



# Clark Communities Bicycle and Pedestrian Advisory Committee

Clark County Public Service Center  
1300 Franklin St., 6<sup>th</sup> Floor  
Vancouver, WA

## MEETING NOTES

Tuesday, January 23, 2023  
6:00 pm to 8:00 pm

Members Present:	Judith Perez Keniston (Chair), John Hall, John van der Burgh, Raymond Bartlett, and Megan Filippello
Absent:	Michael Newton (Vice-Chair), David Zilavy, Vivienne Meljien
Staff and Partners Present:	Harrison Husting (Clark County), Chelsey Martin and Dylan Bass (WSDOT), Brett Setterfield (City of Vancouver)
Guests:	N/A

- **Welcome**

Chair Perez Keniston started the meeting at approximately 6:05pm. A welcome was given to the new CCBPAC members.

- **Public Comment**

There were no attendees that provided public comment.

- **Meeting minutes from Nov. 28, 2023**

Chair Perez Keniston asked for a motion to approve the minutes from the November meeting. Raymond Bartlett made a motion to approve and John van der Burgh seconded. The minutes were passed unanimously.

- **Staff Updates**

Dylan Bass provided the following updates for WSDOT.

- Proposed pedestrian crossing on SR 503 in front of Paire High School – The traffic office received funding and is now in pre-design phase. There will be a pedestrian hybrid beacon, and there is some potential conflicts with driveways and C-Tran bus stops. Funding needs to be spent by late June 2025.
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- SR 500 / Target Trail repaving project, between Andreessen and Thurston in CoV – Grant funding has been received through the Sandy Williams Connecting Community's grant program. WSDOT is having discussion with CoV to see how it can be connected to some of their future/proposed projects.
- SR 500 Paver Project from NE Fourth Plain to NE 76<sup>th</sup> – WSDOT is working with a consultant to nail down a budget, and a scope of work should be finalized out in the near future.

- Chair Perez Keniston asked for clarification on project location.
- John van der Burgh stated that connecting this project to Padden Pkwy would be nice. Van der Burgh stated that it is difficult to get from the Padden Pkwy train down to the Fred Meyer on this stretch.
- Dylan Bass expressed that that was a good point. Bass explained that he was unsure if there was flexibility to expand the project limit. Bass stated that he would raise this concern to staff and discuss it internally. However, it may have to be part of a different paver project.
- Chair Perez Keniston asked if this project would propose bike lanes on SR 503 or multi-use path on the current sidewalks.
- Dylan Bass stated that would be determined through the predesign phase. Bass mentioned that the SR 503 Corridor Study, which does not include this portion, suggests bike lanes, sidewalks, and 2 travel lanes in each direction. Bass stated that there will be more to come.
- Raymond Bartlett stated that this stretch is very busy with auto and truck traffic and that the bike lanes are kind of scary. Bartlett pointed out the CoV's [Zicla Zebra cycle lane separators] that separate the traffic between bicycles and cars. Bartlett asked if those types of devices could be used along that stretch.
- Bass stated that for WSDOT Complete Street projects, the goal is to get to Level of Traffic Stress (LTS) 2 or better. On this stretch of SR 203, the speeds are 35 mph, so typically to get down to a lower LTS there would need to be some type of separation, physical barrier, or buffer. Bass stated that this will be one thing considered in predesign, along with a possible speed reduction.
- Chelsey Martin (WSDOT) stated that during predesign there will be two public outreach events for this project. One will show preliminary alternatives and the other will show the preferred alternative. Martin stated that WSDOT can make sure to loop in this committee.
- SR 500 near NE Robinson Rd and NE 3<sup>rd</sup> St – This project will look to put in two roundabouts and active transportation improvement. WSDOT is in the right of way phase right now and will have an ad date around October 2024.
- Clark County Ramp Paver and ADA Project – Most locations are in Vancouver and Clark County jurisdiction. WSDOT will be coordinating with jurisdictions to see how these ramp areas can better serve ADA and active transportation users. There may be opportunities for this group to provide input in the future.
  - Chair Perez Keniston asked if WSDOT is working with the cities on the metering projects to ensure continuous facilities. Perez Keniston provided an example of 99<sup>th</sup> and 76<sup>th</sup> where WSDOT has improvements under I-5. On 76<sup>th</sup> there are no bike facilities to the east or west, so cyclists are dumped into traffic. Perez Keniston stated that this was not a fun situation to maneuver and wondered if WSDOT considered extending the projects beyond WSDOT improvements.
  - Bass stated that this project will be primarily focused on WSDOT facilities, but that they are reaching out to local agencies to see how this would tie into those current or proposed facilities.

