



Transportation and Mobility Commission Meeting Agenda

August 19, 2025
4:00 PM

City Hall

Aspen Room
415 W. 6th Street
Vancouver, WA

1. **Call to Order and Roll Call**
2. **Welcome / Icebreaker**
3. **Aspen Room Safety Review**
4. **Presentation: Safe Systems Approach in Transportation Planning and Design**
5. **6:00pm Break**
6. **Presentation: Election Season Rules; Commission Authority and Responsibilities**
7. **TMC Discussion: Information Sharing and Engagement**

Adjournment

Transportation and Mobility Commission

Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Zack Gatton

Thinh Phan

Mario Raia

Devan Williams

Isaac Hamann

Michael Moore

David McCune

Melanie Katz

Community Development Department

415 W. 6th Street
P.O. Box 1995 Vancouver, WA
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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 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



A Safe System Approach

Matt Hinshaw, Senior Civil Engineer

Public Works Department, Transportation Team

August 19, 2025

Outline

- Introduction/Review of the Safe System Approach
- Importance of Traffic Safety Culture
- Current activities related to SSA
- Opportunities for the City to consider
- Discussion





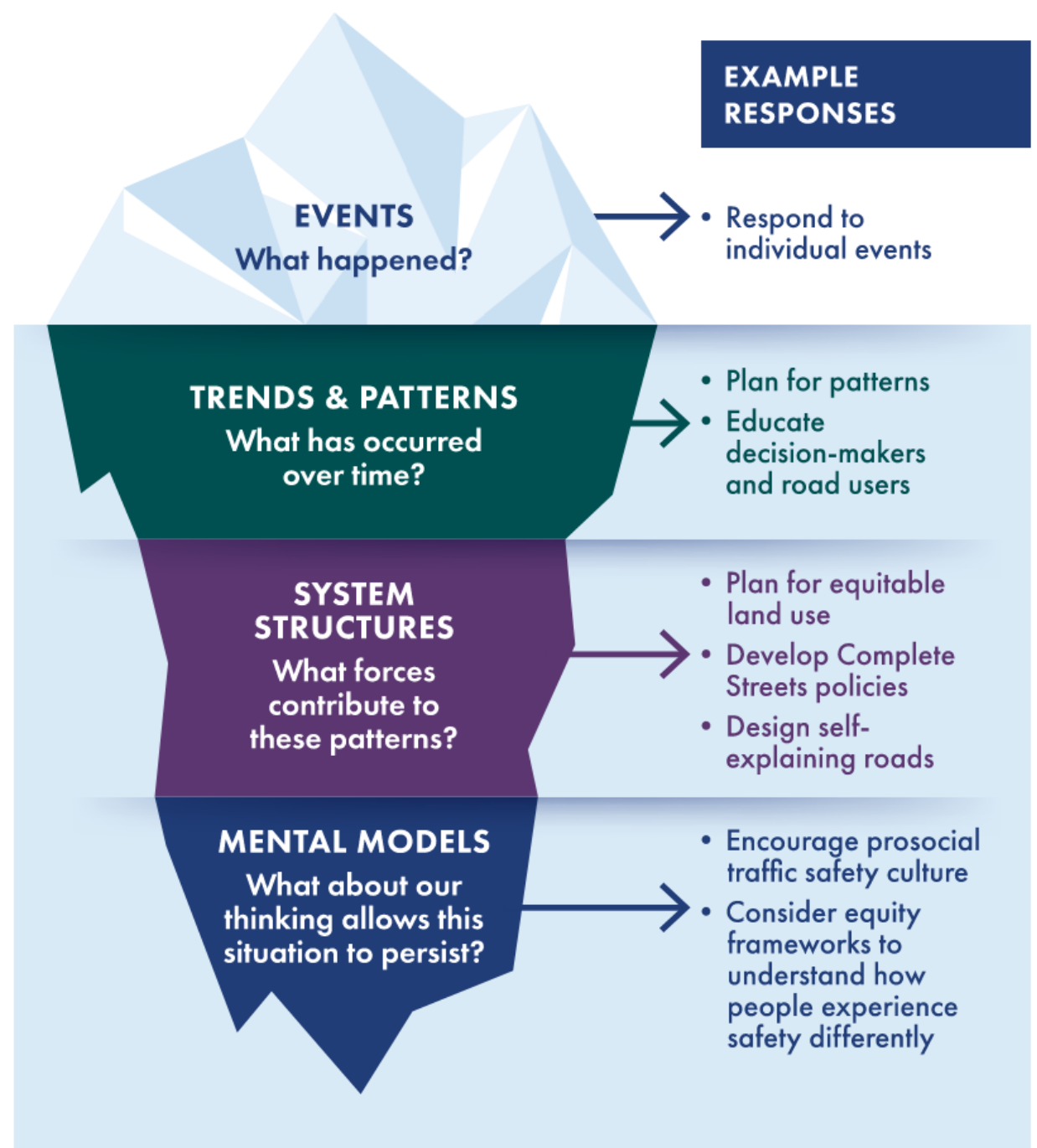
Introduction/Review of the Safe System Approach



Systems Thinking

Reaching the goal of eliminating fatalities and serious injuries from our roadways requires transportation professionals and partners to think deeply and broadly across disciplines and jurisdictional boundaries.

It's no accident (we say crash).



The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe System Framework articulate that to anticipate human mistakes, a **Safe System** should:

1. Separate users in physical space
2. Separate users in time
3. Alert users to potential hazards
4. Accommodate human injury tolerance through interventions that reduce speed or impact force

Safe System Approach: the basics

How?

1. Dedicated facilities for different users
2. Dedicated phases for pedestrian crossings, bikes, turning vehicles
3. Signage, striping and warnings
4. Slowing vehicle speeds, improving post-crash and emergency / incident response



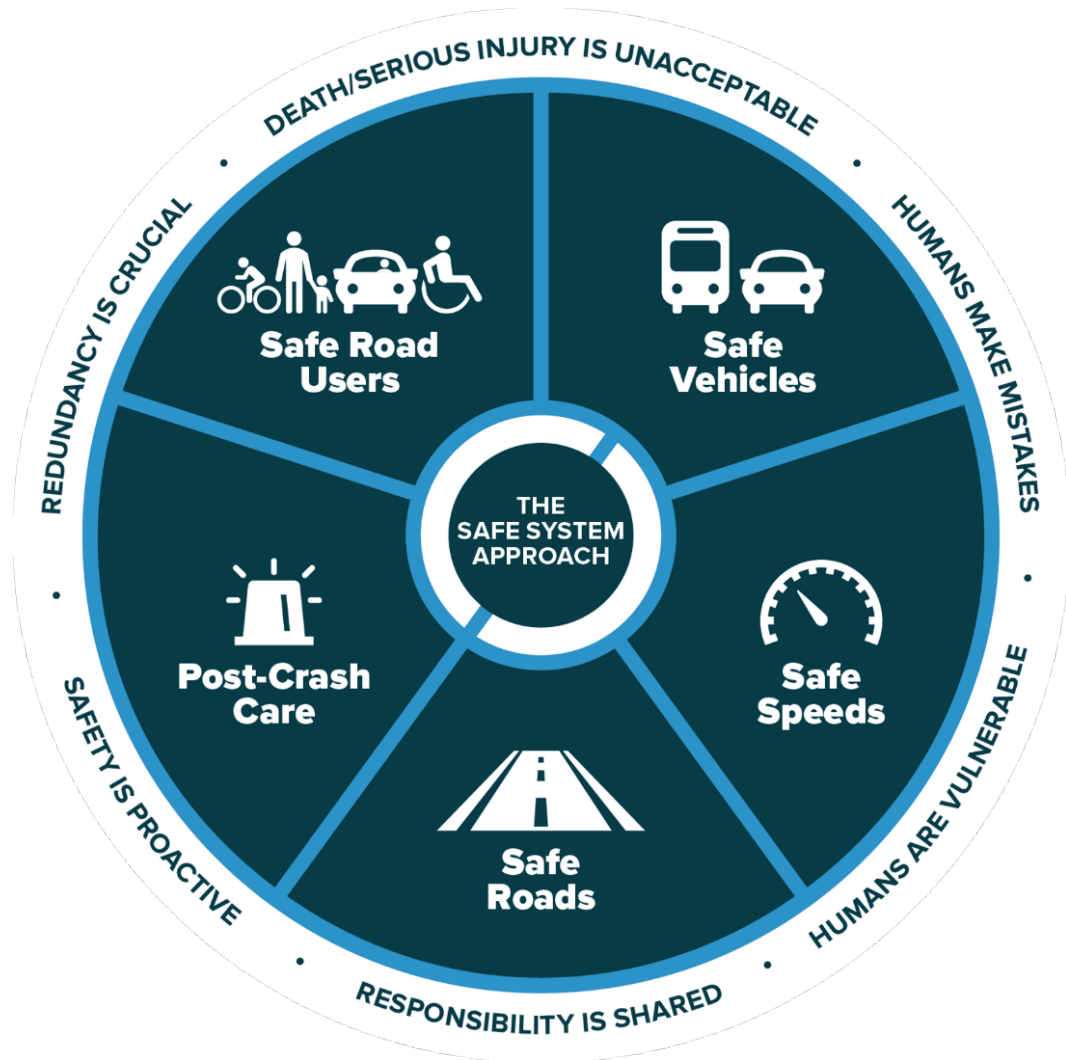
Safe System Approach: Who and Where

Federal Support – Federal, State and Local Implementation

- The Safe System Approach is a major initiative of the USDOT Federal Highways (FHWA).
- FHWA's goals have included to reduce transportation related fatalities and serious injuries across the transportation system.
- The Safe System Approach supports the vision of zero deaths and serious injuries on US roads.
- FHWA collaborates with other USDOT agencies to implement the [National Roadway Safety Strategy](#) (NRSS) and requires states to create a Statewide Safety Plan.
- Washington State's Strategic Highway Safety Plan is '[Target Zero](#)'.
- City of Vancouver's safety plan is the Local Roads Safety Plan (LSRP), which analyzes which streets and intersections have the most crashes across the city, and what contributed to them.
 - Note: RTC Safety Action Plan was just adopted in July.
- On identified roads and streets with opportunity for improvement, **safety countermeasures** are applied to address the aspects of the roadway that are most leading to crashes.



