

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

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

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

December 6, 2022

Time: 4:02 – 7:53 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (1:09)

The December 6, 2022 meeting of the Transportation and Mobility Commission was called to order at 4:02 p.m. by Vice Chair Mario Raia.

Present: Vice Chair Mario Raia, Commissioners Jeananne Edwards, Corey Grandstaff (joined at 4:18 pm), Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

Absent: Chair Eduardo Ramos, Commissioner Connor Godsil

Motion by Commissioner Edwards, seconded by Commissioner Ruggles, and carried unanimously to excuse the absences of Chair Ramos and Commissioner Godsil.

ACTION ITEMS

ADOPTION OF MINUTES (3:33)

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

STAFF AND COMMISSION COMMUNICATIONS (5:26)

Commissioner Ruggles participated in the recent tree walk along Fourth Plain Corridor that included members of the Fourth Plain Coalition and members of the City's Urban Forestry team. The group will interview business owners along the corridor about trees that represent their culture and work to increase urban canopy in the area to support environmental health and climate adaptation.

WORKSHOP (8:52)

Heights District Project Update

Amy Zoltie, Real Estate Project Manager, Economic Prosperity & Housing City of Vancouver; Will Grimm, Principal, and Jason Graff, Principal, First Forty Feet; Cory Kratovil, PBS Engineering

Amy Zoltie introduced the workshop. The presentation provided an overview of the Heights project timeline, the streets within the project scope and the planned design process for mobility and transit improvements and stormwater management within the District. The current project anticipates taking plans for all infrastructure elements to thirty percent design, including projects along Mill Plain, Devine, MacArthur, Andresen roads, intersections, crossings and mobility elements and other improvements. The presentation went into detail on the intersection at Mill Plain and MacArthur with a discussion of

the mobility lanes and crossings at the intersection, the intersection of Andresen Road at MacArthur, the MacArthur greenbelt, the Tower Mall redevelopment area, the existing conditions and plans for Devine Road. The presentation concluded with the stages to get to 100% design documentation for all project elements.

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

- Will businesses on Devine Road be displaced by this project? Staff responded that they are in communication with the business owners and are working to implement specific Heights District Plan policies for retaining local businesses. There is an equitable development strategy being developed for the project that will focus on not displacing businesses and residents through direct or indirect impacts of redevelopment.
- How has public input changed the direction of this project? Staff responded it's an iterative process and can provide a summary of the open house to show how the public has responded to the different elements of the project. There was also significant public engagement during the nearly three-year planning process for the District and first phase implementation activities.
- Is there enough space for bikes on the MacArthur greenbelt? Staff responded there's room to look at the current design of 12 feet to enhance it to accommodate growth and comfort for different types of users.
- Is there another surface treatment that could be used in the mobility lanes to treat stormwater? Staff responded stormwater from MacArthur drains directly to the Columbia River and there are major benefits to creating a stormwater treatment facility in the right-of-way of MacArthur.
- Vehicles turning from Blandford Drive onto MacArthur and concern for safety at this intersection. Staff responded the design has vehicles stopping before the mobility lane, with space to pull forward and stop again before making a turn onto MacArthur. They are also considering adding a bike box at that intersection.
- Options for accessible wayfinding. Staff responded they are working on a signage palette, laying out locations for different types of internal and regional wayfinding. Staff are developing the signage for a broad range of abilities and skills, as well as looking at smart navigation technology for this area. The Heights District Plan includes policies for universal design throughout the district.

WORKSHOP (1:10:15)

Transportation System Plan Update

Kate Drennan, Principal Transportation Planner, Community Development; Tom Brennan, Nelson\Nygaard

Kate Drennan introduced the workshop and Tom Brennan presented an overview of the Transportation System Plan (TSP) to date, future multimodal corridors, low-stress walking and rolling networks, pedestrian centers, low-stress mobility networks, and expansion of the mobility network to the urban growth area (UGA).

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

- Connecting the mobility network to Camas. Staff responded the City coordinates with the City of Camas. Planning for the Vancouver Urban Growth Area (VUGA) is somewhat different than planning for connections to Camas due to Growth Management Act provisions that anticipate future annexation of the VUGA into the City of Vancouver. Camas is part of the technical

advisory committee for the TSP update program and the City does co-planning work on individual projects with Camas in addition to coordinating on plans and policies.

- What is the difference between the low-stress mobility network and multimodal corridors? Staff responded that the multimodal corridors are those corridors identified with a need for improvements for pedestrians, bikes and small mobility and transit, and the map of these shows current and future Complete Streets projects. The low-stress mobility network historically was called the bike network. We recognize that there are other mobility users who use this network and therefore have changed the name to reflect the broader uses.
- Are skateboards included in the mobility category, as in the past skateboarders have been cited when riding in the street? Staff responded part of the implementation of the TSP will include updates to Title 11 and 20, including definitions to address issues like this to encourage a separation of speeds of the various types of mobility devices.

The presentation continued with the Fall 2022 community engagement process, including online and in person events, a summary of input from focus groups and presentations to neighborhood and community presentations, responses from the online survey, and ongoing engagement in 2023.

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

- At this planning stage, is there a way to engage with the community on clean streets for mobility users. Staff agreed this would be a good stage to consider that, as different parts of the right of way have different responsible owners. The City has also purchased a mini-sweeper to sweep protected mobility lanes in the City.
- Encouraged engagement with consumer group organizations representing blind people in the community to discuss the TSP. Staff will reach out to those groups to discuss further.

COMMUNITY FORUM (2:01:43)

Jason Cromer was present to speak to the Commission about the Main Street Promise project. He described the efforts of the Vision Zero Movement that works to create streets where no fatal pedestrian and bicyclist deaths in occurs. This policy goal has been implemented in Oslo, Norway, as well as other cities in Europe that have removed cars from city centers and replaced that space with access for bikes, pedestrians, and transit. Removing or limiting personal vehicles in city centers benefits the businesses and supports the city's economy and the cost of maintenance is lower due to fewer vehicles traveling on the road. He was supportive of making Main Street car free to encourage street festivals as well as reduce vehicle emissions to align with the City's climate action goals.

WORKSHOP (2:09:00)

Interstate Bridge Replacement (IBR) Program Overview

Katherine Kelly, Senior Policy Advisor, Community Development Department, City of Vancouver;

Casey Liles, Design Manager, Interstate Bridge Replacement Program; Shilpa Mallem, Deputy Design Manager, Interstate Bridge Replacement Program

Rebecca Kennedy introduced the workshop and briefly described the structure of the Interstate Bridge Replacement Program as well as the scope for this first presentation to the Transportation and Mobility Commission. Shilpa Mallem presented an overview of the IBR program location, ongoing bi-state efforts that have been initiated the IBR program, the oversight and advisory groups, and the rationale for replacing the interstate bridge. Equity and climate are key priorities in the IBR program and the program is engaged with the community at in-person events and online to gather responses and feedback to the

project. The modified Locally Preferred Alternative (LPA) was endorsed in summer 2022 by the program partners and the Executive Steering Group and includes four main changes from the previous bridge replacement effort, including a partial interchange on Hayden Island, adding one auxiliary lane in each direction, an extension of light rail transit from Delta Park to Library Square in Vancouver and variable rate tolling.

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

- How do you get from I-5 to SR-14? Staff responded the no ramps between I-5 and SR-14 would be eliminated, but their grade would likely change.
- How to manage congestion in downtown Vancouver during the morning peak when the majority of vehicle travel is trying to go southbound on I-5? Staff responded it is an issue that will be addressed through increased capacity, safety improvements, transportation demand management, and increased travel options to alleviate the congestion on the bridge that flows downstream into downtown.
- Have you looked at removing the C Street ramp with access to downtown via Mill Plain? Staff responded they are studying two options in the NEPA process, one with the C Street ramp, and one without, and the impacts to both those options.
- Is there consideration for the aesthetics of the new bridge? Staff responded it will be part of the design. There are many constraints for this project but there will be a process with the public to discuss the aesthetics of the structure and areas around the bridge structure itself. This will be an important conversation to ensure that it does not impede on downtown but is welcoming and reflects the community's desires.
- Describe I-5 southbound to SR-14 eastbound and how that interacts with the C Street ramp. Staff responded today there is an auxiliary lane between Mill Plain and the SR-14 exit and in the new proposal, the exit would stay in the same location but would go under I-5 to connect to SR-14 and would be a collector distributor rather than a weave. All traffic is sent off to the ramp, rather than on the main road.
- What is the potential community connector? Staff responded there is a strong desire to ensure the interstate isn't a barrier to east-west connections. A proposed lid or connector over the interstate south of the Evergreen over crossing was part of the previous Columbia River Crossing project as well, and it will be multi-modal and non-vehicular. This would attempt to re-establish the connection between the community that was divided by the interstate.
- Is funding in place for light rail and are other transit options still being considered? Staff responded light rail is part of the modified LPA that the program anticipates seeking funding for the entire package for the IRB program, including light rail through the Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) program. In addition to light rail, the program will construct highway shoulders to support an extension of bus on shoulder that is currently on I-5 north of the bridge so it can continue south through the remainder of the Bridge Influence Area (BIA).

The presentation continued with an overview of Hayden Island and Marine Drive and additional assumptions made in the modified LPA.

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

- How will cyclists connect to destinations in Portland after the multi-use path ends? Staff responded there are connections throughout the program area that will connect to existing

networks. Staff are working with the City of Portland to consider how to improve those connections and networks.

- What is variable rate tolling? Staff responded variable rate tolling means the toll rate is higher at different points of the day, but that these do not change from day to day and are on a predictable schedule so people can plan in advance.

The presentation concluded with the environmental analysis for the program that is building on and improving upon past work in this area, the technical elements of the environmental analysis, the Environmental Impact Statement (EIS) comment period, the upcoming milestones for this process, the pursuit of federal funding, the cost and financial plan, the program timeline, and upcoming public engagement in 2023.

ADJOURNMENT 7:53 PM

Mario Raia, Vice Chair

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

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us

DATE: 1/27/2023

TO: Chair Ramos and Transportation and Mobility Commission Members

FROM: Emily Benoit, Community Development

RE: **McGillivray Boulevard Safety and Mobility Project Introduction**

I. Background

The McGillivray Safety and Mobility Project (Project) is evaluating potential changes to improve safety and mobility for all who travel on SE McGillivray Boulevard between SE Chkalov Drive and SE 164th Avenue and SE Chkalov Drive between SE 7th Street and SE McGillivray Boulevard. The Project will evaluate how McGillivray Boulevard can better meet the needs of people walking, biking, using a mobility device, and driving.

This Project will advance the City's priorities of safety, equity, and climate by:

- Identifying changes that will increase safety and comfort for all users regardless of age, ability, or mode choice.
- Increase access and opportunity for all users to travel safely throughout the transportation network.
- Increase options for low- or no-emissions travel, helping to reduce transportation related emissions.



Figure 1: McGillivray Boulevard Safety and Mobility Project Corridor Boundary

The Project is being completed in advance of pavement preservation work scheduled to occur in Summer 2024 on this corridor. Pavement preservation projects present an opportunity to implement improvements within the existing roadway, so the Project will consider improvements such as:

- Repurposing travel lanes to enhance mobility facilities.
- Enhancing the existing mobility lanes with painted buffers and/or vertical barriers to separate people using mobility lanes from vehicle traffic.
- Narrowing the vehicle travel lanes to slow vehicle speeds.
- Intersection improvements to reduce crossing distance and improve driver compliance with existing stop signs.

- Enhancing existing marked crossings to improve visibility and consider where additional marked crossings may be needed.

II. Project Phases

The Project began in Fall 2022 and is expected to conclude in Fall 2023, with pavement and construction occurring in 2024. Each phase of the Project includes an opportunity for community members to review technical work, share their input, and provide feedback that will inform the Project as it progresses and the final design and recommendations.

Phase 1: Analyze the Corridor (Fall 2022 to Winter 2023)

As part of Phase 1, the project team will evaluate how McGillivray Boulevard operates and how people travel on the corridor today. Work being completed as part of Phase 1 includes:

- Collecting traffic counts including speed and volume, on-street parking occupancy rates, and collision data along the corridor.
- Analyzing how safe and comfortable existing bicycle, small mobility and pedestrian facilities are for people of all ages and abilities and identifying gaps in these facilities.
- Analyzing delay experienced by drivers at key intersections along the corridor and how long it takes to drive the corridor during morning and evening commute times.
- Analyzing how easy it is for people to walk, bike, or use other small mobility devices to travel to key destinations along the corridor, including parks and schools.
- Engaging with community members and key stakeholders to understand how they use the corridor to travel and existing barriers to traveling on the corridor.

Phase 2: Develop Options (Winter 2023 to Summer 2023)

During Phase 2, the project team will use information gathered during the Phase 1 to:

- Develop a project framework and set of project goals that will be used to align proposed improvements with community needs and desires and City policy objectives.
- Develop design options that would make it safer and more comfortable to travel on McGillivray Boulevard.
- Use the project framework to evaluate how the design options align with the project goals.
- Use the project framework to evaluate how the design options will change the experience for people driving, biking, walking, or using a mobility device on McGillivray Boulevard.
- Engage with community members and key stakeholders to gather feedback on design options.

Phase 3: Design Improvements (Summer 2023 to Fall 2023)

Based on the feedback gathered during the first two phases of the Project, a preferred design option will be selected. Following selection of a preferred design option, the project team will:

- Share the proposed design with community members and key stakeholders to gather feedback and identify any additional improvements that may be needed to achieve the project goals.
- Prepare Design Plans to be included with the pavement preservation work.

III. Community Engagement

Each of the Project phases will include an opportunity for community members to participate in both in-person and online open-houses to review project information and share their input.

In Phase 1, there were two opportunities for community members to share their experience using the corridor and concerns or hopes for the Project. The first opportunity was through participating in walking and bicycling audits of the corridor with the project team. Two community members participated in the walk audit and 12 community members joined for the bicycle audit. This provided community members an opportunity to experience the corridor together and with the project team to highlight specific locations that are challenging today.

Community members have also had the opportunity to share their input through an online survey hosted on the Project's [Be Heard Vancouver](#) webpage. Since the survey was published in November 2022, over 430 community members have responded. Key takeaways from the survey responses received to-date include:

- Driving alone is the most common way people travel on the corridor with nearly 80% of respondents saying they drive alone on the corridor at least several times a week.
- Walking is the second most popular mode of travel with 40% of respondents saying they walk on McGillivray Boulevard at least several times a week.
- Vehicle speeds and vehicles not complying with stop signs were both identified by more than 50% of respondents as challenges they experience while traveling on McGillivray Boulevard.
- Getting places safely on McGillivray Boulevard was ranked as the most important by community members while possible changes to the corridor was identified as the top concern.

To complete Phase 1, the Project will host an in-person Community Open House to provide community members an opportunity to share their input in-person on Saturday, February 11th at Wy'East Middle School. At this Community Open-House community members can share how they travel on the corridor, identify where they experience challenges, where improvements are needed and inform development of the project goals.

Phase 2 and Phase 3 of the Project will also include in-person and online opportunities for community members to provide input on key project milestones including design options and selection of a preferred design option.

Throughout the Project, targeted outreach will focus on schools, including Wy'East Middle School and Mountain View High School, which are heavy users of and adjacent to the corridor. Students, staff and parents will receive school specific surveys and informational emails. The Project team is also working to coordinate input and learning activities with students.

IV. Attachment:

- Community Open House Invitation (PDF)

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

Help Us Make McGillivray Boulevard Safer for All!



CITY OF
Vancouver
WASHINGTON

Community Open House • Saturday, Feb. 11 • 10 to 11:30 a.m.

Wy'east Middle School • 1112 S.E. 136th Ave.

Join us to learn about the McGillivray Boulevard Safety and Mobility project and share your ideas for making this area safer and more comfortable for travel.



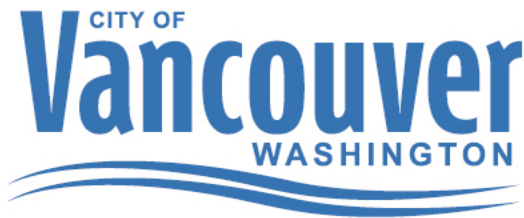


Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update

Transportation & Mobility Commission

February 7, 2023



Kate Drennan, Principal Planner, CDD, City of Vancouver

Ryan Farncomb, Consultant Project Manager, Parametrix

Adrianna Stanley, PE, Consultant Project Engineer, Parametrix

Agenda

- Project Overview and Updates
- Recommendations and Alternatives Evaluation
- Next Steps



Project Overview

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

- Considering how to **repurpose existing road space** to make the corridor safer for all
- **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
- **Identifying other potential safety improvements**

Alignment with City Strategic Priorities

Council Values	Proposed Solutions
Safety	Safety improvements along Fourth Plain repurpose road space for transit and active transportation, including Business Access and Transit (BAT) lanes, expanded buffered mobility lanes, and narrowed vehicle lanes.
Equity	Equity-focused outreach showed strong community and business support for lane reconfiguration and transit improvements; transit serves a broad group of users
Climate	Improvements reallocate road space for transit and widening mobility lanes, providing supportive infrastructure for lower-carbon travel modes.

Project Overview

- We have consulted with community members and local businesses about improving safety for all on Fourth Plain Blvd.
- Re-paving of Fourth Plain and Ft. Vancouver Way will take place in two phases:
 - 2023: Fourth Plain from F Street to Fort Vancouver Way and Fort Vancouver Way between Mill Plain and Fourth Plain
 - 2024: Fourth Plain from Fort Vancouver Way to Andresen.
- Today, the project team brings recommendations for Phase 2 – Fourth Plain between Ft. Vancouver Way and Andresen – which will be repaved in 2024 – and additional investments.

Prior Review **Transportation and Mobility** **Commission**

TMC Meeting Date	Topics	Actions
April 5, 2022	Issues and needs on Fourth Plain; traffic analysis results;	TMC feedback to inform design options
June 7, 2022	Issues and needs on Fort Vancouver Way; traffic analysis results	TMC feedback to inform design options
September 6, 2022	Reviewed Phase 1 design options	TMC feedback to inform design refinement
October 4, 2022	Evaluation of Phase 1 designs; initial updates from second phase of public outreach	TMC recommendation for Phase 1
November 1, 2022	Reviewed Phase 2 design options; reviewed full public feedback received in second phase of outreach	TMC feedback to inform design refinement

Prior Review: Council

Council Meeting Date	Topics	Actions
July 19, 2021	Reviewed project scope and goals	Funded project planning in 2021-22 budget
December 20, 2021	Updates on project timeline	None
July 11, 2022	Updates on Phase 1 public outreach	Feedback on public outreach approach and issues in both corridors
October 3, 2022	Reviewed preliminary recommendations for Fourth Plain cycle track and Fort Vancouver Way lane reconfiguration (Phase 1); Outreach updates from phase 1 and phase 2	
October 24, 2022	Reviewed design recommendations for Phase 1; Outreach updates	Approved Phase 1 design recommendations
Nov 14, 2022	Reviewed preliminary recommendations for Fourth Plain (Phase 2)	Feedback on alternatives

Project Construction Phases

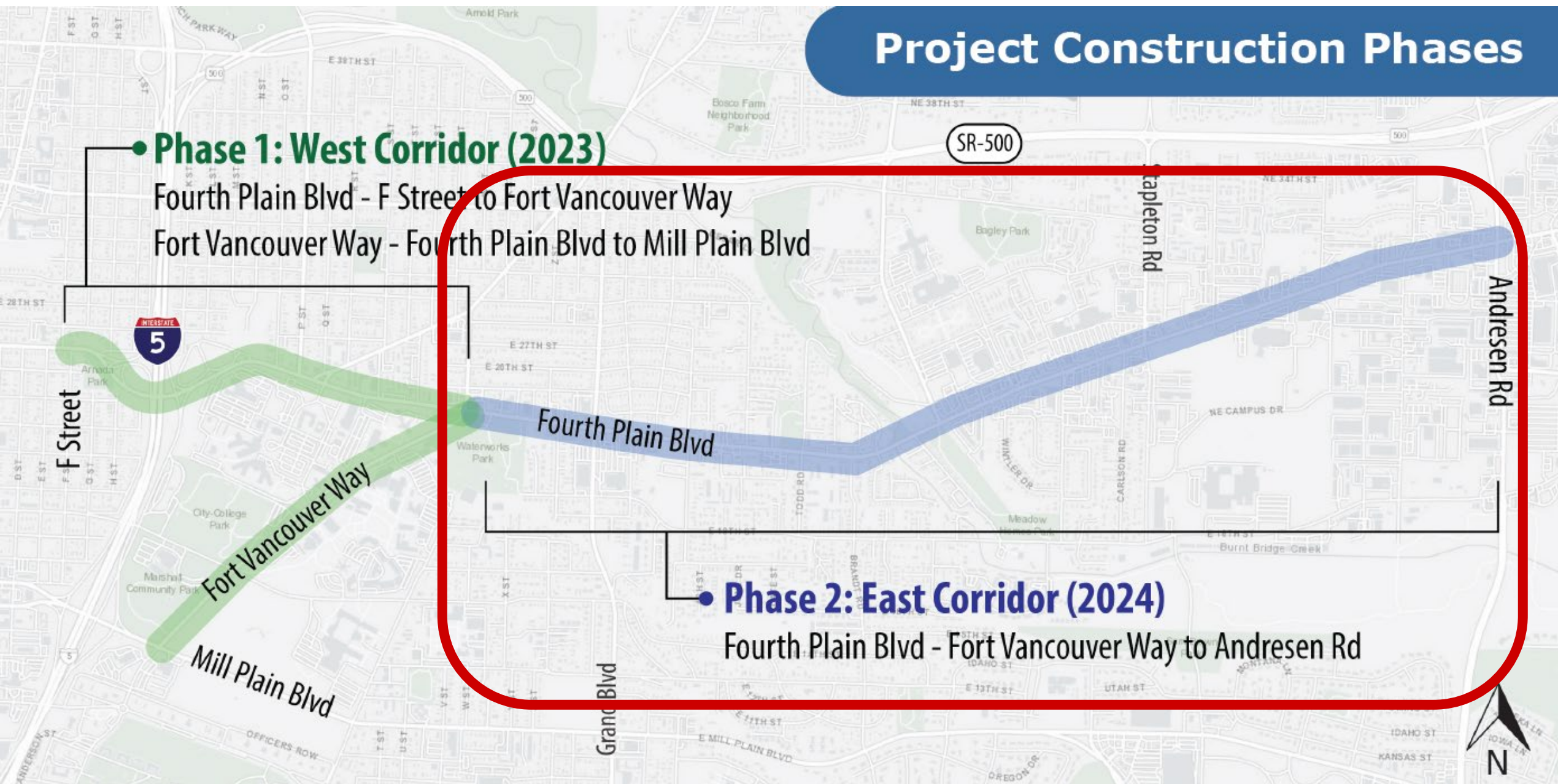
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

