



Transportation and Mobility Commission Meeting Agenda

April 1, 2025

4:00 PM

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

<https://us02web.zoom.us/j/89499807796>

(253) 205-0468, Webinar ID: 894 9980 7796

1. Call to Order and Roll Call

2. Approval of Minutes

February 4th, 2025

3. Workshop

2025 Fall C-TRAN Service Updates Taylor Eidt, Deputy Director, C-TRAN Capital Projects and Planning

4. Workshop

2026-2031 Transportation Improvement Program Chris Malone, Public Works Finance and Asset Manager

5. Break 6:00 – 6:30 pm

6. Community Forum

To provide public testimony, please see instructions below.

7. Workshop

192nd Ave Complete Streets Project Update Laurel Priest, Associate Transportation Planner, Community Development Department; Ivar Christensen, Civil Engineer, Public Works Department

8. Commission and Staff Reports

Adjournment

Transportation and Mobility Commission

Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice-Chair*

Zack Gatton

Thinh Phan

Mario Raia

Sara Schmit

Devan Williams

Isaac Hamann

Michael Moore

David McCune

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

City Hall is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

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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, February 4th, 2025

4:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Jeananne Edwards, Ken Williams, Zack Gatton, Tinh Phan, Mario Raia, Sara Schmit, Devan Williams, Isaac Hamann, David McCune, Michael Moore

Commissioners Absent:

None

Staff Present: Kate Drennan, Transportation Planning Manager; Rebecca Kennedy, Deputy Director of Community Development; Kail Hibbs, Staff Liaison; Becky Rude, Staff Attorney

The meeting was called to order at 4:01 pm by Chair Edwards.

Motion by Commissioner K. Williams, second by Commissioner Raia to approve the December 3rd, 2024 minutes with one correction to the spelling of Grand Blvd carried unanimously by the commission.

Workshop: EV Charging/ Electrification Strategy

Stacey Dalgaard, Associate Climate Planner, City Manager's Office
Aaron Gooze with Fehr & Peers

Staff presented on the Citywide Electrification Strategy project. The presentation included information about the potential ownership roles that cities can take in expanding charging infrastructure, different market segments for charging infrastructure, and the state of the private development market. The Project team also talked about future phases of the Strategy and next steps in the Project.

Members

Jeananne Edwards

Chair

Ken Williams

Vice Chair

Zack Gatton

Tinh Phan

Mario Raia

Sara Schmit

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Commission discussion and staff responses:

- Given the need for increasing urban density, how will you encourage developers/ housing providers to adopt electrification -- not just for cars but also for bikes and scooters? Staff responded that the City has new requirements in local building codes and new development projects to include electrification.
- How will you determine the amount and type of charging systems and where they will be placed? Staff responded that the first phase of the project looks at this, and it's based on number of parking spots needed for a development, how people travel, different market adoption rates, and so on. Part of the analysis will look at gaps in the existing network, and where the private market won't serve.
- Where is the funding coming from to build and maintain the charging stations? Will it be charged through Clark Public Utilities and who will pay for that? Staff responded that there are a number of grants at the State and Federal level, but also there are examples of ways the City could support infrastructure that don't include building or maintaining them. The Strategy is looking at all of these options for the City's role moving forward.
- Will there be EV charging stations at schools? Staff responded that schools would be a great community access point and do appreciate raising the point that schools and students will be a target for engagement.
- Is there an estimate for how many chargers we have now? We don't have the number of chargers but know that there are 9000 Electric Vehicles registered in Clark County, not including visitors.
- Price of an electric vehicle is more of a luxury product. How will we expand this program and have conversations about equity and diversity when it comes to reaching out to underrepresented communities. Staff responded they are looking into carshare programs, and other forms of micromobility, such as scooters, bikes, and more efficient bus systems that meet emissions goals without luxury vehicle purchases and there is also a vibrant secondhand market for EV's at a lower price point. Staff also pointed out that low-income communities also tend to suffer the worst air quality tied to emissions so air quality improvements from emissions reductions do carry benefits to the wider community beyond EV owners.
- Does the city have any chargers? Staff responded that the City does not own any electric chargers.
- How are repair and theft and maintenance going to be funded, once the grant money runs out? Staff responded that City of Hillsboro does all their own maintenance and have been relatively successful with about 50 chargers.
- What is the financial responsibility or relationship between the City and local dealerships? If not, can we seek one? Staff responded that many dealerships in the area have chargers at them and they have been involved in the research but as of now there is no connection.
- Can you charge two vehicles at one time at one station? Staff responded simultaneous charging of multiple vehicles or mobility devices is currently being researched, but many chargers today have two ports for charging two vehicles at a time.
- Will there be a registration fee for EV owners to help pay for the maintenance of chargers in future? Staff responded that the market has changed very rapidly. EV chargers are profitable in very specific locations to get the most traffic and the most turnover. We are currently analyzing the role of the City in order to aid the public good, ensure folks do not get left behind in the changing market, and fill in the gaps in the EV network. We want to help clarify the 'Why' of the City's plan and direction moving forward. EV owners do pay a hefty registration fee, but that money is likely used for roadway maintenance to replace lost gas taxes.
- How do you plan to advocate for E-Bike charging? It would make sense to look at how to incorporate outlets at charging stations for bikes in addition to vehicles for both equity reasons and the forthcoming e-bike rebates from the State of Washington. Staff responded that they are currently trying to plan and analyze how other micro-mobility uses will be a part of the plan.
- How do we ensure equal access to chargers? Staff responded that they are currently trying to plan and analyze locations and access stipulations to balance where chargers would be most used, but also where gaps exist across the city.
- If EV owners do not pay gas taxes, the City is losing money. How will EV owners be held responsible because they are still using the roads, even if they are not paying gas taxes. Currently EV owners pay a larger registration fee for EV's, but consultants and staff are researching the changing market for electric vehicles and how they will continue to contribute to road maintenance. There was also

a concern about charging enough at charging stations to operate and maintain the infrastructure, without making them inaccessible to the community. The project's goals are to align with climate goals and equitable community use.

Workshop: Comprehensive Plan: Land Use Possibilities

Rebecca Kennedy, Deputy Community Development Director, Meredith Herbst, Associate Long-Range Planner, Community Development Department

Staff presented an update on the Land Use Possibilities of the Comprehensive Plan. These included a higher-level overview of place types, zoning updates, and goals for the 20-year plan per the anticipated increase in population. The Comprehensive Plan has policy goals of higher-density housing, increased employment, equity and inclusion, and safe and accessible mobility throughout the city.

Commission discussion and staff responses:

- Is there a possibility for less stairwells in buildings to accommodate larger units within new buildings without impacting fire safety? Having two stairwells typically pushes unit sizes to be primarily studio or 1-bedroom units which is not feasible for many families. Staff responded that all new buildings have sprinklers and have been approved for fire safety. We have received feedback about the need for more size variability in housing units and is being analyzed within the plan for higher density.
- Are there any thoughts about transit service to areas with high density and potential for access? Staff responded that C-Tran and the City work very closely together to plan for more efficient and better-served areas for existing and anticipated demand.
- With many remote workers living downtown, is there planning for less car ownership in higher-density areas. Staff responded that when they were looking at growth nodes, they were looking at zoning different types of development near each other to making driving trips are less necessary.
- Does the City have a specific plan for the old Vancouver Operations Center land? Staff responded that it is City-owned and will be communicating to residents and community members nearer to project planning. Currently soil remediation is taking place before redevelopment begins. Also, the plan for the old HP facility on 34th street is the future Vancouver Innovation Center (VIC) bringing housing, employment, and resources to the community.
- Can you speak more about the relationship between C-Tran and the City? Staff responded that we need transit to meet many of our goals with climate, equity, and accessible planning. While C-TRAN leads the way on planning and operating routes and service, the City supports that work by designing streets, sidewalks, signals, etc. that support transit reliability. Also, when C-Tran builds new Vine stations, the City and C-TRAN work together to ensure that sidewalk ramps are upgraded and that access to stations meet ADA standards.

Community Forum

- Israel Lopez commented on e-charging and possible stipulations for unlocked outlets, and infrastructure for public infrastructure for electric charging. He advocates for Hop cards, provided plugs and chargers.
- Jason Cromer commented on proximity, quality of life, lack of parking minimums, and land uses being analyzed in the comprehensive plan. He also commented on abolishing parking minimums and advocated for green spaces, housing, and better land uses.

Public Hearing: St Johns/St James Safety and Mobility Project

Emily Benoit, Senior Transportation Planner, Brett Setterfield, Associate Transportation Planner, Community Development

Staff presented a high-level overview of the Project including existing conditions, timeline, community engagement, design concept proposals, and long and short-term project recommendations to be voted on by the Commission.

Commission discussion and staff responses:

- Commissioner commented on the parking in segment 1A being moved away from the curb. They were concerned about exposure to moving objects on both sides of the car. Staff responded that this section of the corridor has the slowest speeds and lowest traffic volumes which minimizes exposure when exiting a parked vehicle. With this design, there is also better protection for bikes with 'buffered mobility lanes' meaning there is space for cars to open doors with less impact to the mobility lane and a space for a passenger to exit without standing in the mobility lane. Education will be part of the implementation of the design.
- On sections 3 and 4, the parking looks extremely narrow as opposed to the existing cross-section with parking on the other side. Why move parking to the other side when people are not as familiar with parking on that side of the street? Staff responded that the move to parking on the left side is to provide a safer exit for drivers exiting onto the sidewalk because every vehicle will have a driver. It's similar to left side parking on a one-way streets throughout the City. This also supports a safer mobility lane by removing parking conflicts and daylighting corners for safer right-hand turns for bikes and vehicles. The corner daylighting also improves safety for pedestrians at intersections.
- With parking on only one side of the street, will there be dedicated crosswalks at every intersection? Staff responded there is currently only parking on one side of the street so that aspect would not change. New crosswalks elsewhere are included in the proposed design plans.
- Will there be more daylighting at intersections? Staff responded that daylighting is proposed for every new intersection, crosswalk, and driveway on the corridor.
- Have we looked at the 29th intersection? Staff responded there are short-term and long-term plans for that intersection.
- Commissioner appreciated clarification that there is parking only on one side because they see cars parked on the shoulder all the time where parking is not meant to be.
- On page 18, there's two vehicle lanes up to Petticoat Lane, does that mean that the pedestrian crossing of the Burnt Bridge Creek Trail is only going to cross two lanes of traffic instead of four? Staff responded that that crossing would remain the same and technically this section is between 33rd and Fort Vancouver Way.
- Does the road get narrower near Minnehaha? Staff responded that the lanes are still the same, but there is no longer anything between them, so it appears narrower.
- When heading Southbound on St. Johns, there is a slip lane to Fourth Plain heading Westbound, but there is no mobility lane. Will cyclists need to cross over to turn? Staff responded that majority of traffic would be funneled SW towards the VA. The Plans recommends that cyclists cross the intersection by using the crosswalk and bike boxes to access the forthcoming two-way cycle track.
- For the sake of consistency, why not have Segment 3 design in Segment 1A? Staff responded that Segment 3 is a one-way whereas Segment 1A is a two-way meaning a different roadway configuration is needed.
- In Segment 1B, will businesses be impacted by the removal of the median turn lane? Staff responded that there the left-turn volumes don't meet thresholds that would trigger the need for keeping the left turn lane.
- Commissioner commented that they wish there could be connections with the County as well as a redesign of the SR500 interchange. Staff responded this project does stop at the City limits, but it is on the Clark County bike map and the City is in coordination with the county on mobility connectivity in future.
- Will there be sidewalks up to the railroad tracks near 68th St? Staff responded that the plan recommends adding sidewalk infill North of petticoat and St. Johns and near the Minnehaha C-Tran stop.
- Commissioner remarked that in existing conditions riding down St. James on a bike, the intersection of Cherry Rd is unnerving going down the hill where there is little daylighting or visibility for cyclists and pedestrians. Is there a plan for daylighting or better sight distance with the proposed bike lane being closer to the curb? Staff responded that they are currently analyzing that intersection for sight distance and safer right turns.

Public Testimony

- Tabor Kelly commented on the proposed changes leading to safer mobility for cyclists and better access to local businesses leading to more community engagement and economic vitality.
- Jonathan Wheeler commented as a transit user and cyclist on this corridor. They remarked on the lack of sidewalks and mobility buffers in existing conditions and is grateful for the proposed changes to lead to safer conditions and more accessible infrastructure.
- Alyssa Wheeler commented on the proposed changes and is in favor of the plan to increase safety and mobility infrastructure.

Commission Deliberation and Staff Responses

- Commissioner Raia presented concerns of the parking moving to the other side in section 1b. Other than that, Commissioner Raia was in favor.
- Commissioner Hamann was in favor of the proposed plans.
- Commissioner Williams is in favor of the plans and advocated for the proposed daylighting and illumination plans.
- Commissioner McCune was in favor of the plan and grateful for increased bike safety.
- Commissioner Moore was in favor of the parking on the left of the roadway within the uniqueness of the one-way direction.
- Commissioner Gatton was in favor of the plans but advocated for the removal of the slip lane on 33rd, and the SR 500 interchange.
- Commissioner Schmit is in favor of the plans.
- Vice-Chair Williams is in favor of the plans but not the timeline.
- Chair Edwards is in favor and grateful for the traffic calming due to the high speeds and wide lanes on the corridor in need of traffic calming.