Safe System Approach: USDOT/FHWA



Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

Safety is proactive

Redundancy is crucial



Safe System Approach: Washington State



Death/Serious Injury is Unacceptable
Support Safe Road Use
Safety is Proactive
Responsibility is Shared
Reduce Large Crash Forces
Strengthen All Parts

FIGURE 6. WASHINGTON STATE'S SAFE SYSTEM APPROACH

WSDOT Target Zero



SSA Element 1: Safer Land Use

When land use and transportation are planned efficiently, the necessities of daily life can be closer together and easier to access, which makes active transportation modes more viable and results in fewer motor vehicle trips.

Transportation-efficient locations where many destinations are within close proximity reduce the number and length of trips people need to make.

The associated treatments—e.g., shorter crossings, wide sidewalks, protected bike lanes, etc.—reduce exposure, likelihood, and severity of crashes for all users.



SSA Element 2: Safer Road Users

Road user decisions and behaviors fundamentally increase or decrease the likelihood of a crash occurring and the severity of a crash when it occurs.

Our safety culture, regulations, and personal values set and define the expectations and boundaries for road user behaviors.

Strategies with the goal of increasing road user intentions to behave safely include more formal legal and policy approaches, as well as less formal social norms:

- Traffic Safety Culture
- Education
- Enforcement

Target Zero High Risk Behavior
Emphasis Areas:

- Impairment
- Speeding
- Distraction
- Unrestrained Occupants



SSA Element 3: Safer Vehicles

Ideally, vehicles are designed and regulated to facilitate safe driving behaviors and minimize the frequency and severity of crashes using safety measures that incorporate the latest technologies. Vehicles with increased mass will increase the magnitude of the transfer of force when a crash occurs. In addition, vehicle designs and related policies can increase the likelihood of a crash occurring and the severity when it does occur:

- Speed
- Mass
- Interior components obstructing views
- Grill Height
- Vulnerable User Safety
- Inspections
- Motorcycle Design



NACTO



SSA Element 4: Safer Roads

In the safe system, roadways are designed to reduce conflicts among all road users, including people driving personal and commercial vehicles, transit operators, pedestrians, and bicyclists. Because conflicts cannot be eliminated completely, designing transportation infrastructure to accommodate human mistakes and injury tolerances can reduce the severity of crashes that do occur. Examples include:

- physically separating people using different modes and traveling at different speeds,
- providing dedicated times for different users to move through a location,
- and alerting users to objects, encroaching vehicles, and other road users.

Self-explaining and self-enforcing roadway designs encourage safe behavior, reducing the potential for fatal or serious injury crashes.

More on Design Hierarchy later.



SSA Element 5: Safer Speeds

Reducing driver speeds can support the Safe System Approach in three ways:

- expanding drivers' field of vision,
- providing additional time and space for drivers to stop,
- and reducing impact forces.

Planners and engineers communicate target speeds to drivers by selecting and modifying roadway conditions, setting posted speed limits, and designing the look and feel of the roadway's cross section to provide cues for appropriate speeds. Safer speeds are further supported by land use context and communication of regulatory speed limits through signing, driver education, social norms, legal standards, and enforcement.



Increased driver speed dramatically increases the force of a crash.

At 23 mph, 90% of pedestrians will survive a vehicle crash. That drops to a 50% survival rate at 42 mph.

—[USDOT National Roadway Safety Strategy, 2023](#)



SSA Element 6: Post-Crash Care



Timely and appropriate emergency medical response to traffic crashes saves lives and reduces the severity of injury outcomes.

Nearly 40% of all deaths from roadway crashes did not occur at the crash scene.

Many trauma-related deaths are preventable with timely access to effective, organized emergency medical services and trauma care systems.



WSDOT Target Zero



Principle 1: Death/Serious Injury is Unacc



People deserve to be able to travel safely to their destination.

Whether they drive a car, take the bus, walk, roll, or bicycle, they should not be exposed to the risk of death or serious injury during their travels.

Target Zero partners are focused on understanding the safety challenges and opportunities within the transportation system and prioritizing strategies to prevent death and serious injury.



Principle 2: Shared Responsibility

All parties within the system—including government at all levels, private industry (e.g., vehicle manufacturers, consulting firms, etc.), nonprofit/advocacy organizations, the healthcare system, first responders, researchers, and individual road users—are vital to preventing fatalities and serious injuries on Washington’s roadways.



Principle 3: Support Safe Road User Behavior

People make mistakes and sometimes make behavioral decisions that contribute to crashes. Many systems and factors lie beyond the direct effects of transportation safety professionals (e.g., funding for early prevention and intervention services, availability of treatment facilities for mental health or substance misuse, housing costs, etc.).

However, transportation professionals can support and encourage safe behaviors with design and policy decisions.

A Safe System is one that

- encourages road users to comply with the safe behavior standards,
- removes conditions that may influence the violation of those standards, and
- is designed to ensure errors and violations do not result in serious or fatal injuries.

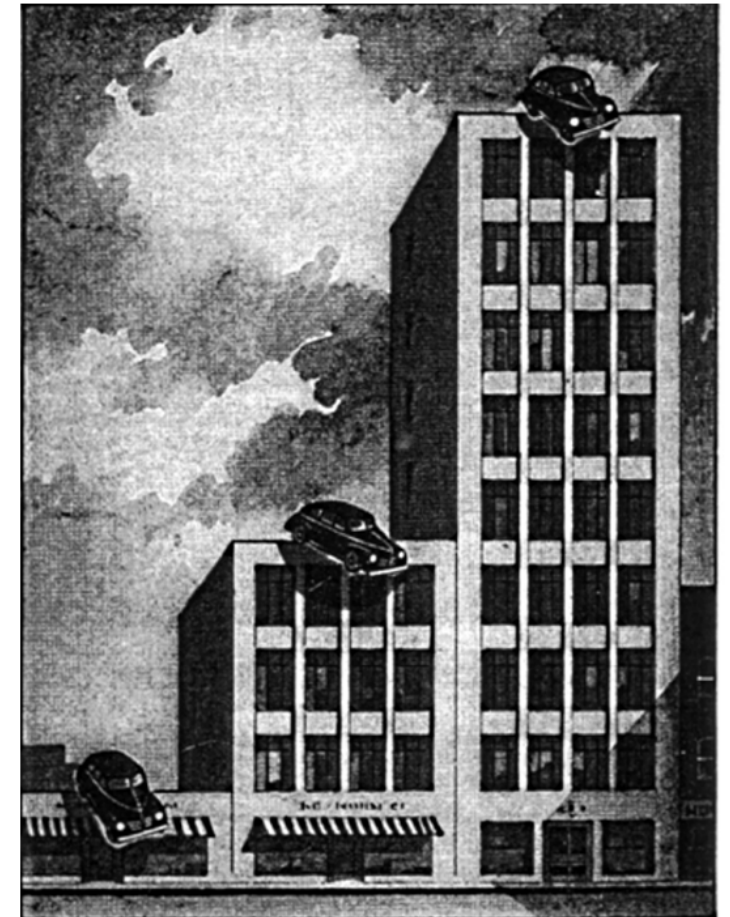


Principle 4: Prevent Exposure to Large Forces

The human body has limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a human-centric transportation system that accommodates and protects physical human vulnerabilities.

The average car weighs 4,000 pounds. The transfer of force in equation form is $KE = (1/2)mv^2$, where KE = Kinetic Energy; m = Mass of an object; and v = Velocity.

When this large object collides at high speed with a fixed object, another vehicle, or a person, the impact severity is high. It increases exponentially by the driver's speed.



