

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 •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

October 4, 2022

Time: 4:02 – 6:45 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:12)

The October 4, 2022 meeting of the Transportation Mobility Commission was called to order at 4:02 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Commissioners Jeananne Edwards, Connor Godsil, Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

Absent: Vice Chair Mario Raia and Corey Grandstaff

ACTION ITEMS

ADOPTION OF MINUTES (01:45)

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

STAFF COMMUNICATIONS (03:12)

Rebecca Kennedy, Deputy Director of Community Development, provided an update on the term limits for the Commissioners whose terms were set to expire in October. City Council approved a change in the expiration date for Commissioners to the end of the calendar year, and applications for open seats will be available soon. Staff are also working to schedule a workshop for the Commission on the Interstate Bridge project at the end of 2022 or early in 2023.

PUBLIC HEARING (8:06)

Complete Streets: SE 34th Street Safety and Mobility Project

Emily Benoit, Senior Planner, CDD; Kara Hall, Associate, Fehr & Peers

Rebecca Kennedy introduced the hearing item. City Council recently affirmed the project to continue with the design to repurpose a travel lane and this is the final review of the design by the Transportation and Mobility Commission.

Emily Benoit presented an overview of the project, its timeline, and previous review by the Transportation and Mobility Commission and City Council. Kara Hall presented the three goals of the project, including: improving comfort and mobility for all users, prioritizing safety for all users, and facilitating near-term implementation. The presentation continued with key takeaways from the traffic

analysis, the community engagement process and the top concerns and areas of support, the proposed design of the corridor, next steps and the staff recommendation for the project.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Clarify the location of the HAWK beacon at the intersection of SE 162nd Avenue or SE 164th Avenue. Staff responded the HAWK beacon will be at SE 162nd Avenue, which is on the other side of SE 164th, and will connect the existing bike network to 34th Street.
- How will the Mill Plain BRT replace route 37 on SE 34th Street? Staff responded bus service will continue on SE 34th. With this design, the intent is to preserve transit access and reduce conflict zones for transit users and mobility lane users. The traffic lane will be 11' wide, to accommodate both articulated buses such as BRT as well as fixed route buses.
- What are the plans for the Vancouver Innovation Center (VIC) in terms of jobs added and new residents? Staff responded at full employment, the VIC has plans for 5,000 jobs, with about a third to half of those there now. They have worked with the developers on integrating the mobility lanes on SE 34th Street with the internal system at the site to facilitate a smooth transition between the two.
- What is the average daily traffic rate? Staff responded in January 2022 there was 10,300 vehicles per day with roughly 1,000 vehicles per hour during the PM peak. In the historic analysis, there was approximately 13,000 vehicles per day on this corridor.
- How many bus platforms will be along this corridor? Staff responded there are four.
- Are there plans to add plants to the median? Staff responded a lot of it is already planted, but this project will not add any new planters along this corridor.
- Has the intersection at Tech Center drive informed the design of this corridor? Staff responded that was the first protected intersection build by the City, and it works quite well from a safety perspective.
- How is the Vancouver Innovation Center (VIC) influencing the decision the Commission is making? Staff responded the traffic analysis includes the all the trips expected to be generated by the VIC. The VIC went through extensive traffic impact analyses at the time the master plan and associated development agreement was adopted, and staff relied on the information and technical analysis already completed to determine number of trips and where people will travel. That data is incorporated into the forecasts for 2027 and 2040 volume forecasts. The volume forecasts include other growth happening in this area of the City as well, including future planned development at the Fisher's Quarry/HQ site and within the Section 30 subarea.

Public Testimony

- Mona Jones asked why these changes are proposed and supported lowering the speed and adding a shared bike and vehicle lane, adding a stop sign at 172nd, and a signal at 177th. This is a through access street and limiting the traffic to one lane in each direction will cause congestion. She had further questions about accessing 164th and 192 via 34th Street and how the project will impact access to Highway 14. She expressed concern with delays from buses stopping on the corridor and slowing traffic flow.
- Austin Huang lives and works in the neighborhood and expressed concern for traffic congestion in the next 15 years with the plans for future development in the area. He also expressed opposition to existing plans for future growth in the corridor.

- Prasad Ravi lives in the Village Vista neighborhood and was concerned with the proposed design and the effects to his commuting time. He currently has challenges turning onto SE 34th Street. He was concerned for the safety of those crossing at 176th and 34th Street.
- Sara Schmit was supportive of the addition of the HAWK beacon at 162nd and 34th Streets. She was supportive of improving mobility access on the corridor, especially for those who use transit and bike. She also noted this is an important connection through the City.
- Todd Yuzuriha lives in Fisher's Landing and urged the Commission to not repurpose a travel lane as it's currently designed. He felt it does not address the concerns of the community survey from June. He walks on 34th street regularly and feels safe walking there. He hoped that the Commission was taking into consideration the community feedback on this project.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Do we have data from prior projects to show how this type of project affects traffic? Staff responded the traffic analysis shows that traffic will function in the short to medium term. Similar types of projects have been done on corridors with 20,000 to 25,000 trips per day, and this corridor has around 10,000 trips per day. Leveraging a pavement project to repurpose a travel lane means that it will be repaved again in 10 years, and if there are issues with the design, it can be addressed again at that point.
- Is there data to show the impact of the proposed design to turning onto 34th Street from the residential streets? Staff responded the analysis looked at those intersections and showed a slight increase in the mid to near term. In the twenty-year time frame it does increase by an additional 30 second wait to turn onto 34th Street. The City has a warrant process to determine when an intersection needs to become signalized, and implements improvements when these are met.
- What percentage complete is this plan? Staff responded it's at 10% design.
- What data is used to determine a 40 second delay over 20 years? Staff responded the traffic model indicates a 40 second delay at the intersections with 164th and 192nd Streets based on intersection level of service and delay in 2040. In the near term, the delay is 10 seconds. The increase in corridor travel time from 192nd to 164th in 2040 is closer to two minutes. Some of that is due to the change in speed, but also the longer delay at intersections along the corridor.
- Do the buses stop in the travel lane? Staff responded they do, and that is accounted for in the traffic analysis. Dwell times are minimal and buses stop in-lane on many other corridors in the City.

Commission Deliberation

- Commissioner Godsil emphasized the community's input on this project and was concerned with greater delays in commuting times.
- Commissioner Williams noted there is no bike lane on this street today. If this project is not successful, there are options to change the paint. Without trying something, we'll never know what could happen.
- Commissioner Paine was not supportive of closing lanes as it may create more traffic and will create problems for other intersections in the area.
- Commissioner Edwards expressed her discomfort with biking on this street as it is today. She was concerned with accessing 34th Street from the side streets and was supportive of education efforts to address that. Overall, she was supportive of the project.

- Commissioner Ruggles was supportive of trying something new with this project. Slowing traffic doesn't necessarily slow trips but allows for a broader spectrum of people traveling. She was supportive of the project.
- Commissioner Jackson was comfortable with the data presented and moving forward with the project.
- Chair Ramos indicated this project was in sync with Council's stated priorities for climate action and 15-minute communities. This project also supports the transition of Vancouver from a suburban to an urban community. He was supportive of the project.

Motion by Commissioner Edwards, seconded by Commissioner Ruggles to endorse the proposed design to repurpose a travel lane in each direction on SE 34th Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162nd Avenue.

Roll Call Vote

Commissioner Godsil	No
Commissioner Jackson	Yes
Commissioner Paine	No
Commissioner Ruggles	Yes
Commissioner Williams	Yes
Chair Ramos	Yes
Commissioner Edwards	Yes

Motion passes 5-2

PUBLIC HEARING (1:23:45)

Complete Streets: Phase I of the Fourth Plain Blvd. and Fort Vancouver Way Safety and Mobility Project

Rebecca Kennedy, Deputy Director, CDD; Ryan Farncomb, Consultant Project Manager, Parametrix

Rebecca Kennedy introduced the hearing item and provided an overview of the project. The project has been split into two phases, with the first phase including Fort Vancouver Way between Mill Plain and Fourth Plain and the section of Fourth Plain from F Street to Fort Vancouver Way. The second phase, which will finish planning work in 2023 and be built in 2024, includes Fourth Plain Blvd. between Ft. Vancouver Way and Andresen Road. The Fourth Plain and Ft. Vancouver Way Safety and Mobility Project supports key City policy priorities, including climate action and the Council's stated goal for net carbon neutrality by 2040, as well as safety and equity. The presentation covered the corridor needs, opportunities to improve the corridor, a summary of the traffic analysis if a lane reconfiguration is implemented, and a summary of community feedback and the outreach process. Staff covered the design options and provided a follow up on the parking utilization of the corridor from the previous workshop.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- During the public outreach, was the community asked about the phases of the project or the corridor as a whole? Staff responded that they were informed it would be implemented in phases, but the process gathered feedback on the corridor as a whole.

- Was there consideration of removing one of the left turn lanes from Mill Plain eastbound onto Fort Vancouver Way northbound? Staff responded they did consider that, but changes that will occur as part of the Interstate Bridge Replacement Project indicate more vehicle traffic onto Fourth Plain, Mill Plain, and Fort Vancouver Way that necessitates maintaining two left turn lanes from Mill Plain eastbound to Ft. Vancouver Way northbound. If one of the turn lanes is removed, the queue would spill back into the Mill Plain interchange and cause a safety issue with highway operations.

Public Testimony

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

Commission Deliberation

- Commissioner Godsil was supportive of the project and the staff recommendation.
- Commissioner Williams was supportive of the staff recommendation, and noted that with this type of project, if there are problems with the design, they can be easily adjusted or fixed.
- Commissioner Paine was hesitant about removing travel lanes but was supportive of this project to address the concerns of the corridor.
- Commissioner Ruggles was supportive of the staff recommendation and the consideration of all the elements of the project.
- Commissioner Jackson was excited about the cycle track aspect of the project and indicated support for the project.
- Chair Ramos indicated the project aligns with City Council's climate action goals and addresses the shift in thinking about the community's travel behaviors and encouraging getting to destinations around the City without a vehicle. He supported the project.

Motion by Commissioner Jackson, seconded by Commissioner Ruggles to forward a recommendation to the City Council to advance the following design concepts for Phase I of this project:

- Alternative 1 on Fourth Plain between F Street and Fort Vancouver Way (south side cycle track)
- Alternative 2 on Fort Vancouver Way between McLoughlin and Fourth Plain (remove parking, add BAT lane and buffered mobility lanes)
- Alternative 2 on Fort Vancouver Way south of McLoughlin to Mill Plain (repurpose travel lane for wide-buffered mobility lane on each side, with a taper from two receiving travel lanes on the northbound side of the south end of the segment)

Roll Call Vote

Commissioner Godsil	Yes
Commissioner Jackson	Yes
Commissioner Paine	Yes
Commissioner Ruggles	Yes
Commissioner Williams	Yes
Chair Ramos	Yes

Motion passes 6-0

Commissioner Edwards left the meeting at 6:17 pm.

COMMUNITY FORUM (2:13:38)

No members of the public were present to provide comments.

COMMISSION COMMUNICATION (2:14:00)

Commissioner Ruggles requested an update from the Interstate Bridge Replacement Project for the Commission. Staff responded they are working to schedule that update for the end of 2022 or early in 2023.

Commissioner Williams shared information about a pilot program in his neighborhood to add EV chargers for on-street parking, modeled off a program in Seattle.

Commissioner Jackson added that the Fourth Plain cycle track will connect the two sides of the freeway, which has divided the community, and will make it much more appealing to walk to destinations in the neighborhoods around there.

Motion by Commissioner Williams, seconded by Commissioner Ruggles, and carried unanimously to excuse the absence of Vice Chair Raia.

ADJOURNMENT 6:45 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 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us

DATE: November 1, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Community Development Department

FROM: Ryan Lopossa, Public Works/Streets & Transportation Division

RE: **2022 Multimodal Safety & Accessibility Construction Projects**

The purpose of this memorandum is to provide an update regarding construction projects being completed as a part of the City's 2022 Multimodal Safety & Accessibility program. The program strives to improve our transportation system for those that use modes of travel other than a traditional automobile. This includes enhancements that benefit pedestrians, bicyclists, users of other rolling and mobility assistive devices, and those accessing transit. We have several projects currently under development that are a part of this program.

- **Devine Road Multi-Use Path Improvements:** The scope of this project includes construction of a new multi-use path along the west side of Devine Road between Idaho Street and the existing enhanced pedestrian crossing located at the Burnt Bridge Creek Greenway. This builds upon the new enhanced pedestrian crosswalk that was constructed on Devine Road at its intersection with Idaho Street in 2020.

