



## Transportation and Mobility Commission Meeting Agenda

May 6, 2025  
5:00 PM

### City Hall

Aspen Room  
415 W. 6th Street  
Vancouver, WA

<https://us02web.zoom.us/j/84295391249>

+1 (253) 215 8782, Meeting ID: 84295391249

### 1. Call to Order and Roll Call

### 2. Approval of Minutes

- a. Meeting Minutes from April 1st, 2025

### 3. Workshop

- a. Safe Routes to Schools Program Update, Laurel Priest, Transportation Planner, Maggie Derk, Senior Transportation Planner, Community Development Department

### 4. Break 6:00 – 6:30 pm

### 5. Community Forum

To provide public testimony, please see instructions below.

### 6. Public Hearing

- a. 2026-2031 Transportation Improvement Plan, Chris Malone, Finance and Asset Manager, Public Works Department

### 7. Staff and Commissioner Communications

### Adjournment

## Transportation and Mobility Commission

### Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Zack Gatton  
Thinh Phan  
Mario Raia  
Devan Williams  
Melanie Katz  
David McCune  
Isaac Hamann  
Michael Moore

### 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](mailto: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](mailto:TMC@cityofvancouver.us)

## Meeting Minutes

**Tuesday, April 1<sup>st</sup>, 2025**

**4:00 p.m.**

**City Hall**

Aspen Room

415 W. 6<sup>th</sup> Street

Vancouver, WA

**Commissioners Present:**

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

**Commissioners Absent:**

Sara Schmit

**Roll Call**

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

**Staff Present:** Kate Drennan, Transportation Planning Manager; Kail Hibbs, Support Staff

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

**Motion** by Vice Chair Williams, second by Commissioner McCune to approve the February 4<sup>th</sup>, 2025 minutes. Motion passes unanimously.

## Members

**Jeananne Edwards**

*Chair*

**Ken Williams**

*Vice Chair*

Zack Gatton

Thinh Phan

Mario Raia

Sara Schmit

Devan Williams

Isaac Hamann

David McCune

Michael Moore

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## **Workshop: 2025 Fall C-TRAN Service Updates**

Taylor Eidt, Deputy Director, C-TRAN Capital Projects and Planning

Mr. Eidt presented an overview of service investments, design proposals, including 'The Current' service to Battleground, new route 12, updates to route 19, updates to route 34 frequency, route 92 back to Fisher's Landing Transit Center, addressing service gaps and expanding service to account for increased ridership on routes 7, 25, 65, 71, 72, 74, 78, 80. He also provided an update on existing and future Bus Rapid Transit "Vine" routes.

Commission discussion and presenter responses:

### **Fixed Route and 'The Current' Changes**

- Is there a cost to ride the current? Staff responded the cost is the same as fixed service. \$1.25 for adults and no cost to youth under 18.
- How would route 92 reduce demand for the current? Staff responded that the fixed route service is much more efficient and would be made more accessible for those not served by the Current.
- Have you contemplated running express busses for specialized event services i.e. blazers games and timbers matches in Portland, OR? Staff responded that both are service investments they are researching. They are hearing more demand for investment in localized service during public engagement. Some special events such as Clark County Fair or Ridgefield Amphitheater concerts do show strong demand for event-based transportation, however, it is a larger challenge to assess regional on-demand event transportation.
- Could route 12 could go from Fisher's Landing to Salmon Creek to avoid downtown centralized mapping routes. Staff responded that restructuring would occur with the HWY 99 Vine route to better leverage the Salmon Creek Transit Center to connect with localized connections outside of downtown.
- Correction to slide: Fisher's Landing Engagement Opportunity is Thursday April 3<sup>rd</sup> not Wednesday April 2<sup>nd</sup>.

### **Red Vine Questions**

- Would the new West-bound station on Chkalov remove any East-bound stations? Staff responded that the information applies to West-bound routes only.
- Are we losing any West-bound travel lanes to put the median station in? Staff responded there is no reduction in lanes, just a small expansion of the Right-of-Way (ROW) to accommodate.

### **Highway 99 Vine Questions**

- Is the Vine planning to cross Columbia Way or more on Waterfront Way? Staff responded that it would serve existing stations on Washington and then would reach Columbia Way and Grant then make its way over to Broadway to turn northward.
- Given the growth in Downtown Waterfront area, have there been any conversations about boosting ridership or alternative travel options for special events in downtown? Staff responded they, the City, are working together with C-Tran to boost ridership and alternative travel modes including wayfinding and business outreach. Also, they are working to get Vine services back to 15min 7/days a week which does boost ridership to the waterfront and farmer's market.