20 mph	40 mph	60 mph
Height: 13.5 ft	Height: 54 ft	Height: 121.5 ft

FIGURE 7. SPEED AND THE FORCE OF IMPACT

Principle 5: Safety is Proactive

With the proactive approach we identify and address potential contributing factors and crash types in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Historically, safety investments have been focused on locations where crashes have been reported. While this reactive approach has been beneficial, fatal and serious injury crashes rarely occur repeatedly at the same location over time. From a system perspective, we can take proactive actions that reduce the contributing factors to crashes by mitigating recognizable, predictable factors before future crash events occur.

The systemic approach is how we are proactive, and we'll discuss more later.



Principle 6: Strengthen All Parts

Reducing likelihood, exposure, and severity of crashes requires that all parts of the transportation system be strengthened, so that if one system element fails, the others remain in place to prevent serious or fatal injury.

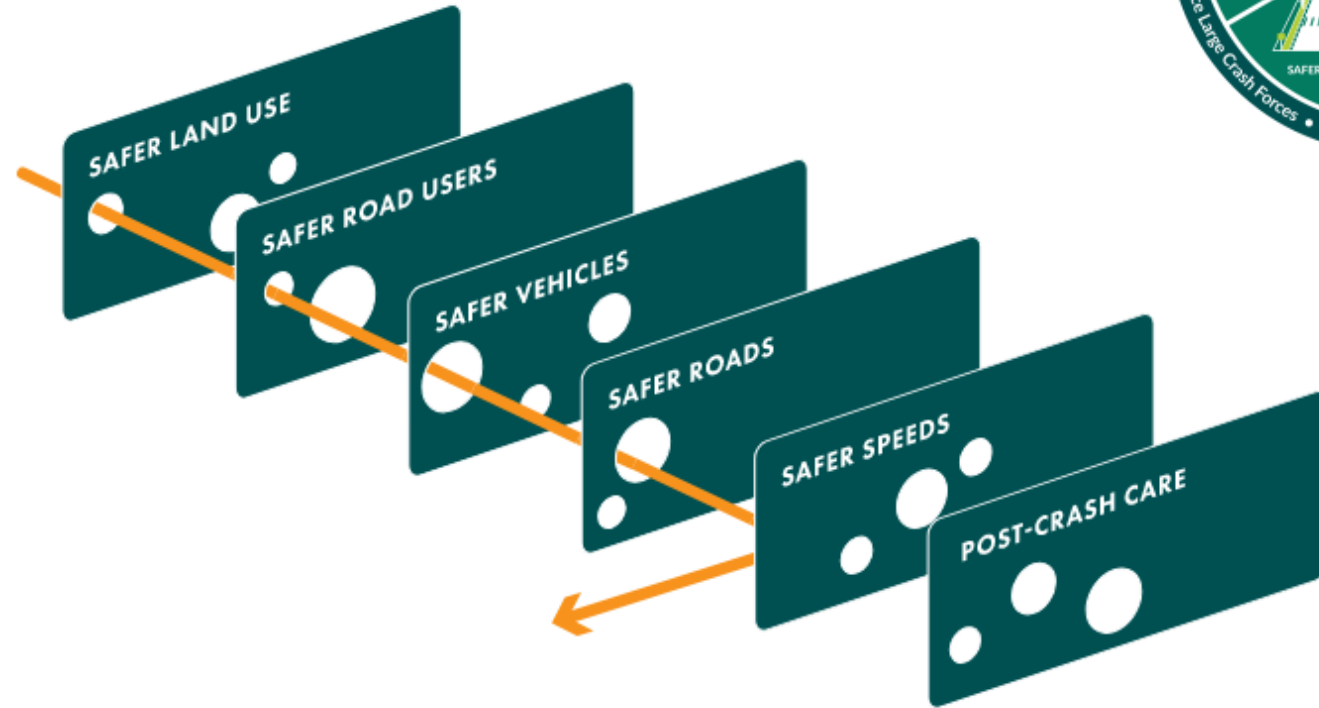


FIGURE 8. THE SAFE SYSTEM APPROACH PREVENTS SERIOUS OR FATAL INJURY EVEN WHEN ONE ELEMENT FAILS

WSDOT Target Zero



Traditional Road Safety vs Safe System Approach

- | Traditional | Safe System |
|--------------------------------|--|
| • Prevent crashes | • Prevent deaths and serious injuries |
| • Improve human behavior | • Design for human mistakes/ limitations |
| • Control speeding | • Reduce system kinetic energy |
| • Individuals are responsible | • Share responsibility |
| • React based on crash history | • Proactively identify and address risks |



Washington State's Target Zero

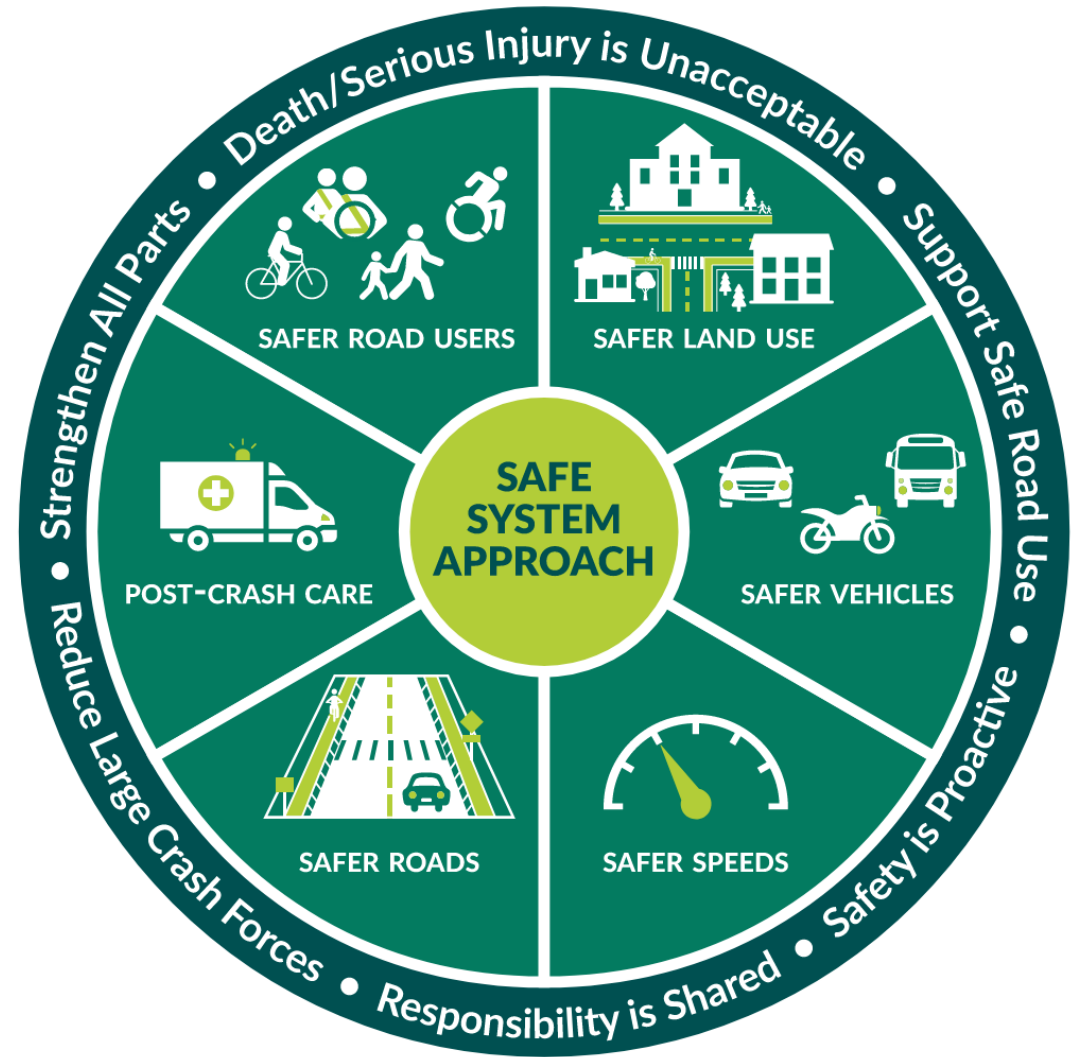
Road Safety Performance Metrics

- **Exposure**
 - The number of people interacting with the transportation system, in what mode, and for how long affects safety. Increases in motor vehicle miles traveled and miles traveled by walking, rolling, and cycling mean more people are on the system.
- **Likelihood**
 - Roadway system aspects (e.g., intersection design, roadway geometry, signal timing, lane striping) and vehicle design (e.g., vision-obstructing pillars, maneuverability, safety devices) can affect the likelihood of a crash occurring. Similarly, road users who are distracted, impaired, speeding, or engaging in other high risk behaviors also increase the likelihood of causing or being involved in a crash.
- **Severity**
 - Vehicle speeds, crash angles, differences in size and weight among the units involved, and lack of safety equipment use are the primary factors in crash severity.



Discussion

What Elements and Principles do you think are most important for Vancouver on our path to eliminate severe injury crashes?





