



# Transportation and Mobility Commission Meeting Agenda

February 3, 2026  
5:00 PM

## City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

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Dial: +1 347-941-5324

Meeting ID: 294 332 749 305 67

### 1. Call to Order and Roll Call

### 2. Approval of Minutes

Adoption of Minutes – December 2, 2025

### 3. Workshop

**EV Infrastructure Strategy** | Stacey Dalgaard, Climate Policy Advisor | Laurel Priest, Associate Transportation Planner

### 4. Break 6:00 – 6:30 pm

### 5. Community Forum

To provide public testimony, please see instructions below.

### 6. Workshop

**Regional Active Transportation Plan: Overview and Timeline** | Judith Perez Keniston, Principal Planner, Regional Transportation Council (RTC)

### 7. Commission and Staff Reports

### Adjournment

## Members

**Jeananne Edwards**

*Chair*

**Ken Williams**

*Vice Chair*

Isaac Hamann

Mario Raia

Devan Williams

Thinh Phan

Melanie Katz

Michelle Holder

Jay Housgard

Russell Malburg

### Community Development Department

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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.

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

## Meeting Minutes

Tuesday, December 2, 2025

4:30 p.m.

City Hall Aspen Room

The meeting was called to order at 4:31 pm

**Commissioner Members Present:** Jeananne Edwards, Ken Williams, Thinh Phan, Mario Raia, Devan Williams, Isaac Hamann, Melanie Katz, Russell Malburg, Michelle Holder, Jay Housgard

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

**Motion by** Vice Chair Ken Williams, seconded by Commissioner Hamann, to approve November 4, 2025, meeting minutes. Motion was carried unanimously – note Commissioners Malburg, Holder and Housgard were not seated on the Commission in November.

**Workshop:** Welcome: Name, representative seat, occupation or interest and why you wanted to join the TMC.

Chair Edwards welcomed the Commissioners and noted the presence of several new members. She invited each Commissioner to briefly introduce themselves, including the seat they represent and their background. New Commissioners Malburg, Holder, and Housgard were formally introduced, and returning Commissioners also provided brief introductions, sharing their professional backgrounds and interest in multimodal transportation and community development.

### Commissioner's Introductions (New Members)

Michelle Holder, representing the Neighborhood Association seat, shared that she works with local governments and has prior local government experience. She expressed interest in learning and contributing to her new community in Vancouver.

Jay Housgard, representing the ADA seat, stated that he works for C-TRAN as a Community Engagement Coordinator. He has lived in Vancouver for approximately four years and noted that he regularly walks, bikes, drives, and uses transit.

## Members

**Jeananne Edwards**  
*Chair*

**Ken Williams**  
*Vice Chair*

Thinh Phan

Mario Raia

Devan Williams

Isaac Hamann

Melanie Katz

Russell Malburg

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Russell Malburg introduced himself as a community member who moved from Michigan in fall 2023. He works as a grant manager with the Washington State Recreation and Conservation Office and joined the Commission to become more familiar with the community and contribute where possible.

**Workshop:** Corridor Planning Projects Update (80 mins) 72<sup>nd</sup> Ave, 86<sup>th</sup>/ 87<sup>th</sup>, 97<sup>th</sup>/ 98<sup>th</sup> Ave Projects  
**Presenter:** Emily Benoit, Senior Transportation Planner; Adam Argo, Principal Transportation Planner; Maggie Derk, Senior Transportation Planner; Matt Hinshaw, Senior Civil Engineer

Staff introduced the Corridor Planning Projects update, which combines three nearby corridors into a single planning effort due to their proximity: NE 72nd Avenue, NE 86th/87th Avenues, and NE 97th/98th Avenues. The purpose of the workshop was to brief the Commission on existing conditions analysis completed to date, including traffic counts, crash data, and field observations, and to prepare Commissioners for the upcoming design concepts phase. Staff also provided an overview of identified constraints and opportunities and previewed initial community engagement planned for winter.

Project Goals: Staff explained that the project goals are consistent across all three corridors and include improving safety, advancing equity, and enhancing multimodal connectivity. The corridors were selected for a planning phase because of their designation on the Transportation System Plan Bike and Small Mobility Network, and the opportunity to build out this network in conjunction with upcoming pavement work.

The projects also support City climate goals and Strategic Plan values by improving connections for walking, biking, transit, and other alternative modes. Both near-term and long-term improvements are considered to better align the corridors with the Transportation System Plan modal networks and policy.

Project Scope: Staff explained that the projects are in a safety and mobility planning phase focused on evaluating existing conditions and informing upcoming design concepts. The three corridors include a range of roadway conditions, from older county-style segments with limited pedestrian and bicycle infrastructure to more fully developed urban sections, requiring a segmented analysis approach. Existing roadway width, cross sections, turn lanes, and on-street parking may limit near-term improvements and will be evaluated as part of the design process. The projects will identify both near-term improvements that could be coordinated with a future pavement preservation project and longer-term improvements needed to fully implement Transportation System Plan multimodal networks.

### **NE 72nd Avenue Corridor Overview**

Emily Benoit, Senior Transportation Planner, presented an overview of existing conditions for NE 72nd Avenue. The corridor serves the Van Mall, Walnut Grove, and Green Meadows neighborhoods, with additional users from adjacent unincorporated Clark County.

**Land Use** - The corridor transitions from higher-density residential and commercial development in the southern segment near Vancouver Mall to medium- and low-density residential uses farther north. Major community assets include Walnut Grove Elementary School, Jaggy Road Park, Raymond E. Shaffer Community Park (currently undergoing renovation), and Green Meadows Golf Course and recreation facilities. The corridor also serves nearby employment and commercial areas associated with Vancouver Mall.

**Active Transportation** - Staff reported that bicycle level of traffic stress along the corridor generally ranges between Levels 2 and 3, with variability due to discontinuous sidewalks and fragmented bicycle and small

mobility facilities. The Transportation System Plan identifies NE 72nd Avenue as a future buffered to protected bicycle and small mobility corridor. Staff highlighted upcoming complementary projects, including Safe Routes to School improvements near Walnut Grove Elementary and new pedestrian crossings with rectangular rapid flashing beacons at NE 55th Street and NE 60th Street.

**Safety** - Review of five years of crash data showed an average of approximately 15 crashes per year, with most involving motor vehicles and a small number involving non-motorized users. Crash concentrations were identified at key intersections, including NE 78th Street, NE 63rd Street, NE 58th Street, and Van Mall Drive, indicating that intersection-focused safety improvements will be a priority.

**Traffic and Parking** - Traffic volumes are highest in the southern portion of the corridor near SR 500, Van Mall Drive, and Andresen Road, and decrease toward the northern end. Posted speeds range from 25 to 30 miles per hour, with 85th percentile speeds generally between 25 and 31 miles per hour, suggesting localized speeding in some segments. On-street parking is present throughout the corridor and is most heavily utilized in areas with higher-density residential development south of Van Mall Drive.

**Considerations and Opportunities** - Key considerations include aligning bicycle and small mobility facilities with Transportation System Plan recommendations, improving sidewalk continuity and pedestrian crossings, and incorporating additional traffic calming where speeding is observed. Parking management, intersection daylighting, and evaluation of existing turn lanes for potential repurposing were identified as important safety and design factors. Variable roadway cross sections will require a combination of near-term and long-term strategies as the project advances into the design concepts phase.

## Commissioner Discussion and Staff Responses

### Commissioner Katz

*Q: Did the crash analysis for NE 72nd Avenue include only intersection-related crashes, or all crashes along the corridor?* Staff clarified that the analysis includes all reported crashes along the corridor over a five-year period, across all modes and at all locations, not only at intersections.

### Commissioner D. Williams

*Q: Given that crashes tend to cluster at intersections, particularly near NE 63rd Street where changes in topography may cause vehicles to increase speed, especially in low-light conditions, how is staff accounting for topography and speed-related factors, and are traffic calming treatments such as speed control devices being considered?* Staff explained that roadway topography is considered when reviewing cross sections and identifying potential traffic calming treatments. The current analysis focuses on crash frequency, location, and user type. In the next phase, staff will conduct a more detailed review of crash types at specific locations, such as rear-end, right-hook, or pedestrian-related crashes, to determine appropriate safety treatments, as different crash types require different design responses.

### Commissioner Malburg

*Q: How is traffic and speed data collected on the corridor? Are monitoring devices used year-round or only at certain times? Does the data include alternative transportation modes such as bicycles and pedestrians?* Staff explained that weekday and weekend counts were collected for vehicles, bicycles, and pedestrians at intersections. Counts typically consist of one-day snapshots or two 24-hour periods, capturing volumes by hour and down to 15 minutes increments during peak periods. The data includes vehicle speed, volume, and the number of non-motorized users. After project implementation, staff conduct

follow-up counts and evaluations at the same locations, including vehicles, speeds, volume, and crashes, to assess changes in both motorized and non-motorized activity.

#### **Vice Chair Williams**

***Q: There was some confusion about the corridor limits. Does NE 72nd Avenue extend all the way to Kevenna Park?*** Staff clarified that NE 72nd Avenue extends to the city limits near a storage facility and county park. The corridor ends at 78th Street for planning purposes in this project.

***Q: Could a chart be provided showing the pavement preservation plan and potential early improvements? Additionally, could NACTO treatment definitions be overlaid to understand feasible design options?*** Staff confirmed that NACTO and WSDOT Active Transportation Design Guide standards are being used to inform design concepts. Detailed charts with thresholds and treatment possibilities will be included in the next phase of design concepts.

***Q: Near Green Meadows, the roadway is narrow and sidewalks are below grade. Could there be a visual system (e.g., red/yellow/green) to indicate which sections are more or less feasible for improvements?*** Staff noted that the next design phase will include segment-by-segment analyses showing potential treatments, including near-term improvements aligned with pavement preservation and long-term improvements requiring additional right-of-way or major construction.

***Q: Regarding two-way left turn lanes, particularly on 85th and 86th Streets, are traffic counts being collected to assess utilization?*** Staff indicated that turning movement counts are currently collected mainly at signalized intersections and some all-way stops. Additional field observation and data collection may be needed to evaluate whether two-way left turn lanes are fully necessary or can be repurposed.

#### **Commissioner Raia**

***Q: Could existing conditions be documented more specifically to identify disconnects and opportunities for improvement? What are the potential funding opportunities for this corridor?*** Staff confirmed that existing conditions are presented at a high level in this workshop, with detailed traffic counts and sidewalk gap locations included in the existing conditions report. As design concepts are developed, segment-by-segment details will be provided. Funding opportunities include local, state, and federal grants; project recommendations are included in the Transportation Improvement Program, and documentation helps prioritize projects when funding is available.

