



## Transportation and Mobility Commission Meeting Agenda

November 4, 2025

5:00 PM

### City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

[Join Teams Meeting](#)

Dial: +1 347-941-5324

Meeting ID: 269 831 316 282 2

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

#### 2. Approval of Minutes

- a. TMC October Meeting Minutes

#### 3. Workshop

- a. Regional Planning & Coordination Update | Judith Perez Keniston, Principal Planner, RTC

#### 4. Break 6:00 – 6:30 pm

#### 5. Community Forum

To provide public testimony, please see instructions below.

#### 6. Workshop

- a. 192<sup>nd</sup> Project Update | Laurel Priest, Transportation Planning Manager; Ivar Christensen, Civil Engineer

#### 7. Commission and Staff Reports

#### Adjournment

## 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)

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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 Teams (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.

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Community Development Department | 360-487-7813 | TTY: 711 | [TMC@cityofvancouver.us](mailto:TMC@cityofvancouver.us)



# Transportation and Mobility Commission

**Meeting Minutes**  
**Tuesday, October 7, 2025**  
**5:00 p.m.**  
**City Hall Aspen Room**  
415 W. 6<sup>th</sup> Street | Vancouver, WA

The meeting was called to order at 5:00pm

**Commissioners Present:** Jeananne Edwards, Ken Williams, Tinh Phan, Mario Raia, Devan Williams, Isaac Hamann, Melanie Katz

**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; Philip Gigler, Staff Attorney, Maricsa Acosta, Support Staff

**Approval of Minutes** – Motion by Vice Chair K. Williams moved to approve September 2, 2025, minutes. Second by Commissioner Phan.

Motion passed unanimously.

**Workshop:** EV Charging / Electrification Strategy

**Presenters:** Stacey Dalgaard, City Manager’s Office, Laurel Priest, Associate Transportation Planner, Community Development Department

Staff presented an update on the Citywide Electrification Strategy, funded by the Department of Commerce to support climate goals and expand equitable access to EV charging. Since February, the project has completed a market assessment and extensive community engagement to inform a five-year implementation plan.

**Overview**

The strategy defines the City’s role in charging infrastructure, identifies priority areas, and supports equitable EV adoption. Vancouver currently has 113 Level 2 and 72 fast-charging ports with limited access in multifamily

## Members

**Jeananne Edwards**  
*Chair*

**Ken Williams**  
*Vice Chair*

Tinh Phan

Mario Raia

Devan Williams

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Melanie Katz

**Community Development Department**

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areas. To meet 2030 climate goals, EV ownership must grow 20% annually which could be spurred through public investment by the City along with other public-private partnerships.

### Community Engagement

- **Phase 1:** Surveys with EV suppliers and 40 businesses found utilities and governments lead most installations, with barriers for private developers and renters.
- **Phase 2:** A Community Transportation Electrification (TE) Cohort and public survey gathered over 600 responses. The cohort—Community in Motion, Vietnamese Community of Clark County, and Odyssey World International—held 12 events, emphasizing equity, education, and shared mobility.

### Key Themes

1. Balance necessity (no home access) and convenience charging.
2. Pair infrastructure with education and outreach.
3. Support shared mobility (e-bike, scooter, car share).
4. Integrate environmental and equity priorities.

**Prioritization Framework** - Data and community feedback guide charger placement, focusing on renters, low-income residents, and areas lacking transit or home charging. Additional mapping identifies convenience charging near retail, schools, and parks. Overlays with the City’s Equity Index and the State Environmental Health Disparities Index highlight high-need areas for future investment.

### Questions & Staff Responses

**Q: When you say level 2 charging will increase by 30 to 100 per year, is that projection for the next 20 years or just five?** Staff responded that the projections are based on a five-year horizon, aligned with the City’s 2030 climate modeling targets. The five-year action plan will guide near-term implementation to support anticipated EV growth through 2030.

**Q: How will the City monitor supply versus demand? What if demand diminishes instead of growing, is there a method for tracking adequacy?** Staff responded that ongoing monitoring will be part of the implementation phase. Staff are tracking growth trends in EV ownership and market shifts annually to adjust planning and investment. Although incentives have changed, EV ownership continues to grow, and the City’s long-term climate goals still necessitate public charging infrastructure even if short-term market conditions fluctuate.

**Q: Will this strategy also include charging for e-bikes, golf carts, or other small electric vehicles?** Staff responded that this strategy primarily focuses on vehicle charging. While community engagement has shown interest in micromobility options, charging for smaller e-vehicles requires a different programmatic and infrastructure approach, which may be considered in future work.

**Q: Who is addressing the business model for EV infrastructure, Council, consultants, or staff?** Staff responded that evaluation of potential business models is currently being handled internally at the leadership level. The City is reviewing options within upcoming budget cycles to determine the most appropriate and cost-effective role to ensure chargers are deployed equitably and sustainably.

**Q: Earlier slides mentioned a business case completed in April, but it sounds ongoing — where does that stand?** Staff responded that the initial market assessment and analysis were completed earlier in

the year, including a review of peer cities and potential business models. After community engagement, findings are now being integrated to refine the final approach.

**Q: You mentioned the goal of being “cost neutral.” Given state restrictions on utilities subsidizing electricity, are there similar constraints for the City?** Staff responded that the City is not subject to the same legal restrictions as utilities. While it cannot overcharge for use, the City could charge fees for cost recovery or incentivize private charger installation. Regulations primarily apply only if the City directly sets charging rates.

**Q: During community engagement, did you track who currently owns EVs versus who aspires to? How does that influence the City’s role since it doesn’t own gas stations? We do need this to be accessible to people, and so what’s that balance?** Staff responded that forthcoming slides would address this question in more detail, and staff invited the Commission to revisit it after reviewing engagement data.

**Comment:** A Commissioner noted support for the City collecting modest revenue from charging stations, viewing it as a potential funding source for road and bridge maintenance without turning it into a profit center.

### **Commissioner Comments and Discussion**

Commissioner D. Williams acknowledged that economic factors could impact EV adoption and stressed the importance of supporting multifamily residents who rely on public chargers. He encouraged including hybrid vehicles and lower-income users in electrification efforts and continuing to promote micro-mobility and other accessible alternatives.

Commissioner Phan asked how development requirements could better support EV infrastructure. Staff explained that Washington State already mandates EV-readiness in new developments and that the City’s role is to help developers meet those standards.

Commissioner Katz expressed strong support for expanding micro-mobility options like e-bike and scooter sharing, noting their accessibility and potential to bridge “last mile” gaps. She also suggested exploring public-private partnerships and ensuring that employment hubs and schools are considered in charging plans.

Chair Edwards: Encouraged broadening grant strategies to include trip-reduction and multimodal benefits so the City can access a wider range of funding opportunities. The Chair closed the session by noting Commissioner Hamann joined the meeting.

### **Community Forum**

**Speaker:** Jason Cromer, Vancouver resident

Jason Cromer, a Vancouver resident, raised safety concerns about rough pavement on the I-5 overpass at 33rd Street, urging the City to treat repairs as an emergency to protect cyclists. He also voiced strong support for the City’s EV and micro-mobility initiatives, recommending that the TMC prioritize e-bikes, bike sharing, and 20 mph speed limits. Cromer cited Seattle’s use of concrete-separated bike lanes, motor filters, and traffic circles as low-cost, effective ways to calm traffic and create safer, bike-friendly streets.

No other community members signed up to speak.

## **Workshop:** TSP Near-Term Implementation Items Update

**Presenter:** Kate Drennan, Transportation Planning Manager

Staff provided an update on progress since adoption of the Transportation System Plan (TSP) 18 months ago. The TSP is a 20-year roadmap guiding transportation investments, policy, and programs to advance safety, equity, and multimodal access.

### **Near-Term Priorities**

1. **Complete Corridors Program** – Advancing complete street projects citywide to improve safety and access for all travel modes. Projects are underway in all phases, from design to construction.
2. **Development Coordination** – Drafting new multimodal level of service standards for walking, biking, small mobility, and transit. These standards will inform updates to traffic impact fees, ensuring developments contribute to multimodal capacity improvements.
3. **Vision Zero** – Using crash data to identify high-risk intersections and implement safety countermeasures. Projects include Safe Streets and Roads for All–funded improvements along Fourth Plain, with speed limit reductions incorporated into corridor projects.
4. **Safe Routes to School** – Establishing a citywide framework with school district partners. Staff are coordinating events, bike bus programs, and education efforts to promote walking and biking safety near schools.

### **Big Ideas Implementation**

Staff highlighted progress under the six “Big Ideas” organizing the TSP’s 93 projects and policies:

- **Thriving Neighborhoods:** Integrating mixed-use zoning, enhancing neighborhood traffic calming, and launching the Safe Routes to School program.
- **Complete Corridors:** Applying TSP prioritization criteria to project selection and updating design standards to match new street typologies.
- **Connecting to Transit:** Partnering with C-TRAN on corridor improvements and expanded bus rapid transit along Main Street and extending the Green Line on Fourth Plain.
- **Low-Stress Networks:** Building small-mobility facilities to expand and connect a network of safe and accessible facilities.
- **Growth that Benefits All:** Implementing downtown parking plan updates, transportation demand management programs, and the New Movers pilot.
- **Embracing the Future:** Expanding data use for travel and emissions tracking, transitioning City fleets to zero-emission vehicles, and supporting the EV charging strategy.

### **Next Steps**

Staff will continue advancing near-term priorities, integrating TSP goals into active projects, and pursuing grants to fund design, construction, and multimodal initiatives.

### **Commissioner Comments & Questions**

#### **Commissioner Hamann**

*Q: Which schools have been engaged in the Safe Routes to School program?* Staff responded that the City meets quarterly with both Evergreen and Vancouver School Districts and recently met with Vancouver Public Schools’ district resource officers. Current partnerships include Cycle Vancouver and PTA groups at Lincoln and Hough Elementary Schools for bike bus activities, and outreach to Washington Elementary to assess walking safety and student needs. Staff also staffed a neighborhood picnic where they provided helmets for students who needed them.

**Q: Are there plans to expand outreach to middle and high schools?** Staff responded that the City plans to expand engagement, noting the Washington Traffic Safety Commission’s Target Zero program offers safe-driving and peer education opportunities that could be adapted for older students.

**Commissioner Katz**

**Q: Have there been updates or outcome communications from Columbia Street or other Complete Streets projects?** Staff responded that post-construction evaluations collect one year of data on traffic volumes, speeds, user experience, and safety. A Columbia Street evaluation report is available online. Lessons learned from that process will inform upcoming evaluations for Fourth Plain and Main Street to focus metrics more directly on safety and project goals.

**Comment/Recommendation:** Suggested considering bike boxes at intersections (e.g., Fourth Plain and Main) to support safe turning movements and encourage cyclists’ confidence in busy corridors.

**Commissioner D. Williams**

**Q: Has there been discussion of a future circulator or downtown connection related to I-5 and Highway 99 extensions?** Staff responded that a downtown circulator concept emerged from the Downtown Parking Plan and is being explored through a feasibility study led by the Economic Prosperity and Housing team.

**Q: Will future plans connect the transportation network to the Amtrak station?** Staff responded that C-TRAN continues to assess service to Amtrak, recognizing high demand but challenges related to train crossings and schedule reliability.

**Commissioner K. Williams**

**Q: What is the current status of the McGilvray project?** Staff responded that it remains in final design and is slated for construction in 2026.

**Q: Regarding multimodal level of service, how will current roadway standards be compared with TSP designations, such as Columbia Way?** Staff responded that multimodal level of service will be measured along designated network corridors by assessing whether existing facilities meet prescribed standards in the TSP. For example, corridors with higher traffic volumes may require protected bike lanes, while others may qualify with buffered facilities.

**Q (follow-up): If a corridor does not meet standards, what happens?** Staff responded that each roadway will be evaluated case-by-case for options like repurposing parking or travel lanes, acquiring right-of-way, or reducing speeds to meet multimodal standards. In some cases, unsafe segments (e.g., overpasses) may be reconsidered for alternative routing. The goal is to incrementally achieve TSP concurrency and secure funding through development and impact fees.

**Staff and Commissioner Communications**

Staff provided updates on upcoming Transportation System Plan (TSP) and Transportation Improvement Program (TIP) milestones, noting the TMC will receive the first TIP workshop of the annual cycle in December. Over 20 applications were received for open TMC seats, with new members expected to be appointed in November and seated by December.

The November meeting draft agenda will feature:

- A workshop with Principal Planner Judith Perez on the Regional Transportation Council's active transportation network update.
- A presentation on the SE 192nd Avenue modernization project.
- An Interstate Bridge Replacement (IBR) workshop, added due to recent project developments.

#### IBR Discussion

Chair Edwards proposed drafting a new TMC letter of support for the IBR project. Staff confirmed a previous letter exists and could prepare an updated version. Commissioner Phan preferred not to re-engage, while Commissioner Katz supported reaffirming the TMC's position. Staff clarified that while TMC lacks authority over the bridge, its input is relevant to local transportation connections and impacts.

#### 33rd Street Update

Chair Edwards inquired about the I-5 overpass striping issue. Staff confirmed that Public Works will re-stripe the area next paving season to match the TMC-approved design. The issue resulted from changes made late in design without full team review. Staff noted new internal procedures are being implemented to ensure all scope or limit changes receive complete cross-team review before construction.

