



Transportation and Mobility Commission Meeting Agenda

December 2, 2025

4:30 PM

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

[Join Teams Meeting](#)

Dial: +1 347-941-5324

Meeting ID: 271 754 484 284 73

1. Call to Order and Roll Call

2. Approval of Minutes

- a. Adoption of Minutes — November 4

3. Welcome

Name, representative seat, occupation or interest and why you wanted to join the TMC

4. Workshop

- a. Complete Streets Project Updates 72nd Ave, 86th/ 87th / 97th/ 98th Ave Projects:
Emily Benoit, Senior Transportation Planner | Adam Argo, Principal Transportation Planner | Maggie Derk, Senior Transportation Planner | Matt Hinshaw, Senior Civil Engineer

5. Break 6:00 – 6:30 pm

6. Community Forum

To provide public testimony, please see instructions below.

7. Workshop

- a. Transportation Improvement Program Workshop #1
Kate Drennan, Transportation Planning Manager, Community Development

Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Isaac Hamann
Mario Raia
Devan Williams
Thinh Phan
Melanie Katz
Russell Malburg
Michelle Holder
Jay Housgard

Community Development Department

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

8. Workshop

- a. Neighborhood Traffic Calming Program Updates
Brett Setterfield, Associate Transportation Planner | Laurel Priest, Associate Transportation Planner

9. Commission and Staff Reports

Adjournment

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 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. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

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

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | TTY: 711 | TMC@cityofvancouver.us



Transportation and Mobility Commission

Meeting Minutes

Tuesday, November 4, 2025

5:00 p.m.

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

The meeting was called to order at 5:03pm

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

Commissioners Absent: Mario Raia

Staff Present: Kate Drennan, Transportation Planning Manager; Philip Gigler, Staff Attorney, Maricsa Acosta, Support Staff

Approval of Minutes – Motion by Commissioner Katz, second by Commissioner Hamann, to approve the October 7, 2025, meeting minutes. Motion passed unanimously.

Workshop: Regional Planning & Coordination Update

Presenters: Judith Perez Keniston, Principal Planner, Southwest Washington Regional Transportation Council (RTC)

Staff introduced Judith Perez Keniston, noting she is a Principal Planner at RTC and would be providing an overview of the coordination work between RTC and local jurisdictions, as well as updates on current regional planning efforts that influence transportation within Vancouver and the broader Clark County region.

Overview:

Staff gave an overview of RTC as both the federally designated Metropolitan Planning Organization (MPO) for Clark County and the Regional Transportation Planning Organization (RTPO) for Clark, Skamania, and Klickitat Counties. She explained that RTC coordinates regional transportation planning, manages federal and state transportation funds, and supports technical analysis for member jurisdictions. She described the RTC Board structure and highlighted RTC's responsibilities, which include preparing long-range transportation plans, allocating transportation grants, and maintaining regional data and forecasting tools.

Members

Jeananne Edwards
Chair

Ken Williams
Vice Chair

Tinh Phan

Mario Raia

Devan Williams

Isaac Hamann

Melanie Katz

Russell Malburg

Michelle Holder

Jay Housgard

Community Development Department

415 W. 6th Street
P.O. Box 1995
Vancouver WA 98668

Judith noted RTC manages approximately \$20 million in funding annually and has supported numerous City of Vancouver projects since 2020, including sidewalk improvements, shared-use paths, and safety projects. She provided a brief overview of the Regional Transportation Plan (RTP), which outlines the 20-year vision for Clark County's transportation system. The RTP includes goals related to safety, mobility, economic vitality, sustainability, and resiliency, and identifies short- and long-range project lists. Judith also summarized RTC's designated regional networks, including freight routes, high-capacity transit corridors, and the Regional Active Transportation Network. She updated the group on the new Regional Active Transportation Plan, which will define a long-term vision and prioritize regional walking and biking investments through 2026.

She concluded by emphasizing RTC's role in coordinating transportation planning across jurisdictions and supporting a multimodal, regionally connected transportation system.

Commissioner Questions and Staff Responses

Commissioner Williams

Q: Thanked Judith for the presentation and asked how much of RTC's annual funding comes from the state versus the federal government? Staff responded that RTC funding is primarily federal, with some state funds supplementing the program.

Commissioner Phan

Q: You mentioned RTC manages about \$13 million per year and has 17 projects over the next six years. Can you explain the status of those projects? Staff responded: The projects shown include completed, in-progress, and not-yet-started projects. Exact values vary by project. In recent years RTC has managed closer to \$30 million per year. Projects feed into the six-year Regional Transportation Improvement Program informed by city and county submissions.

Q: What is the main funding source—state, federal, or county? Staff responded: Funding is mostly federal with some state contributions.

Commissioner Katz

Q: Are there contingency plans if there are disruptions in federal funding? Staff responded: Yes, while standard funding sources remain stable, WSDOT has cautioned about one program tied to carbon-reduction criteria that may not continue. RTC has contingency strategies to ensure already-committed projects remain funded.

Commissioner Edwards

Q: With six cities in the county, how does RTC balance competing needs in the competitive grant process? Staff responded: The competitive process uses defined criteria that applicants must address, and there are members of each city who sit on working groups to review and refine those criteria. RTC also reviews the program annually with stakeholders to refine criteria and improve clarity. The forthcoming Regional Active Transportation Plan will help establish regional priorities for future funding.

Commissioners Ken Williams and Devin Williams (submitted via email)

Q: Do grants come with specific objectives, and how does the prioritization process work? Staff responded criteria are specific and updated annually based on stakeholder needs. RTC provides applicants with draft scoring feedback if they submit materials one week before the deadline, so they can adjust their application to better fit the scoring criteria.

Q: Are awards limited to capital projects, or can they support maintenance and operations? Staff responded that funding could support planning, design, right-of-way, and construction. Preservation or

routine maintenance projects are typically not funded. RTC generally prioritizes system expansion and improvement projects.

Q: *What does public outreach look like for projects seeking funding?* Staff responded: RTC does not conduct project-specific public outreach for projects they are funding. Local agencies lead engagement on the projects seeking funding. RTC receives public comments at meetings but relies on cities, the County, C-TRAN, and other partners for project-level outreach.

Kate added: Projects submitted for RTC funding have typically undergone a city-led planning process with public engagement that is documented in the application. Applications may represent planning, design, right-of-way, or construction phases.

Commissioner Edwards

Q: *What is the most significant technical support RTC provides to the region?* Staff responded that RTC maintains and operates the regional travel demand model, which supports modeling for city and county comprehensive plans, environmental reviews, development proposals, and long-range transportation plans. RTC also maintains regional traffic counts and provides data for transportation impact analyses.

Kate added: The City uses RTC's model for corridor studies and long-range forecasting. RTC also convenes regional partners to coordinate technical practices, such as developing consistent multimodal level-of-service metrics.

Commissioner Katz

Q: *Are the models you use for standard transit-flow or NACTO-type models?* Staff responded: RTC uses a four-step regional travel demand model based on transportation analysis zones and origin-destination patterns, not a transit-flow or NACTO-based model.

Kate added: The model evaluates trip generation, distribution, mode choice, and assignment using population and employment forecasts to project future roadway performance. While imperfect, it is the industry standard used to forecast transportation growth on roadways.

Commissioner Edwards

Commissioner Edwards expressed appreciation for RTC's work, noting the complexity of coordinating jurisdictions, agencies, and grant programs, and highlighted the value RTC provides in advancing regional efforts.

Community Forum - No one signed up to speak.

Workshop: 192nd Project Update

Presenter: Nicole Walters, Strategic Communications Manager; City Manager Office; Lauren Garetto, Point North Consulting; Bruce Haunreiter, HHPR

Staff provided an update on the NE 192nd Avenue Project, now in early design. The project will widen the one-mile corridor between NE 18th Street and SE 1st Street to improve safety, mobility, congestion, and multimodal access. Key intersections at NE 6th, 9th, 13th, and 18th will be upgraded, and future growth in the area is a major driver.

Since presenting to the TMC in April, the team has held two Project Advisory Group meetings, conducted one-on-one discussions with partners (C-TRAN, BPA, Evergreen School District, Clark County), and hosted a well-attended open house. Community priorities were consistent across all engagement: improve safety, reduce congestion, enhance walking and biking conditions, and provide transit access. Roundabouts

were generally favored for slowing speeds, improving safety, and reducing long-term costs; signals were viewed as better for emergency response and consistency with the existing corridor traffic control.

The alternatives analysis showed roundabouts scored higher overall in safety, environmental impacts, right-of-way needs, and long-term operations. The proposed corridor layout would keep existing signals at SE 1st and 3rd Streets and install new roundabouts at NE 9th, NE 13th, and NE 18th. Three multimodal options were presented, varying combinations of shared-use paths, sidewalks, and separated bike facilities.

Next steps include completing 15 percent design, holding the third PAG meeting in early 2026, and preparing updated concepts for the second community open house. After design refinements and funding identification, construction could begin as early as 2028.

Commissioner Comments & Questions

Commissioner Katz

Thanked the team for their in-depth work and community involvement. She shared observations from talking with current service operators who reported that 192nd is a “very tight corridor” with unmet transportation needs, especially given expected growth. She noted concerning interactions between drivers and cyclists near the Humane Society and supports separated bike lanes. She advised against Option A due to unsafe transitions where separated facilities end and merge into the roadway.

Q: *How would bike traffic be integrated where facilities shift or merge with vehicle traffic?* Staff responded in the rural southern section near SE 1st and 3rd Streets, bike lanes would transition via ramps onto a cycle track. The project team will place cyclists onto separated facilities where feasible and bring them back to the roadway where appropriate.

Comment: Commissioner Katz noted the importance of designing for new driving behaviors around separated facilities and referenced data showing significant reductions in severe crashes when signals transition to roundabouts. She acknowledged emergency access challenges but emphasized the overall safety benefits.

Commissioner Ken Williams

Q: *Who serves on the Project Advisory Group (PAG), how many members are active, and how were they selected?* Staff responded that the PAG includes about 30 identified members, with roughly 12 consistently participating. Members represent corridor users and local demographics, including the school district, youth representatives, Clark County, C-TRAN, Camas, and TMC members. Staff can provide a full list upon request.

Comment: I appreciated the approach of engaging people closely connected to the corridor.

Q: *Regarding the multimodal design exhibit (page 13), Williams noted he could not clearly see the diagrams on his screen and would withhold comments until larger versions were provided.* Staff responded they will share full-page PDFs with clearer layout and context.

Q: *Does NE 18th Street extend east toward Goodwin Road, and is there a plan to connect it?* Staff responded neither the County nor Camas plans to extend NE 18th due to environmental constraints and cost. Nearby developments will use existing access points, but an extension to Goodwin Road is not planned.

Q: During sports tournament weekends, will Harmony Sports Complex traffic still exit south only, and how will the roundabout at NE 13th function with heavy volumes? Staff responded a new access at the NE 13th signal will open soon. Northern access will remain right in/right out. Modeling shows the NE 13th roundabout can manage heavy exiting volumes, allowing drivers to travel either south or north.

Q: Will the roundabouts use the same design as the newer SE 1st Street roundabouts, or are new design standards being applied? Staff responded that designs follow the latest WSDOT guidance. Each roundabout will be unique to its context. Most will be single lanes; NE 13th will include a dual southbound lane.

Comment: Commissioner Williams noted roundabout designs have changed rapidly over the years and appreciated the clarification. He also confirmed that Camas is participating, given the 13th Street connection. Staff responded Camas is represented on the PAG.

Commissioner Phan

Q: What is the cost difference between roundabouts and signalized intersections? Phan expressed concern that four-lane approaches and multi-lane roundabouts may not offer cost savings and noted that new federal ADA regulations may require signalization at multi-lane roundabout crossings. Staff responded they will research the new ADA requirement. Cost savings come primarily from removing a lane between NE 13th and NE 18th, reducing footprint and construction cost. Signals are also expensive to build and maintain. Roundabouts were somewhat cheaper overall, though not dramatically.

Comment: Commissioner Phan emphasized the need to look beyond public popularity and advocate for long-term safety benefits, noting the extensive national research showing roundabouts reduce severe crashes. He encouraged planners and commissioners to educate the public using data.

Commissioner Hamman had no questions and felt the project was well explained and well designed. **Commissioner Devin** had no questions.

Commissioner Edwards

Comment: Being a PAG member, praised the diversity of representation—including the Humane Society, Harmony, Evergreen schools, Camas, and C-TRAN—and noted strong public engagement at the open house. She emphasized the lack of safe walking facilities today, especially near the dog park and sports complex, and supported the project's comprehensive approach. She complimented the open house layout and clarity of the visual materials.

Additional comment: She appreciated how the project team explained that roundabouts reduce crash severity rather than the number of crashes, which helped community members better understand the safety benefits. She supported broader public education on topics such as roundabout use, mobility lanes, transit access, and road diets.

Follow-up Discussion

Kate: Requested full-page PDFs of the multimodal exhibits so commissioners can review and provide feedback. Staff responded that some details are still being developed (the project is not yet at 15 percent design), but staff can share overall plans showing general bike/ped connections and crossings.

Commissioner Phan

Q: What design milestone will the project team select between the alternatives (roundabout vs. signalized intersections and multimodal options)? Staff responded that a final direction is needed

before moving to 30 percent design, as the team does not take multiple concepts to that stage. Input from the Commission and City will guide that decision.

Commissioner Phan noted that changing direction after 30 percent design is very problematic for designers.

Kate: Explained the Commission's typical process: a workshop with the project team's recommendation, followed by a public hearing the next month, then a commission vote to recommend the proposed design (with or without amendments). She anticipates further discussion in the new year.

Commissioner Edwards requested that the full-size PDFs also include the three multimodal options for clarity.

Staff and Commissioner Communications

Commissioner Ken Williams

Q: Referenced new state law allowing cities to implement 20 mph limits on local roads without full engineering/traffic studies. Asked whether Vancouver has a procedure for this and what the status is.

Staff: Yes, the law changed. The City has discussed reducing local neighborhood streets to 20 mph (roads without centerline markings). There are interest and openness, but no formal procedure yet. Cost of updating signage is a factor. Community/Commission support would be helpful.

Commissioner Katz: Expressed support for 20 mph speed limits.

Staff Reports

- **IBR Update:** The planned IBR presentation was postponed. Program staff are still refining cost estimates and schedule; work has been delayed by the federal government shutdown. They anticipate having updated information within the next two months and will return to TMC early next year when ready.
- **Commission Appointments:**
 - Three sitting commissioners have been recommended for reappointment; letters have been sent.
 - Three of the other four open seats had multiple applicants; interviews were held last Saturday.
 - Council is expected to vote on recommended appointments on Nov. 12.
 - New commissioners will be onboarded so they can participate at the December meeting.
 - The Freight seat received no applicants; unclear whether it will reopen soon or wait for the next application cycle in ~6 months.