Motion by Commissioner Moore, second by Commissioner Gatton to recommend 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.

Roll Call Vote

Commissioner Gatton	Yes
Commission Phan	Yes
Commissioner Raia	Yes
Commissioner Schmit	Yes
Commissioner Williams	Yes
Commissioner Hamann	Yes
Commissioner McCune	Yes
Commissioner Moore	Yes
Vice Chair Williams	Yes
Chair Edwards	Yes

The Motion carries unanimously.

Staff Communication

- Traffic Calming Program is ready for community input on the City of Vancouver website.
- 2045 Comprehensive Plan Draft Environmental Impact Statement is accepting feedback.

Commission Communication

- Staff will share the Comprehensive Plan maps and documents with the Commission.
- Commissioner shared a concern and asked if pedestrian and cyclist fatalities and safety concerns are in the scope of the Transportation and Mobility Commission? Staff responded that a lot of the work coming out of Complete Streets and Local Road Safety Plan use crash data and analysis to address the safety issues through projects that come before the Transportation and Mobility Commission.
- Commissioners asked that construction signs in bike lanes and sidewalks be removed.

The meeting adjourned at 7:40pm.

Jeananne Edwards, Chair

C-TRAN

Fall 2025 Service Change Concepts

City of Vancouver Transportation and Mobility Commission

Taylor Eidt

C-TRAN Deputy Director of Capital Projects & Planning

April 1, 2025



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Why make changes?



Continue service delivery rate of >99% of scheduled trips



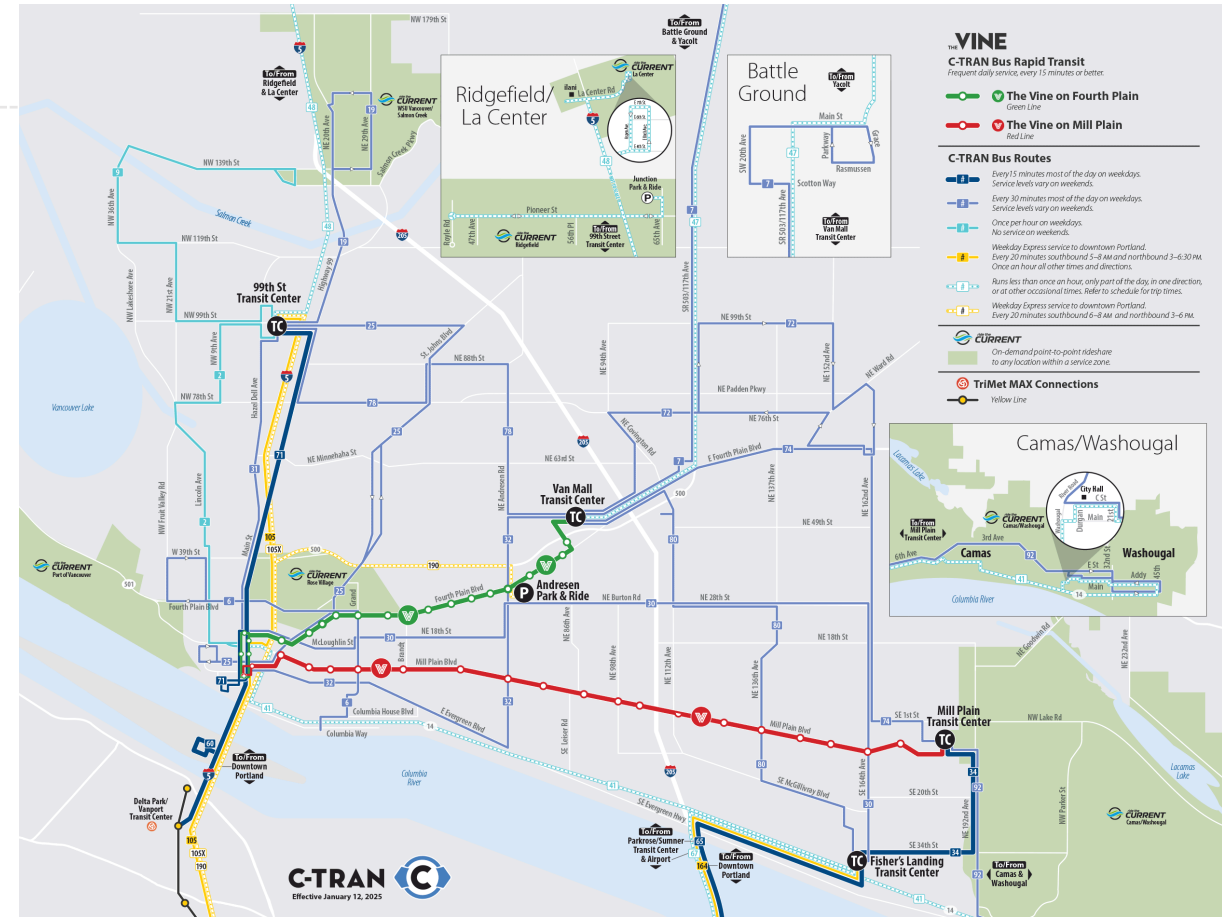
Service expansion to fill long-standing service gaps



Adjust service to better match travel patterns and ridership demand



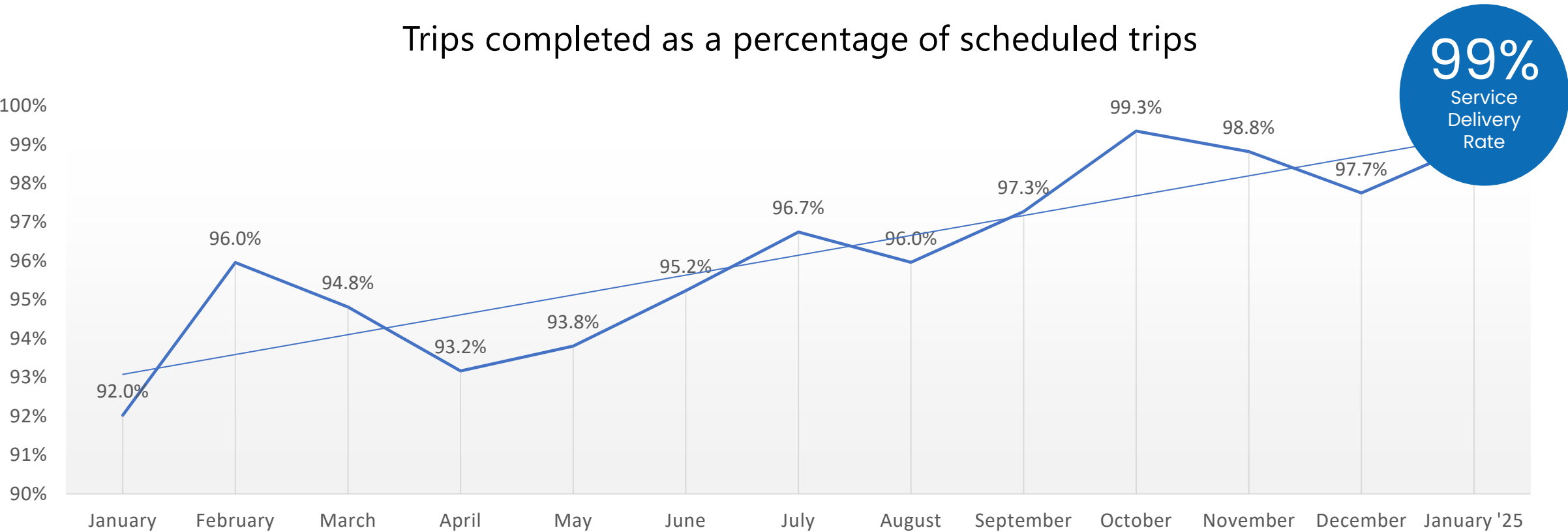
Grow rider base on future Vine corridors



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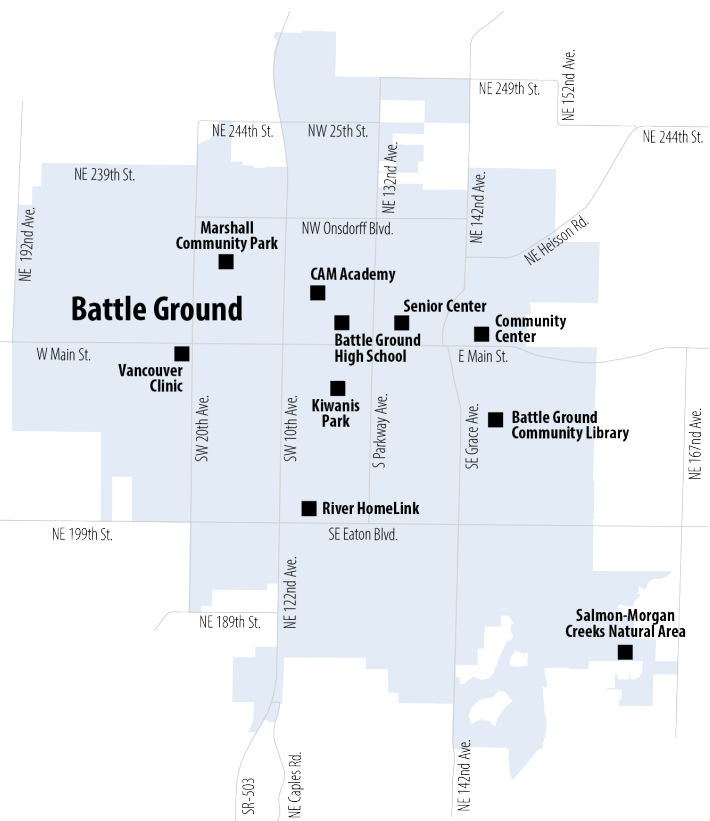
Service Delivery

Trips completed as a percentage of scheduled trips



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New Zone - The Current



Description: Create a new service zone for The Current in Battle Ground.

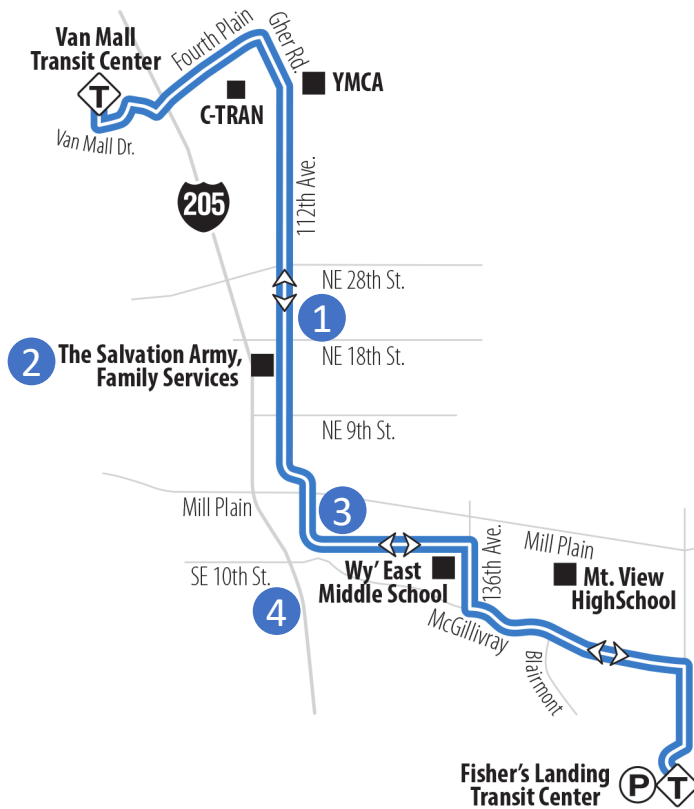
- Establish Battle Ground City Limits (PTBA boundary) as zone boundary, consistent with other citywide zones.
- 7-day a week service consistent with other citywide zones.
 - 5:30am-7pm weekdays, 8am-6pm weekends
- No changes to Route 7 are recommended at this time.

Purpose: The Current will provide on-demand, curb-to-curb, shared-vehicle transit trips within Battle Ground. The service will be available for general use with no eligibility restrictions.



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New Route - Route 12



Description: Establish a new route operating at 30-minute weekday and 60-minute weekend frequency between Van Mall Transit Center and Fisher's Landing Transit Center via Fourth Plain, 112th Avenue, 7th Street, 136th Avenue, and McGillivray.

