South of the 18<sup>th</sup> Street intersection there are opportunities for mobility lanes, but the roadway width is more constrained north of 18<sup>th</sup> Street, and the vehicle volumes are much greater.
- Asked how the project can incorporate human centered design across the corridor. Staff responded that the project is focused on changes within the roadway, but the addition of mobility lanes and pedestrian leading intervals at signals to allow pedestrians to get a walk sign before the light turns green should elevate human movement on the corridor.
- Other considerations for the Chkalov/ Mill Plain Blvd intersection include maintaining the signal timing operations set for the BRT Vine Service on Mill Plain.
- Prefer a buffer for the mobility lane on Chkalov and for mobility lanes to be next to the curb rather than between travel lanes.
- With no mobility lanes envisioned, how would bikers get to the mobility lane going north from 28<sup>th</sup> and concern for conflict with vehicles? Staff responded that people on bikes could ride on the sidewalk on 112<sup>th</sup> or access the bike lane via cross street north of 28<sup>th</sup>. While the striped mobility lane is not the preferred treatment, it will make people on bikes and small mobility users more visible to drivers and signal an expectation that they will be on the road as compared to now where drivers may not expect to see a bicycle in the road. The addition of the striped mobility lane will also narrow the vehicle travel lanes to help with speeding and provides more separation for pedestrians and other users on the sidewalk.
- Are the narrow or lack of sidewalks on certain segments addressed in these designs? Staff responded that the Project 'long term' recommendations include a multi-use path north of 18<sup>th</sup> Street and the Project team will identify any other sidewalk gaps for future capital projects undertaken by the Sidewalk Infill Program.
- Consider removal of the left turn lane between 20<sup>th</sup> and 28<sup>th</sup> to allow space for an unbuffered multimode lane and rationale for the turn lane being 10 feet wide. Staff responded the turn lanes should be adequate width due to potential conflicts with oncoming traffic.

**Community Forum**

Tabor Kelly commented on the 112<sup>th</sup> Avenue Safety and Mobility Project and noted the negative pedestrian experience at the intersection of Mill Plain and Chkalov. The lack of a bike lane on 112<sup>th</sup> between 18<sup>th</sup> and 28<sup>th</sup> is not an equitable outcome for cyclists.

Jason Cromer talked about his experience traveling in Frankfurt and the absence of vehicle noise in the city center as well as European cities converting multiple vehicle lanes to bicycle lanes. He also noted in Seville, Spain, they recently built an extensive bike network and increased bike commuters from 0.5% to 10%.

Zach Gatton commented on the 112<sup>th</sup> Avenue Safety and Mobility Project and potential parallel routes. The parallel routes are viable, but intersections need improvements to access the alternate route.

Chris Erickson commented on the 112<sup>th</sup> Avenue Safety and Mobility Project and the negative experience walking and biking on the route. The corridor currently lacks consistency for pedestrians and bicycles and that remains with the options presented.

### **29<sup>th</sup> and 33<sup>rd</sup> Street Safety and Mobility Project**

Maggie Derk, Senior Transportation Planner, Community Development; Ryan Farncomb, Parametrix

Staff presented an overview of the project area, observations and findings from a site visit, project goals and timeline, approach to community engagement, issues to address, and opportunities for improvements in the project area.

Commission discussion and staff responses:

- Estimate on how many parking spots are on the corridor? Staff responded they don't have a specific number of parking spots in the project area because they aren't formally demarcated. On 33<sup>rd</sup>, the Project team is considering adding a protected mobility lane and parking may need to be removed to accommodate that facility. Staff is conducting a parking utilization study to understand how parking is used throughout the day and will have more data at the next workshop.
- As part of a physical education class at Washington Elementary, students participated in a bike program. The students were not able to ride their bikes outside the school due to the lack of bike lanes and unsafe crossings at St. Johns.
- Abandoned vehicles are parked on this corridor.
- West of Main Street the streets get wider. Support for advisory bike lanes in this section as there is less vehicle traffic.
- Request for crash data west of I-5 and east of I-5. Staff responded that crash data will be available at the next workshop.
- The planters on 33<sup>rd</sup> are conflict points for vehicles and bicycles and there is support for removal of those.
- The light at 33<sup>rd</sup> and St. Johns doesn't detect bicycles.

### **2025 – 2030 Transportation Improvement Program (TIP) Public Hearing**

Chris Malone, Finance and Asset Manager, Public Works

Staff presented the transportation project pipeline, the format of the Transportation Improvement Program (TIP) document, changes to this year's version of the document, and next steps for Council to adopt the TIP.

Commission discussion and staff responses:

- Support for the charts that show the financial breakdown for projects on the TIP.
- Request to make the TIP accessible with screen readers.

Public Testimony

- Jason Cromer appreciated the charts showing financial breakdown of projects on the TIP.

Commissioners Schmit, Phan, Raia and Edwards appreciated the shift towards a 6 year plan for projects on the TIP.

Commissioners Williams, Edwards and Ruggles appreciated how this document has improved and shifted over the last few years to make it more accessible to the community.

Motion by Commissioners Williams and second by Commissioner Ruggles to recommend to City Council the 2025 – 2030 Transportation Improvement Program as presented at the public hearing.

Roll Call Vote

Commissioner Schmit	Yes
Commissioner Grandstaff	Yes
Commissioner Williams	Yes
Commissioner Phan	Yes
Commissioner Raia	Yes
Commissioner Fender	Yes
Commissioner Ruggles	Yes
Vice Chair Edwards	Yes

The motion passed unanimously.

**Commission Communication**

Commissioner Williams mentioned the connection to the Burnt Bridge Creek Trail at Rossiter would be better if it connected at 29<sup>th</sup> as it would provide better trail access from the south and the west.

**Staff Communication**

Kate Drennan notified the Commission that Zack Gatton was appointed to the TMC to fill the freight experience position by City Council on May 6.

The meeting adjourned at 7:35 pm.

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Jeananne Edwards, Vice Chair