



## Transportation and Mobility Commission Meeting Agenda

September 2, 2025

5:00 PM

### City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

[Join Zoom Meeting](#)

+1(253) 205-0468, Meeting ID: 843 1305 1554

#### 1. Call to Order and Roll Call

#### 2. Approval of Minutes

- a. June 3, 2025 Meeting Minutes

#### 3. Workshop

- a. Our Vancouver Comprehensive Plan: Rebecca Kennedy, Deputy Director, Community Development Department, Meredith Herbst, Associate Long Range Planner

#### 4. Break 6:00 – 6:30 pm

#### 5. Community Forum

To provide public testimony, please see instructions below.

#### 6. Public Hearings

#### 7. Workshop

- a. 2025 Complete Streets Project Kickoff: 72<sup>nd</sup> Ave, 86<sup>th</sup>/87<sup>th</sup>, 97<sup>th</sup>/98<sup>th</sup> Ave Projects: Maggie Derk, Senior Planner, Emily Benoit, Senior Planner, Adam Argo, Principal Planner, Matt Hinshaw, Senior Civil Engineer

#### 8. Commission and Staff Reports

- a. Week without driving proclamation: Olivia Kahn, Transportation Demand Management Planner

## Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Isaac Hamann

Mario Raia

Devan Williams

Thinh Phan

Melanie Katz

### Community Development Department

415 W. 6th Street

P.O. Box 1995 Vancouver, WA

98668 360-487-7800

TTY: 711

[cityofvancouver.us](http://cityofvancouver.us)

## Adjournment

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### 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

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

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

**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, June 3<sup>rd</sup>, 2025

4:30 PM

City Hall Aspen Room

415 W. 6<sup>th</sup> Street | Vancouver, WA

### Commissioners Present:

Jeananne Edwards, Ken Williams, Thinh Phan, Devan Williams, Isaac Hamann, Melanie Katz, David McCune, Michael Moore

### Commissioners Absent:

Zack Gatton, Mario Raia

**Motion** to excuse Commissioners Gatton and Raia by Vice-Chair Williams, seconded by Commissioner Moore. Motion passes unanimously.

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

The meeting was called to order at 4:30pm.

**Motion** by Commissioner Moore, seconded by Vice-Chair Williams to approve the meeting minutes from May 6<sup>th</sup>, 2025 with a correction to Chair Edwards' name in a section of the TIP workshop.

Motion passes with abstention from Commissioner McCune who was absent from the May 6<sup>th</sup> meeting.

### Workshop: Bike Parking Program Introduction

Olivia Kahn, Transportation Demand Management Planner, Laurel Priest, Associate Transportation Planner, Community Development Department

Staff presented an overview of the new citywide program for the installation of bike racks in the public right-of-way. The presentation included an overview of criteria for locations to be eligible for a rack installation, such as having enough clear way of travel on the sidewalk. Next steps include promoting the program, auditing potential locations, and inviting the public to identify locations where they would like bike racks around the city. There is published survey for the [Public to recommend locations](#) on the [City website](#).

## Members

Jeananne Edwards  
*Chair*

Ken Williams  
*Vice Chair*

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

### Community Development Department

415 W. 6<sup>th</sup> Street  
P.O. Box 1995  
Vancouver, WA 98668  
360-487-7800  
TTY: 711  
[cityofvancouver.us](http://cityofvancouver.us)

Staff asked for additional recommendations for bike rack locations. Commissioners responded:

- Parks and trailheads
- County Courthouse
- The Heights. Staff responded that all new developments have code to include bike parking
- Evergreen and Grand development
- Washington State Department of Social and Health Services
- Government offices
- Vancouver Lake and Frenchman's Bar
- Dog parks
- Vancouver Port

Commission Questions and staff responses:

- Commissioners asked staff to track where the bike racks are, including them in an app or a map to help encourage folks to bike with confidence knowing there will be parking at their destination.
- Do adjacent businesses need to approve of the bike racks? Staff responded that if rack locations meet all the criteria, then they can be installed in the public right of way.

### **Workshop: C-TRAN 2045 Plan Update**

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

Staff presented an overview of the C-TRAN 2045 Plan that guides all planning for the next 20 years. The primary goal of the plan is to improve overall service. C-TRAN staff presented an overview of public engagement, feedback received and changes to service including proposed hourly service 7 days a week to the airport, and changes to Route 67.

Commission questions:

- Commissioner recommended more seats that can flip up for folks with mobility aids, wagons, and strollers.
- Route 67 updates for the airport connection is great! Will there be an option to get an airport connection from downtown Vancouver? As well as other outlying big cities?
- Commissioners commented that they are interested in a Downtown circulator connecting the Amtrak station, the farmers market, and the waterfront to Uptown Vancouver. How can we maximize people movers in highly trafficked areas with fewer cars in the downtown area?
- How can we get more commuter rail between Ridgefield, Battleground, Camas and Vancouver with the population growth we are seeing?
- What is the role of The Current in the 2045 Plan? C-Tran responded that The Current is a fantastic service bridge. It helps connect places that are not yet accessible or useable for fixed-route service. It also helps inform service changes by showing where folks are using The Current the most and provide a baseline form of access. The new plan will add a Rose Village fixed-service route based on trends from The Current.
- Will bus shelters be added to routes that are not considered 'bus rapid transit'? C-TRAN responded they are about to run out of their current stock of shelters, which will allow them to reanalyze how their shelters are working and how they can be improved. They are also looking at improving ADA access and other changes to stops.
- We would like to see parallel bus routes in the case of commuter rail. C-Tran responded they are planning for the 2025 plan to be independent of added commuter rail.
- What distance do you use for your consideration for how far folks are willing to walk or roll to a station? Staff responded access for local service is closer to a quarter of a mile or a third of a mile. Vine is closer to third to a half of a mile. Express routes like 164 are typically accessed by a park and ride.
- What frequency will the expanded service in Battleground, Route #7, be at? Staff responded it is up to funding, but they are hoping to provide a 15-minute frequency.
- Commission praised the equitability of the plan and the expansion of C-TRAN overall.

### **Workshop: Residential Transportation Demand Management Program Update**

Olivia Kahn, Transportation Demand Management Planner, Community Development Department;

Sydney Cape, TDM Programs Associate, Alta Planning and Design

Staff presented a final overview of the Get There Vancouver pilot program. This pilot program was implemented to provide people, especially new movers to Vancouver, with the resources and encouragement to try new travel modes to get around Vancouver by biking, rolling, walking, carpooling, and transit. The program ran July 2024 - February 2025 funded by the WSDOT Regional Mobility Grant. Staff presented an overview of public engagement, pre-and post- survey feedback, and data showing participants in the program choosing different travel options of getting around Vancouver.

Commission discussion and staff responses:

- Initial communications could have benefited from a stronger “why”
- Focusing on something like miles instead of trips with the goal of emissions and saving money. The dollar amount on the ‘Get There SW Washington’ platform dashboard is very impactful and leads to further changes every day.
- Commissioners recommended further connections with new developments and apartment complexes to help participation and spread the word.
- Would you be doing this again with a different incentive, perhaps a gift card to a local business? Staff responded that they wanted to have an incentive that relates to the goal of trying a different mode, such as the HOP card. This was a way for people to try a ride on transit for free. They also had many incentives throughout the program such as ‘Give and Get Local’ cards which are gift cards to local businesses of their choosing.
- Did you map or cluster where people who participated in the program come from and go? That may help target the next program. Staff responded that the breadth of the neighborhoods was related to their proximity to bus-rapid transit, but it could inform future programs.
- How much does mailers cost? Staff responded that it depends on the number of participants and households. The average mailing cost was about \$8,000 for a single mailing to 31,000 households.
- Commissioner and participant feedback supported the Café Quest idea and asked for a possible recreation but with restaurants to get more people participating in the future.
- Better education of different modes around the waterfront area could be a goal of the next program with all the growth Commissioners are seeing in the area.

#### **Commissioner Communication**

- No meeting in July
- Kids Maker’s Market is this Saturday, June 7th
- City of Ridgefield is asking for feedback through an accessibility survey
- Neighborhood National Night Out is in August which may impact meeting date in August.

#### **Staff Communication**

- The Get There Vancouver Post-Program Debrief Celebration in 6/9. Please RSVP as soon as possible.
- There will be further information about the August retreat coming soon.
- Staff corrected an earlier statement about bike racks for apartments saying upon further analysis the City cannot provide bike racks for apartment complexes, only in the right-of-way as that would be a gift of public funds.
- Introduction to Adam Argo, new Principal Transportation Planner. Welcome Adam!

The meeting adjourned at 7:36pm.

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Jeananne Edwards, Chair



## MEMORANDUM

**DATE:** September 2, 2025  
**TO:** Chair Edwards and Transportation and Mobility Commissioners  
**FROM:** Rebecca Kennedy, Deputy Director, Community Development Department  
Meredith Herbst, Associate Planner, Community Development Department  
**RE:** **OUR VANCOUVER – Draft Environmental Impact Statement Findings**

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### Intent

To share the findings from the Draft Environmental Impact Statement (EIS) for the Comprehensive Plan Update, **OUR VANCOUVER**, with the Transportation and Mobility Commission. This workshop will provide an overview of the EIS process, alternatives, and key themes from the Draft EIS findings. It will also review the potential impacts of the alternatives on transportation and air quality, greenhouse gas emissions, and climate in more detail.

### Background

The City of Vancouver's Comprehensive Plan provides the overall long-term vision and policy direction to manage the built and natural environment in Vancouver and provide necessary public facilities to achieve that vision. The City adopted its first comprehensive plan under Washington's Growth Management Act in 1994 (Chapter 36.70A RCW), with a major re-write occurring in 2004, and a less substantive update occurring most recently in 2011.

Population growth, demographics, market conditions, and council priorities have shifted significantly since 2011, and it is necessary to re-imagine the existing growth strategy as part of this Comprehensive Plan update cycle. The project team developed two action alternatives, previously called land use possibilities, that respond to current needs and reflect the overall plan vision that was established for **OUR VANCOUVER** during the first phase of the project. The Council-endorsed community vision statement reads as follows:

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

### What is an Environmental Impact Statement (EIS), why do we do it, and what does it cover?

The State Environmental Policy Act (SEPA) requires review of how new policies and regulations as well as individual development projects impact the built and natural

environment. SEPA review of government actions and decisions on plans, policies and regulations that will govern future development projects are called “nonproject” actions. The OUR VANCOUVER Comprehensive Plan Update and associated Title 20 land use code changes constitute a “nonproject” proposal under SEPA, which is typically less detailed than a project-specific SEPA document. The intent of a nonproject EIS is to form the basis for future project-specific environmental reviews and permitting processes. Changes such as the Comprehensive Plan Update and associated Title 20 development code changes, which have the potential for significant adverse impacts to the environment, require the highest level of SEPA review through an EIS process.

A Draft EIS is an informational document that compares land use alternatives and describes the potential impacts and benefits of each alternative, as well as potential ways to avoid, minimize, or mitigate for impacts. Then, community members, government agencies, tribes, and other interested parties are invited to comment on the Draft EIS. These comments, along with direction from elected officials, local priorities, and information provided in the Draft EIS, are then used to develop a single “preferred alternative,” which is analyzed in a Final EIS.

#### **Alternatives for Vancouver’s Growth and Development**

The Draft EIS for the OUR VANCOUVER Comprehensive Plan Update analyzes the potential environmental effects of three alternatives: a “No Action” Alternative and two “Action” Alternatives.

- **No Action Alternative**
  - Assumes growth and development will occur based on the City’s current Comprehensive Plan and zoning code, plus automatic state law that allows at least 4 to 6 housing units on every single-family residential lot.
- **Alternative 1 and Alternative 2**
  - Assume the Comprehensive Plan Update and zoning code changes would be implemented, including allowing taller and more dense development and a wider range of land use mixes at varying degrees throughout the city.
  - Previously called Land Use Possibility A and Land Use Possibility B, respectively. Now being called Alternative 1 and Alternative 2 to align with SEPA-specific terms and language.

The alternatives are shown as three different maps. The maps are color-coded by different categories of development designations that differ in scale and allowed uses, called zoning districts. The No Action Alternative keeps the same zoning districts as today, while Alternatives 1 and 2 propose nine new zoning districts (see Figure 1 and Table 1 below).

Figure 1. Proposed new Comprehensive Plan designations and nested zoning districts.

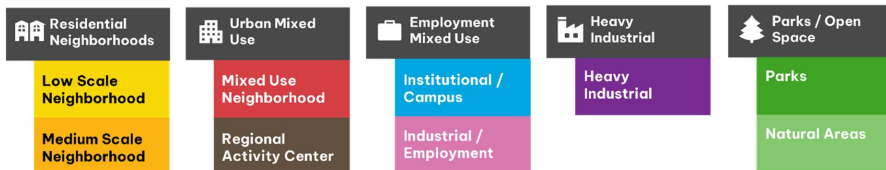


Table 1. Proposed new zoning districts with descriptions and heights.

