



# Transportation and Mobility Commission

## Meeting Minutes

**Tuesday, July 2, 2024**

**4:00 p.m.**

**City Hall**

**Aspen Room**

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

**Vancouver, WA**

**Commissioners Present:**

Jeananne Edwards, Devon Fender, Zack Gatton, Cory Grandstaff, Thinkh Phan, Mario Raia, Eduardo Ramos, Sara Schmit, Ken Williams

**Commissioners Absent:**

Derya Ruggles

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

The meeting was called to order at 4:02 pm by Chair Ramos.

**Motion** by Commissioner Edwards, second by Commissioner Williams, and carried unanimously to approve the June minutes.

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

Kate Drennan, Transportation Planning Program Manager, Community Development; Ryan Farncomb, Consultant Project Manager, Parametrix; Monica Santos-Pinacho, Engagement Lead, Point North

Staff presented a review of discussion at past TMC meetings on this project, engagement activities conducted during the second phase of the project, and feedback themes and survey results from public outreach.

Commission discussion and staff responses:

- How were the survey questions phrased for modes of travel on the corridor? Staff responded the survey asked for level of comfort traveling through the corridor and there was also a question about the respondent's primary mode of transportation,

## Members

**Eduardo Ramos**

*Chair*

**Jeananne Edwards**

*Vice Chair*

Devon Fender  
Zack Gatton  
Cory Grandstaff  
Thinkh Phan  
Mario Raia  
Derya Ruggles  
Sara Schmit  
Ken Williams

## Community Development Department

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so the team could run cross tabs to see the comfort level reported by different modal users. The responses for both vehicle and small mobility users indicated they were often uncomfortable regardless of mode due to the narrow vehicle lanes. The second round of outreach was surveying how people use the corridor today and how the proposed improvements might change how they feel about using the corridor in the future.

- Support for surveys where the public can provide detailed feedback on various sections and aspects of a corridor.
- How does staff respond at tabling events if someone from the public is concerned about traffic congestion? Staff responded they share traffic analysis data that was collected for this project while also acknowledging peoples lived experiences.

The presentation continued with recommendations for near term updates in the three segments of the corridor. Some long-term recommendations included a shared use path to address the sidewalk gap near the Evergreen Memorial Gardens, a shared use path north of 18<sup>th</sup> Street and lane reconfiguration south of Mill Plain.

Commission discussion and staff responses around project recommendations:

- Would the existing bike lane in the section between 18<sup>th</sup> and Mill Plain be removed during the restriping? Staff indicated they would need to review that segment to see where it starts and stops, and if it makes sense to reinstall it with the repaving.
- Could the restriping from Mill Plain to McGillivray be completed now without repaving that section? Staff responded it's not currently part of the funding plan or construction and maintenance schedule. Staff will pass that suggestion along to public works staff to consider, but complete streets projects are typically installed with pavement work to most efficiently use transportation funds and construction crews. For the first segment planned for 2026 pavement work, the design would need to extend through the Mill Plain intersection to facilitate the reconfiguration north of Mill Plain.
- When bike lanes end, could there be a better transition to ride on the sidewalk? Staff responded changing the curb would make it a larger project that impacts storm water among other things. With paving projects, there are striping and signage plans that could tell users the bike lane is ending and to transition to the sidewalk or another mode.
- The vehicle lanes between 18<sup>th</sup> and 28<sup>th</sup> are currently very narrow. Are there plans to widen those lanes? Staff responded there are currently not any plans to widen that section of road because it would require purchasing ROW from private property owners and moving sidewalks which are both very costly. Removing a travel lane would allow for wider lanes but would impact congestion negatively. There is a recommendation to lower speeds, which can make it feel more comfortable to drive on.
- What will the transition from the neighborhood greenways at Morrow Road to 112<sup>th</sup> look like? Staff responded the plan would include a curb cut to facilitate the transition. We are also proposing an enhanced crossing at Morrow Road for pedestrians and cyclists.

The presentation continued with priorities for enhanced crossings, corridor wide safety investments including leading pedestrian internals, signal timing, medians and access control, street lighting at crossings, reducing speed limits, and speed feedback signage.

Commission discussion and staff responses:

- General support for what is proposed but need to flesh out more details on the transition to the neighborhood greenways.
- Concern for the narrow lanes in the section between 18<sup>th</sup> and 28<sup>th</sup>.

- Support to connect the changes that are happening on McGillivray with those on 112<sup>th</sup> to tie together the system for small mobility users.
- How will this project affect transit users?
- Include information at the public hearing on the City's position on the use of speed cameras.

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

Maggie Derk, Senior Transportation Planner, Laurel Priest, Associate Transportation Planner, Community Development; Ryan Farncomb, Consultant Project Manager, Parametrix

Staff reviewed the project area, goals, timeline, the existing conditions and issues of the corridors, safety and crash data, traffic volumes and speeds, and parking utilization on the project corridors.

Commission discussion and staff responses:

- Regarding parking utilization, important to understand why people park on the corridor and during which times. Staff responded they are looking at existing parking, if it is heavily used, and what alternatives may be nearby. In the next phase of engagement, in areas where there may be parking removal, staff will talk with those in the area to understand parking needs.

Staff presented possible treatments for neighborhood greenways and preliminary design concepts for 29<sup>th</sup> Street for near- and long-term.

