



Transportation and Mobility Commission Meeting Agenda

February 4, 2025

4:00 PM

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

<https://us02web.zoom.us/j/86592302666>

(253) 205-0468, Webinar ID: 865 9230 2666

1. Call to Order and Roll Call

2. Approval of Minutes

- a. December 3rd, 2024

3. Workshops

- a. EV Charging/ Electrification Strategy - Stacey Dalgaard, Associate Climate Planner, City Manager's Office
- b. Comprehensive Plan: Land Use Possibilities – Rebecca Kennedy, Deputy Community Development Director, Meredith Herbst, Associate Long-Range Planner, Community Development Department

4. Break 6:00 – 6:30 pm

5. Community Forum

To provide public testimony, please see instructions below.

6. Public Hearings

- a. St Johns/St James Safety and Mobility Project – Emily Benoit, Senior Transportation Planner, Brett Setterfield, Associate Transportation Planner, Community Development

7. Commission and Staff Reports

Transportation and Mobility Commission

Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Isaac Hamann

Zack Gatton

Michael Moore

Thinh Phan

Mario Raia

David McCune

Sara Schmit

Devan Williams

Community Development Department

415 W. 6th Street

P.O. Box 1995 Vancouver, WA

98668 360-487-7800

TTY: 711

cityofvancouver.us

Community Forum Instructions

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to TMC@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the online form before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the online [form](#) before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting

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To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | TTY: 711 | TMC@cityofvancouver.us



Transportation and Mobility Commission

Meeting Minutes

Tuesday, December 3rd, 2024

5:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Eduardo Ramos, Jeananne Edwards, Devon Fender, Zack Gatton, Thinh Phan, Mario Raia, Sara Schmit, Ken Williams, Derya Ruggles, Devan Williams

Commissioners Absent:

None.

Staff Present: Kate Drennan, staff liaison; Rebecca Kennedy, staff liaison; Kail Hibbs, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 5:01 pm by Chair Ramos.

Motion by Commissioner K. Williams, second by Commissioner Ruggles, and carried unanimously to approve the September and October minutes.

2026 – 2031 Transportation Improvement Program (TIP)

Chris Malone, Finance and Asset Manager, Public Works Department

Staff presented upcoming changes to the 2026-2031 Transportation Improvement Program and reviewed project prioritization for future projects. Staff also provided updates on funding and the three phases of the proposed prioritization tool to rank future projects.

Commission discussion and staff responses:

- Is Transportation Improvement Program (TIP) maintaining the “candlesticks” or bollards within the city? Staff responded that City Operations Crews do this work as part on ongoing maintenance work, which is separate from the individually identified projects included in the TIP.

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Devon Fender

Zack Gatton

Thinh Phan

Mario Raia

Derya Ruggles

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- Is there a negative impact to leaving a road alone? Is there a no-build option for TIP projects? Staff responded that TIP projects don't consider a no-build option because the majority of the TIP projects have high scores because of poor pavement conditions.
- Is the pavement schedule made based on the 6-year plans? What is the relationship between the paving and the TIP? The TIP and the City Pavement Plan are separate but related in that roadways identified as needing pavement work will typically become a TIP project. However, the roadways in the Pavement Plan are based off of analysis of their current condition. If staff see that there will be a big planning project in 5 years, they may wait to pave until the plans are made. Vice versa, transportation planners create their projects based off the paving schedule.
- When is a project done? i.e. E McLoughlin to Grand Blvd? Is that done? Or could red paint be added to a bus lane on Fort Vancouver Way in front of Clark College still? Staff responded that a road is likely never done. There will always be further issues that need to be analyzed and addressed. Staff are always looking to improve safety for all modes and changes can be made if acute issues arise.
- Define near-term? Staff responded within 6 years.
- How do you coordinate maintenance plan and repaving? There has been deterioration of road quality and commissioner is hoping to decrease need to repave completely. Staff responded that the City's goal outlined in the Street Funding Strategy is to improve conditions from "fair" to "good" on the Pavement Conditions Index (PCI) ratings.
- If a new project comes along, do those projects have higher priority? Or do the ones that have been waiting have higher priority? Staff responded that some projects do not score well with granting agencies and so it really depends on grants and the fate of the granting agencies.
- How are traffic signals included in the projects? Staff responded that large arterial projects do include traffic signal upgrades as well as one-off signal upgrades.
- Is anything in danger with the budget shortfall? Staff responded we have a transportation funding strategy that brings uses taxes and fees and a Transportation Benefit District to secure funding during the current biennium. In 2026 it should be up to 4.5 million to ensure the general fund is not contributing as much to the paving program.
- Public comment and engagement of the Be Heard page are often missed. As the draft is coming together, what is the strategy for getting the word out to the public? Staff responded that people are more inclined to comment when a project reaches its planning phase. People are notified by mailers when projects near their homes are moving into the planning phase. We found that many people are hesitant to comment on something that is so far in the future.
- What is the anticipated impact of investments in infrastructure within the new political environment? How is the team preparing? Staff responded that there could be changes to projects and there may be a more difficult federal grant environment. For example, priorities could change to focusing more on safety and less on environment. Staff responded that most grants come from the state level.

Community Forum

None signed up.

Public Hearing: 29th and 33rd Streets Safety and Mobility Project

Maggie Derk, Senior Transportation Planner, Community Development Department; Erin David, Consultant Senior Planner, Ryan Farncomb, Consultant Project Manager, Parametrix

Staff presented a project overview, the project timeline, summary of existing conditions, types of engagement conducted, and feedback received for the areas of 29th street from Kauffman Ave to Neals Lane and 33rd Street from Kauffman Ave to Grand Blvd. They also recommended corridor investments and design implementation.

Commission discussion and staff responses:

- Was the Carter Park neighborhood gathering an active neighborhood association meeting? Staff responded that the association is not currently active, but a community member organized a special meeting for the neighborhood to learn more and provide feedback.
- Do the homes along the corridor have driveways or alley parking available to substitute the removal of parking? (33rd from N to F st) Staff responded that there is one home that does not have dedicated off-street parking, and staff has reached out to them throughout the process.
- Are there ADA concerns because of parking removal? Residents with ADA placards can request designated spots on side streets with parking. The City is limited in what it can provide due to restrictions on 'financial gifts', and existing on-street parking is currently City-owned right of way. Also, there is a cluster of religious organizations and places of worship as well as businesses who need accessible parking and the city is looking into solutions to allow for accessible parking for folks who need it.
- Is there any plan to upgrade lighting on 29th and 33rd to increase pedestrian visibility? Staff responded that all new crossings must have new, upgraded lighting.
- Regarding Kauffman and Main on 33rd, is there a plan to add more marked pedestrian crossways at intersections? Staff responded that based on the crossing spacing guidelines that was not something considered. Columbia has marked crossings on all four legs of the intersection and 29th will have green paint crossings to bring visibility to cyclists and designate activity in the areas.
- How will speed humps be analyzed to avoid diverting traffic to side streets? Staff responded that any treatment to a roadway that exists within the roadway are proven to decrease speed and break up roadways. There are other tools to reduce speed in the areas. Also, the goal of a greenway is to divert folks off it so in some ways it is the goal of traffic calming tools.
- What does education support during high-use times mean? Staff defined high-use times as busiest days and times for many businesses or places of worship. And the education aspect highlights City goals to prioritize education and support including signage on road and parking changes.
- Do you have a count of parking spaces recommend for removal? Staff responded it is difficult to calculate an exact number due to spaces being unmarked so we can only make a general estimation. We can share those numbers after calculations are complete.
- What is the approximate spacing of speed bumps? Staff responded approximately 1-2 per block, roughly every 300 ft.
- Were you able to contact VPS: Washington Elementary School? Staff responded they reached out and did not hear back.
- What are the performance goals and what are you measuring? Staff responded that they typically use traffic speeds and volumes to determine appropriate treatments.
- Regarding 33rd St between Main St and Columbia, is it nearing exceeding the NACTO standards? With high vehicular traffic numbers heading towards Main St and Columbia St as well as high levels of cycling traffic, how do we make it safer for all modes? There should be buffered bike lanes West of Main St to Columbia St. and recommended staying away from raised bike lanes on overpasses. Staff responded that the collected traffic counts for this segment did not exceed the NACTO standards for a greenway, but that the segment counts were taken a bit west of Columbia Street.
- Current code requires off-street parking. Has that ever been enforced? Staff responded those requirements are enforced at the time something is built, but the City does not enforce in the case of existing buildings or pulling permits for existing residences regarding off-street parking unless there is a complaint.
- What defines a greenway? Staff responded that they contain traffic calming elements such as traffic circles and wayfinding signage. Typically, traffic volumes are lower than 1500 average vehicles per day and/or have slower posted speed limits. Sharrows are used to denote to cars that the road is shared with bicycles, small mobility users, and pedestrians.
- Can we consider using paint and murals instead of more expensive placemaking ideas. Staff responded that they would like more murals like the Evergreen Street Overpass Mural. Also Rose Village neighborhood is currently planning to add more murals along the roadway and the City is currently applying for beautification grants.
- Have we considered modal filters instead of or in the traffic circles to divert cars? Or considered a right-turn only for cars on St. Johns and 29th St so that cars on St. Johns cannot turn West on 29th.

- Many folks have garages and have space to put parking. Staff responded that just because they have a garage does not necessarily mean they have a parking space, and they did house-visits with residents to engage and communicate about the project and proposed parking removal.
- Staff should consider selling the K St and 33rd St placemaking idea to create housing and explore getting those sidewalks for free instead of paying lots of money.

Public Testimony

- Alyssa Wheeler commented on negative impacts of adding sharrows on an uphill section of 33rd instead of mobility lanes. Alyssa commented on the imbalanced engagement with cyclists who could possibly use mobility lanes in future in opposition with the engagement done with residents who are opposed to parking removal.
- Jonathan Wheeler commented on the decreased safety of sharrows and encouraged buffered mobility lanes to connect to the Bike and Small Mobility network and reach climate goals on 33rd.
- Kyle Herrlinger commented on the danger of the lack of buffered bike lanes on the four-block stretch from Main and Columbia and reckless driving and lack of education in Vancouver on how sharrows work. Also commented on the danger of leaves in bike lanes. Staff responded that the mini-sweeper for the bike lanes was broken for several weeks but has recently been fixed and is back out on its rotations.
- Tom Hughes commented on spending time in Ohio over the holidays and expressed gratitude of living in Vancouver where multi-modal infrastructure is prioritized. Also commented on public roads and that they should be planned and designed for all users.
- Israel Lopez commented on the lack of daylighting in roadways and increased lighting in roadways. Also commented on plane and boat parking fees on public right of way and related it to roadways.
- Paul Sochaki shared their disappointment in removal of C-Tran service to Rose Village and asked for more buffered bike lanes instead of sharrows on 33rd St especially from Columbia and Main St.
- Samin Sepasi commented on the lack of safety for non-motorists on 33rd St. And asked for buffered bike and mobility lanes for the entire 33rd St corridor.
- Jennye Helzer commented on the phenomenal engagement done by City Staff, namely Maggie Derk, during the Carter Park Neighborhood Meeting. Jennye commented that pedestrians are higher volume than cars or bikes and should be prioritized as well as lighting, speed enforcement, and traffic calming. Jennye also commented that they do not have a driveway and asked about collector streets and construction of driveways for 40 carter park residents that will lose their parking. Jennye also commented on the idea to add sharrows to Kauffman and a mobility lane to Columbia St. Lastly, they asked about the enforcement plan.
- Jason Cromer commented on parking privileges, personal property, placemaking, and safety of people. Jason commented on the lack of traffic circles and traffic diverters and modal filters.
- Michael Trabert commented on the removal of bike lanes on 33rd St and bike lanes as traffic calming. Also commented on the overall city transportation plan and lack of safety with sharrows.

Commission Deliberation and Staff Responses

- When asked if the TMC can amend the recommendation, Staff responded that the Commission could make an amendment to the staff recommendation or make a different recommendation all together.
- Are the project streets collector arterials? Staff responded that 33rd Street is a collector arterial and 29th Street is just a collector street.
- Is a collector street the same classification as a neighborhood greenway? Staff responded that it could be, but not necessarily. The street being a collector street is a function classification, but the speed, volume and design is what makes it a neighborhood greenway – which is not an official street classification.
- Commissioner Schmit is in support of staff recommendation but wants more clarity on the recommendation amendment process. Staff responded that TMC is an advisory body and their recommendation will go to the City Manager.
- Commissioner K. Williams is in support of mobility lanes in both directions East and West of Columbia on 33rd St.
- Commissioner Raia recommended appropriate signage and education on bike infrastructure and parking restrictions.

Chair Ramos moves to maintain greenway treatment in alignment with staff recommendations, but also to add mobility lane treatment on 33rd from Columbia St to Main St.

Staff Attorney Rude made a point to note that this motion suggests a treatment in opposition to the staff recommendation and thus should be made as a separate “recommendation” that does not reference the staff recommendation. However, the TMC must first vote on the first motion in order to consider a new motion that aligns with Commission discussion.

Motion by Commissioner Phan, second by Commissioner Schmit to recommend the proposed project designs and investments for 29th and 33rd Streets, to be implemented through future capital projects and the transportation improvement program as funding becomes available.

Roll Call Vote

Commissioner Gatton	No
Commission Phan	Yes
Commissioner Raia	No
Commissioner Schmit	No
Commissioner Ruggles	No
Commissioner K.	No
Williams	
Commissioner Fender	Absent
Commissioner D.	No
Williams	
Vice Chair Edwards	No
Chair Ramos	No

The Motion failed 1-8.

Motion by Commissioner Ken Williams, seconded by Commissioner Ruggles to recommend the proposed project designs and investments for 29th and 33rd Streets as included in the staff report, with the exception of adding buffered bike lanes in both directions from Main St to Columbia St, then a neighborhood greenway treatment from Columbia St to Kauffman Ave, to be implemented through future capital projects and the transportation improvement program as funding becomes available.

Roll Call Vote

Commissioner Gatton	Yes
Commission Phan	Yes
Commissioner Raia	Yes
Commissioner Schmit	Yes
Commissioner Ruggles	Yes
Commissioner K.	Yes
Williams	
Commissioner Fender	Absent
Commissioner D.	Yes
Williams	
Vice Chair Edwards	Yes
Chair Ramos	Yes

The Motion carried unanimously.

Election of Officers

Chair Ramos opened the floor for nominations for **Chair**.

Commissioner Ruggles nominated Vice-Chair Edwards.

Vice-Chair Edwards accepts the nomination.

Commissioner Gatton nominated Commissioner Schmit.

Commissioner Schmit accepts the nomination.

Staff Attorney provided guidance on procedure of Election of Officers.

Roll Call Vote

Commissioner Gatton	Schmit
Commission Phan	Edwards
Commissioner Raia	Edwards
Commissioner Schmit	Schmit
Commissioner Ruggles	Edwards
Commissioner K.	Edwards
Williams	
Commissioner Fender	Absent
Commissioner D.	Schmit
Williams	
Vice Chair Edwards	Edwards
Chair Ramos	Edwards

6-3 votes for Vice-Chair Edwards.

Vice-Chair Edwards is elected as Chair.

Chair Ramos opened the floor for nominations for **Vice-Chair**.

Commissioner Ruggles nominated Commissioner Ken Williams.

Commissioner Ken Williams accepted the nomination.

Commissioner Gatton nominated Commissioner Schmit.

Commissioner Schmit did not accept and nominated Commissioner Gatton.

Commissioner Gatton accepted the nomination.

Roll Call Vote

Commissioner Gatton	Williams
Commission Phan	Williams
Commissioner Raia	Williams
Commissioner Schmit	Gatton
Commissioner Ruggles	Williams
Commissioner K.	Williams
Williams	
Commissioner Fender	Absent
Commissioner D.	Williams
Williams	
Vice Chair Edwards	Williams
Chair Ramos	Williams

8-1 votes for Commissioner Ken Williams.

Commissioner Ken Williams is elected as Vice-Chair.

Staff Communication

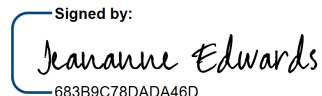
- Goodbye speeches and thank yous from Deputy Director Kennedy to Commissioner Ruggles, Commissioner Fender, and Chair Ramos.
- Two projects received grants from WSDOT. McGillivray Blvd received \$700,000 and Upper Main Street received \$500,000 for active transportation components.
- A Regional Mobility Grant was also awarded to support travel options through creation of a 'transportation wallet'.

Commission Communication

- Goodbyes and thank yous from the Commission.
- Announcement for the groundbreaking celebration for Main Street Promise: December 6th, 2024

The meeting adjourned at 9:06.

Signed by:

Handwritten signature of Jeananne Edwards in blue ink.

2/6/2025

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Jeananne Edwards, Chair



MEMORANDUM

DATE: February 4, 2025

TO: Chair Edwards and Transportation and Mobility Commissioners

FROM: Laurel Priest, Associate Transportation Planner, Community Development Department; Stacey Dalgaard, Associate Climate Coordinator, City Manager's Office; Katherine Stanton, Community Engagement Coordinator, City Manager's Office

RE: **Citywide Electric Vehicle Infrastructure Strategy**

CC: Kate Drennan, Rebecca Small, Ryan Miles, Gabe Montez, Bryan Taylor

Introduction

In 2025, development of a Citywide Electric Vehicle (EV) Infrastructure Strategy will set priorities for where and how EV chargers will be developed in Vancouver and actions for the City to help accelerate community EV adoption. This work is funded by a WA Department of Commerce climate planning grant, which is supported with funding from Washington's Climate Commitment Act.

This memo provides background on the policy directing this work, project objectives and key considerations, an overview of the planning phases, and community engagement strategy. No action is required currently. These materials are informational.

Background

On-road vehicles are Vancouver's single largest source of greenhouse gas emissions contributing to global climate change.¹ Even as the City invests in more walkable neighborhoods and reduced driving overall, shifting vehicles on the road today from gasoline and diesel to lower-carbon fuels, like electricity, was modeled as one of the most impactful and immediate actions we can take toward our 2040 climate goals.²

¹ In 2023, on-road vehicles were the source of 37% of total community-wide greenhouse gas emissions in Vancouver. (City of Vancouver 2023 Greenhouse Gas Inventory)

² In the June 6, 2022, Climate Priority Resolution, City Council set a target to reach community-wide carbon neutrality by 2040.

