

Transportation and Mobility Commission

Meeting Minutes

Tuesday, March 5, 2024

4 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Jeananne Edwards, Devon Fender, Cory Grandstaff, Thinh Phan, Mario Raia, Eduardo Ramos, Derya Ruggles, Sara Schmit, Ken Williams

Commissioners Absent:

Soroush Mohandessi

Staff Present: Rebecca Kennedy, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

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

Motion by Commissioner Williams, second by Commissioner Ruggles, and carried unanimously to excuse the absence of Commissioner Mohandessi.

Motion by Commissioner Edwards, second by Commissioner Ruggles, and carried unanimously to approve the February minutes.

Upper Main Street Safety and Mobility Project

Maggie Derk, Senior Transportation Planner, Community Development Department; Derek Abe, Alta Planning and Design; Ben Nolan, C-TRAN

Staff presented the project goals and an overview of the existing conditions including the pedestrian network and level of traffic stress; the transit, bike and small mobility network and level of traffic stress; vehicle congestion; and safety and crash history. The presentation continued with an overview of community engagement efforts that asked people how they use the corridor and their preference for

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Devon Fender

Corey Grandstaff

Soroush Mohandessi

Thinh Phan

Mario Raia

Derya Ruggles

Sara Schmit

Ken Williams

Community Development Department

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improvements. Staff provided an overview of short term improvements that can be made in coordination with pavement preservation work as well as longer-term opportunities.

Commission discussion and staff responses:

- Who took part in the in-depth conversations as part of community engagement? Staff responded that engagement was primarily with community organizations active in the area such as neighborhood associations and advocacy groups.
- Space for bus rapid transit (BRT) and small mobility lanes. Staff responded that through most of this project area there are alternative or parallel routes for small mobility users. The Transportation System Plan calls for protected mobility lanes from 39th Street to the Discovery Trail, so we would look at potentially reducing lanes to create a safe and comfortable mobility lane for pedestrians and bicyclists. In the segments where there are BRT stops and a mobility lane, there is a bike bypass around the transit stop.
- Access to the Discovery Trail. Staff responded they are considering a two-way protected facility on the east side of the street in the northern section of the corridor to make this connection simpler for bicyclists.
- Adding crosswalks and addressing sidewalk gaps. Staff responded there are both near term and long term solutions. For the sidewalk gap south of 45th, the project team is considering a two way shared use path for pedestrians and bicyclists. The sidewalk gap north of Ross Street is constricted because of the railroad underpass. Staff is working with Clark County to see what type of facility could be added for pedestrians and small mobility users on the east side of the street.
- Criteria for a pedestrian corridor. Staff responded the Transportation System Plan (TSP) establishes the crossing spacing policy for the city, with a maximum of 800 feet between crossings. In the pedestrian priority network, the spacing for crossing is shorter, at 530 feet.
- Suggestion that future community engagement include talking with folks at senior centers, Visit Vancouver, neighborhood associations and advertising on buses.
- Pedestrian level of traffic stress rating on Creston and Division. Staff responded the low rating is likely due to lack of sidewalks and/or sidewalk conditions. From public engagement, staff heard there is a high level of stress for pedestrians north of 45th Street.
- Design for the mobility lane as it crosses the Interstate 5 northbound off ramp to Highway 99. Staff responded that the mobility lane will be physically separated from vehicles and will connect with the Discovery Trail network which goes east of Main and crosses I5 to avoid that conflict point. Staff will also recommend improvements for the wayfinding signs to connect with the trail network.
- Segment of 45th Street that is not graded with bicycle level of stress. Staff responded it's not within city limits and will conduct traffic counts there to analyze what type of treatment is needed there.
- Average daily traffic volume on Main Street. Staff responded the traffic analysis includes vehicle counts at intersections but there is not average daily traffic volume for the whole corridor.
- How far south does the route for the Vine extend? Staff responded the Vine will extend south to the waterfront area.
- Vehicles diverting on 45th to Columbia during peak travel times and bike facilities on 45th. Staff responded they would review the turning movement counts for that intersection and review and recommend appropriate bike facilities on this section.
- Recently built townhomes at 29th and Main and additional lots that may increase density along the corridor. Staff responded they use the regional travel model for traffic analysis, which considers future housing density and development.
- BRT impacts to other C-TRAN routes. Staff responded route 31 will share at least one station with the BRT. In the norther section, C-TRAN is looking to increase headways to 15 or 20 minutes. There

will likely be rerouting and relocation of local stops closer to the BRT line. Those stops that don't currently have shelters will get them.

2025 – 2030 Transportation Improvement Program

Chris Malone, Finance and Asset Manager, Public Works Department

Staff presented an overview of the Transportation Improvement Program (TIP), format, the project pipeline, changes in the 2025-2030 TIP, changes to the project scoring criteria as adopted in the Transportation System Plan (TSP), and next steps in the program.

Commission discussion and staff responses:

- How does availability of grant funding affect what is on the TIP? Staff responded they use the prioritization system to determine which projects to apply for grants for. If the City receives a grant, they will prioritize those projects to utilize those funds.
- Defining essential places. Staff responded essential places includes commercial districts, schools, grocery, health care, faith communities, parks, etc. When staff are considering projects, they look at investments to increase access to places that are important to people. As part of the Comprehensive Plan, we are working to define 15 minute neighborhoods, which is a Council priority. As part of the TSP, we have adopted modal networks. Anytime pavement projects begin, we look to see how we might improve the network as part of that project to increase safety and improve access to those essential places. Jobs are not included in the 15 minute neighborhood definition, as it's a regional employment shed where many variables impacting where someone lives and works.
- How the Climate Action Framework has impacted the TIP. Staff responded they are looking at project impacts on environmentally sensitive areas and natural areas, and in the future will look at reduction of greenhouse gases associated with projects.
- Community streets, use of right of way for parklets, open street events, public art, etc. Staff responded that open streets policies were included the updated Transportation System Plan (TSP).
- Transportation impact fees and developer contributions. Staff responded impact fees are used to improve the network in many ways. Developer contributions are for projects that are required due to the impact of the development.
- How are longer term projects funded and moved onto the TIP? Staff responded for this TIP, they reviewed projects that were likely to get some funding within the next six years. The longer term projects will be on the capital facilities list and will need to work through how projects move from one list to the other.
- No "highest priority" projects in the six year timeframe.
- Suggestion to include a table of projects listed by priority and page number.

Community Forum

Dan Packard was present to talk about the need for safe and secure bike parking. At new developments in the city, there are no secure places to park a bike. There are only a few racks available near the waterfront.

Tabor Kelly was present to talk about biking on Columbia Street. There is a missing bike lane northbound between 13th Street and Mill Plain. He also discussed negative interactions with cars at Andresen and Mill Plain and supported prohibiting right turns on red.

Zach Gatton supported a no right turn on red sign at Thurston and Parkway Drive by the mall. Bicyclists share a right turn lane with vehicles and is dangerous.

Jason Cromer supported adding no right turn on red signs where there are bike boxes.

Neighborhood Traffic Calming Program

Emily Benoit, Senior Transportation Planner, Community Development Department

Staff presented an overview of traffic calming, the role of TMC with the Neighborhood Traffic Calming Program, the program lifecycle, the process to review and evaluate projects, some examples of project elements that have been implemented, and next steps for the program in 2024.

Commission discussion and staff responses:

- Can the proponents of a project be a renter and how close do they need to live to the project area? Staff responded any community member can be a proponent for a project and there are not distance requirements. Only one project per neighborhood is selected each year.
- What if there are multiple projects in the same neighborhood? Staff responded they would consult with the neighborhood association and look to internal policy guidance related to safety, equity and climate action to determine which project moves forward.
- Support for street art, trees, place making. Staff responded those are great options for traffic calming. There are other programs and departments in the City that also add street trees and support street murals that are outside of this competitive process.
- Other tools to use for traffic calming. Staff responded there are a lot of different options for traffic calming. Staff works with the public works design engineers to determine what is needed and the best options depending on the roadway type and condition.
- How would a street with modest traffic volume and speeding get selected for traffic calming? Staff responded since this is a competitive program, projects are prioritized in areas where there is both higher volume and speeding.
- Data on which tools work best in Vancouver. Staff responded there is not data on specific tools, but staff would like to implement an evaluation phase similar to what is done with Complete Streets projects to review which elements are most effective.
- Traffic count data for the applicants. Staff responded there is not traffic count data for every street in the city. After the applications are reviewed, staff conducts traffic counts on streets that meet the qualifications for the program.
- Where has this program been implemented throughout the city? Staff responded as part of the 10th anniversary of the program, staff put together a [storymap](#) to highlight the work completed through this program. The projects are geographically dispersed throughout the city and staff are available to assist anyone who wants to submit an application.
- What role does the neighborhood association play in this program? Staff responded in some cases, the proponent for a project is a representative of the neighborhood association, though a proponent does not need to participate in the neighborhood association to submit an application.

Election of Officers

Rebecca Kennedy led the election of officers.

Commissioner Ruggles nominated Eduardo Ramos for Chair. The Commission voted unanimously to elect Eduardo Ramos as Chair.

Commissioner Ramos nominated Jeananne Edwards for Vice Chair. The Commission voted unanimously to elect Jeananne Edwards as Vice Chair.

Staff Communication

There were no staff communications.

Commission Communication

Commissioner Williams noted the better conditions of facilities for biking and walking in Vancouver compared to a recent visit to Roseville, California.

Commissioner Grandstaff commended the improved audio for participating remotely.

Commissioner Raia commented on the efforts to improve different modes of transportation in Vancouver, as compared with his recent travels to Pakistan.

Commissioner Phan also noted the efforts for safer biking in Vancouver, as compared with the current conditions in the town he grew up in in Vietnam.

The meeting adjourned at 7:20 pm.

Eduardo Ramos, Chair



MEMORANDUM

DATE: April 2, 2024

TO: Transportation and Mobility Commission members

FROM: Gabriel Montez, Parking District Manager, EPH

RE: Parking Management Area Study and Downtown Parking Plan

Introduction:

City of Vancouver Parking Staff recognizes a need to align Parking policy and practices with current City plans and initiatives, including the Climate Action Framework, the Transportation System Plan (TSP), equity priorities and affordable housing. Therefore, staff contracted with Walker Consultants to complete the Parking Management Area Study and Downtown Parking Plan (Study and Plan) Key elements of Study and Plan will be presented at the TMC meeting on April 2, and are outlined in the sections below.

During the April 2 TMC meeting the Parking staff and consultant team will present and seek input particularly about policy and program connections to the TSP, high-level existing conditions observations, and linking the objectives of the Parking Plan to the City's overall vision for improved downtown mobility and access.

The current Downtown Strategic Parking Plan was adopted in 2006. The City of Vancouver has undergone significant changes since adoption. The new Study and Plan is critical to support the strategic shift needed for Downtown Vancouver's transition from a suburban to urban environment.

Overview:

The Downtown Parking Study and Plan will be completed by approximately October 2024, and will include:

- 1) Updated objectives in alignment with City's Climate Action Framework, Transportation System Plan, and stated equity goals
- 2) Assessment of current parking and mobility options within Downtown Vancouver
- 3) Estimates of the expected demand for parking and mobility options due to new downtown development and population growth

- 4) Strategies for maximizing access and mobility to and within Downtown Vancouver, with a focus on increasing the availability and use of alternative transportation options
- 5) Recommendations for the best use of City assets, including downtown rights of way, to achieve the objectives of the plan
- 6) Recommendations for data collection and analysis to facilitate effective management of system after implementation
- 7) Engagement of public and private entities in the plan development and implementation

Current and Projected Growth and City Policy Priorities:

- Development activity downtown and on the waterfront has, and will, bring additional trip demand to the City Center
- Anticipated population growth will compound pressure on Downtown
- Need to align parking and mobility around City's commitment to climate action, equity, and affordable housing
- New downtown parking plan needed to update parking management approaches to community needs

Proposed Study and Plan Deliverables:

Walker has committed to delivering the following items, but not limited to:

- Recommendations for any proposed retention or revisions of the Study Area boundary
- Updated Study Area parking inventory
- Potential zoning changes in the Study Area to implement the Plan
- Specific technologies, including hardware and software to implement Plan actions, and a specific focus on a reporting dashboard platform
- Guidance on dynamic or variable pricing feasibility and implementation.
- Guidance on mobility hub opportunities and implementation actions
- Identifying best practices and strategies for Downtown in parking demand management and active mobility
- An implementation workplan for the City and partners
- A feasibility analysis and planning-level rough order of magnitude financial cost estimate for the recommendations, including prioritization
- Assessment of ADA compliance and any necessary actions to become compliant

Action:

Walker will engage with TMC twice during the Study and Plan, April 2, and September 3.

Topics covered may include, but are not limited to:

- Project overview, scope and connection to TSP
- Existing conditions- Data and Trend
- Vision and Goals for Parking Management Area
- Strategies and Initiatives- Parking and curb management best practices
- Draft Plan overview and discussion

Additional engagement and information can be provided by city staff as needed.

Timeline:

The project will run from January to approximately October 2024. The basic project schedule below is accurate as of the date of this memo:

1. Project Management – ongoing
2. Public Participation
 - a. PAC meetings – four throughout the project
 - b. TMC meetings – April 2 and September 3, 2024
 - c. CCRA meeting – June
 - d. City Council meetings – tentatively one or two memo updates in Spring 2024, one workshop in July, and one adoption hearing in September or October
 - e. Small Group Discussions – up to four throughout Spring and Summer 2024
 - f. Community Conversation public event – Summer 2024
 - g. Two community surveys – April and tentatively July or August
3. Existing Conditions
 - a. Parking Inventory and Utilization Analysis – March-April
 - b. Other existing conditions – February-May
4. Visioning and Goal Setting – March-April
5. Strategies and Recommendations – April-August
6. Monitoring and Evaluation Plan – August
7. Draft and Final Plan – July-October
8. Review and Adoption – September-October

Next Steps:

September 3, 2024, meeting attendance and discussion.



Parking Management Area Study and Downtown Parking Plan

Gabe Montez

Parking District Mgr.
Parking Services



WALKER
CONSULTANTS

Ben Weber

Parking and Mobility Consultant
Walker Consultants

April 2, 2024





Presentation

- Context and Importance of *Study and Plan*
- Parking Management as a Transportation Tool
- Parking Plan Topics Overview
 - Core Topics
 - TSP Relationship
 - Additional Topics
- Next Steps and Discussion