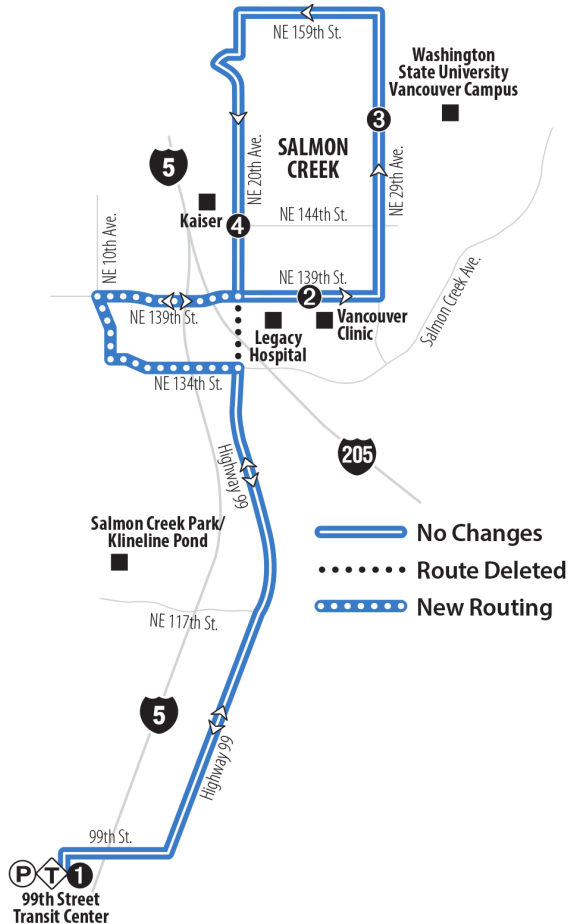
Purpose: Serve a corridor that has experienced significant recent growth.

- 1 Four Seasons neighborhood has experienced the most housing unit growth anywhere in Clark County between 2010 and 2025.
- 2 Salvation Army Family Services at NE 112th Avenue & 14th Street.
- 3 Employment and retail including grocery stores at Chkalov and Mill Plain.
- 4 Ellsworth Springs is the most dense and populated neighborhood in Clark County that is not currently within ½ mile of C-TRAN service.



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Route 19



Description: Reroute trips to and from 99th Street Transit Center and WSU Vancouver into the Salmon Creek neighborhood via 20th Avenue, 139th Street, 10th Avenue, 134th Street, Highway 99. Add 4 weekday roundtrips.

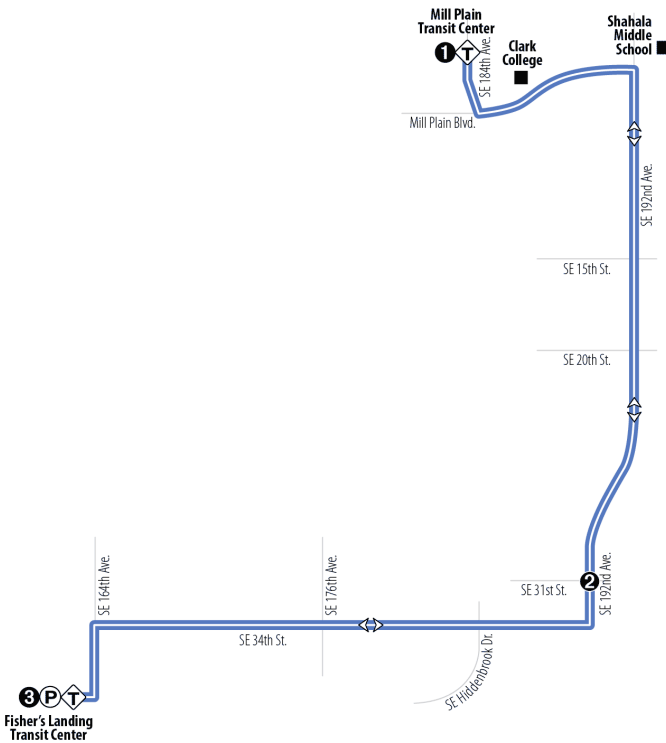
Purpose:

- Create connections between residential and retail, across I-5.
- Build ridership along future Highway 99 BRT alignment.
- Restore fixed-route connection between 99th Street Transit Center and Salmon Creek.
- Increase weekday mid-day service with buses running every 30 minutes from about 7am and 5pm.
- Expand weekend service with buses running from about 8am to 8pm.



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Route 34



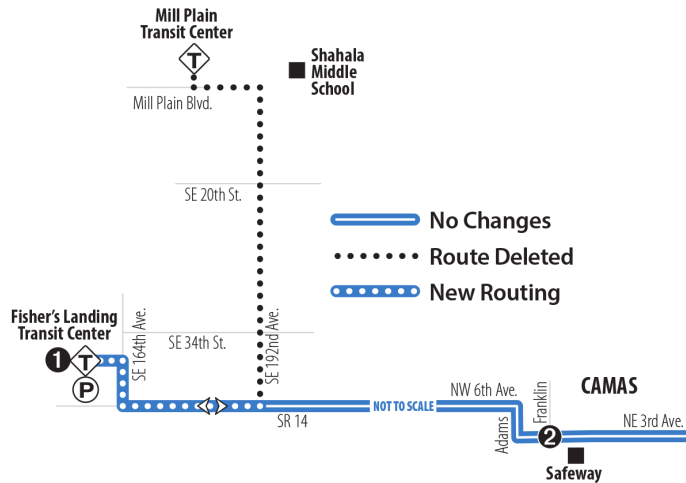
Description: Reduce weekday peak frequency to 30 minutes.

- Route is performing below expectations.
- Riders are transferring earlier than anticipated on Mill Plain at 136th Ave and 164th Ave, rather than using timed transfer at Mill Plain Transit Center.
- Service Standards recommend modifications to improve performance.
- Corridor ridership is consistent with 2023 ridership. Proposed service will match that service, with expanded span and improved weekend frequency.



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Route 92



Description: Reroute western terminus back to Fisher's Landing Transit Center.

- Ridership trends, transfer patterns, and ridership on The Current indicate higher than anticipated demand for fixed-route connections to Regional & Express.
- Reduce demand on The Current for trips that could be served by Fixed-Route, increasing local trip availability.
- Determination will be backed by significant online, onboard, and stop based engagement.
- Frequency or span would not be impacted by this change.



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Address Service Gaps

Route 7

Route 7: Expand weekday service past about 9pm and weekend service with buses running from before 7am to about 9pm.

Route 25

Route 25: Expand weekend service with buses running from about 7am to 7pm.

Route 65

Route 65: Restructure weekday peak periods to match demand. Extend morning peak from 8am to 10am, shorten evening peak from 9:15pm to 7pm.

Route 71

Route 71: Adjust Saturday morning schedules to better serve riders. Add one Sunday morning trip.

Route 72

Route 72: Increase weekday mid-day service with buses running every 30 minutes from about 6am and 7pm.

Route 74

Route 74: Increase weekday morning and evening service with buses running every 30 minutes from about 6am and 8pm.

Route 78

Route 78: Increase weekday mid-day service with buses running every 30 minutes from about 6am and 7pm.

Route 80

Route 80: Expand weekend service with buses running from about 6am to 9pm.



Next Steps

- March 11
 - Concept Introduction
- March – April
 - Public engagement
- May/June
 - Public Hearing
- June/July
 - Board adoption
- September 14
 - Start of service

Engagement Opportunities

- March 25 from 4-6 PM, Battle Ground Community Library
- March 27 from 4–6 PM, Vancouver Community Library
- April 2 from Noon–2 PM, Fisher’s Landing Transit Center

www.c-tran.com/2025-concepts



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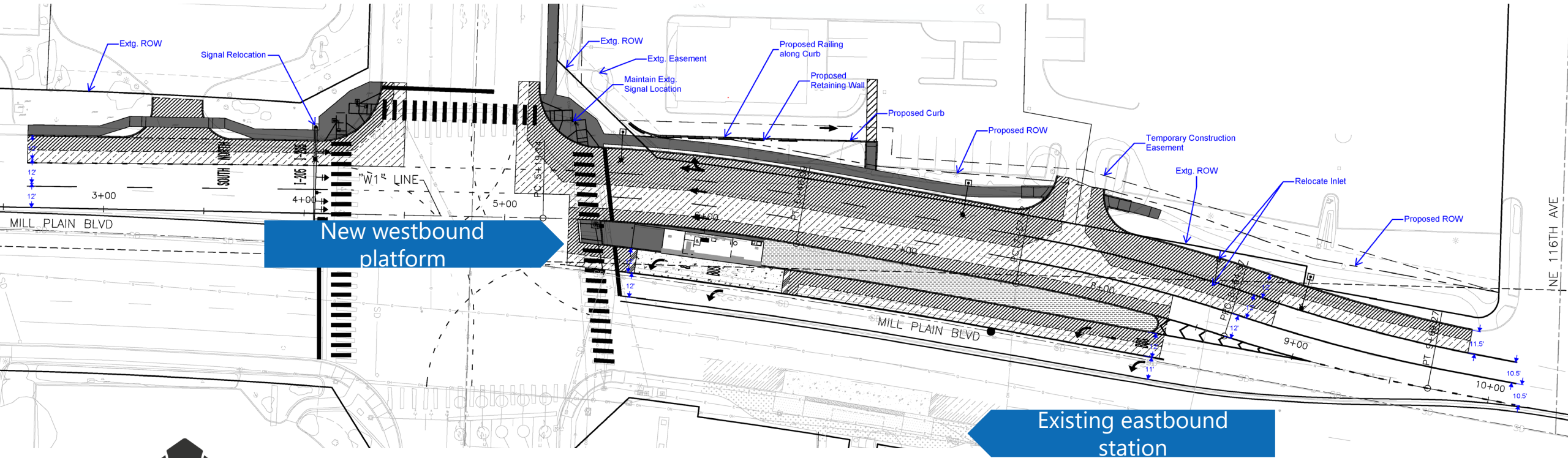
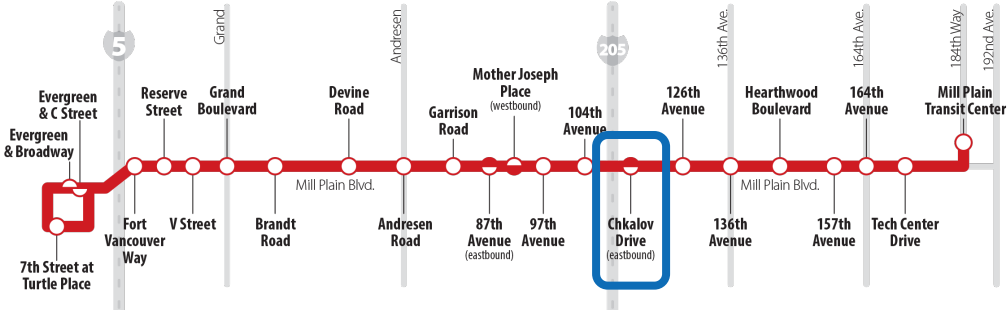
Bus Rapid Transit (BRT) Project Update

- The Vine on Mill Plain Chkalov Westbound Station Infill
- The Vine on Highway 99 (Purple Line)
- Fourth Plain BRT Extension