- Chelsey Martin stated that they are limited in their project footprint. WSDOT is not able to extend outside of their right of way. WSDOT will try to flag the areas of improvements, and hopefully the cities and the county can make those improvements.
- Jean Kent, member of the public, asked about the project timeline for the HAWK signal in front of Pioneer Elementary School
  - Bass stated that they are waiting for an update with the project engineer and would be happy to follow up when more information is available. Bass stated that the contract is still active, and Bass hasn't been out there and can't confirm if it has been completed.

Brett Setterfield provided the follow updates for the City of Vancouver.

- Upper Main Street Safety and Mobility Project – This project kicked off a few months ago and coordinating work with repaving and Hwy 99 C-Tran BRT. Public engagement will be starting very soon.
- Neighborhood Traffic Calming Program – Program that allows residents to submit safety issues, and the window opened at the beginning of the year and will run through February. From February to October, projects are analyzed and prioritized. There is a \$300,000 budget this year, which is the same as last year. Last year, two projects were selected and will install speed tables on NE 72<sup>nd</sup> Ave (between 63<sup>rd</sup> and 78<sup>th</sup>) and 39<sup>th</sup> St. (between 1987<sup>th</sup> and 162<sup>nd</sup>). There is various variable in scoring, including equity and community involvement. Those that submit projects are required to help move the project along by getting neighbor support.
  - Jean Kent, who is the secretary of the Neighborhood Traffic Safety Alliance (NTSA), clarified that it is only for residential streets and that residents and neighborhood association can only apply, not businesses.
- SE McGillivray Blvd. – Two options of the project are being considered now, and a revised design will be presented at the next month's CoV Transportation and Mobility Commission meeting. More information about the two options (curbside and center mobility lanes) can be found on the website.
  - Chair Perez Keniston asked if the city is proposing to eliminate street parking on this segment.
  - Setterfield replied that it may be reduced but not eliminated. Setterfield stated that as a residential street, there has been a lot of discussion points around driveways.

- **Presentation: City of Vancouver Transportation System Plan (TSP)**

Brett Setterfield presented on the City of Vancouver's recently adopted Transportation System Plan (TSP). Setterfield provided an overview of a TSP and the project's timeline, stating that it serves as the Transportation element of the Comprehensive Plan and provides a vision for the next 20 years. The CoV focused on Climate, Equity and Safety as their core values throughout the TSP. The timeline of this project spanned from October 2019 to January 2024.

Setterfield explained that the TSP contains eight chapters, with additional appendices for supporting technical documents. Setterfield provided a brief description of each chapter, including outreach and how major goals and the vision were formed. The TSP networks (Chapter 5) provides a glance at existing or planned networks throughout the city. There was a goal to provide a low stress route every half mile for small mobility modes. The Capital Projects (Chapter 6) represents what would be needed to provide

proposed networks, which extends a 20-year time span. Setterfield explained that this is a living document because everything is evolving, and each project is accompanied by costs, timing, and priority elements. The Implementation (Chapter 7) provides information such as funding opportunities and performance metrics.

Setterfield stated that once the Comprehensive Plan 2025 update is complete, the TSP will be updated to include changes made from that process. The TSP was adopted on January 8, and now serves as guide for policies and programs.

- **Discussion: CCBPAC Chair and County Manager Meeting**

Chair Perez Keniston explained the CCBPAC bylaws state that the chair shall meet with the County Manager quarterly and that CCBPAC shall have a joint meeting with County Council annually. The meeting with the County Manager is scheduled February 9, 2024, and the joint Council meeting may be scheduled to the Fall since there are a lot of new members on the committee.