Meeting adjourned at 7:30pm

Jeananne Edwards, Chair

Date:



MEMORANDUM

DATE: December 2, 2025

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Adam Argo, Principal Transportation Planner, Community Development; Emily Benoit, Senior Transportation Planner, Community Development; Maggie Derk, Senior Transportation Planner, Community Development; Matt Hinshaw, Senior Civil Engineer, Public Works Transportation Team

RE: 2025-2026 Corridor Projects, Safety and Mobility Planning Phase, Existing Conditions Workshop

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

Meeting Purpose

- Review and discuss with the Transportation and Mobility Commission (TMC):
 - Key findings from the Existing Conditions analysis.
 - Plans for the first phase of community engagement.

Project Overview

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

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

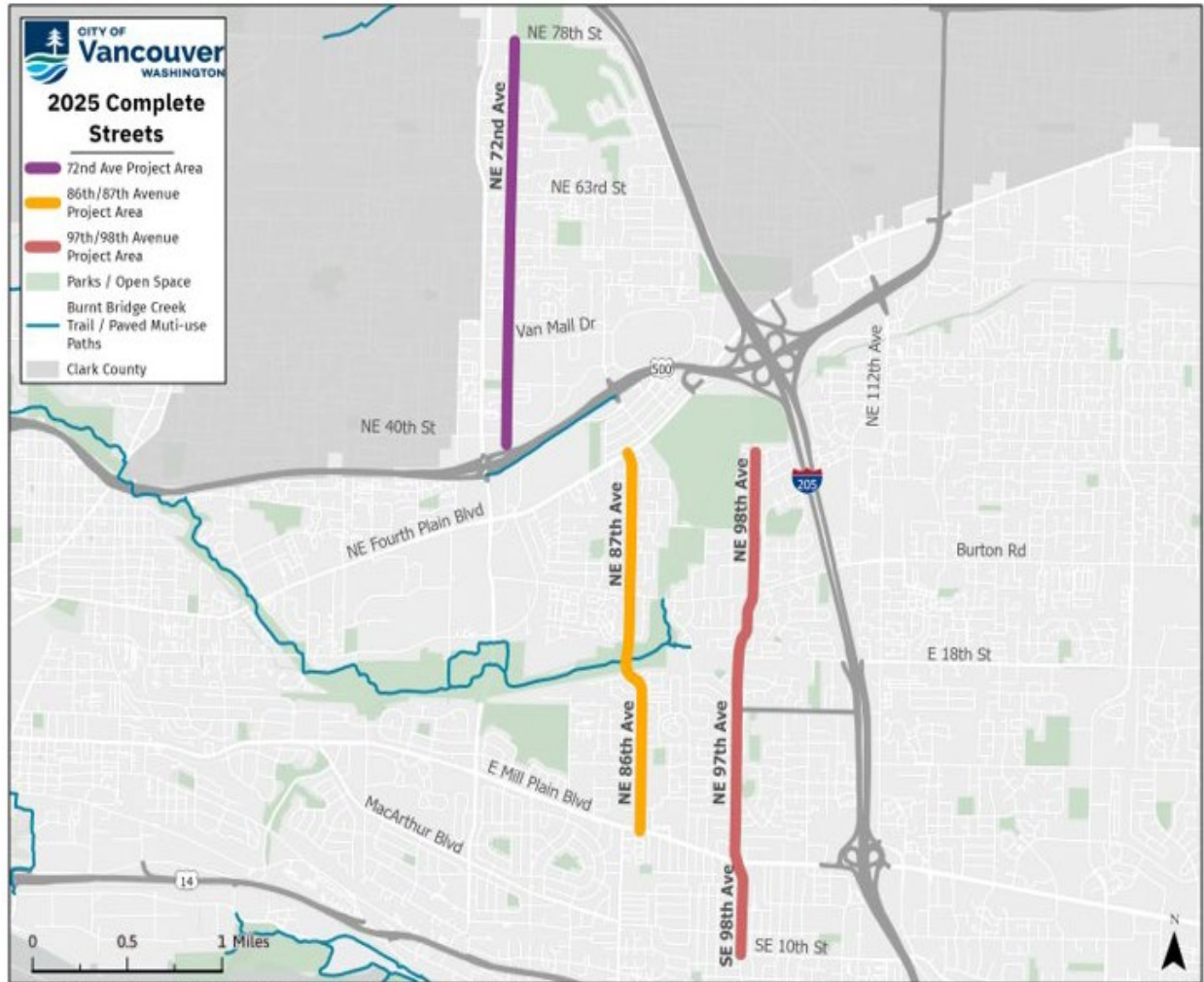


Figure 1: Project Area Map

Purpose

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

Project Goals

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

Existing Conditions

This Existing Conditions analysis gathered various data to understand the current operations and conditions of the project corridors for all transportation user groups. This information provides a basis for determining potential treatments for the corridor that can be made in conjunction with the planned pavement work. Full existing conditions reports for each corridor are provided as separate attachments to this memo. Key findings from this analysis include:

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

- From south to north, the corridor is within three neighborhoods: Van Mall, Walnut Grove, and Green Meadows.
- Land use along the northern part of the corridor is primarily low density residential transitioning to medium and high density residential south of Northeast 63rd Street.
- Key community features along the corridor include Jaggy Road Park, Raymond E. Shaffer Community Park, and Walnut Grove Elementary School.
- The corridor is functionally classified as a north-south collector with two vehicle lanes, one in each direction. There are center turn lanes south of Northeast Vancouver Mall Drive.
- There are two bus stops on the corridor, serving two routes at the intersection with Northeast Vancouver Mall Drive. There are some gaps in the sidewalk network. Bike and small mobility lanes are not present, marked or consistent on the corridor.
- There are two signalized intersections on the corridor. There are marked crosswalks on most legs of the signalized and stop-controlled intersections. Existing crossing spacing does not meet the City's Pedestrian Crossing Policy.
- South of Northeast Vancouver Mall Drive the corridor is posted at 25mph and north of Northeast Vancouver Mall Drive the corridor posted at 30 mph.
- There are approximately 15 crashes per year, including 5 injury crashes per year. Most crashes and injuries occur at intersections.
- On street parking is intermittently present and generally more available near higher density housing in the southern part of the corridor.

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

- From south to north, the corridor is within two neighborhoods: North Garrison Heights and Ogden.
- Land use along much of the corridor is higher density residential.
- Key community resources/destinations along the corridor include PeaceHealth Southwest Medical Center, the Burnt Bridge Creek Trail, and Ogden Elementary School.

- The corridor is classified as a north-south minor arterial with a vehicle lane in each direction, with center/left turn lanes or landscaped center medians, and on-street bike lanes. The posted speed limit is 25mph along the entire corridor.
- There are three bus stops serving three C-Tran routes in the corridor area. Bike and mobility lanes and sidewalks exist along the entire corridor, with some segments having approximately 4' wide bike lanes, which is less than current design guidelines.
- There are four signalized intersections and several marked crossings along the corridor. There is a rectangular rapid flashing beacon (RRFB) for crossing Northeast 33rd Street near the access to Ogden Elementary School from Northeast 86th Avenue.
- There are approximately 20 crashes per year in the corridor, including 10 injury crashes per year. Most crashes involving injuries occur at intersections.
- There is intermittent unmarked on-street parking on the west side of Northeast 87th Avenue between Northeast 11th Street and Northeast 13th Street, and the west side of Northeast 86th Avenue between Northeast 26th Circle and Northeast 30th Street.

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

- The project corridor intersects six neighborhoods: Oakbrook, Burton Ridge, Forest Ridge, Marrion, Vancouver Heights and Ellsworth Springs.
- 97th/98th Avenues primarily have low-density residential land uses along the corridor with a small pocket of commercial and higher density residential land uses near Mill Plain Boulevard.
- Parks located near the corridor include George and Hazel Stein Neighborhood Park, Forest Ridge Park, Oakbrook Park and Beaver Marsh at the north end of Northeast 98th Avenue. Schools located near the corridor include Ellsworth Elementary School, a preschool at Skyview Baptist Church, Henrietta Lacks High School and Marrion Elementary School.
- The roadway classification varies, but the posted speed limit is 25mph along the entire corridor. Most of the corridor has a travel lane in each direction, bike and small mobility lanes on both sides of the street and turn lane or median island.
- There are two bus stops serving two C-Tran routes in the corridor area. Mobility lanes exist along most of the corridor except for the sections between Northeast 2nd Street and just south of Northeast 9th Street.
- There are two signalized intersections and four all-way stops along the corridor. There are several sidewalk gaps along the corridor. The spacing of existing crossings on this corridor does not meet the City's Pedestrian Crossing Policy.
- There are approximately 12 crashes per year in the corridor, including 5 injury crashes per year. Most crashes and injuries occurred at intersections.

- Some segments, particularly the north and south ends of the corridor, have on-street parking on both sides of the street. This includes areas being used for on-street parking that do not meet minimum width of 7ft.

Community Engagement

The engagement approach will focus on two levels of participation:

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

Community engagement for this project will occur over two phases:

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

Phase 1 Engagement Activities and Communication Tactics

The project team will incorporate equitable, inclusive and accessible community outreach and engagement through the following practices:

- All outreach materials will be available in English, Spanish, Russian and other languages via request or based on targeted outreach need. These languages are spoken by more than 5% of the population within the project areas.
- Prioritize in-person engagement activities (i.e., canvassing, one-on-one meetings and small group briefings) in neighborhoods with a high percentage of renters, non-English speakers, people living with a disability and communities of color.
- In-person engagement activities can be staffed to provide Spanish or Russian interpretation, and other language support based on targeted outreach need.

Planned engagement activities for Phase 1 include:

- **Interactive map & comment form:** Gather input on transportation challenges people experience along the corridors.
- **Neighborhood canvassing:** Visit businesses and any other relevant stakeholders in-person.
- **1:1 or small group briefings:** In-person or virtual briefings with relevant stakeholder groups.
- **Tabling sessions:** Oakbrook Park Reopening (9/20/25), Jaggy Road Park Playground Open House (10/29/2025) and more to come!
- **TMC Workshops:** September 2025, December 2025, March 2026

Planned communication tactics for Phase 1 include:

- **BeHeard webpage:** <https://tinyurl.com/covstreet25>
- **Project flyer:** For distribution at tabling and canvassing
- **Mailer:** Within ¼ mile of project area
- **Social media:** Facebook, Instagram, NextDoor
- **E-newsletters:** Project list and other city listservs
- **Direct emails:** To stakeholders
- **Yard signs:** Post within public right-of-way along corridors

More details are provided in the Community Engagement Plan that is included as a separate attachment to this memo.

Project Stakeholders

Stakeholder involvement is key to the development and execution of this project. The project team has identified neighborhood associations, schools, services, faith communities, rental properties and businesses for engagement throughout the project timeline. A complete list of these stakeholders can be found in the Community Engagement Plan that is included as a separate attachment to this memo. The team recognizes this list is not necessarily exhaustive and welcomes suggestions from the TMC for additional individuals and/or groups to include in engagement.

Next Steps

The project team will finalize the Existing Conditions Reports and prepare for the first phase of community engagement, which is scheduled to take place in January/February 2026. Based on technical analysis, feedback from the TMC and phase 1 community input, the project team will develop preliminary design concepts for each corridor. The next TMC presentation is scheduled for March 2026, where the team will present preliminary design concepts and a summary of phase 1 community engagement.

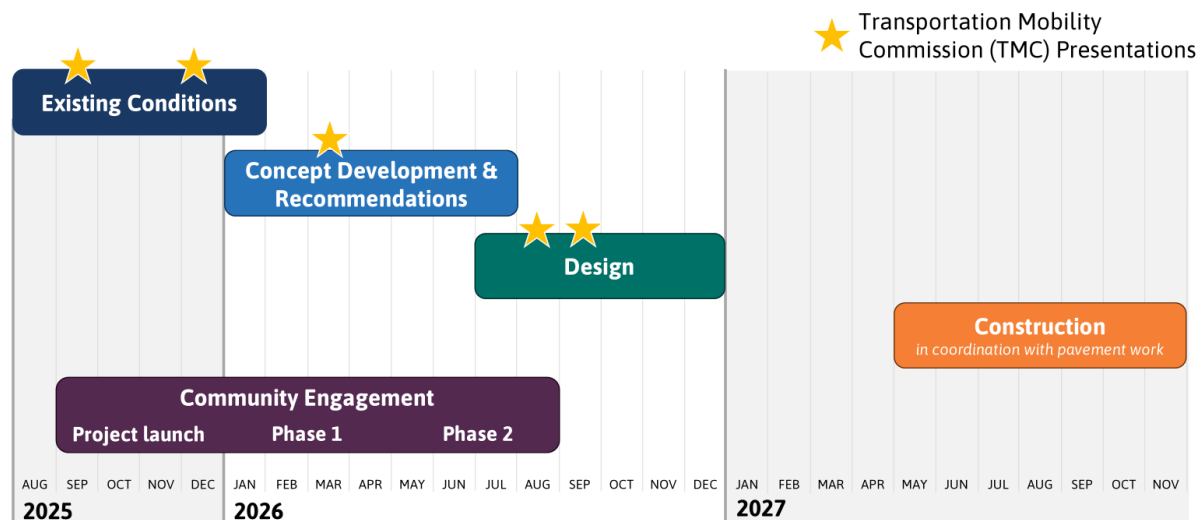


Figure 2: Project Timeline

Staff contact info

2025 Corridor Planning Projects email contact: vancouvermoves@cityofvancouver.us

Corridor leads:

- NE 72nd Avenue: Emily Benoit, Senior Transportation Planner, Community Development
- NE 86/87th Avenue: Adam Argo, Principal Transportation Planner, Community Development
- 97/98th Avenue: Maggie Derk, Senior Transportation Planner, Community Development
- Matt Hinshaw, Senior Civil Engineer, Public Works Transportation Team

Attachment(s):

- NE 72nd Avenue Existing Conditions Report
- NE 86th/87th Avenue Existing Conditions Report
- 97th/98th Avenue Existing Conditions Report
- Community Engagement Plan

2025-2026 Corridor Projects

Safety and Mobility Planning Phase, Existing Conditions Transportation and Mobility Commission Workshop

Adam Argo, Emily Benoit, Maggie Derk,
Transportation Planning
Community Development Department

