

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 • Alexander Hubert • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

May 3, 2022

Time: 4:01 – 7:12 p.m.

Location: Convened telephonically, no in person attendance

CALL TO ORDER AND ROLL CALL (00:13)

The May 3, 2022 meeting of the Transportation Mobility Commission was called to order at 4:01 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Connor Godsil, Corey Grandstaff, Mike Paine, Derya Ruggles and Ken Williams

Absent: Jeananne Edwards, Alexander Hubert, and Leah Jackson

Motion by Commissioner Williams, second by Commissioners Ruggles, and carried unanimously to excuse the absences of Commissioners Edwards, Hubert, and Jackson.

ACTION ITEMS

ADOPTION OF MINUTES (02:48)

Motion by Commissioner Williams, seconded by Commissioner Paine, and carried unanimously to approve the April minutes as written.

ROLL CALL VOTE:

Connor Godsil	Yes
Corey Grandstaff	Abstain
Mike Paine	Yes
Derya Ruggles	Abstain
Ken Williams	Yes
Mario Raia	Yes
Eduardo Ramos	Yes

STAFF COMMUNICATIONS (08:35)

Rebecca Kennedy, Deputy Director of Community Development, introduced new Commissioner Corey Grandstaff. Commissioner Grandstaff is filling the TMC position reserved for an individual with a disability or mobility challenge. The TMC annual retreat is scheduled for May 21. Staff are planning for the first in person meeting of the Commission in June.

WORKSHOP ITEM (12:00)

C-TRAN Annual System Plan Update (Taylor Eidt, Planning Project Manager, C-TRAN)

Rebecca Kennedy introduced the workshop on the C-TRAN Annual System Plan Update. C-TRAN is an important partner to the City, and both agencies work together closely to plan and provide transit services to the City.

Taylor Eidt presented an overview of the C-TRAN system and the types of services provided, including The Current, their new on-demand micro-transit service.

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

- The service area for The Current, including service to Portland and the airport. C-TRAN staff responded service for the Current is limited in Vancouver. There are fixed routes that cross the bridges to serve Portland destinations.
- How to book a ride on The Current. Staff responded there is information on the website under Routes. There is also an app, and information is available online at <https://book.ridethecurrent.com>.
- How long has The Current been in service? The Current launched weekday services on January 10, 2022 and expanded to weekend service on April 6, 2022.
- How many riders per day? C-TRAN staff responded ridership is steadily growing and in the range of 70 people per day, and will continue to grow with additional outreach and communications.
- Accessibility testing of the app for the Current. C-TRAN staff responded there were baseline requirements for accessibility with the app. They continue to work with the app developer to make the app more accessible and enhance the functionality.

Staff continued the presentation, covering the fixed-route service, transit planning, factors that impact transit, service standards, service performance management, and upcoming service changes.

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

- Process to evaluate services provided and potential changes. C-TRAN staff indicated they use several methods to determine what changes are needed, including industry-wide adopted standards and metrics. They also consider public input and outreach to those who will be affected by service changes.
- How route 105 has been affected by bus on shoulder. Staff explained the section of the route and conditions for when the bus can use the shoulder of I-5. There is dramatic time saving when the shoulder is in use. Traffic has not been as heavy as it was pre-pandemic, so it hasn't been used as frequently as initially expected. There are other routes that use the shoulder on I-205, and that has been used more frequently.
- Efforts to communicate regarding bus stops that have moved due to construction. Staff responded they are in the process of improving those communications, including translation of materials into additional languages. They are also working on more effectively using online tools to communicate those changes.

The presentation concluded with C-TRAN's current projects, including the Mill Plain Bus Rapid Transit (BRT) line, Highway 99 BRT, the Fourth Plain BRT Extension, and the ways the City and C-TRAN coordinate to support high quality and reliable transit via the Transportation System Plan.

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

- How C-TRAN communicates with riders who don't have mobile phones or access to the internet. Staff responded they are working to ensure construction crews have resources if someone were to ask for assistance. C-TRAN has a language access plan, which lays out how we connect with and inform populations that speak a language other than English.
- With the likely extension of light rail into Vancouver, are there anticipated changes to routes of BRT to cleanly intersect with the terminals. C-TRAN staff responded they are planning the BRT routes independently of light rail now, to ensure it's functioning for the community today. They are also considering the impacts of the Interstate Bridge Replacement Project and how to make changes to the system to connect with the transit service the bridge will bring over.

WORKSHOP ITEM (1:05:29)

2023-2024 Preliminary Pavement Program (Ryan Miles, Street Operations Program Manager)

Rebecca Kennedy introduced the workshop on the Pavement Program and opportunities for feedback on the planned projects.

Ryan Miles reviewed the topics that were brought up at the March TMC workshop, the 2022 pavement management project schedule, and pavement project opportunities.

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

- Use of diagonal pedestrian crosswalks. Staff responded they would look into this option, and it would be site specific. There are not any implemented yet in the City, and there is not yet a policy for this type of crossing, but the City is updating its pedestrian crossing policy as part of the TSP and will review this as an option to include.
- On Evergreen Boulevard, a center turn lane that services a low use parking lot and wondering if this is an opportunity to repurpose the space. Staff responded it depends on the location and what other use is planned. Staff can look at the area to assess and determine what might be the best use of the space.
- Traffic speed on Brandt between Mill Plain and Fourth Plain is high- what are the types of traffic calming to be implemented in this location? Staff responded that there is a process through the Neighborhood Traffic Calming program to address issues like this, including assessing the appropriate type of traffic calming for a given street location. On Brandt, the hill limits what can be added to the road.
- Noticed an increase in speeding in the last few years. Staff agreed there has been shifts in traffic and are planning to start including a monthly report on severe and fatal traffic collisions that occur in the City in the Commissions materials.
- Use of traffic cameras to issue citations. Staff responded that they believe these are only allowed in school zones in Washington State.

Staff continued the presentation, covering the 2023 preliminary pavement projects and 2024 preliminary pavement projects.

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

- When a street with speed cushions is resurfaced, do they need to be removed as part of the project? Staff responded it depends on the type of work. If it's just a resurfacing, they can

typically be kept. If the asphalt is replaced, it would need to be removed to repave under the devices.

COMMUNITY FORUM

There were no members of the public present to provide comments.

PUBLIC HEARING ITEM (2:12:20)

2023-2028 Transportation Improvement Program (Chris Malone, Public Works Finance and Asset Manager)

Rebecca Kennedy introduced the hearing item and provided an overview of the hearing process. The Transportation Improvement Program (TIP) is updated annually, and workshops for this TIP started in November 2021.

Chris Malone presented background information on the Transportation Improvement Program that is updated for 2023 to 2028. There were several changes included in the annual TIP update this year, including updates to the categories for scoring, updates to scoring criteria to be consistent with the City's equity index map, updates to active transportation improvements, and the addition of a member from the Regional Transportation Council (RTC) to the project scoring committee. Additional public outreach was conducted, including an online dashboard to review projects, and requested feedback from stakeholder groups via the Be Heard website.

Commissioner Paine left the meeting.

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

- What type of feedback was received from the stakeholder groups and how that was incorporated into the TIP? Staff responded the feedback came through the Be Heard website, which does not require the respondent to identify an affiliation. Staff noted it has always been challenging to get feedback on the TIP document because it's a list of projects that may or may not be funded. Given all the other competing priorities for participation in City projects, they find that people generally find a greater connection with more specific projects. Staff acknowledged there is room for improvement to engage with the public and observed that public feedback is much greater during the design phase of a project that is in their neighborhood or an area that affects them more directly.

Public Testimony

- Glen Yung discussed the process of choosing projects in the TIP, would like to know more about the selection process, and argued for it to be citizen driven. He would like to see the projects that will be completed no matter what be taken out of the ranking process. Examples included new streets that will be built in new developments. He would like to see more on safety, specifically more information and data on accidents and include that information in the ranking. On public outreach, he suggested sending traffic plans to affected neighborhood associations who could provide valuable feedback. He also urged greater funding for Fourth Plain.

Commission Deliberation/Discussion

- Commissioner Ruggles was supportive of advancing the TIP document to City Council and acknowledged the efforts of staff to respond to Commission and public feedback, as well as encouraged staff to continue to improve the public outreach process.
- Commissioner Williams agreed with Commissioner Ruggles statement and encouraged future versions of the TIP to be more readable and user friendly for the public to understand and engage with the process.
- Commissioner Raia noted the TIP was well researched and planned and covers several areas that need improvement. He appreciated efforts to secure grant funding to address clear community needs.
- Chair Ramos agreed with the statements and feedback of the Commission and encouraged staff engagement with all community members in Vancouver.

Motion by Commissioner Williams, seconded by Commissioner Grandstaff to recommend to City Council to adopt the 2023-2028 Transportation Improvement Program as provided for in the staff report and attachments.

ROLL CALL VOTE:

Connor Godsil	Yes
Corey Grandstaff	Yes
Derya Ruggles	Yes
Ken Williams	Yes
Mario Raia	Yes
Eduardo Ramos	Yes

COMMISSION COMMUNICATION

There were no communications from the Commission.