District	Description	Height
<b>Low-Scale Neighborhood</b>	Focuses on low-scale housing choices, typically with up to 6 units per lot. Any lot would be allowed to have at least four units.	Up to three stories/45 feet maximum
<b>Medium-Scale Neighborhood</b>	Focuses on medium-scale housing choices.	Two to five stories/75 feet maximum
<b>Mixed Use Neighborhood</b>	Provides for a broad range of housing, commercial, and civic/institutional uses.	Three to eight stories/110 feet maximum
<b>Regional Activity Center</b>	Includes lands that offer opportunities for economic, entertainment, civic, and housing needs.	Three stories minimum and no height maximum
<b>Institutional / Campus</b>	Includes lands that support academic, civic, or medical buildings.	Up to 12 stories/150 feet maximum
<b>Industrial / Employment</b>	Includes lands that support large-scale, single-tenant industrial, warehouse and flex space building and smaller, multi-tenant industrial buildings.	Up to 12 stories/150 feet maximum
<b>Heavy Industrial</b>	Includes lands that are currently zoned for heavy industrial uses, such as manufacturing and production.	-
<b>Parks</b>	Includes lands currently zoned as public community and neighborhood parks.	-
<b>Natural Areas</b>	Includes lands currently zoned for greenways and natural areas, which are generally undeveloped lands managed for both natural and ecological value and light-impact recreational use.	-

*Similarities Among Alternatives*

Under all alternatives, growth, development, and change will occur in Vancouver over the next 20 years. The three alternatives have similar amounts and locations of Parks, Natural Areas, Institutional/Campus, and Heavy Industrial land as what exists today. Because of the automatic state requirements, all alternatives allow at least 4 housing units per residential lot, and at least 6 units per residential lot if near transit or if 2 of the units are affordable.

*Differences Among Alternatives*

While Alternatives 1 and 2 are similar, Table 2 summarizes some of the key differences among the three alternatives.

Table 2. Key differences among the alternatives.

	<b>No Action Alternative: Current Plan</b>	<b>Alternative 1: Possibility A</b>	<b>Alternative 2: Possibility B</b>
<b>Density, Intensity, and Mix of Uses</b>	Lowest	Higher than No Action	Highest
<b>Zoning Districts</b>	New development continues to occur under existing regulations.	More Low-Scale Neighborhood and Industrial / Employment land than Alternative 2	More Regional Activity Center and Medium-Scale Neighborhood land than Alternative 1
<b>State Laws and Community Vision</b>	Does not comply with some State laws, including H.B. 1220.	Complies with State laws and created to help achieve the community vision.	Same as Alternative 1

**Potential Impacts**

The Draft Environmental Impact Statement (EIS) describes how these different alternatives could affect our built and natural environment. It covers the following environmental topics:

- Land and shoreline use
- Housing
- Aesthetics
- Historic and cultural preservation
- Transportation
- Noise
- Public services and utilities
- Earth

- Air quality, greenhouse gases, and climate
- Water
- Plants and animals

Some selected findings from the Draft EIS are summarized in Table 3 below.

Table 3. Selected potential impacts of alternatives on the built and natural environment

	<b>No Action Alternative: Current Plan</b>	<b>Alternative 1: Possibility A</b>	<b>Alternative 2: Possibility B</b>
<b>Land and shoreline use, housing</b>	Does <b>not</b> meet City housing or jobs targets	Exceeds City housing and jobs targets	Exceeds City housing and jobs targets
<b>Transportation</b>	Highest potential vehicle miles traveled per household	Lower potential vehicle miles traveled per household than No Action	Lowest potential vehicle miles traveled per household
<b>Public utilities and services</b>	Lowest new demand	Higher new demand than No Action	Highest new demand
<b>Air quality, greenhouse gases, and climate</b>	Lowest modeled total emissions	Higher modeled total emissions than No Action	Slightly higher modeled total emissions than Alternative 1
<b>Water, plants and animals</b>	Lowest potential impacts, but lowest potential for development subject to new environmental protections	Higher potential impacts than No Action, but higher potential for development subject to new environmental protections	Highest potential impacts, but highest potential for development subject to new environmental protections

For additional details on potential impacts, see attachment and Draft EIS.

**Avoid, Minimize and Mitigate**

The full Draft EIS document outlines actions and strategies the City will use to avoid, minimize and mitigate potential impacts. Actions and strategies for transportation and airquality, greenhouse gases, and climate are described below.

- Transportation:
  - Includes policies and actions that provide more multimodal transit options, locate housing near transit investments and commercial services, expand

- community uses of the right-of-way, and update street standards to safely move more people in more ways.
- Air quality, greenhouse gases, and climate:
  - Includes policies and actions that increase resilience to climate change, expand access to clean energy, implement land use patterns that reduce congestion and travel distances for essential services and jobs, and expand use of alternative fuel vehicles.

For additional details on potential impacts, see attachment and Draft EIS.

### Comment Period

The City is requesting comments on the Draft EIS from community members, agencies, tribes, and other interested parties **between July 8 and September 8, 2025**. The deadline for comments is September 8, 2025, at 11:59 p.m. Comments may be provided via the online comment form, email, postal mail or voicemail.

The City held two in-person interactive public meetings and two informational virtual sessions:

- Tuesday, July 22, 4 p.m. to 6 p.m. via Zoom
- Wednesday, July 30, 2025, 4 p.m. to 7 p.m. at Firstenburg Community Center
- Monday, August 4, 11 a.m. to 1 p.m. via Zoom
- Saturday, August 9, 2025, 11 a.m. to 2 p.m. at City Hall

The City will use comments along with information from the Draft EIS, past community feedback, City priorities, and direction from City Council to create a final map, called a preferred alternative, that combines features of the different alternatives. The potential environmental effects of the preferred alternative will be presented to the community in the plan's final environmental report, called a Final Environmental Impact Statement or Final EIS. Staff will also respond to substantive comments by theme/group in the Final EIS.

Commented [MH1]: Updated

### Next Steps

- September 2025
  - Comment period closes September 8
  - City Council and Planning Commission review public comments received, and initial discussions on a potential preferred land use alternative.
- October 2025
  - Refinement of preferred alternative based on Draft EIS findings, public comment, and Council, Planning Commission, and other board and commission feedback.
- November 2025
  - Council endorsement of preferred land use alternative via resolution.
  - Continued review and refinement of plan goals and policies.
- December 2025
  - Public comment draft of Plan, Preferred Land Use Alternative map, and Title 20 development code, and review of these** with project working groups, broader

Commented [MH2]: Rebecca, double check to make sure this is up to date with what you're thinking

Commented [MH3]: Bolded as this will be the next touch point with TMC

**OUR VANCOUVER – Draft Environmental Impact Statement Findings**

September 2, 2025

Page 7 of 7

- community, relevant boards and commissions (including the Transportation and Mobility Commission) and City Council.
- Continued community engagement with project partners and working groups, and the broader community.
- Continued refinement of Plan goals and policies, Title 20 development code, and additional implementation steps.
- Adoption process with Planning Commission and City Council, supported by Final Environmental Impact Statement (FEIS) findings.

**Attachment**

- Attachment A - Draft Environmental Impact Statement: Executive Summary

**Staff Contact**

- Rebecca Kennedy (she/her), Deputy Director, Community Development  
[Rebecca.Kennedy@cityofvancouver.us](mailto:Rebecca.Kennedy@cityofvancouver.us)
- Meredith Herbst (she/her), Associate Planner, Community Development  
[Meredith.Herbst@cityofvancouver.us](mailto:Meredith.Herbst@cityofvancouver.us)

# OUR VANCOUVER

OUR FUTURE 2045

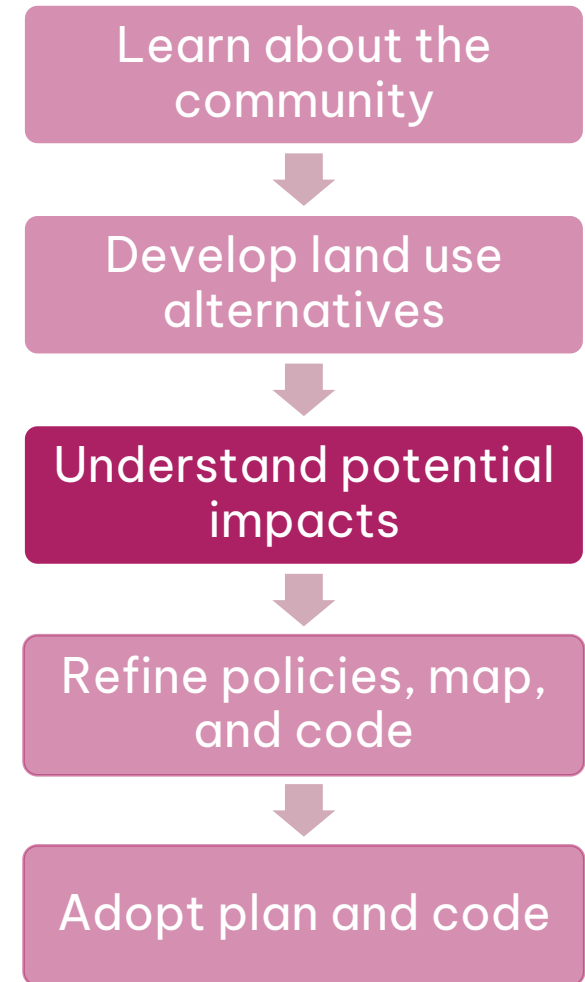
## Comprehensive Plan Update Draft EIS Findings

Rebecca Kennedy (she/her), Deputy Director, Community Development  
Meredith Herbst (she/her), Associate Planner, Community Development

Transportation and Mobility Commission | September 2, 2025

# Agenda

- **Recap:**
  - Comprehensive Plan
  - Alternatives for Vancouver's growth and development
- **Environmental Impact Statement (EIS) Process**
- **Draft EIS Findings**
  - Key Themes
  - Potential Impacts
- **Comment Period: July 8 – September 8**
- **Next steps and Q&A**



# OUR VANCOUVER Comprehensive Plan

- A guide for the city's growth and development over the next **20 years** (2025-2045).

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

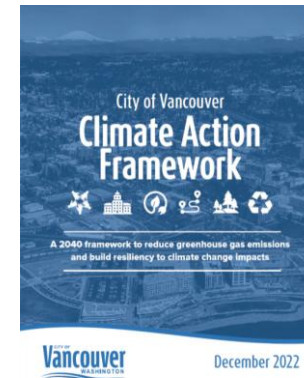
Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

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



# Existing Citywide Guidance

- Connected and accessible neighborhoods
- Equitable access to opportunity
- Build up and fill in
- More housing at all income levels
- Bold climate action and equitable adaptation
- Safe, multimodal transportation options
- More jobs in the community
- Community health and quality of life



Land Use and Code Revisions		Status	Notes
Complete Camp Plan	<ul style="list-style-type: none"> <li>Establish citywide housing and density goals</li> </ul>	🟢	All land use and code changes will be implemented by CSO through the Camp Plan update
Update Code	<ul style="list-style-type: none"> <li>Remove barriers to density and new housing types</li> </ul>	🟢	CSO performing extensive research and community outreach to implement
Update Zoning	<ul style="list-style-type: none"> <li>Bring single-family zoning requirements in line with state updates to allow more infill and additional affordable housing</li> </ul>	🟢	Work is on track to be completed by June 2023
Expand Affordable Housing Reserves	<ul style="list-style-type: none"> <li>Offer density bonuses and flexibility in other requirements to encourage affordable housing development</li> </ul>	🟢	

Policies and Process Strategies		Status	Notes
Assess Development Review	<ul style="list-style-type: none"> <li>Complete comprehensive review of current process looking for improvements</li> </ul>	🟢	Internal process mapping and feedback obtained; feedback obtained; improvements identified
Streamline Development Review	<ul style="list-style-type: none"> <li>Implement changes to eliminate unnecessary steps and reduce review duration</li> </ul>	🟡	Implemented; schedule permit pilot review to be implemented in 2024
Increase Staff Capacity	<ul style="list-style-type: none"> <li>Add staff and increase expertise to assist quicker review and processing</li> </ul>	🟢	Increasing capacity by reviewing housing specific applications
Expand SRA Category Exemptions	<ul style="list-style-type: none"> <li>Make all housing projects with 200 units or less a Type 1 project, in alignment with changes</li> </ul>	🟢	Approved by Council December 2023