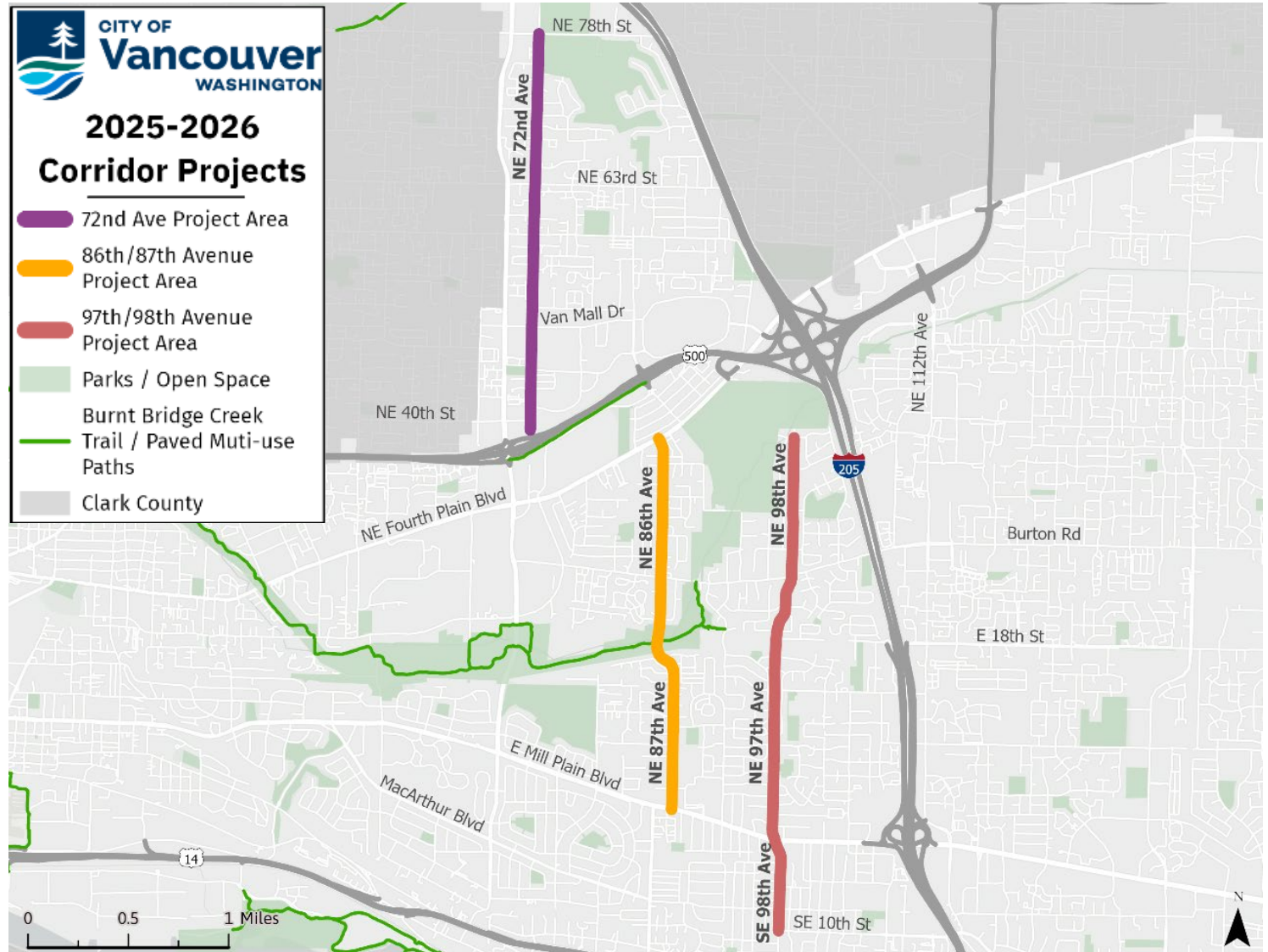
Matt Hinshaw, Lesley Nebeker
Transportation Engineering Division
Public Works Department

December 2, 2025

Project Goals

All Three Corridor Projects

- Safety
- Equity
- Climate
- Connectivity



Project Scope

All Three Corridor Projects

- Varying existing roadway cross-sections limit full build-out of bicycle and small mobility facilities in near-term.
- Turn lanes and parking would need repurposed for full build-out of bicycle and small mobility facilities.
- These three projects will determine recommendations for:
 - Near-term improvements as part of pavement preservation project.
 - Longer-term improvements as future projects as funding allows.



Inform and Consult

All Three Corridor Projects – Why Are We Here?

- Inform the TMC about the existing conditions.
- Consult with you to collect overall feedback corridor findings that may influence design concepts.
- Inform and consult with the TMC about the approach to community engagement.



Discussion Questions Post-Presentation

- Anything from the Existing Conditions Analysis that stood out?
- Upcoming community events you'd recommend we table at?
- Are there any other stakeholders to add?
- What questions do you have today?



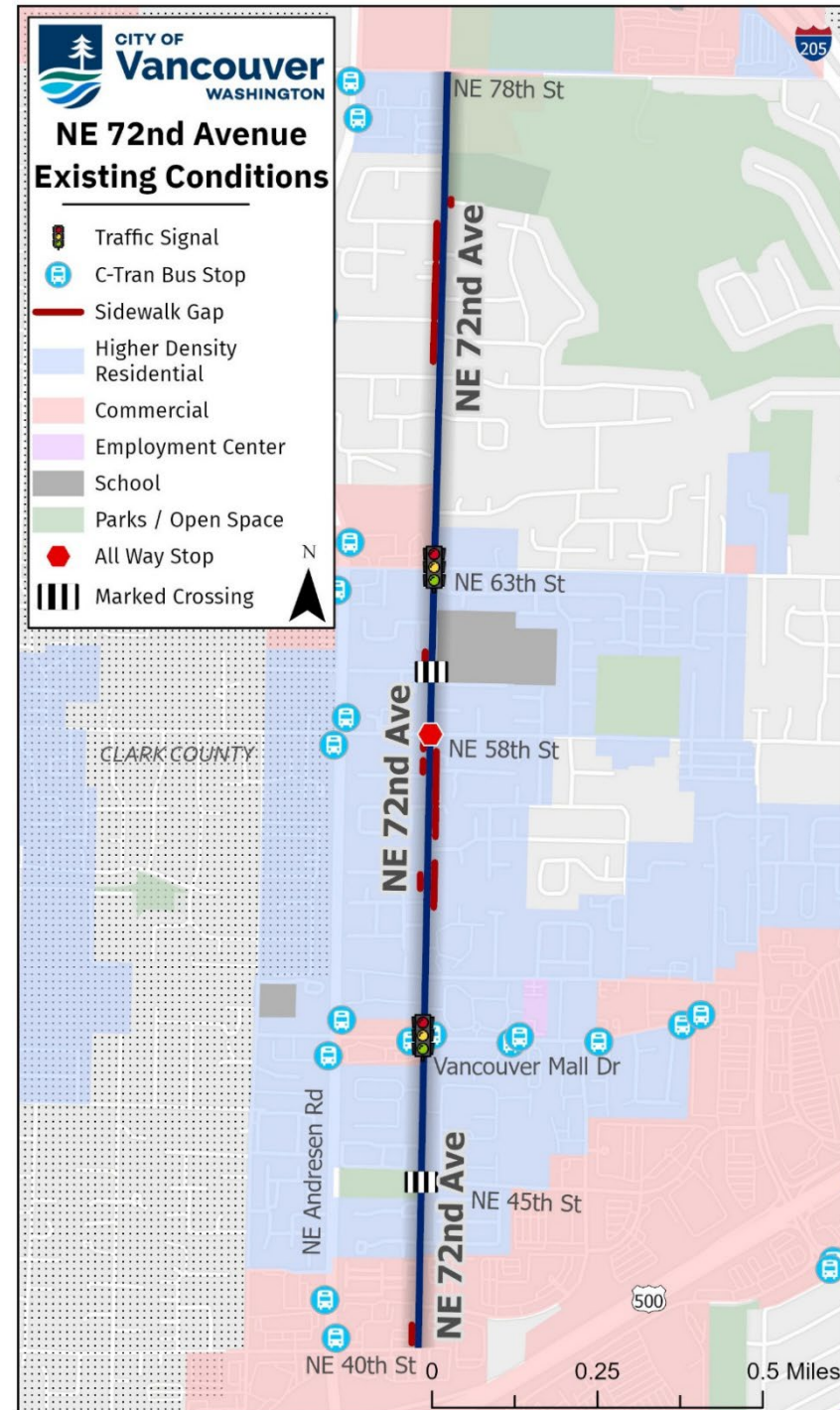
NE 72nd Avenue



Land Use

Van Mall, Walnut Grove, Green Meadows

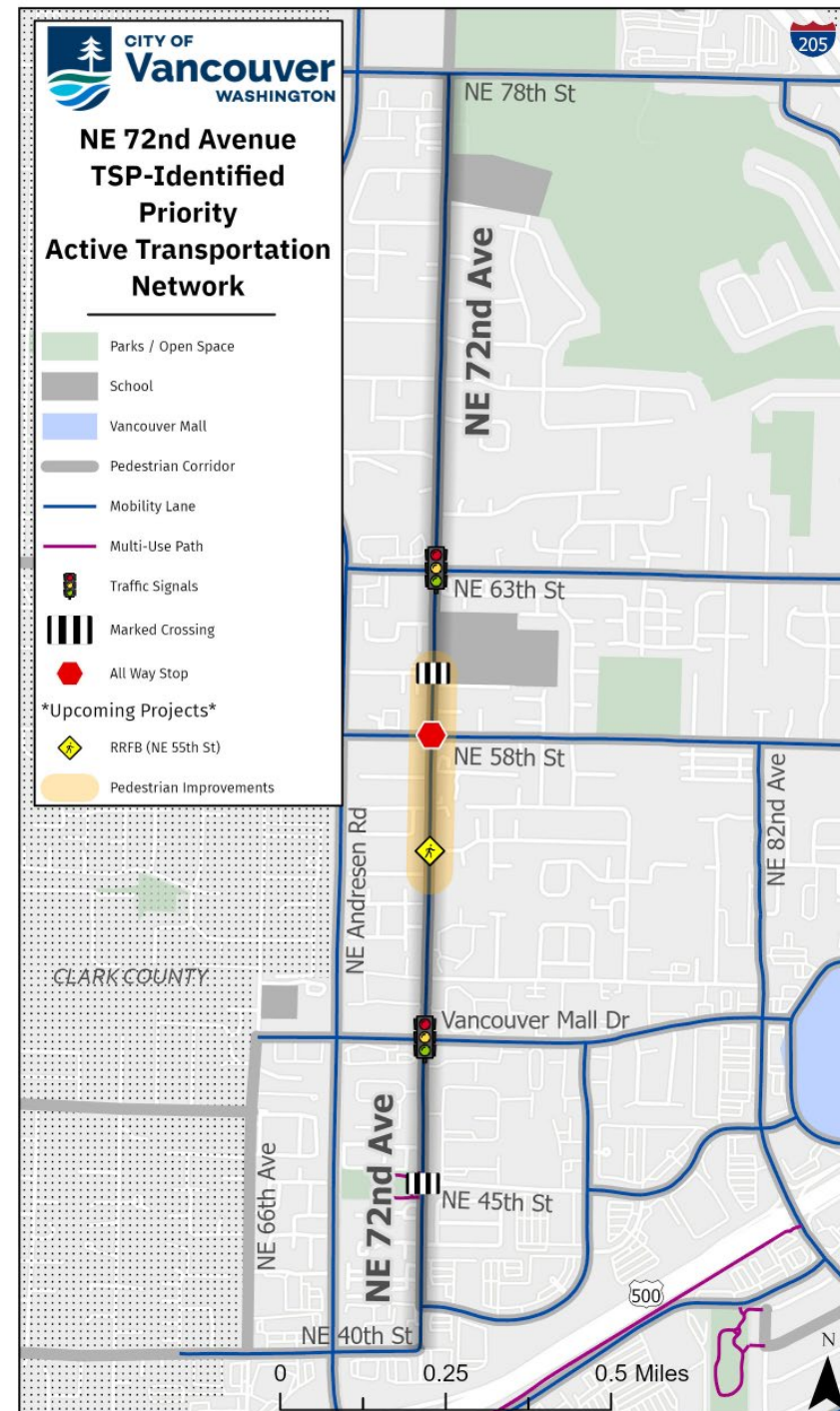
- Low to medium to high density residential (north or south)
- Walnut Grove Elementary School
- Jaggy Road Park, Raymond E Shaffer community Park, Green Meadows Golf Course
- Commercial uses with Vancouver Mall and employment nearby



Active Transportation

Level of Traffic Stress 2 and 3

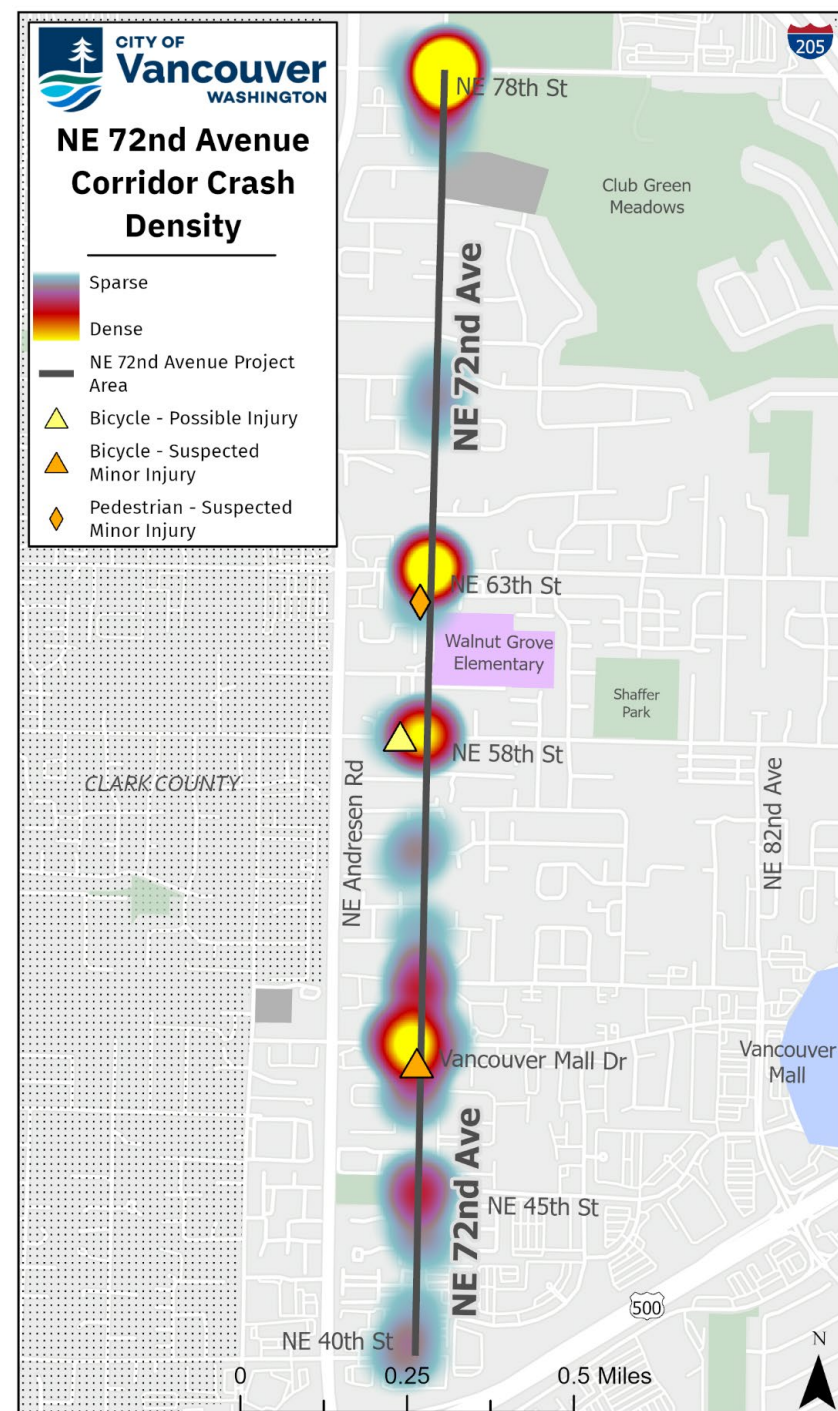
- Currently disjointed and unconnected mobility lanes
- Proposed protected/buffered mobility lanes on primary bicycle and small mobility network
- Upcoming Safe Routes to Schools projects to fill sidewalk gaps and upgrade crossings



