



STATE OF MOBILITY

August 2020

What is Vancouver Moves?

Vancouver Moves is a plan that will define the community's transportation vision.

The City of Vancouver has added 14,000 residents since 2008 and 10,000 jobs since 2010. This growth, combined with changing community needs due to COVID-19, means the transportation network must serve more people and needs with limited additional resources. This project will analyze the current system and start a conversation with the community about how the transportation network can better serve the needs of Vancouver residents, employees, and visitors.

The City of Vancouver is the owner and operator of all our local streets and related infrastructure, excluding facilities like I-5 or SR-500. This project will be comprehensive and examine:



Travel conditions

For multiple modes including walking, bicycling, taking transit, driving, delivering freight

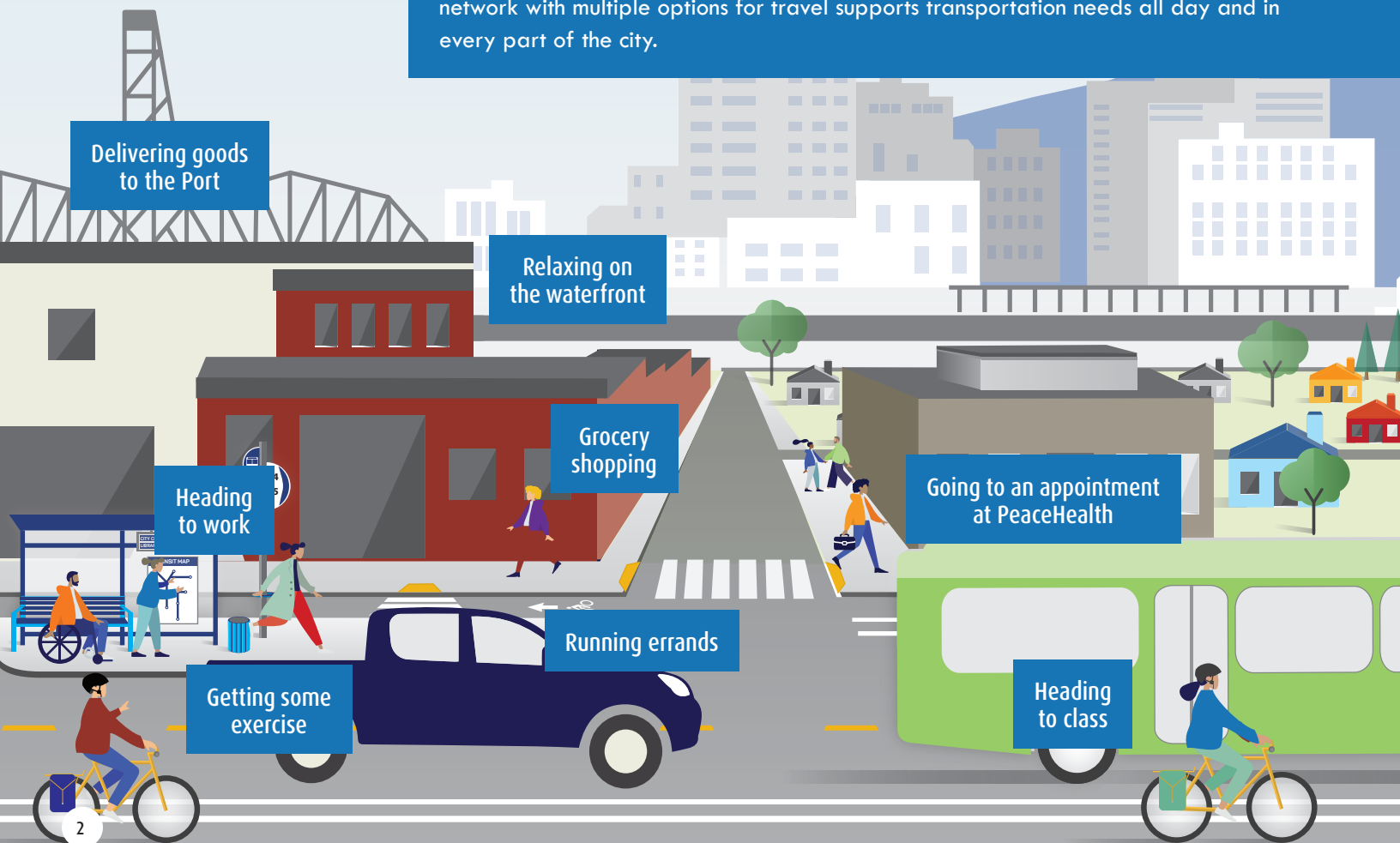


Community priorities