### **Other Questions**

- Commissioner spoke to "ticket incentives" for special events.
- Is there a plan in place to connect with the Amtrak Station? Staff responded the Current is the only option currently going to the Amtrak Station. It is a very challenging location due to the number of trains moving across the primary roadway serving Amtrak, which makes it difficult to keep consistent transit times and stop schedules. It is on our radar.
- Have we considered Park and Ride to take the Vine downtown to waterfront? Staff responded there are current park and rides that do connect downtown but there may be demand for more.
- Can C-Tran partner with Clark College on the weekends for a Park and Ride?
- C-Tran does a great job on the Clark County Fair. Staff responded they have had great partnerships with Clark County Fair, Ilani, and Ridgefield Amphitheater.
- Commissioner encouraged further access to Portland International Airport in long-term plans and more express busses between inner-city transit centers. Another commissioner echoed that more express busses to the airport is a need and asked for updated ridership numbers.

## **Workshop: 2026-2031 Transportation Improvement Program**

Chris Malone, Public Works Finance and Asset Manager

Staff presented an overview of the Transportation Improvement Plan with updates and responses to Commission and community feedback. This included project prioritization for the next 6 years with different rating factors, i.e. safety, equity, future growth area, timeline, costs and benefits.

Commission discussion and staff responses:

- Are the near-term partially funded projects on the GIS map? Staff responded that the projects on the map are the ones currently adopted from last year's TIP and will add new projects after Council has adopted this TIP.
- Commissioner recommended a filter feature on GIS map. Staff will share this request with his team.
- What is staff doing to navigate grant writing with certain "trigger words" such as Equity and Climate? Staff responded that they are cognizant about wording projects to align with the grant goals and priorities of the Department of Transportation.
- Are any of the current projects impacted by the current administration? Staff responded that currently no existing grant awards have been changed.
- How are costs being analyzed/ impacted by new tariffs? The City takes numbers from last year and inflates cost per typical inflation. Each year they reanalyze those costs and update our working cost estimates accordingly.
- Commissioner asked for TIP draft in advance. Staff responded that it is posted on the website and the link is in the memo materials.

## **Community Forum**

- Debra Kalz commented on traffic volumes, noise pollution, and traffic induced air pollution along Andresen and 63<sup>rd</sup>. Asked for exhaust fume studies and traffic counts to be done near Andresen and 78<sup>th</sup>. She has measures noise at 61 decibels from the road to her deck and found it to be 45 in her bedroom. She says it is due to freight and speeding.
- Carmen De Leon (Mellow) commented on animal safety and grants to do with green-building policies. She recommends more plants on bus stations and shelters for shade and mental benefits. she'd also like to see more City shade practices to decrease temperatures for pedestrians and animals. Asked for more bike space capacity on busses for larger family sizes as well as an increase in safe de-icing practices around bus stops.
- Jason Cromer commented on bike infrastructure and is appreciative of the changes taking place around bike infrastructure. He also commented on European transportation practices around robust bicycle networks and modal filters all around town to allow more bicycle access while still allowing delivery and freight through. i.e. Ghent, Belgium. Jason commented on noise issues within the city and asked for remediation.
- Kimberlee Elbon commented on benches near the courthouse, safety, and lack of micromobility. She also spoke about how tax dollars are used and sanctuary city practices. She asked that City staff include \*9 raise hand feature, \*6 to unmute for Zoom commands to be listed on all communications.

## **Workshop: 192nd Ave Capital Project Update**

Laurel Priest, Associate Transportation Planner, Community Development Department; Ivar Christensen, Civil Engineer, Public Works Department

Staff presented an overview of the project area, initial concepts, as well as outreach to the community and how to creatively partner with local groups. The project teams have a Project Advisory Group to help guide feedback for the duration of the project, open houses, an online BeHeard page, email communication, and interactive mapping features to capture public feedback.