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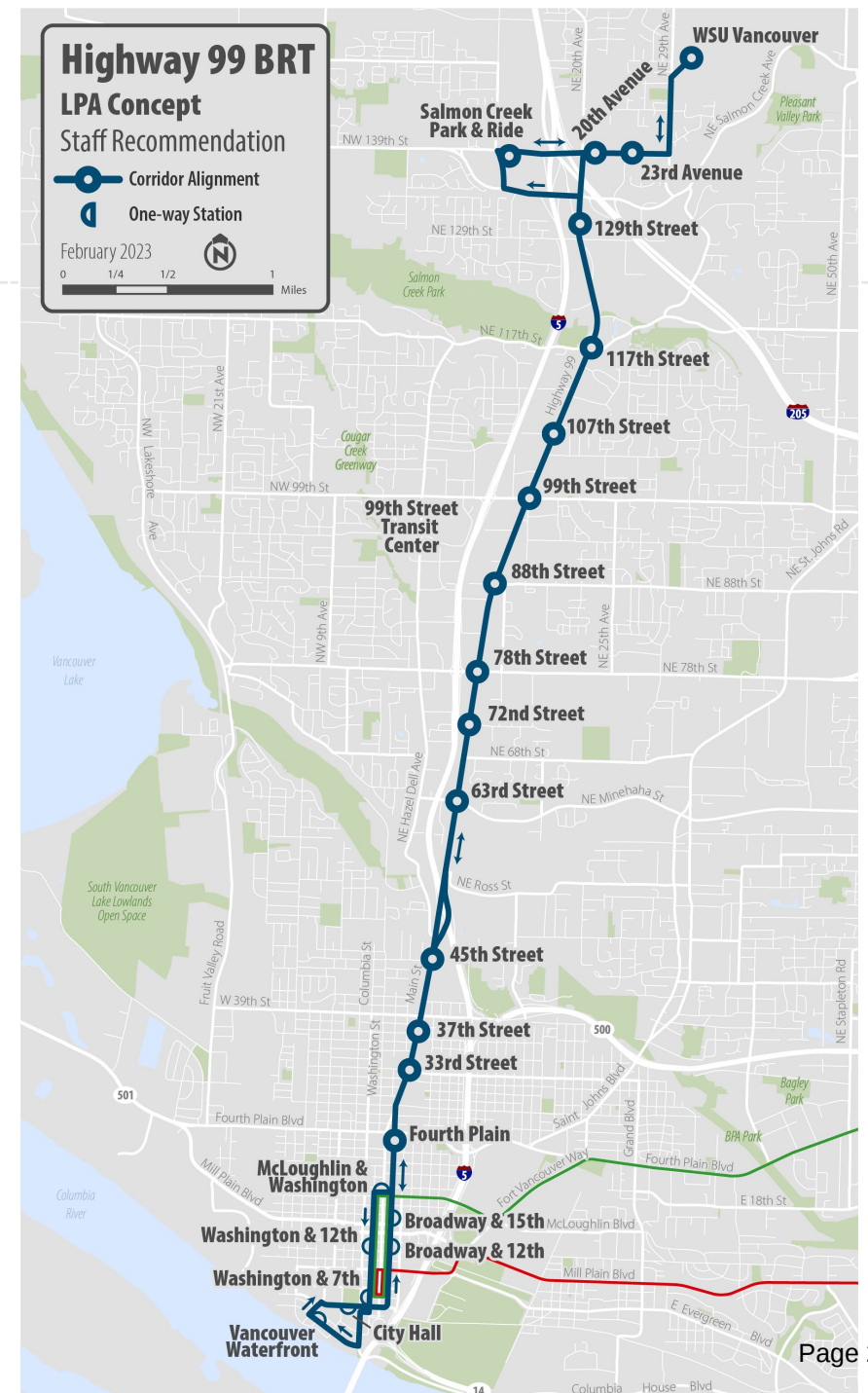
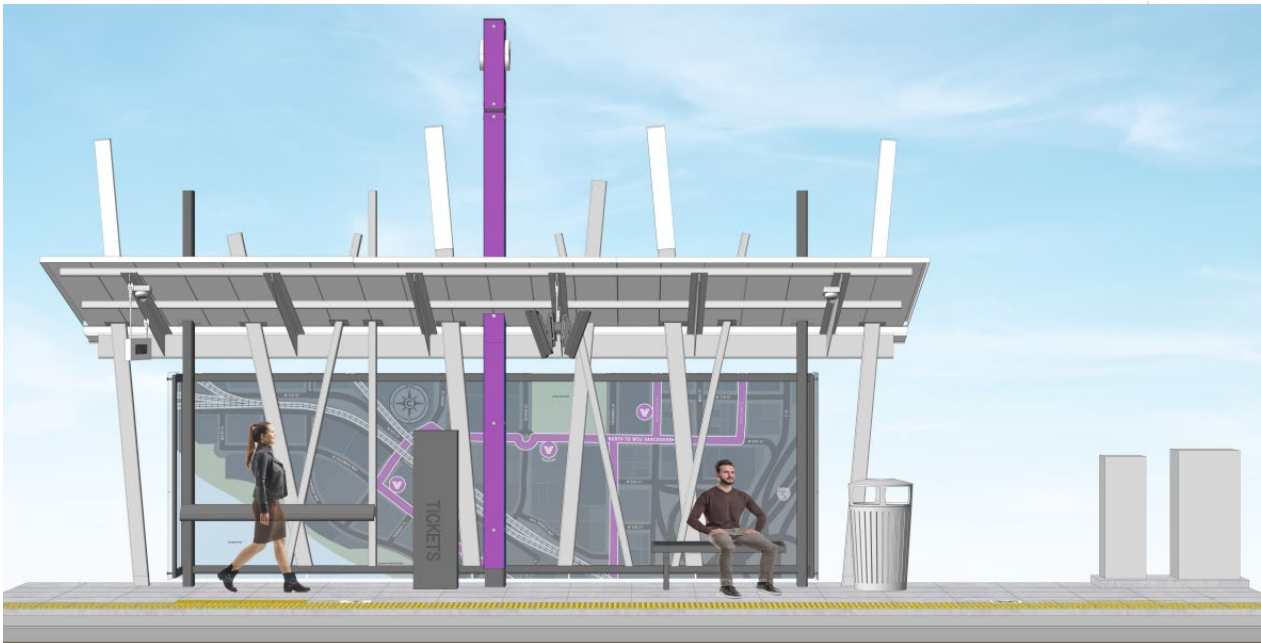
Chkalov Westbound



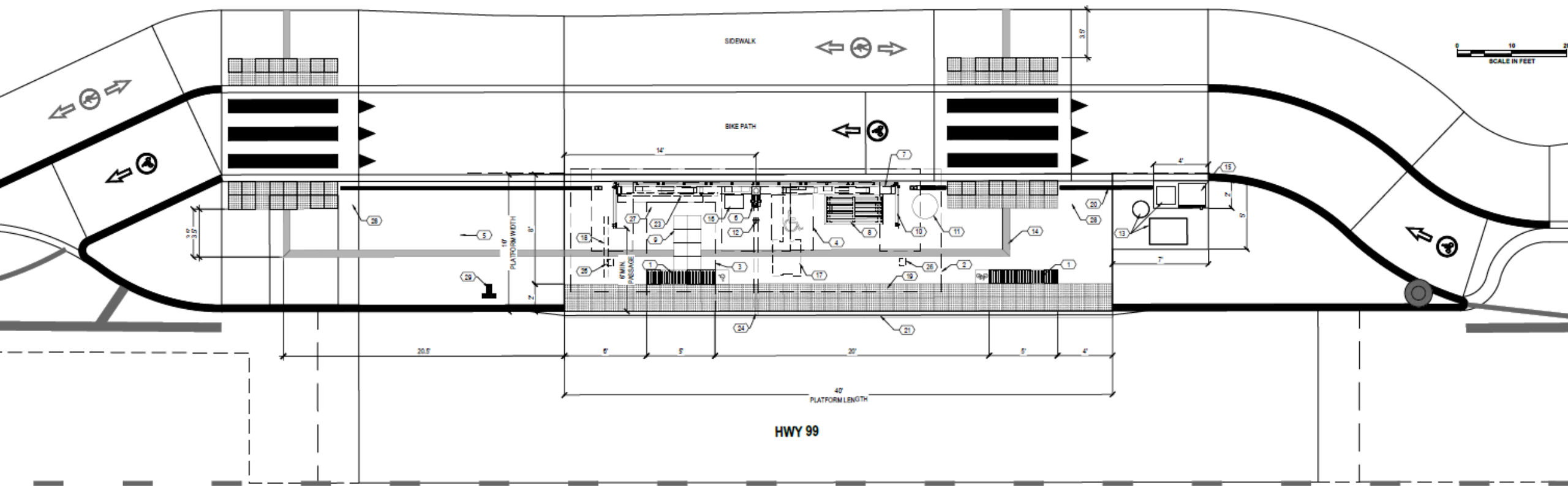
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The Vine on Highway 99

- **Alignment:** Highway 99/Main Street
- **Length:** 10 miles
- **Northern Terminus:** WSU Vancouver
- **Southern Terminus:** Vancouver Waterfront
- **Stations:** 33 new & 4 existing