The Climate Action Framework (2022) directs staff to develop a strategy to “promote and expand the installation of public and private charging infrastructure.”³ In the 2024 Transportation System Plan (TSP) Update, Key Policy F4 directs City staff to pursue an electrification strategy, “Set City policy around Electric Vehicle / Automated Vehicle usage and role in achieving climate goals.” Directed by these City policies, staff is developing a Citywide EV Infrastructure Strategy.

One of the top barriers to electric vehicle adoption is the availability of charging, and Vancouver needs a critical mass of charging infrastructure to encourage more businesses and households to make the switch. Where that infrastructure is sited will serve and promote adoption by different EV users and sectors. The strategy under development will focus on publicly accessible charging for light- and medium-duty vehicles and micromobility, primarily for residential users, commuters, and small businesses.

Additionally, the TSP and Climate Action Framework provide direction to staff to prioritize equity to overcome past harms; to reduce the cost burden of transportation; and to ensure that renters, low-income households, and communities of color are able to benefit from the transition to EVs. These principles guide the planning approach.

Project Overview and Update

The Citywide EV Infrastructure Strategy will (1) define the role of the City in facilitating increased availability of publicly accessible EV chargers in Vancouver, (2) clearly establish a prioritization framework for interventions and map how those priorities apply across the city, and (3) set targets and provide clear direction to City departments on actions and programs needed to meet those goals. Project deliverables include a business case assessment, prioritization framework and strategy, and three-year implementation plan. This work will help enable the City and partners to pursue state and federal grants for EV charging and other transportation electrification efforts.

Key considerations that will be examined include existing policy, market trends, community priorities and equitable benefits, right-of-way requirements, parking supply and demand, utility coordination, and funding implications. This strategy will not specifically address the City’s municipal fleet decarbonization, heavy-duty trucking electrification, or increasing private in-home charging (e.g., Level II chargers in single-family residences).

To date, the project team has hired planning firm Fehr & Peers to lead development of the strategy and initiated the first phase by conducting market research, convening internal stakeholders and subject matter experts, and developing a community engagement strategy. Our internal Core Team includes representatives from key departments that intersect with EV infrastructure development, policy, and planning.

³ City of Vancouver Climate Action Framework, Action TLU-3-19, p. 52

Planning Phases

1. Business Case Assessment

To understand the need and define the City's role in developing EV charging infrastructure, project staff are researching EV charging market trends and strategies in leading markets and Vancouver's peer cities to understand the best role for the City to enable transportation electrification. The role of local governments in EV charging deployment is evolving rapidly, and implementation roles range from direct investment and ownership of EV charger networks to right-of-way licensing programs to enabling private development through code, permitting, or incentives. The business case will also be informed by public and business feedback on current constraints to transitioning to electric vehicles or installing chargers. A preliminary recommendation on the City's role will be complete by Spring 2025 and then further refined with community feedback.

2. Prioritization Framework and Strategy

Informed by the knowledge gathered in phase I and engagement with community-based organizations, stakeholders, and partners, a framework prioritizing community needs and "who" we are trying to serve will be established to guide "how" and "where" chargers will be developed. Utilizing the prioritization framework, Fehr & Peers will model travel demand, equity/demographic data, and other land use context to identify opportunity zones for Level 2 or DC Fast Charging to fulfill charging demand for the next 20 years. The strategy will outline where and how to locate EV chargers, in what target density, and metrics for assessing success.

3. Implementation Plan

Based on the Framework and Strategy, project staff will work closely with the internal core team and subject matter experts to create a three-year implementation plan with clear direction for City departments to implement this critical strategy. Implementation will include priority locations for a first round of chargers, community-identified priority programs to enable equitable transportation electrification, department and partner roles, FTE and funding requirements.

Community Engagement

To inform the development of the Citywide EV Infrastructure Strategy, project staff will engage with community-based organizations, stakeholders, business associations, residents and small businesses of Vancouver, and current EV users to understand the current barriers to adopting transportation electrification. The community engagement strategy emphasizes understanding the needs of underserved communities to help achieve the equity goals of the TSP and Climate Action Framework (CAF).

The project team will check in with the TMC at key milestones to collect feedback on policy alignment with the TSP and CAF, discuss community engagement insights, and review framework priorities. The project team will share recommendations with City Council to ensure alignment with Council priorities and adopted policy.

Reaching underserved communities

In partnership with Clark Public Utilities and Columbia-Willamette Clean Cities Coalition, project staff are convening a cohort of community-based organizations to co-create a set of recommendations on transportation electrification opportunities to counteract current and historic inequities in Vancouver. Cohort members will engage with their communities as trusted liaisons within historically underrepresented communities and advise on transportation electrification priorities and programs to create the greatest benefit for their communities. When co-created with community members, transportation electrification programs can help achieve a wide range of community priorities. Recruitment for cohort members is underway.

Business stakeholder engagement

In February and March, project staff will engage business stakeholders to further inform our understanding of the EV charging market and community needs and opportunities for transportation electrification. Staff will reach out to business associations to present at upcoming meetings, set up interviews with large employers, and target property owners that have installed EV chargers to understand development barriers and business benefits they experienced.

Public survey

Between March and June, a public survey targeting transportation system users in Vancouver will seek to understand the barriers and opportunities in improving accessibility to EV charging infrastructure. We will also seek input from property owners to better understand their needs as potential sites for EV charging.

Next Steps

Business stakeholder outreach and the Community Transportation Electrification Cohort are starting in February, and the public survey will launch in April. Analysis of city roles and ownership models will continue this winter, and a preliminary recommendation for City involvement in the development and operation of public chargers will be complete in Spring 2025 to inform the final strategy. Project staff will present community engagement findings to TMC in July.

Staff contact info:

Laurel Priest

Associate Transportation Planner, Community Development Department
laurel.priest@cityofvancouver.us

Stacey Dalgaard

Associate Climate Project Coordinator, City Manager's Office
stacey.dalgaard@cityofvancouver.us

Katherine Stanton

Community Engagement Coordinator, City Manager's Office
katherine.stanton@cityofvancouver.us

Attachment(s):

- TMC Presentation
- EV Infrastructure Strategy 1-page project summary



Public Electric Vehicle Charging Strategy

Stacey Dalgaard

Associate Climate Coordinator, City Manager's Office
Transportation and Mobility Commission

February 4, 2025

Agenda

- Project introduction
- Market trends and potential roles for the City
- Community engagement approach
- Next steps

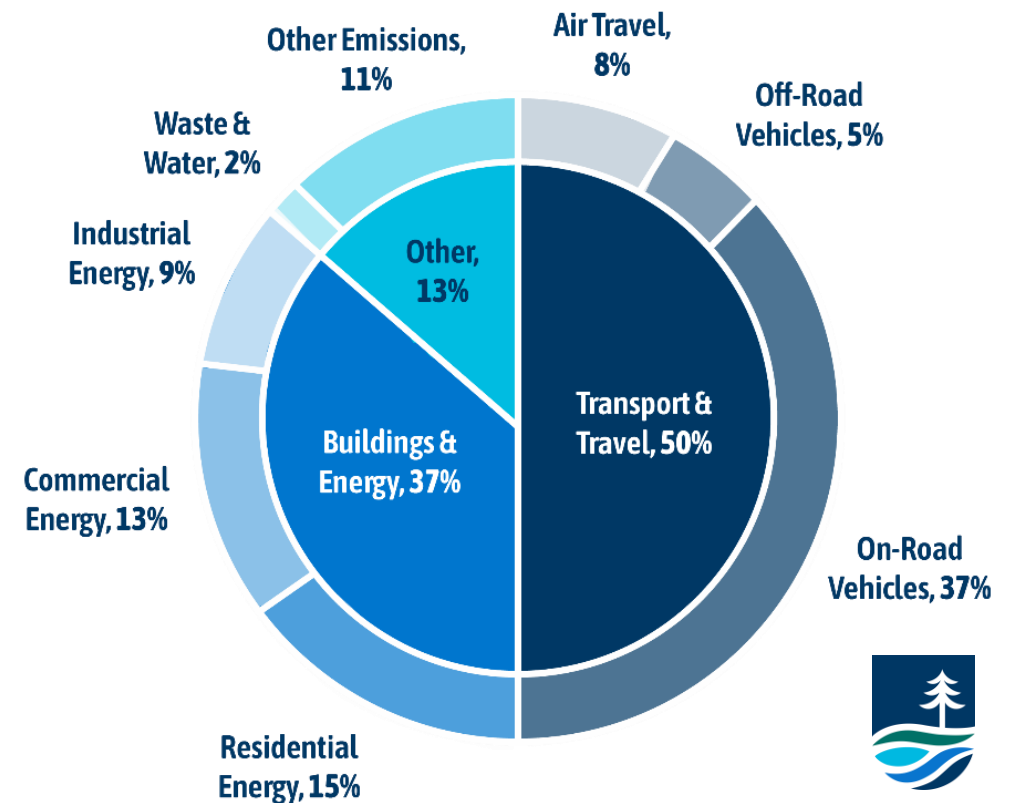


EV Infrastructure Planning

Directed by the Climate Action Framework

Develop and implement municipal and citywide EV infrastructure plans to promote and expand the installation of public and private charging infrastructure.

- Transportation is the **single largest contributor of emissions** in Vancouver.
- Shifting travel modes to low or no-carbon modes is a **critical** strategy to achieve 2040 climate goals.



Project Objectives

1. **Determine the appropriate role** for the City to increase publicly available EV chargers.
2. **Outline strategic priorities** and develop a map of locational priorities to be pursued.
3. **Set targets and clear direction** for City departments.

Key considerations:

- Existing policy and priorities
- Market trends
- Community priorities
- Equitable benefits
- Right-of-way requirements
- Parking supply and demand
- Utility coordination
- Direct vs. indirect strategies
- Funding implications



Why and Who before How and Where

Our approach to EV planning

Climate Action Framework:

Prioritize equity ... so that renters, low-income people, and communities of color are able to access and use EVs.

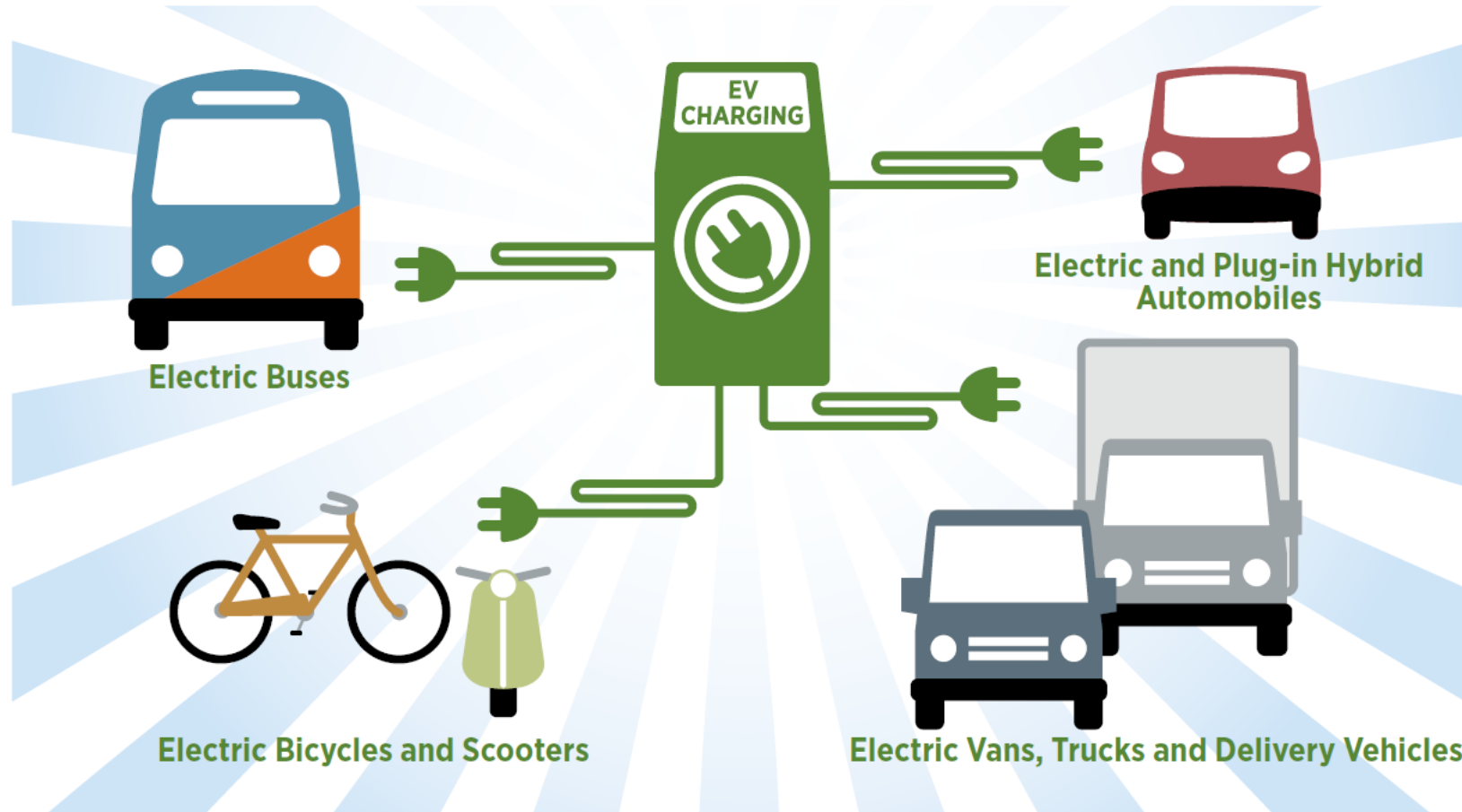
Transportation System Plan:

Develop programs tailored to the needs of equity areas and BIPOC populations.



Transportation Electrification in Vancouver

Includes e-bikes, e-scooters, passenger cars, buses, and freight



Source: 2017 City of Portland Electric Vehicle Strategy

Potential EV charger users

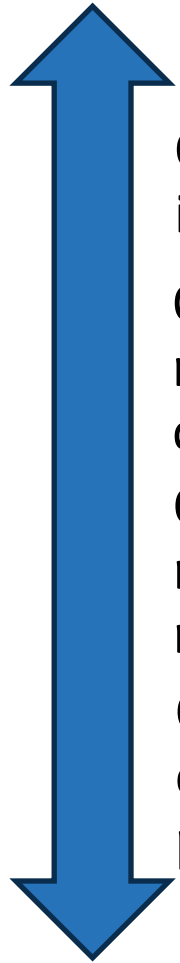
The “Who” – Vancouver-specific use cases TBD

- **Necessity Charging:** Serves those without access to at-home charging
 - Renters, apartment dwellers, older homes without garages
 - Level 2 charging (4-10 hrs) may be adequate
 - Location prioritization: neighborhoods, near multi-family, at destination locations with longer dwell times
- **Convenience Charging:** Helping to address “range anxiety”
 - Residents likely with at-home charging access
 - Likely need a mix of Level 2 and DC Fast Charging (30 min to 1 hr)
 - Ensuring more reliability and density of chargers in the community
- **Visitor Charging:** Serves markets with large amounts of vehicle travel
 - Ride hail drivers and visitors to the city and/or passing through the city
 - Greater need for DC Fast Charging
 - Potentially addressing areas with higher impacts from vehicle tailpipe emissions



Potential Roles for the City

More directly involved



City **owns and operates** EV charging infrastructure

City **partners with** agencies/private market to install and/or operate EV charging infrastructure

City **licenses** a public facility (such as the right of way) but is not in charge of maintenance or operations

City **enables** more private development of EV charging infrastructure through code, permitting, incentives.

Less directly involved

Who might be involved?

- City of Vancouver
- EV charging companies
- Clark Public Utilities
- Property owners
- Community organizations



Project Phases

1. Business Case Assessment

- Research other municipalities, identify internal & partner experts.
- Interview peer cities, EV charger companies, analyze market trends.
- Determine the appropriate role for the City to increase publicly available EV chargers.

2. Citywide Framework & Priorities

- Develop feedback-informed framework to prioritize EV infrastructure investments.
- Use data, community feedback, and local context to focus when and where to invest in infrastructure.
- Outline strategic priorities and develop a map of locational priorities to pursue.

3. Implementation Plan

- Finalize high priority strategies and locations for initial investment.
- Determine next steps and plan necessary phases of implementation.
- Set targets and clear direction for City departments.



Community Engagement

Phase 1: Business Case

Business Community:

- Outreach to business associations, large employers, property owners
- Focus: Barriers and current interest in EV charger development
- February – March



Phase 2: Citywide Framework

Equity Communities:

- Cohort of 3-4 community-based organizations
- Focus: Equitable access to benefits of transportation electrification (TE)
- Community liaisons and TE advisors
- February – July

** Partnership with Clark Public Utilities and Clean Cities Coalition*



Public Survey:

- Transportation system users and property owners
- Focus: Barriers to EV ownership and community charging needs
- April – May



Project Timeline

Phase 1: Business Case
Sept 2024 - March 2025

Determine the appropriate role for the City.

Phase 2: Citywide Framework & Priorities
Feb - Aug 2025

Outline priority strategies and model priority locations to pursue.

Phase 3: Implementation Plan
Aug - Sept 2025

Set targets and clear direction for City departments.

Fall 2024 – Winter 2025

Research and analyze EV market trends and roles
Summarize initial findings

Winter – Summer 2025

Public engagement and business outreach
Convene CBO Cohort

Spring - Summer 2025

Identify priorities and framework for investment

Summer - Fall 2025

Develop 3-year implementation plan





Next Steps

- Community engagement with CBOs and local stakeholders
- Preliminary recommendation of City's role
- Prioritization framework draft
- Present to TMC in July



Thank You & Questions



EV Infrastructure Planning

Decarbonize & Electrify Vehicles



The City is developing an Electric Vehicle (EV) Infrastructure Strategy to expand the number of public EV chargers in Vancouver to encourage electric vehicle usage community-wide and reduce emissions.

Project Objectives

1. Determine the appropriate role for the City to increase publicly available EV chargers.
2. Clearly outline priorities for expanding EV chargers in Vancouver, informed by community feedback.
3. Set targets and clear direction for City departments on actions and programs needed.

Questions?