## Commission discussion and staff responses:

- Harmony Sports Complex is one of the more challenging sections of this corridor. Entering and exiting the egress is a huge danger and has a huge backup on Saturdays and Sundays when there are sports games. Staff responded that yes, it is the highest traffic volumes in the corridor and causes irregular peak times. Staff is analyzing different two different concepts for the egress to Harmony Sports Complex including a signal or a roundabout.
- Why are we stopping at First St? Staff responded that this is one of many phases. In general, the standards have changed since some of the other segments have been completed but there are plans in the future to connect them together and get a continuous feel.
- 18<sup>th</sup> and 192<sup>nd</sup>? Staff responded they will be looking at that intersection to connect with the 18<sup>th</sup> St project as well as to better accommodate bikes and pedestrians in the future.
- Is 9<sup>th</sup> street going to be an access point to Section 30? Staff responded yes.
- Have you communicated with Camas and how Lacamas Lake will be affected? Staff responded yes, they have communicated with Camas and done research on environmental mitigation.
- Will Right-of-Way (ROW) acquisition only happen on the West side? Staff responded it will be considered on both sides.
- Is there any conversation about an extension of Burnt Bridge Creek trail from 92<sup>nd</sup> to 192<sup>nd</sup>? Staff responded that the City's plan is to improve 18<sup>th</sup> St from 97<sup>th</sup> to 197<sup>th</sup> which will include the Burnt Bridge Creek trail.
- Is the active network going to include the "quarry" and improve access from 192<sup>nd</sup> to Evergreen Highway? Staff responded it is a part of other regional plans for the 40-mile loop and in long-range planning documents, but no considered a near-term capital project.
- The speed limit is 40 mph, how are you going to safely cross a roundabout at a crosswalk with no signals when cars are going 40 mph? Staff responded speeds traveling through a roundabout would be more no more than 20 mph to navigate the circle and could include rapid flashing beacons as well as lighting practices to increase pedestrian visibility.
- Won't that create a bottleneck between intersections? Staff responded metering people at an intersection is the best way to prevent overall corridor speeding
- On the southern end of the corridor, there are many destinations including: the HP campus, the Clark College CTC campus, schools, businesses, Costco, and medical facilities, etc. Traffic volumes are very high near 1<sup>st</sup> St and will only increase. It is already difficult to turn out of Costco because of high volumes Also, there's Lacamas Lake and a lot of things that people drive to. How are you accounting for a substantial increase of car volume along this corridor, while increasing the safety and accessibility that aid other modal users? Staff responded they look at the level of service for 2045 traffic projections that include the future trips of all of those trip attractions. Many of the corridor improvements like adding signals or roundabouts, and center turn lanes help to keep traffic moving more smoothly and efficiently to address future trips. In addition, the roadway design will feature pedestrian and bike facilities that are safe and aligned with our new TSP standards.
- Commissioner asked for more accessible bike travel and safer practices in bike infrastructure to encourage more people to use other modes. Staff responded that much of the public feedback they have heard; is it is hard for people to imagine a future different than the current state. This area is currently unsafe for bikes and pedestrians and completely unserved by C-Tran, so they cannot imagine a future where those options are available. Traffic volumes will increase but less drive-alone trips are possible when more options become available in this part of the city.
- Chair Edwards commented that they must include 18<sup>th</sup> St, Harmony Sports Complex, and the Humane Society in their outreach because of the trips they generate. There is not a sidewalk or a safe way to get from Ross Dog Park to Lacamas Lake on a bike or as a pedestrian. There is a tiny deer trail that kids can use to get to school or church, but you end up covered in blackberry bramble cuts. There are no sidewalks.
- When you do outreach, do you do outreach within private businesses? Staff responded they are trying to build relationships and want all community members to feel heard. They want to make sure that the employees AND the business owners feel heard. Also, Costco is a member of the advisory group and are commenting about how truck deliveries have been impacted as well by traffic and congestion.
- Commissioner recommended that the Project Team reach out to Fisher investments as many people are employed and live around the project corridor.

- When are you coming back to the TMC? The Project team estimated that they will have their next TMC workshop in the Summer or Fall.
- How can community members submit comment to the project? There is a BeHeard page and interactive map to submit comments and project concerns.

**Staff Communication**

- Commissioner Schmit is retiring from her role as Bike representative on the Transportation and Mobility Commission.
- All commissioners are invited to the Policy Maker Bike Ride on May 30<sup>th</sup>.

The meeting adjourned at 7:45pm.

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Jeananne Edwards, Chair





# Safe Routes to School Program Charter

Safe Routes to School (SRTS) is a nationally recognized program that aims to make active transportation options safe, convenient, and fun for children traveling to and from school. Vancouver's Transportation System Plan calls on City staff to develop a SRTS program that enables and encourages students and caregivers to walk, roll, and bike to school along safe pathways. This Charter outlines a vision and framework for a SRTS program in the City of Vancouver.

## Why invest in SRTS?

More students walking, rolling, biking and riding small mobility devices to and from school has many potential benefits for all Vancouverites.

- **Safer students:** Infrastructure improvements funded through SRTS as well as safety education can improve traffic safety for students traveling to and from school. Additionally, SRTS encourages students and families to walk, roll, bike or ride small mobility devices to and from school in groups, helping put more eyes on our streets.
- **Cost savings:** Using lower cost transportation options can reduce the amount of money families need for personal vehicle use and districts need for school bus service.
- **Reduced traffic congestion:** More students walking, rolling, biking, or riding small mobility devices to and from school can reduce traffic congestion during school drop-off and pick-up and within neighborhoods surrounding schools.
- **Cleaner air:** Encouraging more students to walk, roll, bike or ride small mobility devices to and from school can improve air quality by reducing vehicle trips and miles traveled.
- **Healthier students:** Using active transportation modes to get to and from school supports increased physical activity and can improve student physical and mental health.
- **Better academic performance:** For some students, transportation can be a barrier to getting to school on time or at all. SRTS can not only help address this barrier, but it also encourages students to get physical activity on the way to school, which has been linked to improved academic performance.
- **More connected communities:** SRTS programs provide an opportunity for social connection between students and families as they walk, roll, bike or ride small mobility devices to and from school, helping to strengthen community connections.