Citywide Strategic Plan Connection

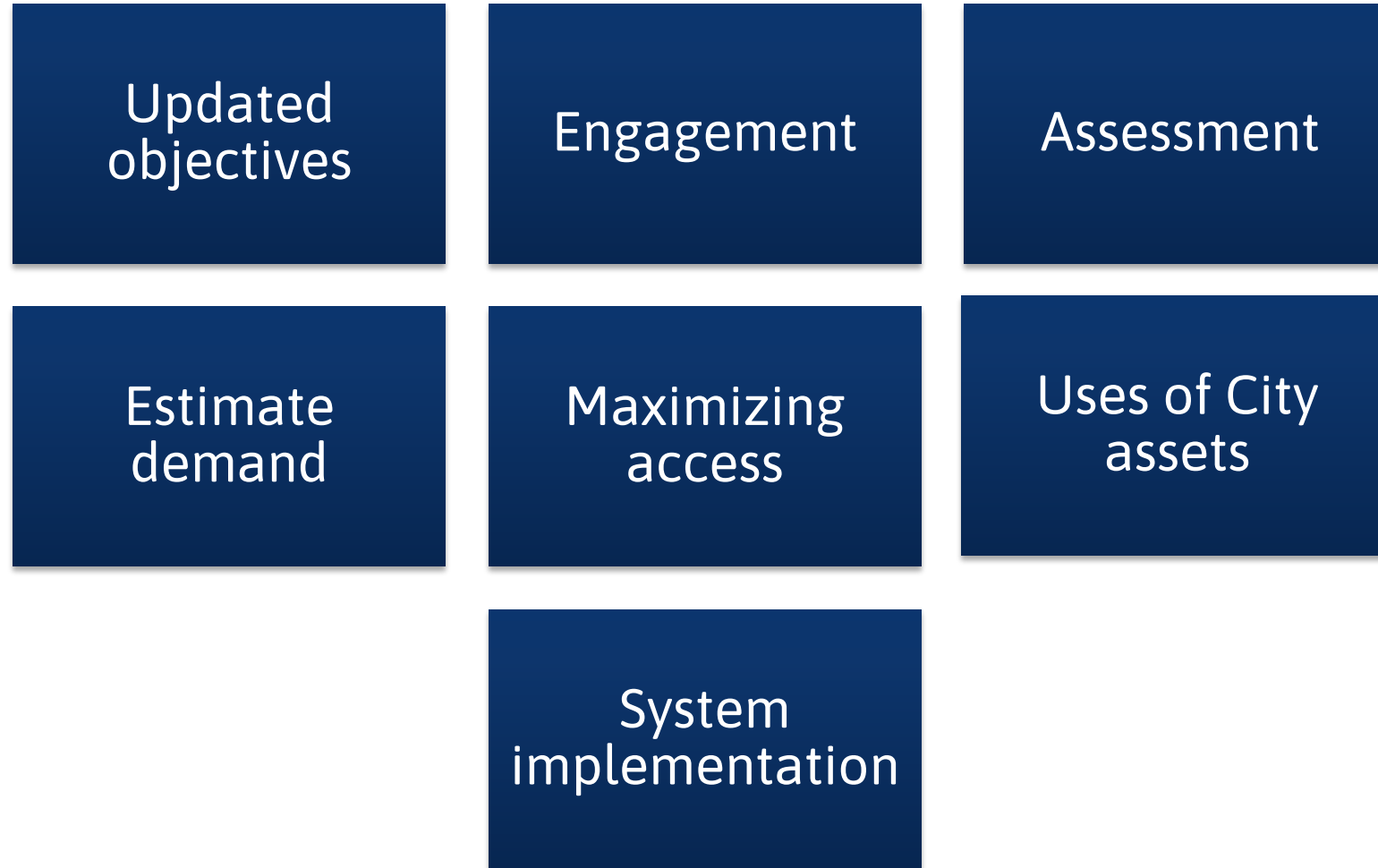


A Growing and Changing Downtown

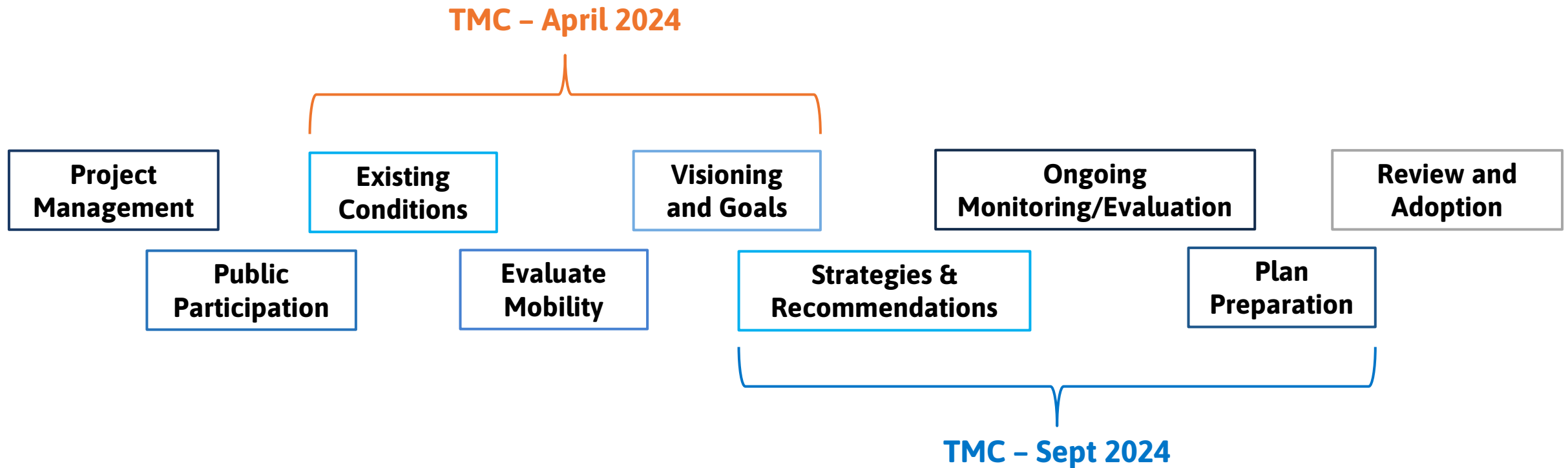
- Development activity brings additional trip demand to the City Center: population, jobs and housing growth.
- Need to influence and manage trip demand and trip reduction to reduce driving alone.
- Need to align parking and mobility around City's commitment to climate action, equity, and affordable housing.
- This *Study and Plan* will use best practices in parking demand management and active mobility strategies: supporting our future.



Project Overview: Scope and Deliverables



Project Overview: Process



Consultant Team



WALKER CONSULTANTS

Project management,
parking and curb
strategies.



ALTA PLANNING + DESIGN

Active
transportation and
mobility hub
concepts



ENVIROISSUES

Comprehensive and
equitable public
participation



Downtown Plan Area

Parking Management Area

Plan Area:

- Primary area of payments and enforcement
- ~4,000+ private parking spaces
- ~2,500 enforced street spaces
- ~450 acres
- 20+ miles of curb



TSP Alignment

Implementation of Parking policies outlined in TSP



Parking and Curb Management

More sustainable communities

Transportation System Plan, pg. 38

- More efficient space use
- Better access to businesses and destinations
- Less costly development
- Safer, more active transportation friendly streets



TSP Parking Policies

Make Growth a Benefit for All

TSP Policy No.	Topic and Objective
G2.1	Parking Requirements: reduce them
G2.3	Parking Capacity: promote shared parking
G3	Parking Management: effective resource use
G3.1	Parking Operations: efficiency, behavior
G3.2	Parking Experience: wayfinding, payment
G4	Downtown Parking: welcoming, “park once”
G4.1	Update the Downtown Parking Plan in 2024



Management and Enforcement

Core Parking Topics

This Plan will explore:

- Management objectives: regular, events, “surge”
- Adjusting enforcement periods
- Technology assistance
- Transient/daily and permit parking
- Equitable access



Pricing

Core Parking Topics

This Plan will explore:

- Objectives of parking pricing
- Suitable pricing methods
- Time limits
- Management and enforcement to make pricing effective



Supply

Core Parking Topics

This Plan will prepare Vancouver for:

- Additions and subtractions due to site development
- Swapping street parking for bike lanes and active transportation
- Other non-parking curb uses



Parking and Curb Focus: User Experience

Core Parking Topics

This Plan will advise on improving or implementing:

- Parking and curb navigation
- Payment methods
- Availability tracking
- ADA Accommodations
- Loading and Pickup / Dropoff Zones / EV charging



Parking Benefit Districts

Core Parking Topics

This Plan will explore if PBDs make sense:

- Capturing and spending revenue locally
- Suitable parking geographies
- Outcomes delivered by Parking Benefit Districts
- Parking Management Area boundaries



Old Pasadena PBD
(photo: Mike Linksvayer via Flickr)



Shared Parking and Public/Private Partnering

Core Parking Topics

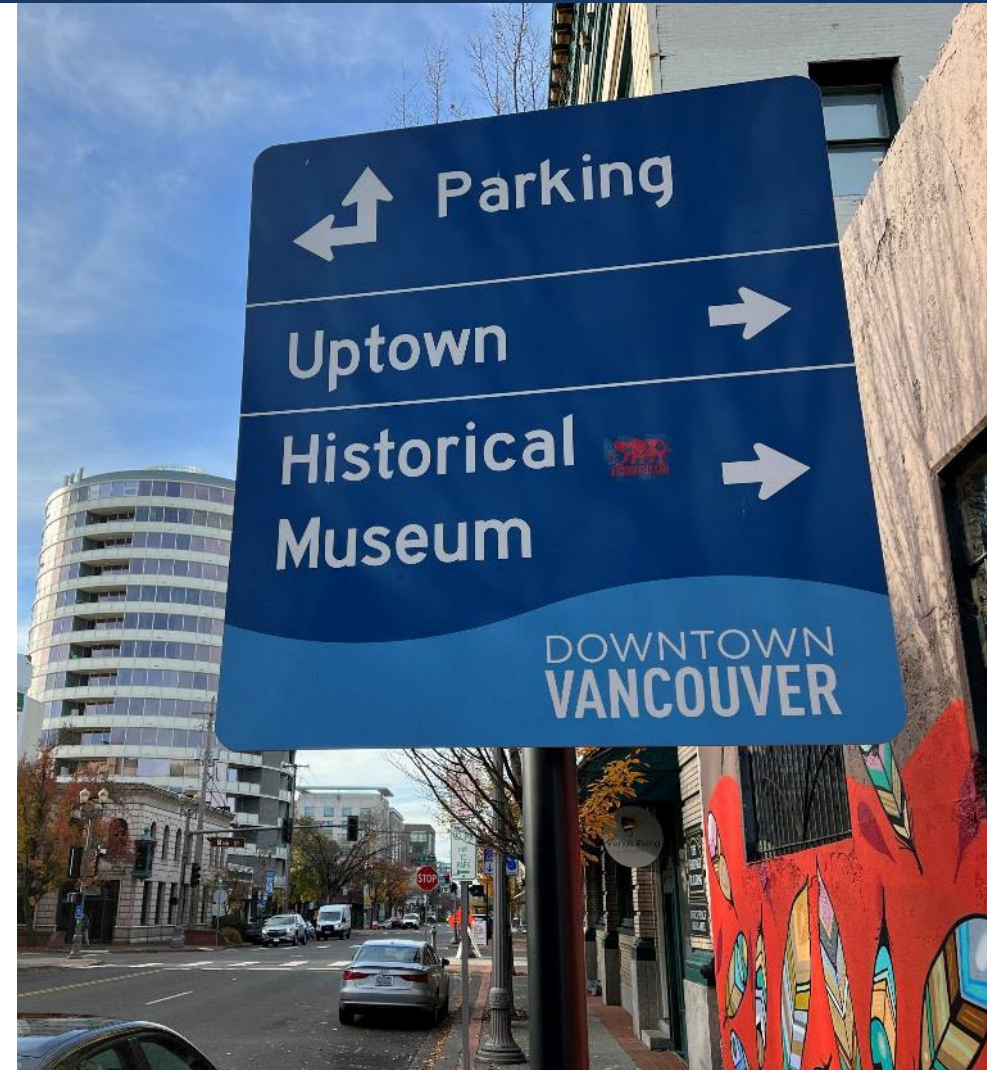
This Plan will explore:

- Shared parking options (across uses and timeframes)
- Leasing and access to existing parking supplies



Additional Ties to TSP

Topics and
considerations
influenced by parking



Influential TSP Policies

Embrace the Future

TSP Policy No.	Topic and Objective
F2.1	Mode Targets: “drastically reduce drive-alone trips”
F2.2	Congestion Pricing: explore options
F4	EVs and AVs: link use to emissions goals
F5	Emerging Mobility: vendor policies
F5.1	Mobility Hubs: identify feasible deployment
F5.2	Small Mobility / Shared: pilot scooter program
F6	Curb Management: flexible, dynamic management



Projecting for Parking Minimums / Maximums

Additional Plan Topics

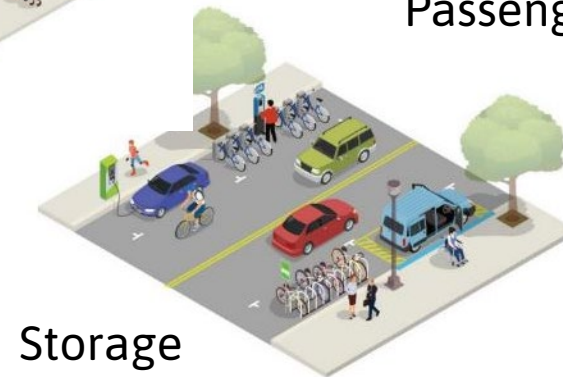
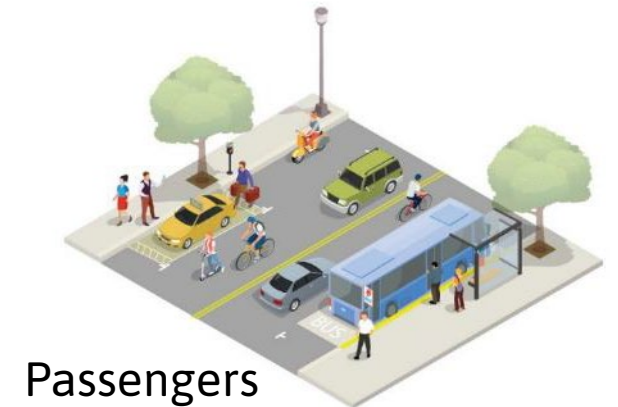
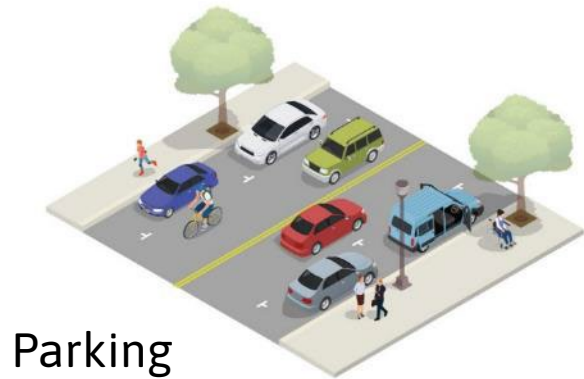
This Plan will sync with the City's exploration of:

- Minimums: Build "at least"
- Maximums: Build "no more than"



Introducing: Curb Management

Additional Plan Topics



Mobility Hubs

Additional Plan Topics

This Plan will lightly explore:

- Location(s) options
- Tie-ins to other projects
- Services and connections
- Tool to help achieve mobility and mode share goals

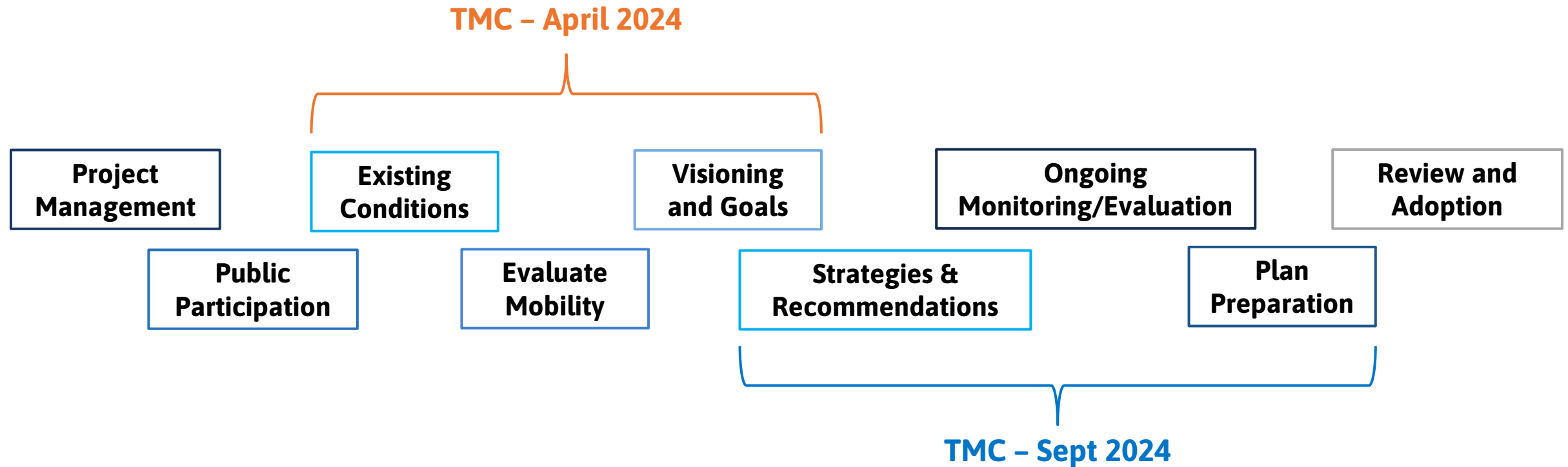


Discussion Questions

1. How do you see parking and curb management as relevant to your overall transportation and mobility goals in Vancouver?
2. What existing parking and curb conditions should we keep front of mind?
3. What *Study and Plan* outcomes are most important to you?
4. What topics introduced today, excite you most about this *Study and Plan*?



Next Engagement- September 3, 2024



Thank You Slide



bweber@walkerconsultants.com | 415.310.9084 | Walker Consultants





MEMORANDUM

DATE: March 21, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Maggie Derk, Senior Transportation Planner, and Laurel Priest Associate Transportation Planner, Community Development Department

RE: **Upper Main Street Design Concept Updates**

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

Meeting Purpose

At the April 2nd Transportation and Mobility Commission (TMC) meeting, the Upper Main Street project team will present and request feedback on preliminary design concepts for the corridor. This presentation is the fourth with the TMC on this project; the previous presentations were in August 2023, October 2023, and March 2024.

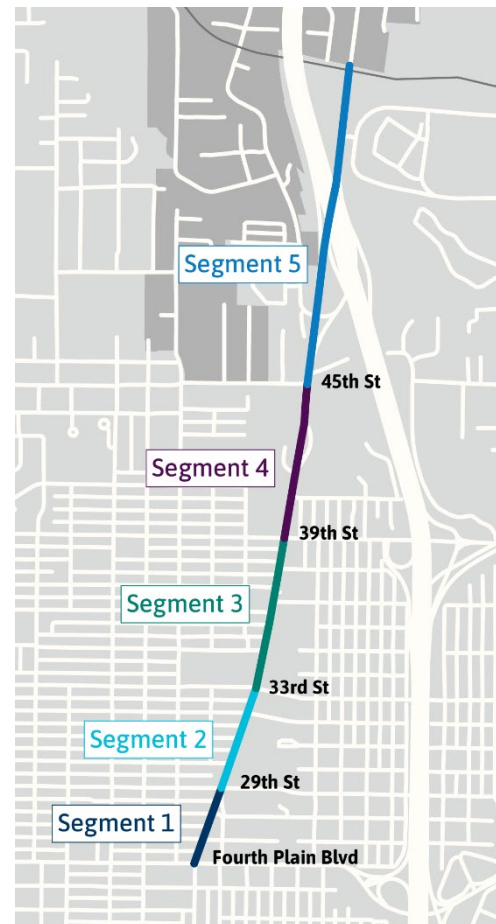
Design Concepts

The Upper Main Street Safety and Mobility Project is exploring how to improve safety and mobility on Main Street between E Fourth Plain Boulevard and the northern city limits (just S of NE Minnehaha / 63rd Street). This project is being completed in coordination with planned pavement preservation work scheduled for 2025, and the [C-TRAN Highway 99 Bus Rapid Transit Project](#).

Informed by community input and existing conditions analysis, the Project team has drafted some early design concepts to improve safety and mobility along Upper Main Street and address the issues we learned about during the first phase of the project.