ADJOURNMENT 6:46 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk 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



Community Visioning Update

June 7, 2022



William Cooley, Community Engagement Manager



Agenda

- Strategic Plan update
 - Core Values
 - Focus Areas
- Community Visioning: Purpose and Rationale
- Guiding Principles
- Community-Driven Approach
- Questions

Core Values



Livability



**Equity and
Inclusion**



Innovation



**Sustainability
and Resiliency**



**Trust and
Relationships**

Focus Areas



**Transportation
and Mobility**



**Housing and
Human Needs**



**Safe and Prepared
Community**



**Economic
Opportunity**



**Culture and
Heritage**



**High Performing
Government**



**Vibrant and Distinct
Neighborhoods**



**Connected and
Resilient Infrastructure**

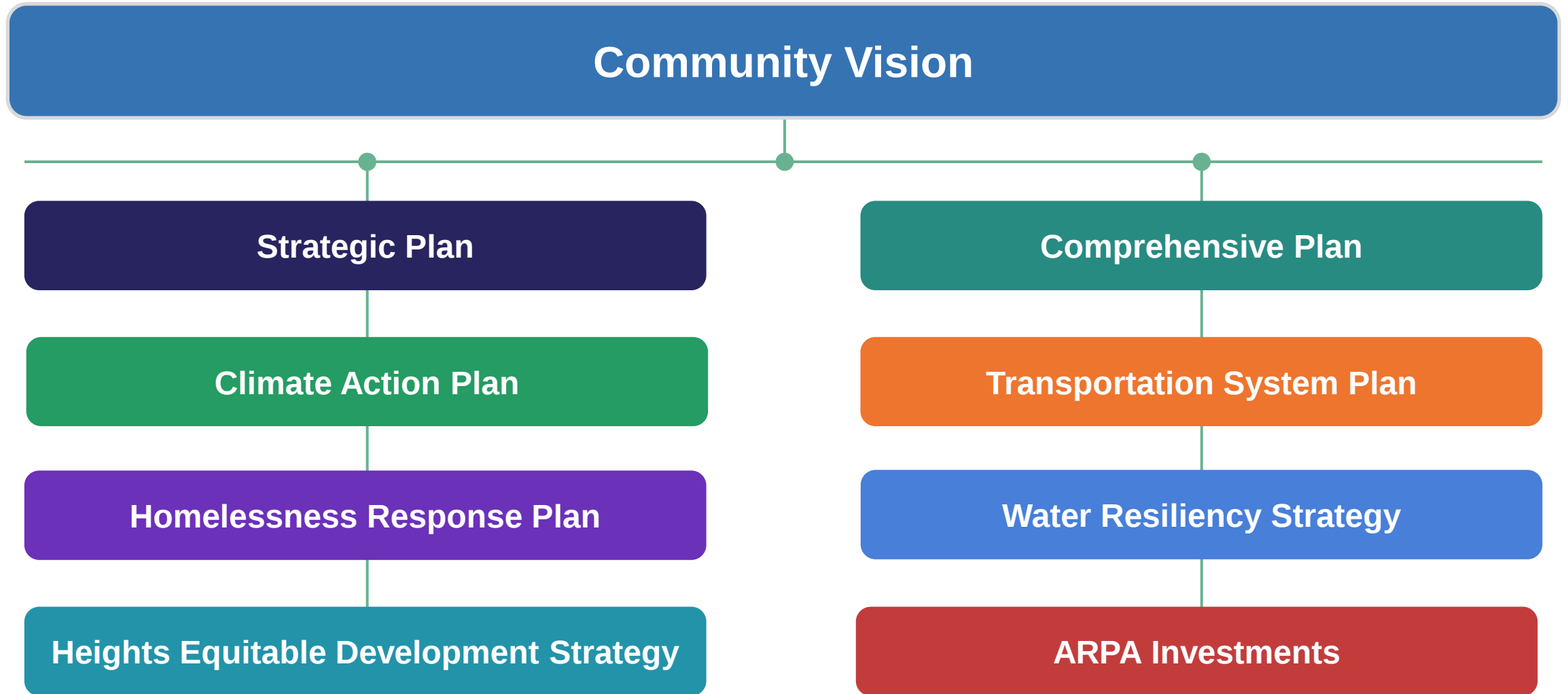


Community Visioning Process

- Create a 20-year vision statement to guide current and upcoming planning efforts
- Build connection and community cohesion
- Identify new opportunities to inspire and empower collective action



Align Around a Shared Vision for the Future



Four Guiding Questions



Where are
we now?



Where do we
want to go?



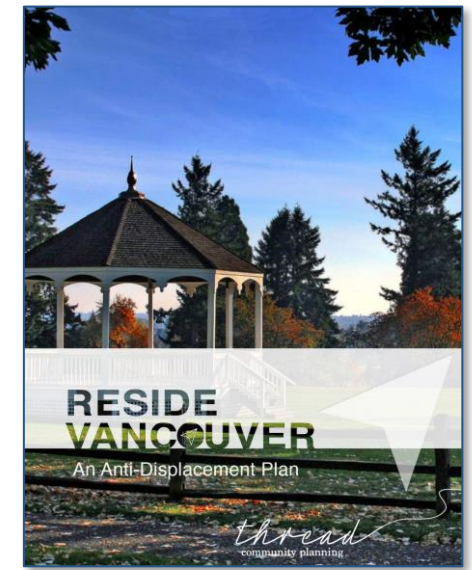
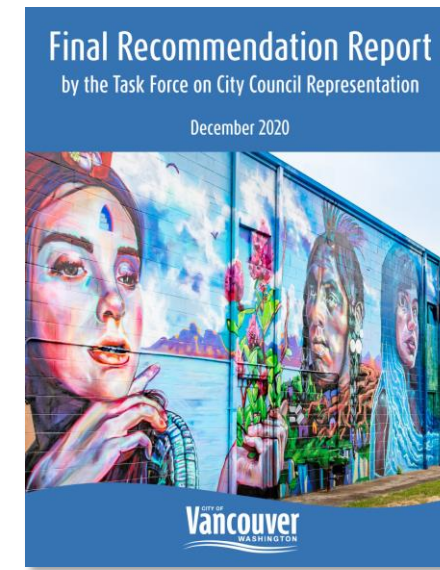
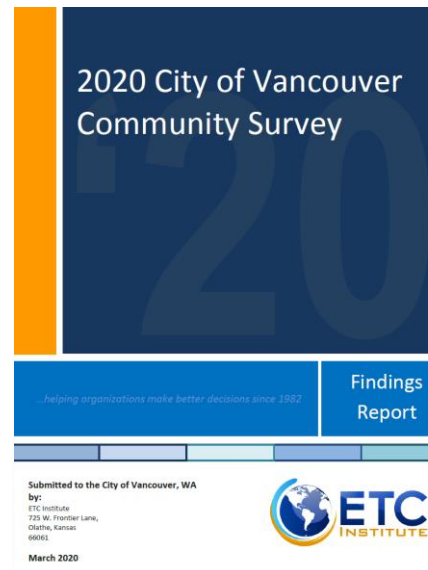
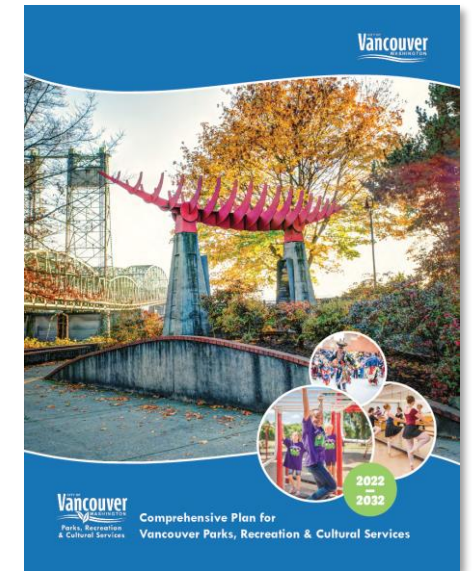
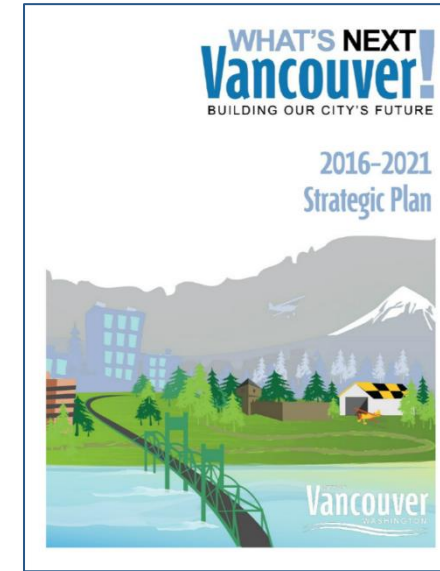
How do we
get there?



How will we know
we're making
progress?

Build on Past Engagement

- Revisit community values, ideas, needs and concerns that have been shared previously
- Identify common themes
- Verify if past input reflects current hopes for the future



Build on Other Communitywide Planning Efforts

- Work with partners to better understand what they have heard from our community
- Align listening efforts
- Share what is being learned for mutual benefit



Proactively Include New Voices

- Bring in new perspectives
- Reach people who care about the community but are not civically involved
- Engage in ways that reduce barriers and correct for historic inequities in participation



Diverse Outreach, Diverse Perspectives

Multi-lingual and multi-modal engagement:

- Intercept interviews
- Pop-ups and tabling events
- Surveys and polls
- Community dialogues
- Small-group conversations
- Online engagement through Be Heard Vancouver



