

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995

www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Leah Jackson • Soroush Mohandessi
Mike Paine • Thinh Phan • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

October 3, 2023

CALL TO ORDER AND ROLL CALL

The October 3, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:22 p.m. by Vice Chair Edwards.

Present: Chair Eduardo Ramos (remote), Vice Chair Jeananne Edwards, Commissioners Connor Godsil (remote), Corey Grandstaff, Leah Jackson, Soroush Mohandessi, Mike Paine, Thinh Phan, Mario Raia, Derya Ruggles and Ken Williams

Rebecca Kennedy was present as the staff liaison for the meeting, and Becky Rude (remote) was present as the staff attorney assigned to the Commission.

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Commissioner Williams, seconded by Commissioner Paine, and carried unanimously to approve the September minutes.

WORKSHOP

Interstate Bridge Replacement Program Update

Rebecca Kennedy and Katherine Kelly introduced the workshop, outlining the current stage of the program, the role of the TMC and other community advisory groups in the process, and the program's preparation for release of a draft supplemental environmental impact statement (DSEIS).

Shilpa Mallem presented an overview of the program study area, including active transportation facilities, the interchange with SR-14, transit stops near the waterfront and Evergreen Blvd, the Mill Plain and Fourth Plain interchanges, the interchange with SR-500, and coordination with C-TRAN. As part of the environmental study, the program is considering design options for the following elements: whether to rebuild all or part of the C Street ramp, single level and double decker bridge options, and fixed and movable span options.

The bullets below summarize the Commission's questions and staff responses:

- On the double decker option, consideration for active transportation and transit on the top level to reduce noise levels. Staff indicated several factors are being studied to inform this decision, including rain coverage.
- Main Street connection to Columbia Way under the bridge and safety at street crossings due to noise levels. Staff responded that the project will construct a new portion of Main Street

between 5th Street and Columbia Way. All crossings will reflect best practices for safety and comfort for pedestrians and other vulnerable road users.

- Compliance with Federal Aviation Administration (FAA) requirements for Portland International Airport. Staff responded that the program is actively coordinating with the FAA and all appropriate program elements will respond to FAA requirements.
- Toll gate placement and tolling amount. Staff responded that the Oregon and Washington state transportation commissions will set toll rates. Gantry placement has not yet been determined.
- What are the pink boxes on the map? Staff responded they are the proposed locations for park and rides near the Evergreen transit station and the waterfront transit station. the program estimates there will be zero to two park and ride stations. Depending on the data from the transit optimization analysis, there may not be a need for a parking lot at either station, or at a maximum, one parking lot for each station.
- In the option without the C Street ramp, is the connection from SR-14 westbound to C Street also removed? Staff responded there would still be a connection from SR-14 westbound into downtown via 4th Street.
- Rationale for removing the connection from SR-500 westbound to Fourth Plain westbound. Staff responded to make that connection, from SR-500, traffic would exit to 39th Street to connect to Fourth Plain. There are currently quite a few crashes at that interchange and separating the traffic making that connection from the I-5 traffic is an attempt to improve safety.
- Bridge design options. Staff responded there are concept level design options at this stage.

WORKSHOP

Upper Main Street Safety & Mobility Project

Kate Drennan, Principal Transportation Planner, Community Development; Randy Johnson, DKS Associates; Derek Abe, Alta Planning & Design

Kate Drennan introduced the workshop and presented the project overview, previous planning work for this corridor, and the modal networks on the corridor from the Transportation System Plan (TSP). Randy Johnson presented the existing traffic conditions, existing lane conditions, lane configurations for alternatives 1 and 2, diversion impacts, traffic impacts under the two alternatives, and the multimodal connection from 40th Street to the Discovery Trail. Derek Abe presented the goals of phase two of the project, including improvements to the multimodal network, the project and outreach timelines, and key stakeholders for public outreach.

The bullets below summarize the Commission's questions and staff responses:

- Cyclist and small mobility connections from Main Street at 39th Street to connect to Columbia and 40th Street to connect to F Street. Staff responded part of the analysis of this project will include reviewing these intersections, connections, and parallel routes to build a more complete network.
- Explanation for traffic congestion southbound during the AM peak on Main Street but not during the PM peak. Staff responded it's likely correlated to the congestion on I-5 at the bridge. Planning analyses show localized growth in the study area between now and 2040, but because the Interstate Bridge Replacement will be completed in that time period, traffic models show current and new trips staying on the interstate, with very limited net change.
- Adding pedestrian crossing between Fourth Plain and 39th Street. Staff responded this is a pedestrian priority corridor, so we will look at crossing distances, the locations of new BRT stations and multi-family housing to meet the new standard for this corridor.

- Add PeaceHealth, Cycle Vancouver, Bike Clark County, Rev Rides, businesses in Hazel Dell, Vancouver School District, Clark College, WSU, and those who are staying at the Safe Stay sites nearby to the list of key stakeholders during outreach.

COMMUNITY FORUM

Christina Martin provided comments on the McGillivray Safety and Mobility project and was opposed to the plans due to concerns with traffic congestion. She suggested adding police presence to address concerns for speeding. She also supported speed bumps and adding a stop sign at the intersection with Olympia.

Anita Brittain provided comments on the McGillivray Safety and Mobility project and was opposed to the plans due to concerns with safety, removal of parking, and changes to the aesthetics. She suggested adding more outreach to notify neighbors of meetings related to this project.

Jason Cromer provided comments on the McGillivray Safety and Mobility project and was supportive of the plans, specifically alternatives 1 and 2. He supported proactive traffic calming measures on McGillivray to address safety, reduce crashes and speeding, and lower noise pollution.

Dan Packard provided comments on the Upper Main Street Safety and Mobility project. The traffic analysis didn't seem to account for increased use of transit and small mobility and only focuses on motor vehicle travel. He also provided comments on the 112th Avenue Safety and Mobility project and access to the businesses in the area. He rode the C-TRAN Mill Plain Vine BRT route but had to walk 10 minutes on a busy street to get to the transit stop for his return trip. He urged the Commission to continue to advocate for city design improvements that benefit everyone.

PUBLIC HEARING

Main Street Promise

Ryan Lopossa, Streets and Transportation Manager, Public Works; Chris Harder, Deputy Director, Economic Prosperity & Housing

Ryan Lopossa presented a project overview, goals and guiding principles, project timeline, takeaways from the TMC and City Council workshops, and alignment with the Strategic Plan. The presentation covered the final design elements, bike parking corrals, and bollard plans. Chris Harder presented on community engagement and public feedback, the project advisory group, the business retention plan vision and goals, and next steps for the project.

The bullets below summarize the Commission's questions and staff responses:

- How bollards will impact flow of traffic and pedestrian crossing. Staff responded the bollards can be placed to prevent vehicular traffic on Main Street from any direction, depending on the need for the event. Pedestrians will continue to have access to all crosswalks when the bollards are in place.
- Define enhanced intersections. Staff responded the intersections are designed to draw the attention of the user, particularly drivers. On Main Street, the intersections will include concrete instead of asphalt and be a different texture. In the crosswalks, there is more contrast and texture to alert drivers to pay attention. The intersections with traffic signals will include Audio Pedestrian Signal (APS) technology and tactile ramps.

- How are business grants funded? Staff responded the grants are funded and managed through the Vancouver Downtown Association. The City is partnering with other local agencies that offer business grants.
- After construction is complete, will there be a process to evaluate traffic volume and speed on the corridor? Staff responded there will be an evaluation of the corridor after construction to assess how well the design is functioning.
- What will staff measure post-construction to evaluate the project? Staff responded they will evaluate traffic speed and volume. For programmed events where portions of the street are closed, they will review information on how many people attended the event and impacts to businesses.
- Data from programmed closures of the corridor for events and the challenges to using that information to determine potential permanent closure to vehicular traffic.

Public Testimony

- Dan Packard expressed concern for the pedestrian experience with the proposed design. The sidewalk is narrowly constrained between 6th and 9th Street. The corridor is still mostly designed for vehicles. The City is missing an opportunity to reduce vehicle emissions and make the corridor more livable and prosperous.
- Christina Martin supported on street parking on Main Street to support businesses located on the corridor.
- Jason Cromer suggested studying longer term closures of the corridor, such as three or six months to understand the impacts to businesses. He supported changing the infrastructure to support pedestrian and small mobility usage and lowering the volume of vehicles on Main Street.

The bullets below summarize the Commission's questions and staff responses:

- Sidewalk width between 6th and 9th Street and ensuring there is a clear active section on the sidewalk for pedestrians. Staff responded the active section of the sidewalk is approximately 8 feet wide. It's a challenge to fit outdoor seating and other uses on the sidewalk but there is an emphasis on the active zone to be free of any barriers. There will be a furnishing zone next to the buildings for seating and tables. The active zone should not have any furniture or obstructions and each section of the sidewalk will have different textures to designate those different zones.

Motion by Commissioner Paine and seconded by Commissioner Ruggles to forward a recommendation to City Council in support of the following:

- The final project design and public engagement process as described in the Staff Report and Presentation
- Implementation of the Business Retention Strategy as outlined in the Staff Report and Presentation
- Council to direct staff to return in five years after project completion to present information on the benefits and impacts of temporary street closures of Main Street to inform a discussion of if/when a permanent closure of Main Street may be appropriate.

Amendment to the motion by Commissioner Williams, seconded by Commissioner Ruggles for Council to direct staff to return in three years after project completion and the street closures apply to vehicular traffic.

Deliberation

- Commissioner Mohandessi appreciated the work and creativity, including the community input that went into this project. If the design was for 10 blocks with no vehicles, it would be a unique experience. The current design is like any other in the City and requested to table the motion to allow more time to amend the design.
- Commissioner Ramos agreed with the points made about the design and acknowledged the hesitation to more radical design ideas like removing parking. He supported the opportunity to review the design in three years to consider limiting vehicle traffic and pushing forward on the City's climate goals and towards more bold policymaking.

Roll call vote on the amendment to the motion:

Commissioner Williams	Yes
Commissioner Jackson	Yes
Commissioner Raia	Yes
Commissioner Ruggles	Yes
Commissioner Phan	Yes
Commissioner Grandstaff	Yes
Commissioner Mohandessi	Yes
Commissioner Paine	Yes
Commissioner Godsil	Yes
Commissioner Ramos	Yes
Commissioner Edwards	Yes

Roll call vote on the amended motion:

Commissioner Williams	Yes
Commissioner Jackson	Yes
Commissioner Raia	Yes
Commissioner Ruggles	Yes
Commissioner Phan	Yes
Commissioner Grandstaff	Yes
Commissioner Mohandessi	No
Commissioner Paine	Yes
Commissioner Godsil	Yes
Commissioner Ramos	Yes
Commissioner Edwards	Yes

Motion passes 10-1.

STAFF COMMUNICATIONS

Rebecca Kennedy provided an update on the McGillivray Blvd Safety and Mobility Project. The two design options both include removal of a travel lane and reconfiguration and there has been feedback from the community for an option that does not include removal of a travel lane. Staff is evaluating that option under the same criteria as the other two options and will bring that information to the Commission at the next workshop.

COMMISSION COMMUNICATION

Commissioner Williams shared his experience of an edge lane road in Port Townsend that had been restriped with two 5-foot wide non-vehicle lanes and one 10 foot wide two direction vehicle lane. He encouraged staff to include this option when considering traffic calming measures. Staff indicated this is often called an Advisory Bike Lane and is a design they are considering on roadway segments with low vehicle volumes.

ADJOURNMENT 8:15 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | Relay: 711 |
Julie.Nischik@cityofvancouver.us



NE 112th Avenue Safety & Mobility Project

Transportation and Mobility Commission
December 5, 2023



Kate Drennan, Principal Transportation Planner
Ryan Farncomb, Consultant Project Manager, Parametrix

- Quick Refresher: Project Overview
- Community Engagement Feedback
- Review Initial Design / Safety Elements Being Explored
- Workshop Discussion
 - What findings from engagement resonate with you?
 - Feedback on potential project concepts

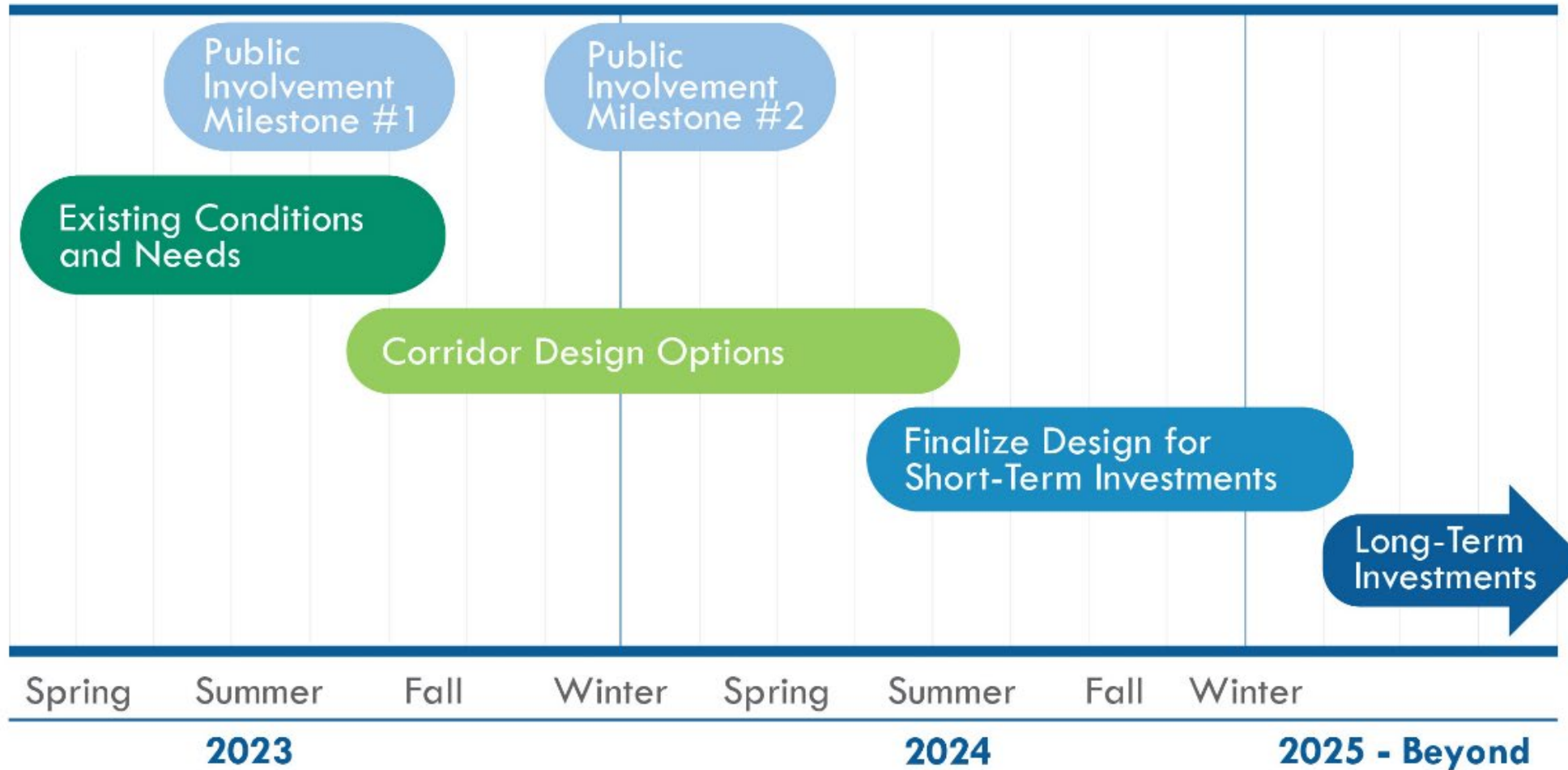


Project Refresher: Study Area



Project Refresher: Timeline

4



Issues and Needs

Pedestrians

- No marked crossings at unsignalized intersections
- Long distances between marked crossings
- Curb-tight sidewalk in much of the corridor is uncomfortable for people walking

Bicycle/ Small Mobility Users:

- Limited or disconnected mobility lanes

Transit Users

- Lack of enhanced crosswalks to access bus stops away from signals, low/no lighting at stops

Driving

- Narrow (<10') travel lane widths in some segments
- Congestion worse north of 18th
- Poor road surface condition (potholes)

Corridor Safety

Safety Hot Spots

- Chkalov/Mill Plain Intersection
- Intersections with 18th, 28th, 49th, 51st

Crash History (2017 – 2021)

- 399 Total Crashes
- 4 Fatalities
- 11 Severe Injuries

Speeding

- Especially north of 9th Avenue

Community Engagement



Milestone 1 Engagement Summary

- **Project webpage:** 1,500 visitors
- **Social media:** 21,000+ engagements
- **Multiple tabling events:** nearly 150 people engaged, staff with Spanish-language skills at events
- **Canvassing:** 55 people spoken to by phone, 140 people spoken to in-person at businesses and residences
- **Survey:** 15,000 addresses sent postcard about the survey, 560 responses
 - Survey provided in English, Spanish, Russian



Reached **23,000+** community members



564

**surveys
completed**



315

**in-person
conversations**



1,500

**project webpage
views**



21k+

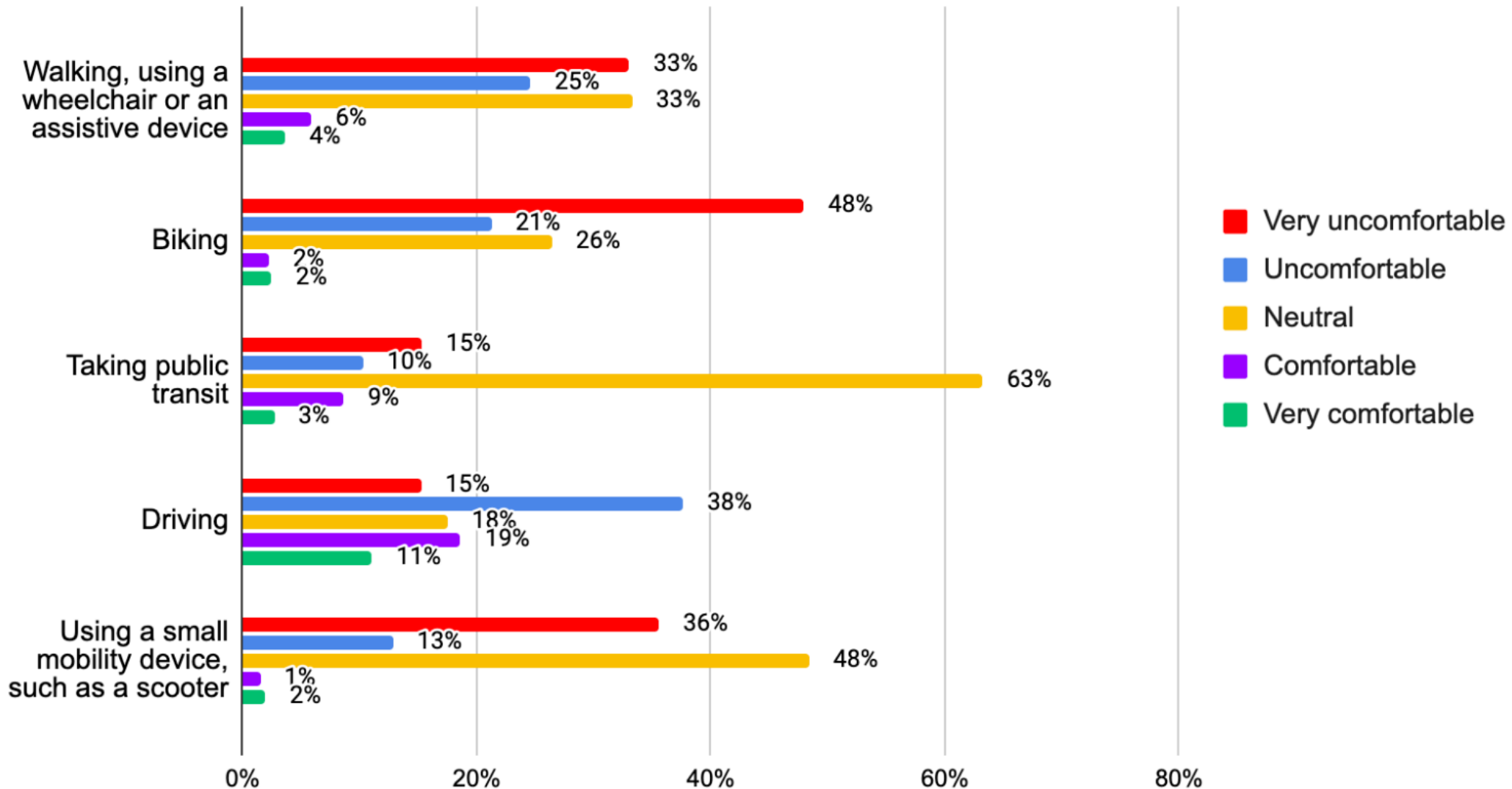
**digital
engagements**

Feedback Themes Shared Across Engagement Events

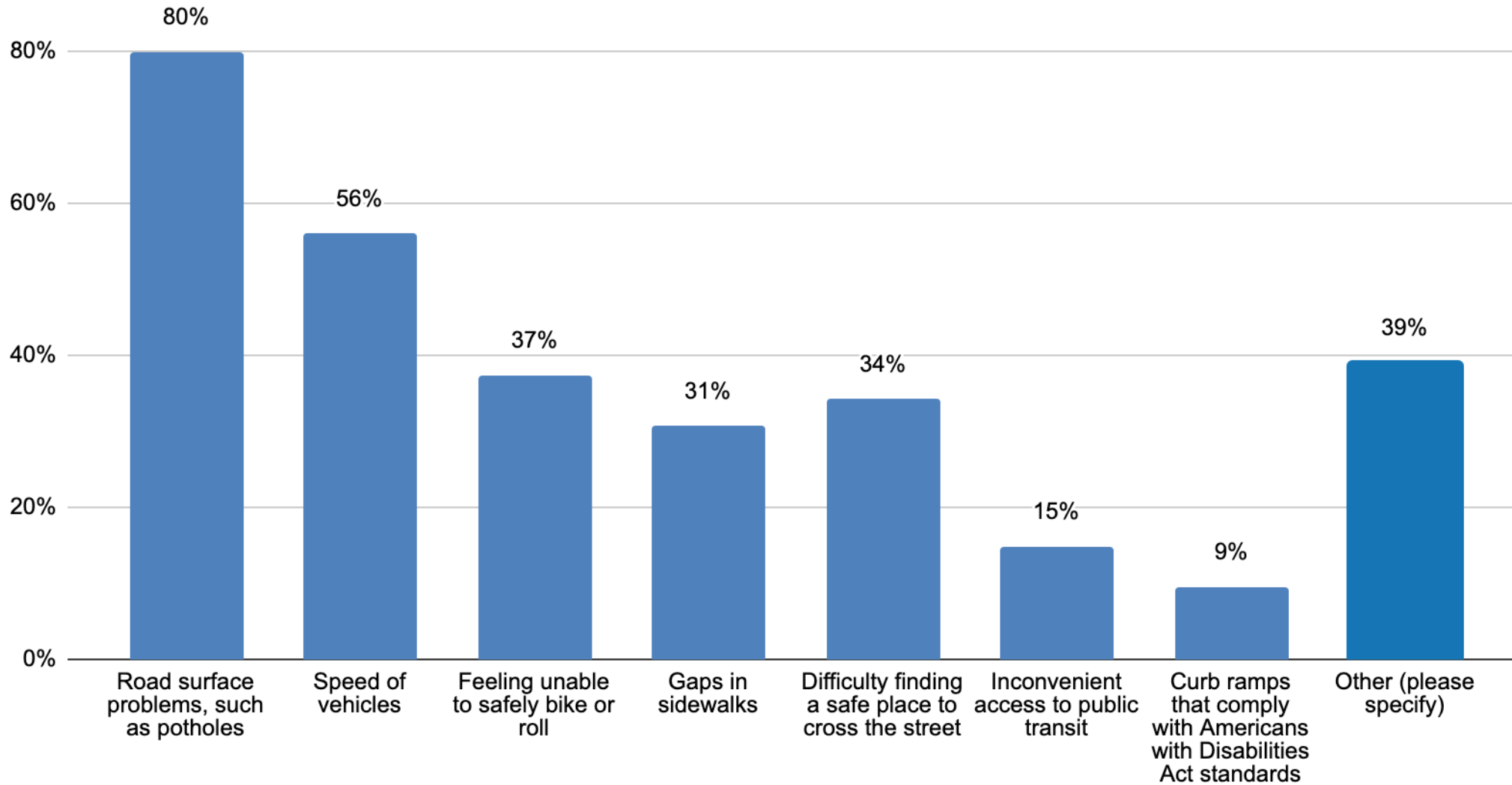
9

	Widen lanes	Improve road surface	Don't remove car lanes	Add / improve bike lanes	Concerns regarding adding / improving bike lanes	Add / improve sidewalks
Fircrest Neighborhood Association	●	●	●	●	●	●
Latino Student Union, Evergreen High School	●	●				●
Survey	●	●	●	●	●	●
Social media	●	●	●	●	●	●
Tabling	●	●		●	●	●
Phone canvassing	●	●				
In-person canvassing	●	●	●	●	●	●

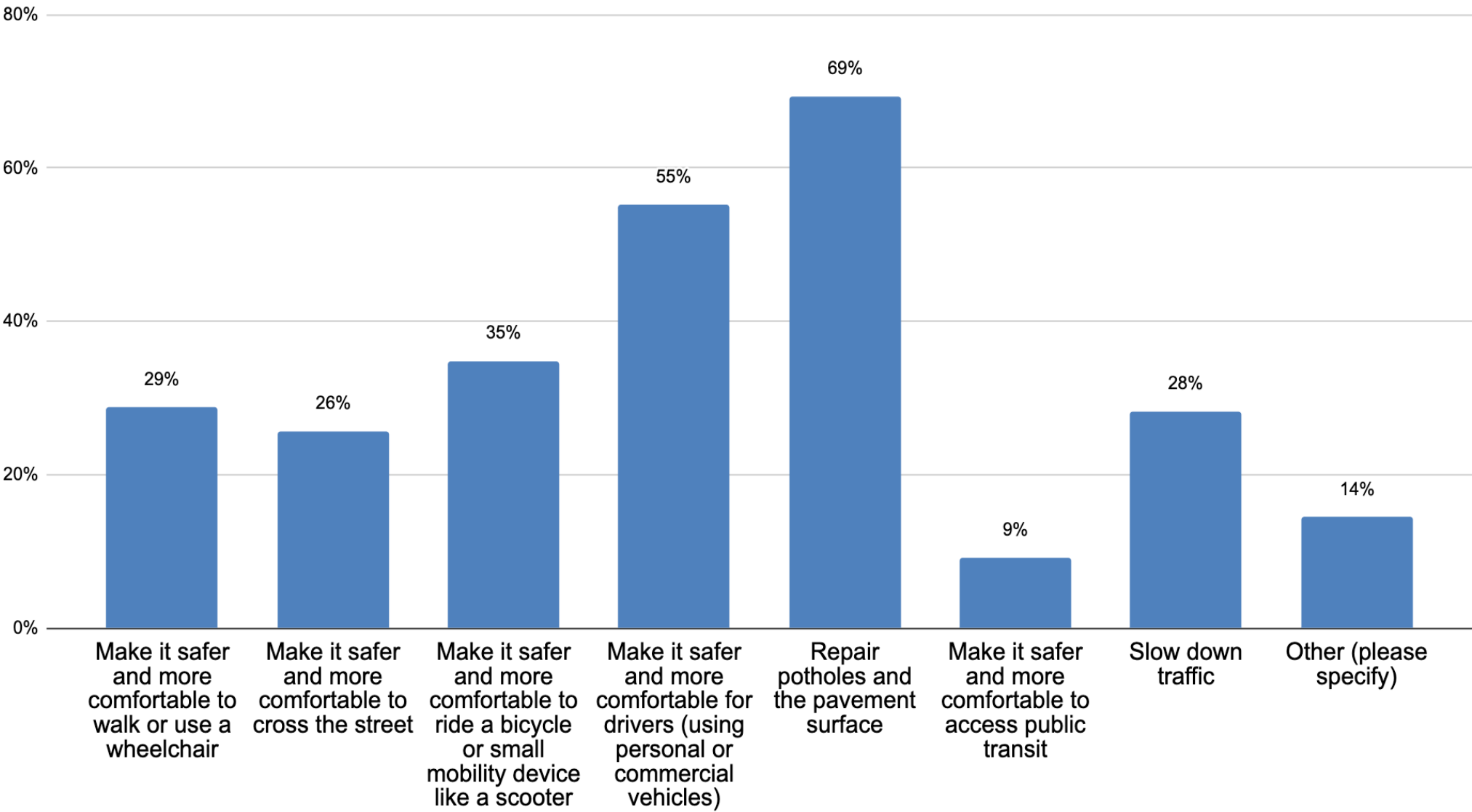
How comfortable do you feel traveling in the following ways on NE 112th Avenue?