Because the roadway width, street design, and adjacent land uses vary along Upper Main Street, the Project team broke the project area into five segments to understand what treatments would be appropriate corridor-wide, and what would need to be tailored to match the context of the roadway. These five segments are:

- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)



Corridor-wide Recommendations

Crossings

According to [Vancouver's Pedestrian Crossing Policy](#), desired spacing of marked and enhanced crossings along Upper Main Street should be approximately every three blocks or 800 feet.

Sections of the project area that exceed this crossing spacing standard are between 29th and 33rd Streets and 33rd and 37th Street. This is supported by community feedback, which emphasized the need for more crossings along Upper Main Street. To fill the existing crossing gaps, the Project team recommends adding new marked crossings at:

- South side of 28th Street intersection (just north of Dairy Queen)
- North side of 31st Street intersection (across from Vancouver School of Arts & Academics)
- South side of 35th Street intersection (just north of PeaceHealth Medical Center)
- South side of 37th Street intersection (just south of Safeway) *Note: This would not replace the existing crosswalk on the north side of this intersection.*

Median Islands

Along most of Upper Main Street people walking and rolling have to cross multiple lanes of traffic in both directions to cross the street. Key findings from the first round of community engagement indicate people do not feel safe using some of the existing crossings along Upper Main Street and would like to see safety enhancements at these locations. Median islands allow people to cross one direction of traffic at a time, and may require a reduction in the number of vehicle travel lanes in some areas, though

impacts on traffic flows will be minimal. To improve crossing safety, the Project team recommends adding medians islands at the:

- Proposed 28th Street crossing (just north of Dairy Queen)
- Proposed 31st Street crossing (across from Vancouver School of Arts & Academics)
- Proposed 35th Street crossing (just north of PeaceHealth Medical Center)
- Existing and proposed 37th Street crossings (just south of Safeway)

Bus and turn lanes

[Vancouver's Transportation System Plan](#) identifies Upper Main Street as an Enhanced Transit Corridor, meaning the City will prioritize transit along this roadway. C-TRAN is developing a new bus rapid transit service, known as The Vine on Highway 99, which will serve Clark County's Highway 99 and Vancouver's Main Street, Broadway and Washington corridors. Business Access and Transit (BAT) lanes (also known as bus and turn lanes) allow buses to bypass congestion and continue straight through an intersection. People driving can still use this lane to make right turns at intersections or into driveways. The Project team will work closely with C-TRAN to understand where BAT lanes maybe beneficial without significantly impacting traffic flows.

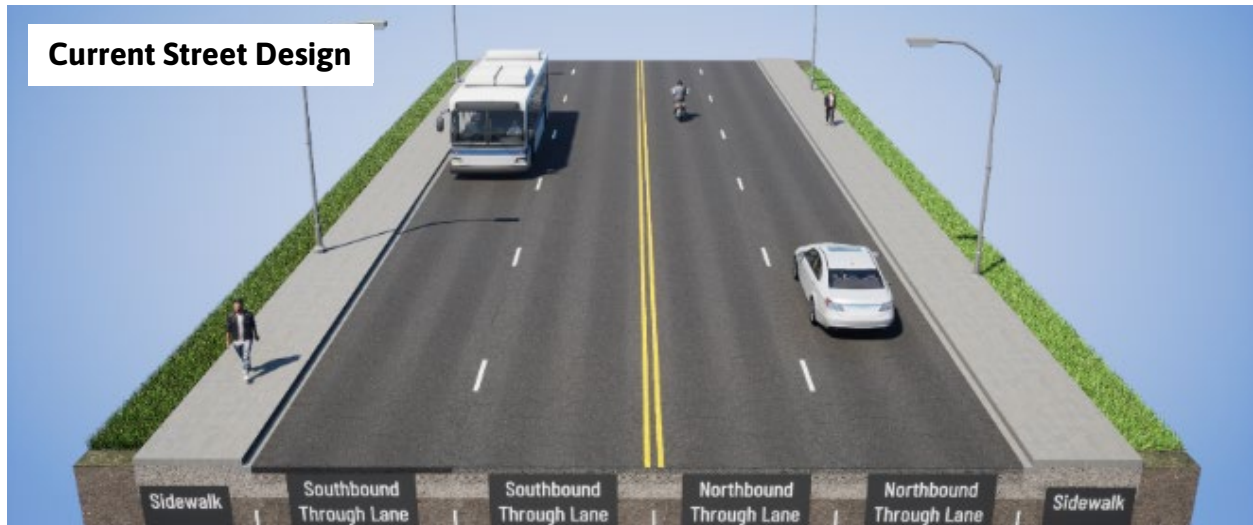
Segment 1: Fourth Plain Boulevard to 29th Street

Segment 1 has one through travel lane in each direction with a dedicated left turn lane at some intersections and wider sidewalks than much of Upper Main Street. From the first round of public engagement, the Project learned that people do not feel safe using the existing crossing at 29th Street due to poor visibility and speeding traffic. To improve pedestrian safety and comfort, the Project team recommends moving the existing crossing on the north side of the 29th Street intersection to the south side, removing the northbound dedicated left turn lane and adding a median island.

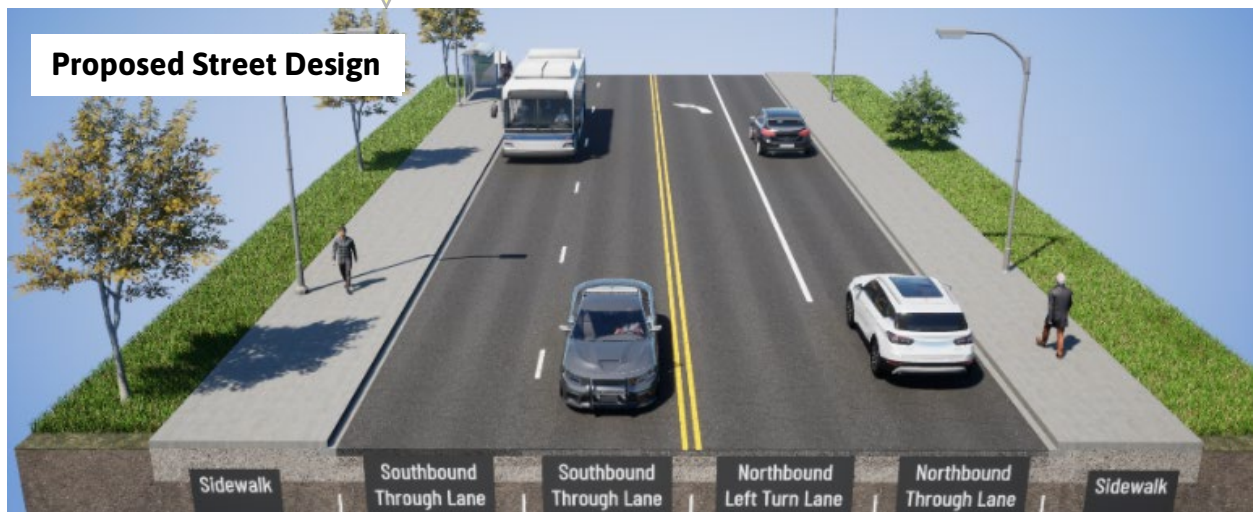


Segments 2 & 3: 29th Street to 39th Street

Segments 2 and 3 of Upper Main Street have similar roadway characteristics including two through travel lanes in each direction with a dedicated left turn lane at some intersections. Currently, people do not feel safe walking or rolling along or across these segments of Main Street.



The proposed street design would remove one northbound (toward I-5) through lane but maintain the dedicated left turn lane at some intersections. This would reduce the number of travel lanes pedestrians need to cross and provide space for adding median islands at some crossings or widening sidewalks in the future.



Segment 4: 39th Street to 45th Street

Segments 4 of Upper Main Street has two travel lanes in each direction with a two-way center left turn lane. The current travel lanes are too narrow to fit buses and large trucks, creating safety issues and contributing to traffic congestion. The TSP calls for protected mobility lanes along Main Street between 39th Street and the Discovery Trail but there is currently no comfortable connection for people biking or using small mobility devices.

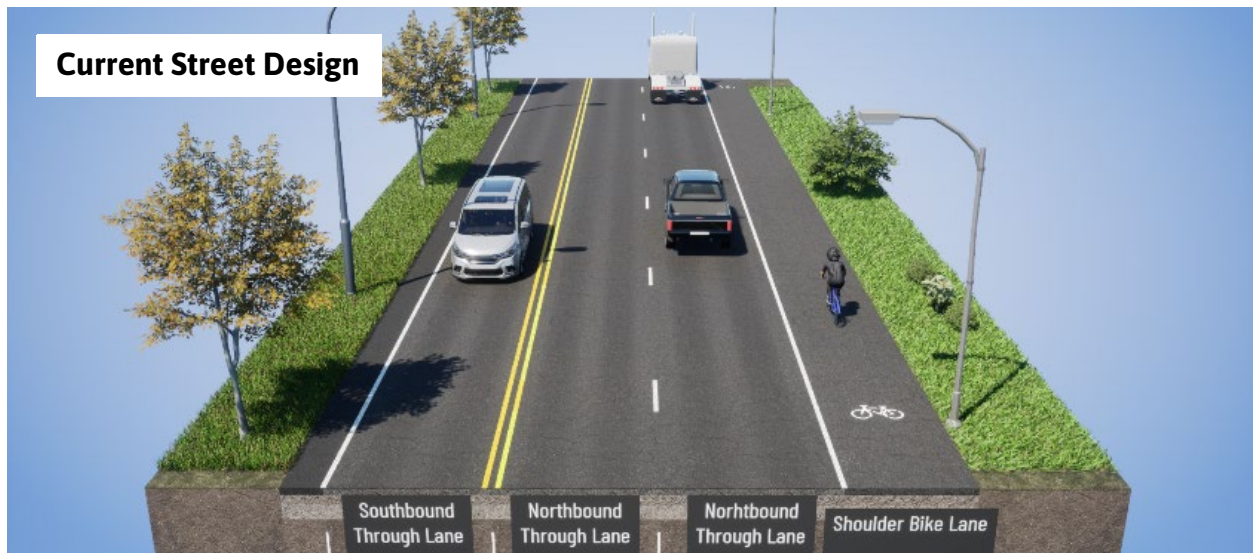


The proposed street design would remove one northbound (toward I-5) through lane and maintain the dedicated left turn lane. This would provide space for widening the other travel lanes to accommodate buses and large trucks and adding a physically separated two-way multi-use path between 40th Street and the Discovery Trail. While this new multi-use path would not extend to 39th Street in the near-term due to limited space at this intersection, this could be completed in the future. Wayfinding signage would also be added to help people navigate these multi-use path connections.



Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)

Segment 5 of Upper Main Street has wide vehicle travel lanes that split into northbound and southbound lanes at the I-5 interchange. At NE Ross Street, these lanes reconnect with one southbound through lane, two northbound through lanes, and unprotected mobility lanes. The Project team has not yet finalized the design concept for this segment of Upper Main Street but is working closely with Clark County to ensure there is a consistent and comfortable mobility lane treatment.



Staff contact info

Maggie Derk (she/her), Senior Transportation Planner, Community Development, 360-487-7889, maggie.derk@cityofvancouver.us

Attachment(s):

None



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Workshop

Maggie Derk

Senior Transportation Planner
Community Development
April 2, 2024

Derek Abe

PNW Planning Manager
Alta Planning & Design

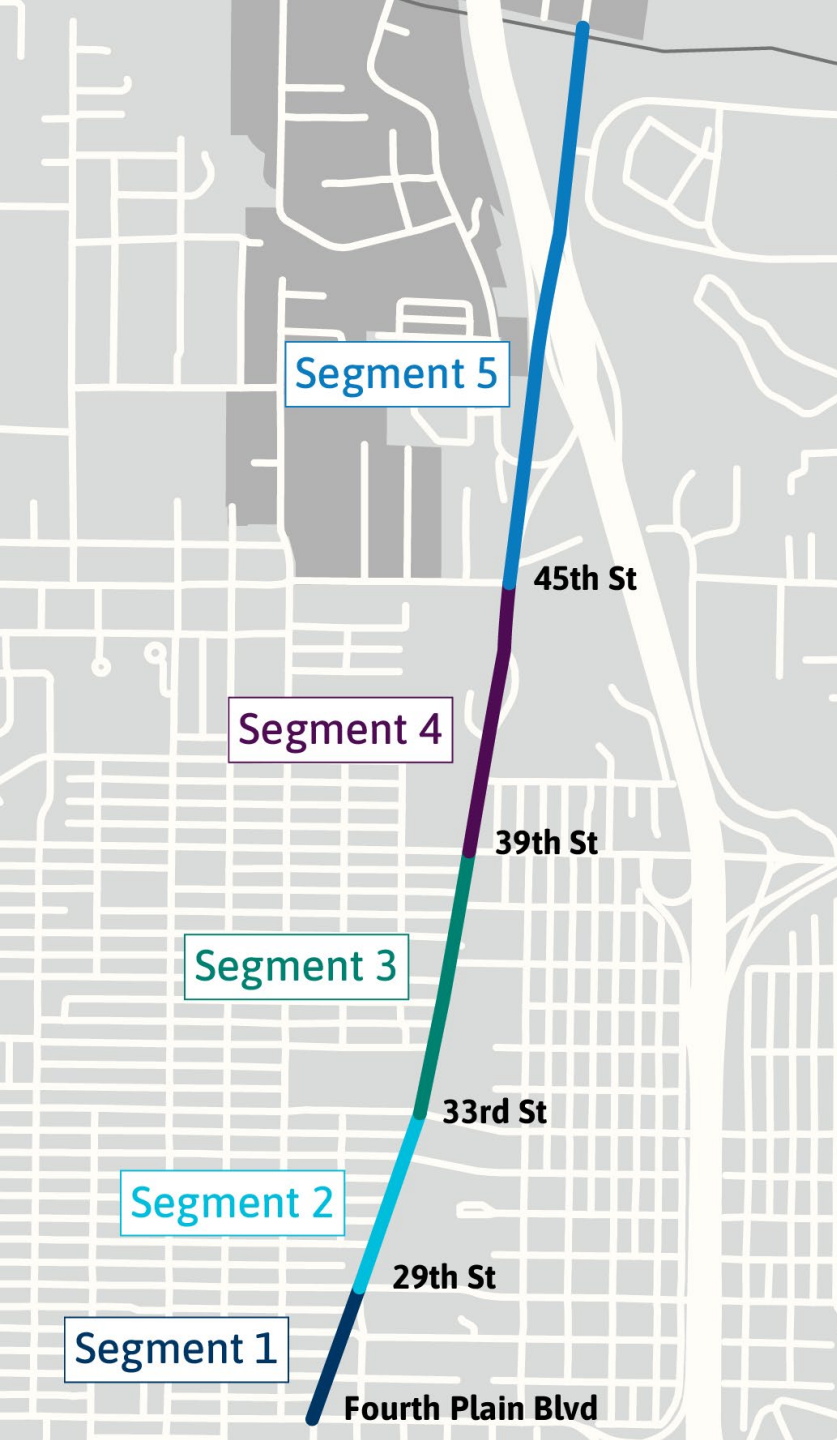
Taylor Eidt

Deputy Director
Capital Projects & Planning
C-TRAN



Agenda

- Corridor-wide
- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits

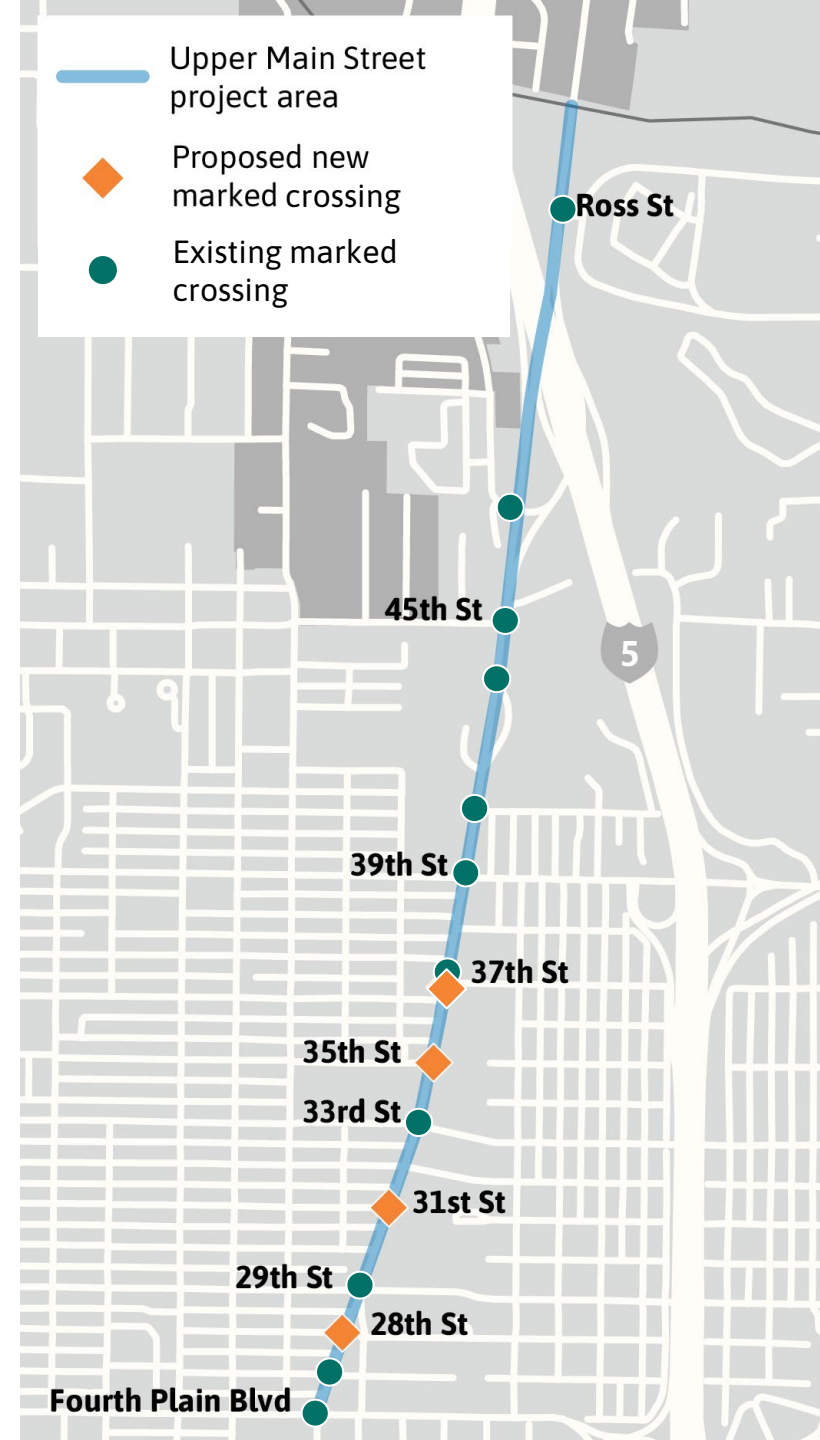


Design Concepts

Corridor-wide: Marked Crossings

- South side of 28th Street intersection (just north of Dairy Queen)
- North side of 31st Street intersection (across from Vancouver School of Arts & Academics)
- South side of 35th Street intersection (just north of PeaceHealth Medical Center)
- South side of 37th Street intersection (just south of Safeway)

