



Transportation and Mobility Commission Meeting Agenda

March 3, 2026
4:00 PM

City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

[Join Teams Meeting](#)

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 – February 3, 2026

3. Workshop

Main Street Promise Update | Ryan Lopossa, Transportation Manager

4. Workshop

2027 – 2032 Transportation Improvement Program Workshop #2 | Kate Drennan, Transportation Planning Manager | Ryan Lopossa, Transportation Manager

5. Break 6:00 – 6:30 pm

6. Community Forum

To provide public testimony, please see instructions below.

7. Workshop

192nd Ave Complete Streets Design Recommendation | Ivar Christensen, Senior Civil Engineer | Bruce Haunreiter, Consultant PM | Laurel Priest, Associate Transportation Planner

8. Commission and Staff Communications

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

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

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

Meeting Minutes

Tuesday, February 3, 2026

5:00 p.m.

City Hall Aspen Room

The meeting was called to order at 5:00pm

Commission Members Present: Jeananne Edwards, Ken Williams, Tinh 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

Approval of Minutes – Motion by Vice Chair Ken Williams, seconded by Commissioner Raia, to approve December 2, 2025, meeting minutes as amended to reflect a minor change on page 9. Motion was carried unanimously.

Workshop: EV Infrastructure Strategy

Presenters: Stacey Dalgaard, Climate Policy Advisor | Laurel Priest, Associate Transportation Planner

Kate introduced the workshop and noted that the EV Charging / Electrification Strategy is an action item stemming from the City’s Climate Action Framework and that staff have been developing the strategy over the past year. Kate clarified that the workshop was informational only, with no action required by the Committee, and was intended to provide an update and receive feedback. She added that this was the final scheduled TMC workshop on the strategy, though staff may return with a memo or additional communication once the strategy is fully completed. The presentation was then turned over to staff.

Staff provided an update on the Citywide EV Infrastructure Strategy, which has been under development throughout 2025 and into early 2026 to support accelerated electric vehicle adoption in alignment with the City’s climate priorities. The presentation reviewed progress since the October 2025 update and outlined how staff are finalizing project objectives, defining the City’s role, and identifying priority actions.

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**

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P.O. Box 1995
Vancouver WA 98668

Staff summarized the three project objectives: determining the appropriate role for the City to increase public charging access, identifying priority areas and use cases for EV charging, and clarifying internal City roles and responsibilities to achieve climate and air quality goals. Based on a review of peer cities and regional conditions, staff recommended that the City invest in public charging infrastructure to catalyze the market and lead by example, while also enabling and supporting private sector investment.

The presentation recapped community engagement conducted with Community in Motion, the Vietnamese Community of Clark County, and Odyssey World International Educational Services (OWIES), which included outreach to more than 400 participants. Key takeaways emphasized balancing investments between necessity charging for those with limited access to home or workplace charging and convenience charging to support continued adoption, recognizing that infrastructure alone is insufficient, and highlighting the importance of education, equity, and a broader range of electric mobility options.

Using this feedback, staff described two primary EV charging use cases—necessity charging and convenience charging—and reviewed mapped opportunity areas where these needs overlap. Staff then introduced draft priority strategies and actions organized around expanding EV charging through public and private investment, creating a more supportive environment for equitable electric mobility, and building capacity through partnerships and collaboration beyond the City.

Staff presented draft priority strategies and actions to support an equitable transition to electric mobility, including expanding EV charging access, creating a supportive environment for adoption, and building local and regional capacity. Proposed actions include piloting City-owned public charging infrastructure, streamlining policies to enable private sector investment, and advancing advocacy efforts related to affordability and access. Staff also emphasized the importance of community partnerships, education, and promotion of existing incentives to ensure EV benefits are distributed equitably, as well as exploring shared electric mobility options such as car share and micromobility.

Staff noted that local and national economic conditions have shifted since the planning process began in fall 2024, resulting in a constrained City budget and fewer federal funding resources to implement the full range of desired actions. Staff emphasized the importance of clearly defining the City’s role and understanding available funding opportunities in order to prioritize next steps and set meaningful targets.

Actions identified in the EV Infrastructure Strategy will be further evaluated and prioritized through the upcoming update to the Climate Action Framework and incorporated into a broader climate work plan and budget. Staff then invited Commission discussion to identify which draft actions should be prioritized over the next six years and which actions may be beyond the City’s role or capacity to implement.

Commissioner Discussion & Staff Responses

Commissioner Raia

Q: What does staff mean by “building a supportive environment” for EV adoption? Staff responded that this refers to creating a comprehensive network of EV charging infrastructure across both public and private spaces. This includes expanding charging stations in the public right-of-way and on City-owned property, as well as supporting businesses and multifamily residential developments in installing chargers. Staff noted that the City’s role may include providing tools, resources, and guidance to help private property owners add charging infrastructure, with the goal of increasing overall access and supporting broader EV adoption.

Commissioner Katz

Q: *With many state EV incentives ending in late 2025, how does staff see incentives functioning as a strategy moving forward, and would the City's role primarily be advocacy at the state level if no programs are currently active?* Staff responded that financial barriers remain one of the most significant challenges to EV adoption. Staff confirmed that several federal and state incentive programs have ended, though the state is actively exploring next steps and new program models. While developing City-funded incentives is not currently feasible, staff emphasized the City's role in advocating for future state programs and supporting information and resource sharing.

Q: *Has there been discussion around car-sharing programs, similar to those in other cities such as Portland?* Staff explained that car sharing has been explored, including an unsuccessful attempt by community partners to secure a state grant. While that funding was not awarded, staff remain supportive of car-share concepts and have assisted by facilitating discussions around potential locations. Staff noted that other organizations may be better positioned to lead implementation, with the City continuing to play a supportive role.

Commissioner D Williams

Q: *Given the high cost of EVs and growing barriers to adoption, should the City prioritize micromobility infrastructure, such as e-bikes and scooters, over EV charging to better support mode shift and achieve climate goals?* Staff responded that micromobility is an important and growing component of the City's transportation system. Staff noted that work is underway on bike parking standards within the right-of-way and that slowly rolling out its bike parking program, including recent installations downtown with additional locations planned. Staff added that micromobility, including e-bikes and shared mobility options, is addressed in the Transportation System Plan (TSP), and policy direction exists to continue exploring these options.

Kate noted that while community support exists for bike and scooter share programs, City Council is currently cautious about the City directly operating shared micromobility programs. Council has directed staff to focus on building infrastructure that ensures safe facilities for bikes and scooters. Kate also explained that staff are updating the Vancouver Municipal Code to address emerging micromobility devices, including distinguishing between e-bikes and higher-powered electric mopeds, and are working with state lobbyists to understand relevant legislation. She emphasized that this foundational work is necessary before the City pursues shared micromobility programs with private operators.

Commissioner Raia

Q: *Would it make sense for apartment complexes to install 240-volt plugs for EVs rather than investing in shared charging stations, since a 240-volt plug charges vehicles much faster than a standard 110-volt outlet?* Staff did not provide a direct response in the discussion, but the comment was noted as a recommendation for efficient multi-family EV charging solutions.

Commissioner Malburg first shared several observations and suggestions: he noted opportunities to leverage grant funding, such as projects through state agencies like the Recreation and Conservation Office, where EV chargers could be added alongside parking projects. He also asked about the City's approach to building local and regional capacity, specifically whether staff have engaged with Clark County on data sharing and charger placement at County facilities, and whether County chargers could help fill gaps for

residents. Finally, he asked whether the City currently has EVs in its fleet and whether public works or City staff use EVs.

Staff confirmed that early conversations have occurred with Clark County and that they plan to follow up on opportunities for collaboration and data sharing. The City does have EV fleet vehicles and is exploring strategies to expand their use as fleet vehicles need replacement.

Q: Regarding the pilot program, is it funded, and how are locations being selected? Staff explained that the pilot program is partially funded through state grants and support from Clark Public Utilities, with additional funding pending approval for the remaining planned chargers. Locations are focused on City facilities with high community traffic, including Marshall Community Center, Furstenberg Community Center, and City Hall. These sites will allow staff to monitor usage and maintain the stations while serving community destinations.

Commissioner Housgard thanked staff for their research and community partnerships and emphasized that infrastructure should remain a priority, particularly for residents without home charging options. He suggested that pilot locations could include City parks or long-stay areas, as well as private partnerships with businesses where vehicles are parked for extended periods. He noted the importance of consistent technology across charging stations to reduce user confusion. Comm. Housgard also highlighted the need for education and outreach to help the community understand home charging options, cost comparisons, and long-term savings.

Vice Chair Ken Williams

Q: Why don't private companies independently develop EV charging stations, rather than relying on partnerships with property owners? Staff explained that many companies, such as ChargePoint, primarily supply equipment and software rather than develop sites themselves. Some emerging companies are beginning to facilitate development by identifying property owners and negotiating cost-share agreements. Staff noted that these facilitators are active but not always visible on the chargers, and the City is continuing outreach to learn about barriers and opportunities in this process.

Q: The development of pricing models for private-public partnerships seems complex—how will the City approach pricing without conflicting with private providers? Staff acknowledged the complexity and explained that the City is learning from examples in other cities and nearby Clark Public Utilities, which has experimented with various pricing models. Staff outlined that cost-share arrangements with private providers can take several forms, from “charge as a service” agreements where the provider manages operations for a cut of revenue, to equipment-only sales with more City responsibility. These considerations will be factored into the procurement process for the pilot program.

Commissioner D. Williams suggested providing more visuals or web-based tools to show the public the impact of their EV or micromobility choices, similar to ESG reporting. He noted that seeing personal contributions to carbon reduction could help encourage mode shifts and engagement with the program.

Commissioner Katz emphasized prioritizing e-bike and micromobility rebates, noting that even random rebates increased sales by 6% historically. She also suggested exploring private funding options, such as ChargePoint-supported charging, to offset infrastructure costs.

Chair Edwards suggested exploring partnerships with transit to allow people using park and rides to charge while at work. She also emphasized the importance of having an exit strategy for the city's pilot program in case the city decides not to continue owning EV charging stations, noting that private entities may not fill this role.

Next Steps: Staff summarized the upcoming steps, including kicking off the pilot program, evaluating and validating results internally, installing chargers pending funding, and initiating private development enablement later this year and into next year.

Community Forum Testimony

No community members signed up to speak.

Workshop: Regional Active Transportation Plan: Overview and Timeline

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

Overview: overview of the plan, outline its scope and objectives, and provide guidance on how commissioners can provide feedback.

The Regional Active Transportation Plan provides a framework for improving walking and biking connections across Clark County and supports the region’s long-range transportation goals. The plan focuses on four facility types—sidewalks, shared use paths, protected bicycle lanes, and buffered bike lanes—designed for safety, comfort, and accessibility across urban, suburban, and rural contexts. It integrates local networks, trails, and regional corridors to create a connected active transportation network, emphasizing continuity while respecting local terminology for facility types.

The policy framework, developed with the active transportation subcommittee, proposes a vision of a safe, connected, and sustainable network and sets four goals: safety and security, economic vitality and quality of life, accessibility and mobility, and sustainability and resiliency. The vision is supported by 22 draft objectives. RTC is engaging cities, the county, C-TRAN, WSDOT, advisory committees, and community groups to gather input and ensure the plan reflects regional priorities. The plan is scheduled for completion by December 2026, with current work focused on policy development and reviewing existing conditions. By summer, programs and projects will be identified, prioritized, and prepared for implementation and funding.

Commissioner Discussion and Staff Responses

Commissioner Phan

Q: Regarding the definition of shared-use paths separated from motorized traffic, how are electric bicycles treated? Are they considered motorized, and how do different classes and speeds factor into the plan? Is the city taking any action to petition the state or local legislators to redefine these classifications, given safety concerns with speed and weight differences? Staff explained that each local agency is currently responsible for developing policies and guidance on how to share paths and roads with E-bikes and other modes. The regional active transportation plan does not set these rules; it is a local jurisdiction responsibility.

Kate added: Under current Washington state law, Class 1 and 2 E-bikes can operate wherever a human-powered bicycle can, including sidewalks and shared-use trails. Class 3 E-bikes are prohibited on sidewalks and shared-use trails. While Class 2 E-bikes sometimes have higher top end speeds than Class 3, these are the legal distinctions. RTC is monitoring legislative changes that may clarify these rules further. The city currently follows state law and does not have separate rules. However, Council is interested in exploring this issue further, especially given crash concerns related to varying E-bike classes and speeds.

Commissioner Malburg

Q: I noticed a buffer distance wasn't mentioned for shared-use path designs. Is there a specified buffer in the plan's definition? Staff stated the regional Atlas relies on Washington State Department of Transportation (WSDOT) design standards, which include buffer guidance. The plan does not specify a uniform buffer because urban contexts vary. Each jurisdiction determines the appropriate buffer for their shared-use path based on policy and available widths.

Commission Malburg added that clarifying buffer distances can be helpful for grant eligibility, as some programs require a minimum buffer (e.g., 3–10 feet with a barrier). While the plan itself doesn't set it, noting this could aid in project funding considerations.

Vice Chair Ken Williams

Q: The plan mentions sidewalks briefly, are they envisioned as buffered or unbuffered? Staff explained the regional Atlas specifies minimum sidewalk widths of 5–6 feet. Buffers aren't uniformly required in the Atlas, but WSDOT design guidance includes buffer considerations, especially on higher-speed or suburban streets. Staff noted that during the assessment of existing conditions, sidewalks are classified as buffered or unbuffered to assign appropriate level-of-traffic-stress ratings. Local agencies determine exact standards, and the Atlas ensures continuity across corridors connecting cities and the county. Principal arterials are expected to have shared-use paths to provide consistent, low-stress walking and biking routes.

Q: Is the network map a 20-year vision? Staff explained the network represents a 20-year aspirational plan. Staff noted that funding is limited, so the regional council prioritizes corridors. When local agencies apply for grants, projects on the prioritized list may receive higher consideration to support implementation within the timeframe.

Q: What about the Chelatchie Prairie Railroad—could it become a trail? Staff noted the railroad is owned by Clark County and has been identified as a potential regional corridor in the county's parks and open space plan. Staff explained that its conversion would require evaluation of feasibility and costs, as it is currently an active spur rail line.

Vice Chair Williams added connecting Battle Ground to Battle Ground Lake State Park via trail would benefit the community, especially for summer access when parking is limited, supporting active transportation and recreation.

Staff & Commissioner Communications

Kate noted that there is still one open seat on the commission for a freight representative. She shared that the next recruitment round will reopen in March for multiple boards and commissions, including the freight seat. Kate encouraged commissioners to share this information with their networks and mentioned an open house for community members on Wednesday, March 18 at Cascade Park Community Library at 4:30 pm. She invited anyone interested in the freight seat to reach out to herself or Chair Edwards.

Vice Chair Ken Williams mentioned an article in this week's City of Vancouver Messenger about the Commission on Aging hosting transportation planning specialists to discuss the county's transportation planning process. The meeting is scheduled for Wednesday, February 18 at 4:30 pm on the 6th floor training room of the Public Service Center.

Commissioner D Williams shared observations from a recent trip to Melbourne, Australia, noting that the city runs trams in a fare-free green zone downtown and offers free fares on weekends during peak summer.