Which challenges, if any, do you experience while traveling on NE 112th Avenue (Check all that apply)



What are your top three (3) priorities to improve travel on NE 112th Avenue?



Initial Design Ideas Under Exploration

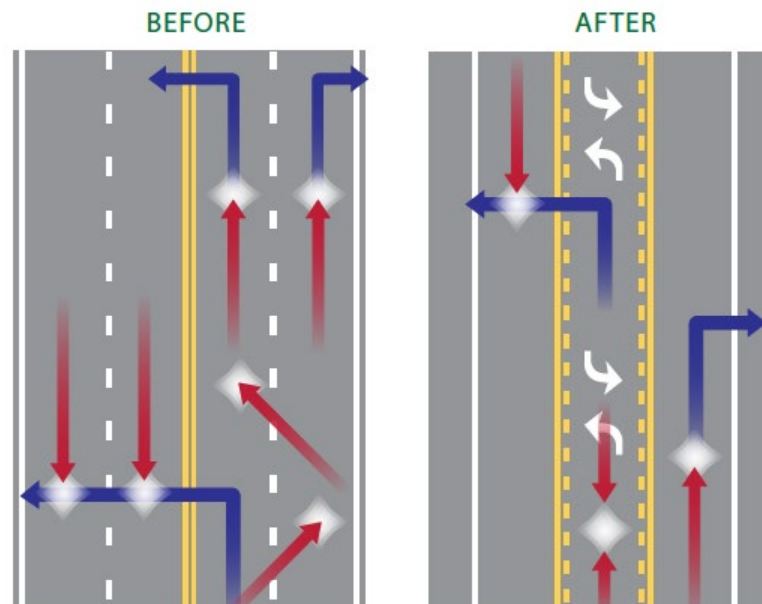
- 112th Identified on all Transportation System Plan (TSP) modal networks
- Design options developed based on consideration of:
 - Technical assessment of needs and issues
 - TSP guidance
 - Community feedback
 - Corridor constraints
 - Feasibility
 - Mobility standards (concurrency, intersection LOS)
- Evaluation criteria help to select near- and long-term design options

Near-Term Corridor Alternatives



15

Lane Restriping or Narrowing to Standard Widths North of 18th



Lane Reconfiguration to Create Turn Lane Refuge / Widen Lanes to Standard Width South of 18th

Near-Term Corridor Alternatives

South of 18th

16

- Consider lane reconfiguration to add turn lane/ widen outside lane/ mobility lane space
- Major constraints:
 - Corridor varies in curb-to-curb width
 - Chkalov/Mill Plain intersection congested
 - Many driveways create conflict points

North of 18th

- Much higher traffic volumes, lane restriping most likely
- Parallel routes for people cycling
- Major constraints:
 - 18th to 28th very narrow, restriping not possible
 - North of 28th, room to establish unbuffered bike lane – does not meet TSP guidance

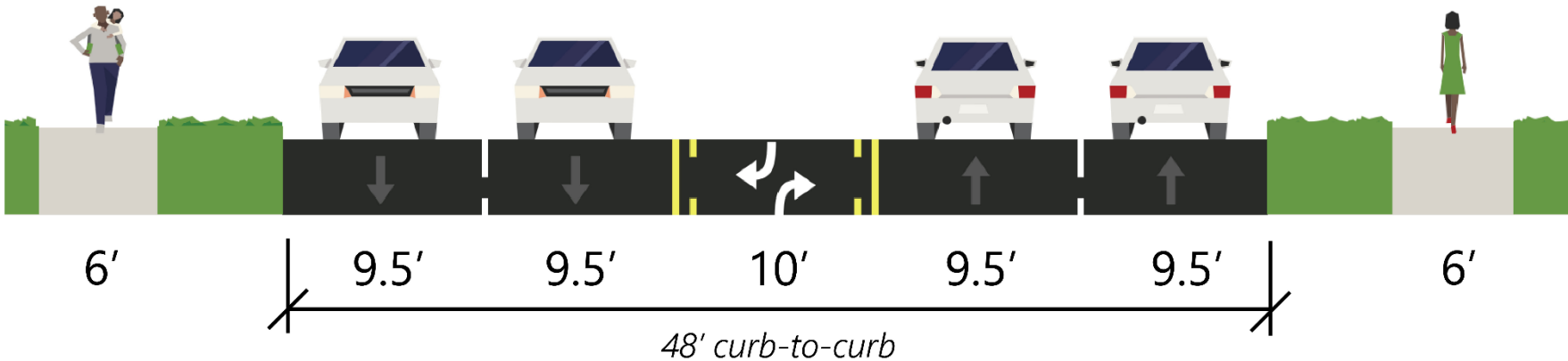
Mill Plain Intersection

- Very busy!
- Dual left turn lanes on all legs of intersection complicate lane reconfiguration possibilities
- I-205 ramp influence
- More work needed to determine feasibility

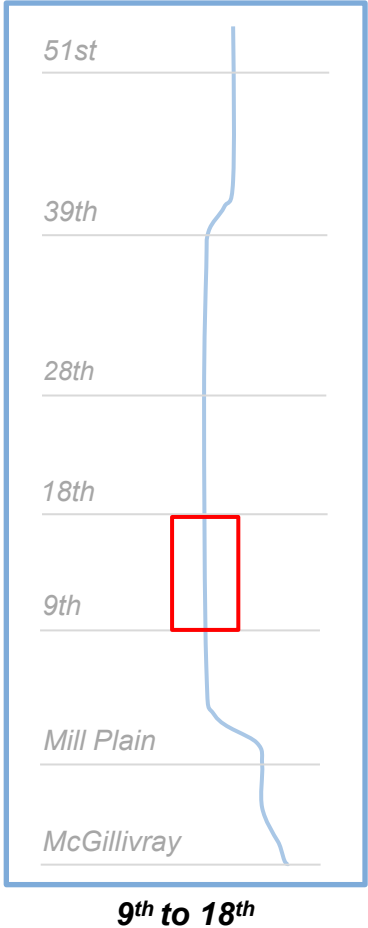
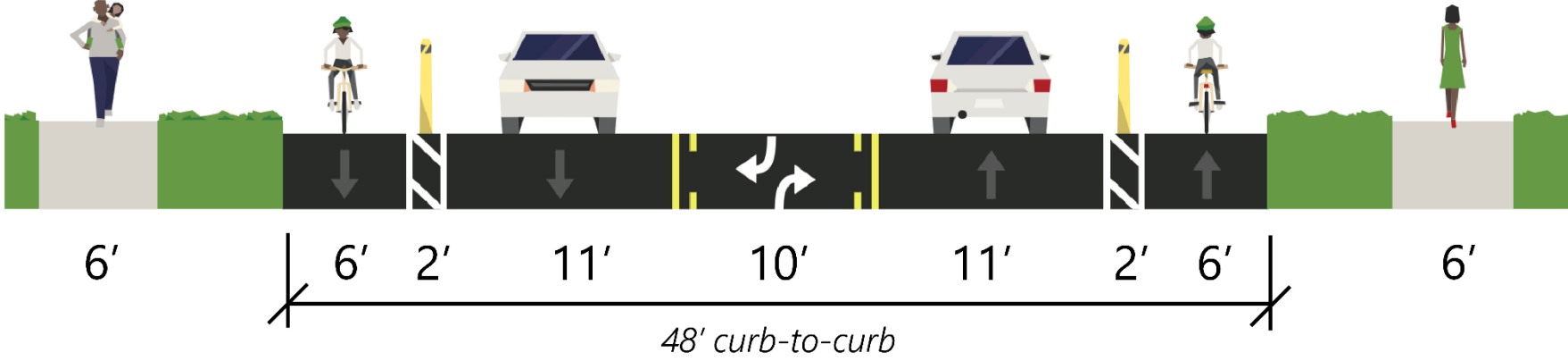


Example: 9th to 18th

EXISTING



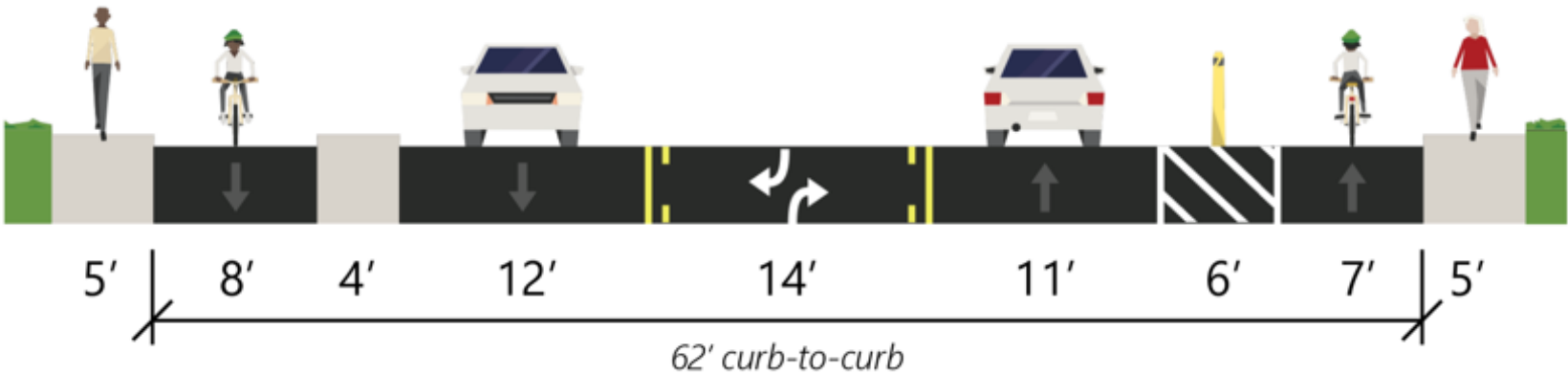
DESIGN CONCEPT



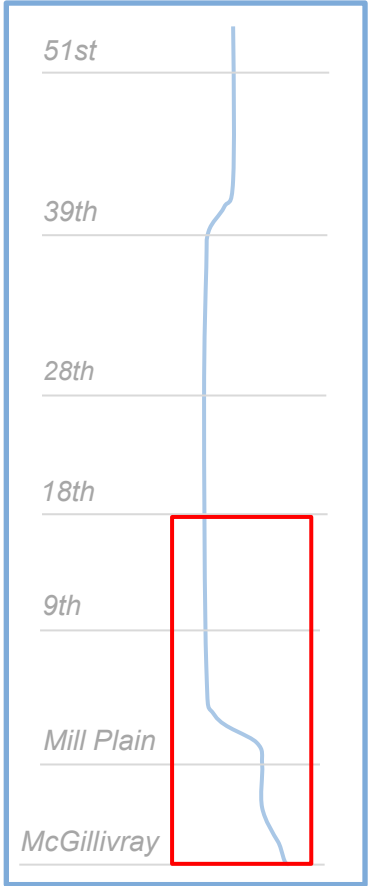
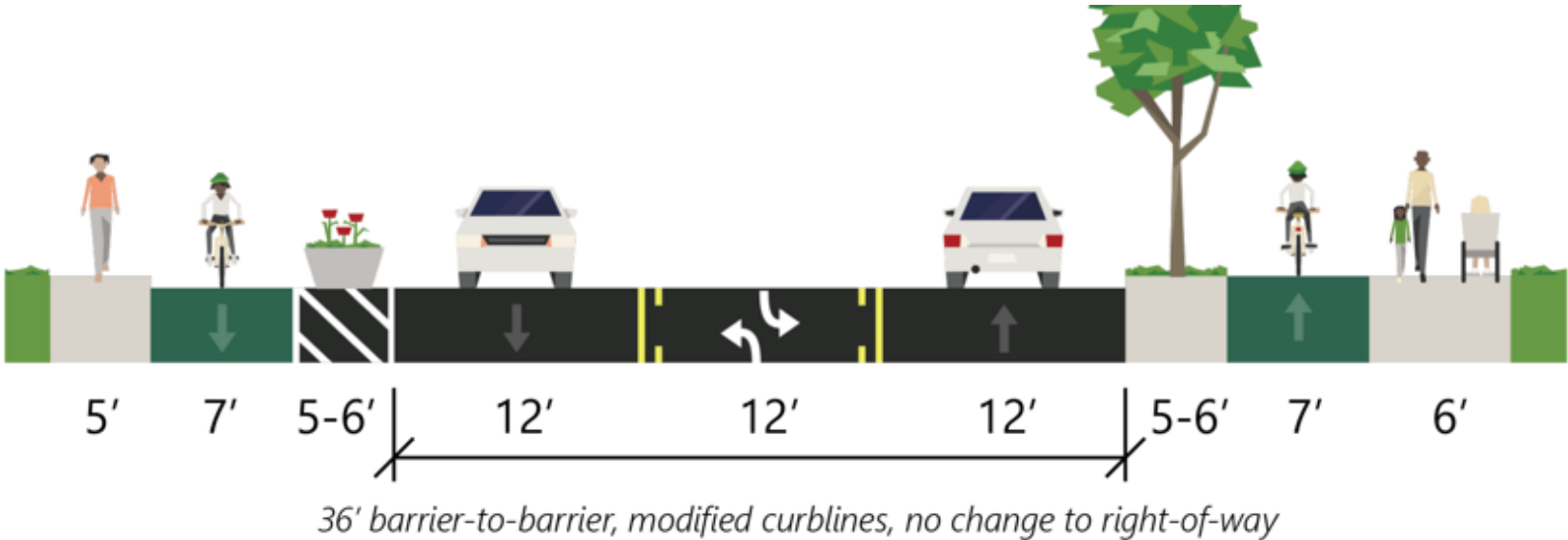
Long-Term Corridor Alternatives

South of 18th (full width)

LOWER COST



HIGHER COST

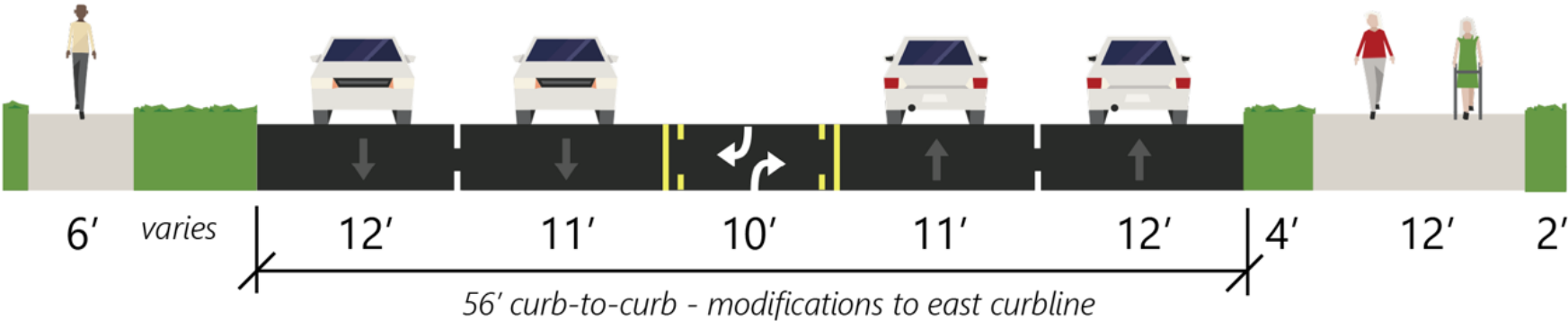


South of 18th
(full width)

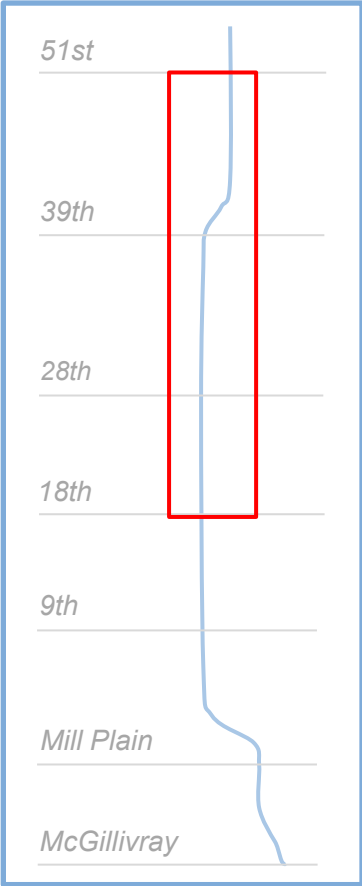
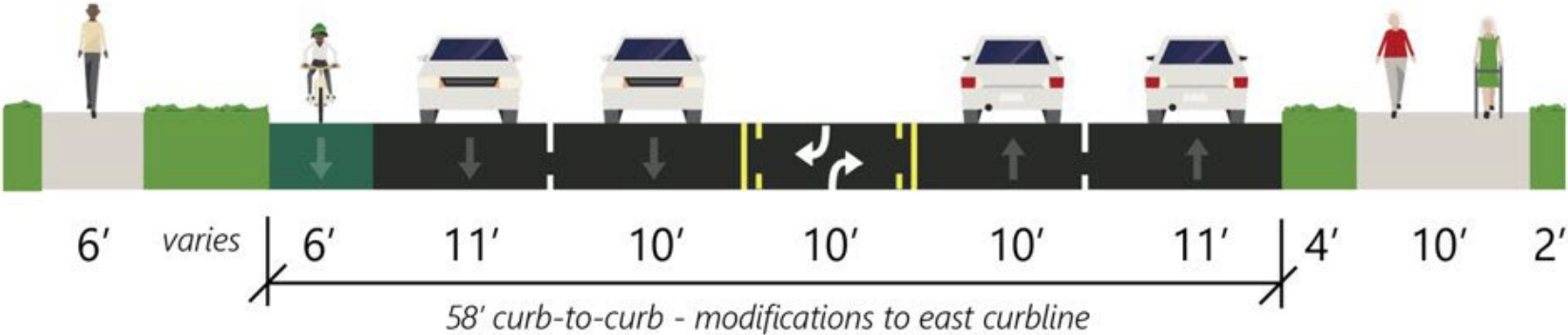
Long-Term Corridor Alternatives