Note: would not replace the existing crosswalk on the north side of this intersection



Design Concepts

Corridor-wide: Median Islands

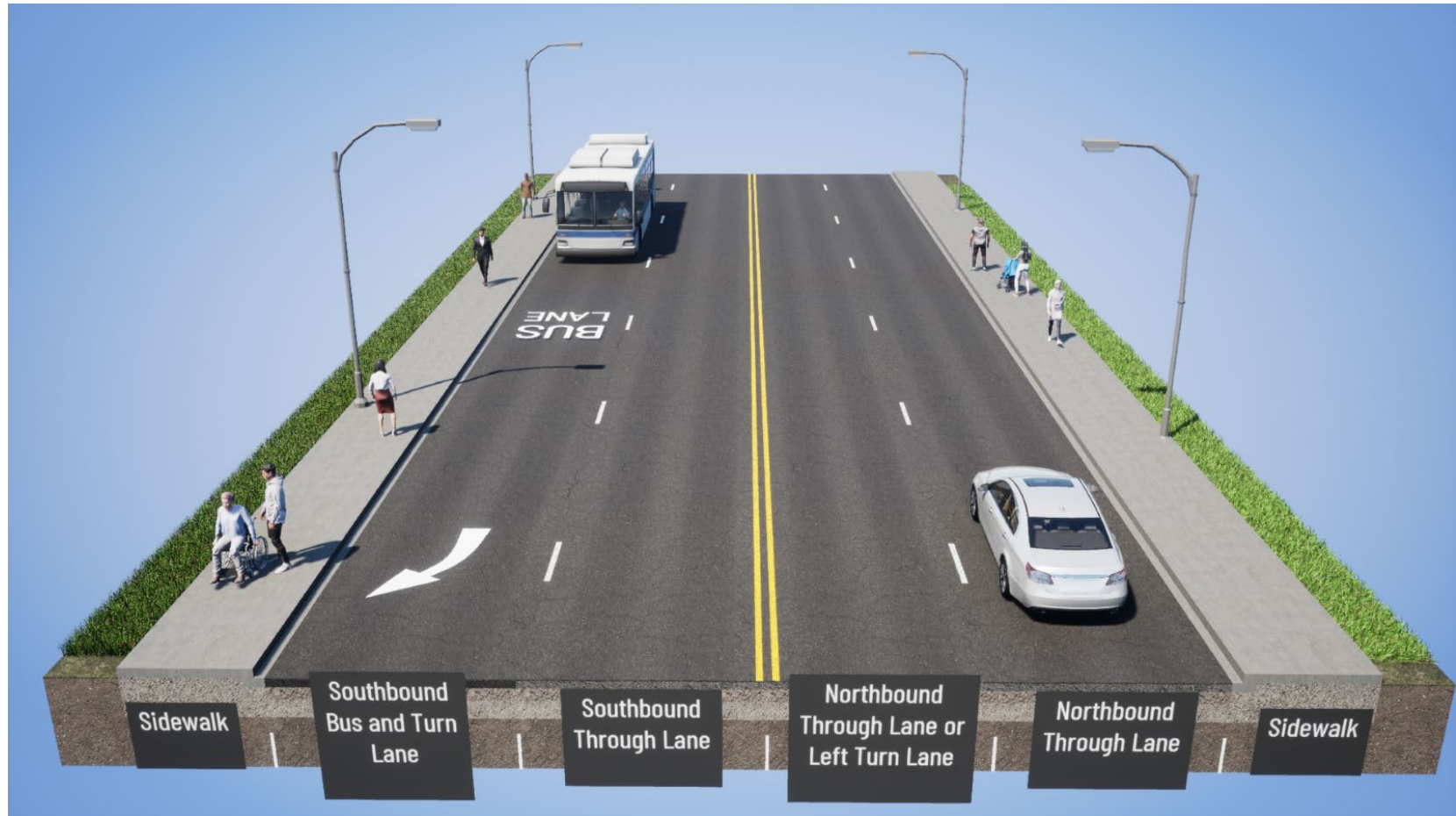
- Proposed 28th Street crossing (just north of Dairy Queen)
- Proposed 31st Street crossing (across from Vancouver School of Arts & Academics)
- Proposed 35th Street crossing (just north of PeaceHealth Medical Center)
- Existing and proposed 37th Street crossings (just south of Safeway)



Design Concepts

Corridor-wide: Bus and right turn lanes

- In the southbound direction at key locations
- Allow buses to continue straight through the intersection
- People driving can still use this lane to make right turns
- **Requires further study and coordination with C-TRAN**



Design Concepts

Segment 1: Fourth Plain Boulevard to 29th Street

- Shift existing crossing at 29th Street on the north side of the intersection to the south side
- Remove northbound dedicated left turn lane and add a median island
- Reduce the number of travel lanes pedestrians need to cross

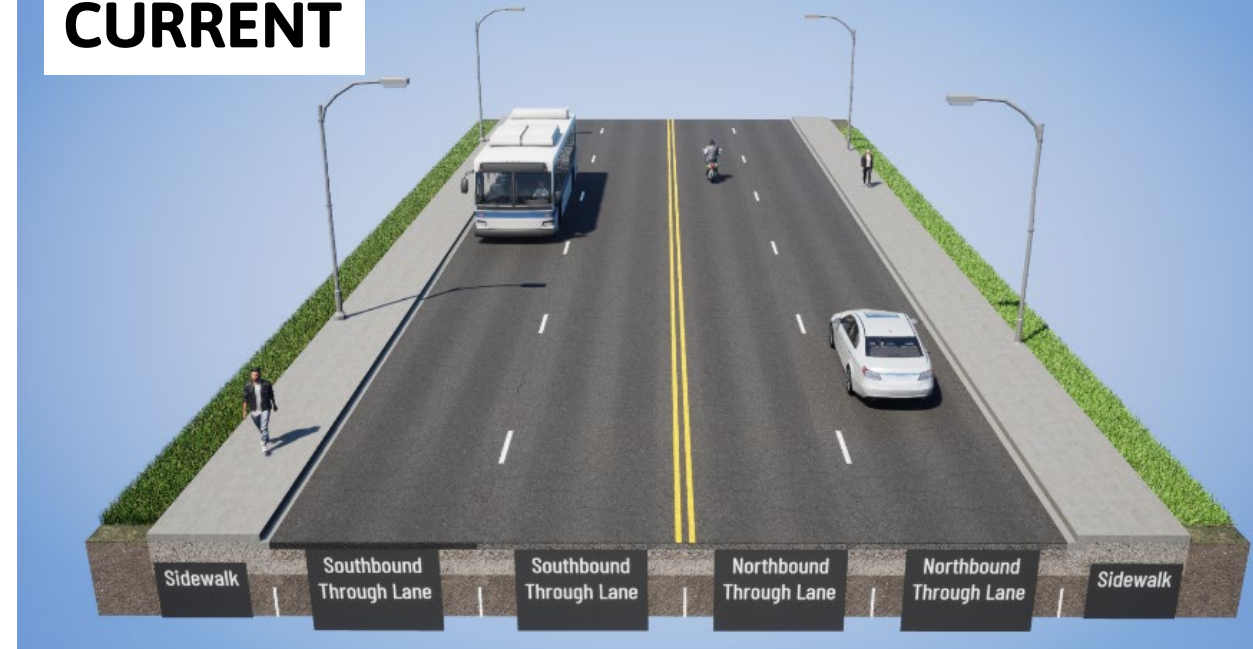


Design Concepts

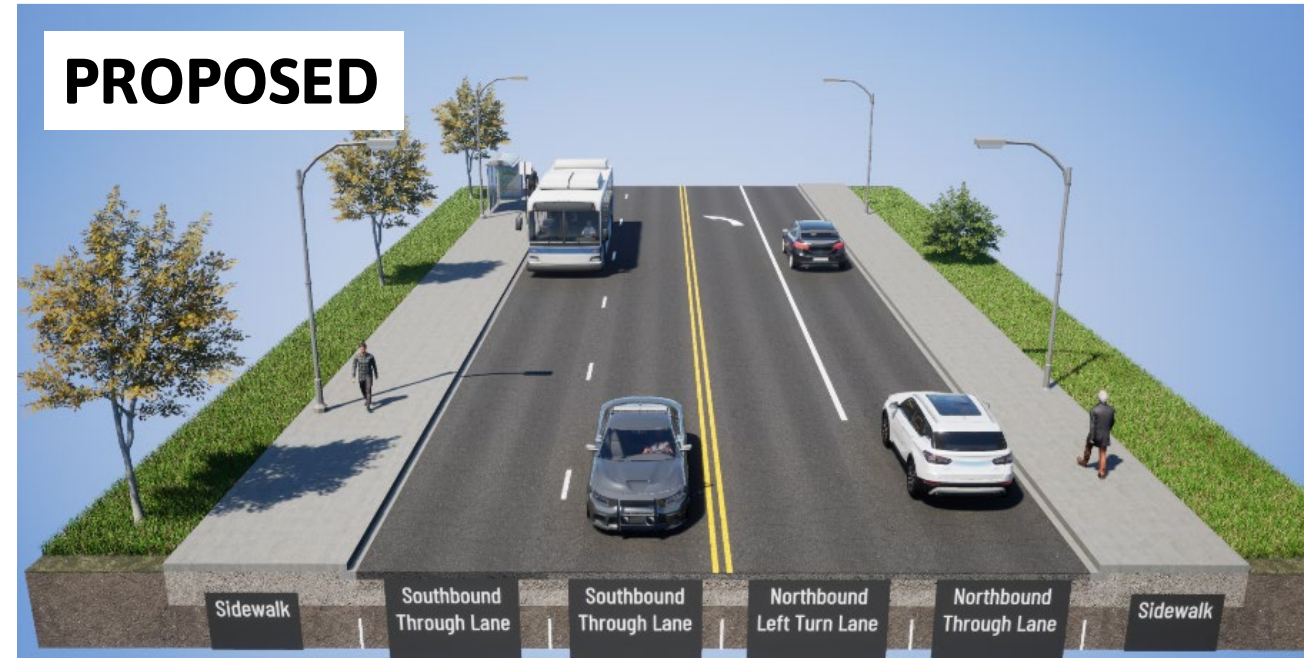
Segment 2: 29th Street to 33rd Street & Segment 3: 33rd Street to 39th Street

- Remove one northbound (toward I-5) through lane
- Maintain the left turn lane at some intersections
- Reduce the number of travel lanes pedestrians need to cross
- Add median islands at some crossings or widen sidewalks in the future
- New C-TRAN Hwy 99 VINE Stops at 33rd and 37th Streets

CURRENT



PROPOSED

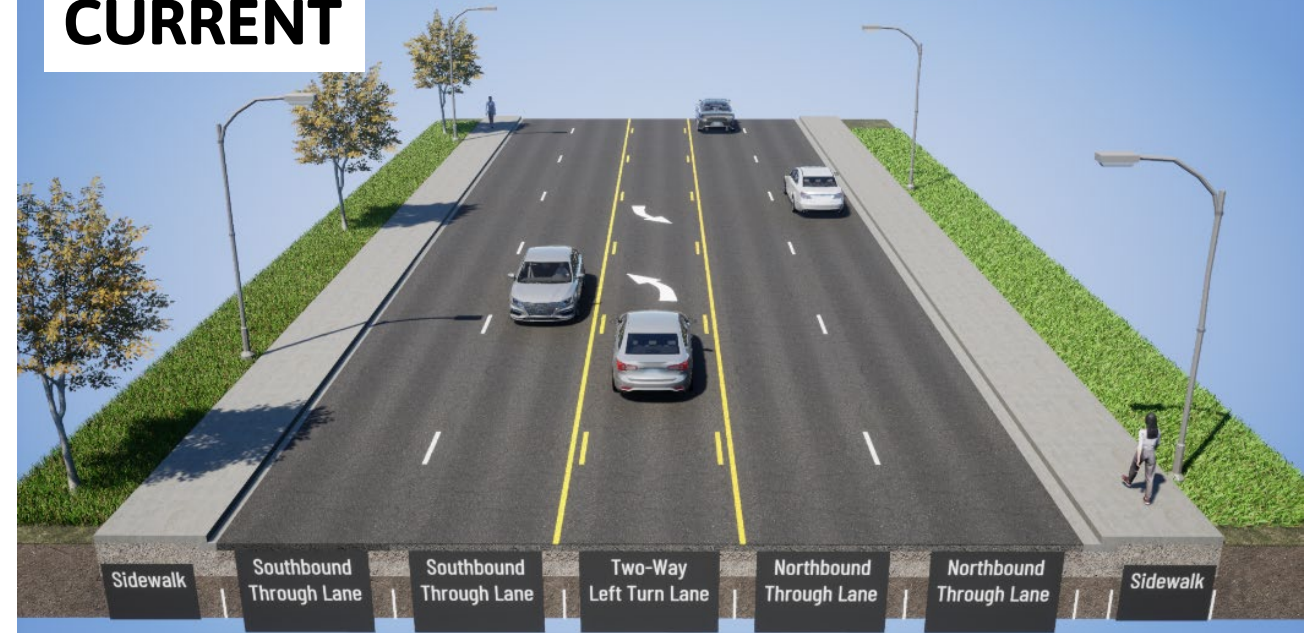


Design Concepts

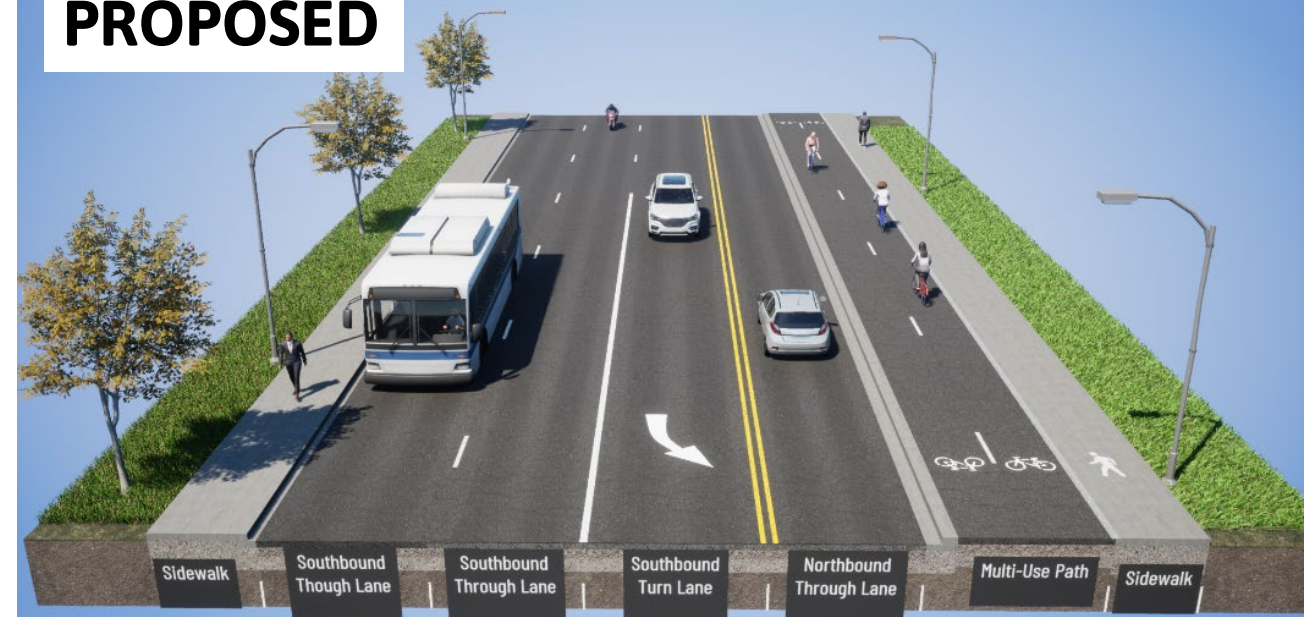
Segment 4: 39th Street to 45th Street

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add physically separated two-way multi-use path between 40th Street and the Discovery Trail (potentially extend to 39th Street in the future)
- Add directional signage to help people navigate these multi-use paths
- Reduce the number of travel lanes pedestrians need to cross
- New C-TRAN Hwy 99 VINE Stops at 45th Street