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(360) 487-7941

Stacey Dalgaard
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(360) 487-8643

Timeline

Phase 1: Business Case Sept 2024 - March 2025

- Research EV market trends
- Evaluate ownership models from peer cities
- Engage internal stakeholders
- Identify potential roles for City

Phase 2: Citywide Framework & Priorities Feb - August 2025

- Engage community to inform priorities
- Data modeling to focus locational priorities
- City Council workshop

Phase 3: Implementation Plan

Aug - Sept 2025

- Identify locations for publicly available chargers
- Prioritize strategies for charger development and equitable transportation electrification
- Outline City workplan

This project is funded by a WA Dept. of Commerce Climate Planning Grant, with support from the Climate Commitment Act.



MEMORANDUM

DATE: Feb 4, 2024

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Rebecca Kennedy, Deputy Director, Community Development Department

RE: [OUR VANCOUVER](#) – Land Use Possibilities

Introduction

The purpose of this item is to provide the Transportation and Mobility Commission with an overview of the land use possibilities that are being analyzed as part of the [OUR VANCOUVER](#) comprehensive plan's Draft Environmental Impact Statement (DEIS) and the proposed new zoning code framework.

Background

The City of Vancouver's Comprehensive Plan provides the overall long-term vision and policy direction to manage the built and natural environment in Vancouver and provide necessary public facilities to achieve our shared vision. The City adopted its first comprehensive plan under Washington's Growth Management Act in 1994 (Chapter 36.70A RCW), with a major re-write occurring in 2004 and a less substantive update more recently in 2011. As demographics, market conditions, community priorities, state legislation, and other factors have shifted since 2011, it's necessary to re-imagine the existing growth strategy through the comprehensive plan update.

The first phase of the project, in 2023, involved learning about Vancouver's history and existing conditions, as well as working with the community to develop a community vision statement. The Council-endorsed community vision statement reads as follows:

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together. Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable

neighborhoods, access to jobs and economic opportunity for all, and resilience to the impacts of climate change.

The second phase of **OUR VANCOUVER**, in 2024, focused on developing the land use possibilities – two different maps representing the *range* of ways that Vancouver can grow and develop to help achieve the community’s vision. Currently, the project team is studying the environmental impacts of these two land use possibilities and will describe the findings in a Draft Environmental Impact Statement (DEIS). The DEIS will be published for a 60-day public comment period in late March / early April 2025.

2025 will focus on establishing a final map (the “preferred possibility”) based on the information in and comments on the DEIS, additional community feedback, and direction from City Council. The preferred possibility will likely *combine features from both Possibility A and Possibility B*. In this final phase, the project team will also be drafting and finalizing the goals, policies, and actions of the plan as well as updating the development regulations (Vancouver Municipal Code Title 20). City Council must adopt the final comprehensive plan, map, and code by December 31, 2025.

Land Use Possibilities

The land use possibilities are two different maps representing the *range* of ways that Vancouver can grow and develop to help achieve the community’s vision. These maps were created based on:

- **City priorities** - including the 2023-2029 Strategic Plan, 2024-2044 Transportation System Plan, Climate Action Framework, and Parks and Recreation Essential Places Plan, among others.
- **State requirements** - middle housing, accommodating a range of housing needs in different income bands, and addressing racially disparate impacts.
- **Existing and anticipated future conditions** – including current and planned infrastructure, transit, travel behavior, environmentally sensitive areas, schools, parks, and subarea and master plans.
- **Community engagement** - what we heard from the community during visioning events in Summer/Fall 2023, input from community during community mapping activities in Spring 2024, and feedback from numerous working groups, neighborhood presentations, tabling and other engagement activities over the course of the last two years.

With this information, the project team then drafted two land use possibility maps and further refined them based on feedback from community working groups and Council before publishing them in early November 2024.

The two land use possibilities are color coded by Place Type, which represent different categories of development (Figure 1). The Place Types vary in their scale of development and allowed uses. Once a final map is adopted as part of the plan update, the Place Types will become the City’s new zoning districts.

Figure 1. Table of Place Types

District	A	B	Uses	Height Range
Parks Districts (TBD)	11%	11%	Lands dedicated to public parks, open spaces, trails and greenways.	N/A
Low Scale Neighborhood	36%	22%	Includes single-family, duplexes, townhouses, quadplexes, and sixplexes, small-scale commercial – cafes, salons, professional services and restaurants.	1-3 stories.
Med Scale Neighborhood	16%	26%	Includes stacked flats, courtyard and multifamily buildings, commercial activities like cafes, restaurants, small offices, and retail.	2-4 stories
Mixed Use Neighborhood	11%	12%	Includes multifamily buildings at a variety of scales, commercial or retail like professional offices, cafes, restaurants, small grocery stores, retail goods, and medical providers.	3-7 stories.
Regional Activity Center	5%	9%	Compact mixed-use development that maximizes residential, commercial, and open space. Housing types include multifamily and mid-rise buildings.	3-12 stories
Institutional / Campus	3%	2%	Includes buildings for athletic facilities, event spaces, and accessory uses for institutions. Housing types include townhouses, multifamily and mid-rise buildings.	2-12 stories.
Industrial / Employment	12%	10%	Large-scale, single-tenant industrial, warehouse, and flex space and smaller, multi-tenant buildings.	1-12 stories.
Heavy Industrial	7%	7%	Lands dedicated to heavy industrial uses, including manufacturing and production. Housing is not allowed.	None

Land Use Possibilities – Possibility A and Possibility B

The two land use possibilities—Possibility A and Possibility B—reflect all the analysis described above. There are significant similarities between the two possibilities, reflecting both the relatively high level of consensus expressed by community members during the mapping activities, and the limited options for accommodating growth in

ways that align with Council policy direction and state law. Figure 2 summarizes the high-level similarities and differences between Possibility A and Possibility B.

Figure 2. Table Comparing Possibility A and Possibility B

	Both Possibilities	Possibility A	Possibility B
<i>Growth and Development</i>	Allow for more growth within the City than currently exists	Allows for less growth within the City than B allows	Allows for more growth within the City than A allows
<i>Centers and Corridors</i> <i>*Areas where the community expressed support for growth and where it is likely to occur</i>	Focus growth in centers and along corridors	Mostly focuses growth only in centers and along corridors	Focuses growth in and around centers and along corridors
<i>Connected and Accessible Neighborhoods</i>	Focus retail and services along corridors	Mostly focuses retail and services only along corridors	Focuses retail and services along corridors and within neighborhoods
<i>Housing Affordability</i>	Meet the state's requirements for at least 38,000 new housing units based on projected growth across Vancouver to support housing affordability	Allows for less housing than B allows	Allows for more housing than A allows
<i>Economic Opportunity</i>	Allow for more job growth	Spreads jobs out with more lower-intensity and light industrial development	Concentrates jobs with more higher-intensity and commercial development

Proposed New Zoning Code Framework

The City is proposing to utilize a form-based approach to regulating land use, rather than the traditional model that focuses on segregation of uses. Under the new regulatory framework, each of the Place Types identified in the land use possibilities would serve as the foundation for the new zoning districts.

The City's current zoning framework utilizes 17 zoning districts while the proposed approach consolidates these into only eight districts. Consolidating the number of zoning districts from 17 to eight will offer several significant benefits for urban development, land use flexibility, and overall administration of the code. By allowing a wider range of uses within these districts, the city can achieve greater flexibility in land use, build more complete neighborhoods, improve urban form, and enhance economic development opportunities. Fewer, broader districts can focus on guiding the character and scale of development—such as building heights, setbacks, and street interface—rather than restricting specific land uses. This leads to more cohesive neighborhoods where buildings and public spaces complement each other, supporting a more integrated urban fabric. Such environments encourage pedestrian activity, improve public spaces, and create a stronger sense of place.

Generally, the new code will regulate building form and will focus on the following four components:

- **Base Districts** – Base districts are anticipated to contain lot standards, minimum density requirements, maximum height requirements, permitted building types and permitted uses per district.
 - **Permitted Uses**
 - Associated with each district.
 - Similar to the existing framework, uses are classified as permitted (p), conditional (c) or not allowed (x).
 - **Building Types**
 - The new framework will implement building types that will be allowed within each zone district based on the intensity and scale of development appropriate for that area.
 - Each building type will include regulations for building placement, ensuring that structures are positioned to enhance the public realm.
 - These placement requirements will include build-to lines, which define how close buildings must be to the street, promoting a strong street presence, as well as guidelines for the location of parking to ensure it is placed behind or to the side of buildings to minimize visual impact along key pedestrian routes.
 - Pedestrian and vehicle access will also be regulated to ensure safe, convenient, and accessible routes to and from the site.
- **Overlay Districts**
 - The hierarchy of nodes will be used to determine where overlay districts are applied, focusing on areas with significant development potential,

enhanced connectivity, and potential for development of connected and accessible neighborhoods.

- These overlay districts will account for the modal networks outlined in the Transportation System Plan, particularly along enhanced transit corridors, ensuring that development supports and enhances access to the C-Tran Vine network.
- In transit-oriented nodes, the code will encourage higher densities and increased height maximums to promote compact, walkable communities around key transit hubs.
- The overlay districts will also include mixing requirements, rather than just mixing allowances. These will be used to ensure active ground floors where appropriate, and that adequate land is preserved for employment uses in the employment focused zones given the strong market for residential development.

Additionally, the project team is developing a recommendation related to parking, including instituting maximums and eliminating minimums for some uses and/or areas. It is well documented that instituting off-street parking requirements tends to drive the cost of development overall, particularly housing costs. The team is also exploring potential options for calibrating parking, including individual parking studies and the development of a residential transportation demand management (TDM) program for developments over a certain threshold. Employers with 100 or more fulltime employees are already required to comply with Washington State's Commute Trip Reduction Law (RCW 70.94.521), which requires them to develop and implement a commute trip reduction (CTR) program.

Next Steps

- **Draft Environmental Impact Statement (DEIS) 60-day public comment period in late March / early April**
- Development of preferred possibility based on DEIS findings and comments and direction from Council.
- **Drafts of plan, code, and preferred possibility for public comment in June/July**
- Final Environmental Impact Statement (FEIS)
- City Council adopts final plan, map, and code by December 31, 2025

Action

Visit the www.BeHeardVancouver.org/plan2045 to look up the different kinds of development and land use that could be possible for your neighborhood and for other places that are important to you. To have the project team present about the land use possibilities at your meeting or event, email OurVancouver2045@cityofvancouver.us. The team will work with you to create a presentation based on the group's needs. Please reach out with questions and comments on the possibilities.

Staff Contact

Rebecca Kennedy (she/her), Deputy Director, Community Development
Rebecca.Kennedy@cityofvancouver.us

OUR VANCOUVER

OUR FUTURE 2045

Possibilities for Vancouver's Growth and Development

Transportation and Mobility Commission

Rebecca Kennedy, Deputy Director, Community Development

February 4, 2025

Agenda

- **About the Comprehensive Plan**
- **Place Types:** What can be developed
- **Land Use Possibilities:** Where it can be developed
 - ➔ No Action: includes state-required updates
 - ➔ Possibility A: Lower Range
 - ➔ Possibility B: Higher Range
- **Zoning Code Framework**
- **Next Steps and Q&A**



About the Comprehensive Plan

Managing Vancouver's future growth
and development

OUR VANCOUVER Comprehensive Plan

- A guide for the city's growth and development over the next **20 years** (2025-2045).
- Provides the overall long-term vision and policy direction to manage the **built and natural environment** in Vancouver and to provide necessary public facilities to achieve our **shared vision**.
- Last updated in 2011
 - Since then, changes in demographics, market conditions, community priorities, and more

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.

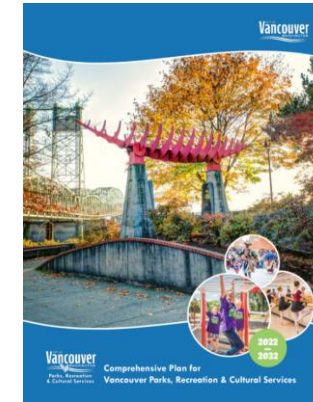
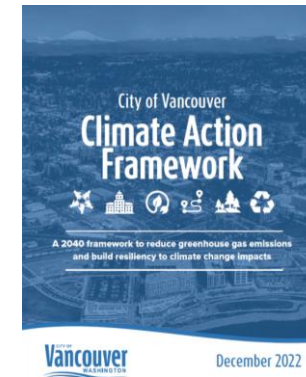
What the Plan Covers

- Chapters
 - ➔ Land use and development
 - ➔ Housing
 - ➔ Equity and inclusion
 - ➔ Climate
 - ➔ Economic opportunity
 - ➔ Parks and recreation
 - ➔ Transportation
 - ➔ Public facilities
- New state requirements
 - ➔ Allow at least four to six units per residential lot
 - ➔ Plan housing for all incomes
 - ➔ Plan for permanently supportive housing
 - ➔ Account for racially disparate impacts
 - ➔ Allow two accessory dwelling units per residential lot
 - ➔ Residential buildings 6 stories or less only need one stairwell
 - ➔ Calibrate impact fees by size of housing

	2024	Growth	2045 Targets
Population	~200,000	+ 81,000	~281,000
Housing Units	~86,000	+ 38,000	~124,000
Jobs	~100,000	+ 43,100	~143,100

Goals and Guiding Policies

- Connected and accessible neighborhoods
- Equitable access to opportunity
- Build up, not out
- More housing at all income levels
- Bold climate action and equitable adaptation
- Safe, multimodal transportation options
- More jobs in the community
- Community health and quality of life



Housing Action Plan Status Report February 2024			
	Not Underway	In Progress	Completed/On Track
Land Use and Code Initiatives			
Complete Camp Plan	• Establish citywide housing and density goals	✓	Notes: All land use and code strategies will be implemented by CSD through the Camp Plan update
Update Code	• Remove barriers to density and new housing forms	✓	• CSD performing extensive research and community outreach to implement
Update Zoning	• Bring single-family zoning requirements in line with state updates to address more affordable and affordable housing	✓	• Work is on track to be completed by June 2025
Expand Affordable Housing Resources	• Offer density bonuses and flexibility in other requirements to encourage affordable housing development	✓	
Policies and Process Strategies			
Assess Development Review	• Complete comprehensive review of current process, looking for improvements	✓	Notes: Internal process mapping and feedback. Developer feedback obtained. Improvements identified.
Streamline Development Review	• Implement changes to eliminate unnecessary steps and reduce review duration	✓	• Implemented whitehouse permit pilot review
Increase Staff Capacity	• Add staff and increase expertise to aid review and processing	✓	• 24 recommendations to be implemented in 2024
Expand SEPA Category Exemptions	• Make all housing projects with 200 units or less a Type 1 project, in alignment with changes	✓	• Increasing capacity for reviewing housing-specific review issues for
		✓	• Approved by Council December 2023



The Process

We are here.



Learn about our community

- History
- Existing conditions
- Visioning



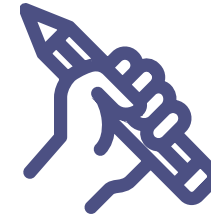
Develop land use possibilities

- Analyze data
- Place Types
- Community mapping activities



Study impacts of possibilities

- Draft EIS
- **60-day comment period**



Refine map, policies, & code

- Update based on EIS and feedback
- Support with zoning code and policies



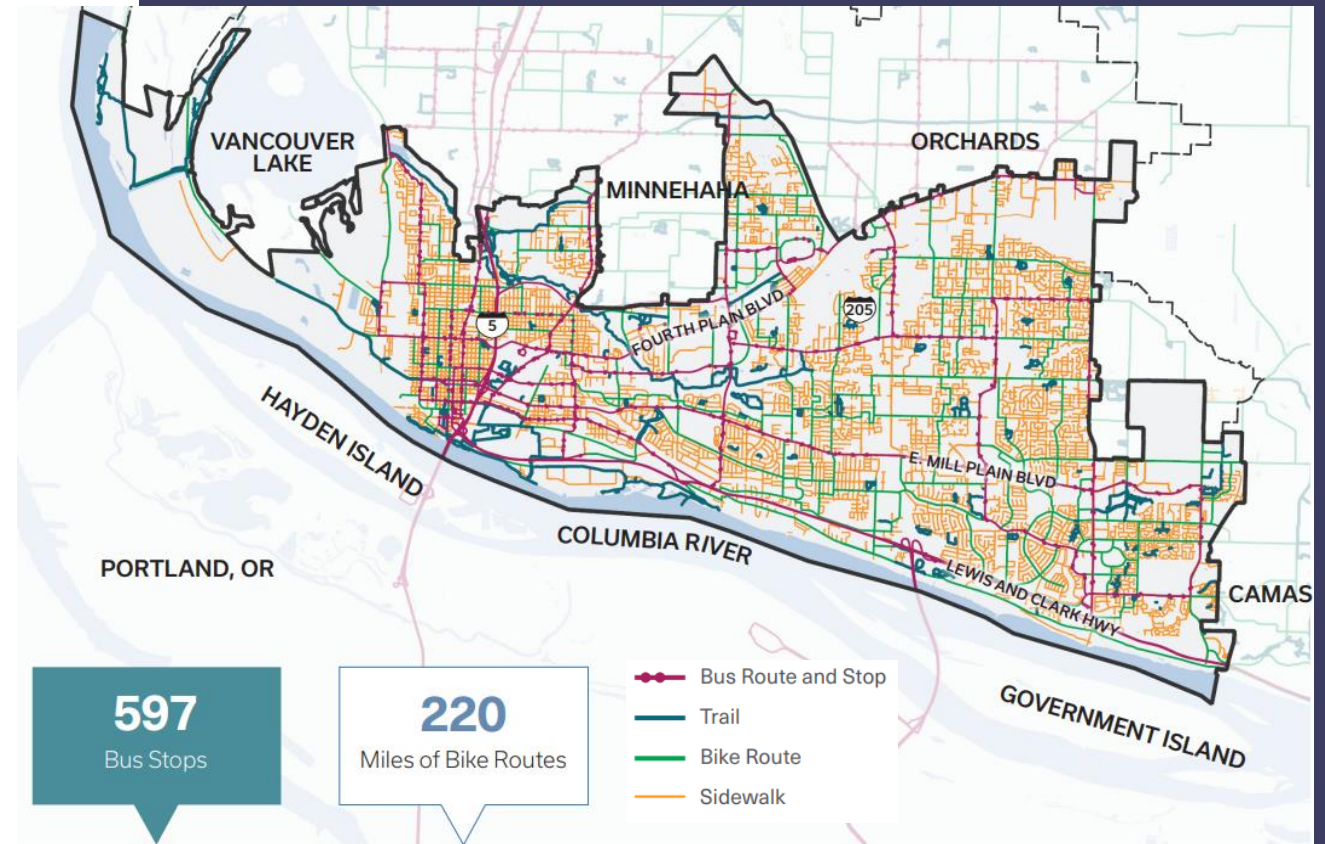
Adopt plan and code

- Final EIS
- City Council adopts in Dec 2025

Transportation Considerations

- Existing conditions
 - 18% of land is right-of-way
 - ~25% (47,679) of residents live within ¼ mile of the Vine
 - 82% of Vancouver residents drive to work
- Zoning code
 - Regulations based on street type frontage
 - Moving away from parking minimums, toward maximums