By talking to Vancouver residents with a focus on furthering equity

Why transportation matters

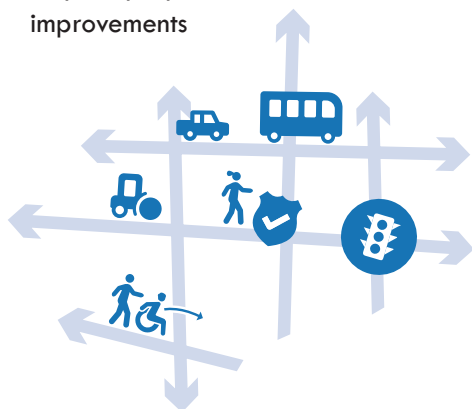
Vancouver residents use the transportation system for many reasons every day. A safe network with multiple options for travel supports transportation needs all day and in every part of the city.



Our assets and resources

Vancouver's Public Works department operates and maintains 1,900 miles of public streets and 3,800 acres of right-of-way, including 235 traffic signals, nine pedestrian hybrid beacons, 10 city-owned bridges, and thousands of signs and streetlights. The department carries out a range of functions including:

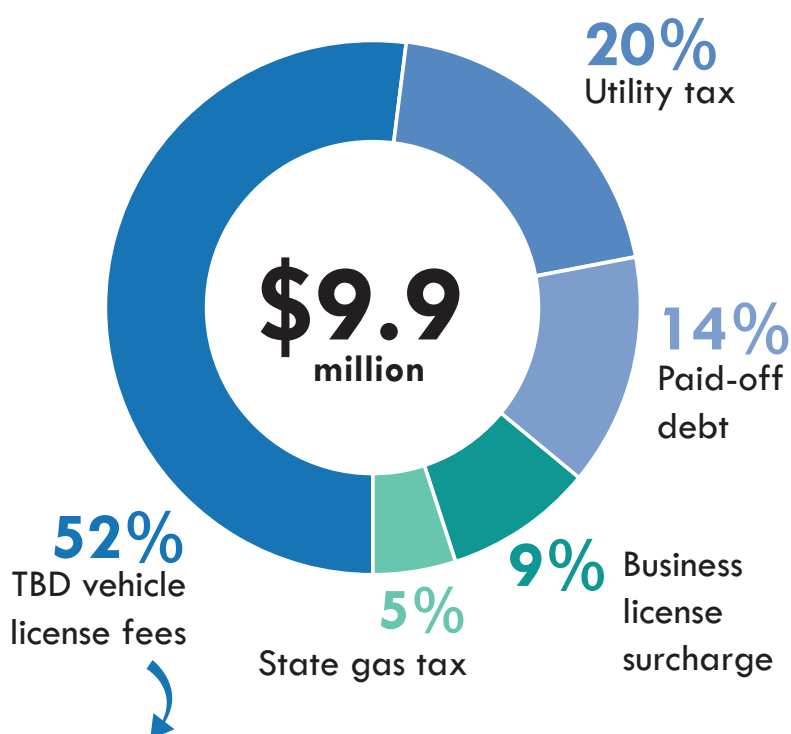
- Resurfacing roadways
- Traffic signal and lighting replacement
- Making neighborhoods safer, including the Neighborhood Traffic Calming Program
- Walking, bicycling, safety projects
- Improving accessibility of streets for those with disabilities
- Capital projects such as arterial street improvements