**Meeting adjourned at 7:26pm**

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Jeananne Edwards, Chair

Date:



# MEMORANDUM

**DATE:** October 17, 2025

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

**FROM:** Judith Perez Keniston, AICP, Principal Planner, Regional Transportation Council

**RE:** **Memo/Southwest Washington Regional Transportation Council Overview**

**CC:** Kate Drennan, Transportation Planning Manager

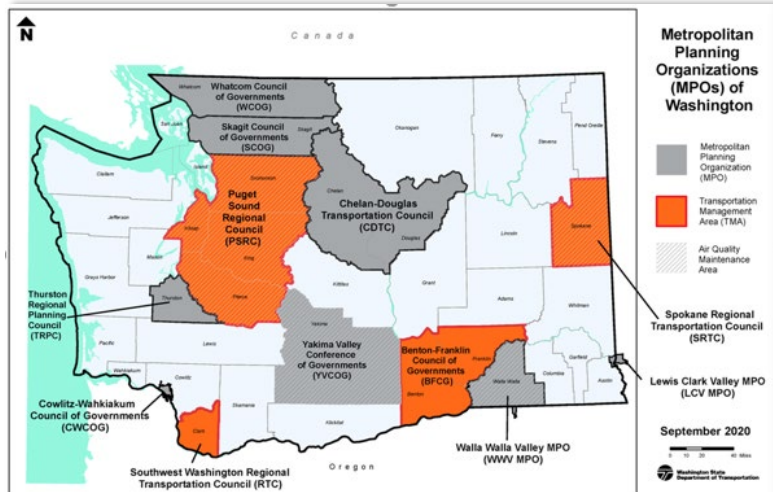
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## Introduction

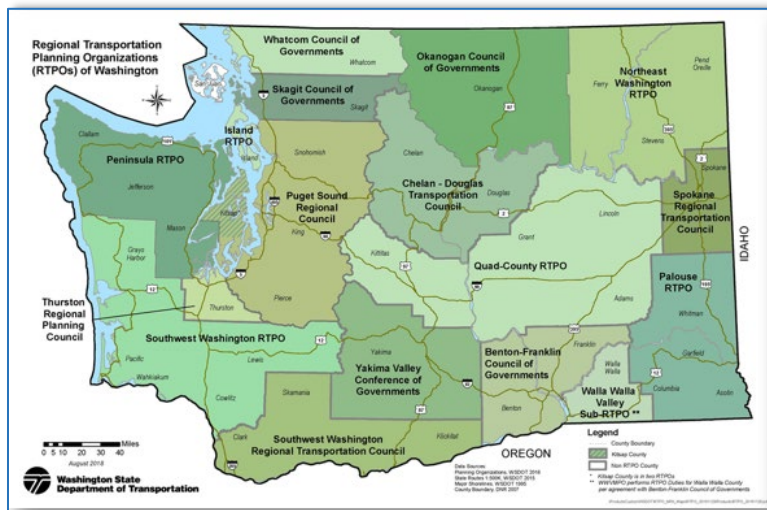
Southwest Washington Regional Transportation Council (RTC) is the [Metropolitan Planning Organization](#) (MPO) for the Clark County, Washington portion of the larger Portland-Vancouver urbanized area. RTC is also the state-designated [Regional Transportation Planning Organization](#) (RTPO) for the region consisting of Clark, Skamania and Klickitat counties.

RTC is the federally designated MPO for all of Clark County and represents the Washington portion of the Portland-Vancouver Transportation Management Area (TMA). Federal law requires any urbanized area with a population greater than 50,000 to have an MPO. As a condition for the receipt of federal capital or operating funding into Clark County, RTC must ensure that transportation expenditures are based on a continuing, cooperative, and comprehensive transportation planning process. The [federal funds](#) for transportation projects and programs are channeled through this planning process and awarded through RTC to local agencies and jurisdictions dealing with transportation.

RTC is the RTPO for Clark, Skamania and Klickitat counties, for which it provides many of the same basic transportation planning functions as an MPO. RTC was designated as an RTPO by the Washington State Legislature and services both urban and rural areas in these counties.



**MPOs of Washington Map**



**RTPOs of Washington Map**

## Overview

- The state of Washington has 12 MPOs and 17 RTPOs.
  - MPOs provide a forum for local decision-making on transportation issues. They represent areas with 50,000 or more populations, and they cooperate with the State to develop transportation plans and programs in urban areas.
  - The RTPO program extends transportation planning to rural areas not covered by the federal program. RTPO's represent local governments from cities, counties, tribes, ports, and transportation service providers who work together to identify local transportation needs in rural areas of the state. RTPOs can form in a single county or in multiple neighboring counties.

- RTC is governed by a Board of Directors, which oversees the business affairs of the organization. The Board meets on the first Tuesday of the month to conduct the agency's business.
  - The Board's purpose is to manage the property and business affairs of RTC, adopt a [Regional Transportation Plan](#), select and program transportation grant funds as directed by federal and state law, and perform other duties pursuant to applicable federal and state laws.
  - The RTC Board of Directors includes [15 members](#) representing general purpose governments, special purpose districts, governmental agencies, or a political subdivision that is a party to the governing Interlocal Agreement.
- As MPO and RTPO for the Clark County region, RTC carries out the following duties:
  - Maintains a continuing, cooperative, and comprehensive transportation planning process for developing plans and programs that consider all modes of transportation.
  - Certifies the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region in conformance with the requirements of [RCW 36.70A.070](#) [Growth Management Act of 1990].
  - Develops a [Regional Transportation Plan](#) (RTP) that serves as the region's long-range transportation planning document. The federally required plan establishes regional transportation policy, while recommending a balanced program of modal investments to meet future transportation system needs.
  - Develops a [Transportation Improvement Program](#) (TIP), which includes a four-year project list of all federally funded and regionally significant state and local transportation projects within Clark County. Projects in the TIP must be identified in or be consistent with the RTP.
  - Conducts a continuing [Congestion Management Process](#) (CMP) as defined in federal regulation and serves as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. The CMP provides a wide range of transportation system data to help guide the investment of transportation funds toward improving congestion.
  - Develops a [Unified Planning Work Program](#) (UPWP), which is developed in cooperation with local agencies, WSDOT, and C-TRAN. The UPWP is required in order for the region to be eligible to receive federal and state transportation planning funds.
  - Prepares a [Human Services Transportation Plan](#) to identify the special transportation needs of people with disabilities, low income, the young and elderly, and those in rural locations who cannot provide transportation for themselves.
- The [Regional Transportation Plan](#) (RTP) for Clark County is this region's long-range transportation plan.
  - The RTP is based on the Comprehensive Growth Management Plan for Clark County and is the collective regional strategy for developing a

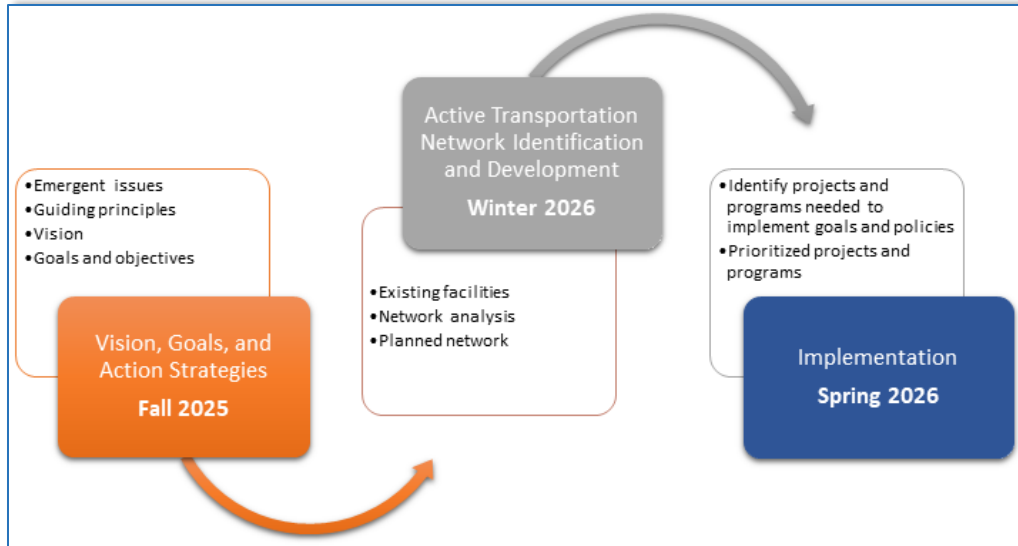
transportation system to provide mobility and accessibility for person trips, as well as freight and goods movement.

- Using growth forecasts and employment trends, the RTP considers how to build and maintain a multimodal transportation system that will serve the needs of people who live, work, and travel in Clark County.
- The RTP provides an opportunity to identify transportation strategies today to address the mobility needs that come with planned future growth, while addressing the growing need to make transportation services more equitable and accessible for all.
- The RTP contains 1 vision statement, 4 goals, and 28 objectives.
  - The recommendations contained in the RTP will further our regional priorities of a safe, reliable, resilient, and equitable transportation system.
  - To implement the goals and objectives of the RTP, the plan includes projects on the 6-year project list, projects on the 20-year project list, and 31 action strategies.
- The Regional Designated Transportation System (RDTs) is the focus for transportation planning in the Regional Transportation Plan.



**Regional Designated Transportation System Map**

- All facilities included in the Regional Designated Transportation System are considered regionally significant facilities. These facilities serve regional transportation needs—such as access to and from the area outside of the region, major activity centers within the region, major planned developments, or transportation terminals.
  - The RDTS is composed of regionally significant roadways, freight-designated facilities, routes identified for emergencies, corridors identified as part of the congestion management process, high frequency transit corridors, and active transportation regional corridors—with multiple facility types in each group and numerous functions per type.
- The RTP recognizes active transportation as an essential element of the region’s transportation system.
  - The Regional Active Transportation System (RATS) includes key regional corridors that provide access to the communities within Clark County and their local active transportation networks; provide connectivity to other modes of transportation; and facilitate independent mobility regardless of age, physical constraint, or income.
  - The RATS network envisions buffered/protected bike lanes and shared-use paths that, when fully connected, will provide a backbone continuity and access to the local active transportation networks.
- A regional active transportation plan for the Clark County region is being developed to define a long-term vision, establish priorities and evaluation tools for active transportation improvements, and identify a prioritized list of projects to implement the plan’s vision and guide its implementation. It is anticipated that the plan will be finalized by December of 2026.
  - The goal is to develop a regional active transportation plan, in collaboration with local agencies, to guide us in the implementation of a safe, accessible, and cohesive regional active transportation network that provides access to the communities within Clark County and their local active transportation networks.
  - The regional active transportation plan will define a long-term vision, establish priorities and evaluation tools for active transportation improvements, develop strategic actions and recommendations, and identify a prioritized list of projects to implement the plan’s vision and guide its implementation.



**Regional Active Transportation Plan  
Timeline**

**Action, Timeline, Next Steps**

The purpose of this presentation is to introduce RTC to the Transportation Mobility Commission and pave the path for future engagements regarding the Regional Active Transportation Plan.

**Staff Contact Information**

Judith Perez Keniston, AICP  
Principal Planner, SWRTC  
P. 564.367.5231  
E. Judith.Perez@rtc.wa.gov

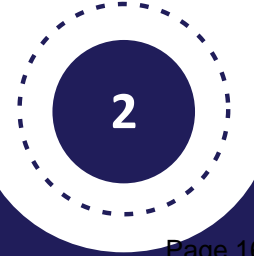
# Southwest Washington Regional Transportation Council

Judith Perez Keniston, AICP  
Principal Planner

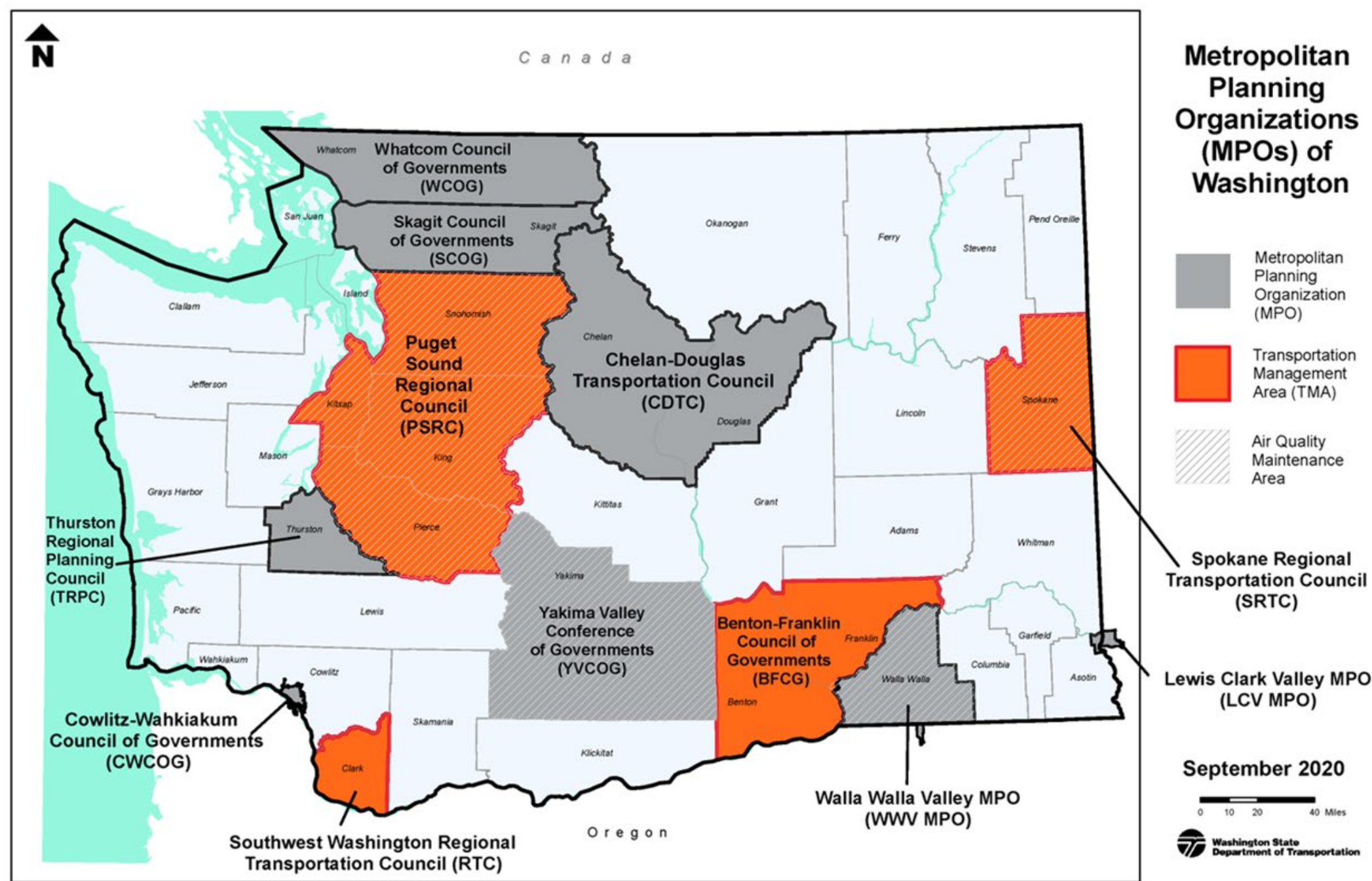
City of Vancouver  
Transportation Mobility Commission  
November 4, 2025