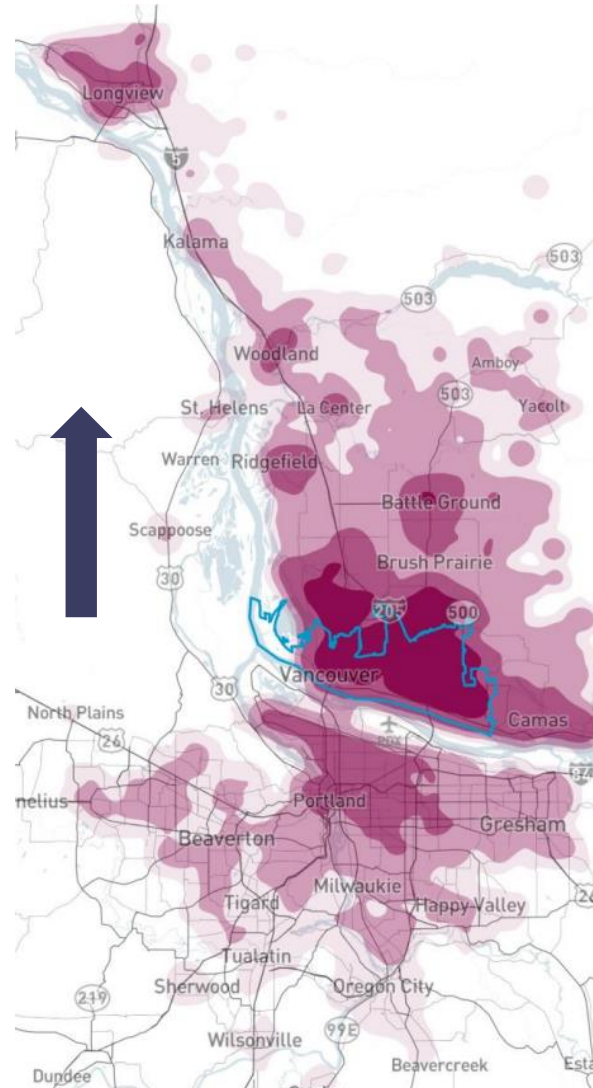
Mobility Map, Vancouver



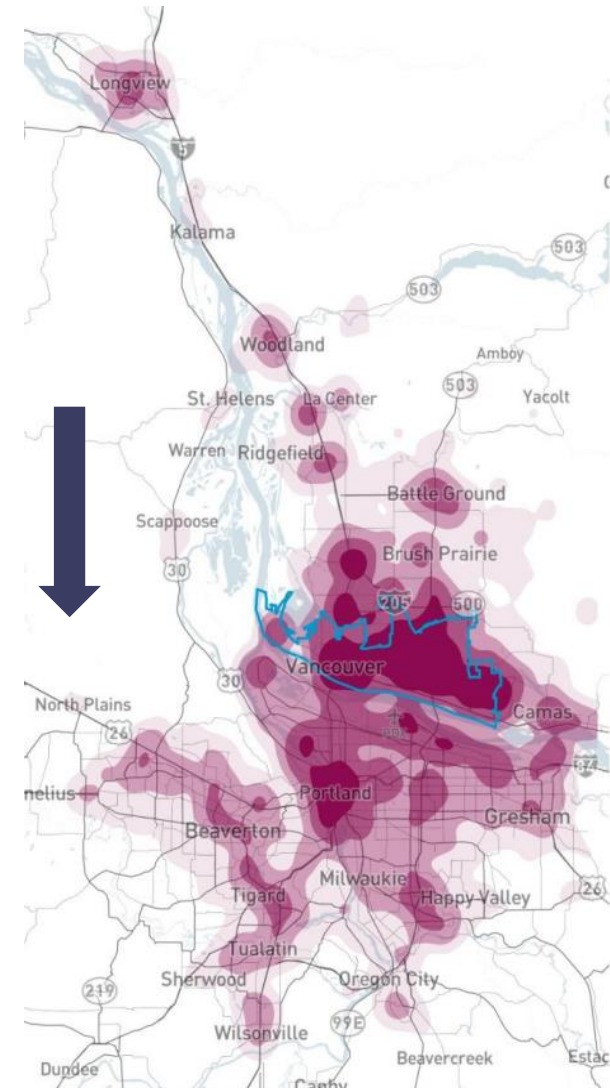
Our Vancouver Community Atlas

Commute Patterns

Where Vancouver workers live, 2020



Where Vancouver residents work, 2020



Community Feedback

- Locate **higher-density developments** along major roads and transit lines.
- Locate **employment centers** near transit and have denser development or mixed-use development around employment areas.
- Increase transit options, including **bus rapid transit, bus routes, and light rail to Portland**, especially on the outskirts of the City and connecting to the Vancouver Urban Growth Area.
- Increase and improve **convenience of transit stops**, including **shelter** and accessibility improvements.
- Consider strategies to **balance need for parking while reducing** underutilized space currently dedicated to parking.
- **Reduce traffic congestion** and incorporate strategies to **manage speeding** and improve safety on local streets.
- Improve pedestrian facilities across the City by adding **sidewalks, ADA ramps, crosswalks, lighting, and connected walkways**.
- Improve bike facilities, including **separated bike lanes**, and improve **maintenance of existing facilities** to prioritize cyclist safety.
- Plan for, enable, and encourage opportunities for micromobility options like **electric scooters/bikes** and **bike share**.

Transportation and Mobility

Chapter Vision Statement

We envision a future where transportation is safe and accessible for everyone, regardless of where they live or their socioeconomic status.

We commit to building an **equitable and connected network** of streets, paths and trails that are safe and comfortable for people walking, driving, rolling, using small mobility devices and taking transit.

By **prioritizing reliability and frequency**, our public transportation system allows people to move around the community easily and safely.

We embrace **multi-modal options** such as bicycles and small mobility devices like scooters and commit to **breaking down barriers and removing financial obstacles** to using these travel options.

Through strategic partnerships, we will establish **integrated transportation hubs**, fostering safe, climate-friendly, and accessible pathways to essential resources and opportunities in Vancouver and across the region.



Place Types

The types and scales of buildings and the different uses that could be allowed

The Place Types

Low-Scale Neighborhood



Mixed-Use Neighborhood



Institutional/Campus



Medium-Scale Neighborhood



Regional Activity Center



Industrial/Employment

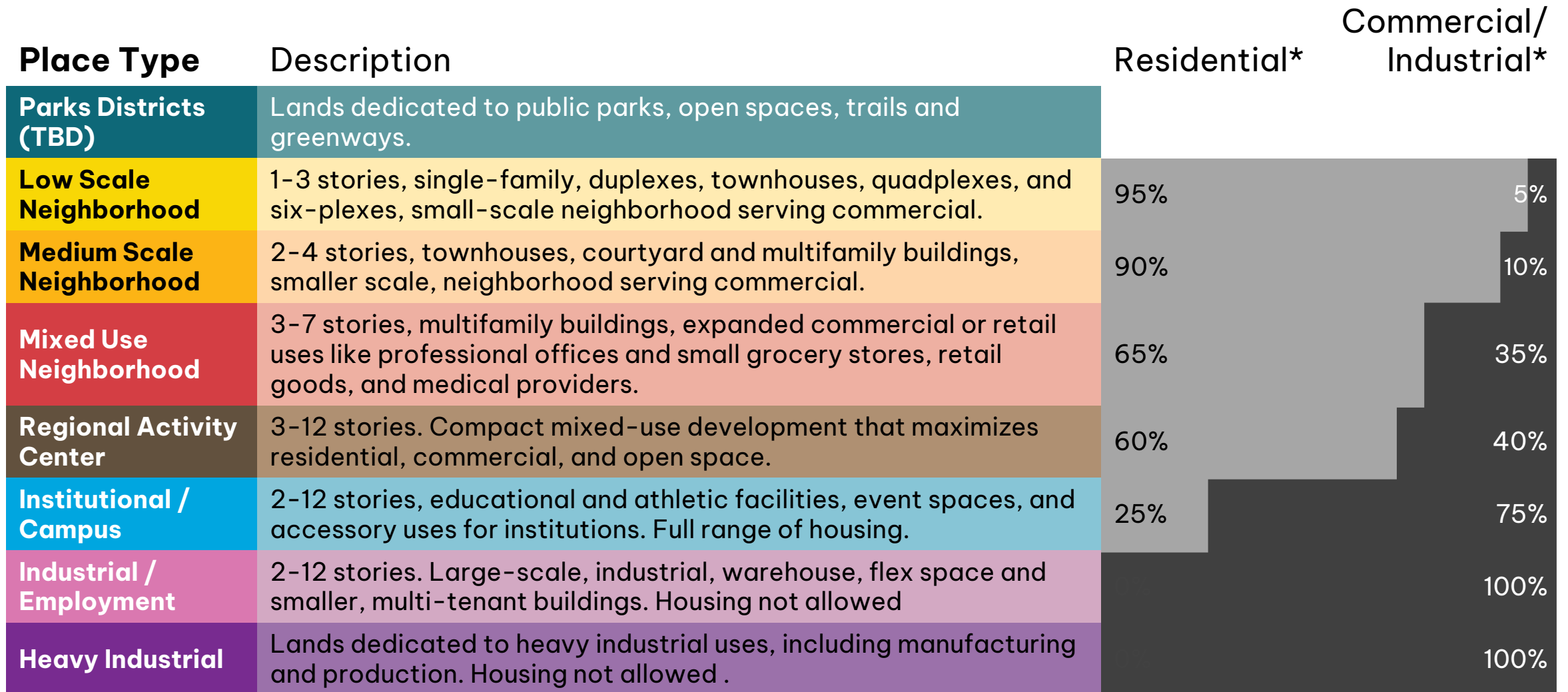


Parks and Open Space



Heavy Industrial





*measured in acres of land area

Land Use Possibilities

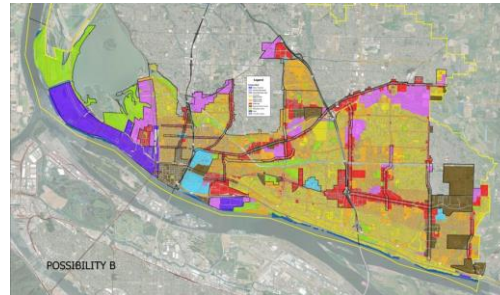
Maps showing different place types
located around the City

About the Maps

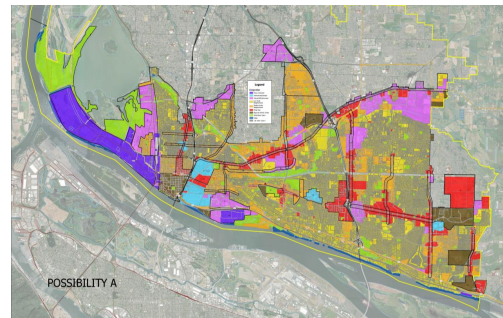
Represent the **range** of ways that Vancouver can grow and develop to help achieve our community's vision

City priorities
State requirements
Community engagement
Existing and anticipated future conditions

**Possibility B:
High Range**



**Possibility A:
Low Range**



Draft
Environmental
Impact Statement
(DEIS)

60-day comment
period

Preferred
Possibility
combines features from
both possibility maps

Goals, Policies, and
Zoning Code

Final EIS

Adopted Plan, Map, and Zoning Code

Percent of Land by Designation

Base District / Place Type	Existing Growth Nodes & Adjacent Areas	Existing Citywide	A Growth Nodes & Adjacent Areas	A Citywide	B Growth Nodes & Adjacent Areas	B Citywide
Low Scale Residential	11%	41%	3%	36%	1%	22%
Medium Scale Residential	10%	11%	14%	16%	11%	26%
Mixed Use	15%	8%	23%	11%	22%	12%
Regional Activity Center	14%	6%	11%	5%	22%	9%
Employment/Industrial	21%	12%	20%	12%	15%	10%
Institutional/Campus	5%	2%	6%	3%	5%	2%
Heavy Industrial	18%	7%	18%	7%	18%	7%
Parks/ Open Space	6%	12%	4%	11%	4%	11%

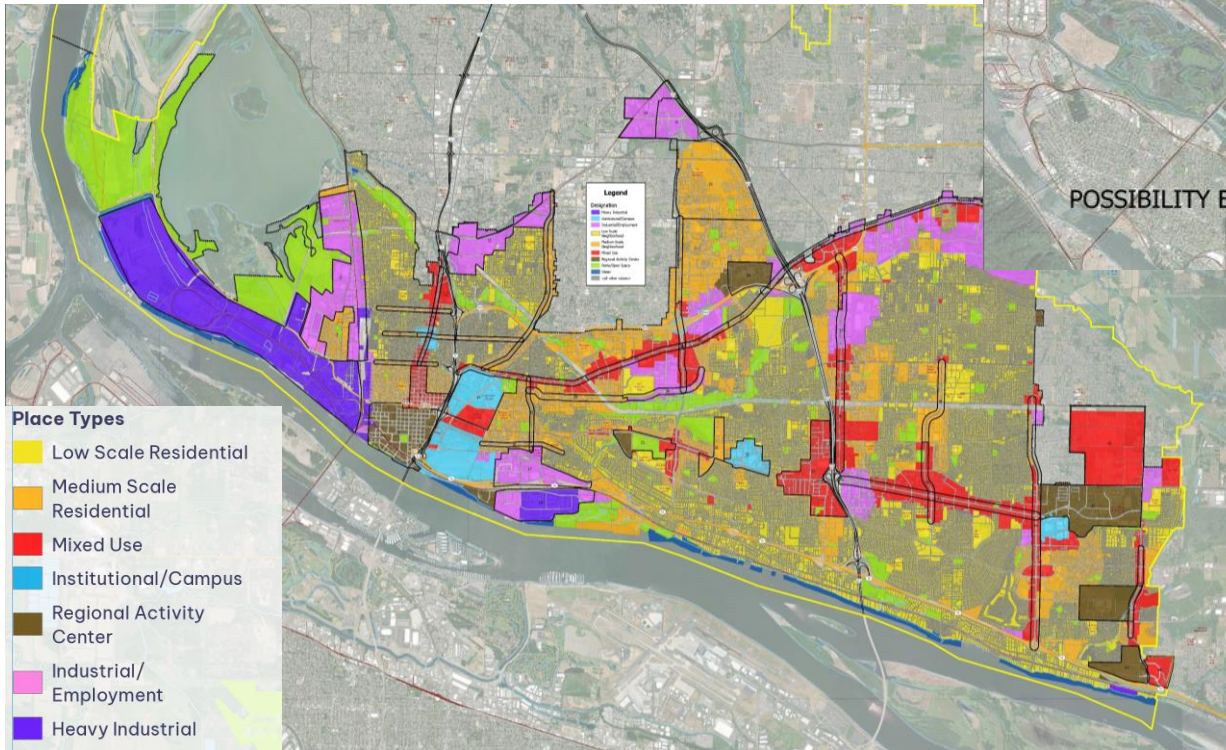
Notes:

1. Totals of all place types do not equal 100% since Water is not included in this table and percentages were rounded for simplification.
2. Difference in Parks and Open Space between the no Build and Possibilities A and B reflect the removal of P/OP designations on non-publicly accessible green spaces, like private golf courses. In the new growth options, the underlying place type is applied to non-public green spaces. No publicly-accessible P/OP has been removed in future growth options.