***Q: How likely is it that sufficient funding will be available to implement meaningful improvements, and should energy be focused elsewhere if not?*** Staff explained that documenting need is a key step. Even when immediate funding is unavailable, the completed analysis establishes project priority and readiness for future funding opportunities.

#### **Commissioner Phan**

***Q: Can you clarify the Safe Routes to School project along this corridor, including data collection and the use of rectangular rapid flashing beacons (RRFBs)?*** Staff explained that the project is funded through a WSDOT grant program for sidewalks near schools. Current work includes filling sidewalk gaps south of Walnut Grove Elementary and installing two RRFB crossings, one as part of the Safe Routes to School project and another through the Fourth Plain for All pedestrian improvements package. The RRFB's will be placed at the intersections of 60<sup>th</sup> (near Walnut Grove Elementary) and at 55<sup>th</sup>.

#### **Commissioner D. Williams**

***Q: Since the corridor serves many students, could outreach include high school students to get their input on pedestrian and bicycle experiences along the corridor?*** Staff confirmed existing

connections with Fort Vancouver High School and will ensure that high school students are included in engagement efforts to gather feedback specific to their needs.

### **NE 86th/87th Avenues Corridor Overview:**

Adam Argo, Principal Planner, provided an overview of the NE 86th and 87th Avenue corridors, spanning from E Mill Plain Blvd. to NE Fourth Plain Blvd. This corridor is part of the bundled Corridor Planning Projects and includes mixed residential areas, key community assets, and both existing and potential active transportation infrastructure.

**Land Use** - The corridor passes through two neighborhoods—Garrison Heights and Ogden—with mostly higher-density residential development. Key community assets include Senator Ogden Elementary School, Burnt Bridge Creek Trail, and PeaceHealth Southwest Medical Center at NE 87th Ave. and Mill Plain Blvd.

**Classification** - NE 86th/87th Avenues function as minor arterials with four signalized intersections at Mill Plain Blvd., Fourth Plain Blvd., NE 15th St., and NE Burton Road. C-Tran bus service connects to the corridor at key intersections, including the Vine Red Line (Mill Plain Blvd./NE 87th Ave.) and Vine Green Line (Fourth Plain Blvd./NE 86th Ave.).

**Active Transportation** - The corridor is designated in the Transportation System Plan (TSP) as part of the small bike/mobility network with protected bike lanes. Existing conditions include striped bike lanes and sidewalks along the corridor, although some bike lanes are narrower than current guidelines. Pedestrian crossings do not meet the city’s 800-foot spacing policy in several segments. One rectangular rapid flashing beacon (RRFB) near Ogden Elementary has inconsistent operation.

**Safety** -Five-year crash data indicates approximately 20 crashes per year, including seven involving non-motorized users. Serious injury incidents have occurred, including a fatality at 87th Ave. and Mill Plain Blvd. Most crashes occur at intersections, with a higher density of crashes at the intersections of NE Burton Rd. and NE 86th Ave.

**Traffic and Parking** - Average daily traffic ranges from 9,000 to 10,500 vehicles, with 85th percentile speeds of 30–35 mph, exceeding the posted 25 mph speed limit. On-street parking is limited and intermittent, with higher occupancy near NE 87th Ave. (11th–13th St.) and NE 86th Ave. (26th Circle–30th St.). Parking occupancy is consistent between weekdays and weekends.

**Considerations and Opportunities** - Key opportunities include implementing bicycle and small mobility facilities consistent with TSP, improving pedestrian and bicycle access to Burnt Bridge Creek Trail, daylighting intersections for increased visibility, and traffic calming in high-speed segments near Ogden Elementary and Burton Rd. Right-of-way reallocation is being considered for protected bicycle facilities and potential turn lane modifications. Variable roadway cross-sections will guide near-term and long-term pedestrian and bicycle improvements. Field observations highlight high pedestrian activity near Ogden Elementary, emphasizing the importance of reliable RRFB operation and crossing management.

## **Commissioner Discussion and Staff Responses**

### **Commissioner Ken Williams**

*Q: On 85th, there are large bump-outs and on 86th, bike lanes narrow from 5 feet to about 2 feet. Are these variations in lane width and bump-outs being considered in the project scope?* Staff

confirmed that these areas will be considered. The on-street bike lane narrows in some sections, in some places to about 4 feet or slightly less. The project scope will explore potential adjustments to address these constraints.

#### **Commissioner Katz**

***Q: 87th was flagged as a problem area for cyclists, particularly where E 18th feeds into the corridor. Will the project prioritize this section based on high crash and fatality data, and if so, how will revisions be phased?*** Staff clarified that both the Mill Plain intersection and the Burton Road intersection are high-priority areas. Improvements will be reviewed for both intersections with safety enhancements incorporated into the overall project plan.

#### **Commissioner D. Williams**

***Q: Does the crash data differentiate between day and night incidents? Will street lighting and visibility, particularly under dense tree canopies such as near Burnt Bridge Creek, be considered for pedestrian and bicyclist safety?*** Staff confirmed that time of day is included in crash reports and are reviewed as part of the safety analysis. While existing pedestrian lighting generally meets city policy, specific sites with visibility concerns, including areas with dense trees or medians, will be assessed and improvements identified in the design considerations.

#### **Commissioner Phan**

***Q: Observing over 2 miles of corridor with multiple crashes per year, this volume is unacceptable. How is the project addressing the high-risk conditions along this stretch?*** Staff acknowledged the severity of the crash data and agreed it warrants concern. The project aims to identify safety improvements for the high-risk locations and consider both near-term and long-term investments.

***Q: Regarding the section near Mill Plain and 87th, there are issues with vehicles parking illegally, including business vehicles and trailers, often blocking marked bicycle lanes near Ogden Elementary. How is this addressed?*** Staff confirmed that parking compliance issues were noted during the parking study. Potential solutions will be considered as part of corridor improvements, including enforcement and design interventions to keep bike lanes clear.

***Q: I've observed young children, maybe 11–13 years old or younger, riding motorized bicycles on this road at night with little lighting. The road feels too wide, and I often forget the speed I'm going, going over 25 mph. The 80th percentile speed seems too high for the current population density. How is this being addressed?*** Staff acknowledged the concern and agreed that roadway width, user behavior, and population density need to be considered. Traffic calming, active transportation facilities, and lighting improvements will be evaluated to enhance safety for all users.

#### **Chair Edwards**

***Q: Traffic calming seems critical on this corridor. Regarding the Burnt Bridge Creek Trail connection, do you have any preliminary ideas for improving access safely?*** Staff noted that detailed designs have not been developed yet, but both near-term and long-term opportunities exist. These may include raised bike lanes, curb cuts that allow cyclists to transition from the mobility lanes to the trail access point mid-block, and signage to guide that trail access. A major connection is currently only on one side of the street, and improvements could potentially provide access on both sides. The goal is to allow cyclists to transition safely from the street to the trail without navigating curbs or requiring unsafe u-turns and crossings.

## **NE 97th/98th Avenues – Corridor Overview**

Maggie Derk, Senior Transportation Planner, leads the 97th/98th Avenue corridor project. This corridor is longer than the previous two and spans multiple neighborhoods including Oakbrook, Burton Ridge, Forest Ridge, Marrion, Vancouver Heights, and Ellsworth Springs.

**Land Use** - The corridor is primarily low-density residential, with pockets of commercial uses and higher-density housing near Mill Plain Blvd. Key community assets include Marion Elementary, Ellsworth Elementary, Henrietta Lacks High School, a preschool at a nearby church, and several parks such as George and Hazel Stein, Forest Ridge, Oakbrook, and Beaver Marsh.

**Classification** - The corridor has varying functional classifications including collector, local, and neighborhood circulator, with a consistent speed limit of 25 mph. There are signals at the major intersections of Burton Road and Mill Plain Blvd. These intersections also provide connections to C-TRAN Route 30 and the Vine. Several all-way stops exist throughout the corridor. Mobility lanes are present along most of the corridor, though there are significant sidewalk gaps and gaps in marked pedestrian crossings that do not meet the City’s pedestrian policy of a marked crossing every 800 feet.

**Active Transportation** - The corridor is designated as part of the Bike and Small Mobility network in the Transportation System Plan, and bike and small mobility lanes exist along most of the roadway. The corridor is also part of the pedestrian network, with pedestrian priority highest between SE 10th and Burton Road, and a secondary pedestrian designation north of Burton. Traffic stress analyses indicate relatively low bicycle stress north of Burton, but some areas exhibit very high pedestrian stress, indicating potential safety challenges for walkers and rollers.

**Safety** - Over the past five years, the corridor averages about 12 crashes per year, primarily at intersections, with only four involving non-motorized users. No fatalities have been recorded in this timeframe.

**Traffic and Parking** - Traffic volumes are higher south of Burton Road and decrease toward the north. Speeds average 27–29 mph along the corridor. On-street parking is prevalent, particularly south of Mill Plain. Some parking occurs on shoulders narrower than seven feet, which may require either widening or the installation of no-parking signage.

**Considerations and Opportunities** - Key areas of focus include implementing bike and small mobility improvements to meet Transportation System Plan standards, filling sidewalk gaps, and improving pedestrian crossings to reduce distances and daylight intersections for better visibility. Traffic calming measures are being considered to manage speeds along the corridor, especially where speeding is reported or detected. On-street parking may be adjusted or restricted in locations that conflict with mobility lanes or sightlines. Turn lanes at major intersections like Burton and Mill Plain will be evaluated to determine if they can be reallocated to support protected bike facilities. Variable roadway widths and narrow sections, including areas with sharrows and no dedicated bike lanes, will be prioritized in near- and long-term planning to address safety pinch points. Additionally, crash data will be analyzed for trends such as time of day, crash type, and contributing factors to inform design decisions.

## **Commissioner Discussion and Staff Responses**

### **Commissioner D Williams**

*Q: I noticed that as you head south, particularly near Marrion Elementary School on 97th and 14th, there are a number of stop signs on steeper hills. Do you look at the effectiveness of adding*

*flashing red lights versus standard stop signs for better visibility, since drivers may not see them and could be moving faster?* Staff acknowledged that this is an important consideration. They noted that SE 10th Street already has a flasher installed at a similar intersection due to prior observations. Staff indicated that similar approaches would be considered throughout the corridor wherever data or observed risk factors suggest a need, including intersections near schools and areas with steeper grades.