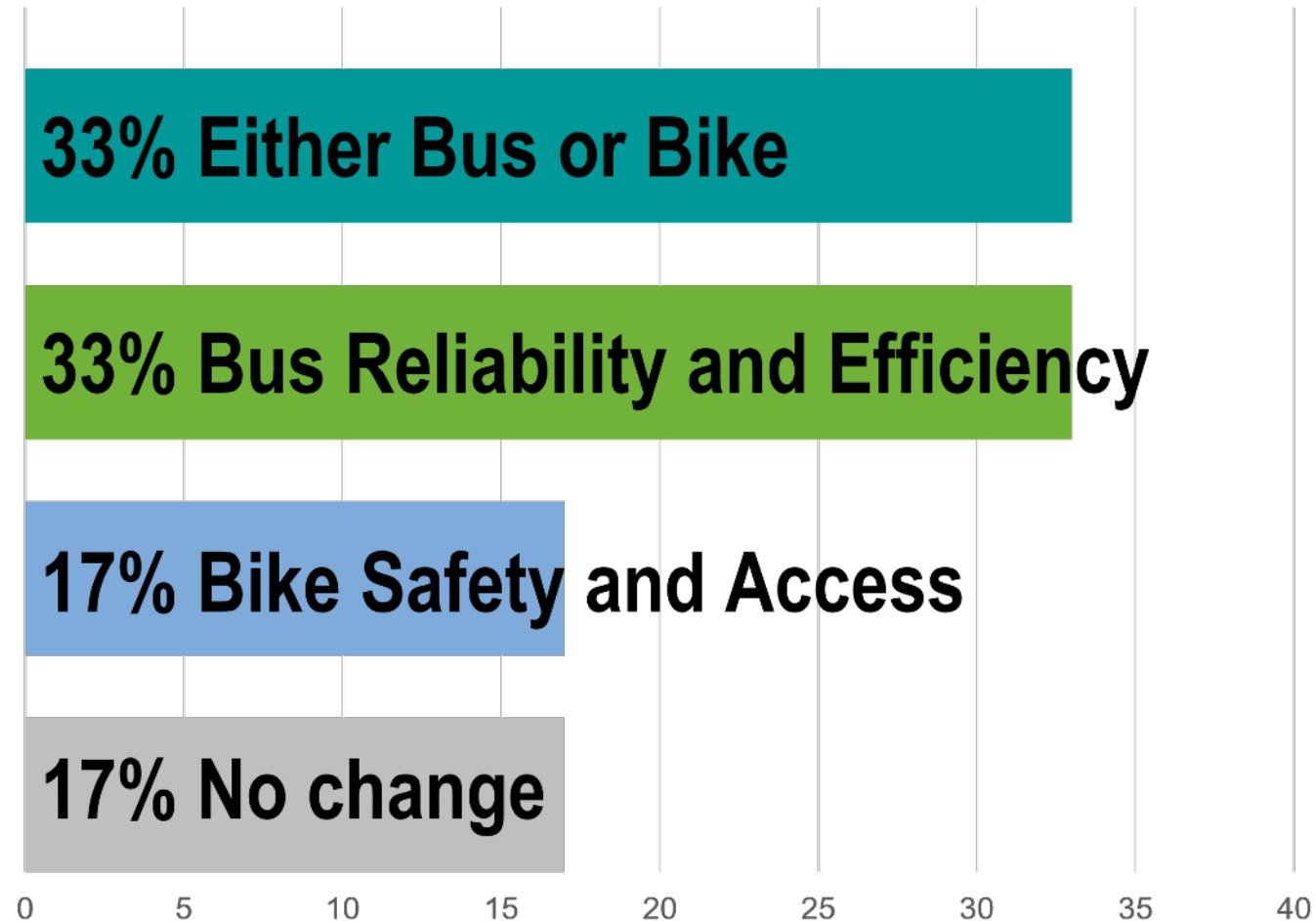
• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Community Engagement – Residents

- Phase 2 *in-person* outreach to community members at several events
- Spoke to 211 people and received responses from 162 people
- **83% were in favor of repurposing a lane**
- 1 in 3 – bus or bike
- 1 in 3 – favor bus reliability and efficiency
- 1 in 6 – favor bike safety and access
- 1 in 6 – favor no action

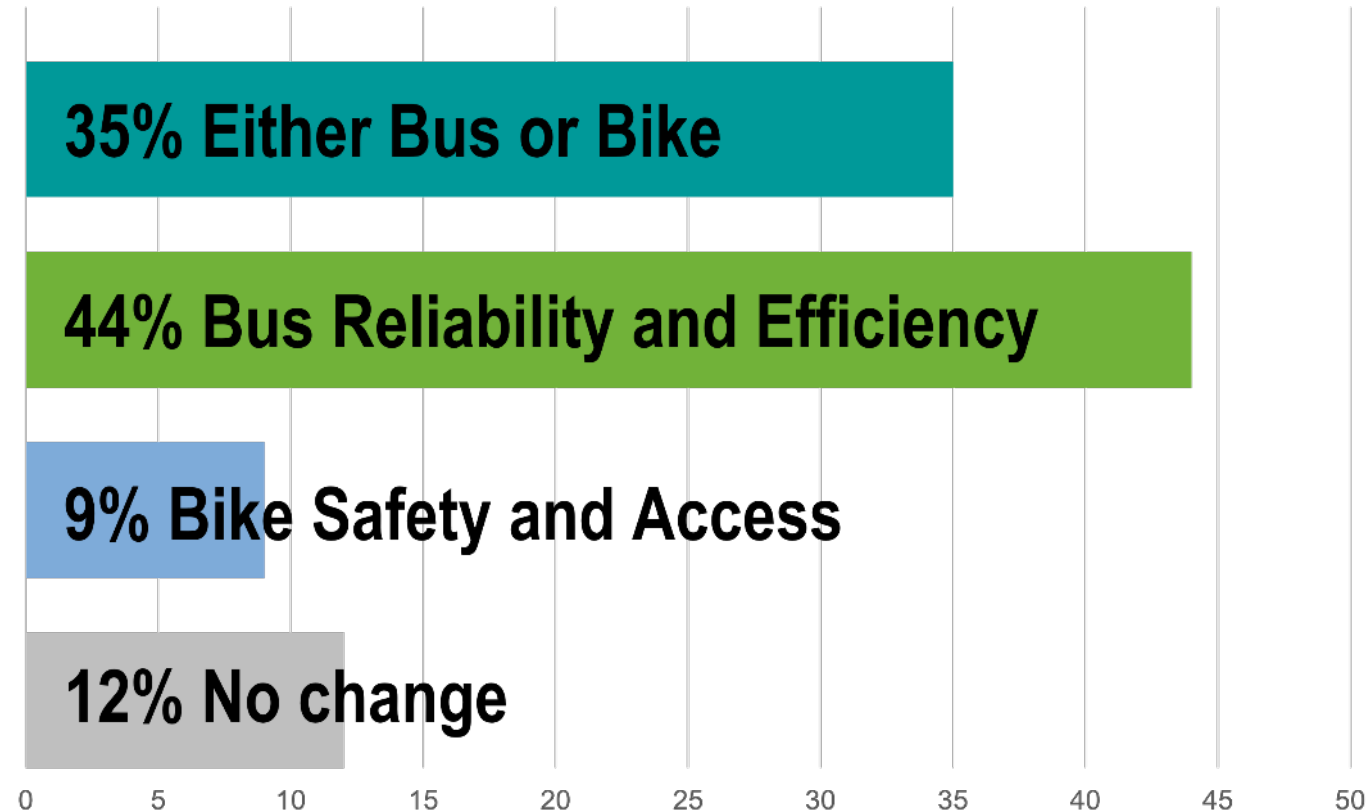


Community Engagement – Small Businesses

- Phase 2 *in-person* outreach – business canvassing, prioritizing BIPOC community businesses and organizations
- Spoke to 34 people at 28 businesses
- **88% were in favor of repurposing a lane**
- 44% – favor bus reliability and efficiency
- 9% – favor bike safety and access
- 12% – favor no change

Some comments included:

- “Better sidewalks and safer crosswalks would go a long way”
- **"Our people need to get to work and many of us take the bus. I'd love to see more buses, more often."**



Corridor Constraints

- This project can address many - but not all - corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Working within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others, and a single cross section won’t be possible
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government; “in lane” bus stops for speed and reliability
 - Available funding and deadlines for use
 - Concurrency ordinances require maintaining a minimum level of traffic flow

We heard your feedback

- Emphasis on safety
- Emphasis on equity
- Strong desire for mobility lanes throughout the whole corridor and an emphasis on bike mobility
- Desire for consistent treatments along the corridor, as much as possible given variations
- Desire for placemaking and community celebration; Fourth Plain as a prosperous, vibrant place that people want to visit
- Need to address mobility within the Andresen intersection and beyond, outside of this project's area of impact
- Need for better connectivity – an expanded network of mobility lanes

Recommendations from the Project Team

Enhanced transit & mobility lane reconfiguration for 2024 repaving effort

3 new mobility-focused TIP projects for placemaking and improved bike network

New capital project to add multiuse facility along Fourth Plain between 62nd and Andresen

Recommendation 1:

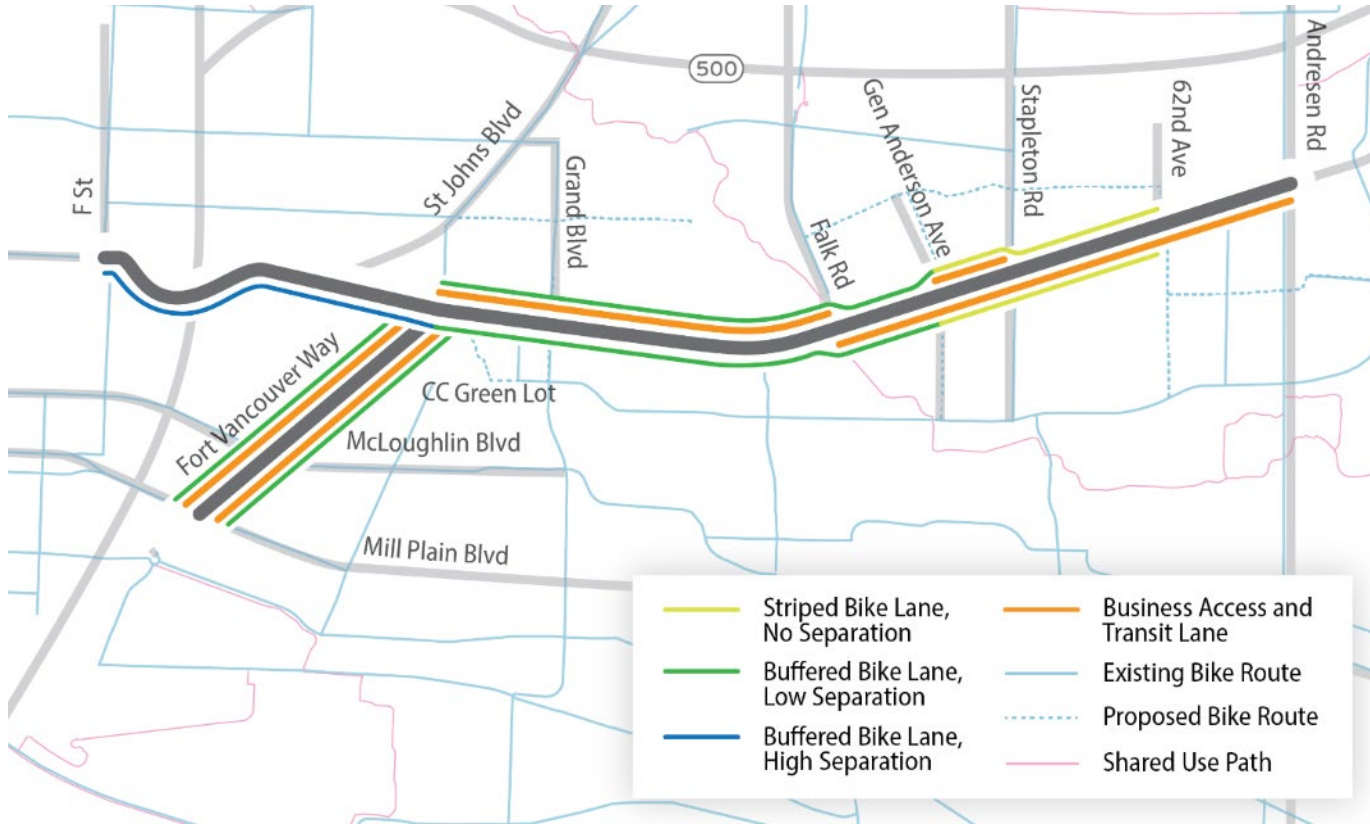
Enhanced Transit Mobility Lane Reconfiguration

- The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements for mobility users.
- Design repurposes a travel lane in each direction to add a Bus Access Transit lane; westbound east of Stapleton, maintain two vehicle lanes.
- Includes buffered mobility lanes between St. Johns and Fort Vancouver Way and expanded striped mobility lane from General Anderson to 62nd Avenue.
- Vehicle lanes will be narrowed to reduce speeds and reallocate space.

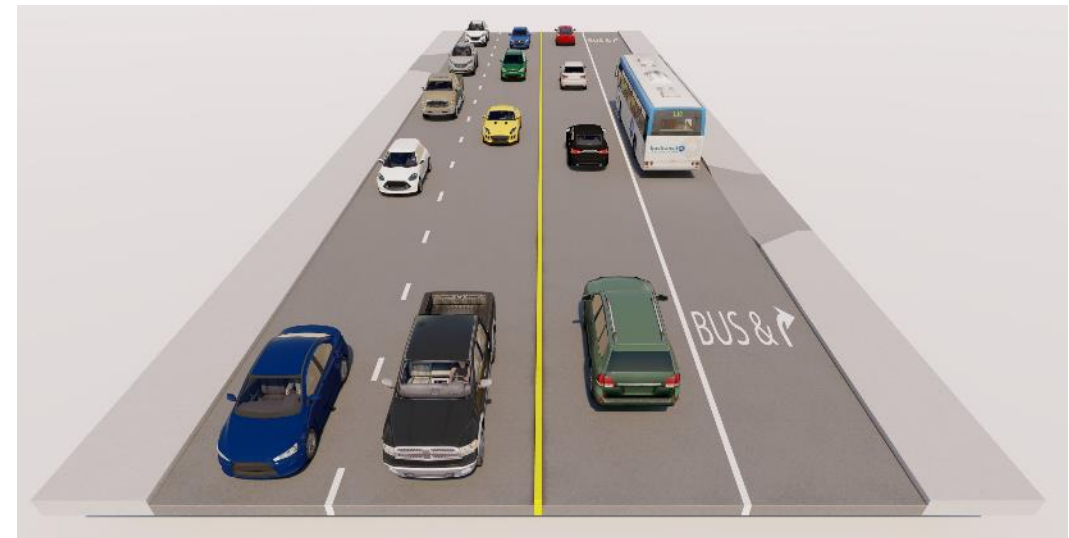
Recommendation 1: Enhanced Transit Mobility

Lane Reconfiguration

Ft. Vancouver Way to Falk, facing east



62nd to 65th, facing east



Recommendation 2:

New Mobility-focused TIP Projects for Placemaking and Expanded Bike Network

- The team recommends adding **three new capital projects** to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors.
 - Restripe Stapleton to add buffered mobility lanes between Fourth Plain and 18th Street.
 - Improve existing mobility lanes on 18th Street with buffers and vertical delineators, connecting to future projects on NE Burton Road.
 - Intersection street mural at Fourth Plain and Falk where Burnt Bridge Creek Trail crosses the corridor; traffic calming and celebration of culture and community of the International District on Fourth Plain.
- Evaluate appropriate traffic calming for Brandt Rd. and Grand Blvd.

Mobility and Placemaking Recommendations



Intersection mural painting in Lloyd EcoDistrict, Portland, OR



Recommendation 3:

Capital Project for a New Multiuse Facility along Fourth Plain from 62nd to Andresen

- Off-street multiuse facilities between 62nd and Andresen to serve mobility users
- City will coordinate with property owners to purchase right of way, relocate utilities, remove trees, other mitigation
- This is recommended for community prioritization in the forthcoming Ten-Year Investment Strategy for Fourth Plain- Fourth Plain For All: Investing in our Future- given cost and complexity and time needed

Ten Year Investment Strategy Project Recommendation



TMC Values	Proposed Solutions
Emphasis on safety for all users	Safety improvements along Fourth Plain that repurpose road space for transit and active transportation, including Business Access and Transit (BAT) lanes, expanded buffered mobility lanes, and narrowed vehicle lanes
Emphasis on equity	Equity-focused outreach showed strong community and business support for lane reconfiguration and transit improvements; transit serves a broad group of users
Strong desire for mobility lanes throughout the whole corridor and an emphasis on bike mobility	Mobility lane improvements to improve and expand the network for cyclists
Desire for consistent treatments along the corridor, as much as possible given variations	Lane reconfiguration provides as few transitions as possible, given varying road width
Desire for placemaking and community celebration; Fourth Plain as a prosperous, vibrant place that people want to travel	Intersection mural at Fourth Plain and Falk to help slow traffic and celebrate culture and community
Need to address mobility within the Andresen intersection and beyond, outside of this project's area of impact	City staff is moving this concept forward
Need for better connectivity – an expanded network of mobility lanes	Added mobility lanes on Stapleton; improvements to 18 th Street mobility lanes; new off-street multiuse facility at east end of Fourth Plain from 62 nd to Andresen

Evaluation – Fourth Plain

Fort Vancouver Way to Andresen

Evaluation Criteria	No Action	Alternative 1 Enhanced Mobility Lane Focus	Alternative 2 Enhanced Transit Mobility Focus	Package: Hybrid Mobility and Transit Solutions
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus				
Safety improvement for all users of the corridor				
Greenhouse gas (GHG) reduction				
Equitable outcomes				
Access to businesses, jobs, services, parks and recreation, education				

Discussion

- Do the recommendations address the existing issues on Fourth Plain Blvd?
- Do you support the recommendations?
- Are there any questions/concerns?