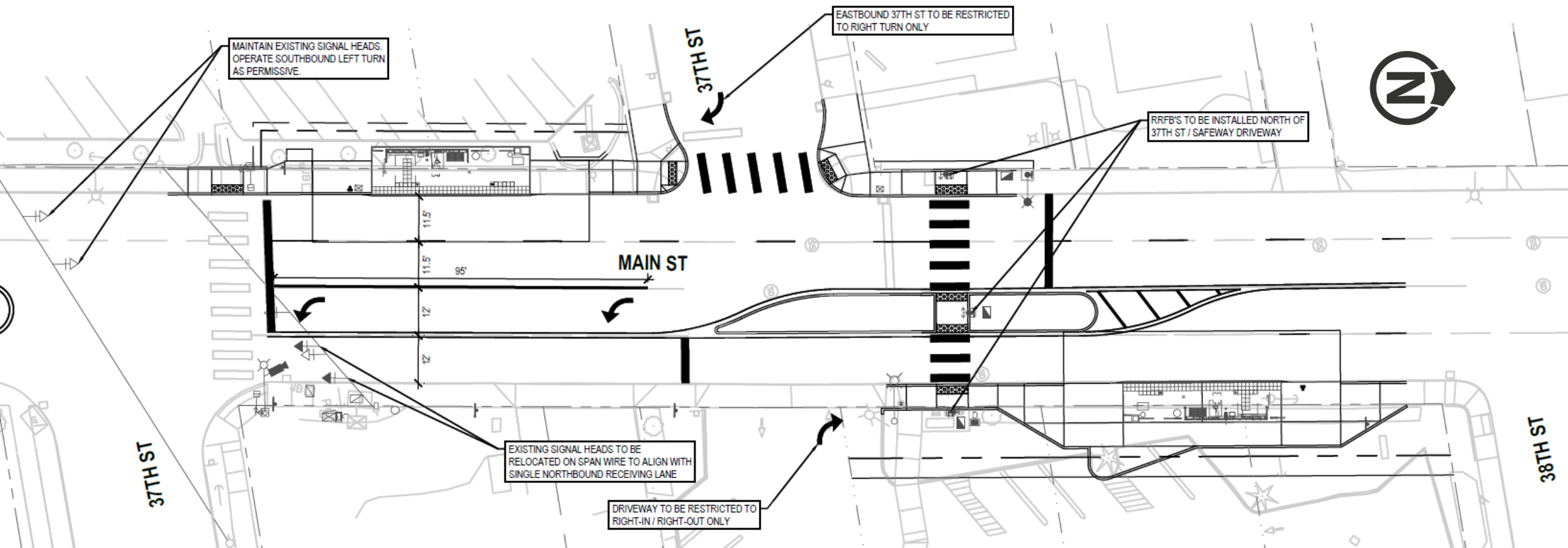


Conflict Reduction

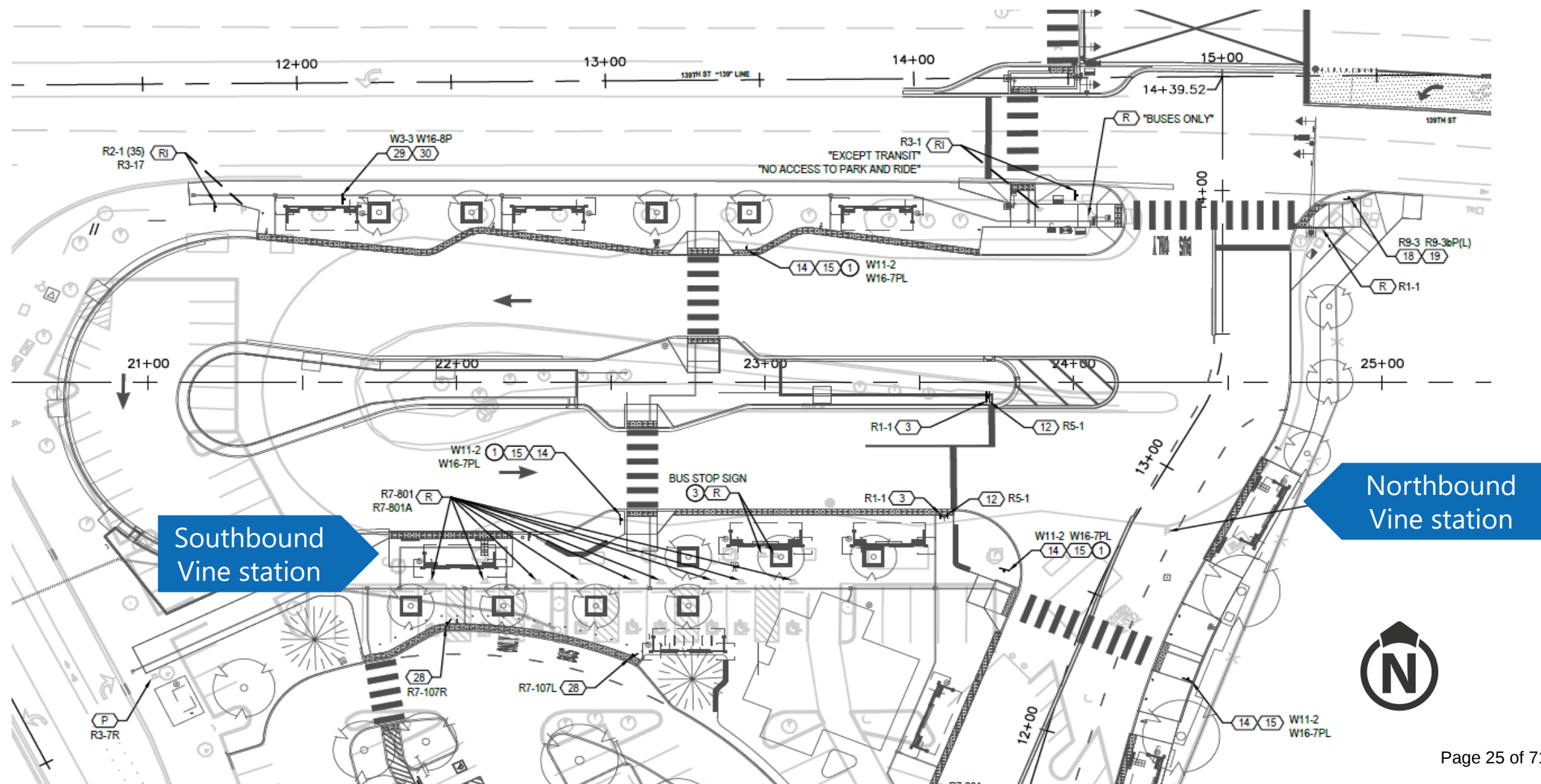


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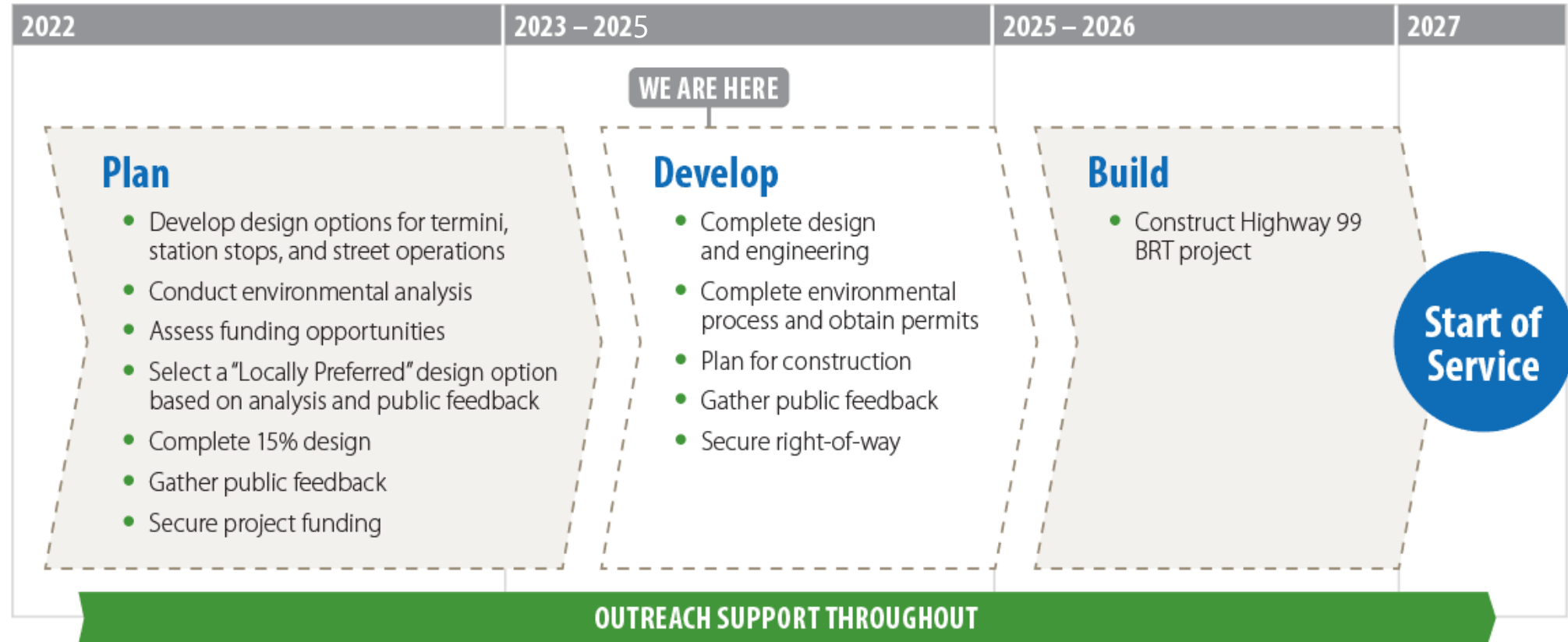
Improved station access



Salmon Creek Transit Center



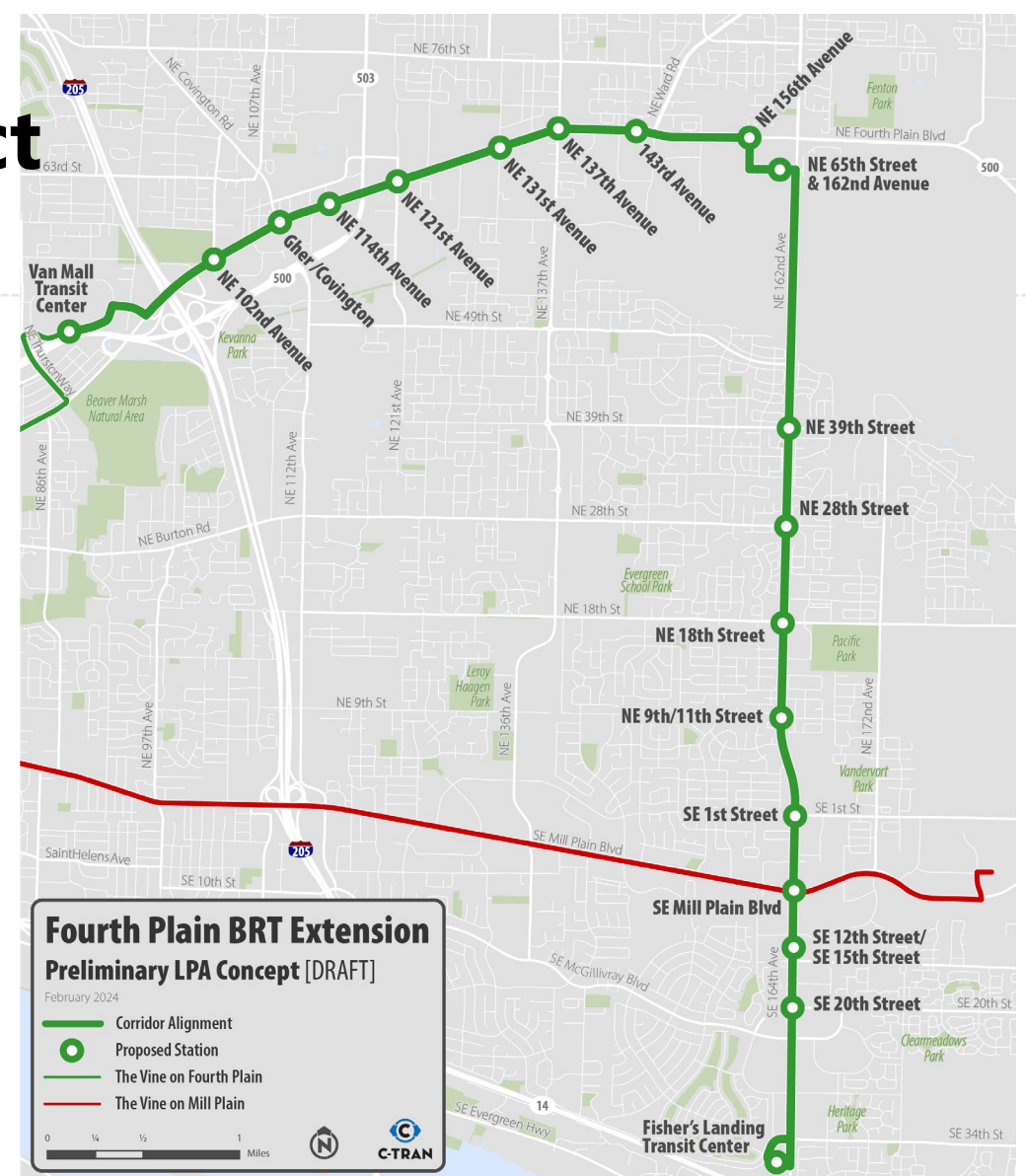
Highway 99 Timeline



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Fourth Plain BRT Extension Project

- **Adopted April 2024**
- **Alignment:** Fourth Plain & 162nd Avenue/164th Avenue
- **Length:** 9 miles
- **Northern Terminus:** Van Mall Transit Center
- **Southern Terminus:** Fisher's Landing Transit Center
- **Stations:** 34 new stations, BRT modifications at Fisher's Landing, Van Mall TC
- **Travel Time Estimate:** Approximately 35 minutes each way



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Discussion

Contact:

Taylor Eidt

C-TRAN Deputy Director of Capital Projects & Planning

taylor.eidt@c-tran.org



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DATE: April 1, 2025

TO: Chair Edwards and Transportation and Mobility Commissioners

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

RE: **C-TRAN Fall 2025 Service Change**

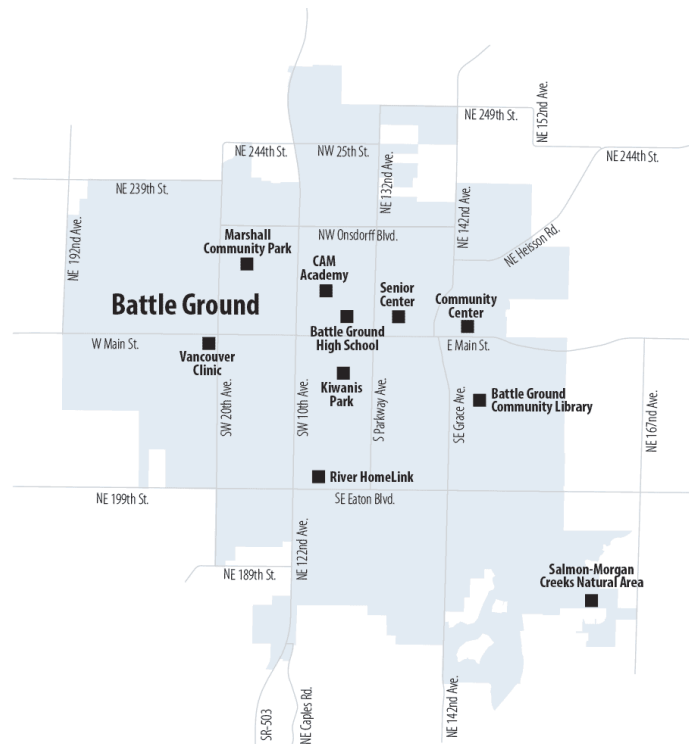
Introduction

C-TRAN is proposing a series of service change concepts for Fall 2025 that will expand service in some areas, while making other adjustments to better align with travel patterns and demand. The changes will help boost reliability, ensuring that C-TRAN continues to deliver more than 99 percent of scheduled trips. All told, the concepts are an investment of thousands of hours of additional service to improve connections and provide better transit service.

The presentation will also provide a brief update on C-TRAN Bus Rapid Transit (BRT) Project Status for The Vine on Mill Plain Chkalov Westbound Station Infill Station, The Vine on Highway 99 (Purple Line), and the Fourth Plain BRT Extension Project.

Concept Overview

The Current in Battle Ground: Expand The Current with a new service zone covering Battle Ground. The zone boundary would mirror the city limits of Battle Ground. Service would operate seven days per week, and hours would be consistent with other service zones: 5:30 AM to 7 PM weekdays, 8 AM to 6 PM weekends. Route 7 would continue to operate as it does today.