#### **Commissioner Malburg**

*Q: Regarding the northern terminus of the corridor, you mentioned that traffic is lighter near N Burton. Is there a reason the study extends all the way there rather than stopping at Burton to reduce scope or cost?*

Staff acknowledged that the northern section will not be included in the 2027 pavement work but confirmed it is still part of the study to identify gaps or potential improvements, such as marked crossings near Oakbrook Park. Staff noted that the next phase will prioritize segments that need attention and scale recommendations based on observed conditions and policy alignment.

Staff also noted that the southern section between 10th Street and Mill Plain was included because 10th Street is a major east-west connection for bike and small mobility facilities. Staff emphasized that including this segment ensures continuity for north-south active transportation connections to Mill Plain and the broader network, even though immediate pavement work is limited to Mill Plain to Burton.

#### **Commissioner Housgard**

*Q: Thank you for the detailed analysis. I have a couple of quick clarifying questions. Can you give examples of small mobility improvements or facilities, and what exactly do you mean by daylight intersections?* Staff explained that small mobility facilities are a space for not only bicycles, but also devices like e-scooters, one-wheels, and e-bikes—essentially capturing a broader range of personal mobility devices. Staff further explained that daylighting intersections refer to setting back parking at intersections or near crossings so that parked cars do not block visibility. This improves the ability of pedestrians to see oncoming traffic and for drivers to see pedestrians, which can be achieved through signage or striping to enforce parking setbacks.

#### **Public Involvement / Engagement**

Staff provided an overview of the phased public involvement approach for the corridor projects, highlighting efforts to gather community input on experiences, concerns, and priorities. Engagement is structured in two phases, with Phase 1 focused on information gathering and Phase 2 on sharing recommendations and refining priorities. Staff emphasized multiple outreach methods, tools, and stakeholder coordination to ensure broad notification and opportunities to provide feedback.

**Public Involvement – Phases** - Phase 1 (September–March) focuses on collecting community input on how residents experience the corridors and identifying issues and concerns. Phase 2 (April–September) will involve sharing preliminary recommendations and priorities with the Commission and community, incorporating feedback into design concepts and project planning.

**Engagement Activities** - Staff shared that outreach includes an interactive map and comment form for residents to provide geographically specific feedback, neighborhood association meetings, one-on-one or small group briefings, tabling sessions, and workshops. The focus is on hearing from the community about experiences and concerns along the corridors.

**Engagement Tactics** - Staff noted multiple communication channels are being used to reach the community, including the Be Heard web page, project flyers and mailers, social media, e-newsletters, direct emails, and yard signs. These efforts aim to maximize awareness and participation in the feedback process.

**Stakeholders** - Staff highlighted key community stakeholders, including neighborhood associations and local organizations, and invited feedback from the Commission to ensure all relevant groups are included in outreach efforts.

## Commissioner Discussion and Staff Responses

### Commissioner D Williams

*Q: Thank you for the presentation and all the work being done. How can we ensure Vancouver High School students are included as stakeholders, given that teenagers are often overlooked but are frequent pedestrians? Are there opportunities to engage them, such as at basketball games or through parent outreach? Could the winter farmers market also be a good place to gather feedback?* Staff acknowledged the importance of including high school students and noted that they will coordinate with the school to gather input from students and parents. Staff also agreed that tabling events like the winter farmers market is a valuable way to reach community members who regularly use the corridors.

### Commissioner Hamann

Agreed students at Vancouver High School would be a good stakeholder group. Many walk or bike through busy intersections near the school, which can be dangerous.

*Q: How can we engage them effectively to capture their experiences?* Staff acknowledged the concern and confirmed that student safety and input will be prioritized, particularly in areas near the school where traffic volumes are high and speeds are a concern. Engagement strategies will include outreach tailored to student experiences.

### Commissioner Katz

*Q: With the 86th/87th corridor creating a low-stress bike network connecting to the Burnt Bridge Creek Trail, could this corridor be used to highlight the corridor projects, given its regional connectivity?* Staff acknowledged the suggestion and agreed that 86th/87th is an excellent opportunity to highlight the project, especially as a highly visible example of the city's effort to improve active transportation connections.

### Commissioner Phan

Highlighted the importance of coordinating with school principals for tabling events.

*Q: Could staff reach out to principals ahead of time to facilitate engagement?* Staff noted that principals are generally willing to help and support tabling events, and that they connect with them around school-based engagement.

Commissioner Phan also shared observations regarding Ogden Elementary, including daily traffic management challenges at arrival and dismissal.

*Q: How can school traffic control practices be incorporated into project design?* Staff explained that existing school traffic plans, including turn restrictions and other measures, will inform permanent safety

improvements in the design concepts – but that circulation within school grounds falls outside the right-of-way domain.

### **Chair Edwards**

Emphasized the need to coordinate with bus operations during arrival and dismissal to prevent conflicts with traffic calming measures.

*Q: How will bus plans be considered in project design?* Staff acknowledged the importance of coordination to ensure bus operations are not disrupted.

### **Chair Edwards**

Complimented staff on the handling of the three corridor projects and asked about the next workshop timeline. Staff noted plans to return with updates at the next workshop, expected in April.

### **Community Forum**

#### **Speaker – Jessica Fisher**

Requested that a sidewalk on the west side of 97th Ave. between 14th and 16th St. be prioritized for installation sooner than 2027. Noted heavy pedestrian use of the block by multiple user groups—including school children, families, dog walkers, joggers, and park visitors—and safety concerns from motorized vehicles sharing the bike lanes, increased traffic, noise, and overgrown vegetation obstructing pathways. Emphasized that installing the sidewalk would prevent safety hazards.

**Staff:** Since Ms. Fisher had more comments to share, staff noted that testimony can be submitted in writing for the record to capture them in full and Ms. Fisher confirmed she would submit her comments.

#### **Speaker – Alyssa Wheeler**

Expressed appreciation for the Commission’s work on multimodal infrastructure, noting its importance for pedestrians, cyclists, and transit access, especially for those without cars. Urged continued prioritization of these investments in future transportation planning. Highlighted concerns with neighborhood traffic calming in the vicinity of Esther Short, noting that some roads with high pedestrian and cyclist activity are ineligible due to their street classifications. Requested a reevaluation of road designations to allow traffic calming where it would most benefit safety.

#### **Speaker – Israel Lopez**

Shared experiences with near-miss traffic incidents on Evergreen and Officers Row, highlighting safety concerns for cyclists due to speeding drivers, wrong-way vehicles, and delivery trucks partially blocking bike lanes. Expressed support for recent northbound Columbia bike lane improvements. Requested easier access to project materials online. Noted interest in traffic calming and pinch points on McLaughlin, emphasizing concerns about visibility, narrow bike lanes, and speed.

### **Workshop: Transportation Improvement Program Workshop #1**

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

Staff provided an overview of the Transportation Improvement Program (TIP) and the annual process for updating the Plan. The TIP is a six-year work plan of transportation projects, updated annually to reflect available funding and priorities. She explained how projects are identified through long-term planning documents (e.g., Transportation System Plan, strategic plans, climate action framework) and public

engagement, noting that the TIP generally represents a list of previously vetted projects rather than conducting robust new outreach on the annual Plan.

Staff highlighted project categorization (fully funded, partially funded, unfunded) and explained the inclusion of programmatic funding for maintenance, active transportation, and initiatives like neighborhood traffic calming, Safe Routes to Schools, and sidewalk infill. The upcoming TIP will continue a transition toward a more focused six-year plan, with remaining projects captured in the Capital Facilities Plan. A web-based interactive TIP platform is being developed for public access.

Staff also described the TIP project prioritization process, including Phase 1: Assessment of location, equity, crash data, current and future activity centers, and projected growth. Phase 2: Consideration of pavement timing, coordination with other projects, right-of-way and environmental impacts, network connectivity, and project cost to determine near-term feasibility

Staff noted that public outreach occurs primarily through prior planning engagement, with additional notification and opportunity to provide feedback via an online dashboard, newsletters, social media, neighborhood associations, and the TMC. Next Step - Transportation and Mobility Commission will review a draft TIP and proposed project changes in early Spring 2026, followed by a public hearing and Commission recommendation in late spring 2026. Council is scheduled to consider adoption of the TIP in late May 2026 to meet the legal deadline in June.

## **Commissioner Discussion and Staff Responses**

### **Commissioner Raia**

*Q: With the TIP shifting toward a more focused six-year horizon, will the Commission be able to concentrate more closely on near-term, funded and partially funded projects rather than those that will move to the Capital Facilities Plan? Would this allow the Commission to be more unified and confident in its recommendation to Council?* Staff explained that the Commission has typically reviewed the TIP as a whole and has not adjusted project scopes. However, staff acknowledged the value of increased focus on near-term projects and confirmed they could provide a clearer breakdown of funded and partially funded projects within the six-year period.

### **Commissioner Devan Williams**

*Q: How do staff currently coordinate with C-Tran during the TIP process? Does C-Tran identify potential projects, or does coordination occur primarily around specific corridors and improvements?* Staff explained coordination with C-Tran generally occurs during project identification and design, particularly when transit investments overlap with City projects, such as BRT corridors or the placement of pedestrian crossings near bus stops. Staff noted that while the agencies do not fund each other's projects, coordination helps ensure projects function together before they are added to the TIP.

*Q: Would it be possible for the interactive TIP map to more clearly identify priority or near-term projects so the public can more easily understand what is coming first?* Staff noted The suggestion would be shared with the GIS and Public Works teams developing the web-based TIP tool.

### **Commissioner Phan**

Expressed enthusiasm for the development of the web-based TIP and improved public accessibility.

## **Chair Edwards**

Thanked staff for the presentation and expressed appreciation for the upcoming draft TIP, noting that the online format will improve clarity and usability for both Commissioners and the public.

## **Workshop: Neighborhood Traffic Calming Program Updates**

**Presenter:** Brett Setterfield, Associate Transportation Planner, Laurel Priest, Associate Transportation Planner

Staff reviewed recently completed Neighborhood Traffic Calming Program projects, outlined selections for the upcoming year, and noted that applications for new requests will open in early January. Staff provided an overview of the program, which was restarted approximately 12 years ago and focuses on reducing vehicle speeds on neighborhood streets through physical and visual design elements rather than traffic control devices like signals. Common treatments include speed cushions, roadway narrowing, traffic circles, paint, and radar feedback signs. These types of treatments lower vehicles speeds which in turn help reduce crash severity, lower stress for pedestrians and bicyclists, and support safer, more livable streets. Staff emphasized that the program is community-driven and relies heavily on resident participation.

Staff explained the annual program cycle, which begins with residents submitting roadway safety concerns online between early January and the end of February. Submissions are evaluated using traffic volume and speed data and a scoring rubric that considers factors such as sidewalks, proximity to schools and transit, and the City's equity index. In 2024, staff received 82 applications, an increase from the previous year. Top-ranked projects are selected and announced publicly, followed by coordination with Public Works and first responders to design appropriate treatments.

