



Transportation and Mobility Commission Meeting Agenda

August 4, 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 — June 2, 2026

3. Workshop

Welcome & Introductions - Name, representative seat, occupation or interest and why you wanted to join the TMC

4. Workshop

Regional Active Transportation Plan: Draft Plan | Judith Perez Keniston, Principal Planner, RTC

5. Break 6:00 – 6:30 pm

6. Community Forum

To provide public testimony, please see instructions below.

7. Workshop

Letter to IBR Program: Discussion and Vote | Chair-led discussion

8. Staff and Commissioner Communications

Adjournment

Members

Jeananne Edwards

Chair

Ken Williams

Vice Chair

Isaac Hamann

Michelle Holder

Jay Housgard

Melanie Katz

Rick Perez Keniston

Russell Malburg

Think Phan

Mario Raia

Community Development Department

415 W. 6th Street

P.O. Box 1995 Vancouver, WA

98668 360-487-7800

TTY: 711

cityofvancouver.us

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.

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To request accommodation or other formats, please contact:

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

Meeting Minutes

Tuesday, June 2, 2026

5:00 p.m.

City Hall Aspen Room

The meeting was called to order at 5:00 pm

Commission Members Present: Jeananne Edwards, Ken Williams, Michelle Holder, Jay Housgard, Melanie Katz, Russell Malburg

Commission Members arrivals after roll call: Mario Raia, Thinh Phan, Isaac Hamann

Commission Member Absent: Devan Williams

Staff Present: Kate Drennan, Transportation Planning Manager; Maricsa Acosta, Support Staff.

Approval of Minutes - Motion by Vice Chair Williams, seconded by Commissioner Housgard to approve May 5, 2026, meeting minutes. Motion was carried unanimously.

Workshop: Climate Action Framework Update: Land Use & Transportation Strategies
Presenter: Rebecca Small, Policy Analysts, City Manager's Office

Staff presented an overview of the 2026 Climate Action Framework (CAF) update and requested Transportation and Mobility Commission feedback on proposed transportation and land use strategies. Staff explained that the four-year update evaluates progress toward the City's carbon neutrality goals, incorporates updated greenhouse gas inventory data, revises existing strategies and actions, and identifies new opportunities based on current community priorities.

Staff reviewed progress made since adoption of the original framework, noting that transportation remains the City's largest source of greenhouse gas emissions and represents the greatest opportunity for future reductions. Proposed updates include refining existing actions, clarifying the City's role in collaborative initiatives, removing actions outside the City's authority, considering new transportation-focused strategies, and developing department-specific workplans to establish measurable implementation priorities, support future budget planning, and improve accountability through defined goals and targets.

Members

Jeananne Edwards
Chair

Ken Williams
Vice Chair

Isaac Hamann

Michelle Holder

Jay Housgard

Melanie Katz

Rick Perez Keniston

Russell Malburg

Thinh Phan

Mario Raia

Devan Williams

Staff also outlined the next steps in the update process, including continued community engagement, coordination with City departments, and preparation of the updated Climate Action Framework for City Council adoption in December 2026. Commissioners were invited to provide feedback on emerging transportation and mobility issues, proposed strategies, and priorities for inclusion in the City's six-year workplans.

Commission Questions & Staff Responses

Commissioner Katz commented that the Climate Action Framework establishes strong objectives and encouraged continued expansion of pedestrian-friendly spaces, including temporary street closures in areas with high pedestrian activity. She noted the positive community response to the Waterfront street closure and recommended tracking and reporting performance measures, such as bicycle lane usage, safety improvements, and ridership trends, to demonstrate the effectiveness of transportation investments.

Q: Does the additional "Other" emissions category shown in the 2023 greenhouse gas inventory represent new emission sources or a change in methodology? Staff explained that the increase reflects an updated inventory methodology that captures additional emission sources, including refrigerants, process emissions, and other waste-related categories. Staff noted the inventory continues to follow the same international reporting standards while utilizing a more comprehensive dataset.

Vice Chair Williams commented on the importance of expanding programs that encourage students to walk and bike to school, including Safe Routes to School initiatives and bicycle buses, as a way to reduce traffic congestion around schools.

Q: Has there been any progress toward implementing 20 mph neighborhood speed limits without requiring engineering studies? Staff shared that work is underway to develop a citywide approach to reduce speed limits, including lowering local residential streets to 20 mph. The proposal will be presented to City Council for consideration.

Commissioner Housgard commented that, based on his experience using New York City's bike share program, a bike share system could provide an accessible way for residents to explore bicycling without the commitment of purchasing a bicycle. He encouraged the City to continue evaluating bike share opportunities as Vancouver expands its bicycle infrastructure. He also emphasized the importance of affordability when developing future climate and transportation initiatives, suggesting incentives to make electric bicycles and electric vehicles more accessible to lower-income residents.

Q: Has the City considered implementing a bike share program, and where do those discussions stand today? Staff explained that while the City does not have an existing program to offer a bike share, there is policy guidance in the Transportation System Plan, and the concept has been discussed periodically with City Council. They noted that additional community input will help determine the level of support for advancing the idea, recognizing both the potential benefits of increasing access to active transportation and the varying concerns expressed by some in the community.

Commissioner Raia observed that the Climate Action Framework includes numerous potential actions and emphasized the importance of establishing a clear process for prioritizing initiatives that will produce the greatest measurable impact. He noted that implementation requires balancing factors such as anticipated benefits, cost, feasibility, and available resources.

Q: What process will the City use to prioritize actions and determine which initiatives should receive the greatest focus? Staff explained that priorities are evaluated based on several factors, including

potential greenhouse gas reductions, the City's ability to influence or implement the action, available staff capacity and funding, alignment with existing City priorities, and the level of community support.

Q: Given the reduction in federal climate grant funding, has the City considered alternative funding sources, such as community donations, to support implementation? Staff acknowledged that federal climate funding has declined but noted that new state funding sources, including the Climate Commitment Act and Clean Fuels Act, are providing support for local climate initiatives. Staff cited funding received for the City's Electric Vehicle Strategy as an example and expressed optimism that additional transportation-related funding opportunities will continue to become available.

Chair Edwards noted that changes in federal funding and uncertainty surrounding future state funding could affect implementation of Climate Action Framework initiatives. She asked how funding uncertainty would influence department workplans and prioritization of actions.

Staff explained that department workplans are currently being developed and are intended to rely on existing funding sources within the City rather than anticipated grant funding. While outside funding could accelerate implementation or expand projects, staff indicated that core workplans will be based on resources that are reasonably available and not contingent upon grant awards.

Commissioner Holder Commissioner Holder recommended that the Climate Action Framework incorporate consideration of the proposed light rail extension into Vancouver, noting that it represents a significant transportation initiative that should be reflected in future planning.

Staff acknowledged that the Interstate Bridge Replacement project is not currently represented in the framework and thanked Commissioner Holder for the suggestion.

Commissioner Holder encouraged expanding community engagement through neighborhood associations and recommended providing additional performance data and progress metrics to help community members offer more informed feedback. She also suggested exploring opportunities for residents to participate directly in climate-related initiatives, citing volunteer programs as a way to promote community involvement and shared ownership of sustainability efforts.

Q: Will the Be Heard Vancouver webpage include an opportunity for community members to submit feedback on the Climate Action Framework update? Staff confirmed that an open-ended feedback option and a survey will be added to the Be Heard Vancouver webpage to provide opportunities for community input.

Chair Edwards emphasized the importance of coordinating Climate Action Framework sidewalk goals with existing City ADA priorities and C-TRAN sidewalk improvement efforts to maximize partnerships and implementation opportunities. She also encouraged partnering with the annual Week Without Driving campaign as an educational opportunity to promote multimodal transportation and help the community better understand that expanding transportation options complement, rather than replace automobile travel. Additionally, she recommended updating the regional bicycle route map to reflect recent infrastructure improvements, noting that it has become outdated and is no longer an effective resource for the public. Staff acknowledged the need to update the regional bicycle route map and explained that it was developed through a partnership with RTC, Clark County, and other regional agencies. Staff noted that partner agencies continue to discuss project leadership, funding, and responsibility for producing a revised map.

Commissioner Housgard expressed support for expanding bicycle parking infrastructure to accommodate anticipated growth in bicycling and encouraged planning for future demand as active transportation continues to increase.

Chair Edwards Chair Edwards thanked staff for the presentation and requested that the transportation-related pages of the Climate Action Framework be distributed to commissioners for future reference.

Staff agreed to provide the transportation-related pages as a PDF following the meeting. Staff also shared information about Washington State's e-bike rebate program, noting that rebates ranging from \$300 to \$1,200 are currently available based on income eligibility and encouraged interested commissioners to visit the Washington State Department of Transportation website for additional information.

Community Forum

Marlise Watson spoke in support of TIP Project 741, highlighting mobility and accessibility challenges affecting older adults and individuals with disabilities in the Evergreen Highway area. She advocated for advancing the project from unfunded to partially funded, citing the need to improve pedestrian connectivity, address equity in transportation investments, and support the City's aging readiness goals. Watson also expressed appreciation for the City's ongoing work on TIP Project 740 along Evergreen Highway.

Mike Anderson, Vice Chair of the Clark County Commission on Aging and Chair of its Transportation and Mobility Subcommittee, introduced the Commission on Aging's work related to transportation and mobility. He invited Transportation and Mobility Commissioners to attend future meetings and explore opportunities for collaboration between the two commissions on shared transportation and aging-related initiatives.

Commissioner Raia encouraged Mr. Anderson to review Transportation and Mobility Commission agendas and participate in future Community Forums on topics of mutual interest.

Chair Edwards noted that Community in Motion has previously presented to the Transportation and Mobility Commission and encouraged commissioners to attend future Commission on Aging meetings as their schedules allow.

Workshop: Discussion on Interstate Bridge Replacement Project

Presenters: Chair-led Discussion

Chair Edwards opened a discussion regarding the Interstate Bridge Replacement project to identify key transportation, and mobility issues the Commission wished to address in a draft letter. Commissioners discussed the proposed light rail alignment, multimodal connectivity, active transportation, and the Commission's role in providing recommendations related to Vancouver's transportation system before providing direction to staff on preparation of a draft Commission letter.

Motion: Commissioner Katz moved to direct staff to prepare a draft Transportation and Mobility Commission letter regarding the Interstate Bridge Replacement project for Commission review, incorporating discussion points raised during the meeting and supporting the City's adopted resolution where appropriate. Commissioner Housgard seconded the motion.

Key Discussion Topics

Support for a Commission Letter

Commissioners expressed support for preparing a Commission letter regarding the Interstate Bridge Replacement project. The Commission agreed that staff should prepare a draft letter for review at a future meeting rather than drafting language during the meeting. Commissioners discussed whether the letter

should reinforce the City's adopted resolution or present the Commission's own recommendations regarding transportation and mobility.

Light Rail Terminus & Multimodal Connectivity

Commissioners emphasized that if light rail is constructed, the northern terminus should extend to the planned multimodal hub near Library Square rather than ending at the waterfront. Commissioners expressed concern that a waterfront terminus would not adequately connect riders to C-TRAN or the City's transportation network and would reduce the project's effectiveness for Vancouver and Clark County residents. Commissioners generally agreed that extending light rail to the planned multimodal hub near Library Square would better support the project's stated purpose of providing seamless regional transit connections.

Active Transportation & Multi-Use Path

Commissioners discussed the proposed multi-use path and expressed concerns that the current design could discourage walking and bicycling by creating accessibility challenges, including extended grades, spiral ramps, and reliance on elevator access. Commissioners noted that the proposed alignment does not effectively connect with existing or planned east-west bicycle facilities and may reduce the convenience and safety of the active transportation network. Commissioners emphasized that the design should better support people walking, bicycling, using mobility devices, strollers, and other forms of active transportation while maintaining strong east-west bicycle and pedestrian connections into Vancouver's existing and planned transportation network.

Project Purpose

Commissioners questioned whether the revised design continues to meet the Interstate Bridge Replacement Program's stated purpose and need by providing seamless multimodal connections between Oregon and Washington. Several commissioners expressed concern that the proposed revisions could diminish the project's ability to achieve those intended outcomes.

Scope of the Commission's Comments

Staff reminded the Commission that its role is to provide recommendations regarding how the Interstate Bridge Replacement project integrates with Vancouver's local transportation system, including connections to local streets, transit, bicycle, and pedestrian facilities. Staff noted that broader funding decisions and overall project costs fall outside the Commission's primary advisory role. Commissioners acknowledged differing perspectives regarding the overall project cost but generally agreed the Commission's recommendations should remain focused on transportation and mobility issues within the Commission's advisory role.

Information & Next Steps

Commissioners discussed the importance of basing recommendations on a common understanding of the latest project information. Several commissioners expressed interest in receiving updated project information before finalizing the Commission's recommendations. Staff agreed to coordinate with the City's Interstate Bridge Replacement liaison to provide the most current project information available.

Direction to Staff

Based on the Commission's discussion, staff were directed to prepare a draft letter for review at the August meeting. Commissioners requested that the draft reinforce the City's adopted resolution while incorporating the following recommendations:

- Extension of light rail to the planned multimodal hub near Library Square.

- Improved integration with C-TRAN and Vancouver's local transportation network.
- Concerns regarding the proposed multi-use path design, including accessibility, and connectivity.
- The importance of supporting the project's multimodal transportation goals and purpose.

The motion was not acted upon during the meeting. Staff will prepare a draft letter for Commission review and consideration at a future meeting.