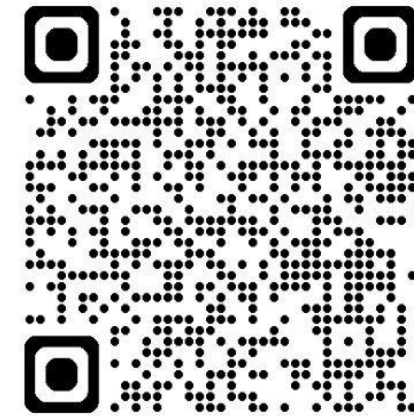
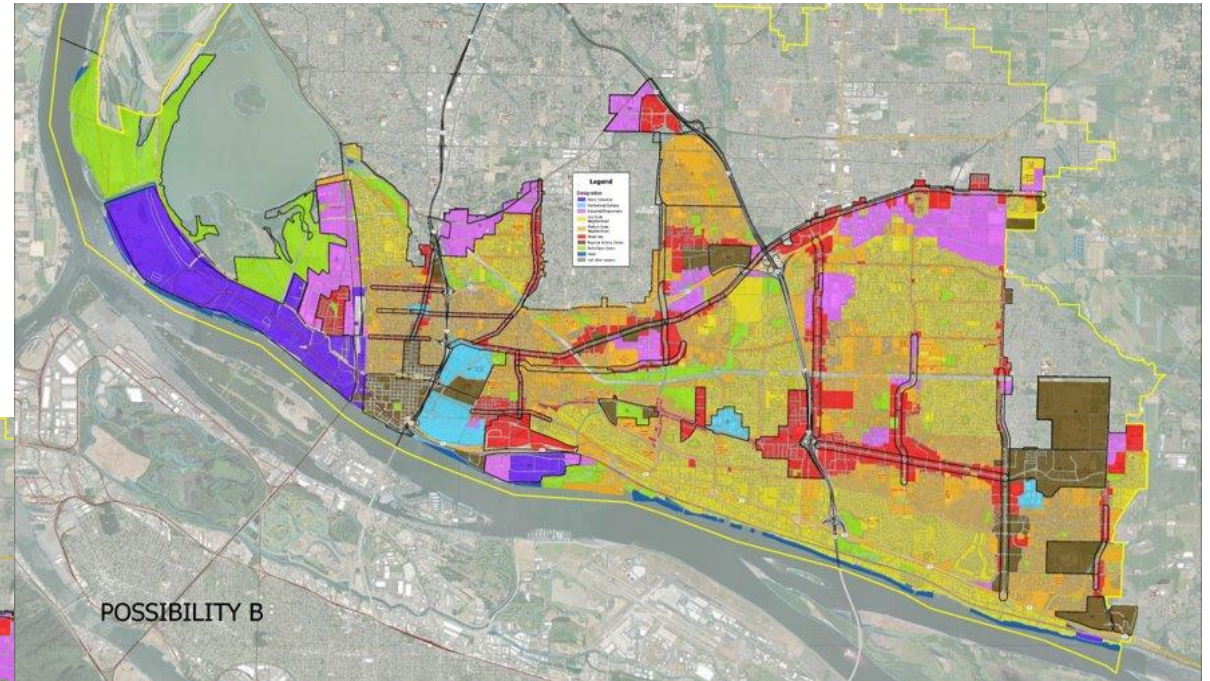
	Description	Housing	Jobs*
Possibility A- Lower Range	• Less growth overall • Most growth in nodes • Areas outside nodes similar to existing	• Less housing overall • Retains more low scale neighborhoods • Relies more on middle housing infill	• More jobs in light industrial / lower intensity development • Retail focused along corridors / transit lines
Possibility B- Higher Range	• More growth overall • Higher intensity of development • More change in areas adjacent to nodes	• More housing overall + in more places • More medium scale neighborhoods	• More jobs in higher intensity development, likely greater job density • Increased retail along corridors + in neighborhoods

Explore the Possibilities

Possibility A: Low Range



Possibility B: High Range



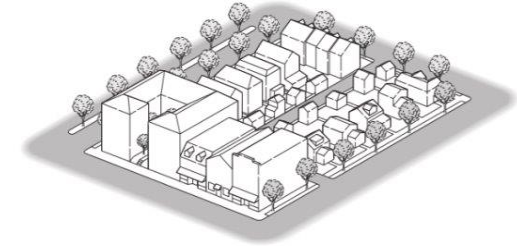
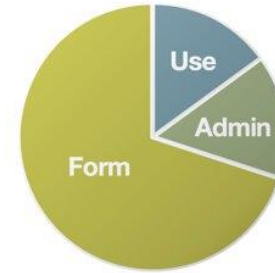
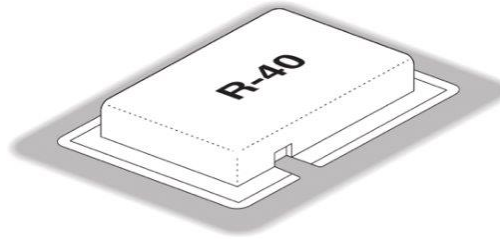
<https://tinyurl.com/bddye2bs>

Proposed New Zoning Code Framework

Simplifying Vancouver's Development
Code

Zoning Code

The City's zoning code uses zoning districts to regulate what can be built where.



	Existing Code	New Code
Uses	Allowed or prohibited	Mixing uses allowed/required
Density	Focuses on density maximums	Focuses on density minimums
Building Height	Maximums	Maximums
Parking	Emphasis on minimums	Emphasis on maximums
Building placement	Lot coverage, setbacks	Relationship to the street, build-to lines, building types

Note: Heavy Industrial zoning district will be fundamentally different from all other districts.

Goals for the New Code

- Results in high-quality buildings and public spaces by regulating physical form as the organizing principle for the code.
- Allows for the creation of mixed-use neighborhoods where people can access amenities and services close to where they live.
- Focuses on aligning impacts rather than segregating uses.
- Reduces costs and barriers to housing production.
- Uses limited land resources efficiently.
- Allows for variation in the type of new development that gets built in the City – create unique and authentic places.
- Does more with less – reduce complexity of regulations while ensuring high quality outcomes.
- Balances new growth with protection of the natural environment

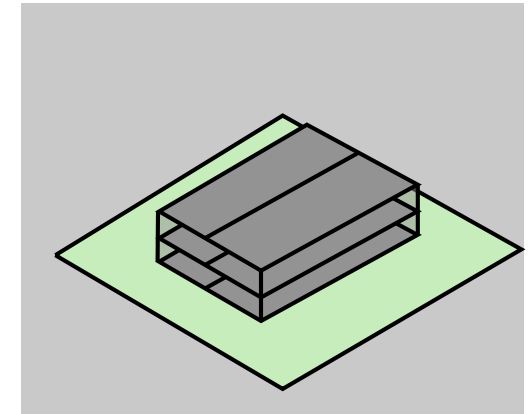
➔ Built Environment + Natural Environment = Overall Environment

Anticipated Outcomes

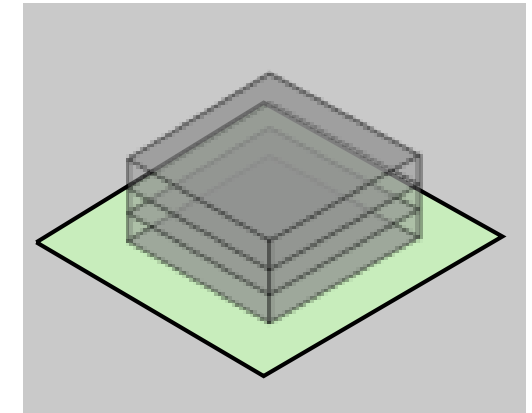
- Changes to make requirements easier and simpler to understand for residents, developers, homebuilders, and staff.
 - ➔ Reduce footnotes, incorporation of graphics to convey more complex concepts.
- Simplify zoning districts and overlays.
- Incorporation of form-based principles.
 - ➔ Focus more on *form* than *use*.
 - ➔ Greater attention paid to relationship between buildings and the street.
- More neighborhood serving commercial uses within low and medium scale neighborhoods.



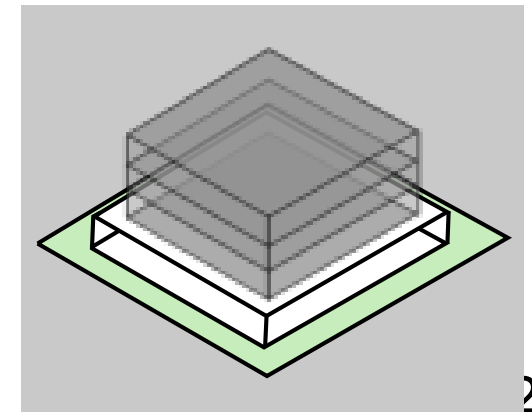
Duplex



Multi-Family



Podium



Four Main Components

All areas will have a **Base District**

- Lot standards
- Minimum density
- Maximum height
- Parking requirements (maximums)
- Allowed **building types**
 - ➔ Building and parking placement
 - ➔ Pedestrian access
 - ➔ Lot coverage
 - ➔ Frontages
 - ➔ Landscaping and public space
- Allowed **uses**
 - ➔ What can go in the various allowed building types

Some areas will also have an **Overlay**

- Will correspond to hierarchy of nodes
- Street frontage requirements
- Ground floor activation
- Mixing requirements
- Enhanced transit corridors and station areas
- Accounts for **Transportation System Plan modal hierarchy**, defining building's relationship to street

Example

Overlays

Mixing requirements, place specific design requirements, build-to lines, modifications to parking requirements

Use Table

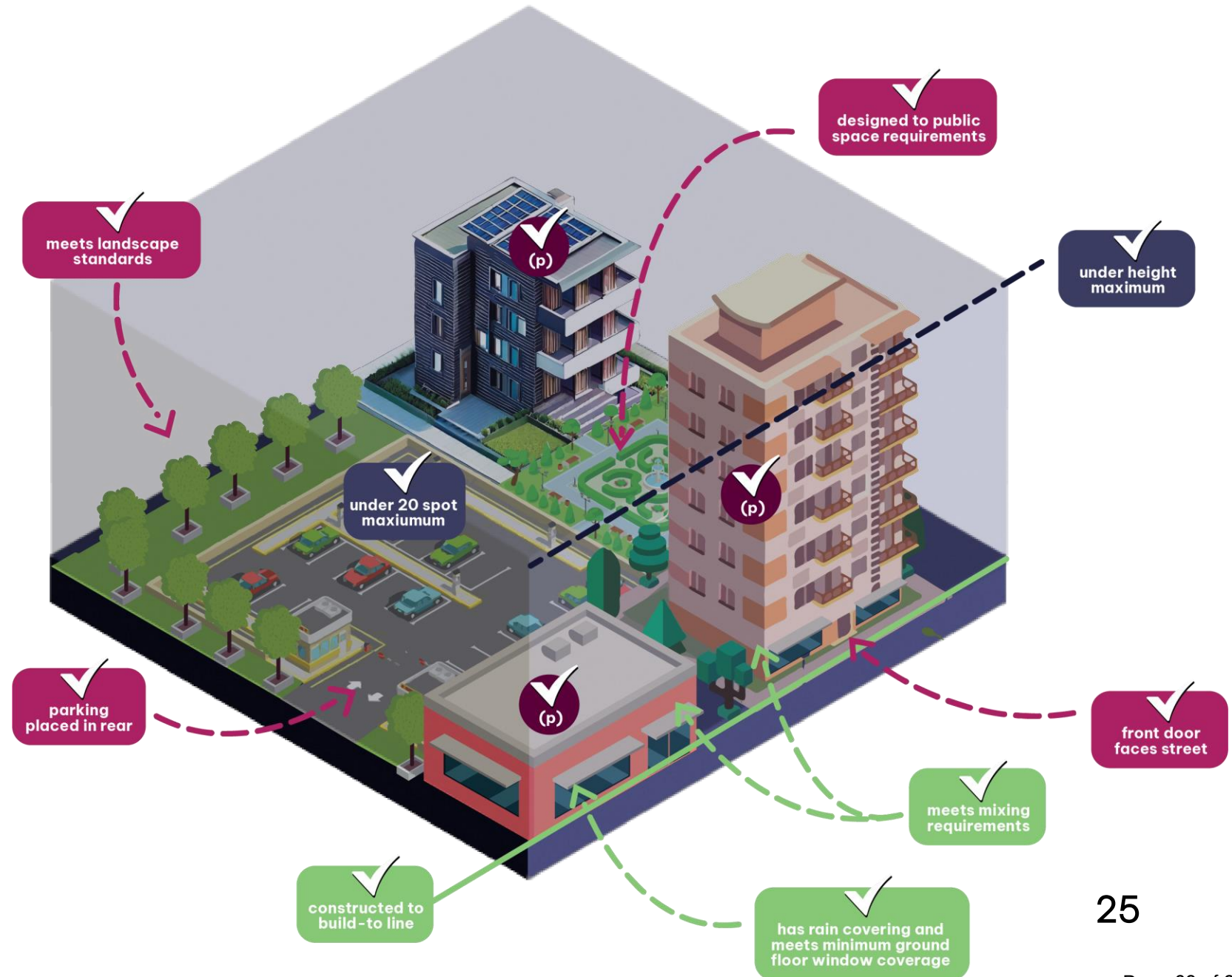
Permitted, conditional, or not allowed, associated use-specific requirements

Building Types

Building and parking placement, pedestrian access, lot coverage, frontages, landscape / public space requirements

Base Zone

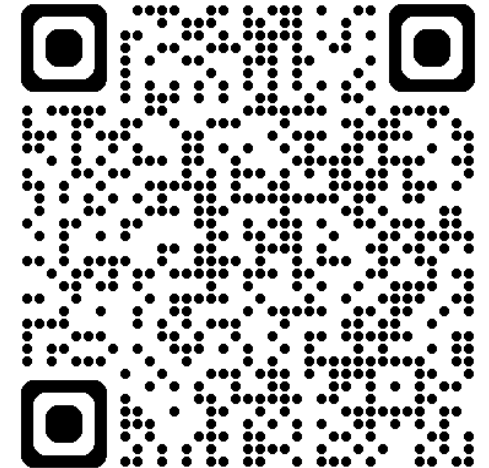
Lot standards, minimum density requirements, maximum height requirements, parking requirements



Short Term Next Steps

- Explore the [Land Use Possibilities maps](#) and look up the different kinds of development that could be possible for places that are important to you.
- [Sign up for email updates](#) to be notified of draft EIS.
 - ➔ **Late March / early April 2025 – Draft Environmental Impact Statement comment period**
- Contact us to have the project team present about the land use possibilities at your meeting or event.
 - ➔ We can work with you to create a presentation based on your community's needs.
 - ➔ OurVancouver2045@cityofvancouver.us
- Learn more by visiting www.BeHeardVancouver.org/plan2045

Get involved!

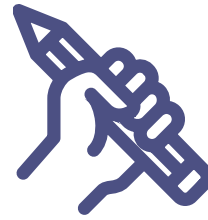


2025 Next Steps



Study impacts of possibilities

- Draft Environmental Impact Statement (DEIS)
- **60-day comment period**



Refine map, policies, & code

- Determine preferred possibility based on DEIS comments
- **Drafts of plan, code, and map for public comment**



Adopt plan and code

- Final Environmental Impact Statement (FEIS)
- City Council adopts plan, code, and map

Questions & Discussion

www.beheardvancouver.org/plan2045

OurVancouver2045@cityofvancouver.us

From: [DOLORES BAILEY](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: St Johns-St James Safety and Mobility Project
Date: Monday, February 3, 2025 5:39:58 PM

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

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kail,

This is Jerry and Dolores Bailey we reside at 3709 NE 56th Street, Vancouver, 98661 in the Minnehaha area. These are our questions and concerns regarding the St. Johns and St. James safety and mobility project.

1. What specific traffic calming measures are being planned?
2. Where will the traffic calming measures be implemented?
3. What are the plans for the safe pedestrian crossings?
4. What will be used for buffering to enhance safety for bicyclists?
5. How wide will the 2 northbound vehicle lanes on St. Johns and the 2 southbound lanes on St. James be at the conclusion of the project?
6. Will this project take in consideration parking for residents on St. Johns and St. James?
7. Will residents who back out of existing driveways onto St. Johns and St. James be impacted with safety measures for bicyclists?
8. Will the speed limit be reduced?

Unfortunately we are unable to attend tomorrow night to the Transportation and Mobility Commission meeting. Can you please forward our questions to the Traffic and Safety Commission, because when I tried to send through the link you sent me it would not send. Also how do we get the answers to our questions? I also left a message on your phone to please call me tomorrow morning and let me know if you received this email with our list of questions. If I do not hear from you by 11 am, I will try and call you again.

Thank you,
Dolores Bailey
dsnbusdriver@msn.com
360 607-6994

STAFF REPORT

DATE: February 4, 2025

TO: Transportation and Mobility Commission members

FROM: Emily Benoit, Senior Transportation Planner and Brett Setterfield, Associate Transportation Planner; Community Development Department

RE: **Public Hearing: St. Johns and St. James Safety and Mobility Project**

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

Introduction

Proposal: Improve safety and mobility for all users on the St. Johns-St. James Corridor in alignment with the Complete Streets Policy, project goals and Concept Design Options Report.

Location: St. Johns Boulevard/Road, St. James Road and Fort Vancouver Way between Fourth Plain Boulevard and NE 68th Street

City Staff: Emily Benoit and Brett Setterfield – Transportation Planning – CDD

Recommendation: Endorse the St. Johns-St. James Safety and Mobility Project Concept Design Options Report to implement the recommendations outlined in the five corridor segments, including buffered and protected mobility lanes, new enhanced pedestrian crossings, lighting, sidewalk infill and traffic calming, through projects coordinated with planned pavement work and others in the near, short- and long-term.

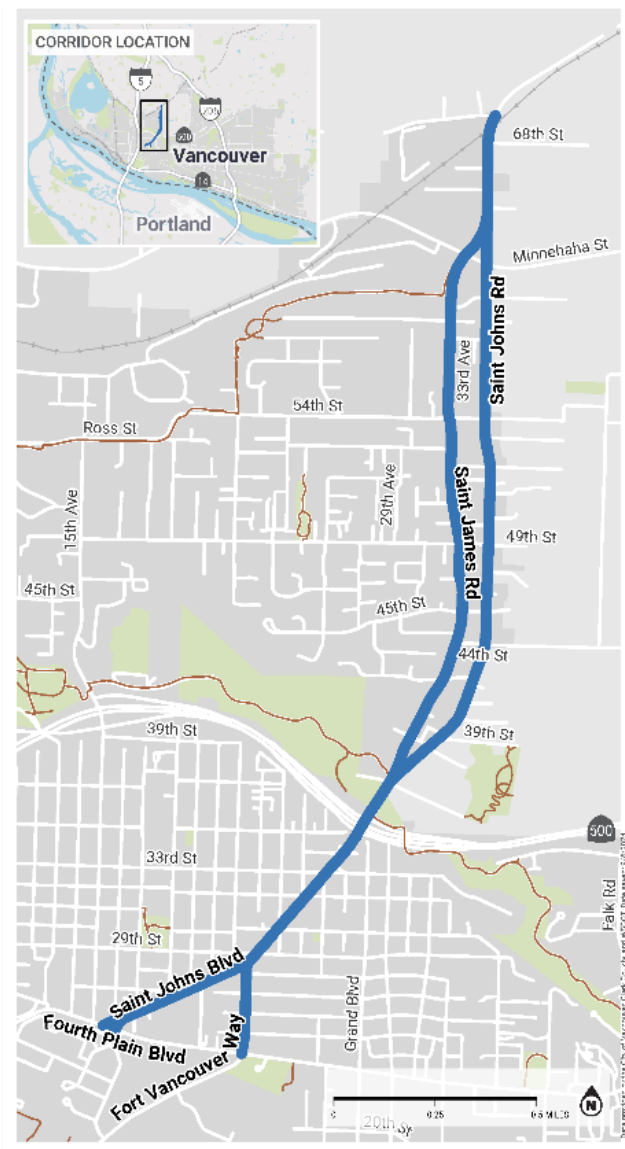
Overview

The [St. Johns and St. James Safety and Mobility Project](#) explored opportunities to create and recommend safety and mobility improvements on NE St. Johns Boulevard/Road and NE St. James Road between Fourth Plain Boulevard and NE 68th Street. The Project was initiated at the direction of City Council in 2022.

This corridor serves a critical north-south link connecting Clark County and the City and connecting to other major Complete Streets corridors (e.g. Fort Vancouver Way, Fourth Plain Boulevard, 29th Street, 33rd Street) and regional trails. It's a high crash corridor that does not provide safe, comfortable or continuous facilities for people walking, biking, using a mobility device, accessing transit, as well as those driving.