Staff reported that four projects selected in the previous cycle were constructed in fall 2024. On all four projects, the recommended traffic calming treatment was the installation of speed cushions. These projects were located on NE 137th Avenue, NW Lincoln Avenue, Evergreen Boulevard, and NE 82nd Avenue. Coordination with the Urban Forestry Department resulted in planned tree planting along NE 137th Avenue and adjacent community spaces, reinforcing traffic calming benefits through complementary street tree investments.

Looking ahead, staff outlined projects selected for the next program year. Planned improvements include speed limit reductions and radar feedback signs on NE 49th Street, a rectangular rapid flashing beacon on Brandt Road near Mill Plain Boulevard, and radar feedback signs on East McLoughlin Boulevard to address sudden roadway narrowing. Staff also discussed the Grand Boulevard corridor between East 25th and 30th Streets, where long-standing community concerns and prior corridor planning support enhanced pedestrian crossings. Due to funding constraints, the Grand Boulevard improvements, including a flashing beacon, median island, and curb ramp replacements—are planned to be rolled into 2026 using combined program funds.

## **Commissioner Discussion and Staff Responses**

### **Commissioner Katz**

Expressed appreciation for prioritizing Grand Boulevard and noted ongoing safety concerns for people cycling through the corridor.

***Q: Are street murals included within the Neighborhood Traffic Calming Program, or are they handled separately?*** Staff explained that street murals are listed on the traffic calming webpage and can

function as a traffic calming element, but they are supported through a separate program and funding source. Staff noted that the mural program is increasingly community-led, with the City providing technical guidance, materials information, and pollution prevention requirements. Staff added that while murals can contribute to traffic calming outcomes, the street mural program is now administered through the Office of Neighborhoods rather than the Traffic Calming Program.

***Q: Are there planned improvements for the curved section of Grand Boulevard near East 33rd Street, which can feel unsafe for people biking?*** Staff explained that safety improvements at the Grand Boulevard and East 33rd Street intersection were identified through the 29th and 33rd Street Corridor Planning Project. Staff noted that the intersection's geometry presents safety challenges and that upgrades have been funded through the Fourth Plain for All Community Investment Strategy. Design work is underway, and construction timing is still being determined.

***Q: Could data points be added to the 10-year lookback website to better demonstrate the outcomes and benefits of traffic calming investments?*** Staff acknowledged the suggestion and noted that adding updated project data, including recent corridor projects, would strengthen the tool and is something staff can incorporate in future updates.

#### **Vice Chair Ken Williams**

***Q: If a submitted project ranks just outside the funding cutoff, is it automatically carried forward to the next year, or does it need to be resubmitted?*** Staff explained that while applications were previously rolled over automatically, applicants are now encouraged to resubmit. Staff noted that resubmission can be done using prior materials and allows updated data to be included.

Staff added that many applications do not meet eligibility thresholds due to factors such as arterial classification, emergency response routes, locations outside city limits, or traffic volumes and speeds that do not meet program criteria. Because of this, automatic rollovers are no longer used.

Staff provided updates on planned program improvements for 2026, including translating outreach materials into additional languages based on recommendations from the Office of Equity and Inclusion. Staff also noted they are considering limiting eligible streets to local roads and neighborhood collectors while evaluating how slightly higher designations, like minor arterials streets, could be addressed. Staff further explained that Transportation System Plan network designations may be incorporated into the scoring process to better align community-identified concerns with long-range planning priorities.

#### **Chair Edwards**

***Q: Do submitters get notified if their application doesn't qualify?*** Staff confirmed that once all applications are reviewed, submitters are notified if their project doesn't qualify due to factors like being on arterials, outside city limits, or other restrictions. Staff also noted that Clark County is starting its own program and will be meeting with the City to discuss lessons learned and program design. This has been helpful because projects located outside the city limits can now be referred to the Clark County program.

#### **Commissioner Malburg**

***Q: When someone submits a project, do they specify exact points like "13th and Brandt," or just a general area? How do you determine the exact stretch for implementation?*** Staff explained that submitters indicate a start and end point and can also use an interactive map to show the desired segment. Staff then evaluate the area to identify the most appropriate location for the treatment, considering factors like grade and feasibility. For example, steep downhill segments may influence whether speed cushions or other treatments are appropriate.

***Q: What’s the “CliffsNotes” version of why narrowing a street reduces speed? Is it just human perception?*** Staff confirmed that it is largely human perception—wider lanes feel more open and encourage faster speeds, while narrower lanes feel more constrained, causing drivers to slow down naturally. Staff added that specific context, like the Brandt Rd. project near 13th St., also considers frequent student crossings for Safe Routes to School. She noted that on that stretch, downhill grades can vehicle speeds to creep up and makes it more difficult to notice if you’re traveling above the posted speed limit, so narrowing and other traffic calming measures improve safety.

### **Commissioner Housgard**

***Q: The rapid flashing beacon (RFB) is a pedestrian crossing with flashing lights, but how is it determined when one is warranted? For example, at St. John’s Blvd., it can be hard to cross, how do you decide where to install an RFB?*** Staff explained that RFBs are determined case by case in collaboration with Public Works engineers. Factors include vehicle speed and volume, pedestrian volume, proximity to destinations like schools or community centers, and cost compared to a regular crossing. Staff added that RFBs are considered a higher level of protection and are considered in areas where pedestrian activity is high, such as near schools, parks, or commercial areas.

### **Commissioner Phan**

***Q: Regarding the previous discussion on narrow roads and human factors, how does research inform these traffic calming decisions? Also, is the \$30,000-\$100,000 per project budget sufficient?*** Staff confirmed that the allocated funds primarily cover on-the-road construction, not design work, and that the budget is limited. Commissioner Phan added context on human factors research, noting that traffic calming devices are like tools in a toolbox: planners select the right one based on experience, data, and project needs.

### **Commissioner D. Williams**

***Q: Once traffic calming projects are completed, is there a way to provide public visibility—like bike rides or walk-throughs—to show the work and encourage residents to suggest improvements in other areas?*** Staff agreed that public visibility is valuable and noted that yard signs highlighting completed projects were used last year. They also plan more to do more engagement this year, including social media posts and content to celebrate projects, inform the public, and encourage community participation.

### **Chair Edwards**

Comment: Neighborhood traffic calming projects are highly visible to the community and have a direct impact on residents.

### **Staff Communications & Commissioner Updates**

- Neighborhood Traffic Calming application window opens in January; a notification will be sent to the TMC when it opens.
- Reminded commissioners that there will be no January meeting; the next meeting will be in February.
- Provided clarification about Otter AI emails, explaining it is an AI recording tool and safe to delete related emails if received.

**Chair Edwards**

Shared community feedback regarding NE 39th Street (137th to 162nd) speed cushions. She has heard from neighboring residents that they have slowed traffic and are improving safety for residents and pets.

**Commissioner Phan**

*Q: Any news about the Main Street Promise? I saw headlines but no details. Would it be possible to have staff provide an update during construction? Any updates?* Staff noted Ryan Lapoosa might be able to present at the next TIP program. Several blocks are finished, and it looks good. Historic materials were salvaged for reuse. They would follow up to see if Ryan can provide an update in March.

*Q: Also curious about impacts on local businesses—have they been affected during construction?* Staff responded that Ryan and Julie, the local business liaison team, can provide updates on communication strategies and how businesses are being supported.

**Commissioner Holder**

Thanked community members and staff for their presentations, sharing that it was a positive first meeting experience as a new commissioner.

**Commissioner D. Williams**

Shared he'd read that City Council is considering traffic infraction cameras at intersections like 164th and Mill Plain. The article also mentions that the state may ban license plate scanners.

*Q: Are these the same thing or different?* Staff explained state law regulates camera placement. Some cameras use license plate readers to identify vehicles and mail infractions. We need to research whether the proposed state changes would affect this; it seems unlikely they would ban all traffic cameras.

He also provided feedback on the Main Street Promise - business stakeholders noted communication gaps, especially when utilities are disrupted. Water or gas shutdowns have prevented some businesses from opening, which has caused frustration. Staff noted when Ryan and Julie present, they can update the Commission on how the block liaison system communicates these changes to businesses.

**Adjournment** with no further business, the December 12, 2025, meeting of the Vancouver Transportation and Mobility Commission was adjourned at 7:46 pm

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Jeananne Edwards, Chair

Date:



## MEMORANDUM

**DATE:** February 3, 2026

**TO:** Chair Edwards and Transportation and Mobility Commissioners

**FROM:** Laurel Priest, Associate Transportation Planner, Community Development Department; Stacey Dalgaard, Climate Policy Advisor, City Manager's Office

**RE:** **Citywide Electric Vehicle Infrastructure Strategy Update**

**CC:** Kate Drennan, Transportation Planning Manager, CDD; Aaron Lande, Assistant City Manager, CMO

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### Introduction

A Citywide Electric Vehicle Infrastructure Strategy (EV Strategy) is in development to guide City actions to promote and expand the installation of public and private charging infrastructure, as directed by the Climate Action Framework and aligned with Transportation System Plan goals.

This memo provides an update on the planning process, recommended roles for the City, and draft actions to accelerate EV infrastructure development and support an equitable transition to electric transportation. This work has been funded in part by a WA Department of Commerce climate planning grant, which is supported by the Washington Climate Commitment Act. No action is required by the TMC. These materials are informational.

### Background

On-road vehicles are Vancouver's single largest source of greenhouse gas emissions contributing to global climate change.<sup>1</sup> When the City's Climate Action Framework was adopted in 2022, shifting vehicles on the road to low- and zero-emission vehicles was modeled as one of the most immediate and impactful actions identified to reduce greenhouse gas emissions, with the potential to achieve 13% of the City's 2040 carbon neutrality goal.

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<sup>1</sup> In 2023, on-road vehicles contributed 37% of total community-wide greenhouse gas emissions in Vancouver. (City of Vancouver 2023 Greenhouse Gas Inventory)

To realize the climate and local air quality benefits of accelerating EV adoption, planning has been underway throughout 2025 on a Citywide EV Infrastructure Strategy. This strategy will (1) define the appropriate role for the City to facilitate growth in Vancouver's EV charging network, (2) set priorities and target areas for investment in EV charging infrastructure, and (3) define City-led actions to promote an equitable transition to electric mobility.

Staff previously presented to the TMC on market conditions for EV charging development, projected demand for publicly available EV charging, models of public intervention by peer cities, community engagement findings, and a prioritization framework that will guide where public interventions will create the greatest community benefit. This work has been shaped by feedback from internal stakeholders and City leadership, community members and community-based organizations, local businesses, electric vehicle supply equipment (EVSE) companies, peer cities, and state and national EV experts and best practices.