# What is the Regional Transportation Council?



# Metropolitan Planning Organizations (MPOs)

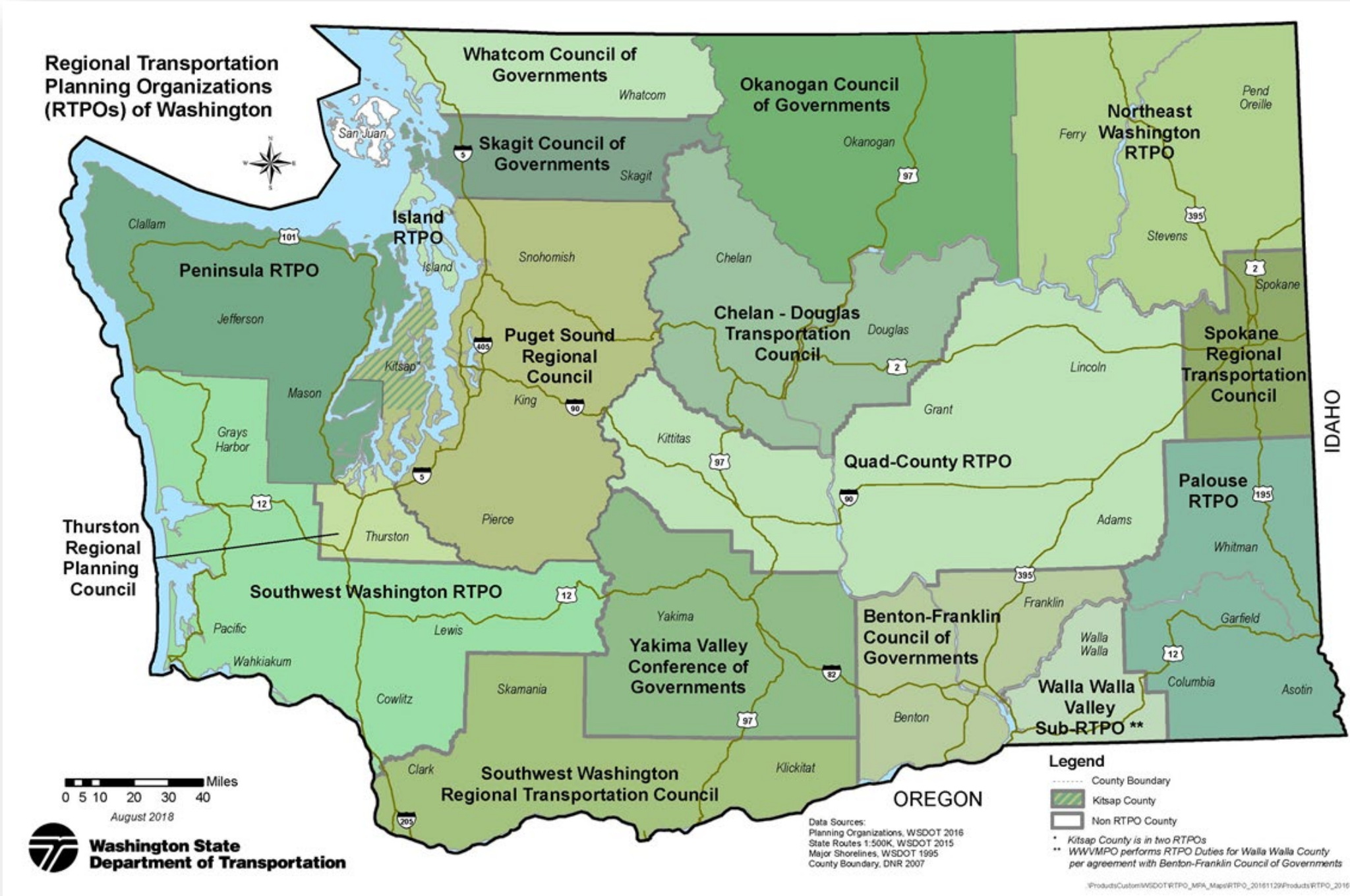


**MPOs**

- Federal designation
- Manage federal money
- Metropolitan area
- Metropolitan Transportation Plan
- 4-year TIP
- TIP approved by Policy Board
- Congestion Management Process
- Air quality in non-attained or maintenance areas



# Regional Transportation Planning Organizations (RTPOs)



RTPOs
State designation
Process state money
Rural area
Regional Transportation Plan
6-year TIP
TIP approved by Policy Board
Human Services Transportation Plan
Comp plan and countywide planning policies certification

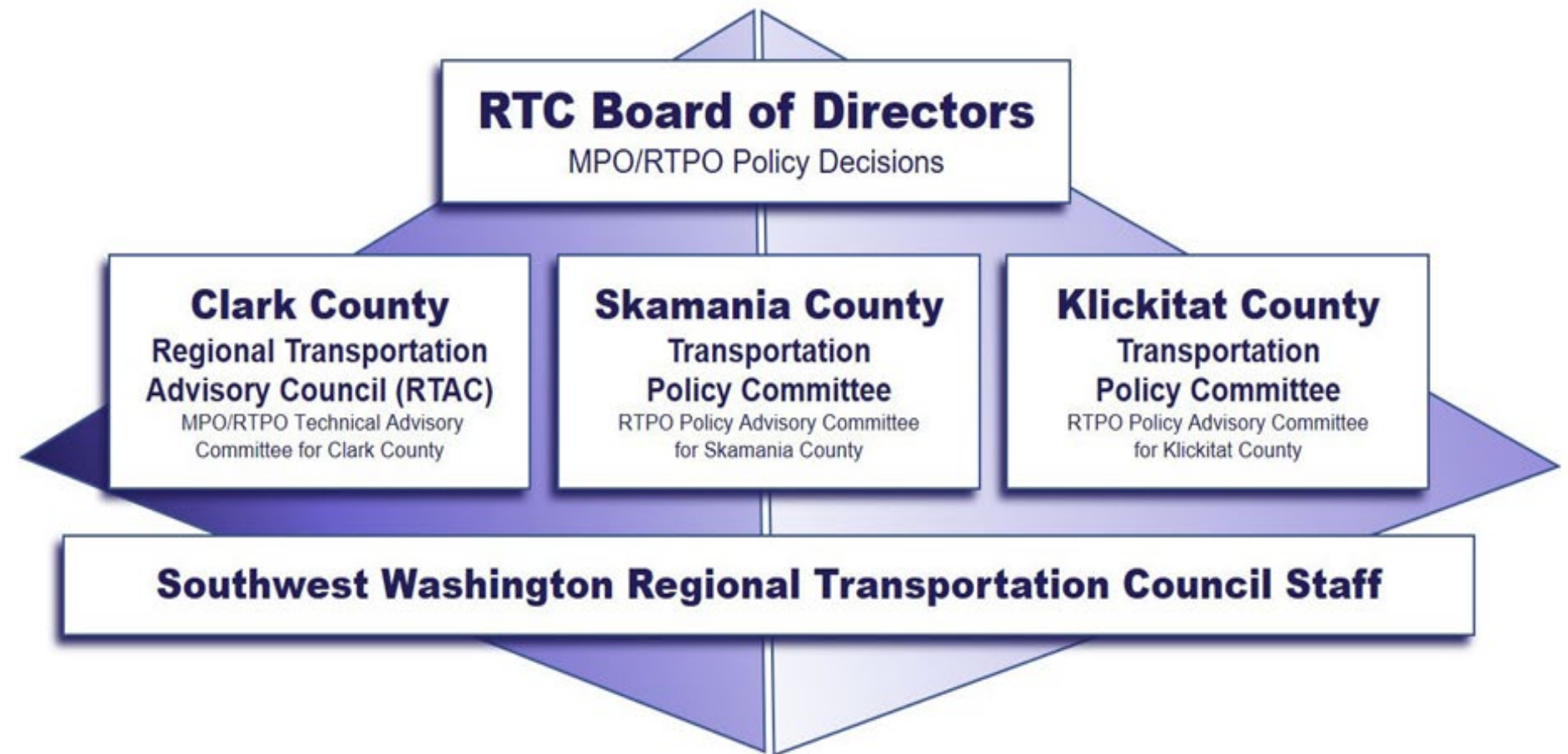


# Agency Members and Structure



**RTC Member Agencies**

## RTC Agency Structure



# RTC Board of Directors



### ***Voting Members:***

- Clark County
- Klickitat County
- Skamania County
- City of Vancouver
- Camas/Washougal
- Battle Ground/Ridgefield/La Center/Yacolt
- Ports of Vancouver/Ridgefield/Camas-Washougal
- Clark County Public Transportation Benefit Area (C-TRAN)
- Washington State Department of Transportation
- Oregon Department of Transportation
- Metro
- Cowlitz Indian Tribe

- 3 Commissioners
- 1 Elected Official
- 1 Elected Official
- 2 Representatives
- 1 Elected Official
- 1 Elected Official
- 1 Port Commissioner
- Executive Director
- SW Region Administrator
- Regional Administrator
- 1 Council Member
- 1 Tribal Chairman

### ***Ex-officio Members:***

- 14th Legislative District
- 17th Legislative District
- 18th Legislative District
- 20th Legislative District
- 49th Legislative District

- 3 Legislative Members
- 3 Legislative Members
- 3 Legislative Members
- 3 Legislative Members
- 3 Legislative members



# Core Programs and Services

Project Funding	Regional Planning Program	Technical Modeling/Data
<ul style="list-style-type: none"> <li>▪ Manage regional federal flexible funding grant programs (STBG, CMAQ, TA, Carbon Reduction Program)</li> <li>▪ Produce &amp; administer Transportation Improvement Program</li> <li>▪ Project development and grant writing consultation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Regional Transportation Plan</li> <li>▪ Congestion Management Process</li> <li>▪ Vancouver Area Smart Trek</li> <li>▪ Skamania County &amp; Klickitat County</li> <li>▪ Human Services Transportation Plan</li> <li>▪ Special studies</li> </ul>	<ul style="list-style-type: none"> <li>▪ Traffic data collection &amp; management</li> <li>▪ Travel forecasting models &amp; analysis</li> <li>▪ Air quality conformity analysis</li> <li>▪ Member agency technical services</li> </ul>



# Vancouver Funded Projects

## Projects Completed (or under construction)

NE 137<sup>th</sup> Avenue, 49<sup>th</sup> Street to Fourth Plain (under construction)

Evergreen Trail, Chelsea Ave to Image Rd (construction should start soon)

Jefferson Realignment Project (under construction)

Mill Plain Blvd, 104<sup>th</sup> Ave to NE Chkalov Dr (2021)

Mill Plain Arrival on Green (2021)

SE 1<sup>st</sup> Street, 162<sup>nd</sup> Ave to 177<sup>th</sup> Ave. (2023)

NW Neighborhood Connectivity Improvements (2024)

## Projects (PE or RW Phases) Funded

Garrison Road Sidewalk

Hazel Dell and Burnt Bridge Creek Trail Crossing

192<sup>nd</sup> Ave, NE 18<sup>th</sup> St to SE 1<sup>st</sup> St

NE 18<sup>th</sup> Street, NE 97<sup>th</sup> Ave to NE 107<sup>th</sup> Ave

NE 28<sup>th</sup> Street, 138<sup>th</sup> Ave to 162<sup>nd</sup> Ave

NE 49<sup>th</sup> Street, 122<sup>nd</sup> Ave to 137<sup>th</sup> Ave

Fourth Plain Mobility Improvement



# What is the Regional Transportation Plan?



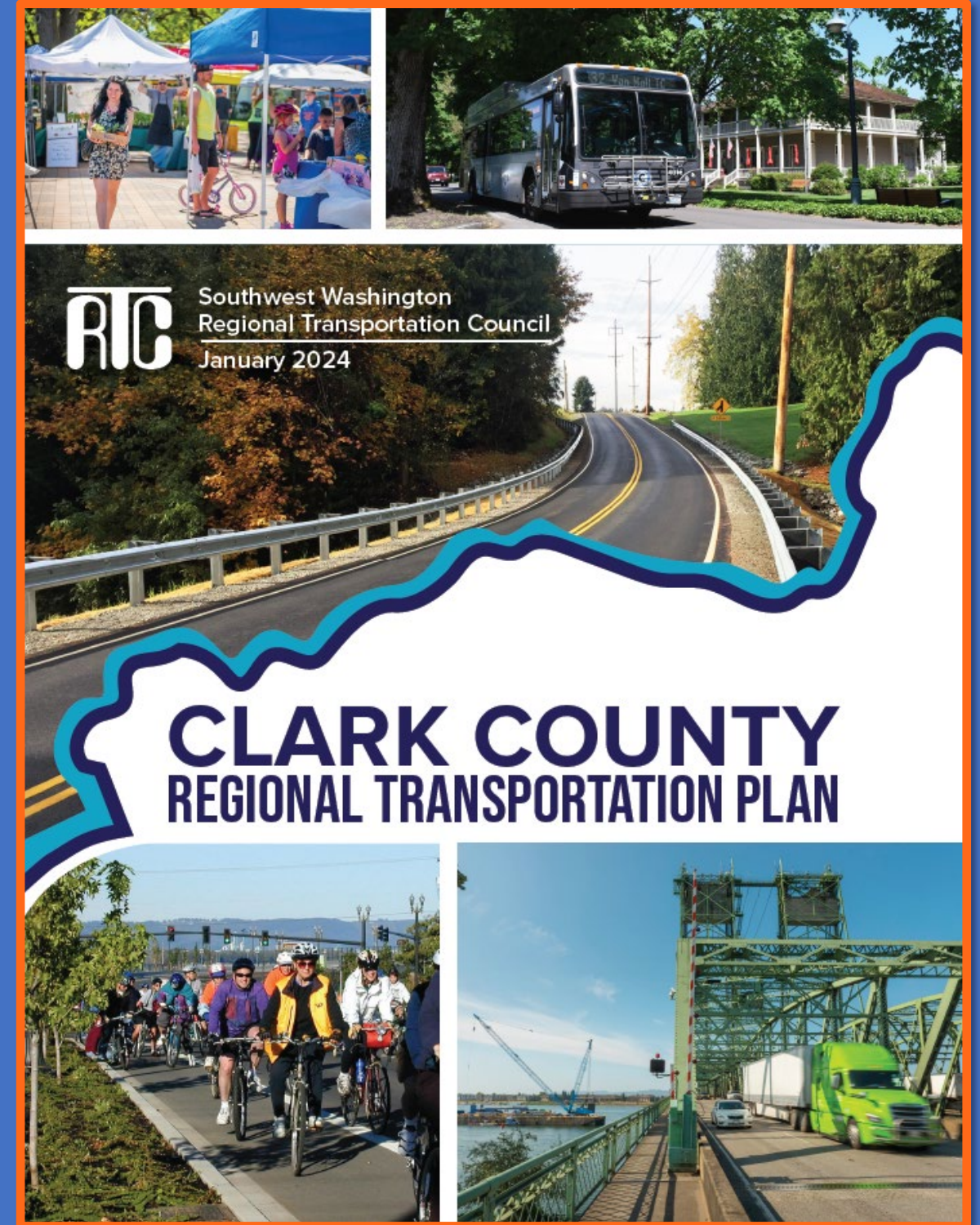
# Regional Transportation Plan

Foundational document

Future regional needs and improvements

Includes all modes of transportation

Updated every 5 years



# Regional Transportation Plan

## CHAPTER 1. WHAT IS THE REGIONAL TRANSPORTATION PLAN?



## CHAPTER 2. CLARK COUNTY TODAY



## CHAPTER 3. MEETING FUTURE NEEDS



## CHAPTER 4. SYSTEM PERFORMANCE



## CHAPTER 5. COVERING THE COSTS



## CHAPTER 6. TAKING ACTION



- Appendix A – Statutory Regulations
- Appendix B – RTP History
- Appendix C – Public Comments and RTC Response
- Appendix D – County Planning Policies
- Appendix E – Demographic Profile
- Appendix F – Regional Active Transportation
- Appendix G – RTP Environmental Justice Analysis
- Appendix H – Security

