

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

September 5, 2023

CALL TO ORDER AND ROLL CALL

The September 5, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:00 p.m. by Chair Ramos.

Present: Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Leah Jackson, Soroush Mohandessi, Thinh Phan, Mario Raia, Derya Ruggles and Ken Williams

Absent: Corey Grandstaff, Mike Paine

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

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Commissioner Williams, seconded by Vice Chair Edwards, and carried unanimously to approve the August minutes as amended.

WORKSHOP

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, and takeaways from the August TMC workshop. Rebecca Kennedy presented policy guidance for this corridor from the Transportation System Plan (TSP) as a primary pedestrian corridor and facility design guidance from the National Association of City Transportation Officials (NACTO) for small mobility. Ryan Lopossa presented proposed project design elements including speed tables, bike parking corrals, and bollards. Chris Harder presented a review of the community engagement and feedback process, the business mitigation program, and business assistance efforts. The presentation concluded with the next steps for this project.

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

- Parking availability for those who drive to Main Street. Staff responded they have been working with the City's parking manager, with the goal of parking availability for customers and working with businesses to provide parking for employees and contractors during construction.

- Current speeds recorded on Main Street. Staff responded the 85th percentile is at 20 miles per hour, the posted speed limit.
- Traffic volume on Main Street and consideration for making Washington Street two directional. Staff responded there have been discussions about making Washington two directional, but currently waiting on more information from the Interstate Bridge Replacement Program and the impacts to downtown traffic.
- Other treatments that may be needed if Main Street is pedestrian only. Staff responded they would need to understand where pedestrians are expected to be on the corridor, and then consider how to dedicate space for small mobility devices. If the parking area was repurposed, some of the tactile plates may need to be moved and new striping added.
- Engagement with Urban Forestry on this project and ensuring there is enough sidewalk space for businesses and pedestrians. Staff responded they have worked with existing businesses on the plans for sidewalk space. Urban Forestry is involved in the project and working to retain many of the existing trees on the corridor.
- Leveling the grade of Main Street for bicycle safety. Staff responded it's not feasible given cost, existing buildings, and underground utilities. The speed tables are intended to address the speed differential between vehicles and bicycles and are more effective.
- Access to parking during short durations in the day. Staff responded there would need to be another use for the parking area when parking is not allowed. It's more likely the City will work with businesses to close the street to vehicle traffic for short term events, like weekend events. During programmed closures, the City will study impacts on businesses, but will also look at what is needed for businesses to make sure they have a sustainable amount of customer traffic when there are not programmed events.
- Will the speed tables cause issues during events? Staff responded they won't. There are speed tables on Waterfront Way, which has been closed for events in the past. If the street was closed permanently to vehicles, they could be removed.
- Width of the sidewalks. Staff responded the cement sidewalk section is 6 feet wide.
- Event facilities. Staff has consulted with the group that runs the Vancouver Farmers Market to understand where to put utilities for events, including electrical, water and sewer on Main Street.
- Communication with contractors during construction for business access. Staff responded there will be specific direction to the contractors to maintain access to businesses during construction, as well as information on timing of work that may be disruptive.
- Will bollards be installed throughout the entire project area or only in specific areas? Staff responded there will be a system of bollards through the entire project area, with the ability to close subsets of the street and the East-West streets that cross Main Street.
- Access to parking structures adjacent to Main Street. Staff responded the City can't compel private property owners to allow public access to a parking lot. The City no longer builds off street parking and is focused on managing the on-street parking system. Employers have access to City programs that focus on transportation demand management with encouragement and incentive programs to make non-drive alone trip choices more feasible.
- Strategy to implement programs and events for businesses where the street is closed to vehicles. Michael Walker, representing the Vancouver Downtown Association, responded they partner with downtown businesses to plan events, often where a portion of a street or alley is opened up for event space. They have also worked with the organizers of the Farmers Market to plan special markets and events. City staff also noted the Parks Recreation and Cultural Services

Department has special event staff that coordinate with businesses when planning events that require street closures.

WORKSHOP

Transportation System Plan (TSP) Update

Kate Drennan, Principal Transportation Planner, Community Development; Stephanie Wright, Nelson\Nygaard

Kate Drennan presented the key upcoming dates for adoption of the TSP. Stephanie Wright facilitated a discussion on the draft TSP chapters. The feedback on chapter 1 included using more graphics and less text, clearly indicating that the TSP is a 20-year plan, including a glossary of definitions and using fewer acronyms. For chapters 2 and 3, defining a high score on the equity index. In chapter 4, improve explanation and definition for BSM facilities that fall in the medium stress category. For the low stress graphics in chapter 5, remove the arrow for low stress since they all represent low stress facilities. For the BSM network maps, more distinction between the colors representing different types of facilities, avoid using pastels, and distinguishing between other regions in the City and the County. In chapter 7, define Vision Zero.

COMMUNITY FORUM

Richard Kolber was present to provide comments related to the 112th Avenue project. He has observed drivers speeding along the corridor, it's not safe for use by bicycle, and supported traffic calming measures to increase safety.

Linda Glover, Executive Director of Divine Consign, was present to highlight the breadth and diversity of communication between the City and Main Street businesses during the Main Street Promise project. The project is centered on the pedestrian experience, and expressed concern with adding bicycle lanes and corrals as it may detract from the pedestrian experience. The scale and cost of the project represent a transformative opportunity and should address the current and future needs of the community.

Dean Irvin was present to speak regarding Main Street Promise. The project runs through the historic district and should be kept in mind when making decisions on the design of the project. Traffic through the corridor is fairly slow due to the amount of stop signs and bicycles can ride in the lane with traffic.

Seanette Corkill was present to share her experience as a member of the Main Street advisory committee. The design team incorporated the feedback from the committee and was supportive of the added bicycle parking on Main Street, though there may be more than is needed. She also supported adding public restrooms.

Michael Doherty supported automated bollards on Main Street to facilitate access for emergency and delivery vehicles and removing parking to encourage alternative modes of travel to get downtown.

Paul Sochacki supported active mobility access on Main Street and facilitating access to downtown from other parts of the City and the region.

WORKSHOP

112th Avenue Safety & Mobility Project

Kate Drennan, Principal Transportation Planner, Community Development; Ryan Farncomb, Project Manager, Parametrix; Kirsten Pennington, KLP Consulting

Kate Drennan presented the project purpose, area and timeline. Ryan Farncomb presented on the key issues in the corridor, including a high number of crashes, long distances between crossings, and gaps in the pedestrian, bike and transit networks, and a summary of data on traffic volumes and crashes. Kirsten Pennington presented on the engagement activities happening in Fall 2023 and upcoming work in 2024 and the feedback received so far. Concerns included safety, excessive speed, dangerous crossings, lack of lighting, narrow travel lanes, potholes and pavement conditions. The presentation concluded with the draft project goals and evaluation criteria.

The bullets below summarize the Commission's feedback on the project:

- Include analysis of center and right turn lanes.
- Currently, there is no multi-mode path that parallels I-205.
- Are users traveling the entire length of the corridor, and if so why and where are their destinations? Staff responded based on traffic patterns, most vehicles are not traveling the entire corridor. We will look at different solutions and configurations based on the different usage patterns.
- Including Russian and Spanish speakers at in-person outreach events.
- Learning from other Cities and examples of similar projects. Staff responded the consultants on these projects bring experience from other cities projects. The City is also following the NACTO standards, which includes examples and best practices from across the country. Lastly, staff included use of a Safe Systems approach that includes interventions for specific types of crashes and supports access to grant funding.
- Measure transit usage safety separately from other alternative modes of transportation safety.

STAFF COMMUNICATIONS

Rebecca Kennedy introduced two new transportation planners, Maggie Derk and Brett Setterfield, who joined the team in August.

COMMISSION COMMUNICATION

Commissioner Jackson requested an update on Fort Vancouver Way, which is in the process of being repaved. Staff responded there is temporary striping in the old configuration, but the permanent striping will reflect the planned design.

ADJOURNMENT 7:54 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

DATE: October 3, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development; Katherine Kelly, Senior Policy Advisor, City of Vancouver

FROM: Shilpa Mallem, Design Manager, Interstate Bridge Replacement Program

RE: Interstate Bridge Replacement Program Update

Introduction

Staff of the Interstate Bridge Replacement (IBR) program will discuss investments being studied in the Draft Supplemental Environmental Impact Statement (DSEIS) that includes the Modified Locally Preferred Alternative (MLPA) endorsed in 2022.

Overview/Preview

IBR staff will present an aerial view map of the proposed transportation investments that are currently being studied in the environmental review process, including various design options within certain areas. The map includes a replacement bridge over the Columbia River, interchange and roadway enhancements, and new and improved transit and active transportation facilities in Vancouver and Portland. The area shown on the maps represents what is being studied for potential impacts and benefits to the environment and community in the Draft SEIS, but does not reflect a final decision about what will ultimately be built. The presentation will focus primarily on program elements in Vancouver.

Background

On August 1, 2023, IBR staff provided the TMC with a brief update on the status of the program, noting that a Draft Supplemental Environmental Impact Statement (SEIS) is scheduled to be released in late 2023/early 2024, followed by a 60-day public comment period. The aerial roll map that will be presented for discussion at this meeting is intended to provide TMC members with more information about what to anticipate with release of the Draft SEIS.

Action, Timeline, Next Steps

No action is requested with this presentation, it is informational. Following release of the Draft SEIS there will be a 60-day public comment period. The environmental analysis comprises over 20 technical areas that consider impacts and benefits to the natural environment (e.g., wetlands, ecosystems, climate) and the community (e.g., noise, air quality, neighborhoods, transportation).

Interstate Bridge Replacement Program Update

October 3, 2023

Page 2 of 2

Narrowing of design options will be based on data provided in the environmental analysis and public input gathered during the public comment period. Following the public comment period, refinements will be made to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor. This will be documented a Final Supplemental Environmental Impact Statement (FSEIS), currently planned for late 2024/early 2025.

City staff representing the City in the IBR program will continue to keep the TMC updated, with a particular focus on impacts to local roadways, multimodal infrastructure, key community connections, and placemaking elements.

Staff Contact:

Katherine Kelly, Senior Policy Advisor, Community Development Department

Email: Katherine.Kelly@cityofvancouver.us; Cell: (360) 644-4446

Attachment(s): None.



Maggie Derk
Senior Planner, CDD

Randy Johnson, Principal
DKS Associates

Derek Abe, PNW Planning Manager
Alta Planning & Design



Agenda

- Project Overview
- Traffic Analysis findings
- Engagement Plan

Project Purpose



Safety

- Make travel safer and more comfortable for all travelers



Equity

- Engage with - and provide solutions that benefit - a full range of community members



Climate

- Identify solutions that support BRT on the corridor, and walking & small mobility modes

Meeting Purpose & Outcome

Purpose

- Review traffic analysis and findings from Phase 1
- Provide an overview of public engagement plan

Target Outcome

- Share phase 1 traffic findings; discuss how they integrate with phase 2 work
- Share engagement plan, gather feedback on tactics & goals

Project Overview

- Project area is Main Street from Fourth Plain Boulevard to northern city limits (~1.7 miles)
- Carter Park, Shumway, Lincoln, West Minnehaha neighborhoods
- Paving from 39th Street to Hazel Dell Avenue and northbound I-5 off ramp to city limits
- C-TRAN BRT opening 2027



- Upper Main Project area
- - - Paving Scheduled 2025
- Proposed C-Tran BRT Station

Project Overview: Previous Planning Work



Comprehensive Plan (2011) Identified as a growth corridor

Westside Mobility Strategy (2016) “Main Street is established as the vibrant, commercial spine of the westside and a source of civic identity...”

- 4.1 Implement capital projects that would improve pedestrian accessibility in Uptown Village
- 4.2 Coordinate Main Street improvements from 5th to 45th Street to achieve economic development objectives and improve safety and streetscape conditions
- Recommended network connections:
Jefferson/Kauffman; F Street/ C Street

Vancouver City Center Vision (2007) “Improve Main Street Corridor as a central spine of diverse and complementary uses that establish downtown as a regional center for commerce, culture, and urban living”

Project Overview: Transportation System Plan (TSP) Modal Networks

- Primary Pedestrian Corridor
- Enhanced Transit Corridor
- Protected Bike and Small Mobility lanes or Multi-use path (north of E 39th Street)