He highlighted this as an example of how free or reduced fares can encourage transit use in a car-centric environment and suggested the commission continue exploring ways to promote public transportation locally.

Commissioner Housgard commented in support of free fare days, noting that tomorrow is transit equity day, with CTRAN offering free fares all day. He also mentioned an upcoming New Year's Eve free fare initiative and encouraged awareness of these opportunities to promote transit use.

Chair Edwards shared two items. First, Clark County is updating its ADA transportation plan and has an open survey through the end of February. Participation is encouraged, as the survey informs sidewalk priorities. Second, she noted anecdotal reports from community members that curbside sidewalks installed in some areas are being partially used for parking, impeding mobility devices. Staff explained that they would follow up to gather specific addresses and explore potential enforcement or education actions.

Commissioner Katz emphasized that mobility can be impeded by improperly parked cars and noted that similar issues occur along Columbia Street. He suggested that enforcement should be considered to address this recurring problem.

Commissioner Malburg mentioned new WSDOT grant programs for pedestrian, bicyclist, and Safe Routes to Schools projects. He expressed interest in hearing in the future which projects Vancouver might pursue for these grants. Staff explained that the city has a robust grant program and applies for a variety of funding opportunities, including Safe Routes to School, and agreed to provide updates on grant opportunities and potential projects at a future meeting.

Adjournment with no further business, February 3, 2026, meeting of the Vancouver Transportation and Mobility Commission was adjourned at 7:24 pm

Jeananne Edwards, Chair

Date



CITY OF
Vancouver
WASHINGTON

Main Street Promise

Transportation & Mobility Commission
March 3, 2026



**Ryan Lopossa – Transportation Manager
City of Vancouver Department of Public Works**

Agenda

Project Overview/Goals/Guiding Principles

Project Timeline

Community Engagement

Final Design Elements

Business Retention Strategy

Construction Activity



Project Overview

The case for Main Street:

- The roadway, sidewalks, and adjacent outdoor spaces on Main Street will be reconfigured to improve safety, foster a sense of community, and support economic prosperity.

Funding:

- American Rescue Plan Act (ARPA)
- City Transportation Fund
- Multi-family Tax Exemption Public Benefit
- Utility Fund
- City of Vancouver General Fund



Project Goals and Guiding Principles

Goals

- Increase safety for people and vehicles
- Accessible to all
- Connected infrastructure
- Support Main Street businesses

Guiding Principles



Honor and celebrate the history of downtown Vancouver



Build upon existing, and establish new, partnerships with local businesses and the community



Create a stronger sense of community identity and a welcoming place for Vancouver residents and visitors



Create an environment for renewed businesses and property owners' investment



Connect Main Street, Esther Short Neighborhood, the Waterfront and Fort Vancouver National Historic Site



Create an attractive, coordinated and quality downtown environment that can be a model for future improvements

Project Timeline



Discovery & Analysis

Data Analysis
Survey Outreach
Best Practices

September
2022

Street Design

Project Advisory Group
Open House Events
Community Engagement

December 2022-
December 2023

Pre-Construction

Bidding Process
Relationship Building
Project Corridor Engagement

January 2024
December 2024

Construction

Business Support Programs
Block Captains
Coffee Corners

January 2025-
Spring 2027

Community Engagement & Feedback

Open House 1 – November 30, 2022:

- Encouraged to **“THINK BIG”**
- Asked to **“prioritize pedestrian experience”** & accommodate accessible movement for people with mobility or visibility challenges – **“go curbless”**

Open House 2 - June 8, 2023

- **70%** of commenters **expressed support & excitement** for the project.
- “Curbless design and width of sidewalks and integrating art throughout the city - **great plans!**”

Open House 3 - November 29, 2023



Community Engagement & Feedback

- Dec 2022: Open House drop-in @ 1st Friday
- Dec 2022: PAG application process opens
- Jan 2023: 15 PAG members selected
- Feb 2023: First of five PAG meetings (Feb-Sept)
- May 2023: Small Business Resource Fair
- Jun 2023: Pride event at Esther Short Park
- Jun 2023: Juneteenth event at Esther Short Park
- Aug 2023: Direct business emails & mailings

In The News:

- MSP Design Updates – The Columbian (Dec 2022)
- GVC’s Mind What Matters webinar (Dec 2022)
- KXL Radio interview (Apr 2023)
- Vancouver Business Journal article (Apr 2023)
- VDA’s monthly e-Newsletter (ongoing)
- City’s public newsletter (ongoing)
- MSP Design Updates – The Columbian (Jul 2023)
- MSP Design Updates – KGW News (Jul 2023)
- Main Street Promise – The Columbian (Oct 2025)
- Vancouver’s Main Street Promise – The Columbian (Jan 2026)



Project Advisory Group (PAG)

- **Adam Hendrix**, Union Chapel
- **Cliff Myers**, Visit Vancouver USA
- **Dean Irvin**, Property Owner
- **Diana Kirkpatrick**, Center Stage Clothiers
- **Earl Frederick**, Clark College Culinary Arts
- **Elise Chelak**, Pahlisch Commercial
- **Holly J. Williams**, Parks Commissioner
- **Janet Kenefsky**, Greater Vancouver Chamber
- **Jill D. Stryker**, Property Owner
- **Karen Knauss**, LSW Architects
- **Kimberly Quiroz**, Hispanic Metropolitan Chamber
- **Marianne Wilson Stein**, Dandelion Teahouse & Apothecary
- **Meghan Arntson**, Albina Fuel
- **Michael Lary**, Source Gym
- **Seanette Corkill**, Frontdoor Back



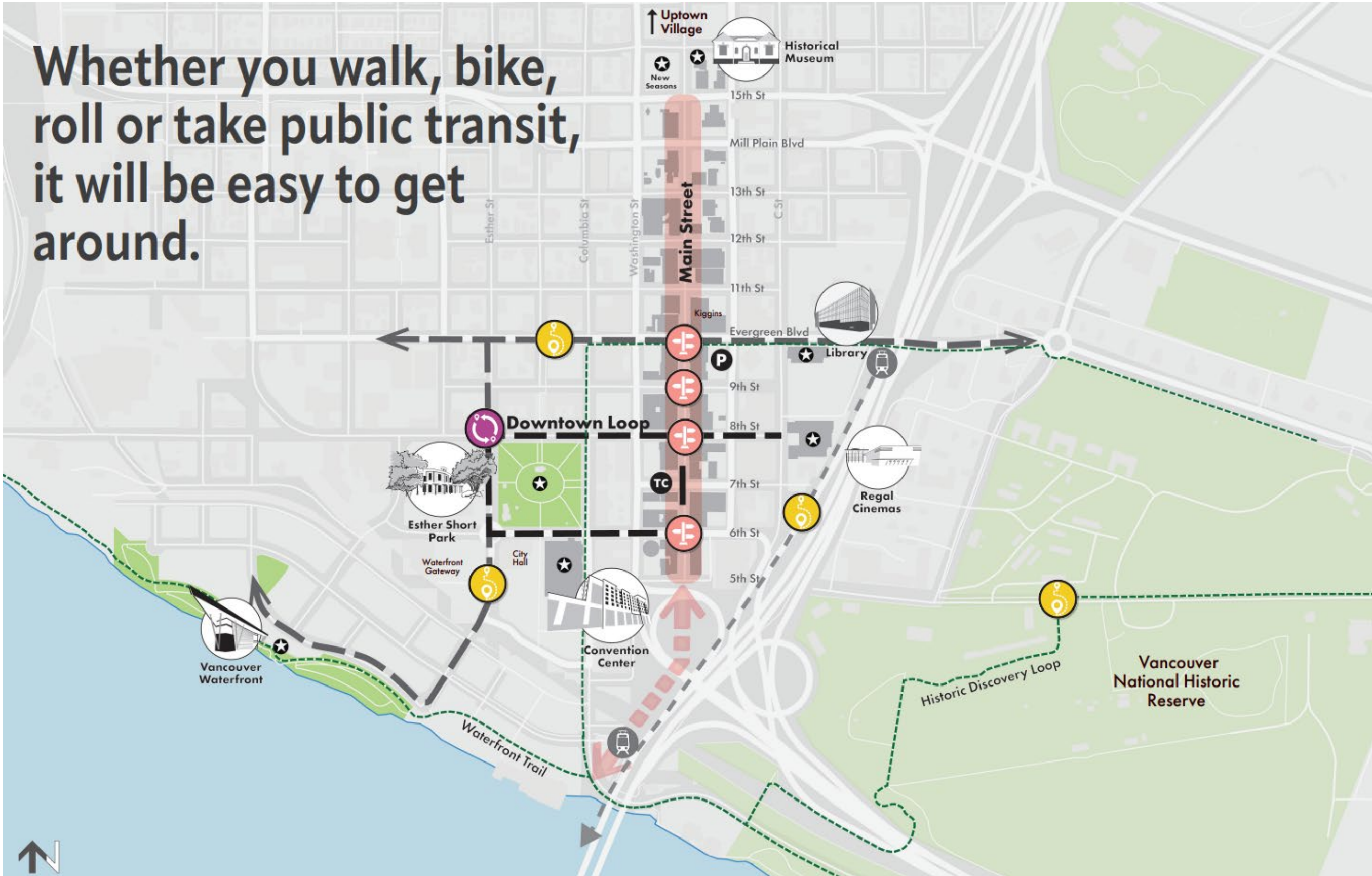
Engagement with Public Boards and Commissions

- Vancouver Accessibility Task Force
- **Transportation and Mobility Commission**
- Historic Preservation Commission
- Culture, Arts & Heritage Commission
- Parks, Recreation & Cultural Services
- Urban Forestry Commission
- Parking Advisory Committee
- Vancouver's Downtown Association (VDA)
- VDA's Design Committee
- Uptown Village Business Association
- Arnada Neighborhood
- Esther Short Neighborhood
- NE Hazel Dell Neighborhood Association
- SW WA Small Business Providers Consortium
- Vancouver Farmer's Market Board
- Downtown Stakeholders Forum
- Visit Vancouver Board
- Columbia River Economic Development Council
- Cycle Vancouver Club
- I-5 Bridge Replacement Project Team
- WA State School for the Deaf
- WA State School for the Blind

Design Elements & Improvements

Connected: A connected Main Street with links to downtown destinations.

Whether you walk, bike, roll or take public transit, it will be easy to get around.



Key Routes



Downtown Loop

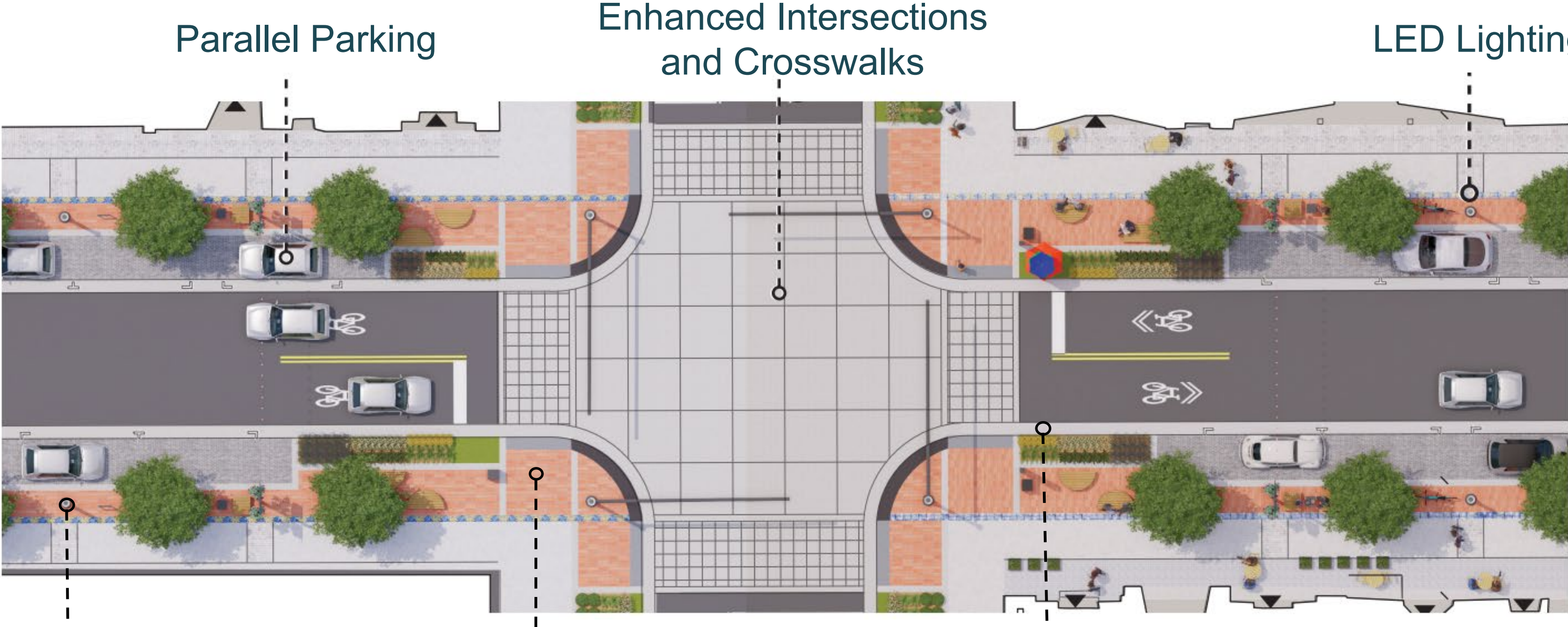


Gateways



Final Design Elements

Safe: A safe environment for walking, biking, rolling and driving.