# The Process



## Learn about our community

- History
- Existing conditions
- **Visioning**



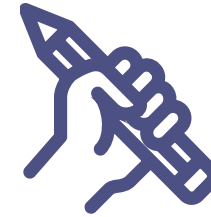
## Develop alternatives

- Analyze data
- New zoning districts
- **Community mapping activities**



## Understand potential impacts

- Draft EIS
- **Public comment period**



## Refine map, policies, & code

- Preferred alternative
- **Drafts of plan, code, and map for public comment**

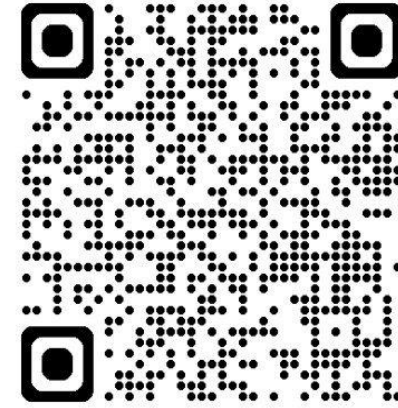


## Adopt plan and code

- Final EIS
- City Council adoption of plan, map, and code

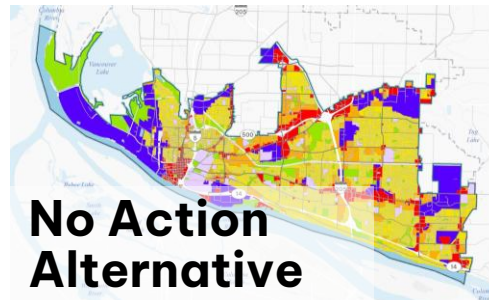
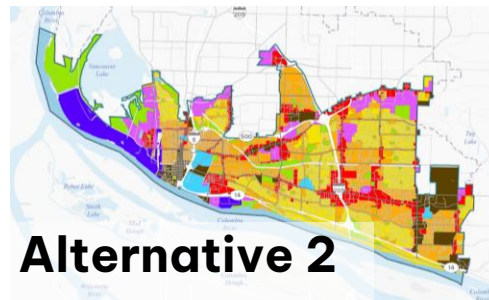
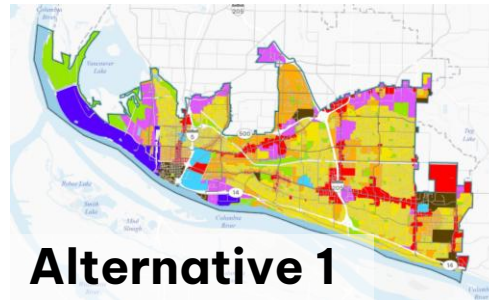


# About the Alternatives



[www.beheardvancouver.org/plan2045](http://www.beheardvancouver.org/plan2045)

City priorities  
State requirements  
Community engagement  
Existing and anticipated future conditions



Existing plan + automatic State laws

Draft Environmental Impact Statement (Draft EIS)

Public comment period

Preferred Alternative combines features from maps

Goals, Policies, Code

Final EIS

Adopted Plan, Map, and Zoning Code

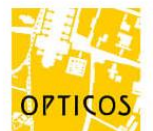
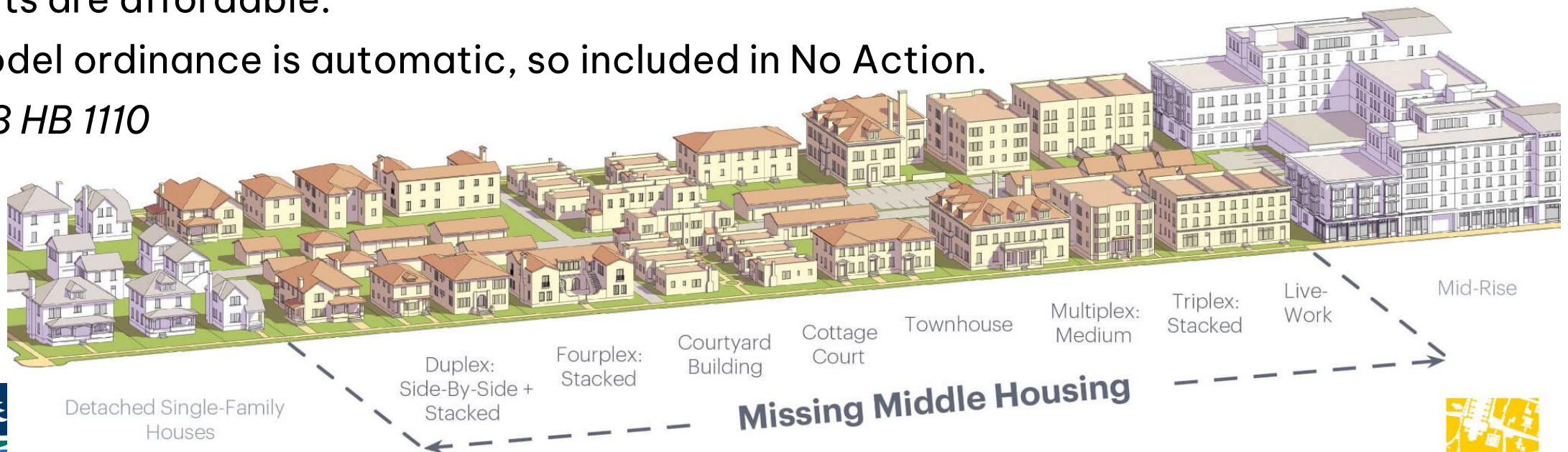
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# Automatic State Laws: Middle Housing

- Cities must, at a minimum, allow up to 4 units per residential lot.
- And, at a minimum, allow up to 6 units per residential lot if near transit or if at least 2 units are affordable.
- Model ordinance is automatic, so included in No Action.

2023 HB 1110



# New Zoning Districts

Low-Scale Neighborhood



Mixed-Use Neighborhood



Institutional/Campus



Medium-Scale Neighborhood



Regional Activity Center



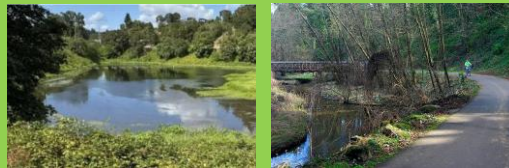
Industrial/Employment



Parks



Natural Areas



Heavy Industrial



# Quick Comparison of Maps

- With All Alternatives
  - ➔ Growth, development, and change will occur in Vancouver over the next 20 years.
  - ➔ Similar amount and locations of **Parks, Natural Areas, Institutional/Campus, and Heavy Industrial.**
  - ➔ Allow at least 4 housing units per residential lot, and at least 6 units per residential lot if it is near transit or if 2 of the units are affordable.
- Key difference is **density** and **mix of uses**

	No Action Alternative	Alternative 1	Alternative 2
Density, intensity, and mix of uses	Lowest	Higher than No Action	Highest
Zoning Districts	Same districts as today	More Low-Scale Neighborhood and Industrial / Employment land than Alternative 2.	More Regional Activity Center and Medium-Scale Neighborhood land than Alternative 1.



# EIS Process

- On July 8, City published the Draft EIS for the Comp Plan Update.
- Draft EIS describes how each alternative could impact different aspects of the built and natural environment.
- Required by State.
- Comment period: Jul 8 – Sep 8
- Focuses on:
  - Impacts *inside* City limits
  - *Citywide* impacts, some by W/C/E
  - Comparing by *order of magnitude* (lowest, higher, highest)

- Land and shoreline use
- Housing
- Aesthetics (light and glare)
- Historic and cultural preservation
- Transportation
- Noise
- Public services and utilities (emergency services, water, sewer, schools, parks and recreation)
- Air quality, greenhouse gases, and climate
- Earth (geological hazard areas, soils, topography)
- Water resources
- Plants and animals



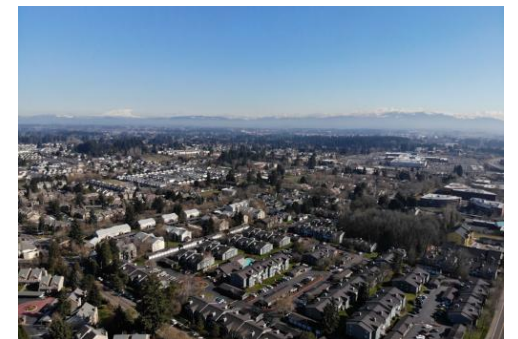
# Draft EIS Findings

Key themes and some potential  
impacts



# Key Themes from Draft EIS

- All alternatives have impacts, including No Action.
  - Growth and change will occur no matter what.
- *Generally:*
  - **Lowest** new housing (No Action) = **lowest** potential impacts.
  - **Higher/highest** new housing (Alternatives 1 and 2) = **higher/highest** potential impacts.
  - Not all follow this though because of differences in where housing/jobs are **placed**.
- Some "impacts" could be **beneficial**
  - For example: having more and diverse housing, making it easier to site small grocery stores and childcare in neighborhoods, etc.



# Key Themes Continued



- While **overall** impacts generally increase with more housing, some **per household** impacts may decrease with more housing.
  - For example, number of per household vehicle miles traveled decreases in the action alternatives.
- If the updated plan and regulations are better at improving our community and environment, then more re/development can improve the community and environment.
  - For example: Updates to Shoreline Master Program, Critical Areas Ordinance, and tree code; more efficient service delivery
- The proposed **mitigations** are the draft plan's policies, actions, and regulations.

# Some Findings from Draft EIS

	No Action	Alternative 1	Alternative 2
<b>Housing (+38,000) and Jobs (+43,100) Targets</b>	Would <b>not</b> meet <ul style="list-style-type: none"> <li>+29,600 housing</li> <li>+16,600 jobs</li> </ul>	<i>Feasibility exceeds</i> <ul style="list-style-type: none"> <li>+45,100 housing</li> <li>+46,000 jobs</li> </ul>	<i>Feasibility exceeds</i> <ul style="list-style-type: none"> <li>+50,700 housing</li> <li>+49,300 jobs</li> </ul>
<b>Potential for housing diversity and affordability</b>	Lowest	Higher than No Action	Highest
<b>New Housing in Displacement Risk Areas</b>	Highest	Lowest	Higher than Alternative 1
<b>Commercial Displacement</b>	Lowest <ul style="list-style-type: none"> <li>But fewest new spaces for businesses</li> </ul>	Higher than No Action <ul style="list-style-type: none"> <li>But more new spaces for businesses than No Action</li> </ul>	Similar to Alternative 1 <ul style="list-style-type: none"> <li>Most new spaces for businesses</li> </ul>
<b>Vehicle Miles Traveled (VMT)</b>	Highest per household <ul style="list-style-type: none"> <li>Lowest overall</li> </ul>	Lower per household than No Action <ul style="list-style-type: none"> <li>Higher overall than No Action</li> </ul>	Lowest per household <ul style="list-style-type: none"> <li>Highest overall</li> </ul>



If there are other specific impacts in the Draft EIS that you want to know about, let us know!

# Transportation: Potential Impacts

All alternatives would result in

- An increase the **total** miles driven citywide to some extent, because of population growth.
- Similar rates of trips by a particular type of transportation
  - Walking/rolling, biking, by transit, or by vehicle.
- Similar average distance of each trip – about 4 miles.

	No Action Alternative	Alternative 1	Alternative 2
Miles traveled by vehicle	Highest per household <ul style="list-style-type: none"> <li>• But lowest overall</li> </ul>	Lower per household than No Action <ul style="list-style-type: none"> <li>• But higher overall than No Action</li> </ul>	Lowest per household <ul style="list-style-type: none"> <li>• But highest overall</li> </ul>
Traffic on City safety corridors*	Lowest	Higher than No Action	Slightly higher than Alternative 1



\*Roads identified for safety-related improvements. Potential impacts vary by specific road.

# Transportation: Mitigation

## *"Avoidance, Minimization, and Mitigation Measures"*

- Updates to 6-year Transportation Improvement Program (TIP) and adhere to current Transportation System Plan (TSP) projects
- Goals and Policies consistent with Transportation System Plan and other guiding policy
  - More multimodal travel options
  - Locate housing near transit investments and commercial services
  - Expand community use of the right-of-way
  - Updated street standards and multimodal level of service standards
  - Implement Transportation System Plan (TSP) plans, policies and projects



# Air quality, greenhouse gases, and climate: Potential Impacts

- All alternatives would have
  - Similar capacity for new housing units in areas with air pollution exposure risks.
  - Lower emissions than Vancouver does in 2025.