This Complete Streets Project is different than some recent planning projects in that:

- A vehicle travel lane will not be removed.
- Existing parking will remain, except at some locations near intersections to increase crossing visibility and safety.
- Only part of the corridor is planned for near-term pavement work. Recommendations will be grouped and implemented in three timeframes: with planned pavement work (within 3 years), in the short term (about 6 years and included in the Transportation Improvement Program) and in the long term (more than 6 years and included in the Capital Improvement Plan).



Project Goals

The Project goals support City Council’s priorities of safety, equity, and climate as well as implement the Complete Streets Policy.

- Improve pedestrian safety.
- Improve bike and small mobility connectivity.
- Explore opportunities to increase transit access.
- Explore broader set of improvements to be incorporated into Our Vancouver - the City’s Comprehensive Plan update.
- Coordinate project implementation with other City efforts when possible.

Project Phases

Figure 1: Project Timeline



Transportation and Mobility Commission Workshops

The Project Team has held three workshops with the TMC in 2024 for this project.

- February 6: Introduction to the project, overview of the project need, sharing project goals, previewing the Community Engagement Plan, and discussing the existing and future conditions work.
- June 4: Update on the existing conditions analysis and future traffic conditions, a summary on the first phase of community engagement, and the plan for the second phase of community engagement.
- October 29: Presenting concept design options for the corridor by segment and update on the second phase of community engagement.

Review Criteria and Findings

Technical Findings

The corridor is a critical north-south connection in the city and utilized by many different types of travelers and modes, for different trip purposes along a range of land use contexts. Due to the variations, the corridor was split into five main segments for data and design analysis. The data was collected for an in-depth technical analysis of

the corridor for current and forecasted future roadway conditions. Each segment has unique opportunities and constraints, including:

- **Segment 1A and 1B - Fourth Plain Boulevard to Fort Vancouver Way:** Two major intersections with east-west connections and transit access, but conflict points are numerous with many driveways and poor sightlines.
- **Segment 2 - Fort Vancouver Way to Petticoat Lane:** Important connections to trails and other Complete Streets projects, but the NE 33rd Street slip lane and SR-500 interchange create many high speed conflict points and long distances between crossings.
- **Segments 3 and 4 - Petticoat Lane to NE Minnehaha Street:** One-way traffic flow creates opportunities for conflict reductions between user types and increased visibility, but there are many driveways and creating challenges for consistent on street mobility lane protection.
- **Segment 5 – NE Minnehaha Street to NE 68th Street:** Connection to a trail and vacant parcel develop opportunity, but higher freight traffic, railroad crossing and transition to County facility.
- **Traffic: Speed, Volume, and Counts:** The average speed increases as vehicles move north, from an average of 34 mph to 42 mph. The highest traffic volumes are between Fourth Plain Boulevard and Fort Vancouver Way. There are more pedestrians than bicycles and small mobility users at intersections, with the highest number of all these users at the Burnt Bridge Creek Trail intersection.
- **Traffic: Current Level of Service (2023):** All but one intersection operate at a level of service (LOS) C or better. The only intersection with an LOS of F, for any time, is at St. Johns Boulevard/E 33rd Street during the weekday evening peak. Weekday morning peaks and on weekends are less congested. The intersections perform well, with the except of at SR-500, St. Johns Road and Minnehaha Street, St. Johns Boulevard and E 33rd Street during peak evening hours, where a few vehicles may have to wait for the next signal cycle during peak hours.
- **Traffic: Future Level of Service (2028 and 2040):** Traffic conditions in future years are consistent with the current year, with only the St. Johns Boulevard/E 33rd Street intersection operating below a LOS C. It is estimated that in 2028 one to five vehicles may wait an additional signal cycle and up to six could in 2040 peak.

For more, see the Existing Conditions Report and Appendix.

Community Engagement

The Project had a Community Engagement Plan to identify outreach strategies and tools by project phase, with intent to meaningfully involve the community throughout the planning process. The community engagement goals were:

- **Goal 1:** Build community awareness and shared understanding of project needs, ways to participate, and a variety of design strategies that can be used to address safety issues.
- **Goal 2:** Enable well informed participation from historically disadvantaged communities to provide input on the Project.
- **Goal 3:** Gather and use public input during the decision process, maintaining transparency at each step.

For more, see the *Phase 1 Community Engagement Summary* and *Phase 2 Community Engagement Summary*.

Table 1: Community Engagement Summary

Element	Phase 1	Phase 2
Purpose	Understand the concerns and needs of community members, agencies and organizations impacted by the project.	Share the draft concept design options and improvements and gather public and partner feedback to incorporate.
Activities	• Outreach to schools, neighborhood associations, business and faith institutions • In-person evening open house on April 17, 2024 at Discovery Middle School [20 attendees] • Transportation and Mobility Commission Workshop	• Outreach to schools, neighborhood associations, business and faith institutions • In-person tabling and canvassing at businesses and bus stops • Transportation and Mobility Commission Workshop
Materials	• BeHeard webpage • Online survey (English, Russian, Spanish) [243 responses] • Emma update emails • PeachJar (for schools) • City social media feeds • Fliers (English and Spanish) • Mailed postcards [about 8,000] • Yard signs [50 posted]	• BeHeard webpage • Online survey (English, and Spanish) [346 responses] • Emma update emails • PeachJar (for schools) • City social media feeds • Fliers (English and Spanish) • Mailed postcards [about 8,000] • Yard signs [50 posted]

Element	Phase 1	Phase 2
Feedback	• Most people use a car or truck. • Major concern is speeding and aggressive driving. • Safety is the top concern to address. • Need for continuous and connected sidewalks and bike lanes and safe crossings.	• Most people think the proposed improvements would significantly, somewhat or slightly improve safety. • Highest safety improvement priorities are pedestrian crossings and traffic calming.

Phase 3 shares how input from the community influenced the recommended design concepts to improve safety and the roadway using the same communication channels.

Concept Design Options

The Concept Design Options Report outlines design concepts and improvement recommendations for the corridor by segment based on conditions, need, and timeline at two scales:

- Segment level: generally applied to a typical cross section for each segment.
- Location specific: addresses specific safety and comfort issues identified in locations within each segment, like enhanced pedestrian crossings, traffic signal changes, illumination, access management, modification of intersection geometry, and turn lane improvement.

The Report is informed by:

- Existing Conditions Report and Appendix, Phase 1 Community Engagement and Phase 2 Community Engagement.
- Multiple workshops with internal partners (Public Works Department, City Manager's Office, Fire Department) and external partners (C-TRAN, Clark County, Washington Department of Transportation, Waste Connections).
- Vancouver's guiding policy documents: Complete Streets Policy, Transportation System Plan, Climate Action Framework and Strategic Plan, with the stated goals of equity, safety and climate.

Table 2: Concept Design Options Overview by Segment

Segment	Existing Conditions	Proposed Elements
Segments 1A and 1B	Vehicle speeding, poor visibility at intersections, and degraded crossings.	Protected mobility lanes, narrowed travel lanes, improved crosswalks, luminary upgrades, and medians.
Segment 2	Poor visibility at intersections and degraded crossings.	Protected mobility lanes, narrowed travel lanes, enhanced crossings with rectangular rapid flashing beacons, intersection reconfigurations and medians.
Segments 3 and 4	Vehicle speeding, lack of consistent and/or protected pedestrian and mobility facilities, degraded crossings.	Protected mobility lanes, maintaining parking at inside curb lane, reduced curb radii, sidewalk infill, luminary upgrades, enhanced crossing with rectangular rapid flashing beacon, modular bus stop, and islands.
Segment 5	Vehicle speeding, lack of consistent pedestrian and mobility facilities, and degraded crossings.	Protected mobility lanes, narrowed travel lanes, sidewalk infill, luminary upgrades, enhanced crossing with rectangular rapid flashing beacon, and medians.

For more, see the Concept Design Options Report.

Recommended Action

Endorse the St. Johns-St. James Safety and Mobility Project Concept Design Options Report to implement the recommendations outlined in the five corridor segments, including buffered and protected mobility lanes, new enhanced pedestrian crossings, lighting, sidewalk infill and traffic calming, through projects coordinated with planned pavement work and others in the near, short- and long-term.

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

Brett Setterfield, Associate Transportation Planner, Community Development Department | Brett.Setterfield@cityofvancouver.us, 360-487-7879

MEMORANDUM

DATE: February 4, 2025

TO: Transportation and Mobility Commission members

FROM: Emily Benoit, Senior Transportation Planner and Brett Setterfield, Associate Transportation Planner; Community Development Department

RE: **St. Johns and St. James Safety and Mobility Project – Phase 2 Engagement Summary, Illumination Study and Updated Concept Design Options Report**

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

Overview

The [St. Johns and St. James Safety and Mobility Project](#) (Project) is exploring opportunities to create and implement safety and mobility improvements on NE St. Johns Boulevard/Road and NE St. James Road between Fourth Plain Boulevard and NE 68th Street. This memo is an update on the project since the last including the illumination study and the completion of the Phase 2 Community Engagement.

Phase 2 Community Engagement

The second phase of community engagement sought feedback on the draft concept design options for all the corridor segments and the prioritization of improvements such as crosswalk and traffic calming. Outreach activities for Phase 2 included:

- **Online survey:** in English and Spanish, with 356 responses. The survey aimed to confirm what was heard from the community in Phase 1, share the draft concept design options to hear to what degree the proposed improvements address their needs and prioritize improvements.
- **Pop-ups, tabling, and canvassing:** on the entire corridor from September 30 to October 11. This occurred at businesses and transit stops to share about the project with community members and have them complete the design survey.

- **Digital notification:** social media posts, listserv emails, and website updates. This was to inform the community about the draft concept design options and survey.
- **Printed materials:** roughly 7,800 fliers mailed to addresses along and adjacent to the corridor, 50 yard signs with QR codes for the survey and project webpage.

The main takeaways from the survey include:

- Many survey respondents believe the concept design options will significantly, somewhat, or slightly improve safety (from 52% to 66% per segment).
- Open-ended comments requested speed enforcement, one-way signs, and improved sidewalk maintenance.¹
- Survey respondents opposed to the changes are concerned about basic roadway maintenance, crime, and speeding.
- Survey respondent demographics were largely similar to Phase 1.

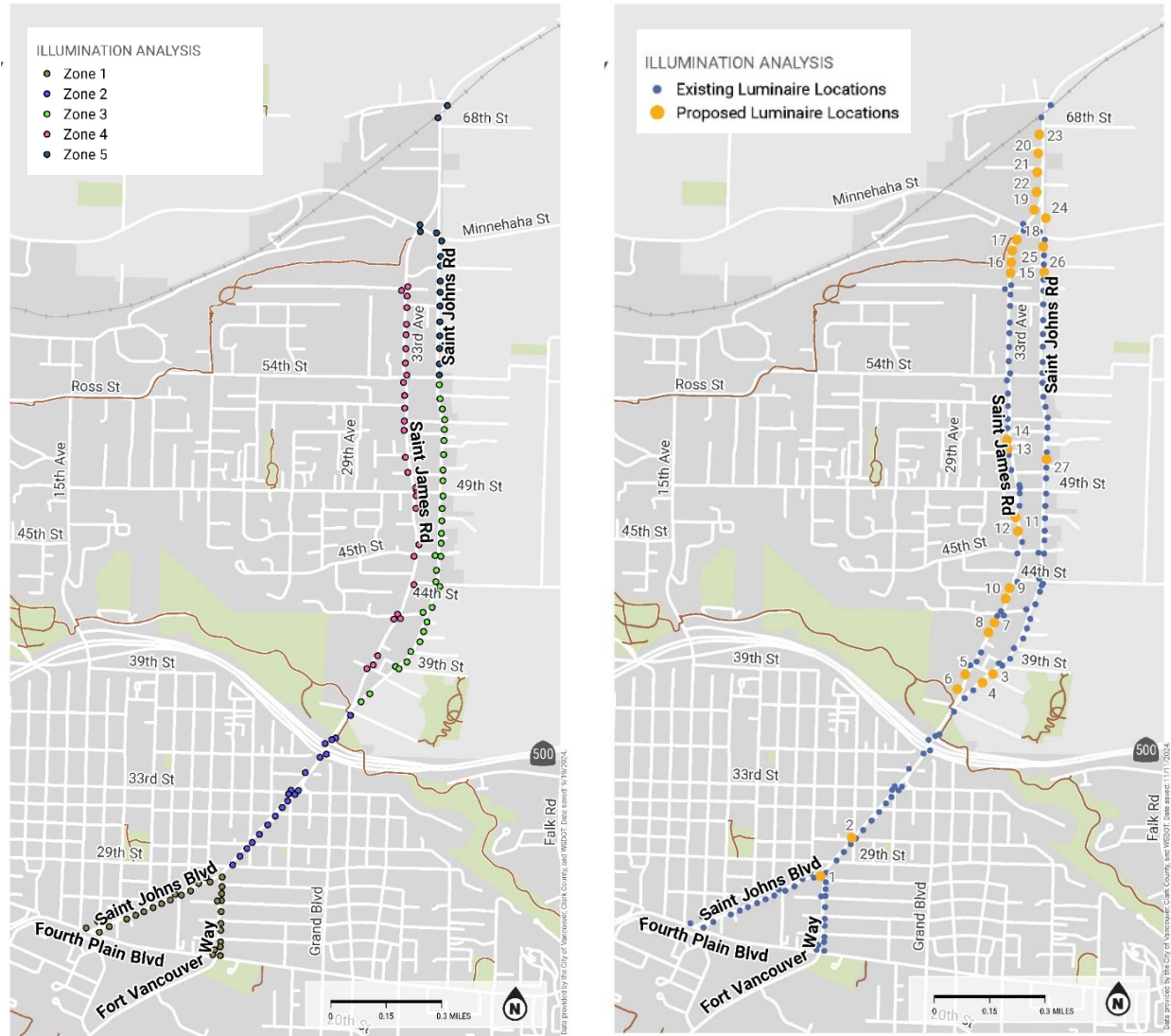
Illumination Study

An Illumination Study was conducted to assess lighting conditions for all transportation modes and identify illumination deficiencies, structural defects, and lighting obstructions. The study used the City's Street Light Geospatial Data along with daytime and nighttime site visits to assess lighting conditions in the corridor. Recommendations to improve illumination on the corridor are informed this work and included in the Concept Design Options Report. The key findings from the Illumination Study are:

- Most of the corridor has luminaires on one side of the street with single head type A light standard types.
 - Per City of Vancouver lighting standards, major and minor arterial roads, such as on this corridor, should have Type A lighting on both sides of the street with poles on opposite sides.
 - Sidewalks on the opposite side of the street from where there are existing luminaires are notably darker.
- There are several illumination gaps throughout the corridor
 - St. James Road between NE Petticoat Lane and NE Minnehaha Street.
 - St. Johns Road between NE Minnehaha Street and NE 68th Street.
 - During dark conditions, these areas may be difficult for people walking and biking to traverse.

¹ Reducing parking lanes and changing the number of traffic lanes are not part of the concept design recommendations or this project, nor have they been, though some open ended survey respondents did note not wanting these.

Figure 1: Illumination Study Zones (left) and Analysis (right)



Concept Design Options Report

The Draft Concept Design Options Report outlines possible roadway configuration concepts and recommendations for safety improvements by segments on the corridor. The Transportation and Mobility Commission had a workshop in October 2024 reviewing the recommendations. There were no additional comments received from the TMC since the workshop. Updates to the report thus come from the Phase 2 Community Engagement and meetings with internal (e.g. Public Works Department) and external partners (e.g. C-TRAN).

Next Steps

The Project Team will hold a public hearing with the TMC to recommend action on the Concept Design Options Report to improve safety and mobility on the corridor.

Attachments

- Phase 2 Community Engagement Summary
- Illumination Study
- Concept Design Options Report

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



St. Johns-St. James Safety & Mobility Project

Transportation and Mobility Commission
Public Hearing

Emily Benoit

Senior Transportation Planner
Community Development Department
February 4, 2025

Project Timeline



Project Goals

- Improve pedestrian safety.
- Improve bike and small mobility connectivity.
- Explore opportunities to increase transit access.
- Explore broader set of improvements to be incorporated into Our Vancouver - the City's Comprehensive Plan update.
- Coordinate project implementation with other City efforts when possible.



Corridor Segments

- Corridor segments correspond to different land use and transportation contexts.
- Primarily commercial and higher density residential, with surrounding low- and medium-density residential neighborhoods.
- Designated as a Pedestrian Corridor in the Transportation System Plan and has multiple trail connections.
- Freight corridor at the northern end and industrial uses north of the project area.



Project Corridor with segments

Existing Conditions: Roadway

- **Striping:** two to four lanes, ranging from 11ft to 21ft wide
- **Pavement:** conditions range from 1 (good) to 5 (poor), St. Johns Road to be repaved
- **Crosswalks:** multiple in each segment with varying conditions
- **Driveways:** many with higher concentration in the south and middle of the corridor

Segment: Roads	Lanes	Parking
1: Fourth Plain to 29th Street	1 NB, 1 SB, center turn lane	Yes/No
2: 29th Street to Petticoat	2 NB, 2 SB, center turn lane	No
3: Petticoat to 49 th	2 NB, 2 SB, turn pockets	Yes
4: 49 th to Minnehaha	2 NB, 2 SB, turn pockets	Yes
5: Minnehaha to 68 th	2 NB, 2 SB, turn pockets	Yes/No



Existing Conditions: Traffic Analysis

Speeds, Volume and Counts

Segment: Roads	Posted Speed	Average Speed	Range of Trips
1: Fourth Plain to Fort Vancouver	25-30 mph	34 mph	3600 - 9600
2: Fort Vancouver to Petticoat	30-35 mph	34 mph	5000 - 6400
3: Petticoat to 49 th	35 mph	44 mph	9500 - 9600
4: 49 th to Minnehaha	35 mph	39 mph	8000 - 8400
5: Minnehaha to 68 th	40 mph	42 mph	6000 - 8200

- More people are walking than traveling by bicycle or small mobility device at intersections.
- Greatest number of bicyclists, small mobility users and pedestrians combined are at Petticoat Lane, at midday (11AM to 1PM), due to proximity to the Burnt Bridge Creek Trail.
- Greatest number of pedestrians only are at St. Johns Road/NE 49th Street.