Communications - Commission & Staff Reports

Staff Communications

- Staff announced that City Council was expected to consider the appointment of Rick Perez Keniston to the Commission's vacant freight representative position. If confirmed, his first meeting would be in August.
- Associate Transportation Planner Brett Setterfield announced the upcoming Safe Routes to School Summer Fair on August 15 at the Heights Bike Garden. Commissioners were invited to volunteer, and staff advised that volunteer registration information would be distributed following the meeting. Chair Edwards offered Community in Motion's assistance with the event, and staff welcomed the partnership.
- Staff reminded commissioners that there would be no July meeting. The August meeting is expected to include a workshop with Judith Perez Keniston (RTC), review of the Interstate Bridge Replacement draft letter, and other scheduled business. Staff also noted that the Traffic Impact Fee public hearing had been postponed until the fall due to scheduling changes.

Commissioner Communications

- Commissioner Phan inquired about a potential scheduling conflict between the August meeting and the Downtown Art & Culture Fair.
- Vice Chair Williams raised concerns regarding damaged bicycle lane delineators. Staff advised that maintenance requests may be submitted through the City's online reporting system.
- Chair Edwards reminded commissioners about Week Without Driving (October 1–8).
- Commissioner Housgard encouraged participation in Ride Transit Month and shared information about the regional transit challenge.

Adjournment with no further business, the June 2, 2026, meeting of the Vancouver Transportation and Mobility Commission was adjourned at 7:40 pm

Jeananne Edwards, Chair

Date



MEMORANDUM

DATE: August 4, 2026

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Judith Perez Keniston, AICP, Principal Planner, and Julia Cruz-Jones, Associate Planner, Regional Transportation Council

RE: **Regional Active Transportation Plan – Regional Active Transportation Network**

CC: Kate Drennan, Transportation Planning Manager; Ryan Lopossa, Transportation Manager

Regional Active Transportation Plan

The Regional Active Transportation Plan provides a framework for creating a safer and more connected system that enables people to walk, bike, and roll throughout the Clark County region. The plan establishes the Regional Active Transportation Network (RATN), a set of key corridors linking communities and integrating with local networks. As improvements are implemented over time, the network will enhance safety, connectivity, and ridership.

The Plan adopts an All Ages and Abilities approach, prioritizing facilities that are safe, comfortable, and accessible to users with a wide range of physical and cognitive abilities. Recommendations are tailored to corridor characteristics rather than applying a single uniform design.

All Ages and Abilities

This approach ensures that walking, bicycling, and rolling are safe, intuitive, and comfortable for everyone—from young children to older adults and people with varying abilities. Design considerations reflect corridor-specific conditions such as posted speeds, traffic volumes, and roadway configuration, reducing stress for people traveling by modes that do not use a vehicle.

Today, most bicycle facilities in the region primarily serve “highly confident” riders, a small portion of the population. To expand the number of people willing to ride, the

regional network must include low-stress facilities that support users of all backgrounds and abilities.

Regional Networks

The transportation system of the Clark County region includes major roadways, freight corridors, emergency routes, high-frequency transit corridors, and regional active transportation corridors. Some corridors support multiple travel modes, while others function as parallel routes that are more appropriate for a specific mode.

Regional Active Transportation Network

The Regional Active Transportation Network (RATN) builds on the Regional Designated Transportation System (RDTS), which identifies regionally significant corridors that connect communities within and beyond Clark County. The RDTS includes freeways, principal arterials, National Highway System roads, state facilities, high-capacity transit routes, and multimodal facilities such as airports, rail, transit, and ports.

Some RDTS corridors are not well suited for active transportation due to higher posted speeds, traffic volumes, truck activity, or roadway configuration. In those areas alternative corridors were selected for the RATN to provide less stressful options for people of all ages and abilities.

RTC developed the RATN through a structured evaluation based on connectivity and feasibility, identifying corridors capable of supporting comfortable, low-stress facilities. On the map, local networks are shown in pink, trails in green, and regional corridors in dark blue.

To serve all ages and abilities and the diverse travel needs and land use patterns across the Clark County region, the RATN includes four primary facility types: sidewalks, shared-use paths, buffered bicycle lanes, and protected bicycle lanes. These elements collectively form a connected backbone that integrates with local networks.

The RATN also supports compliance with the Washington Growth Management Act. Local agencies across the region are required to adopt Multimodal Level of Service (MMLOS) standards, and most agencies selected Level of Traffic Stress (LTS) 2 or better for active transportation facilities. LTS categorizes roadway segments based on speed limits, volume, number of lanes, and facility characteristics to rate the level of comfort or discomfort a person using that facility would experience.

Regional Active Transportation Network - Existing Conditions and Analysis

Existing RATN conditions were evaluated based on facility inventory, traffic stress, and safety concerns. The network today is characterized largely by higher stress facilities and limited low-stress connections.

Higher stress corridors tend to align with major roadways and interjurisdictional connections, while lower stress facilities are more limited and often fragmented within cities.

Corridor conditions were evaluated using the WSDOT LTS framework, which classifies facilities based on how comfortable they are for people walking and bicycling. LTS considers roadway characteristics such as speed, traffic volume, and number of travel lanes, along with the presence and quality of bicycle and pedestrian facilities. Bicycle LTS (BLTS) reflects the facility type and whether it is present on one or both sides of the street. Pedestrian LTS (PLTS) reflects sidewalk dimensions, buffer or separation from the roadway, and its presence on one or both sides of the street.

Two types of network limitations were identified along RATN corridors:

- Gaps – segments with no active transportation facilities
- Deficiencies – segments with facilities that do not meet the adopted LTS or MMLOS standards

Gaps are the highest priority because they represent a total absence of infrastructure. Deficiencies still impede low-stress travel and can discourage network use.

Regional Active Transportation Network Existing Conditions and Analysis - Key Findings

The existing conditions analysis of the RATN highlights several insights related to network completeness, comfort, and connectivity that will inform the next phase of corridor prioritization.

- The RATN is not yet continuous or consistently low stress.
- Bicycle facilities contain many gaps and deficiencies, especially along north-south corridors and at jurisdictional boundaries.
- Deficiencies are especially prevalent in bicycle facilities within the Vancouver Urban Growth Area (UGA), while many gaps are located outside of the Vancouver UGA.
- Pedestrian facilities are more complete but still contain gaps along regional connectors. Further analysis will be done to assess pedestrian facilities after the adoption of local American with Disabilities Act (ADA) Transition Plans.

Table 1 outlines key statistics revealed by the existing conditions analysis. These numbers provide a summary of the percentages of the network that are complete, deficient, or nonexistent.

Table 1. Gaps & Deficiencies on the Regional Active Transportation Network

Gap/Deficiency Type	Bicycle Network Corridor Miles	Percentage of Bicycle Network	Pedestrian Network Corridor Miles	Percentage of Pedestrian Network
Complete facilities	21.18	15%	73.29	51%
Complete on one side, deficiency on other	3.91	3%	-	-
Complete on one side, gap on other	8.54	6%	29.24	20%
Gap on one side, deficiency on other	2.37	2%	-	-

Deficiency on both sides	60.80	42%	-	-
Gap on both sides	47.88	33%	42.18	29%

Regional Active Transportation Network Corridor – Prioritization

RTC is developing a prioritization methodology to identify corridors that best advance the Plan’s goals and deliver regional benefits. Priority factors include:

- Safety – segments overlapping with High Injury Network (HIN) corridors
- Network Connectivity – segments with no existing facilities
- Deficient Facilities – segments with facilities that do not meet low-stress standards

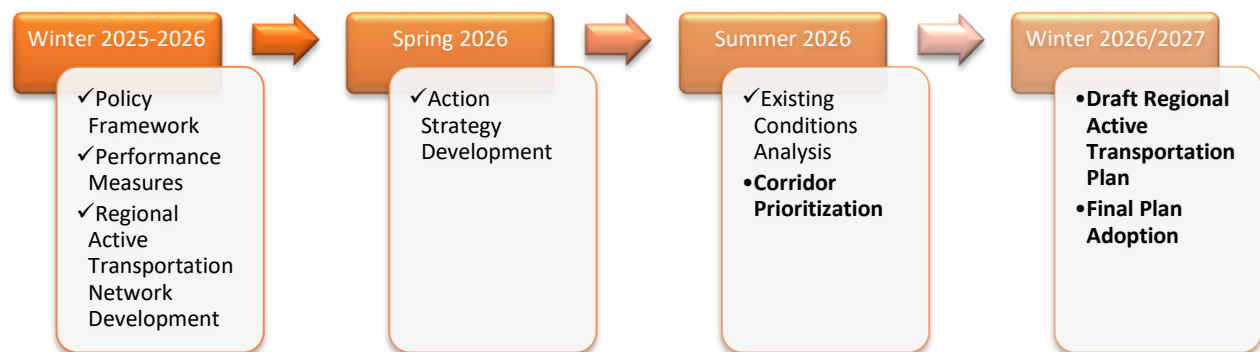
During the upcoming presentation, we will review the scoring matrix and request Commission feedback.

Regional Active Transportation Plan Action Strategies

The Plan’s draft policy framework includes a vision, four goals, 23 objectives, and 32 action strategies. This framework has been reviewed extensively by agency partners and stakeholders. We welcome your comments and invite you to send feedback directly to Judith Perez Keniston, Judith.Perez@rtc.wa.gov, or via Kate Drennan.

Next Steps

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

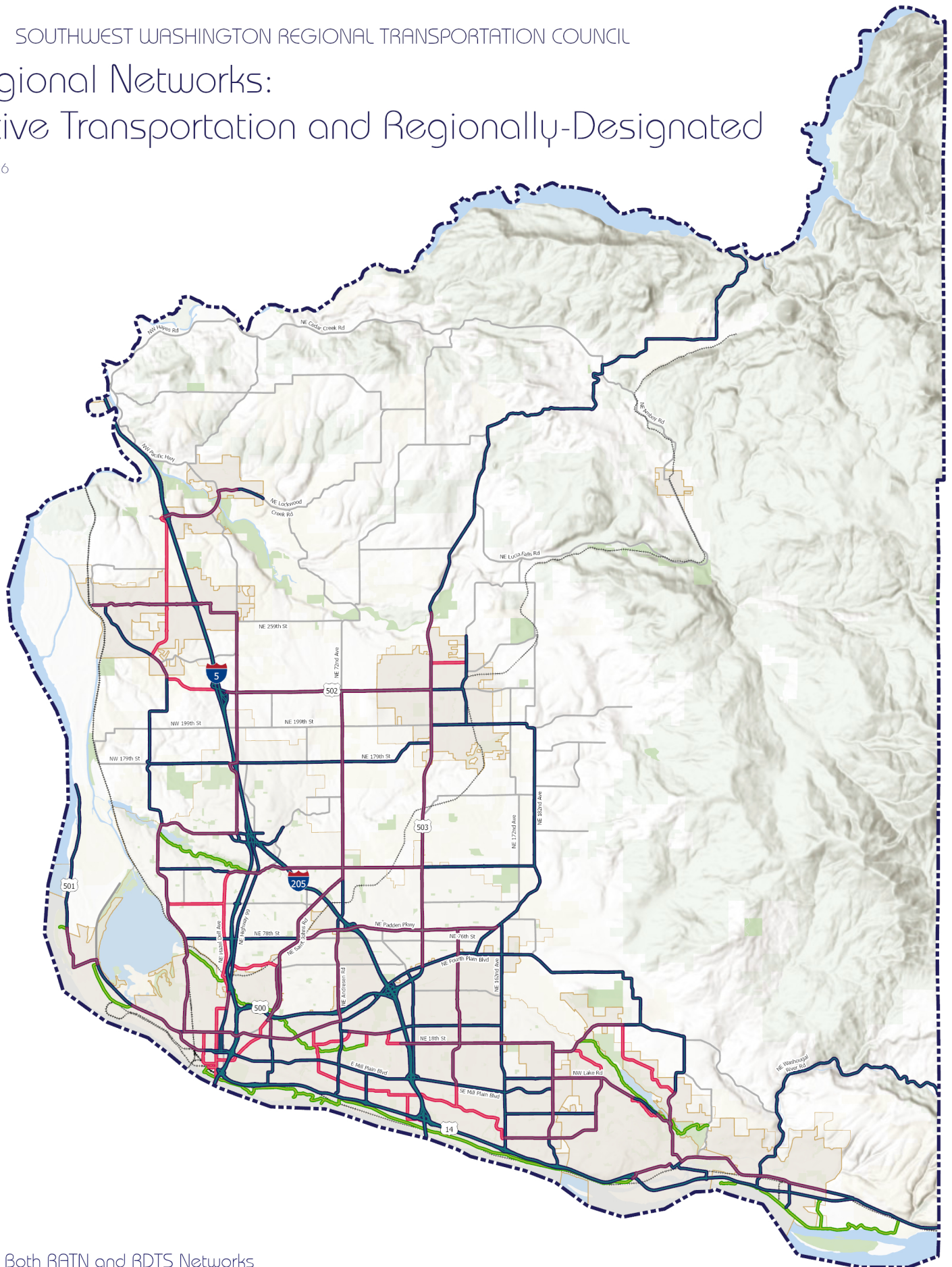


Attachments

- Regional Designated Transportation System Map for the Clark County Region
- Regional Active Transportation Network Map for the Clark County Region
- Multimodal Level of Service Standards Table for the Clark County Region
- Regional Active Transportation Plan - Policy Framework

Regional Networks: Active Transportation and Regionally-Designated

July 2026



- Both RATN and RDTN Networks
- Regional Designated Transportation System Only
- Regional Active Transportation Network Only
- Regional Active Transportation Network - Regional Trails