18th to 51st

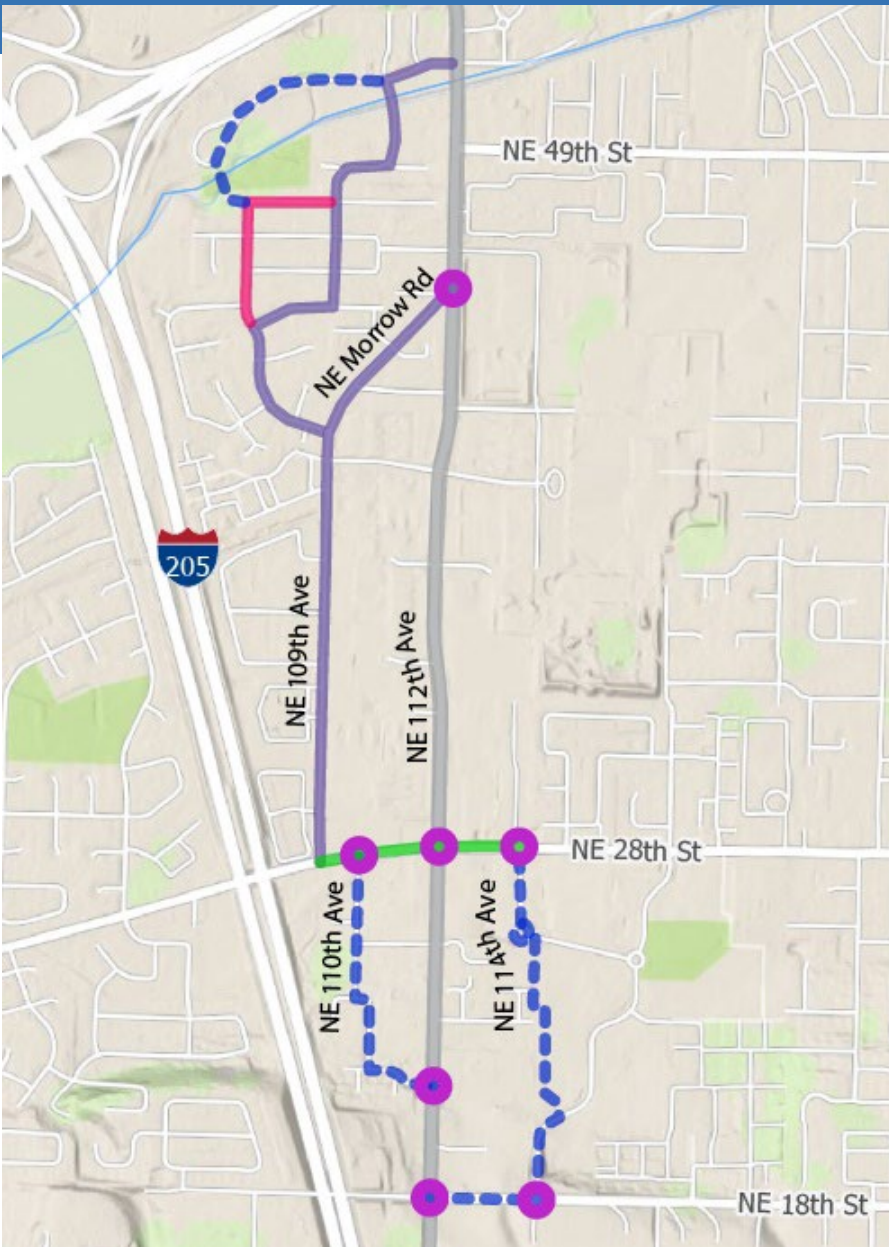
CONCEPT #1



CONCEPT #2



18th to 51st



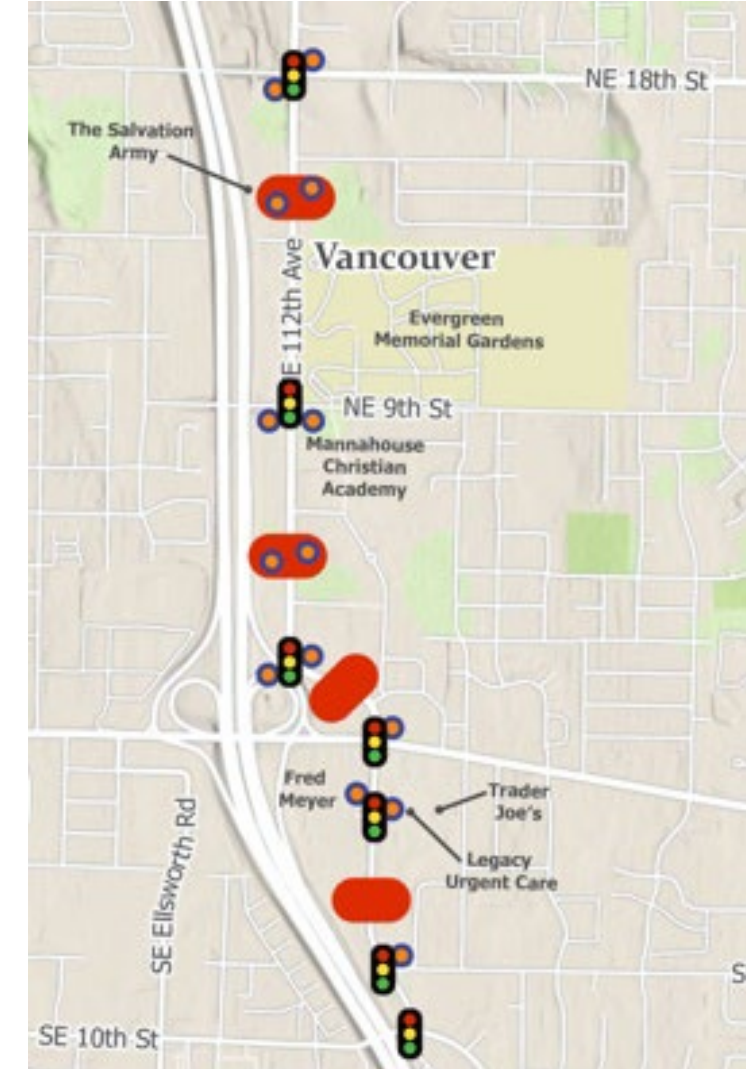
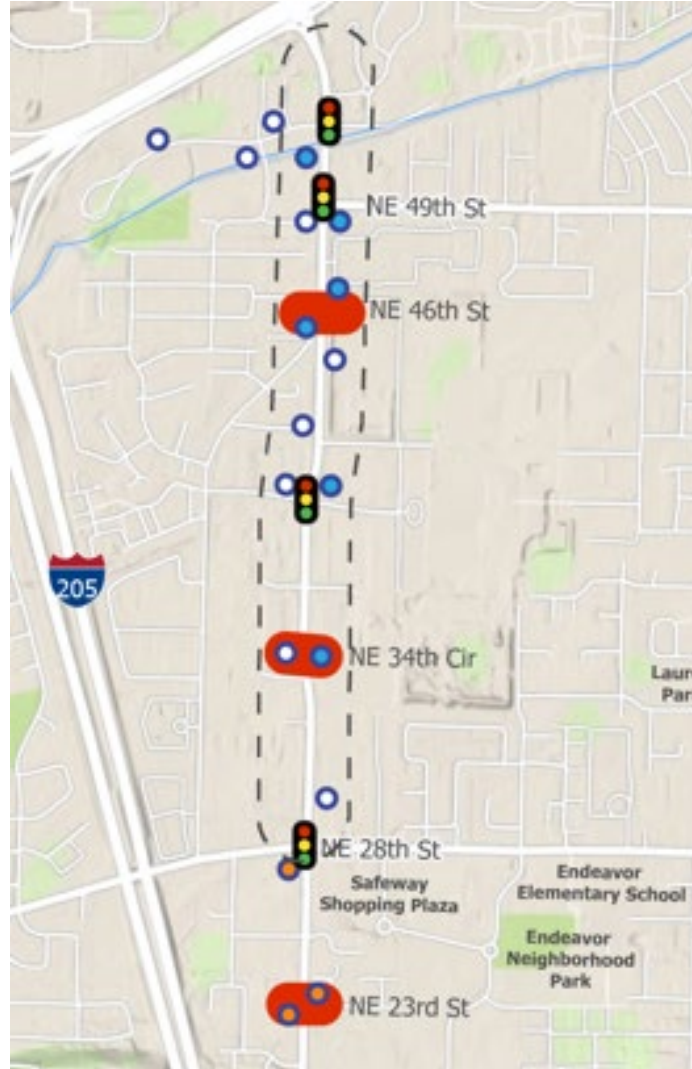
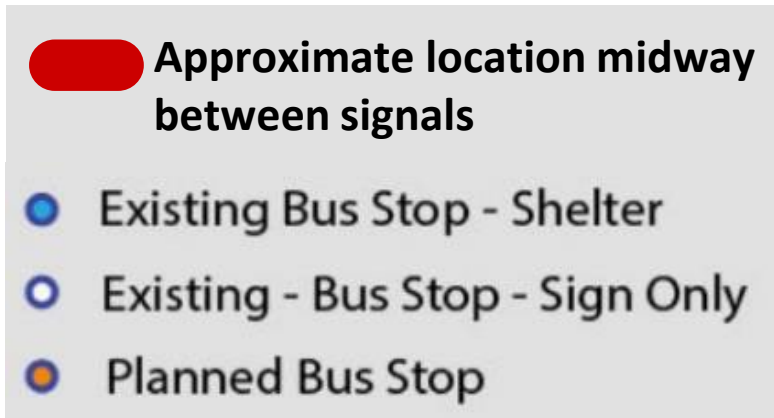
Parallel Mobility Route Alternatives

- Improvements needed to create a comfortable route with intuitive connections
- Near-term future small mobility lane gap along 112th between 18th and 28th is challenging
- Creative solutions with local street network would be needed between 18th and 28th

- 2004 TSP Low-Stress Route
- Draft TSP Proposed Low-Stress Route
- Existing Bike Lane
- - - Additional Potential Low-Stress Route
- Intersection Improvement Needed

Enhanced Crossing Locations

“Enhancements” could include signals, flashing beacons, median islands, lighting, etc.





Access Control/ Raised Medians

- Provide trees within median
- At strategic locations or throughout the corridor
- Access management



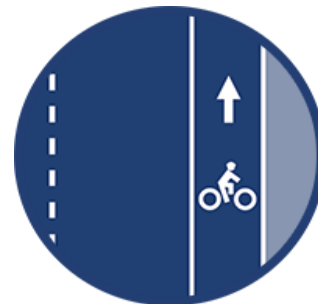
Additional Streetlighting

- At enhanced crosswalks
- At bus stops
- Along poorly lit segments



Reduce Speeds

- Reduced speed limits
- Speed feedback signs
- Automatic speed enforcement



Planned Bike/ Small Mobility Connections

- NE 9th west of 112th



Signalized Intersection Improvements

Walking

- Hi-viz crosswalk markings
- Leading Pedestrian Interval (LPI)
- Increase crossing times
- Curb extensions

Safety for All

- Upgrade left turns from permissive to protected
- Traffic calming for turning vehicles
- *No Turn On Red* restrictions
- Red light photo enforcement*

* May require updates to existing City ordinance to enable photo enforcement at new locations

Small Mobility/Cycling

- 2-stage turn boxes
- Bike boxes
- Added conflict markings

TMC

Discussion

- What findings from engagement resonate with you?
- Do these design concepts help to address identified issues? Are they on the right track to keep exploring?
- What other things should the team be thinking about?

Next Steps

- **Further Develop** design options based on data analysis; TMC, staff, and community feedback
- **Evaluate** design options using evaluation framework
- **Gather** feedback on design options from stakeholders and the community this winter/early spring
- **Refine** design options

Thank You

VancouverMoves@cityofvancouver.us

<https://www.beheardvancouver.org/112thaveproject>



Future TMC Touchpoints

April 2024

- Outreach Phase #2 findings, refined design concepts

June 2024

- Review preferred concepts

October 2024

- Final recommendations for Council

Other dates as needed



TSP Guidance

Designations:

- Primary Pedestrian Corridor
- Truck Freight Economic Corridor
- Bike & Small Mobility Network
- Proposed Enhanced Transit Corridor (future)

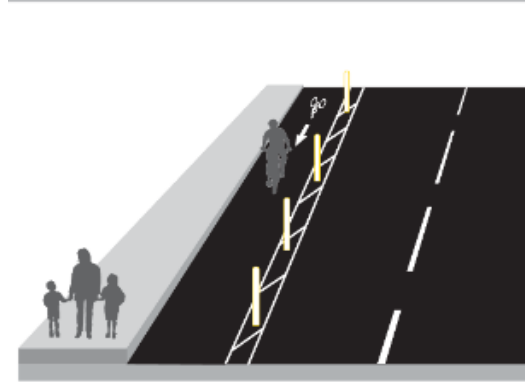
TSP Street Typologies:

- 25th St - 51st St: Commercial Blvd
- 14th St - 25th St: Neighborhood Blvd
- McGillivray - 14th St: Commercial Blvd

Recommended Treatments:

- Protected BSM or Multi-Use Path
- Buffered Sidewalk or Multi-Use Path

Protected Mobility Lane



Multi-Use Path



Sidewalk + Buffer



DATE: December 5, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Kate Drennan, Principal Transportation Planner, Community Development

CC: Rebecca Kennedy, Deputy Director, Community Development;
Ryan Lopossa, Streets and Transportation Manager, Public Works

RE: **112th Avenue Safety and Mobility Project Update**

Overview

At the December 5th Transportation and Mobility Commission (TMC) meeting, the project team will present feedback gathered during Phase 1 of public engagement for the 112th Avenue Safety and Mobility Project. This will include an overview of engagement methods and tactics and common themes shared by the public. The second half of the workshop will provide an overview of potential design alternatives and project investments that the project team is exploring. These include roadway designs and additional project elements to address the major deficiencies identified in the existing conditions project phase. The project team is looking to the TMC to reflect on the engagement themes, provide feedback on the potential designs, and daylight any other concerns the project team should consider as they continue to explore the feasibility of different roadway designs and supporting investments.

Project Background

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable along Chkalov Drive and 112th Avenue between SE McGillivray Blvd and NE 51st Street in coordination with upcoming repaving projects scheduled to occur 2025 and 2026 (Figure 1).

Project Area Map

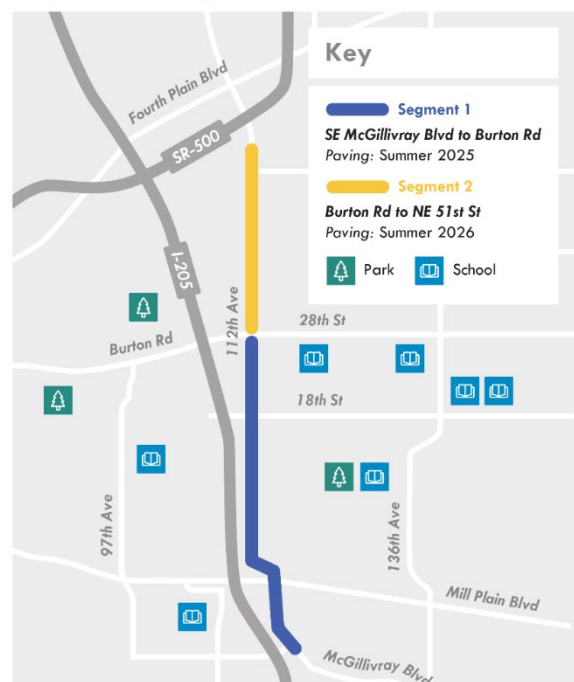


Figure 1. Project Study Area

112th Avenue Safety and Mobility Project Update

December 5, 2023

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The team has been engaging with neighbors, business owners and representatives, community groups and schools, agency partners like C-TRAN, and the wider public throughout the process. Recommendations will include striping revisions that leverage upcoming paving work as well as complementary safety projects and programs.

The Project began in spring 2023 and is expected to conclude in winter 2024, with pavement work slated for 2025/2026 and other long-term investments identified for future implementation (Figure 2).

Project Update

During the summer and fall of 2023, the project team documented existing conditions and needs in the project study area. The team also developed evaluation criteria that were reviewed by the TMC in September. The needs identified in the corridor, along with the evaluation criteria, helped the team to start work on potential design concepts. Additionally, the project team engaged with the community to talk about the project and take feedback about issues that need to be addressed in the corridor.

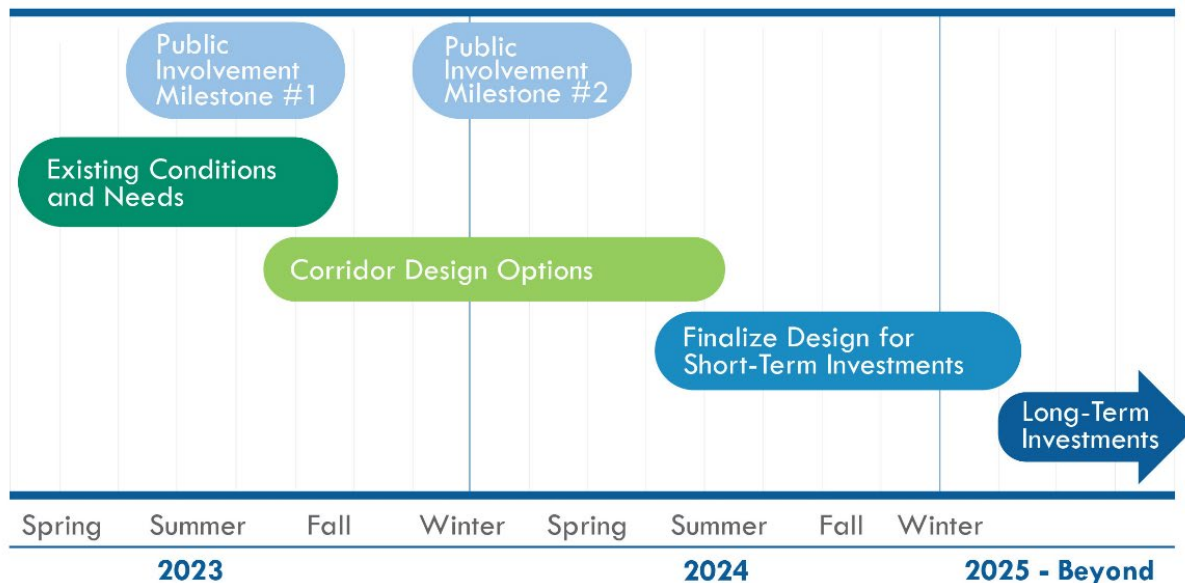


Figure 2. Project Schedule

Public Engagement Milestone #1

The project team created a comprehensive engagement plan to discuss the project with the corridor community and hear feedback on existing conditions, needs/challenges, and a corridor vision.

Outreach events and tactics included:

- Hosting a Project webpage: 1,500 visitors
- Posting on social media: 21,000+ engagements
- Multiple tabling events: nearly 150 people engaged, staff with Spanish-language skills at events

112th Avenue Safety and Mobility Project Update

December 5, 2023

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- Canvassing: 55 people spoken to by phone, 140 people spoken to in-person at businesses and residences
- Survey: 15,000 addresses sent postcard about the survey, 560 responses
- Survey provided in English, Spanish, Russian

Key themes from the first public engagement milestone include:

- Strong support for improving road surfaces and widening vehicle lane widths where narrow
- Support for improving safety, accessibility, and comfort for pedestrians
- Mixed support for mobility (bike) lanes; some concern about repurposing lanes
- Desire to address speeding vehicles and traffic congestion
- Notable discomfort with traveling in the corridor across most modes of travel (Figure 3)

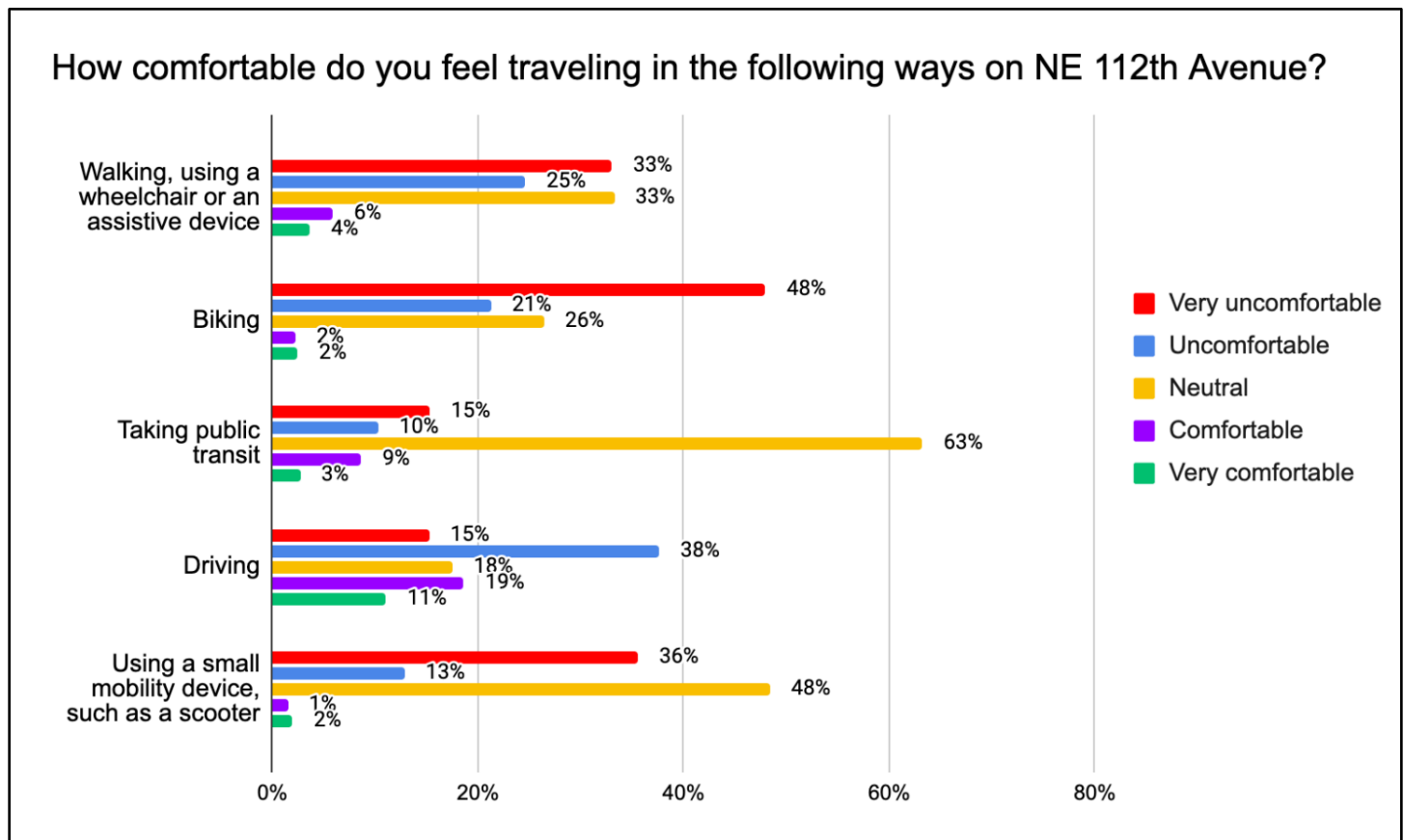


Figure 3. Feedback to the question, "How comfortable do you feel traveling in the following ways on NE 112th Avenue?"

Needs and Issues Summary

Needs and issues were discussed with the TMC in September 2023. This section briefly summarizes the issues identified.

112th Avenue Safety and Mobility Project Update

December 5, 2023

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Walking, Rolling, and Cycling

- It is very difficult to cross 112th Ave. except at signalized intersections. In some segments, it is about ½ mile between signals, making for a long distance between comfortable pedestrian crossings
- There are no sidewalks along the east side of 112th between 9th to 14th Streets
- Most of the corridor does not have mobility lanes. Where present, mobility lanes are disconnected and unprotected

Transit

- Many transit stops are not located near marked or enhanced crossings and often lack lighting that illuminates waiting areas

Traffic

- The City has standards for vehicle mobility that apply to much of the 112th corridor. These standards require that a certain minimum vehicle speed be maintained during peak travel times and will affect the ability to consider certain design concepts that further slow travel times in areas with higher congestion
- In general, traffic volumes are higher north of 18th Street and lower south of 18th Street to McGillivray Boulevard
- Speeding is particularly prevalent between 9th and 39th Streets
- Intersections with high levels of vehicle delay today include Chkalov / Mill Plain, 112th / 23rd, and 112th / 28th

Safety

- 399 crashes were reported in the corridor between 2017 and 2021. Four of these were fatal crashes and 11 were severe injury crashes. 22 crashes involved pedestrians or bicyclists
- 3 of the fatal crashes involved pedestrians and occurred during dusk or dark conditions
- The Local Road Safety Plan (2022) ranked the Chkalov / Mill Plain intersection as having the highest crash frequency and severity within the entire city. The same safety analysis found the roadway segment with the highest crash incidence across the city was on SE Chkalov Drive between NE 7th to Mill Plain (the south end of the project corridor)

Initial Design Concepts Under Evaluation

The project team has started developing design concepts to address issues in the corridor. Design concepts will consider Transportation System Plan (TSP) guidance, the evaluation criteria developed previously, community and stakeholder feedback, roadway space constraints, traffic volumes, costs, and available funding. The project team has developed initial design concept ideas discussed in Table 1.

Table 1. Draft Design Concepts

Possible Design Approaches	
Near-term Corridor Concepts	Consider a lane reconfiguration on 112th Avenue between McGillivray and 18th. Lane reconfigurations are a proven intervention that improves safety for all roadway users. This southern section of the corridor has lower traffic and a lane reconfiguration is most feasible here. The existing curb-to-curb pavement width varies in this segment; in general, a lane reconfiguration would include one travel lane in each direction and a buffered mobility lane (Figure 4). A key constraint is the 112th/Mill Plain intersection, which is congested and complex, and interacts with the I-205 ramps. The intersection operation will ultimately play a key factor in the feasibility of any roadway design.
	North of 18th, a lane reconfiguration is not likely possible due to high vehicle volumes and traffic congestion, and the requirement to meet City mobility standards for this section of the corridor. From 18th to 28th, the existing lanes are very narrow and substandard, and lane narrowing is not possible. Between 18th and 28th, parallel routes for people cycling and rolling are a possible solution. North of 28th, lane narrowing is possible to achieve mobility lanes north to 51st Street. However, these mobility lanes would not meet TSP standard widths for a roadway of this size.
Long-term Corridor Concepts	- Streets parallel to 112th could be improved to support lower-stress bicycle and small mobility travel. Upgrades could include signage, pavement markings, speed humps, and enhanced crossings. In some areas, there is no clear parallel route. - Long-term improvements between McGillivray Blvd. and 18th Street could include raised bikeways or bikeways protected by hardscape curbing/barriers which provide a greater level of separation and safety for people cycling or rolling. This would require purchasing right-of-way from adjacent land uses in some areas, as well as considerable cost to implement. - Between 18th and 28th, the City has been acquiring right-of-way easements outside the roadway as parcels redevelop. A long-term improvement could include widening existing walkways within this space to include a multi-use path for people walking, bicycling and using small mobility devices.
Additional Potential Corridor Investments	New enhanced pedestrian crossings: install crosswalks and related enhancements where there are long distances between signalized intersections. These would consider the location of current and future bus stop locations. Potential improvements range from high-visibility crosswalks, median islands, and flashing beacons or signals.
	Install additional street lighting at transit stops, enhanced crossings, and along poorly lit segments.
	- Reduce corridor travel speeds by: - Installing speed feedback signs

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	○ Installing automatic speed enforcement cameras¹ ○ Installing red-light running automatic enforcement cameras ○ Employing <i>No Turn On Red</i> restrictions at signalized approaches with a documented crash history ○ Reducing posted speed limits ● Safety for all at signalized intersections: ○ Upgrade left turns from permissive to protected ○ Traffic calming for turning vehicles ○ <i>No Turn On Red</i> restrictions ○ Red light photo enforcement ● Small Mobility/Cycling ○ 2-stage turn boxes ○ Bike boxes ○ Added conflict markings ● Walking ○ Hi-viz crosswalk markings ○ Leading Pedestrian Interval (LPI) ○ Increase crossing times ○ Curb extensions ● Consider consolidating or reducing the number of driveway accesses to 112th over time to reduce conflict points throughout the corridor
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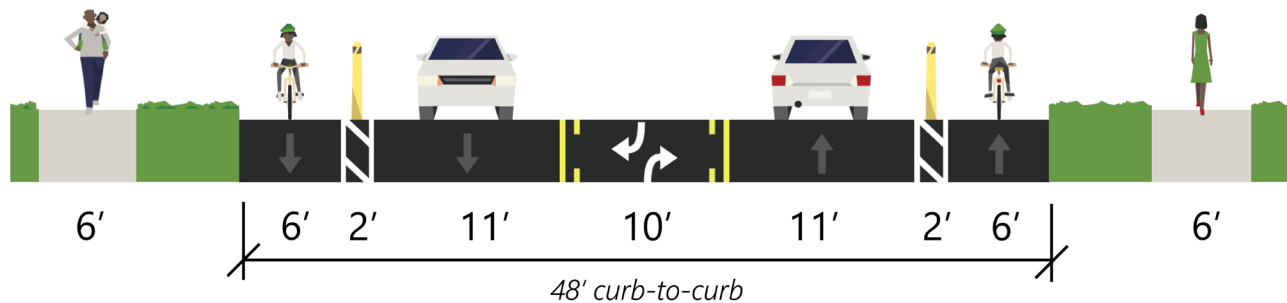


Figure 4. Example Lane Reconfiguration concept for 112th Avenue from 9th to 18th

¹ RCW 46.63. 170 authorizes cities and counties in Washington State to use automated traffic safety cameras in limited situations. These cameras may be used to detect stoplight violations (red light cameras), railroad crossing violations, and (in limited contexts) speed violations. The City of Vancouver would need to authorize the use of automated enforcement cameras through enabling ordinances to begin implementation of this practice.

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Next Steps

The project team will continue exploring designs concepts and share ideas with community members this winter. The project team will review more detailed information about the design concepts, as well as public feedback, later this spring with the TMC.

Staff Contact: Kate Drennan, Kate.Drennan@cityofvancouver.us

DATE: November 28, 2023

TO: Kate Drennan, Principal Transportation Planner, City of Vancouver

FROM: Monica Santos-Pinacho, Jennifer Lutman, PointNorth
Kirsten Pennington, KLP Consulting
Ryan Farncomb, Shelley Miller, Parametrix

SUBJECT: Milestone 1 Community Engagement Summary

PROJECT NAME: 112th Avenue Safety and Mobility Project

Overview

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable for all users on 112th Avenue between SE McGillivray Blvd and NE 51st Street, in coordination with upcoming pavement work slated for 2025 and 2026. The 3.3-mile project corridor is an important north-south connector to several neighborhoods, businesses, schools, and other community destinations.

