



Anne McEnerny-Ogle, Mayor
Bart Hansen · Ty Stober · Linda Glover
Laurie Lebowsky · Erik Paulsen · Sarah J. Fox

February 24, 2020 - City Council Meeting Minutes

WORKSHOPS

Vancouver City Hall, Council Chambers - 415 W 6th Street, Vancouver WA

Councilmember Stober was absent from workshops.

4:00-6:00 p.m. A Stronger Vancouver: Levy Design

This workshop was held in the Aspen Room (1st floor) at City Hall and is available to view live on www.cvtv.org and CVTV cable channels 23 / 323.

Summary

Council confirmed the details of the Stronger Vancouver package of projects, programs and services, and discussed options for a potential property tax measure to fund a portion of the package. Council directed staff to move forward with a single year levy lid lift. Council will continue review of the final package throughout March.

Executive Session re: Labor Negotiations Strategy (30 minutes)

Mayor McEnerny-Ogle announced the Council would be entering into executive session for 30 minutes to discuss labor negotiations. (5:30-6:00 p.m.)

COUNCIL REGULAR MEETING

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle in the Council Chambers of City Hall, 415 W. 6th Street, Vancouver, Washington.

Present: Councilmembers Fox, Paulsen, Lebowsky, Glover, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Councilmember Stober participated via conference call.

Approval of Minutes

Minutes - January 27, 2020

Motion by Councilmember Glover, seconded by Councilmember Hansen, and carried unanimously to approve the meeting minutes of January 27, 2020.

Minutes - February 3, 2020

Motion by Councilmember Lebowsky, seconded by Councilmember Glover, and carried unanimously to approve the meeting minutes of February 3, 2020.

Minutes - February 10, 2020

Motion by Councilmember Paulsen, seconded by Councilmember Lebowsky, and carried unanimously to approve the meeting minutes of February 10, 2020.

Citizen Communication (Items 1-8)

Mayor McEnerny-Ogle opened Citizen Communication and received the following testimony:

- Steven Austin, Vancouver, expressed concerns regarding problems with theft the residents at Tidewater Cover Marina have been experiencing.

There being no further testimony, Mayor McEnerny-Ogle closed Citizen Communication.

Consent Agenda (Items 1-8)

Council requested Item 5 be pulled for separate discussion as summarized below.

Motion by Councilmember Glover, seconded by Councilmember Lebowsky, and carried unanimously to approve the Consent Agenda.

1. **2020 East Curb Ramps**

Staff Report 020-20

The City is issuing three separate curb ramp contracts this year as part of its 2020 pavement management program. These contracts include the "2020 East Curb Ramps, the "2020 Central Curb Ramps" and the "2020 West Curb Ramps". The purpose of splitting the work into multiple contracts is to reduce each contract to a manageable size, which helps expedite ramp construction. From a construction sequencing standpoint, it is far more efficient to construct the new curb ramps in advance of the on-street pavement management resurfacing work.

This staff report and recommended action is to award the 2020 East Curb Ramps contract only. Recommendations for the the other curb ramp projects will be made in the future.

On January 21, 2020, the City received seven bids for the subject project. The bids ranged from \$442,000.00 to \$634,000.00 dollars. The low bidder was responsive. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	AMOUNT
Advanced Excavating Specialists (AES), LLC, Longview, WA	\$442,300.00
NW Construction GC Inc., Battle Ground, WA	\$539,550.00
Lee Contractors LLC, Battle Ground, WA	\$545,925.00
Clark and Sons Excavating, Inc., Battle Ground, WA	\$549,825.00
Halme Excavating, Inc., Battle Ground, WA	\$561,025.00
3 Kings Environmental, Inc., Battle Ground, WA	\$598,366.83
MJ Hughes Construction, Vancouver, WA	\$633,850.00
Engineers' Estimate	\$550,000.00 to \$600,000.00

Request: On February 24, 2020, award a construction contract for the 2020 East Curb Ramps project to the lowest responsive and responsible bidder, and authorize the City Manager or his designee to sign a contract with Advanced Excavating Specialists (AES), LLC from Longview, Washington, at their bid price of \$442,300.00, which includes Washington State sales tax.