Future Conditions: Traffic Analysis

Level of Service (A-best to F-worst)

- **2023:** All but one intersection operate at a level of service (LOS) C or better. There is available space at most intersections for vehicles to wait and get through a signal cycle during peak hours.
- **2028:** Consistent with the current year, with one intersection operating at a LOS below C. There is available space at most intersections, but one to five vehicles may wait an additional signal cycle.
- **2040:** Consistent with current and 2028 conditions. Potential for one more vehicle to wait at a signal cycle during peak hours.

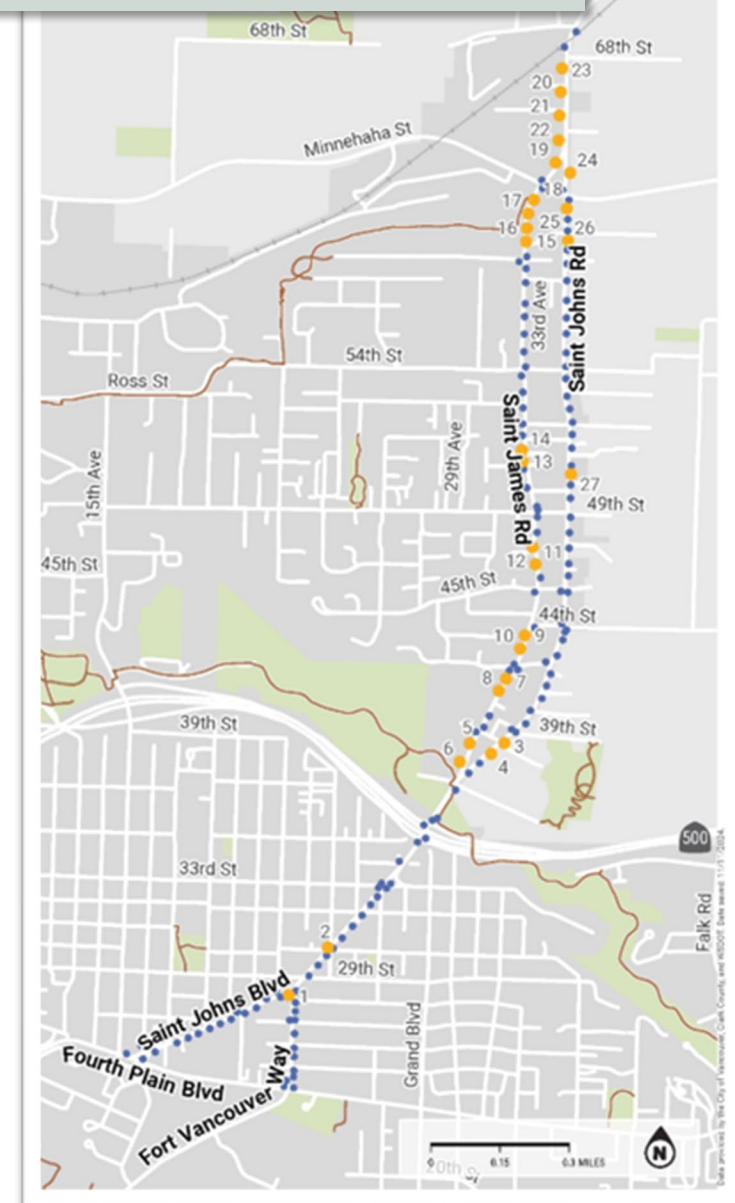


Illumination Study

- To document where existing lighting was and where it can be improved.
- Most of the corridor has luminaires on one side of the street with single head type A lighting.
- There are two main illumination gaps:
 1. St. James Road between NE Petticoat Lane and NE Minnehaha Street
 2. St. Johns Road between NE Minnehaha Street and NE 68th Street

ILLUMINATION ANALYSIS

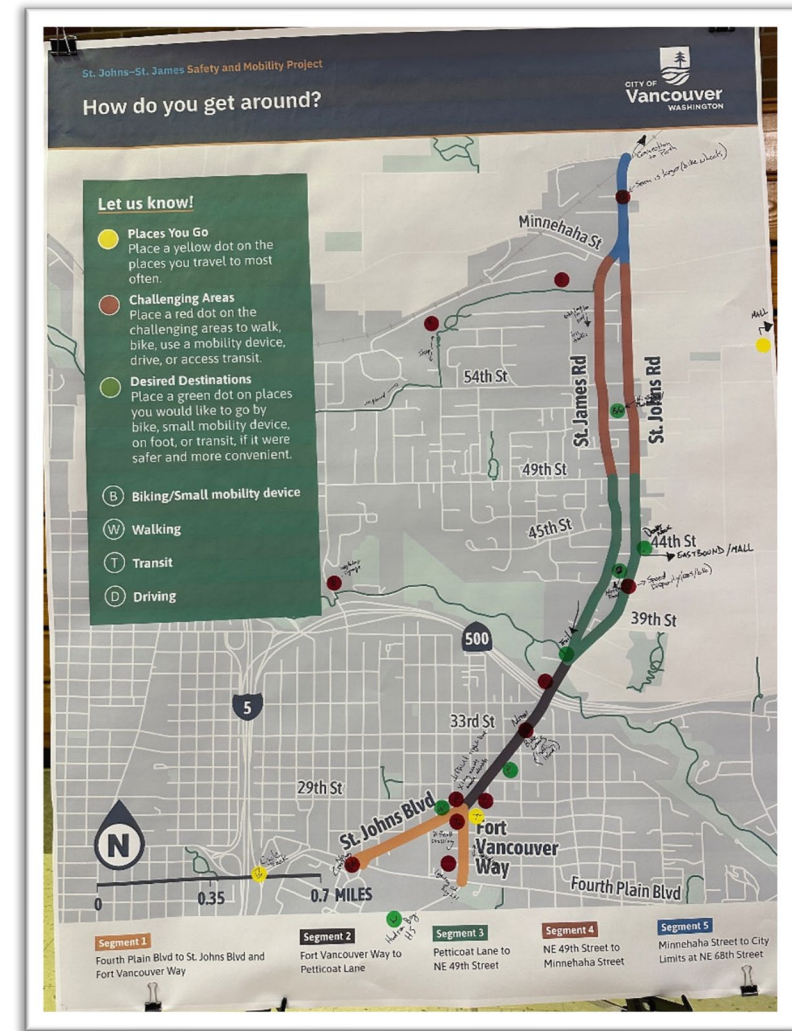
- Existing Luminaire Locations
- Proposed Luminaire Locations



Community Engagement – Phase 1

Outreach activities and tools

- **Online survey with Interactive Map:** 243 responses
- **Open house:** Approx 20 participants
- **Digital notification:** Social media posts, listserv emails, BeHeard updates
- **Printed notification:** about 7,800 mailed postcards and 50 numbers of yard signs

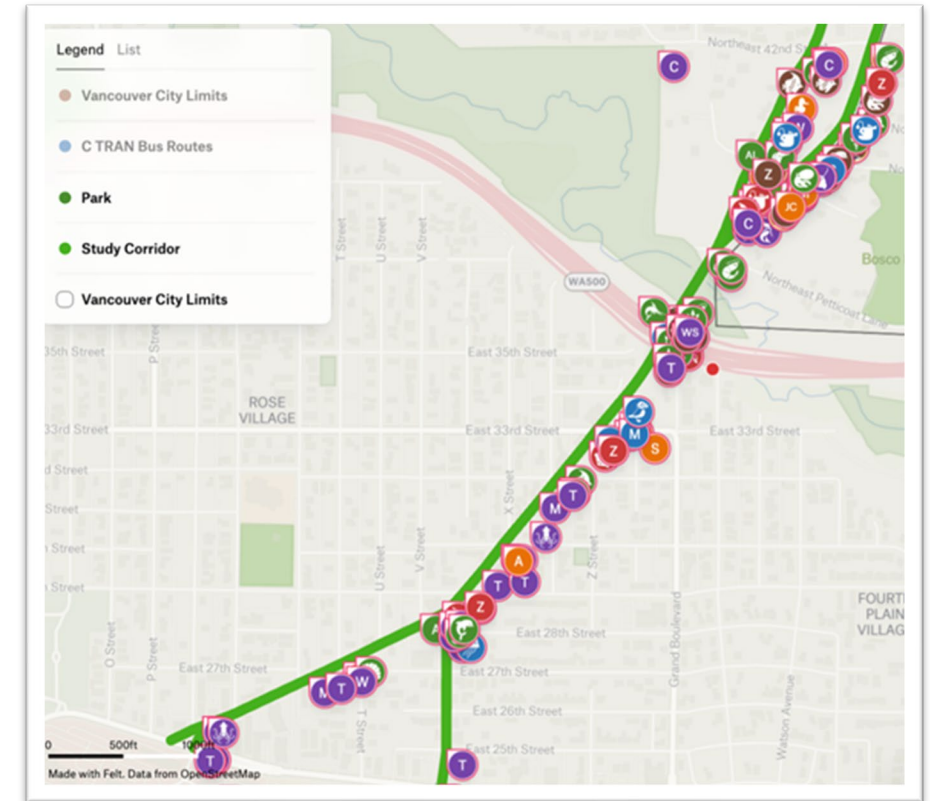


Project Board at the Open House



What we asked...

- Key destinations in the corridor
- How often people use different transportation modes
- Safety and comfort levels by mode
- Transportation concerns and priorities
- **Interactive Map:** Location-specific comments about transportation concerns and destinations



Interactive Map Responses

Community Engagement – Phase 1

What we heard...

Walking and Biking:

- About 33% of survey respondents walked “daily” or a “few times a week.” 72% felt “somewhat safe” or “unsafe” walking in the corridor.
- 19% of respondents used bikes/e-bikes “daily” or a “few times a week.” 48% of them perceived biking to be “somewhat safe” or “unsafe.”

Transportation Needs, Priorities, & Concerns:

- Need for continuous, connected, and obstruction-free sidewalks and bike lanes, and safe and accessible crossings.
- Safety was a top priority for the survey respondents, with specific emphasis on multimodal safety and controlling vehicle speed.
- Speeding and aggressive driving were often noted as transportation concerns.



Community Engagement – Phase 2

Outreach activities and tools

- **Online survey:** 356 responses
- **Pop-ups and tabling:** approximately two weeks in October with daily in person outreach and business canvassing
- **Digital notification:** social media posts, listserv emails, BeHeard updates
- **Printed notifications:** about 7,800 mailed postcards and 50 yard signs on corridor



Project Team tabling at Daily Deals Market

Community Engagement – Phase 2

We asked...

The survey asked community members:

- Confirm concerns heard in Phase 1.
- How well the draft design concept options addressed their safety concerns.
- What design elements, like crosswalks and traffic calming, should be prioritized.



Fliers posted on business entrances

Community Engagement – Phase 2

We heard...

- Many survey respondents believe the design concept options will **significantly, somewhat, or slightly improve safety** (ranging from 52% to 66% depending on the segment).
- Open-ended comments requested speed enforcement, one-way signs, and improved sidewalk maintenance.
- Survey respondents opposed to the changes are **concerned about basic roadway maintenance, crime, and speeding.**
- Survey respondent demographics were largely similar to Phase 1.



Design Concept Options

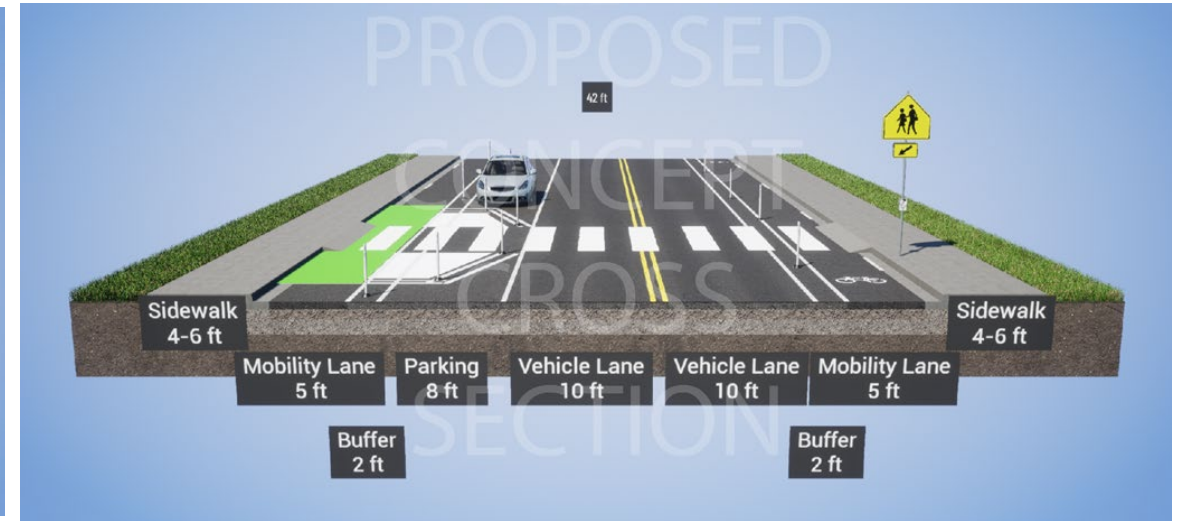
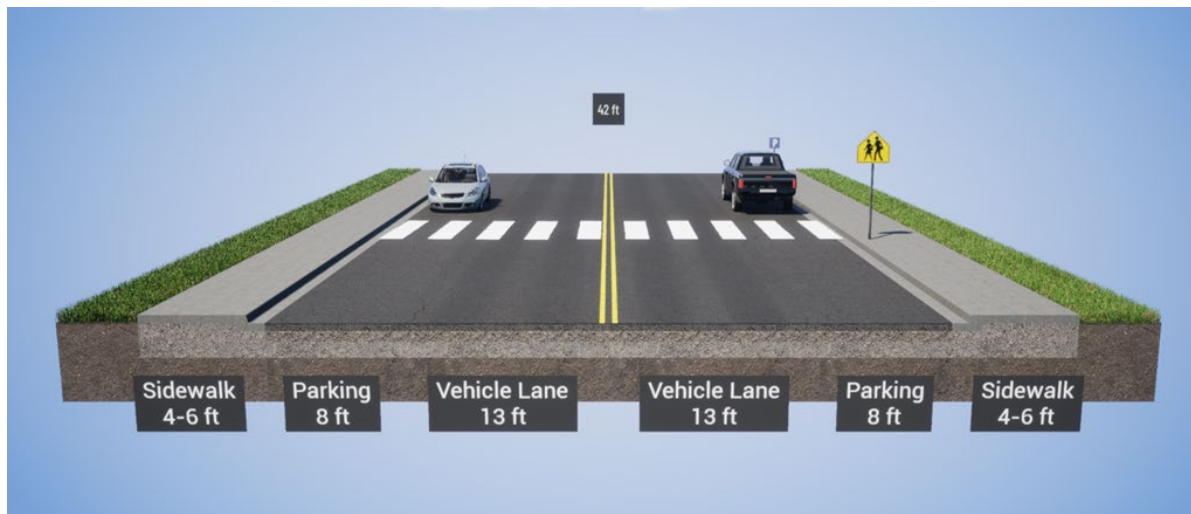
- Factor in physical constraints, cost and complexity of implementation, roadway comfort, and safety for all roadway users.
- Recommendations are proposed at two scales:
 - **Segment-level improvements:** A “typical” cross section generally applied to each segment
 - **Location-specific improvements:** Address specific safety and comfort issues like enhanced pedestrian crossings, traffic signal changes, and illumination
- Recommended improvements are categorized by phases for implementation:
 - Planned **near-term pavement improvements**
 - Other **shorter-term improvements** outside of planned pavement work
 - **Longer-term** improvements



Design Concepts: Segment 1A

St Johns Boulevard: Fourth Plain Boulevard to 29th Street

Existing Cross Section (left) and Proposed Concept Cross Section (right)

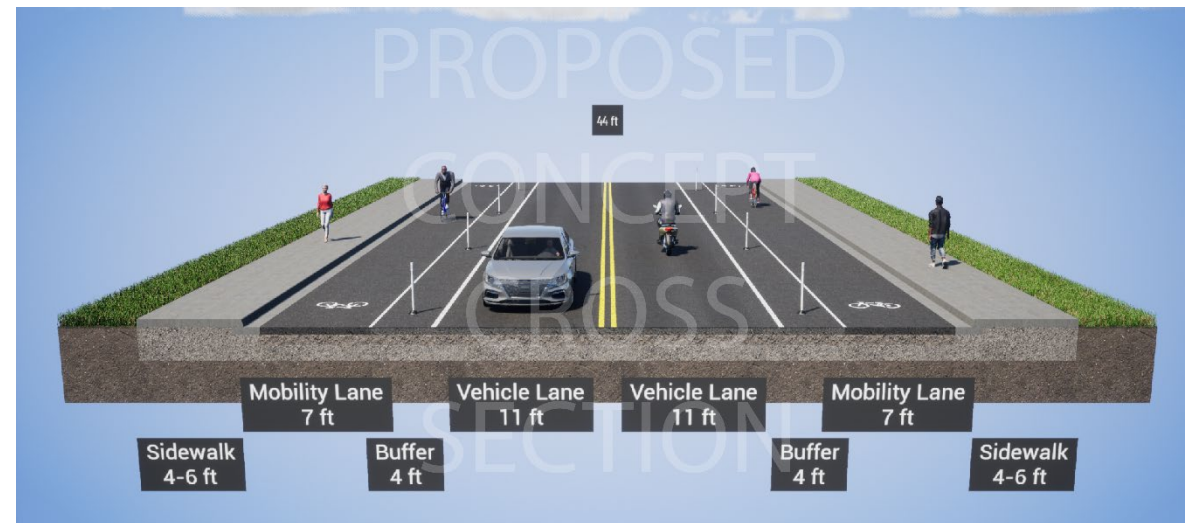
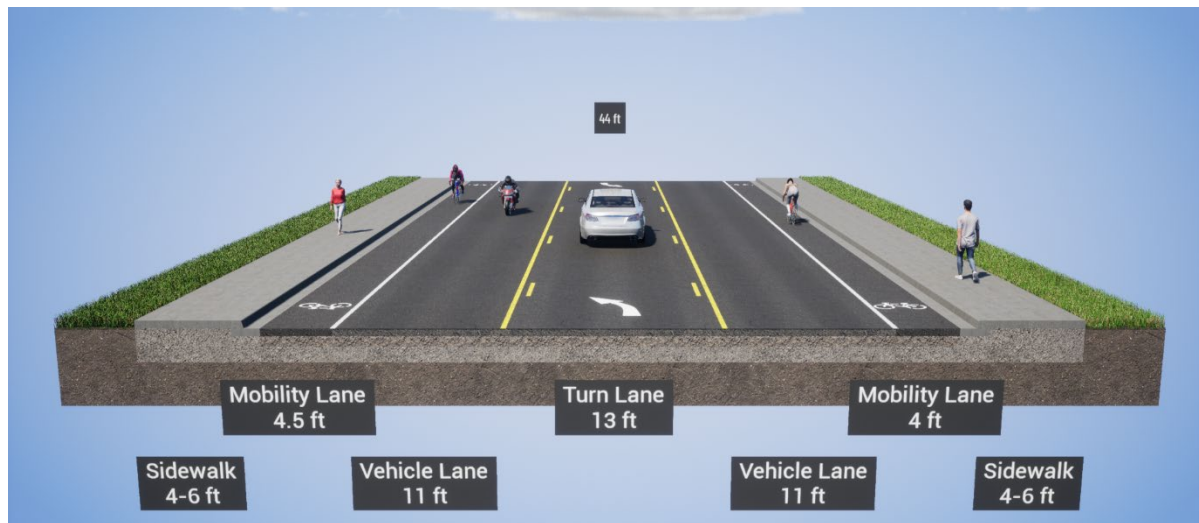


The proposed elements are protected mobility lanes, improved crosswalks, and narrowed travel lanes, final dimensions will be determined by survey.