Parallel Parking

Enhanced Intersections and Crosswalks

LED Lighting

Pedestrian Scale Lighting

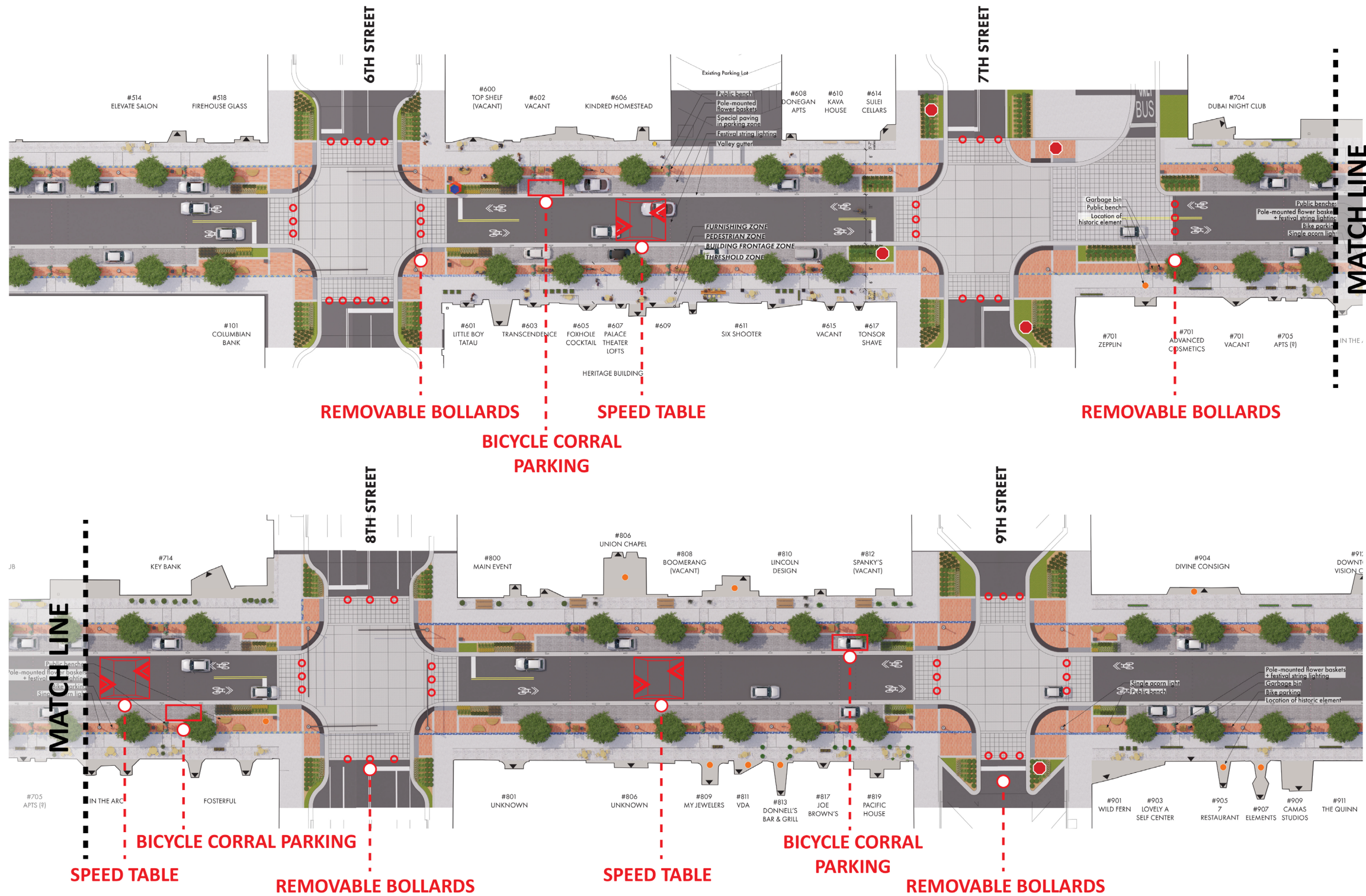
Extended Sidewalks

Curbless Condition



Final Design Elements

Safe: A safe environment for walking, biking, rolling and driving.



Final Design Elements



On-Street
Parallel Parking

Curbless Condition

Tactile Guidance

Wider Sidewalks

Bike Parking

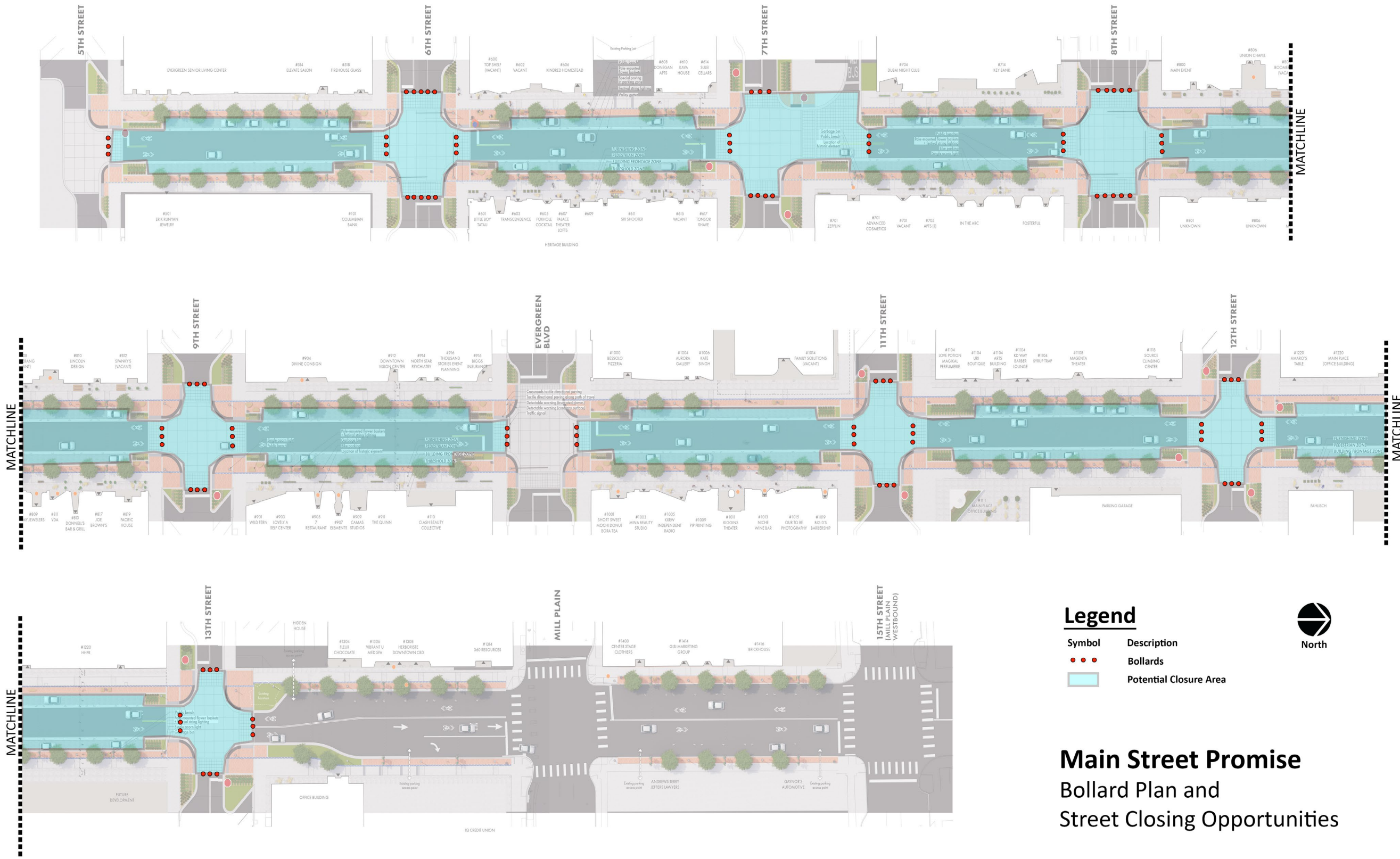
Four Single “Staple” Racks Per Block

One Bike Corral at 6th, 8th, 9th, Evergreen, Mill Plain and 15th

- Existing Bike Parking: 82 Spaces
- Proposed w/o Corrals: 76 Spaces
- Proposed w/ Corrals: 112 Spaces
- Flexibility to add more corrals as need arises
- Charging Stations for E-bikes



Bollard Plan



Business Retention Strategy

Vision

- Corridor businesses remain open and customer counts stable
- Broader business community is aware of the project and its long-term benefits
- Project information is easy to access:
 - BeHeardvancouver.org/mainstreetpromise
 - Project Liaisons at the City (Julie Arenz) and VDA (Michael Walker)

Goals

- Reach out to businesses in the project corridor to offer technical assistance
- Retain Main Street businesses and customers during project (current count: 293)
- Effectively spread the word that Main Street is open for business



Business Impact & Retention Program

Before Construction

Data collection: map each business on project corridor

One-on-one business visits, site visits, basement visits

Create and facilitate Advisory Group for nine months

Offer numerous outreach and engagement opportunities

- Virtual meetings, periodic Open House events, website
- Surveys, snail mail, e-Newsletters, direct email

During Construction

Offer business grants, funding and grant-finding opportunities

Offer free technical assistance, free workshops and free business classes

Information sharing using Block Captains and Coffee Chats

Create social media campaigns to help draw shoppers/customers to downtown



Business Support During Construction

Block Captain Program

- Monthly meetings

Coffee Corner Events

- Twice monthly (1Q 2025)
- Monthly (2Q 2025 - 2027)

Online map featuring businesses

- Main Street Promise: Explore Main Street



COFFEE CORNER

FRIDAY, AUGUST 1: 9:00 AM - 10:00 AM
UNIQUELY YOU EVENT VENUE: 903 WASHINGTON ST

The Coffee Corner program brings business owners, residents, and project leads together at local shops to discuss the latest updates on the Main Street infrastructure project.

Support local, sip a beverage, stay informed and share your voice.

Contact
(360) 487-8770
MainStreetPromise@cityofvancouver.us
www.BeHeardVancouver.org/MainStreetPromise

CITY OF Vancouver WASHINGTON **NUTTER Construction** **MacKay Spósito** **VDA**



Business Support During Construction

Business Spotlights

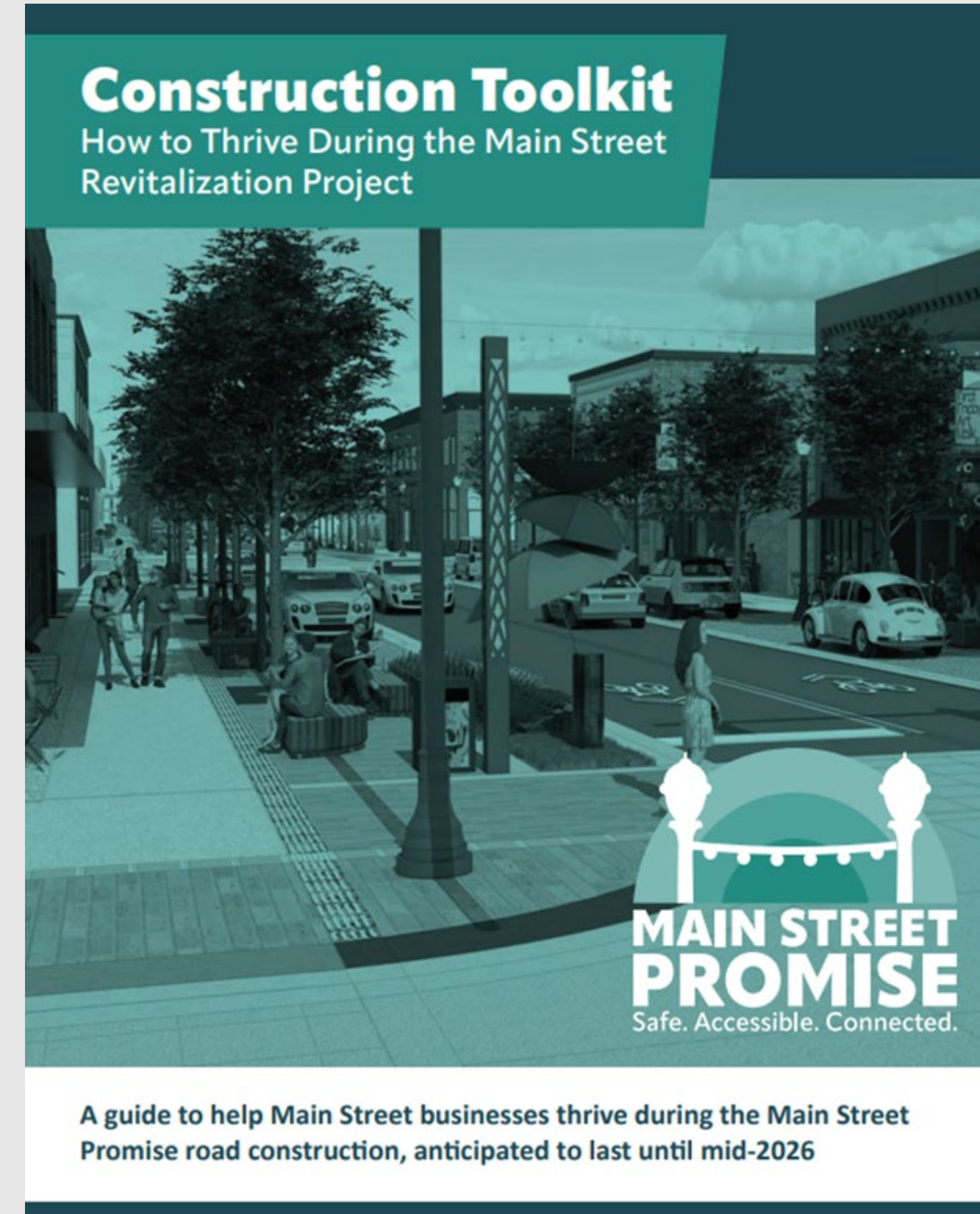
- Media campaign: work zone businesses

Free business mentoring and grant programs

- VDA partnership
- SBDC & SBA partnership
- Clicks & Bricks

Develop future-focused materials

- Block-by-block construction schedule
- Before/After – by the numbers flyer



Construction Activity

Construction Timeline*

* Construction schedules are subject to change.

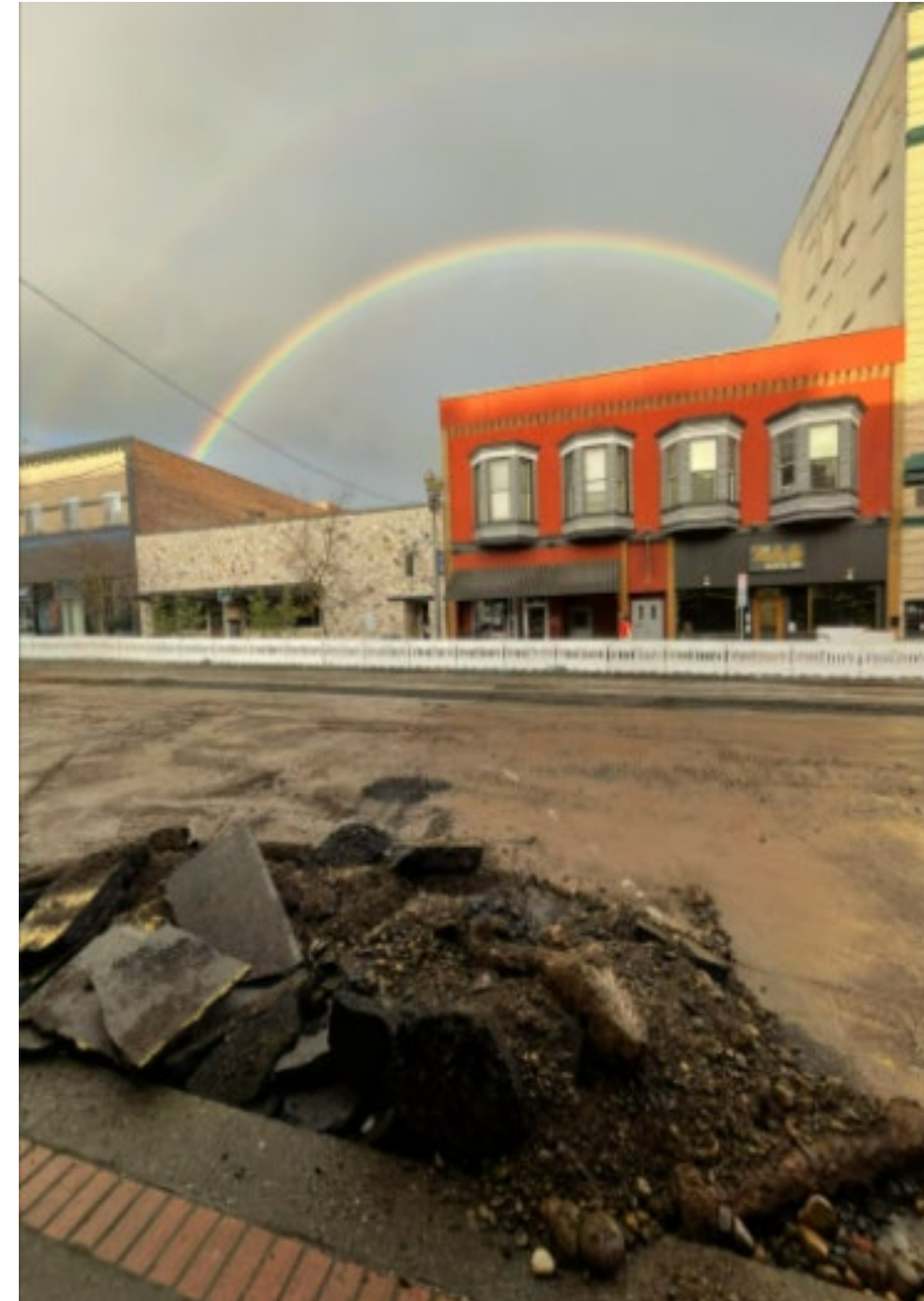
Construction will occur 1-2 blocks at a time during each phase.