Chris Sneider, Senior Civil Engineer, 487-8239

Motion approved the request.

2. Bid for Auto Body Repair Services RFP36-19

Staff Report 021-20

The City of Vancouver has need for auto body repair and other related services. A Request for Proposals (RFP) for Auto Body Repair Services was issued on 11/22/2019 and closed on 12/11/2019. (RFP #36-19). The City completed the review process and determined that NW Collision Services was the most qualified response.

Equipment Services is requesting Council authorization to enter into a contract with NW Collision Services for five (5) years. Equipment Services is also requesting Council approval to spend up to approved levels by the Council in the 2020 Budget and authorization to continue to purchase using this contract up to the amounts approved by Council in the City's future budget processes.

On average the City of Vancouver spends approximately \$100,000 annually for auto body repairs and related services. The projected costs are expected to be over \$300,000 during the life of the contract.

Request: Authorize the City Manager to execute the contract with NW Collision Services for the performance of auto body repair services on an as-needed basis, and authorize any subsequent legal action necessary to enforce the terms of the same.

Dan Zenger, Equipment Services Manager, 487-8205

Motion approved the request.

3. Purchase of Self-Contained Breathing Apparatus (SCBA) Equipment and Accessories

Staff Report 022-20

The City of Vancouver Fire Department (VFD) currently has an entire compliment of Mine Safety Appliances (MSA) 2002 Edition Firehawk SCBAs that have been in service for sixteen (16) years and are in need of replacing. The scope of this project includes replacing the existing equipment and establishing a five (5) year contract for on-going equipment and accessory needs. The DHS through FEMA has awarded the fire department a \$725,453 grant under FEMA's AFG program to replace 107 SCBA assemblies.

The City released a request for proposals (RFP #2-20) to select a supplier for the upcoming purchase of SCBA equipment and accessories to replace existing equipment and accessories and at a minimum include 133 SCBA assemblies, 6 RIT packs, 4 supplied air respirators (SARs), 1 SAR kit, 4 SAR hose lines, 3 additional SAR ten (10) minute capacity escape cylinders, 111 additional face pieces, 30 additional sixty (60) minute cylinders and 45 additional pack soft component/harness sets.

The City received one proposal for the purchase of SCBA equipment and accessories. The proposal from Municipal Emergency Services, Inc (MES) met the minimum requirements of the RFP. MES was chosen to be the supplier.

Request: Authorize the City Manager or his designee to approve a contract and any required contract amendments with MES, for the SCBA equipment and accessories purchase. The amount of this purchase is \$1,353,870.26

Doug Koellermeier, Deputy Fire Chief, 487-7218

Motion approved the request.

4. Agricultural lease renewal for the Vancouver Lake Lowlands with Firestone Pacific Foods LLC

Staff Report 023-20

In 1994, with Council authorization, the City of Vancouver acquired 140 acres of the Dugan Estate, located within the southeast portion of the Vancouver Lake Lowlands. The City's acquisition followed Clark County's purchase of the remaining balance of the Dugan Estate and the neighboring Cenex property. Until 2000, the City and County portions of the property were managed through separate lease agreements with Erickson Farms.

In 1999, the Parks and Recreation Department negotiated directly with Erickson Farms and FPF for a new lease package of the properties which would provide more emphasis on long term maintenance, improving wildlife habitat, and revenue generation.

Since then, the property has undergone significant changes and is need of being updated as follows:

- 1. The current lease (Exhibit A) is between Vancouver-Clark Parks and Recreation Department (VCPRD) & FPF, however, VCPRD is no longer in existence.*

2. *There was a land swap between the City of Vancouver and FPF in 2014.*
3. *FPF has expanded its berry crops in Area B.*
4. *Area C has been transformed into land that can now be cultivated, due to the intense and costly maintenance FPF has performed on this property. Since select areas of Area C can now be utilized for agricultural crops, even with the high risk of flooding, the proposed lease no longer allows FPF to perform maintenance in lieu of monetary compensation.*

The City proposed to manage the property as one ownership, yet divide it into three management areas (Area A, Area B, and Area C), with Area A being low risk of flooding and Area C being at a high risk of flooding annually, thus limiting what can be done with this area.