Safety

Crashes 2020-2024

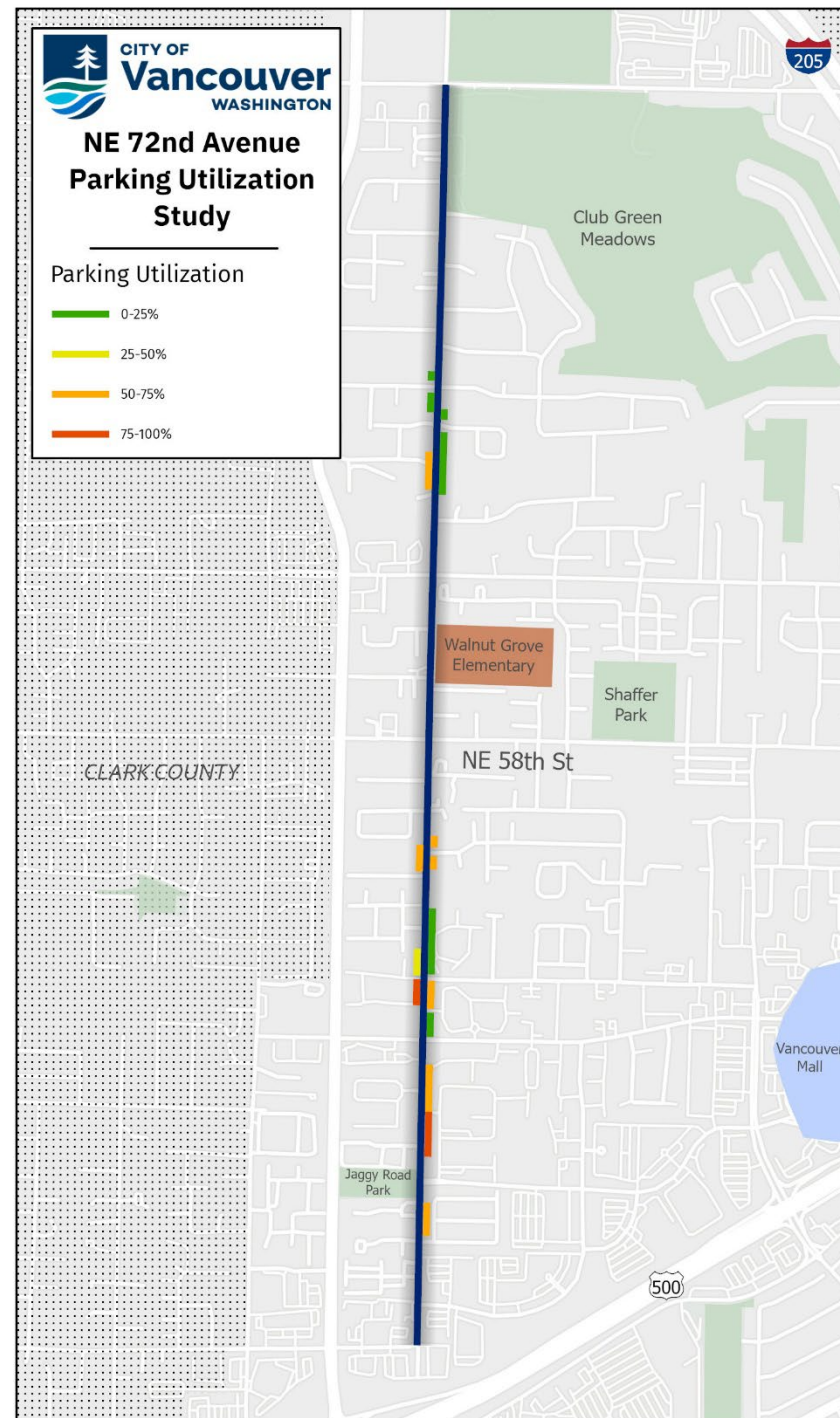
- About 15 crashes per year
- Three non-motorized crashes
- Most crashes and injury occurs at intersections



Traffic and Parking

October 2025

- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41st St)
- 85th percentile speeds ranged 25-31mph
- Parking is intermittently present and marked
- High parking utilization near higher density housing



Considerations and Opportunities

Considerations	Opportunities
Bicycle and Small Mobility Facilities	Implement bicycle and small mobility improvements recommended in the TSP to create a more complete and connective active transportation network and daylight intersections to improve safety for all modes.
Sidewalks and Crossings	<p>Improve access for people walking and rolling to schools, parks, places of worship and other community resources along and near the corridor and improve crossings.</p> <p>Reduce distance between marked crossings to align with TSP Pedestrian Crossing Policy.</p>
Traffic Calming	Determine corridor target speed and strategies such as speed control devices , designs and placement to improve safety for all modes.
On-street Parking	Reallocate available right-of-way to implement bicycle and small mobility facilities and daylight intersections to improve safety for all modes.
Turn Lanes	Analyze segments and intersections to identify opportunities to reduce turn lanes where feasible. Reallocate available right-of-way to implement bicycle and small mobility facilities .
Variable Roadway Cross-Sections	Analyze where pedestrian and bicycle and small mobility facilities can be implemented in near-term and long-term projects.



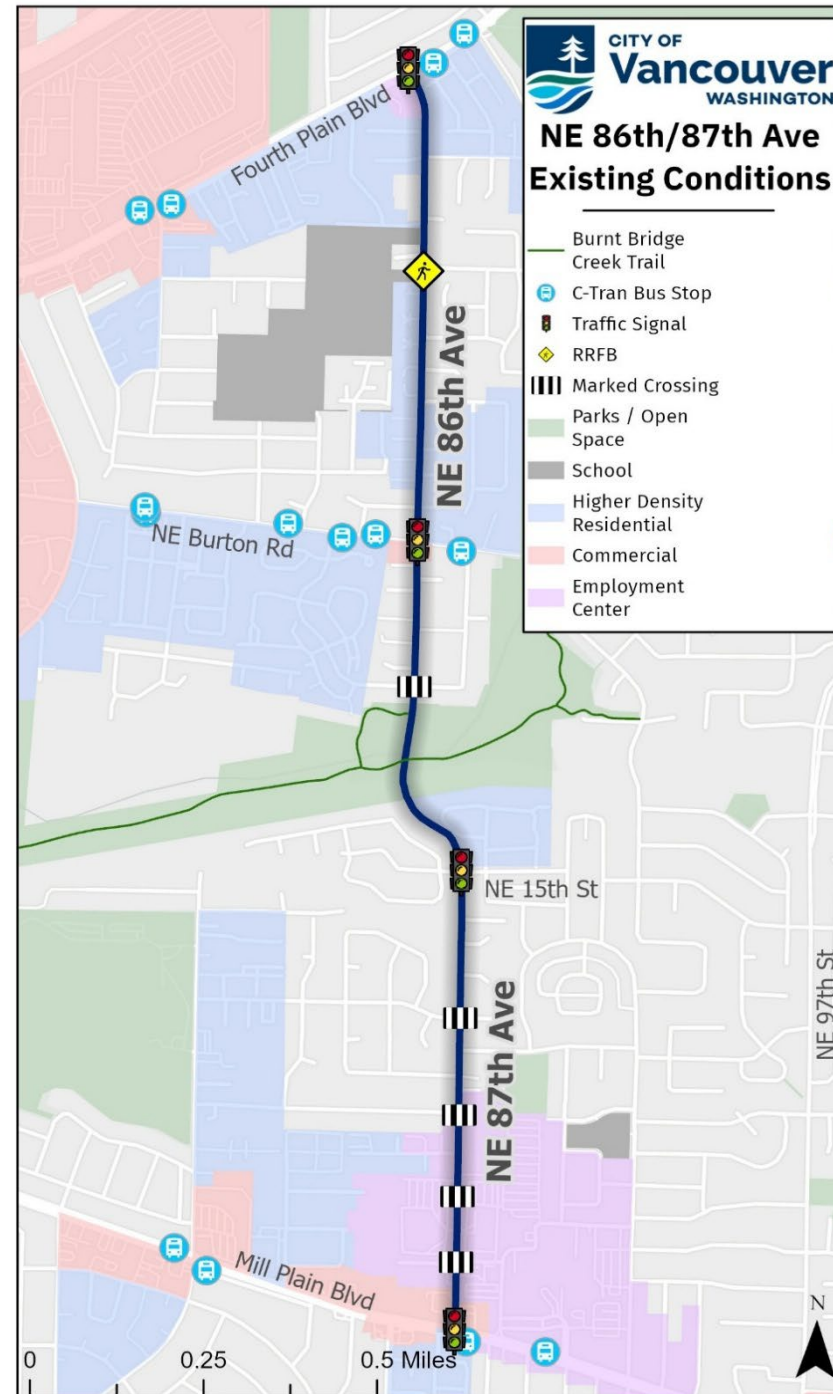
NE 86th / 87th Avenues



Land Use

North Garrison Heights, Ogden

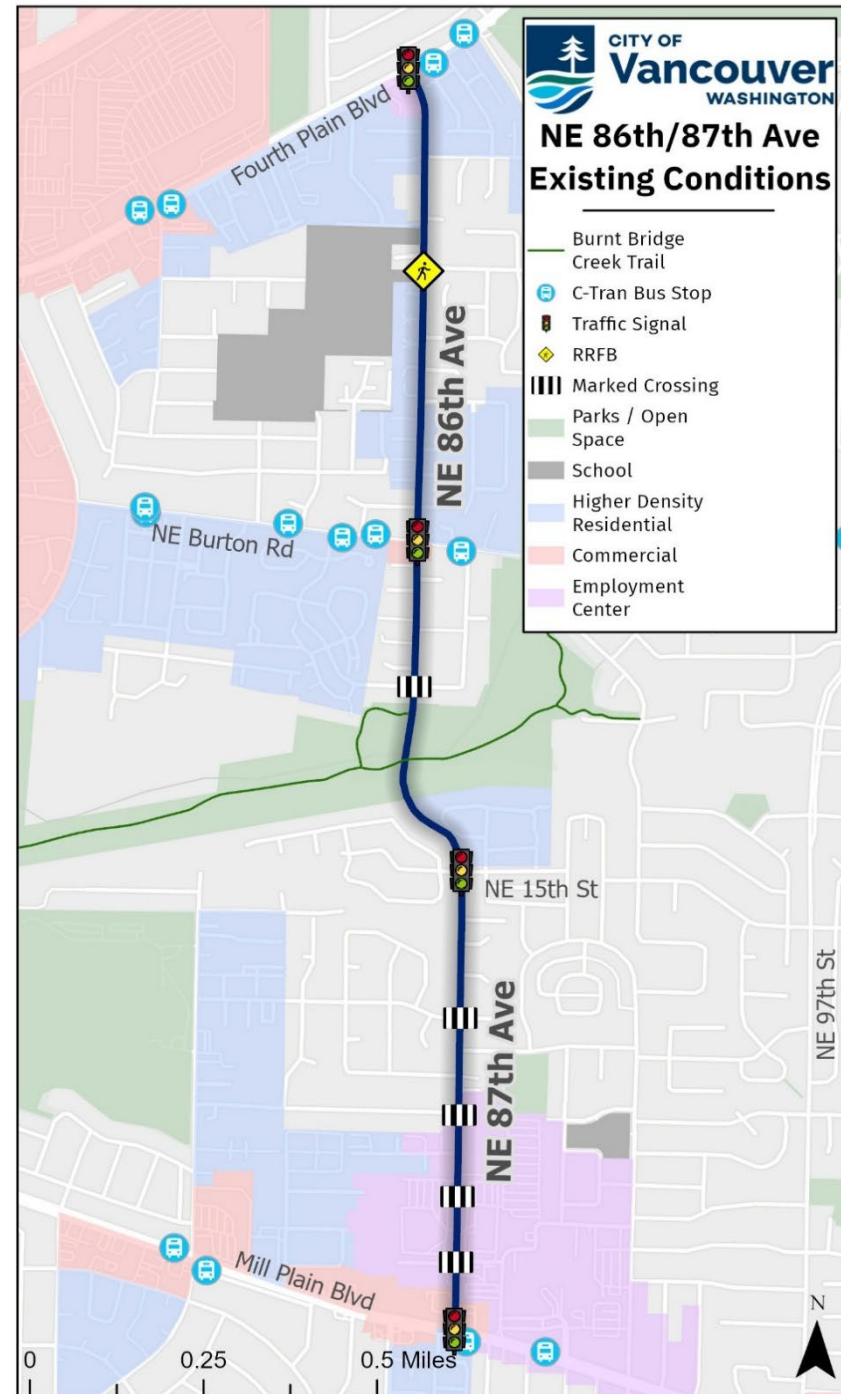
- Higher density residential (north and south)
- Ogden Elementary School
- Burnt Bridge Creek Trail connection
- PeaceHealth Southwest Medical Center at Northeast 87th Avenue and East Mill Plain Boulevard