Importance of Traffic Safety Culture



Washington State's Target Zero

Foundational Elements

- **Prosocial Traffic Safety Culture**
- Safe System Approach
- Equity Framework



Prosocial Traffic Safety Culture

WSDOT Target Zero

Prosocial traffic safety culture means that everyone shares responsibility to allow and encourage safe travel. This includes:

- policy makers,
- authorities who build and maintain transportation systems,
- and every day travelers, including truck drivers, private motorists, motorcyclists, walkers, and rollers.



Prosocial Traffic Safety Culture

FHWA's definition of safety culture: *the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.*

Consensus among safety experts is that a safety culture exists in different forms in the transportation industry. Two forms that resonate the most with transportation organizations are an **organizational safety culture** and a **public safety culture**

From FHWA



Prosocial Traffic Safety Culture

Organizational Safety Culture

- The extent to which safety is valued and pursued by an organization indicates the strength of that organization's safety culture.
- The organization proactively elevates road safety as a priority for its employees.
- If the organization is in the transportation industry, it embraces safety and makes a commitment to integrate safety in all aspects of transportation programs and projects.
- Employees have safety in mind when planning, scoping, designing, and constructing a road.

From FHWA





Start Today!

Prosocial Traffic Safety Culture

Public Safety Culture

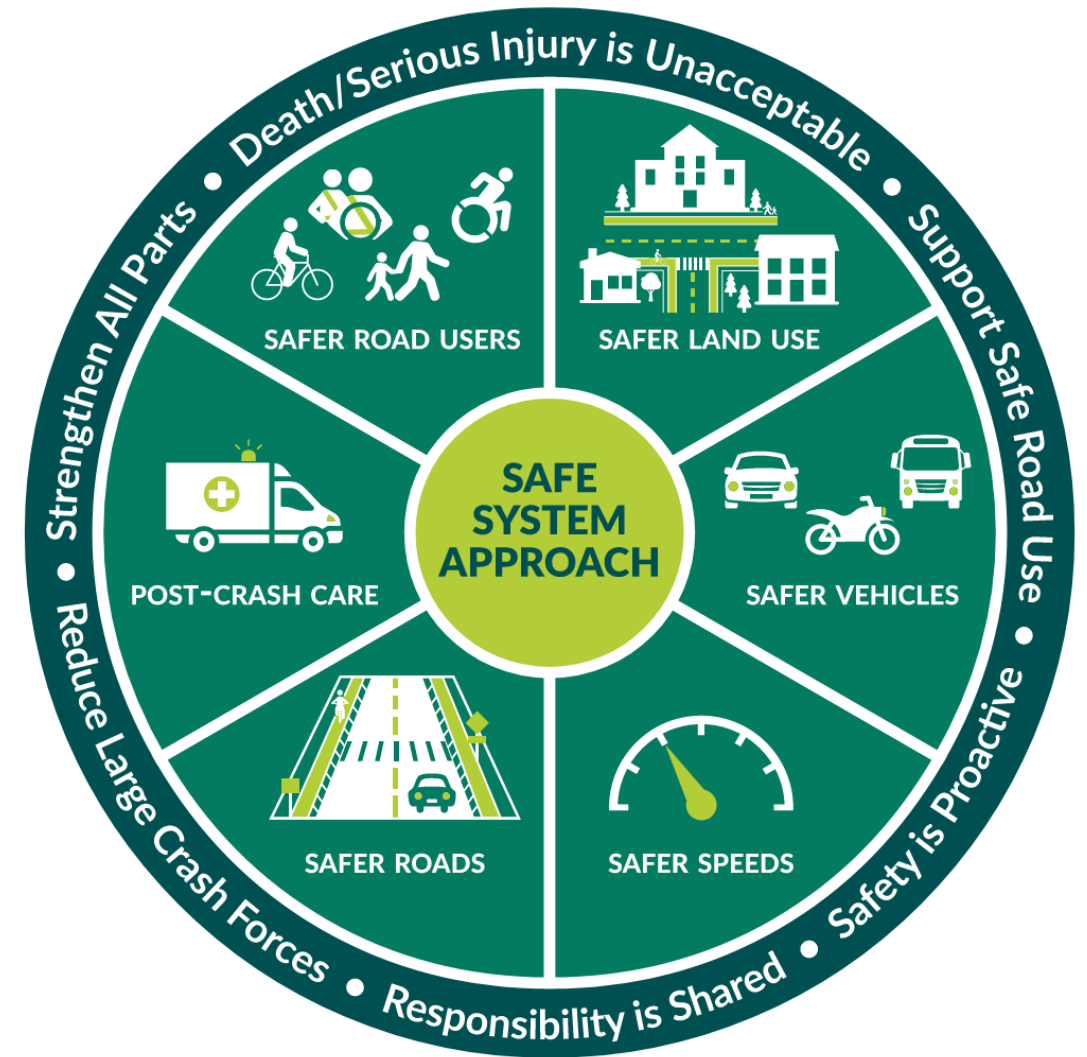
- States or communities with a safety culture have citizens who understand the risks associated with transportation and choose to make safe choices when using the transportation system.
- Road users in a community with a strong safety culture are likely to use their safety devices (e.g. seat belts, child safety seats, helmets, etc.) voluntarily, obey traffic laws, limit distractions, and refrain from using the roads when impaired.

From FHWA



Discussion

How can we facilitate positive traffic safety culture in the community?





Current Activities Related to SSA



What does the SSA mean for Vancouver?

- Safe System Approach and Vision Zero are integrated in our TSP.
- Our Complete Streets Policy helps implement SSA.
- Complete Streets planning studies and projects to implement them.
- Using the Complete Streets Policy on all projects.
- Guiding philosophy.
- Now we have more ability to use data, analysis, tools and initiatives for concrete actions.
- Using WSDOT Active Transportation Programs Design Guide
- Updating standard drawings and details, including guidance, based on WSDOT and NACTO best/emerging practices.



Vancouver's TSP

GOAL: SAFETY

Our transportation system keeps people safe when we walk, roll, bicycle, take transit, or drive.



WHAT WE'VE LEARNED

- Crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community.
- Long distances between crossings, lack of sidewalks on nine miles of arterial streets, and BSM facilities that end abruptly contribute to feelings of unsafe conditions.
- Distraction and inattention make up the top two factors contributing to crashes across all crash types.

KEY OPPORTUNITIES

- Eliminate traffic fatalities and severe injuries by taking a safe systems approach.
- Address safety in a holistic way including street design, enforcement, education, and post-crash care.
- Protect the most vulnerable with greater separation between motor vehicle traffic and people walking, rolling, or bicycling.



Regional Transportation Council

- Complete Streets Policy adopted June 2025.
- Comprehensive Safety Action Plan for Clark County, adopted July 2025.
 - Many recommendations and analysis.
 - High Injury Network established.
- Participating in implementation of “Areawide Models” – a predictive approach that includes land use, demographics, traffic and other data at a census block scale.
 - Safer Land Use connection, among others.



Proven Safety Countermeasures

How to address safety and crash issues

- FHWA's **Proven Safety Countermeasures** initiative lists 28 countermeasures and strategies proven to reduce roadway fatalities and serious injuries on US highways.
- Transportation agencies are encouraged to implement PSCs to achieve local, State, and National safety goals. These strategies are designed for all road users and all kinds of roads and contexts.
- Each countermeasure addresses one or more safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists.

- PSCs provide guidance on how to address what traffic, safety and crash studies tell us.

Crosswalk Visibility Enhancements

- High-visibility crosswalks
- Improved lighting
- Signing and pavement markings

Medians and Pedestrian Refuge Islands

- Mid-block crossings
- Approaches to multilane intersections
- Areas near transit stops or other pedestrian-focused sites

Roadway/Intersection Configuration

- Reduce number of lanes
- Construct roundabouts



Complete Streets

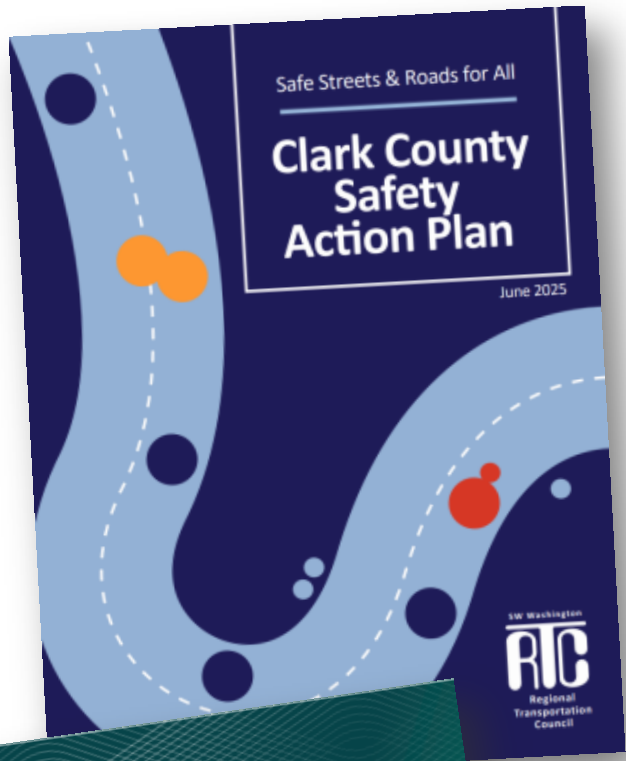
Where to use Proven Safety Countermeasures

- Complete Streets implementation aligns with the Safe System Approach.
- Anticipate human mistakes by designing and managing road infrastructure to keep the risk of a mistake low and reduce injury severity if a crash does occur.
- FHWA promotes and advances infrastructure solutions to prevent common crash types:
 1. involving pedestrians and bicyclists
 2. at intersections, and
 3. with vehicles departing the roadway.