Street Funding Strategy

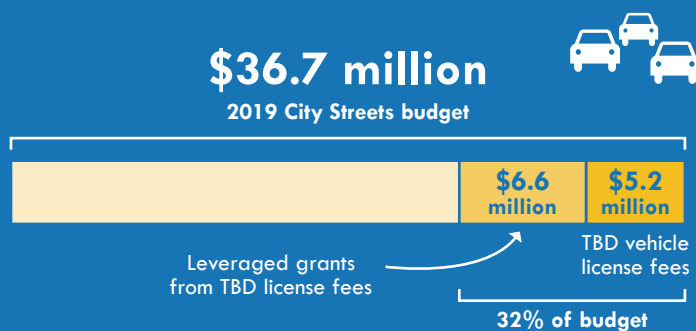
The Street Funding Strategy (SFS) was created in 2015 and provided the resources needed to help care for what we have. In 2019 alone, the Street Funding Strategy preserved 77 miles of roadway, resurfaced 27 miles of roadway, and added 147 sidewalk curb ramps to current ADA standards.

Street Funding Strategy revenue, 2019



2019 Funding from TBD vehicle license fees

The passage of Initiative 976 in November 2019 eliminated the ability for cities like Vancouver to collect Transportation Benefit District vehicle license fees. In 2019, these fees totaled \$5.2 million and made up 52% of the SFS. The City was also able to use this funding source as local match to leverage \$6.6 million in grants. The passage of I-976 has major impacts to SFS and the ability to compete for grants.



Vancouver by the numbers

Vancouver was home to 183,000 people in 2019. Our community is diversifying and becoming more educated. With growth comes development and changing costs. Our transportation system must keep pace and help maintain vibrant neighborhoods.

Our community



14
thousand

More people living in Vancouver since 2010 (+10%) — versus 11% in Clark County.



20%

Vancouver community members who identify as Black, Indigenous, and People of Color now make up one in five residents. This is an increase from 17% in 2010.



91%

Evergreen Public Schools graduation rate. 85% graduation rate for Vancouver Public Schools — an 11% increase since 2014.



15

New hotels planned or in development in Vancouver — representing an increase of more than 1,700 new hotel rooms.



238
thousand

Median property value in 2017. This is an increase of 9.7% since 2016 (up from from \$217,000).



110

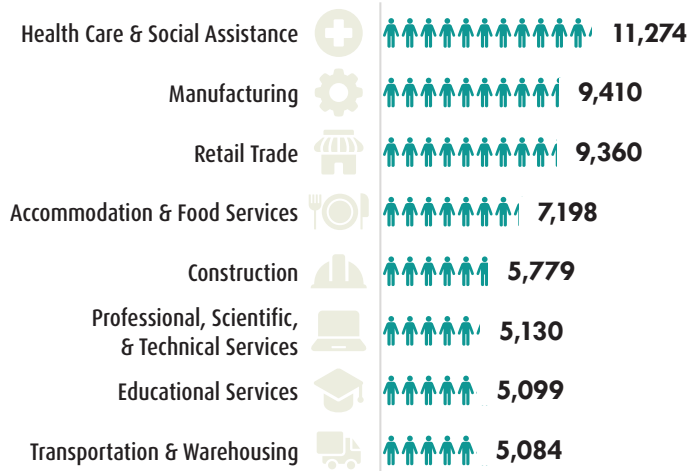
Parks and natural areas are part of Vancouver's 1,600 acres of park land and green spaces.

Working in Vancouver



**90
thousand**

Total jobs in the City of Vancouver in 2017. From 2010 to 2017, jobs grew 14% while population grew 10%.



Top 8 industries in Vancouver, 2017

Health care and social assistance

has been the biggest industry since 2010, making up 16% of jobs in the City.