FPF has agreed to \$250/acre for berry production in Area A, and \$175/acre for berry production in Area B. At this time, and into the future, the City will no longer pay FPF for the maintenance work of Area C, nor will FPF make any rental payment on this portion of land due to the high risk of flooding and mix of uses.

Area C includes property managed by various agencies and partners. A majority of the area consists of property that is managed under the Wetland Reserve Program (WRP) as habitat and a food source for migratory waterfowl. The WRP is a voluntary program offering landowners the opportunity to protect, restore, and enhance wetlands on their property. The area includes a series of engineered wetlands and ponds as well as approximately 90 acres that is utilized by the City of Vancouver's Engineering Department for the application and spreading of "Agriproduct." Agriproduct is derived from the treatment of food solids from Frito Lay and Great Western Malting and has been classified as a fertilizer that is spread annually.

Request: Authorize the City Manager to execute the Real Property Lease Agreement with Firestone Pacific Foods, LLC, and authorize any subsequent legal action necessary to enforce the terms of the same.

Jeremy Kanooth, Park Developer, 487-8320

Motion approved the request.

5. Approval of City of Vancouver Public Art Plan

Staff Report 024-20

A RESOLUTION adopting the City's 2020 Public Art Plan.

On April 16, 2018, the City Council adopted a new Culture, Arts and Heritage Plan, the City's first in 25 years. One of the objectives in the plan was to create a public art program that would include a public art committee and a public art plan. The Public Art Committee, a subcommittee of the Culture, Arts and Heritage Commission, was appointed November 12, 2019. The Public Art Plan was developed in the summer and fall of 2019 by a group of community volunteers working with the Public Art Committee. The public art plan, as proposed, includes a scope of collections, a defined process for acquiring and deaccessioning (the process of removing artwork from the Public Art Collection) public art and guidelines for maintenance of the art collection. Public input on the plan was solicited through "Be Heard Vancouver" and through community groups including the Clark County Arts Commission. The plan has been reviewed by the Culture, Arts and Heritage Commission and is being recommended for approval by the City Council.

Request: On February 24, 2020, adopt a resolution approving the City of Vancouver's Public Art Plan.

Jeanette (Jan) Bader, Cultural Services Manager, 487-8606

Jan Bader, Cultural Services Manager, provided staff comments.

Mayor McEnerny-Ogle asked Ms. Bader to summarize what the public art plan is. Ms. Bader provided an overview of the plan and explained that it sets the framework for Vancouver's new public art program. She thanked the community and staff members who had contributed to the development of the plan.

Councilmember Stober stated he is very interested in making sure new public art pieces are installed in locations and in such a way that the surroundings and installation tie into the art and are complementary to each other. He also stated he hopes that new pieces will be located outside the downtown core.

Ms. Bader explained that the primary reason why the majority of public art pieces have been located downtown to date is because the City has not previously had a funded public art program and has been partnering with Vancouver's Downtown Association to install public art in the community.

Councilmember Glover thanked Ms. Bader for her work on this program and with historic preservation for the City.

Councilmember Lebowsky echoed Councilmember Glover and asked how potential pieces would be evaluated for acceptance or non-acceptance. Ms. Bader explained there is a public art subcommittee of the Culture, Arts and Heritage Commission that will thoroughly evaluate and make

recommendations to the Commission, which would then make a decision regarding acceptance.

Motion adopted Resolution M-4059 approving the request.

6. 2020-2022 Collective Bargaining Agreement between the City and IAFF Local 452

Staff Report 025-20

The labor agreement between the City and the IAFF Local 452 bargaining unit expired on December 31, 2019. The parties were able to work through a collaborative process and consensual decision making on many of the provisions for a new three-year agreement, and IAFF Local 452 has ratified the contract. The labor agreement is being brought to Council for approval.

Request: On February 24, 2020, authorize the City Manager or his designee to formally ratify the 2020-2022 Collective Bargaining Agreement with IAFF Local 452 by signing the 2020-2022 IAFF Local 452 CBA.