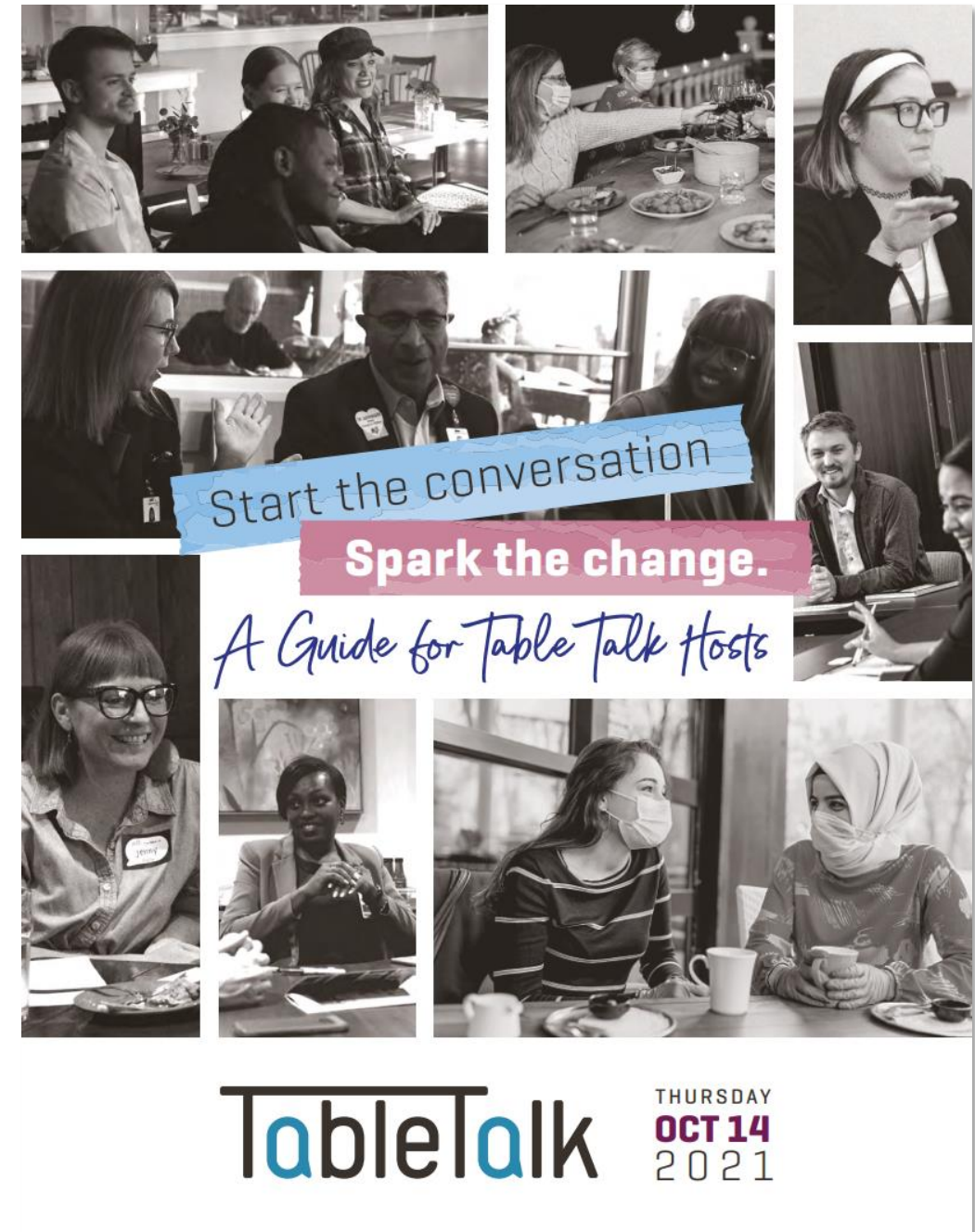
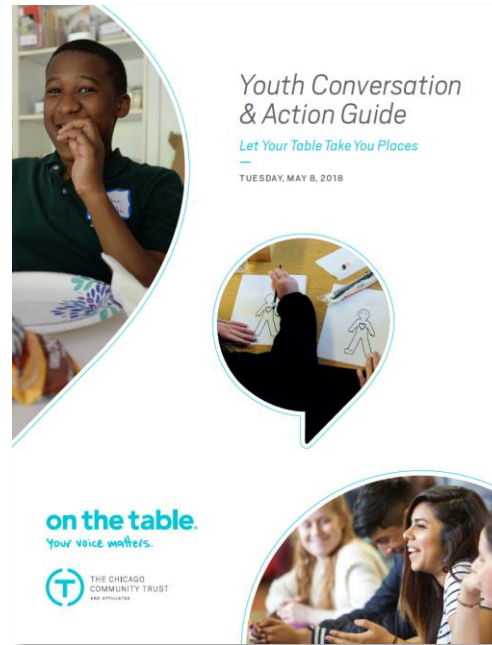
Engage People Where They Are

- Libraries
- Farmers markets
- Community events
- Grocery stores
- Bus stops and transit centers
- Faith communities
- Community and senior centers
- Schools, Clark College
- Neighborhood associations
- Apartment complexes



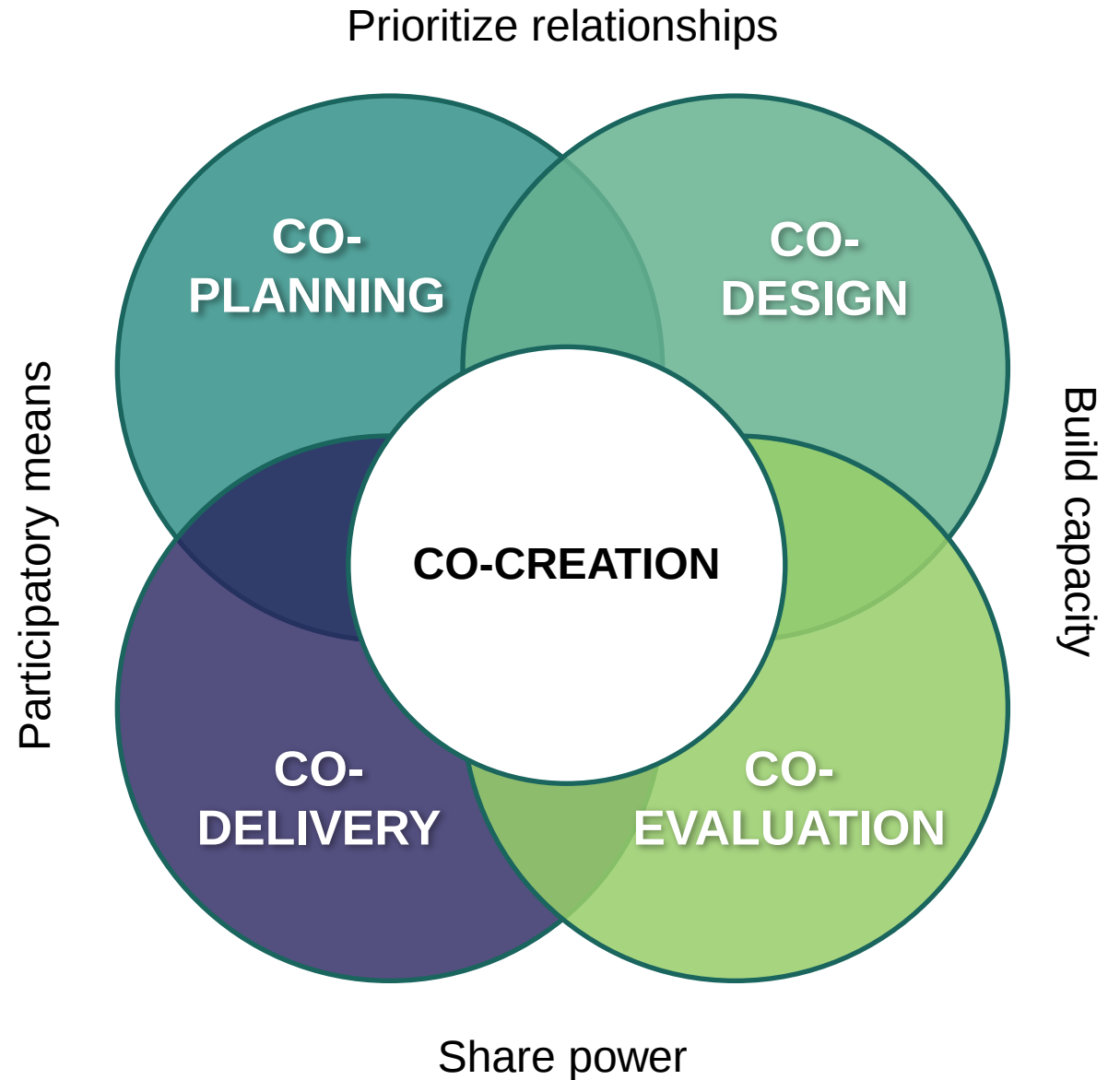
Listen and Learn Together

- Conversation toolkits will invite neighbors, students, families and community partners to lead their own conversations about Vancouver's future
- Exploring creative ways to capture input

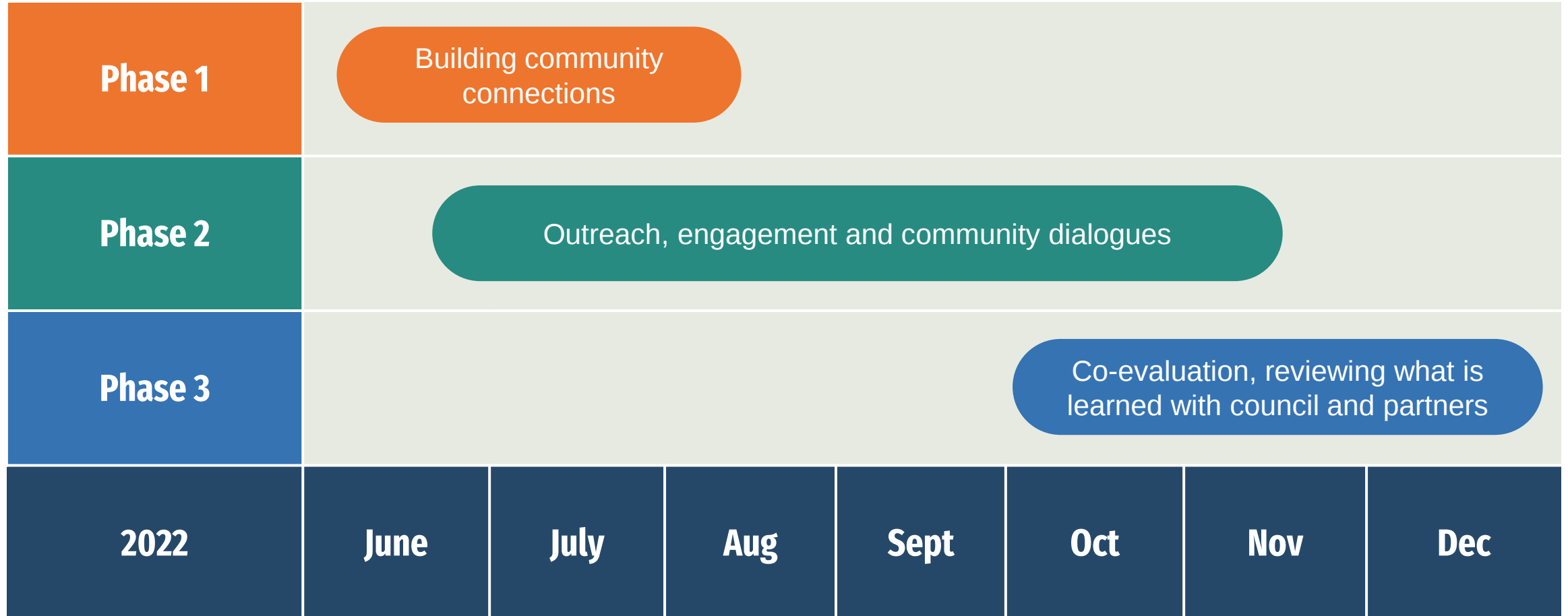


Community-Driven Design

- At each phase, community members and partners help shape the process
- Shift from “designing for” to “designing with”
- Recognize community members’ skills, knowledge and expertise



Visioning Process Timeline



Thank You

Questions?