Transportation

Minor Arterial

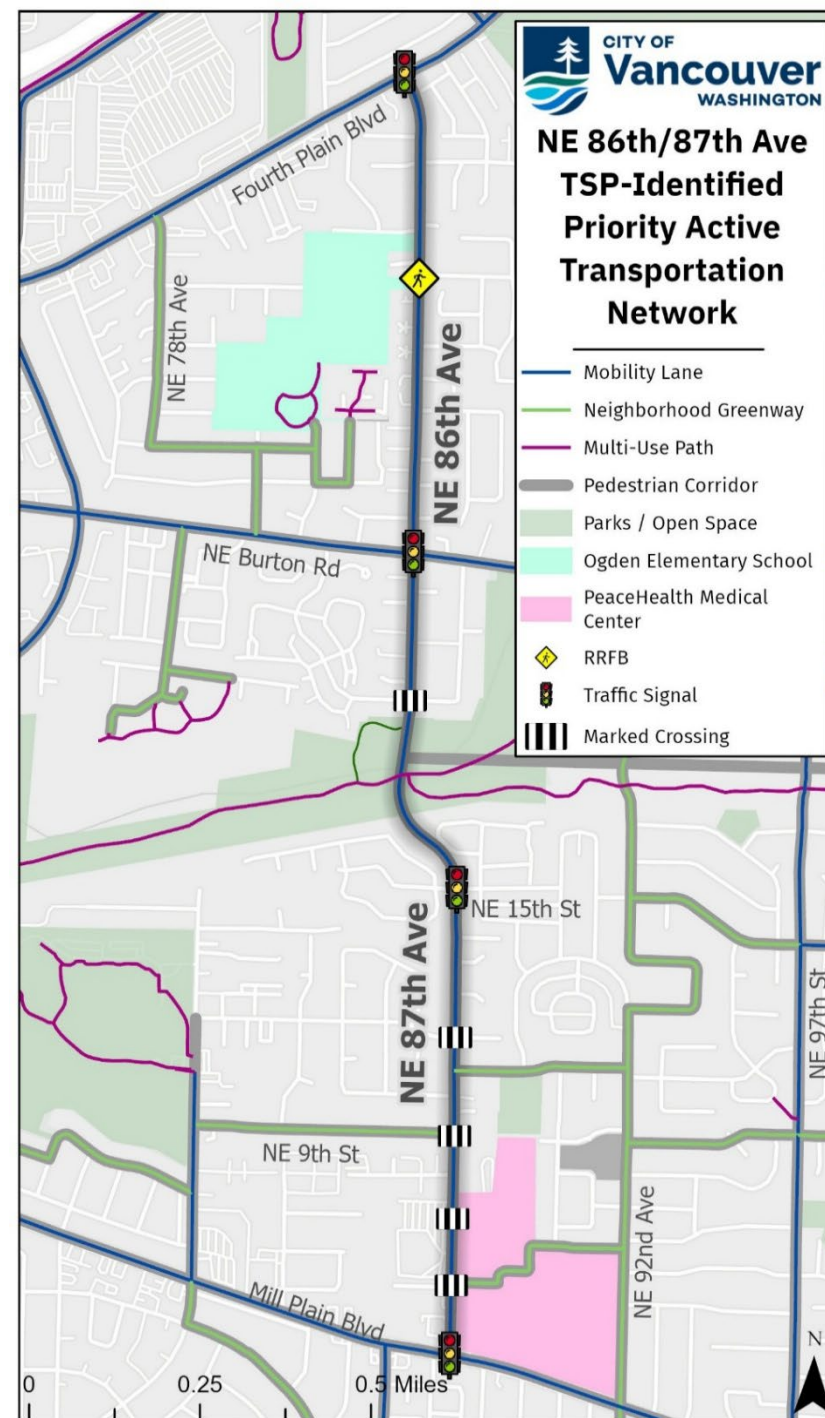
- Four signalized intersections
- Existing marked crossings
- Bus stops serving three C-Tran Routes
 - The Vine Red Line (Mill Plain Boulevard and Northeast 87th Avenue)
 - Route 30 (Northeast Burton Road and Northeast 84th Avenue)
 - The Vine Green Line (Fourth Plain Boulevard and Northeast 86th Avenue)



Active Transportation

Level of Traffic Stress 2 and 3

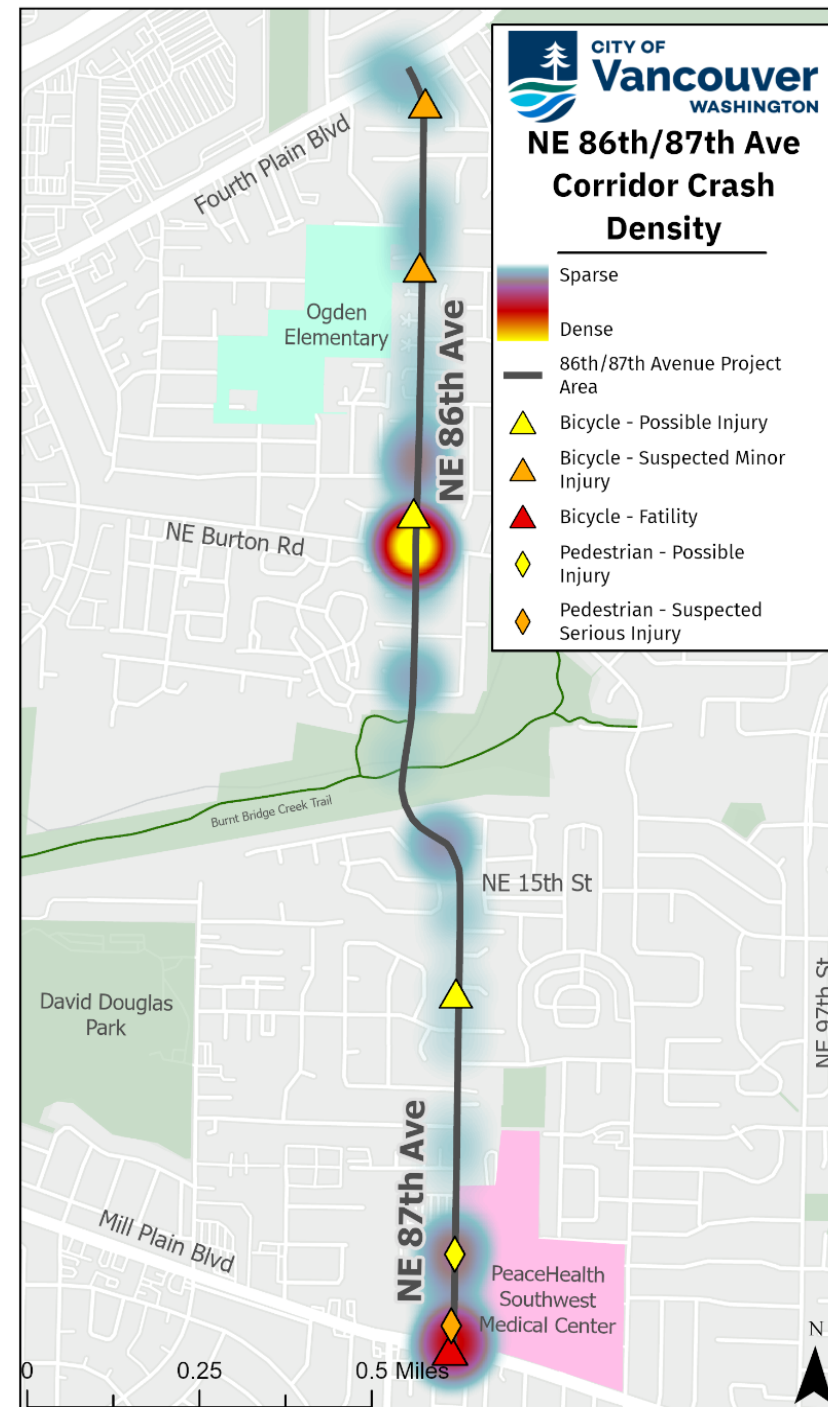
- Currently bike and mobility lanes and sidewalks exist along the entire corridor
- On some segments bike lanes narrower than current guidelines
- Existing crossing spacing does not meet the City's Pedestrian Crossing Policy (a marked crossing approximately every 800ft).



Safety

Crashes 2020-2024

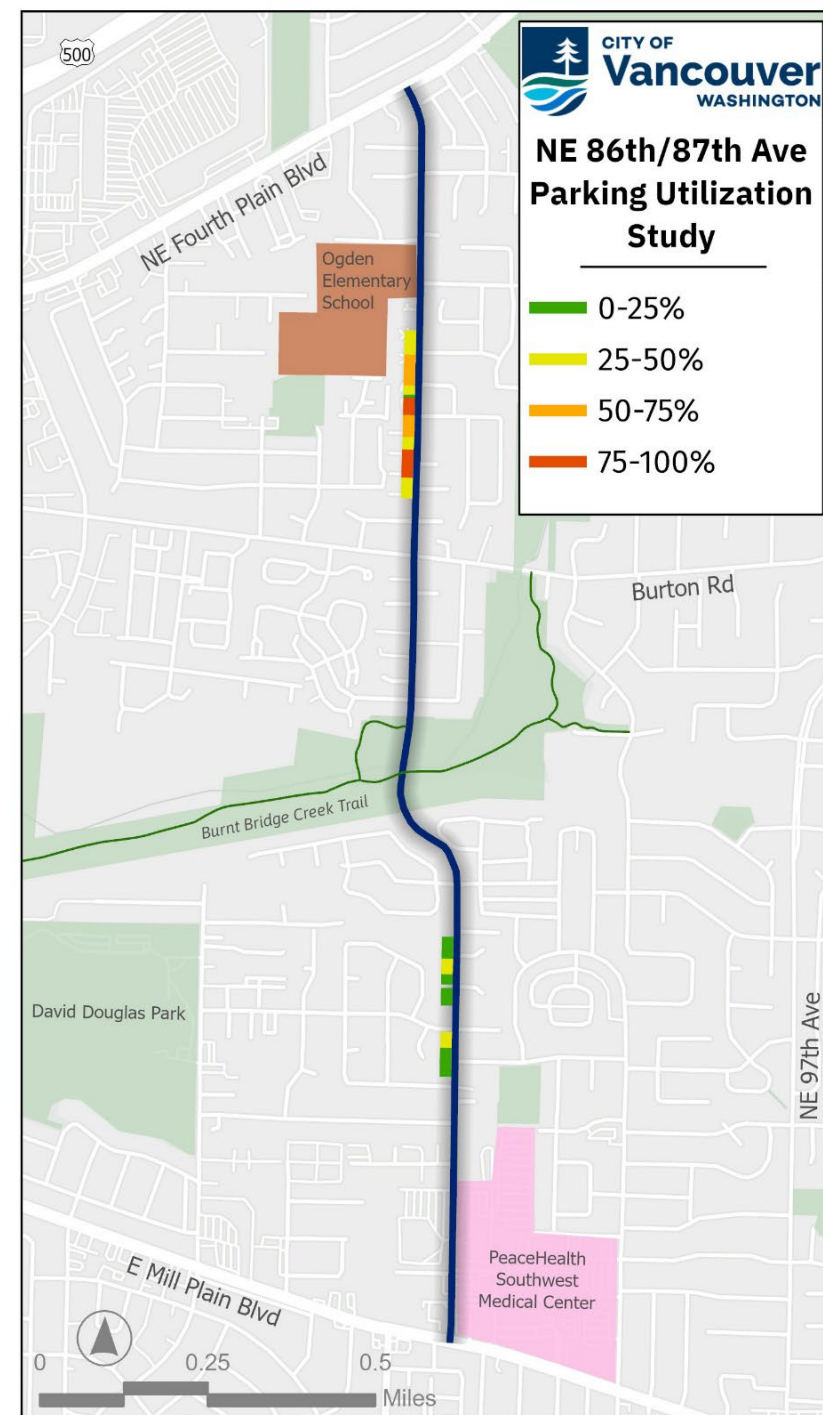
- About 20 crashes per year
- Seven non-motorized crashes
- Most crashes and injury occurs at intersections



Traffic and Parking

October 2025

- Weekly ADT increases from south to north on the corridor, ranging from 10,500 to 9,000
- 85th percentile speeds ranged 30-35mph, highest near Northeast 30th Street
- Unmarked parking is intermittently present
- Parking occupancy rates are similar between weekdays and weekends



Considerations and Opportunities

Considerations	Opportunities
Bicycle and Small Mobility Facilities	Implement bicycle and small mobility improvements recommended in the TSP to create a more complete and connective active transportation network and daylight intersections to improve safety for all modes.
Sidewalks and Crossings	Improve access off of 87th/86th Avenues to the Burnt Bridge Creek trail for bicyclists/small mobility users and pedestrians.
Traffic Calming	Determine corridor target speed and strategies such as traffic calming , designs and placement to improve safety for all modes.
On-Street Parking	Where needed, reallocate available right-of-way to implement bicycle and small mobility facilities and daylight intersections to improve safety for all modes.
Turn Lanes	Analyze segments and intersections to identify opportunities to reduce turn lanes where feasible. Reallocate available right-of-way to implement bicycle and small mobility facilities .
Variable Roadway Cross-Sections	Analyze where pedestrian and bicycle and small mobility facilities can be implemented in near-term and long-term projects.