Reference Slides



Legend

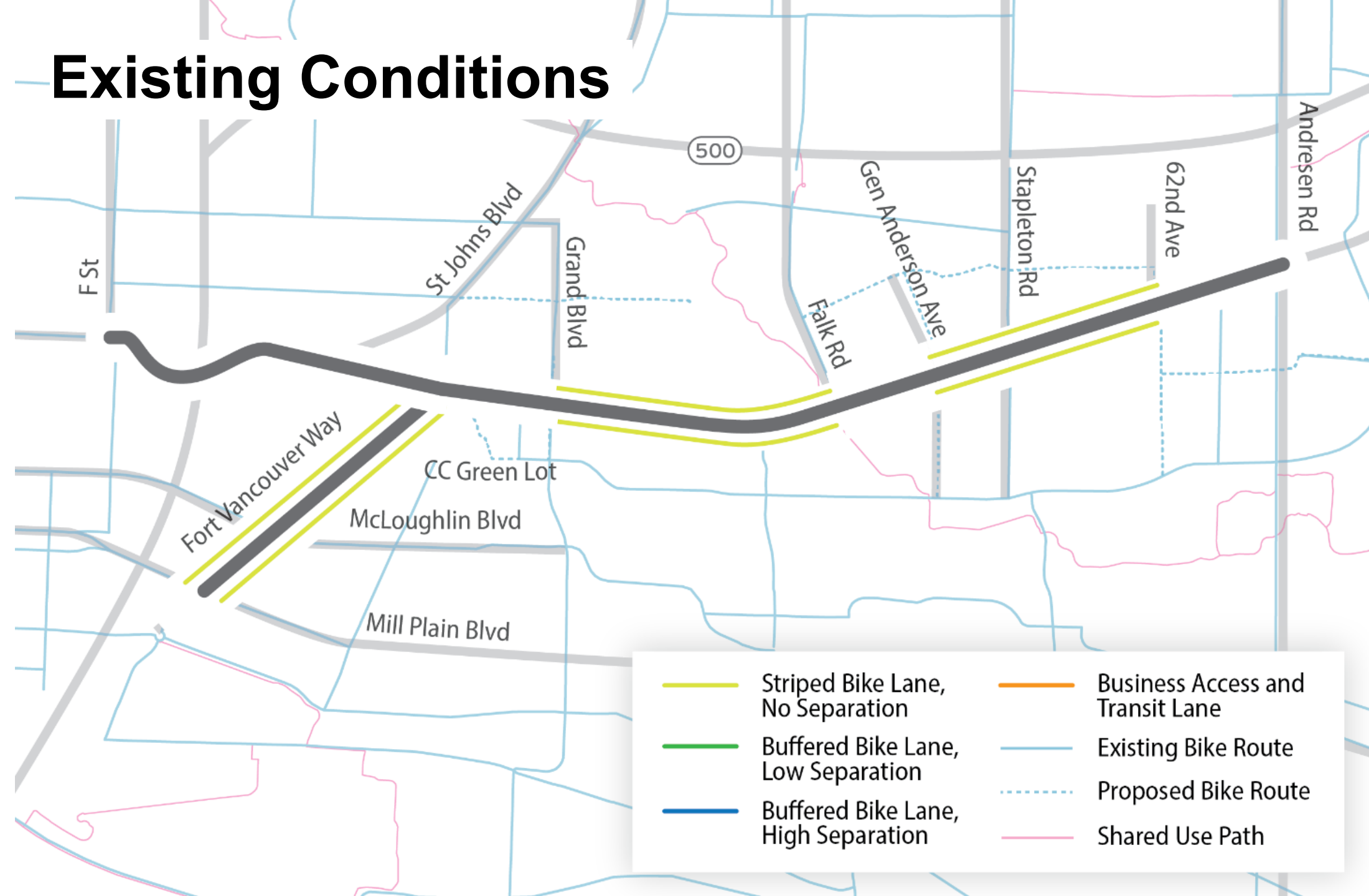
- Vine Route
- Vine Station
- Bus Route
- Multi-Use Path
- City-Designated Bike Route
- Planned Bike Route

Map of Mobility Lane Recommendations

Fort Vancouver Way and Fourth Plain Blvd Safety and Mobility Project



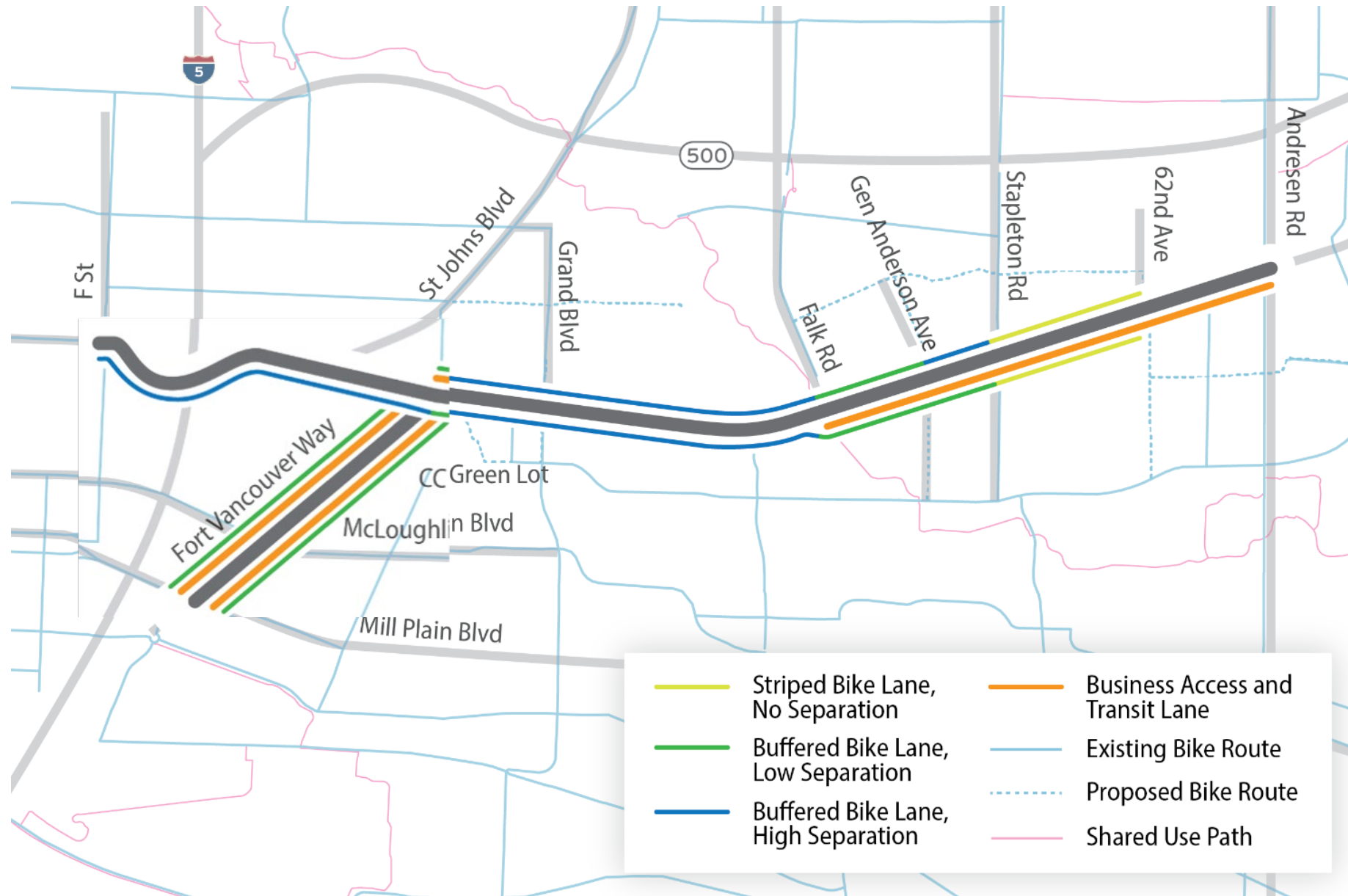
Existing Conditions



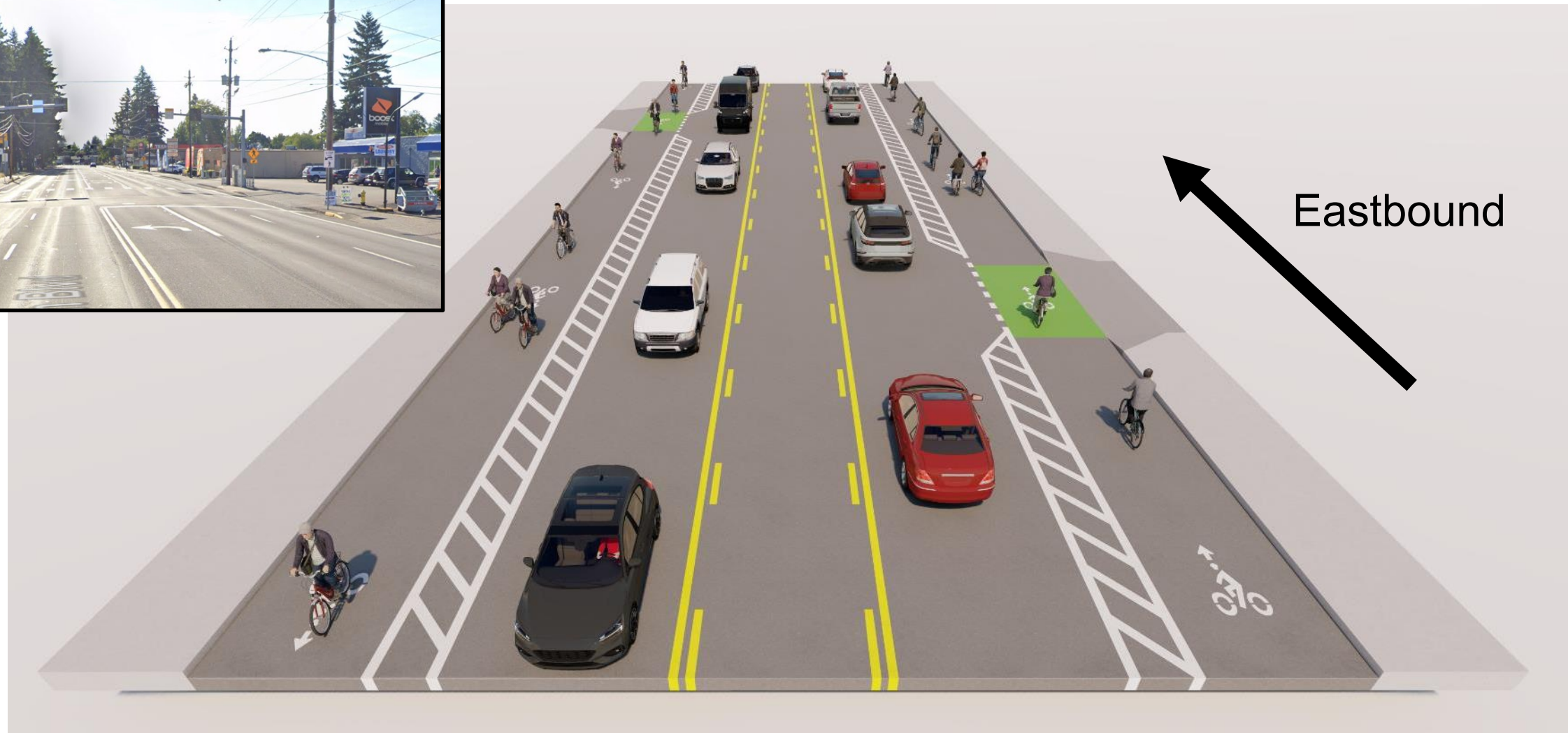
Traffic Analysis – quick reminder

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

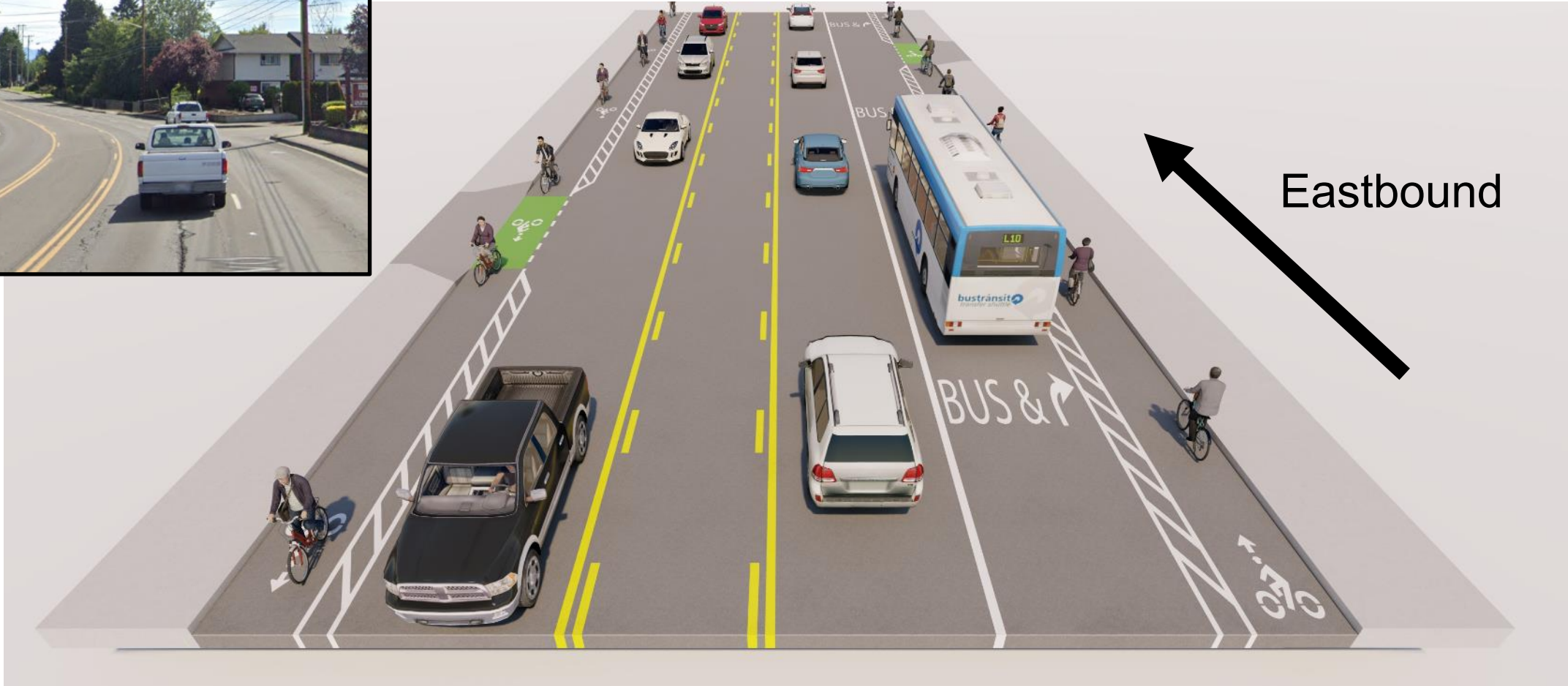
Alternative 1: Enhanced Mobility Lane Focus



Alternative 1 – Fort Vancouver Way to Falk Road

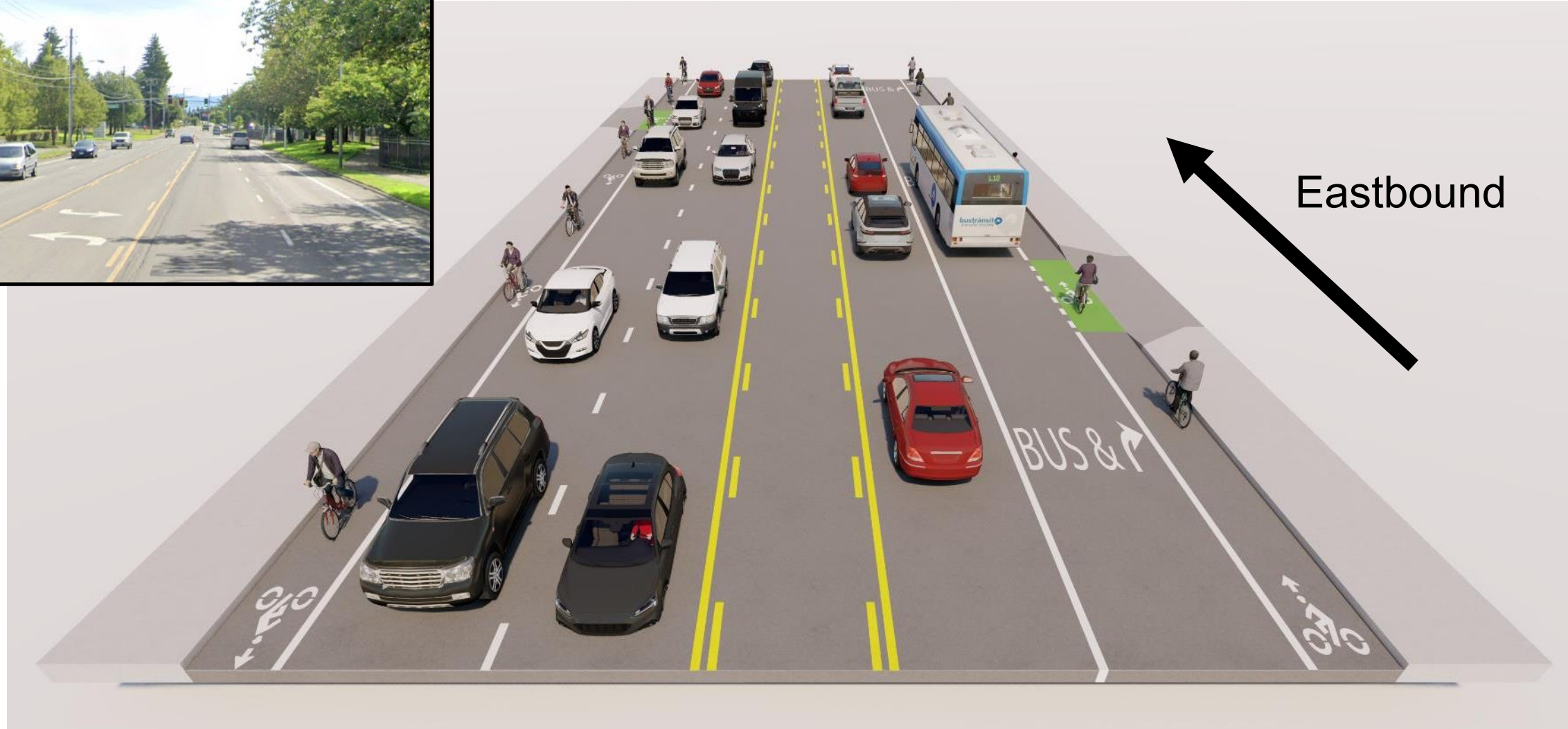


Alternative 1 – Falk to Stapleton



Eastbound

Alternative 1 – Stapleton to 62nd



Fourth Plain east of Stapleton

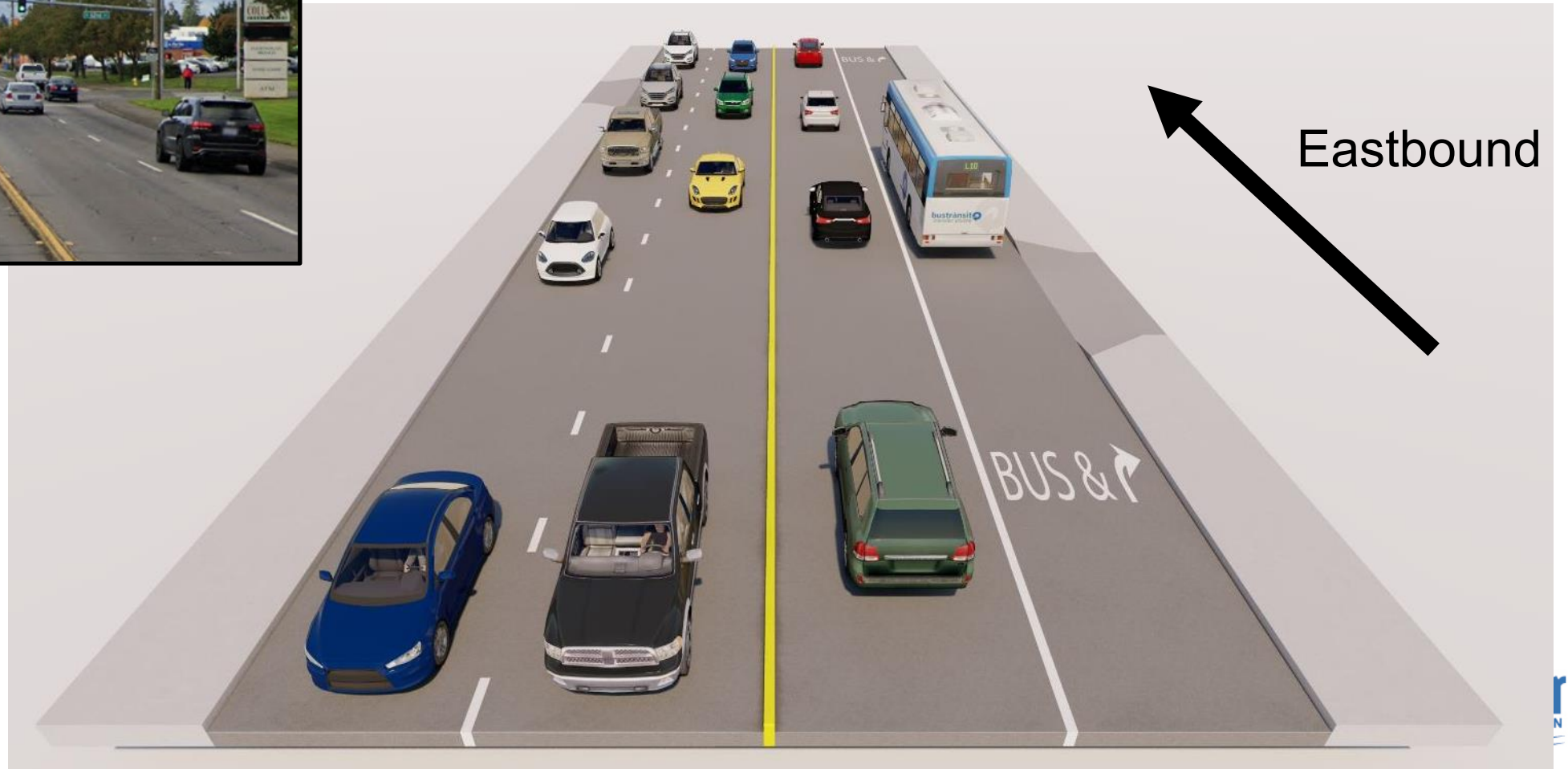
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor is more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous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