William Cooley, Community Engagement Manager

william.cooley@cityofvancouver.us

360-624-0718

Aaron Lande, Program and Policy Development Manager

aaron.lande@cityofvancouver.us

360-487-8612



The background of the slide is a photograph. On the left, a portion of Vancouver City Hall is visible, showing its curved facade with large glass windows and a brick upper section. The words "VANCOUVER CITY HALL" are visible on the building. On the right, a vibrant flower basket filled with pink and purple petunias is in the foreground, slightly out of focus. A semi-transparent dark grey banner is overlaid across the top half of the image, containing the main title and date.

City of Vancouver

Main Street Streetscape Project

June 7, 2022

**Vancouver Transportation and Mobility
Commission Workshop**

**Teresa Brum, Deputy Director of Economic
Development**

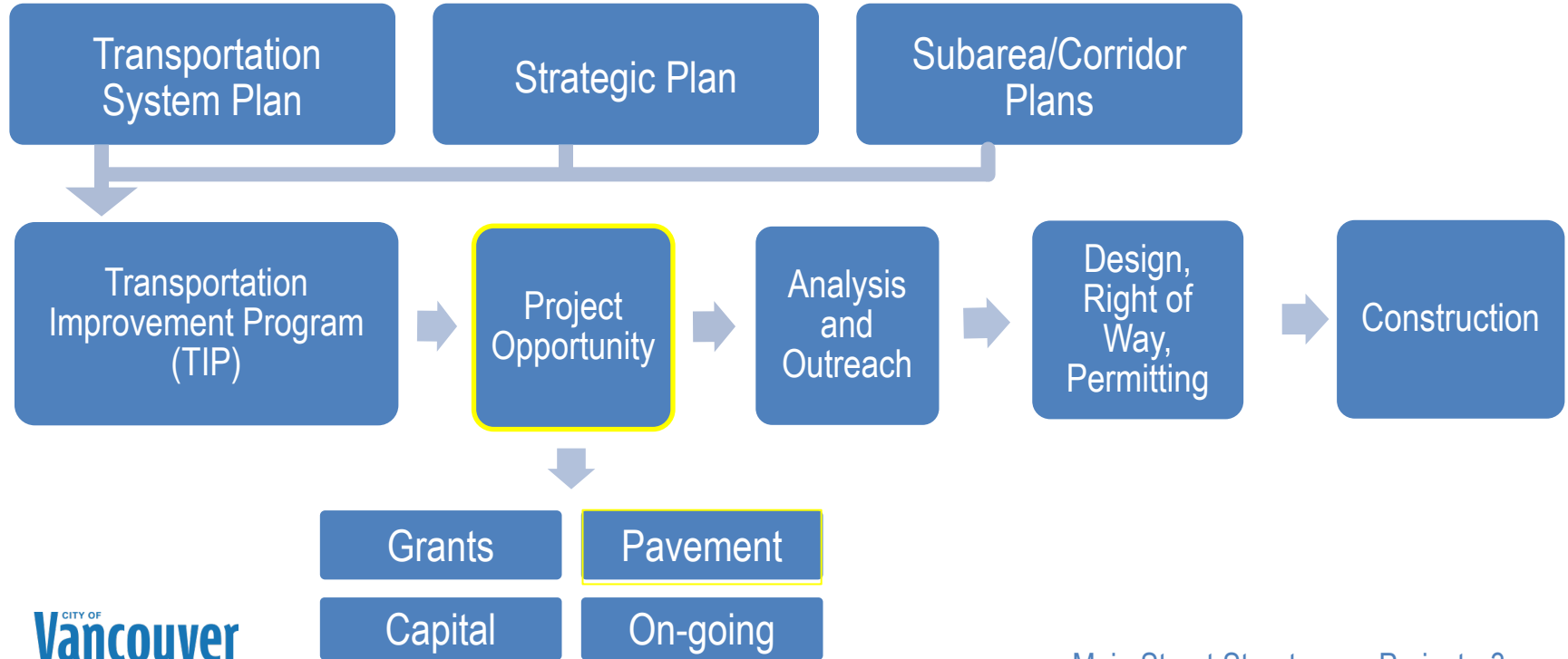
**Ryan Lopossa, Streets and Transportation Manager,
Public Works**



Presentation Overview/Purpose

- Discuss Project Background
- Project Opportunities
- Scope
- Public Outreach
- Questions, Discussion and Feedback

TIP project pipeline



Main Street Project Background

- 1993 – Main Street Improvement Project Identified
- 2003 – Conceptual Design and Cost Estimate
- 2006 – Main Street Project Design to 95%
- 2014 – Main Street Design Update (Main Street Light)
- 2019 – Main Street Streetscape Design Update (Options)
- 2021 – City Receives ARPA Funding
- 2022 – Main Street Selected for ARPA Funding

Main Street Project Background

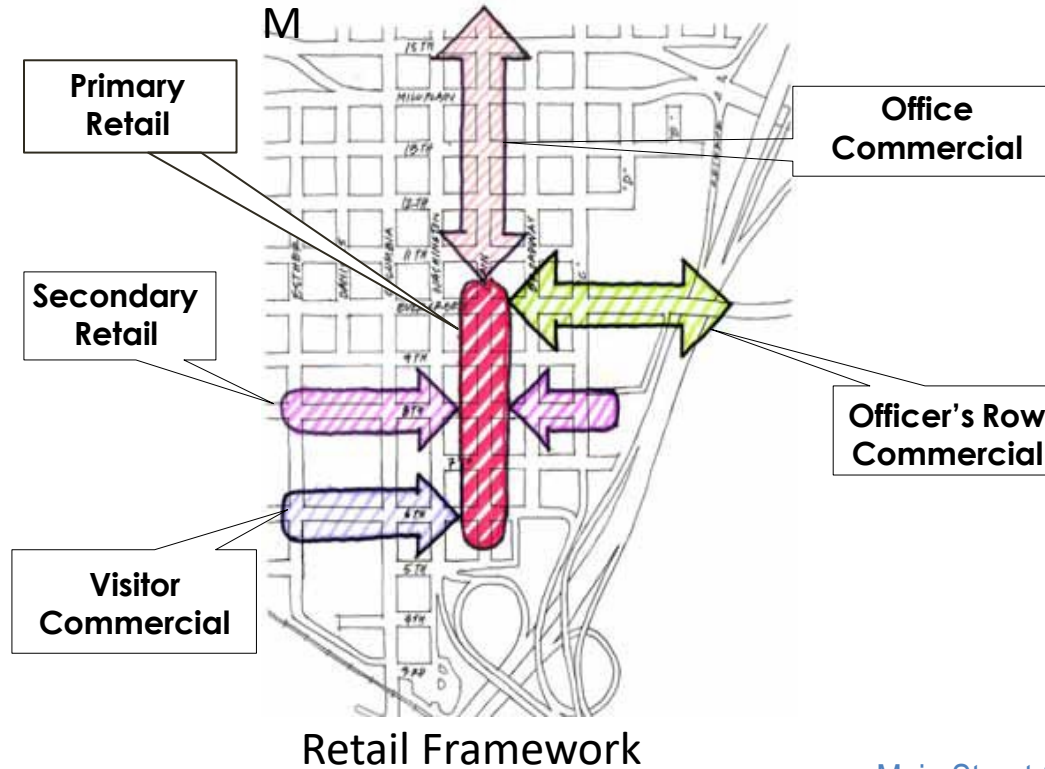
Original Project Objectives

- Create a stronger sense of community identity and provide a welcoming place that attracts citizens and visitors
- Create an environment that will be a catalyst for renewed investment by business and property owners
- Begin to establish a connection between the Esther Short and Waterfront areas west of downtown with the historic reserve and east waterfront
- Create an attractive quality visual image of our downtown that can be a model for future improvements

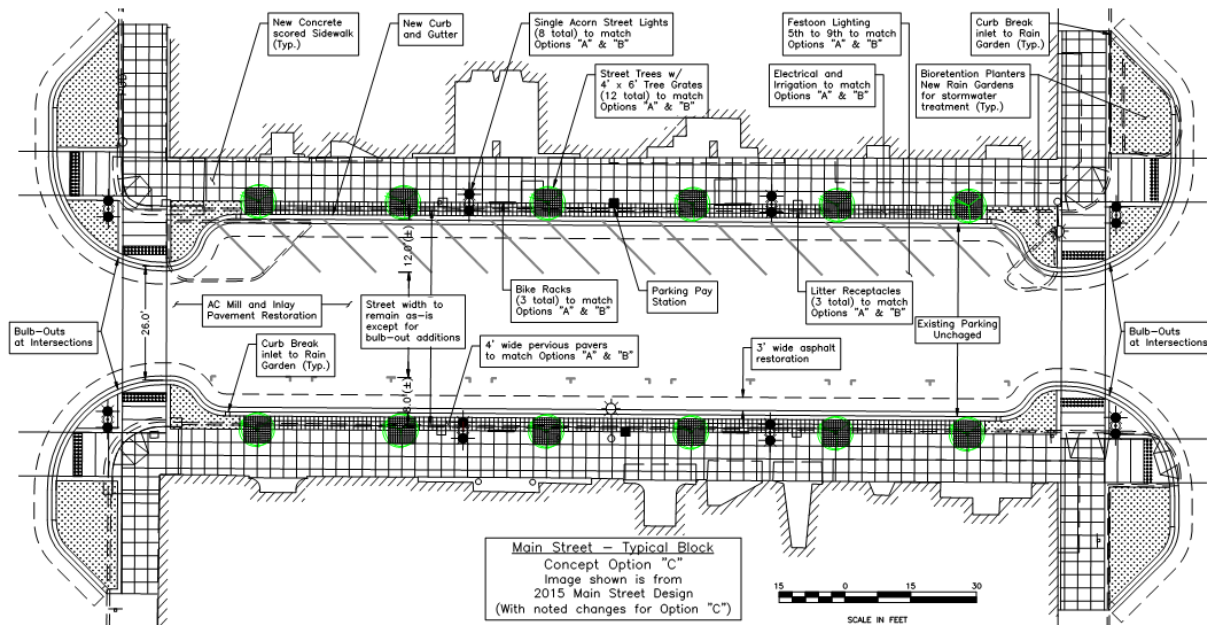
Main Street Project Opportunities

- Wider Sidewalks without Reducing the Existing Number of Parking Spaces
- LED Street Lighting
- Enhanced Pedestrian Crosswalks
- Bicycle Facilities (Bike Racks)
- Outdoor Café & Parklet Seating
- Traffic Signals
- Upgrade Water/Sewer Lines
- Stormwater/Paving

Main Street Project Map



Main Street Project Map



Project Funding

- American Rescue Plan Act (ARPA)*
- City Transportation Fund
- Multi-Family Tax Exemption Public Benefit Fund
- Federal Earmark Request

* - ARPA Funds must be obligated by December 31, 2024, and fully Expended by December 31, 2026.