Proven Safety Countermeasures on Complete Streets improve safety by

- managing speeds
- increasing attentiveness of road users
- reducing complexity of the design and operation of the transportation system
- separating road users in time and space.





Opportunities Related to SSA to Consider



Systemic Approach

- How the “Safety is proactive” SSA Principle is achieved
 - Crash data alone can’t provide full picture. A mix of reactive versus proactive approaches is encouraged.
- Only 3 of 10 intersections stayed the same in the City’s LRSP from 2022 to 2024
 - Supplement City data with national literature to screen our network for contributing factors to severe crashes
- Investigate newer forms of data (connected vehicle, telematics, etc.) to gain better insights during analysis
 - Distracted driving → educational campaigns in targeted areas?
 - Speeding → speed feedback signs and enforcement actions?
 - Volumes of non-motorized and motorized users → better understanding of exposure and demand
- FHWA [Systemic Safety User Guide](#)



Tools for Safety Analysis and Design

- FHWA's SSA for Intersections Framework
 - Can be used systemically.
 - Exposure, Likelihood and Severity principles.
 - Based on kinetic energy.
- WSDOT's SSA Project-Based Framework
- WSDOT's Injury Minimization Framework
 - Has recommended policy elements as well as implementation guidance.
- FHWA SSA Roadway Design Hierarchy

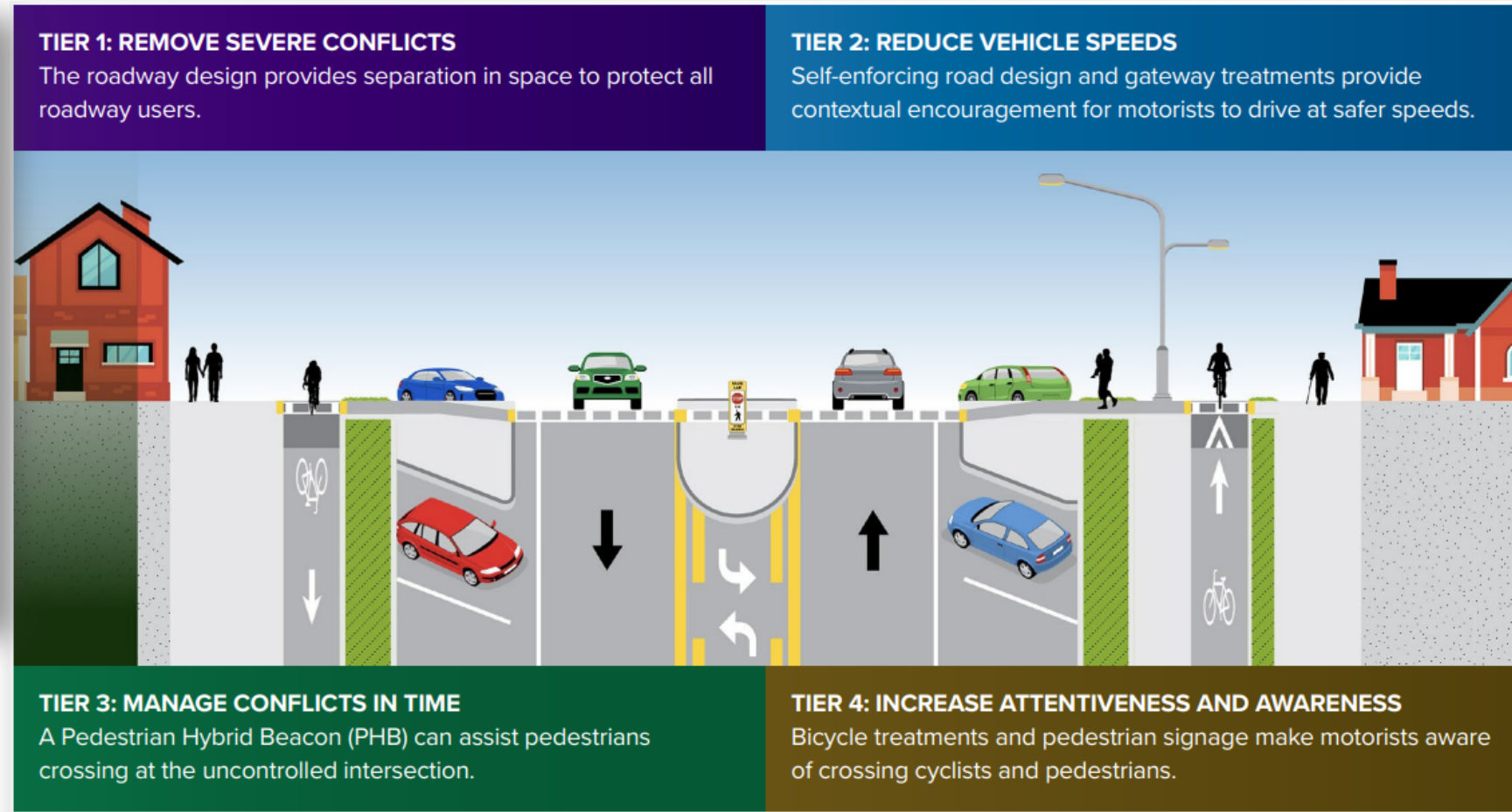


Tools for Safety Analysis and Design

FHWA SSA Roadway Design Hierarchy

SAFE SYSTEM ROADWAY DESIGN HIERARCHY	
TIER 1	REMOVE SEVERE CONFLICTS
TIER 2	REDUCE VEHICLE SPEEDS
TIER 3	MANAGE CONFLICTS IN TIME
TIER 4	INCREASE ATTENTIVENESS AND AWARENESS

FIGURE 13. SAFE SYSTEM ROADWAY DESIGN HIERARCHY, FHWA, 2024'



Evaluation of Projects

- City evaluates Complete Streets projects based on key metrics and data.
- Very important since some countermeasures have emerging best practices.
- Improve feedback loop within the City. Planning through maintenance.
- Evaluation Types (FHWA)
 - Project-Level
 - Countermeasure-Level
 - Program-Level



Discussion

- What current activities could be amplified?
- Which of the additional opportunities seem most helpful?



Thank You





Prohibited Use of Public Facilities for Election Campaigns

Becky Rude
Deputy City Attorney
City Attorney's Office
August 2025

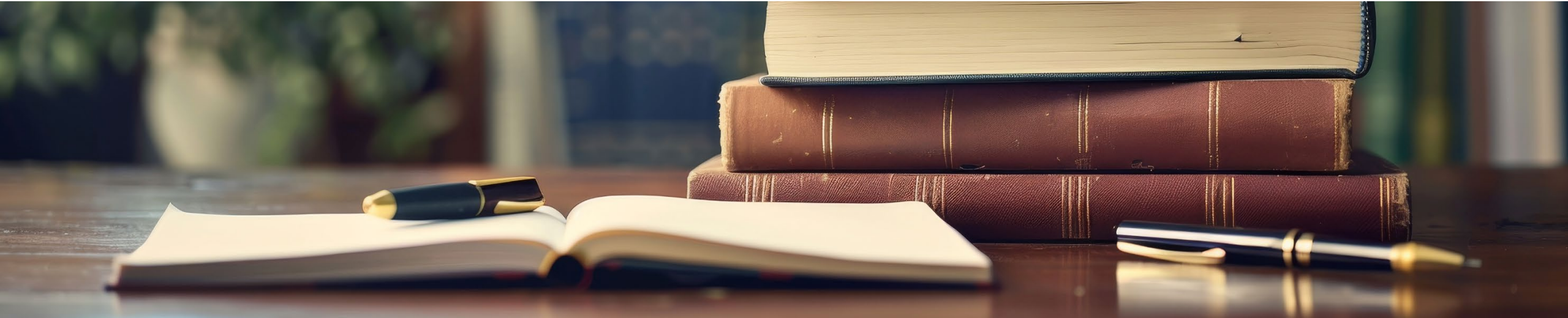


Overview

- Washington State Law
- Prohibition on Use of Public Facilities
- The Public Disclosure Commission
- City Policy
- Conduct of Public Meetings
- Additional Resources



Washington State Law (RCW 42.17A.555)



“No elective official [...] or any person appointed to or employed by any public office or agency may **use or authorize the use of any of the facilities of a public office or agency**, directly or indirectly, for the purpose of assisting a campaign for **election of any person to any office or for the promotion of or opposition to any ballot proposition.**”