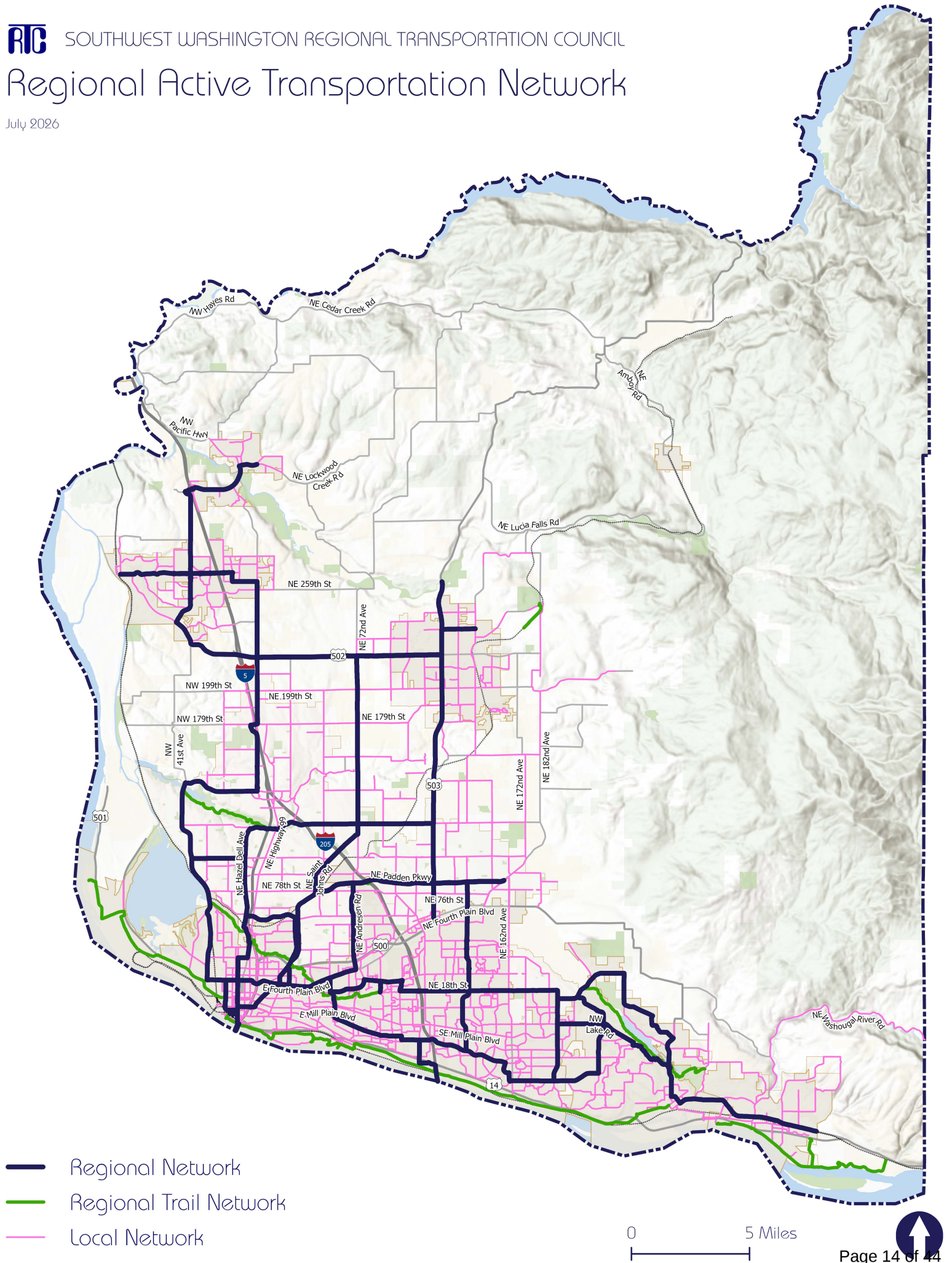
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Regional Active Transportation Network

July 2026



Multimodal Performance Standards in Clark County					
System	Agency	Roadways		Active Transportation Facilities	
State Transportation System	WSDOT	Highways of Statewide Significance (HSS) Urban areas	LOS D	State Highways of Regional Significance	LTS 2
		HSS Rural areas	LOS C		
Transit Local and Regional System	C-TRAN	Regional System Routes	Reliability LOS B or better	Regional System Transit Stops	Accessible path is LTS 1 or 2 and stop completeness (assess existing facilities against C-TRAN Amenity Standards)
		Local System Routes	Service frequency LOS B or better	Local System Transit Stops	Accessible path is LTS 1 or 2 and stop completeness (assess existing facilities against C-TRAN Amenity Standards)
Local Transportation System	Battle Ground	Signalized Intersections	LOS D or better	Pedestrian Network Pedestrian LOS standards only apply to arterial and collector roadways and are not applied to off-street trail facilities.	System completion: • Good: facilities are complete on both sides of the road and meet City standards • Acceptable: facilities exist but are incomplete or only on one side of road
		Unsignalized Intersections	LOS E or better if signal warrants are not met OR LOS D or better if signal warrants are met	Bicycle Network: Bicycle LOS standards only apply to arterial and collector roadways.	System completion: • Good: facilities exist including at major crossings, at acceptable stress level • Acceptable: facilities exist but does not align with planned network, has a higher level of traffic stress, or is inadequate

Multimodal Performance Standards in Clark County					
System	Agency	Roadways		Active Transportation Facilities	
	Camas	Intersections & Roundabouts on Local Access	LOS C	Active Transportation Facilities	LTS 2
		Intersections & Roundabouts on Collectors & Arterials	LOS D		
		Intersections & Roundabouts on Non-HSS	LOS E		
	Clark County	Collectors and Arterials Roadway Segments within Vancouver UGA (outside city limits)	Volume-to-capacity (v/c) ratio < 0.90	Within The Vancouver UGA (Outside City Limits)	LTS 2 or better
		Signalized Intersections	two cycle lengths or 240 seconds of delay (whichever is less)	Rural Areas Outside Vancouver UGA (RATN)	LTS 3 or better
		Unsignalized Intersections	LOS E if warrants are met / LOS D if not met		
Local Transportation System	La Center	Signalized Intersections	LOS D or better and have a Volume-to-Capacity ratio no higher than 0.95 during the highest one-hour period on an average weekday	Active Transportation:	LTS 2

Multimodal Performance Standards in Clark County					
System	Agency	Roadways		Active Transportation Facilities	
		Unsignalized Intersections	LOS E or better		
		Mid-Block Street Segments	LOS D or better and Volume-to-capacity ratio no higher than 0.90		
	Ridgefield	Signalized intersections:	LOS D or better	Facilities on Arterial and Collectors:	LTS 2 or better
		Unsignalized Intersections	LOS E or better		
	Vancouver	Arterial Concurrency Corridors	LOS defined in terms of average PM peak hour travel speeds ^[1]	Bike and Small Mobility Network and Pedestrian Network corridors:	LTS 1 or 2 and network completeness (assess existing facilities against TSP prescribed facilities)
	Washougal	Signalized Intersections	LOS D	Pedestrian Facilities:	LTS 2
		Unsignalized Intersections	LOS E	Bicycle Facilities:	LTS 3

^[1] Vancouver Comprehensive Plan 2011-2030, Public Facilities and Services, page 5-13

Vision:

A safe, comfortable, and connected active transportation network that promotes mobility, health, accessibility, and sustainability in the region.

Goal I. Safety and Security:

Enhance the safety of people walking, biking, and rolling by reducing crashes, especially serious injuries and fatalities

Objective IA: Align with Target Zero goals, which strive to eliminate serious and fatal crashes throughout the transportation systems

Objective IB: Implement projects using the Safe System Approach to promote safe streets and intersections for all

Objective IC: Prioritize investments in existing physical assets that enhance the safety of vulnerable road users

Objective ID: Coordinate across agencies in the development of public messaging related to active transportation safety education, sharing the road, and safe travel behavior

Action Strategy IAa: Prioritize implementation of projects from regional Safety Action Plans and Local Road Safety Plans. Led by RTC, county, and cities)

Action Strategy IAb: Support the implementation of local and state MMLOS standards on the regional active transportation network corridors to align with Target Zero goals (Led by county, cities, and WSDOT)

Action Strategy IBa: Review and analyze serious injury and fatality data to identify ways to implement Safe System Approach improvements for high crash intersections and corridors (Led by county and cities)

Action Strategy ICa: Identify deficiencies along the regional active transportation routes and prioritize improvements through the Regional Active Transportation Plan (Led by RTC)

Action Strategy ICb: Work toward developing and implement mechanisms for community members to report obstruction on active transportation facilities and other related safety issues. (Led by cities, county, and WA State Traffic Safety Commission)

Action Strategy ICc: Apply context-sensitive design approach that balance freight mobility with active transportation needs, reducing conflicts along the regional active transportation network. (Led by ports, county, and cities)

Action Strategy IDa: Work towards preventing the obstruction of active transportation facilities. (Led by cities, county, and WA State Traffic Safety Commission)

Action Strategy IDb: Provide/expand community education programs about benefits of active transportation and multimodal transportation (Led by cities, community organizations, and county)

Action Strategy IDc: Develop Safe Routes to School Program and plan to include local and regional implementation strategies. (Led by cities, county, RTC, WA State Traffic Safety Commission)

Action Strategy IDd: Work toward developing helmet campaigns to promote usage (Led by cities, RTC, and county)

Action Strategy IDe: Continue to work toward developing campaign to educate e-scooters and e-bike users to safely share roadways and active transportation facilities with other users (Led by cities, county, RTC, and WA State Traffic Safety Commission)

		Action Strategy IDf: Develop a community education campaign for on Rules of the Road, including of active transportation pavement markings, signing, and traffic signals. (Led by cities, county, RTC, and WA State Traffic Safety Commission)
Goal II. Economic Vitality and Quality of Life: Promote connections among active transportation, transit, and the built environment to maximize the impact of investment in active transportation infrastructure and programs.	Objective IIA: Prioritize projects that promote multimodal accessibility to employment, commercial, and retail centers	Action Strategy IIaA: Collaborate with agencies to support employment, commercial, and retail centers are accessible via all modes of transportation (Led by county, cities, and C-TRAN)
		Action Strategy IIAb: Identify opportunities to fund the implementation of rural active transportation facilities on identified routes to connect people from rural centers (Brush Prairie, Meadow Glade, Hockinson, Dollars Corner, Frager Lake, Amboy, and Chelatchie Prairie) and the Town of Yacolt to urban destinations. (Led by Clark County)
		Action Strategy IIAC: Prioritize projects that strengthen connections between ports and other multimodal facilities, fostering greater economic vitality and driving the creation of sustainable job opportunities. (Lead by ports, cities, and county)
	Objective IIB: Explore alternative delivery methods for first/last mile deliveries, including cargo bikes, micro-mobility devices, and personal delivery vehicles	Action Strategy IIBa: Review existing laws/policies and build support from local officials to promote micro-mobility and cargo bikes for first and last mile connections. (Led by county, cities, and C-TRAN)
	Objective IIC: Provide regional coordination on development of recreational active transportation facilities, especially those with the potential to contribute to open space preservation or regional tourism	Action Strategy IICa: Partner with local, regional and state agencies/non-profits to identify gaps and prioritize trails and scenic routes to include in Clark County's Park , Recreation, Open Space, and Trails plan. (Led by Clark County Parks and Nature and other local park departments)
		Action Strategy IICb: Identify mechanisms to implement Trail Oriented Development (Led by cities and county)
Goal III. Accessibility and Mobility: Increase the availability, accessibility, and convenience of active transportation through the creation of a comprehensive and complete network	Objective IID: Develop and implement policies and support incentives that reduce vehicle trips and increase active transportation and transit use	Action Strategy IIDa: Support policies and programs that reduce vehicle trips and increase active transportation and transit use. (Led by county cities, and C-TRAN)
	Objective IIIA: Prioritize transportation improvements that increase intermodal connectivity and accessibility and that integrate Complete Streets elements	Action Strategy IIIAa: Coordinate accessibility improvements to ensure all transit stops are within 1/2 of a mile from the regional active transportation network and are accessible by a continuous active transportation facility and identify transit stops within and not within 1/2 of a mile from the regional active transportation network (Led by C-TRAN, county, and cities)
		Action Strategy IIAB: Establish a forum to share how their Multimodal Level of Service standards are tracked and how new development is concurrent with those standards. (Led by county and cities)
		Action Strategy IIIAc: Develop and implement a comprehensive, regionwide active transportation wayfinding system on the regional active transportation network