Through robust community engagement and technical analysis of existing conditions, the project team will recommend design options that address identified safety and mobility challenges and align with the community's priorities for this corridor.

Community engagement efforts for this project occur throughout the project and include two focused milestones:

- **Milestone 1** (Summer-Fall 2023): Gather community feedback on existing conditions, needs/challenges, and vision for the corridor.
- **Milestone 2** (Winter-Spring 2024): Share draft corridor design options based on data, identified needs, and priorities/values heard; and seek community feedback on the designs.

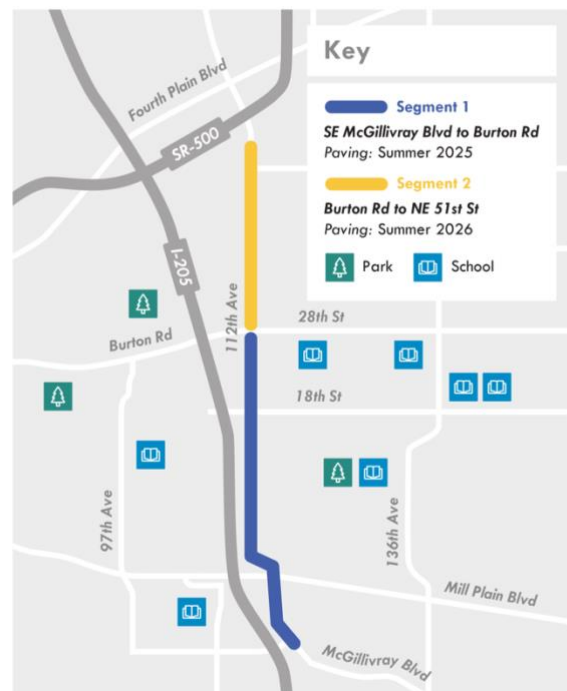


Figure 1: Project area map

This summary details Milestone 1 community engagement activities and results. Feedback presented in this summary will inform draft design options for the corridor.

Engagement Objectives & Approach

Milestone 1 engagement objectives include:

- Increase awareness of the project among project area residents and businesses, and the broader Vancouver community.
- Inform key stakeholders of the characteristics, values, and benefits of Complete Streets.
- Seek input from a wide range of key stakeholders while decreasing barriers to engagement for all.

According to the City of Vancouver's Equity Index Map, neighborhoods in the north and south ends of the project area contain high equity index scores. Equity index scores consider the following variables:

- People of color (non-white and/or Hispanic/Latinx);
- Median Family Income;
- Renters;
- Adults without a 4-year college degree;
- Households with limited English proficiency;
- Persons with disabilities;
- Households with children (below 18 years of age); and
- People 65 and over.

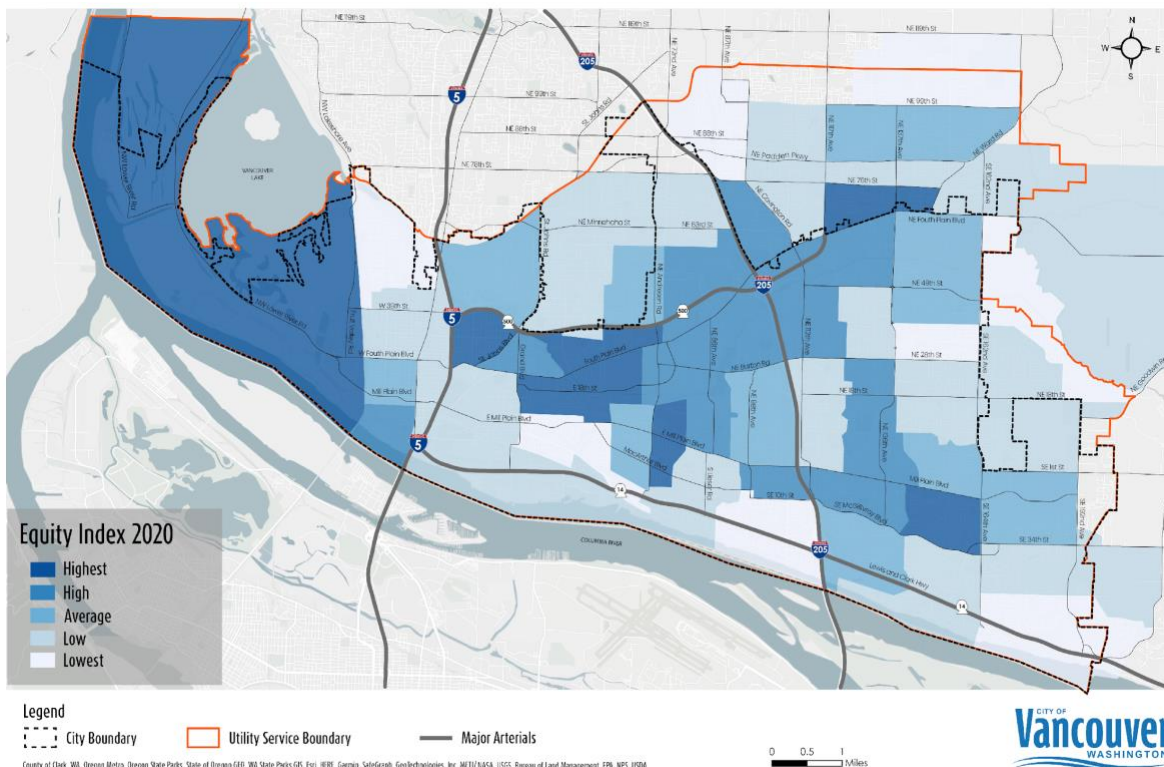


Figure 2: City of Vancouver Equity Index Map.

Tactics used by the project team to meet the needs of equity-priority populations and decrease participation barriers include:

- Proactive translation and interpretation of project materials into Spanish and Russian; translations into other languages available by request.
- Use of bilingual staff during outreach activities.
- Reaching people where they are through a mix of virtual and in-person opportunities, including tabling, canvassing, and meeting attendance.
- Coordination with public schools to facilitate student engagement by leveraging existing programming.

112th Avenue

SAFETY & MOBILITY PROJECT



Milestone 1 Community Engagement Snapshot

Reached **23,000+** community members



564

surveys
completed



315

in-person
conversations



1,500

project webpage
views



21k+

digital
engagements

Feedback Themes

- Strong support for **improving road surfaces** and **widening lanes** to improve comfort and safety.
- General support for improving safety, accessibility, and comfort for **pedestrians**.
- Mixed support for **mobility/bike lanes** – while some would like to see safe bike lanes, others oppose bike lanes due to concerns about removing space for cars and/or believe the corridor is unfit for bike use.
- Desire to address **vehicles speeding** and **traffic congestion** throughout the corridor.

	Widen lanes	Improve road surface	Don't remove car lanes	Add or improve mobility/ bike lanes	Concerns regarding adding or improving mobility/bike lanes	Add / improve sidewalks
Fircrest Neighborhood Association	●	●	●	●	●	●
Latino Student Union, Evergreen High School	●	●				●
Survey	●	●	●	●	●	●
Social media	●	●	●	●	●	●
Tabling	●	●		●	●	●
Phone canvassing	●	●				
In-person canvassing	●	●	●	●	●	●

This table summarizes key feedback themes heard during each engagement activity.

Engagement Activities & Results

A variety of digital and in-person engagement strategies were used to accomplish Milestone 1 engagement objectives.

Digital Engagement

Digital tools allowed the project team to reach many people who may be interested in or potentially impacted by this project, providing the latest project information available at their fingertips when they need it 24/7. The following digital engagement tools were used to spread awareness and drive people to the project website and/or survey.

- [**BeHeard Project Webpage**](#) – The project’s webpage serves as a public information hub and provides a direct link for the community to connect with the project team. Project information is available in English, Spanish, and Russian including fact sheets, timeline, project area maps, and survey links. A section of the webpage is dedicated to answering Frequently Asked Questions, which includes information about Complete Streets, and a widget allows community members to sign up to receive project updates directly to their email. **From June 1 – October 20, 2023, the webpage received 1,500 visitors.**
- **Social Media** – Two rounds of social media content were distributed to followers of City of Vancouver social media channels including Facebook, Instagram, Twitter, and Nextdoor, **generating over 21,000 engagements.** Social media content asked what improvements people would like to see along the 112th Avenue corridor and drove users to the project’s online survey.
- **E-newsletters** – On September 27, the **project’s first e-newsletter was sent and opened by 67 subscribers**, encouraging people to complete the project survey. This information was also emailed directly to neighborhood associations, schools and faith-based organizations located within the project area, plus local community-based organizations. On October 13, **information about the project’s survey was sent to subscribers of the Office of Neighborhoods Weekly Update and opened by 417 subscribers.**



Figure 3: Project survey opportunity amplified via City of Vancouver social media channels in English and Spanish.

Tabling Sessions

The project team staffed an informational table at six locations/community events throughout the months of August and September:

- National Night Out Event at LeRoy Haagen Memorial Community Park
- East Vancouver Business Association Networking Event near Columbia Tech Center
- Downtown Vancouver Farmers Market
- East Vancouver Farmers Market
- Fred Meyer (11325 SE Mill Plain Blvd)
- McKenzie Stadium during Evergreen High School football game



Figure 4: Project team members tabling at community events near 112th Avenue.

At least **145 people** were engaged in one-on-one conversations during Milestone 1 tabling outreach efforts. Community members received information about the project and were invited to share their experience traveling 112th Avenue. Most people engaged were familiar with 112th Avenue and used the roadway frequently or semi-frequently. Feedback themes heard during tabling sessions include, in no particular order:

- **Paving improvements welcomed.** Road surface needs repair, including potholes.
 - “I think the street needs to be resurfaced. The right lane is full of dips and valleys.”
 - “The paving is the #1 thing 112th needs; the cut across from ARCO to Safeway needs to go - it's not safe.”
 - “Potholes near Burton; it's too narrow, people are moving over because of potholes.”
 - “People will hit curbs to avoid bumps.”
- **Lanes are too narrow.**
 - “Widen lanes - you can't take a trailer through; lanes are too narrow, 112th turning onto 9th - it's scary.”
 - “Road is too narrow, no wiggle room on side.”
- **Experience traffic congestion.**
 - “Entrance into Safeway is always backed up.”
 - “Too many red lights; need to sync traffic lights to maintain traffic flow.”
 - “Build roads before you build houses.”
- **Can feel unsafe to walk, bike or use a mobility device.** The majority of engaged community members support pedestrian improvements. The team heard mixed support for mobility/bike lanes. Some expressed support for finding parallel mobility/bike routes to 112th Avenue.
 - “Not enough sidewalks or bike lanes – safety is #1.”
 - “It is hard to push a stroller when walking due to curb ramps and narrow sidewalks.”
 - “Not safe for bikes as cars have no line of sight coming out of business park north of 28th Street.”
 - “Don't add bike lanes to 112th or main roads. It's not safe, they will get hit. A lot of people don't wear helmets/are unaware of surroundings.”

- “Need more lighting at night.”
- “The connection is not safe on Burton Road.”
- **Suggestions for infrastructure improvements.**
 - “Add a right turn lane and bike/ADA box, improve street-level enforcement, and demark with cones and bollards.”
 - “Widen bike lanes to share with mobility scooters.”
 - “Improve sidewalk material to make it easier to travel.”
 - “More yellow bump strips and orange delineators.”
 - “Ensure height visibility when traveling along the corridor.”

Small Group Briefings

Two stakeholder meetings occurred during Milestone 1 engagement. On October 3, the project team attended a Fircrest Neighborhood Association meeting to share information about the project, collect feedback from neighbors and answer questions.

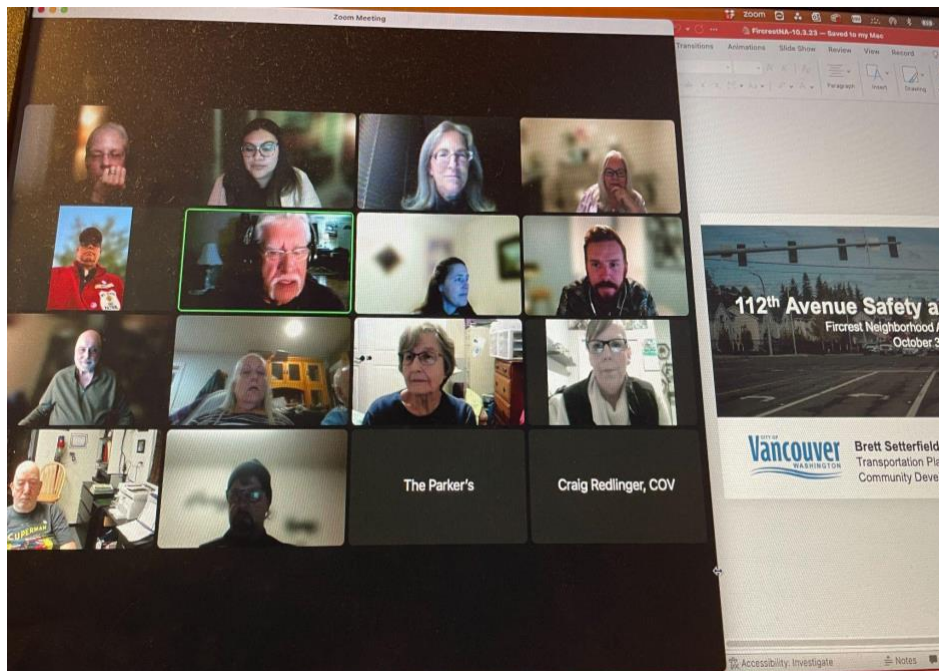


Figure 5: Project briefing at Fircrest Neighborhood Association virtual meeting

Sixteen Fircrest neighborhood residents were in attendance. Overall, most neighbors expressed support for improving the road conditions of the project area. One neighbor vocalized strong concern for the possibility of removing a lane in the corridor. Comments and questions shared included:

- “Biking is a death trap. There is no good route on the west side of 112th Avenue.”
- “I watched a truck go up over the curb. It is so tight!”
- “Very important that 112th [intersections] have sensors.”
- “I don’t want sidewalks to take away from the respect that area should have. Keep area respected and protected (referring to Memorial Gardens).”

- “People [currently] walk in the area even now that there are no sidewalks. I feel there should be a sidewalk there (referring to Memorial Gardens).”
- “Thank you for finally doing this project. Thank you. I am overjoyed this is happening.”
- “I am looking forward to improved biking conditions. What about between now and then [when the project happens]?”
- “How many lanes are you taking away? Are you going to do the same thing that’s happening on McGillivray? That is a freaking nightmare!”

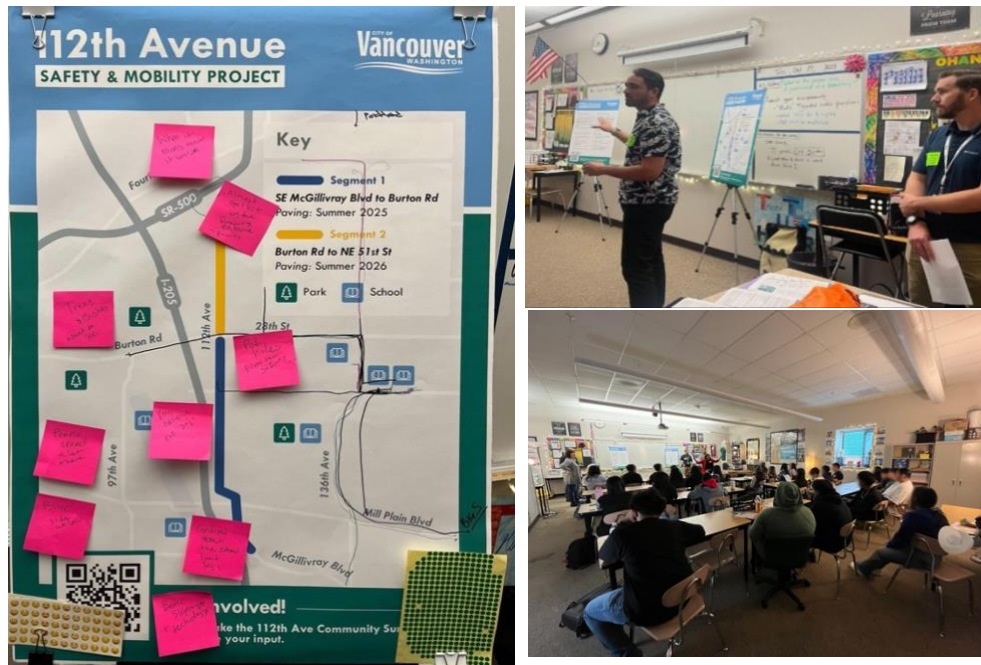


Figure 6: Engagement session with the Latino Student Union at Evergreen High School.

On October 17, the project team met with 30 members of the Latino Student Union at Evergreen High School. Students shared that they experience poor road conditions and narrow lanes along 112th Avenue, safety concerns related to vehicles speeding, crime and presence of people experiencing houselessness, and a desire for wider sidewalks. Specific feedback included:

- “People speed a lot there [referring to 112th Ave].”
- “I am confused by the speed limit in Segment 1¹.” (new driver)
- “The lanes are very narrow...especially Segment 1 [of the project area].”
- “There are a lot of potholes.”
- “I almost got hit [by another driver] near SR500 [Segment 2² of the project area].”
- “I’ve nearly been hit [while walking].”
- “I feel unsafe standing outside waiting for the bus. Someone pointed a gun at me.” (student lives in Segment 2 of the project area)

¹ Segment 1 refers to the section of 112th Ave between SE McGillivray Blvd and NE Burton Rd

² Segment 2 refers to the section of 112th Ave between NE Burton Rd and NE 51st St

- “I don’t walk or bike but take the bus a lot. It’s easy to use [referring to public transportation].”
- “Safety concerns with the homeless.” (general comment)
- “Curbs feel too close to the road.”
- “Need bigger sidewalks.”
- “Need better signage. Use more and better technology. Technology with real-time updates.”
- “I want to see more trees and bushes.”

Canvassing

Both in-person and phone canvassing occurred during Milestone 1 engagement. The team used canvassing to increase awareness of the project, share engagement opportunities, and gather feedback from businesses and residents located within the project area.

The project team reached out to **55 stakeholders via phone** including businesses, faith-based organizations, schools, apartment complexes, and assisted living centers. Feedback themes heard during phone canvassing included:

- Lanes are too narrow. Some people mentioned having to swerve into turn lanes to get around larger cars or trucks.
- Road surface needs repair. This includes potholes and speed bumps.
- Tight corners and curves in the road negatively impact travel experiences.
- Poor lighting at night.
- Lots of dangerous jaywalking.
- Intersections identified as needing improvements: Mill Plain Blvd. & Chkalov Dr., NE 18th St., NE 28th St.

In-person and multilingual canvassing occurred over four days in September. The project team **directly engaged 140 businesses and apartment complexes** throughout the project area through canvassing. Overall, people were pleased to hear about the upcoming road surface improvements. Feedback themes heard during in-person canvassing included, in no particular order:

- **Road surface needs repair, including potholes.**
 - “[There are] tons of potholes at the Mill Plain intersection (particularly after ice storms).”
 - “Entering onto SR 500, there's some big potholes. At Burton, there's a lot of potholes in the intersection. Heavy freight brings a lot of wear and tear on the road.”
 - “There is a flooding issue on 39th and 112th. There is a fairly deep depression around SEH and the water can come into the parking lot.”
- **Narrow lanes.**
 - “The right-hand lane on 112th is very narrow and rough. The center turn lane that the city put in created some very narrow thru- lanes.”
 - “Lanes feel narrow, especially the middle turn lane. It is more narrow on the north side compared to south.”
- **Traffic congestion.**
 - “It is difficult to get in and out of the shopping centers during peak traffic times.”

- "I've noticed traffic can get bad when there are badly timed signals on the freeway ramps."
- "It is hard to get on the side roads and apartment complexes when there's traffic on 112th."
- "The intersection of Mill Plain/Chkalov gets people confused and it gets backed up. Signal timing should be longer."
- **Concerns related to speeding, crashes, and pedestrian and bicyclist safety.**
 - "There is a lot of speeding where the freeway exits onto Mill Plain."
 - "9th and 112th has many accidents."
 - "There have been street racing and car accidents around 39th."
 - "Trees should be removed, can act as blind spot. Suggested street lighting when days get shorter. Trees could block potential street lighting."
 - "I know I'm supposed to ride in the bike lane but I'm terrified. People in general don't see bicyclists. Trimming bushes next to the bike lane will make it so I don't have to ride out in the road to avoid encroaching shrubbery."
 - "Houseless population on the sidewalk makes it difficult to walk."
 - "Crosswalks are very unsafe and dangerous. People have been hit. Lack of driver awareness. Flashing lights and striping will be most helpful. The 10 seconds to cross at intersections is not enough time to get to the other side of the street. We need better street and crosswalk striping."
- **The majority of people engaged desire improved infrastructure for pedestrians and bicyclists, while some prefer to prioritize improvements for vehicles.**
 - "Bike lanes or more sidewalks would be good. Crosswalks or a footbridge would be helpful for crossing 112th."
 - "I think widening the road and adding bike paths would be a good idea."
 - "It'd be nice to have bike lanes. One person here commutes to work by bike."
 - "We need to add more signage, so drivers know to stop, and that people are walking."
 - "Please do not use our money to create more sidewalks and bike lanes. We need more room for cars."
 - "I'm for bike lanes, but not in such a busy area."
- **Desire to improve public transportation reliability**
 - "I know people who take transit. There are problems with the transit being on time (referencing the C-Van paratransit)."
 - "The buses sometimes run late and cause issues."



Figure 7: Project team members canvassing along 112th Avenue.

Survey

The project’s digital survey launched on August 1 in English. A Spanish version of the survey launched on August 15 and a Russian version launched on September 28. All surveys closed on October 20. On August 31, a postcard was mailed to **14,996 residents and/or businesses within the project area**, including 38 low-income and senior housing apartments. The postcard shared information about the project and encouraged survey participation. In total, the Milestone 1 survey received **564 responses**, including 558 English responses, six Spanish responses and no Russian responses.

Survey Respondent Demographics

The majority of survey respondents shared the following voluntary demographic information:

- 62% live, go to school, work, or own a business within the project area.
- 73% identify as white; 13% identify as a BIPOC (Black, Indigenous and People of Color); 16% prefer not to answer.
 - BIPOC demographics include Hispanic or Latino/a/e (5%), Asian (4%), Black/African American (2%), American Indian or Alaska Native (1%) and Native Hawaiian or Pacific Islander (1%).
- 75% own their home; 22% rent and 2% live with someone but don’t pay rent.
- 25% are 65 years old or older; 4% are between 16-24 years old.

As displayed in Figure 8, project survey respondents underrepresent BIPOC individuals and renters who live within the project area, and overrepresent older adults (people 65 years old and older). Demographic information for project area residents is sourced from [City of Vancouver Equity Index data](#).

Demographic variable	Survey Respondents	Project Area Residents
Identify as a person of color (BIPOC)	13%	18-49%
Renter	22%	56-73%
65 or older	25%	11-18%

Figure 8: Comparison of survey respondent demographics and project area demographics.

To address the limitations of survey reach, the project prioritized in-person engagement. In-person engagement specifically targeted people who live in the project area, including renters, youth and Spanish speakers which is the second most prominent language spoken within the project area.

Survey Respondent Travel Habits

Survey respondents primarily drive alone through the 112th corridor. Thirty-nine percent of respondents drive alone through the corridor every day or almost every day. Most respondents never use a small mobility device (96%), take public transit (85%), bike (73%) or walk, use a wheelchair or assistive device (51%) to travel through the corridor.

When asked about the level of comfort when traveling on 112th Avenue, **most survey respondents feel uncomfortable regardless of transportation mode**. As shown in Figure 9, respondents are most likely to feel comfortable driving and least likely to feel comfortable biking.

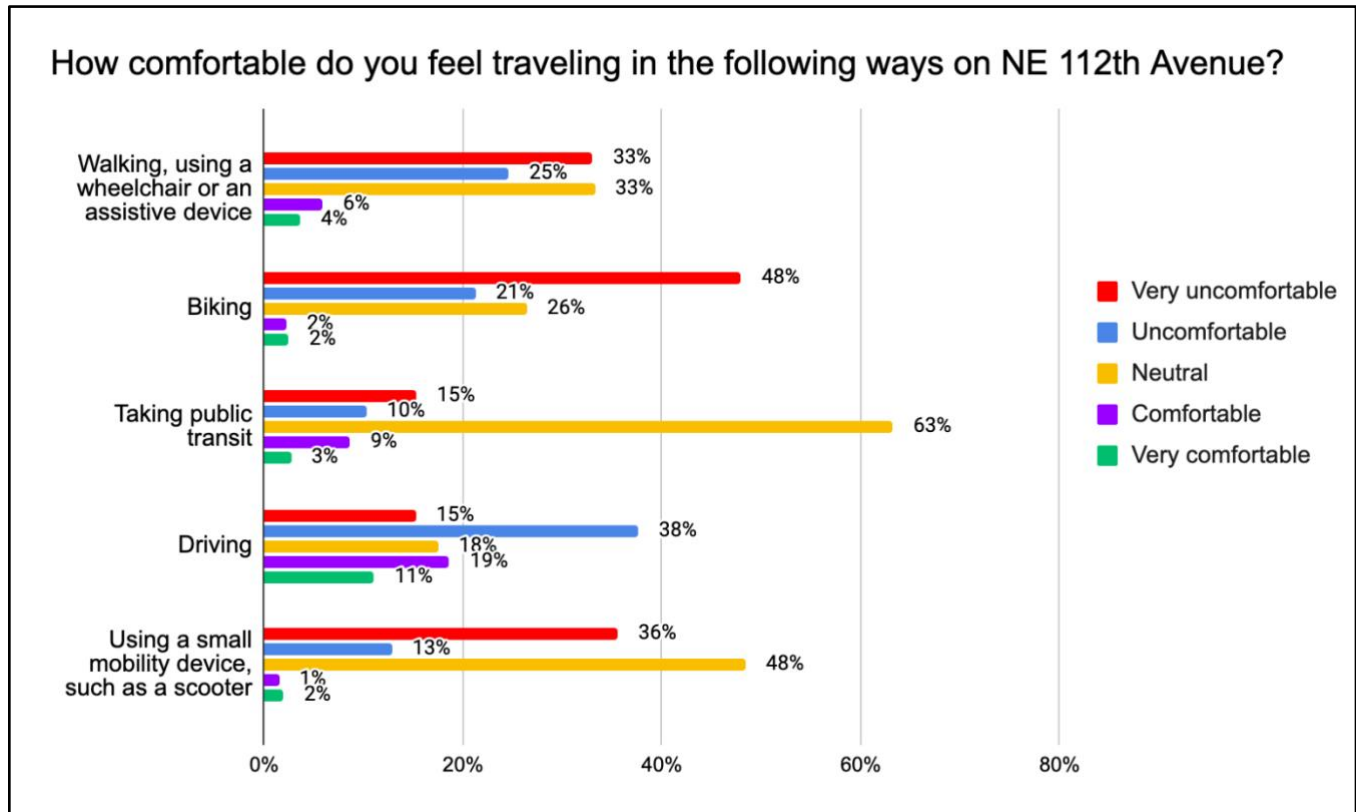


Figure 9: How comfortable survey respondents feel traveling on 112th Avenue.