Washington State Law, *cont.*

Public facilities include, but are not limited to, the use of:

- Stationery and postage
- Machines and equipment
- Employees of the office or agency during working hours
- Vehicles and office space of the agency
- Publications of the agency
- The clientele lists of persons served by the agency

(RCW 42.17A.555)



Prohibition on use of public facilities does not apply to:

- An individual's expression of their own personal views regarding a candidate or ballot measure, if such expression occurs off duty and does not use public facilities
- Action taken at an open public meeting by members of an elected legislative body (not volunteer commission) to express a collective decision to support or oppose a ballot proposition
- A statement by an elected official (not volunteer representative) in support of or in opposition to any ballot proposition at
 - an open press conference or in response to a specific inquiry
- Activities which are part of the normal and regular conduct of the agency
- Includes use of jurisdiction-wide mailer and other "normal and regular" communication channels to communicate objective information about a ballot measure

(RCW 42.17A.555, WAC 390-05-271)





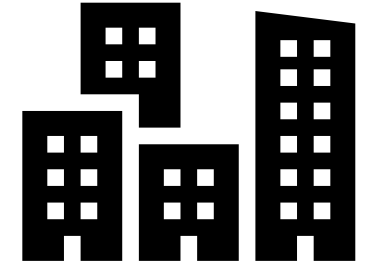
Shining Light on
Washington Politics Since 1972



The Public Disclosure Commission

- Authorized to investigate and take enforcement action in response to alleged violations
- May impose penalties of up to \$10,000 per violation
- Penalties must be paid by the person(s) that violated the prohibition, not the public agency.

City Policy:



- May not use work hours or public resources to promote or oppose a candidate or ballot measure (such as gathering signatures, distributing campaign materials, arranging speaking engagements, coordinating phone banks, or fundraising).
- May not use their employment position to benefit a campaign or election result.
- May not use agency resources to organize the distribution of campaign materials.



Conduct of Public Meetings:



- TMC Meetings are First Amendment limited public forum:
 - Speech is restricted in time, place, and manner
 - Limited to scope of work of the Commission
 - Not a forum for political campaign or election result advocacy





Questions about whether something is allowed?

Additional Resources:

- [Detailed Guidelines](#) on Public Disclosure Commission (PDC) Website:
- [Overview of State Law and Guidelines](#) on Municipal Research and Services Center (MRSC) Website.
- [Guidelines for City Officials](#) published by Association of Washington Cities.
- Contact the Commission staff liaison



RESTRICTIONS ON USE OF PUBLIC FACILITIES FOR POLITICAL ACTIVITY

This Commission guidance is provided to clarify the procedures for implementing Washington state law and City policy that balances constitutional First Amendment rights with restrictions on use of public facilities in support of political activity.

State Law – Revised Code of Washington (RCW):

[RCW 42.17A.555](#) prohibits the direct or indirect use **public facilities** for the purpose of supporting or opposing an election campaign for public office or a ballot measure.

Public facilities are broadly and comprehensively defined to include, and are not limited to, use of City paid time, stationery, postage, machines, and equipment, use of employees of the office or agency during working hours, vehicles, office space, publications of the office or agency, and clientele lists of persons served by the office or agency.

This restriction means that public employees may not allow public facilities to be used for such purpose while engaged in City business.

City Policy:

While nothing in state law or City policy restricts the right of public employees to vote or prohibits them from expressing their opinions on all political subjects, pursuant to City of Vancouver Employment [Policy 505](#) (Political Activities), City employees may not use their official position to unlawfully influence, interfere with, or affect the results of an election. This includes the work required by City staff in facilitating Commission meetings.

Conduct of Public Meetings:

The Commission's public meetings provide a limited public forum for the expression of First Amendment free speech. This means that the time, place, and manner of public participation is regulated by the City and limited to the scope and work of the Commission as authorized by the Vancouver Municipal Code. Therefore, Commission meetings are not a forum for political activity.

COMMISSION GUIDANCE RESTRICTIONS ON USE OF PUBLIC FACILITIES

If a community member refuses to comply with the restrictions on the use of public facilities for political activity, City staff will report the incident to the [City Attorney's Office](#).

Political Campaign Speech

When preparing to open community forum or public testimony during an active political season, the Chair and/or staff may preemptively remind members of the public that the ground rules for offering public comment or testimony to the Commission prohibit the use of public facilities to support or oppose a ballot measure and also prohibit the use of public facilities to support any candidate for elective office.

If a member of the public uses their time for prohibited political activity purposes, the Chair and/or staff may take any of the following actions to demonstrate that political campaign speech has not been authorized by the City:

1. Wait until the speaker has finished speaking and politely remind them, and the audience, that political speech is not authorized by the City of Vancouver; **or**
2. Politely interrupt the speaker and remind them that political speech is not authorized by the City. If the speaker continues to speak on a prohibited topic:
 - Advise the speaker that they are no longer recognized by the Chair as having the floor – call the next speaker or move to the next agenda item;
 - If in City Council Chambers, the Aspen Conference Room, or any other venue with audio/video equipment used for broadcasting meetings online, cut the power to the speaker's microphone if needed to regain compliance with meeting ground rules;
 - If the meeting is being recorded and broadcast via an online platform, turn off audio and/or mute the speaker; or
 - If an interruption occurs due to failure to follow meeting ground rules, or due to follow the lawful instructions of the meeting chair, then the Chair, with guidance from staff, can declare that an interruption has occurred. Options for addressing interruptions can be found in [RCW 42.30.050](#). These options include ordering that everyone leave the room and then readmitting only those who were not involved in creating the disturbance.

COMMISSION GUIDANCE RESTRICTIONS ON USE OF PUBLIC FACILITIES

Display of Campaign Materials as Political Speech

In-Person Meetings

City employees, Commissioners, and members of the public may not use the public facility where the meeting is held to display political campaign materials or paraphernalia. Members of the public who engage in community forum comment or public testimony while displaying political speech should be asked by the Chair and/or staff to remove or cover any campaign messaging to ensure that the City complies with state law ([RCW 42.17A.555](#)).

Video Participation

Restrictions on use of “public facilities” includes the use of video platforms that are provided at the expense of the City of Vancouver. These platforms currently include Microsoft Teams, GoToMeeting, and Zoom.

If, during a hybrid meeting hosted on a City-licensed video platform, a community member displays political campaign material as their background or wears apparel with campaign messaging, the Chair and/or staff should politely notify them that state law (RCW 42.17A.555) prohibits the use of public facilities to assist a campaign. The individual must remove the campaign paraphernalia, change the virtual background, or turn off the camera feed.

Written Public Comment or Testimony

The Open Public Meetings Act (OPMA) ([Chapter 42.30 RCW](#)) requires that the City accept comments from the public regarding any matters on which the Commission may be asked to take action. Written comments are one way that the public may offer comment.

However, the OPMA does not prevent the City from disavowing unauthorized political speech or offering a word of caution as a preface to the distribution of written public comment that could pose a trauma exposure as a means of allowing those consuming this content to insulate themselves from experiencing a negative reaction.

Because the City cannot control whether political campaign speech is included in written public comment or public testimony submitted to the Commission, City staff will continue to distribute all public comment received on behalf of the Commission to Commissioners, as is customary, with the caveat that any political speech prohibited by RCW 42.17A.555 is not authorized by the City and should be disregarded.

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This restriction means that public employees may not allow public facilities to be used for such purpose while engaged in City business.

City Policy:

While nothing in state law or City policy restricts the right of public employees to vote or prohibits them from expressing their opinions on all political subjects, pursuant to City of Vancouver Employment [Policy 505](#) (Political Activities), City employees may not use their official position to unlawfully influence, interfere with, or affect the results of an election. This includes the work required by City staff in facilitating Commission meetings.

Conduct of Public Meetings:

The Commission’s public meetings provide a limited public forum for the expression of First Amendment free speech. This means that the time, place, and manner of public participation is regulated by the City and limited to the scope and work of the Commission as authorized by the Vancouver Municipal Code. Therefore, Commission meetings are not a forum for political activity.

COMMISSION GUIDANCE RESTRICTIONS ON USE OF PUBLIC FACILITIES

If a community member refuses to comply with the restrictions on the use of public facilities for political activity, City staff will report the incident to the [City Attorney's Office](#).

Political Campaign Speech

When preparing to open community forum or public testimony during an active political season, the Chair and/or staff may preemptively remind members of the public that the ground rules for offering public comment or testimony to the Commission prohibit the use of public facilities to support or oppose a ballot measure and also prohibit the use of public facilities to support any candidate for elective office.