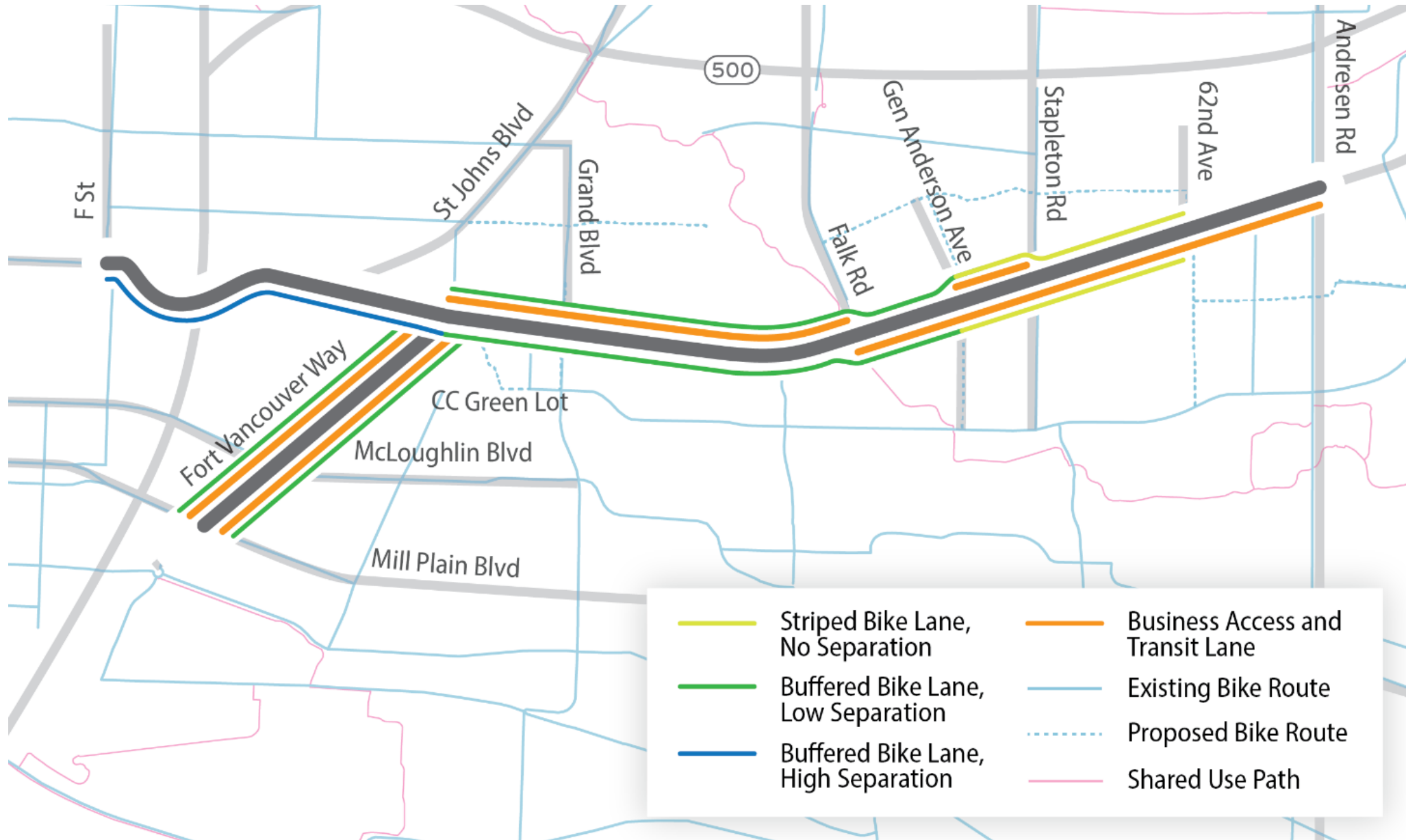
Alternative 1 – 62nd to Andresen



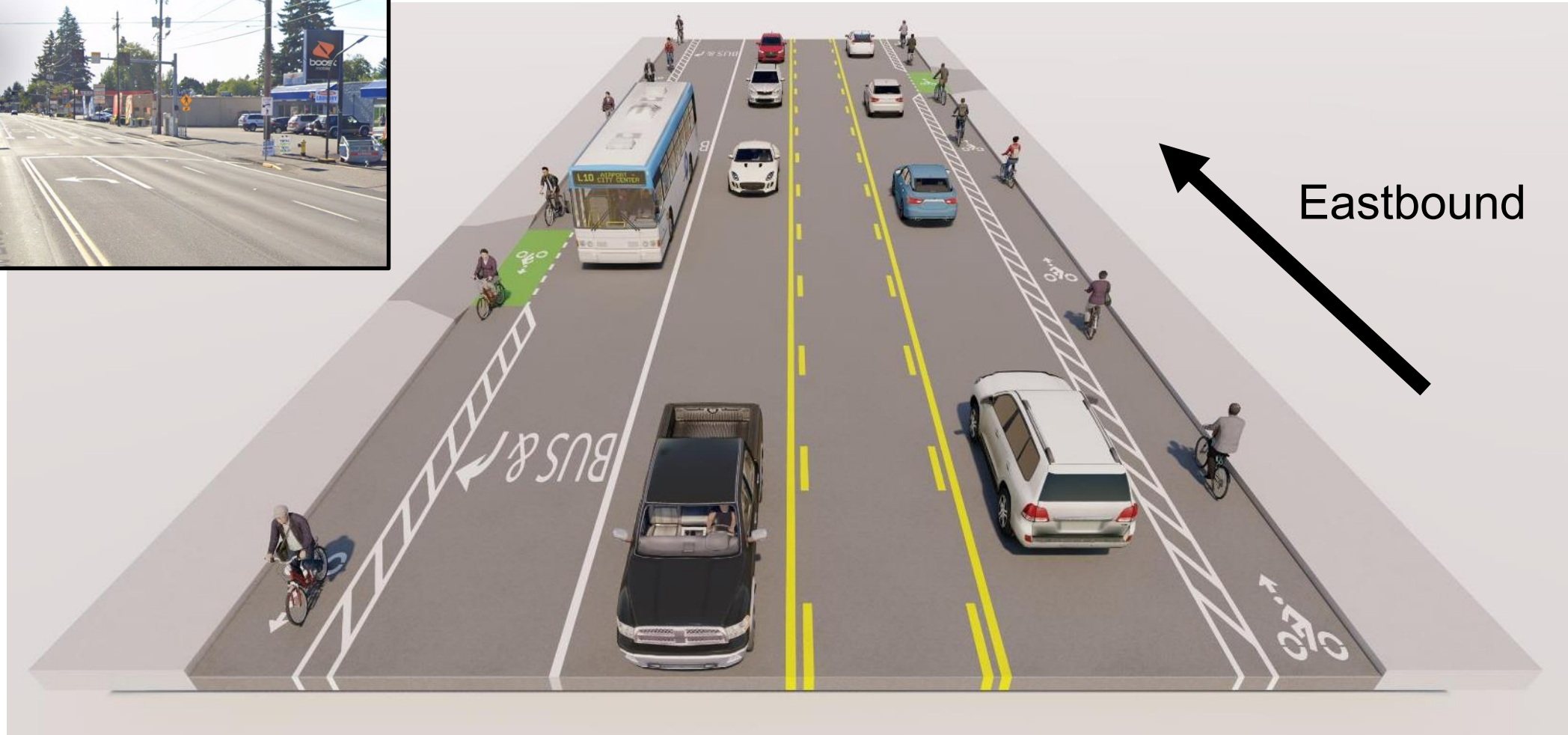
The roadway cross section in this segment varies, and includes a concrete median, intermittent center turn lane, and two long turn pockets for 65th Ave and Andresen.



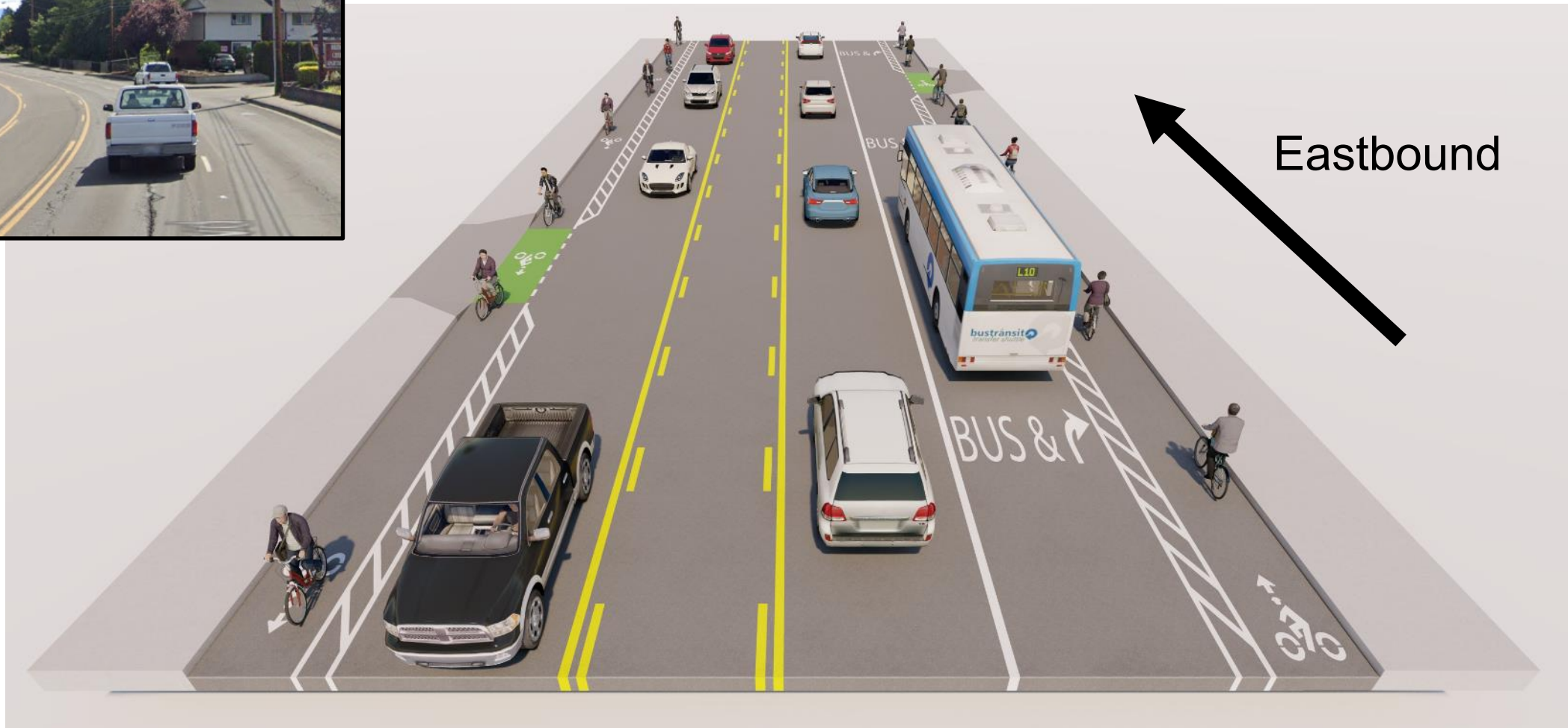
Alternative 2: Enhanced Transit Mobility Focus



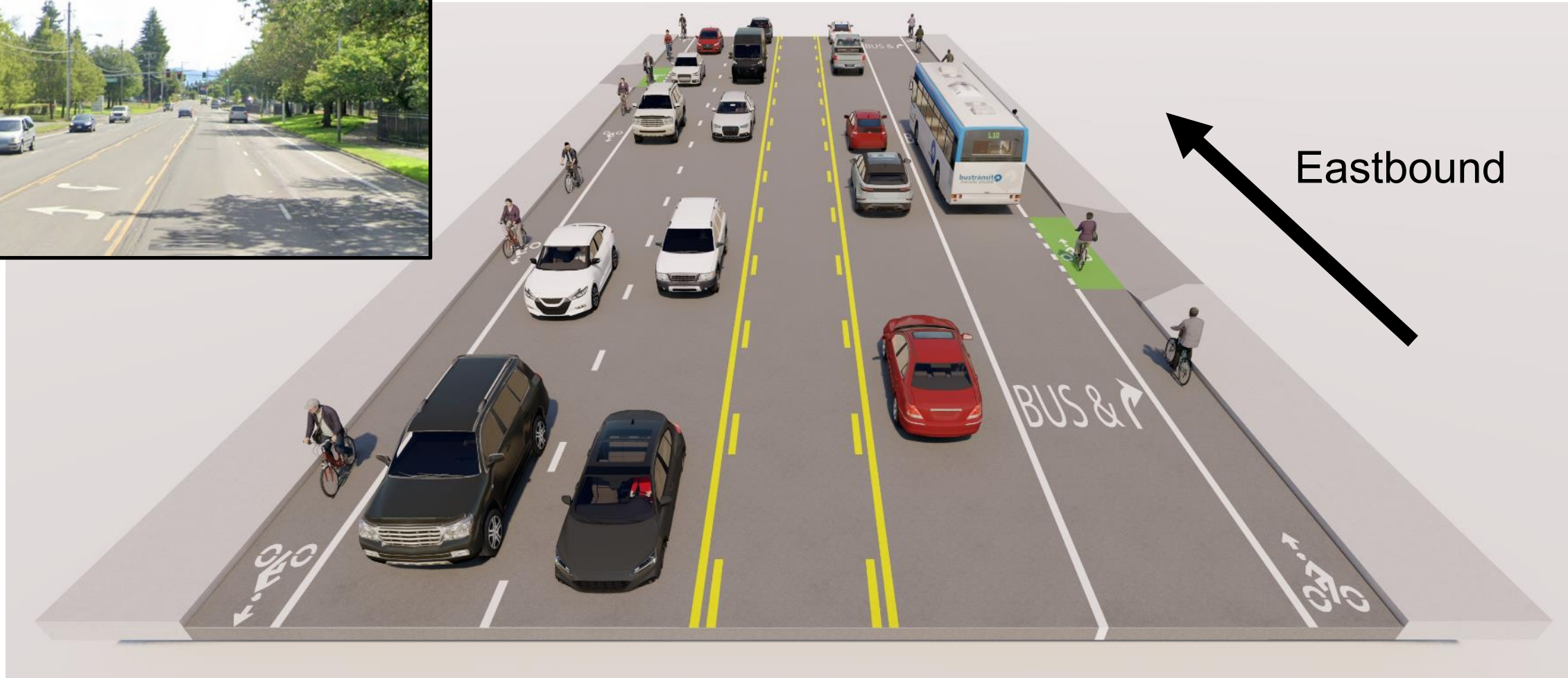
Alternative 2 – Ft. Vancouver Way to Falk Road



A wide-angle view of a two-lane road curving to the right. A white pickup truck is in the foreground, and a white car is further ahead. The road is lined with trees and a building is visible on the right.



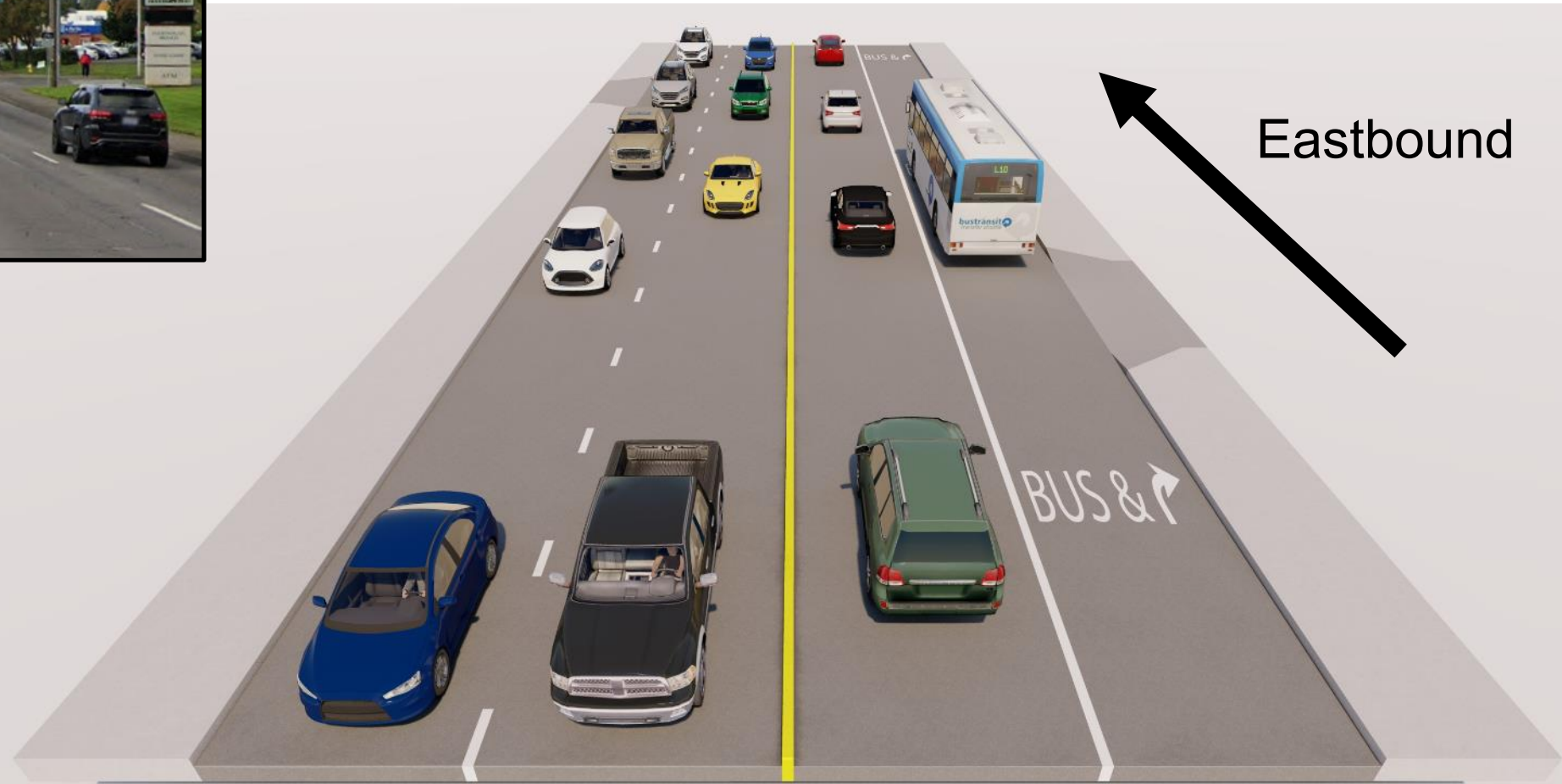
Alternative 2 – Stapleton to 62nd

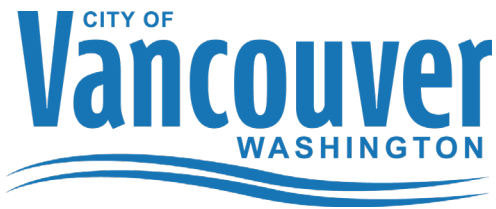


Alternative 2 – 62nd to Andresen



The roadway cross section in this segment varies, and includes a concrete median, intermittent center turn lane, and two long turn pockets for 65th Ave and Andresen.





MEMORANDUM

DATE: January 31, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development Department

FROM: Kate Drennan, Transportation Planning, Community Development Department

RE: **Fourth Plain Safety and Mobility Study, Phase 2 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 all users. Phase 1 includes portions of Fourth Plain and Fort Vancouver Way, and striping plans are advancing for the 2023 paving season. This memo and agenda item will present the recommendations for Phase 2 of the Fourth Plain Project for the section of roadway spanning from Fort Vancouver Way at the west end to Andresen Road at the eastern project limit.

Overview/Preview

What We Heard

The Project team has engaged communities along the corridor, including businesses, the public and stakeholders throughout the project. As shared during the November 1, 2022 TMC meeting, area stakeholders and the wider public largely support the repurposing of vehicle travel lanes to improve safety and mobility on the corridor. In-person feedback gathered during community events favored bus reliability treatments (33%), either bus or bike treatments (33%) or favored bike safety treatments (17%). Online open house feedback was more evenly split on priority treatments with 63% supportive of bicycle-focused improvements and 66% supportive of bus-focused improvements. In-person canvassing of local, BIPOC business owners found a strong preference for bus-focused improvements (44% to 9% favoring bike improvements).

From City Council, we've heard a focus on advancing the strategic plan goals of safety, equity and climate. As the premier bus rapid transit corridor in the region serving the most diverse area of the City, there is a desire to keep transit on-time and reliable on the corridor both today and in future years that will see added growth. There is also a goal to improve the facilities for people using other modes, such as walking, rolling, riding bicycles or other small mobility devices.

We also gathered feedback from Transportation and Mobility Commission throughout the project. We have heard a desire to increase space and predictability for mobility users on the corridor. We have also heard a desire for as much consistency as possible, so all users know what to expect on the roadway. Finally, the TMC reviewed, and Council endorsed performance criteria for evaluation of options based on improvements for people walking, using mobility devices, bicycling, and using the bus, safety improvements for all users, greenhouse gas reduction, equitable outcomes, and access to businesses, jobs, services, parks, recreation, and education.