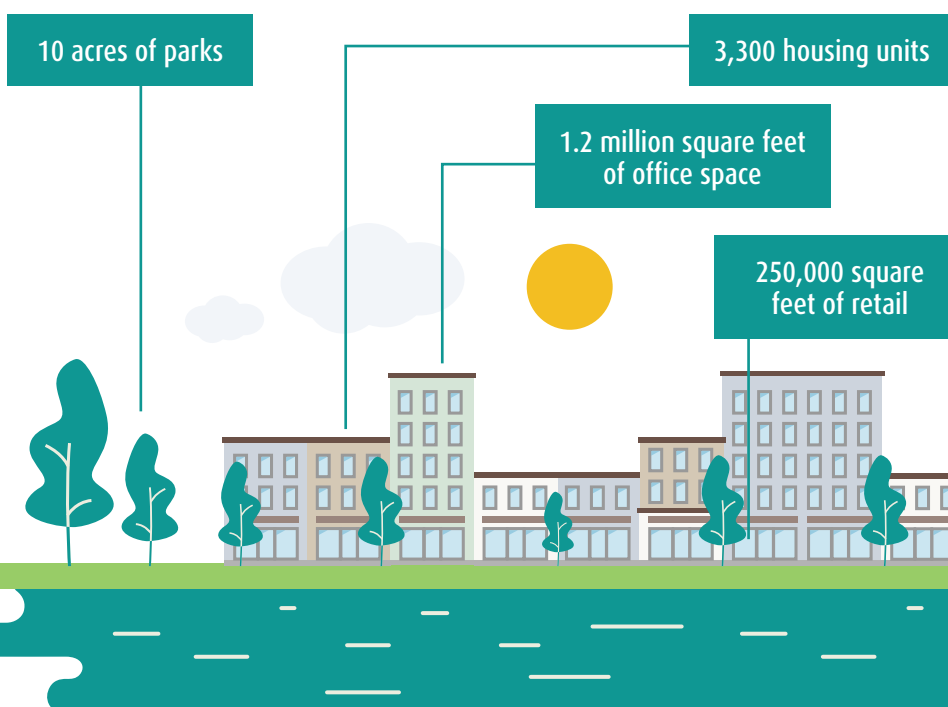
Our waterfront and port

In September 2018, Vancouver officially opened the first section of Waterfront Vancouver, a 32-acre mixed-use development along the Columbia River. The initial phase included apartments, restaurants, a 7-acre waterfront park, and the Grant Street Pier. The master plan includes:



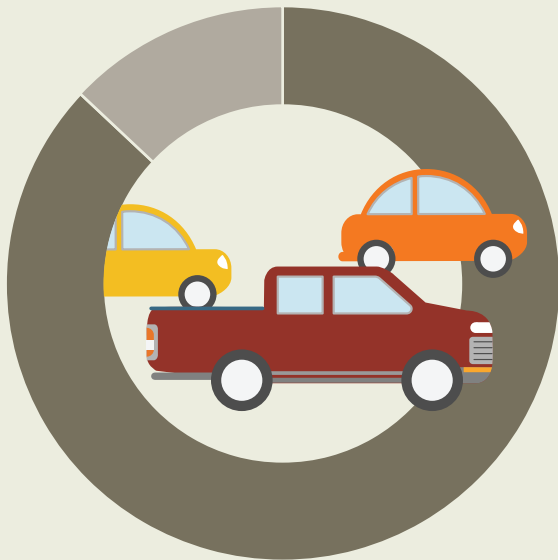
**24
thousand**

Total jobs associated with port activities in 2018, including direct, indirect, induced, and influenced jobs — up from 20,000 in 2014.



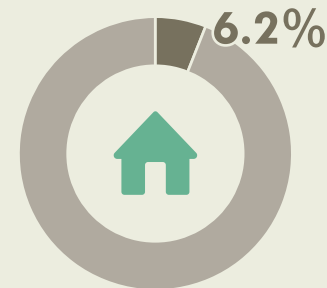
How we get around

The daily commute is an important part of how we get around. Prior to COVID-19, most people drove to work. Rates of walking, bicycling, and transit use were about the same from 2010 to 2018.

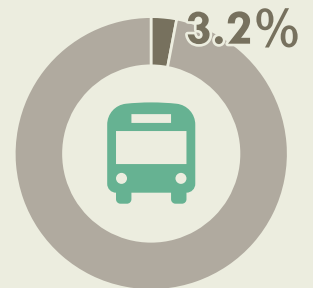


86.4%

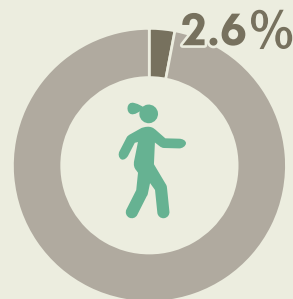
In 2018, 86.4% of workers drove to work. Driving to work declined by 1.6 percentage points since 2010 (88.0%).