## Planning Update

Since the October 2025 TMC presentation, the project team has progressed on defining the City's near-term role (Objective 1) and developed a draft list of recommended actions to expand the installation of EV charging infrastructure locally (Objective 3). These draft actions will be further reviewed by City departments to finalize the EV Strategy and begin implementation of funded actions this spring.

### **Objective 1: Determine the appropriate role for the City**

A business case assessment was compiled in 2025 based on interviews with peer cities, market research, and surveys of local businesses and EVSE (electric vehicle supply and equipment) companies. Key insights from this research were shared with TMC in a memo dated Oct. 7, 2025, and presented at the October TMC meeting.

This assessment found that the development of new charging infrastructure is not keeping pace with the projected growth in EV adoption, and it is unlikely the private sector will meet the need or fill critical network gaps fast enough to meet Vancouver's 2040 climate goals. Based on this, the City's consulting team recommended that the City catalyze EV adoption and EV infrastructure development by making direct investments in a City-owned network of charging stations to drive community adoption and address equity gaps.

After evaluating various approaches to public intervention, the project team recommends the City pursue two key roles to accelerate EV infrastructure development in Vancouver:

- City **owns and operates** EV charging infrastructure.
- City **enables** more private development of EV charging infrastructure through code, permitting, incentives and outreach.

With this direction, staff have developed key strategies and draft recommended actions (Objective 3, below) to guide the City’s efforts to accelerate EV adoption.

## **Objective 2: Set priorities and target areas for investment**

At the October 2025 TMC presentation, the project team reported extensively on community engagement conducted in Summer 2025 and the subsequent recommendations developed by the Community Transportation Electrification Cohort. This work informed the development of a prioritization framework directing where and how public intervention should occur based on who we are trying to serve and why. Criteria were developed to define “necessity charging” and “convenience charging” use cases, from which EV charging opportunity areas were identified and mapped. These opportunity areas will be the focus of City outreach efforts and initiatives to activate private development.

The EV Charging Opportunity Areas map is provided for reference as Attachment A.

## **Objective 3: Define City-led actions to promote an equitable transition to electric mobility**

Based on the recommended roles identified for the City under Objective 1, the project team compiled a draft list of actions the City could undertake to expand EV charging infrastructure. These draft actions stem from recommendations developed by the Community Transportation Electrification Cohort and best practices research in response to community priorities. Now the project team is vetting jurisdictional authority, department scope and capacity, and funding structures to clarify the feasibility of implementing each draft action to finalize the EV Strategy.

The draft actions are organized under the following priority strategies:

1. Expand access to EV charging infrastructure across the City through public and private sector investments.
2. Build a supportive environment for EV adoption and ensure benefits of electrification are distributed equitably.
3. Build local and regional government capacity to accelerate EV adoption.

The list of draft actions and sub-actions is provided as Attachment B for discussion with the TMC. However, as local and national economic conditions have shifted, the City faces a constrained budget environment and fewer funding sources to pursue the full range of actions demanded by the market or desired by the community. Clarity around the City’s jurisdiction, role, and funding sources to implement each action is critical to prioritize next steps and set meaningful targets.

### **2026-27 Priority Actions**

As the draft list of recommended actions is reviewed and refined, City departments have identified early actions that can be pursued in 2026-2027 to begin making progress on the strategies above and lay the groundwork for future initiatives. These actions have an identified funding source and staff capacity assigned to implementation:

- **City-led Public EV Charging Pilot:** Departments are working together to evaluate the feasibility of managing new assets, define metrics for the pilot to inform future public charging infrastructure investments, and secure state funding to initiate construction.
- **Enabling private development and regional coordination:** Pending a grant award, staff will develop processes and guidance for EV infrastructure development in Vancouver to clarify relevant policies for the private sector and engage with neighboring SW Washington jurisdictions to share best practices and resources.
- **Outreach and demonstrations at City-owned charging stations:** Community members were clear that infrastructure alone is insufficient to achieve the desired equitable outcomes for EV adoption. As charging stations come online at City facilities, staff will plan community outreach and education to increase awareness and trust in these public resources.

Additionally in 2026, the City's Climate Action Framework will be updated through a public process that is expected to conclude in December with City Council adoption of the updated plan. The actions that are identified in the final EV Strategy will be further prioritized as part of the City's broader climate workplan and budget priorities.

## Staff contact info:

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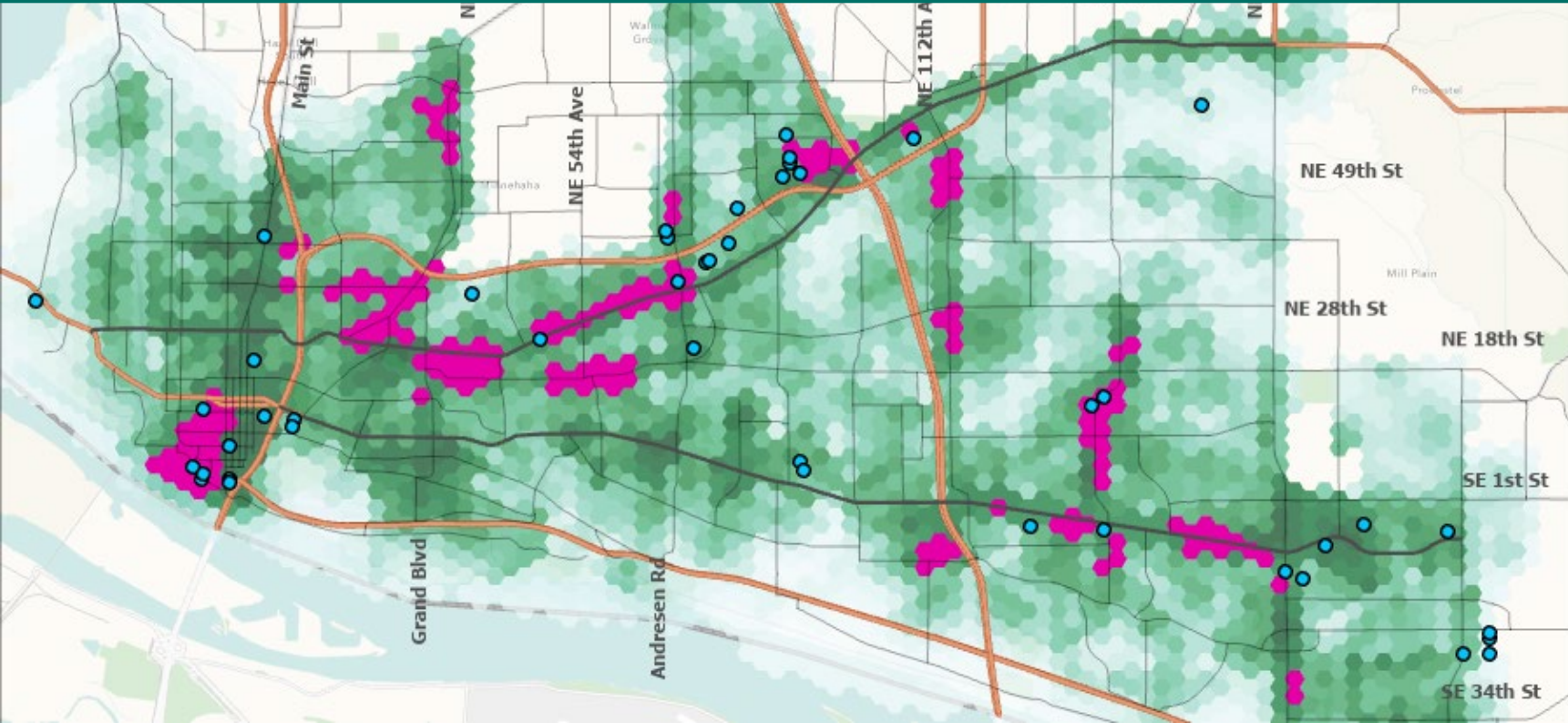
## Attachments:

- **Attachment A:** EV charging opportunity areas map
- **Attachment B:** Draft recommended actions

# Attachment A

## EV Charging Opportunity Areas

High scoring areas for both “necessity charging” and “convenience charging” in magenta + Existing public EV chargers



# Attachment B

## Draft Recommended Actions

Strategy 1. Expand access to EV charging infrastructure across the City through public and private sector investments.		
1-A. Deploy charging infrastructure through City-led projects to drive community adoption and address equity gaps.		
Sub-Actions	City Role	Feasibility
1-A.1 Implement City-led Public EV Charging Pilot at key community facilities to serve community members and visitors and inform appropriate role for the City to deploy EV infrastructure citywide.	Lead	*Early action
1-A.2 Prioritize recommendations for accessible EV charging stations by the U.S. Access Board in design of City-owned EV charging.	Lead	Incorporate into existing processes
1-A.3 Evaluate value and feasibility of expanded City-led public charging program to address equity gaps based on market conditions and findings of Public EV Charging Pilot.	Lead	Requires new funding
1-A.4 Co-locate micromobility, carshare, and EV charging amenities with mobility hubs planned in the Transportation System Plan to address first/last mile transit gaps and serve high density areas.	Lead	Incorporate into existing processes
1-B. Enable and activate private sector EV charging infrastructure development.		
1-B.1 Conduct ongoing outreach to EVSE developers and charger operators to build interest in local development, monitor market conditions, and identify interventions to remove barriers or facilitate deployment, particularly in EV charging opportunity areas.	Lead, Partner	*Early action
1-B.2 Inventory existing policies, processes, and guidelines, and identify opportunities to reduce barriers to EV charger development and promote community priorities.	Lead	*Early action
1-B.3 Develop and publish clear processes and guidance for development of publicly available EV infrastructure in Vancouver that clarifies relevant permitting, zoning, and parking policies, and outlines all required components of a successful EV charging installation project.	Lead	*Early action
1-B.4 Conduct outreach to existing multifamily properties, provide technical assistance, and help secure funding to support development of on-site EV charging access for residents.	Facilitate, Convene	Requires new funding
1-B.5 Facilitate educational and networking opportunities for property owners in EV charging	Facilitate, Convene	Requires new funding