Public Outreach

- Stakeholder Engagement & Communications
 - ✓ Property/Business Owners
 - ✓ Residents
 - ✓ Community
- Business Retention Plan
- This process will provide a template for how public outreach and business retention is conducted during the Interstate Bridge Replacement Project

Main Street Project Schedule

- June 2022 – Design Consultant Contract Executed
- November 2022 – 60% Design Completed
- Spring 2023 – Design Complete
- Summer 2023 – Construction Underway*
- December 2023 – Construction Complete*

* - Subject to Completion of Design/Outreach Phases

Next Steps/Timeline

- June – City Council – Design Contract Approval
- July – Public Outreach/Engagement Begins
- November – Review 60% Design with TMC

Questions, Discussion and Feedback

Teresa Brum, Deputy Director of Economic Development,
Teresa.Brum@cityofvancouver.us

Ryan Lopossa, Streets and Transportation Manager, Public Works,
Ryan.Lopossa@cityofvancouver.us





DATE: May 25, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director of Community Development

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

RE: **Main Street Streetscape Project**

Introduction

The purpose of this memo is to provide an overview of the Main Street Streetscape project in advance of the Transportation and Mobility Commission meeting on June 7, 2022.

Background

In 1993, the City of Vancouver first developed the downtown Main Street Streetscape Improvement project. The project was divided into two project areas: North Main and Lower Main. In 1996, the North Main Project, also known as Uptown Village, which included complete reconstruction of the roadway and pedestrian areas from building face to building face, was funded and constructed. The city then designed the Lower Main Street Streetscape Improvement Project (MSSIP), whose project objectives were:

- Create a stronger sense of community identity and provide a welcoming place that attracts citizens and visitors.
- Create an environment that will be a catalyst for renewed investment by business and property owners.
- Begin to establish a connection between the Esther Short and waterfront areas west of downtown with the Historic Reserve and East Waterfront.
- Create an attractive quality visual image of our downtown that can be a model for future improvements.

The City investigated funding sources for the MSSIP for the next 25 years without success, employing funding strategies in 2003, 2006, 2014, 2019. At each attempt, due to substantial costs, the project was not funded. Although significant design and planning work for Lower Main Street Improvements has been accomplished, the resources necessary to construct the project were substantial and the work was not funded until 2021, when funding was identified as one of the city's American Rescue Plan Act (ARPA) funded projects.

Overview of the Main Street Streetscape Project

The Main Street Streetscape Project was identified in 2021 to:

- Address the negative impacts of COVID on small businesses, especially to provide for prevention and mitigation strategies for small businesses, nonprofits, and impacted industries by increasing their capacity to weather financial hardship,
- Access to parks and recreation
- Access to food
- Enhance pedestrian safety
- Resilience in anticipation of the Interstate Bridge Replacement Program

Project elements may include

- Sidewalks may be widened if achievable without reducing the existing number of parking spaces.
- Modern (LED) Streetlighting
- Enhanced pedestrian crosswalks
- Traffic signalization
- Upgrade water and sewer lines
- Upgrade stormwater facilities
- Repave Main Street

Community outreach for this project will include stakeholder engagement with impacted groups as appropriate, including residents, businesses, customers, neighborhood associations, business associations, chambers of commerce, community-based organizations, historically excluded and underserved communities, and the Transportation and Mobility Commission. The first touchpoint with the community, planned to occur in Summer 2022, will provide an overview of the project. This will be followed by a series of events that will provide an opportunity to community members and stakeholders to review the findings and design concepts and provide feedback prior to the final design. During the construction phase, ongoing communication will provide information and outreach with a goal to retain local businesses for the duration of the project.

A variety of sources will be used to fund the project including the following:

- ARPA
- City Transportation Fund
- Multi Family Tax Exemption Public Benefit Fund
- Federal Earmark Request

ARPA funding for the project requires that funds be obligated by December 31, 2024, and fully expended by December 31, 2026.

The following project schedule has been drafted:

- Design consultant Notice to Proceed – June 2022
- Public Outreach/Engagement begins – July 2022
- 60% Design Completed – November 2022

Memo 2023-24 Main Street Streetscape

May 24, 2022

Page 3 of 3

- Design/Outreach Completion – Spring 2023
- Commence Construction – Summer 2023
- Construction Completion – End of 2023

Next Steps

November 2022 – Review 60% Design with TMC

Staff contact:

- Ryan Lopossa, Public Works Streets and Transportation Division Manager
Ryan.Lopossa@cityofvancouver.us
- Teresa Brum, Deputy Director of Economic Development, Teresa.brum@cityofvancouver.us

Fourth Plain and Fort Vancouver Safety and Mobility Project

Project Update

June 7, 2022

Vancouver Transportation and Mobility
Commission Workshop



Rebecca Kennedy, Deputy Director, CDD
(City of Vancouver)

Ryan Farncomb, Consultant Project Manager
(Parametrix)

Presentation Overview

- Project Update
- Ft. Vancouver Way Lane Reconfiguration Analysis
- Corridor Safety and Mobility Needs Discussion
- Draft Evaluation Framework Discussion
- Next Steps

Project Update

The Fourth Plain and Fort Vancouver 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** outside of repurposing a travel lane

Project Update

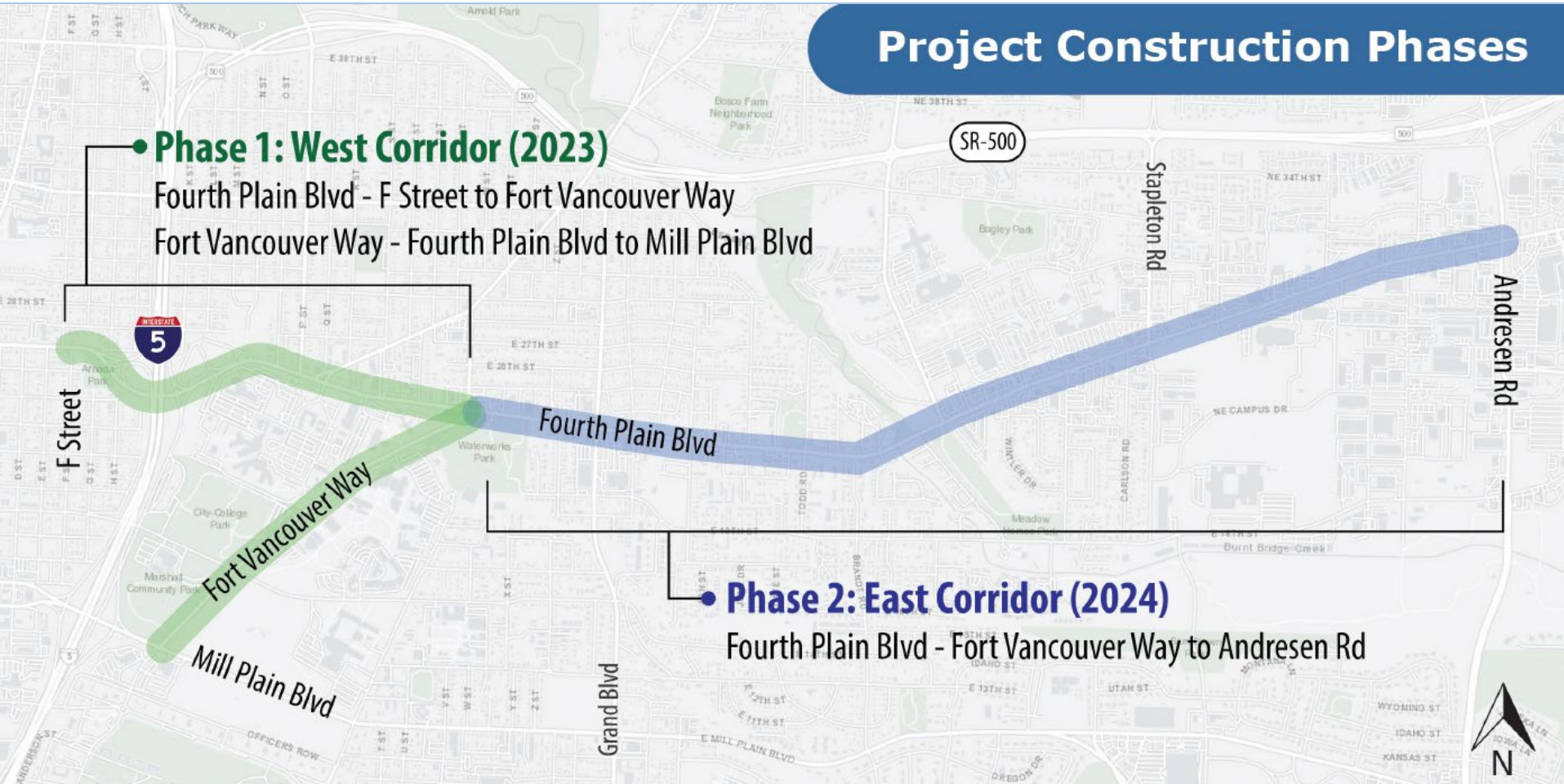
- We are talking with community about both Fourth Plain and Ft. Vancouver Way at the same time, since the two corridors are connected and serve similar users.
- Re-paving of both roads will take place in two phases, starting in 2023 then in 2024.
- No decisions about moving forward with lane reconfigurations or other improvements will be made until community feedback is heard this summer

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

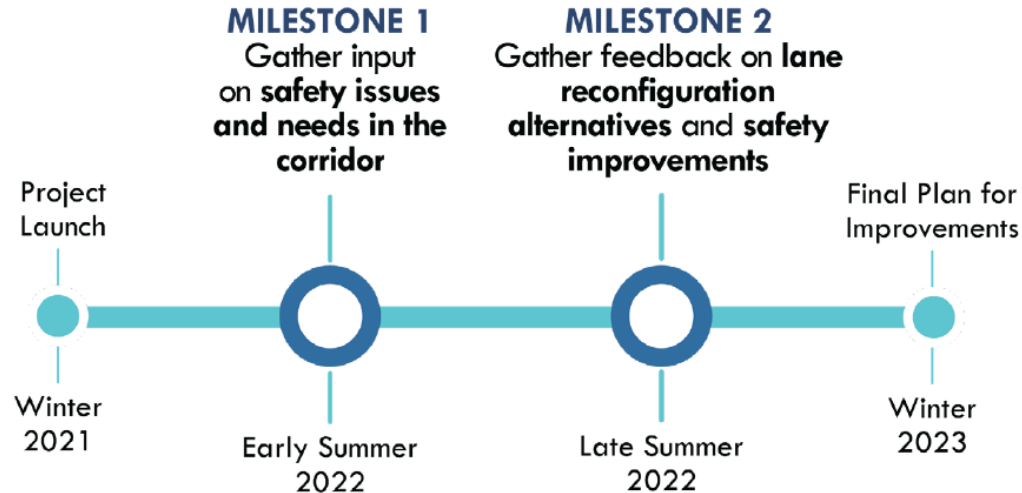


• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd

Outreach Update

Visit the project website and online open house! <http://bit.ly/bhvwva>



Focus: Ft. Vancouver

- Last time, we talked about Fourth Plain
- Tonight, we'll look at some initial analysis for Fort Vancouver Way from Fourth Plain Blvd to Mill Plain Blvd



What are the issues?