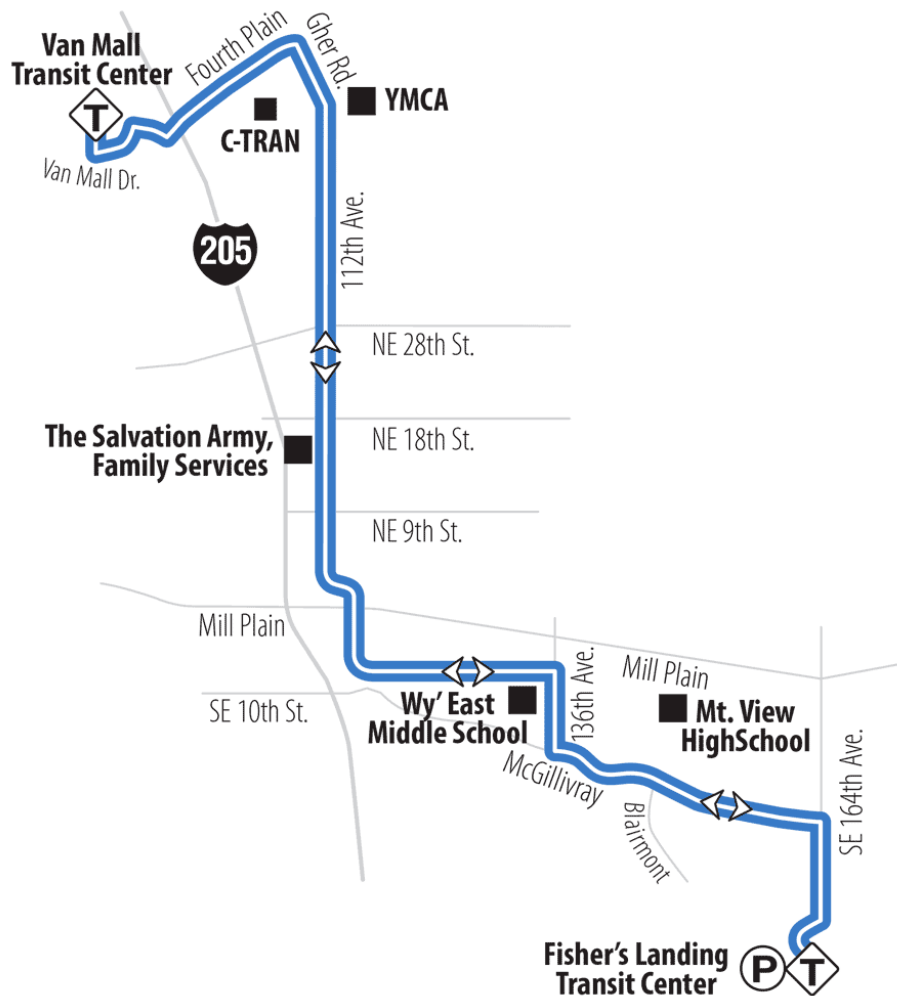


C-TRAN Fall 2025 Service Change

April 1, 2025

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Route 12 (new route): Establish a new Route 12 between Vancouver Mall Transit Center and Fisher's Landing Transit Center via NE Fourth Plain Boulevard, NE 112th Avenue/Chkalov Drive, SE Seventh Street, SE 136th Avenue and SE McGillivray Boulevard. The new route would serve areas that have seen significant growth and development in recent years, particularly along the 112th Avenue corridor, connecting to major employment and retail destinations. Route 12 would operate seven days per week, at 30-minute frequency on weekdays and 60-minute frequency on weekends.

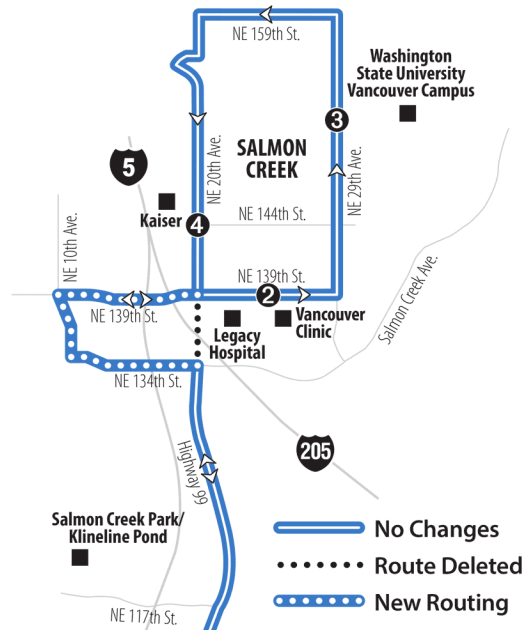


C-TRAN Fall 2025 Service Change

April 1, 2025

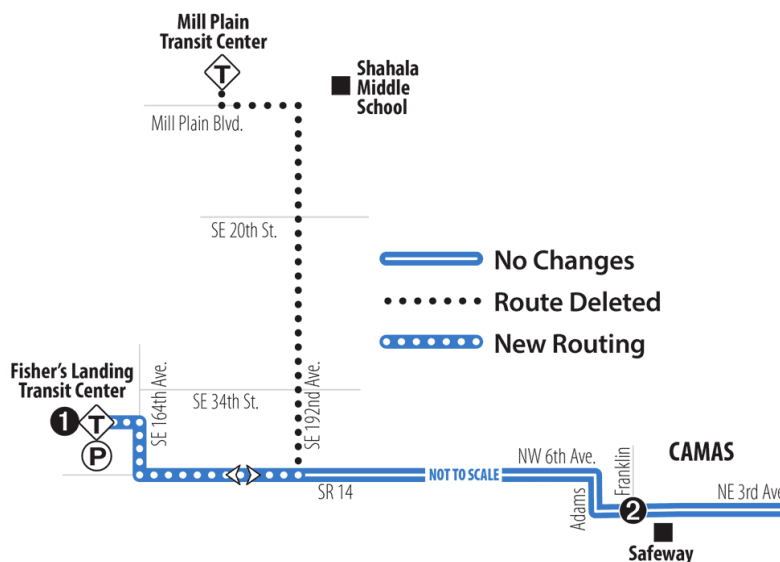
Page 3 of 4

Route 19: Realign to serve new segments of NE 134th Street, NE 10th Avenue and NE 139th Street in Salmon Creek. This would mirror the future alignment of The Vine on Highway 99; no existing Route 19 stops would be removed. Increase weekday mid-day service with buses running every 30 minutes from about 7am and 5pm. Expand weekend service with buses running from about 8 AM to 8 PM.



Route 92: Realign the western terminus from Mill Plain Transit Center back to Fisher's Landing Transit Center, matching travel patterns and demand. No other changes to frequency or span of service are recommended. To collect additional rider and community feedback on the change, C-TRAN has created a survey that is being distributed at stops, onboard buses, through subscriber distributions, and on platforms.

- [Route 92 Survey \(English\)](#)
- [Route 92 Survey \(Español\)](#)



C-TRAN Fall 2025 Service Change

April 1, 2025

Page 4 of 4

Additional service: Additional trips would be added to the following routes to address service gaps and increase frequency:

- **Route 7:** Expand weekday service past about 9 PM and weekend service with buses running from before 7AM to about 9 PM.
- **Route 25:** Expand weekend service with buses running from about 7 AM to 7 PM.
- **Route 34:** Reduce weekday frequency to run every 30 minutes, to match existing demand and ridership.
- **Route 65:** Shift peak frequency to match demand. Morning peak of 15-minute frequency would extend until 10 AM; evening peak of 15-minute frequency would shorten to end at 7 PM. Total span of service would remain unchanged.
- **Route 71:** Adjust Saturday morning schedules to better match demand; add one Sunday morning trip.
- **Route 72:** Increase weekday mid-day service to create 30-minute frequency from about 6 AM to 7 PM.
- **Route 74:** Increase weekday morning and evening service with buses running every 30 minutes from about 6 AM to 8 PM.
- **Route 78:** Increase weekday mid-day service with buses running every 30 minutes from about 6 AM to 7 PM.
- **Route 80:** Expand weekend service with buses running from about 6 AM to 9 PM.

Action, Timeline, Next Steps

C-TRAN will gather feedback from the public before finalizing any changes. Outreach includes three in-person open house meetings in March and April:

- March 25 from 4-6 PM, Battle Ground Community Library
- March 27 from 4-6 PM, Vancouver Community Library
- April 2 from Noon-2 PM, Fisher's Landing Transit Center

Comments can also be submitted using the online form at www.c-tran.com/2025-concepts, or by calling C-TRAN at 360-695-0123.

The Fall 2025 Service Change concepts were introduced to the C-TRAN Board of Directors at the March 11, 2025 Board Meeting. Outreach will be conducted through March and April, prior to a public hearing at the May 13, 2025 Board Meeting. At the June 10, 2025 Board Meeting staff will seek approval of the proposal and the associated Title VI analysis. After Board approval, the concepts would be implemented with C-TRAN's September 14, 2025 service change.

The C-TRAN project team is providing an overview of the concepts for the purpose of informing the community, collecting feedback, and identifying concepts needs and opportunities.

Contact Information

Taylor Eidt, Deputy Director of Capital Projects & Planning, C-TRAN
Taylor.Eidt@c-tran.org, 360-906-7331

Attachment(s):

TMC Presentation

MEMORANDUM

DATE: April 1, 2025
TO: Transportation and Mobility Commission
FROM: Chris Malone, Finance and Asset Manager, Public Works Department
RE: **Transportation Improvement Program 2026-2031**
CC: Kate Drennan, Transportation Planning Program Manager, Community Development Department

Overview and Background

The [Transportation Improvement Program](#) (TIP) is a detailed six-year workplan that outlines transportation projects and programs. Each year the City updates the six-year plan in accordance with Washington State law. The Transportation and Mobility Commission (TMC) is the primary public oversight committee responsible for reviewing and making recommendations on the TIP prior to City Council approval.

The TIP includes project descriptions, maps, and the funding status for each project. Covering a six-year time horizon, the projects are grouped by funding status: fully funded, partially funded, and unfunded. Within each of the funding categories, the projects are further categorized by arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing Citywide programs.

Projects are on the TIP because they have been identified through planning processes such as the Transportation System Plan, the City's Strategic Plan, the 20-Year Capital Facilities Plan, through the Complete Streets Program, or triggered by development. Nearly all projects on the TIP were identified through planning efforts that included robust public engagement processes.

TIP Process Update

The TIP has transformed from a catch-all document that previously included all identified transportation projects, to one that features only projects envisioned on the

six-year time horizon. Projects outside that time horizon have been moved to the Capital Facilities Plan.

Project Scoring and Prioritization

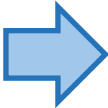
The TIP uses a similar prioritization process to score projects as the Transportation System Plan (TSP) projects. This process organizes existing and potential transportation projects with scoring criteria reflecting, and in alignment with the City's strategic goals, policies, and management directives.

Prioritization has three buckets of considerations for scoring, grouped into phases: Phase 1 is 'where to invest, Phase 2 is 'when to invest', and Phase 3 is a correlation between the 'cost and benefit'. The criteria help sort projects into near-, medium- and long-term lists.

Partially funded and near-term unfunded projects are scored on all criterion to ensure fair comparison. The result is a transparent and defensible decision-making tool to allocated limited resources to a long and ever-growing list of projects. Fully funded projects are not scored as resources are already in place.

The near-term projects are scored and prioritized in the six-year TIP. The medium- and long-term projects will be completed in the six to 20-year horizon as funding allows. There will be instances where medium- and long-term projects receive funding and then added to the TIP.

Phase 1: Geographic Screening	Phase 2: Implementation Screening	Phase 3	Priority
Where to Invest	When to Invest	Cost v. Benefit	Groups
Equity Index	Pavement Opportunities	Cost* (Estimated Project Total)	Near-Term
Collisions	Coordination		Medium-Term
Essential Places	Quick Wins	Benefit (Equals Phase 1 score + Phase 2 score)	Long-Term
Future Growth Areas	Right-of-Way Impacts		
	Environmental Impacts		



The table below shows the correlation between cost and benefit for Phase 3 to determine the priority groups. The cost ranges are based on estimated project cost. The benefit ranges are based on the combined scores for Phase 1 and Phase 2 of the projects.

Cost						
Very High	Long-term	Long-term	Long-term	Medium-term	Near-term	
High	Long-term	Long-term	Medium-term	Near-term	Near-term	
Medium	Long-term	Medium-term	Medium-term	Near-term	Near-term	
Low	Long-term	Medium-term	Near-term	Near-term	Near-term	
Very Low	Medium-term	Medium-term	Near-term	Near-term	Near-term	
	Very Low	Low	Medium	High	Very High	Benefit

2026-2031 TIP Project Changes

Updates from the previous six-year project list (2025-2030) to this year's six-year project list (2026-2031) detail what has changed for projects and the priority groups. The changes can be found on pages 37 to 40 of the [Draft 2026-2031 TIP](#) -- and include things like projects added, removed, or name changes. Scoring outcomes for this year's projects are in the table below. The TRANS- numbers are project identifiers, and additional information can be found on page 42 of the [Draft 2026-2031 TIP](#).

Funded List	
Not scored since the City has already committed to build.	
Partially Funded List	
Near-term	TRANS-0274, 0607, 0839, 0879, 0888, 0898, 0946, 1355, 1356, 1357, 1358, 1359
Medium-term	TRANS-0444, 0603, 0887
Long-term	None
Unfunded List within 6-year	
Near-term	TRANS-0723, 0843, 0873, 0880, 0891, 0907, 0924, 0936, 1353, 1354, 1367
Medium-term	TRANS-0927, 0937, 1368
Long-term	TRANS-0716, 0928
Unfunded List outside 6-year	
Not scored since it is outside the six-year period.	
Program List	
Programs are citywide, therefore not scored.	

Chris Malone, Finance and Asset Manager, Public Works Department |
Chris.Malone@cityofvancouver.us, 360-487-7711



CITY OF
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WASHINGTON

Transportation Improvement Program 2026-2031

Transportation and Mobility
Commission Workshop

Chris Malone

Business Services Manager

Public Works Department

April 1, 2025

Agenda

- Transportation Improvement Program (TIP) Basics
- Transportation Project Pipeline
- Process Update
- Project Scoring and Prioritization
- 2026-2031 Changes
- TIP Next Steps



Transportation Improvement Program

What is the TIP?