Project Recommendation

The project team recommends a project package that consists of three parts which: utilize the federal grant to repave Fourth Plain, add capital projects to the Transportation Improvement Program (TIP), and adds a significant project proposal to the Ten-Year Investment Strategy for Fourth Plain.

- I. The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements to mobility users. The design repurposes a travel lane in each direction between Ft. Vancouver Way and 62nd to add Bus Access Transit Lanes where needed (west bound between St. Johns Blvd and Falk Road and east bound between General Anderson Avenue and Stapleton Rd). East of Stapleton, the design repurposes a travel lane eastbound for a BAT lane, and west bound the roadway retains two vehicle travel lanes. The design includes a buffered mobility lane both east and west bound between St. Johns Blvd. and Ft. Vancouver Way to General Anderson Avenue, and an expanded striped mobility lane in each direction from General Anderson Avenue to 62nd Avenue. Vehicle travel lanes will be narrowed to further reduce speeding and reallocate space.
- II. The team recommends adding three new capital projects to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors. The first capital project would restripe Stapleton Road from Fourth Plain Blvd to 18th street to create buffered mobility lanes. The second capital project would improve the existing mobility lanes on 18th street with improvements like buffers and/or delineators to connect east to future projects on NE Burton Road. The third capital project would include a large intersection street-mural on Fourth Plain and potentially 18th Streets at the crossing of the Burnt Bridge Creek trail. This mural would act as a traffic calming device at this important crossing for mobility users, while providing a placemaking opportunity to celebrate the culture and community of the International District that makes up Fourth Plain Blvd.
- III. The third recommendation is a capital project to add off-street multiuse facilities between 62nd Avenue and Andresen Road to serve mobility users outside of the roadway. To achieve this, the City would need to work with adjacent property owners to purchase right-of-way, relocate utilities, potentially remove trees in some areas, and other mitigation. The project is recommended for inclusion in the Ten-Year Investment Strategy where the Fourth

Plain community will be prioritizing investments. Incorporating this recommendation into the investment strategy is reflective of the cost, complexity and time required to build these facilities, while recognizing the long-term need to provide safe and accessible facilities particularly as this corridor continues to add residences, businesses and other destinations.

Background

The recommendation is organized into three pieces in response to the design constraints and a thorough evaluation of alternative treatments. The team recommends a restriping design that improves facilities from existing conditions for all users and can be advanced within the project timeline. Secondly, the team recommends complementary capital/multimodal projects to build out near-term alternative and parallel facilities while planning for a longer-term major capital undertaking between 62nd Avenue and Andresen. The following includes a discussion of the constraints impacting project development, and some of the design treatments considered based on feedback from the public, TMC and Council.

Design Background Constraints

Throughout the design alternatives project phase, the team explored many design ideas to evaluate their technical feasibility and adherence to existing ordinances and operating agreements. In evaluating each idea, the project team worked within the following constraints:

1. **Paving project limits** – as a paving project, we considered designs within the curb-to-curb roadway that can be implemented with striping and other limited capital investment
2. **Transit Reliability** – Maintaining transit travel time and reliability is a guiding value embedded in the project, and enshrined in operating agreement between C-TRAN and the Federal Transit Administration
3. **Concurrency policy** – The City has adopted ordinances relating to performance of the roadway. Disregarding concurrency standards may limit the City's ability to hold private parties (developers) to similar standards to improve the system, and could limit the City's ability to advance other goals like adding housing stock and other development along the corridor
4. **Federal Funding/Timing** – The paving project is grant-funded with obligation deadlines that require a striping plan move forward in Spring 2023 for the 2024 paving season.

Design Treatments Considered

Extra-wide buffered mobility lane. The project team explored the feasibility of a design that repurposed the entire outside travel lane to a buffered mobility lane. In this scenario, the Vine bus would operate in the general-purpose travel lane. To serve the Vine transit stations, bus platforms would need to extend across the mobility lanes to reach the doors where the Vine would stop in lane.

This raised several significant design challenges. First, mobility users would need to travel through the platform station area, crossing paths with transit riders boarding and alighting, by ramping up, across and down the platforms. Second, the design would need to line up exactly with Vine doors to allow for level boarding. However, in designing the platform the team learned that the steep crown of the roadway meant that a level extension from the sidewalk station to the travel lane would not align with the doorways. To accommodate the difference in roadway height, the platform extensions would need ramps to move passengers up to the correct level. Building the ramps would add to the dwell time of the bus while passengers moved across the platform and navigated the ramps, as well as the mixing zone of mobility users. In the end, this design was not chosen because of the added transit dwell times, complicated and costly platform design, and uncomfortable mixing between mobility users and transit riders in the constrained platform space.

Mix of extra wide buffered mobility lane with transit acceleration lanes. The project team explored an additional option where the outside lane was converted to a buffered mobility lane, except around Vine station areas. In this scenario, the Vine would operate in the general-purpose travel lane until it reached a station area, where it would serve the stop as it does today. Once leaving the stop, the Vine would operate in its own acceleration lane to enable it to merge back into the general-purpose lane without delay. In addition to the acceleration lane, the City explored using 'reverse transit-signal priority' to hold general purpose traffic at stoplights to create gaps for the bus to merge back into traffic. The ability of the Vine to enter the travel lane without delay is a critical component to maintaining travel time and schedule, particularly with reduced roadway capacity on the corridor, and to maintaining agreements established with the Federal Transit Administration (FTA). In exploring this option, the team determined that the number and length of acceleration lanes needed would yield minimal additional mobility lane capacity, and would create confusing and inconsistent treatments across the corridor. This design was not chosen as the benefit would be marginal compared to the inconsistent lane configurations, signal timing disruption, and unknown impacts to C-Tran travel times.

Routing mobility users north at 62nd for parallel travel. The project team explored a proposed concept to route mobility users off of Fourth Plain at NE 62nd Avenue toward NE 32nd Avenue, NE 65th Avenue, toward an existing dirt path along SR-500. Under this scenario, the project would need to create connections along the existing roadway, and explore development of a new multi-use path along the SR-500 off-ramp to connect to Andresen Road. The team identified challenges with the path adjacent to the highway and a wetland area, and currently home to unhoused communities. In addition, the path leads to a large, interchange intersection where the closest crossings for mobility users are south at Fourth Plain, or north at NE 40th.

Expanding sidewalks or off-street facilities on Fourth Plain. The project team explored a proposal to expand the sidewalk area between 62nd Avenue where mobility lanes drop, and Andresen Boulevard. The team explored the location of City property lines and available clearance behind existing sidewalks. The team determined there are significant impacts along the corridor, including: utility and streetlight pole relocation, removal of existing landscaping and trees, extensive regrading and mitigation for adjacent steep slopes, moving private fence lines, and other unknown issues, in addition to the need to purchase an indeterminant amount of right-of-way. The team determined that

given the complexity and cost of this proposal, it was not feasible as part of the near-term project implementation but should be further pursued as part of the 10-Year Investment Strategy for Fourth Plain Blvd- now called Fourth Plain For All: Investing in Our Future. The City recognizes that Fourth Plain Boulevard is an important link in our transportation system, and creating a standalone project to pursue adding off-street facilities in this segment is vital for creating a connected network.

Action, Timeline, Next Steps

The workshop purpose on February 7th is to provide an overview of the Project Team recommendations, answer questions and collect feedback. The team will be holding a similar workshop with City Council on February 27th. The project will be presented to the TMC again in March meeting for a public hearing, where the team will ask for TMC endorsement of the Phase II recommendation. In April, the team will hold a final workshop with City Council seeking endorsement of the proposal, and advance the restriping designs ahead of federal obligation deadlines.

Kate Drennan, Principal Transportation Planner, Community Development Department

Kate.Drennan@cityofvancouver.us, (360)487-7959

Attachment(s):

Attached are exhibits of the Project Recommendations (*Bike Network Recommendations & East End Bike Route*). In addition, we attached exhibits created as part of the project team's consideration of alternative design treatments. The pdf's are visual representations of some of the issues and designs outlined above in the section 'Design Treatments Considered'.

Roll plots

Bike Network Recommendations

East End Bike Route

Bike Route Considered Alternatives Map

East End ROW Acquisition Considerations



Legend

- Vine Route
- Vine Station
- Bus Route
- Multi-Use Path
- City-Designated Bike Route
- Planned Bike Route

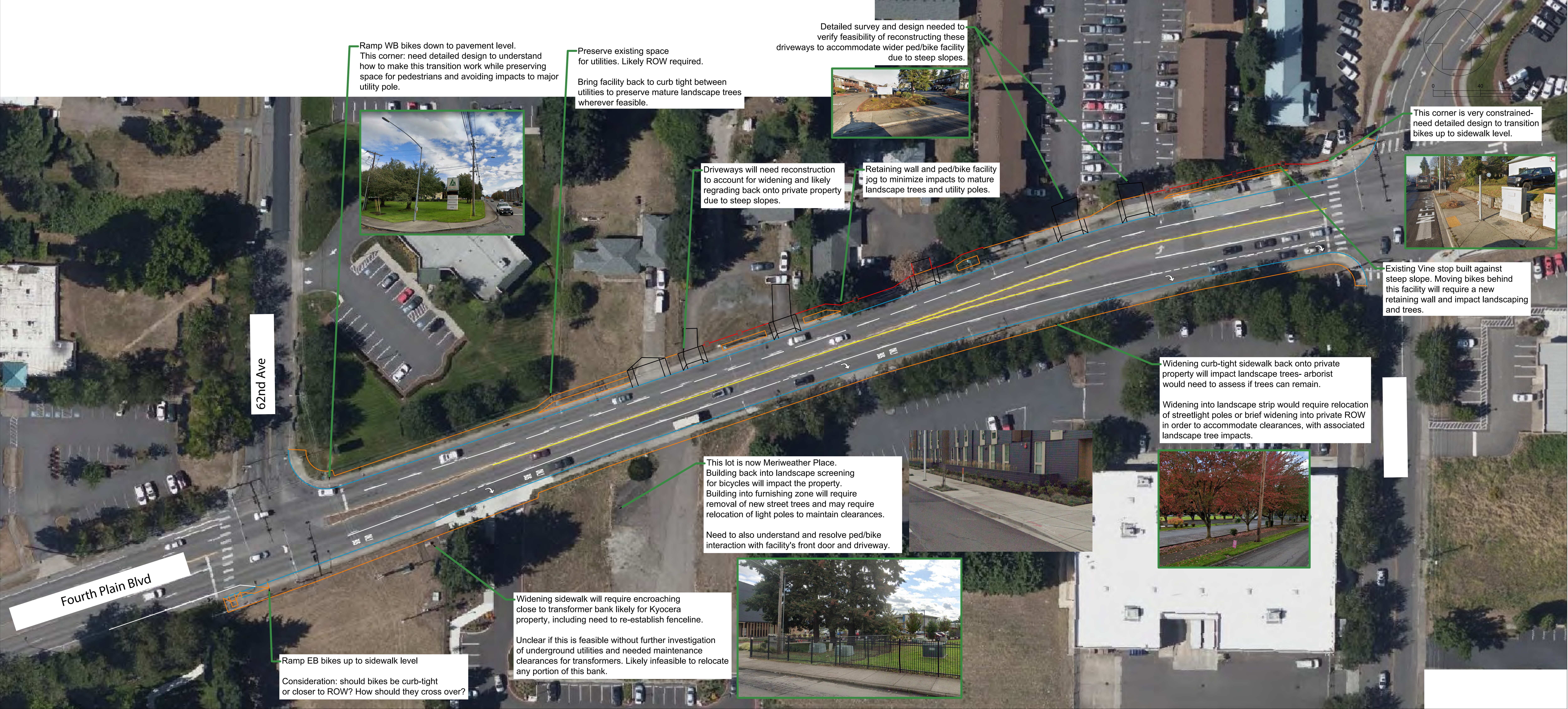
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Fourth Plain Blvd - Andresen Rd

DRAFT Bicycle Facility Concepts



DRAFT 1/17/2023 V2.2





Climate Action Framework

Transportation and Mobility Commission Workshop/Public Hearing
February 7, 2023



Rebecca Small
Senior Policy Analyst
City of Vancouver/CMO

Aaron Lande
Policy & Program Development Manager
City of Vancouver/CMO

Agenda

- CAF overview
- CAF impact
- Moving forward



Presentation Purpose

To present a high-level overview of the content and impact of the City's newly adopted Climate Action Framework (CAF)

- Informational presentation
- Anticipating a second presentation on transportation-specific applications of the CAF for this group later in the year.

Prior Council Review

13 total Council touchpoints in total from 2020 - 2022

Nov 23, 2020 Council Workshop

- First step in the journey
- Staff provided an overview of the GHG emissions forecast and options for emission reduction targets

Dec. 5, 2022

- Climate Action Framework is unanimously adopted

Section Overview



Overview



Impact



Moving Forward

Alignment with Universal Policy Priorities



Climate

- The CAF is the City's blueprint to reduce GHG emissions and build resiliency to climate change impacts.



Equity

- Supports a just and equitable transition to carbon neutrality



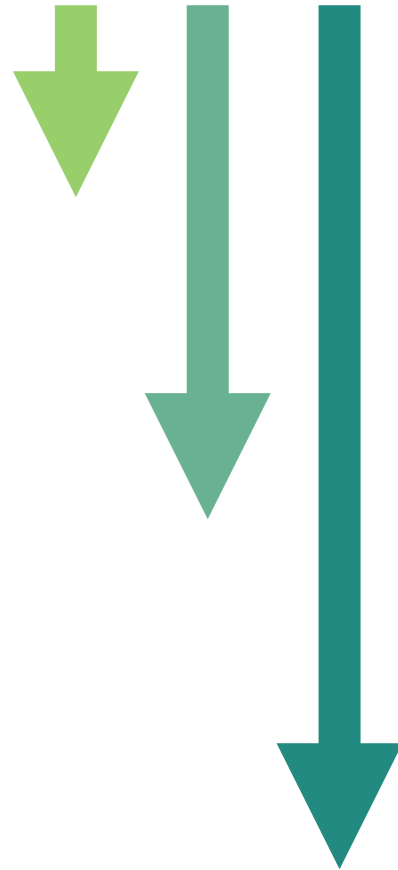
Safety

- Builds resilience to the impacts of climate change and prioritizes supporting low-income residents and communities of color that are most affected by climate impacts.

CAF Overview



City of Vancouver Climate Action Goals



2025: 80% reduction in City municipal GHG emissions

2030: 80% reduction in GHG emissions by the Vancouver community

2040: Carbon neutral by both municipal operations and the Vancouver community

* Goals are relative to the baseline year of 2007.

CAF Overview



Framework overview

6
Sections

14
Strategies

86
Actions

	Actions	Section
	16	Building Energy
	26	Transportation & Land Use
	11	Natural Systems
	6	Solid Waste & Wastewater
	17	Equity & the Green Economy
	10	Governance

Transportation



- Shift driving trips to walking, biking and transit.
- Transition to zero-emission vehicles.
- Use cleanest fuels available.

Natural Systems

- Accelerate urban tree canopy infill.
- Preserve the integrity of the existing mature tree canopy.
- Expand natural greenspaces.
- Supporting community organizations that train youth and BIPOC residents on green infrastructure skills.



Land Use

- Efficient use of land.
- Grow upward, not outward.
- Provide abundant, affordable housing in walkable 15-minute neighborhoods.



Solid Waste and Wastewater

- Reduce amount of waste produced.
- Recycle or reclaim materials wherever possible.
- Capture RNG at Wastewater Treatment Facility for on-site use



Equity & the Green Economy

- Higher education and apprenticeship partnerships
- Climate adaptation and resiliency measures - prioritize serving vulnerable residents



Buildings and Energy



- Increase energy efficiency of commercial and residential buildings.
- Transition to lowest-carbon power source.
- Decarbonize existing power sources

Impact



CAF Impact



Progress toward City-wide goals

The current iteration of CAF achieves:

- **73%** of its 2030 citywide goal
- **83%** of its 2040 citywide goal

While the City still has work to do to meet its own ambitious goals, it is on track to **exceed** the Paris Agreement's 2030 targets.

CAF Impact



Continuous improvement

- Ongoing stakeholder and community engagement
- Evaluation and updates of the CAF every 4 years
- Climate Community Advisors panel



CAF Impact



Cost Estimates of the top 13 most impactful actions:



\$8M

Average
annual cost to
City



\$98

Average annual
cost per capita



\$15M

Average
annual cost of
inaction

Moving Forward



Climate Action in 2023-24 Biennial Budget

\$16.5M over next two years
Projects support multiple City goals, not limited to climate.

30+ projects
HVAC upgrades, EV infrastructure, tree canopy expansions, online services for customers

Moving Forward

Alignment with other City Plans

- Land use and transportation actions will mainly be implemented via the Comp Plan, Strategic Plan, and TSP.
- Many of the actions from the Building section will be implemented via a new Green Building Policy (in development for 2023).



Example transportation actions:

- TLU-2.8 Improved pedestrian infrastructure
- TLU-2.11 Transportation demand management requirements
- TLU-2.13 Improved bicycling infrastructure
- TLU-2.15 Shared mobility options



Thank You

To learn more, visit <https://www.cityofvancouver.us/cmo/page/climate-action>



Transportation and Mobility Commission Workshop



Teresa Brum – EPH Deputy Director

Ryan Lopossa – PW Transportation Manager

February 7, 2023



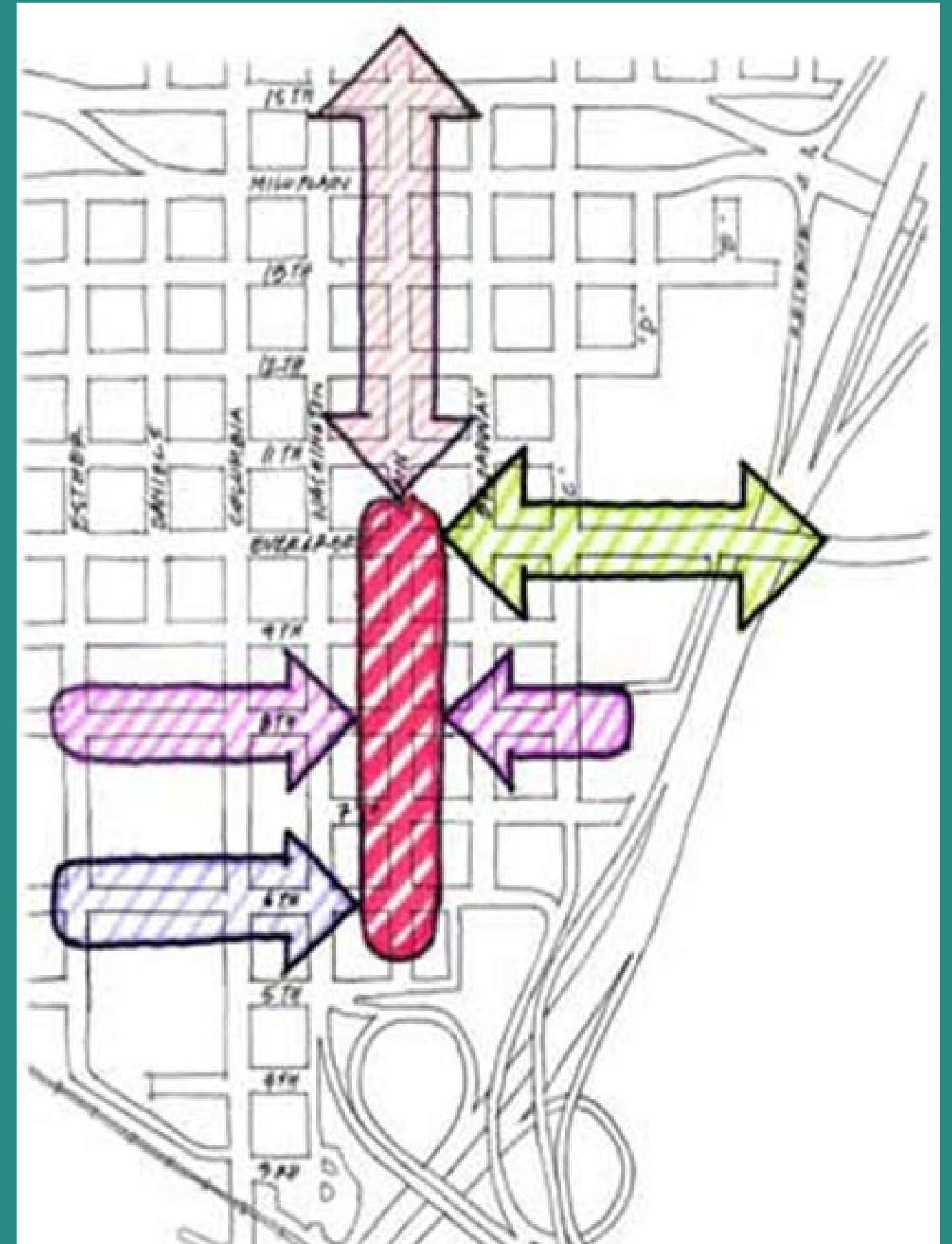
Agenda

- Prior TMC Review
- Project Background & Overview
- Project Goals & Guiding Principles
- Preliminary Design Ideas
- Public Outreach/Project Advisory Group
- Q&A and discussion