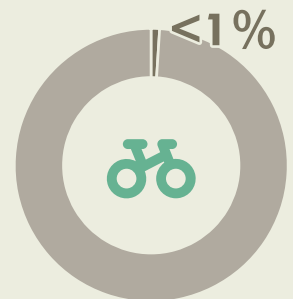
Work at home



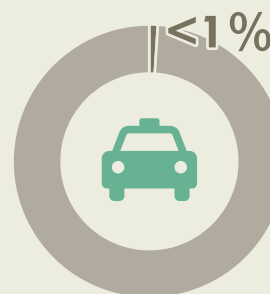
Transit



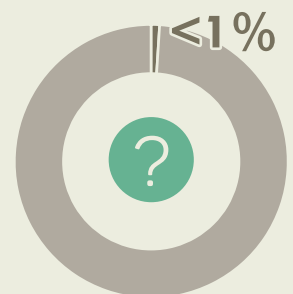
Walk



Bike



Taxi



Other

Even before COVID-19, rates of working from home were increasing. High rates of working from home will likely continue through the rest of 2020 and into 2021 to reduce the spread of COVID-19.



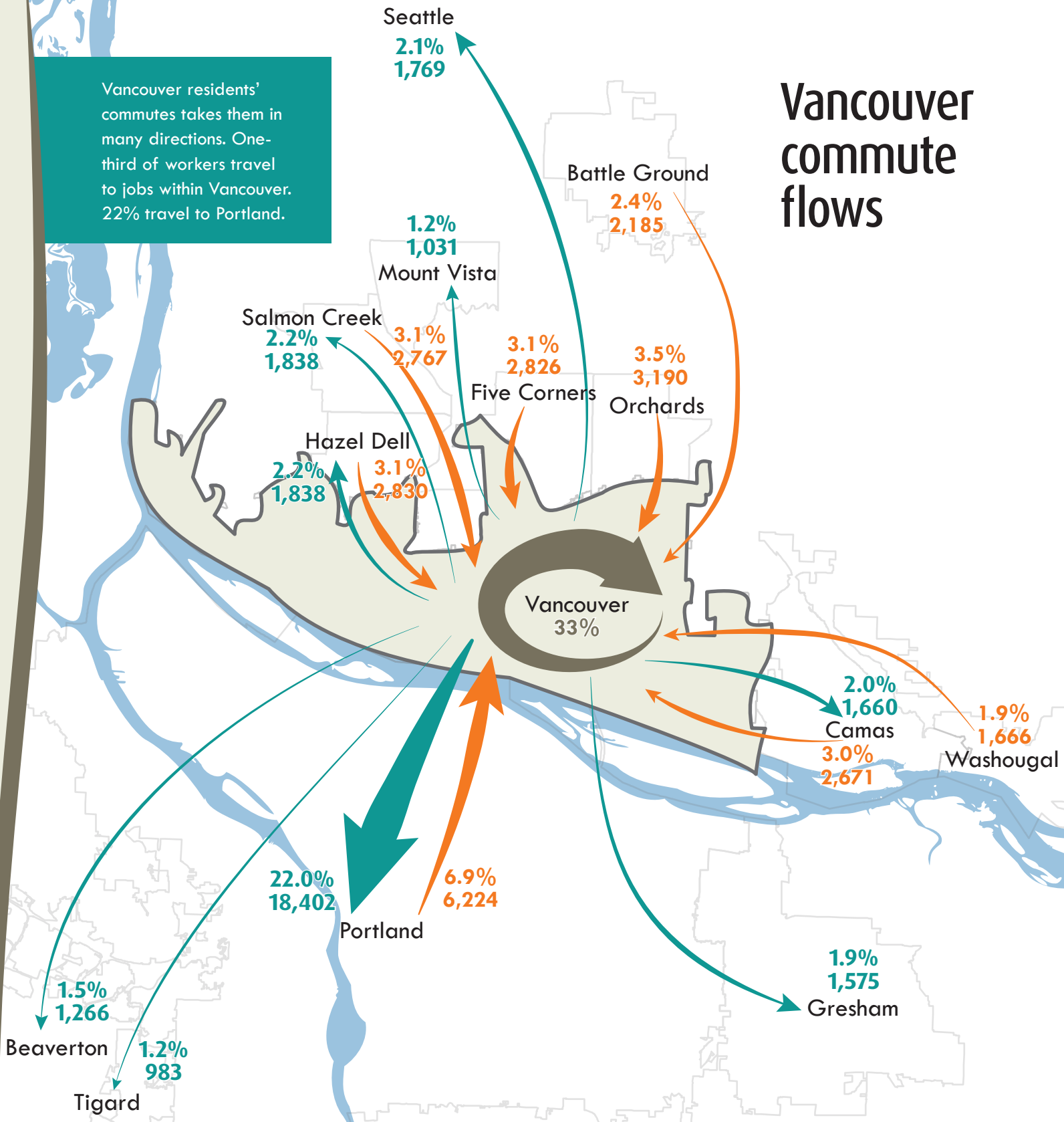
Did you know?