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**In the City of Vancouver, we envision a future where walking, rolling, biking and small mobility options are safe, convenient, accessible, and desirable for all students and families to get to and from school and around their neighborhoods.**

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## Program Goals

To develop a well-rounded, comprehensive program, the City of Vancouver SRTS goals will be centered on the “Six Es”:



### Engagement

Listen to students, families, teachers, school leaders and community organizations that support schools to ensure that the elements of the SRTS program are responsive to the needs, desires and perspectives of the school community and build intentional, ongoing engagement opportunities into the program structure.



### Equity

Ensure SRTS initiatives benefit all demographic groups with particular attention to safe, healthy, and fair outcomes for low-income students, students of color, students of all genders and sexualities and students with disabilities. Use a data-driven approach to ensure resources are prioritized for students at schools with the greatest need and most impacted by unsafe conditions.



### Encouragement

Generate interest and enthusiasm amongst students, families, teachers and school leaders in walking, rolling, bicycling and using other small mobility devices to get to and from school through events, activities, and programs.



### Engineering

Build, fund and support physical improvements to streets and neighborhoods surrounding schools that make walking, rolling, bicycling and using other small mobility devices safer, more comfortable, more convenient, and more fun.



### Education

Provide students, families, teachers and school leaders with the skills to walk, roll, bicycle and use other small mobility devices safely, teach them about the broad range of transportation choices and educate them about the numerous benefits of walking, rolling, bicycling and using small mobility devices.



## Evaluation

Track progress of SRTS programs and initiatives to ensure they support equitable outcomes, determine which efforts are most effective and identify opportunities for improvement.

## Partners & Roles

SRTS is a program that extends beyond the classroom, into our communities and requires partnerships between several community stakeholders. The City of Vancouver will play a central role in convening relevant stakeholders and building collaborative partnerships to increase the reach and effectiveness of SRTS and help avoid duplicative efforts.

### City of Vancouver Safe Routes to School Program



## School Districts & Staff

School Districts and staff support serve as the boots on the ground for SRTS, providing education and encouragement directly to students and parents, implementing policies and programming that support physical activity and wellness and identifying traffic concerns surrounding school campuses. School partners identified for Vancouver SRTS include:

- Vancouver Public School District
- Evergreen Public School District
- Washington State School for the Deaf
- Washington State School for the Blind
- Educational Service District 112

## Community Groups

Community groups may include non-profit organizations, active transportation advocates or other affinity groups related to student wellness and safety. These partners can help lead SRTS programs, advocate for desired infrastructure or cultural changes related to SRTS and offer lived experience on mobility issues to and from school. Community partners identified for Vancouver SRTS include:

- Bike Clark County
- Pasitos Gigantes Southwest Washington
- Boys and Girls Clubs of Southwest Washington
- Cascade Bicycle Club
- Clark County Youth Commission

## Government Agencies

Coordination between state, regional and local government agencies can expand resources for SRTS and can provide school districts and community groups access to funding, data sets, staff time and expertise to support various components of SRTS. Government agency partners identified for Vancouver SRTS include:

- Washington State Department of Transportation (WSDOT)
- Washington Traffic Safety Commission (WTSC)
- Washington State Department of Health Safe Kids Coalition
- Southwest Washington Regional Transportation Council (RTC)
- Clark County Public Health
- City of Vancouver Community Development Department and Public Works

## Elected Officials

Elected officials and lawmakers can adopt policies, dedicate funding and staff and approve projects to support SRTS. Elected official partners identified for Vancouver SRTS include:

- City of Vancouver Council Members

*Through the adoption of the Transportation System Plan, Vancouver City Council committed to creating a Safe Routes to School program and identified this new program as a near-term priority for the City.*

- Vancouver Public School Board
- Evergreen Public School Board
- Clark County Council Members

## Program Milestones

The near-term focus for the Vancouver SRTS Program will be on developing a solid foundation for the new program by building strong community relationships, providing educational materials to school partners, and coordinating with partners on capital investment opportunities as they arise. Longer-term, the City can consider dedicating additional resources to SRTS and expanding the program reach.

### Early 2024

- Vancouver City Council adopted the Transportation System Plan with development of a SRTS Program as a near-term priority.
- City was awarded a Department of Commerce Grant to support SRTS Program development.

### Winter 2024/2025

- Finalize the SRTS Program Charter.
- Continue to secure contacts and build relationships with SRTS Partners.
- Continue to gather information about existing SRTS efforts already happening in Vancouver.

### Spring 2025

- Draft and finalize Citywide SRTS Action Plan using the Program Goals.
- Draft rough program budget using City allocated funding (\$200,000 per year).
- Develop SRTS Coalition with representatives from identified partners.