Chari Perez Keniston asked each CCBPAC member to share any thoughts concerns that they would like for the chair to address during this upcoming meeting:

- John van der Burg discussed the McGillivray project and the ways to best accommodate bicyclists and pedestrians for this project's context and suggested using parked cars to separate bicyclists and vehicles. Van der Burg stated that there is need for coordination among jurisdictions, and that with time this all can be accomplished. Van der Burg also expressed interest in Vision Zero and stated that this effort would be good direction to go toward.
- Raymond Bartlett stated that there are many different approaches to separate bicycles from vehicle traffic throughout the county. Bartlett asked if County staff has any of which ones are most cost effective and successful. Bartlett stated that he likes the [Zicla Zebra cycle lane separators], also referred to as Armadillos, and that he notices that cars don't hit them often. Bartlett has observed that painted bike lanes are worn down, especially at turns, and that Armadillos seem to more effective at changing driver behavior than [bike lane width] and paint. Bartlett stated that it would be nice to know the cost effectiveness of those forms of separation, and what you need to invest to accomplish effective separation.
  - Harrison Husting stated the 2010 Bicycle and Pedestrian Master Plan does not address standards for separated bicycle facilities and that the go to facilities are conventional painted lanes. Husting stated that this conversation could be elevated more, and maybe the Traffic Engineering could come to a future meeting to discuss these questions. Husting also stated that he will try to be more proactive in sharing notes and public comments with that team.
- Megan Filippello expressed wanting to learn more about the County's involvement with Complete Streets that was passed in the State's legislature a couple of years ago.
- John Hall expressed wanting to provide input into the striping of bike lane when the county has resurfacing or preservation projects, to ensure they are standard width. Hall stated that there are some that do not meet standard and effectively near the gutter. In these cases, you have to ride over the drain, which is dangerous. Hall stated that as an advisory committee it seems that it should be one of the groups responsibilities to provide input on projects. Hall stated that this input should occur early.
- Chair Perez Keniston stated that safety, perceived or real, is an important issue. Perez Keniston stated that bicyclists and pedestrians, as an active transportation community, are vulnerable road users. Perez Keniston stated that she walks to work, the grocery store, and to run errands and that she knows how vulnerable it feels to be on your feet at different times

of the day. Perez Keniston also stated that connectivity was an important issue. You can have wonderful bicycle facilities, but if they drop you off the road, you have to be a skilled user to maneuver. Perez Keniston also stated that she wants to broadly ask how CCBPAC can help the county and council move active transportation forward.

Chair Perez Keniston stated that she would send out notes taken from this discussion via email and see if there are any additional comments before the February 9<sup>th</sup> meeting.

- John van der Burgh stated that when we go through these plans, works on paper is nice, but how can we get some action, like setting standards, and funding to move forward.
- John Hall asked if there would be additional opportunities to provide suggestions.
- Perez Keniston clarified that she will send out an email with notes, and that members can provide additional input directly to her via email. Perez Keniston stated that hopefully these meetings can be reoccurring again where CCBPAC can bring up issues and concerns. Perez Keniston stated that hopefully the joint meeting with Council can occur sometime in August.

- **Discussion: 2024 Work Program**

Chair Perez Keniston introduced the ongoing 2024 Work Program as the next item of discussion and reviewed the action steps with the members.

- Harrison Husting asked the committee for guidance on next steps for the inventory of the Bike and Ped Master Plan's prioritized projects that they completed last year. Husting informed the committee that the information they have provided has been used in recent internal discussion about upcoming grant opportunities.
- Perez Keniston stated that of the present members, only she and John Hall participated in this inventory. Perez Keniston would like to see the "committee identified" inventory next to the plan's project list to see if they did a good job of identifying a network for Clark County. Perez Keniston stated that there is no network to point to in the county. Perez Keniston stated that there should be a map, if nothing else, and see if that will generate further discussion. Perez Keniston stated the committee understands that the county does not have the money for an updated plan. If this inventory was not helpful, then maybe some additional direction from Public Works or other departments on what they would like to see would be helpful.
- John Hall stated that at the time the 2010 Bicycle and Pedestrian Plan network was a good idea, but now there are now gaps that we need to look at. Hall stated that it would be good to go back and take another look at the network but doesn't know how to do that.
- Husting stated that answered his questions for now, and that maybe this can be an ongoing discussion.

