Presentation Overview

- Vancouver by the Numbers
- Policy Background
- Street Funding Strategy
- Transportation System Safety Analysis
- Transportation System Plan
- RFP Question Responses
Vancouver by the Numbers

185,000 residents

51.7% female

48.3% male

36.6 median age

$55,593 median household income
Vancouver by the Numbers

30.6% 1-person households
16.3% 3-person households
33% 2-person households
20.1% 4-person+ households

5% unemployment
27.3% have a bachelor’s degree or higher
14% live in poverty
Vancouver by the Numbers

Administration/Engineering
4500 SE Columbia Way

Operations/Brookside/
Utility Customer Service
General Andersen/Fourth Plain

Construction/Transportation
East Precinct (9,000 sf rented/520 SE 155th Ave.)

Water Resources Education Center
4500 SE Columbia Way

11 Water Stations • 40 Wells
10 Water Reservoirs & Towers

1,035 miles Water Main
2 Wastewater Treatment Facilities
40 Wastewater Pump Stations
760 miles Sanitary Sewer Line
1,300 Stormwater Facilities
260+ Traffic Signals
1,875 Paved Lane Miles
10,400 Curb Ramps
18,000 Street Lights
3 Cemeteries
And more ...

City of Vancouver Transportation System Plan Update - 6
Goal 1: Ensure our built environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest

• Objective 1.1: Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations
  • Action 1.1.1: Adopt and implement a “Complete Streets” program
  • Action 1.1.2: Upgrade key bike and pedestrian corridors
  • Action 1.1.3: Plan for multiple public transit options including Bus Rapid Transit (BRT) and light rail
Goal 1, Objective 1 (continued)

• Action 1.1.4: Actively participate in policy conversation regarding improvements to the I-5 Corridor

• Action 1.1.5: Support development of a Downtown/Uptown/Historic Reserve trolley system

• Action 1.1.6: Support trade and freight related improvements including the Mill Plain/I-5 interchange
Goal 2: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services – “20 minute neighborhoods”

- Objective 6.1: Support a strong, active neighborhood program that enhances livability and community connections
  - Action 6.1.1: Restore funds for a Neighborhood Grant Program to support neighborhood improvement projects, including street trees, park improvements, landscaping, interpretive signage and public art
  - Action 6.1.2: Restore funding for Neighborhood Traffic Calming Program for projects like ADA ramps, sidewalk infills and repair, and crosswalks
Street Funding Strategy Guiding Principles

- New street funding revenues are to supplement, not supplant, existing revenues
- “Take care of what we have”
- Pay-as-we-go goal of financing infrastructure projects is preferred
- As street bond debit service is repaid, use funds previously needed for debit payments for streets
- Continued public transparency and accountability
Street Funding Strategy Outcomes

- Restore historically maintained City right-of-way and medians to pre-recessionary 2009-2010 service levels, and increase arterial sweeping frequency
- Over a 20-year period, improve pavement conditions overall from Fair to Good
- Develop a replacement program for street assets such as street lights, traffic signals, and City-owned bridges
Street Funding Strategy Outcomes

- Expand mobility, safety, and accessibility programs, including the Neighborhood Traffic Calming Program
- Complete one arterial street improvement project approximately every 2-3 years leveraging local funding with state and federal grants to greatest extent possible
- Develop and launch a citywide sidewalk program
## Street Funding Strategy Revenue

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2018 Revenue (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estimated</td>
</tr>
<tr>
<td>TBD Vehicle License Fee</td>
<td>$3.60</td>
</tr>
<tr>
<td>Utility Tax</td>
<td>$1.50</td>
</tr>
<tr>
<td>Business License Surcharge</td>
<td>$0.88</td>
</tr>
<tr>
<td>State Gas Tax</td>
<td>$0.20</td>
</tr>
<tr>
<td>Paid-off Debt</td>
<td>$1.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$7.18</strong></td>
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</tbody>
</table>

2018 all street revenues (actuals) approximately $38.7 M

- All other revenues 79%
- SFS revenues 21%

City of Vancouver Transportation System Plan Update - 13
### Key Outcomes

<table>
<thead>
<tr>
<th></th>
<th>2018 Expenses (Millions)</th>
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<tbody>
<tr>
<td></td>
<td>Estimated</td>
</tr>
<tr>
<td>Pavement Management</td>
<td>$3.60</td>
</tr>
<tr>
<td>Pavement Reconstruction</td>
<td>$0.00</td>
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<tr>
<td>Grant Funded Projects</td>
<td>$2.40</td>
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<tr>
<td>Multimodal Safety and Access.</td>
<td>$0.50</td>
</tr>
<tr>
<td>Neighborhood Traffic Calming</td>
<td>$0.10</td>
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<tr>
<td>Asset Replacement</td>
<td>$0.20</td>
</tr>
<tr>
<td>ROW Maintenance and Sweeping</td>
<td>$0.75</td>
</tr>
<tr>
<td>Sidewalk Management</td>
<td>$0.25</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$7.80</strong></td>
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</table>
Transportation System Safety Analysis