- Collisions in the corridor (especially at intersection of Fourth Plain/Ft. Vancouver Way). Five pedestrian collisions in last four years, one fatal
- Schools including Hudson's Bay High School, Clark Community College, State School for the Blind
- Many people crossing the street, speeding traffic is a concern
- The Vine bus uses this corridor, many use the bus to get to schools, hospital
- Veteran's Affairs (VA) hospital located in the corridor
- As population increases & more development occurs, safety issues may increase
- Need to address growing demand for multimodal travel

Lane Reconfiguration Analysis



7-8' 5' 11' 11' 12' 11' 11' 5' 7-8'

SE side of street

Typical Cross Section

Reminder: what is a “lane reconfiguration?”

- Lane reconfiguration = repurposing roadway space for other users
- Typically, remove travel lane(s) for people driving and create new space for people walking, riding bikes, buses, and/or freight vehicles
- Research shows they are very effective at:
 - Increasing safety for all roadway users: *20% - 50% crash reduction* based on real-world studies
 - Decreasing speeds
 - Reducing conflict points
 - Creating comfortable space for other roadway users

Lane Reconfiguration Analysis

Several different traffic measures:

- **Intersection Level of Service** (LOS) – measures delay at intersections on A to F scale
- **Queuing** – measures how long lines of traffic are at intersections
- **Travel speeds** – measures how quickly people can drive through the corridor
- **Diversion** – measures how many people would take different routes as a result of the lane reconfiguration

Lane Reconfiguration Analysis

What did we look at?

- First, looked future traffic conditions in 2040, if we didn't change anything
 - Understand congestion issues
- Also looked at existing safety concerns for all users in the corridor
 - Especially for people walking, riding a bike, or taking the bus
- Then, analyzed removing a travel lane in each direction between Mill Plain and Fourth Plain
- NOTE: team considered potential impacts from the Interstate Bridge Replacement (IBR) Program to ensure long term alignment

	No Build 2040	Alternative 2040
Description	Future traffic performance assuming the corridor stays the same as today	Remove one travel lane NORTHBOUND and SOUTHBOUND between Fourth Plain Blvd and Mill Plain Blvd
Intersection Delay and LOS	Performs acceptably and fairly similar to Existing Conditions	Very similar to “No Build”
Corridor average speed during MORNING peak hour (7:00 – 8:00 AM)	NB: 16 MPH SB: 15 MPH	NB: 15 MPH SB: 16 MPH
Corridor average speed during EVENING peak hour (4:15 – 5:15 PM)	NB: 15 MPH SB: 14 MPH	NB: 13 MPH SB: 14 MPH

New Uses for Lane Spaces

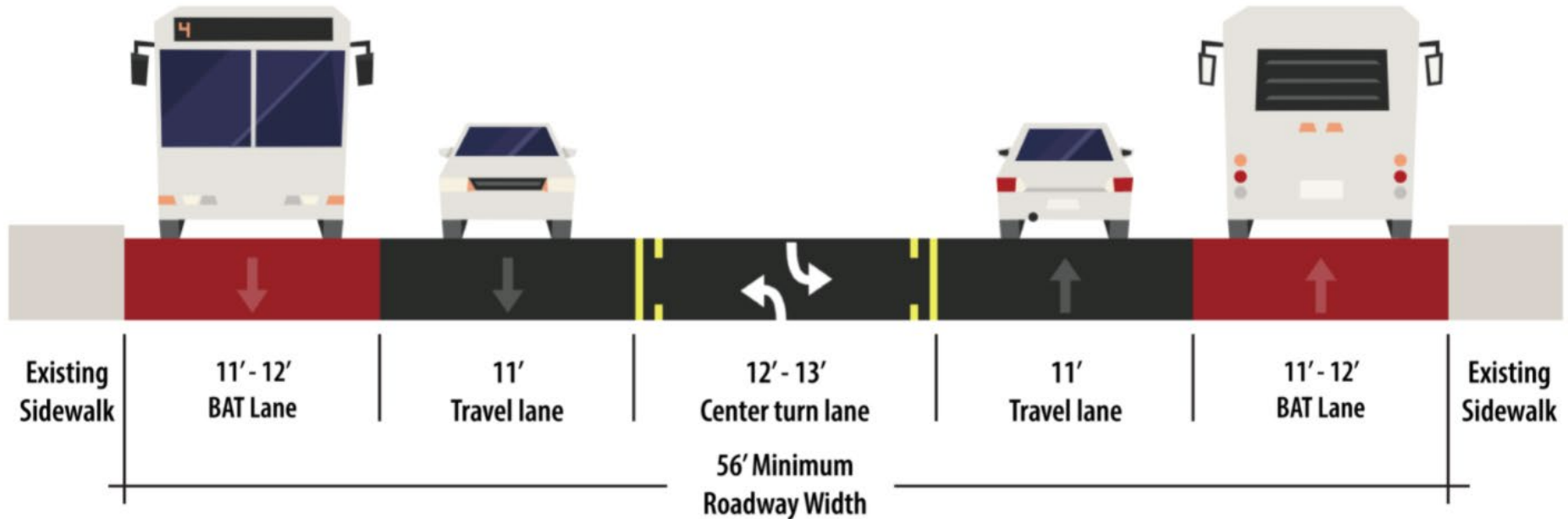
How should the City use extra roadway space on Ft. Vancouver to best serve everyone who uses the street?

Could be allocated to support:

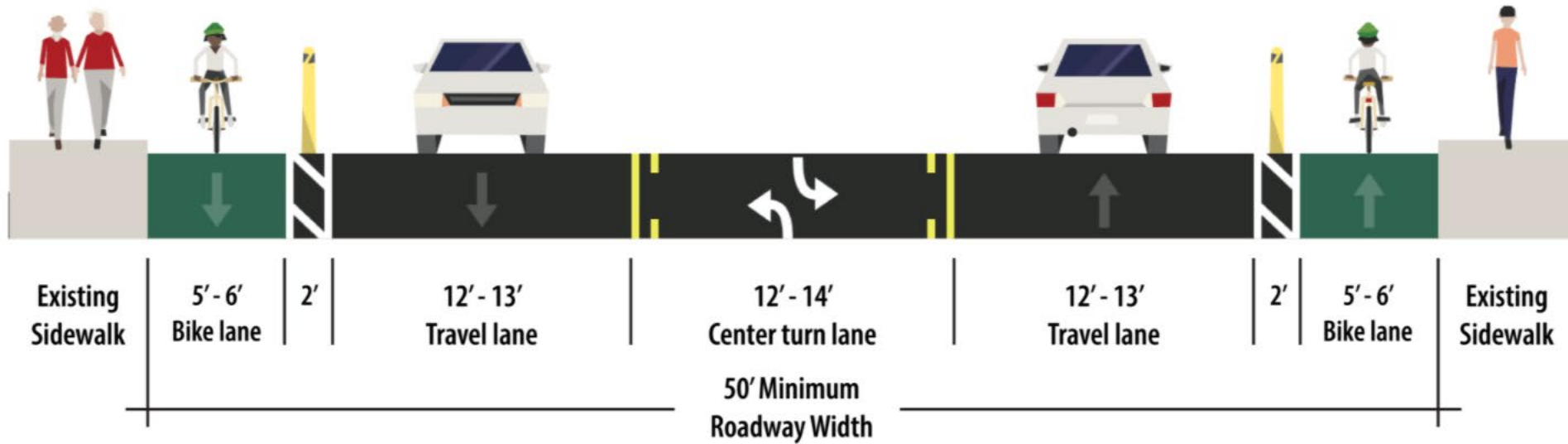
- **Transit and people riding the bus (Vine BRT is in this corridor)**
- **On-street parking spaces**
- **People walking or who use mobility devices**
- **People riding bikes**

Tradeoffs and considerations for each!