	No Action Alternative	Alternative 1	Alternative 2
<b>Modeled 2045 total emissions</b>	Lowest	Higher than No Action <ul style="list-style-type: none"> <li>• But still lower than current</li> </ul>	Slightly higher than Alternative 1 <ul style="list-style-type: none"> <li>• But still lower than current</li> </ul>
<b>Potential for new housing and jobs in existing high-heat areas</b>	<ul style="list-style-type: none"> <li>• Lowest for housing</li> <li>• Lowest for jobs</li> </ul>	<ul style="list-style-type: none"> <li>• Highest for housing</li> <li>• Higher than No Action for jobs</li> </ul>	<ul style="list-style-type: none"> <li>• Higher than No Action for housing</li> <li>• Highest for jobs</li> </ul>



# Notes about Transportation and Emissions

- The emissions analysis is based on vehicle miles traveled (VMT) from the regional transportation model.
  - Quantitative analysis doesn't account for potential reductions in non-transportation emissions resulting from implementation of the Climate Action Framework
  - May not fully capture potential changes in transportation patterns (e.g., mode shift, average trip length) resulting from more walkable, mixed-use neighborhoods.
  - More detailed active trip potential analysis planned for Final EIS.
- Per household VMT is lower in Alternatives 1 and 2 than No Action, which assumes fewer households and less density (less growth)



# Air quality, greenhouse gases, and climate: Mitigation

*"Avoidance, Minimization, and Mitigation Measures"*

- Future air pollutant emissions under all alternatives are expected to be lower than existing emissions due to improvements in vehicle technology, stricter fuel and engine regulations, and decarbonization of electricity supply.
- Potential goals and policies
  - Increase resilience to climate change - community and infrastructure
  - Expand access to clean energy options and alternative fuel vehicles
  - Implement land use patterns that reduce congestion and travel distances
  - Implement Climate Action Framework policies and actions



# Comment Period

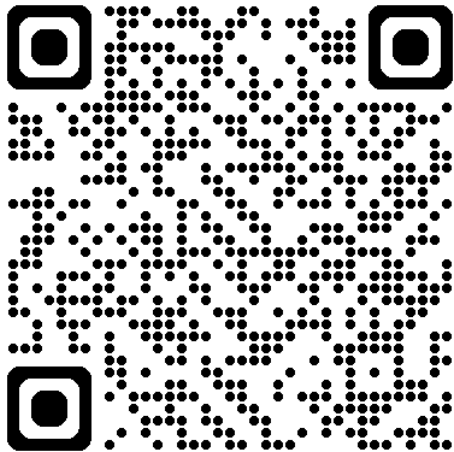
- **Public comment period from Jul 8 thru Sep 8**
  - Can comment on alternatives, potential impacts, etc.
- What we decide now will shape the future of our neighborhoods, climate, and quality of life
- Staff will use
  - information in the Draft EIS
  - comments on the Draft EIS and other feedback from engagement
  - City policy priorities (equity, climate, and safety)
  - direction from City Councilto draft a preferred alternative that combines features from the different alternatives.



# How to Comment

## 1. Review the alternatives and their potential impacts

- View the [online StoryMap](#)
- Review the [executive summary](#) of the DEIS findings
- Review the [full Draft EIS document](#)



## 2. Provide Your Comments

- Online Comment Form (preferred): [www.surveyhero.com/c/VancouverDEIS](http://www.surveyhero.com/c/VancouverDEIS)
- Email to [OurVancouver2045@cityofvancouver.us](mailto:OurVancouver2045@cityofvancouver.us).
- Mail your comments to:
  - Attn: Meredith Herbst
  - City Hall
  - PO Box 1995
  - Vancouver, WA 98668
- Leave a voicemail by calling 360-487-7929.

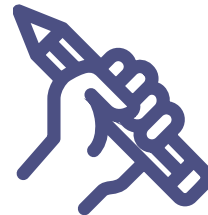


# Coming Up + Q&A



## Understand potential impacts

- Draft Environmental Impact Statement (Draft EIS)
- **Public comment period (Jul 8 – Sep 8)**



## Refine map, policies, & code

- Determine preferred alternative based on Draft EIS comments and other factors
- **Drafts of plan, code, and map for public comment**



## Adopt plan and code

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



# Thank you!

[www.beheardvancouver.org/plan2045](http://www.beheardvancouver.org/plan2045)  
[OurVancouver2045@cityofvancouver.us](mailto:OurVancouver2045@cityofvancouver.us)





## MEMORANDUM

**DATE:** September 2, 2025

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

**FROM:** Adam Argo, Principal Transportation Planner; Emily Benoit, Senior Transportation Planner; Maggie Derk, Senior Transportation Planner, Community Development Department

**RE:** 2025 Corridor Planning Projects

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

---

### Meeting Purpose

- Introduce the project purpose and timeline to the Transportation and Mobility Commission (TMC).
- Obtain TMC feedback on goals, engagement approach, and preliminary issues and opportunities.

### Project Overview

#### Locations

The 2025-2026 Corridor Planning Projects comprise the following three corridor segments (shown in Figure 1):

- NE 72nd Avenue from NE 78th Street to NE 40th Street
- NE 86/87th Avenue from NE Fourth Plain Boulevard to East Mill Plain Boulevard
- 97/98th Avenue from NE 39th Street to SE 10th Street

Each of the three Planning Project corridors provide important connections to community resources (such as trails), transit, and to other transportation corridors, such as Fourth Plain Boulevard and Mill Plain Boulevard. They also serve an important function mobility function as part the modal networks as identified in the 2024-2044 Transportation System Plan (TSP).

Figure 1: Project Area Map



## Purpose

This project will identify improvements to three corridors in advance of City of Vancouver pavement preservation work programmed for 2027. This project will also identify preferred cross sections for key segments within each of the three corridors.

## Project Goals

This project will evaluate how the three corridors can better meet the needs of people walking, using a mobility device, biking, accessing transit and driving. The three corridors are identified in the TSP as part of the pedestrian and bike/small mobility modal networks – making them priority corridors for those modes of travel. In addition to advancing the vision established in the TSP, project goals include:

- **Safety:** Improve safety and create facilities for all ages, abilities and modes of travel.
- **Equity:** Engage with members of the community and provide solutions that benefit the full range of community members.
- **Climate:** Identify solutions that advance climate goals to transition to clean, green modes of travel.
- **Connectivity:** Implement active transportation connections in alignment with the Transportation System Plan Modal Networks.

## Issues and Opportunities

Based on work completed to date, the project team has identified the following preliminary issues and opportunities for the three corridors:

### **NE 72nd Avenue from NE 78th Street to NE 40th Street:**

- Inconsistent bicycle/small mobility facilities that don't meet design guidelines.
- No bicycle/small mobility facilities north of Vancouver Mall.
- Lower density of driveways creates fewer conflict points on the corridor,
- Most of the housing (primarily multifamily properties) does not front/face the street and are served by off-street parking lots.
- There are some existing traffic calming treatments along this corridor.
- There are some sidewalk gaps and inconsistent sidewalk widths.

### **NE 86/87th Avenue from NE Fourth Plain Boulevard to East Mill Plain Boulevard:**

- Narrow bicycle/small mobility facilities that don't meet design guidelines.
- Provides links to the Burnt Bridge Creek Trail.
- Concrete medians are located in portions of the corridor.
- There is good sidewalk coverage.
- There is a mix of land use/development types.
- On-street parking is sporadic.

### **97/98th Avenue from NE 39th Street to SE 10th Street:**

- Inconsistent bicycle/small mobility facilities that don't meet design guidelines.
- There are missing sidewalks in some areas.
- On-street parking is sporadic.
- Large crossing gaps that exceed pedestrian crossing spacing guidelines (approximately every 800 feet).
- Wide travel lanes, extra shoulder and buffer areas could potentially be repurposed (example: extra parking shoulder along the powerline corridor).
- Long road segments with no driveway conflict.

## **Project Timeline**

The project is expected to be completed by the end of 2026 to meet deadlines associated with the 2027 paving schedule. Presentations to the Transportation and Mobility Commission are currently scheduled for November 2025, March 2026, and August 2026. **Error! Reference source not found.** Figure 2 provides a high-level overview of the anticipated timeline.

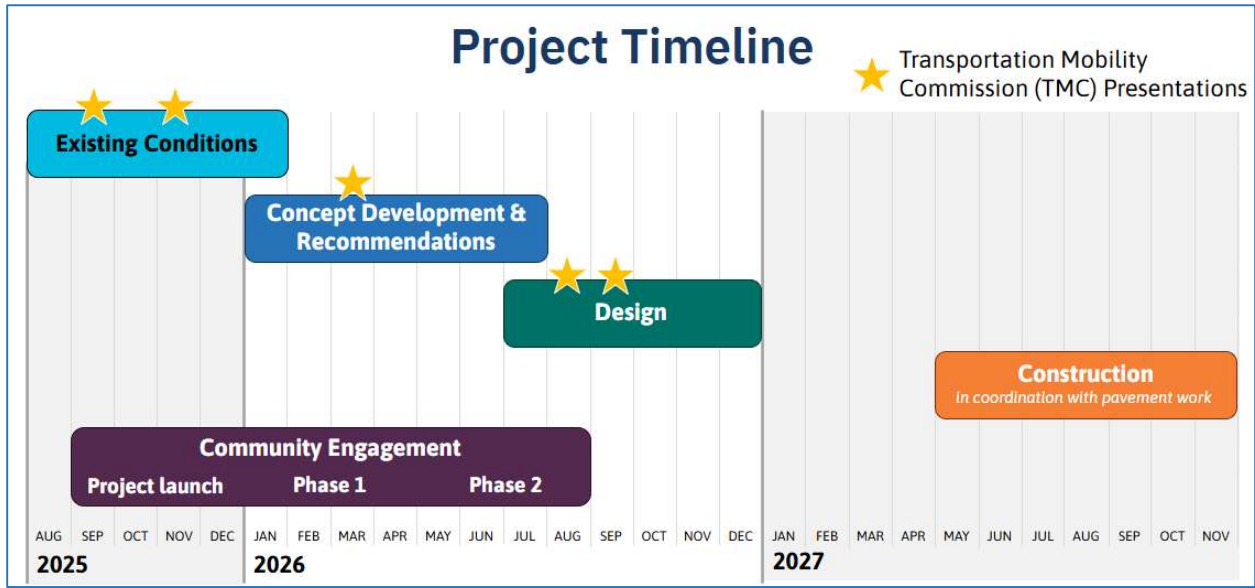


Figure 2: Project Timeline

## Engagement Approach

The engagement approach will focus on two levels of participation:

- **Inform** – Share information with the community to help them understand project goals, objectives, limitations, timelines, and recommendations.
- **Consult** – Solicit and acknowledge community feedback on transportation needs, desires, and concerns for the project area.

Community engagement for this project will occur over two milestones:

- **Phase 1: Current Conditions** (September 2025-March 2026): Learn how the community currently uses the project area, set expectations, collect data and share preliminary design considerations.
- **Phase 2: Design Recommendations** (April – September 2026): Solicit feedback on design recommendations and priorities.

Based on this engagement approach, the project team will focus on:

- Keeping community informed through various methods of communication.
- Using inclusive and accessible engagement strategies.
- Targeted in-person engagement to the most impacted people.

## Equitable Engagement

The City of Vancouver’s Equity Index Map serves as a valuable tool for guiding policy, program, and public investment priorities. It uses U.S. Census demographics markers to identify equity-priority populations. To further understand the racial composition,

languages, housing status, and accessibility needs of the project area, the project team will conduct an additional review of U.S. Census and Department of Education data. These findings will shape the equitable community engagement approaches including language translation and interpretation needs, and the location of in-person engagement activities.

## **Project Stakeholders**

Stakeholder involvement is key to the development and execution of this project. The project team has identified the following community groups, institutions, and services for engagement throughout the project timeline. The team recognizes this list is not necessarily exhaustive and welcomes suggestions from the Mobility Commission for additional individuals and/or groups to include in engagement:

### **Neighborhood Associations/ residents:**

- Walnut Grove
- Van Mall
- Green Meadows
- Ogden
- Oakbrook
- Burton Ridge

### **Area Schools:**

- Walnut Grove Elementary School
- Ogden Elementary School
- Marrion Elementary School
- Henrietta Lacks High School

### **Services:**

- Fire Station 5 (VFD)
- Vancouver Clinic
- PeaceHealth SW Medical Center

### **Faith Communities:**

- Church of Truth
- Calvary Slavic Christian Church
- Church at the Grove
- Crossroads Community Church
- Evergreen Bible Church

## **Next Steps**

The project team is currently reviewing existing conditions in the corridor, including a review of traffic counts, safety data, and parking utilization. After completing the existing conditions analysis in fall 2025, the team will transition to Phase 1 of public

engagement in fall 2025/winter 2026, where we'll actively listen to the community's experiences and concerns regarding the three corridors. Gathering these insights will help the project team develop the design improvements recommended for the corridors. The project team will collaborate with the Transportation and Mobility Commission throughout the planning phase of the project to review and offer feedback, and ensure that the final recommendations align with community needs and project goals.