• Analysis lays the groundwork for proactively considering transportation system safety issues for all users for the TSP update

• Looked at 7 year and 5 year collision trends from 2010-2016

• Identified transportation system safety priority collision types and major contributing factors associated with these collision types, prioritized roadway segments and intersections, identified potential solutions for the highest priority locations, and developed a toolbox of countermeasures to address safety concerns
Transportation System Safety Analysis

Number of Crashes

2010-16

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>51</td>
</tr>
<tr>
<td>2011</td>
<td>55</td>
</tr>
<tr>
<td>2012</td>
<td>57</td>
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<tr>
<td>2013</td>
<td>56</td>
</tr>
<tr>
<td>2014</td>
<td>42</td>
</tr>
<tr>
<td>2015</td>
<td>51</td>
</tr>
<tr>
<td>2016</td>
<td>57</td>
</tr>
</tbody>
</table>

- 1,165 Crashes
- 1,166 Crashes
- 1,123 Crashes
- 1,057 Crashes
- 1,293 Crashes
- 1,573 Crashes
- 1,427 Crashes

- 284 Fatal or Serious Injury
- 4,956 No Injury
- 8,804 CRASHES
- 3,564 Other Injury

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Transportation System Safety Analysis

Pedestrian Crashes
2012-16

HIGHER THAN
STATEWIDE AVERAGE
RELATIVE TO OTHER CRASHES

54% INTERSECTIONS

Location of Crashes

17 Divided
97 Signalized
15 Unsignalized

46% ROADWAYS

Intersections: Causes and Severity of Crashes

- Failed to yield ROW: 28
- None: 17
- Inattention: 14
- Under the influence: 5

Roadways: Causes and Severity of Crashes

- Inattention: 13
- None: 10
- Other: 9
- Failed to yield ROW: 22

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Transportation System Safety Analysis

Crashes Involving Young Drivers
2012-16

INVOLVED IN
35%
OF CRASHES
2012-2016

51% INTERSECTIONS
986 Signalized
249 Divided
879 Unsignalized
167 Unsignalized

49% ROADWAYS

Intersections: Causes and Severity of Crashes
Did not grant RW to vehicle 70
Follow too closely 61
Disregard stop and go light 61
Other 47
13% Fatal or Serious

Roadways: Causes and Severity of Crashes
Did not grant RW to vehicle 30
Inattentive 29
Other 18
Exceeding Res. Safe Speed 14
17% Fatal or Serious
Transportation System Safety Analysis

Crashes Involving Road/Lane departure
2012-16

MOST CRASHES OCCUR ON
SPEED 25 MPH
UNDIVIDED 2-LANE ROADS

Causes

- Other: 42
- Under the influence: 23
- Inattention: 21
- Apparently asleep: 9

Severity

11% Fatal or Serious
Transportation System Plan

- City’s first TSP was adopted in 2004
- Focused on reinforcing the link between transportation and economic development
- Developed modal plans, policy development, financial and system analysis, and project prioritization
Why is an update a high priority?

- Increases in population growth
- Changes in land use
- Effects of the unanticipated economic downturn
- Improved mobility options
- Advancements in technology
- Evolution of transportation best practices
Key project deliverables:

• Inclusive and equitable public outreach
• Revised goals and policies
• Enhanced transit corridor analysis
• Freight, transit, and smart mobility modal elements
• Revised street classification and street standards
Key project deliverables (cont.):

- System performance measures
- Collision analysis tool
- Project implementation process
- Complete streets policy review and update
- Review and recommendations on Concurrency and TIF programs
Project communication and outreach:

• Successful project team will be able to provide support and guidance for change management – internally and externally

• Strong understanding of strategic, inclusive, and equitable communication and engagement

• Ability to educate residents, policy makers, and staff about establishing modal priorities and accessible transportation systems
Transportation System Plan Update

- Request for Proposals due April 10, 2019
- Project start June 2019
- Transportation System Plan Completed December 2020
- Street Standard Update Completed July 2021
RFP Questions and Response to Date

• Questions and answers provided were those submitted as of March 22, 2019

• Last day to submit questions on the project is March 29, 2019 by 4:00 pm

• If needed, last project addendum will be issued no later than 5:00 pm on April 3, 2019