Construction Activity



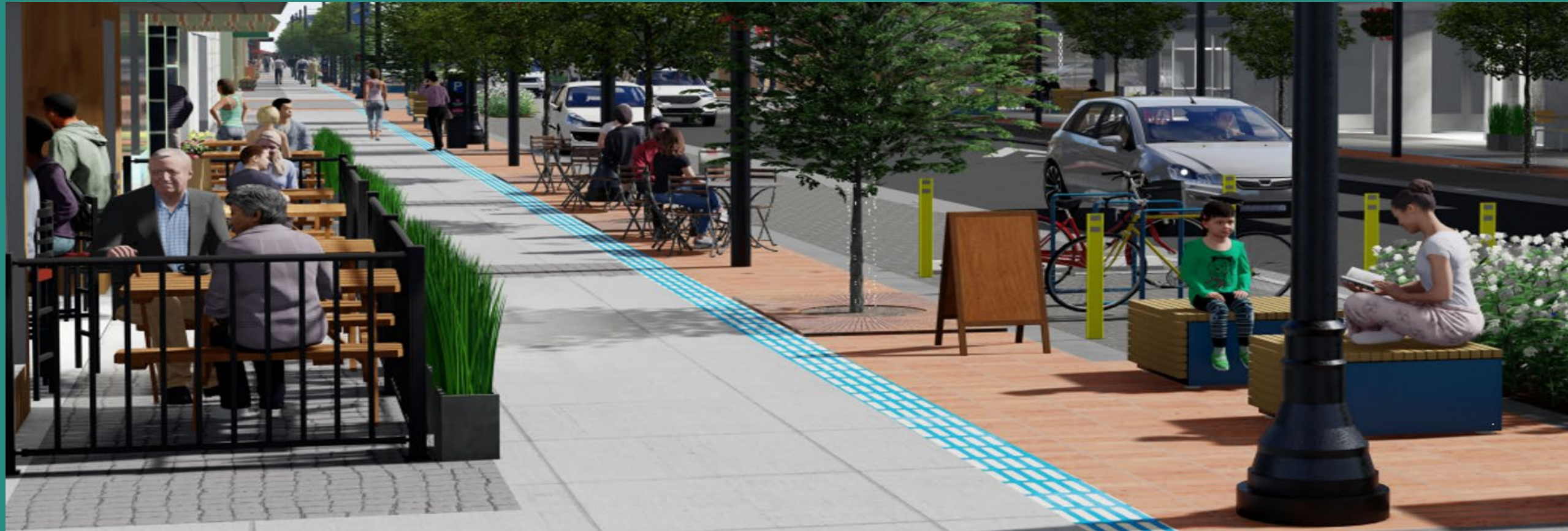
Construction Activity



Construction Activity



Thank you!



To learn more, visit www.beheardvancouver.org/MainStreetPromise





MEMORANDUM

DATE: March 3, 2026

TO: Transportation and Mobility Commission

FROM: Kate Drennan, Transportation Planning Manager, Community Development Department, Ryan Lopossa, Transportation Manager, Public Works Department

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

Overview and 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 public oversight committee responsible for reviewing and making recommendations for consideration on the TIP prior to City 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 and unfunded outside of the six years. Within each of the funding categories, the projects are further categorized by arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing Citywide programs.

Projects are on the TIP because they have been identified through planning processes such as the Transportation System Plan (TSP), the City's Strategic Plan, the 20-Year Capital Facilities Plan, through the Complete Streets Program, or triggered by development. Nearly all projects on the TIP were identified through planning efforts that included robust public engagement processes.

Project Scoring and Prioritization

The TIP uses a similar prioritization process to score projects as was created during the TSP to rank projects. This process organizes existing and potential transportation projects with scoring criteria reflecting, and in alignment with the City's strategic goals, policies, and management directives.

Prioritization has three buckets of considerations for scoring, grouped into phases: Phase 1 is 'where to invest', Phase 2 is 'when to invest', and Phase 3 is a correlation between the 'cost and benefit'. The criteria help sort projects into near-, medium- and long-term lists.

Partially funded and near-term unfunded projects are scored on all criterion to ensure fair comparison and then prioritized in the six-year TIP. The medium- and long-term unfunded projects will be completed in the six to 20-year horizon as funding allows. The result is a transparent and defensible decision-making tool to allocate limited resources to a long and ever-growing list of projects. There will be instances where medium- and long-term projects receive funding and then will be moved onto the TIP. Fully funded projects are not scored as resources are already in place.

Table 1: TIP Prioritization Tool Overview

Phase 1: Geographic Screening	Phase 2: Implementation Screening	Phase 3	Priority
Where to Invest	When to Invest	Cost v. Benefit	Groups
Equity Index	Pavement Opportunities	Cost <i>(Estimated Project Total)</i>	Near-Term
Collisions	Coordination		Medium-Term
Essential Places	Quick Wins	Benefit <i>(Equals Phase 1 score + Phase 2 score)</i>	Long-Term
Future Growth Areas	Right-of-Way Impacts		
	Environmental Impacts		



The table below shows the correlation between cost and benefit for Phase 3 to determine the priority groups. The cost ranges are based on estimated project cost. The benefit ranges are based on the combined scores for Phase 1 and Phase 2 of the projects.

Table 2: TIP Prioritization Cost and Benefit Grouping

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

2027-2032 TIP Project Changes

Updates from the previous six-year project list (2026-2031) to this year's six-year project list (2027-2032) detail what has changed for projects and the priority groups. The changes can be found in the [Draft 2027 - 2032 Transportation Improvement Program](#) - and include things like projects added, removed, or name changes. Three new projects were added the TIP this year. The TRANS- numbers are project identifiers and project cut sheets have addition information in the TIP document.

Table 3: New Projects Added to 2027-2032 TIP

Projects Added	TIP ID	Project Type
NE 78th St and NE 72nd Ave Intersection Improvements	TRANS-1427	Signal and Lighting Improvements
W 11th St/BNSF Crossing Grade Separation Project	TRANS-1428	Active Transportation
NE 112th Ave Off Street Path - NE 18th St. to NE 51st St.	TRANS-1429	Active Transportation

Table 4: 2027-2032 TIP Priority Group Scoring Summary

Funded List	
Not scored since the City has already committed to build.	
Partially Funded List	
Near-term	TRANS-0274, 0279, 0603, 0607, 0898, 1368, 0839, 0879, 0888, 0946, 1350, 1357, 1358, 1359
Medium-term	TRANS-0444, 0887
Long-term	None
Unfunded List within 6-year	
Near-term	TRANS-0723, 0880, 0891, 0907, 0936, 1367, 1427, 0843, 0873, 0924, 1351, 1353, 1354, 1428, 1429
Medium-term	TRANS-0716, 0927, 0937
Long-term	TRANS-0928
Unfunded List outside 6-year	
Not scored since it is outside the six-year period.	
Program List	
<p>Programs are citywide, therefore not scored. Annual programs funded in the TIP include:</p> <ul style="list-style-type: none"> • Traffic Signal and Lighting Sustainability • Neighborhood Traffic Calming Program • Pavement Preservation Program • Bridge Inspection Program • Complete Streets/ Multimodal Safety and Accessibility • Sidewalk Management Program • Arterial Street Light Program • Safe Routes to Schools/ Pedestrian Program 	

Staff Contact

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Ryan Lopossa, Transportation Manager, Public Works Department |
Ryan.Lopossa@cityofvancouver.us



CITY OF
Vancouver
WASHINGTON

Transportation Improvement Program 2027-2032

Transportation and Mobility
Commission Workshop

Ryan Lopossa

Transportation Manager
Public Works

Kate Drennan

Transportation Planning Manager
Community Development

March 3, 2026



Agenda

- Transportation Improvement Program (TIP) Basics
- Transportation Project Pipeline
- Process Update
- Project Scoring and Prioritization
- 2027-2032 Changes
- TIP Next Steps



Transportation Improvement Program

What is the TIP?

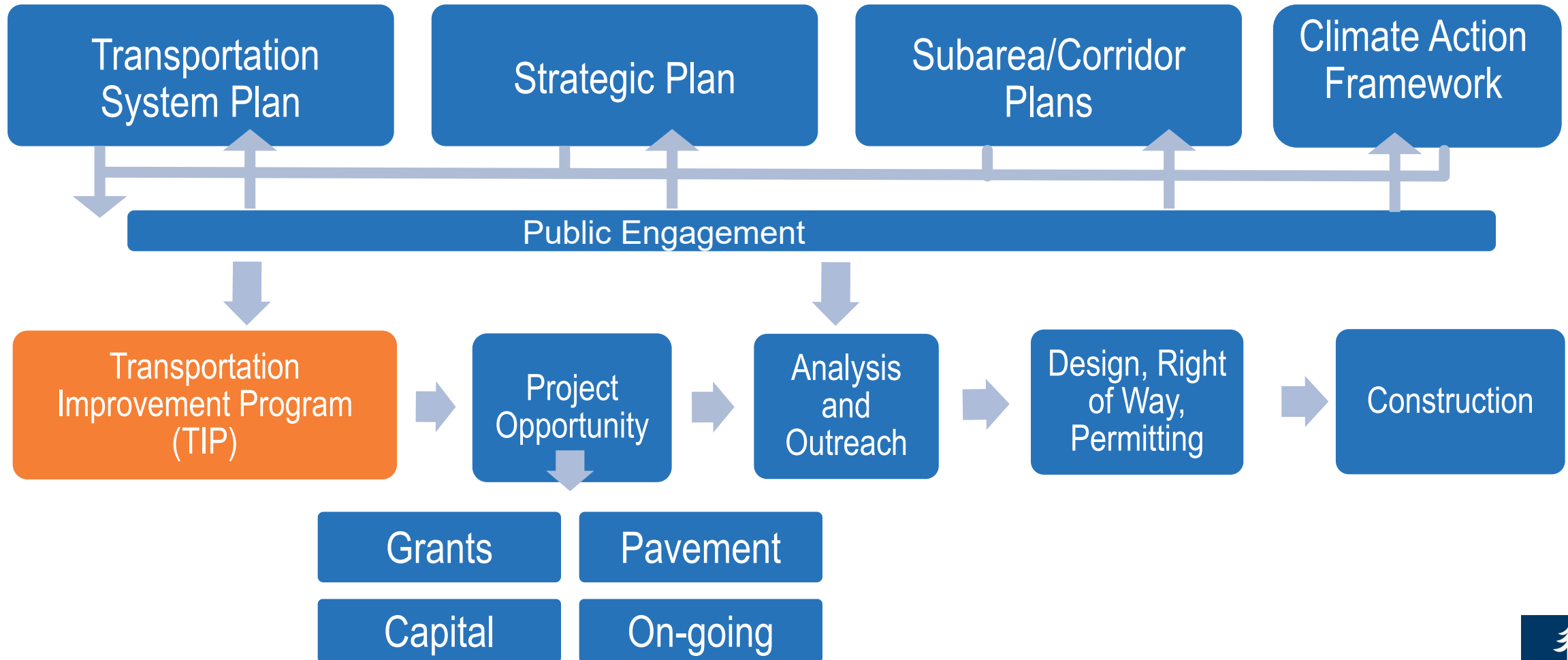
- Six-year plan for future transportation capital projects.
- Updated annually per WA law.
- City Council approval by July 1.
- Current draft is for 2027-2032.
- Commission is responsible for reviewing the TIP.
- Projects with State and/or Federal grants are required to be included.

What is in the TIP document?

- Introduction, finances, project lists, project detail sheets and maps
- Funded, partially funded, and unfunded project lists.
- Arterial, signal/lighting, and active transportation project lists.
- Projects added, removed and changes for the TIP each year.



Transportation Project Pipeline



Project Scoring and Prioritization

Categorize projects into near-, medium-, and long-term groups

Phase 1	Phase 2	Phase 3	Priority
Where to Invest	When to Invest	Cost v. Benefit	Groups
Equity Index	Pavement Opportunities	Cost <i>(Estimated Project Total)</i>	Near-Term
Collisions	Coordination		Medium-Term
Essential Places	Quick Wins	Benefit <i>(Equals Phase 1 Score Plus Phase 2 Score)</i>	Long-Term
Future Growth Areas	Right-of-Way Impacts		
	Environmental Impacts		



Project Scoring and Prioritization

Cost-benefit analysis feeds into prioritization categories

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



Transportation Improvement Program

What are the proposed changes for 2027-2032 TIP?

- Continue transitioning TIP to 6-year plan
 - Projects beyond the 6-year horizon will be removed next year to reside in the Capital Facilities Plan.
- New projects added to unfunded within 6-year list:
 - NE 78th St and NE 72nd Ave Intersection Improvements
 - W 11th St/BNSF Crossing Grade Separation Project
 - NE 112th Ave Off Street Path – NE 18th St. to NE 51st St.
- Arterial Classification changes





Public Comments Received This Year

- Primarily about: speeding on arterials and collectors, safer crossings for pedestrians, and pothole repair.





TIP Next Steps

Public Hearing in May 2026

- Provide final draft TIP document
- Review any updates
- Provide recommendation to Council on 2027-2032 TIP document

www.cityofvancouver.us/tip





Discussion

Staff contact:
Kate Drennan

Kate.Drennan@cityofvancouver.us

Ryan Lopossa

Ryan.Lopossa@cityofvancouver.us





MEMORANDUM

DATE: March 3, 2026

TO: Chair Jeananne Edwards and Transportation and Mobility Commissioners

FROM: Ivar Christensen, Senior Civil Engineer, Public Works, Laurel Priest, Associate Planner, Community Development, Bruce Haunreiter, Project Manager, HHPR

RE: **192nd Avenue Project (NE 18th Street to SE 1st Street) Design Recommendations**

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

Introduction

This memo to the Transportation and Mobility Commission (TMC) provides a design recommendation and seeks the Commission’s input on proposed next steps. The first presentation to the TMC was on April 1, 2025; the second presentation was on November 4, 2025; and a final recommendation and public hearing is planned for April 7, 2026.