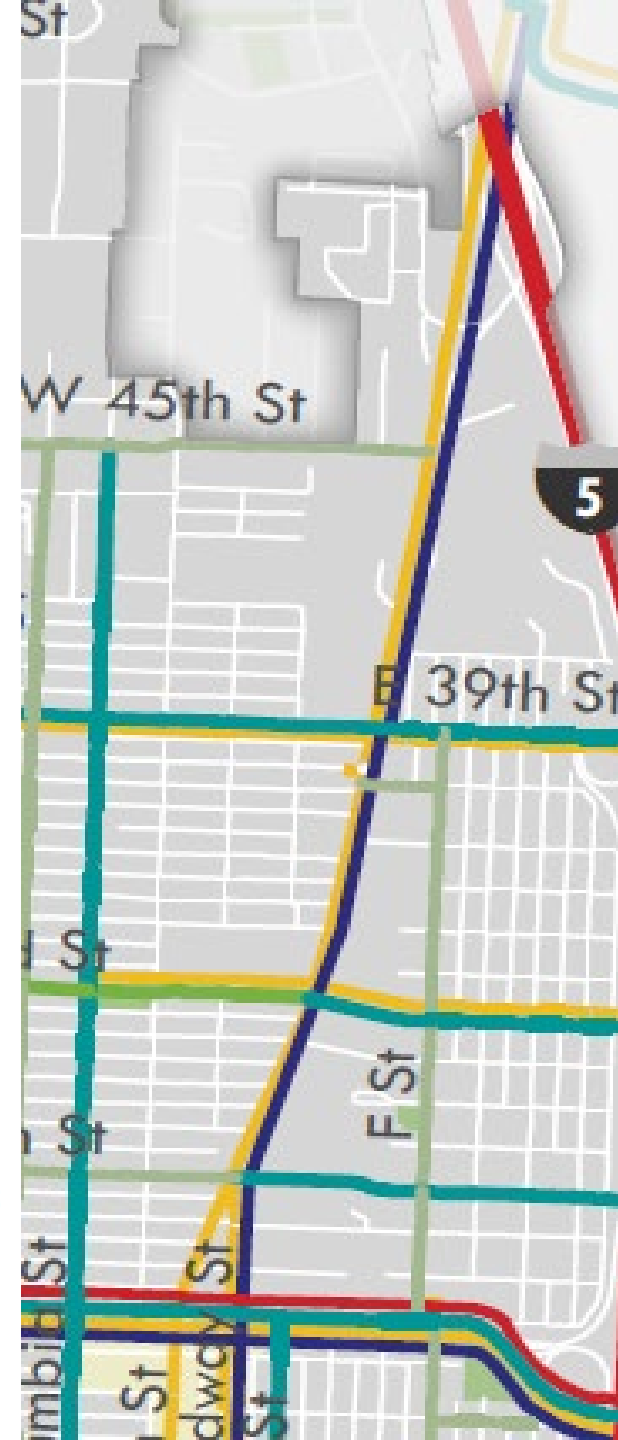
Zone 1

Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



Traffic Analysis



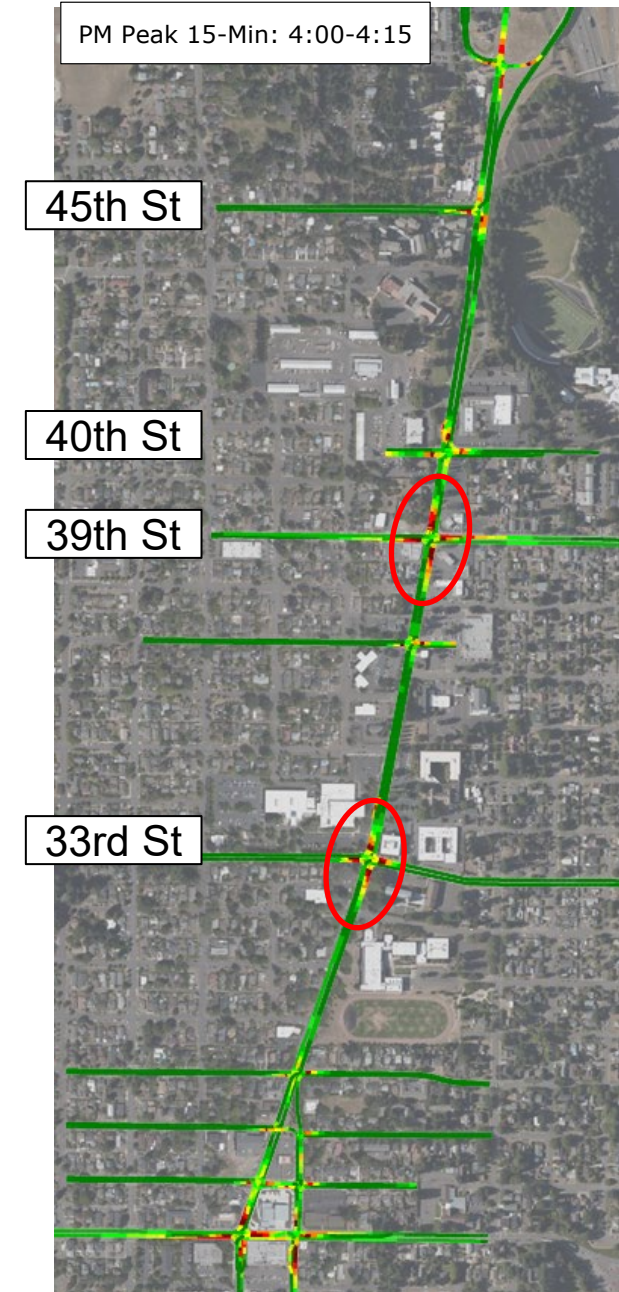
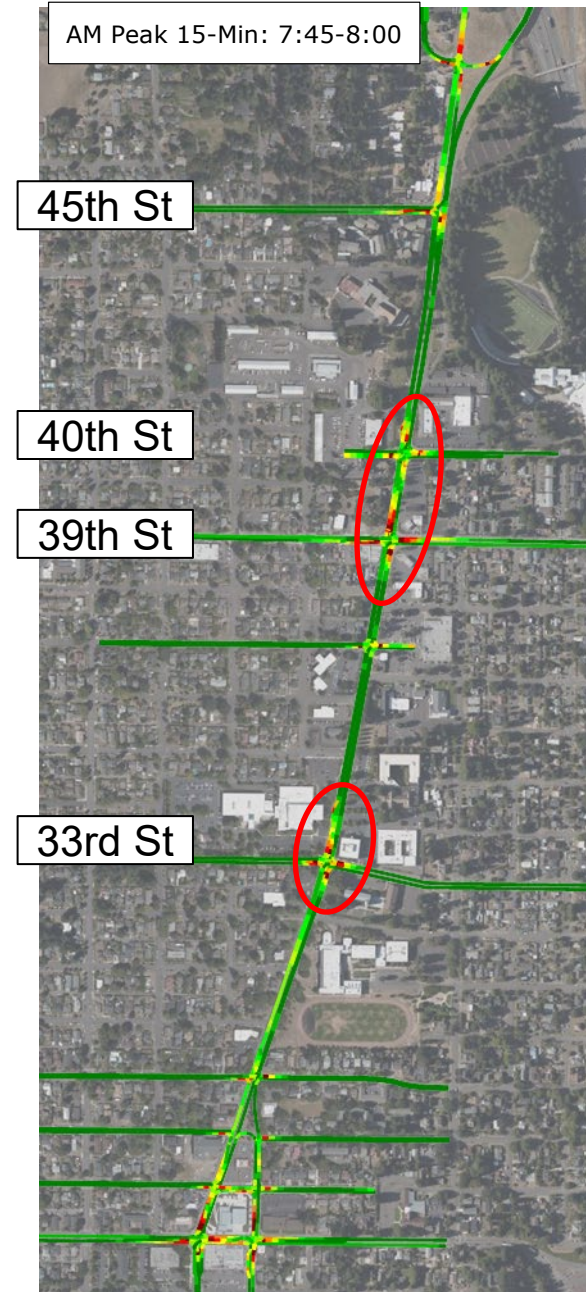
**Existing
Conditions &
Analysis Goals**



Traffic Findings

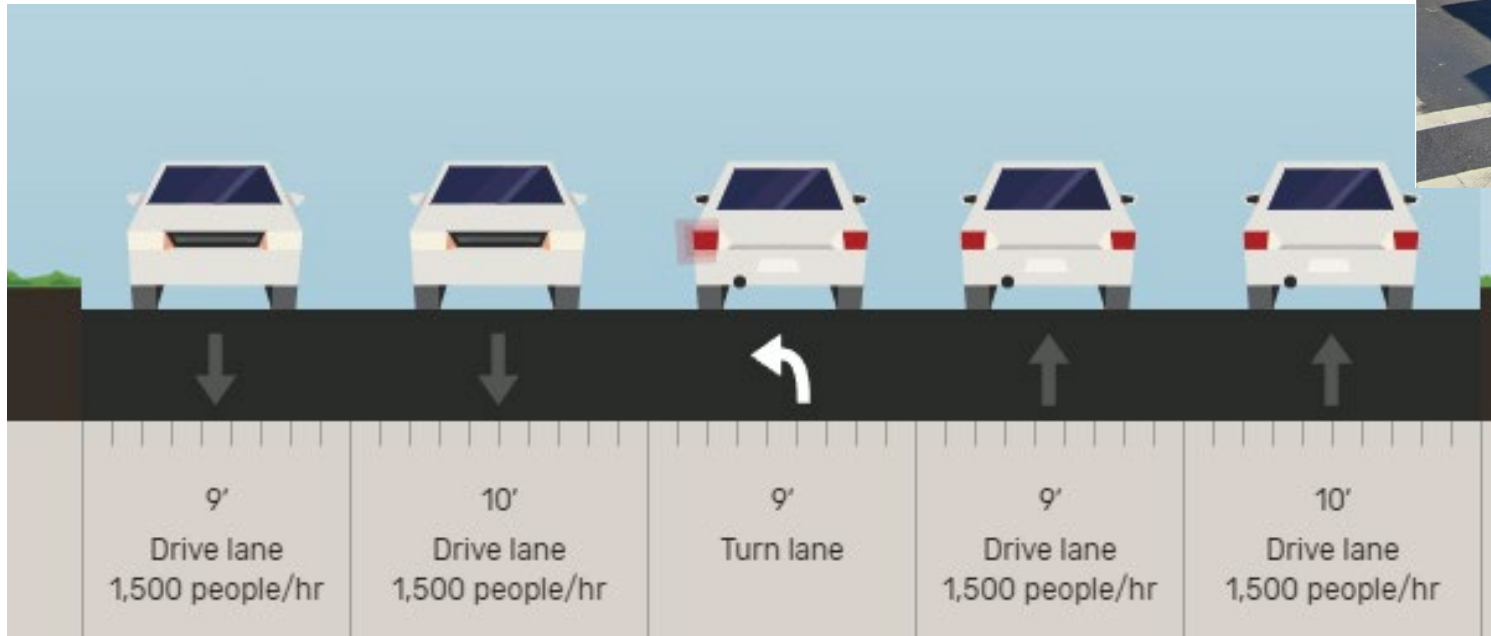
Existing Traffic Conditions

- Main/39th: Peak period congestion
- Southbound queues occasionally back up from 39th to 40th
- Modeling represents typical peak conditions
- Southbound Main experiences diversion from I-5 incident (not modeled)



Existing Lane Conditions

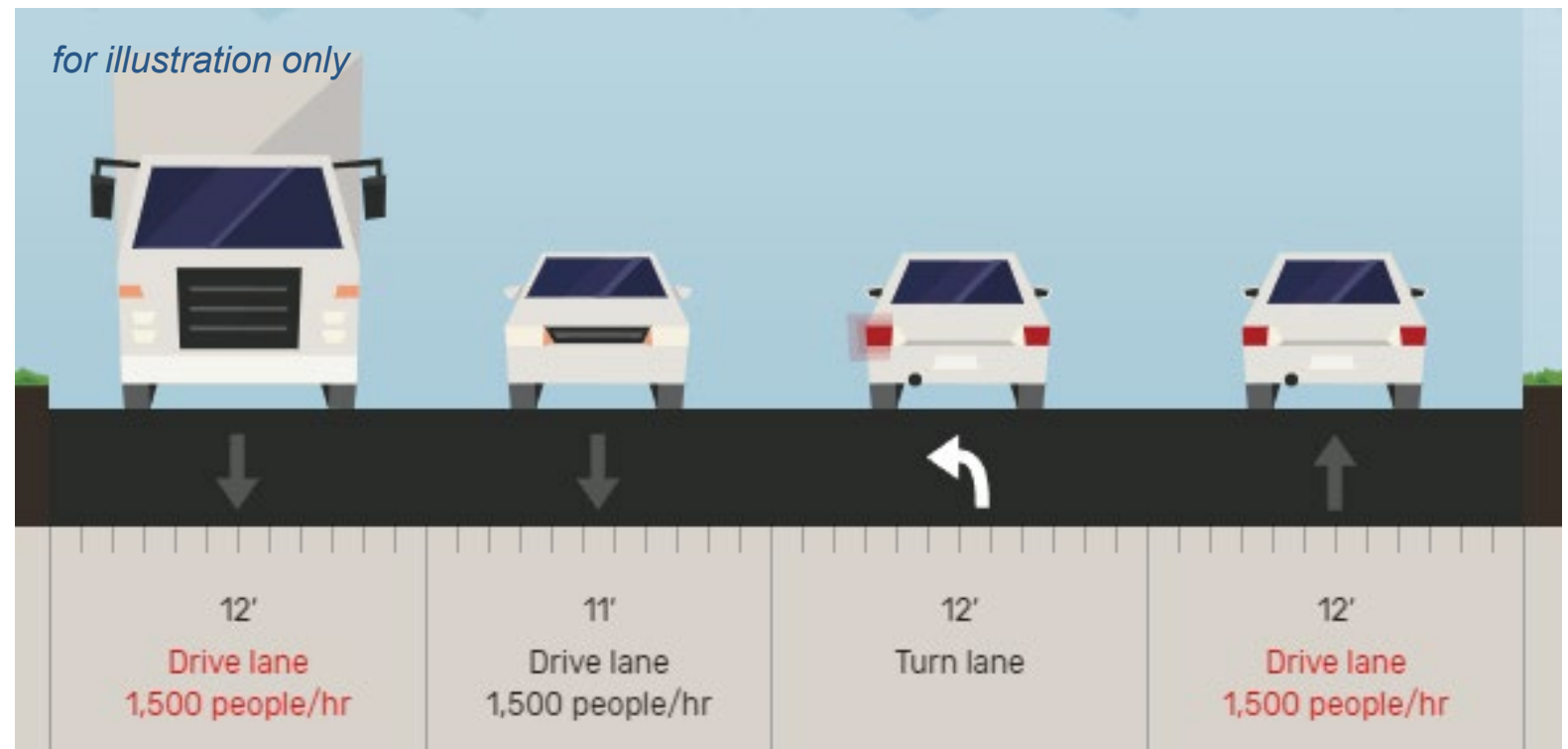
- Currently buses have a 9-10 ft lane along Main St
- Difficult to maneuver or stay within the lane



Changing Lane Configuration: Alternative 1

Alternative 1:
Northbound Main St
reconfigured to one
vehicle lane

- Turn lanes still provided northbound and southbound
- Allows for at least an 11-foot travel lane for all vehicles
- Two lanes southbound accommodates bus reliability during incidents.

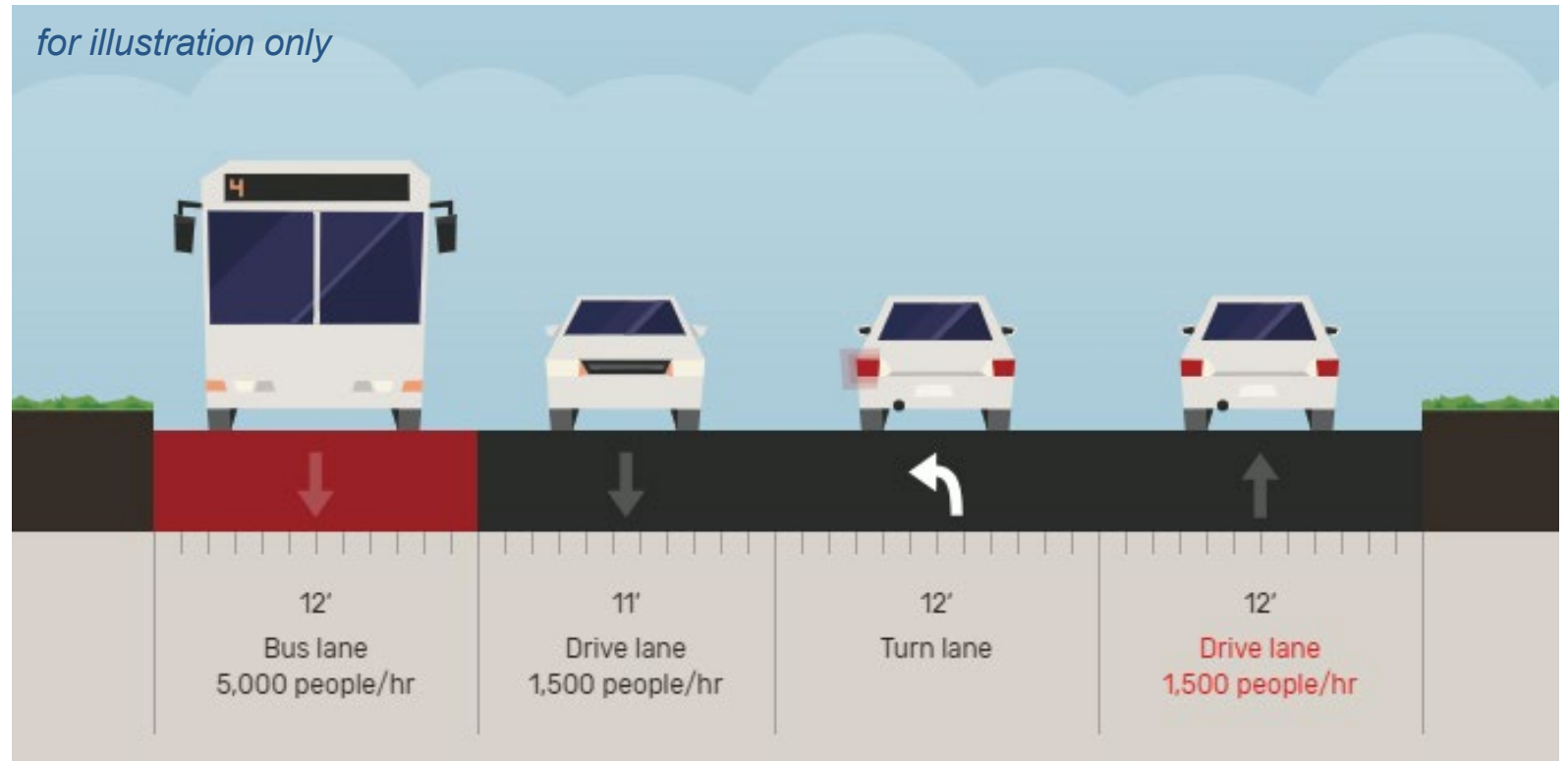


Changing Lane Configuration: Alternative 2

Alternative 2:
Northbound Main St
reduced to one lane

Southbound Main St
converted to BAT
lane

- Same cross-section as Alternative 1
- Southbound Main St outside lane converts to a Business Access Transit (BAT) lane
 - Cars use BAT lane for right turns at intersections and driveways