- Appendix I – Air Quality
- Appendix J – RTP Environmental Mitigation
- Appendix K – Transportation Performance
- Appendix L – Congestion Management Program
- Appendix M – Funding Programs
- Appendix N – Plans, Studies, and Projects
- Appendix O – Regional Plan Checklist

# Regional Transportation Plan – Policy Framework

Our vision for 2045 is a safe, reliable, and equitable transportation system in Clark County



**Safety & Security Goal**

**Accessibility & Mobility Goal**



**Economic Vitality & Quality of Life Goal**

**Sustainability & Resiliency Goal**



# Taking Action – Implementing the Regional Transportation Plan

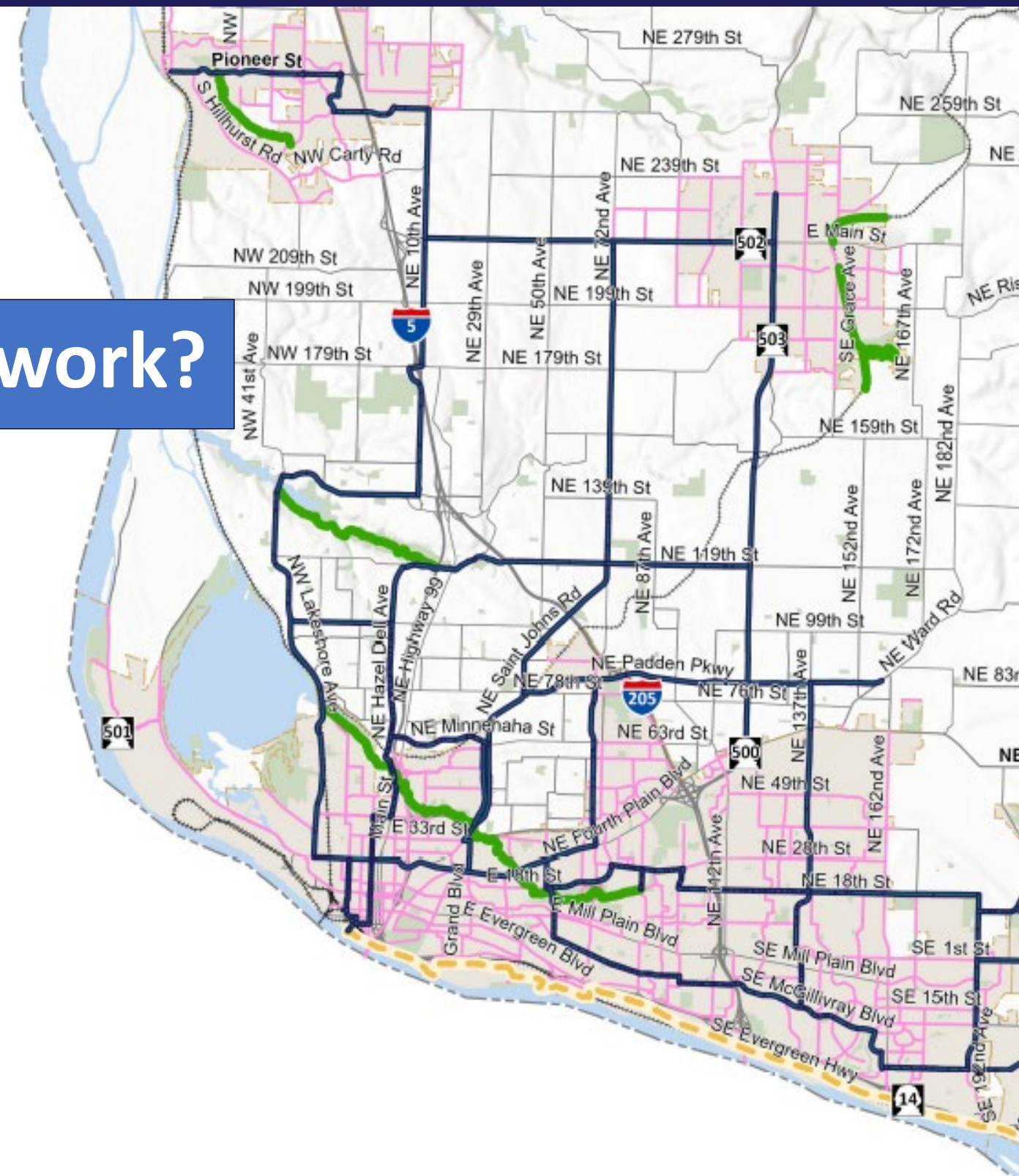


# Regional Transportation Plan – Action Strategies Status

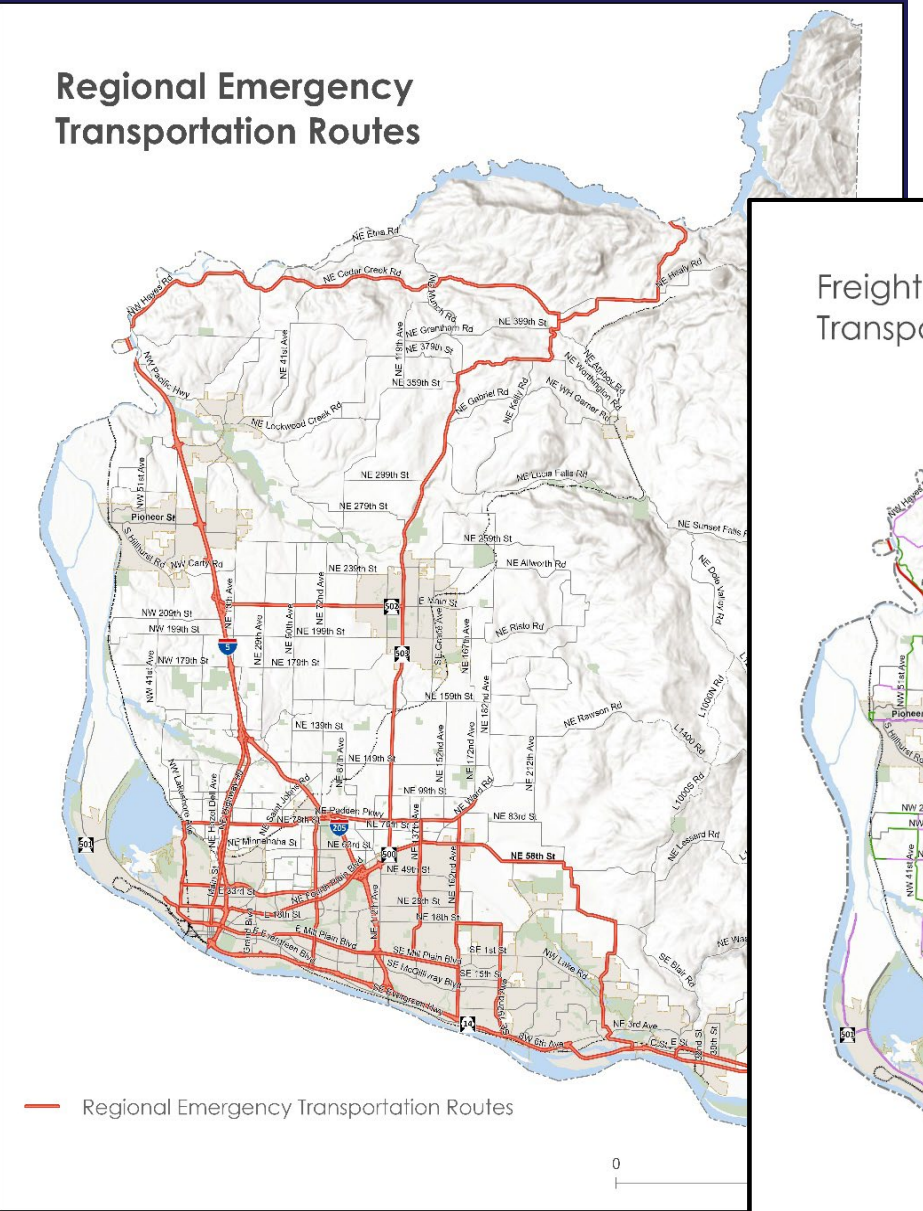
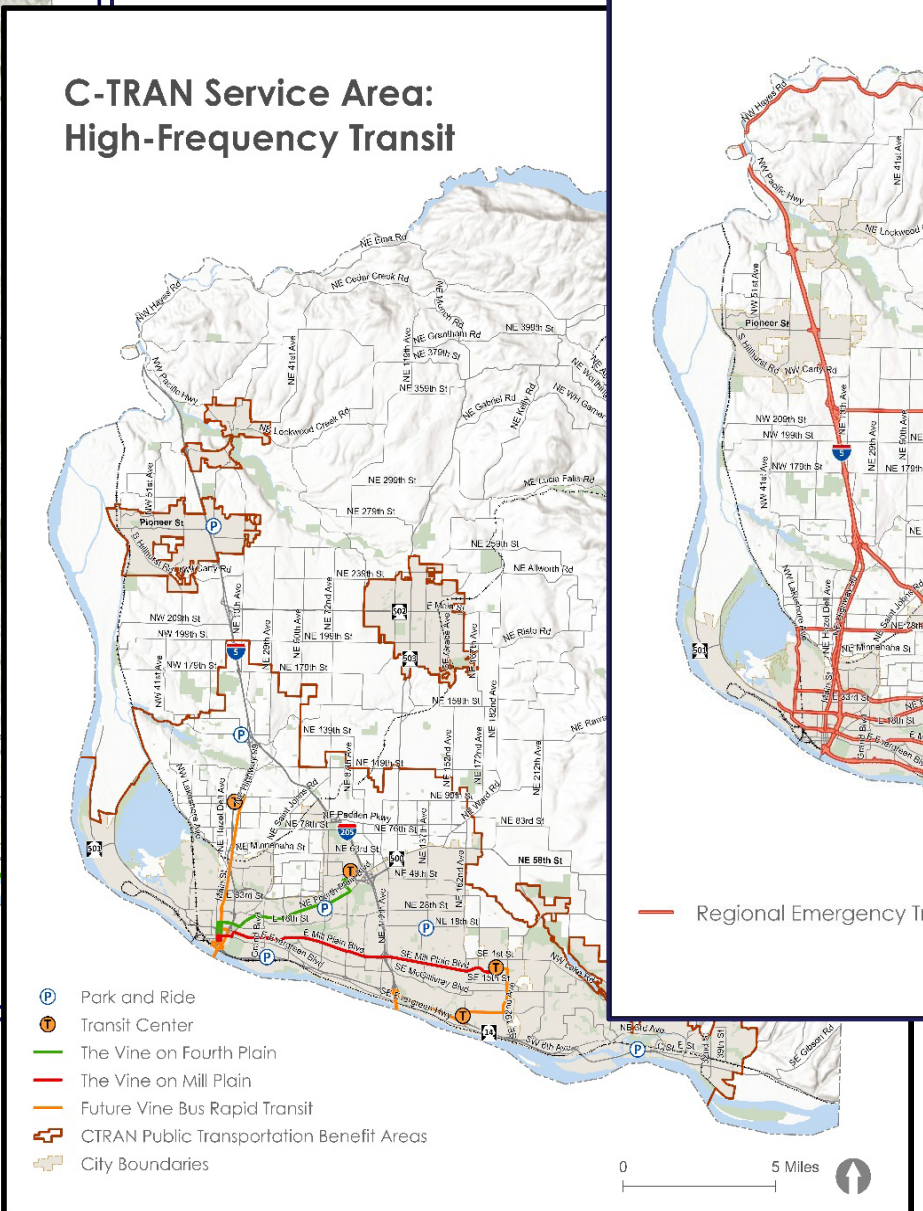
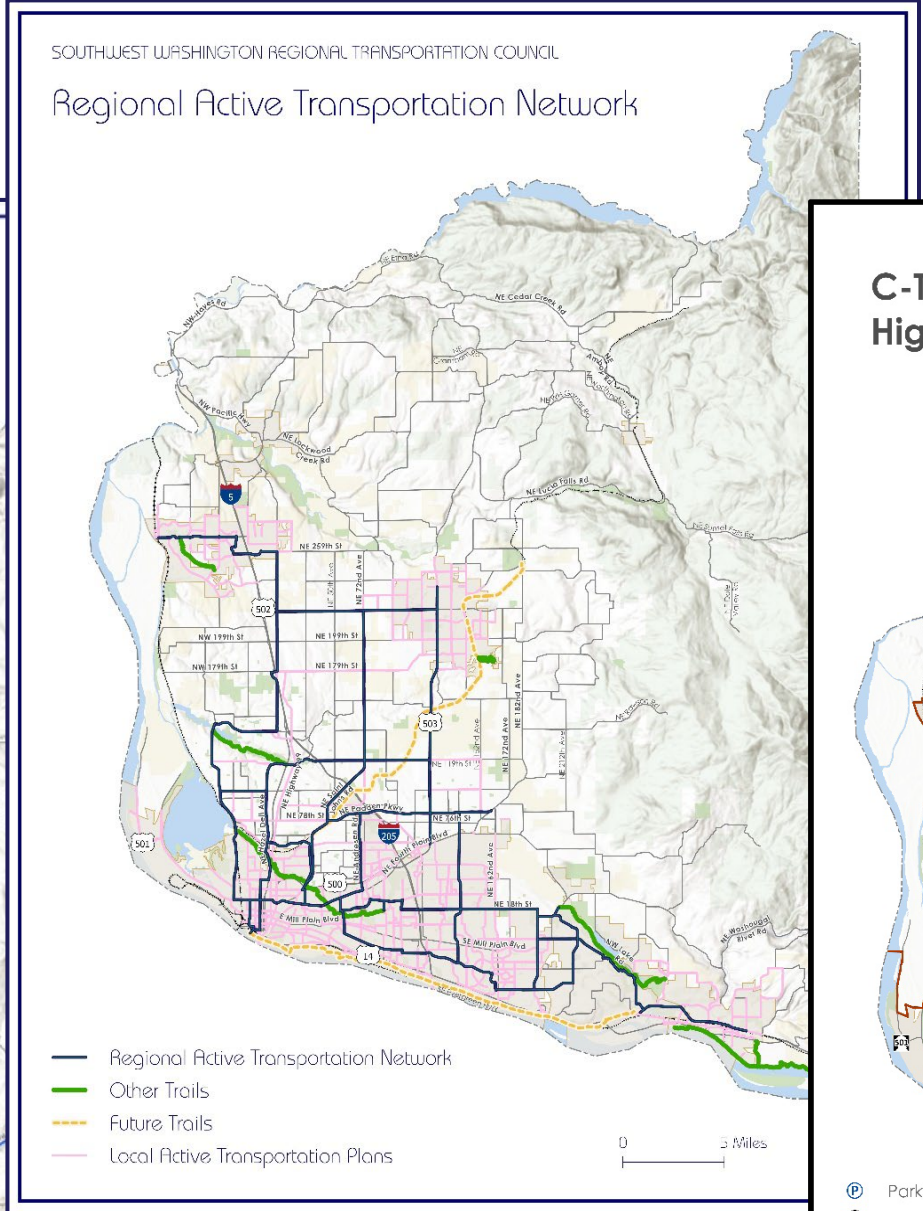
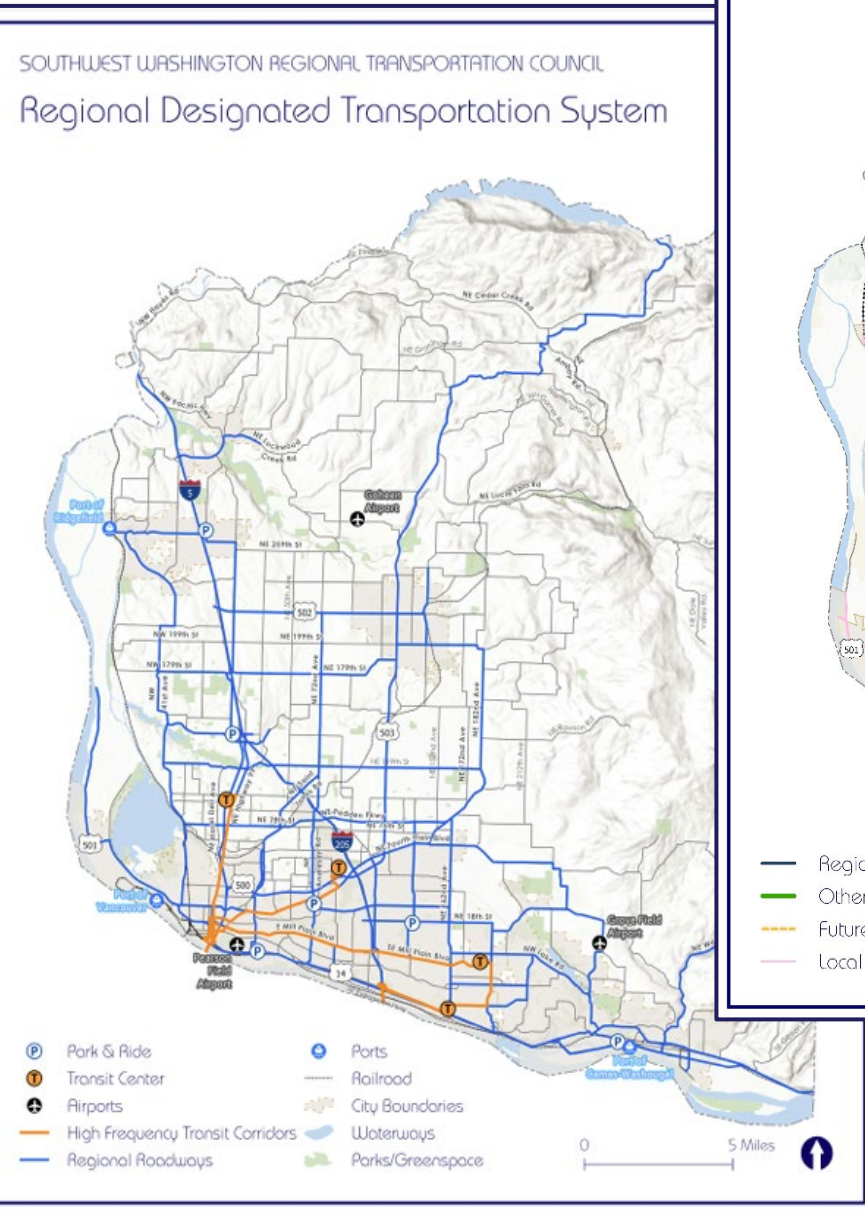
RTP Action Strategies	Year	2024				2025				2026			
	Quarter Starting:	Q1-24	Q2-24	Q3-24	Q4-24	Q1-25	Q2-25	Q3-25	Q4-25	Q1-26	Q2-26	Q3-26	Q4-26
<b>Activity</b>	<b>Status</b>												
2024 RTP	Completed												
Title VI Report	Completed												
Public Participation Plan	Completed												
Language Assistance Plan	Completed												
Regional Commute Trip Reduction Plan Update	Completed												
Safety Action Plan	Completed												
Implement projects and programs identified in Safety Action Plan	Not started												
Vehicles Miles Traveled Target Setting Study	Completed												
Regional Complete Streets Policy	Completed												
Regional Freight Plan Update, Phase 1	Completed												
Regional Designated System Arterial Atlas	Completed												
Walkability Action Institute Strategies Implementation	In progress												
Regional Emergency Transportation Route, Phase 2	In progress												
Performance Measure Dashboard	In progress												
Regional Resiliency Assessment Plan	In progress												
Coordinate with tribes on their transportation plans for consistency and reliability	In progress												
Regional Active Transportation Plan, Phase 2	Not started												
Transportation Corridor Visioning Study Update	Not started												
Regional Freight Plan Update, Phase 2	Not started												
2026 RTP Amendment	Not started												