CURRENT



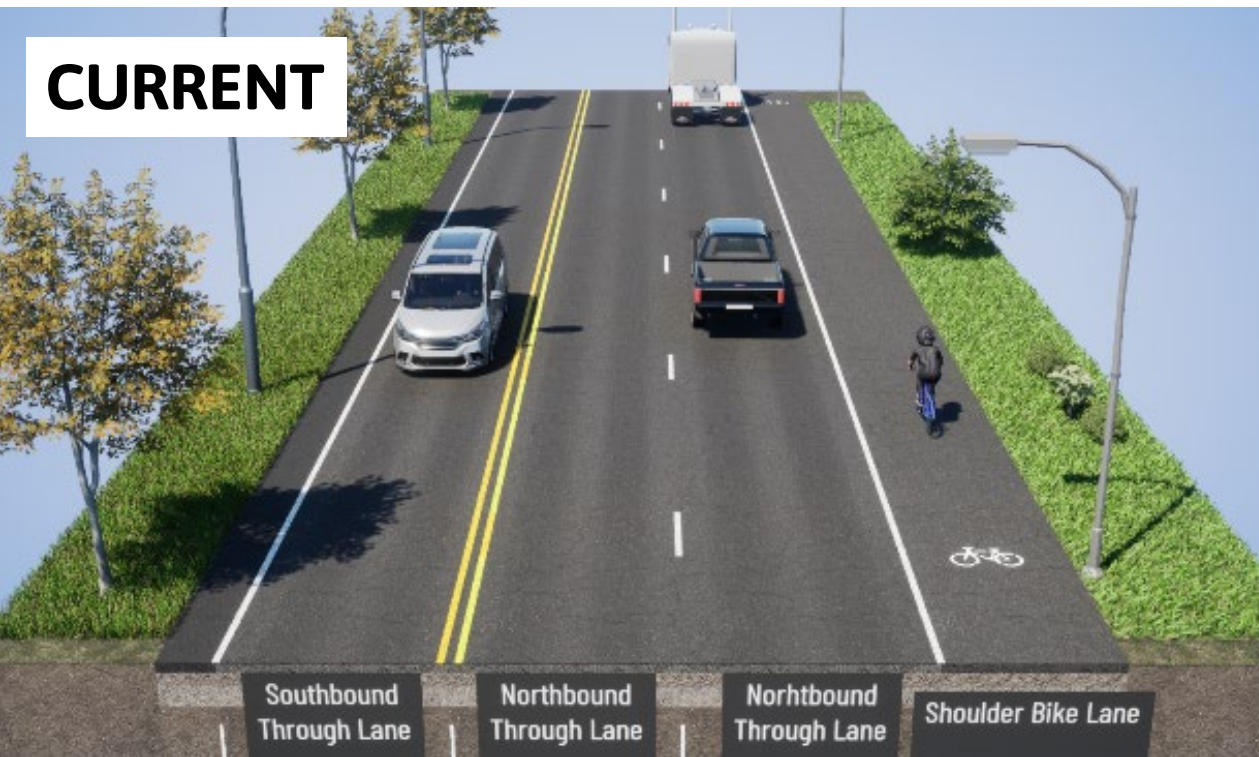
PROPOSED



Design Concepts

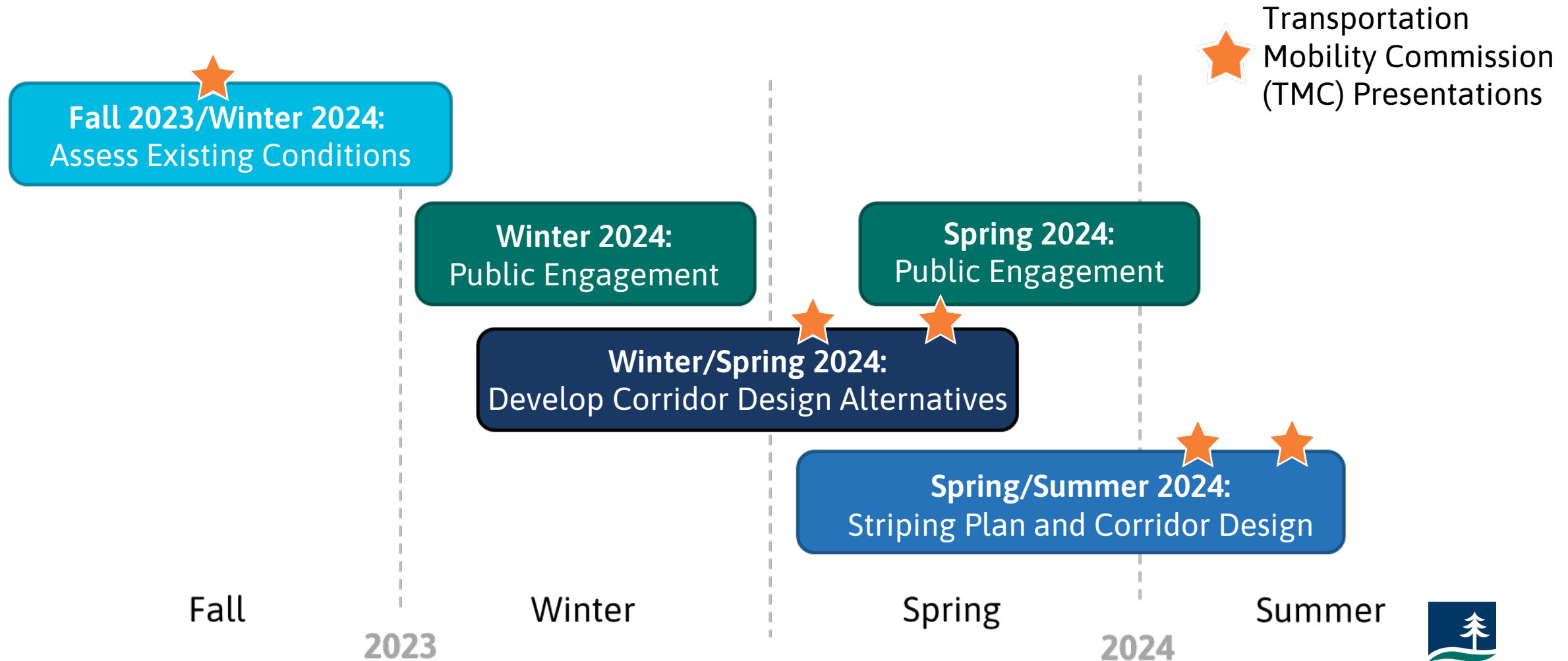
Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

- Project team is still developing this concept
- Working closely with Clark County to ensure there is a consistent and comfortable mobility lane treatment.



Next Steps

Project Timeline



Thank you!



Maggie Derk

Senior Transportation Planner
Community Development

Derek Abe

PNW Planning Manager
Alta Planning & Design

Taylor Eidt

Deputy Director
Capital Projects & Planning
C-TRAN





MEMORANDUM

DATE: April 2, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Taylor Eidt, Deputy Director of Capital Projects & Planning, C-TRAN

RE: **Fourth Plain Bus Rapid Transit Extension Project**

Introduction

The Clark County Public Transit Benefit Area Authority (C-TRAN) is proposing to implement bus rapid transit (BRT) in an approximately 9-mile corridor between Vancouver Mall and Fisher's Landing Transit Center, primarily along East Fourth Plain, 162nd Avenue, and 164th Avenue.

Overview

The Fourth Plain BRT Extension Project will include 34 new stations with near-level boarding, improved amenities and shelters, pedestrian and bicycle access, off-board fare payment, lighting, cameras, and realtime information, as well as modifications to terminus locations, transit center modifications, BRT-style branded vehicles, and transit priority enhancements. The Project as proposed is expected to operate primarily in mixed traffic.

C-TRAN is pursuing the project to address several existing transportation deficiencies and future corridor opportunities, connecting with C-TRAN's highest ridership corridor- the Vine on Fourth Plain- and highest ridership transit center at Vancouver Mall, with the second highest ridership corridor on Mill Plain, and second highest ridership transit center at Fisher's Landing. This corridor is a critical component for increasing regional connectivity. Between 2015 and 2040, the corridor population is forecasted to grow by nearly 15%, while employment in the corridor is expected to grow by more than 25%. C-TRAN expects the Project will:

1. improve travel time and reliability in the corridor by reducing delay caused by traffic congestion;
2. improve mobility for residents who do not have access to a car or are experiencing poverty; and
3. enhance transit safety and access by improving lighting and security at stations and increasing the overall attractiveness of transit.

Action, Timeline, Next Steps

The Fourth Plain BRT Extension Project has released a preliminary recommended Locally Preferred Alternative (LPA) and is currently collecting public feedback on the proposed alignment and station locations. An in-person open house was held on March 5, where staff answered questions and collected feedback from attendees. A virtual open house is live at catchthevine.com/fourthplainext on the C-TRAN website.

C-TRAN staff will be seeking adoption of recommended LPA by the C-TRAN Board of Directors at the Board's April 16, 2024 meeting.

The C-TRAN project team is providing an update on the Project for the purpose of informing relevant stakeholders, gathering feedback, and identifying project design needs, constraints, and opportunities.

Ultimately, the project will be a core component of the C-TRAN and City of Vancouver transportation systems, supporting mobility regionwide through this investment. After adoption of the LPA, the Project will progress to the design phase, targeting completion of final design in 2025 before construction, with an anticipated opening in 2027-2028. C-TRAN will continue to update the Transportation & Mobility Commission throughout the project.

Contact Information

Taylor Eidt, Deputy Director of Capital Projects & Planning, C-TRAN

Taylor.Eidt@c-tran.org, 360-906-7331

Attachment(s):

TMC Presentation

C-TRAN

Fourth Plain BRT Extension Project

April 2, 2024

City of Vancouver Transportation & Mobility Commission
Taylor Eidt, C-TRAN



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Presentation Overview & Purpose

Overview

- Corridor Overview & Conditions
- Draft Locally Preferred Alternative
- Public Involvement Activities
- Project Timeline

Purpose

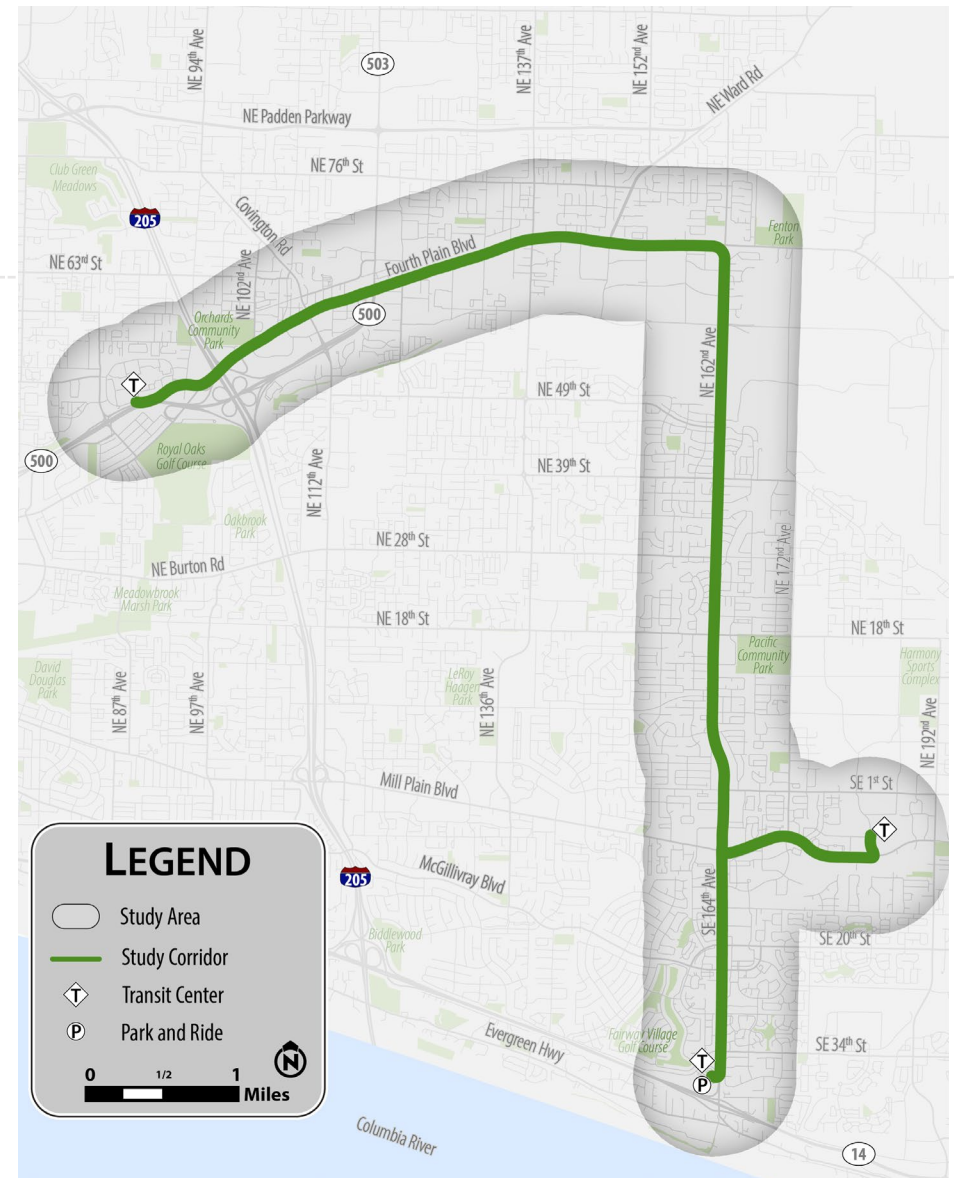
- Update TMC on progress of Fourth Plain BRT Extension Project



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Corridor Overview

- **Length:** 9 miles
- **Northern Terminus:** Vancouver Mall
- **Southern Terminus:** Fisher's Landing/Mill Plain
- **Jurisdictions:** City of Vancouver (possibly Clark County)
- Connecting primary east-west and north-south corridors in east Vancouver
- Rapid economic and housing growth

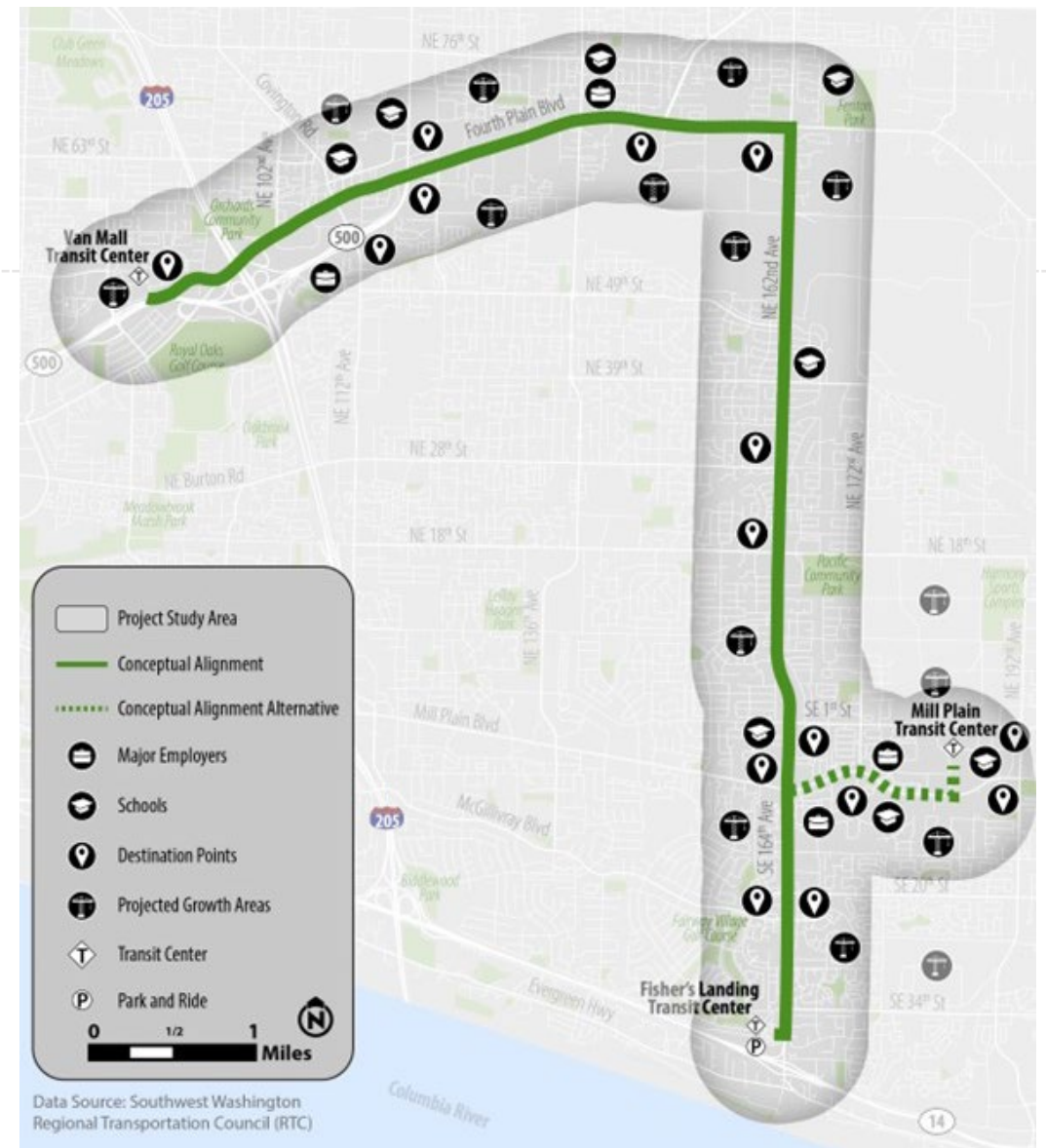


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Corridor Conditions

Current & Future Growth

- 5,000 new households (15% increase) & 9,000 new jobs (25%) between 2015 and 2040.
- Corridor exceeds area averages in many community groups that historically use transit more often.
 - 25% identify as a minority
 - 25% are under 18 and 16% are over 65 years of age
 - 10% of people do not have access to a car
- Many existing bus stops do not meet accessibility standards or provide a comfortable waiting environment.