The goal of the project is to improve pedestrian access within the Harney Heights and Northcrest Neighborhood areas including a much-needed improved access for students walking to/from nearby Fort Vancouver High School, the Vancouver Tennis Center, and King Elementary School.

This \$1.3 million project is funded in part with a \$489,000 grant from the Washington State Department of Transportation through their Bike and Pedestrian Safety Program and a \$400,000 grant from the Washington State Transportation Improvement Board through their Urban Sidewalk Program. The project has entered the construction phase with work scheduled to commence in November. The project will be complete in August 2023, shortly before the 2023-2024 school year gets underway.

- **E. 18th Street/Devine ADA Improvements:** The scope of this project is to upgrade the intersection of E. 18th Street and Devine Road in accordance with the design requirements

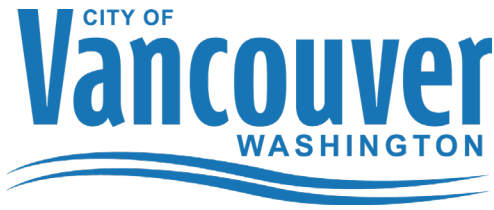
from the Americans with Disabilities Act (ADA). Specific improvements include ADA compliant curb ramps at each corner of the intersection and pedestrian signal enhancements including Audio Pedestrian Systems (APS). This represents the final element of an overall strategy to improve pedestrian travel on Devine Road between Mill Plain Blvd and E. 18th Street. Specifically, it greatly enhances access for students walking to/from nearby Ft. Vancouver High School and King Elementary School, and the Vancouver Tennis Center.

This \$500,000 project is funded entirely with local revenue coming from the City's Multimodal Safety & Accessibility Program. The project is currently in the final stages of design and will be ready to go to construction before the end of 2022. We have included this project in a federal grant application that provides for multiple pedestrian safety improvements throughout the Fourth Plain area. We're waiting on the decision of that grant application before proceeding into construction. If successful, the grant would allow us to use this local investment to leverage federal funding for several other pedestrian and safety improvements in the broader Fourth Plain Corridor and adjacent neighborhoods.

- **Northwest Neighborhood Pedestrian Improvements:** The scope of this project includes the construction of new sidewalks along portions of Lincoln Avenue, NW 53rd Street, and along the unimproved right-of-way associated with NW Harney Street between NW 49th Street and NW 51st Street. The project also includes an enhanced pedestrian crosswalk on Lincoln Avenue near NW 53rd Street.

The goal of the project is to improve pedestrian access within the Northwest Neighborhood area including improved access for students walking to/from nearby Benjamin Franklin Elementary School. This \$1.8 million project was funded in part with a \$500,000 grant from the Washington State Department of Transportation via their Safe Routes to School Program. Construction of the project is substantially complete with only minor cleanup items remaining.

Each of these projects will play a crucial role in improving our transportation system for those that move about the community by means other than an automobile. These projects will make travel for pedestrians, bicyclists, mobility devices users and those accessing transit much easier and safer. The Multimodal Safety and Accessibility Program compliments many of the City's other transportation programs in making our streets safe and accessible for all who use the system, regardless of their choice of travel mode or ability.



MEMORANDUM

DATE: October 24, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Ivar Christensen, Public Works Senior Civil Engineer

FROM: Teresa Brum, Deputy Director of Economic Development
Ryan Lopossa, Public Works Streets and Transportation Manager

RE: **Main Street Streetscape Improvement Project**

Project Overview

The City of Vancouver is investing in the future of downtown's Main Street—making it safer, more accessible and connected for businesses, residents, and visitors. That is the Main Street Promise. A community-led effort nearly 30 years in the making, this project will reconstruct Main Street from 5th Street to 15th Street. The roadway, sidewalks, and adjacent outdoor spaces will be reconfigured to improve safety, foster a sense of community, and ensure economic prosperity. This project builds on planning work that began in 1993 with the goal of improving and invigorating the heart of Vancouver.

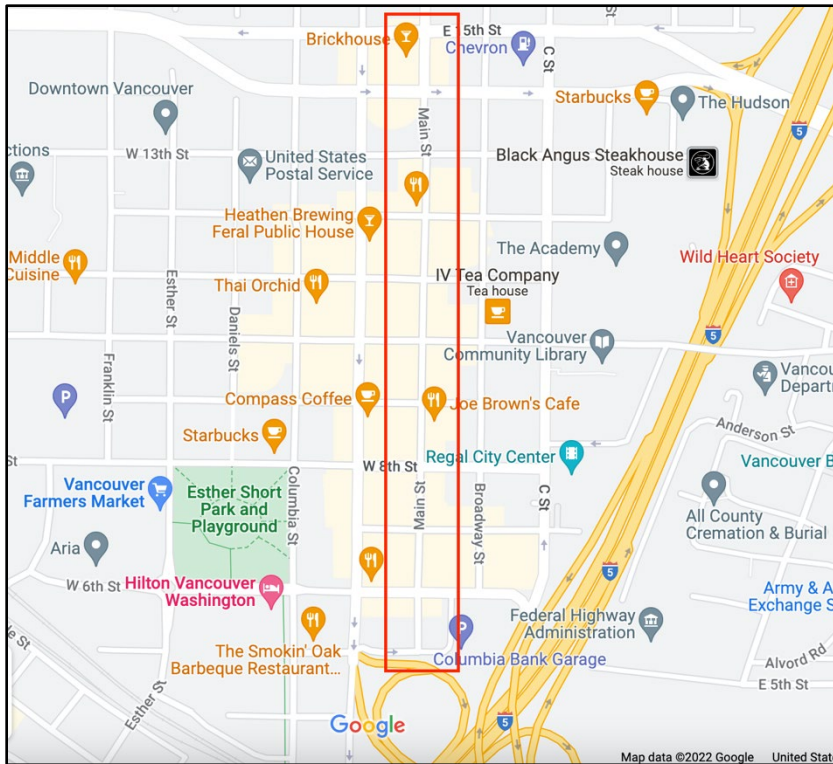
Funding to complete this project is provided through a combination of American Rescue Plan Act federal funds and local funds. Approximately \$10 million in federal dollars will be used to reconstruct the lower Main Street streetscape. Construction costs will depend on the final design chosen.

Community involvement is critical to the success of this project. The City of Vancouver is working closely with Vancouver's Downtown Association as well as Main Street business and property owners to ensure collaboration and mitigate construction impacts as much as possible. All community members throughout Vancouver are encouraged to get involved and provide input throughout the design process. Feedback collected will inform final design and ensure Main Street meets the needs of all users.

Main Street Streetscape

October 24, 2022

Page 2 of 5



Proposed Improvements & Benefits

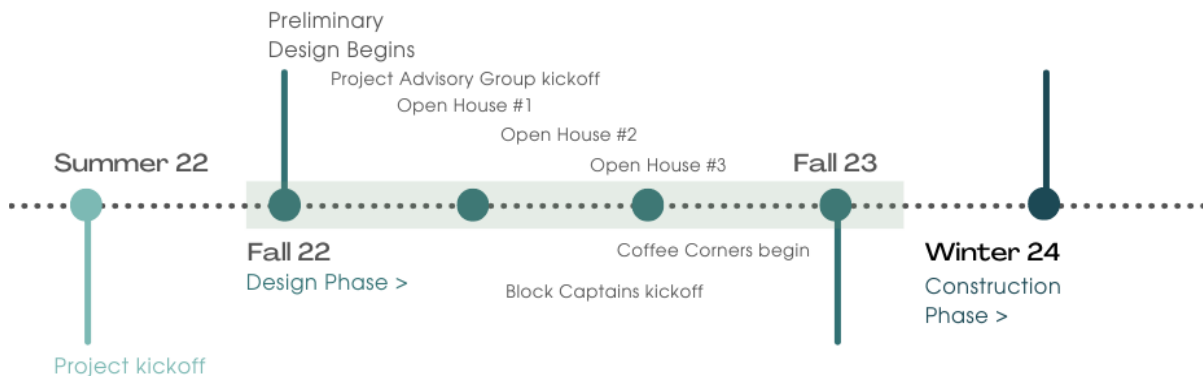
- Increase safety for people and vehicles
 - Widen sidewalks and enhance pedestrian crossings
 - Add new LED streetlights to improve visibility
 - Rearrange parking to improve sightlines
 - Address potholes, crumbling sidewalks, and uneven pathways
 - Modify existing traffic signals
- Welcome visitors and support Main Street businesses
 - Increase opportunities for sidewalk commerce (i.e., outdoor seating for restaurants)
 - Improve pedestrian connections to the waterfront, Esther Short Park, and Historic Reserve from Main Street
 - Encourage community gathering on Main Street and utilization of outdoor space through integration of outdoor spaces, street furniture, art, landscaping, restaurant seating and decorative lighting.
 - Improve aesthetics while honoring the history and character of Main Street

- Improve infrastructure
 - Upgrade the water lines, sewer lines, and stormwater facilities
 - Repave and restripe Main St.

Project Timeline

The *Main Street Promise*, as it is known today, began in 1993 when the Main Street Improvement Project was envisioned. Then, in 2003 the first conceptual design and cost estimate was completed and in 2009 the project got to 95 percent design. A second and third design update were developed in 2014 and 2019 respectively.

In 2021 the City secured funding from a combination of federal and local funds and, in June 2022, MacKay Sposito, PointNorth Consulting and First Forty Feet were selected to lead the streetscape design and public involvement efforts. The design phase is slated to take approximately one year and will wrap up in late 2023. Construction is anticipated to begin in fall 2023.



Opportunities for Engagement & Feedback

There are many opportunities to learn about the project, speak with project staff, and provide input. Join upcoming Stakeholder Forum virtual meetings, advisory group meetings, open house events, and drop-in office hours at various locations throughout the project area.

- **Downtown Stakeholder Forum** – Attend virtually on the 4th Tuesday of the month from 1-2pm to stay up to date on key progress updates. Learn more and sign up to receive meeting notifications at [Main Street Appearance Project | Be Heard Vancouver](#) or by phone at (360) 644-4241.

○ September 2022 – Ongoing throughout the lifetime of the project

- **Project Advisory Group** – To ensure the design process is informed by the needs of the community, a Project Advisory Group (PAG) made up of a representative range of Main Street key stakeholders—including businesses, property owners, and residents—as well as the general Vancouver community and visitors will kick off in early November 2022. The PAG will meet three to five times over the course of the project’s design phase to provide critical feedback and input that will be leveraged to shape and narrow the design options.

Community members interested in being considered to participate in the PAG can reach out to the project team at [Main Street Appearance Project | Be Heard Vancouver](#) or by phone at (360) 644-4241. Meetings will be open for the public and a full meeting schedule will be available on this page later this year.

○ Fall 2022 – Summer 2023

- **Open Houses** – A mix of in-person and virtual open house events will be offered throughout the project’s design phase, where the public will be able to hear directly from project staff and share their feedback on design options, considerations, and tradeoffs.
 - Open House 1 - November 30, 2022 from 4:30-6:30pm at the Vancouver Library - Preliminary design considerations and tradeoffs
 - First Friday Drop In Open House, December 2, 2022 from 5-7pm, VDA office, 811 Main Street
 - Open House 2 - Spring 2023 - 60% Design
 - Open House 3 - Fall 2023 - 100% Design
- **Block Captains** – Designed to support business and property owners along the project area, a project captain will be designated for each block from 5th-15th Street. Block Captains will be regularly briefed on the latest project updates and will serve as a resource for members of their designated block, collecting and sharing feedback, questions, or comments back to the project team.

Business or property owners interested in being considered for the project Block Captain role can reach out to the project team by 7 p.m. on November 30.

○ December 2022 - September 2023

- **Coffee Corner Office Hours** – As design options are developed, the project team in partnership with the Vancouver Downtown Association will host a series of in-person office hours at various locations within and near the project area. More details—including timing and locations—will be posted on this page as details are confirmed.
 - May - September 2023

- **Contact the project team** – Send questions or comments directly to the project team by email link at [Main Street Appearance Project | Be Heard Vancouver](#) or by phone at (360) 644-4241. Stay up to date as this investment in Vancouver’s Main Street moves forward. Project information will be updated regularly on this page. Sign-up to receive email updates about the project, including upcoming meetings and events, directly to your inbox.