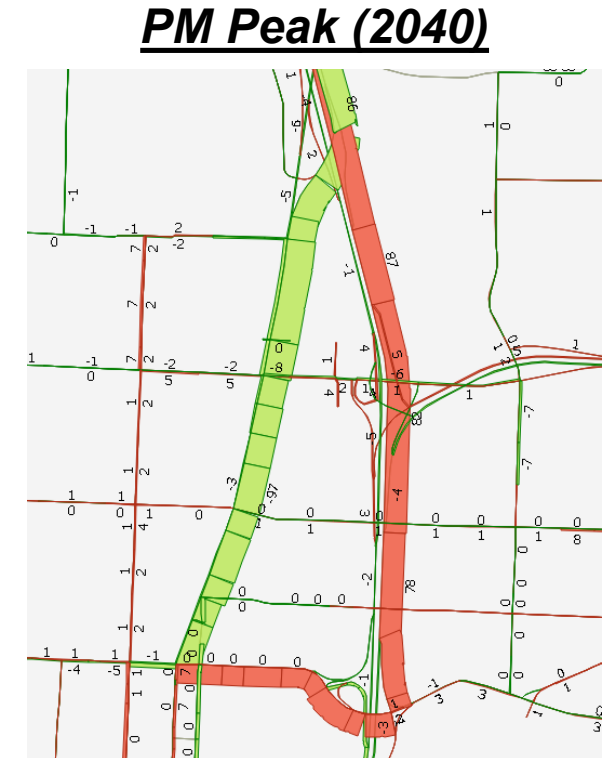
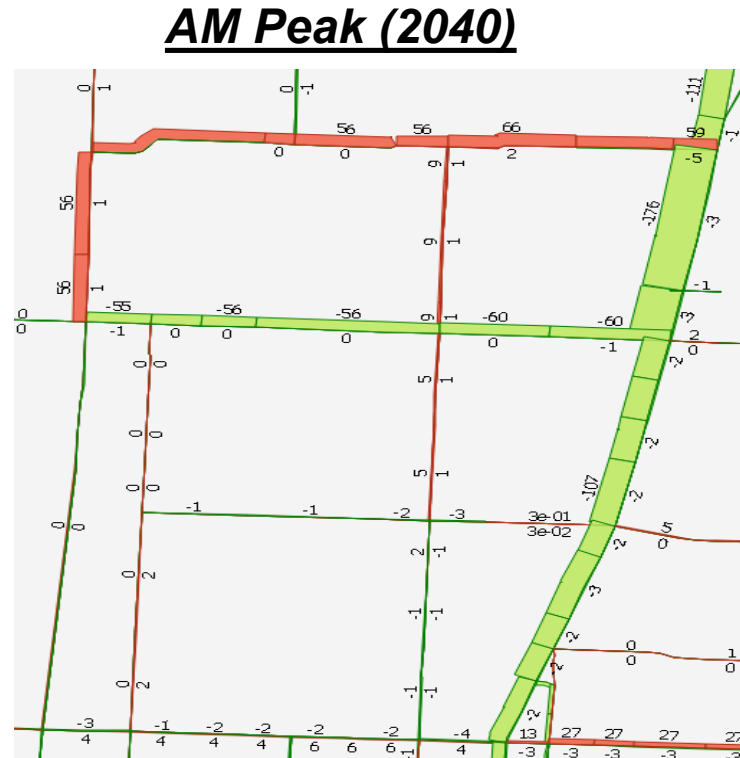
Testing single travel lanes: Volume Diversion

AM Peak (2040)

- ~100 vehicles (20%) stay on I-5 until Fourth Plain instead of using Main St
- Some vehicles turn early at 45th instead of 39th
- Results in queue back to 42nd

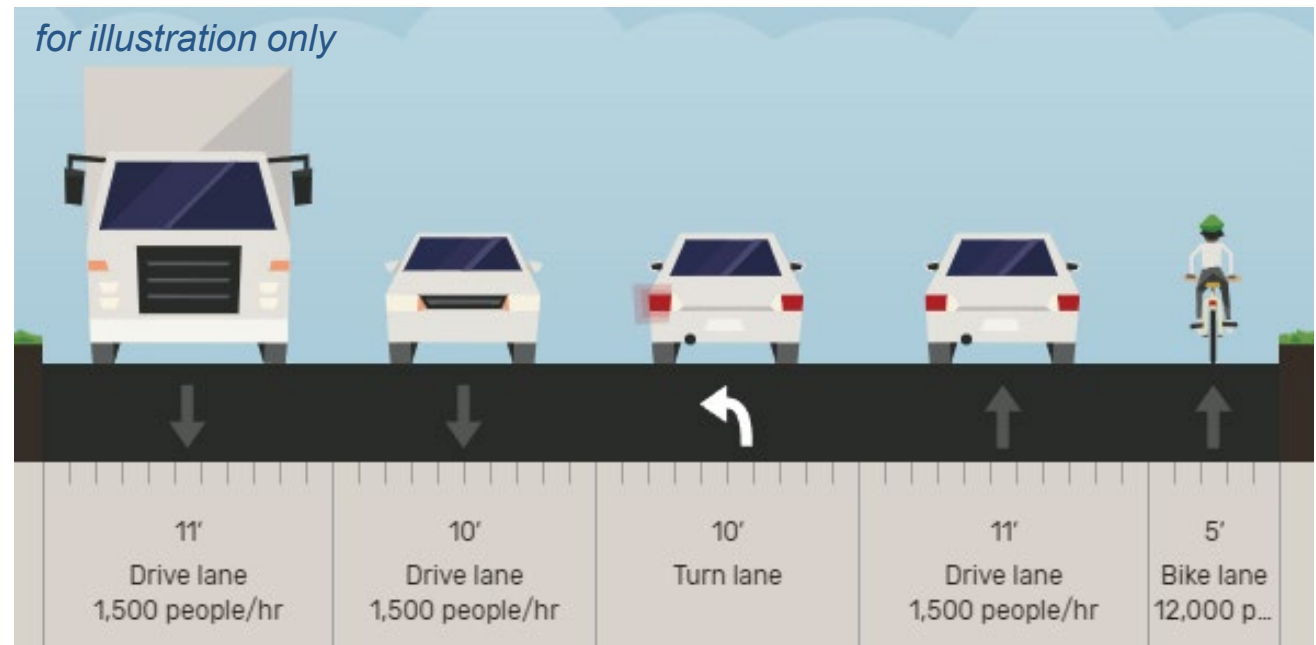
PM Peak (2040)

- ~90 vehicles (25%) get onto I-5 at Fourth Plain to go north



Other Considerations

- With 11-foot transit lanes, only space for one 5 ft. mobility lane within existing Main Street cross section
- North-South BSM network east on F Street to 40th St. and west on Columbia Street to 45th St.
- I-5 Interstate Bridge Replacement (IBR) expected to relieve some I-5 congestion, but incidents may still cause traffic to divert to Main Street



Traffic Operations Results

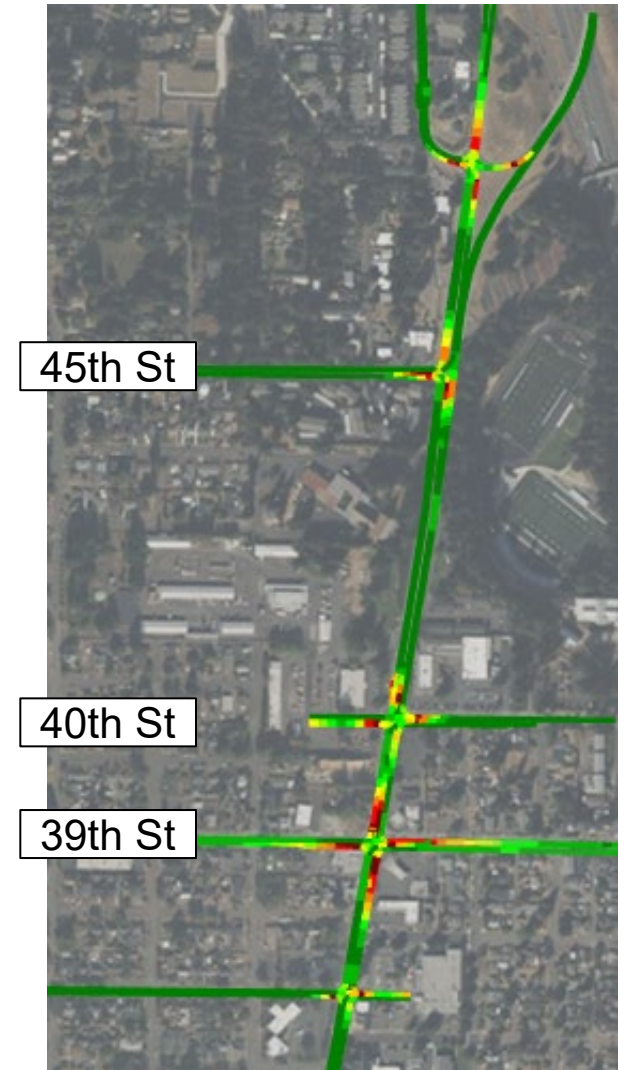
Baseline (year 2040)

- Due to lower forecasted growth along Main St, 2040 operations are similar to existing conditions
- Main & 39th faces some congestion during both peaks. Southbound queues occasionally back up to 40th

Baseline AM Peak



Baseline PM Peak

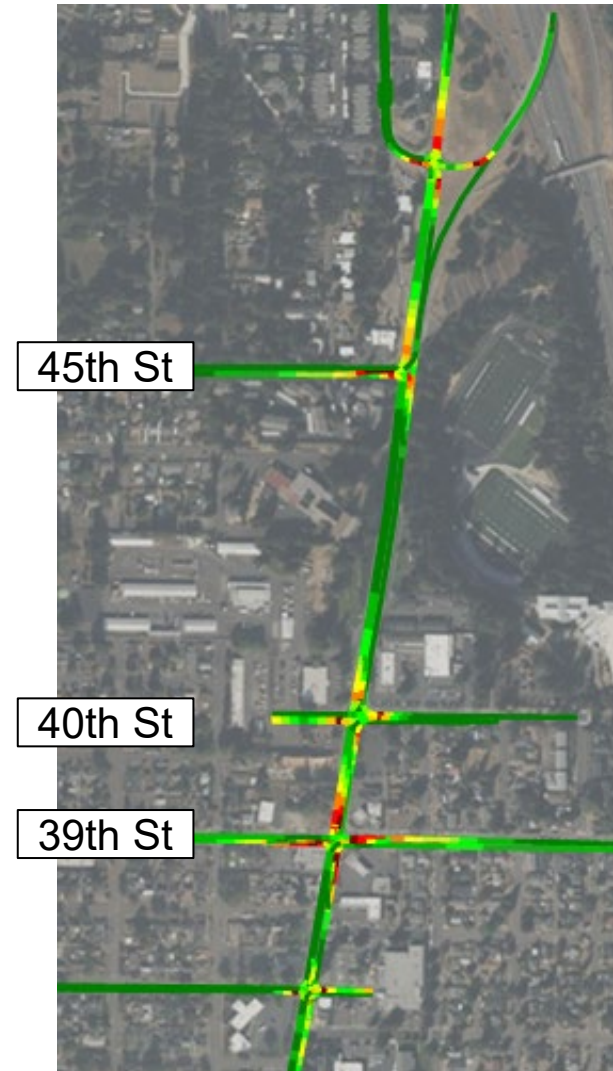


Traffic Operations Results

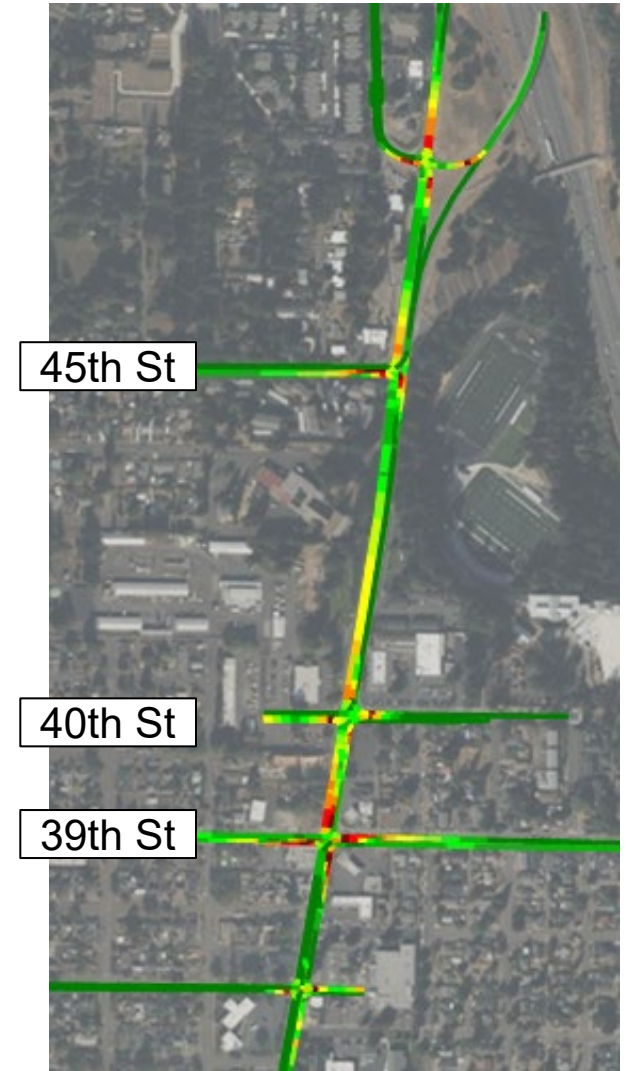
AM Peak (year 2040)

- Alternative 1: congestion resembles baseline, with some backups at 39th but not major
- Alternative 2: Going southbound, the BAT lane starts at 40th Street
 - Congestion still begins at 39th Street
 - Queues occasionally reach back to Kiggins Bowl / First Presbyterian

Alternative 1



Alternative 2



Traffic Operations Results

PM Peak (year 2040)

- Northbound is the peak direction
- Alternative 1 & 2 show similar operations
- Northbound queues spill back from 39th Street to around 35th Street
- Westbound approach along 39th Street also doesn't clear every cycle