opportunity areas to increase interest in hosting charging infrastructure.		
1-C. Promote policies and programs to improve affordability and access to public and private charging infrastructure.		
1-C.1 Facilitate collection of point-of-sale "round up" donations at EV charging stations to support low-income electric mobility programs.	Partner, Facilitate	Requires prioritization to advance
1-C.2 Advocate for state and utility policies and programs that reduce barriers for renters and low-income households to benefit from at-home charging access.	Advocate	Incorporate into existing processes
<b>Strategy 2. Build supportive environment for EV adoption and ensure benefits of electrification are distributed equitably.</b>		
2-A. Increase familiarity and trust with electric vehicles and transportation electrification initiatives in underrepresented communities.		
2-A.1 Partner with trusted community organizations and ambassadors within underrepresented communities to increase community awareness of the benefits, costs, safety, and availability of EVs.	Partner, Facilitate	Requires new funding
2-A.2 Establish consistent, durable, and transparent processes for ongoing engagement with community stakeholders.	Lead, Partner	Incorporate into existing processes
2-B. Reduce financial barriers to purchasing new and used electric vehicles to ensure EV benefits are distributed equitably.		
2-B.1 Advocate for state incentives and programs for all types of electric mobility (e.g. cars, bikes, etc.) that reduce financial barriers and increase access to e-mobility.	Advocate	Incorporate into existing processes
2-B.2 Partner with state and utility to promote available incentives, rebates and other financial resources locally to ensure community awareness and uptake.	Partner	Incorporate into existing processes
2-B.3 Explore partnerships with local financial institutions and car dealerships to improve delivery of financial resources for EV purchases, state and utility incentives, and information on total-cost-of-ownership to better equip buyers to evaluate EVs against other options.	Partner, Facilitate	Requires prioritization to advance
2-B.4 Identify funding for small grants or promote available resources to help nonprofits replace older fleet vehicles with EVs or e-cargo bikes to improve their services to the community and increase the presence of EVs in underrepresented communities.	Partner, Facilitate	Requires new funding
2-C. Expand shared mobility options to improve access to the benefits of electrification without the commitment of ownership.		
2-C.1 Develop e-bike / scooter share policy for Vancouver. Define city priorities for improving access to shared micromobility options, including best practices in tiered income-based pricing structures and adaptive vehicle requirements.	Partner	Requires new funding

		Requires prioritization to advance
2-C2. Explore opportunities to pilot local carshare program to benefit low-income households and small businesses.	Partner	Requires prioritization to advance
2-C3. Explore incentives or grants for micromobility (e.g. e-bike/scooter share) and carshare programs to include adaptive or ADA accessible vehicles in fleet offerings for community members.	Partner, Lead	Requires new funding
<b>3. Build local and regional government capacity to accelerate EV adoption.</b>		
<b>3-A. Strengthen City policies and processes to enable equitable EVSE deployment and advance climate goals.</b>		
3-A.1 Ensure all transportation electrification strategies reinforce mode-shift, access, and emissions targets outlined in the City's transportation and climate plans.	Lead	Incorporate into existing processes
3-A.2 Update Public EV Charging Strategy in 2031 to reflect future market conditions, new best practices and technology advancements, and community priorities.	Lead	Requires new funding
<b>3-B. Increase regional coordination to improve connectivity of transportation electrification investments and position SW Washington for investment.</b>		
3-B.1 Coordinate with neighboring SW Washington jurisdictions to promote EV infrastructure development regionally through shared best practices, resources, and funding opportunities.	Partner	*Early action
3-B.2 Collaborate with SW Washington jurisdictions to develop EVSE resource hub to host consistent and transparent information for property owners, EVSE developers, and community members.	Partner	Requires new funding
3-B.3 Maintain consistent and collaborative engagement with state and national experts to utilize best practices for transportation electrification policies and programs.	Partner	Incorporate into existing processes



# EV Infrastructure Strategy TMC Workshop

February 3, 2026

**Laurel Priest**  
Transportation Planner, CDD

**Stacey Dalgaard**  
Climate Policy Advisor, CMO

# Agenda

- Update on project objectives
- Review priority strategies and draft actions
- Discussion
- Next steps: Implementation



# Citywide EV Infrastructure Strategy

## Project Objectives

- 1. Determine the appropriate role** for the City to increase publicly available EV chargers.
- 2. Set priorities and target areas** for investments in EV charging infrastructure to meet community needs.
- 3. Define roles and responsibilities** for City over next five years to achieve goals.



# Objective 1: Determine appropriate role for the City



# Potential Roles for the City

## More directly involved



City **owns and operates** EV charging infrastructure.

City **partners with** agencies/private market to install and/or operate EV charging infrastructure.

City **licenses** a public facility (such as the right of way) but is not in charge of maintenance or operations.

City **enables** more private development of EV charging infrastructure through code, permitting, incentives and outreach.

## Less directly involved

## Objective 2: Set priorities and target areas



# Community Feedback

## Key Takeaways

- Balance investment in different kinds of charging and sites.
- Installing charging stations is not enough; holistic strategies are needed.
- More mobility options may help address network gaps.
- Environmental health and social impact are key community values.
- Community education will support broader adoption.



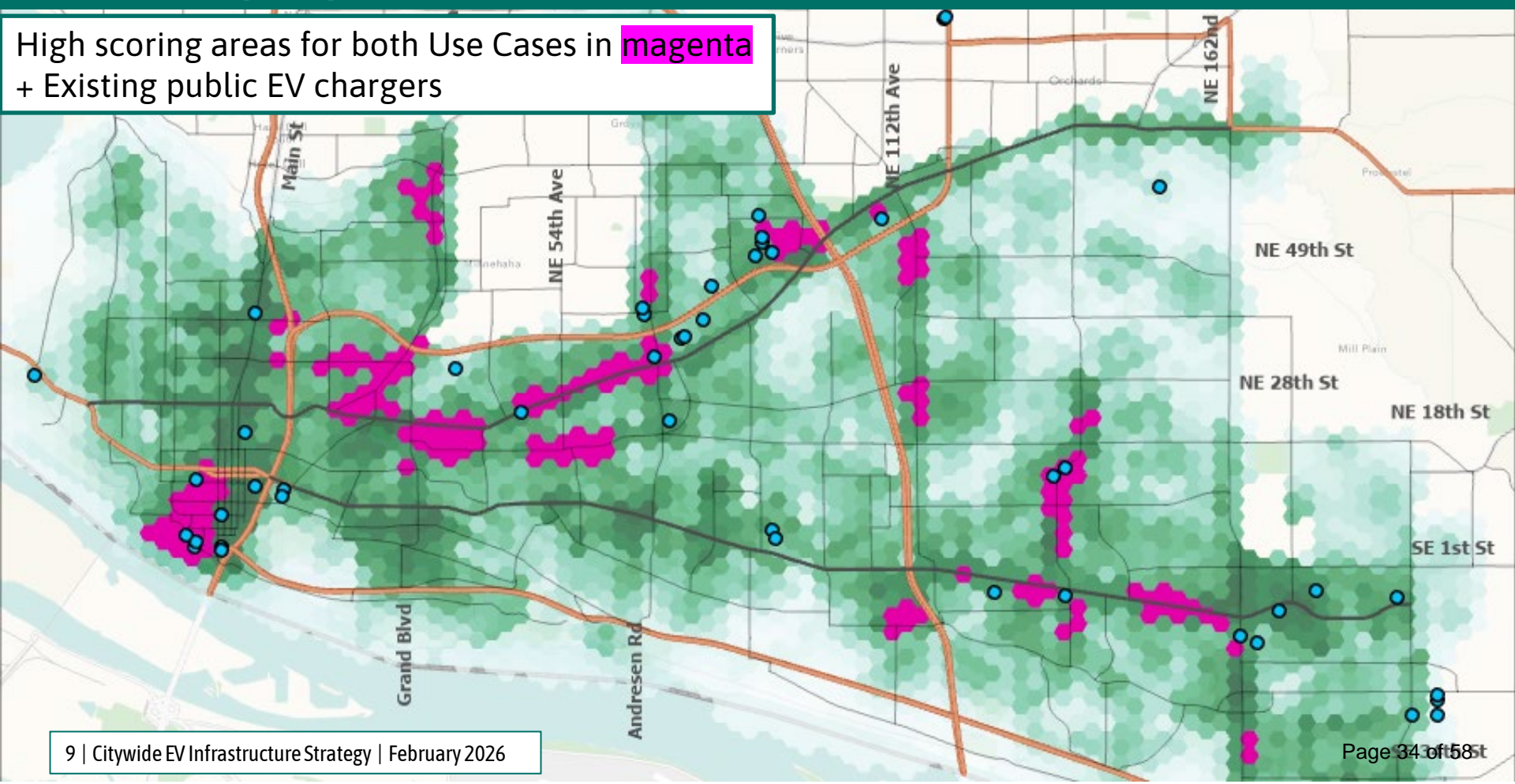
# Prioritization Framework

## Use Cases Defined to Meet Community Needs

Use Case	Target Population/Purpose	Key Prioritization Criteria
<b>Necessity Charging</b>	Renters, low-income households, areas further from frequent transit	<ul style="list-style-type: none"><li>- High # multifamily OR high # of rental housing</li><li>- Longer distance to frequent transit</li><li>- Higher Equity Index score</li></ul>
<b>Convenience Charging</b>	Residents or visitors seeking quick recharges during daily activities	Closer proximity to: <ul style="list-style-type: none"><li>- Growth nodes/corridors</li><li>- Retail/dining locations</li><li>- Grocery stores</li><li>- Community resources (parks, schools, community centers, libraries)</li></ul>

# EV Charging Opportunity Areas (Combined Use Case)

High scoring areas for both Use Cases in magenta + Existing public EV chargers



# Objective 3: Define City actions to achieve strategic goals



# Shifting Economic Context

## Since starting the EV Strategy

- Political and economic context has shifted.
- City budget constraints limit new program development.
- Climate Action Framework is being updated in 2026 to refine citywide priority actions and targets.
- Identified need to clarify City's role within each action area based on jurisdiction and departmental capacity.



# Priority Strategies

**Promoting an equitable transition to electric mobility that meets existing and future community needs**

1. Expand access to EV charging infrastructure across the City through public and private sector investments.

2. Build supportive environment for EV adoption and ensure benefits of electrification are distributed equitably.

3. Build local and regional government capacity to accelerate EV adoption.



# 1. Expand access to EV charging infrastructure across the City through public and private sector investments.

- A. City-led projects
- B. Enable and activate private sector
- C. Promote policies and programs to improve affordability and access

## 2026-27 Priority

### Actions:

- City-led Public EV Charging Pilot
- Developer toolkit clarifying permitting, zoning, and parking policies
- State advocacy



## 2. Build supportive environment for EV adoption and ensure benefits of electrification are distributed equitably.

- A. Increase familiarity and trust in underrepresented communities
- B. Reduce financial barriers to purchasing
- C. Expand shared mobility options

### **2026-27 Priority Actions:**

- Outreach and demonstrations at City charging stations
- Advocate for state incentives
- Continue to explore carshare partnerships



### 3. Build local and regional government capacity to accelerate EV adoption.

- A. Strengthen city policies and processes to enable equitable EVSE deployment
- B. Increase regional coordination to improve connectivity and position for investment

#### **2026-27 Priority Actions:**

- Set EV-related targets in CAF update
- Coordinate with SW Washington jurisdictions



# Discussion

1. Which draft actions are most important to prioritize in the next 6-year citywide Climate workplan?
2. Which draft actions seem beyond the role or capacity of the City to meaningfully implement?