Lisa Takach, Human Resources Director, 487-8611

Motion approved the request.

7. Appointment to the Salary Review Commission

The Salary Review Commission is charged with studying the relationship of salaries to the duties of Mayor and City Councilmembers and establishes the salary compensation for each.

Earlier this year, the Charter Review Commission recommended this board be increased from five to seven members. A successful ballot measure made this change effective on January 1, 2020.

The City of Vancouver recently advertised to fill the two newly created positions on the Salary Review Commission. Twelve applications were received and five interviews were scheduled with qualified applicants.

I am recommending the appointment of Ana Drilea and Esther Schrader to fill the vacant seats. Their appointment would begin immediately and expire February 24, 2024.

If there are no objections, I would like to make this appointment at the Monday, February 24, 2020 Council meeting.

Request: Appoint Ana Drilea and Esther Schrader to the Salary Review Commission, terms beginning immediately and expiring February 24, 2024.

Mayor McEnemy-Ogle

Motion approved the request.

8. **Approval of Claim Vouchers**

Request: Approve claim vouchers for February 24, 2020.

Motion approved claim vouchers for February 24, 2020, in the amount of \$16,035,690.04.

Old Business: Westside Bike Mobility Project

Chad Eiken, Community and Economic Development Director, Rebecca Kennedy, Long Range Planning Manager, and Jennifer Campos, Principal Transportation Planner, presented an update on the Westside Bike Mobility Project.

Mr. Eiken provided an overview of the background of the project and a summary of the route alternatives being presented to Council for consideration.

Ms. Campos provided an overview of the project process, the Community Advisory Committee (CAC) that was engaged to consider route options and provide feedback, and a summary of public outreach activities. Ms. Campos also provided an overview of the route options the CAC considered.

Ms. Kennedy provided details about the two alternatives being presented to the Council and recommendations that applied to either alternative for Council to consider. Alternative 1 included the installation of protected bike lanes along Columbia with the removal of 393 parking spaces; Alternative 2 was a hybrid option along Columbia with protected bike facilities installed one way on one side of Columbia and the removal of 223 parking spaces.

Mr. Eiken explained that if Council provided direction on which alternative to move forward, the next steps in the project would include repaving projects along Columbia Street in 2020 and 2021 and a continued outreach process further into the future for other route options as funding becomes available.

Mayor McEnerny-Ogle asked whether staff was considering a mitigation device at intersections that would not require cyclists to leave the roadway to press the crossing button. Ms. Campos stated staff is looking at cameras that are better at detecting when cyclists approach an intersection.

Mayor McEnerny-Ogle stated this is not a hearing and opened the discussion to Council.

Councilmember Hansen thanked staff for their work. He stated that when government comes up with plans, like Complete Streets, it sends out staff to make sure the plans can be implemented. He stated he would still support Complete Streets, but when it comes to implementing a plan along a street that has had parking along it for nearly 100 years, that has to be addressed with the public first and in a transparent manner. He stated he does not believe the first round of outreach surrounding the proposal to eliminate parking along Columbia Street was not conducted in a transparent manner, which is why the Council directed staff to expand the outreach process and delay repaving Columbia for a year. He stated the public process that took place after that for the last year started to build transparency, but that was eliminated because the two alternatives presented to Council had not been presented to the CAC or neighborhood associations to evaluate. He noted that in a community survey about the project, Columbia scored the worst. He expressed concerns that this process has completely polarized the community.

Councilmember Hansen opposed both alternatives presented to Council and proposed the City move forward with repaving Columbia now, as it is without additional bike facilities or the elimination of parking, and go back to the community to continue collaboration in evaluating what is safe and practical for the neighborhoods.

Councilmember Lebowsky stated that research shows sharrows reduce collisions less than if there were no bike facilities on the roadway. She asked if the City has plans to re-evaluate the use of sharrows. Ms. Campos stated sharrows can be of value in limited and specific situations on roadways with speed limits of 25 miles per hour or less.