Alternative 1

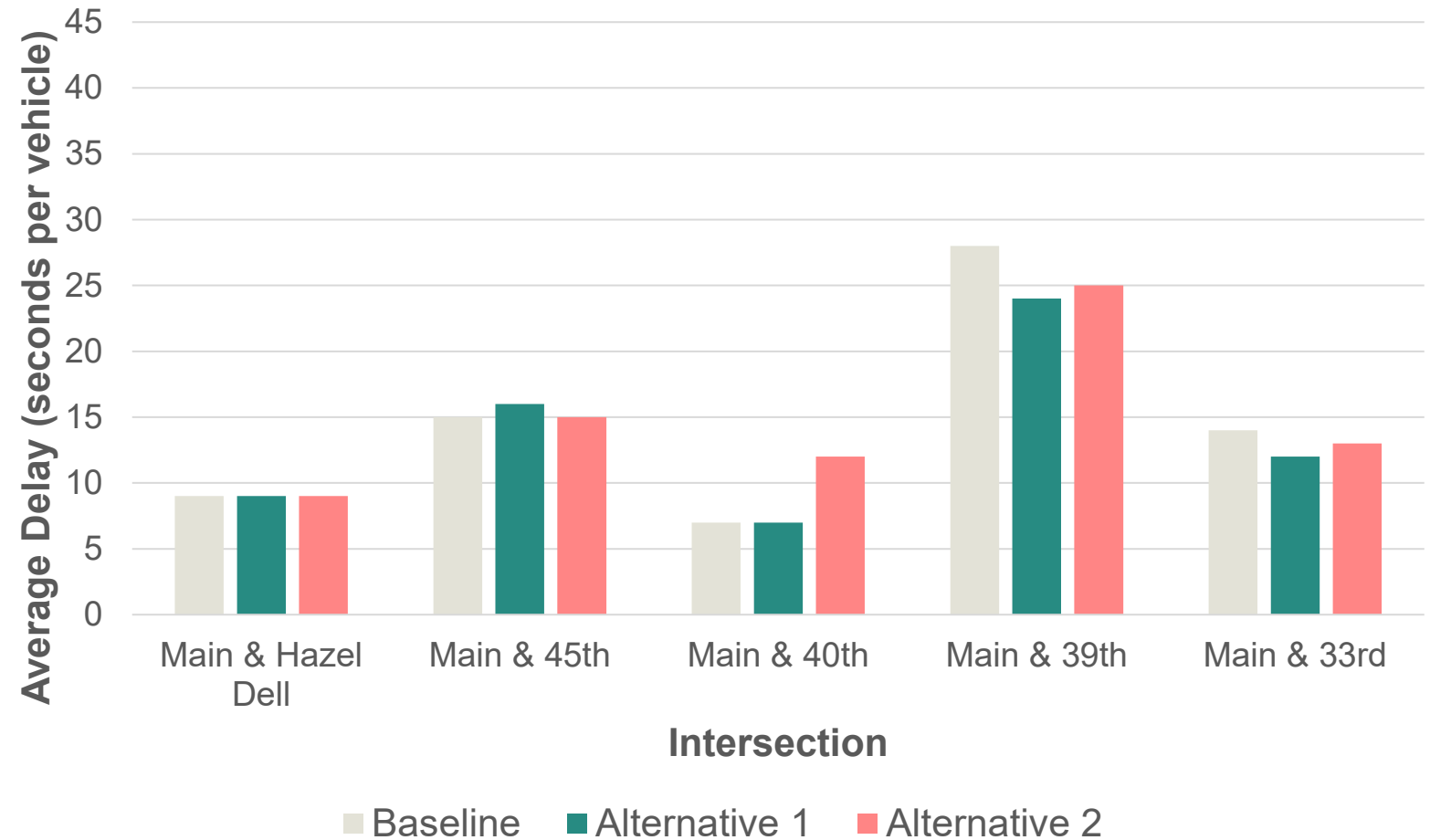


Alternative 2



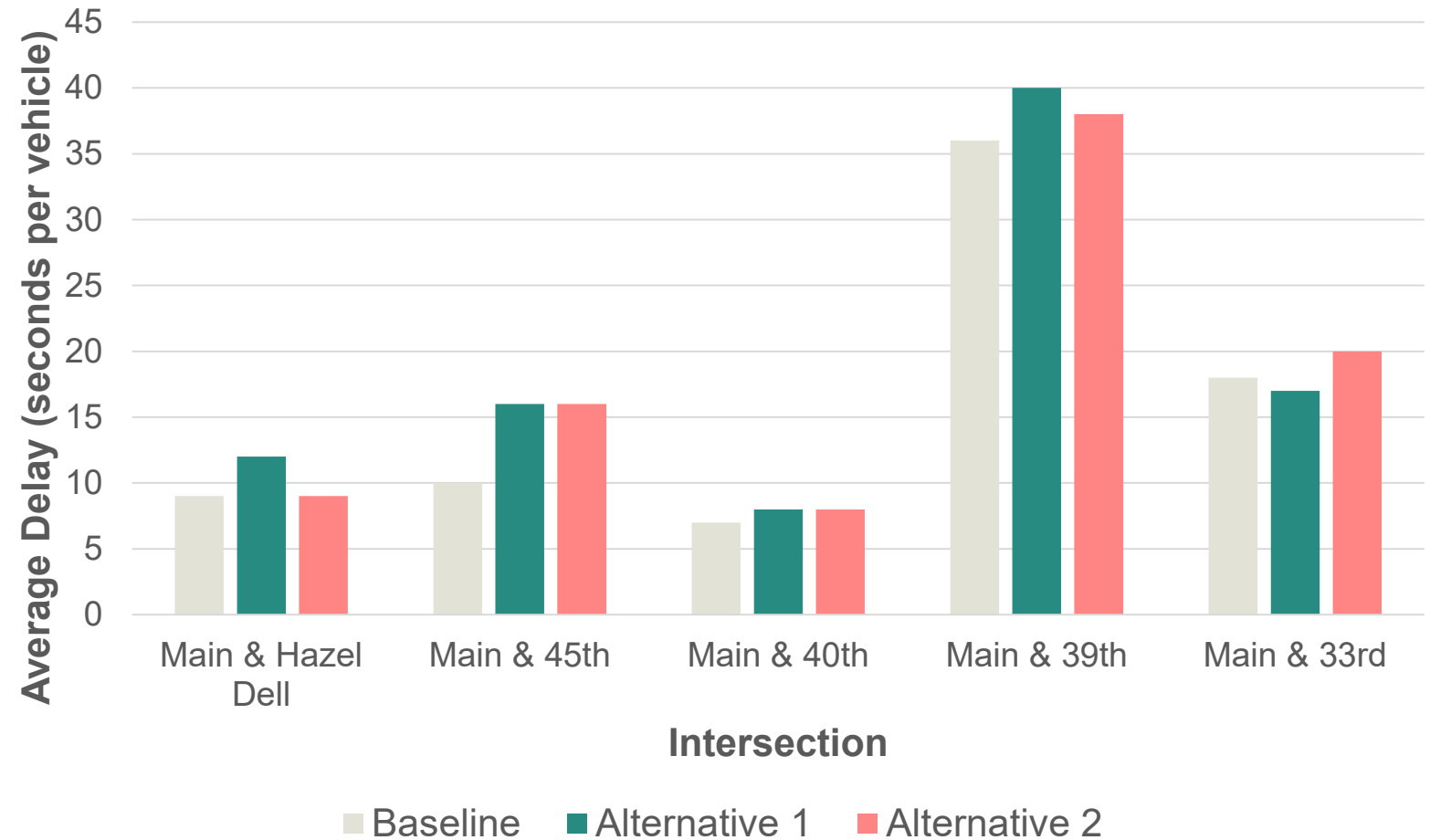
Intersection Delay – 2040 AM Peak

AM peak operations show some change at 40th with the BAT lane. 39th shows better operations due to southbound Main getting more green time.



Intersection Delay – 2040 PM Peak

Lane reduction + BAT lane somewhat affects 45th, as well as 39th. 33rd Street overall less affected.



Multimodal Connection Opportunity: 40th to Discovery Trail



- Compatible in both alternatives 1 & 2
- Connection type TBD (Phase 2)
- Would fill in gaps in the Bike/Small Mobility and Pedestrian Networks

Phase 2 – Complete Streets



Projects goals



Engagement Plan

Project Overview

Phase 2 Goals



Improve pedestrian safety by adding/upgrading crossings and filling sidewalk gaps that improve connections to transit

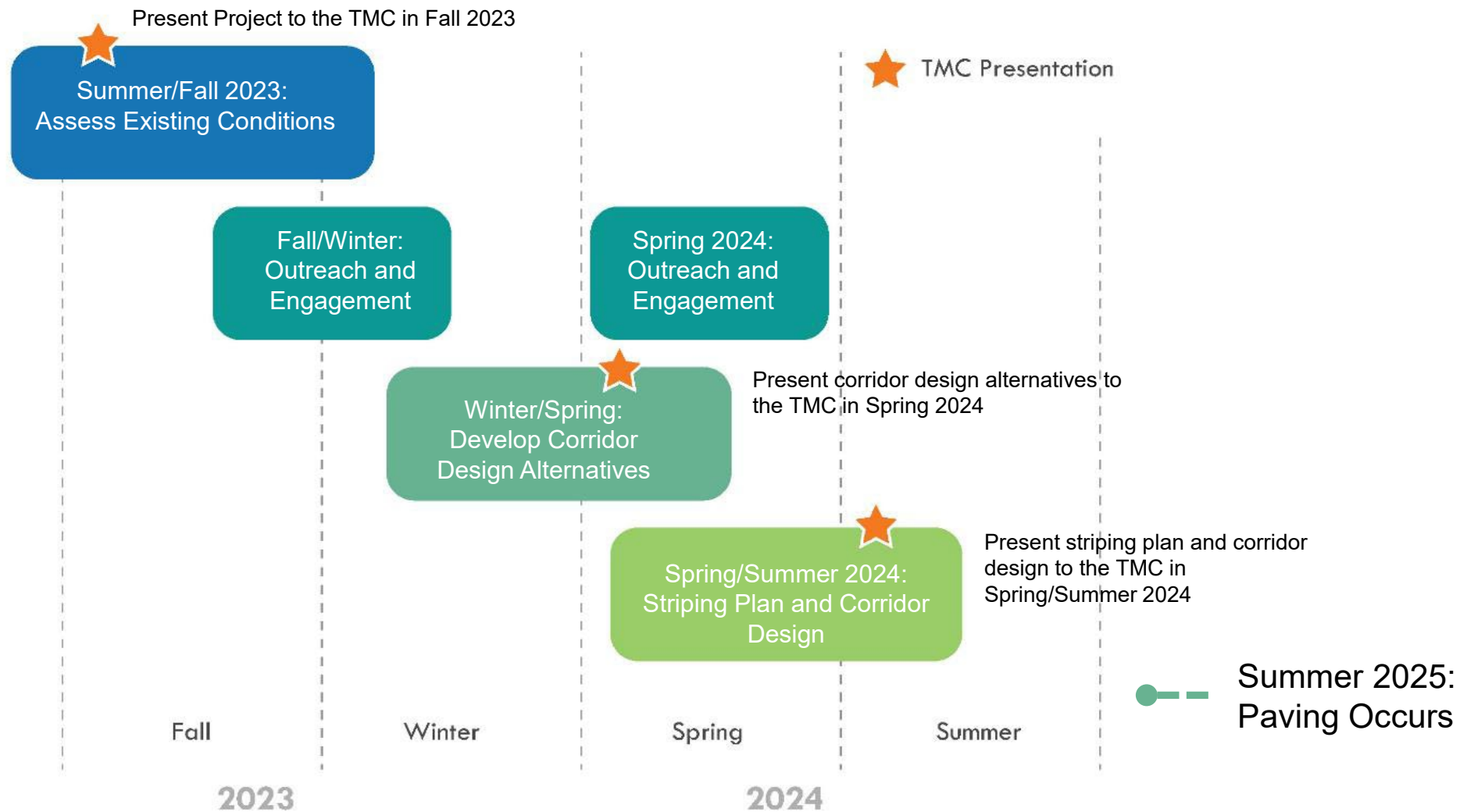


Improve bike and small mobility connectivity by addressing network gaps; connecting to regional trails



Explore transit speed and reliability treatments and improve transit stop access in anticipation for C-TRAN's Hwy 99 BRT project

Upper Main Street Safety & Mobility Project Timeline



Outreach

Timeline and Activities Overview

Fall/Winter 2023

- Develop project engagement plan
- Introduction of project to TMC
- Publish project website
- Create project materials such as a fact sheet and mailer
- Begin coordination with C-TRAN



Winter/Spring - 2024

- Conduct door-to-door canvassing effort
- Update project website
- Tabling events
- Open house and online survey
- Continue coordination with TMC and C-TRAN



Spring/Summer- 2024

- Update project website
- Tabling events
- Virtual public meeting
- Open house and online survey
- Continue coordination with TMC and C-TRAN



Summer - 2024

- Update project website
- Updates to C-TRAN
- TMC Hearing
- City Council briefing

Outreach

Audiences and key stakeholders

- Residents near the project corridor
- Business owners and employees near the project corridor
- Students, teachers, education support staff, SR2S coordinators
- Faith based organizations
- Neighborhood Associations
- Transit-dependent community members
- Topic-specific organizations (e.g. Vancouver Bicycle Club)
- Community members with disabilities
- Elders

Questions for TMC:

- What should our outreach boundaries be for reaching residents, businesses and employees?
- Are we missing any groups/are there specific organizations that are important to reach?
- Any other outreach methods to consider?

Thank You

To learn more, visit beheardvancouver.org/uppermain



DATE: October 3, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

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

FROM: Maggie Derk, Senior Transportation Planner, Community Development Department,
Laurel Priest, Associate Transportation Planner, Community Development Department
Kate Drennan, Principal Transportation Planner, Community Development Department,

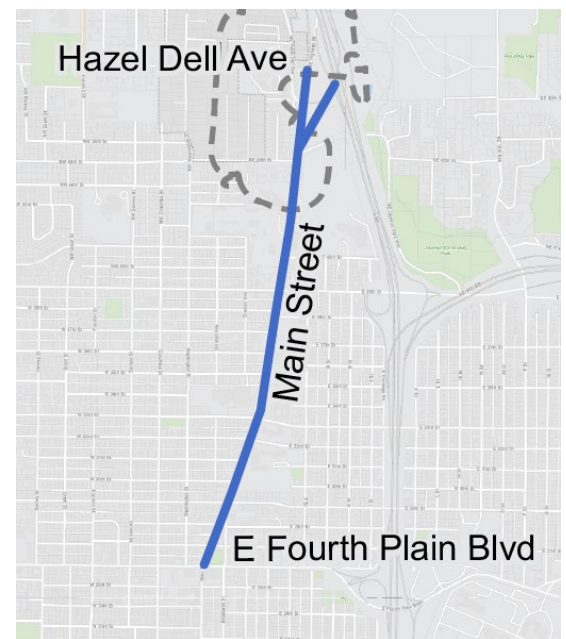
RE: Upper Main Street Safety and Mobility Project: Traffic Findings and Engagement Kickoff

Introduction

The Upper Main Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility for all road users on Main Street between E Fourth Plain Boulevard and NE Hazel Dell Avenue. The Project will evaluate how Main Street can better meet the needs of people using transit, walking, biking, using a mobility device, and driving. This project is being completed in coordination with planned repaving in 2025, and the ongoing C-TRAN Highway 99 Bus Rapid Transit Project. The future Bus Rapid Transit (BRT) line will operate along this section of Main Street, connecting the length of Highway 99/Main Street from downtown Vancouver to Washington State University Vancouver and the Salmon Creek Park and Ride. Upper Main Street from Fourth Plain Boulevard to the Vancouver city limit has emerged as a focus of subarea planning through the Comprehensive Plan and is identified as a civic spine in the Westside Mobility Study. Traffic Analysis conducted in Phase 1 of the project, along with community feedback and collaboration with partners, will inform the design of potential complete street alternatives.

Overview/Preview

The Upper Main Street Safety and Mobility Project area is between Fourth Plain Boulevard in the south to the northern city limits around NE Hazel Dell Avenue (~1.7 miles). Within the Project area are the Carter Park, Shumway, Lincoln, and



West Minnehaha neighborhoods. Main Street is identified on the Transportation System Plan (TSP) Modal Networks as a:

- Primary Pedestrian Corridor
- Enhanced Transit Corridor
- Bike and Small Mobility Corridor north of 39th Street to trail connections

Informed by the Transportation System Plan network designations, and city priorities, the goals of the project are to improve pedestrian safety by adding/upgrading crossings and filling sidewalk gaps; improve bike and small mobility connectivity by addressing network gaps and connections to regional trails; explore transit speed and reliability treatments and improve transit stop access in anticipation for C-TRAN's Highway 99 BRT project.

Phase 1 Traffic Analysis

The workshop will provide information on the phase 1 traffic analysis work. This includes a snapshot of existing traffic conditions, and an overview of the traffic simulation results for the future-year build scenarios on the Upper Main Street corridor. The build scenarios present two roadway configuration alternatives under consideration in conjunction with the opening of the Vine BRT. The purpose is to identify predicted background traffic congestion, evaluate future BRT operations alongside impacts to general traffic, and assess the effectiveness of other improvements considered in both BRT alternative scenarios.

This study analyses BRT and traffic operations under two alternative build scenarios. The current Main St. corridor has 9 to 10 ft lanes making it difficult for buses to maneuver and stay within the lane as well as disconnected bicycle and pedestrian facilities. The two proposed roadway alternatives address these issues and accommodate improved transit service via the opening of the Vine BRT line. The two alternatives are described below:

Alternative 1 examined removing on travel lane in the northbound section of Main Street from north of 29th Street until the I-5 overpass, widening vehicle travel lanes to at least 11 ft lane widths through the study area, and adding a protected two-way mobility lane in the northern section of the network. The following changes to the existing network are included in alternative 1:

- Addition of the Vine BRT line
- Removal of Line 71 (to be replaced by the Vine BRT along the same route)
- Route change for Line 31: its final southern stop will be near Main Street and 40th Street. The northbound route will likewise begin around 40th Street.
- Modifying signals from protected-only to protected/permissive left turns at Main Street and 45th Street, 40th Street, 39th Street and 33rd Street.
- Inclusion of a two-way protected mobility lane: along Main Street, the mobility lane would begin immediately north of 40th Street and continue along the east side of Main Street until it connects with the Discovery Trail at I-5.