Design Concepts: Segment 1B

Fort Vancouver Way: Fourth Plain Boulevard to 29th Street

Existing Cross Section (left) and Proposed Concept Cross Section (right)

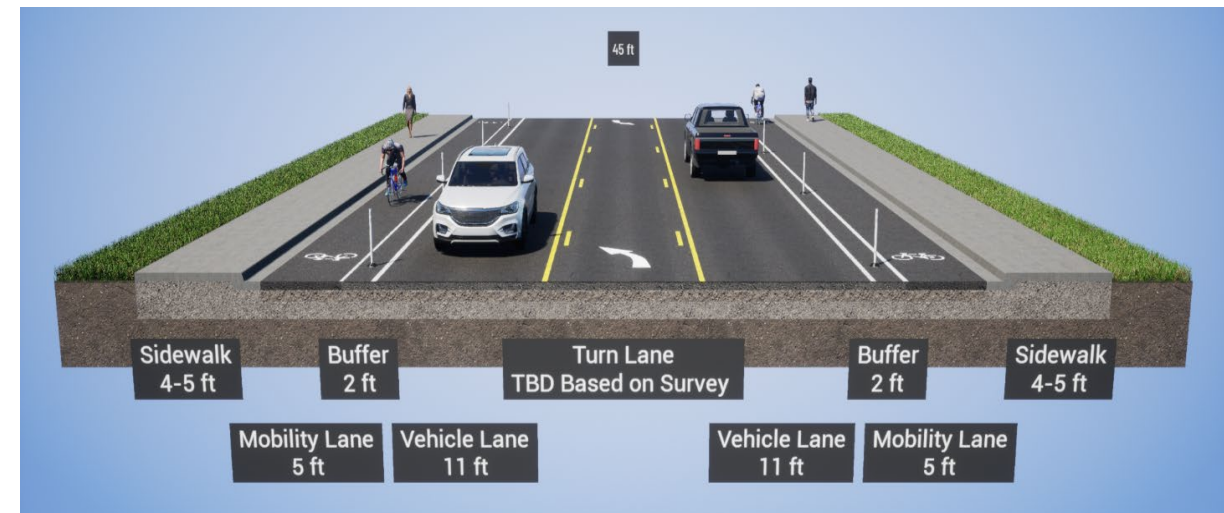
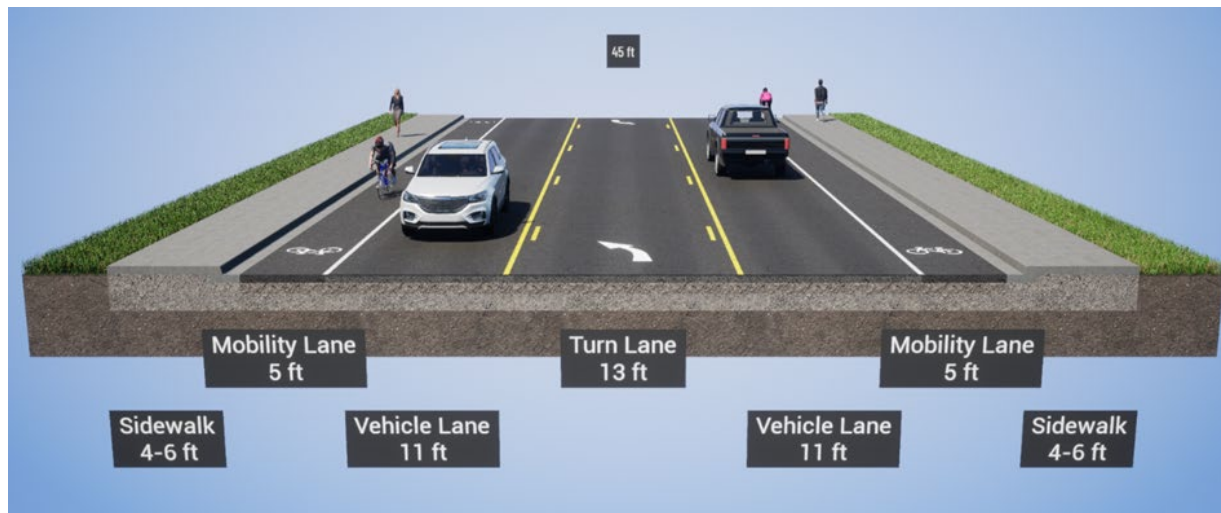


The proposed elements are protected mobility lanes and center turn lane removal, final dimensions will be determined by survey.

Design Concepts: Segment 2

St Johns Boulevard: Fort Vancouver Way to Petticoat Lane

Existing Cross Section (left) and Proposed Concept Cross Section (right)

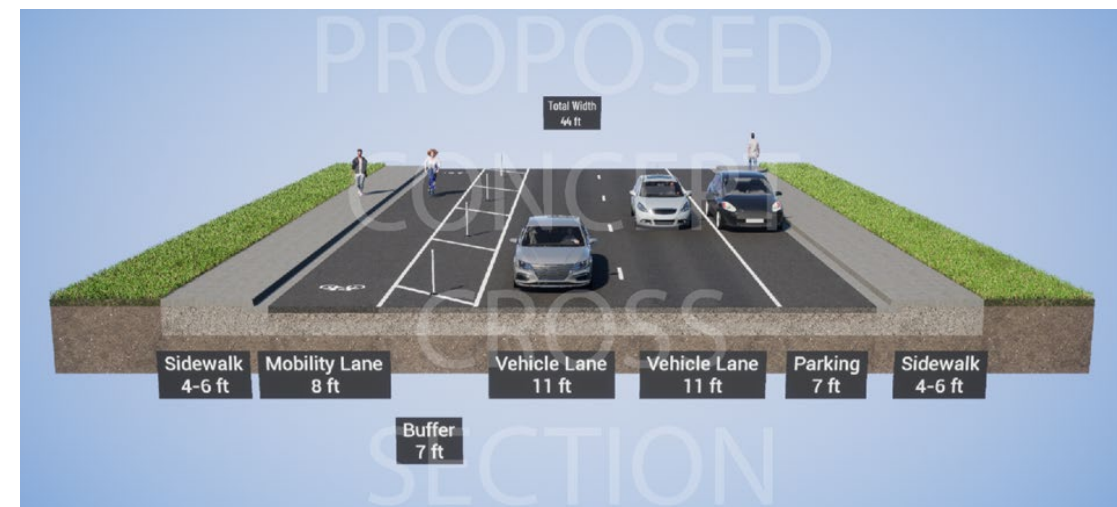
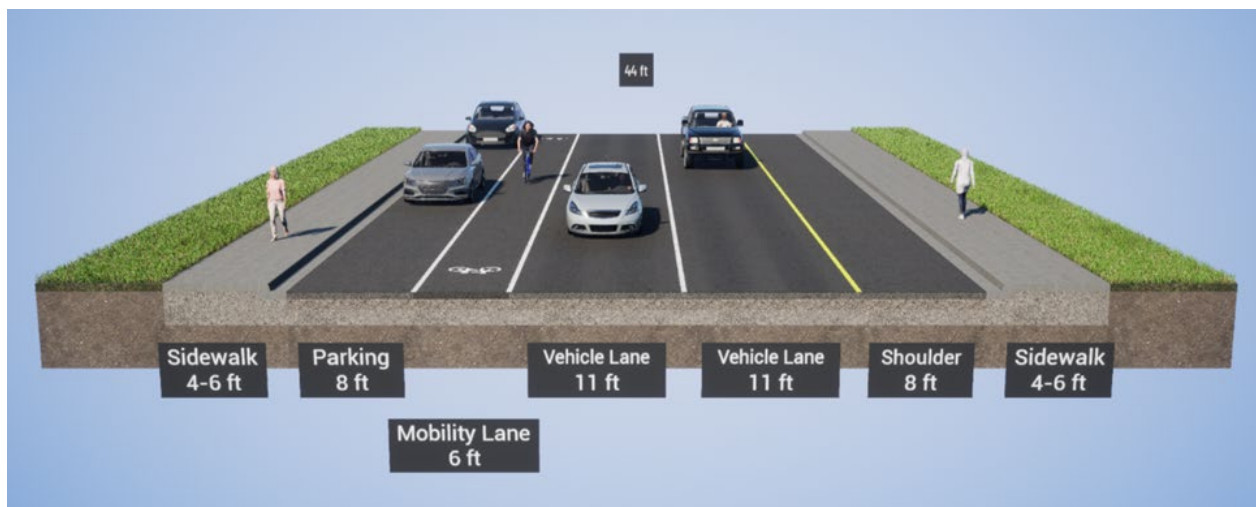


The proposed elements are protected mobility lanes and narrowed travel lanes, final dimensions will be determined by survey.

Design Concepts: Segment 3

St Johns Road and St James Road: Petticoat Lane to 49th Street

Existing Cross Section (left) and Proposed Concept Cross Section (right)



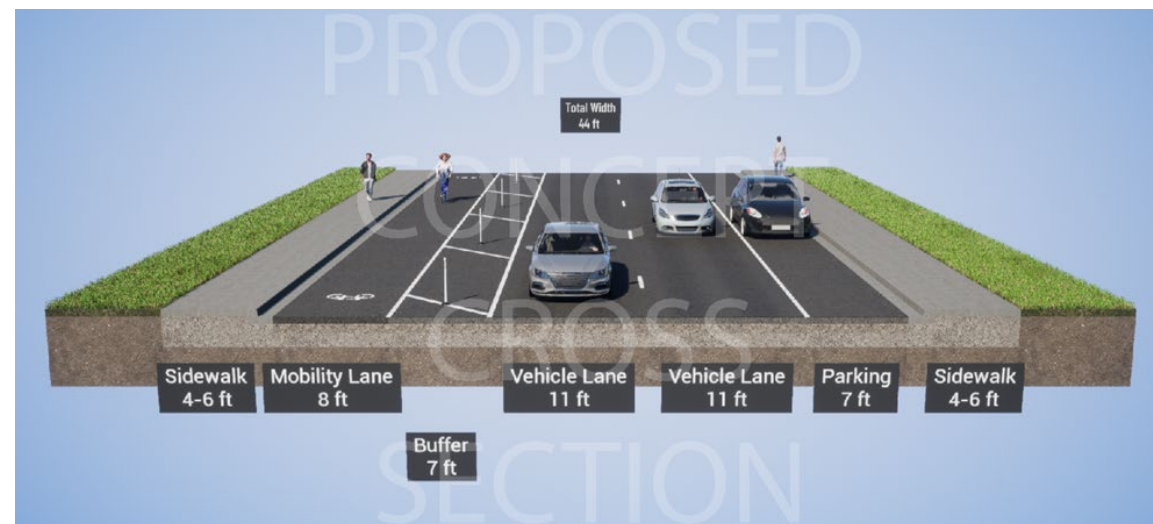
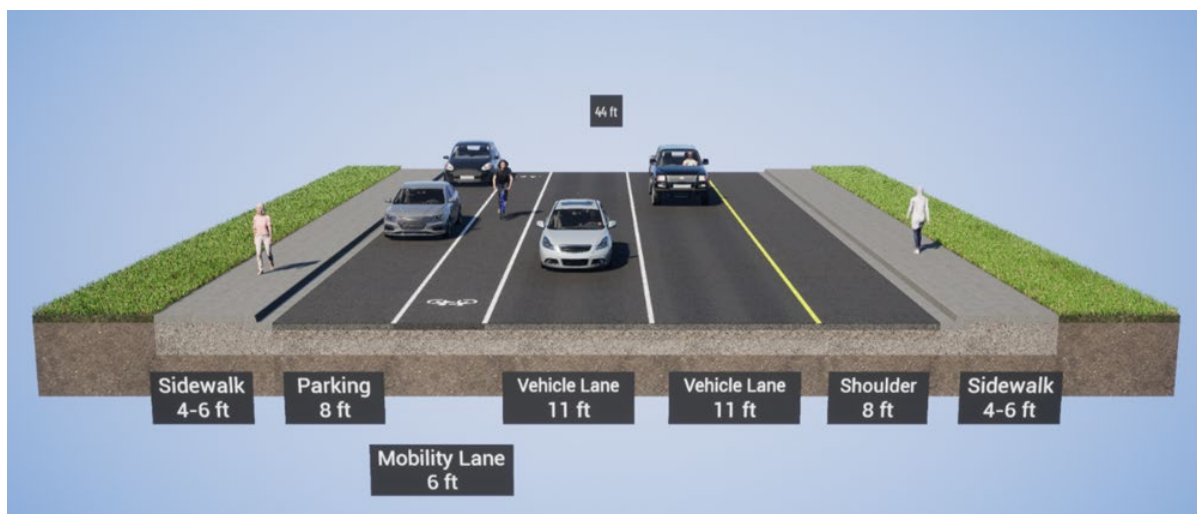
The proposed elements are protected mobility lanes and maintained parking lane, final dimensions will be determined by survey.



Design Concepts: Segment 4

St Johns Road and St James Road: 49th Street to Minnehaha Street

Existing Cross Section (left) and Proposed Concept Cross Section (right)

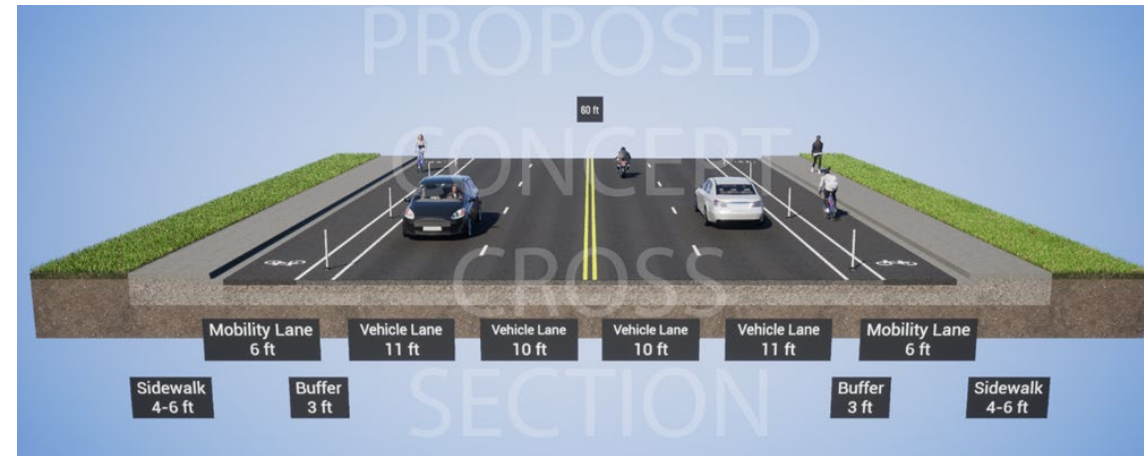
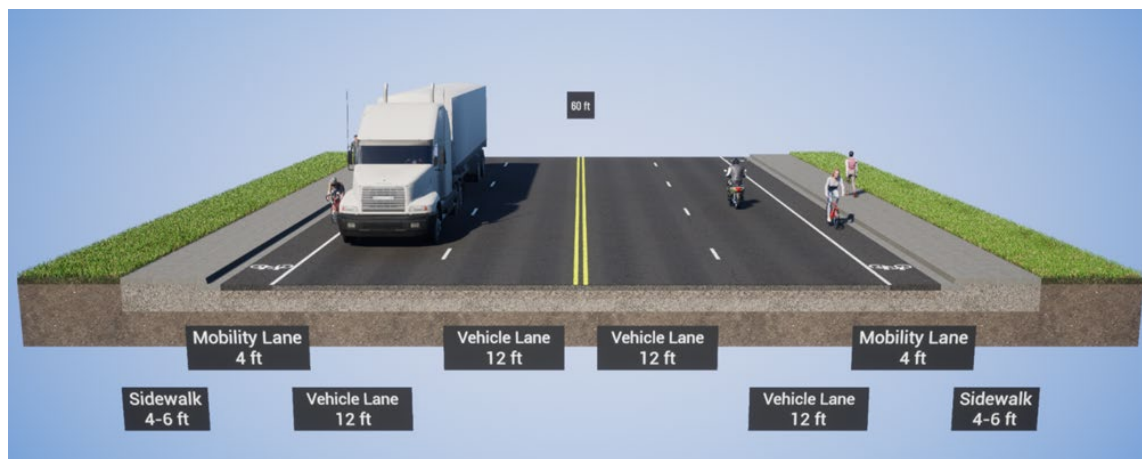


The proposed elements are protected mobility lanes and maintained parking lane, final dimensions will be determined by survey.

Design Concepts: Segment 5

St Johns Road: Minnehaha Street to NE 68th Street

Existing Cross Section (left) and Proposed Concept Cross Section (right)



The proposed elements are protected mobility lanes and narrowed shoulders, final dimensions will be determined by survey.



Recommendation

Endorse the St. Johns - St. James Safety and Mobility Project Concept Design Options Report to implement the recommendations outlined in the five corridor segments, including buffered and protected mobility lanes, new enhanced pedestrian crossings, lighting, sidewalk infill and traffic calming, through projects coordinated with planned pavement work and others in the near, short- and long-term.