# Next Steps: Implementation

## 1. Pilot Program Evaluation

(Nov 2025 – Jan 2026)

Determine path forward on pilot

## 2. Procurement

(Feb – June 2026)

Determine contract model and select vendors for charging stations, etc.

## 3. Pilot Program Implementation

(Ongoing)

Coordinate construction, operations, marketing, and customer service

## Public Charging Pilot Program

WE ARE HERE

## 4. Enabling Private Development

(Late 2026 – 2028)

Explore strategies to enable private development and partner with EVSE developers

2026

2027





# Thank you

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# MEMORANDUM

**DATE:** Feb 3, 2026

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

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

**RE:** **Memo/ Regional Active Transportation Plan Overview and Timeline**

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

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## Introduction

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 that provides mobility and accessibility for person trips, as well as freight and goods movement.

The Regional Transportation Plan recognizes active transportation as an essential element of the region’s transportation system.

## Regional Active Transportation Plan

The Regional Active Transportation Plan (ATP) will provide a framework for how the region and its local communities can provide better connected and safer options for people to walk and bike to their destinations.

The ATP is being developed to define a long-term vision, establish priority and evaluation tools for active transportation improvements, and identify a prioritized list of projects to implement the plan’s vision and guide its implementation.

### Regional Active Transportation Network:

The regional active transportation network (map attached) includes key regional corridors that provide access to and between 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 network contains multiple layers that collectively become the active transportation network for Clark County. On the attached map, local networks are symbolized by pink lines; trails are identified by green lines; and the regional network, the dark blue lines. Putting these layers together is a work in progress, which will be completed once the Cities and the County complete their comprehensive plan updates.

Active Transportation Facilities:

The Regional Active Transportation Plan 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.

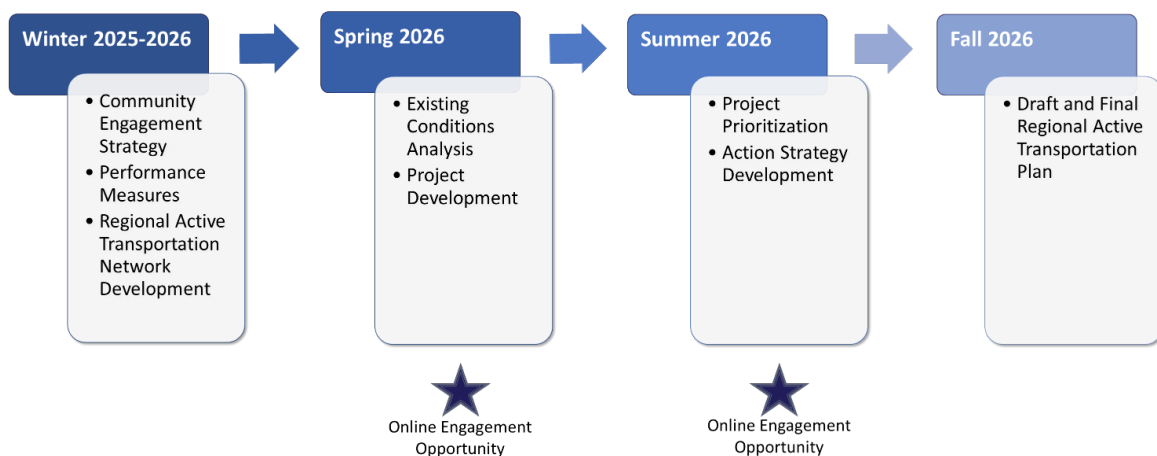
To serve the diverse travel needs and land use patterns across the Clark County region, the plan outlines four primary active transportation facility types. The typology identification is intended to encourage consistent terminology across the region. They are as follows: sidewalks, shared use paths, buffered bicycle lanes, and protected bicycle lanes.

Stakeholder Engagement:

RTC’s approach is to gather input at key points in the planning process so that the final plan reflects a shared regional vision. Engagement activities will focus on coordination with agency stakeholders, advisory groups, and community groups. Agency stakeholders will include cities, Clark County, C-TRAN, and Washington State Department of Transportation (WSDOT); advisory groups such as Clark Communities Bicycle and Pedestrian Advisory Committee (CCBPAC) and Vancouver’s Transportation Mobility Commission; and community groups such as Bike Clark County and the Vancouver Bike Club.

Timeline:

The proposed timeline for the Regional Active Transportation Plan is as follows:



Attachment:

# Regional Active Transportation Network Map



# Regional Active Transportation Plan



Shared Use Path, Jefferson Street in Vancouver

Judith Perez Keniston, AICP  
Regional Transportation Council



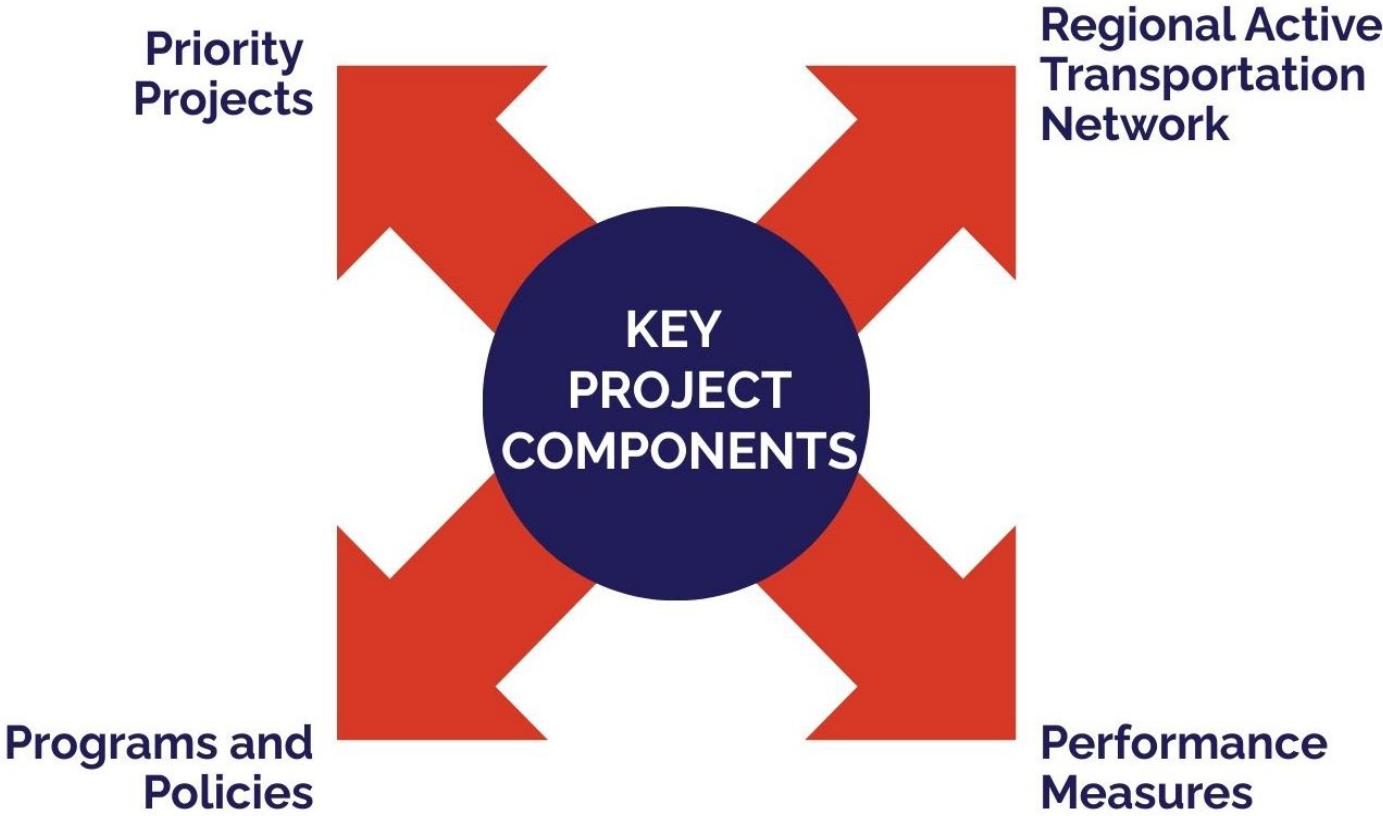
Cycle Track at Stapleton Road in Vancouver



# Regional Transportation Plan

## Project Goal

Collaborate with local agencies to create a regional active transportation plan that supports a safe, accessible, and connected network linking communities across Clark County



# Project Partner Engagement



**RTC Board**



**Regional Transportation  
Advisory Committee (RTAC)**



**Active Transportation  
Subcommittee**



**Additional Advisory &  
Community Groups**

- WSDOT (Southwest Region)
- C-TRAN
- Community in Motion (Human Services Transportation)
- Washington Traffic Safety Commission
- Clark County
- City of Vancouver
- City of Ridgefield
- City of La Center
- City of Battle Ground
- City of Camas
- City of Washougal