- Re-channelization of northbound Main Street to one-thru lane from north of 29th Street to I-5. The lane reduction would be necessary to ensure adequate lane widths for BRT coaches. Left turn bays would remain with their existing pocket lengths. North of 40th Street, the space opened by the lane reduction would be used to add the two-way protected mobility lane on the east side of Main Street.
- Installation of a Rectangular Rapid Flashing Beacon (RRFB) ped-crossing on the north side of the intersection of Main Street and 29th Street.
- Modification of Main Street and 28th Street, to include a new traffic signal, a southbound left turn pocket, and pavement to accommodate a BRT coach to turn left from Main Street to the 28th Street slip lane toward Broadway Street going south.
- Transit signal priority (TSP) at each signalized intersection along the future BRT route

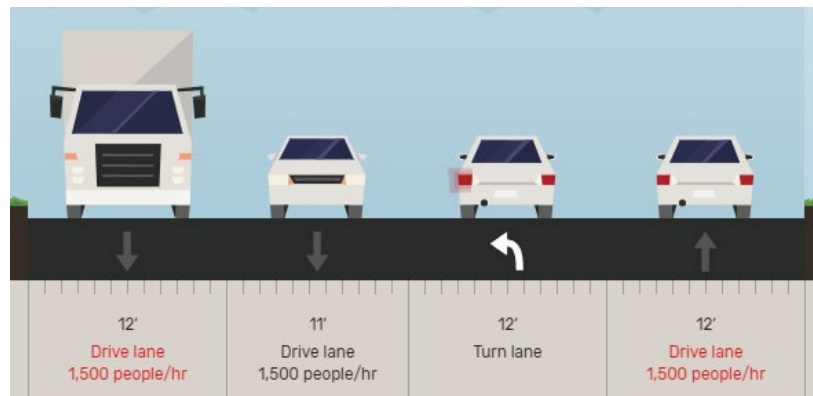


Figure 1. Example of Lane Widths and Capacity

Alternative 2 follows the same cross-section and includes all the elements as in Alternative 1 with one northbound lane on Main St, however the outside lane on southbound Main St. is converted to a BAT (Business Access and Transit) lane. General purpose vehicles are restricted from using the BAT lanes for thru movements but are permitted to use them for right turns. Alternative 2 is different from Alternative 1 due to:

- A Business Access Transit (BAT) lane included along southbound Main Street, beginning north of 40th Street and ending south of 33rd Street, where the BRT would merge with general vehicles at the existing lane drop. At the lane drop, buses would merge left into the general traffic stream, as opposed to its existing condition where vehicles merge into the right-hand lane.
- Re-configuring the intersection of Broadway Street and Fourth Plain Boulevard, prohibiting southbound left turns and changing the north and south phases from running split phased to running concurrently.

Diversion Analysis

A diversion analysis was performed to assess the impact of a roadway reconfiguration on Main Street from 45th to the split with Broadway Street at 29th Street. The diversion model assumed Main Street was reduced from five lanes to three lanes. No speed changes or other network changes were made in the model. The assigned volumes in the roadway reconfiguration models were compared against the original models to determine where and what level of diversion occurs.



Figure 2. Volume diversion with Main Street roadway reconfiguration for the year 2040 AM peak period

In the AM peak period, diversion only occurs in the southbound direction. Approximately 100 vehicles (20%) divert off Main Street and back onto I-5. A small number of vehicles diverted to 45th street to head west instead of staying on Main Street until 40th. The overall impact of diversion in the AM peak period is low due to baseline volumes being within the capacity for one southbound lane.

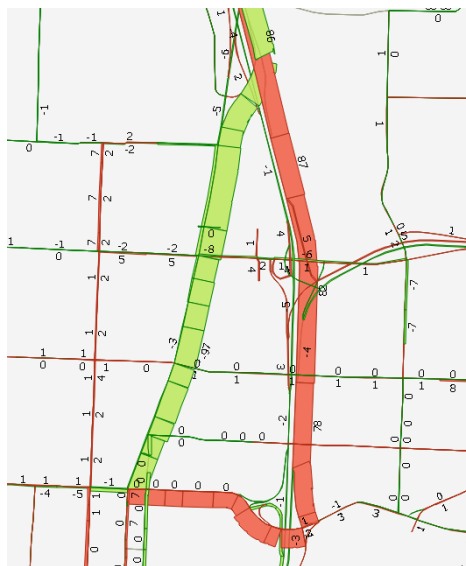


Figure 3. Volume diversion with Main Street roadway reconfiguration for the year 2040 PM peak period

In the PM peak period, diversion only occurs in the northbound direction. Approximately 90 vehicles (25%) divert off Main Street directly back on to the freeway at Fourth Plain. Most vehicles diverting use Main Street to access I-5 from the Main Street entrance instead of at Fourth Plain Boulevard. So, if Main Street becomes less desirable as a cut-through route, travelers may use I-5 instead. The overall impact of diversion in the PM peak period is low due to baseline volumes being within the capacity for one northbound lane.

The reduction in lanes in the build conditions will impact people using Main Street as a cut-through route to avoid freeway congestion. This is not expected to divert large amounts onto local streets based on the results of this analysis.

Intersection Operation Results

Alternative 1

During the **AM peak**, with the peak direction southbound, the vehicle lane reduction on Main Street northbound did not result in poor operations or long queues. Southbound operations generally resembled baseline conditions, with some queues from 39th Street extending back to 40th Street. Vehicles were able to clear during each signal cycle and queues did not cumulatively back up through 40th Street, except for a few cycles. East- and west-bound traffic along 39th Street likewise did not show poor operations or significant queues.

PM peak operations with the lane reduction along Main Street northbound saw a more noticeable drop in network performance for vehicles. In the northern part of the study area, the Main Street and 39th Street intersection was the main source of congestion: going north, queues extended from this intersection back around a quarter mile, between 39th Street and 33rd Street. Northbound and westbound vehicles often required two light cycles to make it through the intersection. While the intersection ran over-capacity during some peak hours, queues were not cumulative and on average began to dissipate by the end of the peak hour.

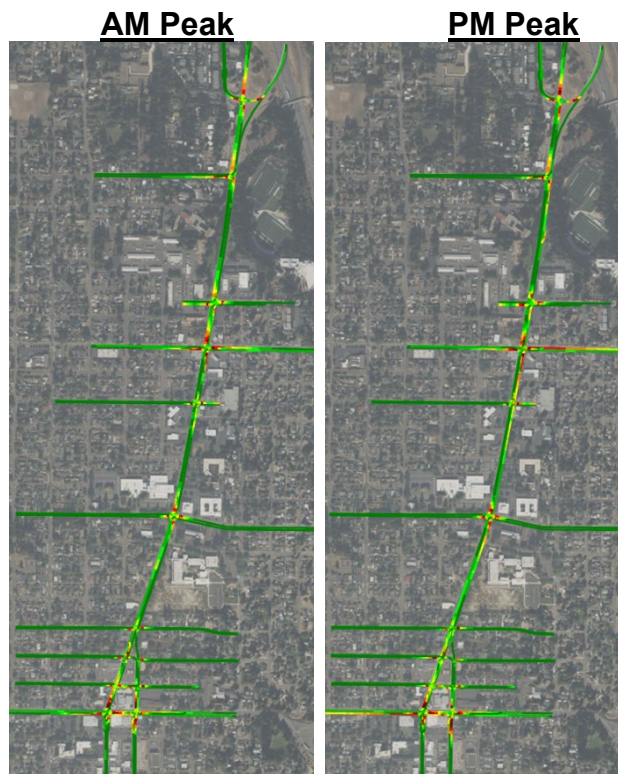


Figure 4: Congestion Plot – 2040 Future Year, Alternative 1

Alternative 2

Alternative 2 effectively brings Main Street to one through lane in each direction for the majority of Main Street through the study area. During the **AM Peak** southbound was the dominant direction. Due to this, morning operations were more impacted in comparison to the baseline (existing configuration) or Alternative 1 models. While 40th Street (where the BAT lane begins) showed some higher delay, the main source of congestion was at 39th Street, with queues extending back through 40th Street and approaching 45th Street to the north. Other approaches at Main Street and 39th Street did not face these significant backups.

PM peak operations along Main Street generally resembled those of Alternative 1. Southbound operations did not show significant impacts from the BAT lane, while northbound operations remained congested due to the lane reduction.

Overall, intersection delay remained consistent with the baseline conditions through the AM and PM peak periods. Notably, AM peak operations show an increase in delay at 40th with the introduction of the BAT lane, while 39th experiences less delay due to increased green time on Main going southbound.

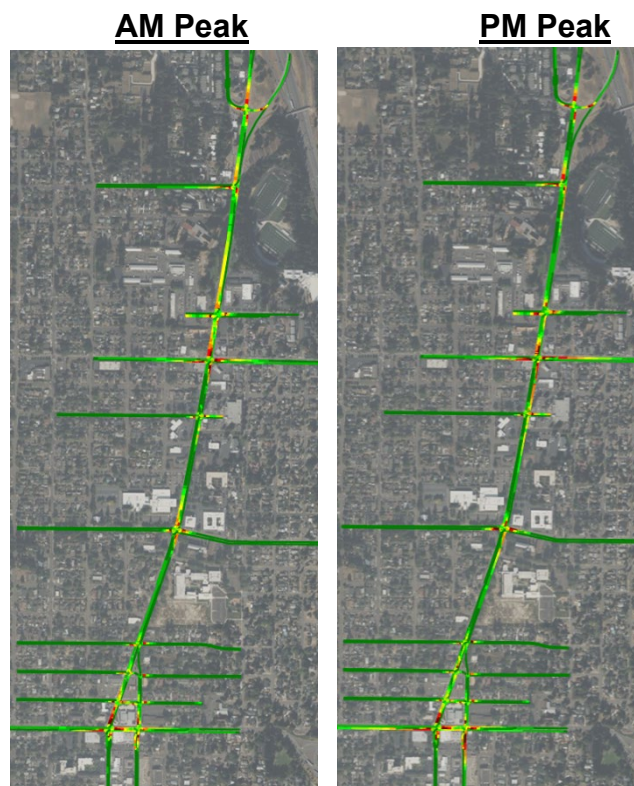


Figure 5: Congestion Plot – 2040 Future Year, Alternative 2

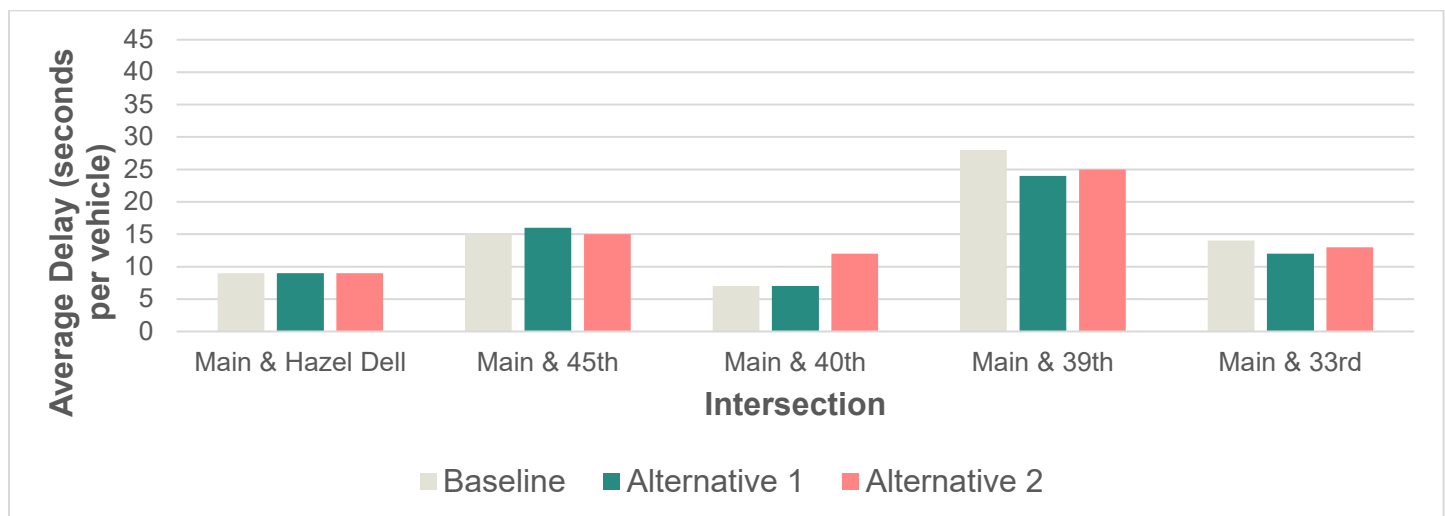
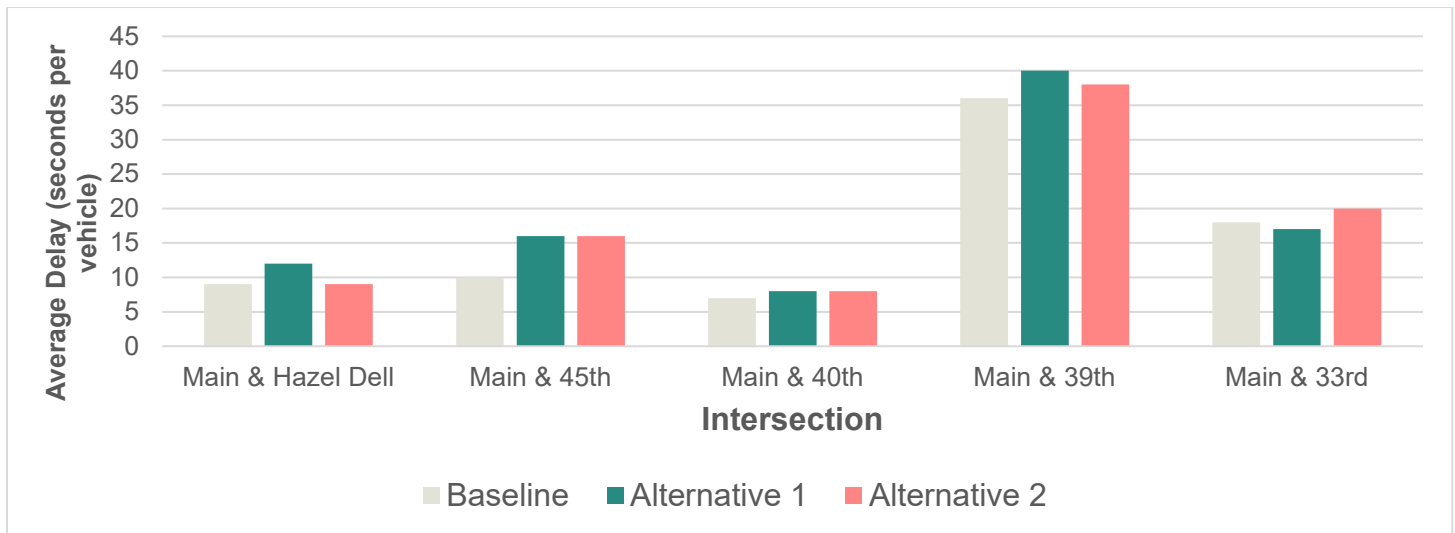


Figure 6: AM Peak Delay at Selected Intersections

In the PM peak period, the lane reduction and BAT lane causes a slight increase in delay to intersections at 45th and 39th and a slight decrease at 33rd.