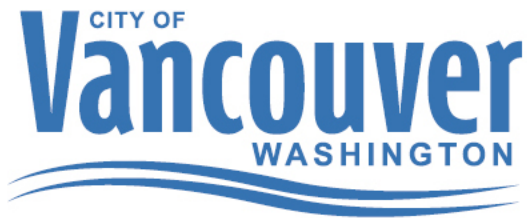
Next Steps & Future TMC and Council Review

- 12/19/2022 City Council Workshop on 30% Design
- Q1 2023 TMC review -30% Design
- Q2 2023 City Council Workshop on 60% Design
- Q2 2023 TMC review - 60% Design
- Q3 2023 Construction begins



Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update
TMC Workshop
November 1, 2022



Kate Drennan, Principal Planner, CDD, City of Vancouver
Nadine Appenbrink, Consultant Deputy Project Manager, Parametrix
Adrianna Stanley, PE, Consultant Project Engineer, Parametrix

Agenda

- Project Update
- Outreach Milestone #2 Update
- Phase 2 Design Options Review
- Next Steps



Project Overview

The Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Study is:

- **Looking at ways to make the streets safer for everyone** – including people who drive, walk, ride a bike, use a mobility device, or ride the bus
- Considering how to **repurpose existing road space** to make the corridor safer for all
- **Identifying other potential safety improvements**

Prior Review

Transportation and Mobility Commission

April 5, 2022

- Discussed issues and needs on Fourth Plain Blvd
- Reviewed traffic analysis results

June 7, 2022

- Discussed issues and needs on Fort Vancouver Way
- Reviewed traffic analysis results

September 6, 2022

- Reviewed Phase 1 design options and heard TMC feedback

October 4, 2022

- Phase 1 public hearing

Project Construction Phases

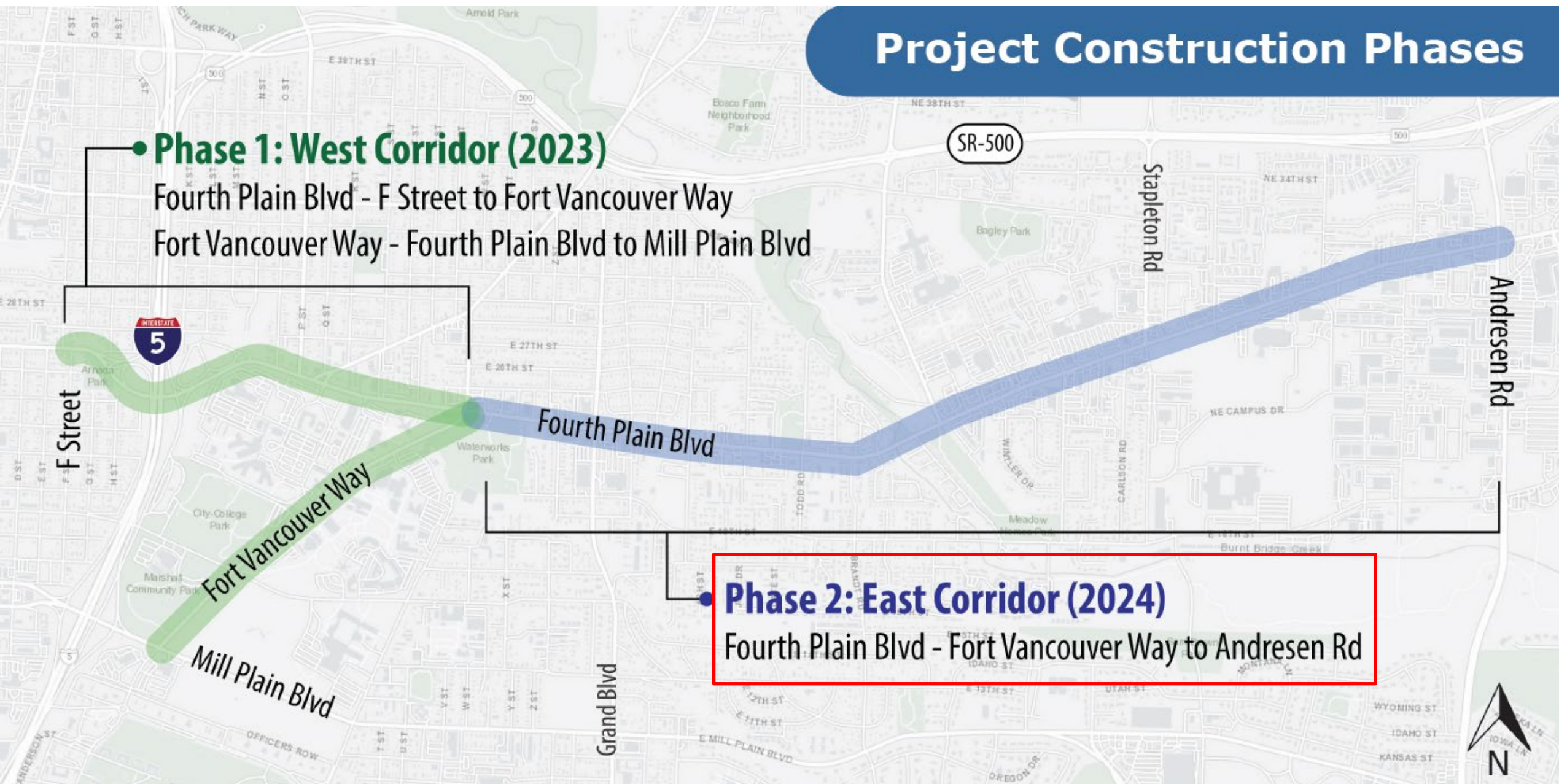
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Community Feedback – Milestone 2

- Online open house and survey
- Mailer to residents & businesses
- Events:
 - Fourth Plain Forward Arte en el Parque - 24 people
 - LULAC Mercado – 82 people
 - Multicultural Resource Fair – 30+ people
 - Vancouver Farmers Market – 34 people
 - Focus groups – in-depth conversations about solutions
- Business canvassing – 34 people at 28 businesses



Community Feedback Summary – Milestone 2

In-Person Outreach | Aug – Oct 2022

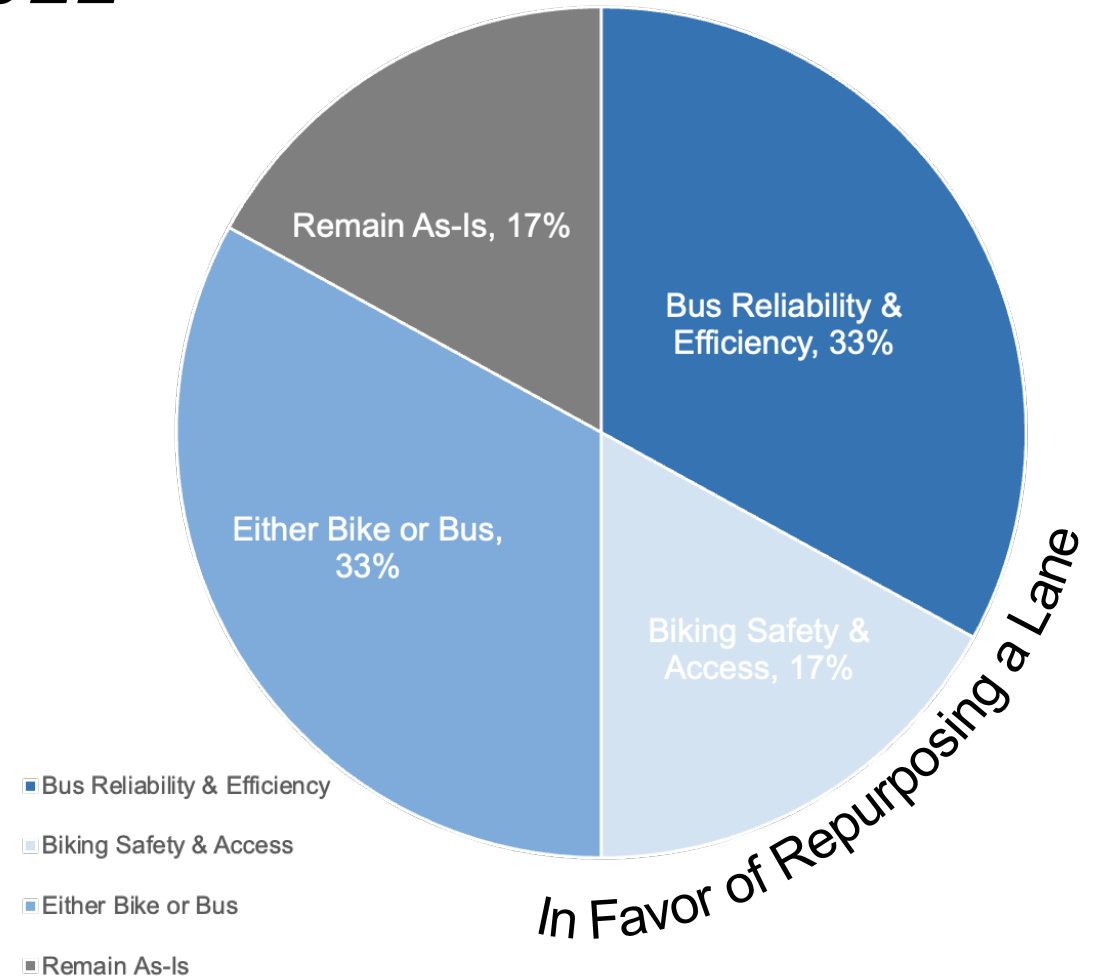
Feedback themes:

About 83% of people *responded favorably* for repurposing a lane.

Engaged 211+ people, 162 shared sentiment on repurposing a lane.

Some comments included:

- “Would be in line with other roads in the city”
- “Would appreciate any change that makes it safer to bike”
- “Something needs to change on these roads”
- “Will allow for more safety, give people a space if they don’t drive”
- “Very favorable for mobility for those who don’t drive”



Community Feedback Summary – Milestone 2

Business Canvassing

Spoke to 34 people at 28 businesses and organizations

Prioritized BIPOC community businesses and organizations

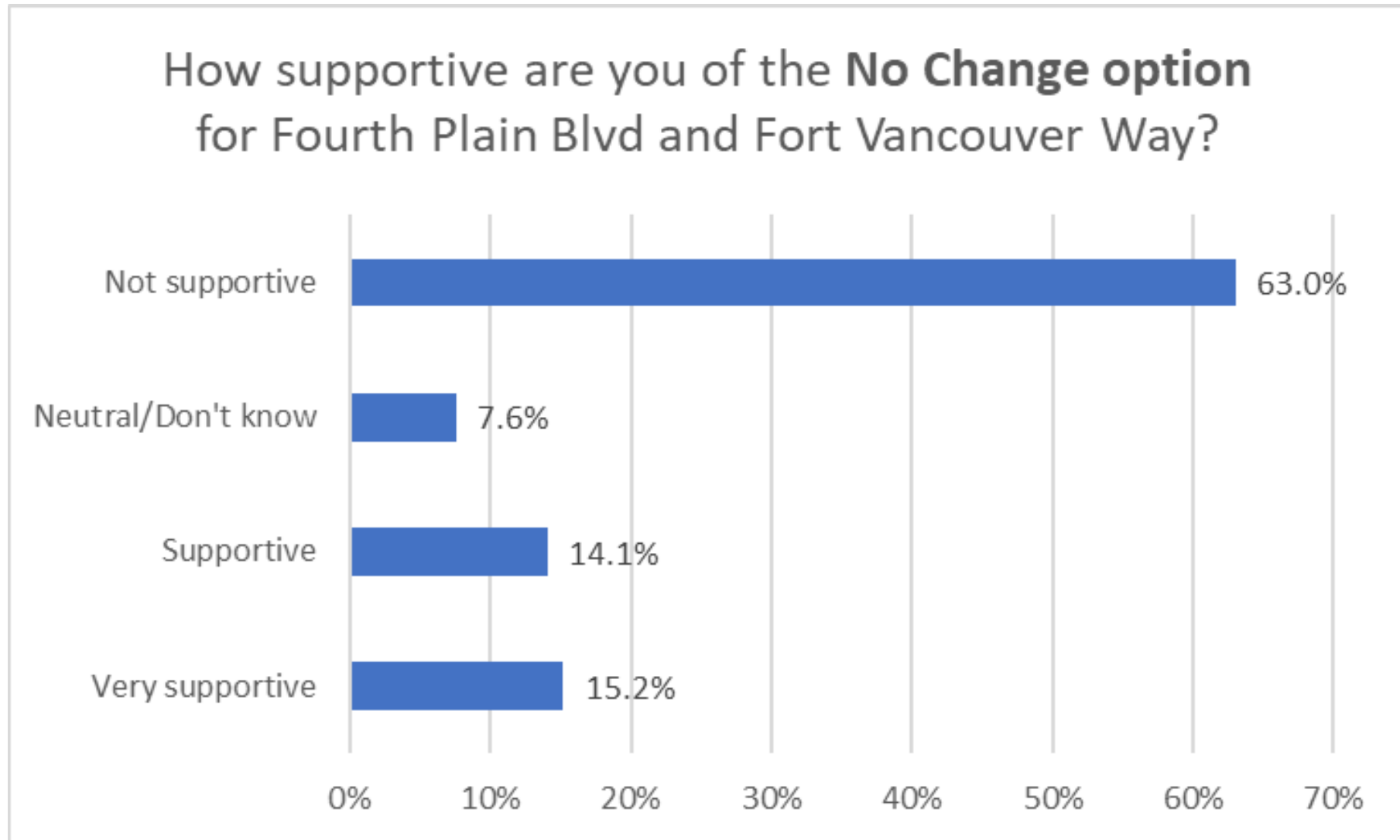
About 88% of people asked responded favorably to repurposing a lane,
with 44% favoring bus improvements and 9% favoring bike improvements.