### Summer 2025

- Address near-term action items from the SRTS Action Plan, which may include:
  - Developing a SRTS infrastructure project list.
  - Developing a SRTS Resource Toolkit for school partners.
  - Developing a framework to evaluate the success of SRTS initiatives.

### Fall 2025

- Officially launch the Vancouver SRTS Program.

### Future Considerations

- Evaluate the program every two years with a progress report/action plan update.
- Consider appointing an SRTS Coordinator at the City of Vancouver.
- Develop in-school SRTS programming that can be led by City staff, community partners or school staff.



# Safe Routes to School Program

## Prioritization Methodology

The City of Vancouver’s Safe Routes to School (SRTS) Program will need to prioritize investments and programming across more than 70 schools within city limits. This table summarizes prioritization factors that will be used to determine which schools have the greatest need for SRTS programming and where to prioritize school-serving infrastructure projects.

Category or Factor	Description	Output	Source
Socio-demographic	<p>Vancouver’s Equity Index combines the following sociodemographic factors into a single measure to identify areas of the city that have historically been underrepresented and underserved:</p> <ul style="list-style-type: none"> <li>• Adults without a 4-year college degree</li> <li>• Households with limited English proficiency</li> <li>• Population below 200% of the federal poverty level</li> <li>• Population identifying as people of color</li> <li>• Population with a disability</li> <li>• Renter households</li> <li>• Age 65 or older</li> <li>• Youth under 18 years</li> </ul>	Schools located in census tracts with a higher equity index score will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• <a href="#">City of Vancouver Equity Index</a></li> </ul>
Title 1 Status	Title 1 is a federal program that provides funding to schools with high percentages of children living in low-income households to help students meet academic standards.	Title 1 schools will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• <a href="#">Vancouver Public Schools</a></li> <li>• Need data from Evergreen Public Schools</li> </ul>
Crash history	Examine crash data for the most recently available five years. Consider crash severity, crashes that involve pedestrians and bicyclists and other factors to understand the potential cause and circumstances.	Schools and projects with a higher number of crashes nearby will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• <a href="#">City of Vancouver Collision Dashboard</a></li> <li>• <a href="#">City of Vancouver Local Roads Safety Plan</a></li> </ul>

Category or Factor	Description	Output	Source
Traffic volumes and speeds	Traffic volumes and speeds impact the risk and severity of crashes as well as comfortability for students traveling to school.	Schools on roadways with higher traffic volumes and/or speeds will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• City of Vancouver Public Works</li> <li>• <a href="#">Washington Traffic Safety Commission Speed Observation Surveys</a></li> </ul>
Network gaps	Gaps in pedestrian, bike and small mobility networks—including sidewalks, crossings, bike and small mobility facilities and lighting—can discourage people from walking, rolling and biking.	Schools with more network gaps will be a higher priority for SRTS. Projects that address critical network gaps will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• City of Vancouver Public Works</li> <li>• School Site Analysis (City to develop template)</li> </ul>
Identified projects	Vancouver’s Transportation System Plan (TSP) and Transportation Improvement Program (TIP) have previously identified some projects that could help improve walking, rolling and biking access to schools.	Projects previously identified in the City’s TSP and TIP will be a higher priority for SRTS.	<ul style="list-style-type: none"> <li>• <a href="#">City of Vancouver TSP</a></li> <li>• <a href="#">City of Vancouver TIP</a></li> </ul>



## MEMORANDUM

**DATE:** May 6, 2025

**TO:** Chair Edwards and Transportation and Mobility Commission members

**FROM:** Laurel Priest Associate Transportation Planner and Maggie Derk Senior Transportation Planner, Community Development Department, City of Vancouver

**RE:** City of Vancouver Safe Routes to School Program Update

**CC:** Kate Drennan, Transportation Planning Manager, Community Development Department, City of Vancouver

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### Introduction

The City of Vancouver's 20-year Transportation System Plan directs City staff to develop a Safe Routes to School (SRTS) program as a near-term priority. This presentation to the Transportation and Mobility Commission provides an update on the development of the program and seeks feedback on regional program partners, and our draft prioritization framework.

### Overview

SRTS is a nationally recognized program that aims to make active transportation options safe, convenient, and fun for children traveling to and from school. Jurisdictions across the country and in Washington State are engaged in Safe Routes to School programs. The development of the City of Vancouver SRTS program is funded by a Washington State Department of Commerce Climate Acceleration grant and dedicated funding from City Council.

To develop a SRTS program in Vancouver, City staff created a program charter (see attached) which establishes a vision for the program and guiding program goals based on the six E's of SRTS: Engagement, Equity, Encouragement, Engineering, Education, and Evaluation.

City staff are also building relationships with community groups, agencies and other stakeholders working on transportation safety, bike and small mobility education, and encouragement programs for children and teens across Vancouver. Staff are regularly

convening these relevant stakeholders to facilitate collaborative partnerships and increase the reach and effectiveness of SRTS.