Key Takeaways

Each of the build condition alternatives included closing one through lane going northbound on Main Street. While AM peak operations were not significantly affected, afternoon volumes were higher northbound and saw some more severe spillbacks from 39th Street. The additional green time needed for Main Street also resulted in heavier congestion along 39th Street, especially westbound from I-5. While Alternative 1 retains both through lanes southbound on Main Street, Alternative 2 closes one through lane to build a BAT lane; this caused some congestion around 39th Street southbound, but only in the AM peak.

Phase 2 Outreach Overview

The project team is currently developing a project engagement plan and project materials including a 1-page fact sheet and mailer. Early engagement will include coordination with C-TRAN and other key stakeholders such as outreach to neighborhood groups and adjacent businesses. In addition, the Project Team is considering outreach methods that include door to door canvassing efforts, tabling events, in-person and online public meetings, and use of e-newsletters, website information and social media. The Project Team is currently identifying key community audiences and stakeholders to connect with and are seeking feedback from the TMC on outreach methods, and what other formal or informal groups should be included in this community consultation.

Next Steps

The Project Team will develop the public engagement plan and begin work on existing conditions related to pedestrians and mobility users and incorporate traffic findings into development of design alternatives. The Project Team will return to the TMC with information on what the public shared in Round 1, and design alternatives under consideration.

Staff contact info: *Maggie Derk, Senior Transportation Planner,
Community Development Department*

Main Street Promise



Transportation Mobility
Commission Public Hearing
October 3, 2023



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

Agenda

Introduction

Prior TMC/City Council Review

City Strategic Plan Alignment

Presentation of Final Design Elements

Public Outreach

Business Retention Strategy

TMC Recommendation to City Council



Project Overview

The case for Main Street:

- The roadway, sidewalks, and adjacent outdoor spaces on Main Street will be reconfigured to improve safety, foster a sense of community, and support economic prosperity.

Funding:

- American Rescue Plan Act (ARPA)
- City Transportation Fund
- Multi-family Tax Exemption Public Benefit
- Utility Fund
- City of Vancouver General Fund



Project Goals and Guiding Principles

Goals

- Increase safety for people and vehicles
- Accessible to all
- Connected infrastructure
- Support Main Street businesses



Guiding Principles



Honor and celebrate the history of downtown Vancouver



Build upon existing, and establish new, partnerships with local businesses and the community



Create a stronger sense of community identity and a welcoming place for Vancouver residents and visitors



Create an environment for renewed businesses and property owners' investment



Connect Main Street, Esther Short Neighborhood, the Waterfront and Fort Vancouver National Historic Site



Create an attractive, coordinated and quality downtown environment that can be a model for future improvements

Prior TMC/City Council Review

TMC

- June 2022 Workshop – Design Kickoff
- February 2023 Workshop – Review 30% Design
- August 2023 Workshop – Review 60% Design
- September 2023 Workshop – Design Specifics
- October 2023 – Public Hearing

City Council

- December 2022 Workshop – Design Kickoff
- July 2023 Workshop – Review 60% Design
- October 2023 – Public Hearing



City Strategic Plan Alignment

Livability

Equity and Inclusion

Innovation

Sustainability and Resilience

Trust and Relationships

Focus Area – Transportation and Mobility

- Mode Split
- Transportation User Experience

Focus Area – Economic Opportunity

- Business Diversity
- Job Creation

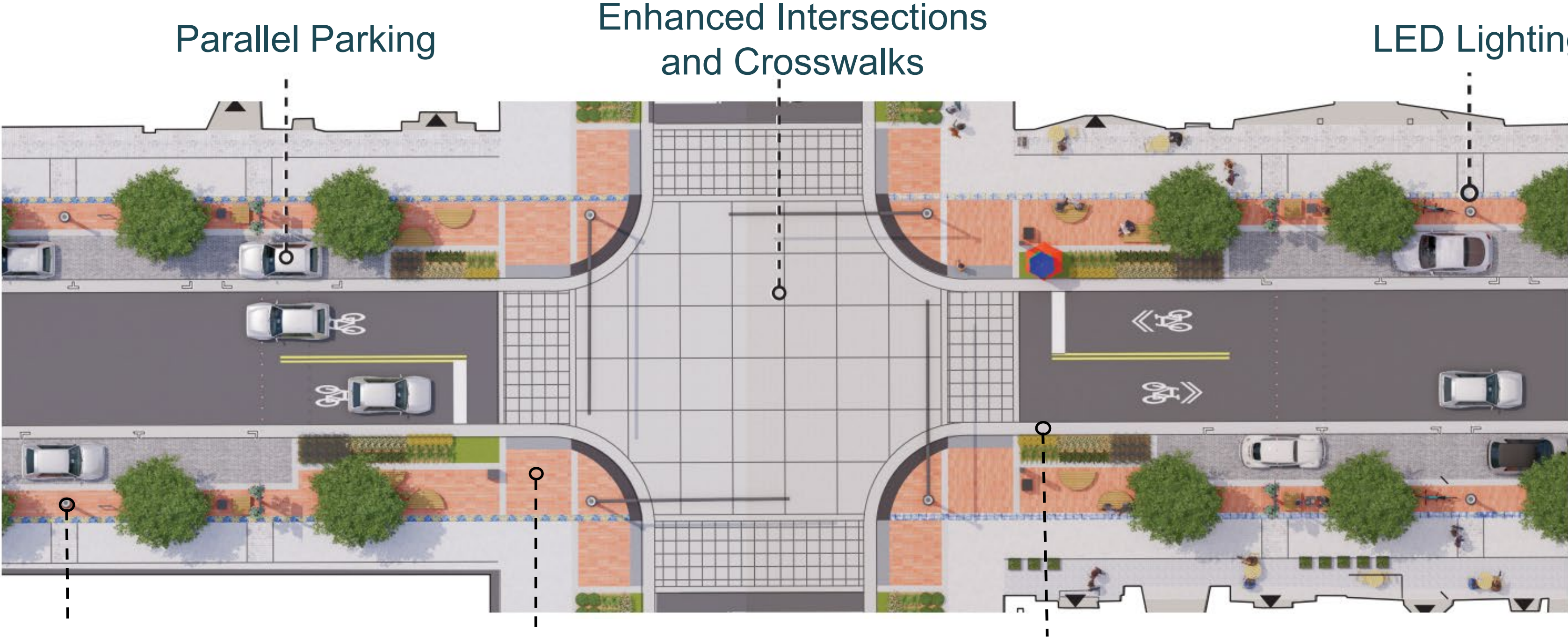
Focus Area – Vibrant and Distinct Neighborhoods

- Neighborhood Cohesion
- Diversity of Businesses
- Existence of Key Businesses



Final Design Elements

Safe: A safe environment for walking, biking, rolling and driving.



Parallel Parking

Enhanced Intersections and Crosswalks

LED Lighting

Pedestrian Scale Lighting

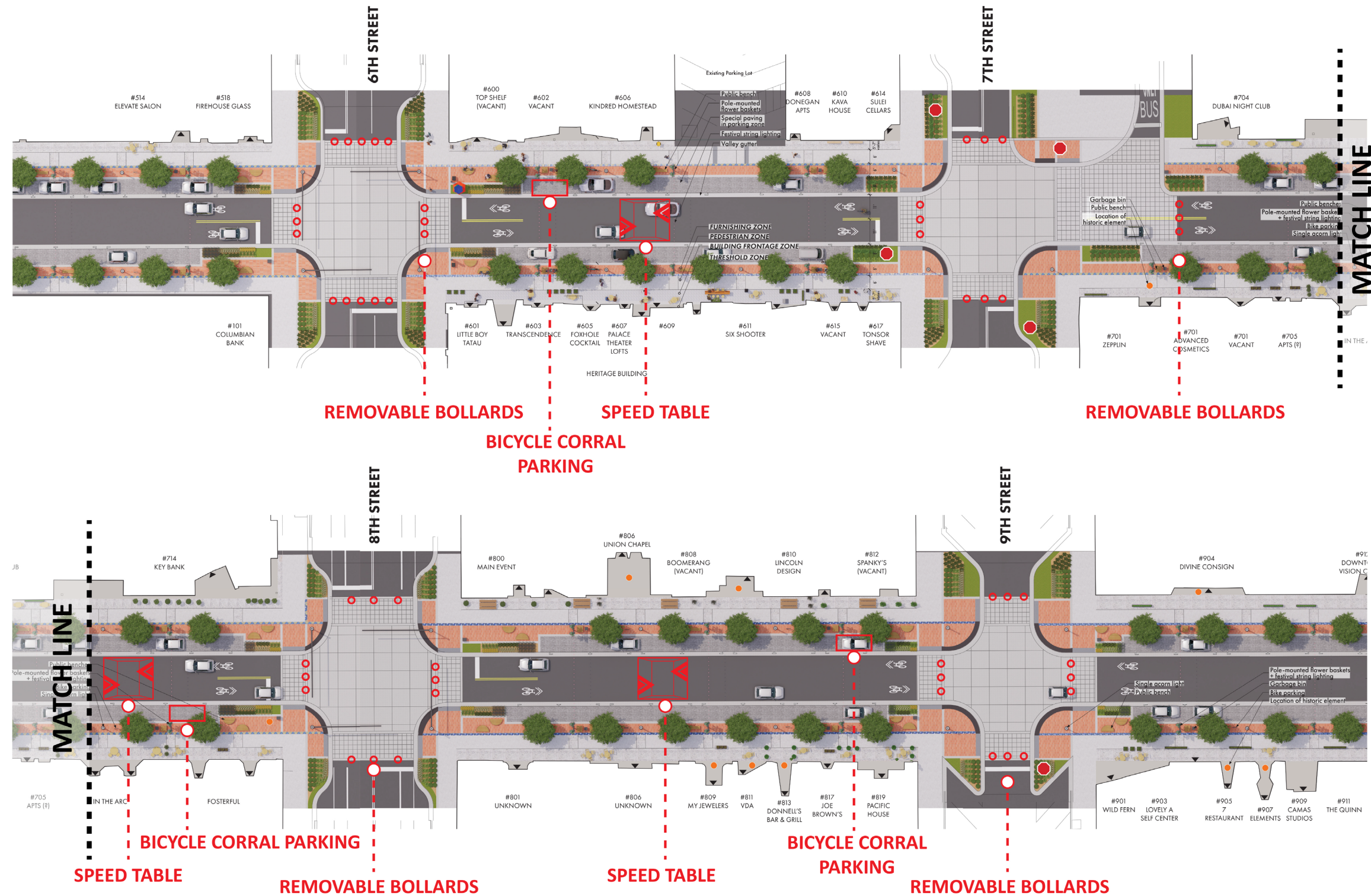
Extended Sidewalks

Curbless Condition



Final Design Elements

Safe: A safe environment for walking, biking, rolling and driving.



Final Design Elements



On-Street
Parallel Parking

Curbless Condition

Tactile Guidance

Wider Sidewalks

Bike Parking

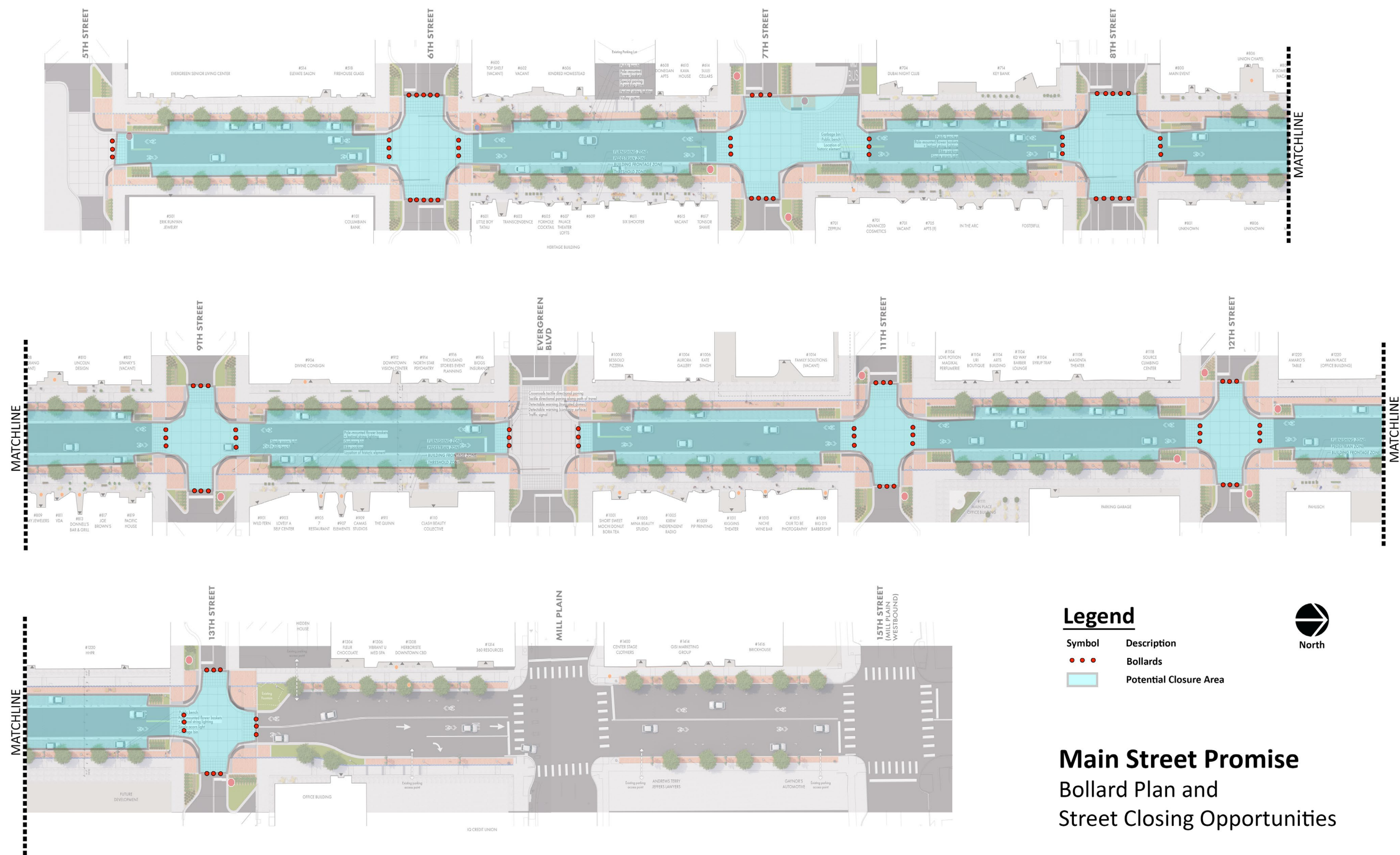
Four Single “Staple” Racks Per Block

One Bike Corral at 6th, 8th, 9th, Evergreen, Mill Plain and 15th

- Existing Bike Parking: 82 Spaces
- Proposed w/o Corrals: 76 Spaces
- Proposed w/ Corrals: 112 Spaces
- Flexibility to add more corrals as need arises
- Charging Stations for E-bikes



Bollard Plan



Community Engagement & Feedback

Open House 1 – November 30, 2022:

- Encouraged to “**THINK BIG**”
- Asked to “**prioritize pedestrian experience**” & accommodate accessible movement for people with mobility or visibility challenges – “**go curbless**”

Open House 2 - June 8, 2023

- **70%** of commenters **expressed support & excitement** for the project.
- “Curbless design and width of sidewalks and integrating art throughout the city - **great plans!**”

Open House 3 - November 29, 2023



Community Engagement & Feedback

Dec 2022: Open House drop-in @ 1st Friday
Dec 2022: PAG application process opens
Jan 2023: 15 PAG members selected
Feb 2023: First of five PAG meetings (Feb-Sept)
May 2023: Small Business Resource Fair
Jun 2023: Pride event at Esther Short Park
Jun 2023: Juneteenth event at Esther Short Park
Aug 2023: Direct business emails & mailings

In The News:

- MSP Design Updates – The Columbian (Dec 2022)
- GVC's Mind What Matters webinar (Dec 2022)
- KXL Radio interview (Apr 2023)
- Vancouver Business Journal article (Apr 2023)
- VDA's monthly e-Newsletter (ongoing)
- City's public newsletter (ongoing)
- MSP Design Updates – The Columbian (Jul 2023)
- MSP Design Updates – KGW News (Jul 2023)