Councilmember Lebowsky asked if the shared left turn lane on Columbia at Fourth Plain would be removed. Ms. Campos stated the turn lanes on both sides of Fourth Plain would be taken out in order to accommodate protective facilities through there.

Councilmember Lebowsky stated that the problem she has with multi-modal planning is it tends to be put in place in areas that are more affluent, and she noted the Fourth Plain corridor would be a prime place to do Complete Streets improvements. Ms. Kennedy stated that corridor is in the work plan to be considered over the next few years.

Regarding the westside alternatives presented, Councilmember Lebowsky stated she has been speaking with a lot of people and reading their

messages, and she stated she hears their concerns. She stated this is a critical moment for the City in considering Columbia. She noted that transportation is going through major changes and cities need to have street designs to accommodate transportation innovation, and micro-mobility options are going to play a major role in the future. She noted that the City has much higher bicycle and pedestrian collision rates than the rest of the state, and the City made commitments when it supported Target Zero to take steps to do better in protecting residents and improving that safety rate. She stated that this project and buffered bike lanes along Columbia can help with that commitment. She stated if it is done right, this project can save lives and address climate pollution. She noted that an average of 3,500 people move to Vancouver each year, bringing increased density and traffic to the community, and Columbia Street is one step in addressing that.

Councilmember Lebowsky supported Alternative 1.

Councilmember Glover thanked residents for the feedback they have provided throughout the process. She noted that creating equitable and safe access for all roadway users has been a challenge the City has been working to address for the past 20 years. She noted the City's investments and policy direction, from the Transportation System Plan to the Vancouver City Center Vision plan and the Complete Streets policy, have been put into place to allow for the study of how to move people around efficiently and effectively. She noted that the City will need safe routes for more than just bikes and cars in the future. She stated that safety is the number one priority and streets are the City's greatest asset, and the City must make sure that travel is as safe as it can be for all potential users. She stated the Council can make the decision with this process to put safety first. She noted that Alternative 2 demands too much compromise and she does not believe it will move the community forward, and therefore supports protected bike lanes along Columbia. She thanked staff for their work on this challenging project.

Councilmember Glover supported Alternative 1.

Councilmember Stober stated this is not a project about bike lanes, it is a multimodal project. He acknowledged how difficult this issue has been for the community, and noted Vancouver is not alone in trying to address the challenge of replacing parking with bike lanes and asking residents to make a sacrifice for the greater good of the community. He stated community leaders have been contemplating such improvements for years. He stated that for this discussion his feedback is rooted in the death of Benjamin Fulwiler, an 11-year-old boy who was killed in 2012 when he was hit by a bus while riding his bike. He stated Benjamin's death weighs heavy on his mind, as does the C-TRAN driver who was driving the bus that hit him through no fault other than the flaws in our transportation system. He stated that car ownership is expensive and onerous for many residents, and vital changes to the system are needed. He noted that the four surrounding neighborhoods have an intimate relationship with Columbia Street, and change will be a challenge for many residents. He stated of the two options that were presented, one is incremental and one is complete but will require sacrifice. He stated that for

the future of the city, and in the memory of Benjamin Fulwiler, the City needs to move forward and he supports best practices.

Councilmember Stober supported Alternative 1.

Councilmember Paulsen noted this is the second year in a row the Council is discussing how to move forward with these street improvements and a decision is needed now. He stated last year the Council was presented with a very similar proposal, and they received complaints about the process and heard allegations of obfuscation and omission of facts. He recognized that people felt the City had not been clear about what was happening and that there was not enough time allotted in the process. And for those reasons, the Council made a decision to expand the public outreach and delay action on the project. He noted that a lot was learned throughout that process, and he thanked the community members who volunteered to contribute to that process and the staff who worked on the project. He stated that through the process the Council learned there are no easy answers on certain issues and compromise is difficult to find, and the community is becoming more polarized. He stated process and transparency are important, but no amount of process will resolve fundamental differences on certain issues, which is where leadership comes in. He noted this project has been misnamed, as it is not specific to bikes and should more appropriately be classified as a micro-mobility project. He noted that the neighborhoods in this area span a century and a lot has changed in that time period around transportation. He stated he has given this issue a lot of thought and done a lot of research and it is the topic he has discussed the most in his tenure on Council. He stated that in talking to residents he has not heard a consistent theme or path of compromise forward, but there is agreement on some aspects, such as reduced speed limits and the other mitigation efforts proposed. He stated that eliminating parking has an impact on residents, but he is very sensitive to safety and what it will take to change the city's bike and pedestrian collision record and make the streets safer for people traveling with all modes of transportation. He recognized the importance of supporting an aging population and future micro-mobility options. He stated that when it comes down to a choice between safety or parking, he cannot see a value in compromising safety.