Some comments included:

- “Better sidewalks and safer crosswalks would go a long way”
- “We never see any bikes at our business”
- “Our people need to get to work and many of us take the bus. I'd love to see more buses, more often.”

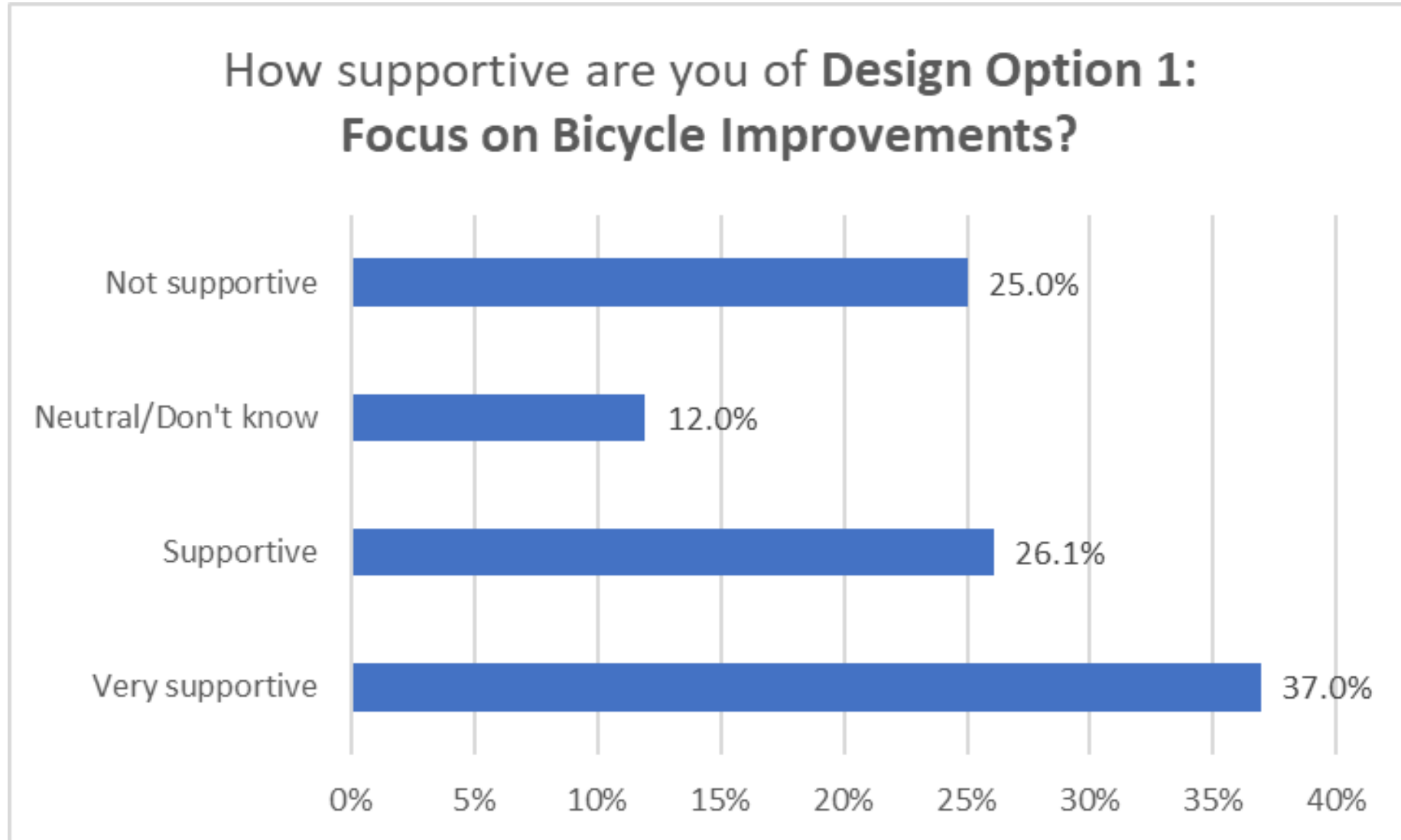
Community Feedback Summary – Milestone 2

Online Open House and Survey Results | Sept 20 – Oct 21



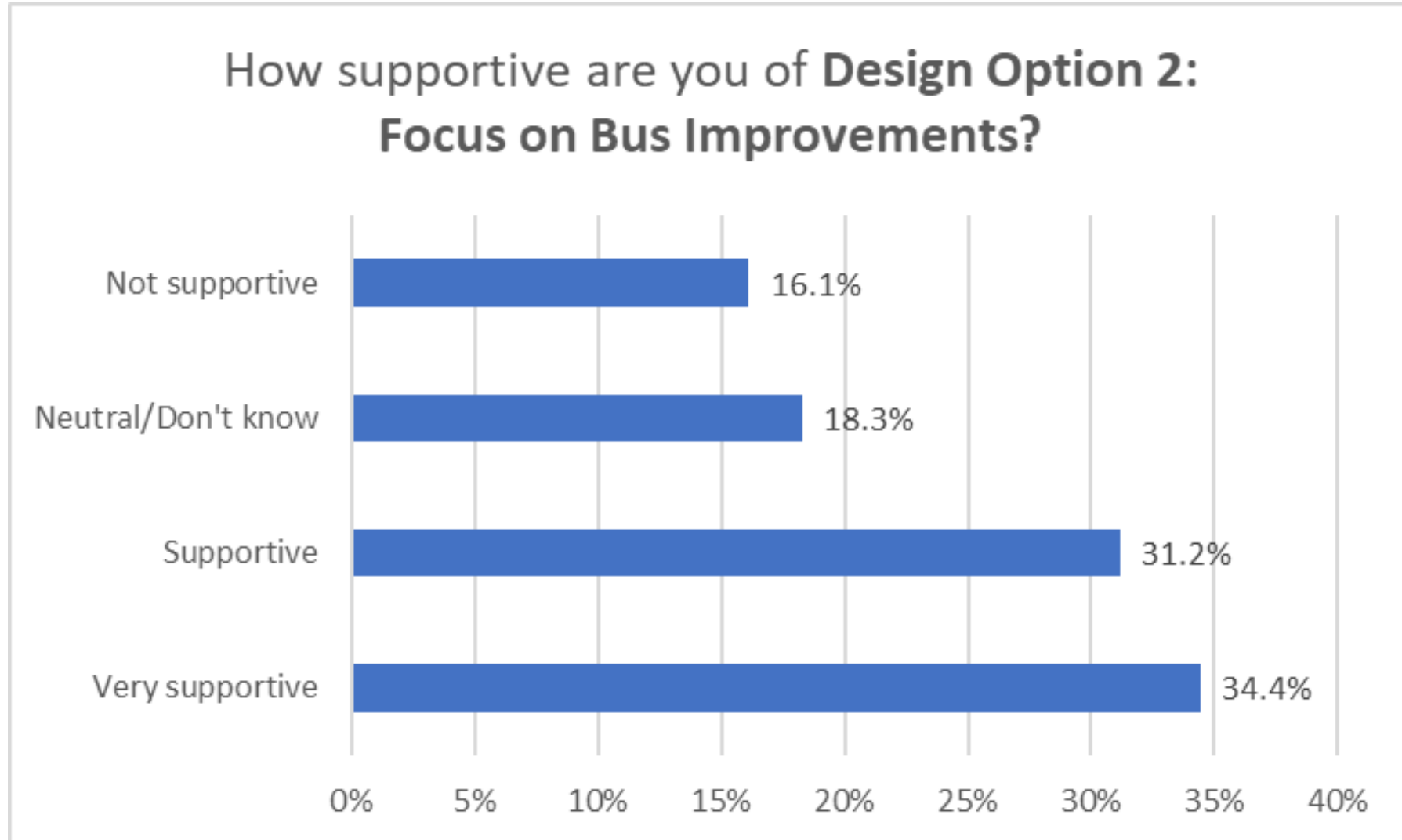
Community Feedback Summary – Milestone 2

Online Open House and Survey Results | Sept 20 – Oct 21



Community Feedback Summary – Milestone 2

Online Open House and Survey Results | Sept 20 – Oct 21



Community Feedback Summary – Milestone 2

Online Open House and Survey Results | Sept 20 – Oct 21

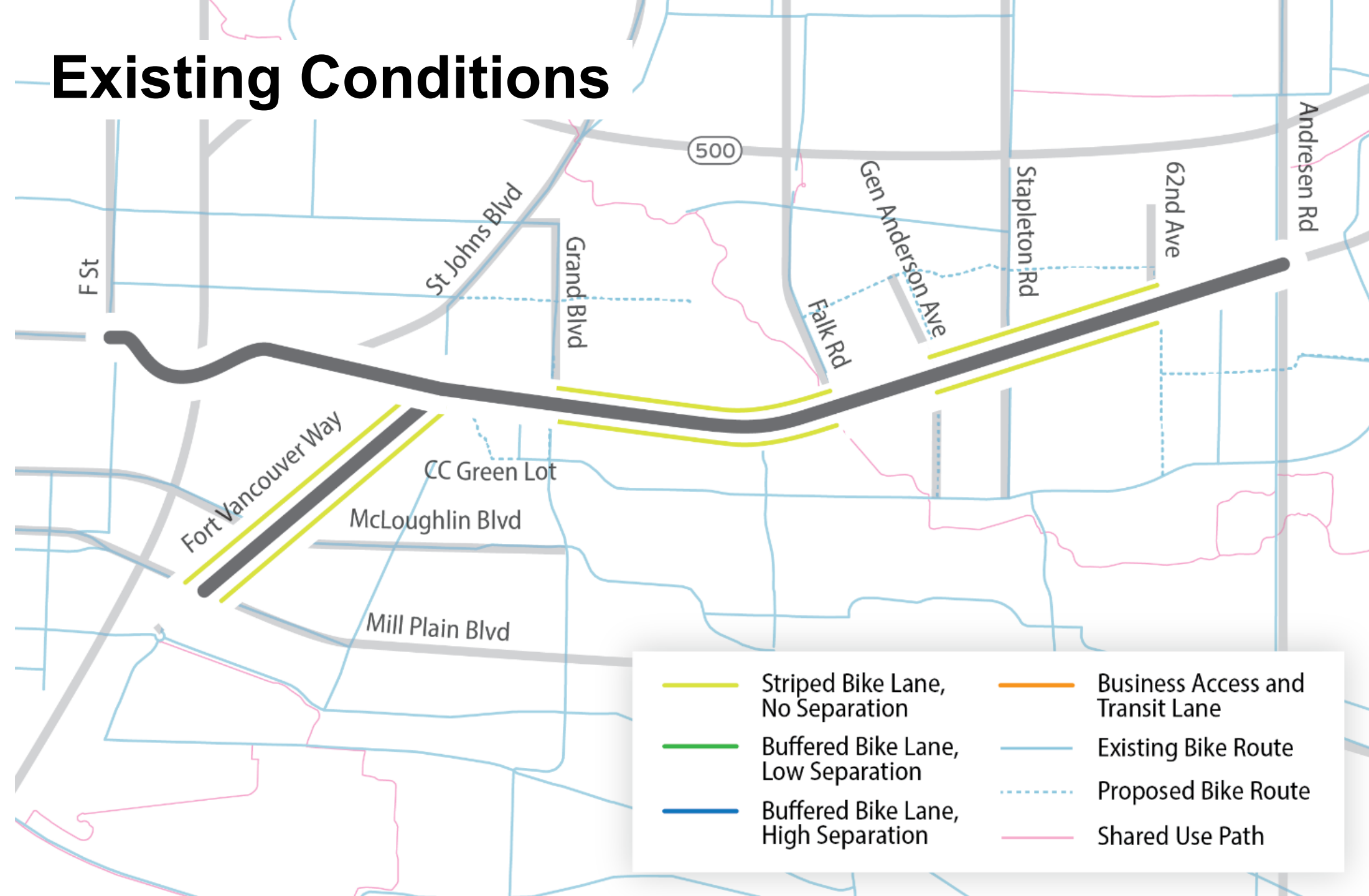
Of people who walk, bike, or roll, the top 3 priorities are:

1. Increasing physical space between cars and people walking, biking, or rolling
2. Improving pavement/repairing potholes
3. Slowing traffic (17%)

Phase 2 Design Options Review



Existing Conditions



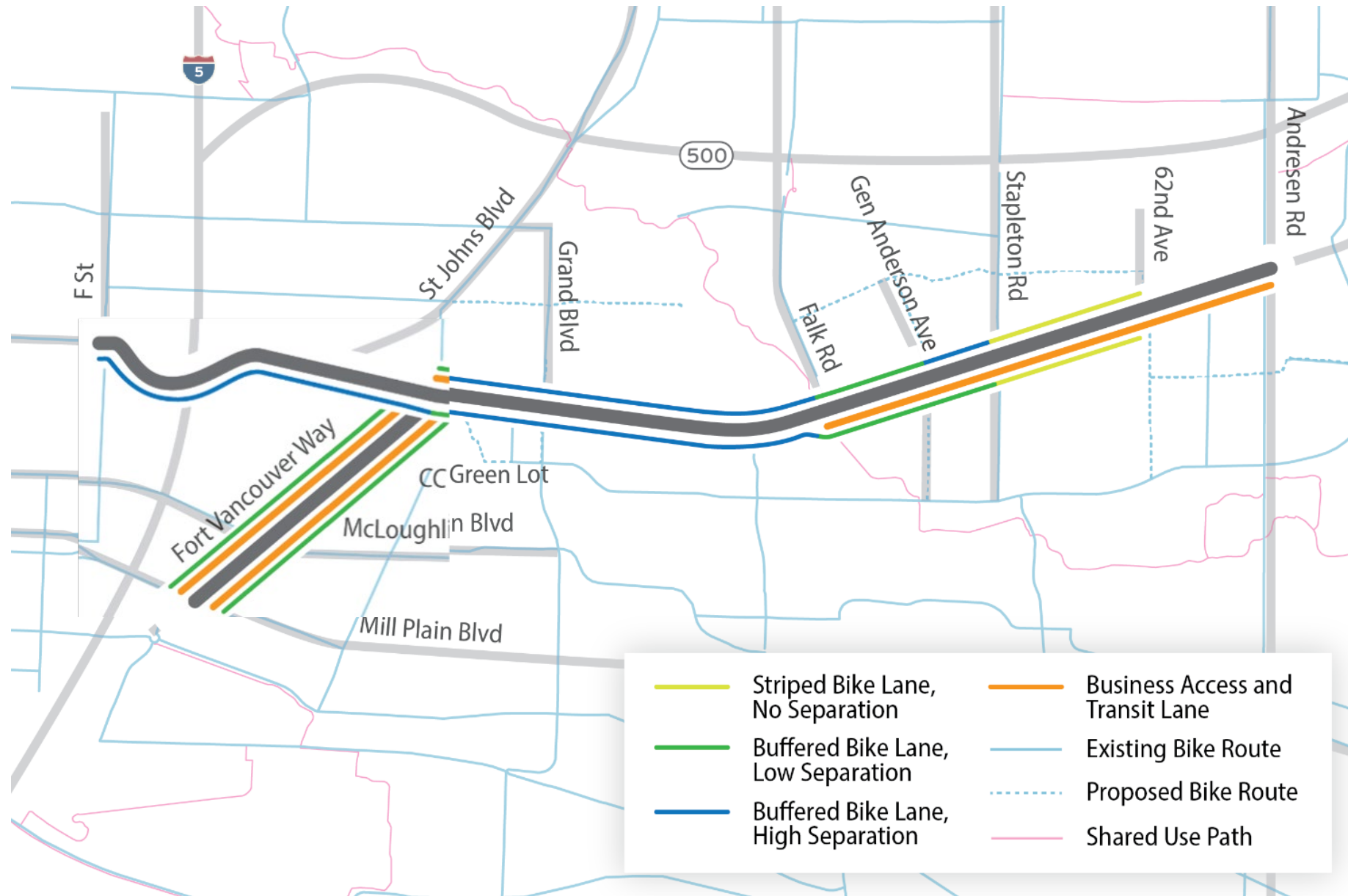
Traffic Analysis – quick reminder

	Existing Conditions	2040 “No Build”	2040 Alternative 4
Corridor average speed during MORNING peak hour (7:30 – 8:30 AM)	EB: 24 MPH WB: 24 MPH	EB: 23 MPH WB: 23 MPH	EB: 24 MPH WB: 23 MPH
Corridor average speed during EVENING peak hour (4:00 – 5:00 PM)	EB: 23 MPH WB: 22 MPH	EB: 22 MPH WB: 21 MPH	EB: 22 MPH WB: 21 MPH

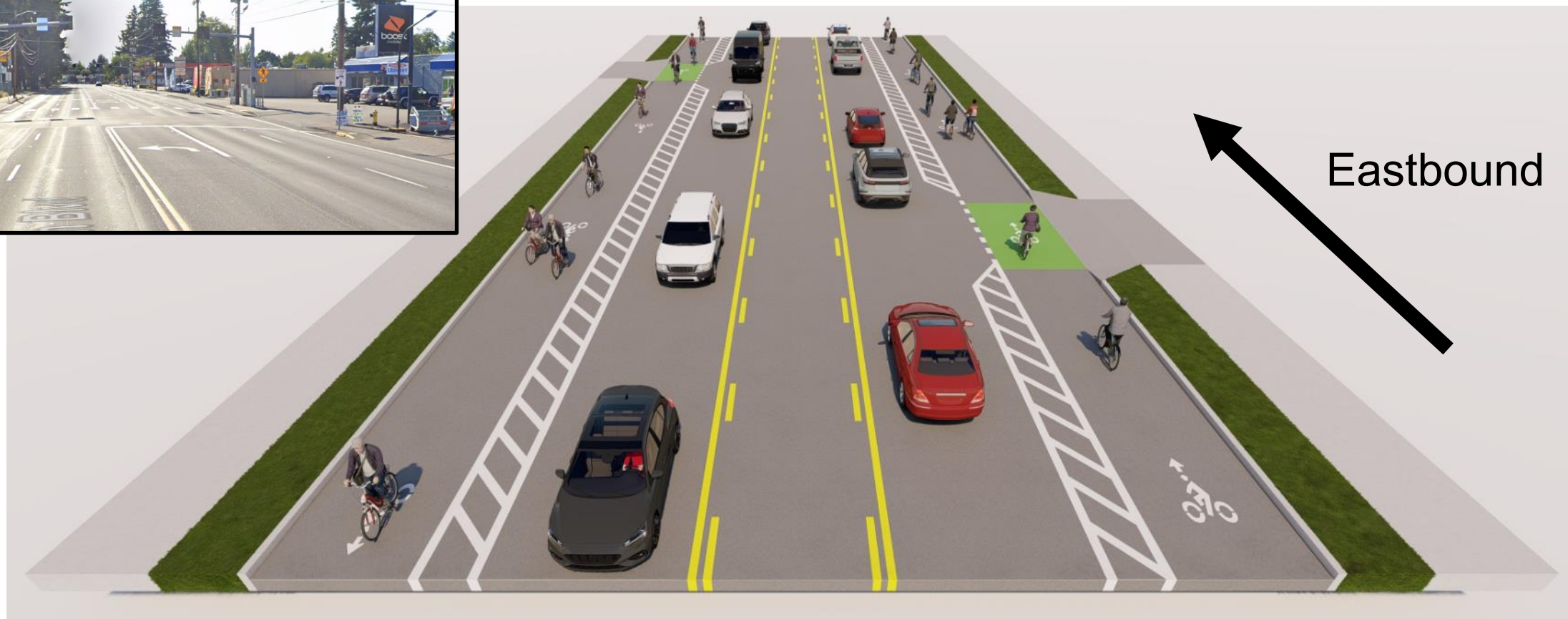
Corridor Constraints

- This project by itself can address many, but not all, corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Working within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others.
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government.
 - Available funding.
 - Maintain two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility.

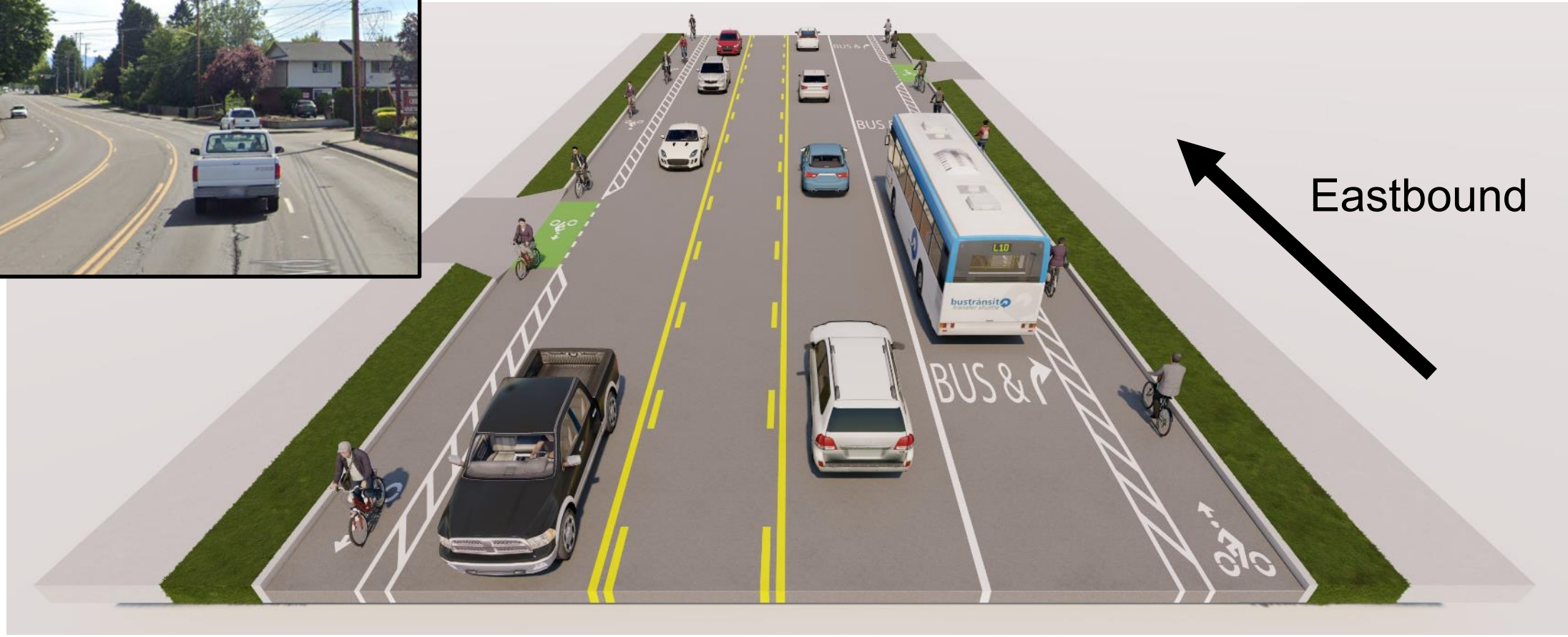
Phase 2 Alternative 1: Enhanced Mobility Lane Focus