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Existing Transit Service

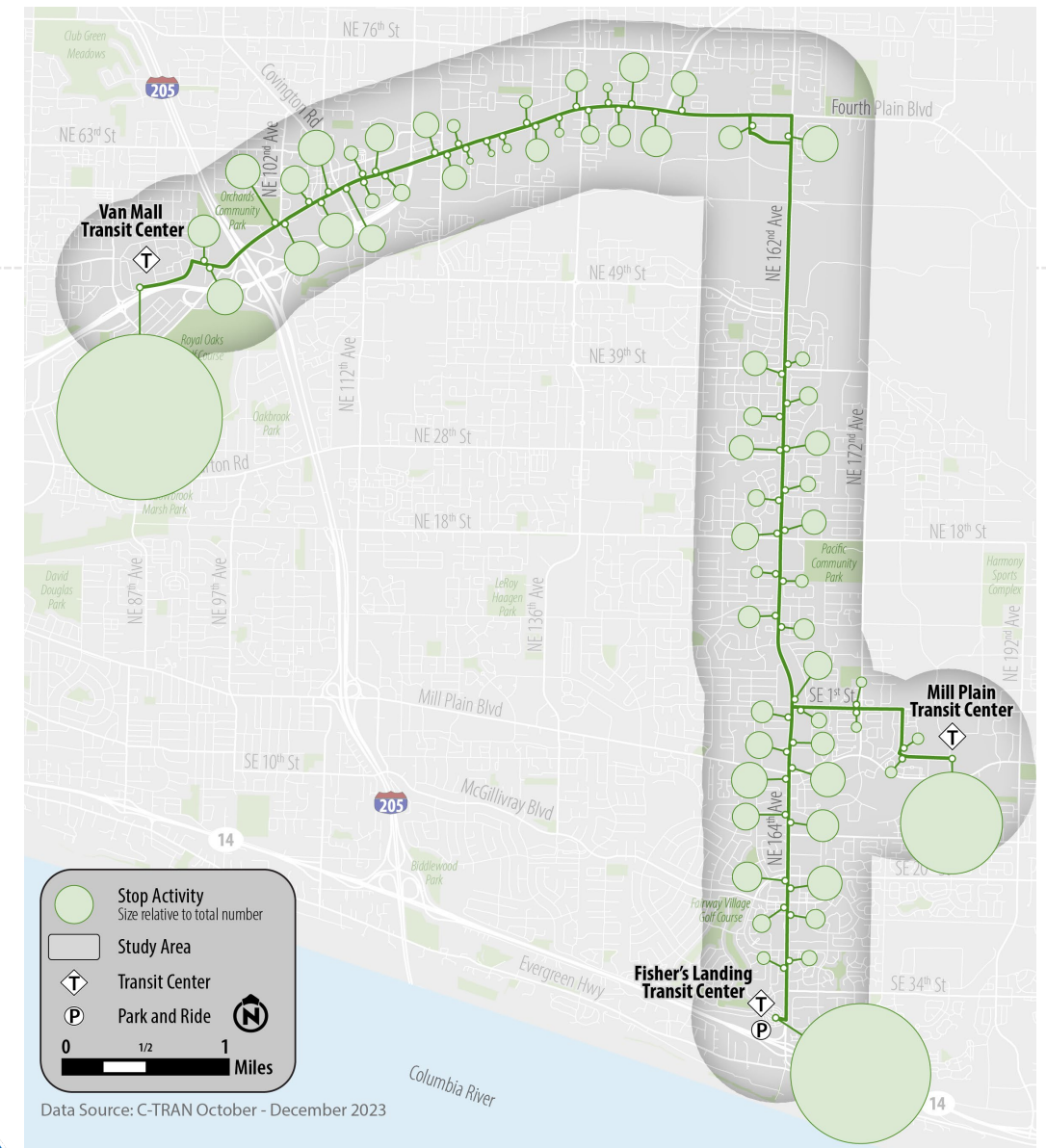
Primary Routes: 30 & 74

Other Corridor Contributors: 7, 72, and 80

Corridor Ridership: 1,200 riders per day

Existing Frequencies

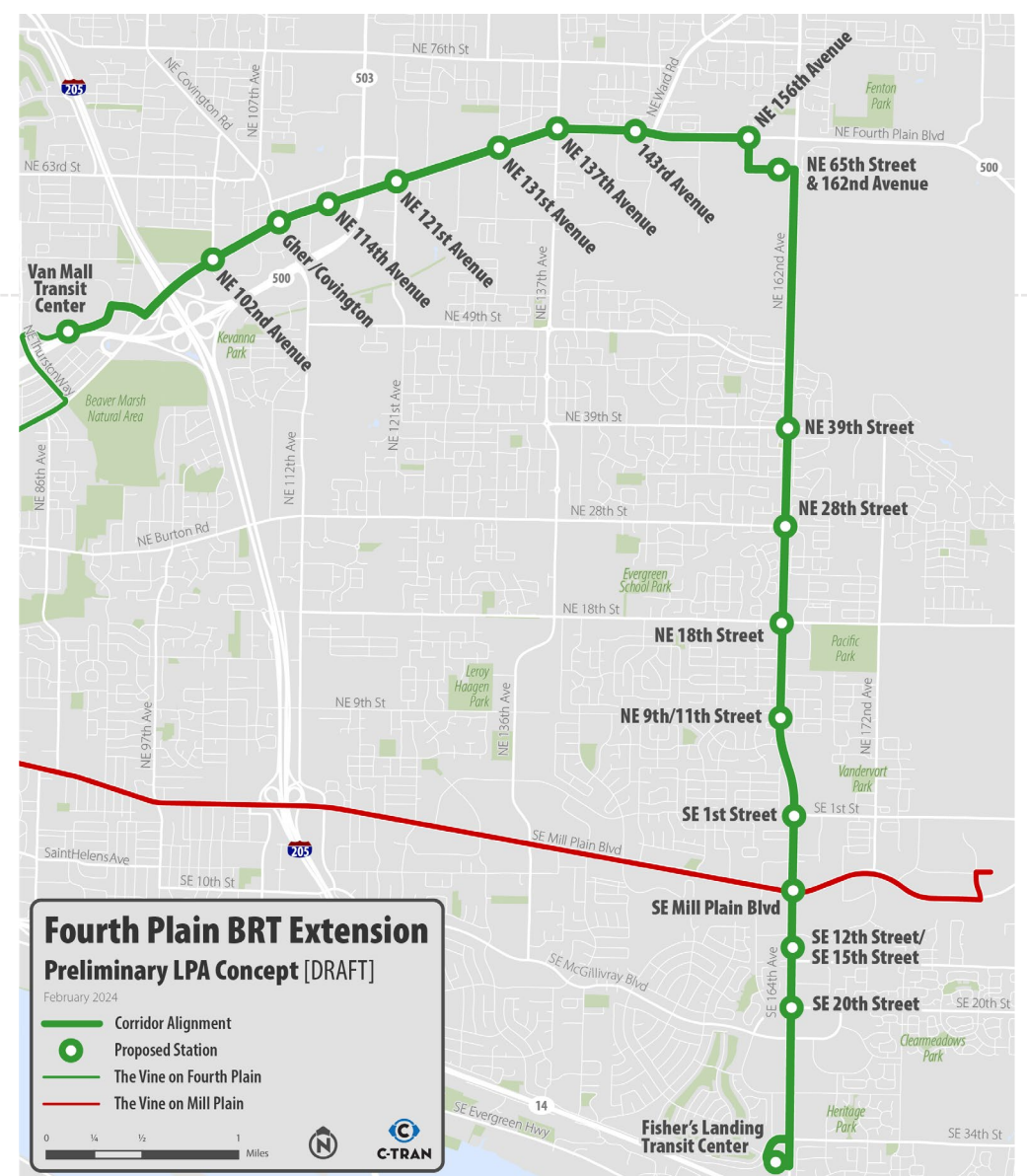
- **Route 30:** 30-minute all day weekdays and Saturdays, 60-minute Sundays
- **Route 74:** 30-minute all day weekdays, 60-minute weekends



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Preliminary LPA Concept

- **Alignment:** Fourth Plain & 162nd Avenue/164th Avenue
- **Length:** 9 miles
- **Northern Terminus:** Van Mall Transit Center
- **Southern Terminus:** Fisher's Landing Transit Center
- **Stations:** 34 new stations, BRT modifications at Fisher's Landing, Van Mall TC
- **Travel Time Estimate:** Approximately 35 minutes each way
- Stations serve approx. 90% of existing ridership within 1 block

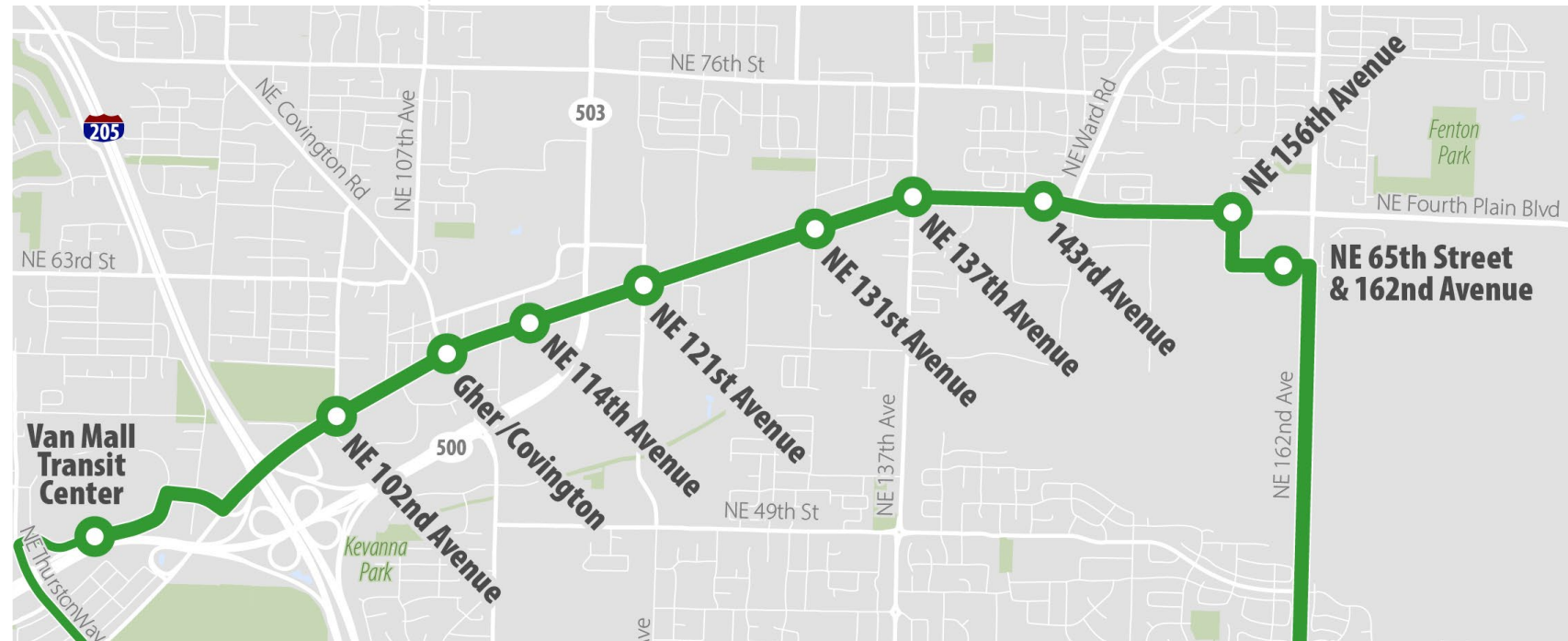


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East Fourth Plain

Stations

- Van Mall Transit Center
- NE 102nd Avenue
- NE Gher/Covington
- NE 114th Avenue
- NE 121st Avenue
- NE 131st Avenue
- NE 137th Avenue
- NE 143rd Avenue
- NE 156th Avenue
- NE 162nd Avenue & 65th Street Transfer Plaza

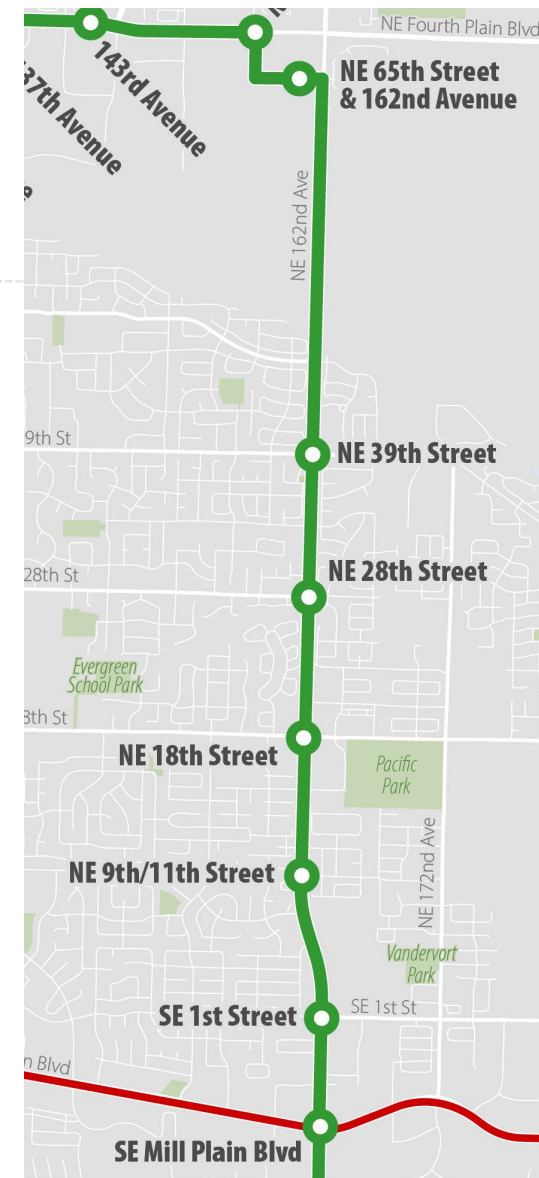


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162nd Avenue

Stations

- NE 39th Street
- NE 28th Street
- NE 18th Street
- NE 9th/11th Street
- SE 1st Street
- SE Mill Plain Blvd



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Southern Terminus Evaluation

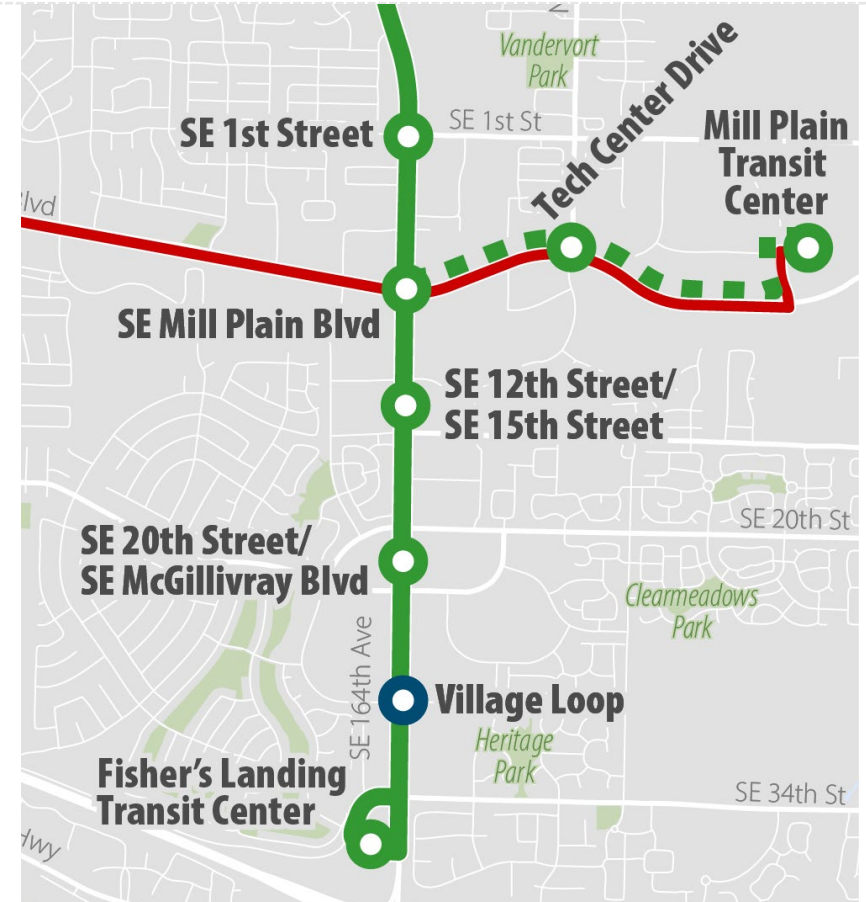
Alignment Options

Option 1: Fisher's Landing Transit Center via 164th Avenue

- **Possible Stations:** SE 12th/15th Street, SE 20th Street, Village Loop

Option 2: Mill Plain Transit Center via Mill Plain Boulevard

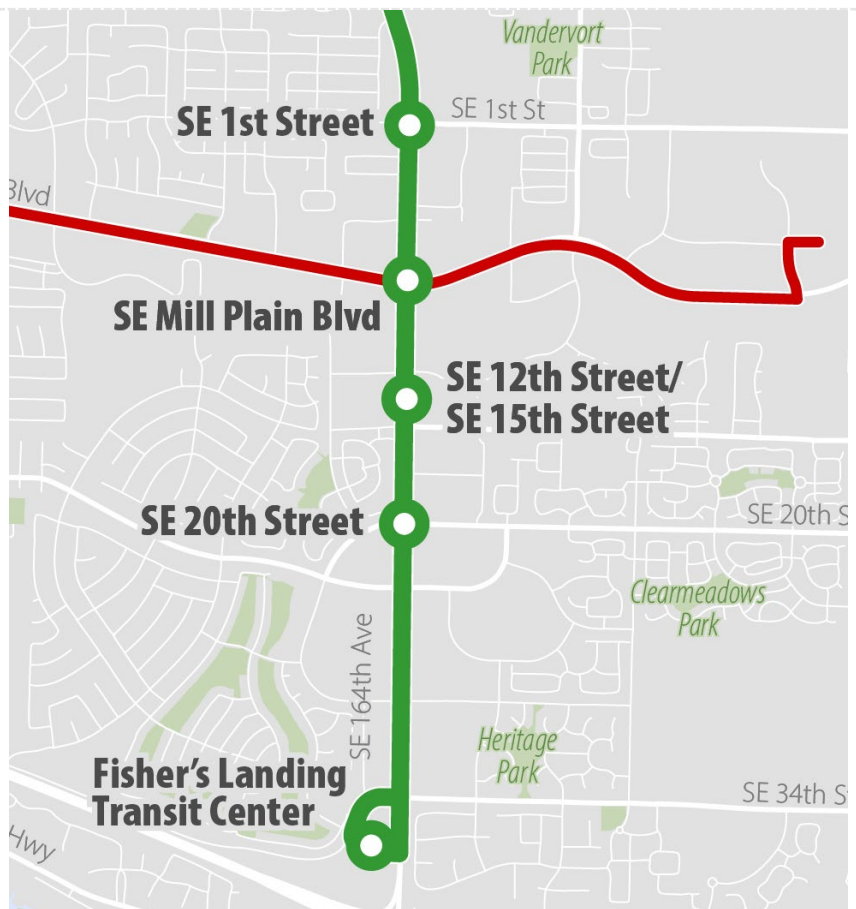
- **Station:** Tech Center Drive (shared)