Prior TMC Review

- TMC provides a recommendation to City Council on all capital transportation projects in excess of \$2 million
- **June 7, 2022:** Discussed overview and initial scoping of Main Street Project
- **November 1, 2022:** Provided a Memorandum updating the TMC on the project status

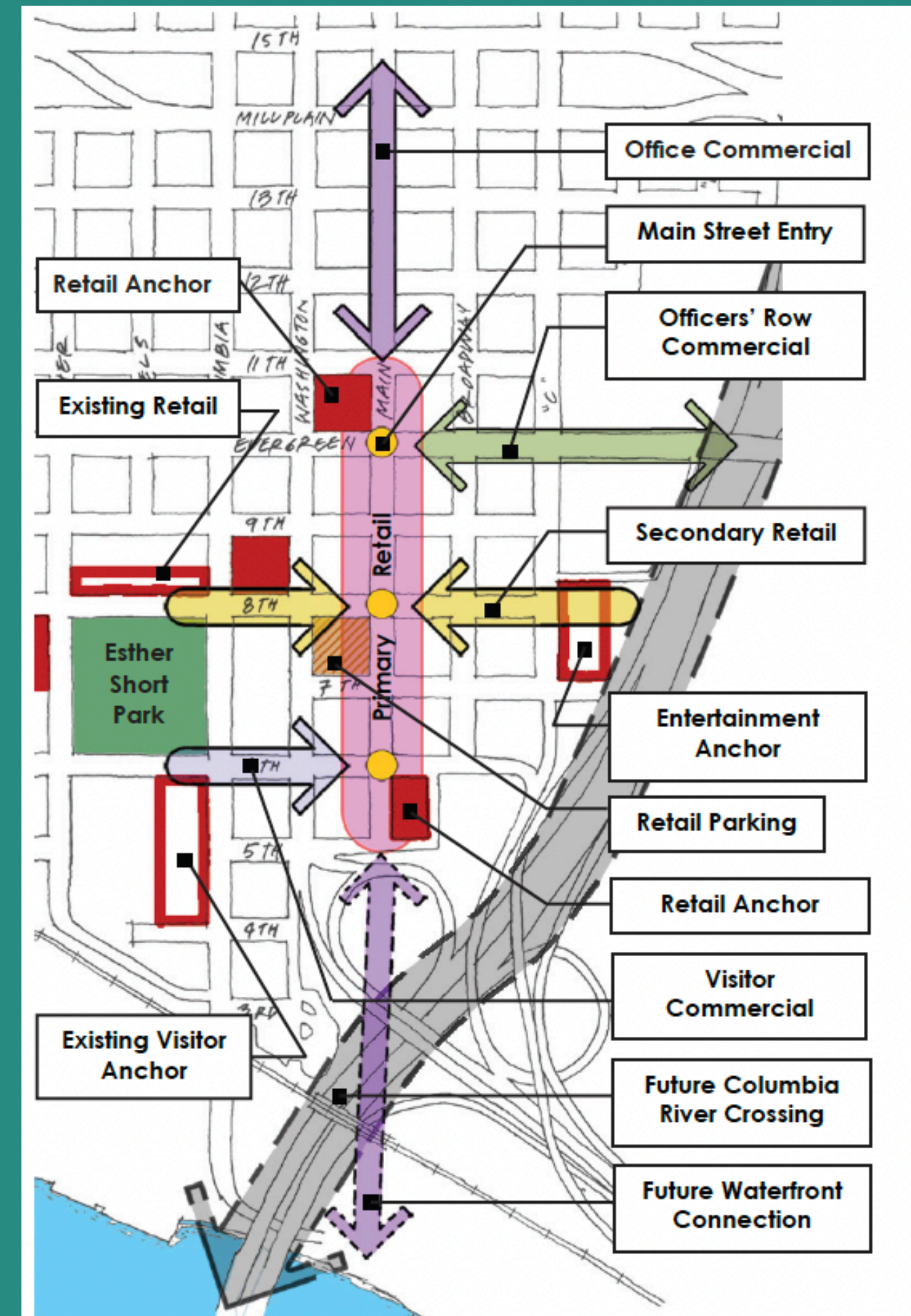


Where Have We Been?

- **1993:** Main Street Project First Identified
- **2003:** First Design & Cost Estimate
- **2006:** Main Street 95% Plans Begin
- **2009:** Main Street Design Handbook
- **2014:** Second Design Update
- **2019:** Third Design Update - Stakeholders
- **2021:** City Receives ARPA Funding and Main Street Project Identified
- **2022:** Design Contract Approved for MacKay Sposito



Main Street Design Handbook



Overview

The case for Main Street:

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

Funding:

- American Rescue Plan Act (ARPA)
- Local funds



Where We Are Now

Progress to Date

- Site Investigations
- Walking Surveys
- Community Outreach
- 30% Design



Project Goals and Guiding Principles

Goals

- Increase safety for people and vehicles
- Welcome visitors
- Support Main Street businesses
- Improve infrastructure



Guiding Principles



Honor and celebrate the history of downtown Vancouver



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



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



Create an environment for renewed businesses and property owners' investment



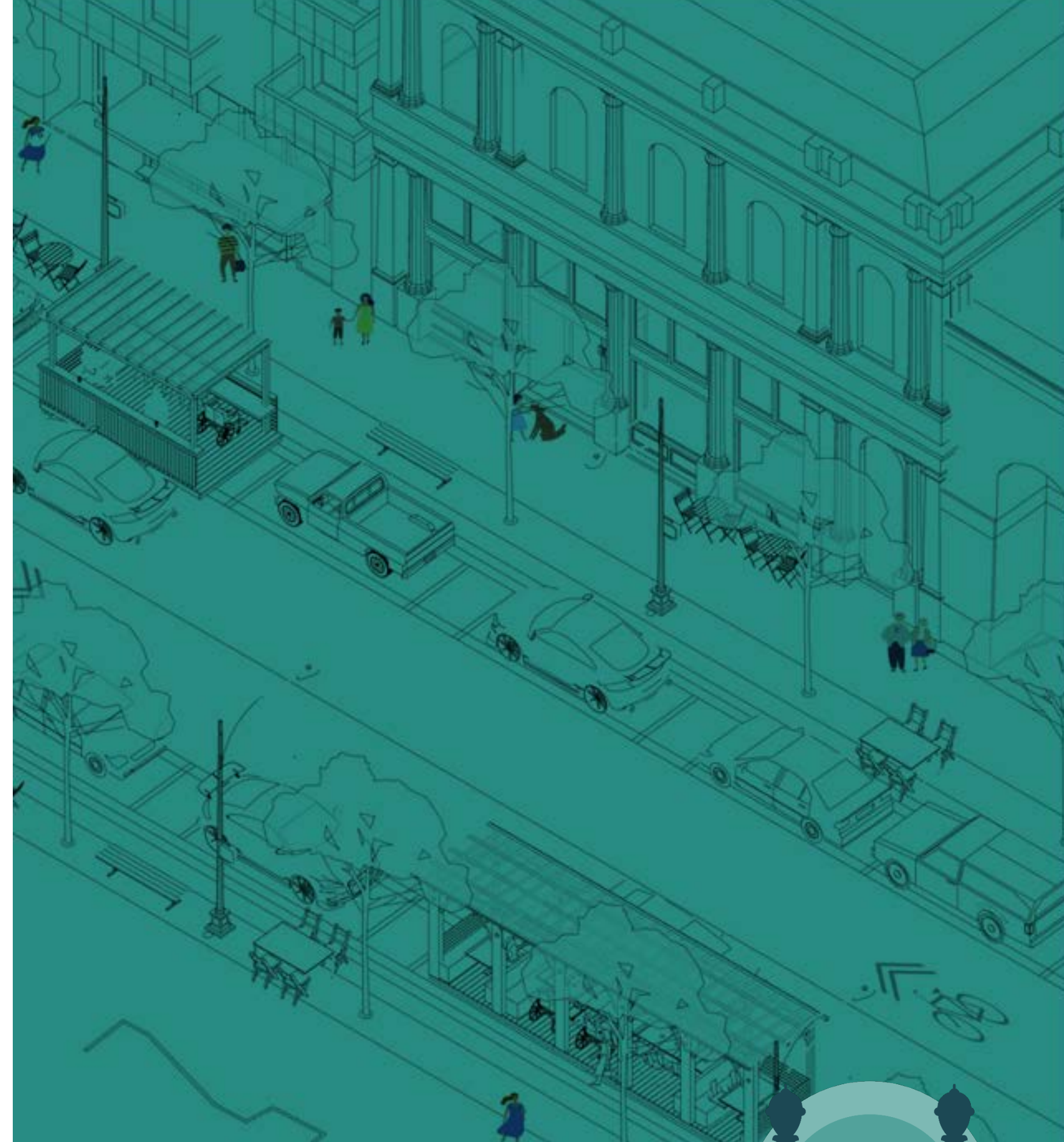
Connect Main Street, Esther Short Neighborhood, the Waterfront and Fort Vancouver National Historic Site



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

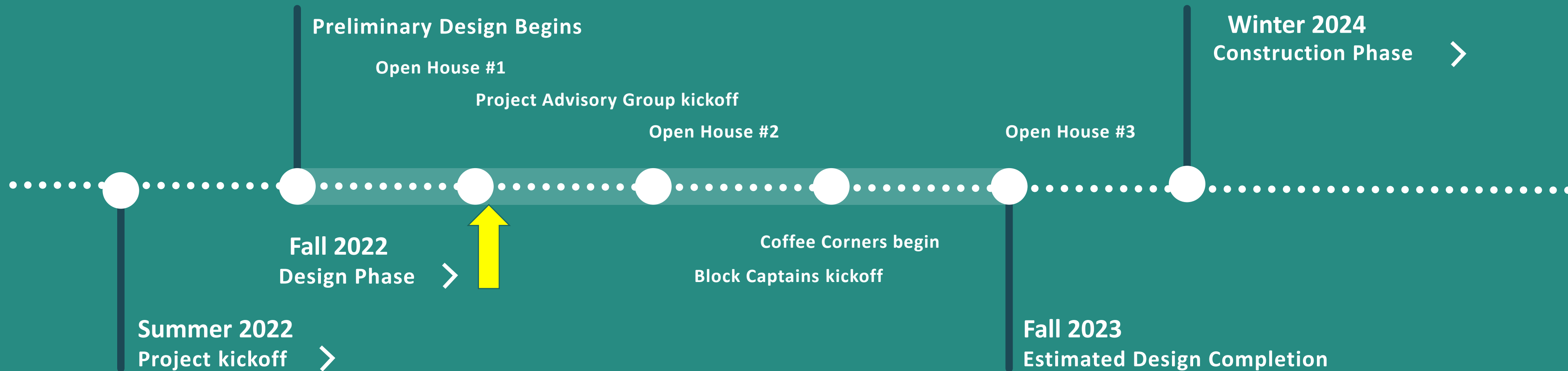
Project Elements

- Widen sidewalks to improve pedestrian access and support businesses
 - Increase opportunities for sidewalk cafes
- Enhance pedestrian crossings to improve safety
- Consider new elements to activate the street
 - Street furniture
 - Decorative lighting
 - Café and outdoor seating
 - Bike parking
 - Additional art
- Add new LED streetlights
- Update existing traffic signals
- Upgrade water mains, sewer mains, stormwater facilities
- Repave and restripe Main Street

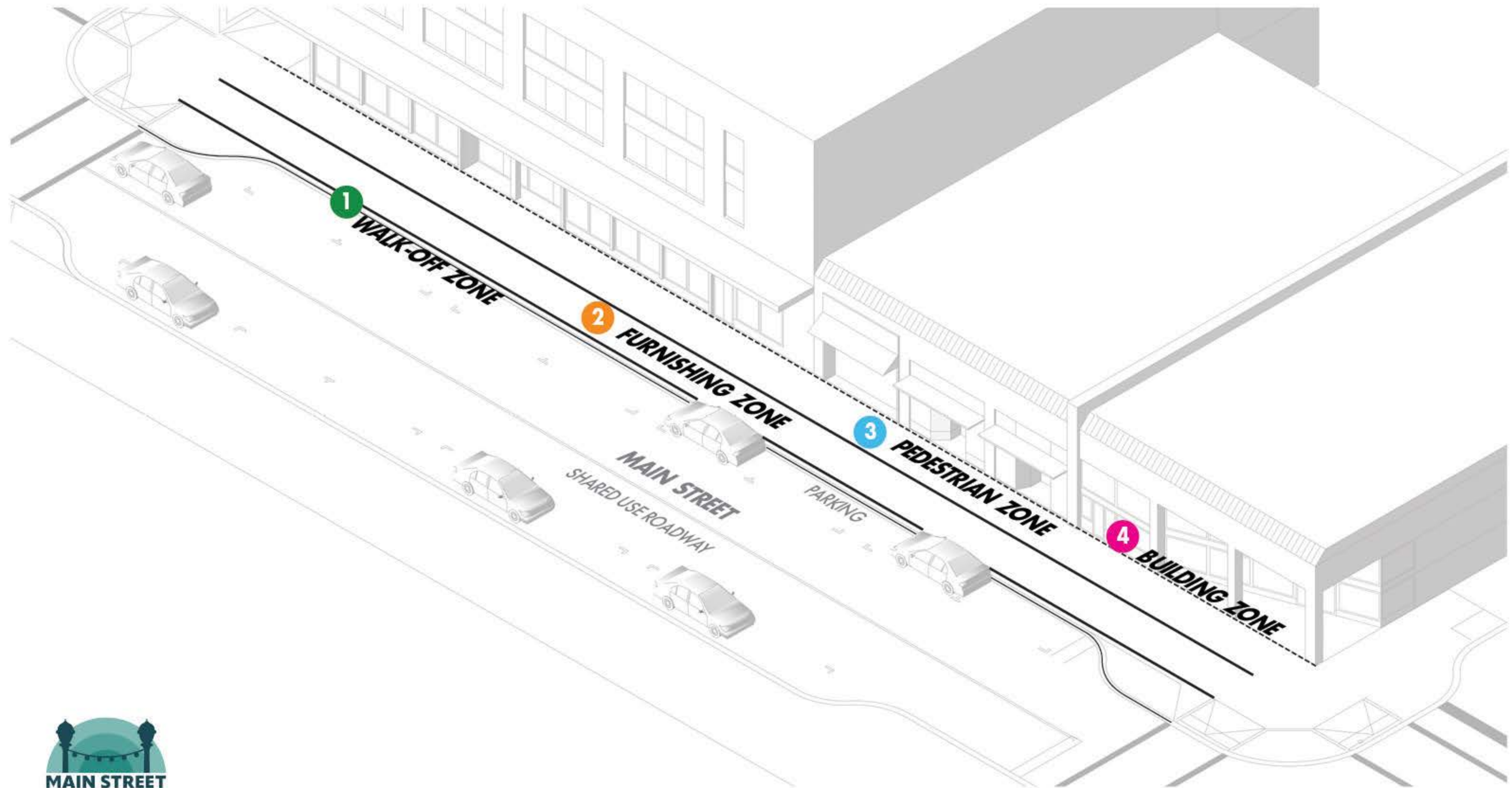




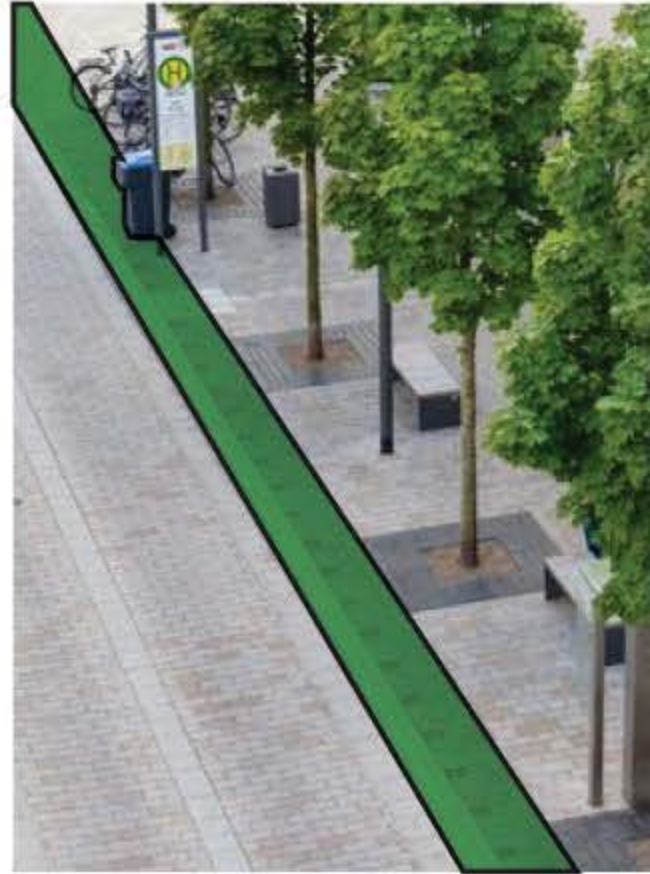
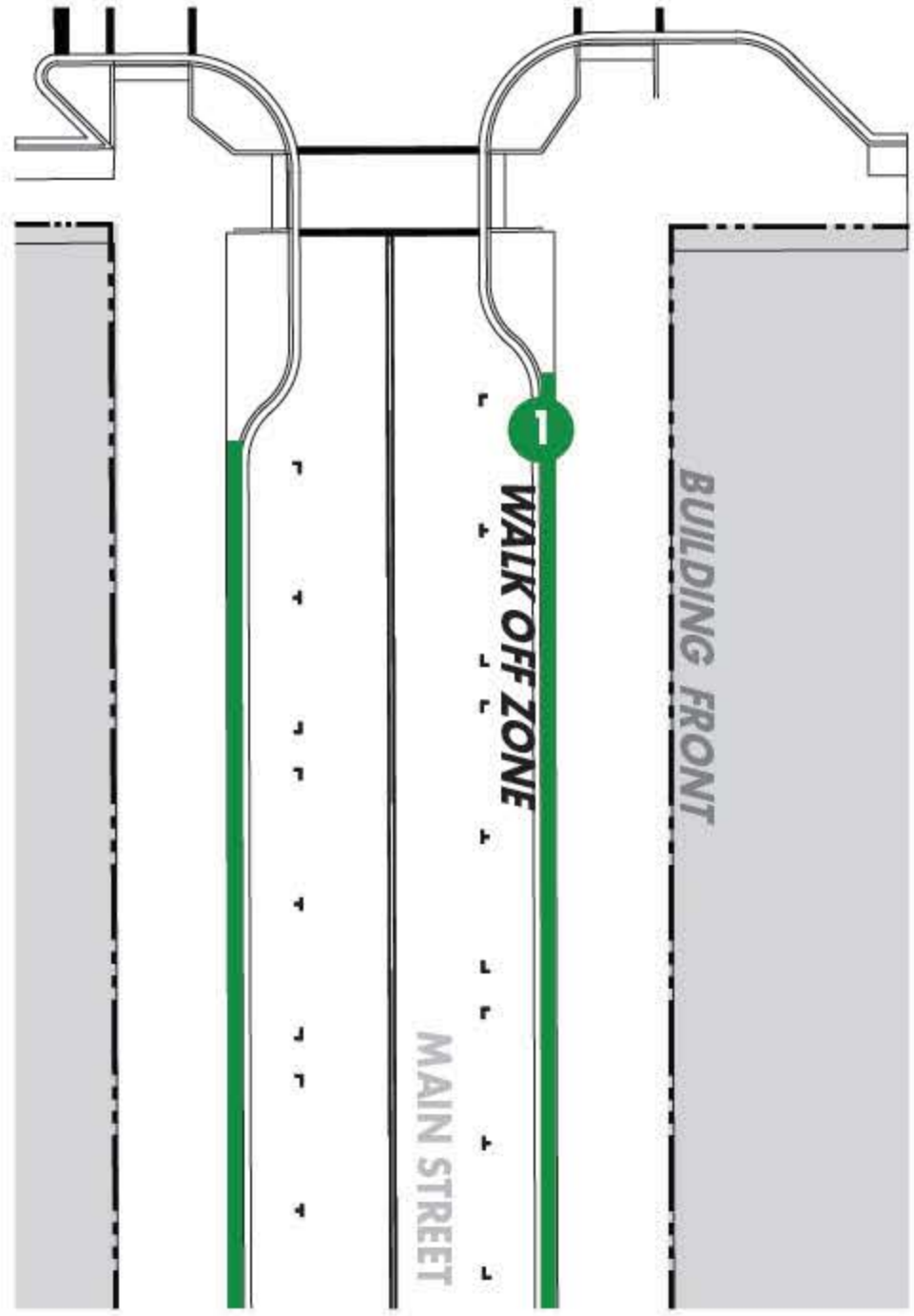
Project Timeline