Councilmember Paulsen supported Alternative 1.

Councilmember Fox state she has lived off Columbia Street for the past 16 years and spent her childhood living on the westside riding her bike everywhere. She stated she has been doing a lot of research on this issue and has met with many residents and staff. She thanked staff for meeting with her and stated that perhaps one of the reasons staff has presented the hybrid Alternative 2 option is partially because she had put forward an idea to staff to turn Columbia Street into a one-way street with protected bike lanes on one side of the street and less parking removed as a result. She noted that staff looked into her idea and thoroughly explained the challenges with making that change. She stated she is not a fan of Alternative 2 because she does not support sharrows. She stated she is not really in favor of either option

because she values compromise and believes the Council should honor the feedback from the community. She noted that safety also impacts people in regards to where they have to park.

Councilmember Fox stated she would like the City to continue to work toward further compromise before making a decision on a preferred project, but if forced to choose now, she would have to favor Alternative 1 because she does not believe Alternative 2 is safe, as it includes sharrows.

Mayor McEnerny-Ogle asked if the City has received confirmation from USPS that mail carriers would not need to drive to each mail box. Ms. Campos stated staff had met with USPS and confirmed these are walking routes for mail carriers. Loading zones would be provided along the street every few blocks where mail carriers could park their vehicles and then walk to each address to deliver mail. She stated Waste Connections has also confirmed the proposed design would not cause any problems for drivers as they regularly pick up along streets with similar designs in Portland.

Mayor McEnerny-Ogle asked what happens when a home is being built or there are other construction activities requiring use of the right-of-way. Ms. Campos stated those projects would be treated like any other project and would utilize traditional traffic control standards.

Mayor McEnerny-Ogle asked if any performance measures have been developed to ensure this project is meeting goals. Ms. Kennedy stated staff would be looking at long- and short-term safety impacts and speeds to ensure traffic is going at the appropriate pace adjacent to the bike facilities. She stated staff has developed a number of evaluation measurements for McLoughlin that could be looked at similarly for this project. She stated staff would also conduct intercept surveys with users of the system to get a qualitative feedback of how the facility is working.

Mayor McEnerny-Ogle stated she also has been going up and down Columbia over the last year because of this project. She stated she has observed that although 393 parking spaces would be lost along Columbia, in actuality what is available are between 800 and 1500 spaces on side streets that are free to park and are within reasonable walking distance that are also available, which is a true asset. She stated the mitigation efforts are important to her, especially in addressing the needs of the Veterans Assistance Center, and those individuals needing to load and unload, including Waste Connections, the postal service, and construction crews. She stated Councils in the past, and this Council, have been making difficult decisions for many years to move the community forward. She stated that safety is her top priority and she is reminded that as a resident, she does not own the street in front of her home. It belongs to the City, which sets regulations about what to do with the right-of-way, the sidewalk, and the curb. She stated the streets belong to the City and to all users of the streets, many of whom are vulnerable.

Mayor McEnerny-Ogle supported Alternative 1.

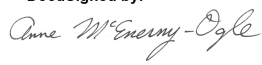
Mayor McEnerny-Ogle stated that the Council has a consensus to direct staff to move forward with Alternative 1 for this project.

Communications

- A. From the Council
- B. From the Mayor
- C. From the City Manager

Adjournment

8:23 p.m.

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Anne McEnerny-Ogle, Mayor

Attest:

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Natasha Ramras, City Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and video. The audio files are kept on file in the office of the City Clerk for a period of six years.