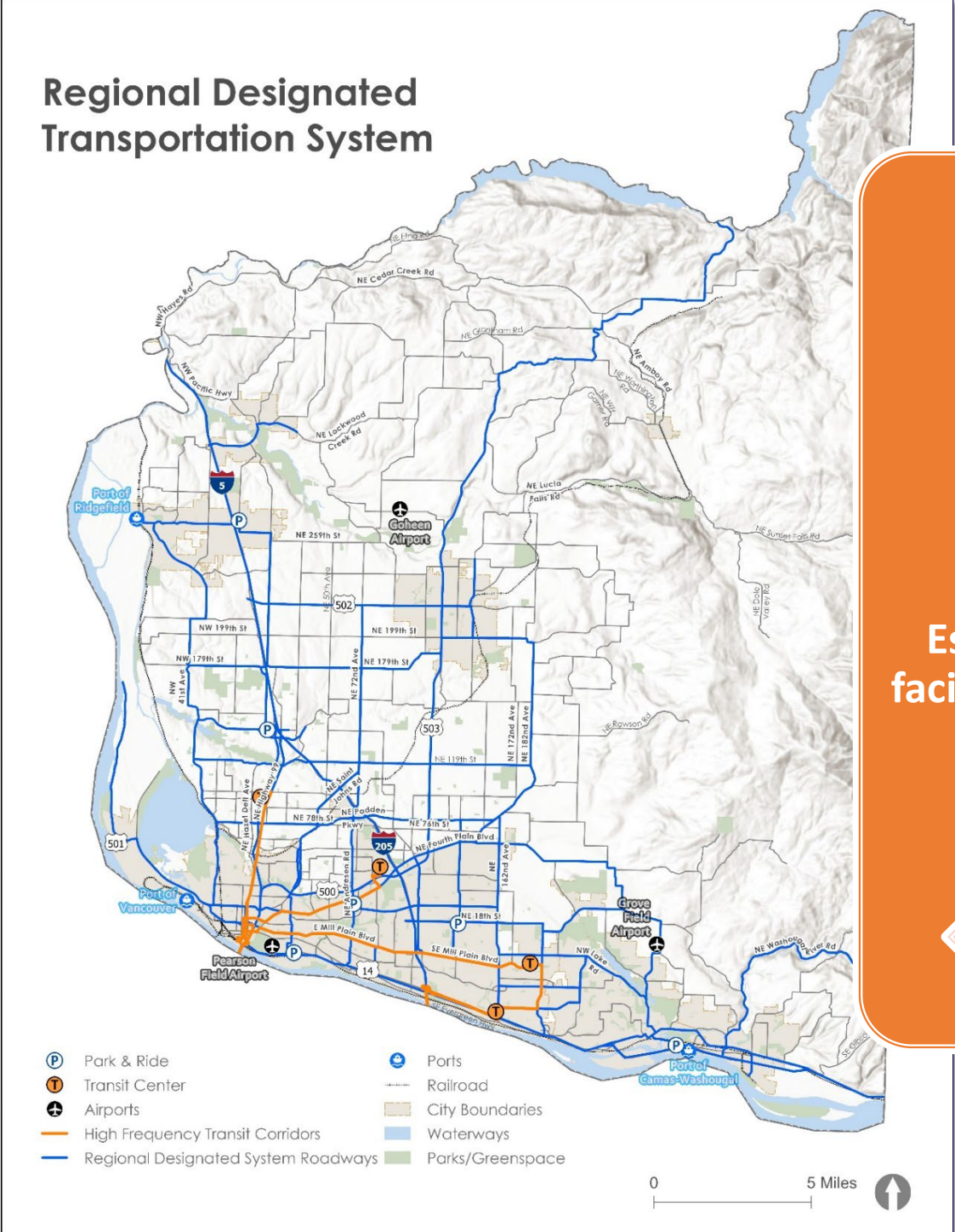
# What is a Regional Designated Transportation Network?



# Regional Transportation Plan Networks



# Regional Designated Transportation System




Establish key regional facilities for planning and policy's purpose



Consistency with Federal and state requirements



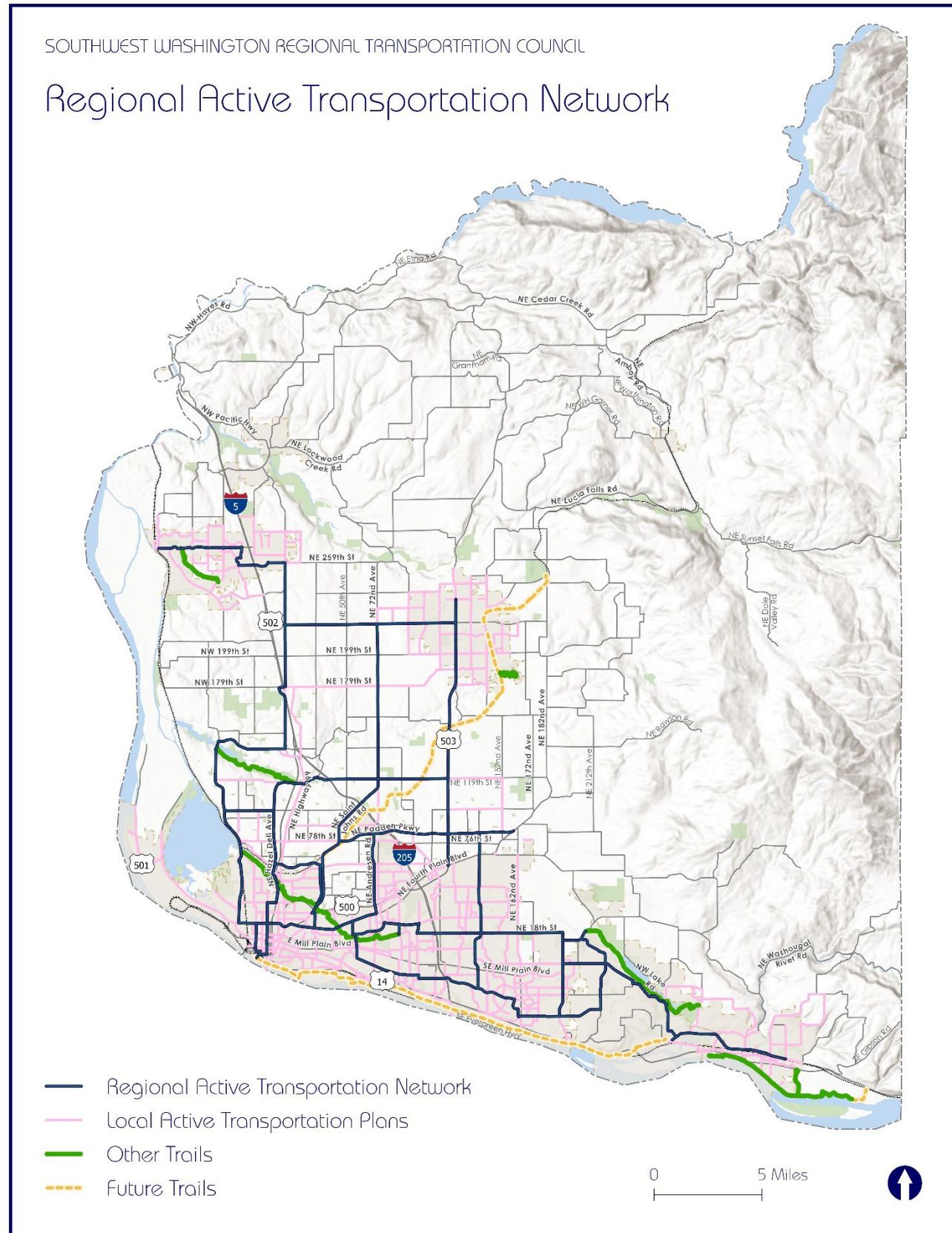
Further mission of the Regional Transportation Plan



Provide access to and from the region, major activity centers throughout the region, and connect local networks



# Regional Active Transportation Network



Includes key regional corridors

Provides access to communities within Clark County and their local active transportation networks

Provides connectivity to other modes of transportation

# What is a Regional Active Transportation Plan?



# Regional Active Transportation Plan

## Regional Complete Streets Policy

June 2025



Southwest Washington Regional Transportation Council

4<sup>th</sup> Floor, Suite A430  
1601 E Fourth Plain Blvd – Bldg 17  
Vancouver, WA 98660  
Telephone: 564-397-6067  
Relay Service: #711 or  
(800) 833-6388 [www.rtc.wa.gov](http://www.rtc.wa.gov)



Provides framework for regional connectivity

Defines long-term vision

Establishes priorities and evaluation tools for active transportation improvements