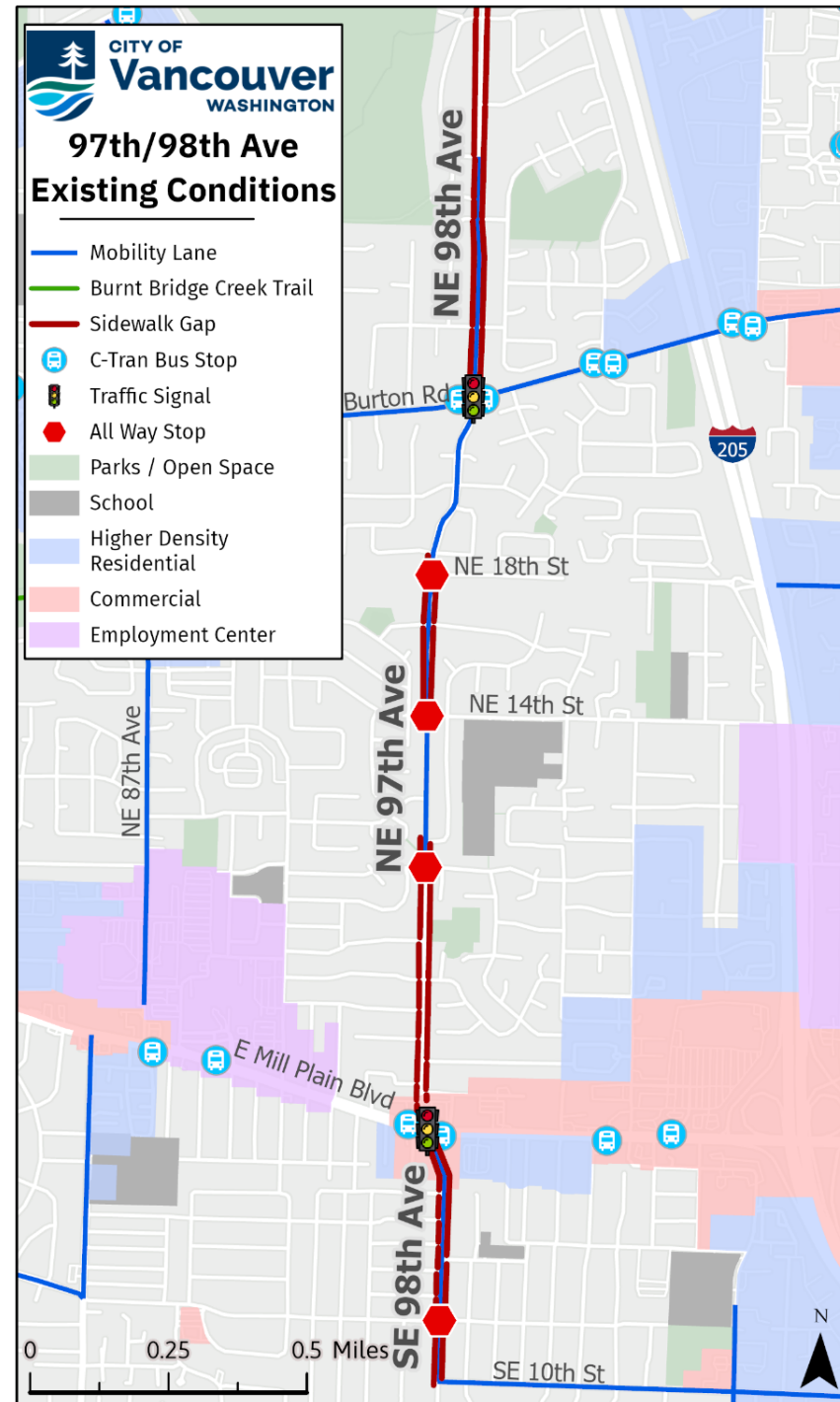
97th / 98th Avenue



Land Use

Oakbrook, Burton Ridge, Forest Ridge, Marrion, Vancouver Heights, Ellsworth Springs

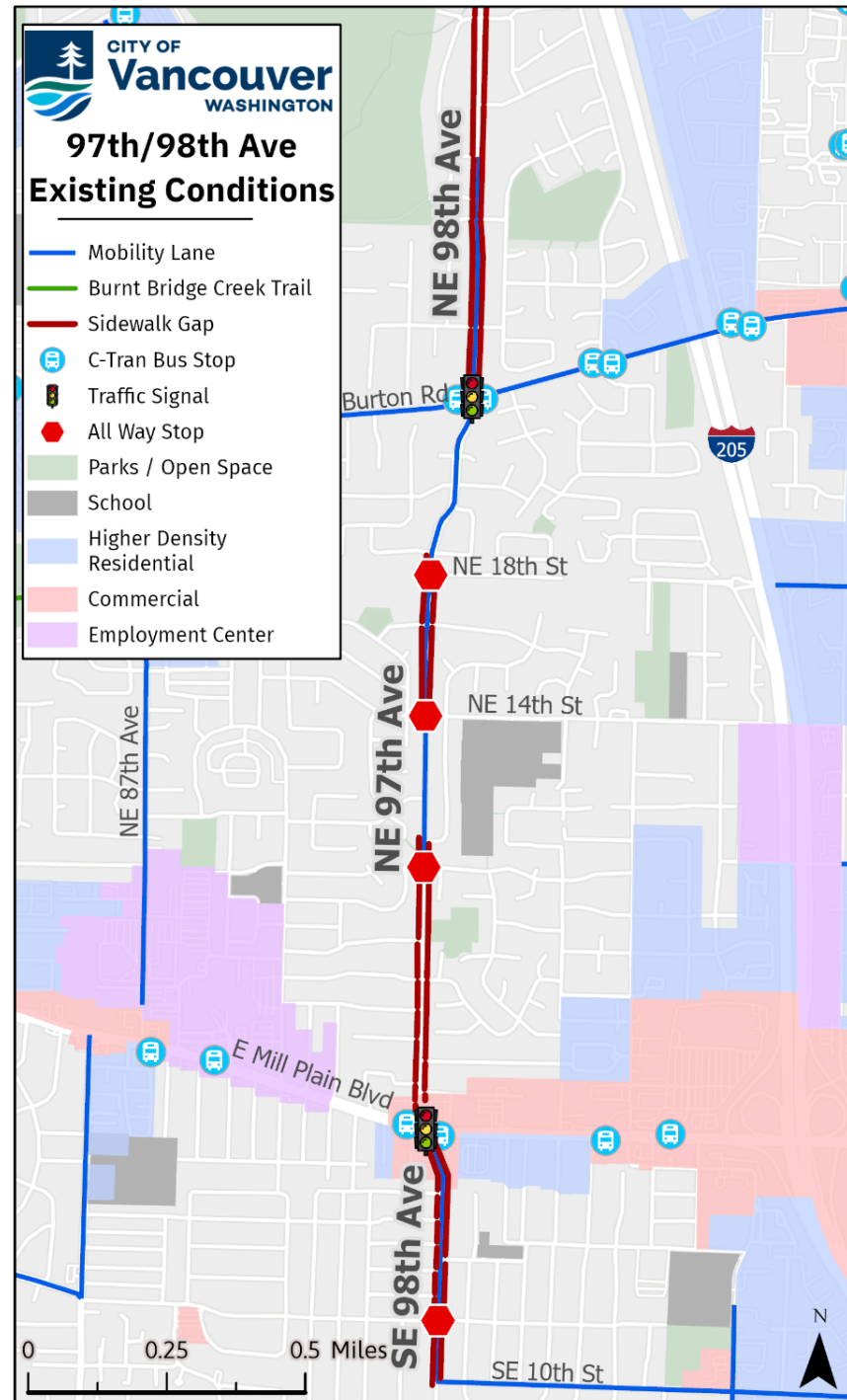
- Primarily low density residential
- Commercial and higher density residential land uses near Mill Plain Boulevard
- Several parks and schools near the corridor



Transportation

Collector, Local, Neighborhood Circulator Roadway

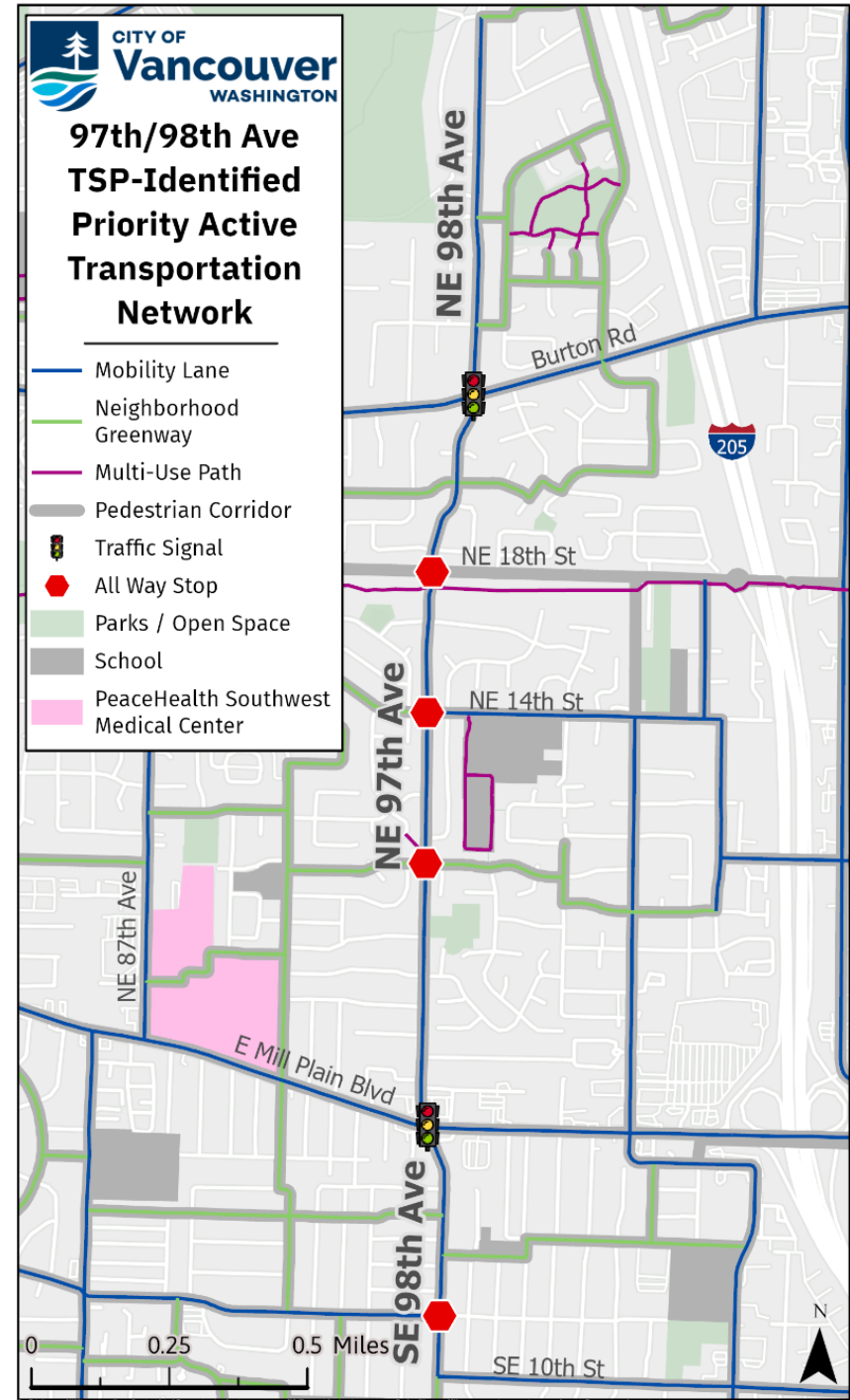
- 25 mph speed limit along entire corridor
- Two signalized intersections
- Four all-way stops
- Bus stops:
 - Vine on Mill Plain Boulevard
 - Route 30 on Burton Road
- Mobility lanes along most of the corridor
- Several sidewalk gaps
- Existing crossings do not meet City's Pedestrian Crossing Policy



Active Transportation

Level of Traffic Stress 2 and 3

- Primary bicycle and small mobility network
- Primary pedestrian corridor between Southeast 10th Street and Burton Road
- Secondary pedestrian corridor between Burton Road and Northeast 39th Street



Safety

Crashes 2020-2024

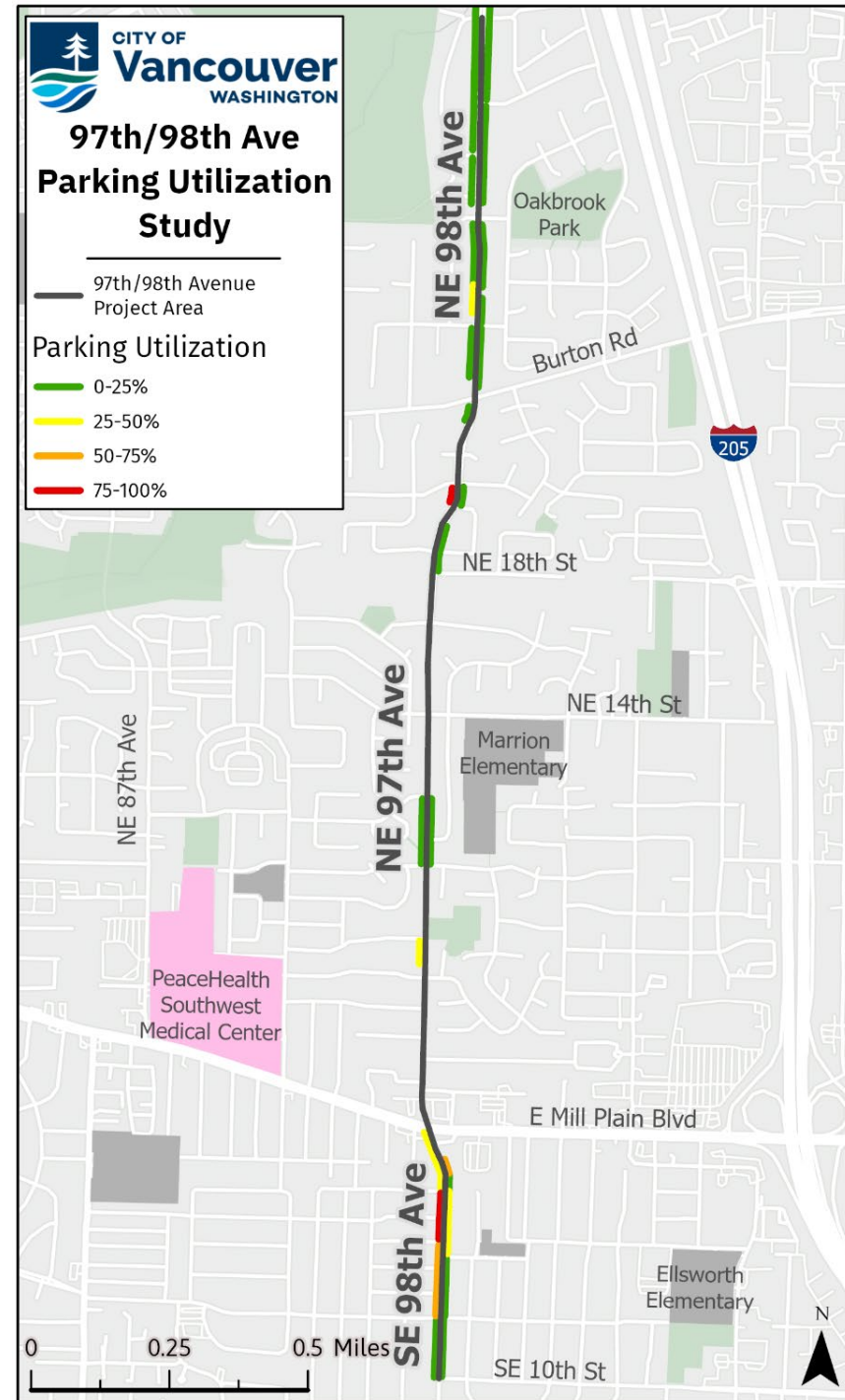
- About 12 crashes per year
- Four non-motorized crashes
- Most crashes and injury occurs at intersections



Traffic and Parking

October 2025

- Average daily traffic
 - South of Burton Road approximately 3,800 vehicles
 - North of Burton Road approximately 1,200 vehicles
- Speeds ranged 27 to 29 mph
- Higher on-street parking utilization between St Helens Avenue and Mill Plain Boulevard



Considerations and Opportunities

Considerations	Opportunities
Bicycle and Small Mobility Facilities	Implement bicycle and small mobility improvements recommended in the TSP to create a more complete and connective active transportation network and daylight intersections to improve safety for all modes.
Sidewalks and Crossings	Improve access for people walking and rolling to schools, parks, places of worship and other community resources along and near the corridor and improve crossings. Reduce distance between marked crossings to align with TSP Pedestrian Crossing Policy.
Traffic Calming	Determine corridor target speed and strategies such as speed control devices , designs and placement to improve safety for all modes.
On-street Parking	Reallocate available right-of-way to implement bicycle and small mobility facilities and daylight intersections to improve safety for all modes. Add no parking signage to areas that are not wide enough for on-street parking.
Turn Lanes	Analyze segments and intersections to identify opportunities to reduce turn lanes where feasible. Reallocate available right-of-way to implement bicycle and small mobility facilities .
Crashes	Analyze crash data at intersections and consider improvements to address the most common crash types and improve safety.
Variable Roadway Cross-Sections	Analyze where pedestrian and bicycle and small mobility facilities can be implemented in near-term and long-term projects.