Commission discussion and staff responses:

- General lack of support for sharrows but it could work on 29<sup>th</sup> Street.
- Enhance pedestrian facilities near Washington Elementary as that school is not served by bus.
- Why not add protected bike lanes on 29<sup>th</sup> Street? Staff responded the intent for this corridor is to prioritize the entire street for people walking and rolling and to keep traffic volumes and speeds low. If there were bike lanes on 29<sup>th</sup>, parking would need to be removed which act as traffic calming.
- Experienced slow traffic on 29<sup>th</sup> because of the narrowness of the road and parked cars on both sides.
- Support for the bridge over I-5 to be bike and pedestrian only.
- Dislike speed bumps and support for other methods for traffic calming.
- Plan to increase street lighting beyond at crossings? Staff responded they're not aware of larger plans to add street lighting.

Staff presented possible preliminary design concepts for 33<sup>rd</sup> Street for near- and long-term.

Commission discussion and staff responses:

- Support for removal of the medians and planter boxes.
- Support for option 2 from Main to Kauffman with the buffered mobility lane.
- Support for marked crosswalks at R and S Streets due to the proximity to the school.
- Did you consider parking protected bike lanes? Staff did consider that option, but it's more challenging to keep those bike lanes clean and less consistent with other treatments in the city.
- Consider lowering the speed to 20 miles per hour with parking on both sides and speed bumps to lower traffic volume and speed and make sharrows an option.
- Suggested moving the parking to the same side as the mobility lane.
- Support for consistent treatment for small mobility users along the corridor.

Commissioner Grandstaff left the meeting.

## **Community Forum**

Israel Lopez provided comments on 29<sup>th</sup> and 33<sup>rd</sup> Streets. He noted the pressure from cars while biking on 33<sup>rd</sup> and support for making 29<sup>th</sup> a neighborhood greenway.

## **Upper Main Street Safety and Mobility Project Public Hearing**

Maggie Derk, Senior Transportation Planner, Community Development; Derek Abe, Alta Planning and Design, Consultant Project Manager

Staff presented a project overview, the project timeline, summary of existing conditions, types of engagement conducted, and feedback received. The presentation covered the design concepts for segment 1 from Fourth Plain Boulevard to 29<sup>th</sup> Street. The presentation continued with the design concepts for segments 2 and 3 from 29<sup>th</sup> to 33<sup>rd</sup> and 33<sup>rd</sup> to 39<sup>th</sup>.

Commission discussion and staff responses:

- Given similar traffic volumes in north and southbound lanes, why do you need two lanes going southbound and could the outer lanes be bus only? Staff responded there is slightly heavier traffic volumes for the southbound lane. One alternative that was considered had a bus only lane but based on traffic modeling, the bus would get stuck in traffic congestion north of 39<sup>th</sup> Street and staff wanted to prioritize efficiency for the new bus rapid transit route in alignment with its TSP destination as an enhanced transit corridor.
- Preference for option 2 in segments 2 and 3, as it's more difficult to pass the bus and increase safety for pedestrians.

The presentation continued with the design concepts for segment 4 from 39<sup>th</sup> to 45<sup>th</sup> Street.

Commission discussion and staff responses:

- Transition from the multiuse path to F Street going southbound? Staff indicated they have only planning level design at this phase, but a southbound user would cross 40<sup>th</sup> with a green hashed crosswalk to the south side of 40<sup>th</sup>, then travel east in the buffered mobility lane to connect to F Street. It would need to be striped and signed in a clear way to help all users at the intersection.
- Is the section of the multiuse path at the Covington House exit any wider than it is going into the parking lot? Staff responded it does widen out after the exit. At 40<sup>th</sup> Street, Main Street is narrower and that is why staff proposes combining one of the southbound through lanes with the left turn lane to allow enough width for a two way multiuse path.

The presentation concluded with the design concepts for segment 5 from 45<sup>th</sup> Street to the City limits.

Commission discussion and staff responses:

- What is the outlook with coordination with the County to transition this project at the city limits? Staff indicated they are communicating with County staff about the project and would like to avoid a conflict point where the two way mobility lane meets a single bike lane. The County would need to invest for a crossing north of the city limits to safe transition of facilities. That investment pushes this recommendation into a long-term investment.
- Use of the left turn lane northbound north of 45<sup>th</sup> Street? Staff responded there is a fenced off area west of Main Street. East of Main there is a Safe Stay village, a Department of Transportation facility, and access to Kiggins Bowl. It was kept as a two way turn to facilitate turning movements out of the Kiggins Bowl driveway.

Public Testimony

No members of the public were present to provide public testimony.

Commissioner Schmit supported the project overall, but noted in segments two and three there is space for mobility lanes and is something to consider for the future.

Commissioner Gatton supported the project overall and agreed with Commissioner Schmit’s comments.

Commissioner Fender supported the project overall but was concerned about the continuity of the corridor and would be difficult to navigate as a cyclist and pedestrian.

Commissioner Phan supported the project.

Commissioners Williams and Edwards agreed with the other Commissioners comments and supported staff continuing to gather data post-project to assess future options.

Commissioner Raia supported the project.

Chair Ramos supported the project and encouraged the Commissioners and the public to engage in the Comprehensive Plan Update to address the land use and place making on Main Street. The project supports C-TRAN’s efforts to provide rapid and reliable service through the Vine.

**Motion** by Commissioner Fender, second by Commissioner Schmit to recommend the proposed project designs and investments for Main Street, to be implemented through scheduled pavement work in 2025 and beyond for future roadway segments, and through future capital projects and the transportation improvement program as funding becomes available.

Roll Call Vote

- Commissioner Gatton      Yes
- Commission Phan          Yes
- Commissioner Raia        Yes
- Commissioner Schmit     Yes
- Commissioner Williams   Yes
- Commissioner Fender     Yes
- Vice Chair Edwards       Yes
- Chair Ramos                Yes

The motion carried unanimously.


**Staff Communication**

Kate Drennan reminded the Commission that there is no meeting in August.

**Commission Communication**

None.

The meeting adjourned at 8:00 pm.

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 Eduardo Ramos, Chair