Develops strategic actions and recommendations

Identifies a prioritized list of projects and programs

## Regional Designated Transportation System Atlas for Clark County

DRAFT

May 2025

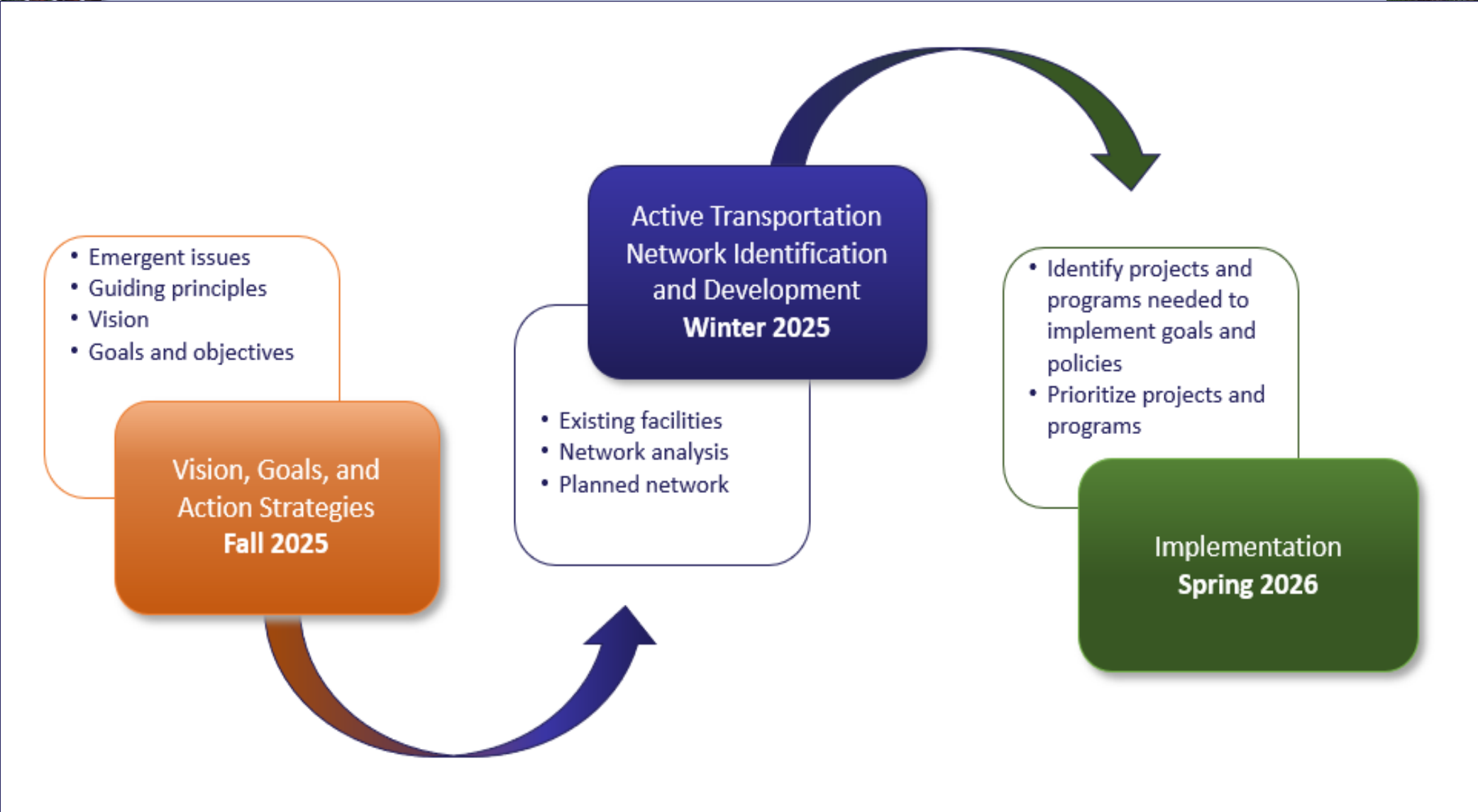


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# Regional Active Transportation Plan



# Thank you!

Judith Perez Keniston, AICP  
Principal Planner  
P. 564.367.5231  
E. [Judith.Perez@rtc.wa.gov](mailto:Judith.Perez@rtc.wa.gov)





# MEMORANDUM

**DATE:** November 4, 2025

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

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

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

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

## Introduction

This memo to the Transportation and Mobility Commission provides an update on the development of the 192<sup>nd</sup> Avenue project and seeks the Commission’s input on proposed next steps including public engagement and multimodal design. The first presentation to the TMC was in April 2025; and a third and final presentation is planned for 2026.

## Project Timeline

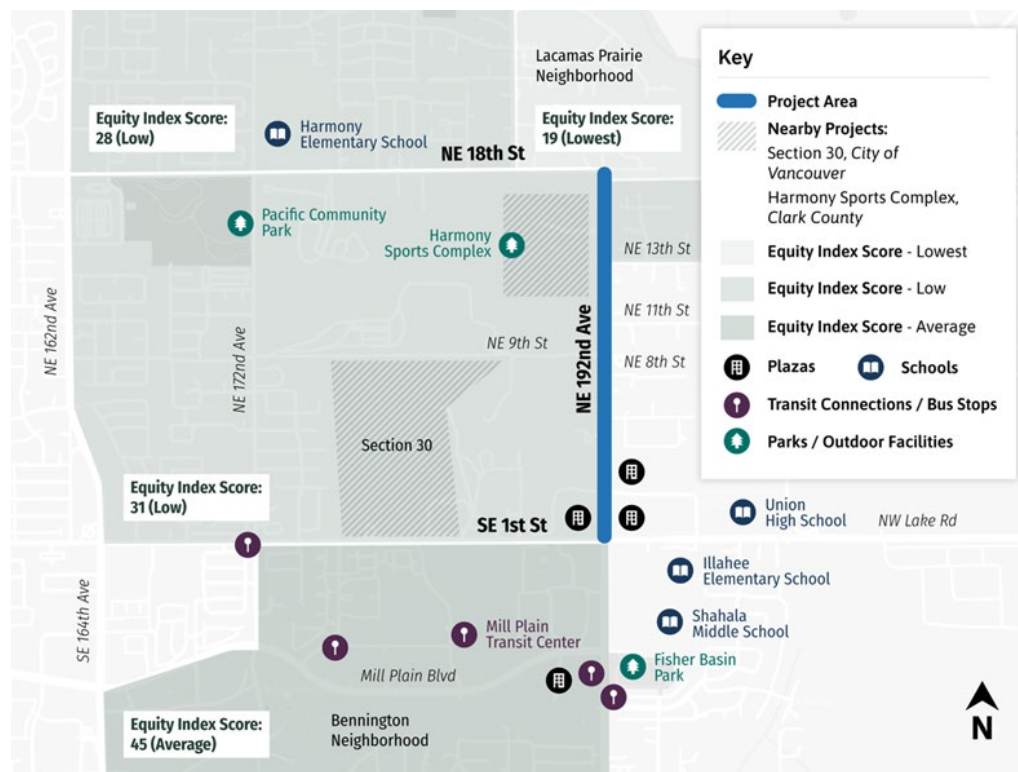
Winter 2025	Spring 2025	Summer 2025	Fall 2025	2026 + Beyond
<b>Early design ideas and feedback</b> <ul style="list-style-type: none"> <li>Project Advisory Group (PAG) Meeting #1</li> </ul>	<b>Present early design ideas to the community</b> <ul style="list-style-type: none"> <li>TMC Meeting #1</li> <li>PAG Meeting #2</li> </ul>	<b>Proposed design ideas + feedback</b> <ul style="list-style-type: none"> <li>1:1 Meetings</li> <li>Open House #1</li> </ul>	<b>Preferred design options + feedback</b> <ul style="list-style-type: none"> <li>TMC Meeting #2</li> </ul>	<b>Design choices + construction expectations</b> <ul style="list-style-type: none"> <li>PAG Meeting #3</li> <li>Open House #2 and #3</li> <li>TMC Meeting #3</li> </ul>

The project team focused on public engagement for much of 2025. The team met twice with the Project Advisory Group and met individually with key stakeholders including C-TRAN, Bonneville Power Administration, Evergreen School District, and Clark County. On Wednesday, June 18, 2025, the first Open House was held at Union High School. The

Open House was attended by 88 community members. A full summary of the engagement event is attached. In addition to the PAG, stakeholder meetings, and the Open House, the project team canvassed the project area. Additional outreach for the project and promotion for the Open House event was done through the project website, social media, and direct mailers.

Throughout 2025, the project team continued developing an alternatives analysis (roundabouts vs. traffic signals) report based on strategic goals of the project and public input collected.

Future project milestones will be the completion of a 15% design, Project Advisory Group meeting 3, and Open Houses 2 and 3. Multimodal options will continue to be refined during the 30% design process.



**Image 1:** Project Area Map

**Community Feedback  
PAG Meetings – Key Feedback**

- The area includes key destinations for youth — such as Harmony Sports Complex, Union High School and Shahala Middle School — and the group expressed a strong interest in improving transportation options, safety and access for younger travelers;
- 8 attendees indicated a preference for the roundabout concept (vs. traffic signals) and 1 attendee did not have a preference; and
- In the final segment of the meeting, participants identified specific locations along the corridor where they would like to see improved pedestrian crossings and additional transit stops. Overall, participants targeted areas near places of interest such as the Humane Society, Costco and Harmony Sports Complex.

## Open House 1 – Key Feedback

- **Top Improvement Priorities for entire project**
  - Address congestion
  - Make it safer to walk or use a wheelchair
  - Repair potholes and the pavement surface
- **Feedback on Multimodal Design Concepts:**
  - Improve current pedestrian safety issues
  - Need infrastructure that supports walking, biking, and rolling
- **Feedback on Roundabouts vs. Signalized Intersections**
  - Roundabouts were the more popular option
  - Roundabout benefits — Slows traffic, improves safety and cost
  - Signalized Intersection benefits — Manages higher traffic volumes and reduces user confusion

## Alternatives Analysis

The alternatives analysis conducted by the project team determined that roundabouts at the intersections of 192<sup>nd</sup> Avenue at 6th Street, 9th Street, 13th Street and 18th Street would be the safest option in terms of reducing high vehicle speeds on the corridor and reducing the number and severity of collisions at intersections. The roundabout option would reduce environmental impacts, right of way impacts, and cost, while providing better connectivity. Environmental impacts would be reduced with the roundabout option due to a smaller footprint, and by minimizing engine idling. The alternatives analysis found that traffic signals at 6th Street, 9th Street and 13th Street would provide better access for fire and life safety services. Traffic signals would be more consistent with previous improvements on the corridor. Either option, roundabouts or traffic signals, would address current and future congestion.

## Multimodal Design

The project team is considering three multimodal design options. All three design concepts include an off-street bike/small mobility facility. These options could vary through the corridor to fit adjacent uses, and the options will be refined during the 30% design process.

- **Shared use path on both sides of NE 192<sup>nd</sup> Avenue**
- **Shared use path on one side of NE 192<sup>nd</sup> Avenue with cycle tracks on both sides**
- **Shared used path and cycle tracks on one side of NE 192<sup>nd</sup> Avenue, with a standard sidewalk on the opposite side.**

## Staff Contact Information

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[Nicole.Walters@cityofvancouver.us](mailto:Nicole.Walters@cityofvancouver.us)

Laurel Priest, Associate Transportation Planner, Community Development  
[Laurel.Priest@cityofvancouver.us](mailto:Laurel.Priest@cityofvancouver.us)

**Attachment(s)**

Open House 1 Event Summary\_192 Ave.pdf

# MEMORANDUM

**DATE:** August 6, 2025  
**TO:** Nicole Walters and Ivar Christensen, City of Vancouver  
**FROM:** Monica Schmidt-Pinacho and Lauren Garetto, PointNorth  
Bruce Haunreiter, Harper Houf Peterson Righellis  
**SUBJECT:** Open House 1 Event Summary  
**PROJECT:** 192nd Avenue Project

## Overview

The first open house for the 192nd Avenue Project was held in person at Union High School on Wednesday, June 18, 2025, from 4 to 6 p.m. The event showcased early design concepts for improving 192nd Avenue between NE 18th Street and SE 1st Street. The goal of the open house was to raise public awareness, share information about engagement opportunities, and gather community input on key design elements, including multimodal options, intersection improvements and travel priorities. Additionally, the community was able to continue sharing feedback online via the project website through July 18, 2025.

A mix of digital and in-person engagement strategies were used to promote Open House 1 to reach neighbors who live, work, learn, recreate and travel through the project area.

## 1:1 Meetings

In preparation for the open house, the project team held one-on-one meetings with four key organizations — C-TRAN, Bonneville Power Administration (BPA), Evergreen School District Transportation and Clark County — to gather feedback on specific design elements and align on future plans for the corridor. These conversations helped ensure the project team shared accurate, current information with the public. Below are highlights of each conversation and a full summary is available [here](#).

- **C-TRAN** - C-TRAN was engaged to better understand their near- and long-term plans for 192nd Avenue and if expanding public transportation options on the corridor is feasible. The project team also discussed the design elements that are being and need to be considered.
- **BPA** - Conversations with BPA focused on technical design elements and the National Environmental Policy Act (NEPA) review process, design layout and utility planning, ARPA permitting, land use and right of way access.
- **Evergreen School District Transportation** - The project team met with the Director of Transportation to discuss the compatibility of roundabouts with school bus operations as well as general safety and access considerations for its students, faculty and staff.

- **Clark County** - Staff from the county's Planning and Parks departments provided input on both short- and long-term development plans in the area, with a focus on improvements to Harmony Sports Complex.

## Engagement By the Numbers - Promotion

See Appendix A for visuals of the promotional materials.

Activity	Date	Details	Reach
BeHeard Project Webpage	May 12	The project website was updated to include open house information. Other promotional materials such as social media, event flyer and mailer, all pointed community members to this website for additional information.	1,010 total visits  (May 29 - July 21, 2025)
Press Release	May 21	Shared on the <a href="#">City of Vancouver website</a> and picked up by <a href="#">The Post Record</a>	1 placement
Project Mailer Distribution	May 21	Postcards mailed to homes and businesses along and near the project area.	343 postcards distributed
In-Person Promotion	May 28	Two members of the project team <b>canvassed businesses</b> from SE 1st Street to NE 11th Street, informing them about the project, promoting the open house and asking owners to share information with their staff and customers.	32 businesses
	May 28	City of Vancouver Staff attended the <b>East Neighborhood Association Meeting</b> and handed out open house flyers.	~30 community members
	May 31	A member of the project team attended the City of Vancouver <b>Multicultural Resource Fair</b> to connect with community members and share event details for the upcoming open house.	~40 community members
	June 7	Harmony Sports Complex was given flyers to distribute during its weekend <b>Spring Recreational tournament</b> .	75 flyers distributed
	June 14	A member of the project team attended the City of Vancouver's <b>Juneteenth Freedom Celebration</b> to connect with community members and share event details for the upcoming open house.	35 community members

Email Newsletters	June 6	Email promoting the open house, sent via Vancouver Connects.	~14,000 subscribers
City of Vancouver Public Works Social Media	<p>May 29 - Event announcement</p> <p>June 9 - One week out reminder</p> <p>June 12 - Event reminder</p> <p>June 18 - Day-of event reminder</p> <p>July 3 - Online comment card promotion and call-to-action</p>	The City of Vancouver Public Works shared four posts about the open house and one post promoting the online comment card across Facebook, Nextdoor, and Instagram. Several posts were boosted by the City's main social media account.	<p>37,396+ impressions</p> <p><i>(total across all platforms from May 29 - July 18)</i></p>
PAG / Partner Promotional Media Kit	June 2025	The project team shared a media kit containing social media captions, email copy and graphics with the Project Advisory Group and community partners to encourage promotion with audiences outside of the City's immediate network. This helped secure promotion from <a href="#">C-TRAN</a> and <a href="#">Columbia Premier Soccer Club</a> .	<p>7,500 estimated impressions</p> <p><i>(total across all platforms)</i></p>

## Open House Event Logistics



*The project team kicked off the event with a brief presentation sharing project details.*

As attendees entered the open house, they were greeted by a member of the project team who helped sign them in, gave them a brief overview of the event and directed them to the presentation. To ensure community feedback was collected in a way that would help move the design forward, attendees were given a comment sheet to provide feedback on specific design elements and considerations.