Ft. Vancouver Way to Falk Road



Falk to Stapleton



Stapleton to 62nd

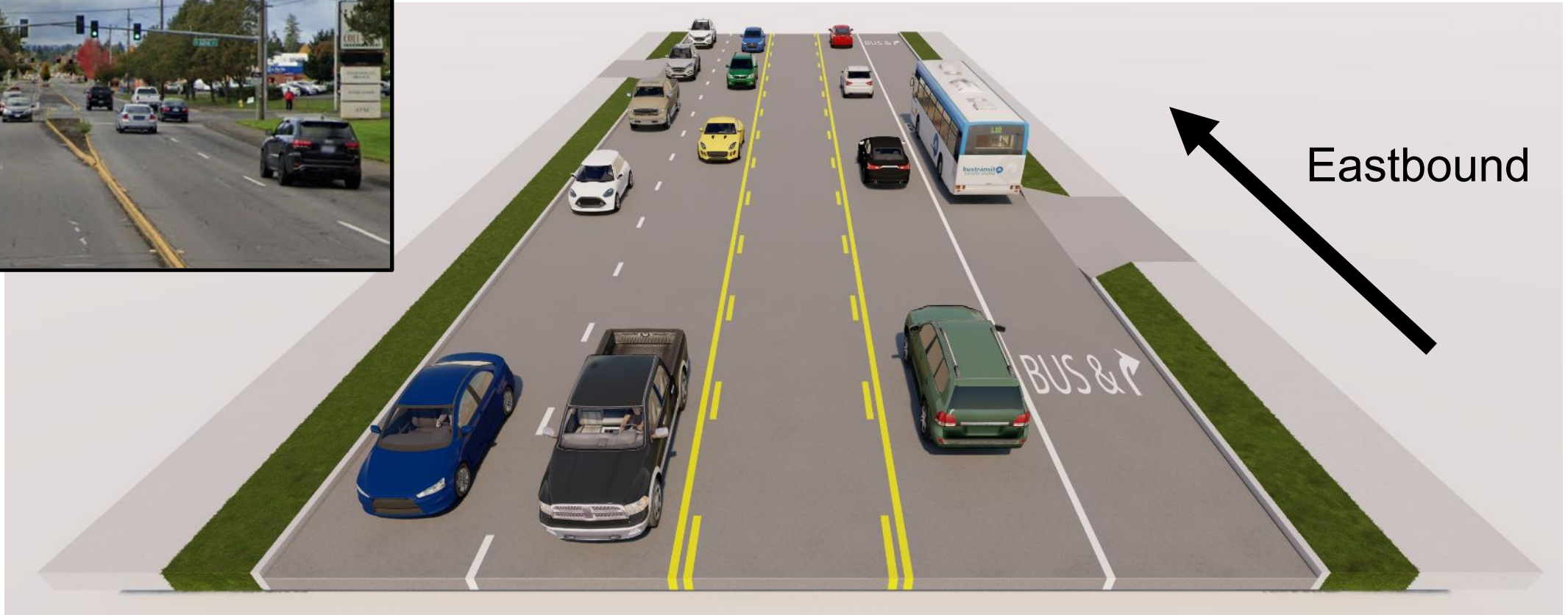


Fourth Plain east of Stapleton

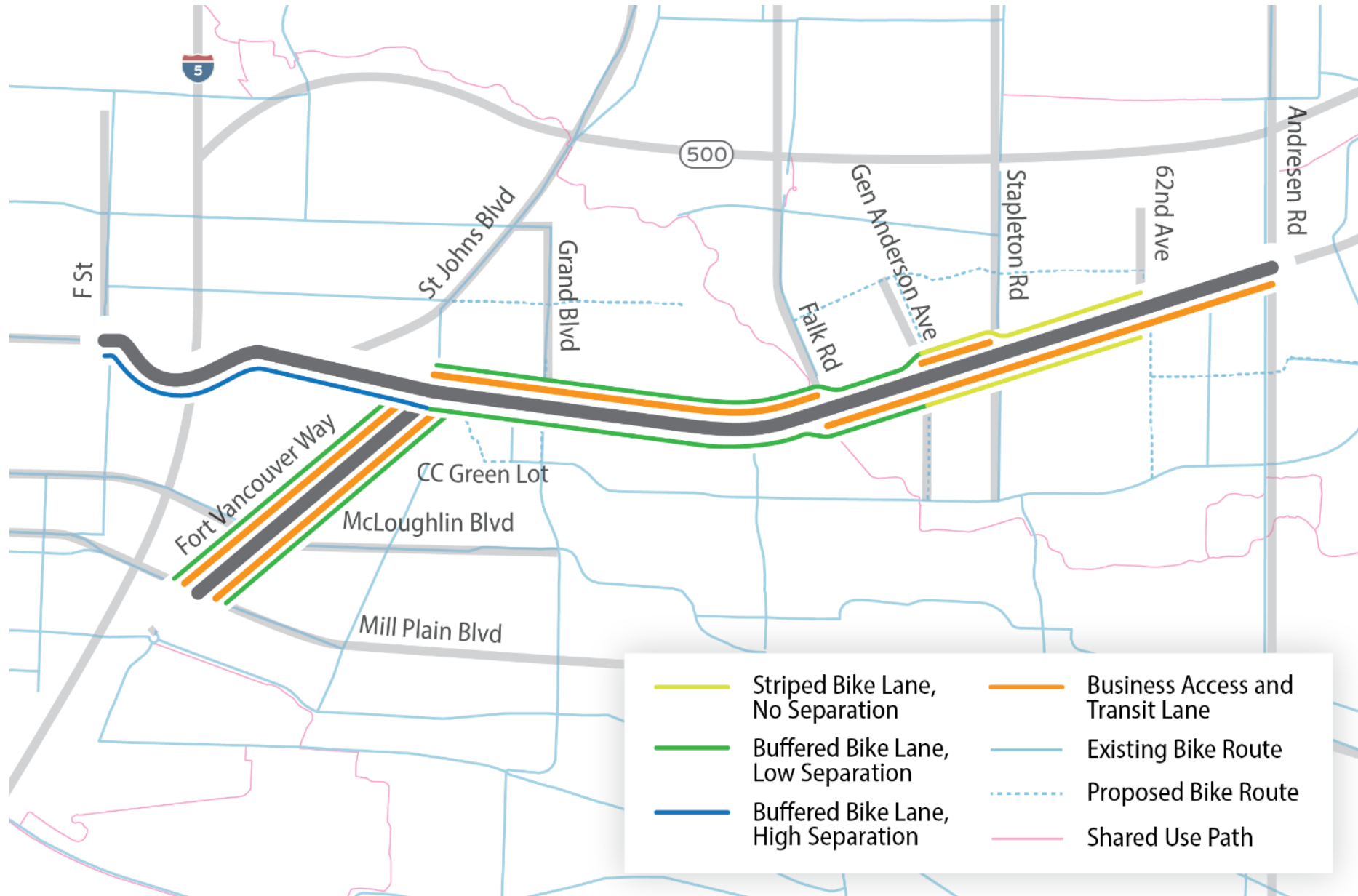
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor is more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous bicycling facilities would be included on Fourth Plain corridor from F Street to 62nd Ave



62nd to Andresen



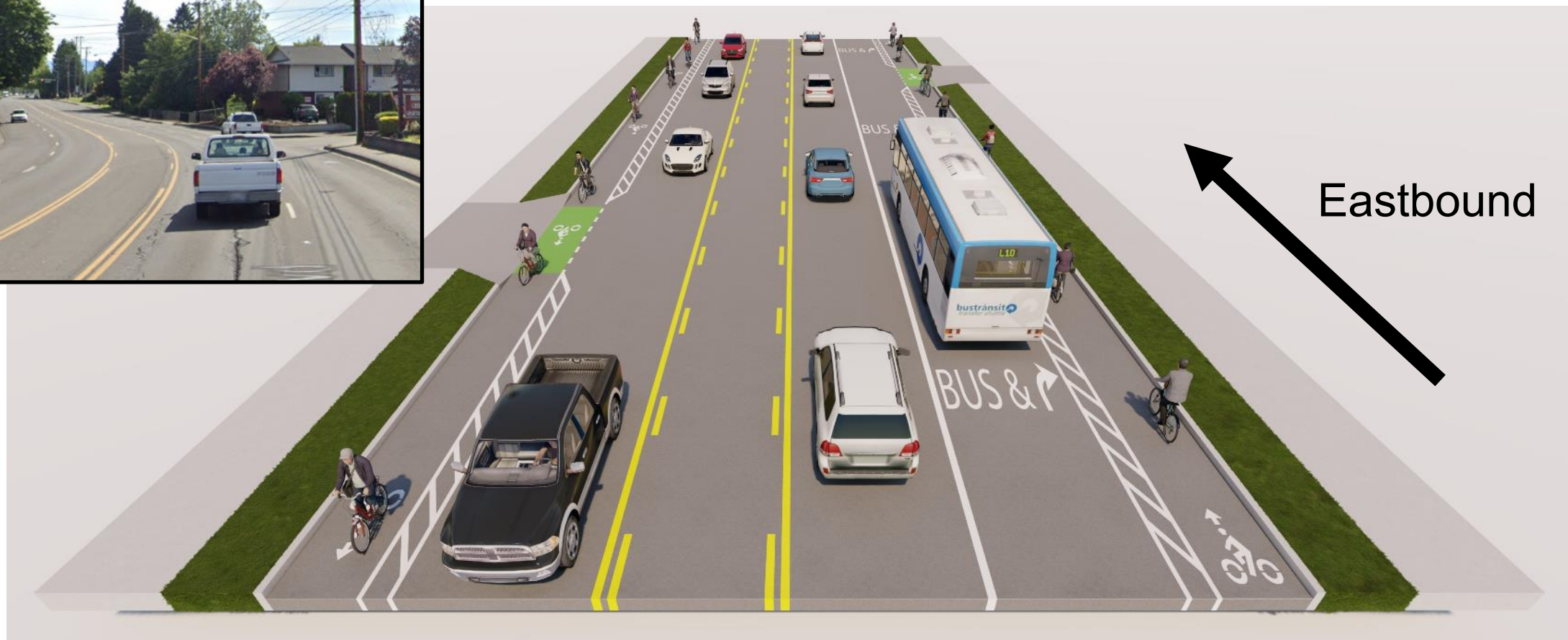
Phase 2 Alternative 2: Enhanced Transit Mobility Focus



Ft. Vancouver Way to Falk Road



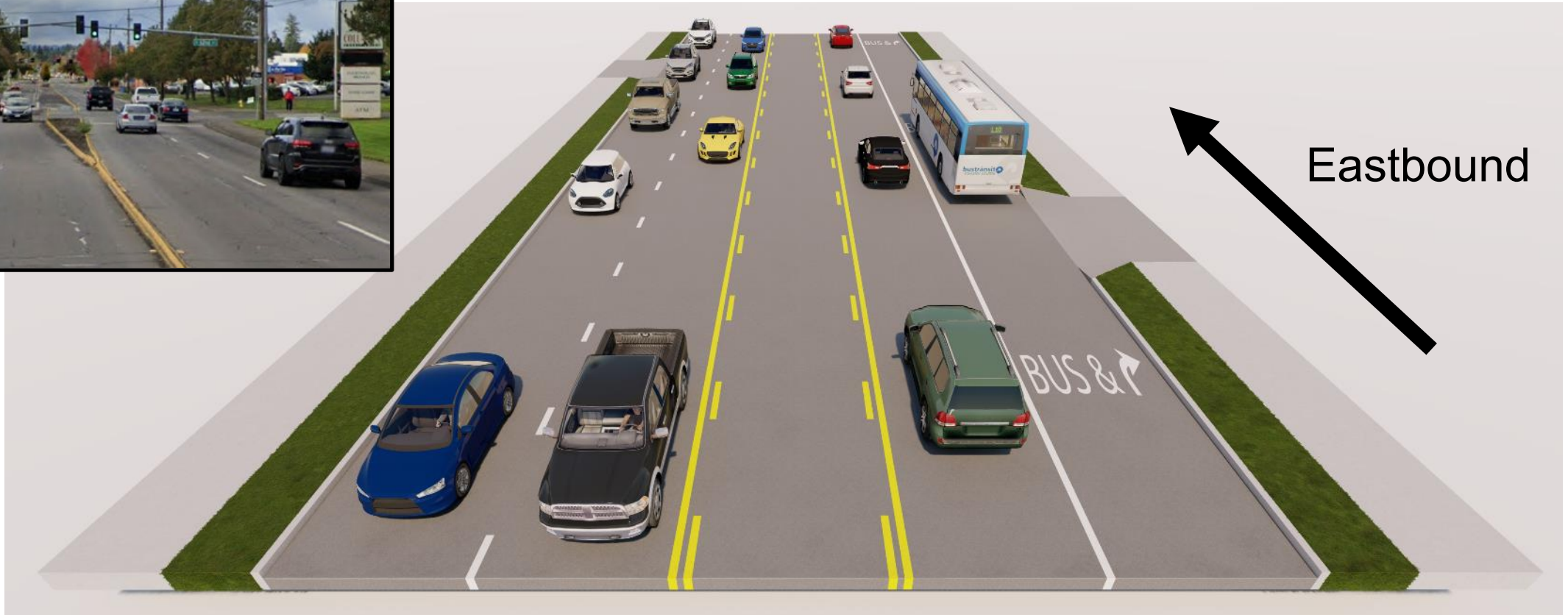
Falk to Stapleton



Stapleton to 62nd



62nd to Andresen



Alternatives Comparison Summary

Segment	Alternative 1 – Mobility Lane Emphasis	Alternative 2 – Transit Mobility Emphasis
Ft. Vancouver Way to Falk Road	Enhanced buffered mobility lanes	BAT lane westbound Buffered mobility lanes
Falk to Stapleton	BAT lane eastbound Buffered mobility lanes (enhanced buffer in places)	BAT lane eastbound Short BAT lane westbound Buffered mobility lanes
Stapleton to 62nd	BAT lane eastbound Mobility lanes	BAT lane eastbound Mobility lanes
62 nd to Andresen	BAT lane eastbound No mobility lanes	BAT lane eastbound No mobility lanes

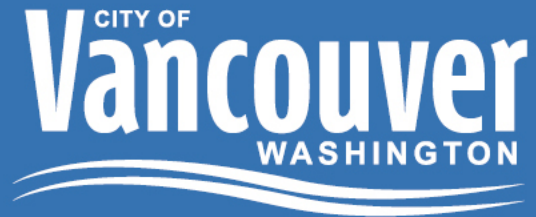
Discussion

- Given constraints and considering public feedback, how should the City best allocate lane space to meet community needs?
- What else should the team consider or think about?
- Which alternatives do you think are best? Why?