Survey Respondent Challenges

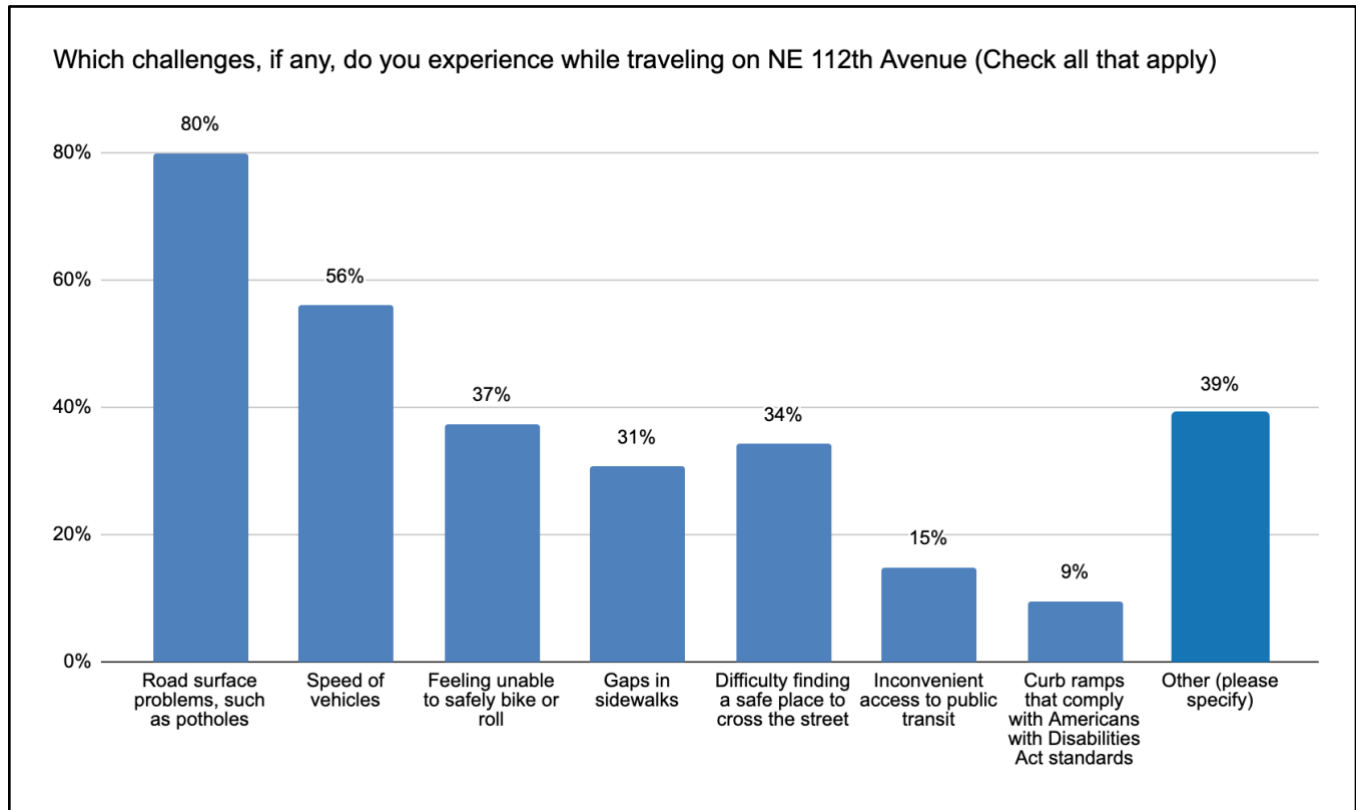


Figure 10: Challenges survey respondents experience while traveling on 112th Avenue.

As shown in Figure 10, the top three challenges survey respondents experience while traveling on 112th Avenue include **road surface problems such as potholes, speed of vehicles, and feeling unable to safely bike or roll**. Challenges listed by survey respondents in the “Other” category include:

- **Narrow lanes – 65% of comments mention challenges related to narrow lanes.**
 - “Most of this road is much too narrow for oversized vehicles, forcing them to drive partially in center lane.”
 - “The lanes of 112th are VERY narrow between 18th street and Chkalov. Sometimes 2 vehicles won't even fit, so it's like having one lane.”
 - “Inadequate lane width (no shoulder in some places).”
- **Congestion and traffic signals.**
 - “Very heavy traffic that the road is not built to handle.”
 - “Uncoordinated traffic lights cause stop and go traffic, waste gas, pollute... should STOP truck parking in center lane immediately - huge safety hazard because of narrow lanes, bad sight lines.”
 - “Waiting at red left turn arrows when there is no opposing traffic; uncontrolled southbound traffic turning left into Mannahouse Christian Academy.”
 - “Trees/branches blocking traffic light.”
- **Road surface and design.**
 - “Striping & curb highlighting is worn & not very visible at night or in rain.”

- “Drainage catch basin are too deep and are very dangerous.”
- “Lack of turns around Starbucks and Shari’s make people do illegal U-turns and weird parking lot cut through at higher than acceptable speeds.”
- **Safety and infrastructure for people who walk, bike and use mobility devices.**
 - “There are ZERO sidewalks at certain points.”
 - “Disappearing bike lanes and sidewalks that make 90-degree angle turns. Very hard to take a wheelchair or bike.”
 - “I feel anxious when I pass pedestrians or bicyclists. They are too close.”
 - “Crossing at NE 9th street the light is not triggered by bicycles and the crosswalk is just not very visible for cars turning.”
 - “It'd be suicide to try riding a bike on that, no bike lanes and the sidewalk is terrible.”
 - “Sidewalk obstructions & uneven surface (see SE corner at 9th St. where the pavers are for an example.)”

Survey Respondent Priorities

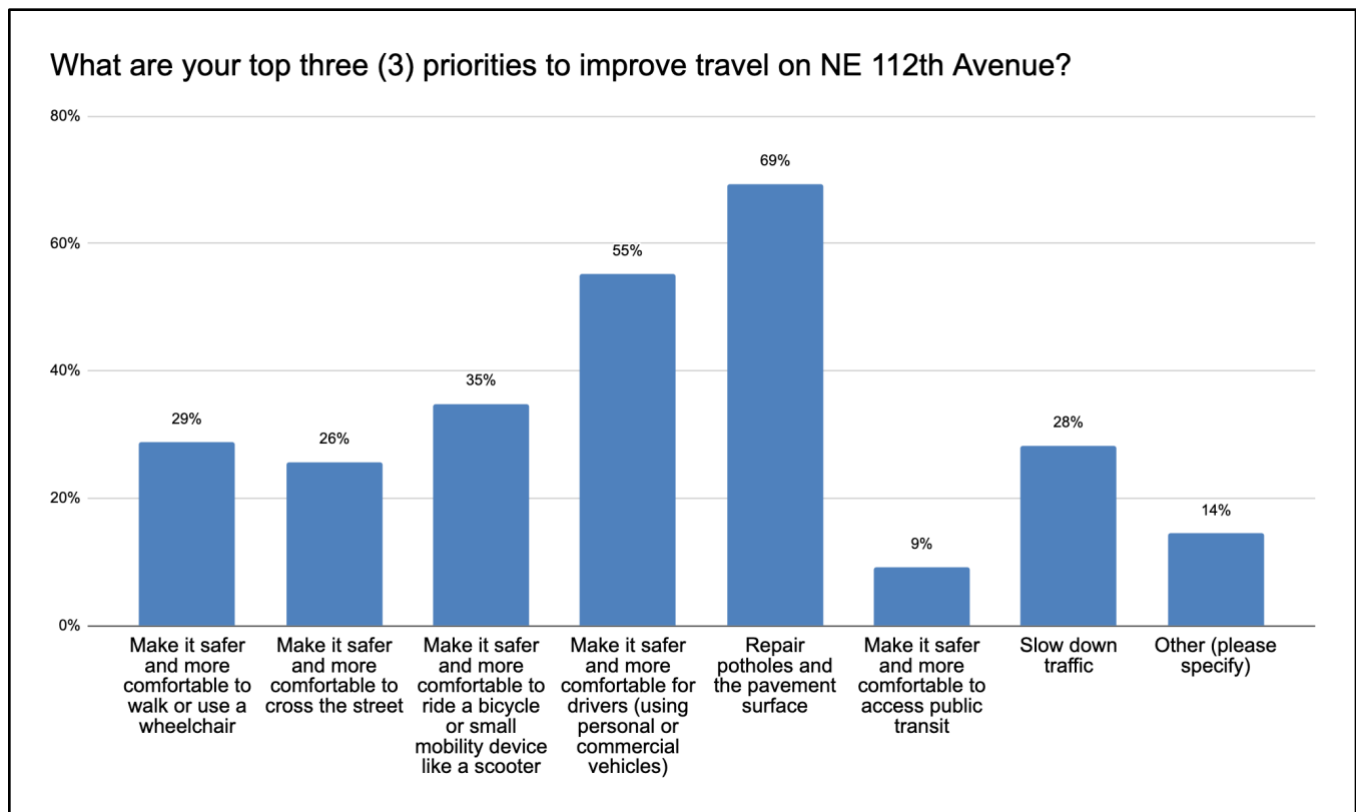


Figure 11: Survey respondent priorities to improve travel on 112th Avenue

As shown in Figure 11, the top three priorities for improving travel on 112th Avenue for survey respondents include:

1. **Repair potholes and the pavement surface.**
2. **Make it safer and more comfortable for drivers.**
3. **Make it safer and more comfortable to ride a bicycle or small mobility device.**

Priorities listed by survey respondents in the “Other” category include:

- **Lane width** – 40% of comments list widening lanes as a priority. Lanes south of NE 18th Street, especially lanes between NE 18th Street and NE 28th Street, are most often listed by survey respondents.
 - “Make both lanes in each direction wider, along with a wider center lane and shoulders the entire way. Dedicated turn lanes at the 49th intersection.”
 - “Most of this road must be “drivers” 1st! It’s not safe to drive in areas, let alone worry about bikes or walking! The lanes need to be widened & NO!!! Dividers, which are unsafe!”
 - “Between the exit from the freeway and 18th the street is too narrow to accommodate bike lanes. The street must be widened or reduced to one lane to have room for bike lanes.”
- **Road safety and design** – several comments provide suggestions for how to improve safety for drivers and improve road design or configuration.
 - “A lot of the traffic is headed toward (SR)500 and I-205. A northbound access at 18th St would make a big difference, especially as many more apartments/condos are opening up in the area.”
 - “ENFORCE TRAFFIC LAWS! Red lights are ignored daily!”
 - “Make a way to get from 112th to ?107th (Walmart street) without having to cut through neighbors. It would help reduce congestion at Mill Plain and 112th.”
 - “Remove the curve and add long wide turn lanes so access to the fuel station and the business can be better.”

Conclusion & Next Steps

During Milestone 1 engagement efforts, the project team reached more than **23,000 Vancouver community members** and **received feedback from 950 people**. Prevalent feedback heard across all engagement efforts included:

- **Strong support for improving road surfaces and widening lanes to improve comfort and safety for drivers.**
- **General support for improving safety, accessibility, and comfort for pedestrians.**
- **Mixed support for mobility/bike lanes – community members opposed to mobility/bike lanes are concerned about removing space for cars and/or believe the corridor is unfit for bicycle/ small mobility use.**
- **Desire to address vehicles speeding and traffic congestion throughout the corridor.**

In the coming months, the project team will share draft design options with the community and seek continued feedback. Planned engagement efforts during Milestone 2 include:

- Updated survey to gather feedback regarding draft design options.
- Additional small group briefings with businesses and/or community-based organizations.
- Open house event within the project area.
- Amplification of feedback opportunities via e-newsletters, social media and traditional media outreach.

McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission
December 5, 2023



Emily Benoit, Senior Transportation Planner, CDD
Kara Hall, Consultant Project Manager, Fehr & Peers

Purpose & Outcomes



Purpose

- **Share community feedback** gathered during Phase 2: Develop Options.
- **Present evaluation of design options** based on alignment with the project goals.

Target Outcome

- Answer any remaining questions in preparation public hearing on a recommendation for the preferred design option.
- Identify additional information needed to support recommendation of a preferred design.

Phase 2: Community Engagement

- Provided opportunities for community members to **review design options** through **in-person** and **online** events.
- Resulted in feedback from community members on design options on **alignment with the project goals**.
- Input used to **inform updates** to design options and support recommendation of a preferred design.

Phase 2: Timeline



May
2023

Start Phase 2: Develop Design Options



July

Community Conversations



August

Commission Presentation and Updates to Design Options



September -
November

Online Survey and Neighborhood Association Presentations



December -
January

Summarize Feedback and Refine Design Options



February
2024

Commission Public Hearing to Recommend a Preferred Design

Phase 2: Design Options

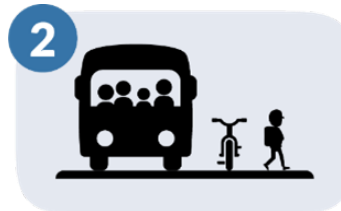
Southeast McGillivray Boulevard
Option 1: Curbside Mobility Lane



Southeast McGillivray Boulevard
Option 2: Center Running Mobility Lane



Lower Vehicle Speeds



Improve Safety & Comfort



Improve Intersections

Phase 2: What We Heard

Concerns related to the design options:

- Proposed options will be less effective than video enforcement and police presence.
- Repurposing a lane would increase vehicle congestion.
 - Traffic would divert from McGillivray Boulevard into surrounding neighborhoods.
 - Would increase bad driver behavior on the corridor.
- Need for more improvements at intersections.
- Limited access for emergency services, mail delivery, trash pick-up.

Phase 2: What We Heard

Design Option 1

Concerns shared for Option 1:

- Lack of separation for users in the mobility lane
- Reduction in parking near homes
- Breaks in the vertical separation due to driveways
- Parked cars are too exposed to traffic in the travel lane

Support shared for Option 1:

- Providing one lane for people walking/biking is easier for drivers
- Wide mobility lanes allow families to ride side-by-side
- More familiarity with configuration than Option 2

Phase 2: What We Heard Design Option 2

Concerns shared for Option 2:

- Challenges for users accessing center running mobility lane from McGillivray Boulevard
- Mobility lane conflicts with left-turning vehicles
- High learning curve associated with lane configuration
- Maintenance

Support shared for Option 2:

- Providing separated space for people walking from people biking
- More consistent vertical separation for mobility lanes

Design Options Evaluation



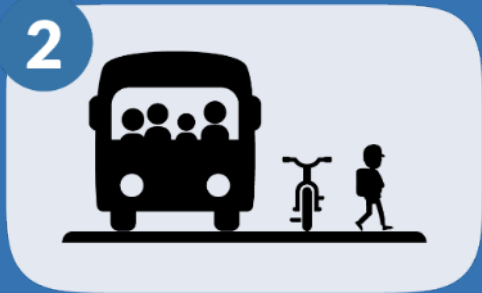
Goal #1: Lower Vehicle Speeds

Lower vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the local road context.

Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement      No Improvement

Design Options Evaluation



Goal #2: Improve Safety & Comfort

Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.

Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement      No Improvement

Design Options Evaluation



Goal #3: Improve Intersections & Crossings

Improve safety and comfort at intersections and crossings on the corridor.

Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement      No Improvement

Option 1: Curbside Mobility Lane better achieves the project goals overall and compared to Option 2: Center Running Mobility Lane.

Discussion & Questions

Based on the design options evaluation:

- What additional feedback or input do you have about the design options?
- Is there a design option you are more supportive of?
- Is there additional information you need to help inform a recommendation of a preferred design option?

Next Steps

December 2023 to January 2024

- Summarize all of Phase 2 engagement
- Refine design options based on feedback

February 2024

- Transportation and Mobility Commission *public hearing to recommend a preferred design option*

Spring 2024

- City Council endorsement of a preferred design option

Summer 2024 to Summer 2025

- Finalize design in coordination with planned pavement
- Implementation design with planned pavement

MEMORANDUM

Date: December 5, 2023

To: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa, Streets & Transportation Division Manager, Public Works; Kate Drennan, Principal Transportation Planner, Community Development

From: Emily Benoit, Senior Transportation Planner, Community Development

RE: **McGillivray Boulevard Safety and Mobility Project – Phase 2 Update**

Overview

The McGillivray Boulevard Safety & Mobility Project is exploring options to improve safety and comfort for all who travel on McGillivray Boulevard between SE Chkalov Drive and SE 164th Avenue. The project is in Phase 2: Develop Design Options and is working towards a recommendation and endorsement of a preferred design option in early 2024. Since the discussion with and feedback from the Transportation and Mobility Commission at the August 2023, the Project Team refined the design options and has conducted additional community engagement on these updated designs.

Design Options

Two draft design options have been advanced for evaluation in alignment with the project goals. This evaluation will help inform the recommendation and endorsement of a preferred design option.

Option #1: Curbside Mobility Lane

Option 1 would repurpose one vehicle travel lane in each direction to provide a 10-foot mobility lane next to the curb, intended for use by people walking and biking that would be separated from vehicle traffic by a parking lane and painted buffer with vertical delineators. (See Figure 1)

Option #2: Center Running Mobility Lane

Option 2 would repurpose one vehicle travel lane in each direction to provide a 10-foot mobility lane next to the center median and a 5-foot walking lane next to the curb in areas where there are no sidewalks and allow for consistent vertical delineators separating the vehicle travel lane from the mobility lane. (See Figure 2)

Both draft design options would include intersection treatments to improve crossings for people walking and biking. Those treatments include:

- High-visibility crosswalks to enhance visibility of pedestrians.

- Use of green paint to indicate where people biking should wait and cross at intersections.
- Addition of Rectangular Rapid Flashing Beacon (RRFB) at existing mid-block crossing.
- Use of vertical delineators to tighten turning radii, specifically for right-turning vehicles, to reduce vehicle speed in conflict areas with pedestrians.

Figure 1. Option #1: Curbside Mobility Lane

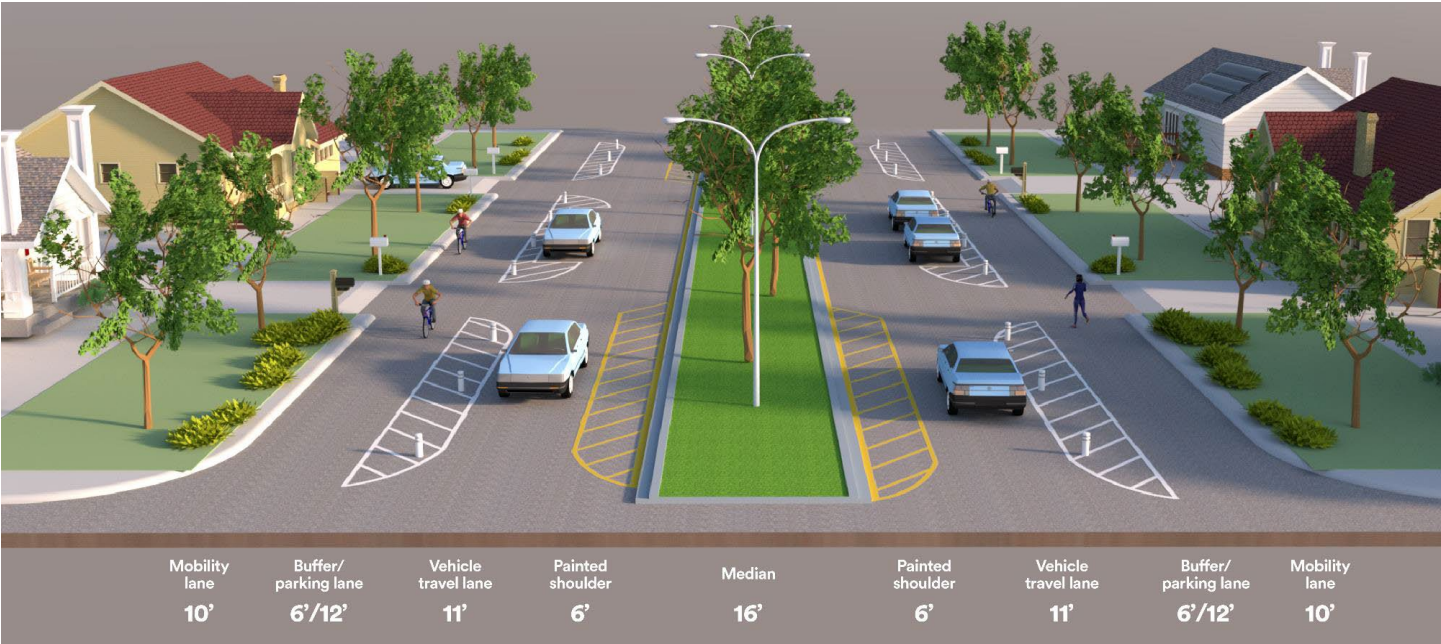
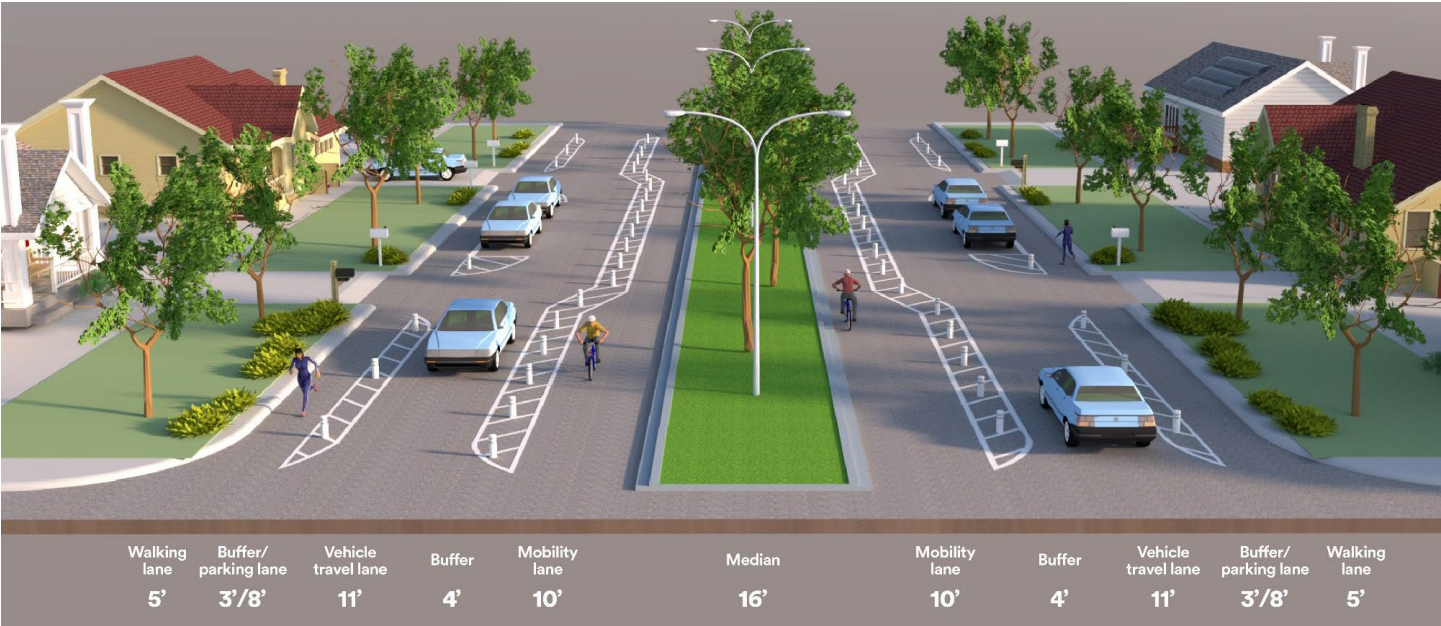


Figure 2. Option #2: Center Running Mobility Lane



Phase 2: Design Options Community Engagement Update

Phase 2: Design Options for the Project began in April 2023 with the development of three preliminary design options. Input on the design options was gathered through in-person and online events between July and November 2023.

Touchpoint 1: Preliminary Design Options

The first touchpoint in Phase 2 was regarding three preliminary design options. This began with community members during July in the form of seven small group community conversations. Feedback gathered during the community conversations, from the Transportation and Mobility Commission at the August 2023 meeting, and evaluation of the preliminary design options for alignment with the project goals resulted in removal of one of the three preliminary design options.

Phase 2 Engagement Numbers (as of November 2023)

- 7 Community Conversations with 50 Total Participants
- 3 Neighborhood Association Presentations with Q&A Sessions
- 17,160 Mailed Postcards to Promote Community Conversations and Online Survey
- 680 Online Survey Responses
- 40 Written Comments Submitted
- 10 Phone Calls with Project Staff

Touchpoint 2: Draft Design Options

Input from Touchpoint 1 helped inform updates to the two remaining design options for Touchpoint 2. In September 2023, an online survey was posted on the Project's [BeHeard](#) page which provided community members an opportunity to share their input on the two refined draft design options, Option #1: Curbside Mobility Lane and Option #2: Center Running Mobility Lane.