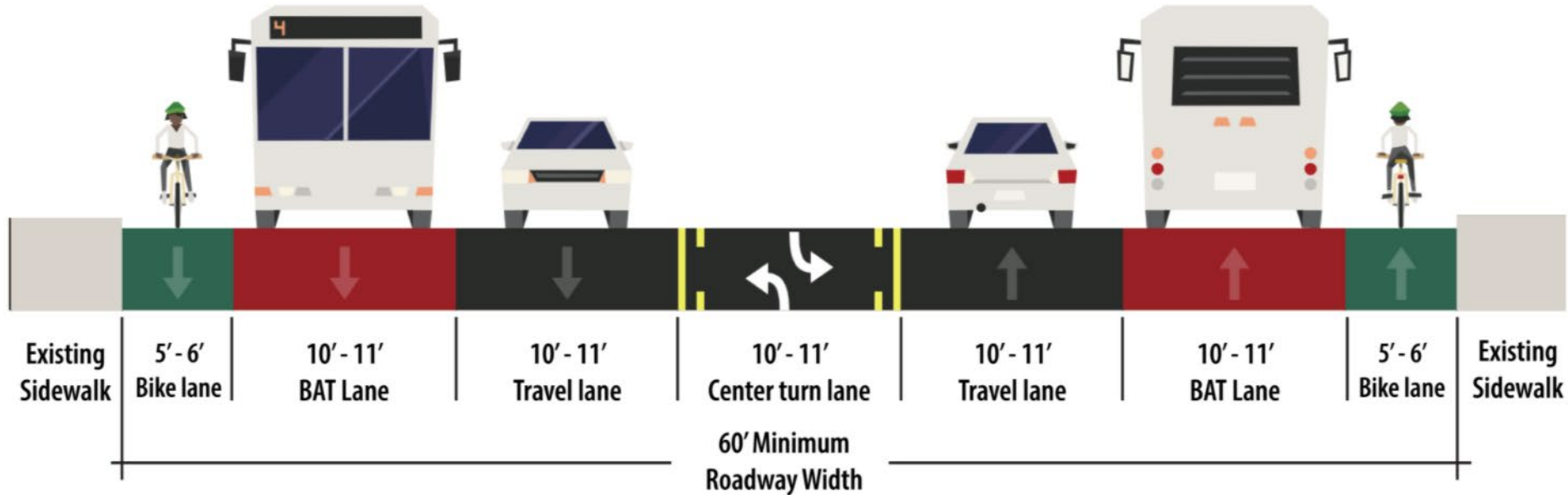
Example: Business Access and Transit (BAT) Lane



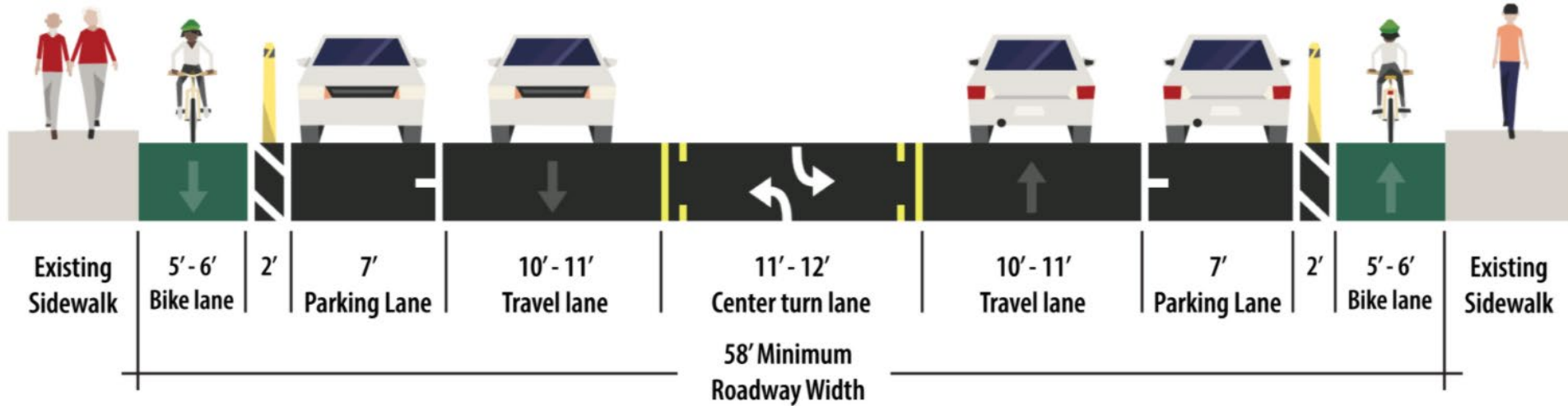
Example: Bike Lanes Protected with Physical Barrier



Example: Bike Lanes and Transit Lanes



Example: Protected Bike Lanes with On-Street Parking



Corridor Safety and Mobility Needs Discussion

- What do you think of these different ideas?
- What other ideas do you have? What other issues are there that should be addressed?
- What else would you want to know?

Evaluation Framework

- We've developed a set of criteria we will use to evaluate improvement ideas for Fourth Plain and Ft. Vancouver
- These criteria are part of our outreach – the community will weigh in (go to the project's online open house to provide feedback!)
- After we've reviewed the criteria, we'd appreciate your feedback and thoughts



**Link to online
open house**

BeHeardVancouver.org

Criteria	Questions the team will ask	How will we measure it?
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?	Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.
	Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?	Traffic analysis to understand if alternative would result in personal vehicle mobility that does not meet city standards.
Safety improvement for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus	Does the alternative make it safer for people to walk, roll, bike, or use the bus?	Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.
	Does the alternative make it safer for people driving?	Alternative would improve safety for people driving by applying known safety countermeasures.

Criteria	Questions the team will ask	How will we measure it?
Greenhouse gas (GHG) reduction benefits	Does the alternative support the City's goals to reduce GHG emissions?	Degree to which alternative supports mode shift, based on results from regional travel model.
Equitable outcomes	Does the alternative provide benefits or mitigate burdens to equity populations (see below) specifically?	Direct benefit or reduced burden to identified equity populations living or working within the corridor (within ¼ mile of both streets).
Access to businesses, jobs, services, and educational opportunities	Does the alternative increase access to essential places as identified in the City's equity atlas? Does the alternative increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?	Degree to which alternative support increased access to businesses and services, based on improvements in transportation safety and comfort for all users in the corridor.

Next Steps & Timeline

- Outreach happening right now! Please help us get the word out: <http://bit.ly/bhvwa>
- More outreach later this summer
- Developing lane reconfiguration ideas further
- Additional outreach related to ARPA funding this fall
- Aiming for final decisions on corridor improvements this fall



**Link to online
open house**

Questions and Discussion

vancouvermoves@cityofvancouver.us

<https://www.cityofvancouver.us/cdd/page/fourth-plain-safety-and-mobility-project>



DATE: May 31, 2022

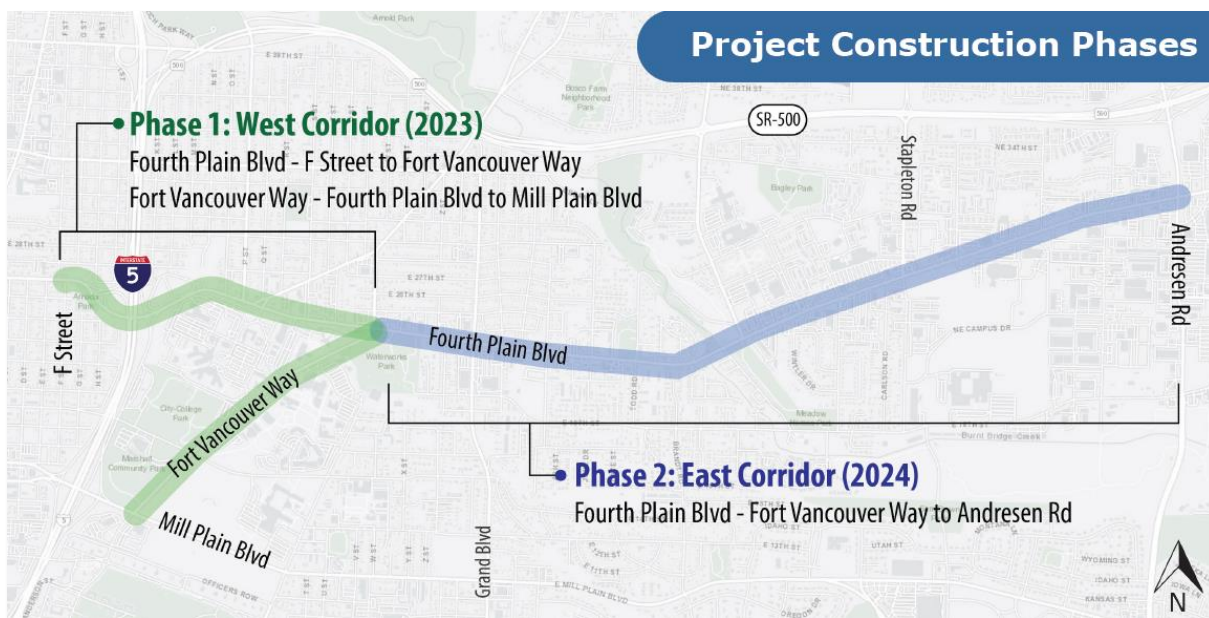
TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Rebecca Kennedy, Community Development Department

RE: Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

Introduction

The City is advancing two important projects that help implement the City's Complete Streets Policy: The Fourth Plain and Fort Vancouver Way Safety and Mobility Studies. These two corridors have historically high crash rates and do not provide safe or comfortable facilities for people walking, cycling, using a mobility device, or accessing transit. These projects will look at new ways to use the existing road space to make this corridor safer, which could include changing the number of lanes for driving to make more room for people biking, walking, or using the bus as well as other safety improvements such as better crossings. Improvements in both corridors are anticipated to be implemented as part of repaving projects in 2023 and 2024. Some improvements may not be able to be implemented with the paving projects and would occur as part of future corridor investments. The figure below shows the project limits and expected construction phasing.



Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

May 31, 2022

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Work to-date

The City began work on the Fourth Plain Study in June 2021 and the Ft. Vancouver Study in January 2022. The team has completed the following tasks:

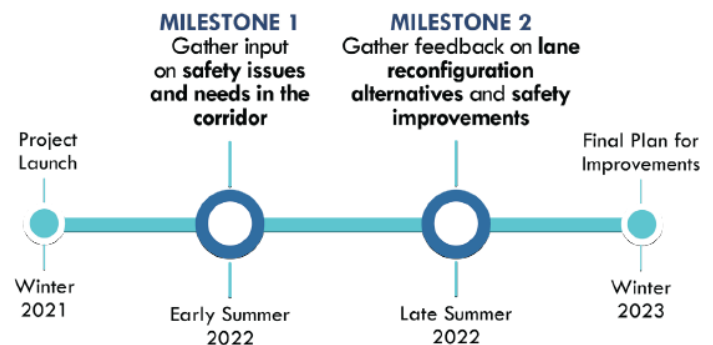
- Developed baseline traffic analysis for both corridors to understand traffic performance today and how it will likely be in the future (the “No Build” scenario).
- Conducted traffic analysis to understand the effects of potential lane reconfigurations in both corridors. This analysis helps to understand whether a lane reconfiguration would allow for vehicle mobility that continues to meet City standards. On both corridors, analysis shows that a lane reconfiguration (that removes one or more travel lanes in the corridor) is feasible and would maintain corridor travel speeds within City standards.
- Initiated a quantitative and qualitative analysis of safety data and multimodal infrastructure condition to understand the costs of not making improvements in these corridors, including the safety of vulnerable road users and the attractiveness and accessibility of modes that are not a single occupancy vehicle.
- Developed a comprehensive public engagement plan that describes how the public will be engaged and when, providing special consideration for engaging equity communities, and metrics for assessing the success of the engagement program.
- Coordinated with WSDOT, CTRAN, and RTC on the projects to keep all parties informed.
- Coordinated with City staff leading projects to make other investments in the same neighborhoods through the City’s dedication of more than \$30M in ARPA funding to the Fourth Plain corridor.