The event began with a presentation from members of the project team, informing attendees about the project's background, purpose, timeline, design considerations and format of the open house. Following the presentation, attendees were invited to rotate between five stations — all staffed by members of the project team — to dive deeper into the potential improvements, ask questions and share feedback. Stations included:

- **About the Project:** Project staff provided an overview of the project goals, history of the corridor and timeline. The team also shared information about the Project Advisory Group (PAG), their involvement in the project and feedback thus far as well as the importance of the PAG for consistent community involvement.
- **Multimodal Design Concepts:** Attendees connected with members of the project team to learn more and share feedback related to multimodal transportation, with a particular

focus on those who chose to travel via public transportation, walking, biking or small mobility devices. This included:

- One display board showcasing existing multimodal treatments on the corridor and the need for improved pedestrian and bike-friendly travel options.
  - Three display boards showing three different multimodal concepts, their benefits and tradeoffs.
  - One large table map of the corridor where people could note areas where they would like public transportation to take them in the project area and areas where they would like to see new or improved pedestrian crossings.
  - One large activity poster where attendees could share their comments, thoughts or ideas on multimodal transportation and the early concept ideas discussed.
- **Intersection Improvements:** This station shared information about the benefits and tradeoffs of two intersection designs — roundabouts and signalized intersections — and informed attendees of the design considerations and constraints in the decision-making process. This included:
    - One display board detailing what a roundabout is, what its benefits and tradeoffs are.
    - One display board with intersection improvements ranking criteria, highlighting how the project team is evaluating the two approaches to improve safety, traffic flow, access and support the expected growth in the area over the next 20 years.
    - One large table map of the project area for attendees to see where intersection improvements would take place. The map showed the project corridor with key intersections using each of the two treatments for community members to visualize the treatments.
    - One large activity poster where attendees could share their feedback on intersection safety, access and mobility.
  - **Roundabout Demonstration:** To help bring the design concepts to life for community members, the project team created a roundabout mockup on the floor showing how traffic flows in a roundabout. Community members were able to move through the roundabout to experience how drivers, pedestrians and people using a small mobility device move through the intersection with a roundabout treatment.
  - **Feedback:** After rotating through the stations and asking questions, attendees were invited to fill out a comment sheet to share their feedback. The comment sheet asked attendees to provide answers to demographic questions and share their feedback on key design elements. Attendees were encouraged to submit written feedback via comment sheets and return them to project staff before leaving the event.

Lastly, to accommodate families and provide a space for youth engagement, the event featured a dedicated **Kids Zone** with hands-on activities. The area included transportation-themed coloring sheets, Play-Doh and building blocks. This allowed parents and guardians to more fully participate in the event, ask questions and provide feedback at the other stations.



A community member enters the open house and signs-in at the check-in table.



Community members share written feedback regarding intersection improvements.



A project team member explains multimodal transportation options to the community.



Community members share intersection improvement feedback on a large table map.

## Engagement By the Numbers - Event

See Appendix B for visuals of the promotional materials.

Activity	Date	Details	Engagement
Event Attendance	June 18	An in-person open house event with interactive stations where community members could connect with the project team, ask questions and share their comments, ideas or concerns was held on June 18, 2025 at Union High School.	88 attendees
Completed Comment Sheets	June 18	Comment sheets were made available to in-person attendees to share feedback on key design elements and considerations. An online version of the comment sheet was available June 20 through July 18 on the project website for those who could not attend in-person, or prefer to share comments at a later date.	40 responses

## What We Heard

The project team collected community feedback through in-person comment sheets, conversations with the project team, activity posters and an online comment sheet made available after the open house. Questions on the comment cards and activity posters focused on key elements to move the project forward to 30% design. These included:

- **What are your top three (3) priorities to improve travel** on NE 192nd Avenue between NE 18th Street to SE 1st Street?
- The project team is looking at three design ideas to improve safety, accessibility and comfort for people who walk, bike, roll or use a small mobility device. Some areas might look a little different because of space, but most of the project area will use the same design. **After looking at the benefits and tradeoffs, please share any comments you'd like the team to keep in mind as they work on these ideas.**
- The project team is looking at two options - signalized intersections (traffic lights) or roundabouts - to improve safety, traffic flow, access and support the expected growth in the area over the next 20 years. After reviewing technical data and getting feedback from the Project Advisory Group, the project team is leaning toward building roundabouts at four intersections: 18th Street, 13th Street, 9th Street, and 6th Street. **Do you have any safety, access or mobility comments to share with the project team as they finish their analysis?**

Respondent demographics were also collected to get an understanding of who participated. **Of the 40 in-person and digital comment cards that were received:**

- **85%** identified as living in the project area
- **63%** identified as visitors of places of interest along or near the project area
- **20%** identified that they work or own a business along or near the project area
- **93%** of commenters drive the corridor alone every day, almost every day or several times a week
- **23%** of commenters carpool the corridor every day, almost every day or several times a week
- **0** commenters noted they ride a bike, take public transportation or use a small mobility device every day, almost every day or several times a week

When asked what their **top three priorities to improve travel on the corridor** were, the vast majority of responders (90%) noted addressing congestion as one of their top priorities.

Responses to this question included:

- **90%** said address congestion
- **30%** said make it safer to walk or use a wheelchair
- **30%** said repair potholes and the pavement surface
- **28%** said make it safer for drivers



*A large station sign shows where attendees can learn more about multimodal design concepts.*

**Multimodal Design Concepts** - People were invited to provide feedback on multimodal design concepts to improve safety, accessibility and comfort for those who walk, bike, roll or use small mobility devices. Input was gathered through in-person comment sheets, conversations with the project team, interactive posters and the online comment form. Many participants shared concerns about current **pedestrian safety issues** and emphasized the need for infrastructure that supports walking, biking, and rolling. Others observed a noticeable **lack of existing bicycle and pedestrian traffic** in the area.

- "I live in the project area. I would like to walk and bike but it is currently too dangerous."
- "Young, new families move into our area and try to go for a family bike ride on our streets - they soon discover that is very dangerous. If we had designated lanes for bikes more people elderly, like me, would be out riding our bikes."
- ⊘ "Challenging to walk or bike in the current state. Do not feel comfortable having kids walk/bike."
- "As it stands right now, I would never consider riding my bike along 192nd. If the dedicated bike lane was available, I could."
- "No need for buses on 192nd. Never see anyone on bikes. Traffic is horrible, cannot get out of our neighborhood between 3:30-6:00. Need more streetlights."
- "The concepts appear to allocate at least 50% of the right of way to modes comprising 5% of the travel volume. There is no realistic scenario calling for that much non-vehicular capacity within the lifecycle of the improvements..."

- “Except for the increased safety of the very few bicycles and pedestrians, this just looks like a colossal waste of money.”

Some people noted support for having a barrier between car and bike traffic to improve safety.

- “I like the landscaping and trees in-between the road and the sidewalk and bike lanes.”
- “I prefer option B. Designated bike lane behind the tree lane.”
- “Separating cars from other modes does worlds for usability, as long as traffic flow is not intersected. Bikes being with pedestrians on a side path rather than the road is safer and less frustrating for bikes and cars.”
- “Keep bike lanes separated by trees or some barrier to assure safety.”
- “I like the idea of having a median between the lanes of traffic and bike/pedestrian traffic being separated from vehicles.”



*A large station sign shows where attendees can learn more about intersection improvements.*

**Intersections Improvements** - People were invited to provide feedback on intersection design options — signalized intersections (traffic lights) or roundabouts — via in-person comment sheets, conversations with the project team, interactive posters and the online comment form. Feedback included mixed reactions to both options. For those who did share a specific intersection preference via in-person and online comment cards, more people expressed support for roundabouts.

Those who showed a preference for roundabouts, noted the **benefits of slowing traffic, improved safety and cost**. Specific calls for a roundabout at 192nd Avenue and NE 18th Street were also shared.

- “Traffic circles provide the most safety and should adequately handle all but the heaviest traffic periods.”
- “After listening to one of the project managers tonight, I can see how roundabouts are beneficial. Because if you need to turn left, you can instead go to the next roundabout and come back to your turn and turn right — safe and efficient!”
- “I prefer roundabouts because they permit the continuous flow of traffic.”
- “Love the roundabouts. Cheaper, safer, smaller footprint. You should start building the roundabout on 18th tomorrow!”
- “So happy to see plans to add a roundabout at 192nd ave and 18th st. Please do this!!”
- “Do the roundabout at 18th and 192nd first and SOON!”

Some respondents were supportive of roundabouts, but with a few key questions/concerns surrounding the **effectiveness of roundabouts for large commercial vehicles** — especially with new developments around the project area — their **ability to accommodate future traffic volume growth**, and their **usability for younger drivers**.

- “I like the idea of roundabouts, but I question their use on a road that has so much truck traffic. With the logistics center going in there will be lots of trucks.”
- “While I am inclined to like the roundabout option, I am extremely concerned about the Amazon facility and the likelihood of those trucks to slow traffic even more.”
- “I support roundabouts as long as they are tested to sustain more vehicle traffic, not less. It will take entirely too long for transit to eliminate car traffic.”
- “Roundabouts keep traffic moving, but an increase to 22,00 [cars]/day would be overwhelming to that area.”
- “I believe roundabouts are superior, though I admit I worry a bit about volume if there is only one lane of traffic in each direction. As far as safety is concerned, I believe roundabouts are safer in that there is much less potential for head on crashes or t-bone crashes.”
- “While I am all for having sidewalks along 192nd Ave for convenience and safety, I am dismayed that you are not considering increasing the vehicle carrying capacity. I have lived near the intersection of 13th St & 192nd Ave for 35 years and the amount of traffic on both of these roads has increased tremendously. The large battery semi-trucks and the ever-increasing housing (and its construction) by green mountain is having a big impact that these roads were not made to handle. How can it be that there is continuing growth, yet there is no plan to increase the traffic carrying capacity?”
- “Roundabouts might be challenging for student drivers... Work with local driving schools to teach younger drivers how to use them.”

Those who showed a preference for signalized intersections cited their ability to **manage higher traffic volumes** and **reduced user confusion** compared to roundabouts.

- “Signalized intersections with more lanes seem to better address the need to alleviate traffic congestion as well as creating safer accessibility. Roundabouts will not adequately address the primary issue of traffic congestion.”
- “I travel hwy 14 often through Camas/Washougal. The roundabouts do not handle commuter traffic. Nor does the roundabout at Lake Rd./ Everett. I see far more people freeze at a roundabout (causing road rage from others) than a signal light. It's hard to believe the statistics claim roundabouts are safer based on all I see of them. Including semi trucks squishing cars on roundabouts when side by side. Signal lights for arterial intersections (and if 8th or 9th or 11th go through sect. 30) and roundabouts for small neighborhood intersections only for purposes of residents there being able to get in and out.”
- “Please do signalized 4 lane road to reduce congestion.14,000 vehicles going to 22,000 will require 4 lane roadway and 10 years beyond will be even work for traffic circles.”
- “I would prefer traffic lights. Roundabouts are causing too much confusion for drivers and when commercial vehicles go through them they are often their trailer is in an area it should not be. “
- SE 192nd Ave has 4 lanes, sidewalks, bike lane, and has the same traffic is traveling up to NE 192nd Ave. 4 lanes is a must. Growth is happening. I live on NE 11th St. across from the Humane Society, and we need a center turn lane to allow us to safely exit our neighborhood. Sometimes it's impossible.



*Community members share feedback with a member of the project team.*

**Additional Feedback** - Beyond multimodal and intersection feedback, additional input gathered through in-person comment sheets, conversations with the project team, interactive posters and the online comment form included:

- Requests to add a **sound barrier**.
  - “Please provide a wall barrier for the homes that back up to 192nd across from Harmony Sports Complex.”
  - “Sound walls/barriers wherever possible, especially on 192nd east side from 13th north.”
  - “...Add a wall barrier from 13th to 11th on the east side of the street. “
  - “Sound barriers for as many residents along 192nd as possible, especially from 13th St. north.”
- **Improve access to businesses and amenities** such as the Humane Society for Southwest Washington and Harmony Sports Complex.
  - “Be sure that your solution provides great access to the Humane Society's animal shelter.”
  - “I like having roundabouts because we can more easily go south onto 192nd in a closer distance to 8th street. Also would like to make sure there is easy access to get to HSSW.”
  - “For me, any of these options would be an improvement! We have two children who play sports at Harmony so we are there 5x a week. We currently drive / bike depending on the weather, and getting there by foot/bike is a harrowing experience. I'd also love to see a C-Tran bus stop at Harmony.”
  - "I want people to remember the businesses in the area."
- Need to improve **safety for youth**.
  - “Our children cannot bike between Harmony Sports Complex, Harmony Elementary, Pacific Middle School and the surrounding neighborhoods. Please make these improvements for safety as soon as possible.”
  - “Can't wait for sidewalks so the kids can walk to school safely!”
  - “We just want our kids to be able to walk home.”
  - “There are a lot of kids... People don't walk or ride their bikes because it's not safe... I want to be able to walk from 13th to 18th.”

## Next Steps

Feedback from the in-person open house and online comment sheet will help the project team further shape the next steps of the design process (15-30% design). Updated design concepts and ideas are expected to be presented to the Transportation and Mobility Commission (TMC) and the 192nd Avenue Project Advisory Group in November and December 2025 respectively.

A second open house, anticipated to take place in the first quarter of 2026, will give community members another opportunity to weigh in on the project's design. While construction funding has not yet been secured, the construction phase could begin as early as 2028. Community members are encouraged to visit the project website at [beheardvancouver.org/192nd](https://beheardvancouver.org/192nd) to stay up to date on the latest project information and ways to connect with the project team.

## Appendix – Communications & Engagement Collateral

## Appendix A: Promotion Materials

Promotion materials encouraging interested community members to attend and get involved.

### Promotional Materials

**You're Invited to a 192nd Avenue Project Design Open House!**  
Help us improve 192nd Avenue between NE 18th Street and SE 1st Street

**Join the Open House!**  
Wednesday, June 18th, 4-6 PM at Union High School  
6205 NW Embassy Square St, Vancouver WA 98667  
http://vancouver.org/192nd

**Mailer**  
Promotion: Printed invite mailed to neighbors and businesses along and near the project area.

**Flyer**  
Promotion: Printed informational flyer distributed during tabling, canvassing and other in-person events.

**Social Media Announcement**  
Social media promotion: A month prior to the open house, the event was promoted on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram story.

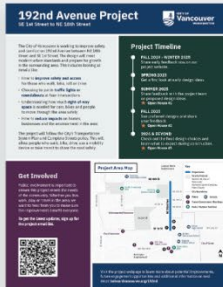
**Social Media Week-Out**  
Social media promotion: A week prior to the event, a reminder was posted in both English and Spanish on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram Story.