Project Advisory Group (PAG)

- **Adam Hendrix**, Union Chapel
- **Cliff Myers**, Visit Vancouver USA
- **Dean Irvin**, Property Owner
- **Diana Kirkpatrick**, Center Stage Clothiers
- **Earl Frederick**, Clark College Culinary Arts
- **Elise Chelak**, Pahlisch Commercial
- **Holly J. Williams**, Parks Commissioner
- **Janet Kenefsky**, Greater Vancouver Chamber
- **Jill D. Stryker**, Property Owner
- **Karen Knauss**, LSW Architects
- **Kimberly Quiroz**, Hispanic Metropolitan Chamber
- **Marianne Wilson Stein**, Dandelion Teahouse & Apothecary
- **Meghan Arntson**, Albina Fuel
- **Michael Lary**, Source Gym
- **Seanette Corkill**, Frontdoor Back



Engagement with Public Boards and Commissions

- Vancouver Accessibility Task Force
- Transportation and Mobility Commission
- Historic Preservation Commission
- Culture, Arts & Heritage Commission
- Parks, Recreation & Cultural Services
- Urban Forestry Commission
- Parking Advisory Committee
- Vancouver's Downtown Association (VDA)
- VDA's Design Committee
- Uptown Village Business Association
- Arnada Neighborhood
- Esther Short Neighborhood
- NE Hazel Dell Neighborhood Association
- SW WA Small Business Providers Consortium
- Vancouver Farmer's Market Board
- Downtown Stakeholders Forum
- Visit Vancouver Board
- Columbia River Economic Development Council
- Cycle Vancouver Club
- I-5 Bridge Replacement Project Team
- WA State School for the Deaf
- WA State School for the Blind

How to Stay Informed



Stay Informed
Subscribe for Main Street updates

- See the latest project updates at beheardvancouver.org/MainStreetPromise
- Attend the **Stakeholders Forum** the 3rd Tuesday each month, 1:00-2:00 pm
- Check out the **Project Advisory Group meetings** at beheardvancouver.org/MainStreetPAG
- **Email** the Project Team at smallbusiness@cityofvancouver.us
- Stay tuned for details of the **next open house this fall!**

Business Retention Plan

Vision

- Corridor businesses remain open and customer counts stable
- Broader business community is aware of the project and its long-term benefits
- Project information is easy to access:
 - BeHeardvancouver.org/mainstreetpromise
 - Project Liaisons at the City (Julie Arenz) and VDA (Michael Walker)

Goals

- Reach out to businesses in the project corridor to offer technical assistance
- Retain Main Street businesses and customers during project (current count: 293)
- Effectively spread the word that Main Street is open for business



Business Impact & Retention Program

Before Construction

Data collection: map each business on project corridor

One-on-one business visits, site visits, basement visits

Create and facilitate Advisory Group for nine months

Offer numerous outreach and engagement opportunities

- Virtual meetings, periodic Open House events, website
- Surveys, snail mail, e-Newsletters, direct email

During Construction

Offer business grants, funding and grant-finding opportunities

Offer free technical assistance, free workshops and free business classes

Information sharing using Block Captains and Coffee Chats

Create social media campaigns to help draw shoppers/customers to downtown



Where are we at now? Next Steps

Community and Business Engagement

- Open House #3 (November 29, 2023)
- Social Media, Website, Online Public Surveys (ongoing)

Business Mitigation and Engagement

- One on One Business Engagement (ongoing)
- Block Captains (Fall 2023)
- Coffee Corner (Q4 2023)



Where are we at now? Next Steps

Design

- 90% Design (Estimated Completion: Q3 2023)
- Final Design (Estimated Completion: Q4 2023)

RFQ Release for Bid

- (TBD)

Construction

- Construction Begin Q1 2024



Where are we at now? Next Steps

TMC

- Public Hearing: October 3, 2023

City Council

- Public Hearing: October 23, 2023



TMC Recommendation to City Council

Based on the information included in the Staff Report and Presentation, staff recommends the Transportation and Mobility Commission 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 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



Thank you!

To learn more, visit www.beheardvancouver.org/MainStreetPromise

TO: Transportation and Mobility Commission
FROM: Ryan Lopossa, Transportation Manager
Chris Harder, Deputy Director EPH
HEARING DATE: 10/3/2023
SUBJECT: **Main Street Promise – Final Design Recommendation**



Report Date: 10/3/2023
Hearing Date: 10/3/2023
Proposal: Reconstruct the lower section of Main Street to improve safety, foster a sense of community, and support economic prosperity.
Location: Main Street between 5th Street and 15th Street
Proponent: City of Vancouver
City Staff: Ryan Lopossa, Transportation Manager; Chris Harder, Deputy Director EPH
Recommendation: Endorse the final project design and Public Engagement Process, implementation of the Business Retention Strategy, and a request for City Council to direct city staff to return in five years 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.

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. PRIOR COMMISSION REVIEW:

Staff have previously met with the Transportation Mobility Commission to discuss the Main Street Promise project as follows:

- June 2022 Workshop – Design Kickoff
- February 2023 Workshop – Review 30% Design
- August 2023 Workshop – Review 60% Design
- September 2023 Workshop – Design Specifics

II. BACKGROUND:

The Main Street Promise project is the culmination of nearly thirty years of efforts to improve lower Main Street to meet the needs of our community and the multitude of businesses along the corridor. City Council's authorization of American Rescue Plan Act (ARPA) and General Fund revenues now provides an opportunity to finally move ahead with this much needed and community supported project.

During initial scoping conversations with City Council, the Transportation Mobility Commission and community members, the City team was encouraged to "Think Big" and "Outside the Box." The team was instructed to consider Main Street as a place for moving people and not vehicles. As such, the team has developed a design that provides a **Safe, Accessible** and **Connected** transportation system that supports Main Street Businesses and provides for a vibrant destination.

III. PROJECT DESIGN:

The Main Street Promise project features a complete reconstruction of lower Main Street between 5th Street and 15th Street. The project includes the reconstruction of sidewalks, curb ramps, streetlighting, traffic signals and the roadway surface. In addition, existing water, sewer, and stormwater utilities will be reconstructed. Other elements include the placement of bike racks (single racks and corrals) along the corridor, and the creation of streetscape areas where outdoor seating, public art, landscaping, and other amenities can occur. Decorative overhead catenary lighting will be installed along the corridor to improve nighttime aesthetics. And finally, a removable bollard system will be installed to facilitate future short-term closures for special events and activities with the potential for a more permanent closure of the corridor as guided by future policy decisions.

A key feature of the Main Street Promise design is a curbless street. Contrary to traditional street designs that feature a curb where the street transitions to the sidewalk, the Main Street project will not have a raised curb and instead, a curbless design will be employed. The curbless design allows for unimpeded mobility throughout the street section and sets the stage for converting Main Street from an auto-centric use to one more focused on pedestrians.

In accordance with the City's Climate Action Framework and with an eye towards promoting active transportation options, bike parking along Main Street will be greatly enhanced. The existing 82 bike parking stalls along the corridor will be increased to 112 stalls with several of these having access to electricity for e-bike charging operations. Speed tables will be installed in each block along the corridor to slow the speed of vehicular traffic, allowing for a safe shared use with bicyclists and small mobility users.

IV. PUBLIC ENGAGEMENT:

The Main Street Promise public engagement process has endeavored to inform the community of this project, its design, and the methods we plan to use to minimize impacts to businesses and property owners along the corridor during the construction phase. Two Open House meetings have been held at the Vancouver Public Library where people have been invited to learn more about the project. In addition, the project team has met with a multitude of Boards and Commissions with varying degrees of interest in the project. These include:

- Vancouver Accessibility Task Force
- Historic Preservation Commission
- Culture, Arts & Heritage Commission
- Urban Forestry Commission
- Parking Advisory Committee
- Vancouver's Downtown Assoc.
- VDA Design Committee
- Uptown Village Business Assoc.
- Arnada Neighborhood
- Esther Short Neighborhood Assoc.
- NE Hazel Dell Neighborhood Assoc.
- SW Small Business Providers Consortium
- Vancouver Farmer's Market Board
- Downtown Stakeholders forum
- Visit Vancouver Board
- Cycle Vancouver Club
- WA State School for the Deaf
- WA State School for the Blind
- Columbia River Economic Development Council

The public engagement process also featured the creation of a 15-member Project Advisory Group (PAG). PAG members represented a variety of interests along the corridor including businesses ownership, property ownership, patrons, parks and recreation, tourism, cycling, pedestrians, and residents. The PAG met during the Winter, Spring and Summer of 2023 to review design concepts and discuss the proposed business retention strategy.

A final Open House will be held at the Vancouver Public Library on November 29, 2023, at 4pm. Attendees will have the opportunity to review the final design and business retention strategy and can engage with the project team on the upcoming construction phase.

V. BUSINESS RETENTION STRATEGY

The most significant component of the Main Street Promise project is the Business Retention Strategy. This Strategy sets forth how the Main Street project will be constructed in a manner that minimizes impacts to downtown businesses and promotes economic vitality. The Vision of the Business Retention Strategy is guided by three essential principles:

- Corridor businesses remain open, and customer counts stable
- Broader business community is aware of the project and its long-term benefits
- Project information is easy to access

The goal of the Business Retention Strategy can be summarized as follows:

- Reach out to businesses in the project corridor to offer technical assistance
- Retain Main Street businesses and customers during project (current count: 293)
- Effectively spread the word that Main Street is open for business

The Business Retention Strategy is intended to serve as a benchmark for future capital projects and how they are conducted in a manner that promotes economic vitality.

VI. RECOMMENDED ACTION:

Based on the information contained herein and in the associated presentation, staff recommends the Transportation and Mobility Commission forward a recommendation to City Council in support of the following:

- The final project design and public engagement process
- Implementation of the Business Retention Strategy
- Council to direct staff to return in five years 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

Ryan Lopossa, PW Transportation Manager, 360-487-7706, ryan.lopossa@cityofvancouver.us
Chris Harder, EPH Deputy Director, 360-487-7934, chris.harder@cityofvancouver.us

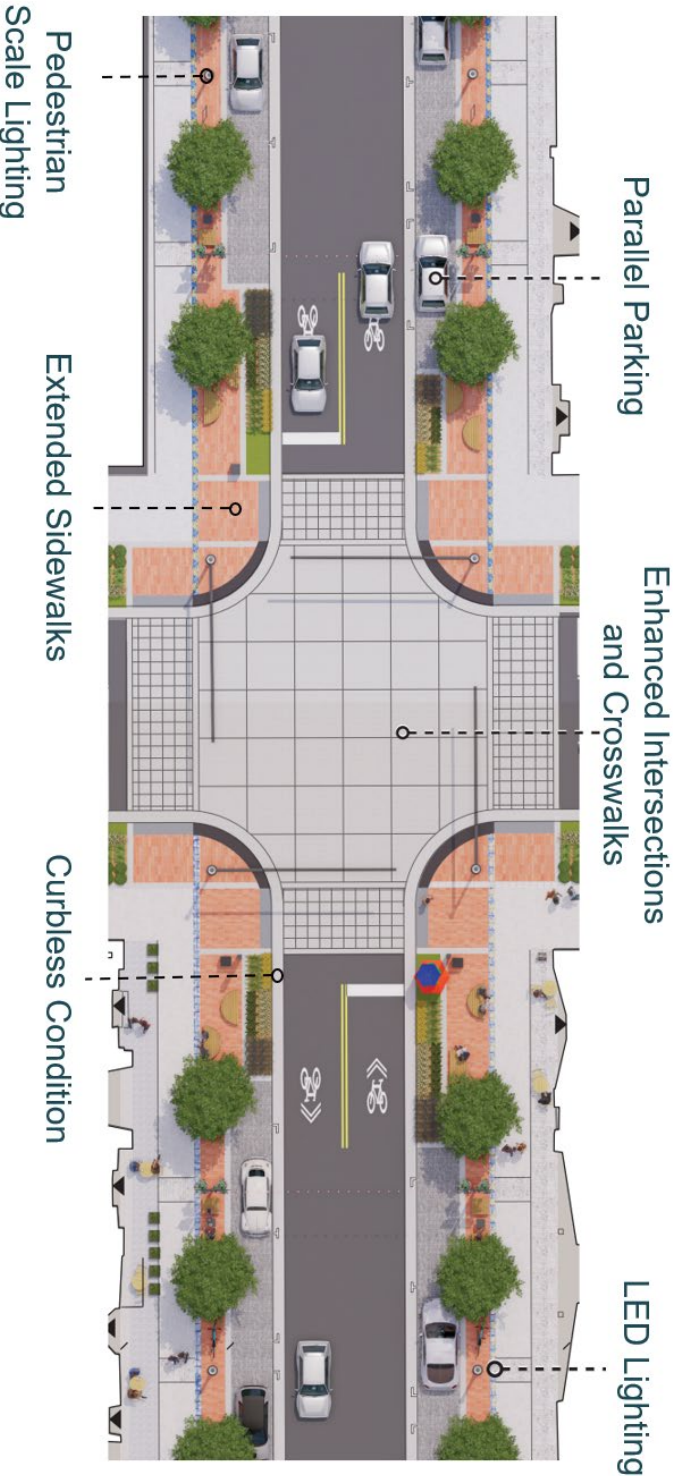
Attachments:

Main Street Promise Typical Single Block Diagram

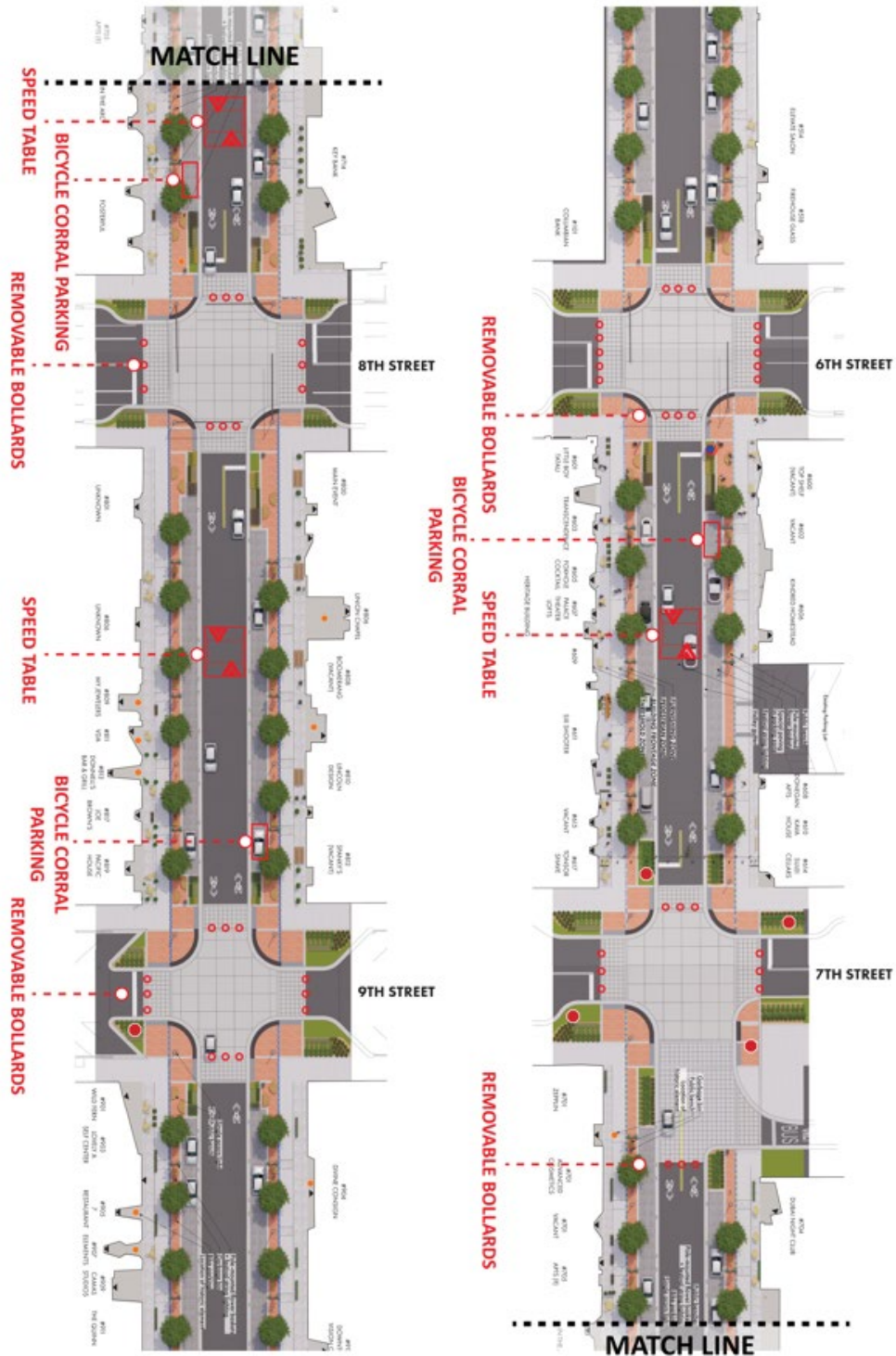
Main Street Promise Typical Multi-Block Diagram