To support the continued development of the program, City staff have drafted a prioritization methodology (see attached) and are currently drafting an action plan. Program action items are organized by corresponding goal to guide the implementation of the program. Key preliminary actions include:

- **Engagement:** Establish relationships and recurring touch points with school districts and community partners.
- **Equity:** Prioritize schools in underserved communities.
- **Encouragement:** Develop templates for schools and community groups to host their own events.
- **Engineering:** Identify infrastructure needs around schools.
- **Education:** Connect schools to WSDOT and Cascade Bike Club's Let's Go Bike Education Program.
- **Evaluation:** Collect before and after data about travel modes and vehicle speeds.

The action plan draft identifies community program partners and provides a timeline for near-term (<1 year), medium-term (1-2 years), and long-term (2-5 years) action items.

## TMC Actions

- Please advise if anyone is missing the list of program partners. Are other community groups, agencies or elected officials working on efforts adjacent to Safe Routes to School?
- Are there other factors staff should consider in the prioritization framework?

## Next Steps

- **Spring 2025:** City staff will finalize the program action plan and prioritization framework. The program will kick off with Bike Walk and Roll to School day on May 7 at two area schools.
- **Summer 2025:** Work on near-term action items, including establishing a program webpage and resource hub.
- **Fall 2025:** Officially launch SRTS program in time for the 2025-2026 school year.

## Staff contact info

Laurel Priest, Associate Transportation Planner, Community Development Department

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360-487-7941

Maggie Derk, Senior Transportation Planner, Community Development Department

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360-487-7889

### Attachment(s):

- City of Vancouver Safe Routes to School Program Charter
- City of Vancouver Safe Routes to School Prioritization Methodology - DRAFT



CITY OF  
**Vancouver**  
WASHINGTON

# Safe Routes to School Update

Transportation and Mobility  
Commission Workshop

May 6, 2025

**Laurel Priest**  
Associate Transportation  
Planner  
Community Development

**Maggie Derk**  
Senior Transportation  
Planner  
Community Development

# Purpose

- Provide an update on the Safe Routes to School Program
- Gather feedback on:
  - Program partners
  - Prioritization criteria