Engagement Approach

Phase 1: Existing Conditions (Sept 2025 – March 2026)

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



Inform



Consult



Phase 2: Design Recommendations (April – September 2026)

- Share design recommendations and priorities informed by the existing conditions analysis, community input from phase 1, and feedback from the Transportation and Mobility Commission.



Engagement

Phase 1

Engagement Activities

- Interactive map & comment form
- Neighborhood canvassing
- 1:1 or small group briefings
- Tabling sessions
- TMC Workshops

Communication Tactics

- BeHeard webpage
- Project flyer
- Mailer
- Social media
- E-newsletters
- Direct emails
- Yard signs



Project Area Stakeholders

Neighborhood Associations

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

Schools

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

Services

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

Apartment Communities

Faith Organizations

Local Businesses



TMC Feedback and Questions

- Anything from the Existing Conditions Analysis that stood out?
- Upcoming community events you'd recommend we table at?
- Are there any other stakeholders to add?
- What questions do you have today?





Next Steps

- **Increase community engagement** to share about the Projects and learn how the community uses the corridors today.
- Analyze these existing conditions and community engagement findings to inform **design concepts development**.





MEMORANDUM

DATE: December 2, 2025

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Kate Drennan, Transportation Planning Manager

RE: **Transportation Improvement Program 2027-2032**

Overview & Background

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

The TIP includes project descriptions, maps, and the funding status for each project. Covering a six-year time horizon, the projects are grouped by funding status: fully funded, partially funded, and unfunded. Within each of the funding categories, the projects are further categorized by arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing programs. The projects reach the TIP because they have been identified through planning processes such as the Transportation System Plan, The City's Strategic Plan, the 20-Year Capital Facilities Plan, through complete streets Safety and Mobility Plans, or through development triggers. Nearly all projects on the TIP were identified through planning efforts that included robust public engagement processes, and thus the TIP represents a workplan to deliver on those projects.

Current Status

The TIP has been transformed over the last two years from a catch-all document that had previously included all identified transportation projects, to one that will feature only projects that are envisioned on a six-year time horizon. After adoption of the Comprehensive Plan in 2026 – which includes an updated Capital Facilities Plan (CFP) – projects beyond that TIP horizon will reside on the CFP, reflecting the typical planning practice. In the interim, staff is using funding categories and the new prioritization method

adopted in the Transportation System Plan to sort projects according to cost and benefit, which helps to determine project timing.

Action

In this workshop, City staff will kick off the 2027- 2032 TIP process, review the purpose and function of the Program, the prioritization tool, the proposed public notifications and engagement opportunities. This is an opportunity for the Commission to ask any questions about the Program purpose and process. In early 2026, staff will bring a list of proposed project changes that include additions, removals, or other changes for the 2027 program.

Staff Contact

Kate Drennan, Transportation Planning Manager, Community Development
Kate.Drennan@cityofvancouver.us



Transportation and Mobility Commission

2027-2032 Transportation Improvement Program

Kate Drennan,
Transportation Planning Manager

December 2, 2025



Agenda Title

- Transportation Improvement Program (TIP) overview
- Review transportation project pipeline
- Review changes for this year's TIP
- Review project prioritization
- Next steps



Presentation Purpose

- Initial workshop discussion for annual TIP update
- Early feedback from the TMC for consideration and staff review



Transportation Improvement Program (TIP)

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2027-2032
- The TIP is the City's detailed transportation improvement work program
- The document includes detailed project descriptions and the funding status for each project
- Per Washington law, the TIP document is updated annually, with final City Council approval required by July 1
- The Transportation and Mobility Commission is the primary citizen oversight committee responsible for reviewing and making recommendations on the TIP

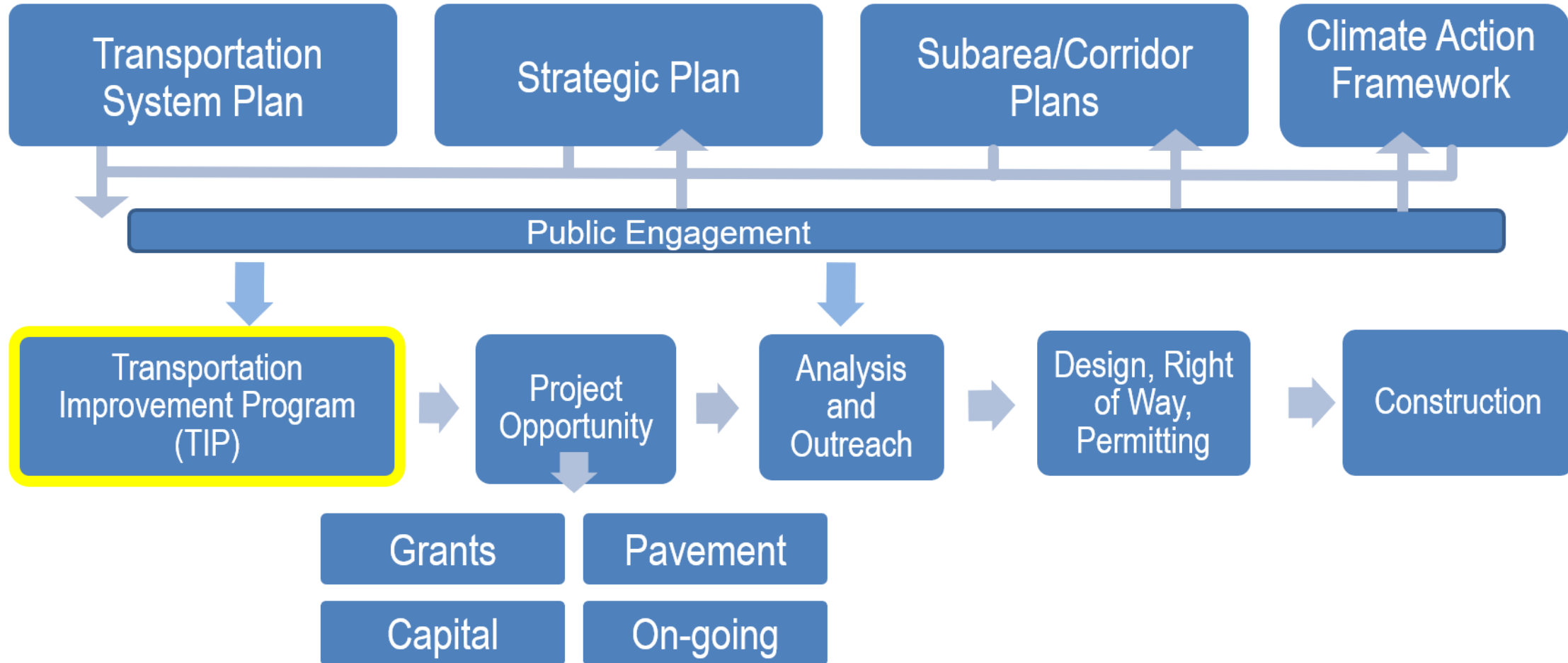


Transportation Improvement Program cont.

- The TIP includes a funded, partially funded, and unfunded projects, as well as City transportation programs.
- Within each project list, there are different categories of projects including arterial improvements, signal and lighting improvements, complete streets improvements, and ongoing programs
- Projects listed in the TIP include:
 - Major street, bicycle, pedestrian and traffic signal improvements identified through in the Transportation System Plan, the City's Strategic Plan, the 20-year Capital Facilities Plan, and via community engagement and feedback.
 - Future changes to public infrastructure identified through complete streets safety and mobility plans, district and subarea planning studies.
 - Projects that are funded with State and/or Federal grants are required to be included in the TIP.



Transportation Project Pipeline



Proposed Changes for 2027-2032 TIP

- Continue transitioning TIP to a 6-year plan
- Post-Comprehensive Plan adoption in 2026, projects beyond the 6-year TIP horizon will reside on the 20-year Capital Facilities Plan
- Create web version of TIP projects for easier navigation by the public
- Use updated project prioritization scoring methodology
- Only score projects in the 6-year horizon
- Annual updates to list of projects (coming in Workshop #2)



TIP Prioritization Tool

Phase One: (Where to invest?)

Criteria
Equity Index
Collisions
Essential Spaces and Places
Future Growth Areas

Phase Two: (When to invest?)

Criteria
Pavement Opportunities
Coordination
Quick Wins
ROW Impacts
Environmental Impacts



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

Phase Three: Cost vs. Benefit

Cost - Estimated project total
Benefit = Phase 1 + Phase 2



Public outreach

- Most TIP projects come out of past planning efforts that included community engagement; adding this information to cut sheets to make it clearer what past engagement is informing the TIP
- Online dashboard available for reviewing all projects listed in the Transportation Improvement Program (also includes all utility projects included in the City's 6-Year Capital Improvement Program)
www.cityofvancouver/tip.
- Outreach through all City channels- including neighborhood associations, newsletters, social media, Be Heard, etc.- in addition to TMC and Council processes.

Next Steps for Adoption

Early 2026

- Provide TMC with 1st draft of TIP document + distilled list of project changes
- Meet with TMC to gather feedback on added or delayed projects on the TIP, any other changes to the program document

Spring 2026

- Provide TMC with final draft of TIP document
- Meet with TMC to review changes and updates and action on formal recommendation to Council

Thank You Slide



Learn more by visiting www.cityofvancouver.us/tip





MEMORANDUM

DATE: December 2, 2025

TO: Transportation and Mobility Commission

FROM: Brett Setterfield, Associate Transportation Planner and Laurel Priest, Associate Transportation Planner; Community Development

RE: **Neighborhood Traffic Calming Program – 2024 Project Implementation & 2025 Project Selection**

CC: Rebecca Kennedy, Deputy Director and Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Loposa, Transportation Division Manager, Public Works Department

Program Purpose

The City of Vancouver’s [Neighborhood Traffic Calming Program](#) (NTCP) offers community members the opportunity to champion projects that reduce residential speeding through traffic calming measures and improve livability on neighborhood streets. The NTCP considers community-identified projects through a competitive selection process for funding and construction.

What is Traffic Calming?

Traffic calming is a way to add physical and visual cues in and along a street to encourage drivers to travel at slower speeds. The design of the roadway can help to slow driver speeds without relying on traffic control devices such as signals, stop signs and enforcement. Traffic calming elements can include, but are not limited to, vertical elements like speed tables or raised intersections, roadway narrowing or chicanes, traffic circles, or radar feedback signs. Traffic calming can reduce the number and severity of crashes, improve safety and levels of traffic stress for all road users, and create more livable and accessible streets. These outcomes align with City Council’s values of safety, equity, and climate.

Transportation and Mobility Commission's Role

The role of the Transportation and Mobility Commission (TMC) is to advise on and support efforts to create and maintain a transportation system that enhances the economic, social and environmental quality of life in Vancouver now and in the future. Further, projects that increase neighborhood safety and community engagement in the transportation system are relevant to the TMC's overall role and existing work. Specifically, the TMC bylaws require that it review all transportation programs, including the NTCP. The TMC does not rank projects, as this process is well defined and outlined on the [program webpage](#). The TMC receives an annual program update and provides feedback on the current process and potential changes to the program.

Program Overview

Implementation of the NTCP requires interdepartmental and community collaboration. Community members submit roadway safety concerns to the NTCP during an open application period. Submissions are reviewed and evaluated by City staff in two phases.

Phase 1

The first phase reviews projects for the following eligibility:

- Project **submission locations must be within the City** of Vancouver. Projects outside the city limits will not be considered.
- Each project location **must have a community member to champion the project** through the review and selection process. A project location will not be considered without a project proponent.
- Infrastructure projects, where traffic calming elements might be added within the street right-of-way, are **limited to residential and collector streets**.
- **Arterial streets are not included** in the program. In previous years minor arterials were included, but staff determined that arterials are better suited to be reviewed, evaluated and considered through other city programs.
- Project submission locations are **not on streets with recent NTCP projects** or identified future roadway projects for planning.

Phase 2

The second phase advances submissions that meet the initial eligibility in Phase 1 to collect vehicle speed and volume counts. For submissions meeting the speed and volume thresholds, further analysis is conducted to determine the presence of sidewalks and mobility lanes, pedestrian and bicycle facilities, bus stop proximity, collision history

and the City's equity index. This work results in a score based on these factors to rank project locations.

Annual Milestones

The program milestones, from January to December, for the NTCP are:

- Application Submissions by Community Members (January and February)
- Submission Review and Evaluation by Program Staff (Spring)
- Project Selection and Announcement from Program Staff (Summer and Fall)
- Design and Implementation by the Public Works Department (typically completed in the Summer of the following year.)