Community members were asked to provide input on how well each design option aligned with the three project goals (Lower Vehicle Speeds, Improve Safety & Comfort, and Improve Intersections) and share concerns they may have or additional improvements that they believe would result in better alignment with the project goals. From the survey, community members input supported that Design Option #1: Curbside Mobility Lane would advance all three project goals more than Design Option #2: Center Running Mobility Lane. Community members also believe that additional design features would help to further advance the goals such as having more concrete at the intersections, installing a traffic signal at SE 136th Avenue and filling sidewalk gaps.

As community engagement for Touchpoint 2 is ending, a comprehensive Engagement Summary for all of Phase 2 is forthcoming. Current online survey results are summarized in Table 1.

Table 1: Online Survey Feedback on Draft Design Option by Support and Concern

Design Option	Support	Concern
Option 1: Curbside Mobility Lane	• Providing one lane for people walking/biking is easier for drivers • Wide mobility lanes allow families to ride side-by-side • More familiarity with configuration than Option 2	• Lack of separation for users in the mobility lane • Reduction in parking near homes • Breaks in the vertical separation due to driveways • Parked cars are too exposed to traffic in the travel lane
Option 2: Center Running Mobility Lane	• Providing separated space for people walking from people biking • More consistent vertical separation for mobility lanes	• Challenges for users accessing center running mobility lane from McGillivray Boulevard • Mobility lane conflicts with left-turning vehicles • High learning curve associated with lane configuration • Maintenance

Addressing Community Member Concerns on the Design Options

There were a few consistent concerns felt by some community members that completed the online survey and attended Neighborhood Association meetings regarding roadway design, including that:

- **Concern:** Design options would be less effective at reducing speeds and improving driver compliance with existing stop-signs than automated enforcement or enhanced police presence.
 - The Project Team has been in contact with the Vancouver Police Department about enforcement efforts on McGillivray Boulevard. Roadway design changes¹ such as those proposed in the Project are also a proven and impactful tool to reduce speeds and increase safety.

¹ For more information about the impact of roadway design for increasing safety for pedestrians, a good resource is [Smart Growth America's Dangerous by Design 2022 Report](https://smartgrowthamerica.org/dangerous-by-design/): <https://smartgrowthamerica.org/dangerous-by-design/>.

- **Concern:** Repurposing a vehicle travel lane would increase congestion and vehicles would divert onto neighborhood streets surrounding McGillivray Blvd, increasing bad driver behavior.
 - Congestion or diversion are not anticipated to increase significantly due to the Project. In the near term, a lane could be repurposed without substantially increasing delay or queuing at intersections. In the mid-term (2035) and horizon year (2045), delay and queuing will increase with or without the Project. Vehicle volumes are not forecasted to increase above 13,500, below the 15,000 capacity expected for a two-lane roadway.
- **Concern:** Design options would limit access for emergency responders and residential service providers such as mail delivery and trash pick-up.
 - The Project Team has been in contact with the Vancouver Police Department and Vancouver Fire Department about the design options for McGillivray Boulevard to ensure the roadway design will not negatively impact emergency response times.
 - Any elements added to the roadway will not change existing mailbox and driveway access for residents. Proposed designs will help improve sightlines for drivers, pedestrians and people using small mobility devices. Service providers, such as delivery drivers, mail carriers and garbage truck operators can use the parking lane to stop temporarily and unload or load as they do today.

Phase 2: Design Options Evaluation

Both design options were evaluated in alignment with the project goals and corresponding evaluation criteria developed at the beginning of Phase 2. From this evaluation, **Option 1: Curbside Mobility Lane better achieves the project goals overall and compared to Option 2: Center Running Mobility Lane**. Results of the evaluation are summarized in Table 2 and findings per project goal are expanded upon below.

Table 2: Design Option Evaluation Summary

Project Goal	Option 1: Curbside	Option 2: Center Running
1. Lower Vehicle Speeds		
2. Improve Safety & Comfort		
3. Improve Intersections & Crossings		

Significant Improvement      No Improvement

Goal #1: Lower Vehicle Speeds

Lower vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the local road context.

Design options that advance this goal should include:

- Include striping design configurations known to reduce vehicle speeds.
- Include traffic calming elements known to reduce vehicle speeds and volumes.

Goal #1 Findings:

Both design options propose to narrow the amount of space allocated to vehicles through lane repurposing and narrowing of the remaining travel lane from the 12-foot lanes that are provided today to one 11-foot lane in each direction.

Studies have shown that reducing the number of vehicle travel lanes and narrowing lanes are effective ways to lower speeds on a roadway. According to the Federal Highway Administration (FHWA), studies completed after a four-lane roadway was reduced to two-lanes found that both the 85th percentile speed and the number of excessive speeders (people traveling more than six miles per hour over the speed limit) were reduced².

Both design options also include chicanes, design elements that require vehicles to follow S-shaped path on the road, which would be achieved through striping, placement of vertical delineators, and on-street parking. Chicanes, which create a horizontal diversion of traffic, have also been shown to lower speeds on a corridor.

As both design options include these features, it is expected that both Design Option #1 and Design Option #2 would achieve the goal of lowering speeds on McGillivray Boulevard.

Goal #2: Improve Safety & Comfort

Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.

Design options that advance this goal should include:

- Provide additional space for vulnerable users within the existing roadway.
- Increase separation between mobility lane users and vehicle travel lanes.
- Lower the level of traffic stress experienced by people who walk, bike, roll, use small mobility devices and access transit.
- Improve sightline visibility at intersections.

² https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#s332

Goal #2 Findings:

Key factors in being able to successfully lower the level of traffic stress experienced by people walking and riding a bicycle or other small mobility devices is the amount of space provided to these users and separation from vehicles.

Both design options create allocated space for these users through the addition of a 10-foot mobility lane in Design Option #1 and Design Option #2. Design Option #2 also includes a 5-foot walking lane, which would be intended for people walking where there are no sidewalks on the corridor.

Both design options include vertical separation using on-street parking and delineators. Design Option #2 allows for a more consistent vertical barrier for people using the mobility lane due to its placement next to the median, which eliminates the need to create breaks in the vertical protection in order to access residential driveways. Despite the more robust barrier, it is expected that users would be more comfortable with Design Option #1 given its existing familiarity and the expectation that people riding bicycles and other small mobility devices would be located to the right of vehicles in a curb adjacent space.

Both design options include consolidation of on-street parking. This would allow on-street parking to be strategically located where parking is utilized today, such as near the intersection at SE 136th Avenue, to ensure that vehicles parked on-street do not limit visibility near intersections or driveways.

The evaluation of the two design options found that both Design Option #1 and Option #2 would improve safety and comfort for all users on McGillivray Boulevard.

Goal #3: Improve Intersections & Crossings

Improve safety and comfort at intersections and crossings on the corridor.

Design options that advance this goal should include:

- Improve striping design at intersections to clearly delineate space for all users.
- Improve signage preceding and at intersections to communicate appropriate speeds, stops and roadway space for all users.
- Reduce crossing distances at intersections and mid-block crossings.
- Limit on-street parking removal to locations with a safety benefit or to improve sightline visibility at intersections or crossings.

Goal #3 Findings:

The primary benefit of both design options at the intersections is the reduction in the number of potential conflict points experienced by all who travel on the corridor. Today, there are a total of eight potential conflict points with vehicles traveling through the intersections, by reducing the number of

travel lanes on McGillivray Boulevard from four lanes to two lanes, the number of conflict points are reduced to four.

Restriping to reduce the number of lanes at the intersection will also reduce the number of vehicle travel lanes that pedestrians, bicyclists, and other small mobility users will need to navigate at the intersections. Both design options also include signing and striping to improve visibility and clearly delineate where people walking and bicycling should wait and where they should cross at the intersections.

While both design options improve intersections, the unfamiliar design required of Option #2 with the mobility lane at the median instead of the curb, resulted in the finding that Design Option #1 would better address concerns and improve safety and comfort for all users at intersections along McGillivray Boulevard.

Next Steps

The Project Team will refine the design options to identify a preferred design option based on continued feedback from community members, the Transportation and Mobility Commission and coordination with project stakeholders, including the City's Public Works Department, C-TRAN, emergency responders, and other service providers along the corridor.

A public hearing will be held by the Transportation and Mobility Commission in February 2024 to recommend a preferred design option. That recommendation will then be presented to the City Council for endorsement in Spring 2024. Following the recommendation and endorsement of a preferred design option, Phase 3: Design Improvements will be initiated ahead of and in coordination with the anticipated pavement work for planned implementation in the summer of 2025.

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
Emily.Benoit@cityofvancouver.us



Transportation and Mobility Commission

2025-2030 Transportation Improvement Program

December 5, 2023



Chris Malone

Public Works Finance and Asset Manager
Department of Public Works

Agenda

- Transportation Improvement Program (TIP) refresher
- Review transportation project pipeline
- Review project prioritization for TIP
- Review public outreach for TIP



Presentation Purpose

- Initial workshop discussion on annual TIP update process.
- Early feedback from TMC for consideration and staff review, in advance of draft document for further review.

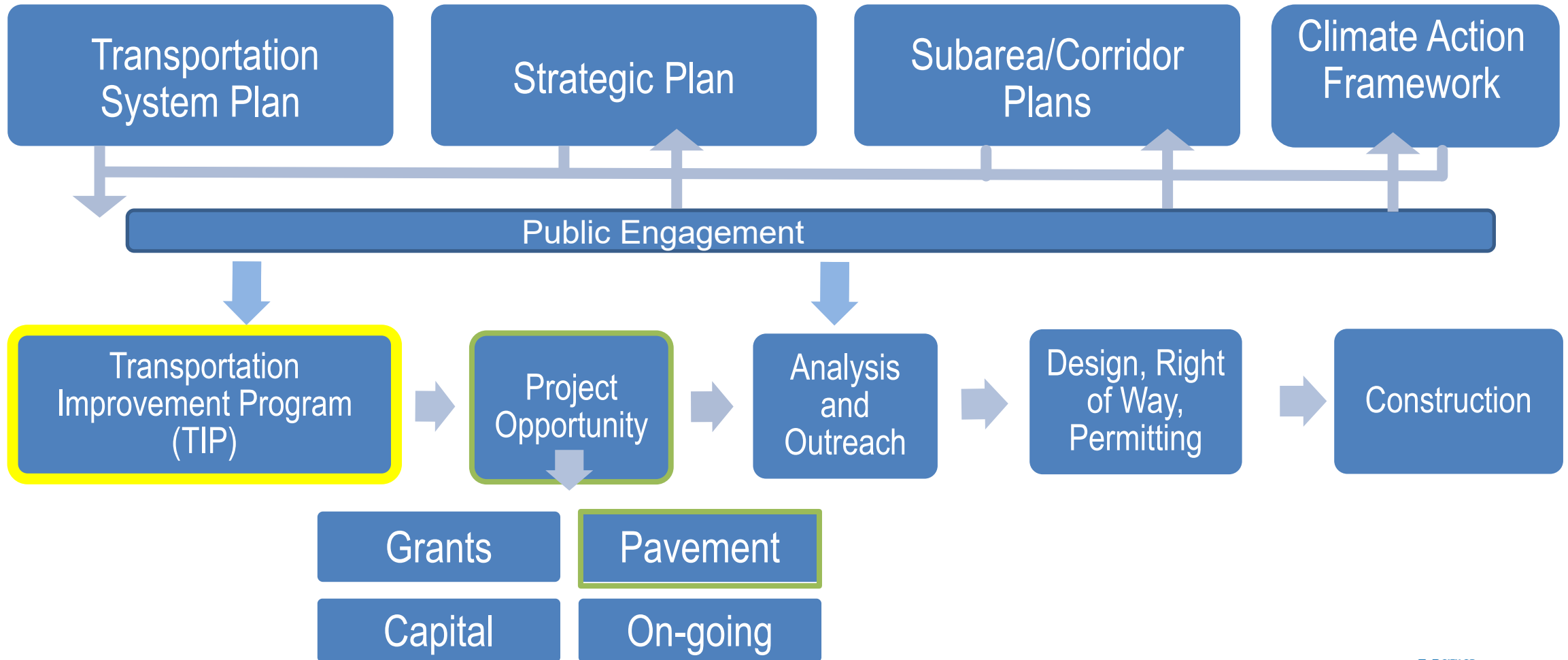
Transportation Improvement Program (TIP)

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2025-2030.
- The TIP is the City's detailed transportation improvement work program
 - Includes detailed project descriptions and the funding status for each project
- Per Washington law, the TIP document is updated annually, with final City Council approval required before July 1 of each year.
- The Transportation and Mobility Commission is the primary citizen oversight committee responsible for reviewing and making recommendations on the TIP.

Transportation Improvement Program continued

- The TIP includes a funded, partially funded, and unfunded projects, as well as City transportation programs.
- Within each project list, there are different categories of projects including arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing programs
- Projects listed in the TIP include:
 - Major street, bicycle, pedestrian and traffic signal improvements identified through in the Transportation System Plan, the City's Strategic Plan, the 20-year Capital Facilities Plan, and via community engagement and feedback.
 - Future changes to public infrastructure identified through corridor, district and subarea planning studies.
 - Projects that are funded with State and/or Federal grants are required to be included in the TIP.

Transportation Project Pipeline



Proposed changes for 2025-2030 TIP

- Begin transforming TIP to true 6-year plan.
- Eventually projects beyond the 6-year horizon will reside on the Capital Facilities Plan.
- In the interim we will create short-term/long-term unfunded projects.
- Only score projects in the 6-year horizon.
- Update arterial map to match TSP recommendations
- Update project prioritization scoring criteria to match TSP recommendations
- Waiting for TSP adoption then we will send updated project lists, arterial map, and scoring to the TMC.

Future changes to TIP prioritization

Where should we invest?

- Equity index; collision history; density of essential places; future growth areas
- High priority; medium priority; lower priority

When should we invest?

- Project cost/grant opportunities; coordination with other agencies/departments; environmental/right-of-way impacts; quick wins
- Easiest to implement; moderately easy to implement; challenging to implement

Public outreach

- Most TIP projects come out of past planning efforts that included community engagement; adding this information to cut sheets to make it clearer what past engagement is informing the TIP
- Online dashboard available for reviewing all projects listed in the Transportation Improvement Program (also includes all utility projects included in the City's 6-Year Capital Improvement Program) www.cityofvancouver.us/tip.
- Outreach through all City channels- including neighborhood associations, newsletters, social media, Be Heard, etc.- in addition to TMC and Council processes.

Proposed schedule for 2025-2030 TIP update

Early 2024

- Provide TMC with 1st draft of TIP document
- Meet with TMC to gather feedback on projects added/project removed/other changes

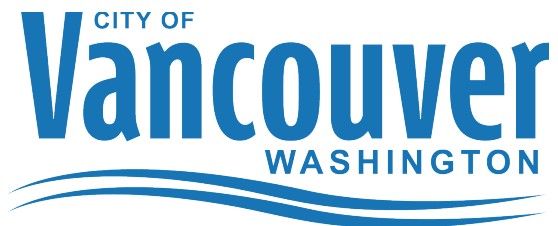
Spring 2024

- Provide TMC with final draft of TIP document
- Meet with TMC to review changes and updates and action on formal recommendation to Council

Thank You

To learn more, visit www.cityofvancouver.us/tip





Transportation and Mobility Commission

TO: Transportation and Mobility Commission
FROM: Chris Malone, Public Works Asset and Finance Manager
SUBJECT: **2025-2030 Transportation Improvement Program (TIP) Workshop**



Vancouver Public Works
www.cityofvancouver.us/TIP

P.O. Box 1995 • Vancouver, WA 98668-1995 • 360-487-8000 • TTY: 360-487-8602 •
www.cityofvancouver.us

To request other formats, please contact: Julie Nischik (360) 487-7813 | WA Relay: 711 |
Julie.Nischik@cityofvancouver.us

This is the first workshop with the Transportation and Mobility Commission (TMC) for the annual updates to the Transportation Improvement Program (TIP). In May, 2023, the TMC made a formal recommendation to City Council to adopt the 2024-2029 TIP. Staff will be working with the TMC over the next several months with an end goal of the TMC making a formal recommendation to the City Council to adopt the 2025-2030 TIP.

I. PRIOR COMMISSION REVIEW (IF APPLICABLE):

- a. TMC made formal recommendation of the 2024-2029 TIP to the City Council. This workshop will share proposed changes for the 2025-2030 TIP.

II. BACKGROUND AND REVIEW PROCESS:

- a. State law requires the City of Vancouver to annually update its Transportation Improvement Program (TIP), which lists future transportation investments and level of committed funding and is required to be adopted by July 1 of each year.
- b. The Transportation and Mobility Commission enabling ordinance outlines the Commissions scope of authority and includes a recommendation to Council on adoption of the annual TIP update.
- c. A City Council will review of the 2025-2030 TIP in June, 2024.

III. SUMMARY OF ISSUE/ PROPOSAL:

- a. Making changes to the TIP for consistency with the Transportation System Plan (TSP).
 - i. Transforming TIP to true 6-year plan (eventually removing projects outside 6 year horizon. Projects outside the 6-year horizon will reside on the Capital Facilities Plan (CFP).
 - ii. Changing project prioritization scoring tool to match TSP recommendations.
 - iii. Changing arterial map to match TSP recommendations.
 - iv. Integrating the TSP project list into the TIP and CFP as appropriate based on prioritization
 - v. Staff will send draft list of updated TIP projects and updated arterial map to the TMC early in 2024 (after TSP is adopted).

IV. REVIEW CRITERIA AND FINDINGS:

- a. Looking for feedback from the TMC to be implemented with the next draft of the TIP.

Staff Contact Name, Chris Malone, Public Works Finance and Asset Manager, 360-487-7711, chris.malone@cityofvancouver.us



Transportation System Plan

Transportation and Mobility Commission Public Hearing
December 5, 2023



Kate Drennan, Principal Transportation Planner, Community Development
Department

Stephanie Wright, Principal, Nelson\Nygaard Consulting

Agenda

- Revisit Transportation System Plan (TSP) document
- Review edits from last draft reviewed by TMC
- Public comment themes
- Next steps
- TMC questions, discussion and motion



What is a TSP?

What are the core values?

The Transportation System Plan (TSP) provides a transportation vision, programs, policies, and investment priorities for the next 20 years. It serves as the transportation element of the Comprehensive Plan.



Climate

Our transportation system helps to reduce our impact on the climate and our natural environment.



Equity

Transportation in Vancouver supports the needs of all, and investment counteracts historic and current inequities.



Safety

Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.

TSP Project Development Timeline





TSP Chapter Overview

1. City on the Move
2. By Vancouver, for Vancouver
3. Vancouver Moves Vision
4. Big Ideas
5. TSP Networks
6. Capitol Projects
7. Implementation
8. Moving Forward

1. City on the Move

- City Values & stats
- Key outcomes of the TSP
- Key Stakeholders
- Modal definitions
- Process Overview



2. By Vancouver, for Vancouver

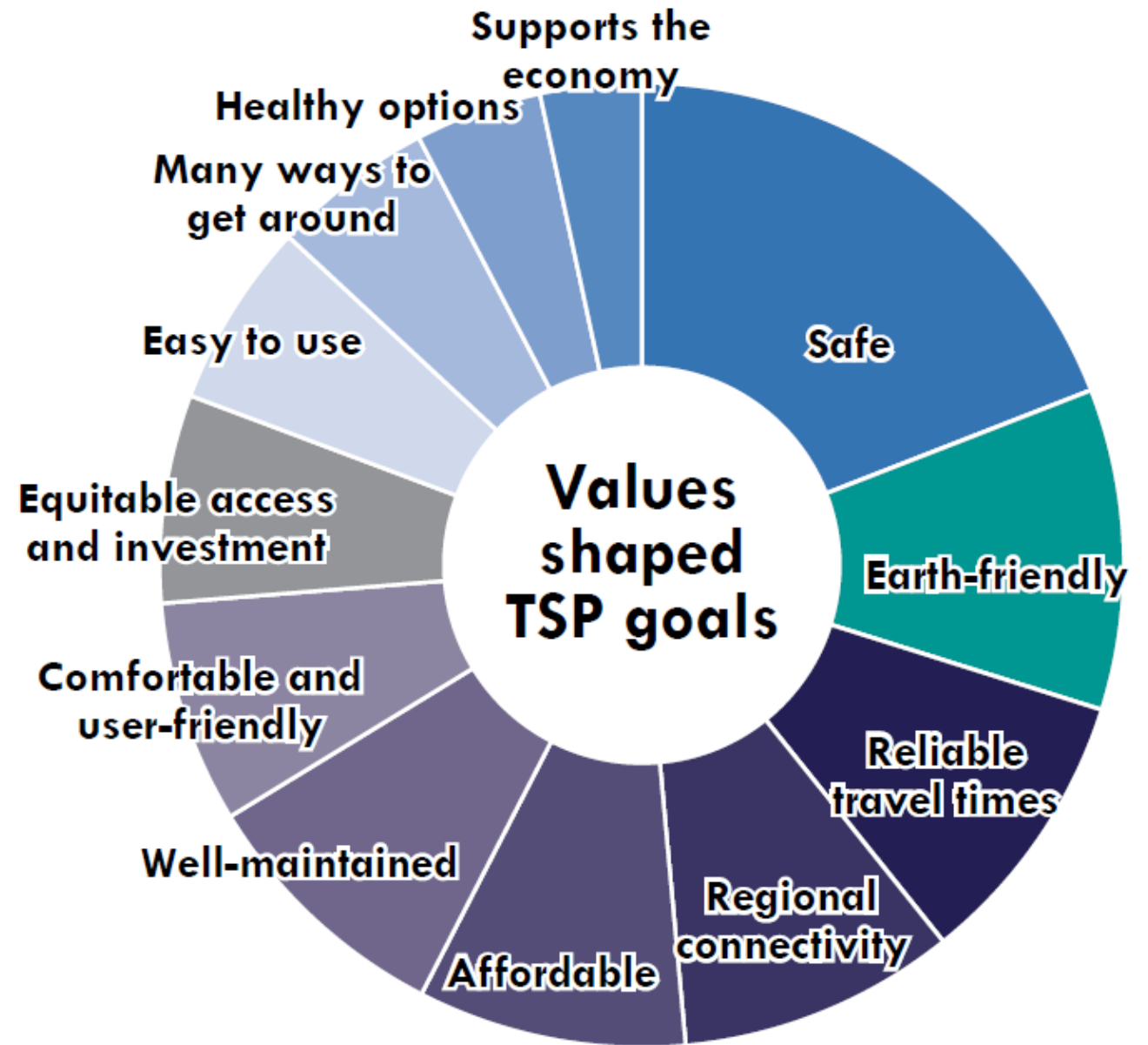
- Overview of outreach conducted, community priorities and values



				
SOCIAL MEDIA	CITY NEWSLETTERS	FLYERS AND MATERIALS	VIDEOS	DIRECT OUTREACH
• Facebook • Twitter • NextDoor • Mobility Mondays	• Vancouver CONNECTS • Vancouver MESSENGER • Office of Neighborhoods	• Mobility Snapshot • FAQ Fact Sheet • Vancouver Moves website • Be Heard Vancouver	• TSP Welcome Video • Transportation stories videos	• Phone • Email • Tabling and events • Community roundtables

3. Vancouver Moves Vision

- Values wheel was used during outreach to identify highest community priorities for the transportation system.
- These were used to shape the Plan goals.



4. Big Ideas

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4. Big Ideas Cont.

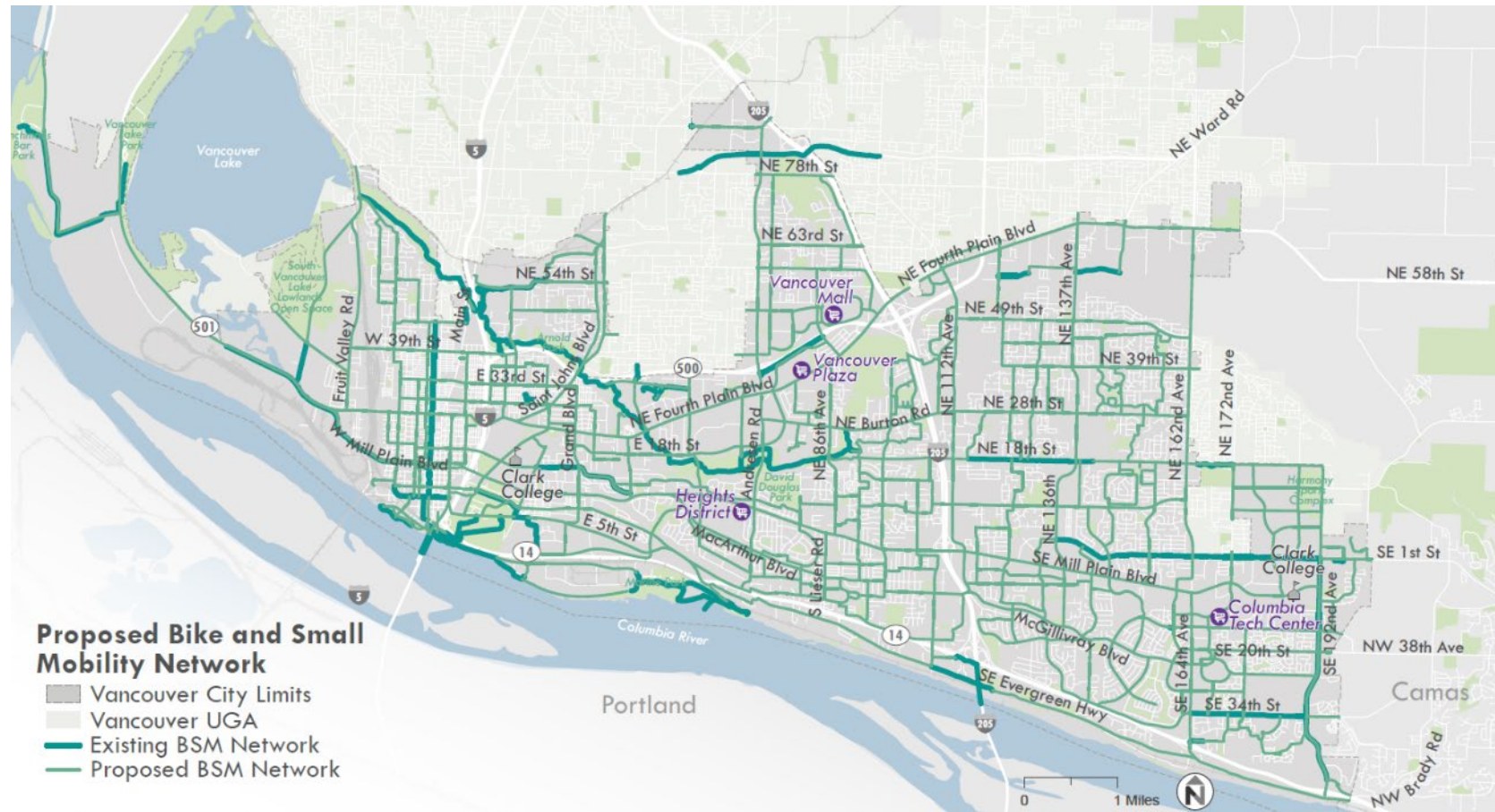
- Policies and programs table operationalize the Big Ideas
- Policies guide transportation investment, project design and how success is measured
- Programs bring investment and support to policies



5. TSP Networks

Creating networks for all types of transportation modes provides a policy framework and roadmap for capital investment

- Network maps include city-wide at-a-glance
- Modal network by city zone (5 zones)
- Modal 'overlay' maps by zone showing where primary modal networks overlap



6. Capital Projects

Where should we invest? What should be our top priority?