Next Steps

- City staff will continue discussions with TMC, CTRAN, and WSDOT.
- **Will return to TMC and Council to discuss Phase 2 in-depth** (Fourth Plain from Ft. Vancouver Way to Andresen).

Thank You

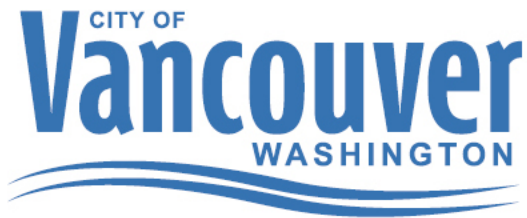




Transportation and Mobility Commission

2024-2029 Transportation Improvement Program

November 1, 2022



Chris Malone

Public Works Finance and Asset Manager
Department of Public Works

Agenda

- Transportation Improvement Program (TIP) refresher
- Review transportation project pipeline
- Review feedback from the Transportation and Mobility Commission (TMC)
- Look at project updates for next year's Transportation Improvement Program (TIP)
- Review project prioritization for next year's TIP
- Review public outreach for next year's 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.

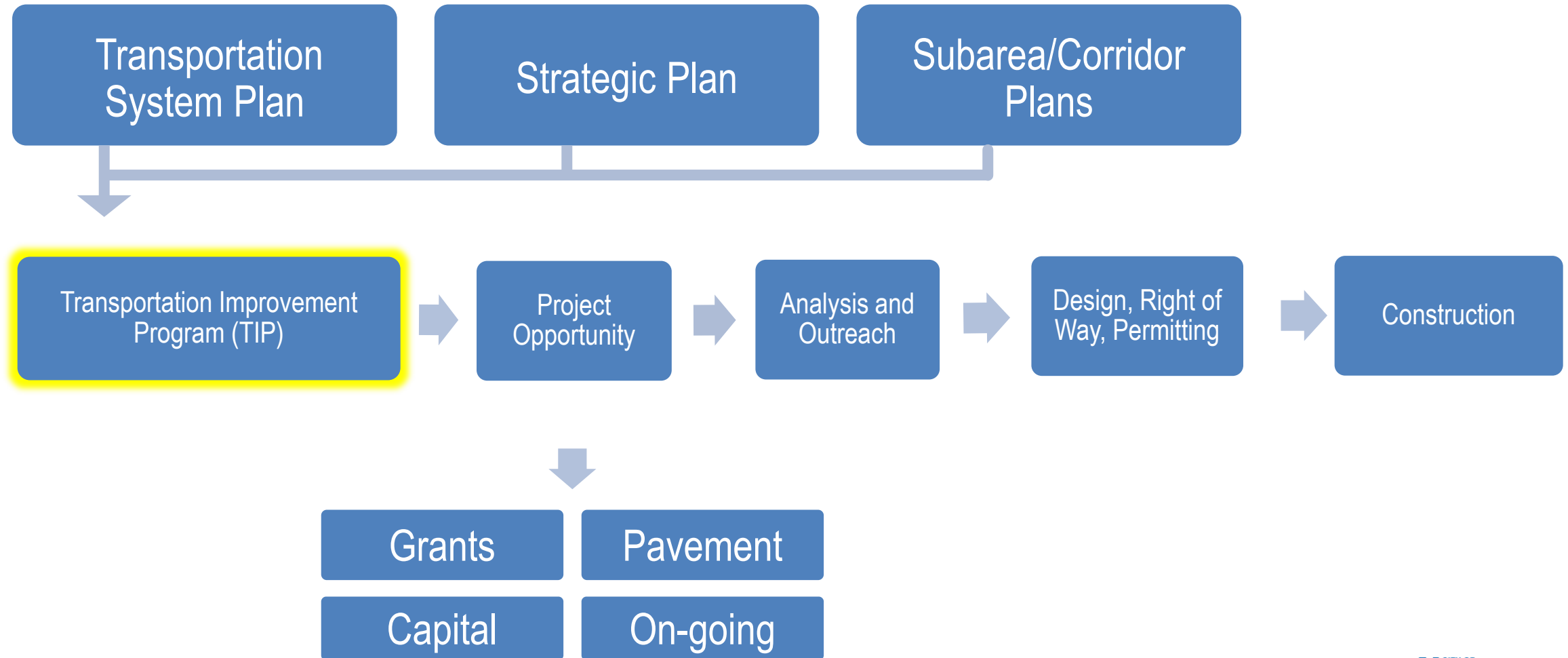
Transportation Improvement Program (TIP)

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2024-2029.
- 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 (TIP)

- The TIP includes a funded, partially funded and unfunded list of projects.
- 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



Previous feedback from the TMC

Changes made last year:

- Renamed project categories
- Updated social equity scoring to match the City's equity index map
- Added transit as scoring criteria for congestion management
- Graduated scale for scoring pedestrian and bicycle improvements
- Included non-city staff to help with scoring projects
- Increased public outreach
- Project updates (revised project limits of SE 10th Street sidewalk project)

Project changes for 2024-2029 TIP

- 6 projects removed since last years update, most due to project completion in 2023.
- 20 projects added since last years update. Projects originated from planning studies that included public engagement, coordination with paving work, and those identified by development projects.
- Created a stand-alone list for ongoing programs, which are different than projects since they reoccur year after year.
- Name changes and moving from one list to another to increase clarity.

Interim TIP prioritization includes:

- Safety = Transportation System Safety Analysis (TSSA);
- Equity = equity index map;
- Active transportation = bike/ped route map;
- Climate = NEPA/SEPA mitigations;
- Asset Management = address failing infrastructure;
- Economic development = arterial/sub-area plan maps;
- Congestion = concurrency/transit/freight routes;
- Viability = grant funding/coordination with other agencies.

Note: This is the last year we anticipate using the interim ranking system; as part of the TSP process, Council anticipated to approve new prioritization system for future TIPs.

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 include 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/tip.
- Additional outreach to community-based organizations and partners serving historically excluded and underrepresented communities (list of stakeholders available upon request).
- Outreach through all City channels- including neighborhood associations, newsletters, social media, Be Heard, etc.- in addition to TMC and Council processes.

Public comments since last TIP update

- 12 total since last TIP update
- Several comments about wanting specific projects completed faster.
- Comments about needing better bicycle and pedestrian facilities.
- Comment about improving street lighting.
- Comment about the use of HAWK signals.
- Comments about non-City projects.
- Comments about improving parking standards.
- Comments about the Interstate Bridge Replacement Program.
- Comment in favor of the Vine.

Proposed updates to the arterial map

Only one change proposed so far: Redesignate E 18th Street – Grand Blvd to Andresen Rd from a collector arterial to a minor arterial because it connects two principal arterials.

Proposed schedule for 2024-2029 TIP update

Early 2023

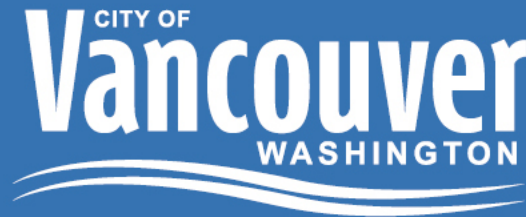
- Provide TMC with 1st draft of TIP document
- Meet with TMC to gather feedback on projects added/project removed/other changes

Spring 2023

- 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



DATE: November 1, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Chris Malone, Public Works Finance and Asset Manager

RE: **2024-2029 Transportation Improvement Program (TIP)**

Introduction

This is the first workshop with the Transportation and Mobility Commission (TMC) for the annual update of the City's 6-year Transportation Improvement Program (TIP). Per TMC bylaws, the Commission is the primary citizen oversight committee that reviews and makes recommendations to the City Council on the TIP. As in past years, staff will be working with the TMC over the next several months to refine and finalize the 2024-2029 TIP for Council consideration and adoption.

Overview

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. The Transportation and Mobility Commission enabling ordinance outlines the Commission's scope of authority and includes a recommendation to Council on adoption of the annual TIP update. City Council will review the 2024-2029 TIP in June 2023. The purpose of the November 1 workshop is to review the TIP update process, provide an overview of initial proposed changes and public comment received to date, and provide an opportunity for TMC initial discussion and feedback to inform the first draft of the 2024-2029 TIP, which will be brought back to the TMC for further review in early 2023.

Next Steps

Following initial discussion and feedback from the TMC, staff will update the draft 2024-2029 TIP, including:

- Updated lists of funded, partially funded, unfunded, and programs for additional review.
- Continue with interim project prioritization process.
- Updates to the arterial map for review.
- Ongoing engagement with the community to solicit feedback on the draft TIP.
- Further TMC review in early 2023.

Attachment(s):

- Attachment A: 2024-2029 Transportation Program TIP Changes
- Attachment B: 2024-2029 TIP Arterial Map Update
- Attachment C: 2024-2029 TIP Public Comments

Transportation Program TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2023-2028) to this year's 6-year project list (2024-2029). The changes are segmented by: projects removed; projects added; and other changes.

Projects Removed:	TIP ID:	Project Type:	Comments:
MacArthur Blvd. and E Mill Plain Blvd. Multimodal Improvements	TRANS-882	Active Transportation	Duplicate of TRANS-917
SE 1 st St. – SE 164 th Ave. to SE 177 th Ave.	TRANS-268	Arterial Improvements	Project will be completed in 2023
Transportation System Plan	TRANS-854	Active Transportation	Project will be completed in 2023
N. Devine Rd. Sidewalk Improvements – N. Idaho St. to NE 18 th St.	TRANS-871	Active Transportation	Project will be completed in 2023
NE Fourth Plain Safety Improvement Project – F St to Ft. Vancouver Way	TRANS-872	Arterial Improvement	Project will be completed in 2023
NE Fourth Plain Blvd. and Stapleton Rd. Intersection Improvements	TRANS-900	Active Transportation	Project will be completed in 2023

Projects Added:	TIP ID:	Project Type:	Comments:
SE 34 th Street Complete Street Project – 162 nd Ave. to 192 nd Ave.	TRANS-???	Active Transportation	New project added to funded List
McGillivray Complete Street Project – Chkalov Dr. to Village Loop	TRANS-???	Active Transportation	New project added to funded List
NE 112 th Avenue Complete Street Project – Chkalov Dr. to Fourth Plain Blvd.	TRANS-???	Active Transportation	New project added to funded List
NE 33 rd Street Complete Street Project – Main Street to P Street	TRANS-???	Active Transportation	New project added to funded List
NE 29 th Street Complete Street Project – Kauffman Ave. to Neals Ln.	TRANS-???	Active Transportation	New project added to funded List
St. Johns/St. James Complete Street Project – Fourth Plain to City Limits	TRANS-???	Active Transportation	New project added to funded List
Burnt Bridge Creek Trail Crossing at Hazel Dell Ave.	TRANS-???	Active Transportation	New project added to funded List
SE 164 th Ave. Safety/Mobility Improvements – Tech Center Dr. to SE 1 st St.	TRANS-???	Active Transportation	New project added to unfunded List
NE 187 th Ave. – SE 1 st St. to NE 18 th St.	TRANS-???	Arterial Improvement	New project added to unfunded List
NE 13 th St. – NE 172 nd Ave. to NE 187 th Ave.	TRANS-???	Arterial Improvement	New project added to unfunded List
NE 18 th Street and NE 187 th Avenue Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
SE Westridge Blvd. and SE 1 st Street Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
NE 18 th Street and NE 179 th Avenue Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
NE 162 nd Avenue and NE 9 th Street Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
NE 172 nd Avenue and NE 9 th Street Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List