Public Engagement

The project team is starting outreach on the project this month. The goal of outreach is to not just inform the community, but to engage the corridor communities directly in decision-making about changes to the corridors. There will be two main outreach milestones:

Milestone 1, in May and June, will inform the community about the project, its purpose and goals, and what we will be asking from the public. The public will also have an opportunity to review and weigh in on the evaluation framework that will be used to guide project decision-making.

Milestone 2, later this summer, will involve deeper discussions with the community on potential lane reconfiguration and safety improvements. The project team will share different potential lane reconfiguration ideas with the community to identify the ideas that best meet the evaluation framework and community needs. In this second phase, the project team will seek direct input from the community on which investments should move forward.



Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

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The outreach process is focused on inclusive engagement and equitable outreach. The project team will employ multiple tactics, including online open houses on the City's BeHeard site, presentations and focus group discussions with groups such as Fourth Plain Forward/other community-based organizations and neighborhood associations and flyers and staff visits to the corridor to talk with people and businesses one-on-one. The project team will be translating materials into multiple languages and multilingual staff will lead the in-person events.

Alternatives & Analysis

Based on the initial round of outreach and discussions with CTRAN, Clark College and other agency partners like schools, the team will develop alternatives and ideas for improving safety throughout the corridors. These alternatives may include repurposing an existing travel lane for use by people cycling or for the bus, crossing and other safety improvements. The team will then review alternatives using the project's evaluation framework to weigh which investments best address safety and mobility issues in the corridors and meet the needs of the community. The following questions will guide the team in evaluating alternatives, in line with the evaluation framework.

Does the alternative:

- make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?
- avoid serious negative impacts to freight and personal vehicle travel in the corridor?
- make it safer for people to walk, roll, bike, or use the bus?
- make it safer for people driving?
- support the City's goals to reduce GHG emissions?
- provide benefits or mitigate burdens to equity populations (see below) specifically?
- increase access to essential places as identified in the City's equity atlas?
- increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?

The project team will share this information with the community and provide an opportunity for people who use the corridors to provide feedback on the scoring and weigh in on which solutions should move forward.

The project team has already done work to understand whether a lane reconfiguration will negatively impact freight or personal vehicle travel in the corridor – analysis shows it will not. Additional analysis this summer and fall will help answer the other questions to move toward the best community-endorsed solutions.

Later this summer, after the first round of community engagement, the project team will develop corridor options for consideration by the community, staff, agency partners, the Transportation and Mobility Commission and the City Council, and analyze alignment with City priorities related to safety, equity, and climate action. Potential options will be discussed at upcoming workshops with the Transportation and Mobility Commission scheduled for July and September.

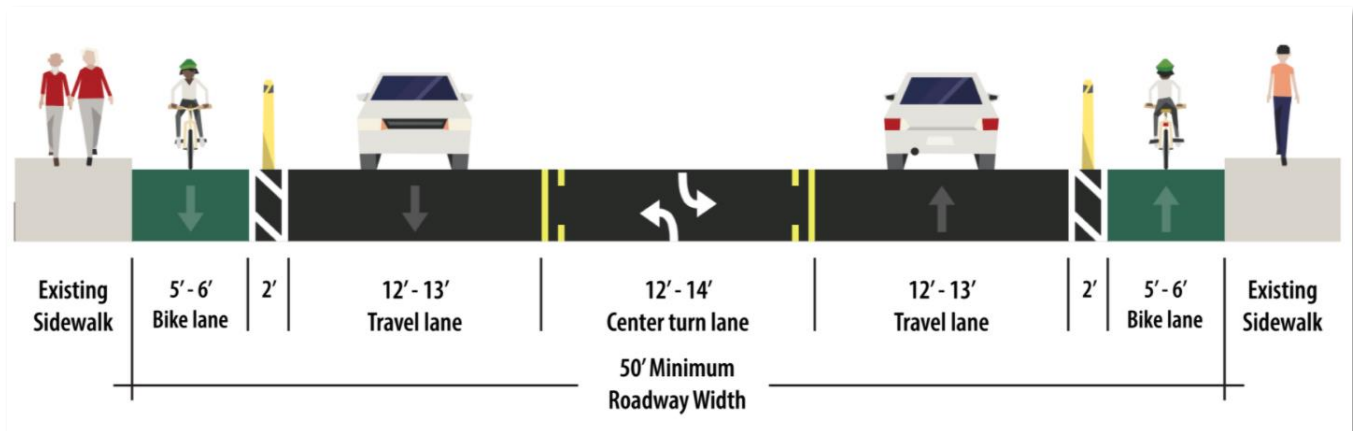


Figure 1. Example lane reconfiguration idea that would improve conditions for people riding bikes. This is an example for illustrative purposes only.

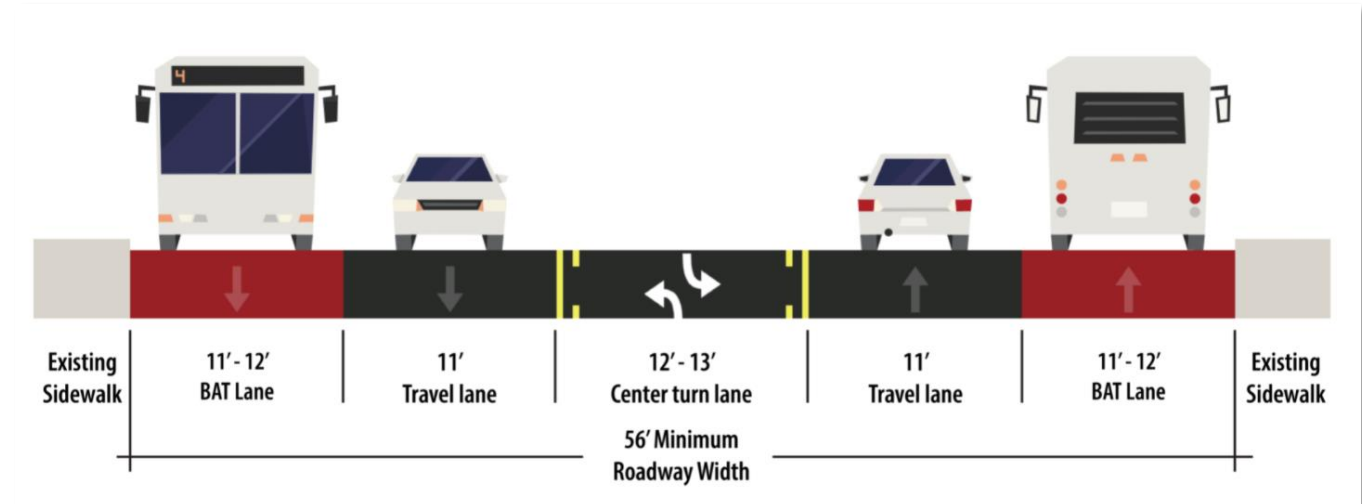


Figure 2. Example lane reconfiguration idea that would provide more space for buses and turning cars in the corridor. This is typically called a “business access and transit (BAT) lane.” This is an example for illustrative purposes only.

From: [Sara Schmit](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Fort Vancouver Way
Date: Wednesday, June 8, 2022 9:07:47 AM

You don't often get email from paulabear21@hotmail.com. [Learn why this is important](#)

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 Rebecca,

Here is the statement I read for the commission last night concerning the Fort Vancouver Way corridor. I appreciate being allowed to address you all and look forward to attending more meetings. Thanks for all the work you do.

Hello, my name is Sara Schmit and between July 2020 and February of 2022 I bicycle commuted to the VA Campus from the Heights neighborhood five days a week and am very familiar with this area and it's accessibility. I want to first applaud the city for recognizing the need to improve this area for all road users. I also want to emphasize some key points to this committee on the importance of the VA campus to our community. On this sprawling campus there are **many** essential services, including two outpatient substance use disorder clinics, an inpatient clinic, one medically supported detox clinic, as well as the city's only sobering services. There are also hundreds of individuals in the Portland/Vancouver area that come to the VA campus for random urinalysis testing on any given day as part of their substance use treatment programs. A large majority of these individuals have suspended licenses or are low income and do not utilize a personal motor vehicle for their transportation needs.

Efforts made to improve this corridor should focus on the intersection of Fort Vancouver Way and St. Johns and creating a bike lane from Fourth Plain and Grand to Fourth Plain and St. Johns. Safe and efficient **Connectivity** is key, and improving the area of Fort Vancouver Way from Fourth Plain to Mill Plain is akin to creating a water park in the desert. The only thing that is difficult in this particular area is riding up the hill on Fort Vancouver Way from Fourth plain and getting stuck behind the bus. **The real challenge is getting this close to begin with.** If you are traveling West you are most likely utilizing the 18th st or the McLoughlin corridors to access Grand. If you are using 18th st and turn right on Grand and attempt to avoid Fourth Plain, you will run into issues that my 3 minute time limit does not allow me to specify but I would be more than happy to with anyone who is interested

Most accidents have occurred at the intersection of Fort Vancouver Way and Fourth Plain because of **inadequate infrastructure on Fourth Plain**. If active transportation users were not forced to share the sidewalk with pedestrians and mobility scooters, or the main road with motorists this area would be safer and more accessible for **everyone**. I see cyclists take this way all the time and I hold my breath and say a little prayer. The easy out would be to blame them and say they should know the alternate route, which in this case is actually complicated and comes with its own risks. The natural inclination given the existing corridors is to ride down Grand and go left on Fourth Plain where there is no bike lane. I encourage you to focus your efforts on **safely connecting existing active transportation corridors** before potentially wasting resources on an area that already has adequate infrastructure in place.

Thanks,

Sara Schmit