2025	Winter 2026	Spring 2026	Summer 2026	Fall 2026 + Beyond
<p>Early design + Feedback</p> <ul style="list-style-type: none"> • February - Project Advisory Group (PAG) Meeting #1 • Spring – Small Group Briefings • May - PAG Meeting #2 • June - Open House #1 	<p>Preferred design options + feedback</p> <ul style="list-style-type: none"> • Winter - Small Group Briefings • February 17 - Project Advisory Group (PAG) Meeting #3 ★ March 3 - TMC Meeting #3 	<p>Preferred design options + feedback</p> <ul style="list-style-type: none"> • April 7 – TMC Meeting #4 • April TBC - Open House #2 – Present 30% Design 	<p>Refine designs</p> <ul style="list-style-type: none"> • TBC - PAG Meeting #4 	<p>Design choices + construction expectations</p> <ul style="list-style-type: none"> • TBC - Open House #3 - Design Showcase

The project team continues to focus on public engagement. On Tuesday, February 17, the Project Advisory Group met for the third time. Since our last presentation to the TMC, we engaged with key stakeholders, including emergency services, disability advocates, cycling advocates, landowners and Clark County.

Future project milestones will be 30% design, Project Advisory Group meeting 4, and Open Houses 2 and 3.



Image 1: Project Area Map

TMC meeting 2 – Key Feedback

- The project team presented three multimodal design concepts for consideration. The TMC requested one multimodal recommendation informed by community feedback.
- The project team explored adding roundabouts at key intersections to reduce congestion and improve safety. TMC requested a detailed, formal intersection recommendation for a future vote.
- With roundabouts likely along this corridor, TMC emphasized the need for public education on its benefits and how to navigate them.

Project Advisory Group meeting 3 – Key Feedback

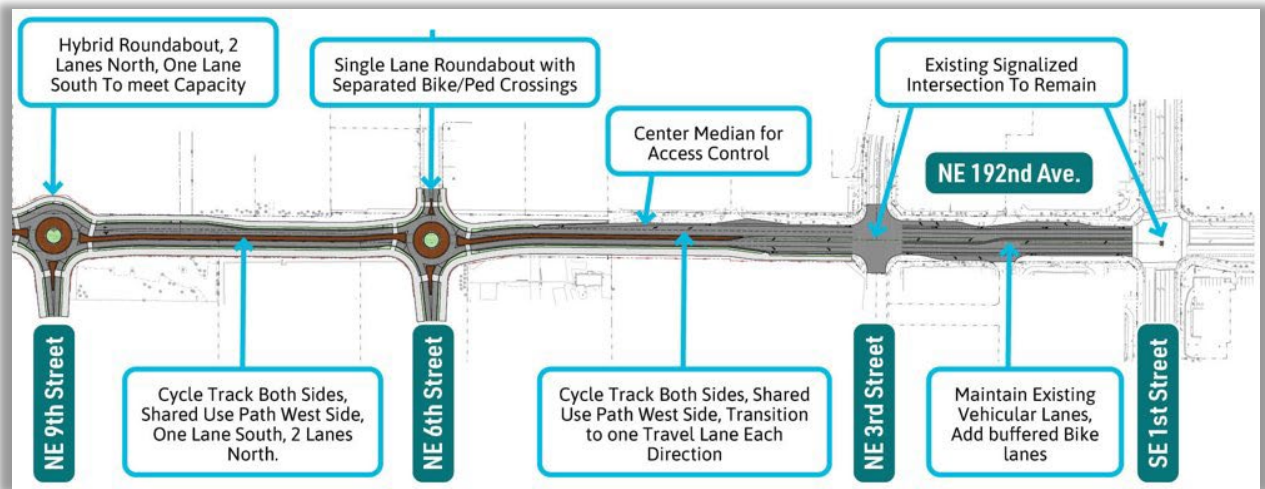
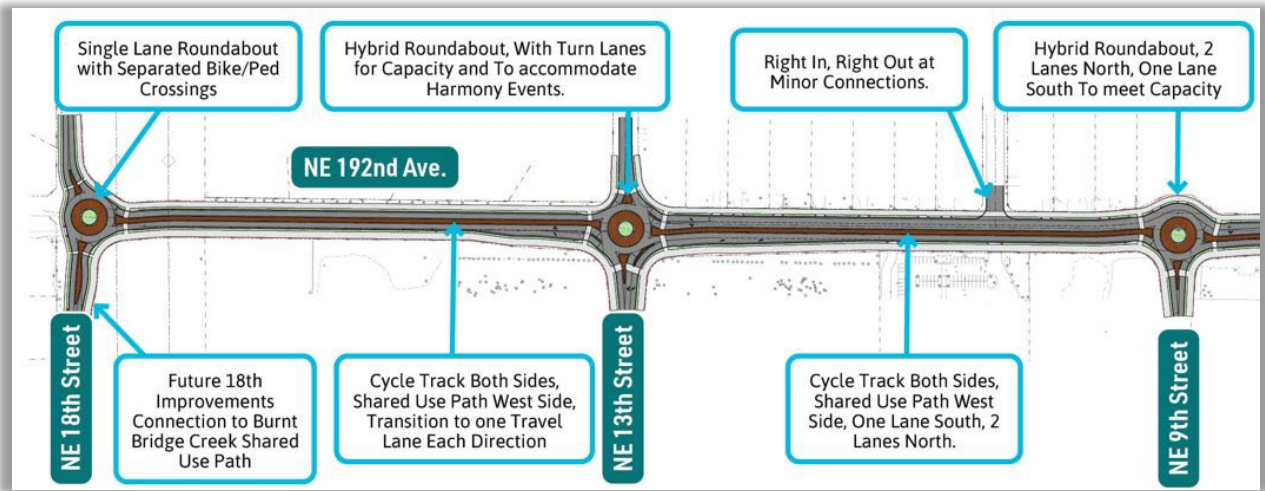
- On Tuesday, February 17, the group was asked to vote on which of three multimodal options they prefer:
 - 5 votes for the shared use path on one side with cycle tracks on both sides
 - 5 votes for the shared use path on one side with a two-way cycle track on one side
 - 2 votes for the shared use path on both sides
 - There are disadvantages to the shared use path on one side, with a two-way cycle track on the other side. For example, drivers may not anticipate cyclists traveling in the opposite direction on a two-way cycle track. This could be problematic when drivers are looking left to find gaps when entering a roundabout, and cyclists could be approaching from the right on a two-way cycle track. Cyclists may need to travel out of direction when they wish to cross to the other side of the street.
 - The multimodal option used to develop further design will be the shared use path on one side, with single direction cycle tracks on both sides.
- Crossings at double lane roundabouts will need flashing beacons

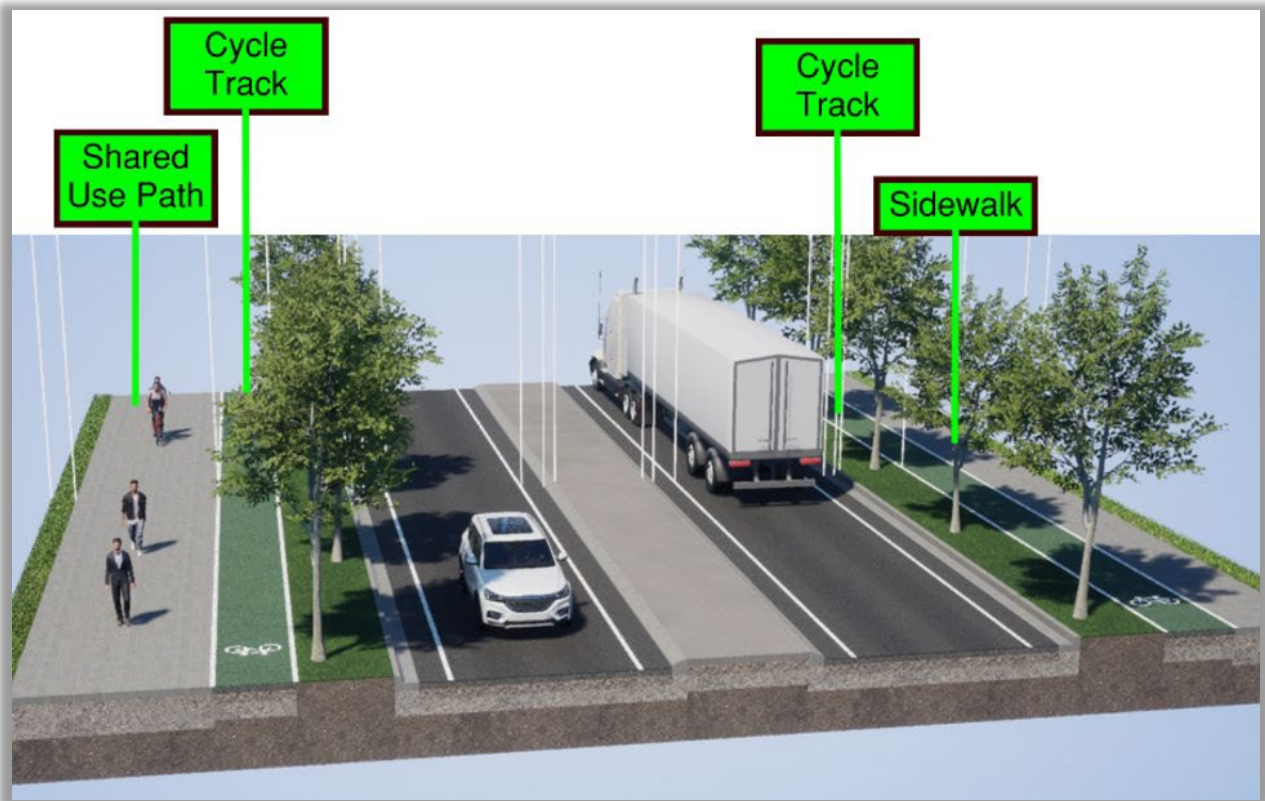
Since our last presentation to the TMC, we met with 15 unique individuals representing 5 key stakeholders. Their feedback informed our presentation to the project advisory group.

Design elements

We propose additional travel lanes at key locations to meet capacity requirements.

At the southern end of the project, where we propose to maintain existing curb to curb width, we are looking at ways to increase safety for cyclists. We are likely to propose green pavement markings and cycle lane buffers, to be confirmed as the design progresses. Existing bike lanes are 5 feet wide, and existing vehicle lanes are 12 feet wide. Cycle lane transitions from on street to off street will also be refined during further design.





Staff Contact Information

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Ivar.Christensen@cityofvancouver.us

Laurel Priest, Associate Transportation Planner, Community Development
Laurel.Priest@cityofvancouver.us

Attachment(s)

Project Advisory Group meeting 3 summary

192nd Project Advisory Group Meeting Summary

Project Advisory Group Meeting #3 - Tuesday, February 17, 2026, 6 to 8 p.m. at Humane Society for Southwest Washington

Overview

The 192nd Avenue project team hosted its third Project Advisory Group (PAG) meeting in-person on Tuesday, February 17 at the Humane Society for Southwest Washington. The meeting focused on gathering **preferences for three multimodal design options** and collecting feedback on **safety and access for four proposed roundabouts at NE 6th, 9th, 13th and 18th avenues**. Participants also shared ideas for improving community education about roundabout navigation, enhancing the Open House #2 experience, and identifying additional community voices for the project team to engage. **In total, 12 PAG members attended.**

Attendees

**Notes new PAG attendee*

- | | |
|--|--|
| 1. Andrea Bruno, Humane Society for Southwest Washington | 2. *Joel Christiansen, Vancouver Bicycle Club |
| 3. *Cornell Rotschy, Grey Rock / Rotschy Inc. | 4. Kirk VanGelder, Proebstel Neighborhood Association (county) |
| 5. Curleigh (Jim) Caruthers, City of Camas | 6. *Page Rotschy, Grey Rock / Rotschy Inc. |
| 7. George Myers, Neighbor (NE 193rd Ct.) | 8. *Scott Sloan, Clark County Bicycle Club |
| 9. *Jan Verrinder, Bike Clark County | 10. *Scott Storkel, Vancouver Bicycle Club |
| 11. Jeananne Edwards, Community In Motion | 12. Steve Downing, New Heights Church |

Project Team Attendees

- City of Vancouver: Ivar Christensen
- Consultants: Bruce Haunreiter, HHPR; Lauren Garetto, PointNorth; Lisa Keohokalole Schauer, PointNorth

Multimodal Design Possibilities

The project team presented three different intersection design options and asked attendees to rank the options 1-3 (1=most preferred, 3=least preferred).

- A - Shared Use Path Both Sides
- B - Shared Use Path One Side with Cycle Tracks on Both Sides
- C - Shared Use Path and 2-way Cycle Track One Side

Options B and C were tied as the preferred designs with five votes each, while Option A received two votes.

Preference and Key feedback included:

- Option A - Concerned about high traffic in and out of HSSW crossing bike/pedestrians in option C.
- Option A - Likes A as it is the smallest option. Noted that C is better for bikes, but doesn't foresee a lot of bikes in the area in the next 10 years.
- Option C - TMC should consider 18th Street Active Transportation configuration before determining where the northbound cycle track is located for 192nd.
- Option B - What is the anticipated user stress level difference between A,B,C? I know it will be low with the separation from cars. For 'cycle tracks' what is the proposed buffer? Paint is not enough to reduce conflict with kids, dogs, etc. Crossing between lanes, raised differences causes stress on cyclists, so just curious about thoughts.
- Option C - C on the west side.
- Option B - With cycle tracks and ped paths together, I'd prefer a painted separation; no raised divider; different materials are preferred.
- Option C - If going with 2 way bike lanes (option C), keep them on the west side; which will dovetail well with improvements to 18th (keep bike lanes on south side, lots of new housing).

Intersection Design Approaches

An approximately 15% design concept was shown to the PAG highlighting roundabouts at key intersections (NE 6th, NE 9th, NE 13th and NE 18th avenues). The group was asked, 'what feedback regarding safety and/or access do you have with this proposed approach?' Key feedback included:

Congestion and Future Growth

- Ensure the design can handle the amount of current and future traffic on 13th — this is a congestion point right now.
- 13th/192nd - Design looks like you need more lanes. Traffic will back up with this design.
 - PM - Most traffic goes north on 192nd. People on 13th going west will have a very hard time getting on 192nd.
 - AM - Most traffic goes south on 192nd to turn left onto 13th to UHS. Traffic going north on 192nd will have a hard time getting into the circle with AM traffic.

- Did you do traffic flow analysis? I think traffic will back up greatly depending on the time of day. You need more lanes.
- Hundreds of new homes are going in behind this intersection [NE 9th]. Concerns if the intersection will be able to accommodate future capacity.

Guidance for Roundabout Navigation

- Requests for driver and cyclist education.
- Car drivers don't know how to use roundabouts, at least initially. This makes cycling more dangerous.
- Arrows should be painted on the street to help people understand how to drive through the roundabout.
- Updated Clark County Bicycle maps could include information on how to navigate roundabouts.

Freight Mobility and Truck Access

- It's imperative to design roundabouts to accommodate truck traffic. NE 192nd is a major route for truck traffic.
- How will large trucks/semis flow with roundabouts?
- Please keep roadways through roundabouts as wide as possible for truck traffic (deliveries and others).
- Can WB-67s get through [NE 13th intersection?]