		corridors to make getting around using active transportation more intuitive (Led by RTC county, cities, and C-TRAN)
		Action Strategy IIIAd: Identify an existing interactive wayfinding app and/or messaging to inform users about active transportation options. (Led by RTC, Community in Motion, C-TRAN, county, and cities)
		Action Strategy IIIAe: Improve mobility options to serve all ages and all abilities, including individuals with disabilities (Led by Community in Motion, C-TRAN, county, and cities)
		Action Strategy IIIAf: Develop and implement ADA Transition Plans to ensure a continuous accessible sidewalk network. (Led by county and cities)
	Objective IIIB: Eliminate existing gaps to connect people to activity centers, transit, parks, libraries, and schools	Action Strategy IIIBa: Prioritize local and regional projects to reduce/eliminate gaps to activity centers, transits, parks, schools, libraries, and other destinations. (Led by RTC, county, city, Fort Vancouver Regional Library, C-TRAN, and WSDOT)
	Objective IIIC: Connect bike and pedestrian facilities to and through intersections	Action Strategy IIICa: Scope active transportation projects and elements to ensure facility continuity through all intersections and along connected corridors. (Led by county, city, and WSDOT)
	Objective IIID: Assess short-term active transportation parking needs and support parking availability.	Action Strategy IIIDa: Develop and adopt programs, policies, and funding mechanisms that require or incentivize the provision of secure bike parking at key destinations, major events, and near community amenities. (Led by cities, county, and C-TRAN)
		Action Strategy IIIDb: Coordinate with partner agencies to fund and install secure bike parking at priority locations, including transit centers and other key destinations. (Led by cities, county, and C-TRAN)
Goal IV. Sustainability and Resiliency: Promote transportation options that reduce reliance upon single occupancy vehicles and that increase the use of transit, bicycle, pedestrian, and other modes to	Objective IIIE: Maintain and preserve existing active transportation facilities.	Action Strategy IIIEa: Develop mechanisms to support the long-term maintenance and preservation of active transportation facilities, including defining lifecycle needs, setting maintenance standards, and identifying ongoing funding sources and policy or budget requirements. (Led by cities, county, and C-TRAN)
		Action Strategy IIIEb: Implement routine and responsive maintenance and preservation activities for active transportation facilities. (Led by cities, county, and C-TRAN)
	Objective IVA: Prioritize connectivity between active transportation facilities to serve as evacuation routes and to increase system capacity and redundancy	Action Strategy IVAa: Support active transportation infrastructure evacuation routes: Other than those regional routes identified in the Regional Resiliency Plan and those local routes prioritized by county and cities. (Led by cities, counties, CRESA, RTC, and WSDOT)
		Action Strategy IVAb: Follow existing protocol to ensure that active transportation evacuation routes can continue to operate and provide access to essential services during and after events (Led by cities, counties, CRESA, RTC, and WSDOT)

reduce adverse environmental impacts, reduce GHG, and promote resiliency.	Objective IVB: Reduce percentage of trips from motorized vehicles and increase percentage of walking, cycling, and rolling trips	Action Strategy IVBa: Collaborate with and support agencies in the development and maintenance of Transportation Demand Management and Travel Options Programs to shift trips away from driving and toward walking, cycling, and rolling. (Led by county, cities, C-TRAN, Community in Motion, and RTC)
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REGIONAL ACTIVE TRANSPORTATION PLAN

Judith Perez Keniston and Julia Cruz Jones



Regional Active Transportation Plan

Provides framework for regional connectivity

Defines long-term vision

Develops strategic actions and recommendations

Identifies a prioritized list of corridors

Regional Designated Transportation System Atlas for Clark County

May 2025



Southwest Washington Regional Transportation Council

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



Regional Complete Streets Policy

June 2025

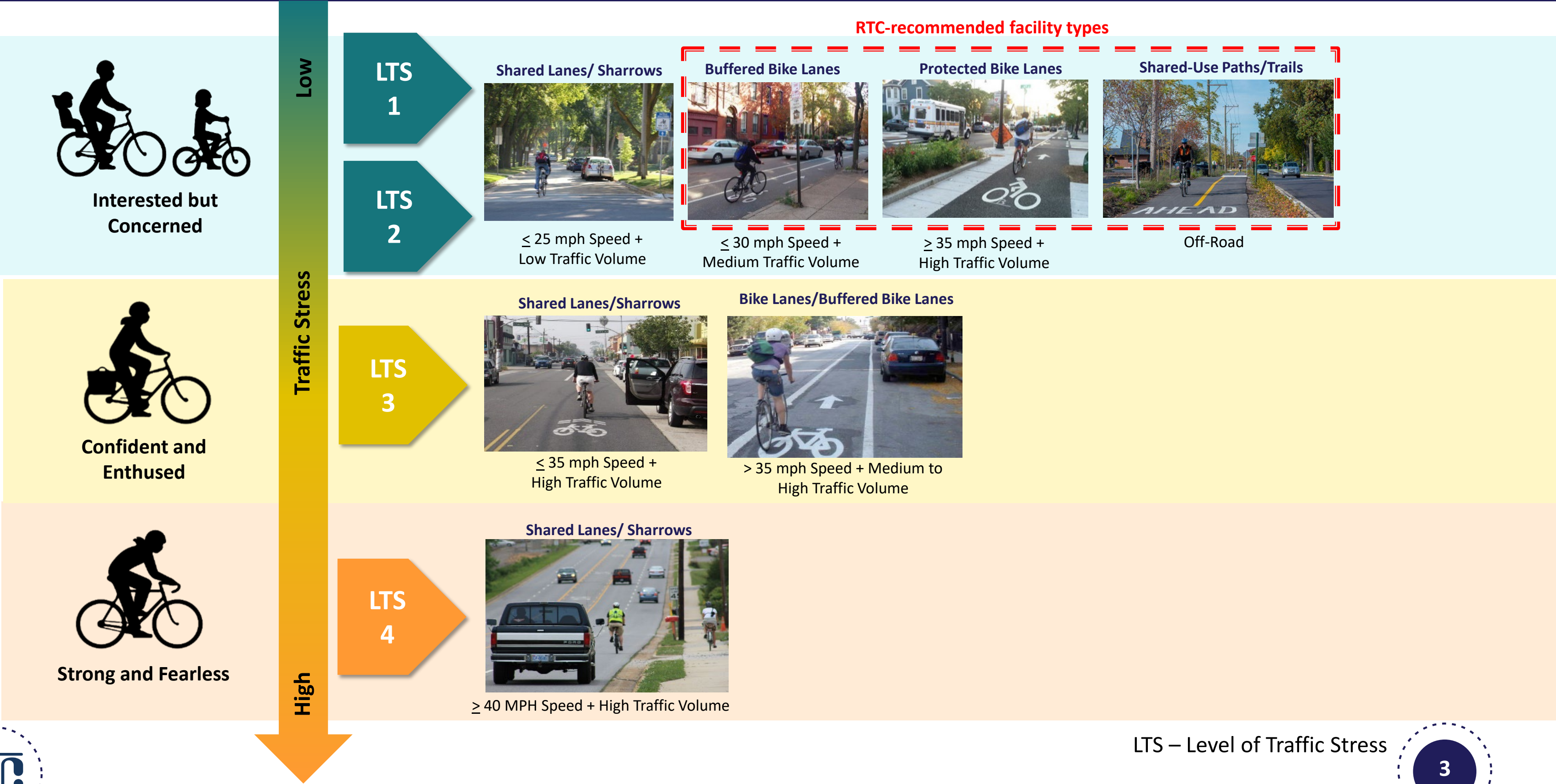


Southwest Washington Regional Transportation Council

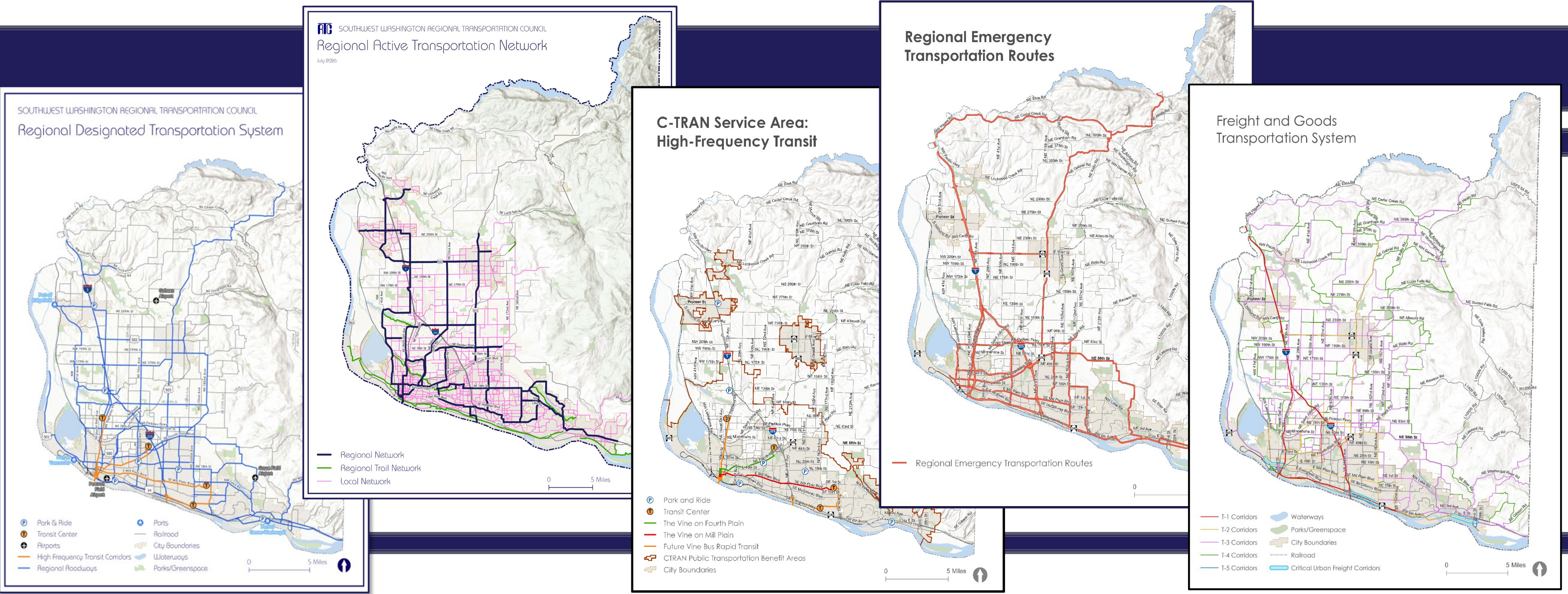
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User types and facility needs

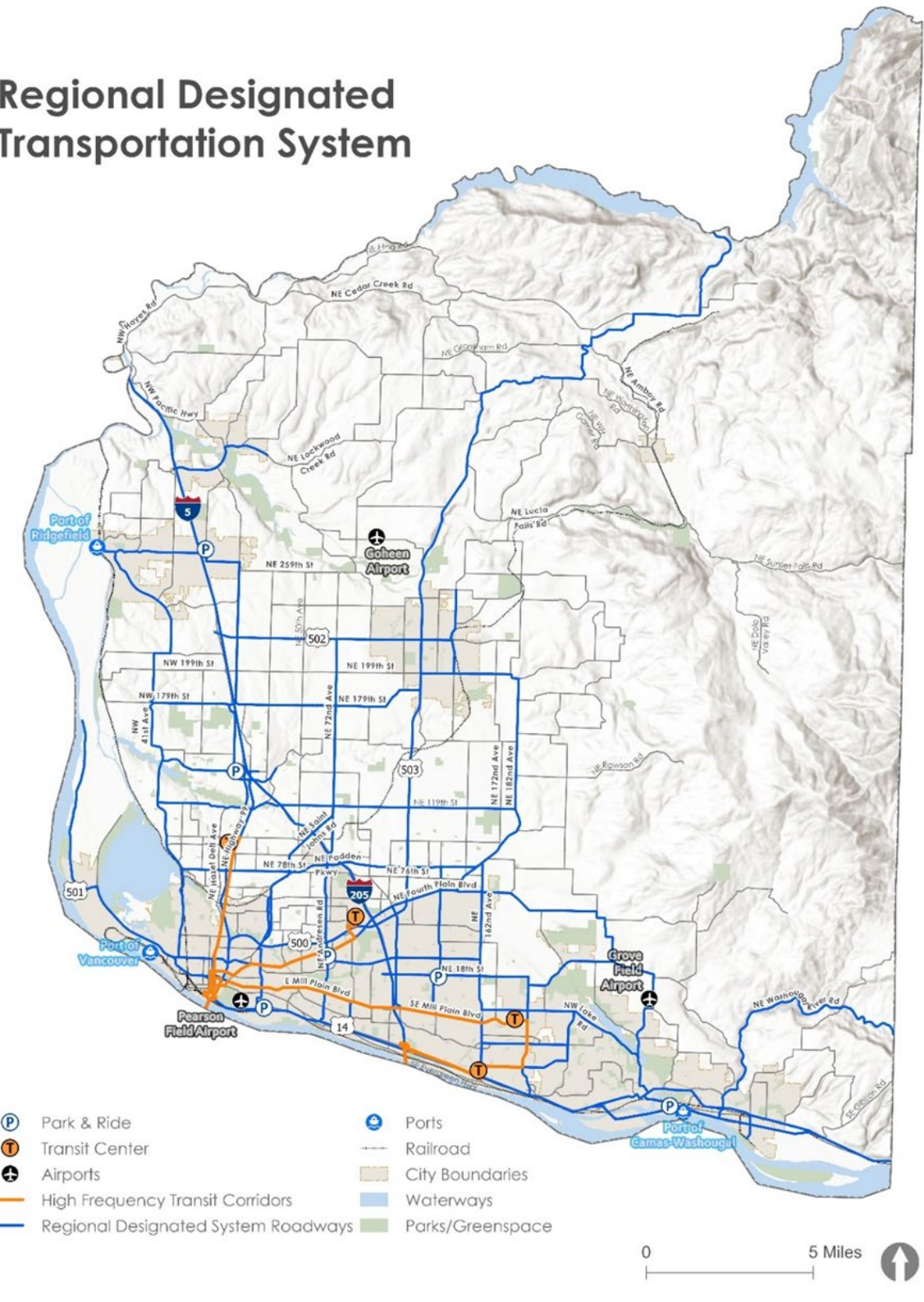


Regional Transportation Plan Networks



Regional Designated Transportation System

Regional Designated Transportation System



Establish key regional facilities for planning and policy's purpose



Consistency with Federal and state requirements



Further mission of the Regional Transportation Plan



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



Example One of Deviations from the RDTS

Existing RDTS corridor

E Mill Plain Blvd east of Devine Rd:

- *On the RDTS*
- *Principal arterial*
- *Over 30,000 vehicles per day in some locations*
- *Major freight route (T-2)*
- *No existing bicycle facilities*
- *6+ travel lanes in some sections*
- *Limited right of way*
- *35-mph posted speed*



E Mill Plain Blvd

Proposed RATN alternative route

McGillivray Blvd:

- *Not on the RDTS*
- *Minor arterial*
- *11,300 vehicles per day*
- *Not a freight route*
- *4 lanes*
- *25-mph posted speed*
- *BLTS 2 for much of the existing corridor*



McGillivray Blvd

Example Two of Deviations from the RDTS

Existing RDTS corridor

Highway 99:

- On the RDTS
- Principal arterial
- Around 20,000 vehicles per day in some locations
- T-3 and T-2 freight route
- Bike lane or buffered bike lane on both sides
- 4 travel lanes in some sections
- Frequent commercial driveway access creates regular conflict points for vulnerable users
- 35-40-mph posted speed



Highway 99

Proposed RATN alternative route

NE Hazel Dell Ave:

- Not on the RDTS
- Minor arterial
- 15,000 vehicles per day
- T-4 and T-3 freight route
- Bike lane on both sides
- 2-4 lanes
- 30-35-mph posted speed



NE Hazel Dell Ave

Example Three of Deviations from the RDTS

Existing RDTS corridor

NW Lake Road:

- On the RDTS
- Minor arterial
- 9,500 vehicles per day
- T-3 freight route
- No existing bicycle facilities
- 2 travel lanes
- Limited right of way with a narrow shoulder
- 35-mph posted speed



Proposed RATN alternative route

NW 44th Ave:

- Not on the RDTS
- Minor arterial
- 2,000 vehicles per day
- Not a freight route
- 2 travel lanes
- 25-mph posted speed
- BLTS 2



Regional Active Transportation Network

Three Layers

Regional Network

Regional Trails

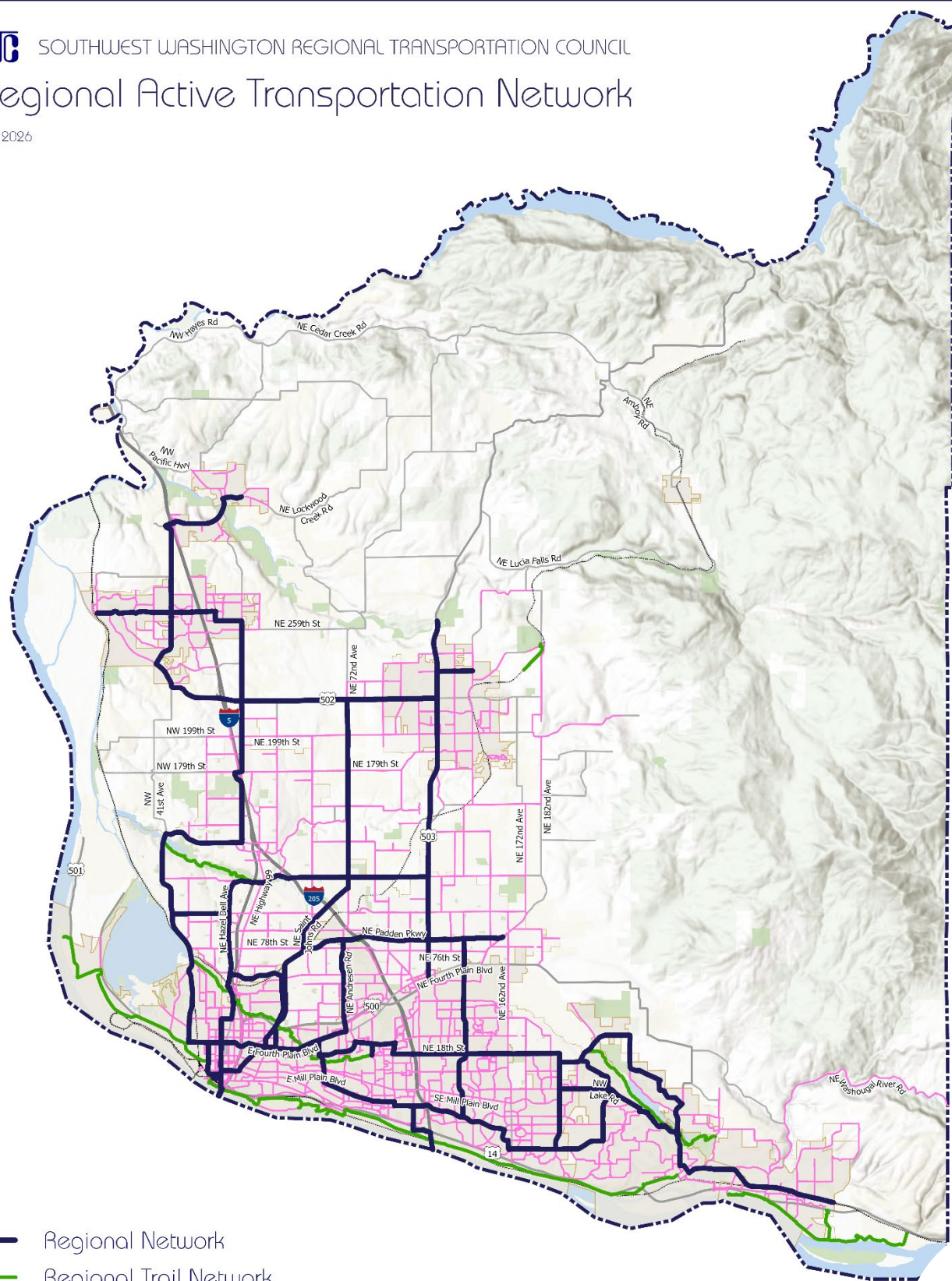
Local Networks



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Active Transportation Network

July 2026



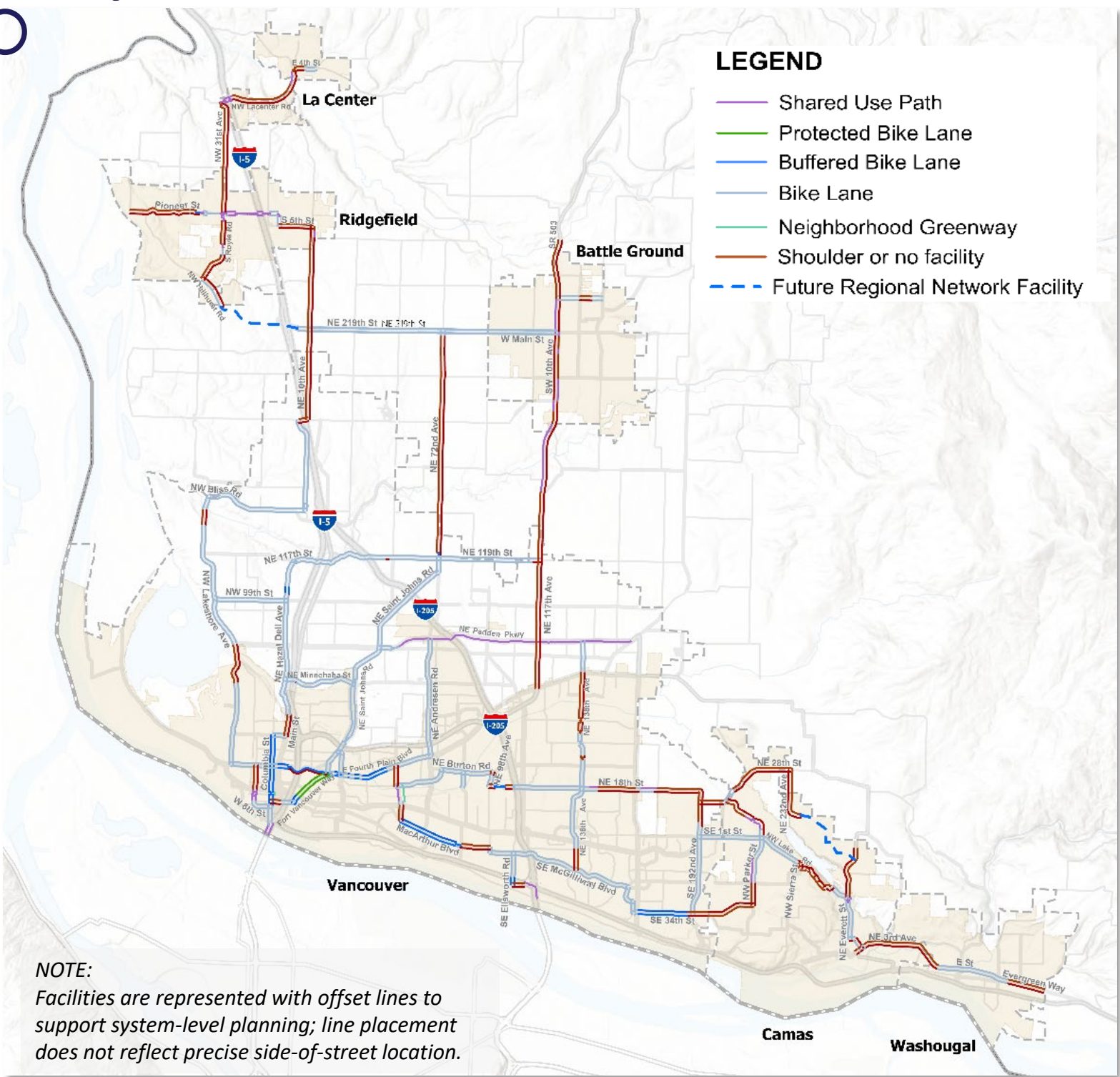
- Regional Network
- Regional Trail Network
- Local Network