**Social Media Day-Of**  
Social media promotion: On event day, a reminder was posted in both English and Spanish on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram Story.

## Appendix B: Day-Of Materials

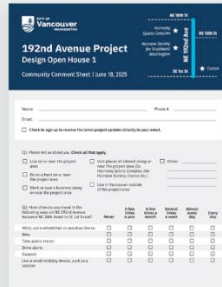
Day-of materials to improve attendee experience and understanding of key project elements.

# Day-Of Materials



### Fact Sheet

Day-of: Fact sheet highlighting key project information.



### Comment Sheet

Day-of: Attendees received a comment sheet to provide feedback that will help the project team make key design decisions.



### Display Boards

Day-of: Printed display boards were designed and set up at open house stations to improve attendee experience and understanding of key project elements.

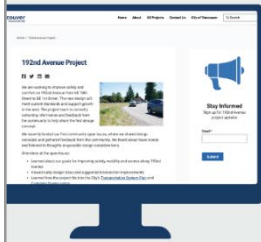
# Appendix C: Event Highlights

## 192nd Avenue Project NE 18th Street to SE 1st Street



### Open House 1 Engagement Highlights

#### Promotion Highlights



**1,010**  
Project Web Page Views

**70+**  
In-Person  
Conversations



**44,000+**  
Estimated Social Media Impressions



**343**  
Postcard  
Invites Sent

#### Event Highlights

**40** Comment Card  
Submissions



**88**  
Community  
Attendees





CITY OF  
**Vancouver**  
WASHINGTON

# 192<sup>nd</sup> Avenue Project

NE 18<sup>th</sup> Street to SE 1<sup>st</sup> Street

## Transportation and Mobility Commission Workshop

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

**Nicole Walters**  
Strategic Communications Manager  
Public Works

**Lauren Garetto**  
Community Engagement  
PointNorth

**November 4, 2025**



# Agenda

- Project Goals
- Timeline
- Engagement & Feedback
- Alternative Analysis
- Design Approach Recommendation
- Next steps



# NE 192nd Avenue Project Timeline

Winter 2025	Spring 2025	Summer 2025	Fall 2025	2026 + Beyond
<p><b>Early design ideas and feedback</b></p> <ul style="list-style-type: none"> <li>• Project Advisory Group (PAG) Meeting #1</li> </ul>	<p><b>Present early design ideas to the community</b></p> <ul style="list-style-type: none"> <li>• TMC Meeting #1</li> <li>• PAG Meeting #2</li> </ul>	<p><b>Proposed design ideas + feedback</b></p> <ul style="list-style-type: none"> <li>• 1:1 Meetings</li> <li>• Open House #1</li> </ul>	<p><b>Preferred design options + feedback</b></p> <ul style="list-style-type: none"> <li>• TMC Meeting #2</li> </ul>	<p><b>Design choices + construction expectations</b></p> <ul style="list-style-type: none"> <li>• PAG Meeting #3</li> <li>• Open House #2 and #3</li> <li>• TMC Meeting #3</li> </ul>

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

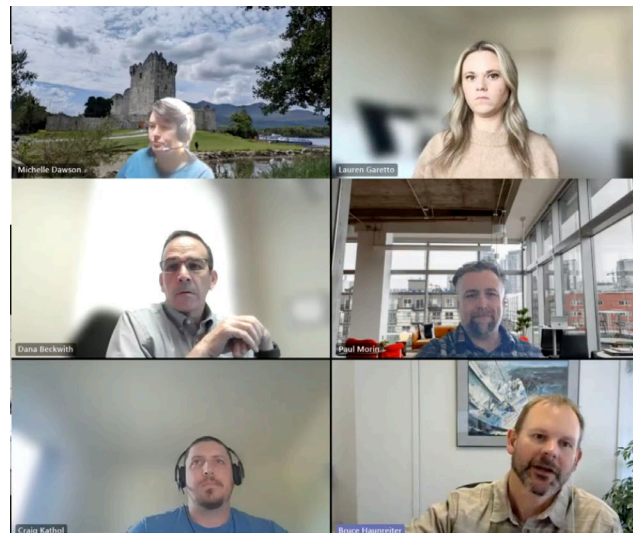


# Community Engagement – Milestone 1

Focused on **building awareness**, **sharing early design considerations** and **gathering feedback on key design elements**.

- 2 Project Advisory Group Meetings
- 4 One-on-One Meetings
- 1 Open House
- Project area canvassing
- Project website, social media, newsletters and direct mailer
- And more community touchpoints!

4 | NE192nd Avenue (NE18th Street to SE1st Street)



# Project Advisory Group Meeting #2

The goal of this meeting was to understand preferences for multimodal design possibilities, intersection design approaches and pedestrian crossings and transit locations.

- Top **improvement priorities** included safety, transportation connectivity and access management.
- Participants supported multimodal design options that **minimize traffic congestion** and **improves safety for walkers, bikers and small mobility devices — especially for youth.**
- Based on **intersection design** insights provided by the project team, eight attendees (89%) preferred roundabouts over signalized intersections and 1 did not have a preference.
- Participants would like to see **improved pedestrian crossings and additional transit stops** near places of interest such as Humane Society, Costco and Harmony Sports Complex.



# One-on-One Meetings

The project team met with four key organizations to gather feedback on specific design elements and discuss future plans.

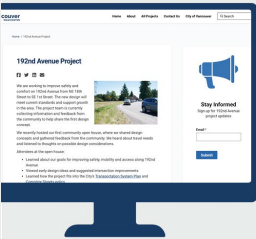
- **C-TRAN** - Explored near- and long-term public transportation plans for 192nd Avenue, assessed feasibility of expanding bus operations, and learned key design considerations to ensure public transportation compatibility.
- **Bonneville Power Administration (BPA)** - Evaluated technical design elements and the National Environmental Policy Act (NEPA) review process, design layout and utility planning, ARPA permitting, land use and right of way access.
- **Evergreen School District Transportation** - Discussed roundabout compatibility with school bus operations as well as general safety and access considerations. Three Evergreen schools are located near 192<sup>nd</sup> Ave and 1<sup>st</sup> Street.
- **Clark County** - Focused on both short- and long-term development plans in the area, with a focus on improvements to Harmony Sports Complex.



# Open House #1

The goal of the open house was to raise public awareness, share information about engagement opportunities, and gather community input on key design elements, including multimodal options, intersection improvements and travel priorities.

## Promotion Highlights



**1,010**  
Project Web Page Views

**70+**  
In-Person  
Conversations



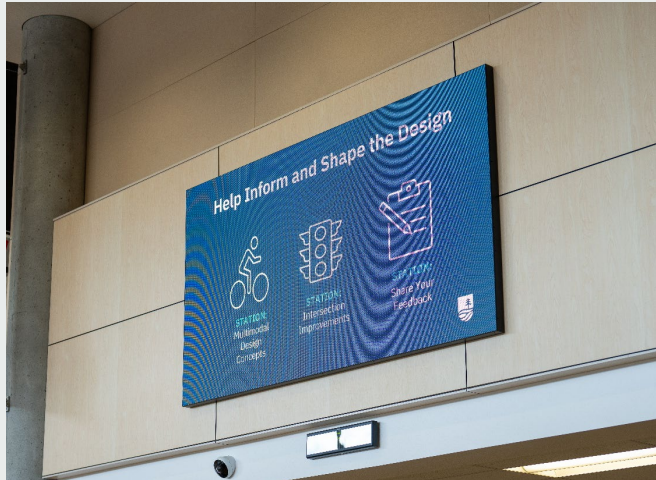
**44,000+**  
Estimated Social Media Impressions



**343**  
Postcard  
Invites Sent



# Open House #1 – Event Highlights



# Open House #1 – Key Feedback

- **Top Improvement Priorities:**
  - Address congestion
  - Make it safer to walk or use a wheelchair
  - Repair potholes and the pavement surface
- **Multimodal Design Concepts:**
  - Improve current pedestrian safety issues
  - Need infrastructure that supports walking, biking, and rolling
- **Roundabouts vs. Signalized Intersections**
  - Roundabouts were the more popular option
  - Roundabout benefits — Slow high traffic speeds, improve safety, and lower cost
  - Signalized Intersection benefits — Manage higher traffic volumes and reduce user confusion



# Project Design

## Criteria + Recommendation



# Design Criteria Ranking

Criteria	Category Weight	Alternative 1 (Two Lanes with Roundabouts)	Alternative 2 (Four Lanes with Signalized Intersections)	
Safety	5	A	C	★
Transportation Connectivity	4	A	B	★ ←
Construction and Operational Cost	3	A	B	
Right of Way and Private Property Impacts	3	A	C	
Life Safety and Fire Access	3	B	A	
BPA Impacts	3	B	A	
Multimodal Transportation	3	A	B	←
Access Management	2	C	C	★
Stakeholder Input	2	A	B	
Environmental Impacts	2	A	B	
Impacts to Existing Improvements	1	B	C	
<b>Total Alternative Score</b>		<b>84</b>	<b>59</b>	

Members of the design team scored each criteria using the following scale with weighted values reviewed by City staff:

Alternative Rating	Score	Description
A	3	Best
B	2	Better
C	1	Good

Feedback received from the project advisory group and the community open house is marked:

★ PAG Priorities

← Open House Priorities



# 192nd Corridor Alternatives Analysis

## Key Findings: Roundabouts vs. Traffic Signals

### Roundabouts

- Safest option for vehicle traffic, cyclists and pedestrians
- Less impact on the environment
- Less initial and lower maintenance and operations costs
- Less ROW impact
- Better transportation connectivity
- Better for out of direction travel

### Traffic Signals

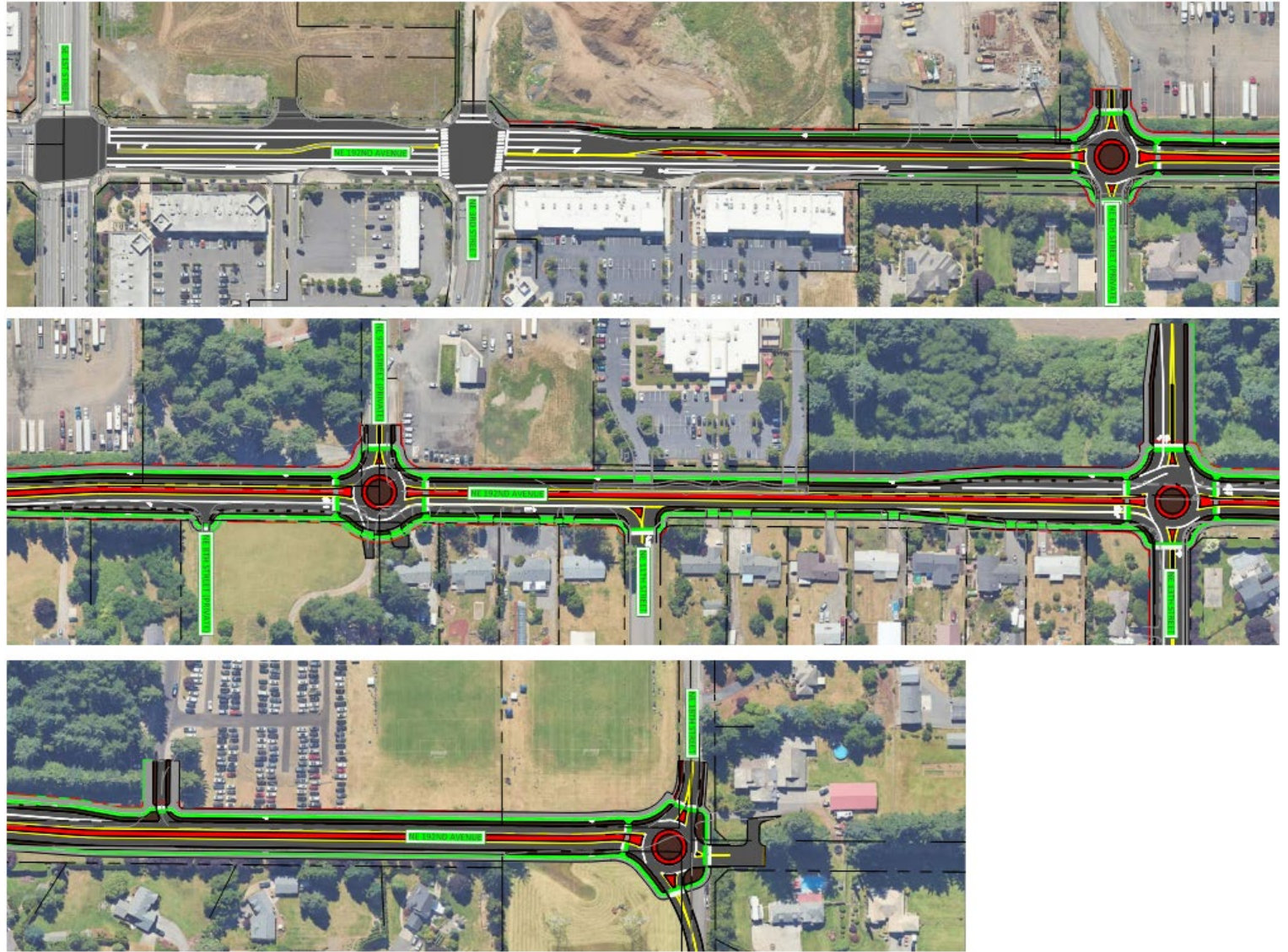
- Preferred by fire and life safety access
- Higher initial and maintenance costs
- More ROW impact
- More consistent with previous improvements on the corridor South of 1<sup>st</sup> St.

**Either option will address current and future congestion issues.**



# Intersection Design Roundabouts

- Reduced Travel Lanes 13<sup>th</sup> to 18<sup>th</sup>
- Center Islands
- Right turn lanes



# Multimodal Design

- Three possible options
- Design could vary through the corridor to align with existing and planned land uses
- To be refined further during the 30% design phase



**A** - Shared Use Path Both Sides



**B** - Shared Use Path One Side with Cycle Tracks on Both Sides



**C** - Shared Use Path and 2-way Cycle Track One Side.





# Next Steps – Milestone 2

## 15% Design

- **PAG Meeting #3 (January 2026)** - Share preferred design alternatives and gather feedback to refine design concepts.

## 30% Design

- **Open House #2 (Q1 2026)** – Present updated design concepts and provide opportunity to weigh in on the project’s design.
- **Construction (2028)** - Construction funding has not yet been secured. Construction could begin as early as 2028.

*\*Schedule is subject to change*



# Thank You



**192<sup>nd</sup> Avenue Project | NE 18th Street to SE 1st Street**  
[beheardvancouver.org/192nd](http://beheardvancouver.org/192nd)



# Intersection Design

## Signalized

- 2 Travel Lanes Each Direction
- Center Islands
- Left Turn Lanes