Safety Considerations

- Well-lit (high visibility) speed limit signs throughout the roundabout.
- If the diameter of roundabouts is too narrow, it makes it difficult for cyclists to anticipate what car drivers will do.
- Multi-lane roundabouts are especially difficult for drivers to navigate. People always end up in the wrong lane. Lack of predictability is a problem for cyclists.
- In favor if roundabouts are large enough and well-lit, clearly signed.
- 13th will need flashing light crossing; hopefully the 3 crossings will all have them.


Next Steps

Utilizing PAG feedback, the project team will incorporate preferences into design concepts that will be presented to the Transportation and Mobility Commission (TMC) on Tuesday, March 3.

Appendix

192nd Avenue Project

Project Advisory Group Meeting #3



CITY OF
Vancouver
WASHINGTON

Name: _____

Phone Number: _____

Email: _____

Check to get the latest project updates directly to your email.

Please rank the multimodal options 1-3 (1 = most preferred, 3 = least preferred).

<input type="checkbox"/>	Shared Use Path Both Sides
<input type="checkbox"/>	Shared Use Path One Side with Cycle Tracks on Both Sides
<input type="checkbox"/>	Shared Use Path and 2-way Cycle Track One Side

Given community feedback from the first phase of the project and technical data gathered by the project team, **we are recommending that we move forward with roundabouts at key intersections.** What feedback regarding safety and/or access do you have with this proposed approach?

Flip page over - additional questions on the back.

Figure 1: Project Advisory Group Meeting #3 Comment Sheet (front)

Do you have suggestions for how we can help people understand why roundabouts are valuable and how to navigate them confidently?

If you attended the first open house, what do you think went well and what can be improved on in our next open house?

Whose voice is missing? What groups, organizations or individuals has the project team not worked with and should prioritize outreach early in the design process?

Are there any other comments you would like to share with the project team?

Visit the project webpage to see full details of the proposed improvements, future engagement opportunities, and more information on next steps:
beheardvancouver.org/192nd



Figure 2: Project Advisory Group Meeting #3 Comment Sheet (back)



Figure 3: Members of the project team present to the PAG.



Figure 4: Display boards show different multimodal options with details for each design.



Figure 5: Project team members and PAG members discuss multimodal design options.



Figure 6: Project team members and PAG members discuss intersection safety and access.



CITY OF
Vancouver
WASHINGTON

192nd Avenue Project

NE 18th Street to SE 1st Street

Transportation and Mobility Commission Workshop

Ivar Christensen

Senior Civil Engineer
Public Works
City of Vancouver

Bruce Haunreiter, PE

Principal / Civil Engineer
HHRP

Lauren Garetto

Public Engagement
PointNorth

March 3, 2026



Agenda

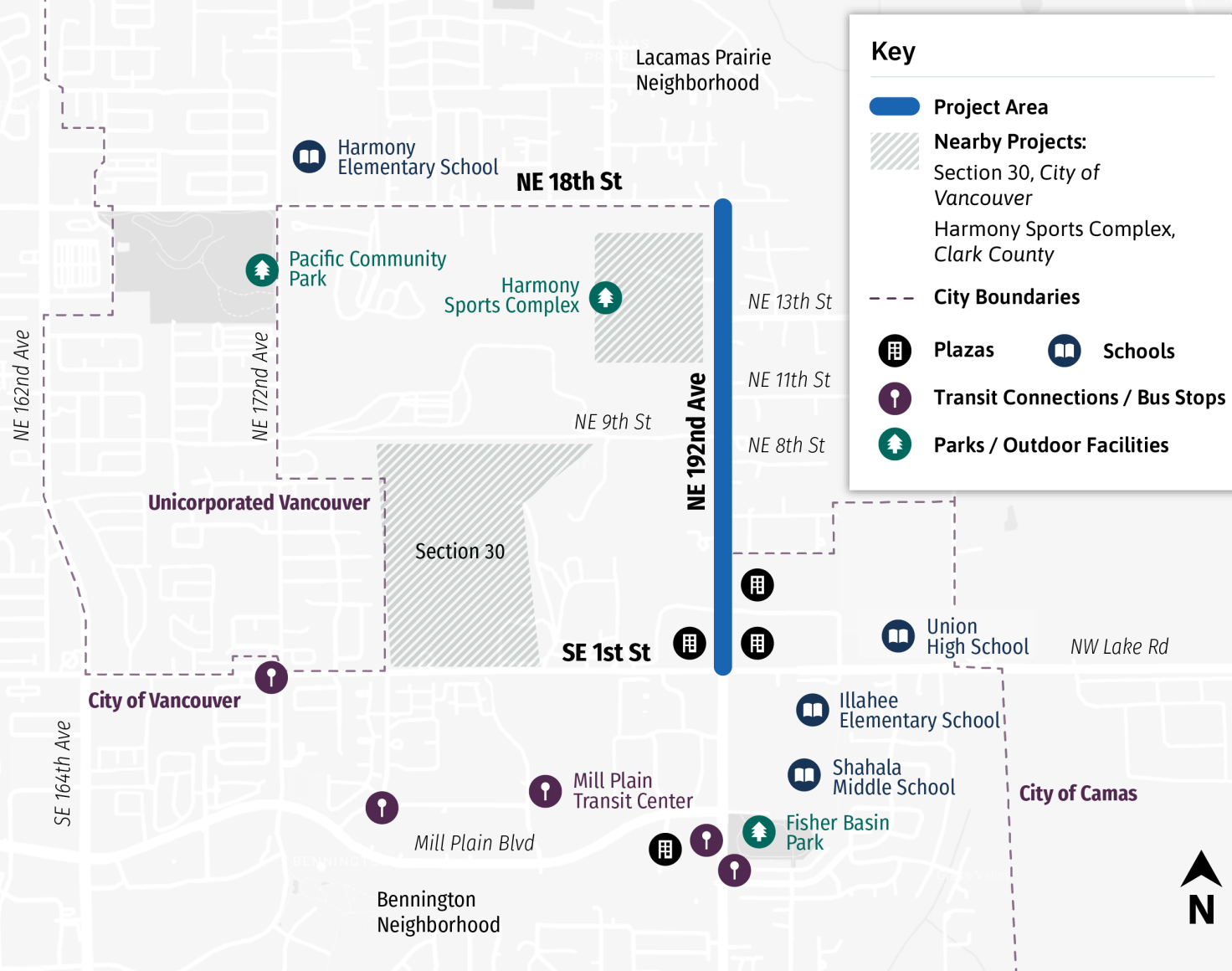
- **Project Overview**
About 192nd Ave from NE 18th to SE 1st
- **Nov. 2025 TMC Feedback**
What you told us and how we're addressing it
- **Our Recommendation**
Intersection and multimodal designs
- **Your Feedback**
How can we improve the current recommendation?
- **Next Steps**
Where we go from here



Project Overview

About 192nd Ave from NE 18th to SE 1st





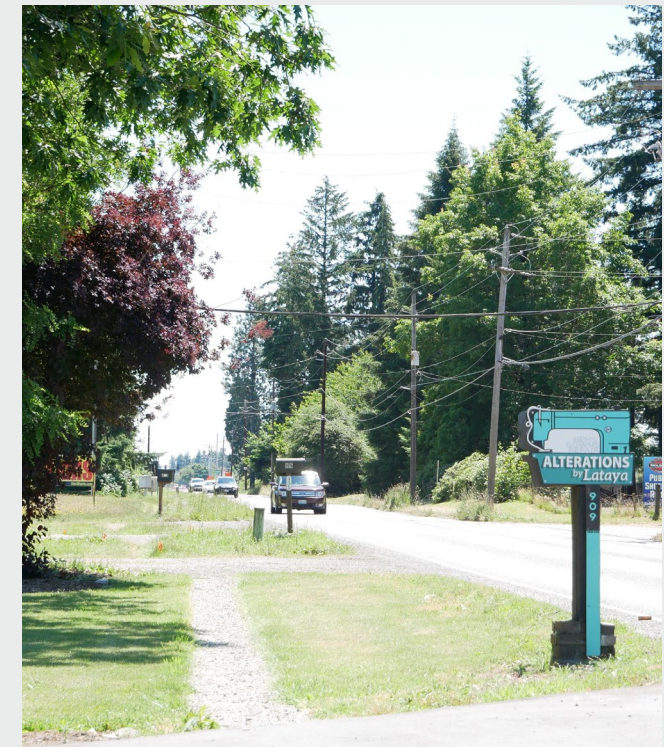
192nd Avenue...

- Has a mix of **residential neighborhoods, rural lands and businesses** including: Harmony Sports Complex, Humane Society for Southwest Washington, and a variety of businesses off SE 1st Street
- Is **near other improvement projects** such as Section 30
- Has an average of **14,000 cars travel the corridor a day**, with this number expected to **increase to 22,000 by 2045**
- Is a **Complete Street project**



192nd Avenue is an important community connector, but...

- Lacks consistent, safe **pedestrian and bicycle infrastructure**
- Experiences **heavy traffic congestion**, especially during peak commuting hours and during nearby community events
- **Unsafe intersections** create higher-than-average crash rates
- Has **outdated water, sewer and storm drainage systems**



Current Conditions

Inconsistent space for people who walk, bike or roll

Current Conditions

Lacks a center turn lane or median

14,000 cars travel through daily



TMC Feedback – Nov. 2025

What you told us and how we're addressing it



November 2025 TMC Feedback

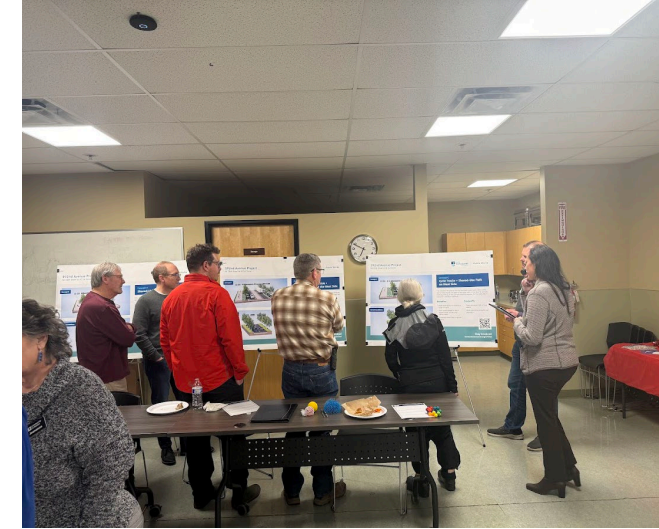
The project team presented an ~5% design concept

1. Presented three multimodal design concepts for consideration. TMC requested **one multimodal recommendation informed by community feedback**
2. Recommended adding roundabouts at key intersections to reduce congestion and improve safety. TMC requested a **detailed, formal intersection recommendation for a future vote**
3. With roundabouts likely along this corridor, TMC **emphasized the need for public education on its benefits and how to navigate them**

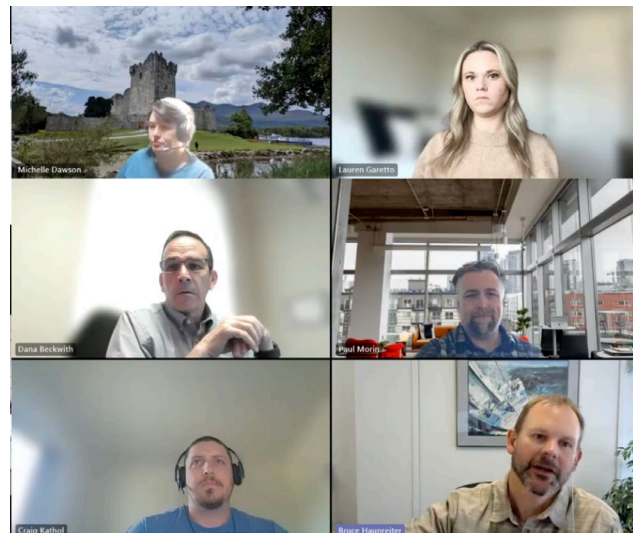


Since we saw you last, the 192nd Avenue Project team has...

- Hosted small group listening sessions with 15 unique individuals
- Met with 12 members of the Project Advisory Group
- Continued collecting online feedback



Bike Clark County
Education. Advocacy. Adventure.



NE 192nd Avenue Project Timeline

2025	Winter 2026	Spring 2026	Summer 2026	Fall 2026 + Beyond
<p>Early design + Feedback</p> <ul style="list-style-type: none"> • February - Project Advisory Group (PAG) Meeting #1 • Spring – Small Group Briefings • May - PAG Meeting #2 • June - Open House #1 	<p>Preferred design options + feedback</p> <ul style="list-style-type: none"> • Winter - Small Group Briefings • February 17 - Project Advisory Group (PAG) Meeting #3 ★ March 3 - TMC Meeting #3 	<p>Preferred design options + feedback</p> <ul style="list-style-type: none"> • April 7 – TMC Meeting #4 • April TBC - Open House #2 – Present 30% Design 	<p>Refine designs</p> <ul style="list-style-type: none"> • TBC - PAG Meeting #4 	<p>Design choices + construction expectations</p> <ul style="list-style-type: none"> • TBC - Open House #3 - Design Showcase

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



Design Recommendation

Intersection, Corridor and Multimodal designs



Intersection Design - Roundabouts

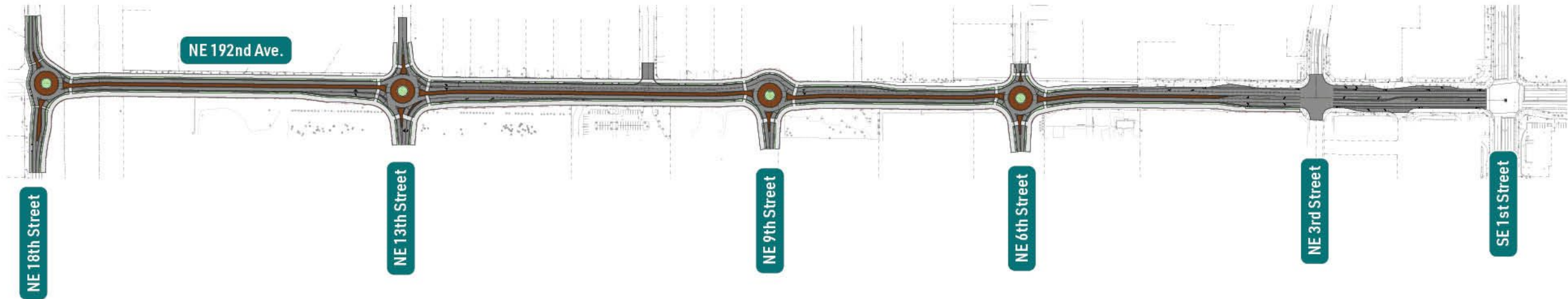
When comparing signalized intersections and roundabouts, roundabouts...