0 5 Miles

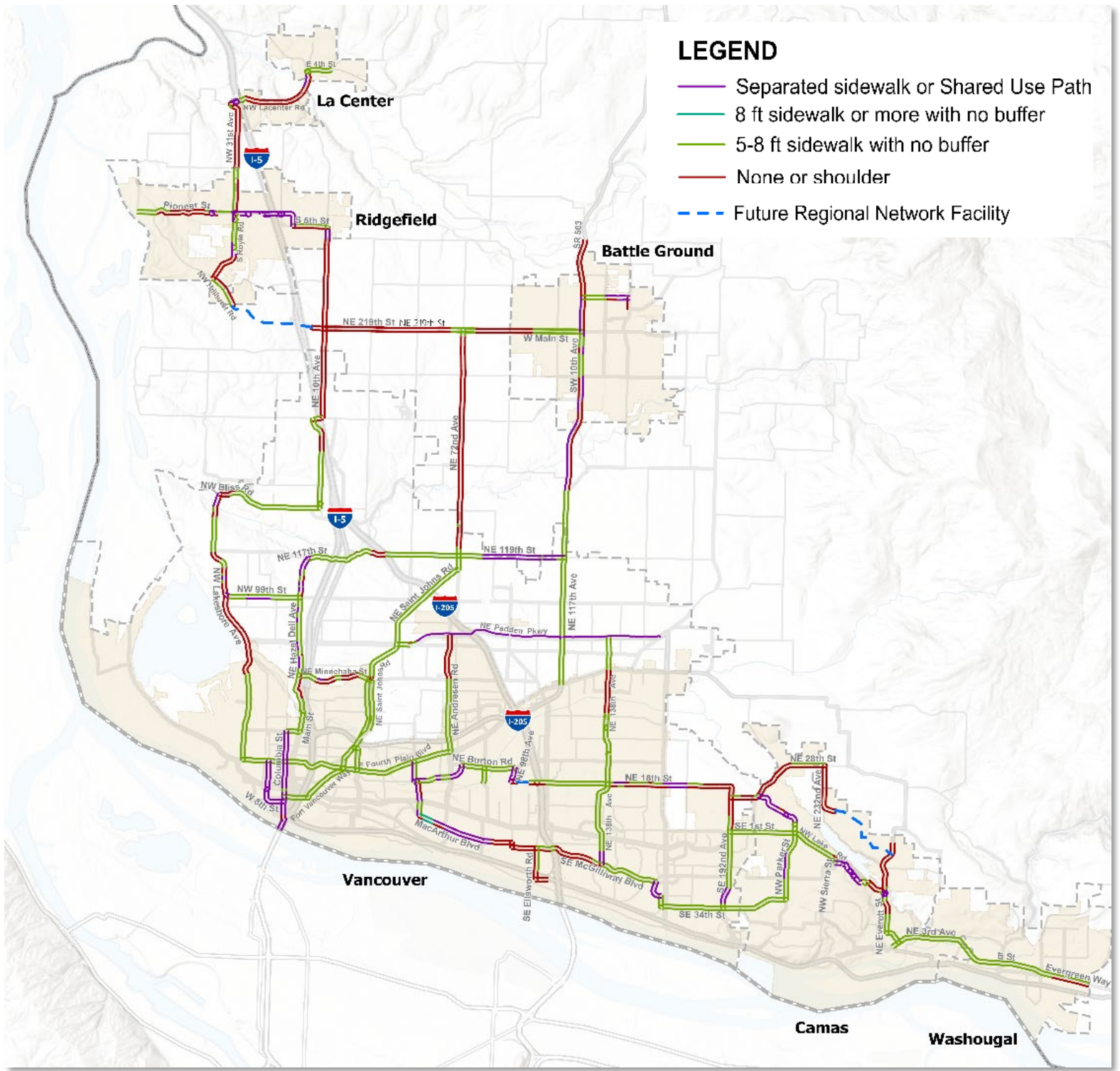
Existing Facilities



Bicycle Facilities



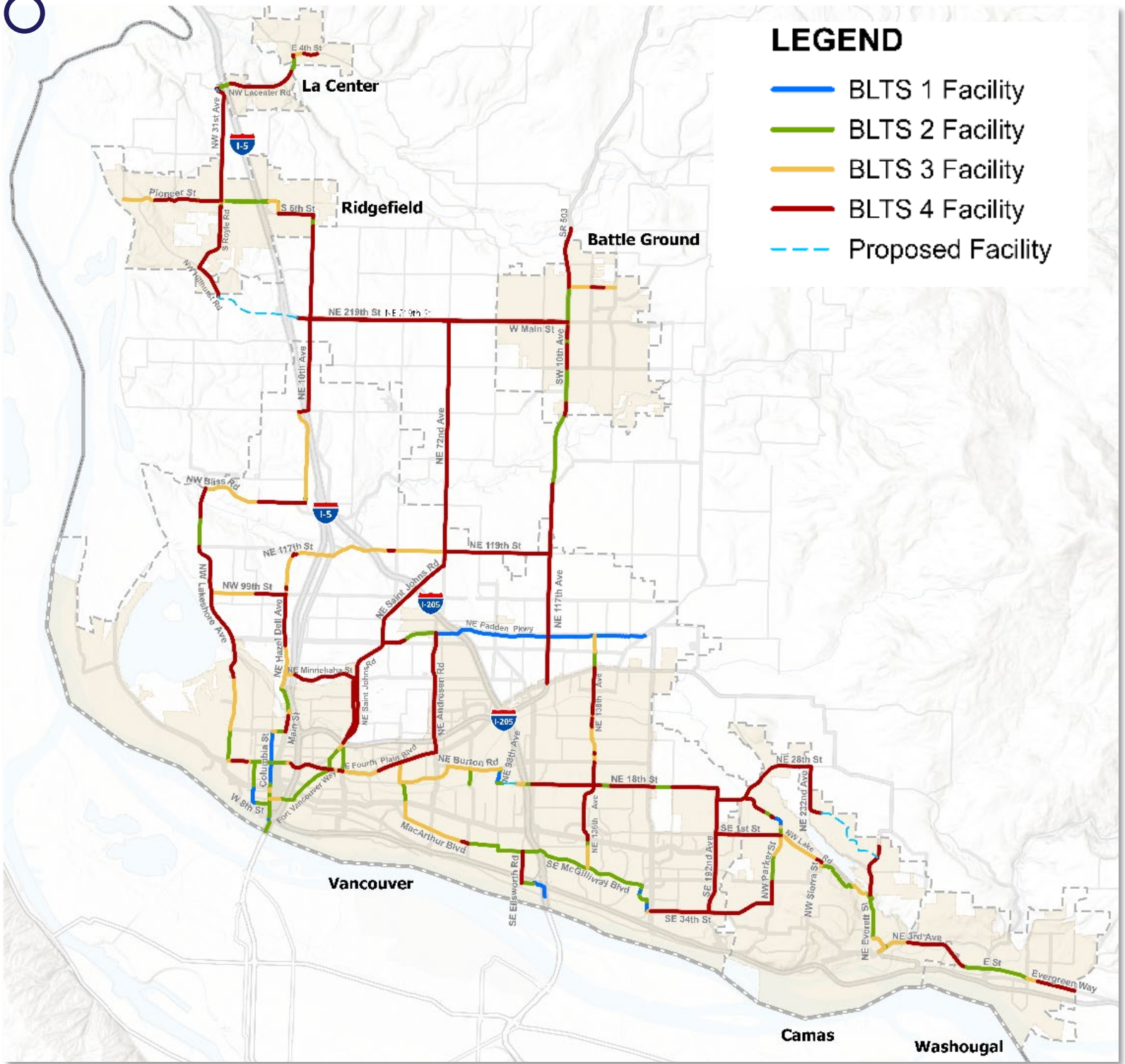
Pedestrian Facilities



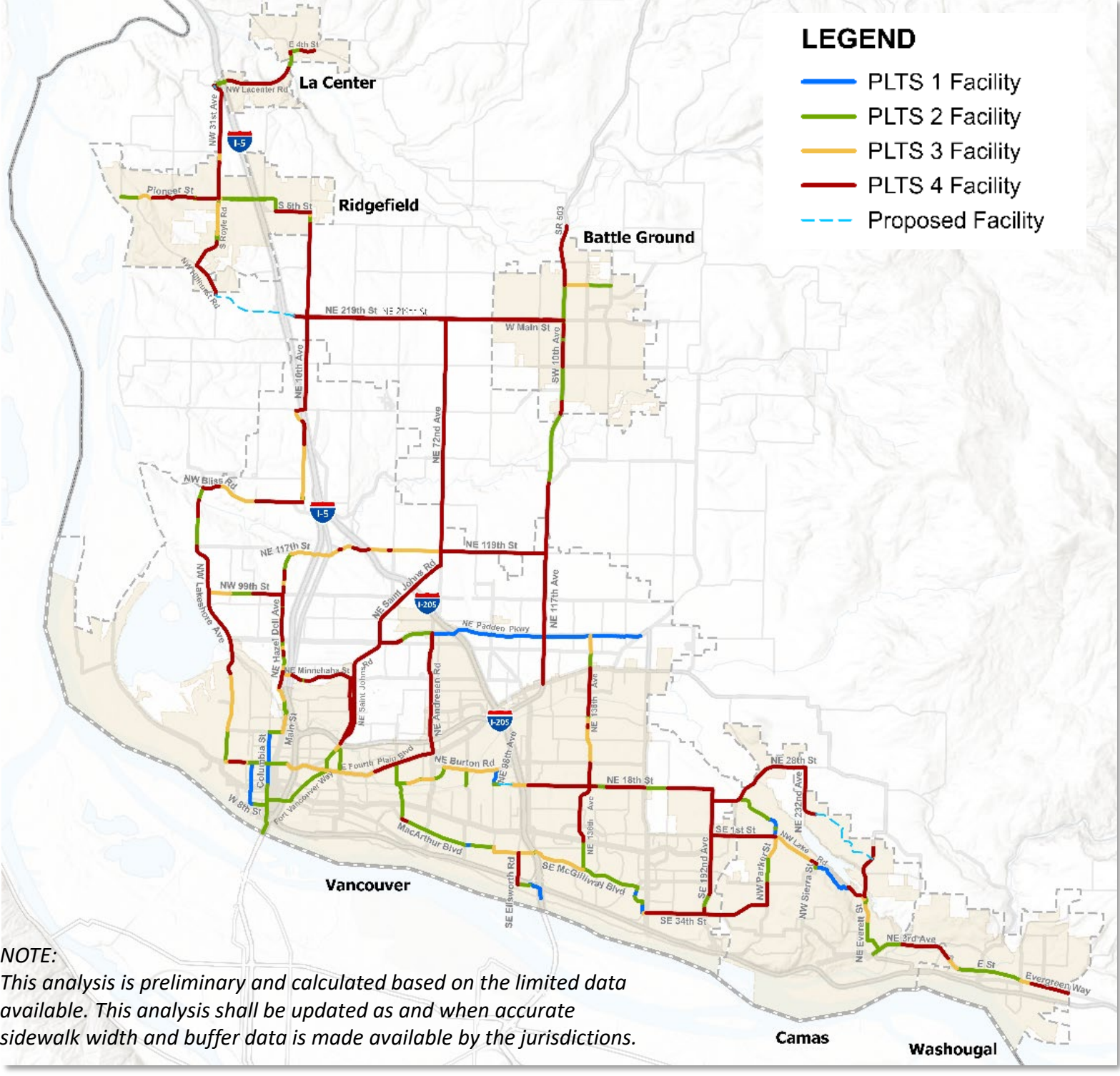
Level of Traffic Stress (LTS)



Bicycle Facilities



Pedestrian Facilities

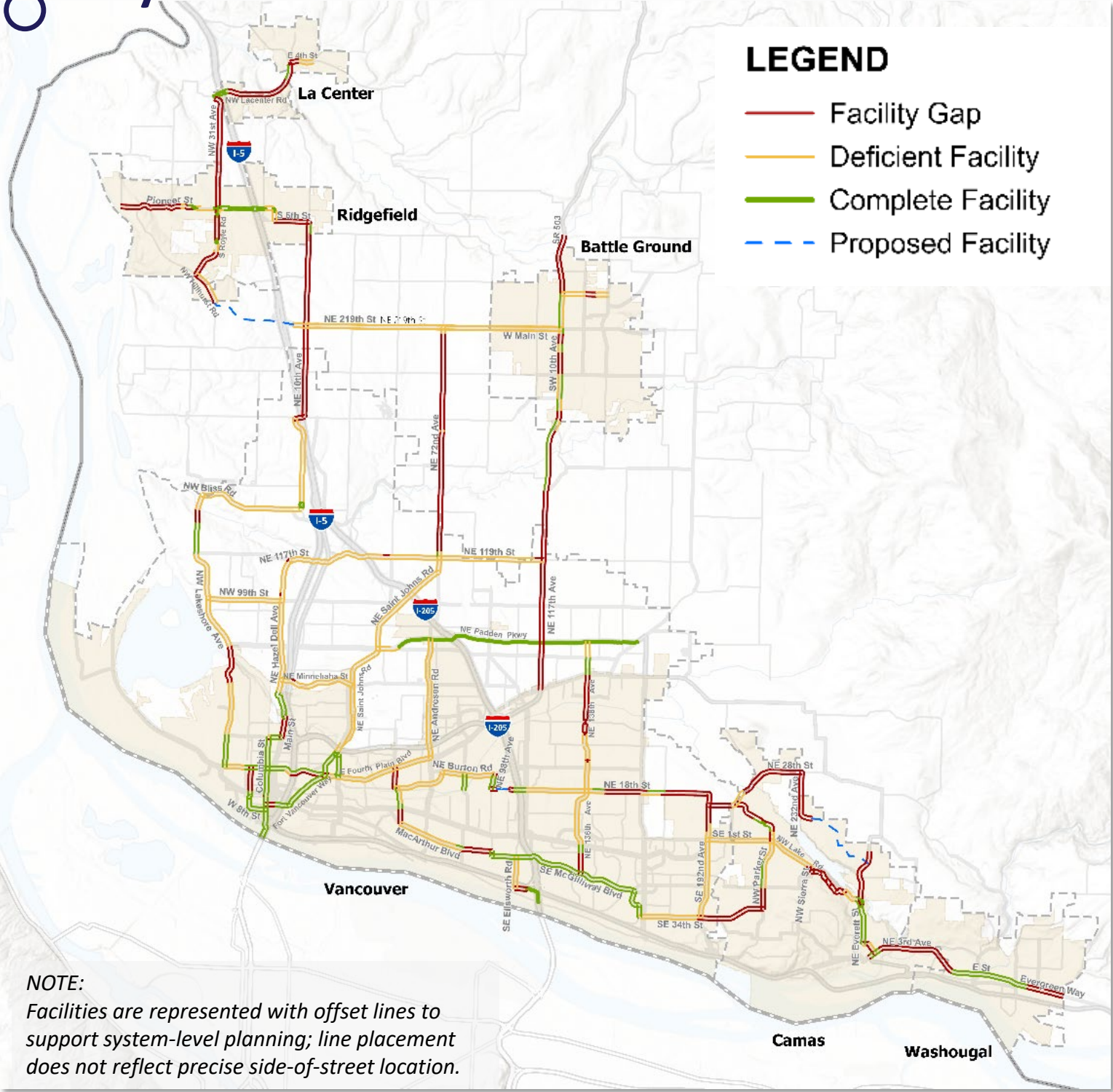


NOTE:
This analysis is preliminary and calculated based on the limited data available. This analysis shall be updated as and when accurate sidewalk width and buffer data is made available by the jurisdictions.