When should we invest?

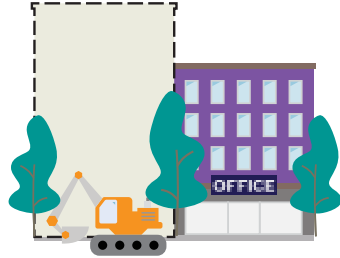


7. Implementation

- Funding and resource needs & opportunities
- Performance measures and metrics
- Near-term priorities



Complete
Corridors Program



Leveraging
Development



Vision Zero



Safe Routes to
School

8. Moving Forward

- Innovation and trends
- Minor TSP updates will be made post-Comprehensive Plan adoption to reflect new growth nodes and centers
- Aligning with other parallel efforts:
 - Vancouver Comprehensive Plan
 - Vine BRT expansion
 - Vancouver Strategic Plan
 - Climate Action Framework
 - Interstate Bridge Replacement

Changes / Edits to the Plan Document

- Added Introduction from City Council & City Manager
- Added major Capital Projects highlights focused on planned arterial urban upgrades



Policy Additions

- Added a ‘Community Safe Routes’ policy (LS 1.1) that specifically identifies needs of seniors- “Safe Routes for Seniors”
- Added a “Connected Neighborhoods” policy (TN1.3) to improve interconnection of neighborhoods with pathways, easements, etc.



Policy Additions, cont.

- Added parks as a defined ‘essential place’
- Refined definitions of “Thriving Neighborhoods” Big Idea; ‘Street Trees’ Program; Citywide Safety Program



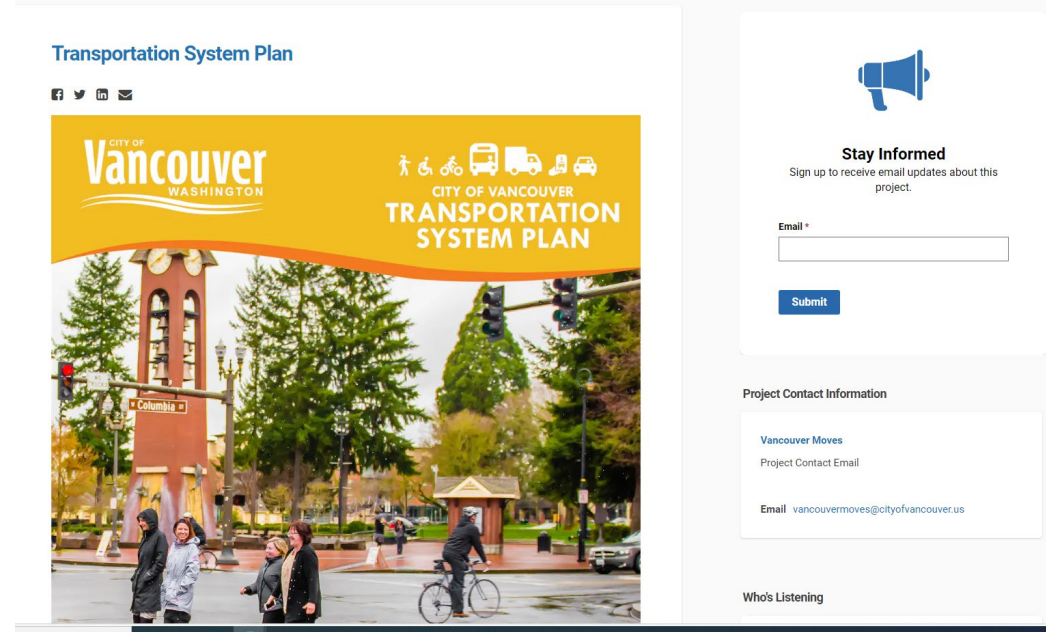
Map Edits

- Added proposed multi-use path projects in Zones 1, 2 & 5
- Minor corrections to existing facilities layer



Phase 3: Public Comment Period

- TSP shared with internal and external stakeholders via email, website, newsletters
- TSP shared with the general public via online, print and e-newsletters, social media, in person events
- Online video featuring TMC Chair and Vice Chair
- BeHeard survey and open-form comment boxes



The screenshot displays the 'Transportation System Plan' webpage for the City of Vancouver. The header includes the title and social media icons. The main banner features the City of Vancouver logo, icons for various transportation modes (pedestrian, wheelchair, bicycle, bus, truck, car), and the text 'CITY OF VANCOUVER TRANSPORTATION SYSTEM PLAN'. Below the banner is a photograph of a city street scene with a clock tower. To the right, there is a 'Stay Informed' section with a megaphone icon, a sign-up prompt, an email input field, and a 'Submit' button. Below this is the 'Project Contact Information' section, which lists 'Vancouver Moves' as the project contact email and provides the email address 'vancouvermoves@cityofvancouver.us'. At the bottom right, there is a 'Who's Listening' section.

Transportation System Plan

City of Vancouver WASHINGTON

CITY OF VANCOUVER TRANSPORTATION SYSTEM PLAN

Stay Informed

Sign up to receive email updates about this project.

Email *

Submit

Project Contact Information

Vancouver Moves

Project Contact Email

Email vancouvermoves@cityofvancouver.us

Who's Listening

Feedback Themes

Q 1. Do you think that the policies, programs and projects outlined in the TSP reflect the values of the City of Vancouver community?

Yes: 61%

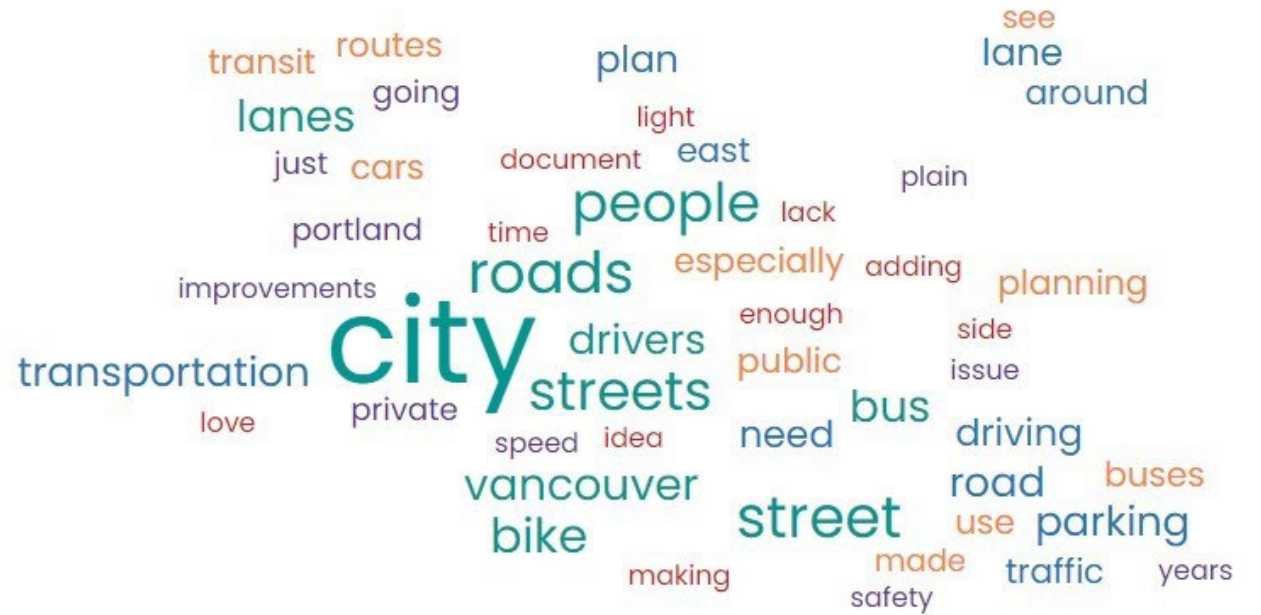
No: 31%

I don't know: 8%

Q 2. Do you agree with these four (4) near term initiative priorities?

Definitely or somewhat agree: 68%

Definitely or somewhat disagree: 29%



Word cloud from Q 3 open-ended question

Open Ended Comment Themes

- **Speed:** biggest issue, large corridors encourage speeding, quick turns & unsafe driving
- **Safety:** For pedestrians, bicycle, mobility users through traffic calming, greenery, separation, design, etc.
- **Transit:** Supportive, continue to invest in high-capacity, improve bus stops & amenities and expand options to rail & streetcar
- **Vehicular Mobility:** Concern about narrow lanes, limits to parking, lack of vehicle capacity projects represented in the plan
- **System Maintenance & Preservation:** Universal priorities across all modes and facility types (sidewalks, roads, lighting, etc.)

Next Steps

- December 18, 2023: City Council first reading on adoption of the Plan
- January 8, 2024: City Council public hearing on adoption of the Plan
- Early 2024: TSP implementation begins
- Coordination with Comprehensive Plan
 - Minor TSP updates post-Comprehensive Plan Adoption

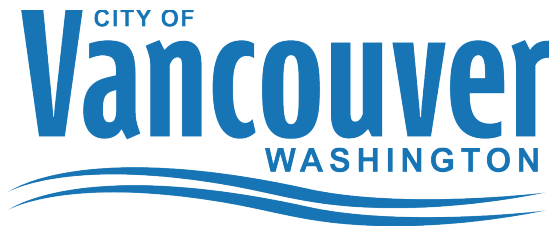
Questions, comments, Commission discussion and motion

Staff Recommendation:

The Transportation and Mobility Commission recommends to the City Council adoption of the updated 2024-2044 Transportation System Plan as outlined in the staff report and presentation today.

Any other questions/ comments?

Thank you!



Transportation and Mobility Commission

TO: Transportation and Mobility Commission **HEARING DATE:** 12/5/2023
FROM: Kate Drennan, Principal Transportation Planner, Community Development
SUBJECT: Transportation System Plan Adoption



Report Date: 11/27/2023
Hearing Date: 12/5/2023
Proposal: Provide recommendation on adoption of the 2024-2044 Transportation System Plan
Location: Applies Citywide
Proponent: City of Vancouver
City Staff: Kate Drennan, Principal Transportation Planner, Community Development Department
Recommendation: Recommend to City Council adoption of the 2024-2044 Transportation System Plan as described in the December 5, 2023 staff report.

P.O. Box 1995 • Vancouver, WA 98668-1995 • 360-487-8000 • TTY: 360-487-8602 •
www.cityofvancouver.us

To request other formats, please contact: Julie Nischik (360) 487-7813 | WA Relay: 711 |
Julie.Nischik@cityofvancouver.us

I. BACKGROUND AND REVIEW PROCESS:

The City of Vancouver Transportation System Plan (TSP) outlines the community's vision for our transportation system and provides a roadmap for getting there. It identifies policies, programs, and projects that will guide investments in our transportation system for the next 20 years. After a multi-year process, with significant input from the Transportation and Mobility Commission (TMC), City Council, transportation stakeholders and the broader Vancouver community, the TSP Update is ready for adoption.

The Transportation and Mobility Commission has reviewed the Transportation System Plan through fourteen previous workshops outlined in Section V 'Prior Commission Review'. In addition, many members also participated in focus groups and other public outreach events to offer feedback and review at different phases in the Plan. The public hearing is the first time the Transportation and Mobility Commission will take a vote on the Plan.

II. TSP Document Overview & Organization

The TMC reviewed the Draft Plan in a September 2023 workshop. This section is a reminder of the content and organization of those chapters. For new information on the changes to the document, skip to the next section "Overview of Document Edits and Additions".

The Plan is divided into eight (8) chapters that are summarized below.

1. City on the Move

This chapter introduces the Plan, identifies key outcomes of the Plan, project partners and lays a foundation by covering some high-level existing conditions. This chapter also includes important definitions for what the TSP covers (the city versus the VUGA) and defines each mode, e.g. – what is a mobility lane? Finally, page 17 of this chapter provides a graphic overview of the planning process that began in late 2019 through today.

2. By Vancouver, for Vancouver

This chapter outlines public outreach and engagement done throughout the Plan development. It includes the methods and strategies used and highlights key concerns, opportunities, and values shared with the Project Team. More detailed information on the Plan's public engagement can be found in Appendices B and C summarizing major engagement milestones.

3. Vancouver Moves Vision

This chapter ties the Plan's goals back to the community feedback on their values for the transportation system. Top community values were safe, earth-friendly, reliable travel times, regional connectivity, and affordable. These values were translated into the TSP goals of safety, equity, climate, transportation choice, regional connectivity and maintaining our assets. Each goal is put into the context of Vancouver's existing conditions today, and the key opportunities the TSP presents toward advancing the goal.

4. Big Ideas

The Big Ideas are an organizing framework for tying goals with relevant policy and program opportunities. The chapter begins by showing the connection between each 'big idea' and the Plan's

goals. Each big idea has a short definition and context to Vancouver, and then outlines the policies and programs that advance the big idea. Key policies are notated with a star and serve as a framework or broader policy umbrella to the supporting programs and policies that nest below.

5. TSP Networks

The TSP modal networks aim to meet the needs of a growing city by recognizing where pedestrian activity will be highest, where roadway investments to support transit are needed, and by setting a minimum density of low-stress facilities for the bicycle and small mobility network. The network chapter includes both a series of maps showing the future designated network of different modes (e.g., pedestrian or transit), and presents information on network quality or level of stress. This is to demonstrate that facilities take a different form depending on the characteristics such as speed and traffic volume on the street they are on. To assist in readability, the chapter includes both full city network maps as well as five geographies across the city created to better display the modal networks. The Plan uses the same geographic zones to display projects.

6. Capital Projects

This chapter presents the list of capital projects necessary to bring our existing roadway system into alignment with the proposed modal networks based on known conditions today. The project list is long and comprehensive, and is meant to span even beyond the twenty-year lifespan of this TSP. The chapter outlines the process behind the prioritization rankings, timing, and cost levels that accompany each listed project. Projects will continue to be refined over time as conditions on the ground change. For example, a change in posted speed or traffic volumes could impact the recommended facility on any given roadway, redefining the associated capital project. The chapter also highlights an example project from each of the five geographic zones.

7. Implementation

The implementation chapter focuses on how we go about implementing the plan, including a focus on funding, staffing needs, and near-term priorities for City staff to focus on. The four near-term priorities include: advancing the complete corridors program; leveraging new development through updates to our concurrency standards, transportation impact analysis guidelines, and traffic impact fee program; implementing Vision Zero principals and a safe systems approach; and standing up a City Safe Routes to Schools program. This chapter also outlines the performance measures the City will track and report on through future City dashboards.

8. Moving Forward

The final chapter looks ahead to other parallel efforts that will align with and help to advance the goals and policies in the TSP. Lastly, the chapter identifies some emerging trends that continue to impact how people and goods travel. These are trends that the City is monitoring and are reflected in some of the policies and programs that will help the City prepare for, respond to, and advance best practices into the future.

III. Overview of Document Edits and Additions

The Project Team collected feedback on the Plan from staff and stakeholders via email and internal comment logs, received written and oral comments during workshops from members of City Council and the Transportation and Mobility Commission, and received feedback from the public via the BeHeard survey, email, and via social media. The feedback received has been largely positive, and most edits consist of small refinements and document fixes or typos. There have been some

substantial comments that have resulted in added policies, and a new section in the Plan. Below is a summary of major edits and additions to the document since your last workshop on the draft in September.

New Additions:

- The Plan now has an opening letter from the City Council and City Manager emphasizing the importance of the TSP and how it ties into the City's goals, values, and other large-scale planning efforts. This section previously had a placeholder.
- The Plan now features a section highlighting some of the major capital projects in our existing Transportation Improvement Program (TIP) focused on upgrading arterial roadways to urban standards. These upgrades most often include increased vehicle capacity, adding street lighting, sidewalk infill, adding curb ramps and other ADA upgrades, as well as mobility facilities. This is to highlight major investments the City is making on these corridors, and address concerns shared with us that that arterial upgrade projects were not referenced in the Plan.
- Added a new policy: LS 1.1, called "Community Safe Routes". The policy states: "Create safe routes to community destinations such as parks or transit. Identify the specific needs of seniors and develop safe routes for these users." This policy was added to address feedback to incorporate travel needs of seniors in planning walking routes to important destinations, in addition to safe routes to schools.
- Added a new policy: TN .3 called "Connected Neighborhoods". The policy states: "Develop pathways between lots that connect neighborhoods to schools, parks, and other destinations. Clarify legal responsibility for pathways." This policy was added to address comments from Parks staff about issues with isolating development patterns that cut off neighborhoods from access to schools and parks. In particular there is an interest to develop policy and standards about pathway easements and clarifying ambiguity about legal liability and maintenance responsibilities.
- The Plan also includes some language refinement under the Big Idea description of "Thriving Neighborhoods" to capture the vision of neighborhood nodes that serve as gathering places for social and commercial activities. The team also refined descriptions of policy CC4.2 "Citywide Safety Program", and program TN2. "Street Trees".

Map Edits/ Additions

The modal maps have also undergone a few small refinements and additions. They include updating the Bike and Small Mobility Network to show the proposed extension of the multi-use path on Lower River Road and adding in the midblock multi-use path between 57th and 62nd Avenue as proposed in the Fourth Plain Pedestrian Safety Action Plan. We also adjusted the Zone 5 map to better depict the proposed 18th Street multi-use path and added the East Powerline Trail between 86th and 192nd. Other changes include adding either existing or proposed greenways to segments of roadways such as portions of McLoughlin Blvd, Plomondon Street, 29th Street, La Framboise Road and General Anderson Avenue.

IV. Feedback Themes from Public Comment Period to Date

This final phase of TSP outreach began in Fall 2023 and is currently ongoing. The focus is largely on sharing out the Draft TSP, collecting feedback on whether it meets the vision and goals of the City and community, and building public support for plan adoption.

Early in the fall, the project team created materials that could be shared out through multiple mediums that summarized the recent work on the TSP and released the Draft TSP for public review and comment. The materials directed readers back to the BeHeard website where they could download the draft Plan, take a short survey, and provide open-ended comments on the Plan and process. The survey opened on September 20th and ran through November 20th, 2023. Information has been shared through email, both print and e-newsletters, on various social media channels, online and at in-person events. While the project team has seen a positive reception of the TSP, we have seen lower levels engagement in the survey and public comment opportunity, which is consistent with what we've observed in other longer-term policy and visioning projects where people engage more in discrete phases than in the review of the overall product.

From the survey responses we have received, more than half of the participants (61%) thought the policies, programs, projects do align with the TSP goals and values. We also surveyed community members on whether they agreed with the near-term initiative priorities. The question had a figure listing out the following initiatives with a short description of each: Complete Corridors Program, Leveraging Development, Vision Zero, and Safe Routes to School. Respondents could choose: *Definitely agree*, *Somewhat agree*, *Neither agree nor disagree*, *Somewhat disagree*, and *Definitely disagree*. Two-thirds of participants (68%) either definitely or somewhat agree with the near-term initiative priorities. A little under a third of participants (29%) definitely or somewhat disagree with the chosen initiative priorities.

The themes that emerged from our open-ended comment box, and from other feedback collected by email or through social media, include:

- **Address traffic safety:** Community members generally support safety for all who walk, roll, bike, take transit drive, or drive as a TSP goal. The biggest issue expressed is speed, especially in corridors with more than one vehicle travel lane. There is general support to address safety through better traffic enforcement and street design improvements.
- **Prioritize transit:** Many community members mentioned the importance of prioritizing public transit and offering various transit modes throughout the city. Many people desire to have a well-connected transit network. Community members expressed a desire to add future connections to existing C-TRAN and Vine routes by adding a streetcar line and light rail lines to the TSP. In general, there was strong support for the enhanced transit network proposed in the TSP.
- **Improve and maintain transportation infrastructure:** Community members recognize there are roads throughout the city that need to be improved and maintained. Key issues mentioned include poor street markings and poor signal timing in the existing network. There is general support to improve the infrastructure by improving sidewalks, upgrading/adding traffic signals, adding roundabouts, and adding turn lanes.

- **Implement equity:** Community members generally support equity and would like to know what equity means in the context of roads, safety in walking and biking, and users like students. There is a desire to develop policies and programs to address the needs of equity areas that intersect transportation and housing.
- **Acknowledge vehicular mobility:** While the TSP addresses all travel modes, some comments reflected a desire to put a greater emphasis on improving vehicular travel throughout the city. For example, some community members commented that driving is the main mode for many people and that the TSP should better address issues for this mode. If vehicular mobility is not an important element of the TSP, then the TSP should explain why.

V. PRIOR COMMISSION REVIEW (IF APPLICABLE):

The Transportation and Mobility Commission contributed to, and reviewed Transportation System Plan content throughout the planning process. The Transportation System Plan has been before the Commission for review on the following dates:

Workshop Topics/ Report Content	TMC Workshop Dates
State of Mobility	Jan 5, 2021
Existing Conditions	Mar 2, 2021
Vulnerability Analysis	Jun 1, 2021
Community Input	Jul 6, 2021
Enhanced Transit Corridor Analysis	Sep 7, 2021
Community input on project values/ project opportunities	Jan 4, 2022
TSP Goals	Mar 1, 2022
Project Prioritization Process	Jul 5, 2022
Policies and Programs	Sep 6, 2022
Modal Networks	Dec 6, 2022
Street typology and standards update	March 7, 2023
Pedestrian crossing policy	May 2, 2023
Performance measures	June 6, 2023
Review of Draft Plan	Sep 5, 2023

VI. SUMMARY OF ISSUE/ PROPOSAL:

In coordination with the GMA comprehensive planning requirements under [RCW 36.70A.070\(6\)](#) and [RCW 36.70A.108](#), a City must update the transportation elements of their Comprehensive Plan every 20 years. The 2024 - 2044 Transportation System Plan updates the previous Plan adopted in 2004. In accordance with their charter, the Transportation and Mobility Commission is to send a recommendation by vote on whether City Council should adopt this Plan update.

VII. REVIEW CRITERIA AND FINDINGS:

Applicable Review Criteria: The Growth Management Act requires jurisdictions to adopt Transportation System Plans no less than every 20 years that include land use assumptions, multimodal transportation facilities needed to serve identified land uses, demand

management strategies, and active transportation facilities needed to enhance community wellness and promote healthy lifestyles.

Findings: The City's Updated Transportation System Plan recommended for adoption meets state requirements through policies, programs and projects that provide facilities and programmatic investments needed to support identified land use assumptions and overall Plan goals over the next 20 years. The TSP will be updated post-adoption of an updated Comprehensive Plan to ensure complete alignment with new land use assumptions.

VIII. RECOMMENDED ACTION:

Staff recommendation: Recommend to City Council adoption the 2024 - 2044 Transportation System Plan as described in the December 5, 2023, staff report.

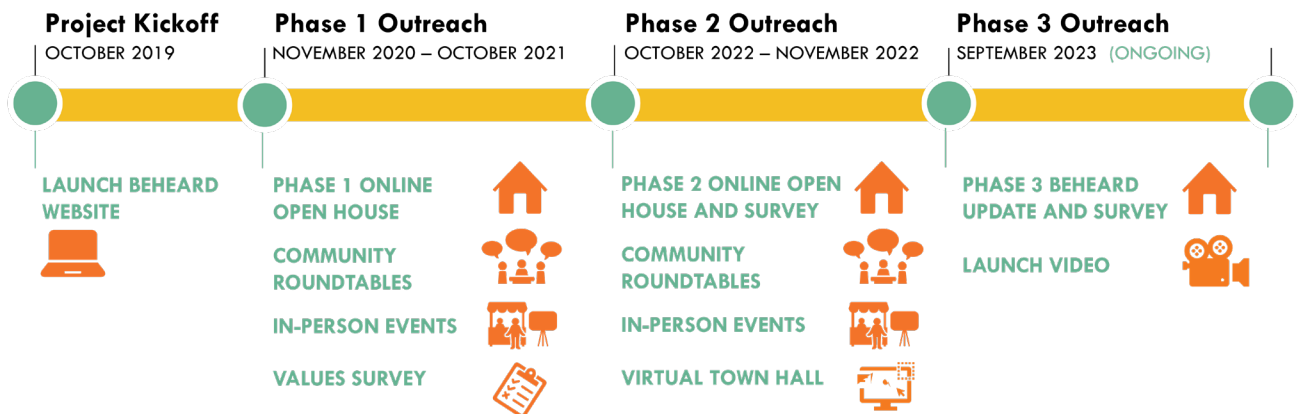
Kate Drennan, Principal Transportation Planner, 360-487-7959

DATE: November 20 2023
 TO: Kate Drennan, Laurel Priest, City of Vancouver
 FROM: Natalie Chavez, Eddie Montejo, Parametrix
 SUBJECT: Milestone 3 Community Engagement Summary
 PROJECT NAME: Vancouver Transportation System Plan

Project Overview

This memorandum summarizes the public and stakeholder outreach conducted in Fall 2023 to support the Vancouver Transportation System Plan (TSP). The third community engagement phase focused on gathering community feedback on the Draft TSP that has been shared with the public in 2023. All outreach activities detailed below are part of the third community engagement phase, as summarized in Figure 1.