If a member of the public uses their time for prohibited political activity purposes, the Chair and/or staff may take any of the following actions to demonstrate that political campaign speech has not been authorized by the City:

1. Wait until the speaker has finished speaking and politely remind them, and the audience, that political speech is not authorized by the City of Vancouver; **or**
2. Politely interrupt the speaker and remind them that political speech is not authorized by the City. If the speaker continues to speak on a prohibited topic:
 - Advise the speaker that they are no longer recognized by the Chair as having the floor – call the next speaker or move to the next agenda item;
 - If in City Council Chambers, the Aspen Conference Room, or any other venue with audio/video equipment used for broadcasting meetings online, cut the power to the speaker's microphone if needed to regain compliance with meeting ground rules;
 - If the meeting is being recorded and broadcast via an online platform, turn off audio and/or mute the speaker; or
 - If an interruption occurs due to failure to follow meeting ground rules, or due to follow the lawful instructions of the meeting chair, then the Chair, with guidance from staff, can declare that an interruption has occurred. Options for addressing interruptions can be found in [RCW 42.30.050](#). These options include ordering that everyone leave the room and then readmitting only those who were not involved in creating the disturbance.

COMMISSION GUIDANCE RESTRICTIONS ON USE OF PUBLIC FACILITIES

Display of Campaign Materials as Political Speech

In-Person Meetings

City employees, Commissioners, and members of the public may not use the public facility where the meeting is held to display political campaign materials or paraphernalia. Members of the public who engage in community forum comment or public testimony while displaying political speech should be asked by the Chair and/or staff to remove or cover any campaign messaging to ensure that the City complies with state law ([RCW 42.17A.555](#)).

Video Participation

Restrictions on use of “public facilities” includes the use of video platforms that are provided at the expense of the City of Vancouver. These platforms currently include Microsoft Teams, GoToMeeting, and Zoom.

If, during a hybrid meeting hosted on a City-licensed video platform, a community member displays political campaign material as their background or wears apparel with campaign messaging, the Chair and/or staff should politely notify them that state law (RCW 42.17A.555) prohibits the use of public facilities to assist a campaign. The individual must remove the campaign paraphernalia, change the virtual background, or turn off the camera feed.

Written Public Comment or Testimony

The Open Public Meetings Act (OPMA) ([Chapter 42.30 RCW](#)) requires that the City accept comments from the public regarding any matters on which the Commission may be asked to take action. Written comments are one way that the public may offer comment.

However, the OPMA does not prevent the City from disavowing unauthorized political speech or offering a word of caution as a preface to the distribution of written public comment that could pose a trauma exposure as a means of allowing those consuming this content to insulate themselves from experiencing a negative reaction.

Because the City cannot control whether political campaign speech is included in written public comment or public testimony submitted to the Commission, City staff will continue to distribute all public comment received on behalf of the Commission to Commissioners, as is customary, with the caveat that any political speech prohibited by RCW 42.17A.555 is not authorized by the City and should be disregarded.



Prohibited Use of Public Facilities for Election Campaigns

Becky Rude

Deputy City Attorney

City Attorney's Office

August 2025

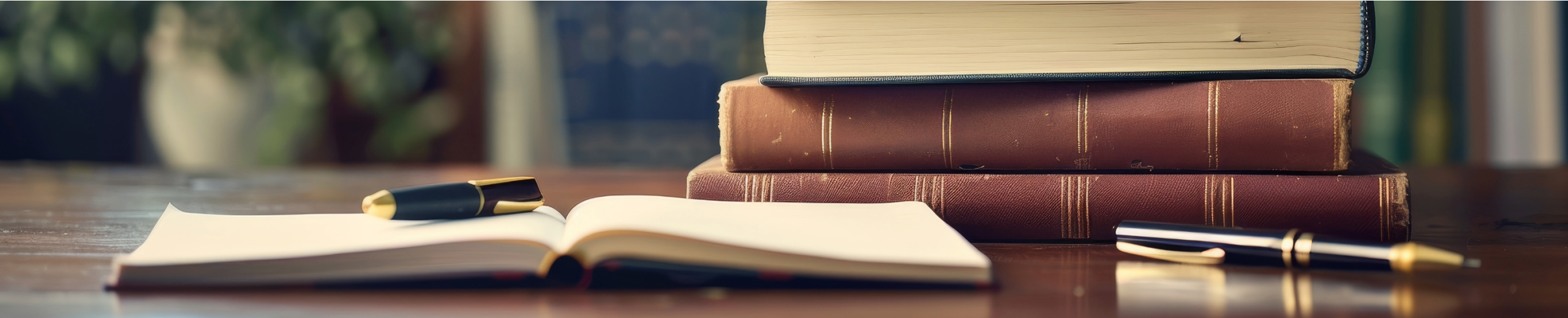


Overview

- Washington State Law
- Prohibition on Use of Public Facilities
- The Public Disclosure Commission
- City Policy
- Conduct of Public Meetings
- Additional Resources



Washington State Law (RCW 42.17A.555)



“No elective official [...] or any person appointed to or employed by any public office or agency may **use or authorize the use of any of the facilities of a public office or agency**, directly or indirectly, for the purpose of assisting a campaign for **election of any person to any office or for the promotion of or opposition to any ballot proposition.**”



Washington State Law, *cont.*

Public facilities include, but are not limited to, the use of:

- Stationery and postage
- Machines and equipment
- Employees of the office or agency during working hours
- Vehicles and office space of the agency
- Publications of the agency
- The clientele lists of persons served by the agency

(RCW 42.17A.555)



Prohibition on use of public facilities does not apply to:

- An individual's expression of their own personal views regarding a candidate or ballot measure, if such expression occurs off duty and does not use public facilities
- Action taken at an open public meeting by members of an elected legislative body (not volunteer commission) to express a collective decision to support or oppose a ballot proposition
- A statement by an elected official (not volunteer representative) in support of or in opposition to any ballot proposition at an open press conference or in response to a specific inquiry
- Activities which are part of the normal and regular conduct of the agency
- Includes use of jurisdiction-wide mailer and other “normal and regular” communication channels to communicate objective information about a ballot measure

(RCW 42.17A.555, WAC 390-05-271)





Shining Light on
Washington Politics Since 1972

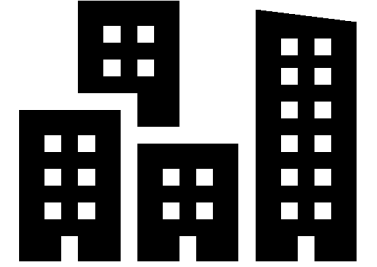


The Public Disclosure Commission

- Authorized to investigate and take enforcement action in response to alleged violations
- May impose penalties of up to \$10,000 per violation
- Penalties must be paid by the person(s) that violated the prohibition, not the public agency.



City Policy:



- May not use work hours or public resources to promote or oppose a candidate or ballot measure (such as gathering signatures, distributing campaign materials, arranging speaking engagements, coordinating phone banks, or fundraising).
- May not use their employment position to benefit a campaign or election result.
- May not use agency resources to organize the distribution of campaign materials.



Conduct of Public Meetings:



- TMC Meetings are First Amendment limited public forum:
 - Speech is restricted in time, place, and manner
 - Limited to scope of work of the Commission
 - Not a forum for political campaign or election result advocacy





Questions about whether something is allowed?

Additional Resources:

- [Detailed Guidelines](#) on Public Disclosure Commission (PDC) Website:
- [Overview of State Law and Guidelines](#) on Municipal Research and Services Center (MRSC) Website.
- [Guidelines for City Officials](#) published by Association of Washington Cities.
- Contact the Commission staff liaison





2025 TMC Items

- Upcoming planning projects for complete streets program:
 - NE 72nd, NE 86/87th, NE 97th / 98th
- Capital Projects:
 - NE 192nd, NE 18th Street
- Program/ Policy
 - Electrification strategy, multimodal level of service, traffic impact fee program update
- Regional Planning
 - Comprehensive Plan, C-TRAN 2045, regional emergency routes / active transportation planning, IBR, etc



Meeting Minutes

Tuesday, August 19, 2025 (Retreat)

5:00 p.m.

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

Commissioners Present:

Jeananne Edwards, Ken Williams, Thinh Phan, Mario Raia, Devan Williams, Isaac Hamann, Melanie Katz

Commissioners Absent:

Zack Gatton, David McCune, Michael Moore

Roll Call

Commissioner Phan - present

Commissioner Raia - present

Commissioner Williams - present

Commissioner Hamann - present

Vice Chair Williams - present

Chair Edwards - present

Staff Present: Kate Drennan, Transportation Planning Manager; Becky Rude, Staff Attorney, Maricsa Acosta, Support Staff

The retreat began at 4:30pm.

Welcome/Icebreaker: Name, representative seat, occupation or interests and why you wanted to join the TMC.

Commissioners, staff, and legal counsel introduced themselves, sharing their professional backgrounds, areas of interest, and reasons for serving on the Transportation and Mobility Commission. Members expressed a shared commitment to community service, accessibility, safety, and ensuring diverse perspectives are represented in Vancouver's transportation planning.