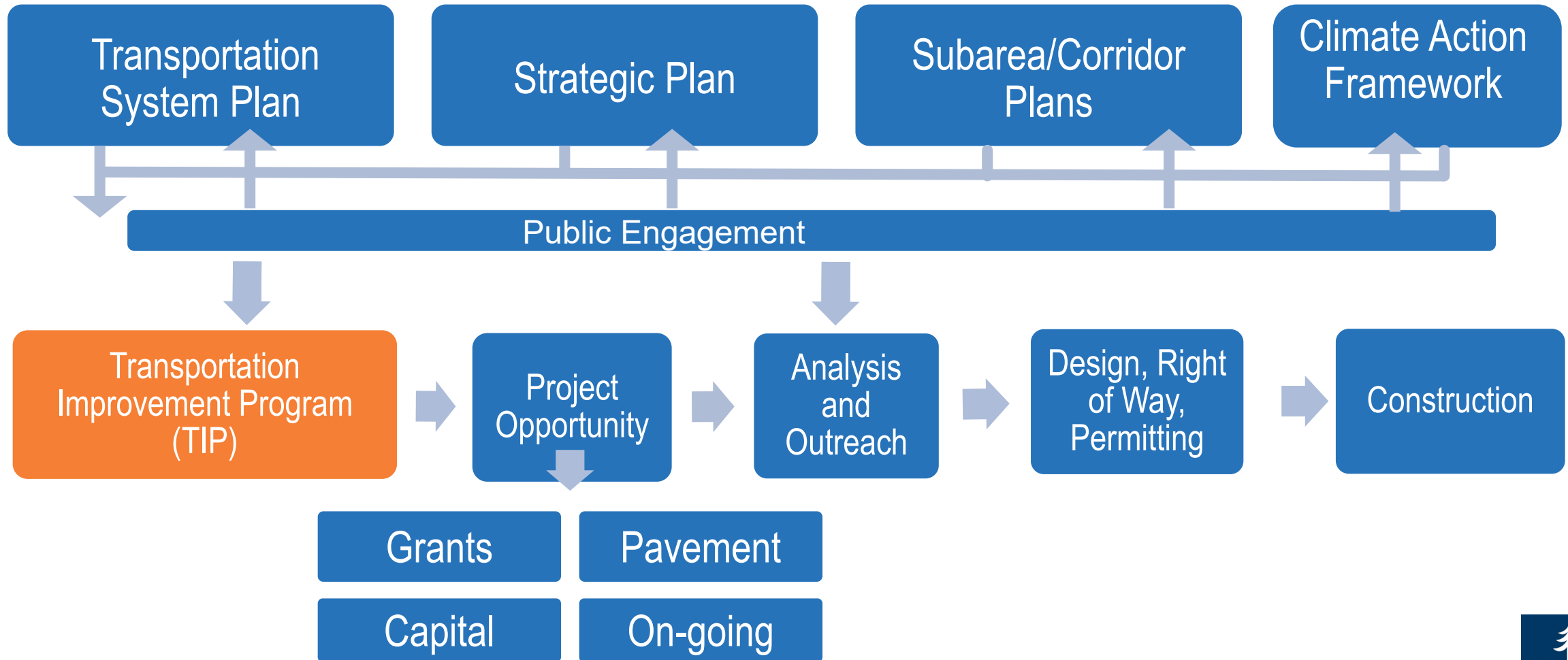
- Six-year plan for future transportation capital projects.
- Updated annually per WA law.
- City Council approval by July 1.
- Current draft is for 2026-2031.
- Commission is responsible for reviewing the TIP.
- Projects with State and/or Federal grants are required to be included.

What is in the TIP document?

- Introduction, finances, project lists, project detail sheets and maps
- Funded, partially funded, and unfunded project lists.
- Arterial, signal/lighting, and active transportation project lists.
- Projects added, removed and changes for the TIP this year.



Transportation Project Pipeline



Project Scoring and Prioritization

Categorize projects into near-, medium-, and long-term groups

Phase 1	Phase 2	Phase 3	Priority
Where to Invest	When to Invest	Cost v. Benefit	Groups
Equity Index	Pavement Opportunities	Cost <i>(Estimated Project Total)</i>	Near-Term
Collisions	Coordination		Medium-Term
Essential Places	Quick Wins	Benefit <i>(Equals Phase 1 Score Plus Phase 2 Score)</i>	Long-Term
Future Growth Areas	Right-of-Way Impacts		
	Environmental Impacts		



Transportation Improvement Program

What are the proposed changes for 2026-2031 TIP?

- Continue transitioning TIP to 6-year plan.
- Projects beyond the 6-year horizon will reside in the Capital Facilities Plan.
- Update arterial maps and project scoring and prioritization.
- Only score projects in the 6-year horizon.
- Draft project lists updates.





Public Comments Received This Year

- Primarily about: signal timing, trail connections, complete streets projects, etc.
- Feedback from Transportation and Mobility Commission



TIP Next Steps

Public Hearing in May 2025

- Provide final draft TIP document
- Review any updates
- Recommendation on 2026-2031 TIP document

www.cityofvancouver.us/tip



Discussion

Staff contact:
Chris Malone
Chris.Malone@cityofvancouver.us



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WASHINGTON

NE 192nd Avenue Project

NE 18th Street to SE 1st Street

Transportation & Mobility Commission Workshop

Bruce Haunreiter, P.E.
Principal
Harper Houf Peterson Righellis

William Cooley
Community Engagement Manager
Communications Department

Ivar Christensen, P.E.
Senior Civil Engineer
Transportation / Public Works



Agenda

- Project Area
- Project Funding
- Design Consideration
- Public Engagement

Project Area

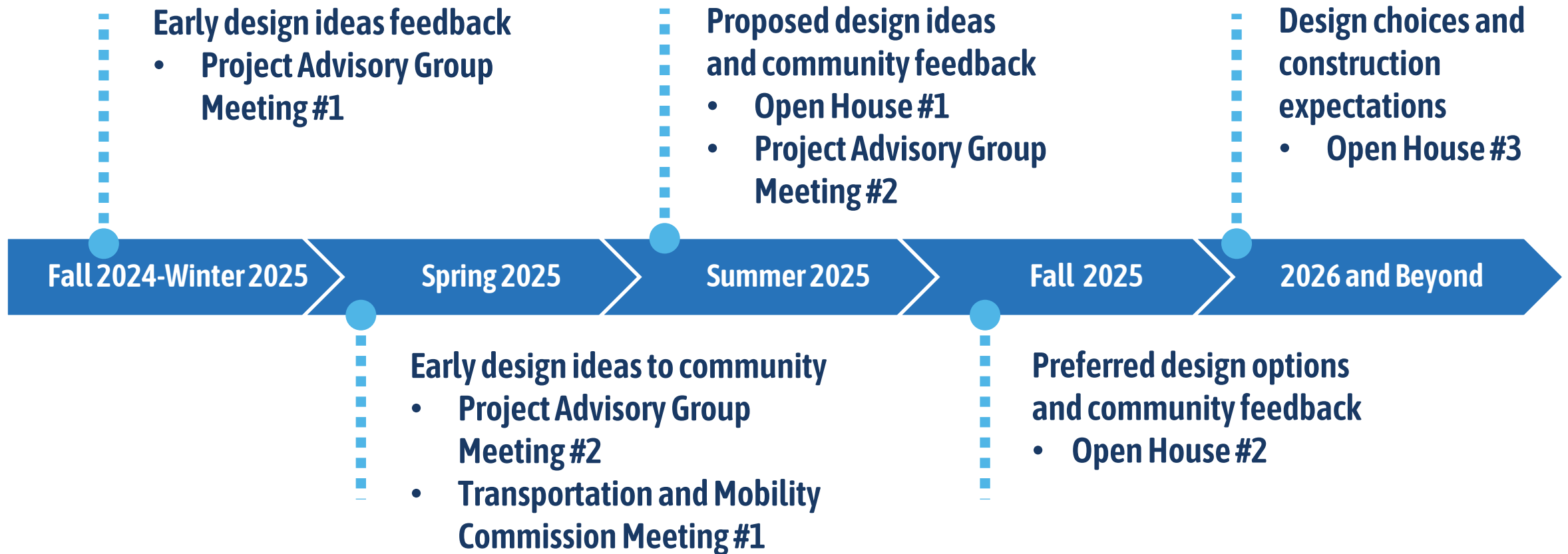


Project Funding

- 2022 – City awarded Federal Grant through Southwest Regional Transportation Council for Design
- 2024 – City awarded Federal Grant through Southwest Regional Transportation Council for Right of Way acquisition
- Construction is not funded. The City will apply for Federal and State grants
- City Street Capital Fund



NE 192nd Avenue Project Timeline



*Schedule is subject to change. More details will be provided as the project moves forward.



Existing Conditions

NE 192nd Avenue Corridor



Design Considerations

Current conditions analysis and community feedback on:

- Safety and accessibility needs for all users
- Traffic signals or roundabouts to improve safety at 4 intersections
- Public right of way needed for improvements
- Working with utilities and local, state and federal agencies



Project Considerations

- Shared-use paths



- Center medians



Project Considerations

- Signalized intersections
- Marked crossings



- Roundabouts



Decision-Making Criteria

The project team is prioritizing the following design elements:

1. Safety
2. Transportation connectivity
3. Cost
4. Private property impacts
5. Fire, life and safety access



Decision-Making Criteria (continued)

The project team is prioritizing the following design elements

6. Possible impacts to Bonneville Power Administration (BPA)
7. Multi-modal transportation / Complete Streets Policy
8. Access management (control of left turns)
9. Environmental impacts
10. Existing improvement impacts





Community Engagement

Engagement Goals



Bring Awareness

Generate project awareness & provide timely and accessible opportunities for public input



Build Trust

Build trust between City, residents and business/property owners



Provide Access

Potentially affected and interested parties have direct access to engage in two-way communication with the project team



Project Area Profile



4 local schools



High rental occupancy



3 parks / outdoor facilities



Top languages spoken

English, Spanish, Vietnamese, Chinese (incl. Mandarin, Cantonese), Russian and Chuukese.

Public Engagement

Milestone 1: Fall 2024 – Summer 2025

In-person engagement

- Project Advisory Group (PAG)
 - PAG Meeting #1 - Share existing conditions analysis and get feedback on early design concepts
 - PAG #2 - Share early design ideas and get feedback to refine proposed design before sharing with the greater public
- 1:1 Interviews with community members
- Small-group briefings and tabling events
- **Open house #1 (Summer 2025):** Raise awareness about the project, share ideas for design improvements along the corridor and gather public feedback on whether roundabouts or traffic signals would work better.

Digital Engagement

- Project Website
- Social Media
- Newsletter Updates



Public Engagement

Milestone 2: Summer 2025 – Fall 2025

In-person engagement

- Project Advisory Group
 - PAG Meeting #3 - Share preferred design options and gather feedback to refine before sharing with the greater public
- Small-group briefings and tabling events
- **Open house #2 (Fall 2025):** Raise awareness about the project, share recommended design improvements for the corridor and gather feedback to help shape the final design.

Digital Engagement

- Project Website
- Social Media Promotion
- Newsletter Updates



Public Engagement

Milestone 3: Winter 2025 - 2026

In-person engagement

- Small-group briefings
- **Open house #3 (TBD Beyond 2026):** Generate broad project awareness, share final design/improvements and set expectations for construction timeline

Digital Engagement

- Project Website
- Social Media Promotion
- Newsletter Updates



Project Advisory Group

- Assembling the group
- Meeting #1 (1 in-person, 1 virtual)

Group Profile

- City partners
- Businesses on and near the project area
- Students from nearby schools
- Community organizations
- Neighborhood associations
- Faith-based organizations

25 | NE192nd Avenue (NE18th Street to SE1st Street)



PAG Meeting #1 – Feedback

What is your #1 priority to improve the corridor?

- Community engagement, inclusion and recreational activities for all demographics, age, race, etc.
- Be able to drive through it smoothly without excessive congestion. Be able to go there and it's not a headache.
- I want to make sure it is a safe place for bikers/walkers.
- Primary purpose should be personal vehicle travel. Other modes are OK if they don't reduce the main purpose



Thank you



192nd Avenue Improvement Project

beheardvancouver.org/192nd





MEMORANDUM

DATE: April 1, 2025

TO: Chair Jeananne Edwards and Transportation and Mobility Commission members

FROM: Ivar Christensen, Nicole Walters, William Cooley, Laurel Priest – City of Vancouver, Bruce Haunreiter - HHPR, Monica Santos-Pinacho, Lauren Garetto - PointNorth

RE: **192nd Avenue Project (NE 18th Street to SE 1st Street)**

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

Introduction

The 192nd Avenue Project is in its early design phase. The project team is evaluating ways to enhance safety, mobility and comfort on the approximately one mile stretch of Northeast 192nd Avenue between Northeast 18th Street to Southeast 1st Street.

Moreover, this project will improve the roadway to meet current urban multi-modal standards and accommodate the anticipated growth of the surrounding area.

Currently, most of the corridor is a two-lane road that is missing center turn lanes, medians, bike lanes and continuous sidewalks.