## Staff contact info

**2025 Corridor Planning Projects email contact:** [vancouvermoves@cityofvancouver.us](mailto:vancouvermoves@cityofvancouver.us)

### **Corridor leads:**

NE 72nd Avenue from NE 78th Street to NE 40th Street:

Emily Benoit, Senior Transportation Planner, Community Development

NE 86/87th Avenue from NE Fourth Plain Boulevard to East Mill Plain Boulevard

Adam Argo, Principal Transportation Planner, Community Development

97/98th Avenue from NE 39th Street to SE 10th Street

Maggie Derk, Senior Transportation Planner, Community Development

Matt Hinshaw, Senior Civil Engineer, Public Works, Transportation Team

## Attachment(s):

- None



# 2025 Corridor Planning Projects

## Transportation and Mobility Commission Workshop

**Adam Argo, Emily Benoit, Maggie Derk,**  
Community Development Department

**Matt Hinshaw, Lesley Nebeker**  
Transportation Engineering, Public Works

September 2, 2025



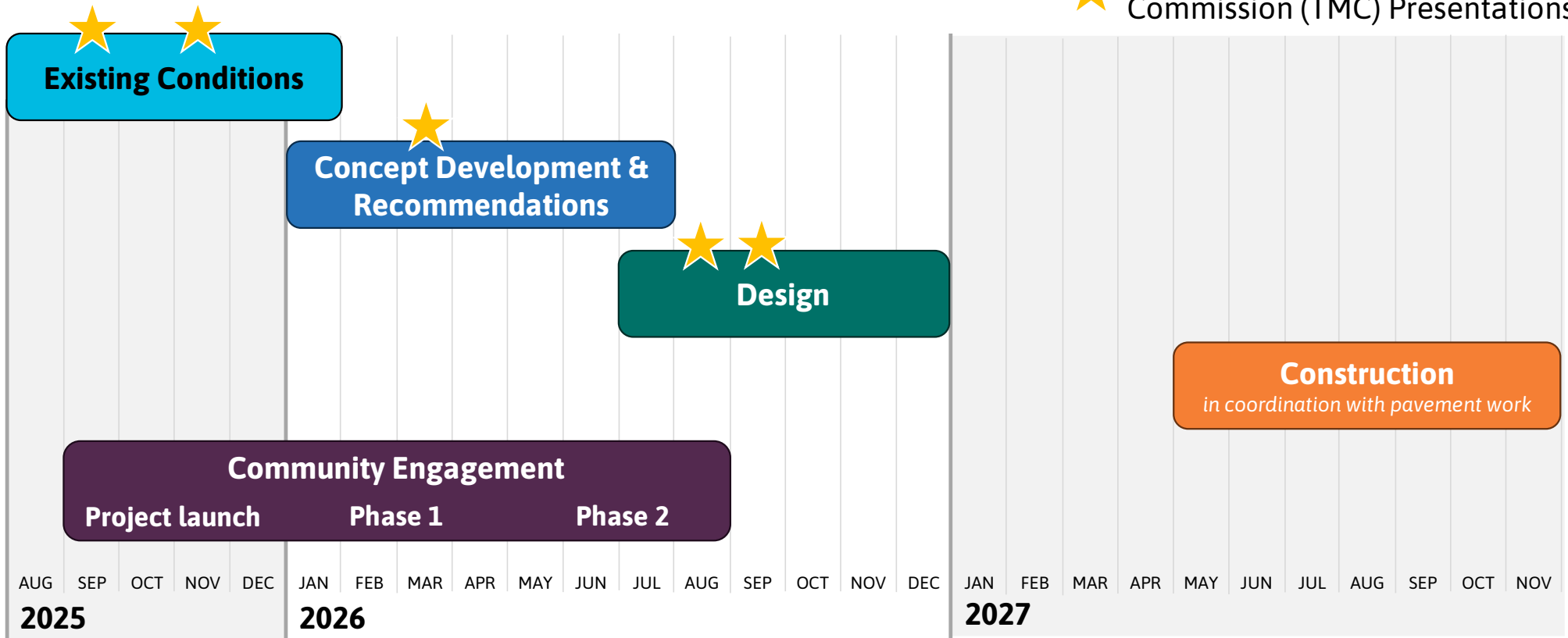
# Agenda

- Introductions
- Project Area
- Project Goals
- Engagement Approach
- Issues & Opportunities
- Next Steps



# Project Timeline

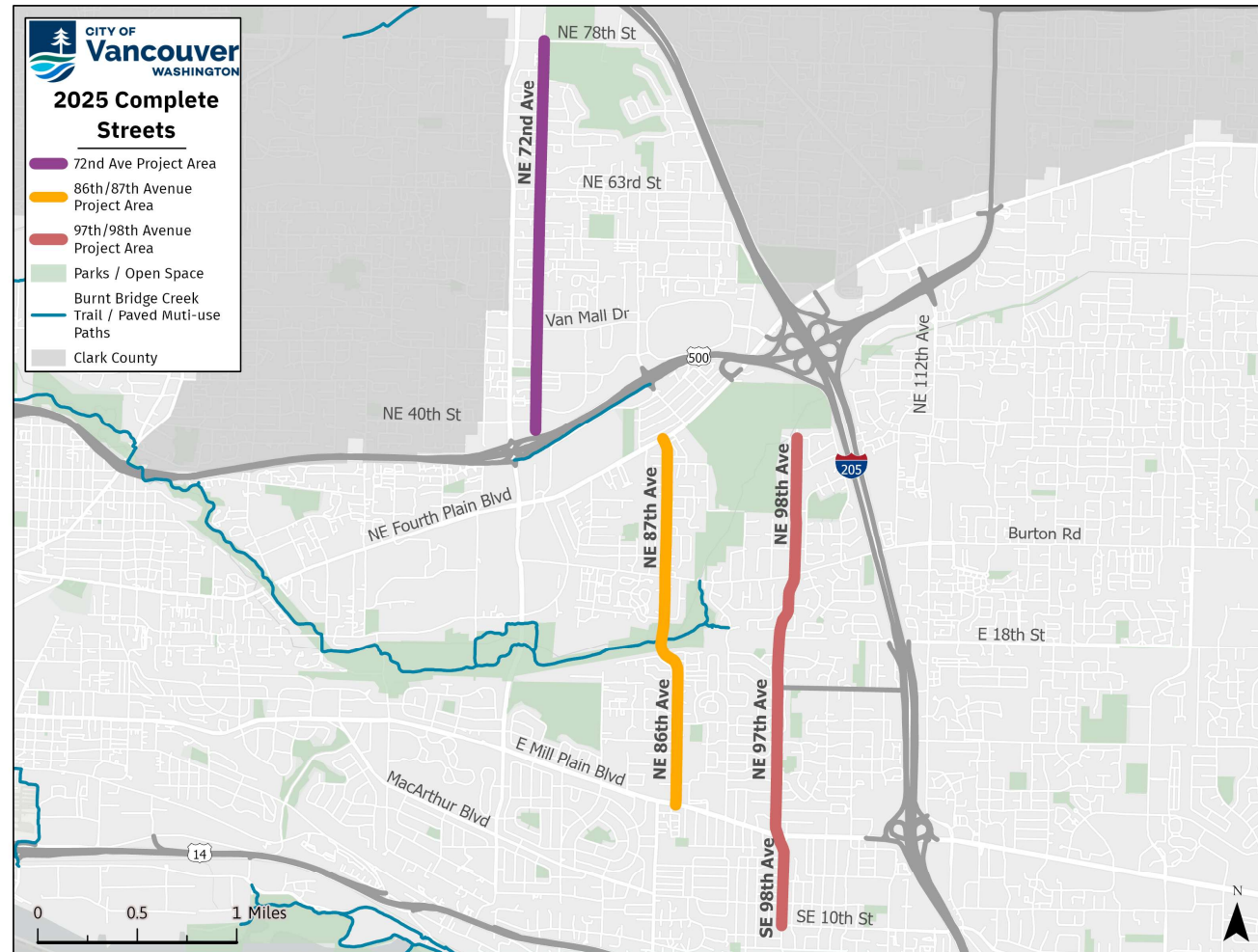
★ Transportation Mobility Commission (TMC) Presentations



# Project Areas

- **NE 72nd Ave** from NE 78th St to NE 40th St
- **NE 86th/87th Ave** from Fourth Plain Blvd to Mill Plain Blvd
- **97th/98th Ave** from NE 39th St to SE 10th St

Note: the extent of individual construction projects may vary from these study limits.



# TSP Modal Networks

## NE 72nd Avenue from NE 78th Street to NE 40th Street is:

- On the primary bicycle and small mobility network
- A secondary pedestrian corridor
- A collector roadway classification (signed 25 and 30mph)
- Transit connections: Bus Routes 32 and 78 on NE Andresen Rd and NE Vancouver Mall Dr

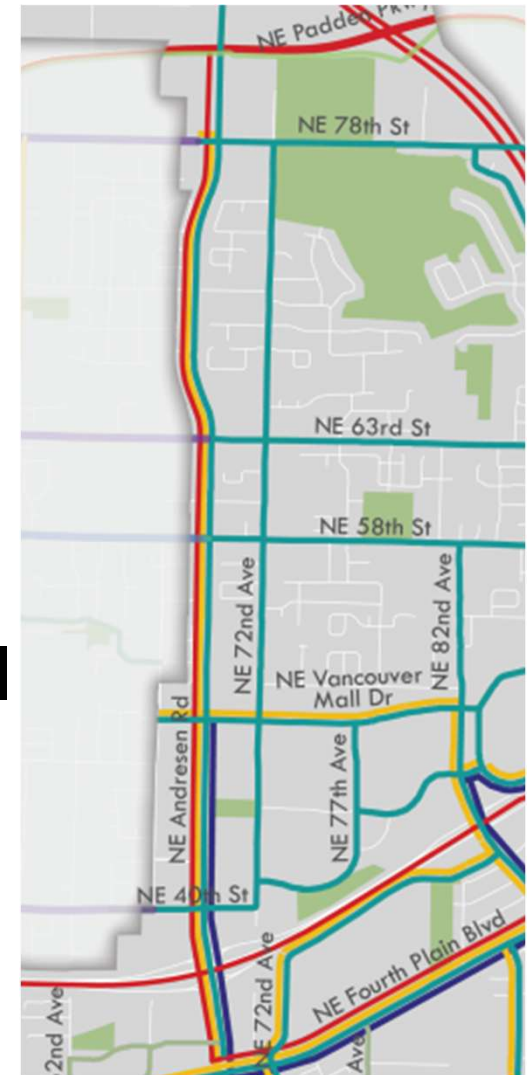
### Legend

#### Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

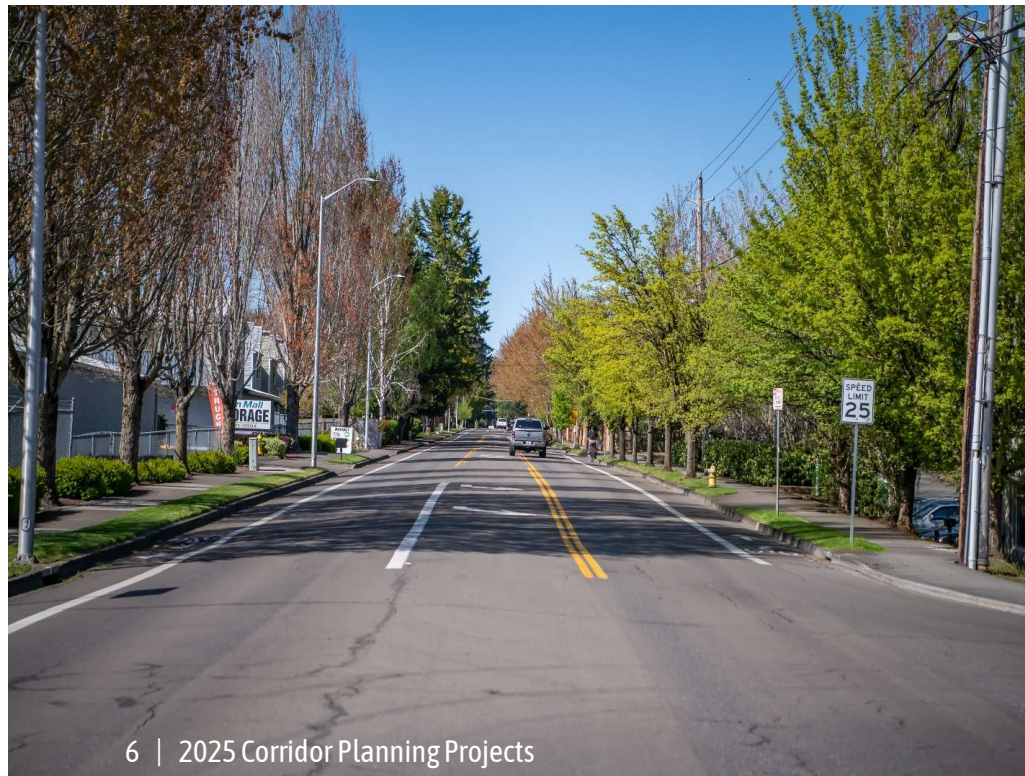
#### Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways

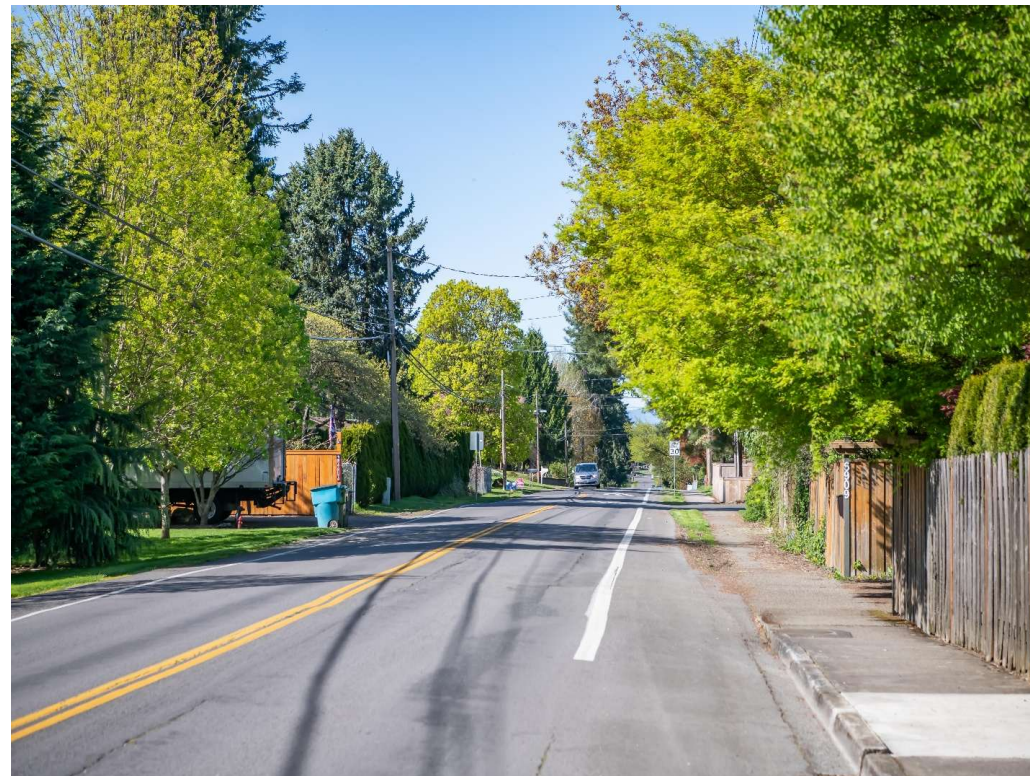


# NE 72nd Ave from NE 78th St to NE 40th St

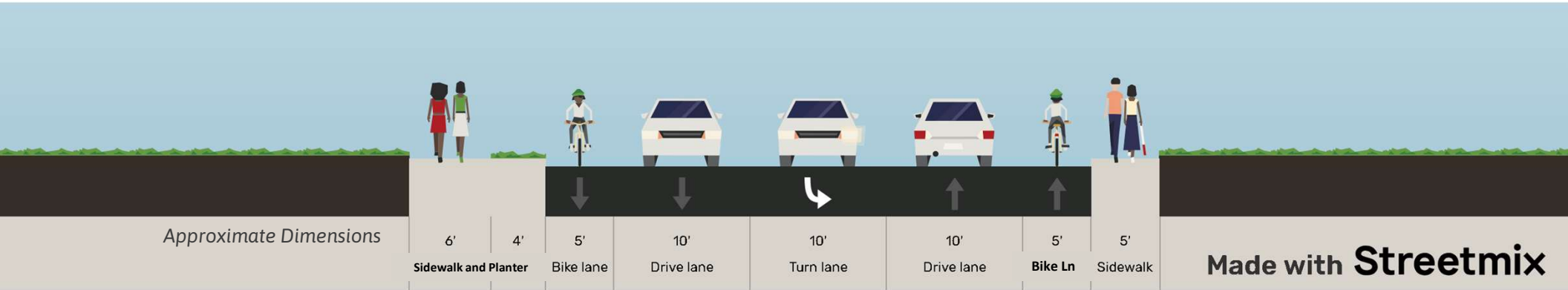
## At NE 41st Street



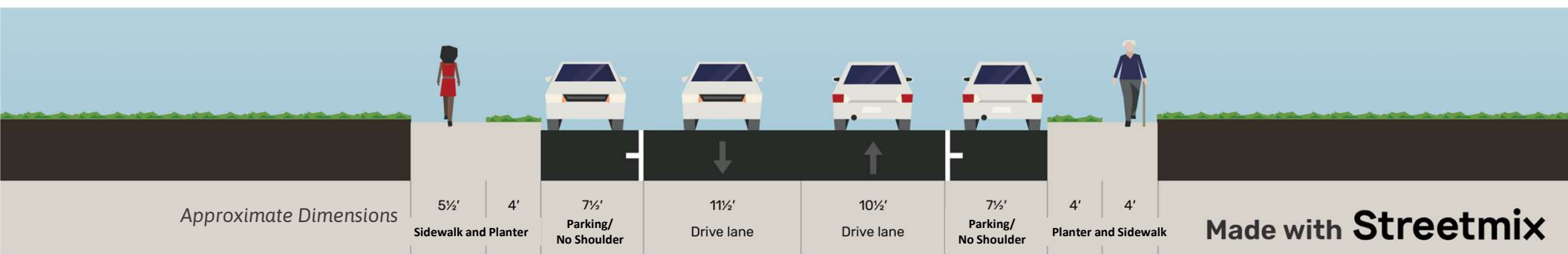
## At NE 69th Street



**Extents: NE 72nd Ave from NE 45th St to NE Vancouver Mall Dr**



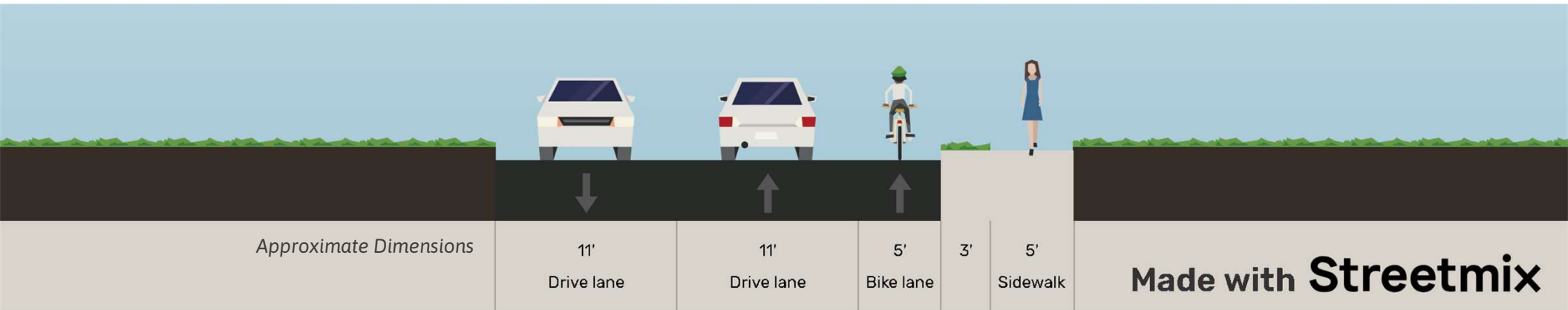
**Extents: NE 72nd Ave from NE Vancouver Mall Dr to NE 55th St**



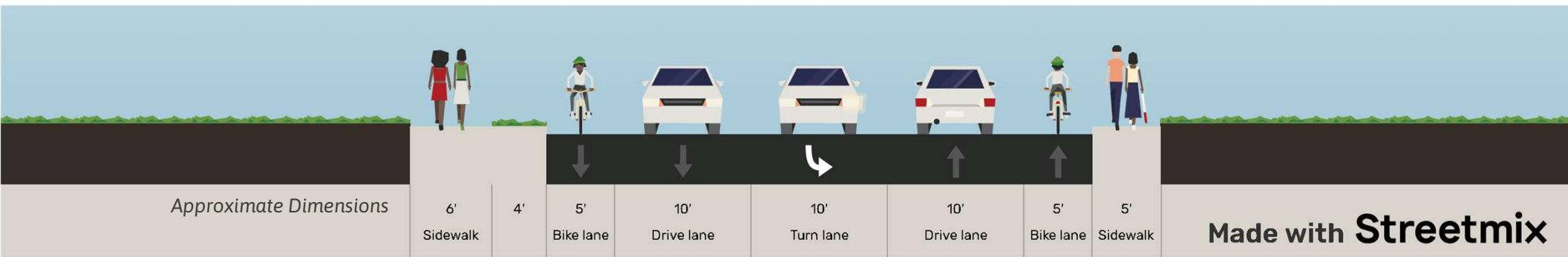
\*Features outside the sidewalk area omitted for simplicity.



**Extents: NE 72nd Ave from NE 69th St to NE 78th St**



**Intersection of NE 72nd Ave and NE 45th St**

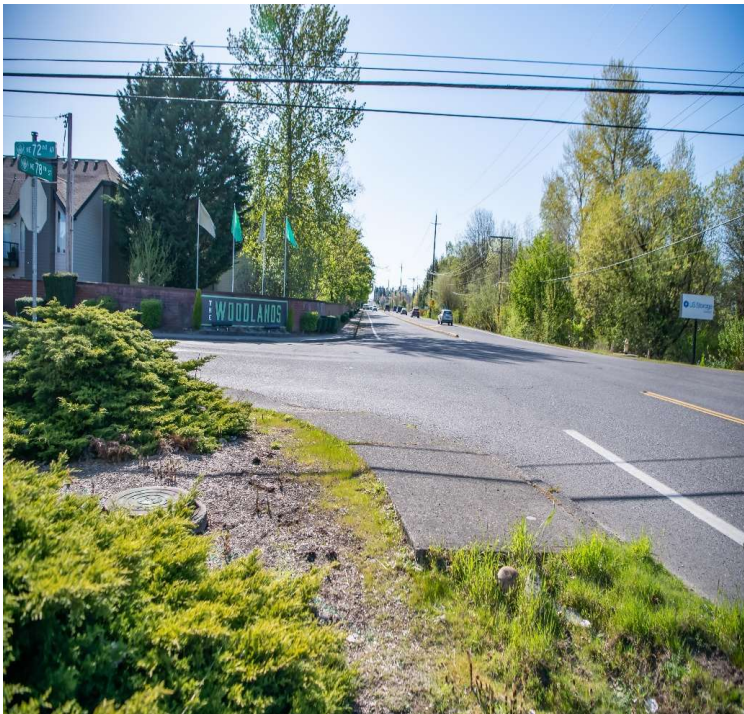


\*Features outside the sidewalk area omitted for simplicity.