- Better address current and future traffic volumes
- Are the safest option for vehicle traffic, cyclists and pedestrians
- Reduce overall project footprint by reducing lanes
- Are best for overall corridor connectivity
- Reduce impacts to private property

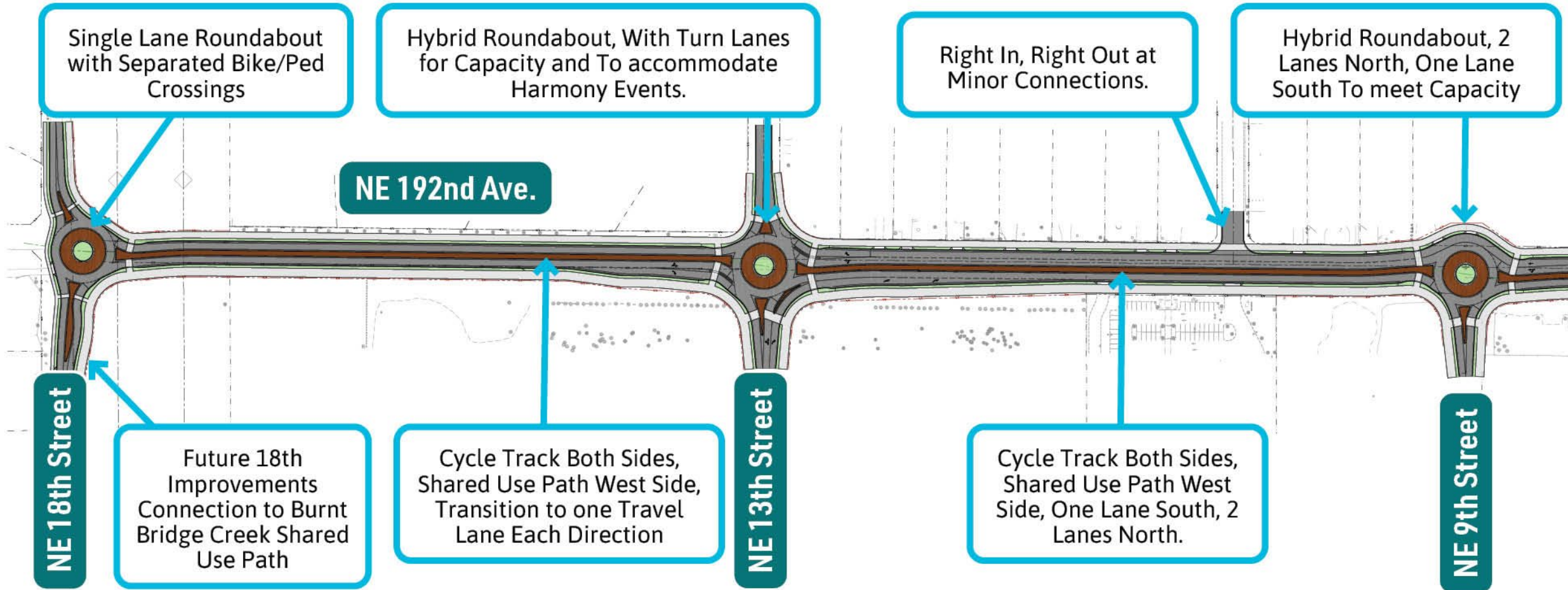


192nd Corridor Design Elements

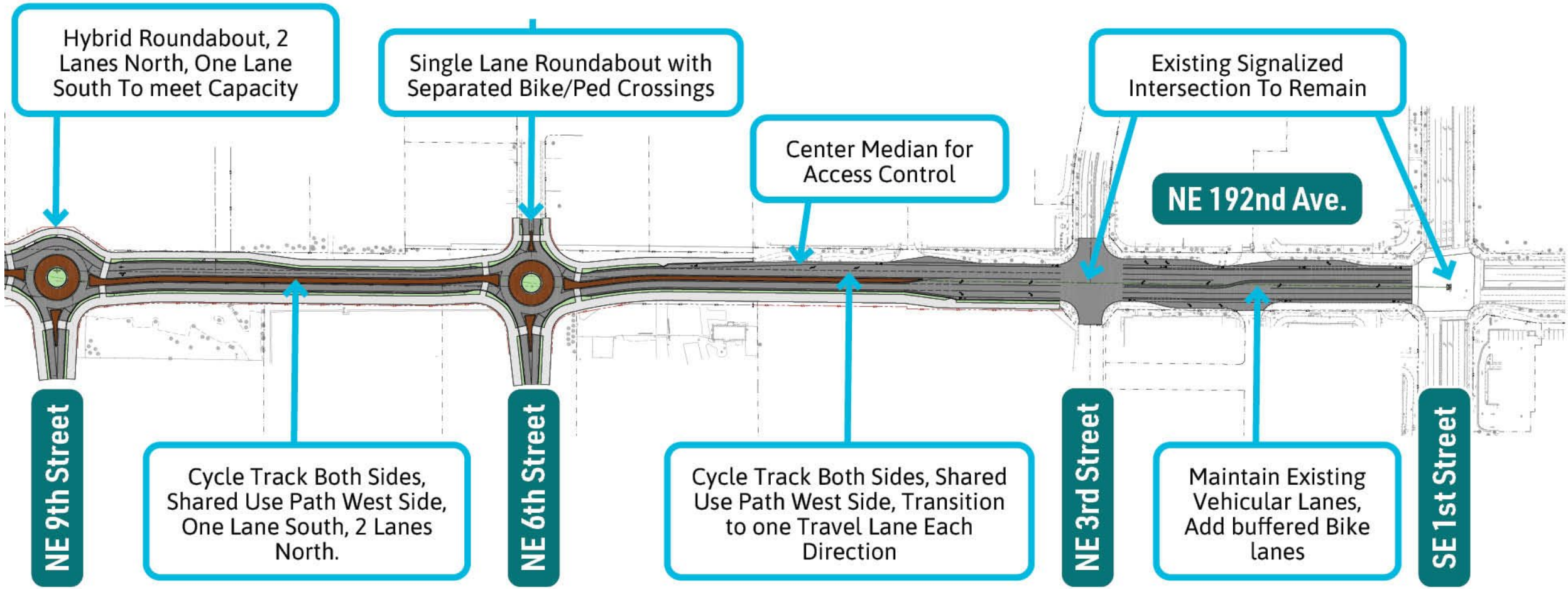
Roundabouts at key intersections, additional travel lanes to meet capacity and add multimodal facilities.



192nd (NE 18th to NE 9th)



192nd (NE 9th to SE 1st)



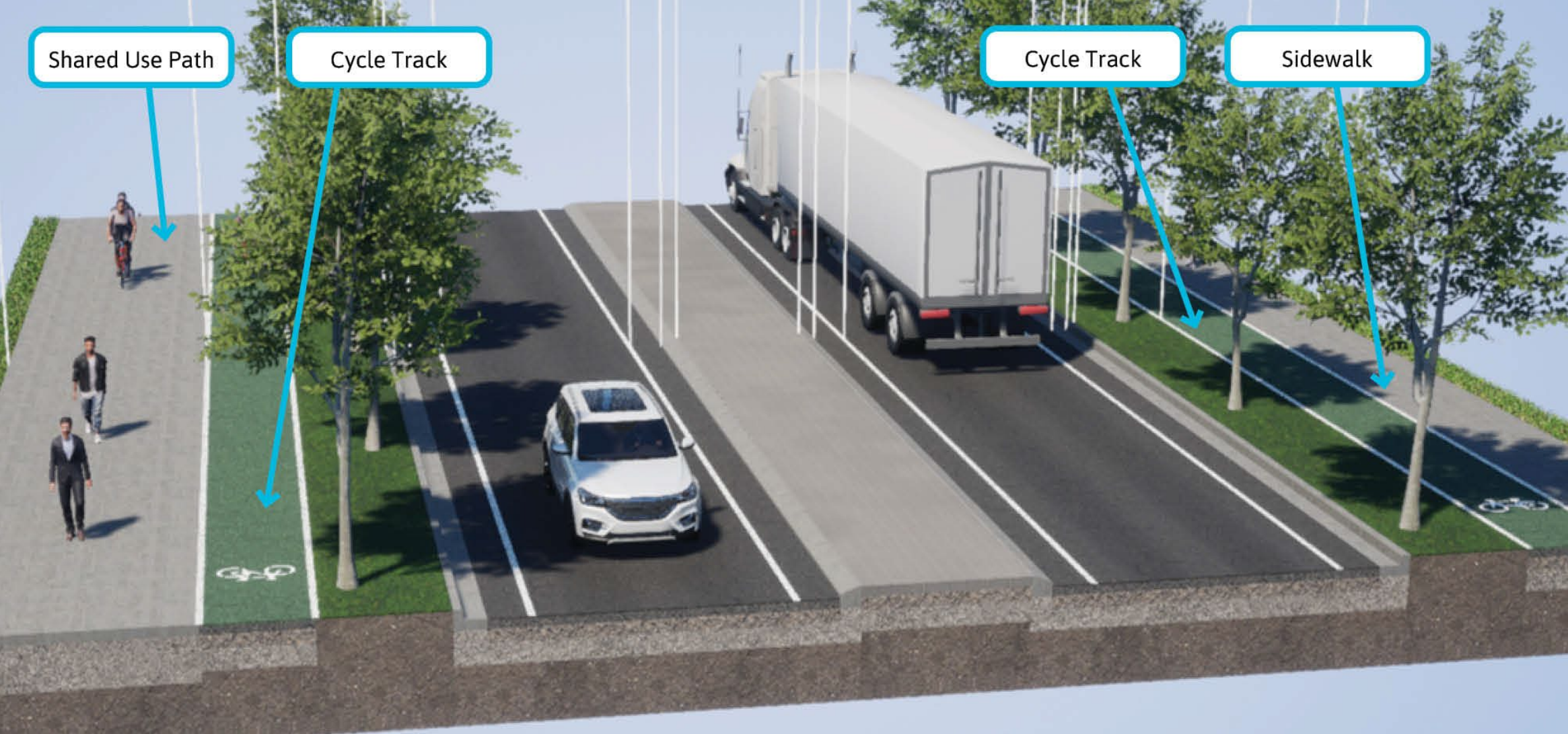
Multimodal Design –

Cycle Tracks Each side, Shared Use Path on West Side, Sidewalk on East Side

- Protected and dedicated bike facilities
- Shared Use path to continue existing and connect to future proposed Burnt Bridge Creek Trail
- Directional Bike facilities on both sides of road to maintain common layouts
- Preferred by the Project Advisory Group and local cyclists



Option B Multimodal Section





Questions/Discussion

- **Move forward with multimodal design recommendation**
 - *Cycle Tracks Each side, Shared Use Path on West Side, Sidewalk on East Side*
- **Move forward with roundabouts at key intersections**





Next Steps

- **TMC Vote (April 7, 2026)** – Return for official design vote.
- **Open House #2 (April 2026)** – Share updated design and provide opportunity to share feedback.
- **Project Advisory Group Meeting #4 (Summer 2026)** – Present the final design, collect final feedback, celebrate participation.
- **Open House #3 (Fall 2026)** – Present the final design and explain what to expect during construction
- **Construction** - Construction funding has not yet been secured. Construction could begin as early as 2028.

**Schedule is subject to change*



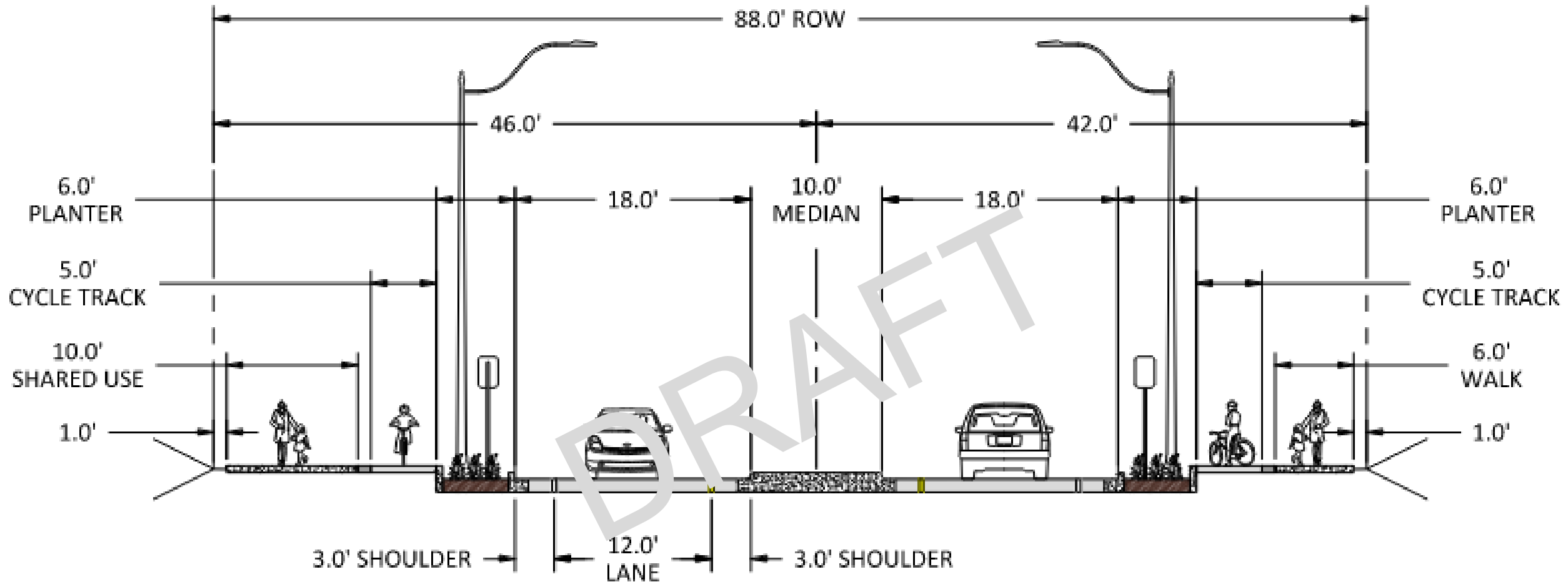
Thank You



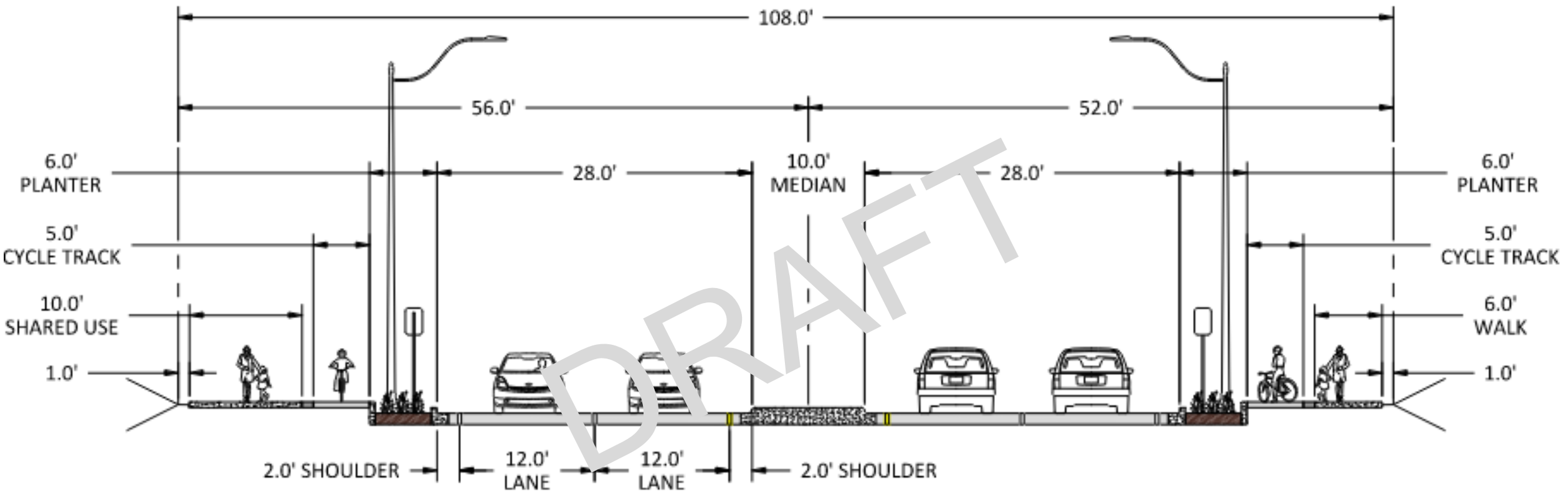
192nd Avenue Project | NE 18th Street to SE 1st Street
beheardvancouver.org/192nd