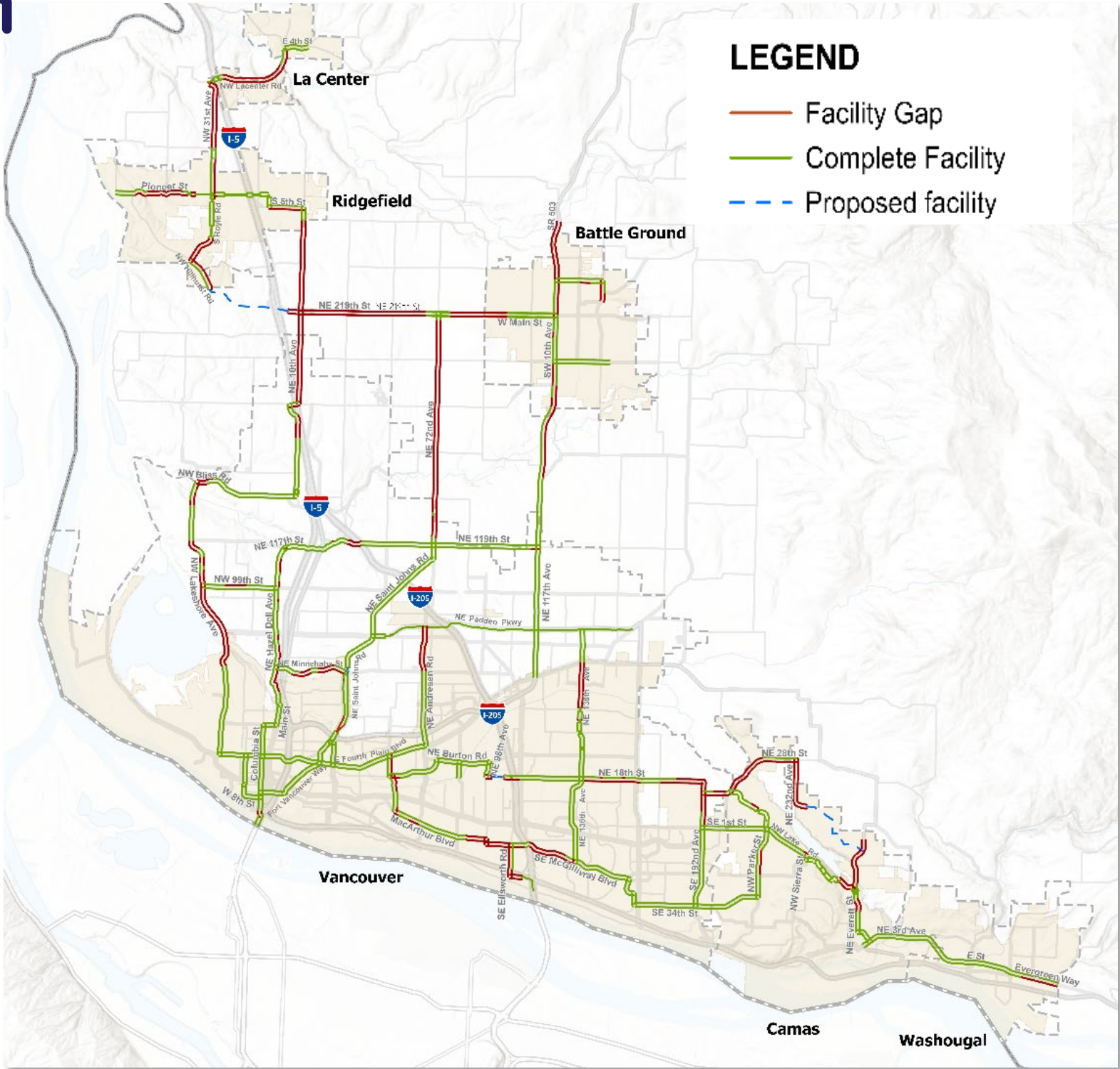


Gaps & Deficiencies

Bicycle Facilities



Pedestrian Facilities



Existing Conditions Findings

Gap/ Deficiency Type	Bicycle Network Corridor Miles	Percentage of Bicycle Network	Pedestrian Network Corridor Miles	Percentage of Pedestrian Network
Complete Facilities on both sides	21.18	15%	73.29	51%
Complete on one side, Deficiency on other	3.91	3%	-	-
Complete on one side, Gap on other	8.54	6%	29.24	20%
Gap on one side and Deficiency on other	2.37	2%	-	-
Deficiency on both sides	60.80	42%	-	-
Gap on both sides	47.88	33%	42.18	29%



Factors Used for Prioritization



Safety

RATN segments that overlap with the High-Injury Network (HIN)



Network Connectivity

RATN segments that have no existing facilities



Deficient Facilities

RATN segments that have some facility but do not meet the regional low-stress standard

Prioritization Methodology - Scoring Matrix

Factor	Criteria	Score
Safety	Segment overlaps with a HIN	1
	One-way segment has a gap	1
Network Connectivity	Two-way segment has gap on one side and complete on the other	1
	Two-way segment has a gap on one side and is deficient on the other	1.5
	Two-way segment has gaps on both sides	2
Deficient Facilities	One-way segment is deficient	0.5
	Two-way segment is deficient on one side and complete on the other	0.5
	Two-way segment is deficient both sides	1

Gap – no facility exists today.

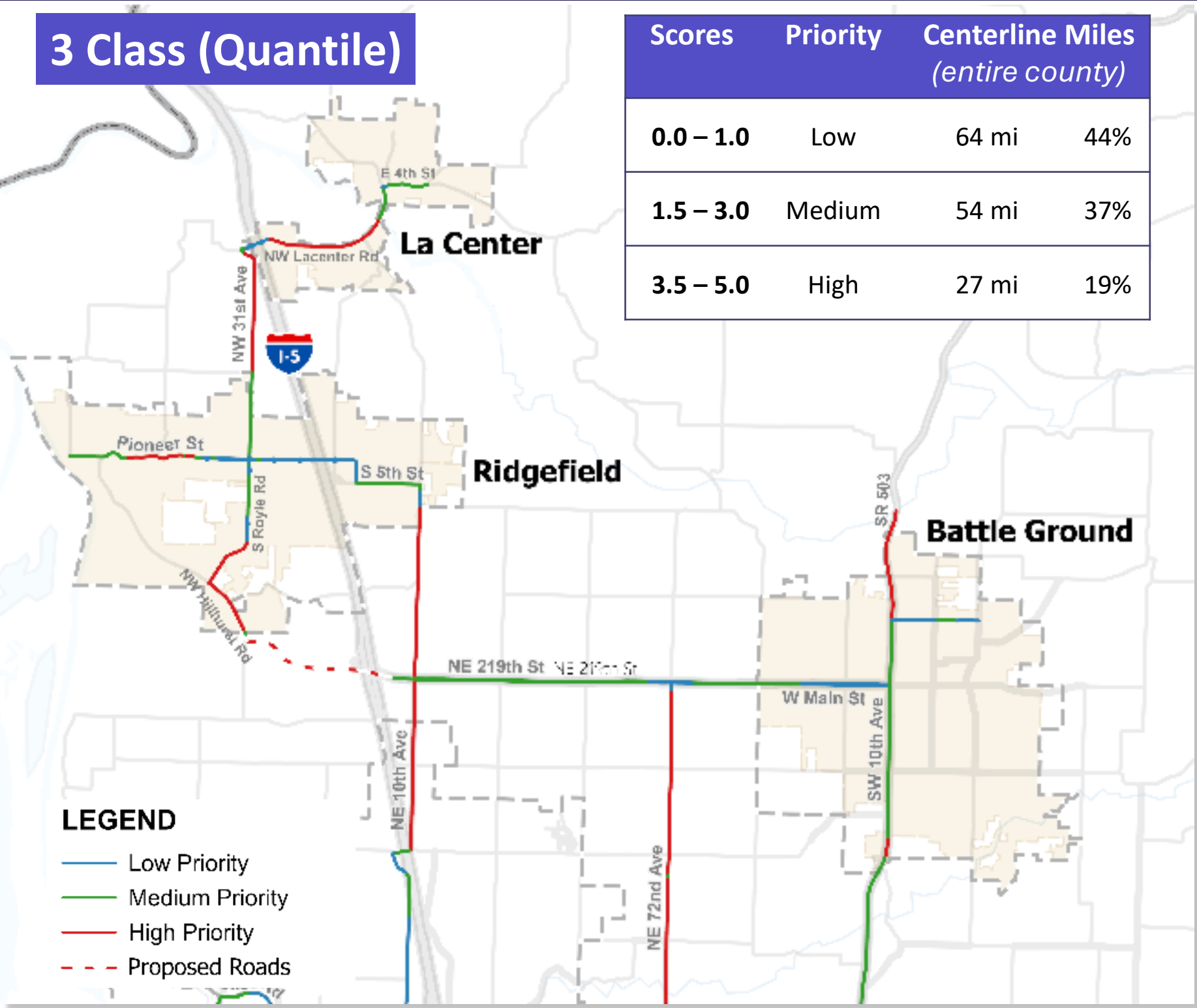
Deficient – only applies to bike facilities where some bike facility exists, but it is not a low-stress facility (buffered bike lane, protected bike lane, or shared-use path)



Draft Prioritization – North County

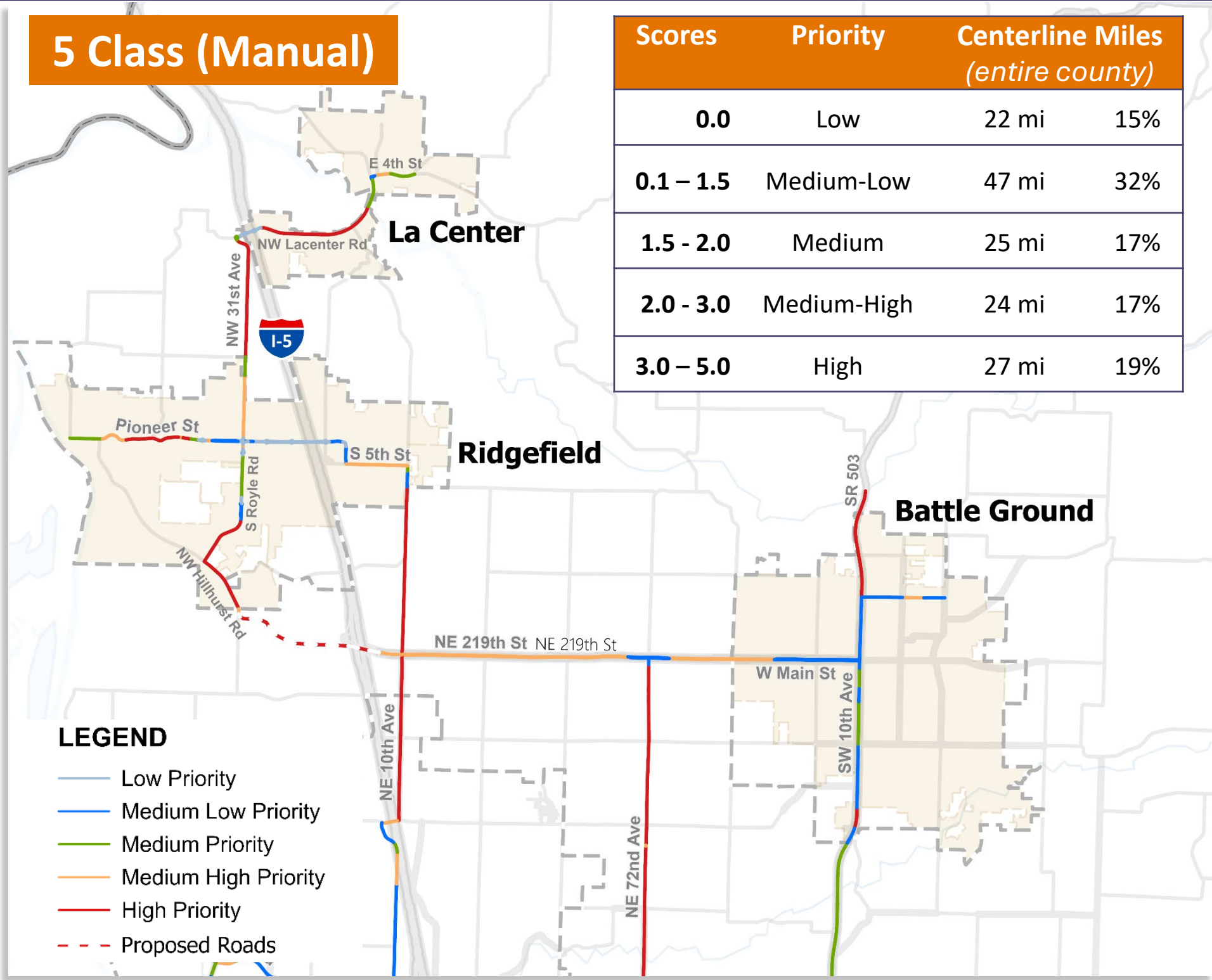
3 Class (Quantile)

Scores	Priority	Centerline Miles (entire county)	
0.0 – 1.0	Low	64 mi	44%
1.5 – 3.0	Medium	54 mi	37%
3.5 – 5.0	High	27 mi	19%



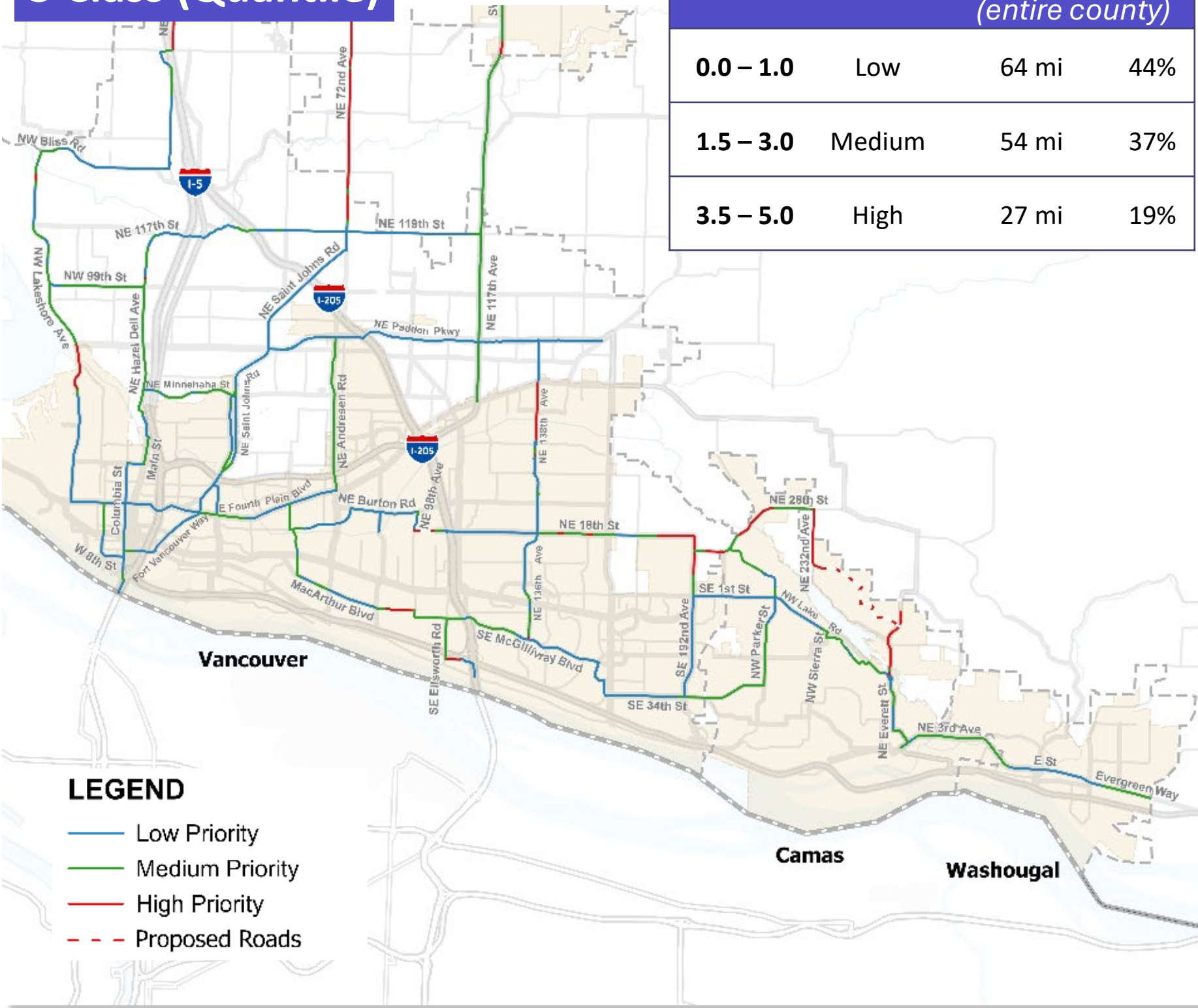
5 Class (Manual)