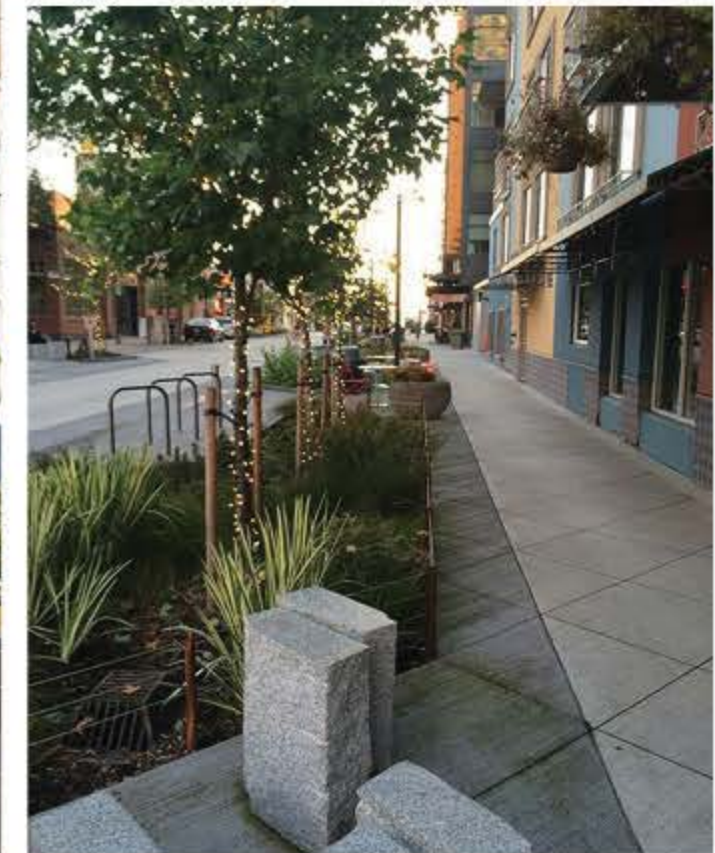
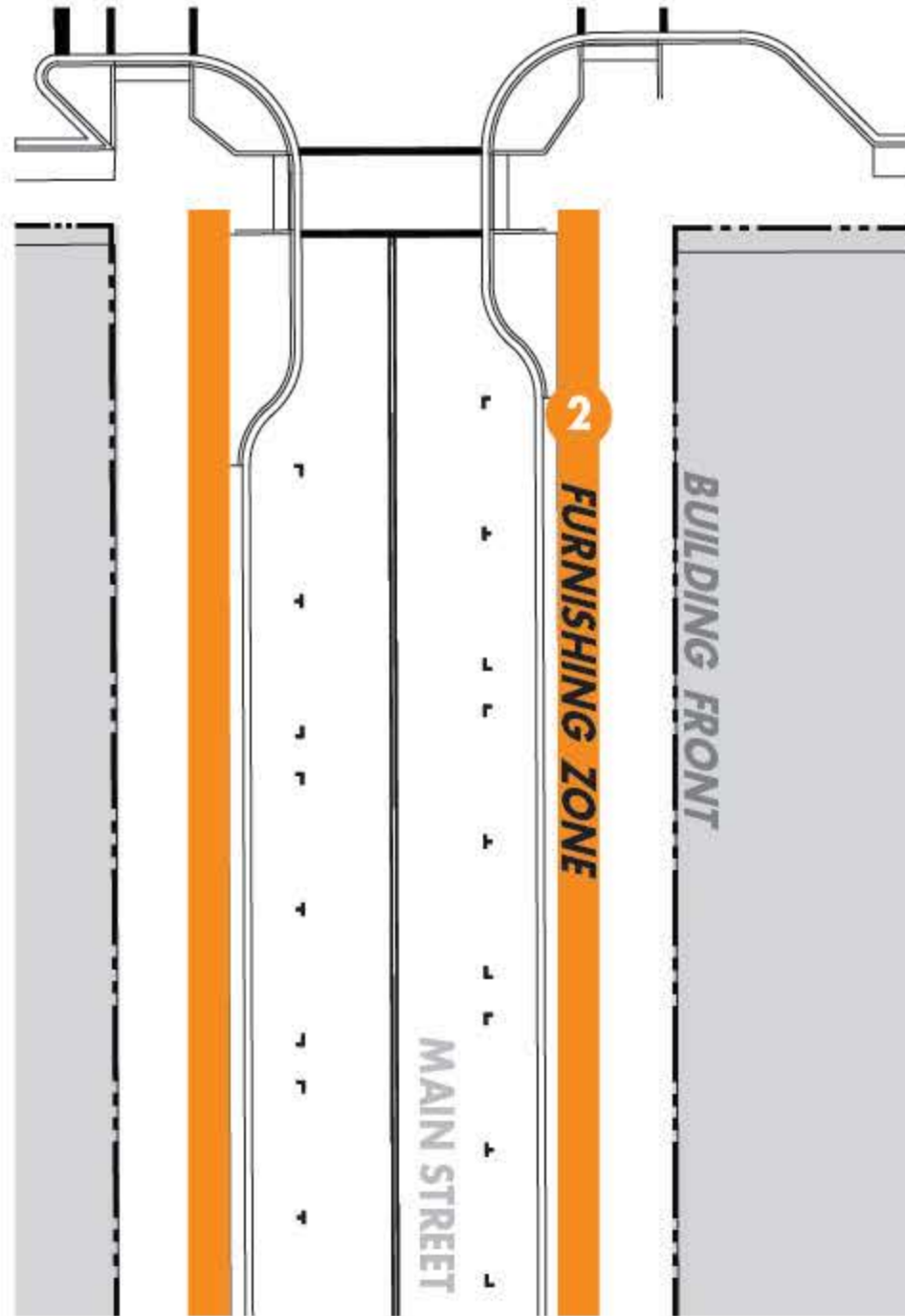
STREETSCAPE ZONES



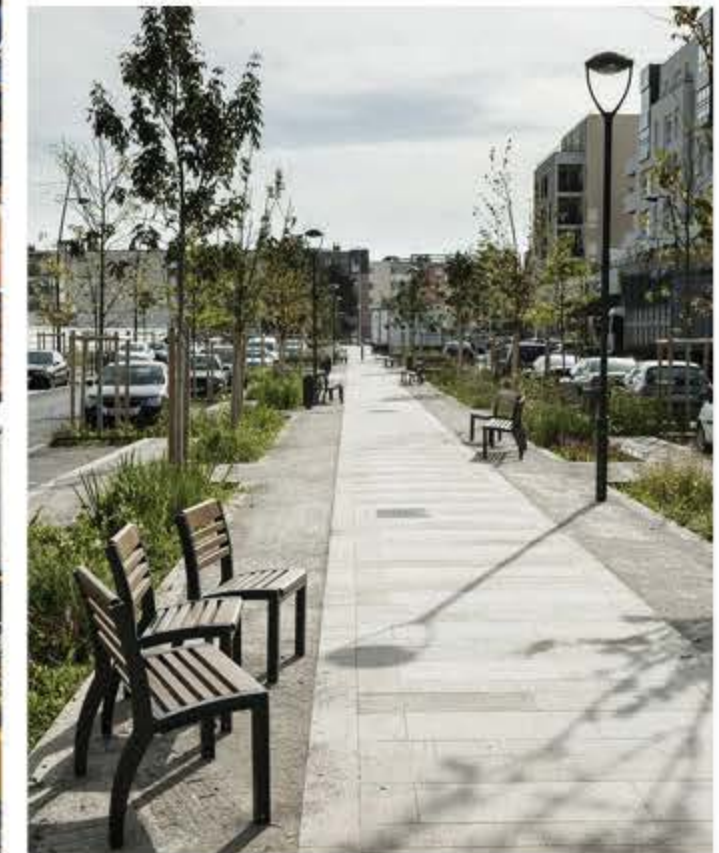
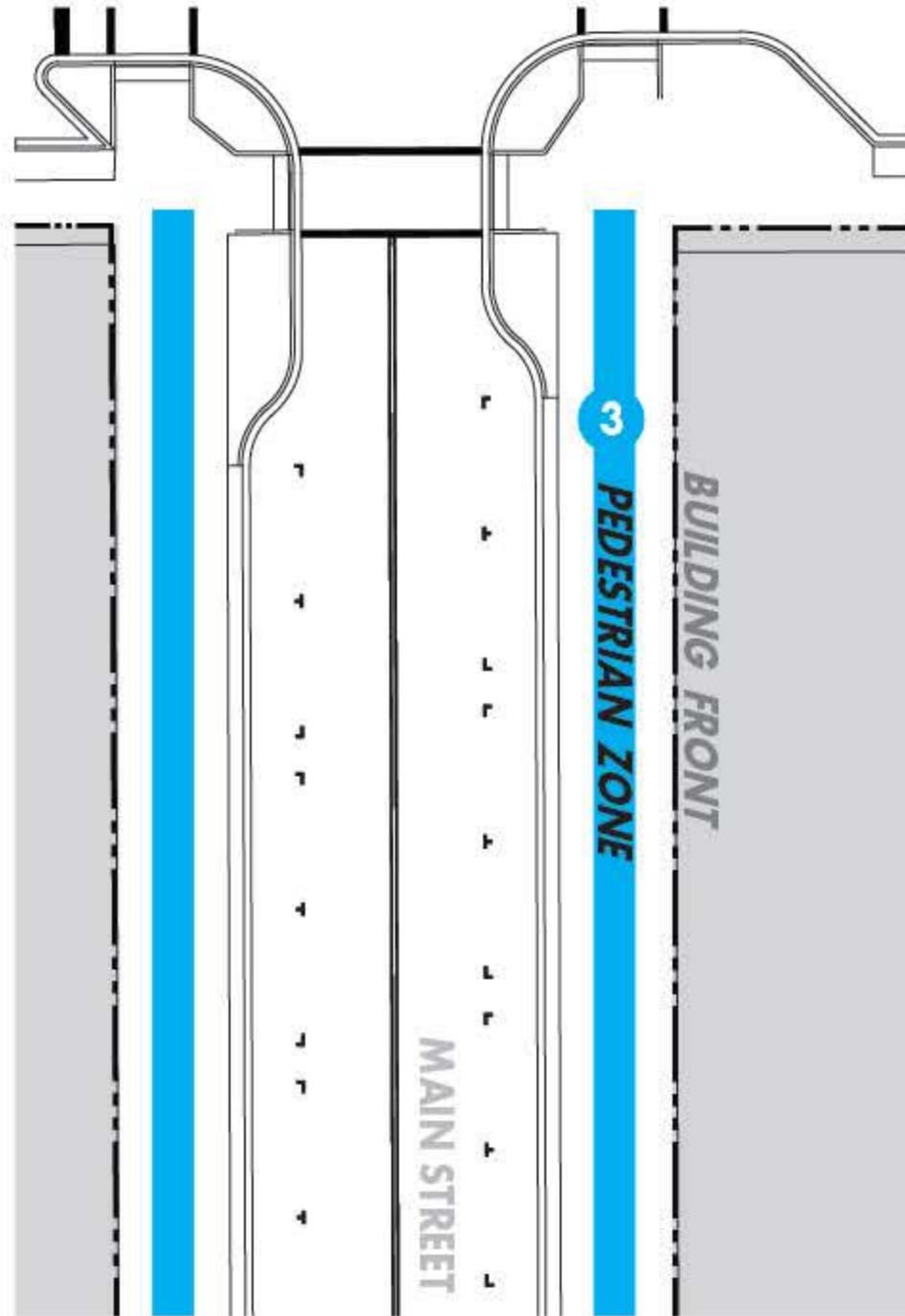
CURBSIDE WALK-OFF ZONE



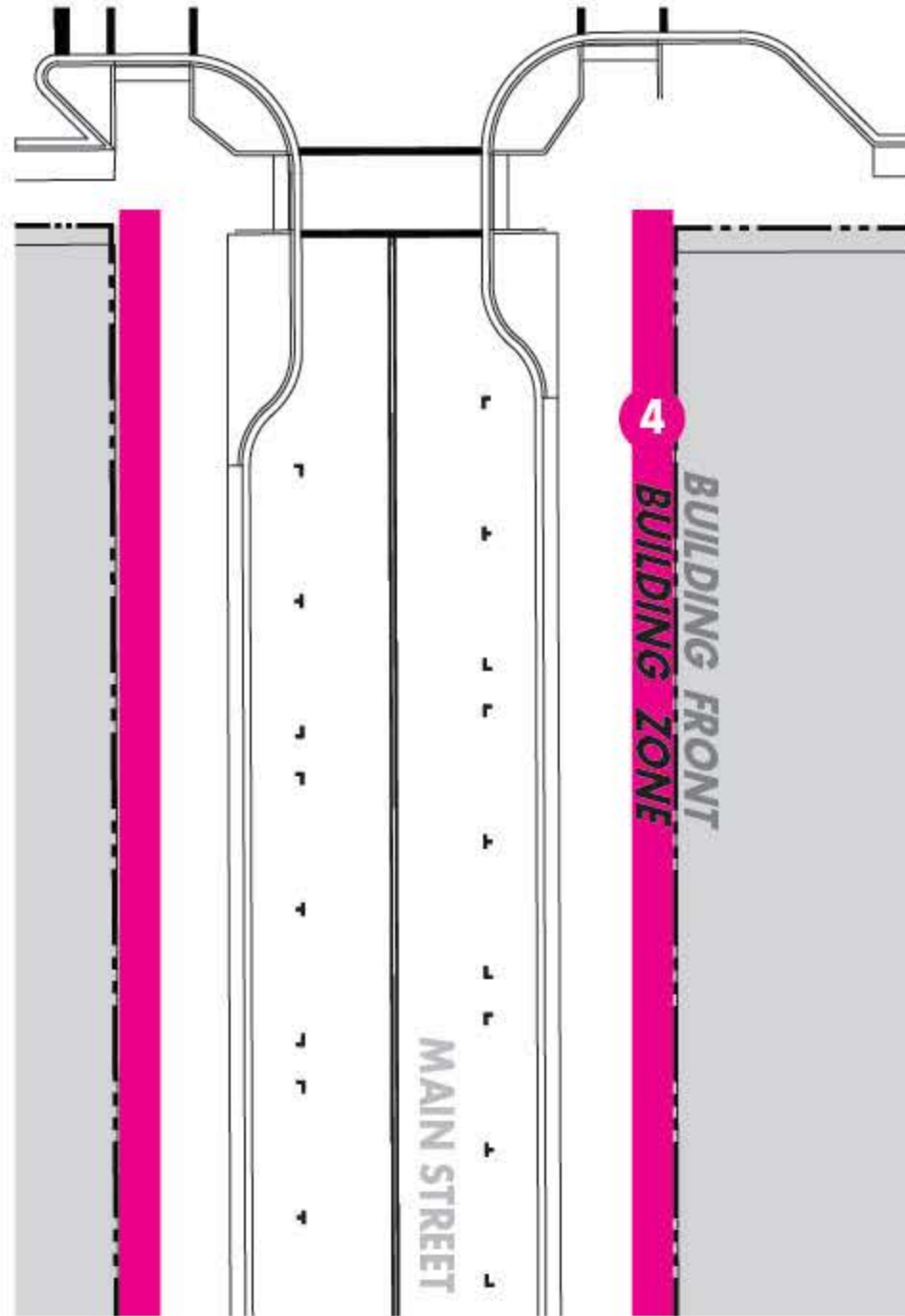
FURNISHING ZONE



PEDESTRIAN ZONE



BUILDING ZONE



ARTS INTEGRATION

What's the system that carries artistic expression? Some thought starters...



AFFECTING ELEMENTS

In elements assembled of multiple pieces (pavers, wood slats, panels), provide opportunity for individuals and businesses to add their imprint.

OPEN FRAMES

Provide framed "canvases" on key buildings and furnishing zone instances for artistic expression.

REPETITIVE FORM

Develop an on-brand, identifiable form—perhaps the lamp posts—that can be reinterpreted by the community.

This is in Spartanburg, SC.

YES—MORE OF THIS.

This current methodology could be expanded.

ART WALK SIGANGE

Provide corner-wrap, eye level signage to highlight artworks on that block or off Main Street or the Art Line—most murals are perpendicular.