One Lane Each Direction



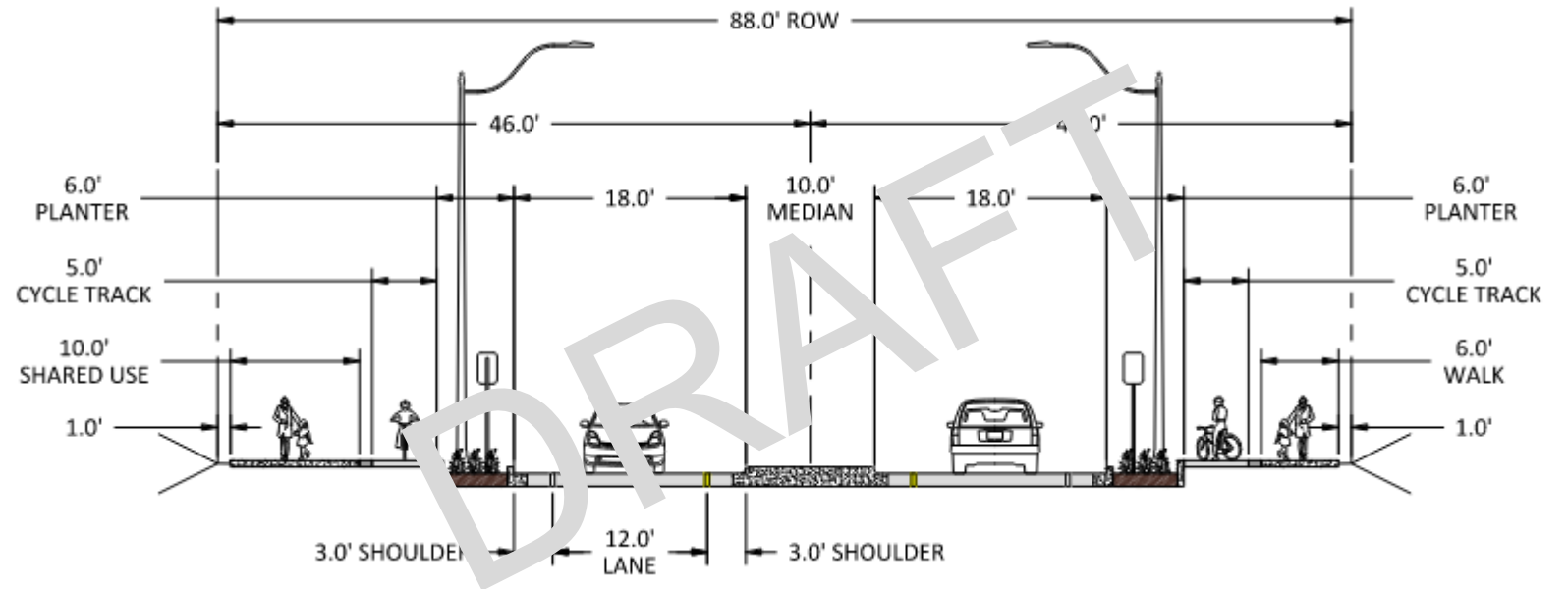
Two Lanes Each Direction



192nd Typical Section

One Lane Each Direction

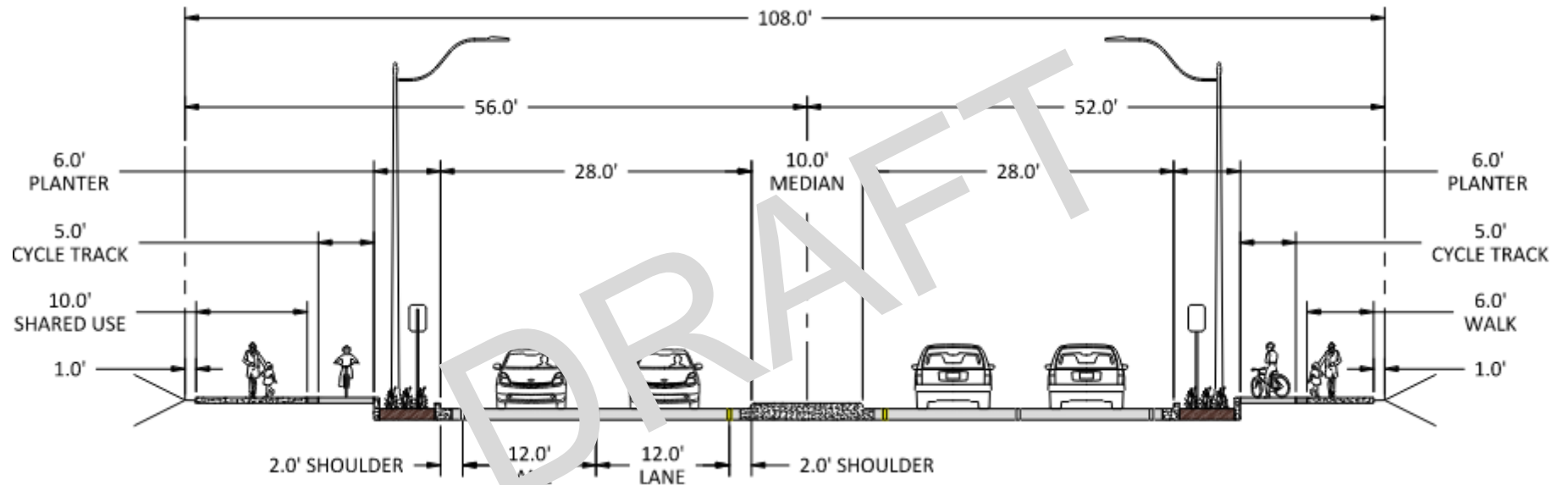
- Mountable Median
- Shoulder space for disabled vehicles
- Landscaped Planters with Street Trees



192nd Typical Section

Two Lanes Each Direction

- Mountable Median
- Landscaped Planters with Street Trees





MEMORANDUM

DATE: March 3, 2026
TO: Chair Edwards and Transportation and Mobility Commissioners
FROM: Rebecca Kennedy, Deputy Director, Community Development Department
RE: **OUR VANCOUVER – Comprehensive Plan Update**

Background

The City has been working together with the community to create [Our Vancouver](#), an updated comprehensive plan that will guide the city’s growth and development over the next 20 years. Additionally, a major component of updating the Comprehensive Plan is updating the City’s Zoning Code. The zoning code is one of the key tools that the City has to advance the goals in the Comprehensive Plan.

The City is updating the plan to manage growth, meet State requirements, and reflect local values. The current plan is from 2011. It doesn’t reflect big changes like remote work, climate action, or new state housing laws. The City is expecting 81,000 new neighbors by 2045, which means the City will need at least 38,000 more homes and 43,000 more jobs. Vancouver continues to grow and change, and having an updated comprehensive plan will help Vancouver do this in a way that meets the [community vision](#).

Draft Plan and Code

[Over the past three years](#), many of community members, organizations, City boards and commissions, including the Transportation and Mobility Commission, and City Council have been a part of the process and provided input at [more than 100 different meetings and events](#). On February 19, 2026, staff published Vancouver’s [draft Comprehensive Plan](#) and [draft Zoning Code](#) for the public to see and provide feedback on before it’s brought to Council for approval this spring.

The public can see how community feedback, state requirements, and City priorities shaped the plan and code using the [online StoryMap](#) or at [community presentations](#). A [feedback form](#) is open through Tuesday, March 31 for the community to let staff know if anything important has been missed.

The full [draft plan](#), [draft code](#), and [other key documents](#) can also be reviewed online.

Staff Contact

- Rebecca Kennedy (she/her), Deputy Director, Community Development
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Comprehensive Plan and Zoning Code Update

Rebecca Kennedy (she/her), Deputy Director, Community Development

Transportation and Mobility Commission | March 3, 2026

OUR VANCOUVER Comprehensive Plan

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

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

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

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

Learn about our community

Develop alternatives

Understand potential impacts

Refine map, policies, & code

Adopt plan and code



Transportation and Mobility

TM-1 Integrated Transportation and Connectivity

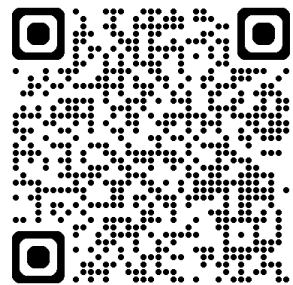
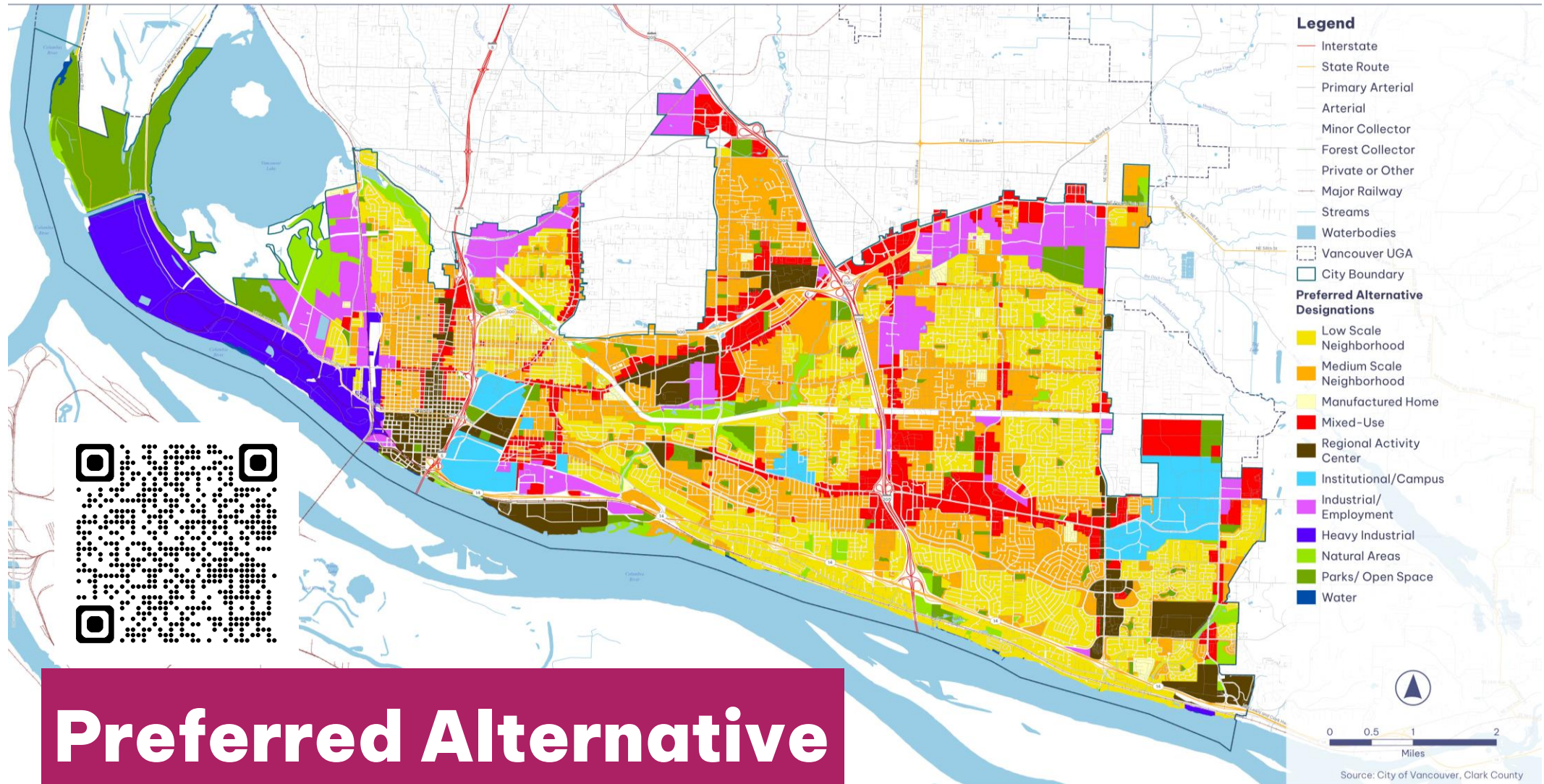
TM-2 Low Carbon Mobility Choices

TM-3 Efficient Freight Access

TM-4 Eliminate Traffic Fatalities (Vision Zero)

- TM 1 Policies: accessible mobility for everyone, community safe routes, low stress networks, asset management, updated streets standards
- TM 2 Policies: emerging mobility, equitable transit-oriented development, multimodal level of service, transit supportive infrastructure
- TM 3 Policies: enhance freight mobility and Port access, optimize freight corridors, support economic opportunity goals and policies
- TM 4 Policies: community streets, low stress networks





Preferred Alternative

www.beheardvancouver.org/plan2045



Zoning Code and Transportation

- Most minimum parking requirements removed
 - ➔ Allows property owners to decide, does *not* prohibit parking
 - ➔ Current minimum parking requirements have led to excessive, underused parking that drives up costs and limits space for housing, trees/green space, and community uses.
 - ➔ Aligns with state law (2025 SB 5184)
- Bicycle parking requirements
 - ➔ Existing code only has standards, draft code requires
 - ➔ Both short- and long-term parking requirements
 - ➔ Number of spaces based on use. Not required for <7 units
 - ➔ Minimum size of 6x2x3, with 5-foot clearance behind
 - ➔ Allowances for in-unit and shared facilities



Coming Up + Discussion

- **Draft of Plan & Code**
 - Mid-February: Release of drafts for public
 - [Community presentation](#) March 4 at Cascade Park Library
 - [Explore the draft plan and code online](#)
 - [Feedback form](#) if we missed anything important
 - Feb & March: Council and Commission Review
 - March 10: Planning Commission – Code and Plan
 - March 16: City Council – Plan- Annexation and Community Experience Chapters
 - March 23: City Council – Code
- **Initiate Adoption Process in April (Planning Commission) and May (Council)**
 - Supported by Final Environmental Impact Statement (Final EIS)

Scan to explore
the draft plan
and code online.



www.beheardvancouver.org/plan2045
OurVancouver2045@cityofvancouver.us