Scores	Priority	Centerline Miles (entire county)	
0.0	Low	22 mi	15%
0.1 – 1.5	Medium-Low	47 mi	32%
1.5 - 2.0	Medium	25 mi	17%
2.0 - 3.0	Medium-High	24 mi	17%
3.0 – 5.0	High	27 mi	19%

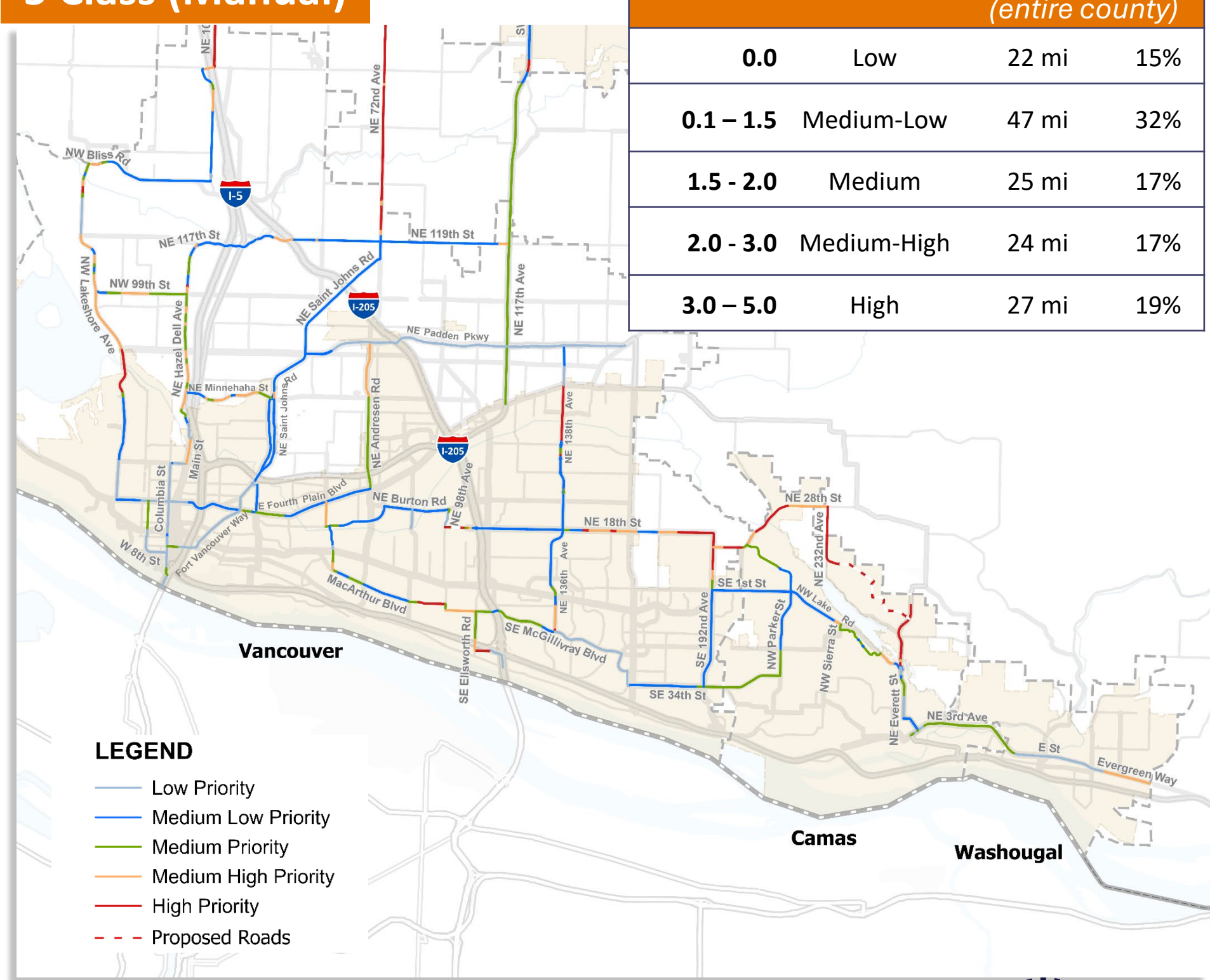


Draft Prioritization – South County

3 Class (Quantile)



5 Class (Manual)



Action Strategies organized around four Regional Goals



Safety and Security

Improve safety
through infrastructure,
education, and Safe System
principles



Economic Vitality and Quality of Life

Support economic vitality
by connecting people to
jobs, businesses, and
recreation



Accessibility and Mobility

Expand accessibility
through a complete,
connected active
transportation network



Sustainability and Resiliency

Advance sustainability and
resiliency by reducing vehicle
dependence and strengthening
emergency connectivity

Implementation relies on
coordinated partnerships among



RTC



LOCAL
JURISDICTIONS



C-TRAN



WSDOT

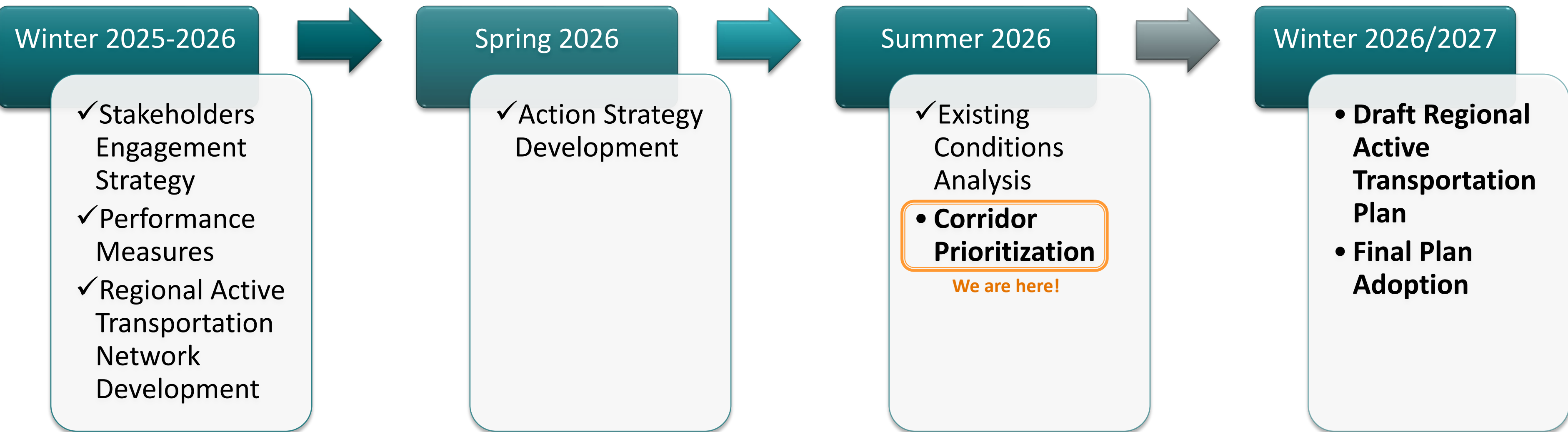


PORTS



REGIONAL
STAKEHOLDERS

Next Steps



Thank You!

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August XX , 2026

Interstate Bridge Replacement Program Staff

Re: Transportation and Mobility Commission Support for Resolution M-4378

Dear Interstate Bridge Replacement Program Staff:

On behalf of the City of Vancouver Transportation and Mobility Commission, we write to reiterate our support for Vancouver City Council Resolution M-4378 and the priorities it establishes regarding the Interstate Bridge Replacement Program. The Commission appreciates the extensive work undertaken by program staff and partner agencies to advance a project of critical importance to Vancouver, the greater region, and the thousands of people who undertake interstate travel every day.

The Commission recognizes that replacing the existing bridge is a once-in-a-generation opportunity to improve safety, reliability, resilience, and mobility across the Columbia River. We support the City Council's adopted position and believe the project should continue to advance in a manner consistent with Vancouver's adopted transportation, climate, land use, and community goals.

As the City's advisory body on transportation and mobility issues, we offer several additional perspectives for consideration as the project moves forward.

The Commission believes that the central question regarding the northern light rail terminus is not where light rail can most cost-effectively terminate in the near-term, but where it can most effectively integrate with Vancouver's transportation network and best fulfill the Interstate Bridge Replacement Program's generational opportunity to address the stated purpose and need. From a mobility perspective, the greatest value of high-capacity transit is achieved when it functions as the backbone of a connected regional transportation system.

The Commission is concerned that terminating light rail service at the Vancouver waterfront will not provide the level of system connectivity necessary to attract the broad and sustained ridership needed to maximize the public investment in high-capacity transit. While the waterfront is an important local destination, it serves a narrower range of

transportation purposes than a station located within central Vancouver and connected to the broader transit and active transportation network.

The previously proposed Evergreen Station location near Library Square offers the strongest opportunity to develop the multimodal hub envisioned in the City's Comprehensive, Transportation, and Climate Plans. While such a hub at Evergreen does not yet exist today, this location is uniquely positioned to evolve into one due to its proximity to existing transit corridors, civic destinations, employment centers, commuter connectivity and active transportation facilities. It is situated to connect Downtown most effectively to the Upper Main to the north, the Waterfront to the south, and the Historic Reserve to the east. Most importantly, it would create direct connections with C-TRAN services, allowing residents throughout Vancouver and Clark County to access high-capacity transit through a coordinated local and regional transit network. In the Commission's view, these connections are essential if light rail is to effectively serve the broader community rather than a limited geographic area.

The Commission also believes the Library Square location more effectively supports Vancouver's adopted transportation goals for bicycling, walking and other small mobility modes. Evergreen Boulevard serves as a primary east-west active transportation corridor, while Fort Vancouver Way/ St. Johns Blvd/ Padden Parkway serve as a vital north-south corridor connecting to greater Clark County. Further, Library Square provides better integration with the primary north-south active transportation route just west of I-5: the C St/ F St/Main Street corridor.

By contrast, a waterfront terminus requires many active transportation users to descend from the bridge crossing to the waterfront and then navigate several blocks north on city streets to reach key destinations and transportation connections elsewhere in the city. This additional travel introduces barriers that reduce convenience, accessibility, and overall network efficiency. The Commission is concerned that these challenges may discourage walking, bicycling, and rolling trips and diminish the effectiveness of investments intended to support multimodal travel. These barriers do not address the identified deficiency of poor pedestrian and bicycle connectivity with the Program Area – as stated in the Program Purpose and Need.

The commission is also concerned that the proposed light rail terminus at the Waterfront Station will suppress ridership, thus impacting the modeling assumptions for vehicular traffic on city streets and Interstate 5. Has an updated traffic analysis been performed to reflect the changes in traffic patterns associated with the light rail and multimodal paths terminating at the Vancouver waterfront? Given that funding is currently unavailable to complete service to Library Square until possibly 2045 or later, the traffic impact analysis completed for the Locally Preferred Alternative does not reflect the actual traffic conditions

proposed for the “core project” within the 20-year horizon of the SEIS and should be re-analyzed.

For these reasons, the Commission believes that continued evaluation of station placement should prioritize long-term network integration, multimodal connectivity, and access for residents throughout Vancouver and Clark County. Transportation investments of this scale should be designed not only to serve today's travel patterns, but also to support the transportation network and community growth envisioned for future generations.

In summary, the Commission supports the Interstate Bridge Replacement Program and the direction established by Resolution M-4378. At the same time, we believe the long-term success of the region's high-capacity transit investment will depend on how effectively it connects with Vancouver's broader transportation network. We encourage continued consideration of alternatives that maximize transit integration, multimodal access, regional connectivity, and other design scenarios through the progressive design process, so that this investment can fully serve the residents of Vancouver and Clark County for generations to come.

Sincerely,

on behalf of the Transportation & Mobility Commission
City of Vancouver, Washington

Jeananne Edwards
Chair

Ken Williams
Vice-Chair