Figure 1. Community Engagement Timeline



Phase 3 activities took place throughout Fall 2023 and are currently ongoing to gather feedback on the Draft TSP and build public support for plan adoption. In addition to gathering wider public feedback online, the Draft TSP will go through formal review and public comment periods during the Vancouver Transportation and Mobility Commission and Vancouver City Council meetings in December 2023.

Engagement Overview

The objectives of the Phase 3 outreach were to:

- Share information with community members about the Draft TSP.
- Ask for community feedback on the Draft TSP, specifically policies, programs, and projects alignment with Plan goals and near-term priority initiatives.
- Develop a video summarizing the purpose of the TSP and how the community can learn more about the project and share their feedback.



Engagement Activities

Milestone 3 engagement activities are summarized in Table 1.

Table 1. Milestone 3 Engagement Activities

Activity	Date	Event / Location / Group
BeHeard Update and Online Survey	September 1 – November 20, 2023	Online – BeHeardVancouver.org
Video Launch	November 1, 2023	Online - YouTube, Facebook, Instagram, Twitter, CVTV Cable Access Channels, The Nov. 1 Citywide e-newsletter, and the City website homepage through the duration of comment period

BeHeard Update and Online Survey

An update to the project BeHeard page was completed in early Fall 2023. The update summarized the recent work on the TSP and published the Draft TSP for public review and comment. City staff developed a brief online survey as part of this update and began collecting community feedback on the Draft TSP. Community engagement findings have been analyzed from the period of September 1 to November 15, 2023, as described in this report. As of this writing, the survey will remain open until the November 20, 2023, after which a final analysis of the survey findings will be completed and updated in this memorandum.

Promotional Video

The Project team partnered with MetroEast Community Media to produce two (2) brief video segments to help promote and share information about the Draft TSP. One of the videos encourages viewers to participate in the adoption proceedings and share their feedback during the Fall of 2023, while the other video is a more standard description of the plan intended as an “evergreen” promotional video for the City’s use beyond the TSP’s adoption period. The two videos are linked below:

V1: <https://vimeo.com/metroeastmedia/review/874372768/fc89d51069?#>

V2: <https://vimeo.com/metroeastmedia/review/874376194/b25e373789?#>

Social Media Engagement

The City will continue to provide social media updates on Facebook, X (formerly Twitter), Instagram, Youtube, The City’s website, and NextDoor throughout the Fall adoption period. The City will publish and share the TSP promotional videos online and solicit feedback on the TSP.

Community Feedback

The following section detail the key themes heard from community members during Milestone 3.

Key Themes

Address traffic safety: Community members generally support safety as a TSP goal for all who walk, roll, bike, take transit, or drive. The biggest concern expressed is speed, especially in corridors with many lanes. There is general support to address safety through better traffic enforcement and street design improvements.

Prioritize transit: Many community members mentioned the importance of prioritizing public transit and offering various transit modes throughout the city. Many people desire a well-connected transit network. Commenters shared a desire to add future connections to existing C-TRAN and Vine routes by adding a streetcar line and light rail lines to the TSP. In general, there was strong support for the enhanced transit network proposed in the TSP.

Improve and maintain transportation infrastructure: Community members recognize there are roads throughout the city that need to be improved and maintained. Key issues mentioned include poor street markings and poor signal timing in the existing network. There is general support to improve the infrastructure by improving sidewalks, upgrading/adding traffic signals, adding roundabouts, and adding turn lanes.

Implement equity: Community members generally support equity and some questioned what equity means in the context of roads, safety in walking and biking, and users like students. There is a desire to develop policies and programs to address the needs of equity areas that intersect transportation and housing.

Acknowledge vehicular mobility: While the TSP is addressing multimodal opportunities, the TSP should also acknowledge ways of improving vehicular travel throughout the city. For example, some community members commented that driving is the main mode for many people and issues facing drivers should be addressed within the TSP. If vehicular mobility is not an important element of the TSP, then the TSP should explain why.

Social Media

Social media responses to City posts on Facebook, Instagram, and NextDoor were analyzed for the period between September 24, 2023 and November 17, 2023. Key takeaways include:

- The discussion about the TSP generated a total of 3,600 interactions, accounting for 68 percent of all citywide conversations about transportation. The City's Facebook page drove most discussions by 97 percent.
- A large proportion of online social media engagement had to do with the McGillivray Boulevard Safety and Mobility Project. This project generated concerns from residents about a lane reduction in the corridor.
- Interactions around the TSP mainly comprised of 'likes,' indicating community members' receptiveness to the information as tacit support. Discussions included topics such as installing more public restrooms to encourage walkability, and some concerns about houselessness issues.
- The VPD Traffic Unit post raised concerns about road safety and suggested increasing police patrols.
- The City's post during Pedestrian Safety Month prompted many comments supporting enhancements to pedestrian safety.

- The City's post about the grand opening of The Vine on Mill Plain prompted a debate on the need for accommodating public transportation with the City's growth. There was some dissatisfaction with the new service and prices.

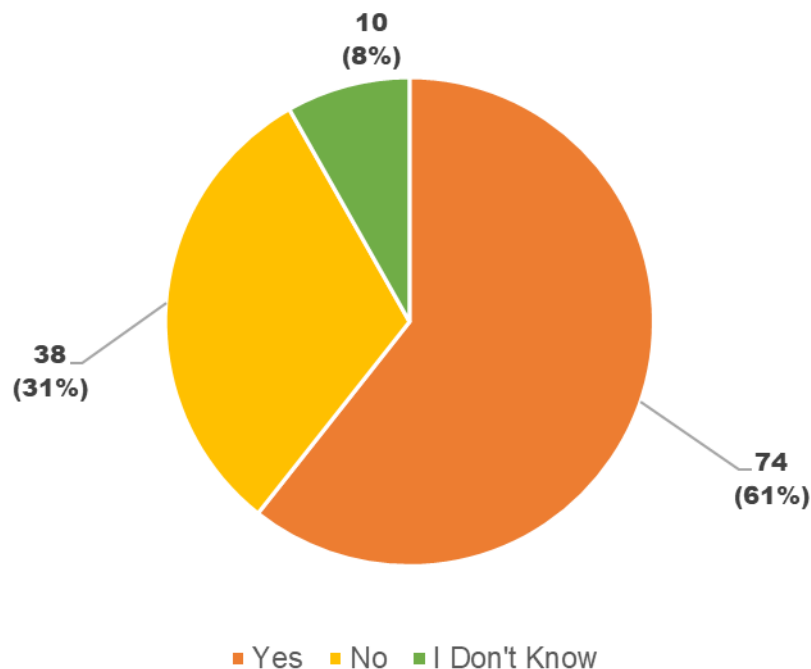
Survey

The following section provides detailed survey results for each question. From September 1, 2023, to November 17, 2023, community members had the opportunity to visit the project webpage and explore the Draft TSP. During this time, the BeHeard site was visited 834 times. The survey will be open until November 20, 2023. As of November 17, 2023, there were 122 participants who responded to the survey.

Question 1. Do you think that the policies, programs and projects outlined in the Transportation System Plan (TSP) reflect the values of the City of Vancouver community?

This multiple-choice question asked participants whether the policies, programs, projects align with the TSP goals and values. The question had a figure listing out the following TSP goals: Safety, Equity, Climate, Transportation Choice, Regional Connectivity, and Maintaining Our Assets. The choices are *Yes*, *No*, and *I don't know*.

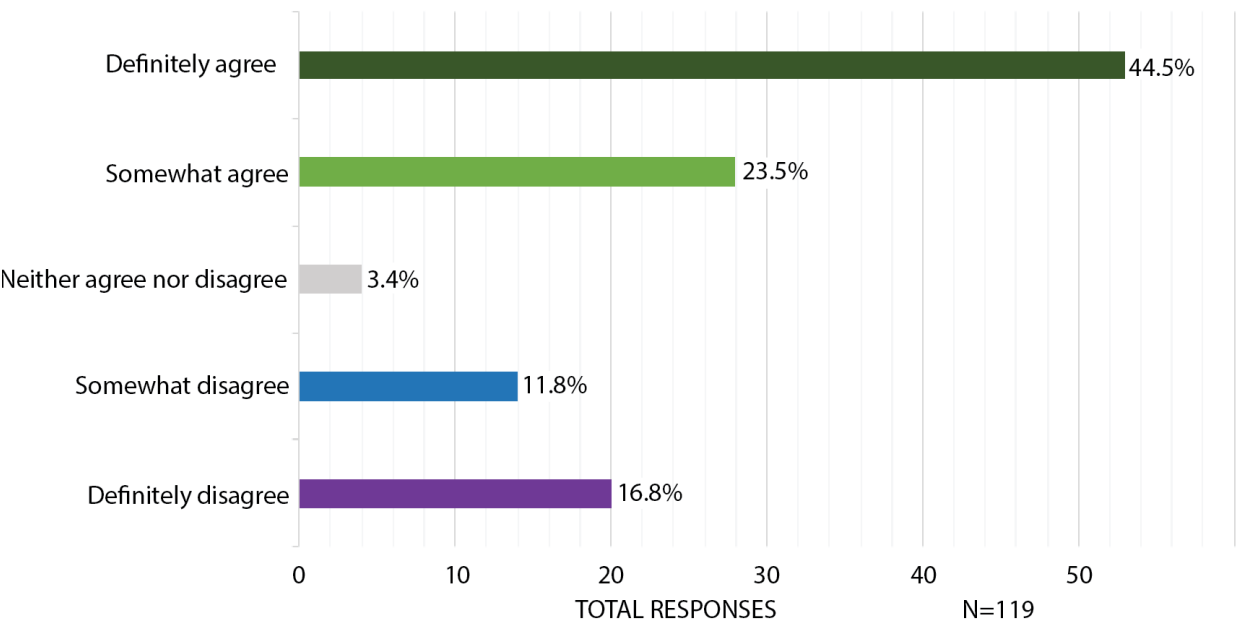
This question received 122 responses. More than half (61% percent) of total responses agreed that the TSP policies, programs, projects align with the plan goals and values. A smaller proportion (31%) disagreed, and the remaining 8% answered "I Don't Know." The responses indicate that most respondents are supportive of the Draft TSP policies, programs, and projects.



Question 2. Do you agree with these four (4) near term initiative priorities?

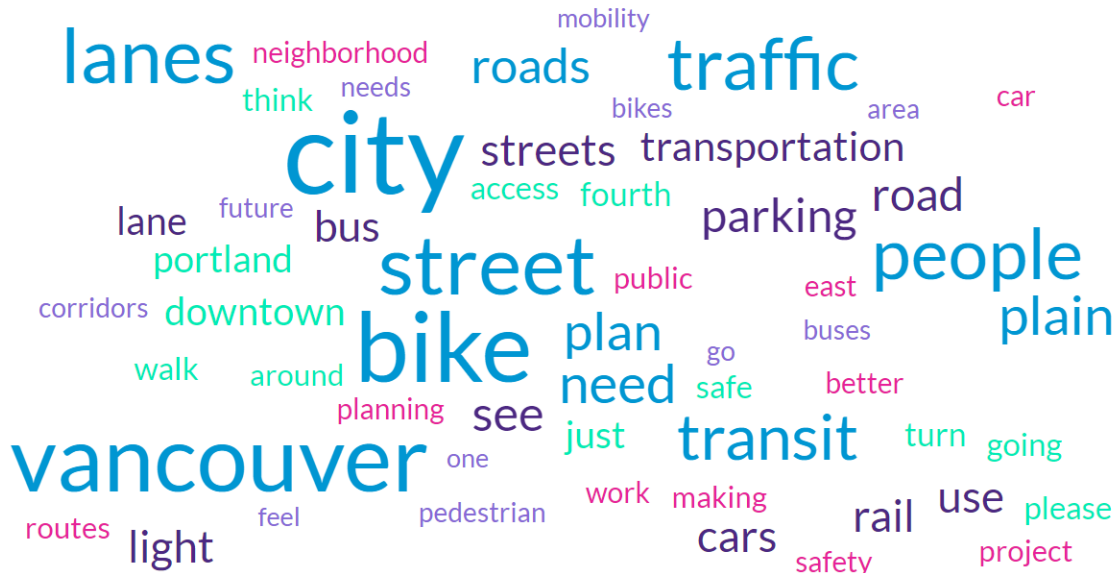
This Likert scale question asked participants if they agree with the near-term initiative priorities. The question had a figure listing out the following initiatives with a description: Complete Corridors Program, Leveraging Development, Vision Zero, and Safe Routes to School. The choices are *Definitely agree*, *Somewhat agree*, *Neither agree nor disagree*, *Somewhat disagree*, and *Definitely disagree*.

This question received 119 responses. Nearly half of all survey participants (53 responses) said they “definitely agree” with the near-term initiative priorities. 23% said they “somewhat agree” with the priorities. Approximately 28% of respondents said they “somewhat” or “definitely disagreed” with the priorities.



Question 3. Do you have other thoughts you would like to share with the TSP project team?

This open-ended question asked participants for more feedback on the Vancouver TSP. This question received 122 responses.



- Speed is the biggest issue, especially in corridors with many lanes that encourage speeding, quick turns, and unsafe driving.
 - The areas most frequently referenced as having speeding issues are East and North Vancouver. The high-speed corridors mentioned include Mill Plain Boulevard, Fourth Plain Boulevard, and 162nd/164th Avenue. The high-speed streets mentioned include the area of D Street and 16th Street in the Arnada neighborhood.
 - Recommendations include reducing lanes, better enforcement of existing traffic laws, adding speed bumps within neighborhoods, and enhanced pedestrian infrastructure such as raised crosswalks at sidewalk grade.
- Transit is generally supported, and many participants would like new transit options. Suggestions included adding a streetcar line and light rail to Vancouver. These transit options can be future connections to existing C-TRAN and Vine routes and any future MAX lines. There is a desire for more frequent service on existing routes and to strategically use large C-TRAN buses on frequently used routes.
 - Light rail lines recommended as a North/South route along I-5 and East/West to connect many cities to the I-5 corridor.
 - Improve existing bus stops in the city. The lack of seating and shelter at most stops is inconvenient for people who can't stand for long periods or people waiting in extreme weather conditions.
 - Provide sufficient parking spaces, such as park and ride lots to motivate more people to take transit.
- Vehicular mobility: There are concerns on how the TSP will affect the future of vehicular travel. Community members expressed concern about lanes becoming narrow and the

possible issues that may occur, such as an increase in accidents. Another concern is limited parking and the future of parking. One participant thought if the vehicular travel is not an important element to the TSP, then the TSP should clearly mention it within its guiding principle.

- Equity within the transportation modes: Community member want to know what equity means in the context of roads, safety in walking and biking, and school routes.
 - Equity within transportation and housing: New residential streets, especially higher density housing, should be on public streets versus private roads. It may not be equitable for long-term maintenance and people living in the housing to bear the burden of road maintenance and city improvements.
- There are safety concerns for pedestrians and cyclists on high-speed corridors. Recommendations include more pedestrian-oriented streets, greenery acting as a buffer from vehicles and pedestrians, and lower speeds. Traffic calming measures mentioned include street markings such as center yellow line, marked parking spaces, painted crosswalks, and street parking spaces.
- Concerns on existing conditions of streets and sidewalks: Community members expressed concern to improve existing streets and sidewalks that need repair.
- Freight is not clearly defined in the TSP. Projects in the TSP have improvements on streets that freight have historically used, concerns regarding if this will make it more difficult to travel with narrow clearance and tight turns.

Conclusion

In summary, public feedback gathered throughout the third and final community engagement milestone was generally supportive of the Draft TSP. The key concluding themes from this outreach phase are:

- **Vancouver supports investments in a multimodal transportation system that meets the needs of all travelers.** Community members expressed broad support for investing in bicycle and pedestrian safety, transit, and maintaining and improving the street system for those who drive as well.
- **Traffic safety is a core transportation value.** Both active transportation- and driving-forward respondents expressed a unified need for a safe system. TSP goals, policies, projects, and initiatives that promote transportation safety are broadly supported in the community.
- **High-speed corridors create a need for pedestrian- and bicycle-oriented streets.** Participants noted transportation safety and placemaking improvements to create lower-stress walking and bicycling networks throughout the City.
- **Continuing to invest in transit is a priority:** Survey respondents proposed investments in high-capacity transit between Portland and Vancouver, improving existing bus stop amenities and features, and optimizing park and rides to expand regional transportation options and motivate more people to take transit.
- **System maintenance, preservation, and repair are universal priorities.** Pedestrian and bicycle-oriented comments favored sidewalk repair and improvements, while drivers noted

the importance of addressing lighting, pothole, and striping repairs. Investing in a well-maintained and usable system is important to all travelers in the City.

- **More than half of all respondents (61%) agreed** that the Draft TSP policies, programs, and projects reflect the values of the City of Vancouver community.
- **More than two thirds (66%) of all survey participants agreed** with the Complete Corridors Program, Leveraging Development, Vision Zero, and Safe Routes to School initiatives proposed in the Draft TSP.

From: [Will McCreery](#)
To: [Nischik, Julie](#)
Subject: McGillivray Blvd Concerns
Date: Saturday, November 18, 2023 9:36:37 AM

[You don't often get email from willhmc47@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

If you inventoried the number of cars vs bikes and pedestrians that went by a given point you would find that there are way more cars. I drive the street a lot and there are a lot of cars but few bikes or pedestrians. It seems like a mistake to remove a lane of traffic to protect something that barely exists. One lane of traffic will just force through on to Mill Plain. If your purpose it to slow traffic down, then install photo cameras that will cause speeding tickets to be issued. Bad idea to eliminate a lane of traffic, as there are so many more cars than bikes or pedestrians that use the road. Thanks for listening. William McCreery Fairway Village.
Sent from my iPad

From: [Brack Hassell](#)
To: [Nischik, Julie](#)
Subject: McGillivray Blvd Project Comment
Date: Monday, December 4, 2023 11:40:30 AM

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Hello,

So excited to see the project progressing along. I have been impressed with the team and how they have interacted with some very difficult citizens along the way. Each time I travel on McGillivray by bike or foot I am excited about how much safer the street will be. Thanks for all your hard work and I am looking forward to seeing this project complete. You have my full support!

Brack Hassell

From: [EARL MYERS](#)
To: [Nischik, Julie](#)
Subject: McGillivray Boulevard Project Phase 2
Date: Monday, December 4, 2023 1:22:03 PM

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At this time I am not in favor of either proposal without a test evaluation of the actual effects on traffic, mobility and safety without an actual test evaluation area between SE 136 Avenue and Chkalov Drive and even better would be the entire McGillivray Boulevard. And please don't come back at we the people that this would be to costly to learn truly the effect of what you are proposing. Remember this, we the people are paying \$ for this and may all of you not forget that you are working for we the people!

Respectfully,

Earl Myers

Resident of Vancouver and McGillivray Blvd. for over 50 years.

myers

From: [M.H](#)
To: [Nischik, Julie](#)
Subject: McGillivray Blvd Project
Date: Monday, December 4, 2023 4:13:17 PM

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Hello

I live just off McGillivray Blvd on Talton Ave. Ten years ago I made the decision to get rid of my car to decrease my "carbon footprint ". It's been a challenge, especially since moving to Vancouver. The number of streets without sidewalks for pedestrians to use is shocking, particularly areas around schools. Take a very busy street like McGillivray, the high incidence of drivers speeding, no sidewalks on the west end of said street, and it's proximity to a middle school is borderline negligent. All streets need safe sidewalks for children and others to use. Also the city should be encouraging people to get out of their cars, exercise, meet their neighbors, and loose a few pounds, not to mention encouraging ways to decrease carbon emissions.

Thank you

Mike H Fleming, RPh
1614 SE Talton Ave
Vancouver, Wa

From: [Audrey McLain](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Comments on McGillivray Blvd Project
Date: Monday, December 4, 2023 9:03:04 PM

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Hello,

I am writing to comment on the McGillivray Blvd Project.

I have lived directly on McGillivray Blvd for the past five years and I have experienced many incidents that I believe can be fixed with these project proposals.

My biggest concern is that the Blvd currently doesn't have sidewalks continuously down the whole road. Pedestrians share a walk lane with parked cars and bicyclists. I have almost been hit numerous times while walking my dog and have had to jump into nearby driveways and have seen school aged children stuck in a crosswalk as traffic will not stop to let them cross (this section is not at a stop sign).

Based on the design options, I think it will fix some of the major issues as the problem is not the traffic, the problem is speeding vehicles. The current amount of traffic can handle a one lane road while calming the speed down.

I hope the transportation and mobility committee and city council take the proposals and make the decision that will be best to protect all who travel on McGillivray, whether it be by car, bicycle, or foot.

I have attended meetings with the project team and filled out surveys every opportunity that was given. Please see this project through for the safety of all who use McGillivray Blvd.

Audrey McLain

From: [Heidi Cody](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Letter re: McGillivray redesign
Date: Monday, December 4, 2023 4:58:28 PM
Attachments: [hcody_McGillivrayredesign.pdf](#)

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Hello Julie and the Transportation and Mobility Commission,

Attached please find my letter supporting the redesign of McGillivray Blvd. Thank you for your consideration/

Heidi Cody

--

Coalition Manager
Alliance for Community Engagement

December 4, 2023

Heidi Cody
1506 SE 113th Court
Vancouver WA 98664

Transportation and Mobility Commission
City of Vancouver

Dear Transportation and Mobility Commissioners,

I live next to McGillivray Blvd and am in support of Design Option 1 or 2, to make it more friendly to cyclists, pedestrians and micro-mobility users. There is too much speeding on McGillivray. We also don't need two lanes for car traffic going in either direction. McGillivray is a lovely street that more people will get to enjoy safely with either Option 1 or 2.

I look forward to the completion of this project and the wonderful transformation it will bring. I expect this will be a great example of how to dramatically improve Vancouver's livability while reducing emissions at the same time. Thank you for your work to make Vancouver a less car-centric place to live.

Sincerely,

Heidi Cody

From: [Diana Hodges](#)
To: [Nischik, Julie](#)
Subject: McGillivray Project Comments
Date: Monday, December 4, 2023 10:18:22 PM

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To whom it may concern:

I'm writing in support of the McGillivray Project. I don't live on McGillivray, but I have friends and family members that do so I frequently drive down that road. I also often house sit for a friend who lives on McGillivray so I have stayed there for short periods of time. So I feel as though I can speak from experience of what I have seen on McGillivray.

I often find that when I am traveling the speed limit cars are tailgating me or weaving in and out of traffic to get around me because I am "going too slow". I've witnessed car accidents from cars losing control because they were going too fast. I almost always see cars just rolling through stop signs without making complete stops. When I have stayed there to house sit, it can be scary even to put out the garbage cans.

On one occasion I was driving to my friend's house and I was stopped at a crosswalk where a family was waiting to cross. As they started to walk across the street (a mom, her daughter, and their dog) a truck came flying by in the next lane and didn't even bother to slow down nearly hitting the young girl and dog. They both had to jump back to avoid being hit by this truck. It was one of the scariest moments of my life and I wasn't the one that was nearly killed. This truck didn't even slow down, and had to have been going 40 or 50 mph.

When going to visit my friends who do live in McGillivray I always hope I am able to park in their driveway because I hate parking on the street. People zoom by not going even close to the speed limit, I don't even bother trying to get out of my car if there are any cars near by for fear of being hit.

My friends just had a baby they dread taking their dogs and child for walks along McGillivray because it's so dangerous. I'm really hopeful that this project will help ease some of the issues that have been happening.

I know there are also some people who have been voicing their concerns about this project. From what I can tell none of those people actually live on McGillivray and actually experience what it's like to live on such a busy street. They are not dealing with cars flying down their street or accidents happening in the center dividers. When people say they are worried about traffic being pushed onto their streets that only proves the point that they understand how frustrating it would be to live on such a busy road and shows how necessary this project is.

I urge you to ignore the complaints and move forward with the project. It will have more benefits than drawbacks.

Thank you.

Diana Hodges
8011 NE fourth plain blvd
Apt b2
Vancouver WA 98662
818-749-9506

Sent from my iPhone

From: [j_mayo](#)
To: [Nischik, Julie](#)
Subject: TMC Meeting Comment
Date: Tuesday, December 5, 2023 10:37:14 AM

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Good morning,

In regards to tonight's Transportation & Mobility Commission meeting, I'm writing to voice my support for the new changes on McGillvray. The more choices people have to get around, the better, and I support a safer, quieter, and greener Vancouver.

Thank you,
Jillian Mayo

From: [Barbara Stanley](#)
To: [Nischik, Julie](#)
Subject: Why
Date: Tuesday, December 5, 2023 12:34:08 PM

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I'm trying to figure this out. You are putting up apartments on every spare piece of property in Vancouver, then you want to make the roads smaller?

Are you really thinking of the citizens? I think not, unless you think all the residents of Vancouver want to sit in traffic for longer than we do now!

All I hear is earthquake warnings. Wow let's get out of town on one road. Oh then my mom needs an ambulance, let's get it there on one road, that has a stalled car on it!

Leave us the ability to move around the city we pay taxes in.

You can make improvements on roads without deleting traffic lanes.

Sincerely, a very concerned citizen

Sent from my iPad