The project will evaluate traffic signals versus roundabouts, decide right of way and storm drainage requirements, evaluate the project environment, and design pedestrian facilities as well as coordinate with utilities and local, state, and federal agencies. The City has already improved SE 192nd Avenue between State Route 14 to SE 1st Street. Improving this northern segment of 192nd Avenue will complete the corridor plan.

The current project goals include the following:

- Improve safety and capacity at key intersections:

- NE 6th Street
- NE 9th Street
- NE 13th Street
- NE 18th Street
- Implement the Complete Streets Program
- Expand access to mass transit
- Improve corridor transportation safety and emergency access
- Provide stormwater management

Additionally, the project will integrate with other nearby projects currently underway, which include:

- City of Vancouver [SE First Street Improvements](#)
- Clark County Public Works [Harmony Sports Complex](#)
- City of Vancouver [Section 30](#)

The City has identified a range of policies and design considerations that will guide potential design improvements, including:

- **Complete Streets Policy:** Ensure all people can share the road safely and comfortably including people walking, using a mobility device, biking, accessing transit and driving ([2017 Complete Street Policy](#) and 192nd Avenue Design Guidelines).
- **Primary Pedestrian Corridors:** Pedestrian corridors are areas where high levels of walking or rolling are expected. Primary pedestrian corridors have a transit route, provide a continuous east-west or north-south connection and include major multi-use paths. The City's Transportation System Plan identifies 192nd Avenue as a primary pedestrian corridor ([2024 Vancouver Transportation System Plan](#) and 192nd Avenue Design Guidelines).
- **Roundabouts versus Signalized Intersections:** The project team will evaluate the benefits and tradeoffs of roundabouts compared to signalized intersections at key locations, including 18th, 13th, 9th and 6th Streets ([City of Vancouver Local Road Safety Plan](#), [WSDOT Traffic Safety Methods](#) and [WSDOT Traffic Signals](#)).
- **Mobility Lanes:** Mobility lanes for people biking or using small mobility devices are recommended due to the posted speed limit of 40 mph and average daily traffic volumes being between 18,610 to 25,196 vehicles ([2024 Vancouver Transportation System Plan](#) and 192nd Avenue Design Guidelines).
- **Protected Mobility Lanes:** Mobility lanes with physical protection are recommended due to the posted speed limit of 40 mph and average daily traffic volumes being greater than 18,000 vehicles ([2024 Vancouver Transportation System Plan](#) and 192nd Avenue Design Guidelines).
- **City of Vancouver Climate Action Framework:** To achieve carbon neutrality by 2040, active and connected neighborhoods will be a priority. Transportation is one of the highest emission sectors. (City of Vancouver Climate Action Framework)

An equity-centered and inclusive community engagement approach executed over three key milestones in the next two years will ensure the final design reflects the needs of those who live, work, commute and play along the corridor.

Project Area Profile

The project area is located within the Bennington neighborhood in the City of Vancouver. Unincorporated Clark County borders the project area to the north and the city of Camas is a half of a mile to the east. Nearby neighborhoods include a mix of residential and rural areas along with new and developing office and commercial centers. Among others, this includes Hewlett-Packard, Union Station Shopping Center, Costco and Section 30—a 540-acre lot in east Vancouver planned for additional housing and mixed-use projects. Community resources within the project area include at least three faith-based organizations, one medical center, three schools and a regional sports facility Harmony Sports Complex. C-TRAN Mill Plain Transit Center is also near the project area.

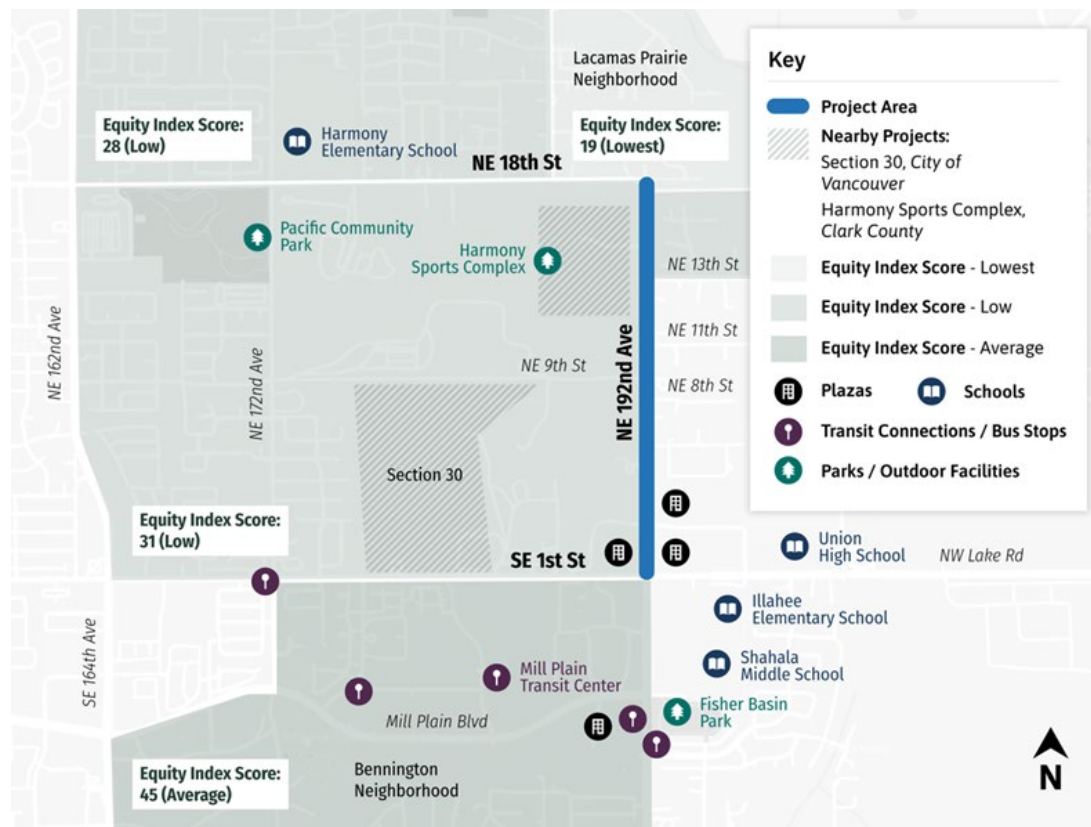


Image 1: Project Area Map

Project Funding

The City was awarded Federal grants for design and right of way through the Southwest Regional Transportation Council. Construction is unfunded. The City will apply for Federal and State grants. The remainder of project funding is proposed from the City Street Capital Fund.

•

Traffic Analysis

A future conditions study was conducted to understand projected future traffic needs along the corridor for 2045. This analysis studies the corridor to determine the appropriate three lane or five lane cross section, and evaluates key intersection treatments, comparing traffic signals and roundabout options along 192nd Ave. This comparison analysis looks at intersection and corridor performance and includes a Safety Crash Analysis study broken down by intersection and cross section.

Due to the unique traffic generated by the Harmony Sports Complex, a Major Event Analysis was conducted for the intersection of NE 192nd and NE 13th Street to determine if the intersection recommendations for weekday peak periods can handle traffic from a major weekend event. This included Traffic Signal Scenario comparisons and Major Event Roundabout Scenario analysis.

The results of the analysis show that both signals and roundabouts are viable alternatives to meet the projected 2045 traffic volumes and major events at Harmony Sports Complex. Trade offs in other performance criteria will need to be considered when choosing a preferred design alternative. Both signals and roundabouts present trade offs to consider regarding operational performance, cost, safety and impacts to private property.

An alternatives analysis will be completed after community, Project Advisory Group (PAG) and TMC feedback is received which will provide a recommendation to the City for use in final decisions on corridor design.

Project Timeline

- **Summer 2024** – Current conditions analysis & engagement plan development
- **Fall 2024 - Winter 2025** – Gather early feedback from most affected/interested parties & refine preliminary design concepts
 - Project Advisory Group recruitment
 - Interviews with project team and Tier 1 community members
 - Project Advisory Group Meeting #1 – Design Charrette (informs 30%)
 - Transportation and Mobility Commission Meeting #1 – Project Presentation
- **Spring 2025** - Project Advisory Group Meeting #2 – Preliminary Design Alternatives (informs 30%)
- **Summer 2025** – Share proposed design concepts and gather feedback
 - Open House #1 (before 30% design)
 - Project Advisory Group Meeting #3 – Preferred Design (informs 30%)
- **Fall 2025** – Share preferred design alternative and gather feedback
 - Open House #2 (informs 60% design)
- **2026 & Beyond** – Showcase design recommendation & set expectations for construction
 - Open House #3 (informs 90-100% design)

Decision-Making Criteria

The project team has established the following priorities to guide the decision-making process.

1. Safety
2. Transportation connectivity
3. Cost
4. Private property impacts
5. Fire, life and safety access
6. BPA impacts
7. Multi-modal transportation / Complete Streets Policy
8. Access management (control of left turns)
9. Environmental impacts
10. Existing improvement impacts

Staff Contact Information

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City of Vancouver
Transportation / Public Works
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ivar.christensen@cityofvancouver.us

Attachment(s)

192nd Avenue Project Factsheet (PDF)

192nd Avenue Project

SE 1st Street to NE 18th Street



The City of Vancouver is working to improve safety and comfort on 192nd Avenue between NE 18th Street and SE 1st Street. The design will meet modern urban standards and prepare for growth in the surrounding area. This includes looking at details like:

- How to **improve safety and access** for those who walk, bike, roll or drive
- Choosing to put in **traffic lights or roundabouts** at four intersections
- Understanding how much **right-of-way space** is needed for cars, bikes and people to move through the area safely
- How to **reduce impacts** on homes, businesses and the environment in the area

The project will follow the City's Transportation System Plan and Complete Streets policy. This will allow people who walk, bike, drive, use a mobility device or take transit to share the road safely.

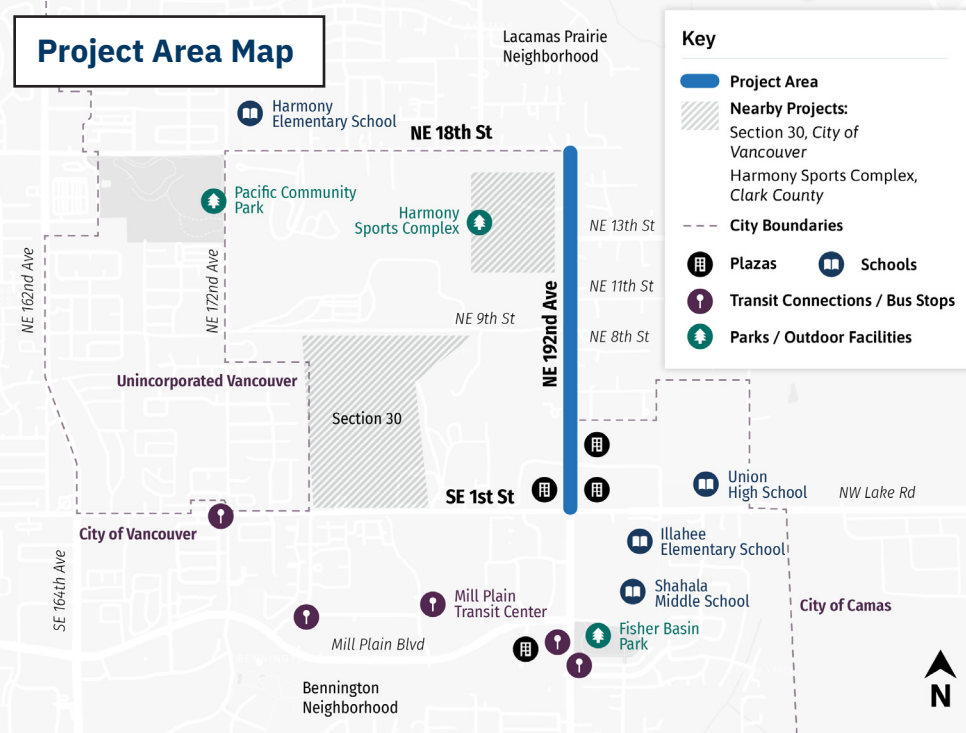
Project Timeline

- **FALL 2024 - WINTER 2025**
Share early feedback now on our project website.
- **SPRING 2025**
Get a first look at early design ideas.
- **SUMMER 2025**
Share feedback with the project team on proposed design ideas.
★ **Open House #1**
- **FALL 2025**
See preferred designs and share your feedback.
★ **Open House #2**
- **2026 & BEYOND**
Check out the final design choices and learn what to expect during construction.
★ **Open House #3**

Get Involved

Public involvement is important to ensure this project meets the needs of the community. Whether you live, work, play or travel in the area, we want to hear from you to make sure the improvements benefit everyone.

To get the latest updates, sign up for the project email list.



Visit the project webpage to learn more about potential improvements, future engagement opportunities and additional information on next steps: beheardvancouver.org/192nd