23.8 minutes

The average commute takes 23.8 minutes – slightly shorter than the averages for Washington State, Portland, or the U.S. as a whole. 64% of Vancouver residents travel less than 10 miles to get to work, and 30% travel less than 5 miles.

Vancouver residents' commutes takes them in many directions. One-third of workers travel to jobs within Vancouver. 22% travel to Portland.

Vancouver commute flows



27,870

people both live and work in Vancouver

69%

of people who work in Vancouver commute from another city

67%

of working Vancouver residents commute to another city

Our transportation system



630

Miles of city streets with sidewalk.



90

Miles of bike lanes or wide shoulders in Vancouver. There are an additional 25 miles of multi-use trails.



27

thousand

People get on a C-TRAN bus every day.
Between 2017 and 2018 ridership grew 3.4% – faster than other transit providers in the Pacific Northwest.



100

Crashes involving a pedestrian or a bicyclist in 2018, equaling 4% of total crashes.



17.6

Miles driven per day per resident, down from 21.8 in 2000. Annual vehicle miles traveled increased 1.2 million from 2005 to today.



6.5%

Increase in crashes between 2004 and 2018.



The Vine Bus Rapid Transit (BRT)

Vancouver is home to the region's first Bus Rapid Transit system, operated by C-TRAN, making transit faster and more reliable. C-TRAN operates transit services in the Vancouver region. The Vine opened on Fourth Plain in 2017 and achieved the following:



Travel time
decreased 12%



Ridership
increased 45%



Up to 10 minutes
saved per trip



Per passenger cost
dropped 21%



How Vancouver moves tomorrow

The way people move is changing, which is being accelerated by the impacts of COVID-19 and our climate crisis. Innovations in transportation services—like app-enabled ridehailing, shared e-bikes and scooters, and trip planning tools—are increasing travel options and customer convenience. As people seek new ways to move safely and in physically distanced ways, demand for small personal mobility options will continue to grow. And for some, the best mobility option is not going at all. Digital apps for home deliveries are helping people to shelter-in-place now, but will make lasting changes to how people shop and receive deliveries in the future. Further innovations, like autonomous vehicles, are waiting around the corner.

These changes offer opportunities to improve mobility and accessibility for all, including some of our most vulnerable populations, but they also pose challenges to the effective operation of our transportation infrastructure and our ability to uphold community values.

Our new transportation vision needs to consider changes in transportation technology and leverage the right mix of innovations to deliver a safer, more vibrant, and more prosperous city.

Micromobility such as shared e-bikes and scooters offer an effective travel option for short and medium-length trips that are too far for walking.

Ridehailing services like Uber and Lyft provide an alternative for people that don't have access to a car or prefer not to own one.

Mobility hubs offer multiple transportation options at places like transit stations.

Mobility-as-a-Service apps enable users to seamlessly plan, book, and pay for trips of any type – be it on transit, ridehailing, micromobility, etc.

Data from mobility service providers is being leveraged by cities to improve day-to-day operations and planning of their transportation systems.



GET INVOLVED!

This project is for the people of Vancouver
and we need your input!

BeHeardVancouver.org/vancouvermoves 