# Issues and Opportunities: NE 72nd Ave

## NE 78th St to NE 40th St



- Inconsistent bicycle/small mobility facilities and many that don't meet design guidelines
- Some sidewalk gaps; inconsistent sidewalk widths
- Some crossings at intersection; none mid-block
- Housing primarily does not front/face street so fewer driveways; multifamily housing with off street parking
- Some existing traffic calming (speed cushions)
- Connectivity to parks and trail



# TSP Modal Networks

## NE 86/87th Avenue from NE Fourth Plain Blvd and E Mill Plain Blvd

- A primary pedestrian corridor
- On the bicycle and small mobility network
- A minor arterial roadway classification (signed 25 mph)
- Transit connections: Vine on NE Fourth Plain and Mill Plain Blvd, Bus 30 on Burton

### Legend

#### Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

#### Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



# NE 86/87th Ave from NE Fourth Plain Blvd to E Mill Plain Blvd

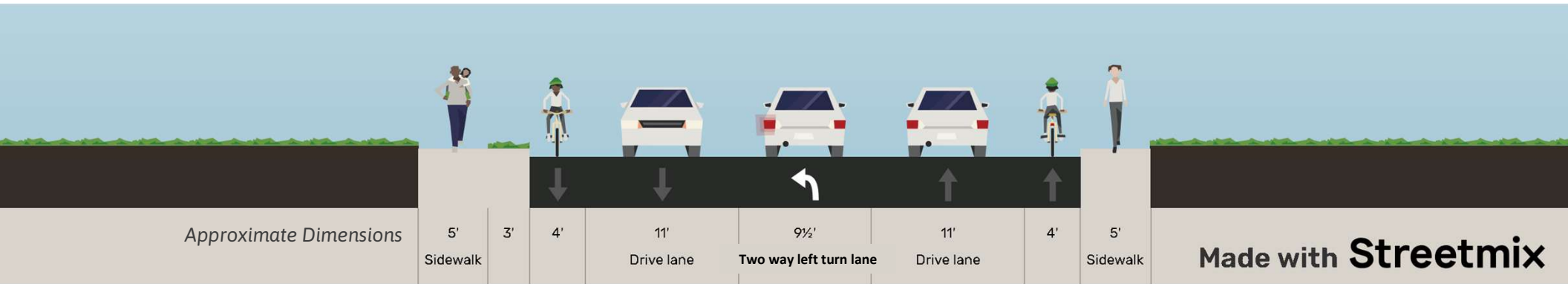
NE 87th Ave at NE 15th St



NE 86th Ave at NE 33rd St

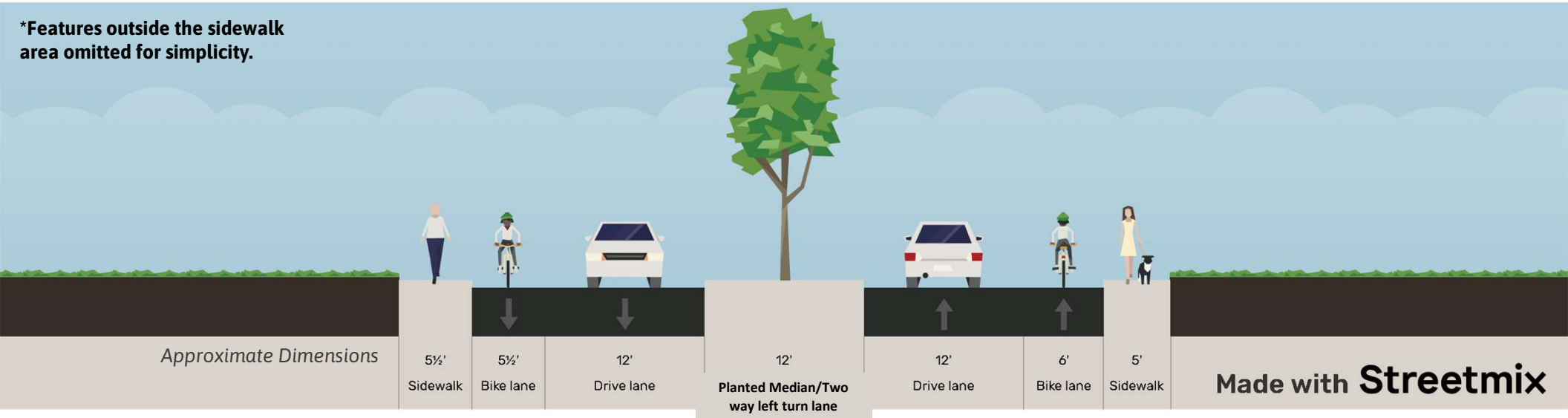


**Extents: NE 87th Ave from NE 5th St to NE 10th St**

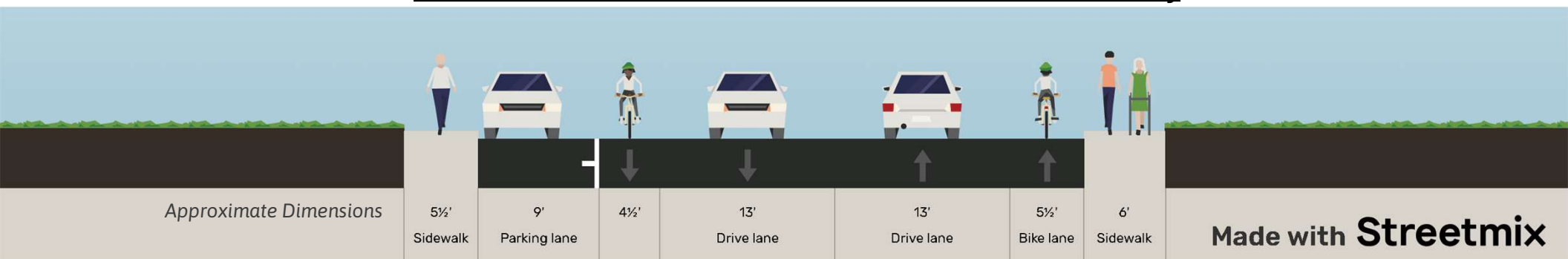


**Extents: NE 87th Ave/NE 86th Ave from NE 15th St to NE Burton Rd**

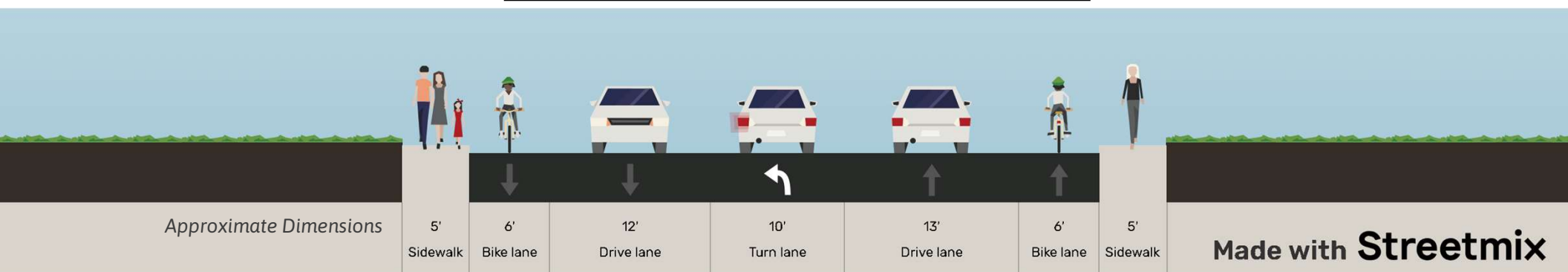
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## Extents: NE 86th Ave from NE Burton Rd to NE 30th Way



## Intersection of NE 87th Ave and NE 15th St



\*Features outside the sidewalk area omitted for simplicity.



# Issues & Opportunities: 86/ 87th Ave

## Project Area



NE 86th Ave near NE 36th St

- Narrow bicycle/small mobility facilities that don't meet design guidelines
- Provides links to the Burnt Bridge Creek Trail
- Portions of the corridor have concrete median, TWTL in residential zone
- Sidewalk coverage
- Mix of land use contexts
- Sporadic on-street parking



# TSP Modal Networks

## 97/98th Avenue from NE 39th Street to SE 10th Street

- A primary pedestrian corridor
- On the bicycle and small mobility network
- A local roadway classification (signed 25 mph)
- Transit connections: Vine on Mill Plain Blvd, Bus 30 on Burton

### Legend

#### Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

#### Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



# 97/98th Ave from NE 39th St to SE 10th St

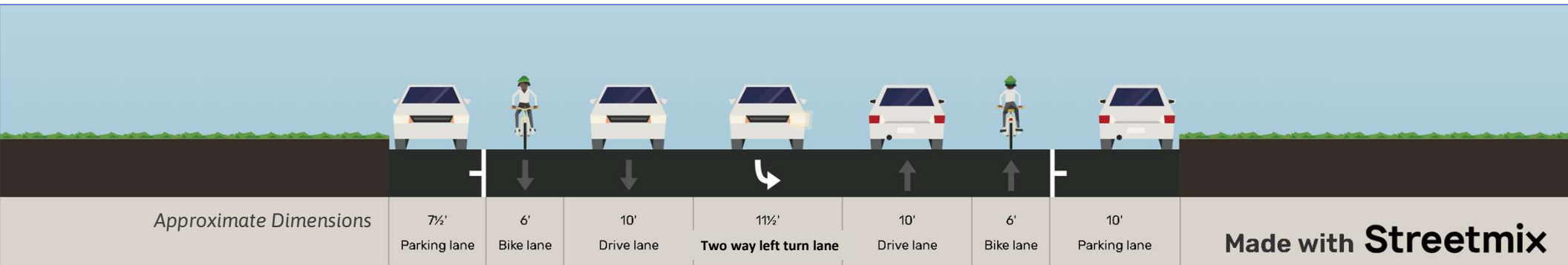
## SE 98th Ave at St Helens Ave



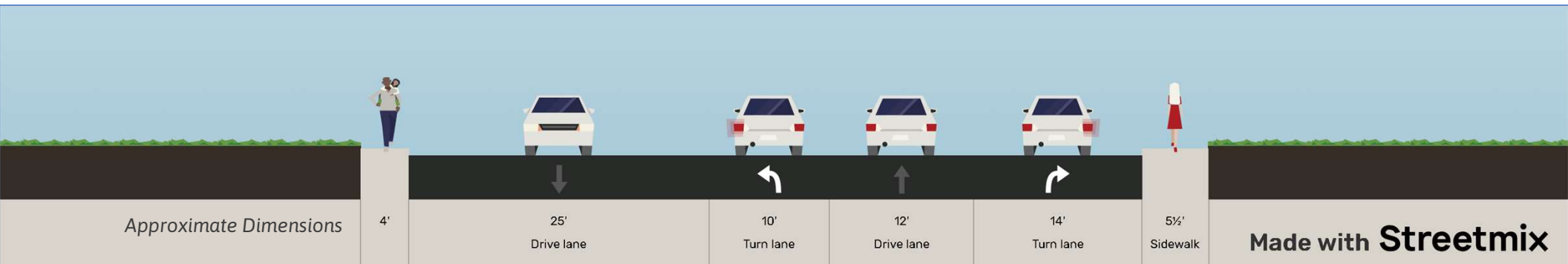
## NE 97th Ave at NE 14th St



## Extents: SE 98th Ave from SE 10th St to Boulder Ave



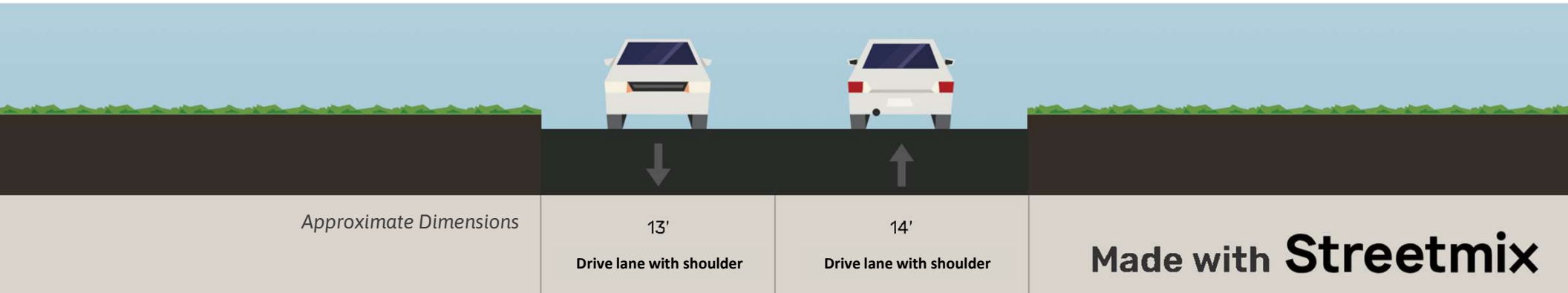
## Intersection of E Mill Plain Blvd and SE 98th Ave



**\*Features outside the sidewalk area omitted for simplicity.**

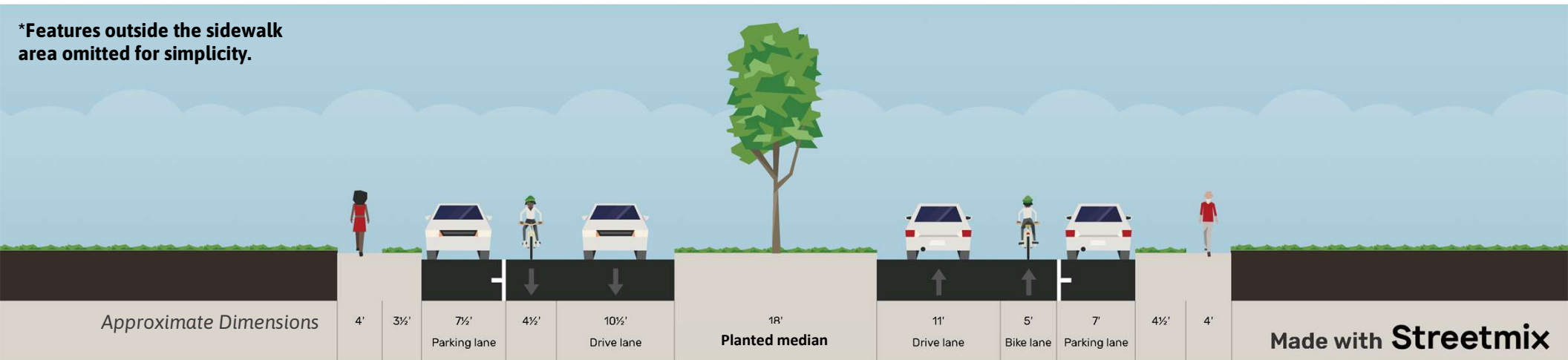


**Extents: NE 97th Ave from NE 3rd St to NE 7th St**



**Extents: NE 97th/NE 98th Ave from NE 16th St to NE Burton Rd**

\*Features outside the sidewalk area omitted for simplicity.