Main Street Promise Bollard Plan

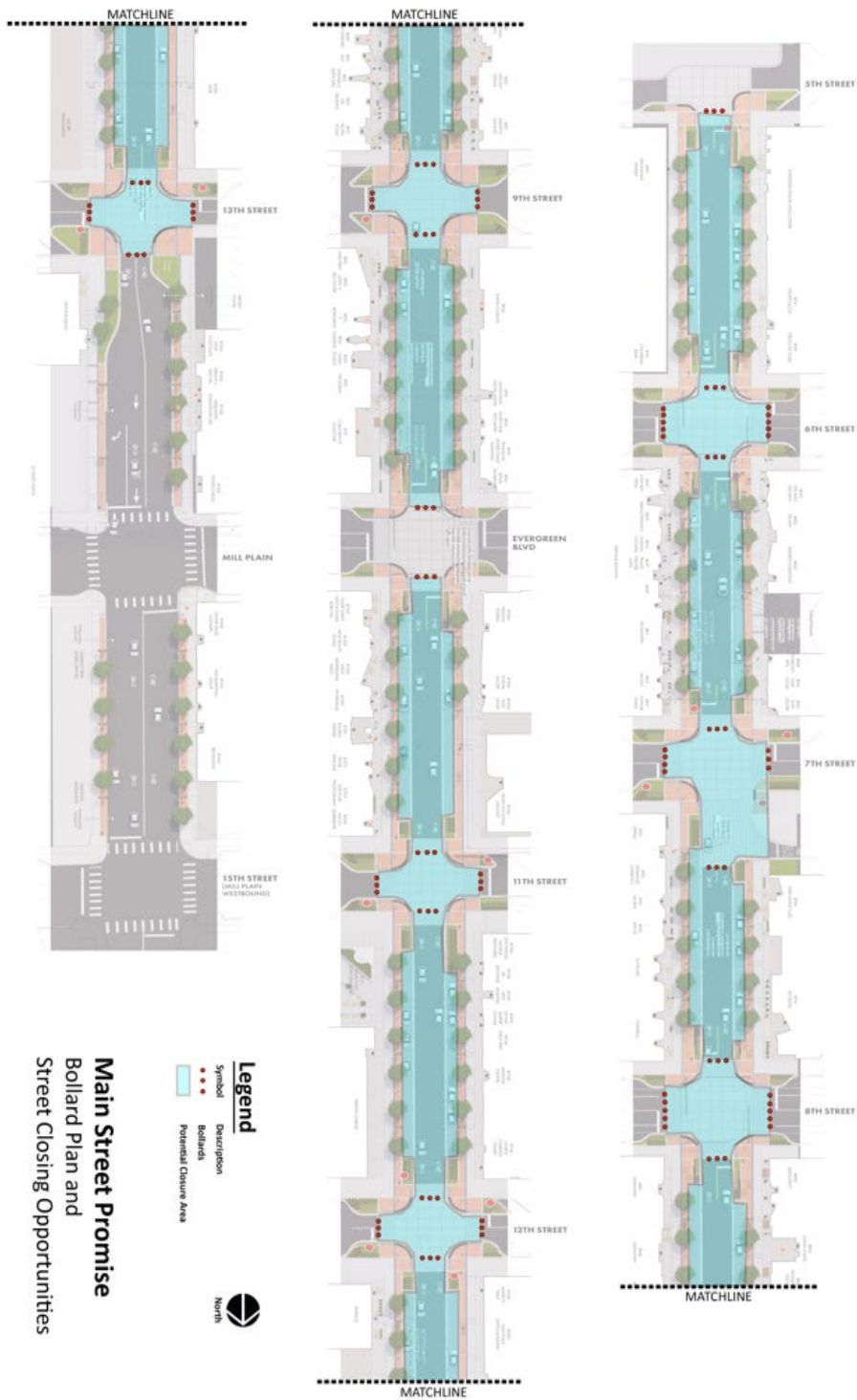
Main Street Promise Typical Single Block Diagram



Main Street Promise Typical Multi-Block Diagram



Main Street Promise Bollard Plan



From: [Michael Zick Doherty](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); will@firstfortyfeet.com; Teresa.Brum@cityofvancouver.us; [Arenz, Julie](#); [Lopossa, Ryan](#); jirving@mackaysposito.com; [City Small Business Assistance Program](#)
Cc: [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#)
Subject: Main Street Promise Thoughts
Date: Monday, October 2, 2023 2:39:52 PM

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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.

Hello Transportation Commissioners and MSP team!

Thank you again for all your hard work in working through the design phase. Really appreciate the most recent design updates of bollards and speed tables. As we approach the next update, I wanted to add a couple more thoughts:

- I believe we should implement the **bollards on the full 10 blocks of the project**. There is no downside I can see other than cost and it would allow the most flexibility for closures as the street develops and more events are happening.
- In addition, for the safety and efficiency of the community, we should be using [automated bollards](#). When the street eventually closes down to car traffic, having bollards that need to be unlocked and removed manually will be a hardship for delivery drivers and will prevent first responders from acting quickly. There are [US DOT grants](#) that would be perfect fits for this type of technology and I'd be happy to answer any questions around this program.
- Finally, regardless of the speed tables, the current design doesn't put cyclists and other mobility users in safe conditions based on the current traffic data provided and [NACTO guidelines](#). I believe this is a huge liability to the city if anything were to happen to an alternative mobility user. To make this a safe space for all ages and abilities **we need mobility lanes**. As I mentioned in a previous meeting, **removing parking** is shown to [decrease vacancy](#) thereby increasing the city's economic prosperity and adding to the vibrancy as a whole.

Thank you for your time!
Michael

From: [Tabor Kelly](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: McGillivray Boulevard Safety and Mobility Project
Date: Monday, October 2, 2023 8:42:16 PM

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Hello,

I'm very excited to see Vancouver support such a wonderful change for McGillivray Boulevard. I would like you to know that you have my full support for Design Option 1 with the Curbside Mobility Lane. Option #2 was also good but I worry about cyclists (including children) having to cross a lane of automobile traffic. Please consider adding additional traffic calming features on the inside of the road that are more substantial than yellow paint. I'm tired of seeing all of the careless driving and disregard for safety in my community. Bad drivers cause far too much harm both financially and physically.

Thank you,

Tabor Kelly
4909 Willamette Dr, Vancouver, WA 98661

From: [Jason Cromer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Cc: [Peter L. Fels](#)
Subject: McGillivray Mobility Project
Date: Monday, October 2, 2023 8:47:19 PM

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Hello Mayor Anne, City Council, TMC, and City Staff,

I wanted to write to you in support of the McGillivray mobility project. I noticed it was pulled from the TMC's agenda tomorrow, and I am worried that a few folks who reject change will cause an entire community and future generations to lose out on a great opportunity for this corridor to become a safer, quieter, and more pleasant place to be.

As someone that uses McGillivray regularly, I notice rampant speeding due to the lack of vehicle traffic and two open lanes since there is no presence of traffic calming. Bicycle lanes are tiny, cramped, and half of the small width is often filled with gutters, and branches or debris. The lack of walking facilities on some parts is also unacceptable for those who are disabled or rolling. Homes along the corridor have 2-3 car garages, and large driveways in addition to the on-street parking, all of which are hardly ever utilized.

McGillivray is a prime example of a road that, through this configuration, whether we choose option 1 or option 2, will benefit everyone. A vehicle lane will still exist in each direction, as will street parking, and we will also be able to add safe mobility lanes for all users. This is a perfect example of true street equity, and to go back on this would be an insult to our city's progress, and would go against our Transportation System Plan, and the Climate Action Framework.

I urge the TMC, City Council, and the City Staff to move forward with this project. There will always be voices in opposition, especially when it comes to change. However, this is a prime example of a Complete Streets project that has been proven to work, and is unequivocally and indisputably a step in the right direction, with only positive outcomes.

Thank you for your work and your time dedicated to making Vancouver a better place.

Best,
Jason

From: [Dev](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: Move Forward with McGillivray Project
Date: Monday, October 2, 2023 9:03:01 PM

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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.

Hi everyone,

Please move forward with the McGillivray Project, preferably with Option 2!

As someone who lives near this corridor and uses it habitually, this is a much needed change. The current road is more or less a glorified drag strip, and the noise pollution from speeding has gotten out of hand. As someone who bicycles down this corridor, the changes in either option would make me feel more comfortable taking my children down the road and over to Trader Joes for our shopping. Many days if we are out as a family, we end up driving because of the safety issues along the corridor. If we added those mobility lanes, this road would become much safer, and it would open the door for my family, and many families I know in the area, to safely bike down it.

Furthermore, this connection would fit perfectly with McArthur, and complete much of the "safe" route to get to downtown. Moving forward with this project would create the opportunity for many people to start bicycling and walking down it, instead of driving. A road that isn't heavily used for vehicles should be better designed to provide more space for everyone who doesn't want to drive, you can't physically drive, or who can't afford to drive. Thank you.

With kindness,
Dev

From: [Samin Sepasi](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: Please Make McGillivray Boulevard Safety and Mobility Project Happen
Date: Monday, October 2, 2023 9:04:50 PM

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Hi,

As a Vancouver resident without a car I was so excited to hear about the McGillivray Boulevard Safety and Mobility Project. This project will make this corridor much more accessible to folks like me who cannot drive a car to get groceries on Chkalov. Furthermore, this project will increase foot traffic to this corridor and introduce a wealth of local businesses where there is now just a mostly empty corridor. Please continue option 1 or 2 of this project and make Vancouver a safer place for all!

Best,
Sandy

From: [Samin Sepasi](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: Strong Support For McGillivray Boulevard Safety and Mobility Project
Date: Monday, October 2, 2023 9:00:59 PM

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Hi,

As a Vancouver resident I'd like to voice my strong support for the McGillivray Boulevard Safety and Mobility Project. This project ensures that pedestrians and bicyclists have safe access to this corridor while improving transportation options in Vancouver. It is currently a low car traffic corridor and is mostly empty. The best advantage of this project in my opinion is making Chkalov Drive more accessible. This street is used by many to access grocery stores and vital needs which need to be more inclusive to those who do not own a car. I would certainly ride my bike to grocery stores moving forward if I had a safer option.

Best,
Samin

From: [Jan V](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Cc: [Jason Cromer](#); [dan.packard@gmail.com](#); [Amy Horstman](#); [Jim Thomas](#); [Preston Seu](#); [peter@BikeClarkCounty.org](#); [Don Steinke via 350.org Campaigns](#)
Subject: Thank you for improving McGillivray
Date: Tuesday, October 3, 2023 12:53:51 AM

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Good morning, all,

I've been thinking about McGillivray and decided I like Option #1 best.
The layout and navigation are simple and user friendly.
The mobility lane is wide enough that it should be easy to clean.
The wide lane will keep riders from feeling hemmed in and allow room to dodge obstacles.

The wonderful trees on McGillivray will shed LOTS of leaves, so this street and Tech Center will need repeated sweeping.

If we expect drivers to respect the painted shoulders that narrow their lanes and slow them down, we will need to place verticals in them wherever possible. We know from Columbia that some people drive over paint like it's not there.

Thanks for recognizing that this paving project is an opportunity to protect people and the planet. Our new riders, especially ebikers who are using bikes vs cars, often come from non-biking backgrounds and feel pretty spooked by large, loud, speeding vehicles. Let's help them continue to choose two wheels, lower our carbon emissions, and do everything we can to hand over a healthy planet for the next generation to enjoy, too.

Saving the world one pedal stroke at a time,
Jan Verrinder

From: [Scott Reed](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: McGillivray street improvements
Date: Tuesday, October 3, 2023 12:34:32 PM

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Good afternoon,

I cannot attend today's meeting at City Hall, but I wanted to express my support for the project. Both designs have downsides for cyclists but either one is preferable to the existing street configuration. My personal preference would be Option 2 as the chance of collision with cars entering a driveway, especially with visibility blocked by parked vehicles, seems like my biggest fear - the center running lane will feel much safer for me.

I am happy to see the continued improvements being made in Vancouver, street by street and hope to see this work continue.

Thank you,

Scott Reed

From: [Linda Cass](#)
To: [Nischik, Julie](#)
Subject: TMC - McGillivray Project
Date: Tuesday, October 3, 2023 11:37:40 AM

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With all due respect, I believe that the project proposed for McGillivray should be scrapped. If there's only one travel lane what happens when there's a crash on Mill Plain? People use McGillivray & it gets backed up by three or more blocks with two lanes. ALL alternatives should be considered with input from residents. Meetings should be accessible at better location as many of us can't get downtown.

Respectfully submitted,

Linda Cass
Lewis & Clark Woods

[Sent from Yahoo Mail for iPad](#)

From: [Israel Lopez](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Stober, Ty](#); [McEnerny-Ogle, Anne](#); [Perez, Diana](#); [Fox, Sarah](#); [Hansen, Bart](#); [Harless, Kim](#); [Paulsen, Erik](#); [City of Vancouver - Office of the City Manager](#); [Lopossa, Ryan](#); [Benoit, Emily](#); [Drennan, Kate](#); [Kennedy, Rebecca](#)
Subject: In Support for McGillivray
Date: Tuesday, October 3, 2023 7:08:03 PM

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Hi Everyone,

On August 9th of 2022, a colleague of mine Christine Hawk Embree was killed by an SUV in Carlsbad, California while riding an eBike. At the time Christine was carrying her 16-month-old daughter, and was thrown by the impact. By miracle the daughter was not injured, and Christine is survived by her husband Bob Embree.

Christine was doing nothing wrong. She was safely at a stop sign, with appropriate lights, and safety devices; waiting for the traffic to clear in order to continue her travel; then the SUV hit her from behind.

Tragically, in July of 2022, Bob Embree had addressed the local city council to voice his safety concerns travelling at high speeds along the residential areas. The same roads and configuration that contributed to the conditions for Christine's killing.

<https://www.nbcsandiego.com/news/local/carlsbad-mother-killed-while-riding-e-bike-with-young-daughter/3019692/>
<https://fox5sandiego.com/news/local-news/more-than-110000-raised-for-family-of-carlsbad-mom-killed-in-e-bike-crash/>
<https://thecoastnews.com/residents-seek-traffic-safety-improvements-after-carlsbad-mothers-death/>

As more and more people travel using bicycles and other forms of micro-mobility we must plan, expect, and prepare to keep people safe. We must avoid unnecessary deaths. Isn't that why we wear seatbelts now?

It is for this reason why I vehemently support Option 1 or Option 2 for the McGillivray transportation project.

I have known too many people to have died and injured to vehicles, and unfortunately it has become a dark humor about cycling in/around Vancouver. I would hope my words are not used in an obituary-news article in the future.

Thank you, and Ride with Joy.

-Israel