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Southern Terminus Recommendation

GOALS	Fisher's Landing Transit Center Terminus	Mill Plain Transit Center Terminus
Improve corridor transit service		
Ridership potential		
Local and regional transit connections		
Current and future travel demand		
Community vitality		
Transit-oriented development		
Safety and mobility		
Public support		



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Public Involvement Activities

Outreach & Open Houses

Online & in-person open houses

- Corridor Overview, September 2023
- Locally Preferred Alternative, March 2024

Advisory committee consultation

- C-TRAN Citizens Advisory Committee
- Vancouver Transportation & Mobility Commission
- Local Agency Technical Advisory Committee

Corridor interviews (local businesses, community groups, & others)

On-street canvassing

Stakeholder focus groups

Fall 2023 Service Change Outreach

Top Priorities (in order of preference)

1. Directness/travel time
2. Connections to Express, Regional, and Local routes at Fisher's Landing
3. Opportunity to improve safe access to transit and bike pedestrian connectivity
4. Serves major destinations

**VISIT OUR
VIRTUAL
OPEN HOUSE**



**Fourth Plain
BRT Extension**

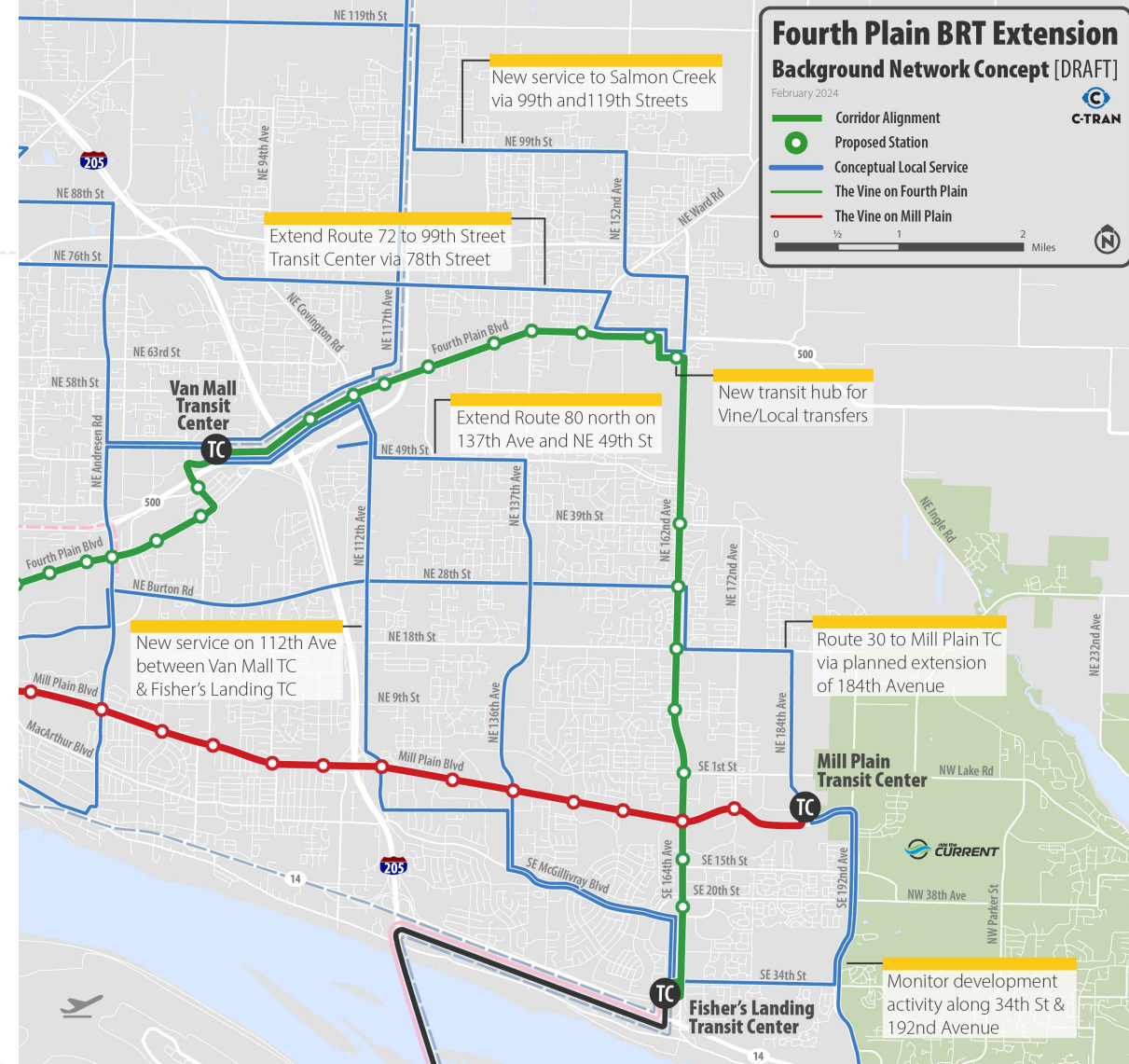


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Local Service Concepts

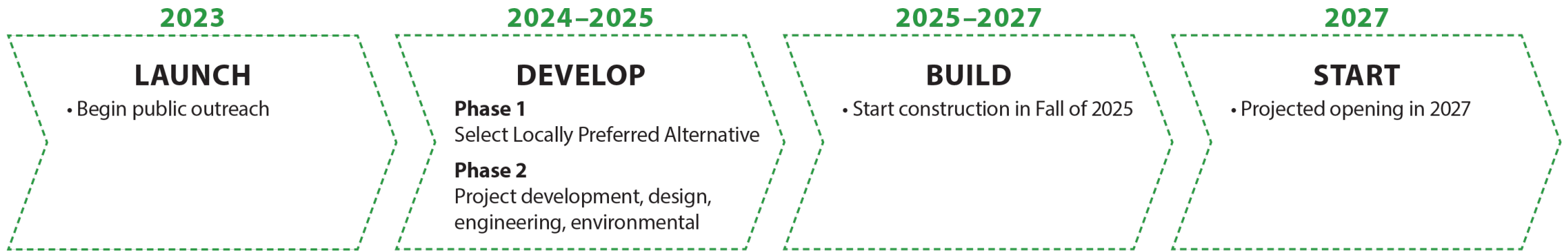
- Opportunity for transit hub at Fourth Plain & 162nd Avenue.
- Improve connections to Highway 99 corridor.
- Transit access to new development.
 - Vancouver Innovation Center
 - Fisher's Quarry
 - Section 30
 - Everett Corridor
- Local service modifications to provide connections in constrained areas.
 - Van Mall Drive, Village Loop

Concepts will undergo additional service analysis and public outreach.



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Timeline



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Thank you!



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From: [Marsha Hewitson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Streets
Date: Monday, March 4, 2024 3:54:40 PM

[You don't often get email from mhewit9055@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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What are you thinking? We are growing and spent 25,000,000 expanding Hwy14 to accommodate more people /cars. You are creating a grid lock with your proposal of having these streets narrowed. Go out and look and see the number of bikers and walker, it is almost as bad as the number of people on our city buses. This is a waste of our tax payers money, Take care of the streets the way they are. Look at the debris on the bike paths and walking paths that is almost never cleaned up. This could be a law suit waiting to happen. I would want you reconsider these proposals and let the people vote on it. Matt Hewitson

From: [Jan V](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: NTSA projects
Date: Tuesday, March 5, 2024 11:23:57 AM

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Hi all,

Traffic calming is always a good idea and I love that neighborhoods realize lower, slower traffic is desirable, but NTSA projects sometimes don't do as much as I would hope. Here are my thoughts:

Street paintings on intersections - They're pretty. They raise awareness of local residents and slow their traffic. They likely don't do much for through-travelers because they're generally not very visible until you're on them and the paint wears off. EX: F St in Arnada is a neighborhood street and has relatively lower through-traffic, so it might work. 33rd St has too much traffic to make the paintings very effective at slowing vehicle travel. Bike lanes that don't end are needed there to ensure our safety.

Mid-street intersection islands - I like them as a pedestrian, but dislike them as a cyclist if the bike lane disappears to make room for them. Even if there is no bike lane, if the road narrows, it makes traveling by bike tougher at intersections. EX: 33rd St.

Speed bumps - There's one by our house on Idaho St. I'm sure they slow some people, but mostly I just hear repeated thuds of vehicles topping out. The bumps on SE Columbia Way are a complete waste of money. The spacing of the cuts allows drivers to nicely avoid the bump effect entirely. I ride my bike there frequently and watch drivers along the entire stretch swerve out and over the center line. If the city does install them somewhere, please also consider stopping them before the bike lane. Columbia street is a good example of this treatment. We love it!

Electronic speed signs - I have ridden McGillivray enough to know they don't slow the majority of drivers. When I've worn hi-viz yellow and stopped and held my phone in the air trying to capture registering vehicle speeds on the reader, apparently a majority of drivers thought I was "official" because I saw a significant slowing result. Ha! Otherwise, drivers just continue at roughly 10mph over the limit.

My favorite way to slow a street may not apply to many situations, but in the few places I've seen it in Vancouver, it certainly works to lower overall traffic and slow it: traffic diverters. The two I encounter most often are on Indiana @ Morrison and another at Michigan and Garrison Terrace. Both use concrete islands to divert traffic nicely and protect the neighborhood. Portland uses very large concrete planters on many streets and they work well.

Where I'd suggest one is at McLoughlin and Brandt to stop the westbound cut-through

traffic from Mill Plain to Grand. Drivers use this route to avoid going down Mill Plain and back up (northbound) Grand - no hill and shorter. Unfortunately for bicycle travelers it is our main way from downtown up to the Heights and we're stuck "sharing" with vehicles on upper McLoughlin through three S curves, frequent parked cars, and no bike lanes. I take the lane to avoid the in-out confusion for drivers, but it means I have them on my tail - not good for either of us. The street looks flat, and the hill levels a lot, but still continues to about 13th St. After the lower McLoughlin climb, I'm still huffing and puffing! Fewer people would drive that neighborhood street if traffic were diverted westbound.

Thanks

Jan Verrinder

From: [Terry Dunn](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: SaveVancouverStreets@gmail.com
Date: Tuesday, March 5, 2024 6:09:41 PM

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Hello,

I am a regular driver on McGillivray and it has serious problems. But your \$20 million plan to make it one lane will make it worse and hellishly dangerous to drive on, while there is a simple, quick, and cheap solution that will actually pay for itself.

If you read this article in The Columbian (<https://www.columbian.com/news/2024/mar/04/what-should-i-do-if-someone-is-tailgating-my-car-is-it-legal-heres-the-washington-law/>) you will read about a McGillivray problem that causes 15,000 crashes a year in Washington State and is rampant on McGillivray. It is tailgating. I always drive in the right lane at the speed limit on McGillivray and there are always cars and trucks speeding by me. But there are still some drivers who refuse to go around in the open left lane and tailgate me. If you make McGillivray one lane, every driver who is driving the speed limit will be tailgated and there will be a significant increase in crashes caused by tailgaters. Your \$20 million proposal will endanger the lives of anyone who drives on your one-lane McGillivray at the speed limit.

The simple solution? Install traffic violation cameras all along McGillivray. Not only will you catch the speeders and change their driving habits, you will catch the multitude of drivers who drive through stop signs without stopping. These cameras have been proven to improve road safety, the Washington State legislature had passed legislation permitting all cities to install them, Governor Inslee, when signing the law encouraged cities to do so, and Vancouver is not one of the 14 cities that have done so, and the largest city in Washington that has not.

Finally, the fines generated by the cameras will quickly pay to cost of their installation. Why have you not done this already?

I would love to hear your reply to this email.

Terrence Dunn
1809 SE 186th PL
Vancouver WA 98693

From: [Erin Stuhlsatz](#)
To: [City Council](#); [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Support for Proposed Changes to McGillivray
Date: Tuesday, March 5, 2024 9:41:51 PM

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Dear All You Hardworking Transportation Folks,

Thank you for your work on the design and proposal for the remodeled McGillivray Blvd. I live a block north of McGillivray, and I would LOVE to be able to use it for non-automobile transportation.

I'm a stay at home mom of two little kids, and we do our best to travel without a car whenever possible. We walk or bike as much as we can! With the proximity to McGillivray, we were initially excited to buy a house that was so close to a long bike route that would connect Vancouver to Camas. Unfortunately, it's turned out that I don't feel safe biking or walking along McGillivray with my children (and Mill Plain is even worse, giving us very little options). Cars drive way faster than 25mph, and I've found that when I'm driving, even when I pay close attention, it's very difficult to force myself to drive 25mph with the way the road is designed. In addition, the four way stop signs with two lanes in each direction are an absolute terror to navigate on a bicycle or on foot. So, in short, the changes are MUCH APPRECIATED.

We used to live in Saint Paul, MN, and the designs look a bit like Summit Avenue (if you haven't seen it, look it up - it's a delight!). For a lot of its length, especially near the river, Summit has bike lanes in both directions, sidewalks, and a big median where people can walk and run. It's almost always in use because it's just so easy to use it for socializing and transportation! I'm thrilled at the idea that we might live near Vancouver's closest approximation.

Really my only concern is that cars already use our street (SE 11th st) as a shortcut to avoid stop signs on McGillivray, or to cut between McGillivray and Mill Plain. SE 11th St doesn't have sidewalks, and so we are forced to share the road with drivers who drive well over the speed limit and seem oblivious to pedestrians. We walk the half mile to school and Cascade Neighborhood Park multiple times daily, and I'm concerned that if McGillivray gets slower (which is a very good thing, don't get me wrong!), we will see more of this speeding cut-through traffic on 11th.

Thank you so much for all your thoughtful consideration!

Erin Stuhlsatz

From: [Pattern Integrity Films](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Street Project
Date: Thursday, March 7, 2024 11:59:04 AM

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Hello,

I'm writing to offer support for the McGillivray project and to learn more about it.

Recently someone came by my house with street signs (SaveThis Street) to give out, but after further conversation, I learned this person does not even live on McGillivray. I asked her some additional questions before she became frustrated with me and then left. I don't feel as though she has been forthcoming in telling the residents of McGillivray that she and her team don't live there.

All of this said, I would like to find out how I can get involved in pushing your project forward. I would love a more peaceful street and I love the designs and solutions your team has come up with. Please let me know how I can help.

Thanks so much for your time and for caring about my street & all of our safety.

Kristen Kingsbury
(503) 752-6018

From: [Cait Snow](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Boulevard Safety and Mobility Project
Date: Thursday, March 7, 2024 9:02:41 PM

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Hello,

As an avid cyclist (and mother of a budding cyclist) living in Vancouver, I wanted to share our concerns about McGillivray Boulevard as it sits right now. We use our bikes to commute most days, and love riding anywhere we can *safely* - to the grocery store, library, gym/pool, appointments, playgrounds, friends' houses.

Despite the bike lane, McGillivray does NOT feel safe for cycling, and therefore, if a destination requires traversing it, even for a short segment, we opt out of the trip.

I understand that some have argued that no changes are needed because not many cyclists ride on McGillivray. That's a flawed argument. Not many cyclists ride on McGillivray *because* changes are needed; it's not safe as is.

Thank you for taking this into consideration.

Sincerely,
Caitlin Christly

From: [Diane Stephens](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Save our Street
Date: Saturday, March 9, 2024 8:19:47 AM

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I just noticed that the sidewalks are removed in the new design. That forces pedestrians to walk in the bike lane. This presents a danger to pedestrians, esp if hard of hearing. Also there is no place to put garbage cans other than in the bike/pedestrian lane.