# Issues & Opportunities: 97th / 98th Ave

## Project Area



NE 97th Ave at NE Tanglewood Dr

- Inconsistent bicycle/small mobility facilities that don't meet design guidelines
- Missing sidewalks in some areas
- Large crossing gaps that exceed pedestrian crossing spacing guidelines (approximately every 800 feet)
- Wide travel lanes, extra shoulder and buffer areas could potentially be repurposed; powerline corridor has extra parking shoulder without housing
- Sporadic on-street parking
- Long road segments with no driveway conflicts
- Oakbrook Park redesign (scheduled to be completed September 2025)



# Project Goals



**Safety:** Improve safety and create facilities for all ages, abilities and modes of travel.



**Equity:** Engage with members of the community and provide solutions that benefit the full range of community members.



**Climate:** Identify solutions that advance climate goals to transition to clean, green modes of travel.



**Connectivity:** Implement active transportation in alignment with the Transportation System Plan Modal Networks.





## Engagement Approach

- Overlap in neighborhoods and travel shed – so engage as one project set
- Most events/ communications will include all corridors
- Some meetings specific to a corridor

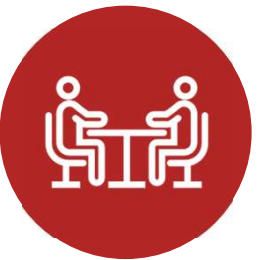


# Engagement

## Two Levels of Participation



**Inform** - Share information with the community to help them understand project goals, objectives, limitations, timelines, and recommendations.



**Consult** - Solicit and acknowledge community feedback on transportation needs, desires, and concerns for the project area.



# Engagement Approach

## **Phase 1: Current Conditions (Sept 2025 – March 2026)**

- Learn how the community currently uses the project area, set expectations, collect data and share preliminary design considerations.

## **Phase 2: Design Recommendations (April – September 2026)**

- Solicit feedback on design recommendations and priorities.

Project team will focus on:

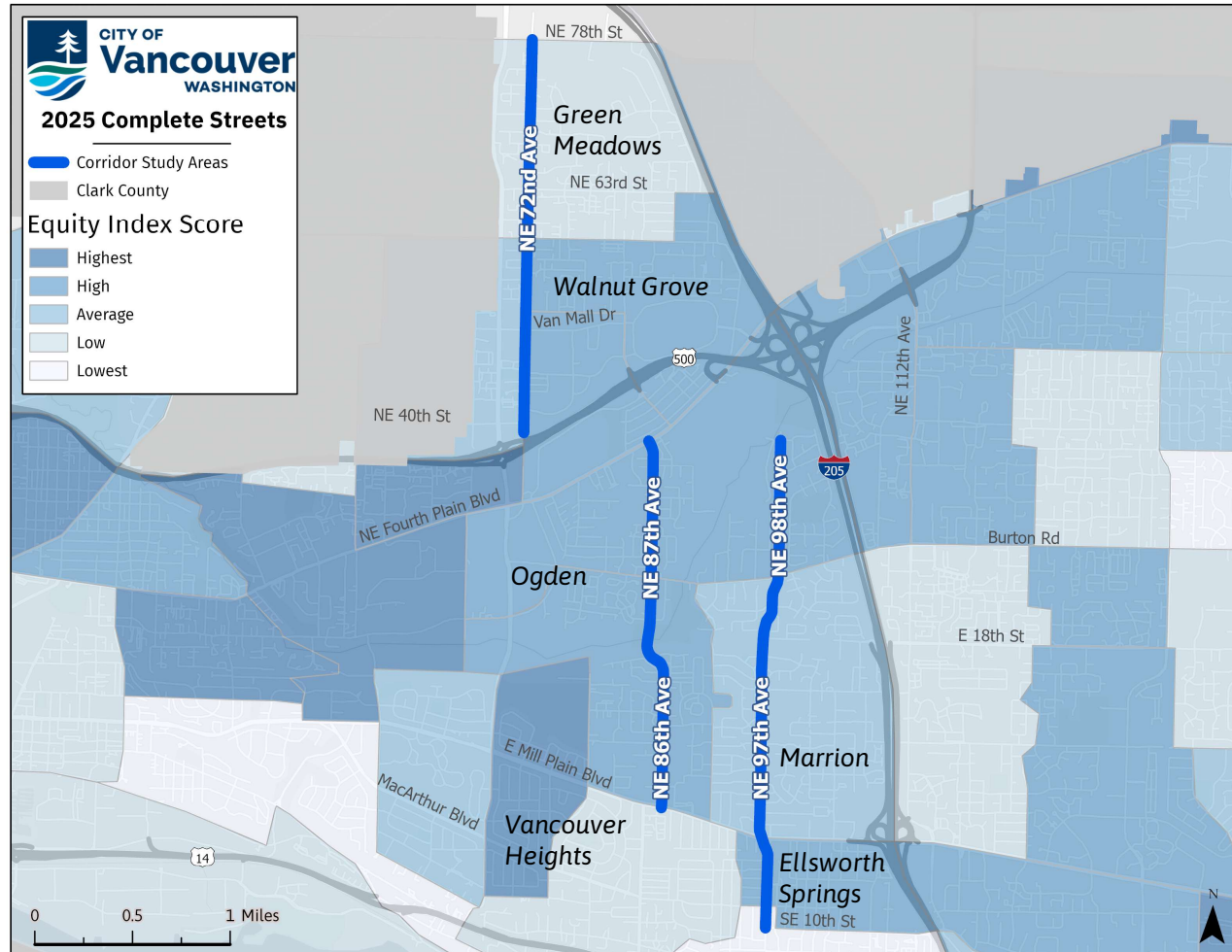
- Keeping community informed through various methods of communication
- Using inclusive and accessible engagement strategies
- Targeted in-person engagement to the most impacted people



# Engagement Approach

## Equity-Priority Populations

- Utilize the City's Equity Index, along with other tools, to help identify priority populations surrounding the 3 project areas and develop a targeted outreach approach to those historically underrepresented communities.



# Project Area Stakeholders

## Neighborhoods:

- Burton Ridge
- Ellsworth Springs
- Forest Ridge
- Green Meadows
- Marrion
- North Garrison Heights
- Oakbrook
- Ogden
- Vancouver Heights
- Van Mall
- Walnut Grove

## Area Schools:

- Walnut Grove Elementary School
- Ogden Elementary School
- Marrion Elementary School
- Henrietta Lacks High School

## Services:

- Fire Station 5 (VFD)
- Vancouver Clinic
- PeaceHealth SW Medical Center
- C-TRAN

## Faith Communities:

- Church of Truth
- Calvary Slavic Christian Church
- Church at the Grove
- Crossroads Community Church
- Evergreen Bible Church



# Discussion

- Questions about the project scope?
- What issues and needs do you think need to be addressed on these corridors?
- What opportunities exist on these corridors?
- What other stakeholders should we make sure to engage?



# Thank you!



Sign up for project email updates here:  
<https://signup.e2ma.net/signup/1982137/1731532/>



# City of Vancouver, Washington

## Proclamation

WHEREAS, in 2024, the U.S. Department of Transportation Bureau of Transportation Statistics estimated the average ownership costs for a new vehicle driven 15,000 miles annually is \$12,297 a year, or \$1,024 a month. That's an increase of \$115 compared to the previous year; and

WHEREAS, many people cannot afford the cost of a car, and nearly a third of the people residing in the US do not have a driver's license, either because of their age or a condition that does not allow them to drive, including elders and people with disabilities; and

WHEREAS, access to mobility is a fundamental part of health and community connection, allowing people to reach education and employment opportunities, medical services, shopping, recreation, and visit friends and family; and

WHEREAS, mobility and environment are two of Washington State's six transportation system policy goals, including investing public dollars to improve the movement of people and meet climate goals within our communities; and

WHEREAS, vehicle transportation represents the largest source of greenhouse gas emissions in the United States, in our region, and in Vancouver. To meet our City's climate and greenhouse gas emission reduction goals of net carbon neutrality by 2040 we must reduce emissions in our transportation sector; and

WHEREAS, in addition to greenhouse gas emissions, vehicle travel increases dust and pollutants that enter the air and local watersheds, negatively impacting health outcomes for community members and representing a critical equity and environmental justice concern; and

WHEREAS, Vancouver's 2024-2044 Transportation System Plan envisions a city where all people can travel safely and efficiently by all modes, sets policy to encourage the adoption of active, public, and shared transportation modes, and invests in projects and programs to expand and enhance transportation options; and

WHEREAS, the Week Without Driving provides an ample opportunity to participate in the challenge which encourages those who can participate to take some or all of their trips via active, public or shared transportation to build empathy, to understand the needs of our neighbors who cannot or do not drive, and to increase awareness of the ways we can continue to improve our transportation system so travel options like transit, biking, walking and rolling are safe and accessible, and contribute to our decarbonization and equity efforts.

NOW, THEREFORE, I, Anne McEnerny-Ogle, Mayor of Vancouver, Washington, do hereby proclaim the week of September 29th to October 5<sup>th</sup> as:

### **“ Week Without Driving ”**

in the City of Vancouver and encourages the Federal Government, States, local governments, schools, nonprofit organizations, businesses, and community members to observe the Week Without Driving to better understand how we can improve our current transportation system to meet the needs of all people and to improve and enhance transportation options such as transit, biking, walking, and rolling as key strategies in our decarbonization efforts.

IN WITNESS WHEREOF, I have hereunto set my hand and cause the seal of the City of Vancouver to be affixed this 15<sup>th</sup> day of September 2025.

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**ANNE McENERNY-OGLE, MAYOR**



## MEMORANDUM

**DATE:** September 2, 2025

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

**FROM:** Olivia Kahn, Travel Options Coordinator, Community Development

**RE:** **Week Without Driving challenge**

**CC:** Kate Drennan, Transportation Planning Manager, Community Development; Rebecca Kennedy, Deputy Director, Community Development

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The [Week Without Driving](#) challenge is a national campaign for those who have the option to drive, especially policy and decision makers, to pledge to go one week without driving themselves. The challenge allows them to learn firsthand about the barriers and challenges that nondrivers face and how to work with nondrivers to create more accessible communities for all.

In 2025, the Week Without Driving is Monday, September 29 to Sunday, October 5. For representatives making recommendations on transportation projects, programs, and policies, your participation is especially critical. We invite you [join the challenge](#).

The Week Without Driving challenge is important because nearly a third of the people living in the United States and a quarter of Washingtonians do not or cannot drive. These people are our youth, elders, people with disabilities, and people and families who cannot afford cars, insurance, or gas and parking. Access to mobility is a fundamental part of health and community connection. Transportation is also the largest source of local greenhouse gas (ghg) emissions in Vancouver and reductions in vehicle miles support the City's climate goals of net ghg neutrality by 2040.

In 2024 more than 3,500 people, 523 local organizations across 50 states and the District of Columbia, and 10 national organizations joined the challenge. Additionally, 750 elected and local public officials from 45 states and the District of Columbia participated. The 2025 Week Without Driving challenge was also featured in over 100 news articles, over 2,000 social media posts, 8 podcasts and much more.

This year, we invite the Transportation and Mobility Commission to co-sponsor a proclamation with Community in Motion and community members designating September 29 to October 5 as the Week Without Driving in Vancouver. If the Commission

supports this, we will plan for Chair Edwards and Vice Chair Williams to join staff and community members at the September 15 City Council meeting to co-present the proclamation and speak to the importance of policymakers, elected officials, and advisory groups to experience the transportation system as a non-driver to inform decisions on how and where we invest in the transportation system.