Members

Jeananne Edwards
Chair

Ken Williams
Vice Chair

Thinh Phan

Mario Raia

Devan Williams

Isaac Hamann

Melanie Katz

Community Development Department

415 W. 6th Street
P.O. Box 1995
Vancouver, WA 98668
360-487-7800
TTY: 711
cityofvancouver.us

Workshop: Aspen Room Safety Review - Safety review of City Hall and ASPEN room - Ben McCormick, the City's Safety Program Manager

Staff provided safety orientation for commissioners and staff. The review covered evacuation routes, assembly points, roles in the event of medical emergencies, and locations of safety equipment (first aid kits, AEDs, and fire extinguishers). He also introduced decision-making frameworks used in emergency situations, including "Avoid, Deny, Defend" and the OODA loop (Observe, Orient, Decide, Act). The discussion emphasized awareness of surroundings, preparedness, and having assigned roles during an incident.

Discussion questions:

- If exiting from the side doors, where should participants go? Staff responded, options include exiting to the back parking lot or using adjacent rooms to shelter if needed. Meeting spot is across the street at Ester Shore Park. Decisions depend on circumstances, using the OODA framework.
- Follow-Up: Staff will provide commissioners with security contact numbers for emergency reference.

Workshop: Safe Systems Approach in Transportation Planning and Design (60 min – Matt Hinshaw) - Overview of the safe systems approach and how the City of Vancouver applies the safety philosophy to roadway design and complete streets projects

Staff provided an overview of the Safe System philosophy and how the City of Vancouver applies it in roadway design. The approach emphasizes anticipating human mistakes, designing facilities to reduce conflicts, and creating redundancies to prevent serious injuries and fatalities. Staff noted that Vancouver is already applying many of these practices, such as separated facilities, traffic calming, and targeted education, but acknowledged areas for continued improvement.

The framework, adapted from federal and Washington State's *Target Zero* plan, includes six key elements:

- Safer land use
- Safer road users
- Safer vehicles
- Safer roads
- Safer speeds
- Post-crash care

Supporting principles include:

- Deaths and serious injuries are unacceptable
- Safety is a shared responsibility
- Human mistakes are inevitable
- Safety must be proactive
- All parts of the system should be strengthened to work together

Commission Questions and staff responses:

- **How is impairment determined in crash data?** Staff responded that typically through police reports filed after crashes, including tests for alcohol/drugs or observations of impairment. Age is recorded but not usually flagged as “impairment” unless there is a medical event.
- **With an aging population (“silver tsunami”), will older drivers be considered in this framework?** Staff responded age is tracked in crash data, and groups like AARP collect related statistics. While not flagged as impairment, it is acknowledged as an important safety factor.
- **How are emerging modes like e-bikes, scooters, and golf carts being considered in design?** Staff responded Speed differentials are a primary concern. Washington State law classifies e-bikes by speed, and cities can use tools like speed governors in certain zones (e.g., Vancouver waterfront). The City is evaluating wider multimodal facilities and potential code updates to accommodate diverse users. Vancouver already has a designated golf cart zone (Fort Vancouver Way).
- **Isn’t etiquette and culture also part of the problem with scooters/bikes?** Staff responded yes. Education and enforcement are key to building traffic safety culture, especially for newer modes where norms are still developing.
- **How does the Safe System approach address equity, given historically underserved communities face higher risks?** Staff responded that equity is integrated into all six elements. Factors like higher exposure (longer walking distances, unsafe arterials) and higher likelihood of crashes are considered in planning. The City uses its Equity Index and federal/state grant criteria to prioritize investments in vulnerable areas.
- **Is public health included in this framework, especially with pollution-related health disparities?** Staff responded yes. Public health is increasingly factored into transportation planning. Federal and state programs (e.g., non-attainment grants for air quality) are used to fund projects in areas with greater pollution and related health concerns.

Key Takeaways

Staff emphasized the importance of redundancy in system design, addressing speed differentials with new modes, and embedding equity and public health considerations into transportation safety planning.

Traditional Road Safety vs. Safe System Approach & Traffic Safety Culture

- **Traditional:** prevent crashes, influence individual behavior, control speeding, assign responsibility to drivers, and react to crash history.
- **Safe System:** prevent deaths/serious injuries, design for human mistakes, reduce kinetic energy, share responsibility, and proactively address risks.

Discussion then focused on traffic safety culture, identified in Target Zero alongside the Safe System and equity frameworks. Pro-social culture emphasizes shared responsibility among policymakers, agencies, and everyday travelers. Staff noted two dimensions:

- **Organizational culture** – embedding safety in planning, design, and construction.
- **Public culture** – building shared values and behaviors that prioritize safety over competing goals.

Commissioners discussed opportunities for building traffic safety culture through community partnerships, education (especially for children and families), and proactive design that reflects intended speeds rather than relying on enforcement alone.

Commissioner Questions & Staff Responses

- **How are intersections or blocks prioritized for improvements?** Staff responded they look at both crash and safety data, along with “trip attractors” (schools, grocery stores, markets), pedestrian volumes, sightlines, spacing policies, and funding opportunities.
- **Do protected bike lanes improve safety, or just perception of safety?** Staff responded speed differential is the main factor. Buffers and separation generally improve safety and comfort, especially on higher-speed roads.
- **Can transportation safety education be integrated into schools (e.g., bicycling, scooters)?** Staff responded yes. Partnerships with PTAs and schools are being explored. NHTSA and state grants may fund non-engineering strategies like education and enforcement.
- **Are traffic cameras allowed near schools?** Staff responded that State law limits the locations of traffic cameras. Cameras may be installed on large arterials or high-crash intersections after other measures have been tried. Washington law also allows for speed safety cameras within a school speed zone, defined as within 300 feet of a school or playground border.

Commissioner discussions

- **Roadway design vs. enforcement:** Roads “send messages” through width and design cues; signage and enforcement alone are insufficient. The roadway design must reflect the desired speed.
- **Equity and funding:** New development often brings better infrastructure, while older areas lag. Commissioners expressed concern about equitable distribution of improvements.
- **Pedestrian experience:** Some downtown crosswalks feel unsafe despite markings, with wide roads encouraging higher speeds. Zebra striping, narrowing lanes, or ambiguity (forcing drivers to slow down) could improve safety.
- **Education:** Suggestions included bicycle and pedestrian training in schools, modeled on driver’s education or European programs. Commissioners also emphasized engaging parents and adults as role models for safety.
- **Community culture:** Building traffic safety culture requires direct engagement with the public—through events, demonstrations, and community partnerships—to normalize biking, walking, and transit use.
- **Urgency:** Several participants stressed the importance of being proactive, not waiting for fatalities before improvements are made.
- **School zones:** Concerns were raised about unsafe drop-off conditions near schools and the need for more attention to child pedestrian safety compared to other community priorities.

Workshop: TMC Discussion: Information Sharing and Engagement

Staff presented engagement questions: 1) Where do you get your information from? 2) How do you share information with your community? 3) Have there been City or community-based events that resonated with you and why? 4) What are your ideas for ways to keep

Vancouverites informed and engaged on our transportation projects? Targeted add for campaigns depending on project.

Staff invited Commissioners to reflect on how they receive information and what types of outreach and engagement feel most effective. The goal was to explore new and creative ways to connect with the community beyond standard tools (webpages, maps, flyers, social media).

Discussion:

- Digital: Reddit, YouTube, TikTok, and Facebook each reach different demographics.
- Traditional: Newsletters and The Columbian remain useful but limited in reach.
- In-person: Pop-up and coffee shop events allow deeper conversations; tabling at markets gives visibility but lighter engagement.
- Key point: Match outreach method to the goal—broad visibility vs. meaningful dialogue.

Takeaway - Commissioners encouraged a mix of strategies: digital platforms for reach, in-person pop-ups for dialogue, and creative, low-barrier approaches that meet people where they already are. Staff emphasized this will be an ongoing conversation as projects move forward.

Workshop: TMC Year Ahead Workplan – Kate Drennan, Transportation Planning Manager
Staff presented a draft workplan for the year ahead for TMC.

2025 TMC Preview

- Corridor Paving (2027): NE 72nd, 86/87th, 97/98th—planned as a bundled project with kickoff in September.
- Capital Projects: Major upgrades on NE 192nd & NE 18th to expand right-of-way and add multimodal facilities.
- Policy Work: EV charging strategy (all modes), new multimodal level of service standards, and equity integration.
- Regional Planning: Comp Plan updates (Sept), C-TRAN 2045, Fourth Plain BRT extension, emergency planning, and IBR design review.
- Commission Business: Recruiting new commissioners for December seating.

Staff and Commissioner Communications

- **Open Seats:** Four vacancies — Commissioners Gatton and McCune have resigned; Commissioner Moore has been removed
- **Recruitment:** City is recruiting for all boards/commissions at once. Applications are open for one month; open house on **Saturday, Sept 6**. The goal is to fill and on board all four seats by year-end.
- **Quorum:** Defined by seated positions, not total seats. With 7 seated members, quorum is 4 members
- Staff will share application materials and traffic culture video link.
- Submit statements of interest for maintaining positions by either dropping off a physical copy or email staff; Kate to confirm.
- Next meeting: **Sept 2**, shorter agenda with two workshops.

Adjournment approx. 7:57pm