# Safe Routes to School (SRTS)

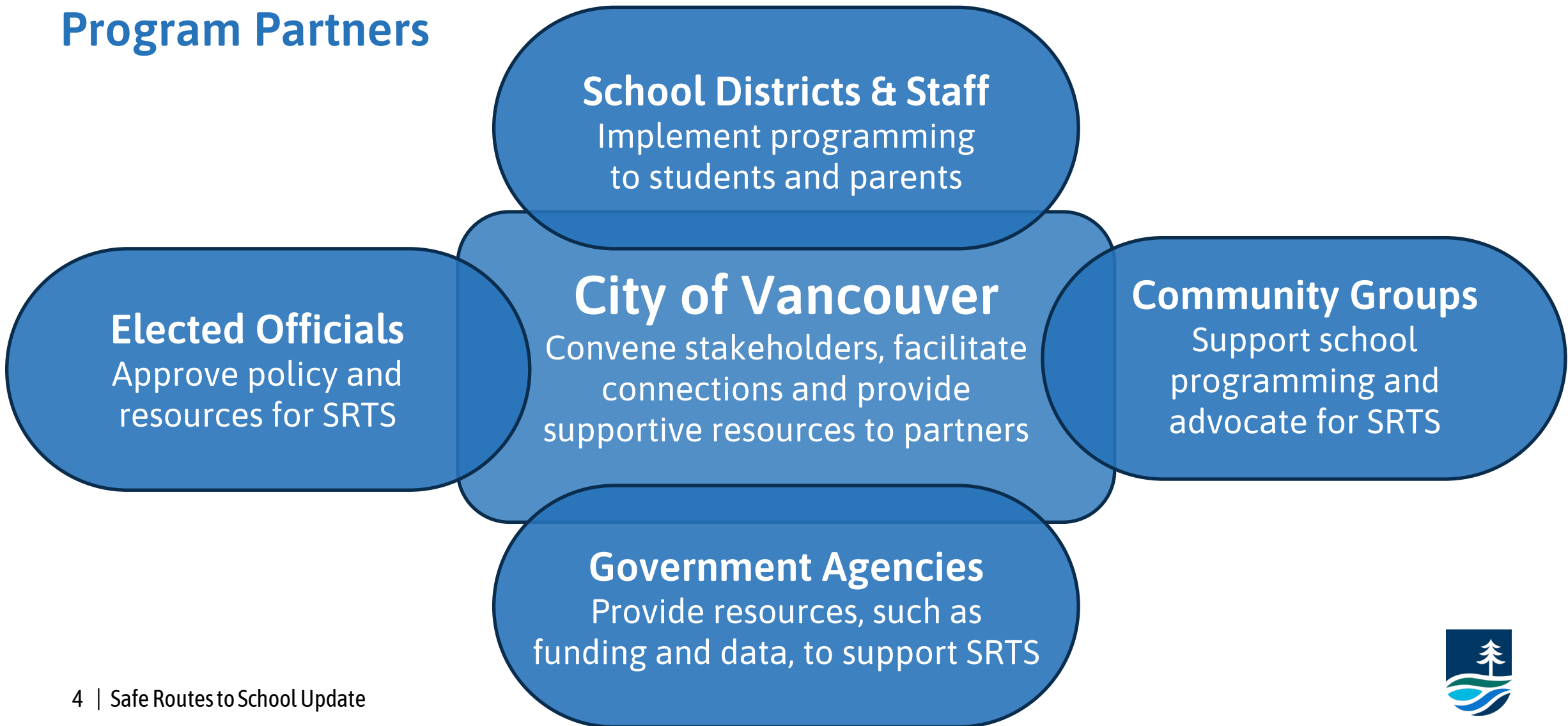
## Overview

- Federally recognized, grants available by Federal Highway Administration (FHWA)
- Aims to make active transportation options safe, convenient, and fun for children traveling to and from school
- Existing programs across the region (Washington Department of Transportation, City of Tacoma, City of Kirkland, King County Metro, Pierce County, etc.)
- Identified as a near-term priority in the Vancouver Transportation System Plan



# City of Vancouver Safe Routes to School

## Program Partners



# City of Vancouver Safe Routes to School

## Program Partners

### School Districts & Staff

- Vancouver Public School District
- Evergreen Public School District
- Washington State School for the Deaf
- Washington State School for the Blind
- Educational Service District 112

### Community Groups

- Bike Clark County
- Pasitos Gigantes Southwest Washington
- Boys and Girls Clubs of Southwest Washington
- Cascade Bicycle Club
- Clark County Youth Commission
- Safe Kids Clark County



# City of Vancouver Safe Routes to School

## Program Partners

### Government Agencies

- Washington State Department of Transportation (WSDOT)
- Washington Traffic Safety Commission (WTSC)
- Washington State Department of Health Safe Kids Coalition
- Southwest Washington Regional Transportation Council (RTC)
- Clark County Public Health
- City of Vancouver Community Development Department and Public Works

### Elected Officials

- City of Vancouver Council Members
- Vancouver Public School Board
- Evergreen Public School Board
- Clark County Council Members



# City of Vancouver Safe Routes to School

## Program Goals



### **Engagement**

Listen and coordinate with program partners



### **Equity**

Benefit all and prioritize students with the greatest need



### **Encouragement**

Generate interest and enthusiasm through events and activities



### **Engineering**

Build, fund, support physical improvements



### **Education**

Provide skill building opportunities and information about options and benefits



### **Evaluation**

Track our progress and identify opportunities for improvement

# City of Vancouver Safe Routes to School

## Example Near-term Action Items

Goal	Action
Engagement	Establish relationships with school districts and community partners.
Equity	Prioritize schools in underserved communities.
Encouragement	Develop templates for schools and community groups to host their own events.
Engineering	Identify infrastructure needs around schools.
Education	Connect schools to Let's Go Bike Education Program.
Evaluation	Collect before and after data about travel modes and vehicle speeds.



# City of Vancouver Safe Routes to School

## Prioritization Framework

Category/Factor	Output
Sociodemographic characteristics from City of Vancouver Equity Index	Higher equity index score = higher priority
Title 1 status	Title 1 schools = higher priority
Crash history	Higher number/more severe crashes = higher priority
Traffic volumes and speeds	Higher traffic volumes and speeds = higher priority
Network gaps (sidewalks, crossings, bike and small mobility facilities, lighting)	More network gaps = higher priority
Projects identified in Transportation System Plan (TSP) and Transportation Improvement Program (TIP)	Projects currently in the TSP or TIP = higher priority



# City of Vancouver Safe Routes to School

## Work to Date

- Created a Program Charter outlining program goals, partners and milestones.
- Set up recurring meetings with partners including school districts, Clark County, Washington Traffic Safety Commission and Safe Kids Clark County.
- Met with Bike Clark County to discuss coordination opportunities.
- Planned Bike and Roll to School Day (May 7) events at two Vancouver Elementary schools.
- Working with City Communications team to establish program campaign.
- Drafting Action Plan outlining near-term/long-term action items.
- Continuing to secure contacts and build relationships with SRTS Partners.





# Next Steps

## Spring 2025

- Finalize Action Plan

## Summer 2025

- Work on near-term action items

## Fall 2025

- Officially launch SRTS Program



# Thank You!



[Laurel.Priest@cityofvancouver.us](mailto:Laurel.Priest@cityofvancouver.us) | [Maggie.Derk@cityofvancouver.us](mailto:Maggie.Derk@cityofvancouver.us)



**From:** [Joshua Furtado](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Vancouver Street projects  
**Date:** Monday, May 5, 2025 10:09:04 AM

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You don't often get email from frizbietkd@gmail.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.