SE 192 nd Avenue and SE 34 th Street Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
SE 1 st Street and SE 187 th Avenue Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
Mill Plain Blvd. and Main Street Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List
Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements	TRANS-???	Signal Improvement	New project added to unfunded List

Other Changes:	TIP ID:	Project Type:	Comments:
MacArthur/Mill Plain Complete Street Improvements	TRANS-917	Active Transportation	Changed name to reflect project more accurately
Main St. Safety/Mobility Project – 4 th Plain Blvd. to City Limits	TRANS-873	Active Transportation	Changed name to reflect project more accurately
MacArthur Boulevard – E. Mill Plain Blvd. to Lieser Rd	TRANS-892	Arterial Improvement	Changed name to reflect project more accurately
W 39 th and Daniels St. Pedestrian Improvements	TRANS-914	Active Transportation	We did not receive grant for the project so moved from funded to unfunded list
NE 137 th Ave. – NE 49 th St. to NE Fourth Plain Blvd.	TRANS-275	Arterial Improvement	Moved from partially funded list to funded list
SE 1 st St. – SE 177 th Ave. to SE 192 nd Ave.	TRANS-870	Arterial Improvement	Moved from partially funded list to funded list
Evergreen Hsy. Pathway – SE Chelsea Ave. to SE Image Rd.	TRANS-740	Active Transportation	Moved from partially funded list to funded list
NE 192 nd Ave. – SE 1 st St. to NE 18 th St.	TRANS-607	Arterial Improvement	Moved from unfunded list to partially funded list
Created a separate list for all ongoing programs	Multiple #s	Programs	Created separate list of programs since programs are different than projects
Multimodal Safety and Accessibility Program	TRANS-844	Program	Increased annual funding from \$1 M/year to \$1.5 M/year
Citywide Transportation Demand Management Program	TRANS-858	Program	Moved from unfunded list to Programs list
Other:	Project Type:	Comments:	
Non-City Projects Added			
Non-City Projects Removed			



SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
Arterial Map Update
(2024-2029)

STREETS - ARTERIAL CLASSIFICATION CHANGES	
New Designation:	Recommendation
None at this time	
Redesignation:	
E 18th St - Grand Blvd to Andresen Rd	Upgrade from a collector to a minor arterial because it connects two principal arterials.
Other:	
None at this time	

Public comments for 2024-2029 Transportation Improvement Program (TIP)

Date	Name	Comment:
4/7/2022	Anonymous	Over 20 cars have been trapped by more than 3 trains for over an hour trying to go home from Wintler Park. The train is parked. No movevent whatsoever. Please make a passthrough! Response: The fix to avoid the at-grade railroad crossing would be very expensive and may not be possible due to grades and the railroad's right-of-way. The existing crossing has been made as safe as possible with the industry standard crossing protections. The delay to traffic may be inconvenient but is not a high priority for the City's Transportation Department. Therefore, a project is not proposed to be added to the 6-year Transportation Improvement Program.
4/11/2022	Anonymous	Comment: It's awful to ride a bicycle in the city. Bike lanes disappear, neighborhoods are siloed, attitudes of motorists are harmful. I'm sick of needing a car to get places in the city. It's essentially no better than when I was a child. We need to do better. Response: The City is actively working to improve bicycle safety and connectivity citywide. Almost all the projects listed in our TIP install or upgrade bicycle facilities. Bike facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. The City also utilizes education and outreach to promote bicycle safety for both riders and motorists. In addition the City has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.
4/18/2022	Anonymous	Comment: Get rid of the pedestrian crossings that go from yellow, to solid red to flashing red. Drivers rarely stop when they go to flashing red thinking that the person has already crossed so it is free to just go. They are dangerous because from the pedestrian side they still show a walking person so they think they have a free crossing. Put in a regular stop light because drivers know what they mean. Again the yellow, solid red to flashing red are DANGEROUS! Response: You are referring to the pedestrian crossings known as "HAWK" signals. These pedestrian signals are considered an industry standard best practice for making mid-block pedestrian crossings as safe as possible. The City follows the Manual for Uniform Traffic Control Devices (MUTCD) rules for operating these signals. Per the MUTCD, the signal operates as you have described yellow, to solid red, then to flashing red. A motorist is supposed to stop at the solid red. A motorist may proceed on a flashing red after coming to a complete stop and if there are no pedestrians in the crosswalk. The City continues to evaluate the use of HAWK signals on a case by case basis.

Comment:
4/18/2022 Anonymous Bicycles need their own lane, not to share the lane with cars.

Response:
The City follows industry best practices for bicycle facilities. Some bicycle facilities work well sharing the lanes with cars if the facility is signed and marked properly and the vehicle speeds and volumes are low. As vehicle speed and volume increases, shared facilities are not recommended. The City continues to evaluate shared bicycle facilities on a case by case basis and following industry best practices.

Comment:
4/25/2022 Anonymous Regarding the Interstate bridge: 1) Light rail between Portland and Vancouver should go to where people work. There should be Stops near all the warehouses along marine drive. The same goes for the Vancouver side. People will use light rail if it goes where and when they need to go. 2) If there are tolls put in place they need to be affordable.

Response:
The Interstate Bridge Replacement Program (IBRP) is a joint mega project between the States of Oregon and Washington. The City of Vancouver is a stakeholder in the project and has been providing comments and recommendations. Citizen comments should be submitted here: [I-5 Bridge Replacement Program \(interstatebridge.org\)](https://interstatebridge.org/). More information can be found on the City's website: [Interstate Bridge Replacement \(IBR\) Program | City of Vancouver, Washington, USA](https://www.cityofvancouverwa.net/interstate-bridge-replacement-program)

Comment:
5/2/2022 Anonymous It's important to extend light rail between Portland and Vancouver, as well as have safe bike and pedestrian paths across the Columbia river. Please be sure to address this in the I5 bridge upgrade plans.

Response:
The Interstate Bridge Replacement Program (IBRP) is a joint mega project between the States of Oregon and Washington. The City of Vancouver is a stakeholder in the project and has been providing comments and recommendations. Citizen comments should be submitted here: [I-5 Bridge Replacement Program \(interstatebridge.org\)](https://interstatebridge.org/). More information can be found on the City's website: [Interstate Bridge Replacement \(IBR\) Program | City of Vancouver, Washington, USA](https://www.cityofvancouverwa.net/interstate-bridge-replacement-program)

Comment:
5/2/2022 Anonymous I'm excited about the Vine upgrades that are happening all along Mill Plane in my neighborhood!

Response:
The City of Vancouver is excited about the Vine too. You can find out more information about the Mill Plain Vine here: [BRT Home \(catchthevine.com\)](https://www.brt.com/catchthevine)

Comment:

5/2/2022 Anonymous

I would like to see a stronger emphasis on the development of infrastructure to support the additional apartments and multi housing units when they replace a single house on an acreage. I see many areas where 1 farmhouse is removed and 30 or 60 apartments are put in but the access is on a 2 lane road with no better way to move 30x the people and cars except through lines and waiting. (ie 72nd Ave and 119th St area, Walnut Grove area.

Response:

The City's TIP does not dictate parking requirements for private development. Parking requirements for private development are outlined within multiple sections of title 20 of the Vancouver Municipal Code (VMC). Here is the link to title 20 of the VMC: [Title 20 Land Use and Development Code | Vancouver Municipal Code](#). You can submit comments about parking standards to the following email: cddplanning@cityofvancouver.us

Comment:

5/2/2022 Anonymous

Parking in the places where multiple houses are put in. I see the streets becoming the parking lot for under planned living areas. Could you require 1 parking spot for every bedroom and add 1 to accommodate the fact that one room will be a couple with 2 cars. For example a 3 bedroom apartment needs 4 parking spaces on site, off the street to be approved; a 2 bedroom unit needs 3 parking spaces etc. Thank you.

Response:

The City's TIP does not dictate parking requirements for private development. Parking requirements for private development are outlined within multiple sections of title 20 of the Vancouver Municipal Code (VMC). Here is the link to title 20 of the VMC: [Title 20 Land Use and Development Code | Vancouver Municipal Code](#). You can submit comments about parking standards to the following email: cddplanning@cityofvancouver.us

Comment

9/4/2022 Anonymous

192nd where it goes to 2 lanes is insane. If they have a soccer event it's even worse.

What's the plan for 4th plain and 500.

Response:

The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward.

4th Plain and SR500 is under the jurisdiction of the Washington State Department of Transportation (WSDOT). WSDOT is currently studying the SR503 corridor. Comments can be submitted to WSDOT here: [SR 503 Corridor Plan: Vancouver to Battle Ground | WSDOT \(wa.gov\)](#)

Comment:

I would love to see TRANS-719: NE 112th Ave - E Mill Plain Blvd to NE 28th St prioritized. NE 112th is an absolute mess. A high traffic road with no place for pedestrian movement and constant bumps along the way. Not to mention never ending development surrounding it. This should be a top priority. I hear people complaining about it constantly.

9/5/2022 L. Stevenson

Response:

There are two projects proposed in the TIP along NE 112th Avenue. The one you referenced (TRANS-719) is an arterial improvement project to bring NE 112th Avenue up to urban arterial standards. This will be a very expensive due to the built environment along both sides of NE 112th Avenue. The City continues to pursue funding options for this project. The other project is a newly added project in the funded list. It is a complete street project with the goal of improving safety for pedestrians and bicyclists along NE 112th Avenue from Chkalov to 4th Plain. This project is planned to be done in conjunction with paving work along the corridor expected to be done in 2025 or 2026.

Comment:

1. In the last 6 months I have reported over 400 burnt out street lights in southeast Vancouver. The City of Vancouver's website states that 13,500 of the 18,000 street lights inside city limits have been replaced. I think it is time to replace the rest. The remaining lights are high pressure sodium lights that are not energy efficient. They are old and constantly burning out. I report one, it gets fixed, and the next one goes out. They are constantly blinking on and off. I would love to see these funds go towards finally finishing this project, as street lights improve livability.

2. Incomplete sidewalks are a liability for the city. For example, if you go down SE Olympia Dr, you will see incomplete sidewalks with ada ramps. So a disabled person will use the ada ramp and go down a sidewalk, only to end up in someone's yard, rather than the end of the sidewalk.

3. It is time to complete Trans-857. SE McGillivray turns into SE 10th St and it is the only portion of the road that is tight and dangerous for pedestrians. With how fast people speed down this stretch, it has become a hazard for pedestrians. Please install sidewalks and ada ramps along SE 10th St from SE 98th Street to Ellsworth Road.

4. I was pleasantly surprised to see the north end of SE 192nd included on the list. However, without the completion of SE 18th St, this will leave a huge gap in movability. The north end of SE 192nd connects to NE 18th St in the shape of an L. Traffic volumes there have increased exponentially. After all these years of having east Vancouver incorporated into city limits, it is time that we get an urban upgrade to this major arterial.

9/7/2022 L. Stevenson

Response:

- 1.) The City continually monitors street light outages and fixes outages as quickly as possible. The City recently upgraded approximately 13,000 street lights to Light Emitting Diode (LED) bulbs which are much more energy efficient and reliable. The City continues to work on upgrading the rest of the City's street lights to LED as resources allow. The TIP has an ongoing program to install/upgrade street lights along City streets (TRANS-869).
- 2.) The City is actively working to improve pedestrian safety and connectivity citywide. Almost all the projects listed in our TIP install or upgrade pedestrian facilities. Pedestrian facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. In addition the City has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.
- 3.) The City move projects forward as resources allow including TRANS-857. Currently there is no timeframe for funding, however the City has recently provided additional funding for our complete street program, which includes sidewalk improvement projects. Hopefully, this allow the SE 10th Street sidewalk project to move forward in the coming years.
- 4.) The City move projects forward as resources allow including TRANS-607. The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward. NE 18th Street is listed in the TIP in several phases due to the length of the corridor. The phase that connects to NE 192nd Avenue is TRANS-349. That phase of 18th Street is currently unfunded, but we continue to work on 18th Street phase by phase and it will be completed as resources allow.