2024 Project Implementation

Four project submissions were selected during the 2024 program year, and after NTCP staff collaborated with Public Works engineers to determine the most appropriate calming measures, speed cushions were installed along each corridor in September 2025:

1. **Northeast 137th Avenue:** Northeast 4th Street to Northeast 9th Street
Location: Emerald Landing Neighborhood
2. **Northwest Lincoln Avenue:** Northwest 39th Street to Northwest 58th Street
Location: Lincoln and Northwest Neighborhoods
3. **East Evergreen Boulevard:** North Grand Avenue to North Blandford Drive
Location: Edgewood Park Neighborhood
4. **Northeast 82nd Avenue:** Northeast 54th Street to Northeast 58th Street
Location: Van Mall and Walnut Grove Neighborhoods

2025 Selected Projects

In 2025, the NTCP received 83 eligible submissions, many of which involved complex or lengthy streets outside the scope of the NTCP. Of the submissions that met the eligibility criteria, the top 12 project locations were scored. The top three project locations were selected for construction. A fourth project was selected for the 2026 program year, which will use funding from both the 2025 and 2026 years to cover the higher cost associated with the projects. The selected project locations are:

1. **Northeast 49th Street:** Northeast 122nd Avenue to Northeast 137th Avenue
Location: North Image Neighborhood
2. **Brandt Road:** Mill Plain Boulevard to 18th Street
Location: Harney Heights Neighborhood

3. **East McLoughlin Boulevard:** E Street to Interstate 5
Location: Arnada Neighborhood
4. **Grand Boulevard:** East 25th Street to E 30th Street
Location: Fourth Plain Village and Rose Village Neighborhoods

2026 Program

The NTCP Team annually evaluates the program to make improvements. This year, changes were made to remove all arterial roads to better align with the goals of the program and to streamline the application and review process. There will be more collaboration with other City staff on opportunities to expand the impact of the NTCP funded projects. The application period for the 2026 NTCP will be open from January 2, 2026 to February 28, 2026.

For more about the NTCP, visit: www.cityofvancouver.us/TrafficCalmingProgram

Brett Setterfield, Associate Transportation Planner, Community Development Department | Brett.Setterfield@cityofvancouver.us, 360-487-7879

Laurel Priest, Associate Transportation Planner, Community Development Department | Laure.Priest@cityofvancouver.us, 360-487-7841



CITY OF
Vancouver
WASHINGTON

Neighborhood Traffic Calming Program

Transportation and Mobility Commission Workshop

Brett Setterfield
Associate Transportation Planner

Laurel Priest
Associate Transportation Planner

December 2, 2025

Traffic Calming

What is it? Why do we do it?



What

- Physical and visual cues in and along a street
- Roadway design without traffic control devices (signals, stop signs, enforcement)

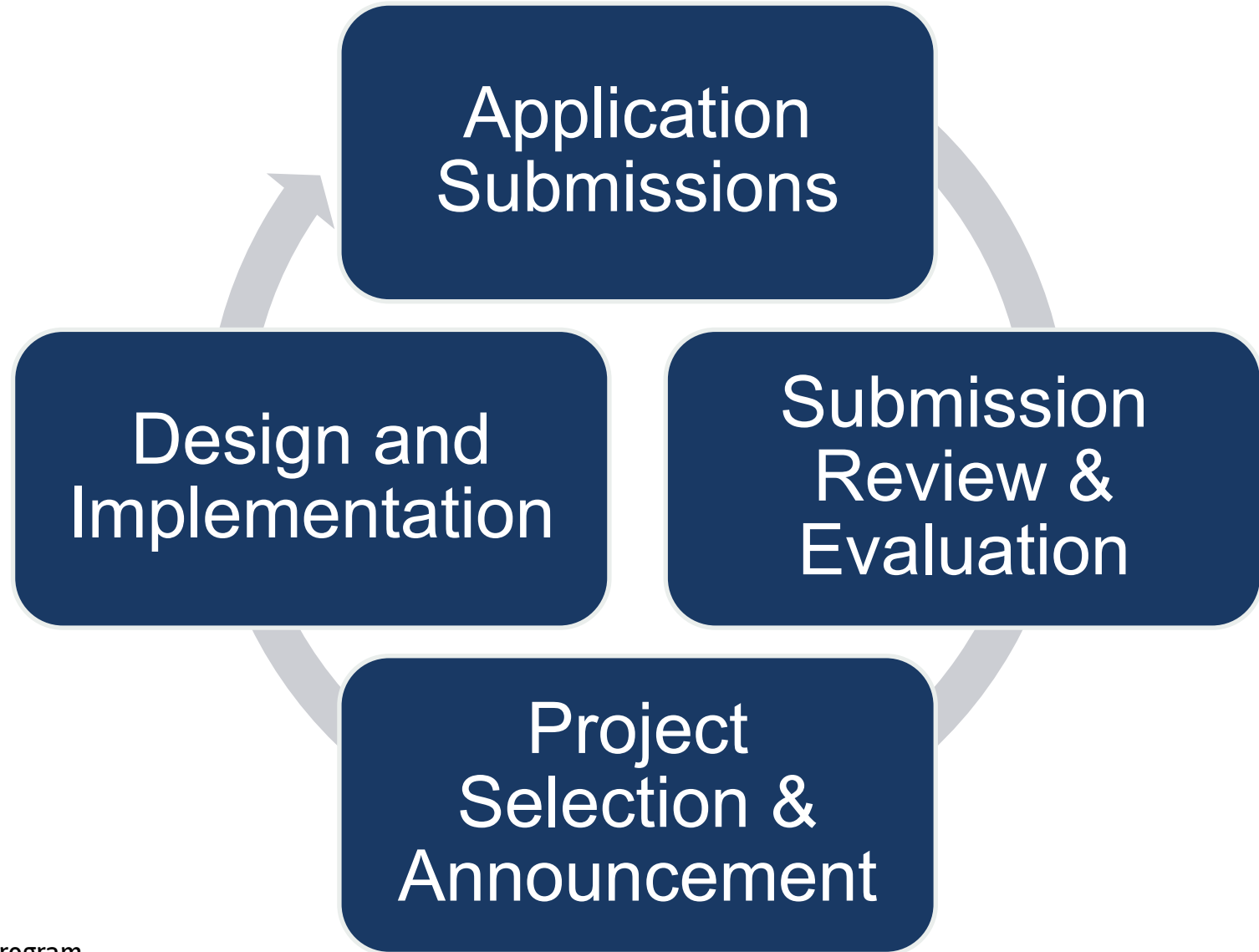
Why

- Encourage driving at slower speeds
- Reduce number and severity of crashes
- Improve safety and levels of traffic stress for everyone on and along the road



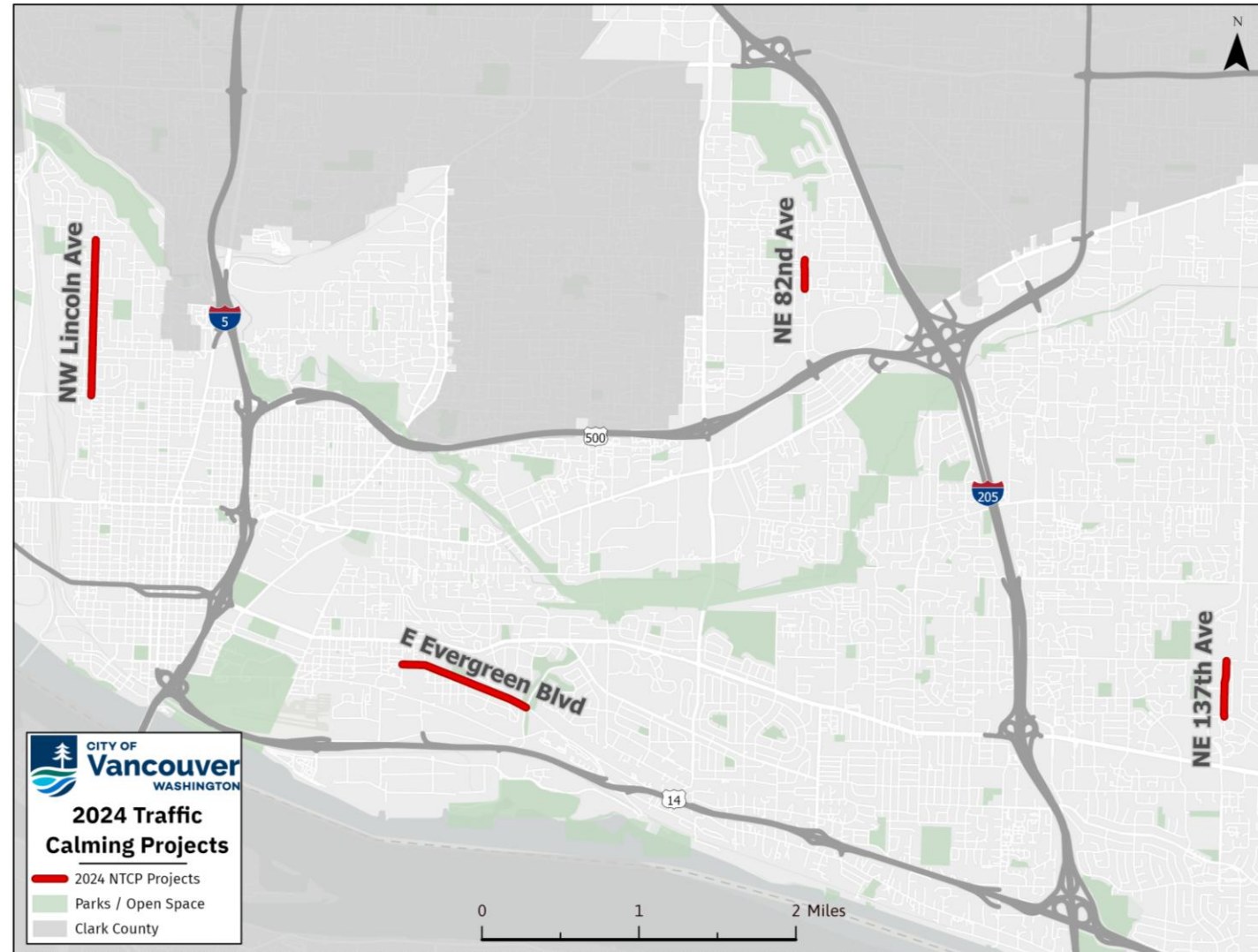
Program Overview

Milestones



2024 Project Implementation

- Four project submissions selected
- NTCP staff worked with Public Works engineers on appropriate calming measures
- Speed cushions were selected for each and installed in September 2025
- **Northeast 137th Avenue:**
NE 4th Street to NE 9th Street
- **Northwest Lincoln Avenue:**
NW 39th Street to NW 58th Street
- **East Evergreen Boulevard:**
N Grand Avenue to N Blandford Drive
- **Northeast 82nd Avenue:**
NE 54th Street to NE 58th Street



2024 Project Highlight: NE 137th Avenue

Before



After



2024 Project Highlight: NE 137th Avenue

Before

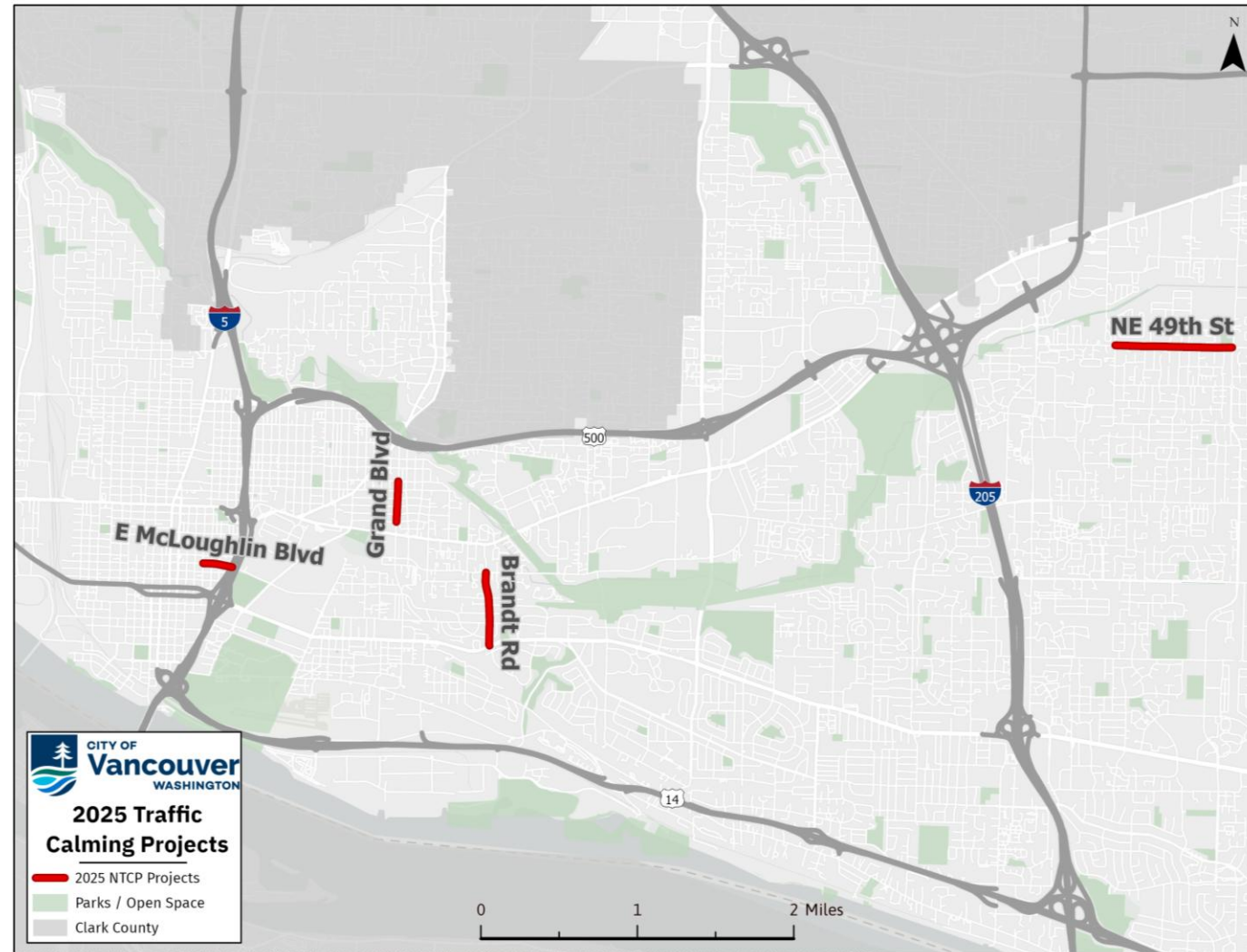


After



2025 Selected Projects

- Three project submissions selected
- A fourth project selected for 2026 program year due to funding constraints
- **Northeast 49th Street:**
 - NE 122nd Avenue to NE 137th Avenue
 - Lower posted speed limit
 - Radar speed feedback signs & speed limit signs
- **Brandt Road:**
 - Mill Plain Boulevard to 18th Street
 - Crossing improvements at 13th Street crossing, including Rectangular Rapid Flashing Beacon
- **East McLoughlin Boulevard:**
 - E Street to Interstate 5
 - Radar speed feedback signs
- **Grand Boulevard: (rollover to 2026)**
 - E 25th Street to E 30th Street
 - Crossing improvements at 29th Street including Rectangular Rapid Flashing Beacon, median island, curb ramp replacements



Thank You



Brett Setterfield, Associate Transportation Planner

brett.setterfield@cityofvancouver.us

Laurel Priest, Associate Transportation Planner

laurel.priest@cityofvancouver.us