Greetings.

I have been a resident of Vancouver since 2017, living near the Cascade Park area. As a multiuse commuter, I think Vancouver is doing a lot of good work making the streets safe. Mill plain has a lot of traffic and the lights are not so great, especially when drivers don't respect them.

For the past few years I have been aware of the "save the street" movement to prevent urban development on 10th St/McGillivray.

I like riding on that street and find it one of the easier routes to get from 105 to 162nd via bike. I have noticed that there is a significant lack of sidewalks along that route, which makes pedestrian travel impractical. The speed limit is 25, but most drivers are not respecting that limit, stop at the designated intersections, or yield to other drivers.

I don't know the plans for the McGillivray development. I think some form of pedestrian or multiuse lane is necessary. The street bumps like they recently added down town or previously near the tech center are not safe for bike commuters.

I read that there is a law suit against this development which is ridiculous. I hope some alternatives can be reached and the transit options are improved.

Joshua A. Furtado



CITY OF  
**Vancouver**  
WASHINGTON

# Transportation Improvement Program 2026-2031

Transportation and Mobility  
Commission Public Hearing

**Chris Malone**

Business Services Manager

Public Works Department

May 6, 2025



# Agenda

- Review updates included in the 2026-2031 Transportation Improvement Program (TIP)
- Formal recommendation to Council for adoption



# Transportation Improvement Program

## What are the proposed changes for 2026-2031 TIP?

- Continue transitioning TIP to true 6-year plan.
- Projects beyond the 6-year horizon will reside on the Capital Facilities Plan.
- Update project scoring and prioritization.
- Projects added/removed.
- No changes proposed to this year's arterial map.
- For more information go to: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip)





# TIP Next Steps

- TMC public hearing tonight.
- City Council public hearing for adoption of the TIP on June 16, 2025.



# TMC action

Staff is asking the Transportation and Mobility Commission to make a formal recommendation to the City Council to adopt the 2026-2031 TIP.





# Transportation and Mobility Commission

**TO:** Chair Edwards and Transportation and Mobility Commissioners  
**FROM:** Chris Malone, Public Works Business Services Manager  
**SUBJECT:** **2026-2031 Transportation Improvement Program (TIP) Workshop**

## 2026-2031 Transportation Improvement Program



Transportation | Public Works Department  
June 2025

P.O. Box 1995 • Vancouver, WA 98668-1995 • 360-487-8000 • TTY: 360-487-8602 •  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

To request other formats, please contact: Kail Hibbs | [kail.hibbs@cityofvancouver.us](mailto:kail.hibbs@cityofvancouver.us)

This is a public hearing with the Transportation and Mobility Commission (TMC) for the annual updates to the Transportation Improvement Program (TIP) 2026-2031. Each year the TMC is asked to make a formal recommendation to City Council to adopt the current version of the TIP. Staff has had two workshops with the TMC leading up to the public hearing for the 2026-2031 version.

**I. PRIOR COMMISSION REVIEW (IF APPLICABLE):**

- a. December 3, 2024: TMC workshop, 2026-2031 TIP
- b. April 1, 2025: TMC workshop, 2026-2031 TIP

**II. BACKGROUND AND REVIEW PROCESS:**

- a. State law requires the City of Vancouver to annually update its Transportation Improvement Program (TIP), which lists future transportation investments and level of committed funding and is required to be adopted by July 1 of each year.
- b. The Transportation and Mobility Commission enabling ordinance outlines the Commissions scope of authority and includes a formal recommendation to Council on adoption of the annual TIP update.
- c. City Council will take action on the 2026-2031 TIP during the June 16, 2025 Council meeting.

**III. SUMMARY OF ISSUE/ PROPOSAL:**

- a. Making changes to the TIP for consistency with the Transportation System Plan (TSP).
  - i. Advanced process of transforming the TIP into a true 6-year plan (eventually removing projects outside 6-year horizon). Projects outside the 6-year horizon will reside on the Capital Facilities Plan (CFP), which is being updated as part of Our Vancouver, the effort currently underway to update the City's 2025-2045 Comprehensive Plan.
  - ii. Updated project prioritization scoring tool to more accurately reflect the City's priorities.
  - iii. A summary of proposed changes to this year's version of the TIP begin on page 37 (for example: projects added or removed).
  - iv. No updates the City's arterial map are proposed this year.
  - v. The final draft of the 2026-2031 TIP can be found on the City's website: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip)

**IV. REVIEW CRITERIA AND FINDINGS:**

- a. Staff is requesting that the TMC make a formal recommendation to City Council to adopt the 2026-2031 TIP.

**Staff Contact Name**, Chris Malone, Public Works Business Services Manager, 360-487-7711, [chris.malone@cityofvancouver.us](mailto:chris.malone@cityofvancouver.us)