Chair Perez Keniston reviewed the educational events and asked for additional input from CCBPAC members.

- John Hall mentioned that the committee has previously been made aware of a Bike Rodeo in June 2022 and suggested that committee investigate involvement with this event if it still happens.
- Raymond Bartlett mentioned that it might be nice to perform outreach to schools and private companies that provide Drivers Ed classes about courtesy for bicycle and pedestrians. Bartlett stated that the pamphlets on Washington Driver's Guide make it clear that bicyclists are secondary users to cars. Most responsibility is on the bicyclists and not the driver. Bartlett provided an example of a friend who was stopped at a stop sign in their car, trying to make a right-hand turn. In this example, there were a group of cyclists who were to their right, and

this friend let the cyclists continue through the intersection first. While this was happening, the driver behind them was honking their horn and then proceeded to follow them for several blocks, flashing their lights and yelling at them. When this individual called 911 for assistance, there was little response on how to turn this driver in. Bartlett stated that there's a lot of discourteous drivers and even bicyclists, pointing out that bicyclists can intimidate walkers on shared pathways. Bartlett stated that it would be helpful to impose these thoughts of roadway courteous and how to treat and react to bicyclists and pedestrians when people get their license or renew them.

- John van der Burgh mentioned an experience they had with a bus while traveling up St. John's on their bicycle. In this experience, Van der Burgh was passed by the bus, but as the bus stopped in the bike lane to pick up passengers, he tried going around it. As Van der Burgh got up by the front wheel of the bus, the bus then started moving again. Van der Burgh asked what cyclists were supposed to do and suggested that it be addressed at future education events.

Chair Perez Keniston reviewed the work plan items related to active transportation planning and supportive land uses.

- Harrison Husting provided additional information about the county's process to update the Comprehensive Plan in 2025. Husting explained that from the new Climate Element, there will be a sub element that will be directly related to GHG and VMT reduction. Husting stated that there will be community meetings around this new climate work, and that it may be helpful for a member of the committee to attend and report back to the group.

Chair Perez Keniston asked if there were any additional comments.

- Harrison Husting asked the members to review the CCBPAC website and provide him with suggestions on changes and resources that they would like to see made to the pages.
- John van der Burg stated that he found it easy as a new member to find the site through the main Clark County webpage.

- **Discussion: Meeting Time**

Chair Perez Keniston introduced a discussion regarding the regular monthly meeting time. Perez Keniston asked if it would work for committee members and staff to move the time earlier.

- John van der Burgh stated that early might be better for him, either 5:00 or 5:30.
- Raymond Bartlett stated that any time works since he is retired. Bartlett asked who brought up the idea of moving it earlier.
- Perez Keniston stated that she did. Perez Keniston stated that she is in the office on Tuesdays and has an hour and a half between the meeting time and when she gets off. Since Perez Keniston usually walks to and from the office and meetings, it doesn't provide for enough time to go home to get dinner.
- John Hall stated that he is flexible and would be okay with any time.
- Megan Filippello stated that a 5:00 pm start time may be more difficult for her but may be able to make it work if she attended remotely. However, if she wanted to attend in person, 6:00 would work better.
- Dylan Bass stated that any time would work for him, and that he could attend virtually or in-person.

- Brett Setterfield stated that he echo's Dylans' comments.
- Harrison Husting stated that he is very flexible and could do any of the meeting times proposed. Husting added that the committee should also think about public participation, as well as committee member's schedules.
- Keith Forester, member of the public, stated that it may not make too much of a difference since it's one day a month.

Chair Perez Keniston stated that committee will wait to decide until next meeting, since input from David Zilavy and Vivienne Meljien is still needed.

- **Adjourn**

Chair Perez Keniston asked for any final comments before ending the meeting.

- John Hall thanked whoever put together the meeting minutes. Hall stated that they haven't had minutes in the past and it is helpful to have.
- Harrison Husting stated that he will do his best in the future to have minutes drafted 2 weeks after each meeting and posted on the website. Husting stated that at the very least, CCBPAC members will receive minutes a week before each meeting.

Chair Perez Keniston adjourned the meeting at 7:32 pm.