From: [Richard](#)
To: [Lopossa, Ryan](#); [Benoit, Emily](#); council@cityofvancouver.com; [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Proposed re-design of McGillivray Blvd
Date: Sunday, March 10, 2024 10:43:08 AM

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When reviewing the volume of traffic on McGillivray Blvd and number of accidents involving pedestrians, as per the Fehr & Peers study, it would appear that a redesign of the roadway is not in order.

If the average daily traffic is 10,000 vehicles, then over the 4 yr period of the study, that is approx. 14,600,000 trips (10,000/day x 365 x 4).

In that 4 yr. time-frame, there were only 4 incidents involving pedestrians & vehicles. And the only fatality was related to ice/snow.

That's 1 fatality in 14,600,000 trips! EXTREMELY LOW.

I doubt if there are ANY local roadways in the entire country, with 10,000 vehicles per day, that could quote such low pedestrian accidents involving vehicles.

Yes, Vancouver & other communities received Federal Transportation grants, and that means spend it or lose it, but spend it wisely.

Deterrents to speeding issues on McGillivray-

A) Install electronic speed cameras w/flash even if they cannot actually issue tickets at this time. The mere flash will alert drivers regarding their speed & will make them concerned about getting a ticket.

B) Push button yellow-flashing pedestrians crossing lights at some intersections (e.g. Talton, 136th, Blairmont, Village Loop) and designated pedestrian cut-thrus.

Do not create a problem when there isn't one, just to spend Federal money.

Regards,
Richard
971-322-3744

From: [Yvonne P Behrens](#)
To: [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vehicle travel lanes along SE McGillivray Blvd., SE 34th St. etc. - CONCERNS
Date: Wednesday, March 13, 2024 10:02:37 AM

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Greetings,

I am living off SE McGillivray and have major concerns about the plans for the vehicle travel lanes along SE McGillivray Blvd., SE 34th St. etc. .

It certainly looks like the people who developed the plans, once again, do not live in Vancouver and definitely NOT in this area.

How can you propose this while you have 3 (!) schools in between McGillivray and Mill Plain? Did you ever try to get out or along these streets when school is in session? How long do you think school buses need then to get kids to school - they are quicker walking! And regular residents will never get out. My car does not come with wings, so I have to use McGillivray.

And giving priority to bikes - I love my bike but people riding their bikes here think they are entitled to the right of way. They don;t care about street lanes, and don't even get me started about the electrical bikes. I see older people racing with them and I am certain, if they have to stop they will not be able to do so.

But then my concerns are exactly like the ones of other residents:

SE 34th & SE McGillivray Concerns

- How will decreasing lanes result in slower speeds? Have law enforcement options such as increased patrols or photo radar been considered?
- How do these proposed changes address vehicles running stop signs & creating high risk events at intersections?
- How do these changes address several intersections that have been identified in need of upgrades?
- How do Emergency Vehicle navigate safely along these major East / West Arterials? Where do they park / stop when responding to emergencies on these streets? How do cars yield to these vehicles?
- Were any options considered to add bike / pedestrian lanes without removing vehicle lanes?

- SE 34th & SE McGillivray are both major East / West connectors in Vancouver. What will the impacts be to vehicle traffic?
- Has the city considered future re-development such as ADU's / Middle Housing and new development such as the Vancouver Innovation Campus in traffic counts that support these vehicle lane reductions?

SE McGillivray Specific Concerns

- Where will public utilities (mail, garbage), delivery (amazon, food, UPS) going to stop & park?
- There are at least 2 high priority / school zone intersections along McGillivray. What does this proposed design do to address safety concerns?
- How will this design accommodate on street parking? It appears that there will be a net loss of street parking spaces. This is at the same time when the state and the city are encouraging more middle housing & ADU's. Has the city considered the loss of parking?
- Will it be harder for vehicle to back out onto McGillivray with more traffic in one vehicle lane?
- Where will school buses stop? Will they block traffic for the entire length of their route of pickups?

JUST LEAVE IT ALONE! This is not an improvement! Just spend money on filling potholes.

Sincerely,

Yvonne P. Behrens

Phone: [\(310\) 806-1404](tel:3108061404)

From: [Kirk Pawlowski](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Benoit, Emily](#); [Lopossa, Ryan](#)
Subject: Public Comment and Photos - SE 34th Street Improvement Planning
Date: Wednesday, March 13, 2024 11:26:30 AM

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Kirk R. Pawlowski, Architect

3405 SE 168th Avenue

Vancouver, WA 98683

(206) 369-4443

March 13, 2024

RE: Proposed Transportation Improvements on SE 34th

Dear City of Vancouver leaders, City Commission members, and City of Vancouver staff,

My wife Patricia Apperson and I have lived in our home for the past eight years within 100 feet of the signaled intersection of SE 34th Avenue and SE 168th Avenue. In that short period of time, each one of our neighbors within at least a 1/2 mile radius have either been directly involved in an auto collision, a near-auto collision, and/or witnessed pedestrians (children, families with children, and adults) nearly being hit while crossing the street at this signalized intersection.

My wife Pat was injured and our sole family vehicle was completely destroyed in this intersection due our being hit by a speeding vehicle – eastbound- on 34th who had run a red light due to texting (as she sorrowfully reported to the Vancouver Police officer at the scene). Her 4-year in the back seat was thankfully not injured. The common thread is excessive speed on SE 34th and traffic volumes which have transformed the street increasingly into a parallel alternative for SOV and truck transportation to/from SR 14 – I am certain you have the traffic counts and data to demonstrate that unfortunate reality.

We were thrilled to see the City conduct outstanding outreach and proposed mitigation measures for SE 34th. We participated in those surveys. We fully support the design options under consideration to improve multi-modal transportation– and have no idea who is funding nor supporting the “SAVE OUR STREET” campaign – certainly not the residential taxpayers with whom we are neighbors. We are also regular C-Tran bus riders and love having the service of the No. 34 Bus SE 34th.

I am writing today due to another and regular severe traffic accident (with airbags inflated) at the intersection of SE 34th and SE 168th @ 10 AM this morning. I have attached two photographs below our signature line.

Let's improve safety on our streets for our children and families – that must be your highest priority in moving these improvements ahead on the City's Transportation Capital Plan. Let's mitigate the "street as freeway" in a zone dominated by residential development, while perhaps moving some of this traffic back to the major arterials: SR 14, SE 164th, and SE 192nd.

Respectfully,

Kirk R. Pawlowski, AIA Emeritus

Patricia E. Apperson



Intersection of SE 34th and SE 168th Avenue - 10:15 AM PDT - March 13, 2024 - Looking North up SE 168th Avenue



From: [Bill Foote](#)
To: [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: The plans for SE McGillivray Blvd. look *wonderful*
Date: Tuesday, March 19, 2024 5:15:41 PM
Attachments: [Screenshot 2024-03-19 at 5.08.40 PM.png](#)

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Hello,

I just learned of discussions to change the layout of SE McGillivray Blvd., and if it's like what's pictured here, I'd like to say "yes, please. More like this, please."



I recently moved to Vancouver, and learned about this from the "Save Vancouver Streets" signs some people have put up. Why they'd want to save a street design that encourages people to drive 40 MPH+ in a 25 zone is beyond me. I've seen similar "road diet" plans in other cities, and such "visual narrowing" really works. Based on the relatively low traffic volume I've observed on this street, converting it to two vehicle lanes with a physically separated, safe bicycle lane would be a wonderful change all around.

Please keep up the good work, and make Vancouver safer, more pedestrian- and bicycle-friendly, and more livable!

Sincerely yours,

William Foote
Vancouver, WA

From: [Won Ton Wookie](#)
To: cseiderman@cambridgema.gov; [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Worley, Steve](#)
Subject: Vancouver, Wa street projects coming up
Date: Wednesday, March 20, 2024 3:34:45 PM

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We are currently undergoing studies to determine how to transform a section of SE McGillavray, and have a group that is outspoken against any change to put more bicyclists and pedestrians on the road. I saw an article online about how successful one of your projects was, stating an increase in bicycle use by sixfold and more use as far as 800 meters away (metric? 1/2 mile, right?).

I am writing to you about contacting our planners/city members involved in the project to help solidify their position on making the change. I have included their emails below. Is this something you can help with? Your city has been quite successful with this.

Thanks- Ron

PS- You can just reply to all and not have to retype the addresses

Vancouver City Council E-Mail - council@cityofvancouver.us

City of Vancouver Public Works Director - Steve.Worley@cityofvancouver.us

Transportation & Mobility Commission - TMC@cityofvancouver.us

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Ron

From: [Jason Cromer](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#); [Small, Rebecca](#); [McEnerny-Ogle, Anne](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#)
Subject: New Global Study on the Harm of Automobiles to People and the Environment
Date: Wednesday, March 27, 2024 11:23:32 AM

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Hi all,

I was just made aware of a [new, comprehensive, and detailed study](#) by the Journal of Transport Geography on the direct and indirect harm of automobiles and car-centric infrastructure.

I wanted to share this with you all because it relates directly to our city's initiatives, Climate Action Goals, Comprehensive Plan, and Transportation System Plan.

The study separates these effects into 19 buckets, diving into detail the harm caused to people, our economy, health, and society itself. As our city grows, adapts, and we change, it's more important than ever to consider the side effects of our developments, especially when it comes to transportation.

If you have a few minutes, I'd encourage you to read through this study, or watch [this overview video](#) on it. It couldn't be more relevant to the issues we face today. Thank you for your time, and as always, I greatly appreciate the work you all do to make Vancouver a more modern, livable. place.

Best,
Jason

From: [Linda Lorenz](#)
To: [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillvray Boulevard Vancouver
Date: Wednesday, March 27, 2024 6:22:50 PM

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To whom it may concern;

My husband and I live off of Briarwood and use McGillvray Blvd almost daily. Your proposal to make it one lane is not a good idea. We moved from Portland over 5 years ago and they tried to do the same thing to a few streets there and IT DID NOT WORK. Why change something that is working wonderfully. Please let me know your reasoning.

Best regards
Linda M Lorenz
15103 SE 30th Street
Vancouver, WA 98683
503-230-1270

Sent from my iPad

From: mark.christopher@comcast.net
To: [Nischik, Julie](#)
Subject: TMC 4-2-24 Public Comments
Date: Thursday, March 28, 2024 9:31:11 AM
Attachments: [TMC4-2MAC.pdf](#)

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Julie,

Would you please attach mine to the public comment comments section please?

Thanks,

MAC

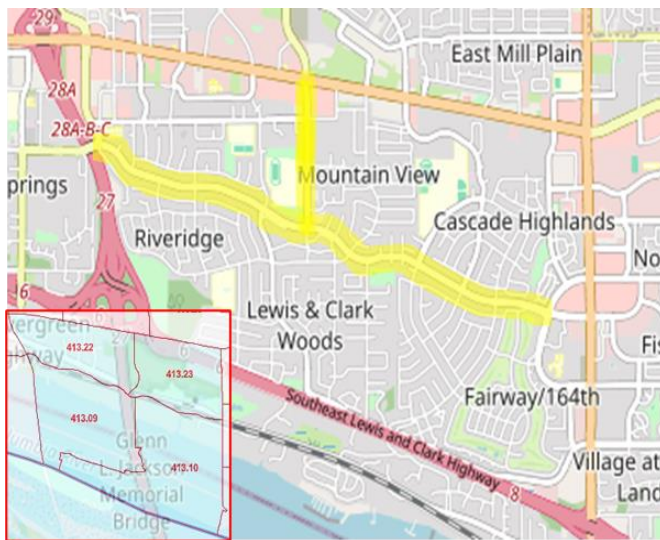
April 2, 2024

Chair Ramos and Transportation and Mobility Commission members,

McGillivray Approval

I write to request you rescind the approval of the McGillivray Mobility project. The four illustrated census tracts below make up most of the McGillivray neighborhood. These tracts account for 11% of Vancouver's population while 98683 makes up 18%. McGillivray Island is referred to as such as the only means of ingress and egress is McGillivray. Our island, south of McGillivray is ½ mile deep by 2 ½ miles long. 413.09 & 403.10 on the illustration.

The city has confirmed that they did not consider population or density into their McGillivray decisions. Their only demographic study was to use GIS to determine an equity index for the lane removal decision.



**McGillivray Neighborhood with census tract overlay
and proposed single lane roads.**

The city did not realize they were consigning 11% of the population to a one-lane road.

Population density is a major concern for our residents. Vancouver has an average of 3.9 persons per square mile. McGillivray averages 6 persons with several neighborhoods exceeding 8. Of the top 10 most densely packed neighborhoods, 3 are in the McGillivray neighborhood with 2 on the island.

Combined with the reduction of 136th to a single lane as part of the 137th mobility path and the residents of McGillivray have a stranglehold around their neighborhood. A neighborhood I remind you with 11% of Vancouver's population.

The city met with residents of the area on a single occasion. An open house where 110 residents signed up for additional information and project

involvement. They were never again contacted by the city and all future decisions on the project were governed by 50 people selected by the city from an anonymous online survey board. These participants included Portland and Vancouver bicycle clubs but no one from the McGillivray area. No residents or businesses from the area were involved in any of the decision-making processes. None had any input on lane removal as this was chosen by staff. In the beginning we volunteered but after no contact for over a year we assumed the project dead. This I feel was by design as evidenced by the sentiments expressed since its true public unveiling 12 short weeks ago.

I ask that you reconsider based on the facts surrounding the process as well as the perspective of one of the 11% trying to shop or get to work. A detailed map of the area is available [here](#). Census tract data is [here](#).

Kindest Regards,

MAC

From: [Patricia Costello](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Upcoming Change to McGillivray Blvd.
Date: Friday, March 29, 2024 10:21:42 PM

You don't often get email from pat4lc@yahoo.com. [Learn why this is important](#)

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Begin forwarded message:

From: Patricia Costello <pat4lc@yahoo.com>
Date: March 29, 2024 at 3:21:53 PM PDT
To: Steve.Worley@cityofvancouver.us, council@cityofvancouver.us
Subject: Upcoming Change to McGillivray Blvd.

Please add our names to the long list of people who are unhappy with what is proposed for SE McGillivray Boulevard and would much prefer it stays the way it is now. Please listen to your constituents and go back to the drawing board on this one!

Andy and Pat Costello
14808 NE 15th Street
Vancouver, WA 98684

From: [Dev](#)
To: [Derk, Maggie](#); [Priest, Laurel](#); [Kennedy, Rebecca](#); [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Upper Main Street Project Feedback
Date: Friday, March 29, 2024 10:58:12 AM

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Hi,

I recently looked through the online BeHeard page for the Upper Main Street project, and am in the process of filling out the survey right now. I saw that the new designs are not that much different from what is currently there.

I'm also disappointed to see that the bicycle lanes aren't being connected to 39th, 33rd, and 29th street. I live car-free and depend on my bicycle for moving, and upper main has always been a rough area for me, and many others in our community.

There is another project on BeHeard, which is the 33rd and 29th street project, and it seems to me like this is a good chance to bring these two together. Why wouldn't you extend the bicycle lanes down south towards these streets and form a connected network? This seems like the entire point of developing a bicycle network in the city.

I wanted to write to you in concern and frustration with this new design, as it doesn't adhere to our city's goals. It seems to ignore the goals of the Transportation System Plan to create a "connected network", and it seems to ignore our city's Climate Action Plan to encourage more people to bicycle. I do hope you can reconsider and make this design more friendly to people who aren't driving... because that's not the future of this city. Thank you.

With Kindness,
Dev

From: [Tess S](#)
To: [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Urgent Reconsideration Request: Reverting Decision to Shrink Streets from Two Lanes to One
Date: Saturday, March 30, 2024 7:57:49 PM

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Dear City Council Members,

I hope this email finds you well. I am writing to express my strong disagreement with the recent decision to shrink streets from two lanes to one in our city.

While I understand the intention behind this decision, I firmly believe it is a misguided approach that will have detrimental effects on our community. Narrowing streets will undoubtedly exacerbate traffic congestion, increase commute times, and lead to frustration among residents and commuters alike. Moreover, it may impede emergency response times, posing a potential risk to public safety.

Instead of alleviating traffic, this decision may inadvertently create more problems than it solves. It fails to consider the diverse needs of our community, including businesses that rely on accessible transportation routes for their operations and residents who depend on efficient travel for their daily activities.

I urge you to reconsider this decision and explore alternative solutions that prioritize the overall well-being and functionality of our city's infrastructure. Collaborating with transportation experts, conducting thorough impact assessments, and soliciting input from affected stakeholders can lead to more informed and effective decisions.

Let's work together to find solutions that enhance mobility, accessibility, and safety for all members of our community. Your willingness to listen to differing viewpoints and adapt policies accordingly will ultimately contribute to a more vibrant and prosperous city.

Thank you for your attention to this matter. I look forward to seeing a positive outcome that benefits our community as a whole.

From: [Tess S](#)
To: [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#)
Subject: Vancouver Streets
Date: Saturday, March 30, 2024 7:53:00 PM

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Hi, I saw that the city wants to decrease the lane sizes of neighborhood streets and I, along with others, believe that to be very unwise. It doesn't make sense and there's no benefit in making one lane instead of two or more. The surrounding areas, including Portland, OR are forever growing in size. It's brainless to suggest, nonetheless even implement such an idiotic idea. Shrinking the roads creates more traffic, more stressed neighborhoods, and more angry citizens at your doorstep. It seems that people like you making these decisions don't live around here and thus are not affected by your own decisions. If you did live around here then you'd realize how difficult it is to get home, how annoying construction is, and how crazy drivers and the world are now-a-day and that's WITH the two lanes we have. Nobody needs the added stress. I, as well as others, strongly encourage you to rethink your asinine decision.