BUSINESS CUSTOMIZATION

PERMITTING KIT OF PARTS



DESIGN OPTIONS

A: ACTIVE MIDDLE



B: LINEAR PARK

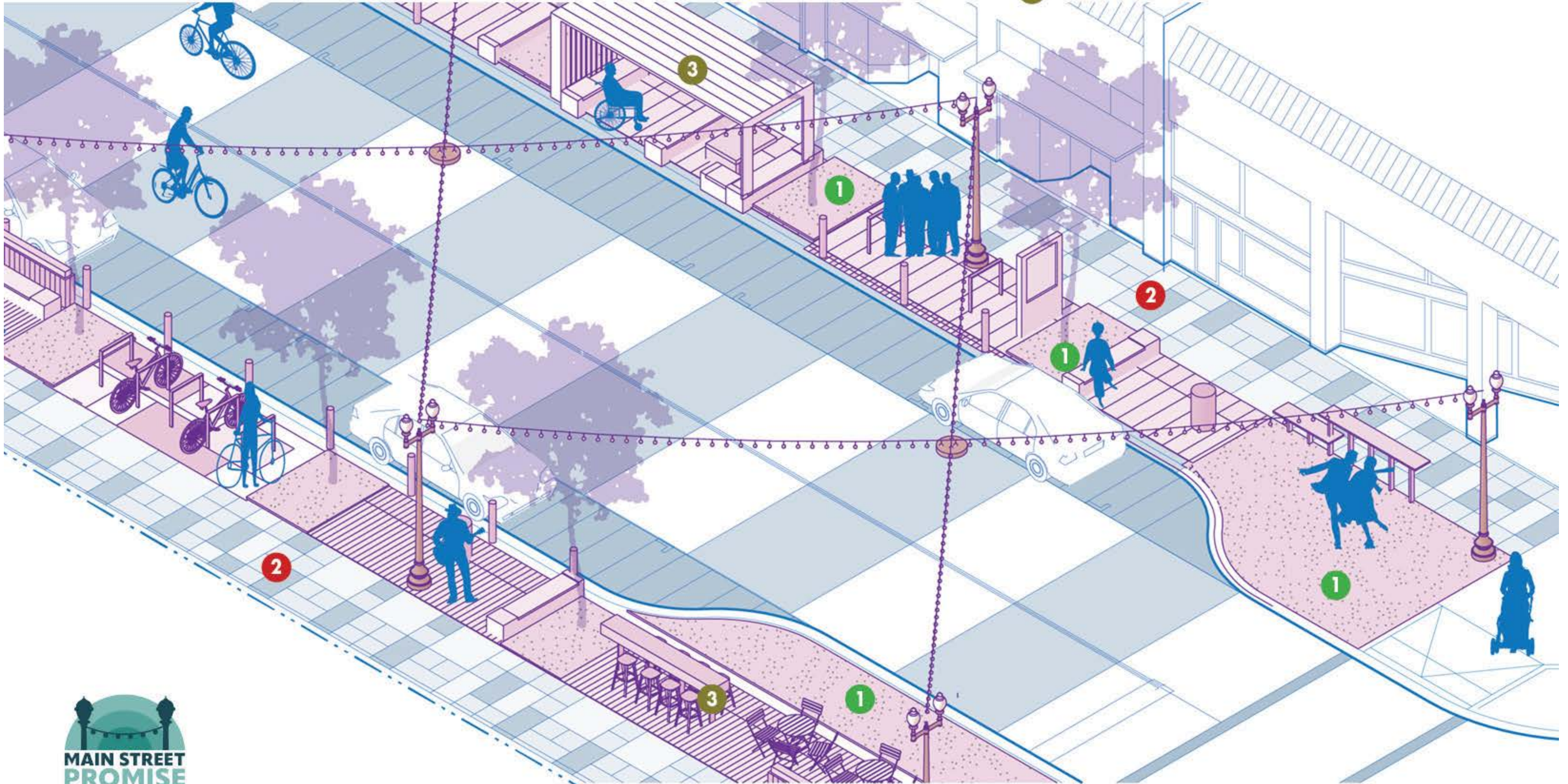


C: ACTIVE EDGE



A: ACTIVE MIDDLE

- 1 INCREASED LANDSCAPE + GREEN SPACE
- 2 WIDER AND SAFER SIDEWALKS
- 3 FLEXIBLE SEATING FOR PATRONS



A: ACTIVE MIDDLE

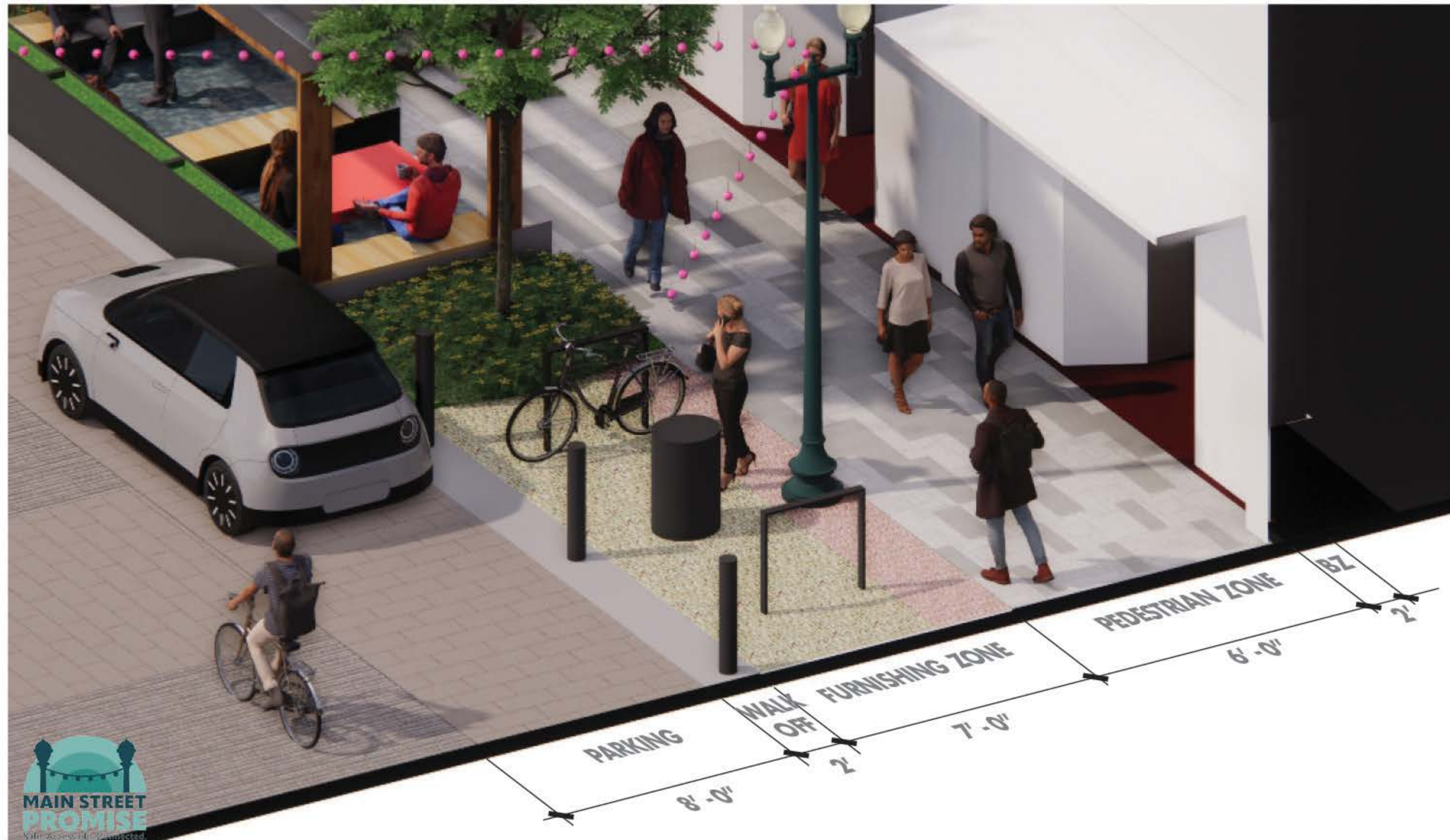
ELEMENTS

- 4 DIVERSE LIGHTING OPPORTUNITIES
- 5 UNIVERSAL DESIGN - TEXTURED TRANSITIONS
- 6 PROGRAMMED + ART INTEGRATION



A: ACTIVE MIDDLE

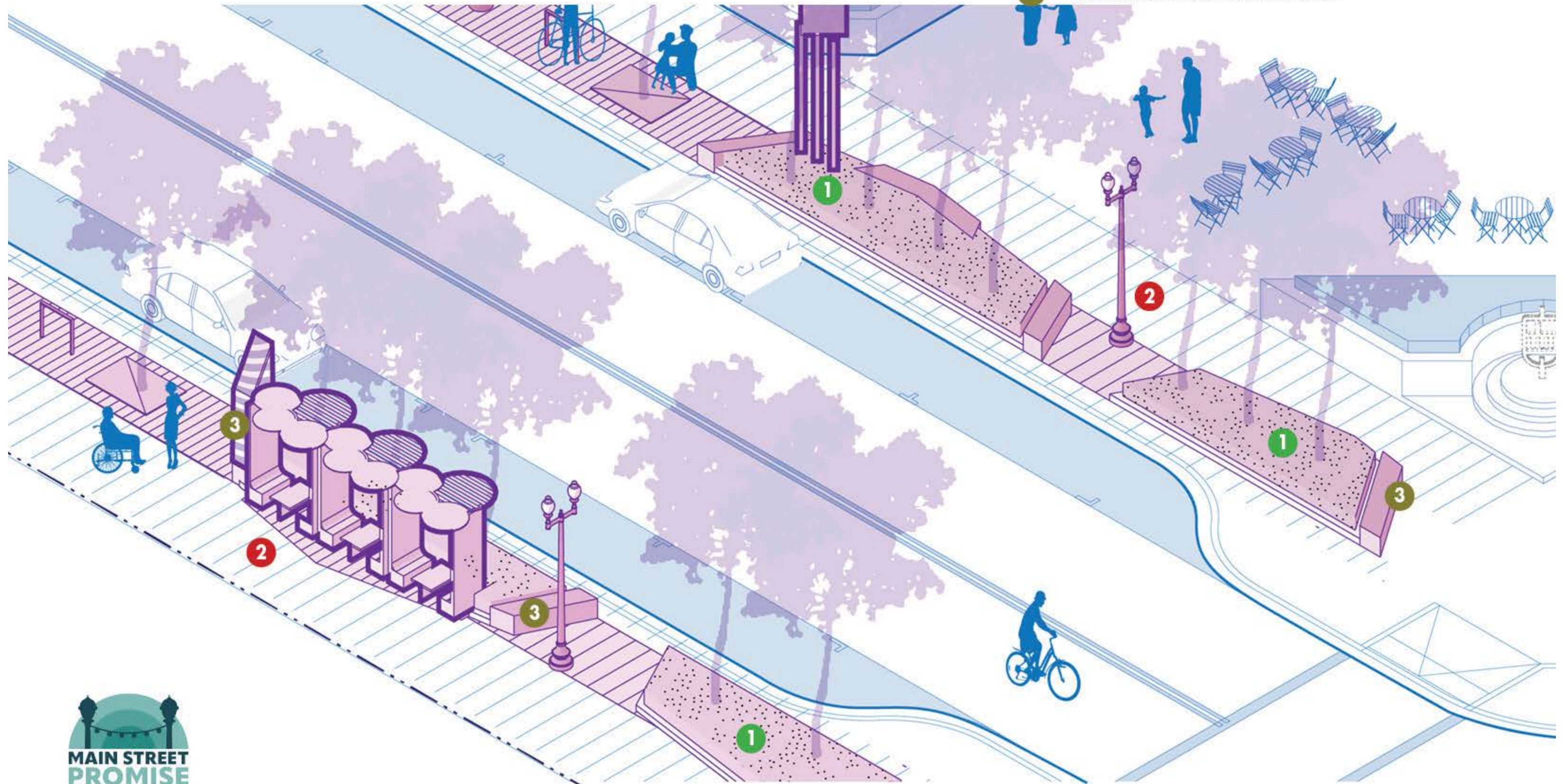
STREETSCAPE ZONES



B: LINEAR PARK

ELEMENTS

- 1 INCREASED LANDSCAPE + GREEN SPACE
- 2 WIDER AND SAFER SIDEWALKS
- 3 FLEXIBLE SEATING FOR PATRONS



B: LINEAR PARK

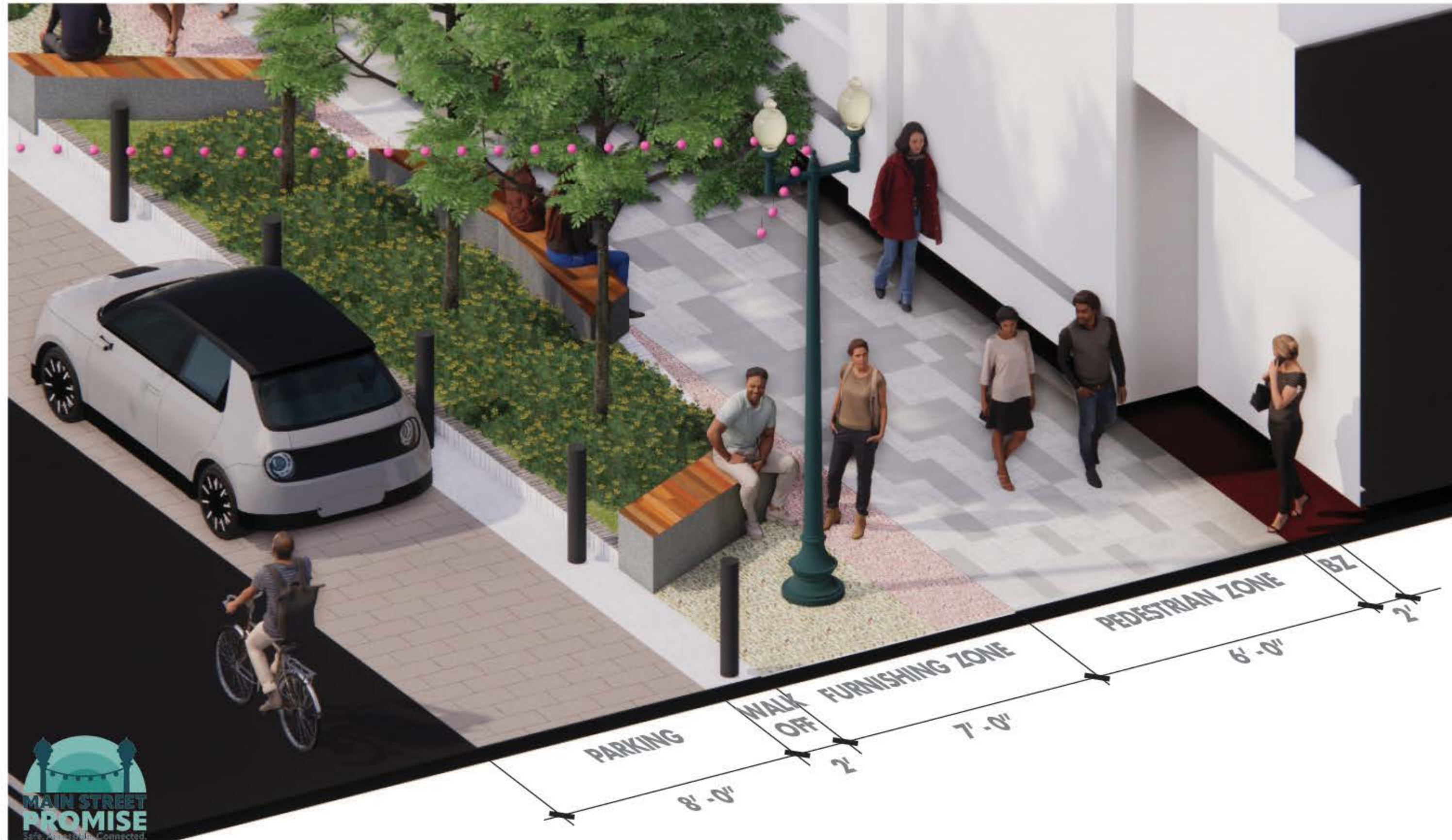
ELEMENTS

- 4 DIVERSE LIGHTING OPPORTUNITIES
- 5 UNIVERSAL DESIGN - TEXTURED TRANSITIONS
- 6 PROGRAMMED + ART INTEGRATION



B: LINEAR PARK

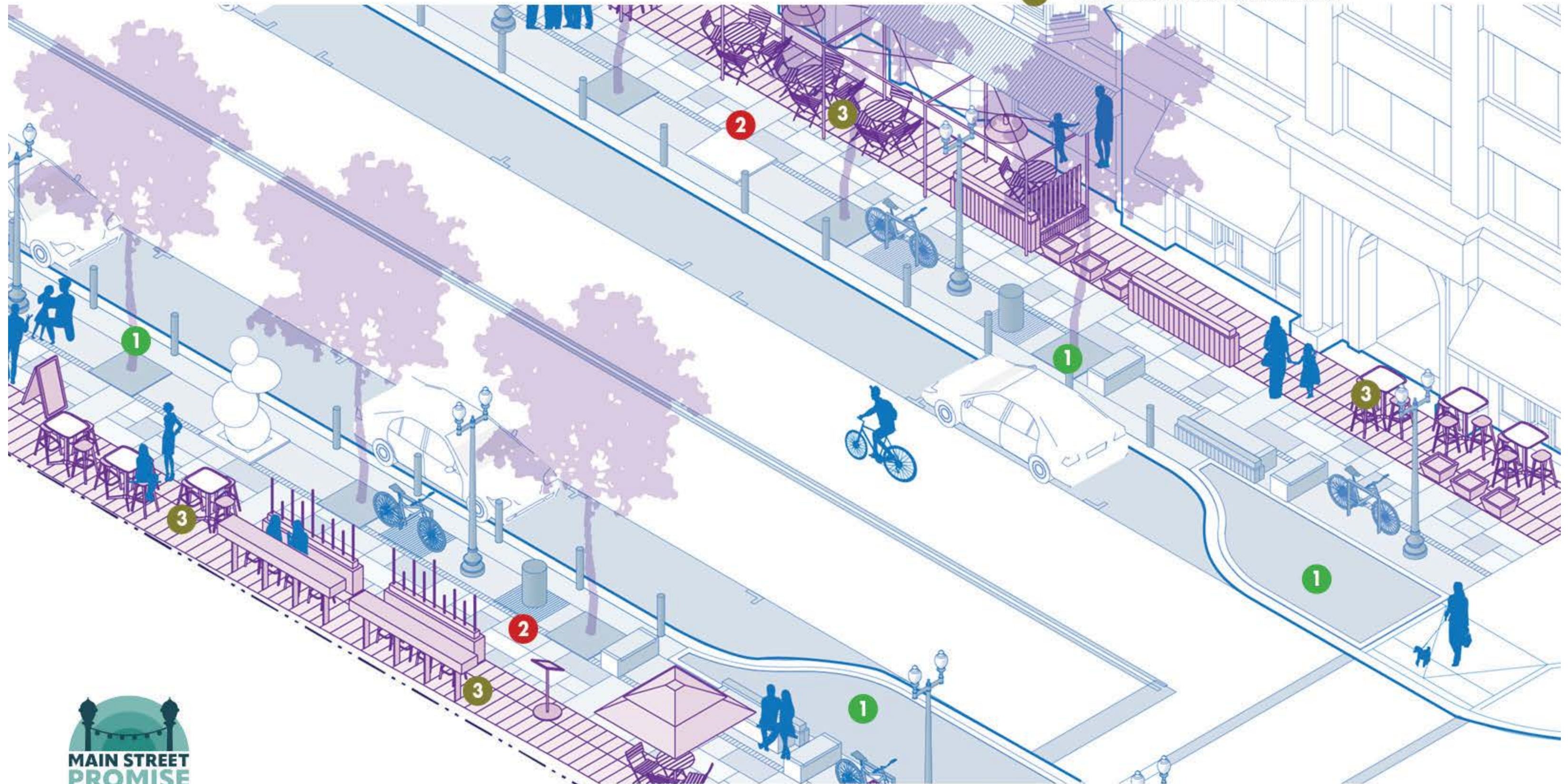
STREETSCAPE ZONES



C: ACTIVE EDGE

ELEMENTS

- 1 INCREASED LANDSCAPE + GREEN SPACE
- 2 WIDER AND SAFER SIDEWALKS
- 3 FLEXIBLE SEATING FOR PATRONS



C: ACTIVE EDGE

ELEMENTS

- 4 DIVERSE LIGHTING OPPORTUNITIES
- 5 UNIVERSAL DESIGN - TEXTURED TRANSITIONS
- 6 PROGRAMMED + ART INTEGRATION

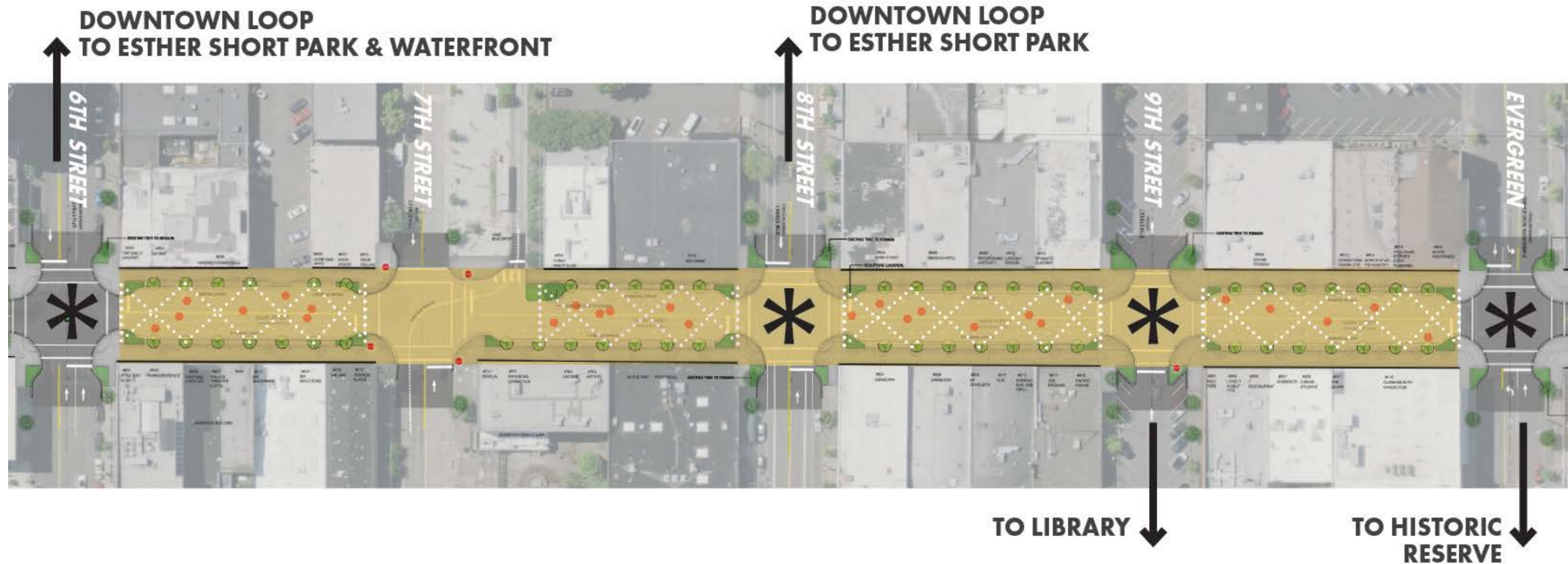


C: ACTIVE EDGE

STREETSCAPE ZONES



CURBLESS FESTIVAL STREET LOCATION



LOCATING THE FESTIVAL STREET

- Existing concentration of retail and restaurants
- Connections to key downtown destinations
- Complementary events location paired with Esther Short Park

Destination Downtown

- Main Street, Esther Short Park, Waterfront & Fort Vancouver
- The Loop
(8th St, 6th St, Esther St, Main St)
- Connections & Gateways
(Evergreen Blvd, 9th St, 8th St, 6th St)



ENGAGEMENT – OPEN HOUSE NO.1

Open House 11/30/2022

- Open For Business
- We're Listening
- Visioning and Inspiration
- Project Area Map
- Public Comment Sheet



TAKE AWAYS

REFLECTION

- **“Encourage design team to ‘think big’ and ensure this investment in Main Street reflects priorities for the future”**
- **“Be aware of impacts to individuals in wheelchairs and others with mobility and visual limitations. Please allow for a clear linear path for accessibility”**
- **“Please prioritize walking or riding a bus or a bike. Please don’t be afraid to lead us away from the current car culture.”**
- **“Bike racks and benches should be works of art – and variety.”**
- **“I want to recreate the heyday of retail activity on Main Street.”**



Project Advisory Group (PAG)

1. Adam Hendrix - **Union Chapel Pastor**
2. Cliff Myers - **Visit Vancouver USA**
3. Dean Irvin - **Property Owner**
4. Diana Kirkpatrick/**Center Stage Clothiers - Business Owner**
5. Earl Frederick - **Clark College Culinary Arts Teacher**
6. Elise Chelak - **Pahlisch Commercial employee**
7. Holly J. Williams - **Parks Commissioner**
8. Janet Kenefsky - **Vancouver Chamber of Commerce**
9. Jill D Stryker - **Property Owner**
10. Karen Knauss - **LSW Architects employee**
11. Kimberly Quiroz - **Hispanic Metropolitan Chamber**
12. Marianne Wilson Stein/**Teahouse - Business Owner**
13. Meghan Arntson - **Albina Fuel employee**
14. Michael Lary/**Source Gym - Business Owner & Property Owner**
15. Seanette Corkill/**Front Door Back - Business Owner**

Tell Us:
Where is your
“go to” place
on Main
Street?



PAG Purpose & Role

- Provide feedback reflective of the Vancouver community's needs and concerns for improved safety, accessibility, and connectivity across the half-mile stretch of Main Street between the 5th and 15th streets.
- The group will be representative of the diverse interests and needs of crucial project area stakeholders, including those who live, work or visit Main Street as well as the general Vancouver community.
- With a commitment to meaningful, two-way feedback, the PAG will serve as a forum for dialogue and exchange of information between the community and the project team throughout the design process.
- The project outcomes and project design will be informed and influenced by the advice and feedback of the PAG.



How to Stay Informed

- Subscribe for updates at beheardvancouver.org/MainStreetPromise
- Attend the **Stakeholders Forum** the 4th Tuesday each month, 1:00-2:00 pm
- **Email** the Project Team at smallbusiness@cityofvancouver.us
- Future **Open Houses** Spring & Fall 2023



Questions & Comments

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