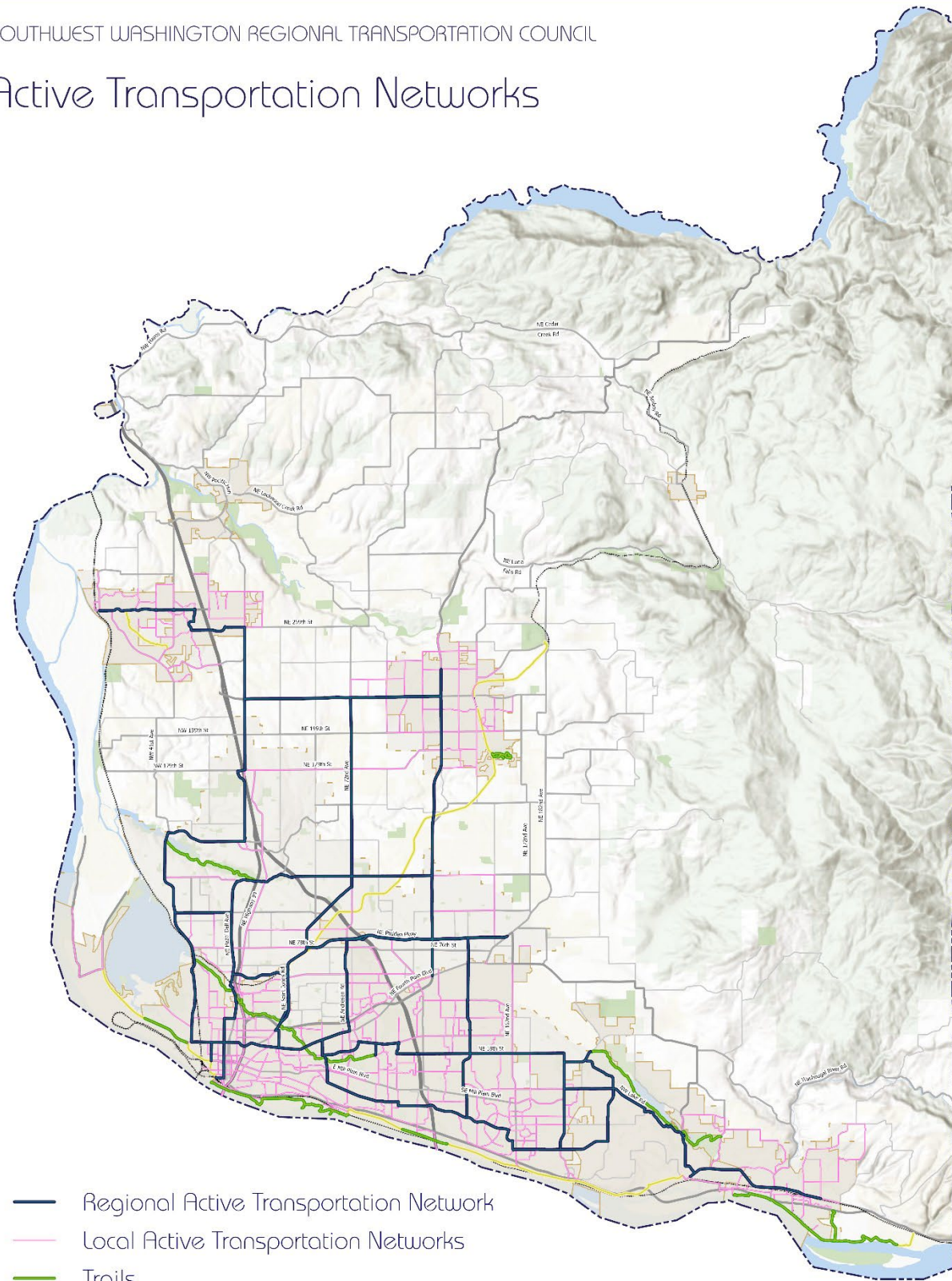
- Clark Communities Bicycle and Pedestrian Advisory Committee (CCBPAC)
- City of Vancouver Transportation Mobility Commission (TMC)
- Bike Clark County
- Vancouver Bike Club



# Regional Active Transportation Network

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Active Transportation Networks



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



# Active Transportation Facilities Typology

Agency/Typology	Shared Use Path	Cycle Track	Buffered Bicycle Lane	Protected Bicycle Lane	Bicycle Lane	Shoulder Bikeway	Shared Roadway
<b>Battle Ground</b>	Multi-use Path and Trail		X		X		Shared Lane
<b>Camas</b>	X				X	X	X
<b>Clark County</b>	X	X	X		X		X
<b>La Center</b>	Trail		X		X		X
<b>Ridgefield</b>	Trail		X		X		Shared Street
<b>Vancouver</b>	Multi-use Path and Trail	X	Buffered Mobility Lane	Protected Mobility Lane	Mobility Lane		Neighborhood Greenway
<b>Washougal</b>	Trail				X		Shared Lane
<b>WSDOT</b>	X		X	Separated Bicycle Lane			
<b>RTC</b>	X		X	X			



# Active Transportation Facilities

## Shared Use Paths

Separated from  
motorized vehicular traffic

- Minimum width = 10' to 12'
- Examples  
Devine Road, the Padden Parkway  
path, and the SR 503 path



Devine Road, Vancouver

# Active Transportation Facilities

## Protected Bicycle Lanes

Bicycle lanes separated from general purpose travel lanes with both a buffer and a vertical element

- Minimum width = 6' bicycle lane + 2' buffer area
- Examples
  - Columbia Street, Fourth Plain Blvd., Fort Vancouver Way



# Active Transportation Facilities

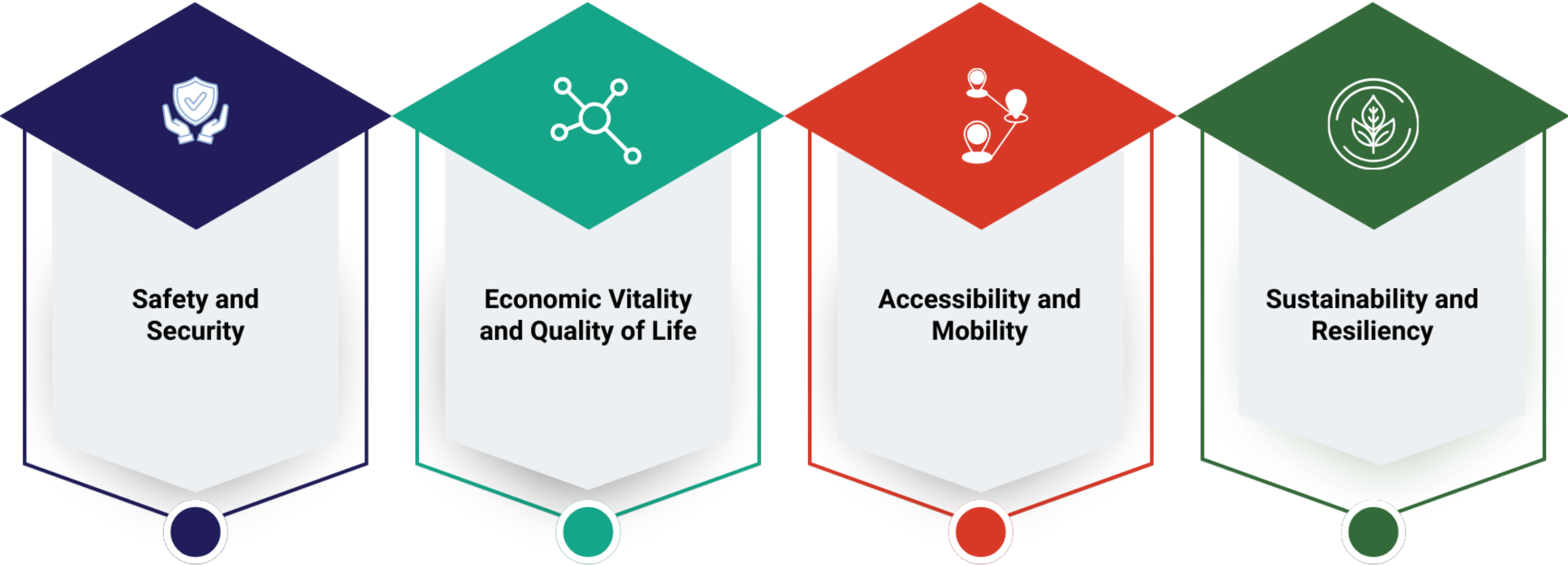
## Buffered Bicycle Lanes

Bicycle lanes paired with a designated buffer space, separated from the adjacent motor vehicle travel and/or parking lane

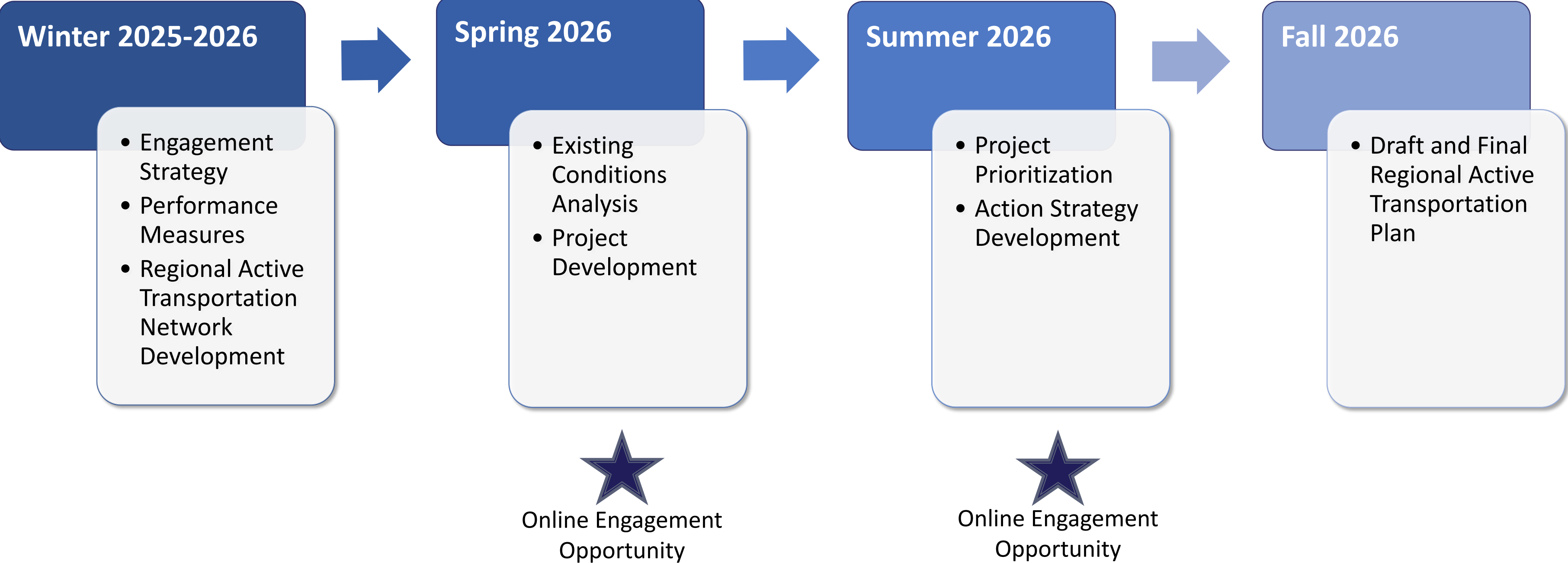
- Minimum width = 6' bicycle lane plus a 2' protected buffer area
- Examples  
Highway 99, Mill Plain Blvd., 33rd Street



## Regional Active Transportation Network



# Project Timeline



# Questions / Discussion?

Contact:

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