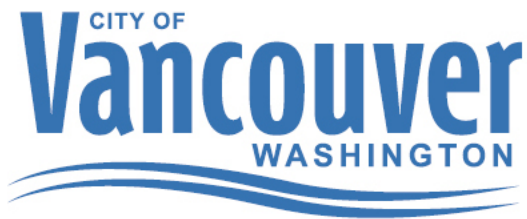




# Transportation System Plan Update

Transportation and Mobility Commission Workshop  
September 5, 2023



**Kate Drennan**, Principal Transportation Planner, Community Development  
Department

**Stephanie Wright**, Principal, Nelson\Nygaard Consulting



# Agenda

- Schedule Update
- Draft TSP
- Engagement Plan

## Requested

- Feedback on framing
- Help spreading the word for public comment



# Alignment with Universal Policy Priorities



## **Climate**

Our transportation system helps to reduce our impact on the climate and our natural environment.



## **Equity**

Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



## **Safety**

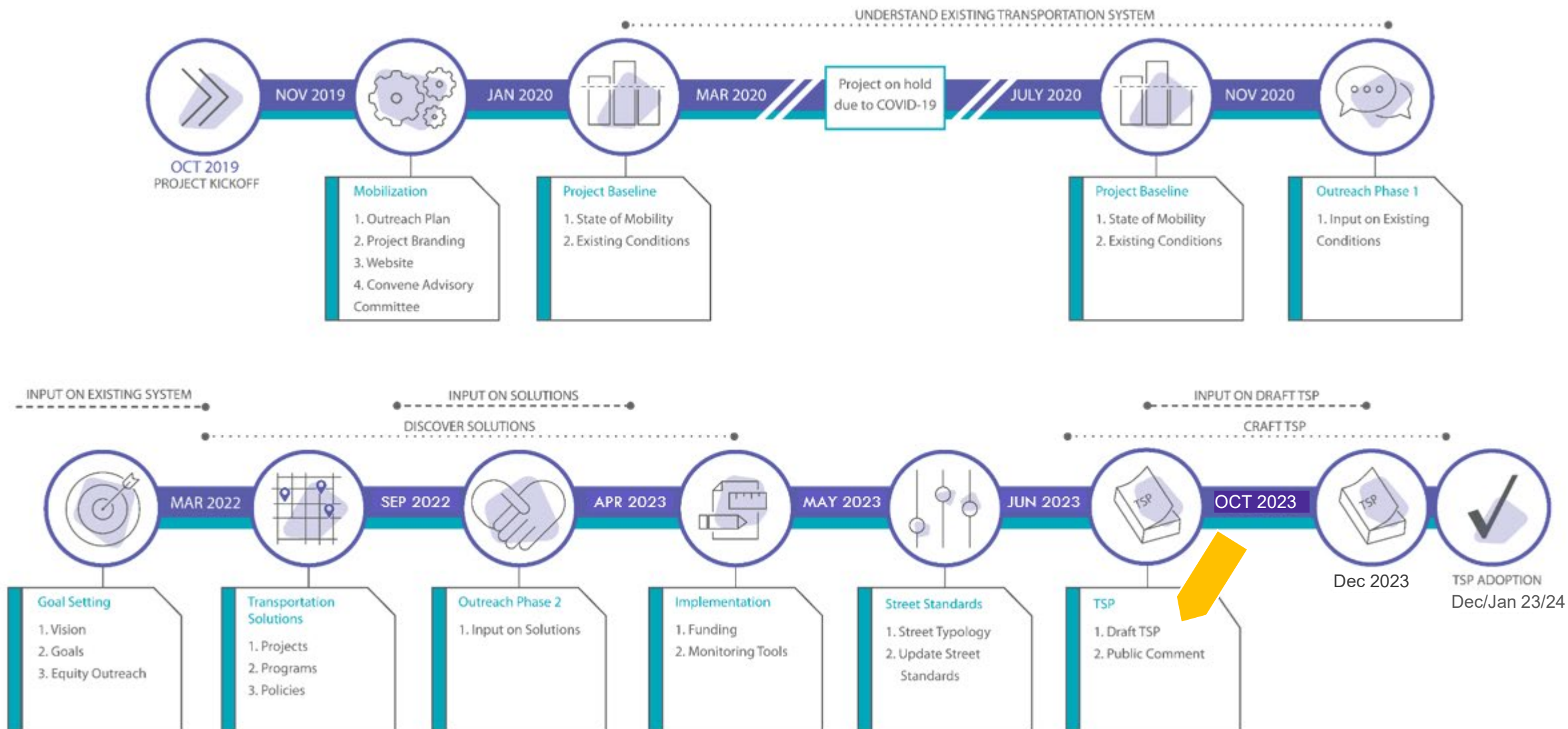
Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.

# TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
Project Baseline	<ul style="list-style-type: none"> <li>State of mobility</li> <li>Existing conditions</li> <li>Vulnerability analysis</li> <li>Community input</li> </ul>	TMC review	Jan 5, 2021; Mar 2, 2021; Jun 1, 2021; Jul 6, 2021
		Council workshop	Jun 14, 2021
Values and Goals	<ul style="list-style-type: none"> <li>Enhanced Transit Corridor analysis</li> <li>Community input on project values and associated project opportunities</li> </ul>	TMC review	Sep 7, 2021; Jan 4, 2022
		Council workshop	Apr 25, 2022
Final Goals and Priorities	<ul style="list-style-type: none"> <li>TSP Goals</li> <li>Project prioritization process</li> </ul>	TMC review	Mar 1, 2022; Jul 5, 2022; Sep 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022
		Council resolution	September 26, 2022
Solutions	<ul style="list-style-type: none"> <li>Policies and programs</li> <li>Modal networks</li> </ul>	TMC review	Jul 5, 2022; Sep 6, 2022; Dec 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022; Jan 9, 2023
		Council resolution	January 2023
Implementation Guidance	<ul style="list-style-type: none"> <li>Street typology and standards update</li> <li>Pedestrian crossing policy</li> <li>Performance measures</li> <li>Funding recommendations</li> </ul>	TMC review	March 7, 2023; May 2, 2023; June 6, 2023
		Council workshop	May 22, 2023
Plan Adoption	<ul style="list-style-type: none"> <li>Review of draft plan</li> <li>Community input on draft plan</li> <li>Plan adoption</li> </ul>	TMC action item	September 5, 2023; November 7, 2023
		Council workshop	July 10, 2023; October 9, 2023; November 20, 2023;
		Council resolution	December 18, 2023



# TSP Schedule



# Key Dates

- 9/5: TMC presentation
- 9/16: Planning Commission presentation
- 9/15 – 11/20: Public comment period
- 10/9: Council workshop on draft TSP
- 11/7: TMC action: hearing on TSP
- 11/20: Council workshop on public comment period early feedback
- 12/4: Council workshop on final TSP and how we addressed public comment
- 12/18: Council first reading on consent
- 1/8/24: Council consent agenda







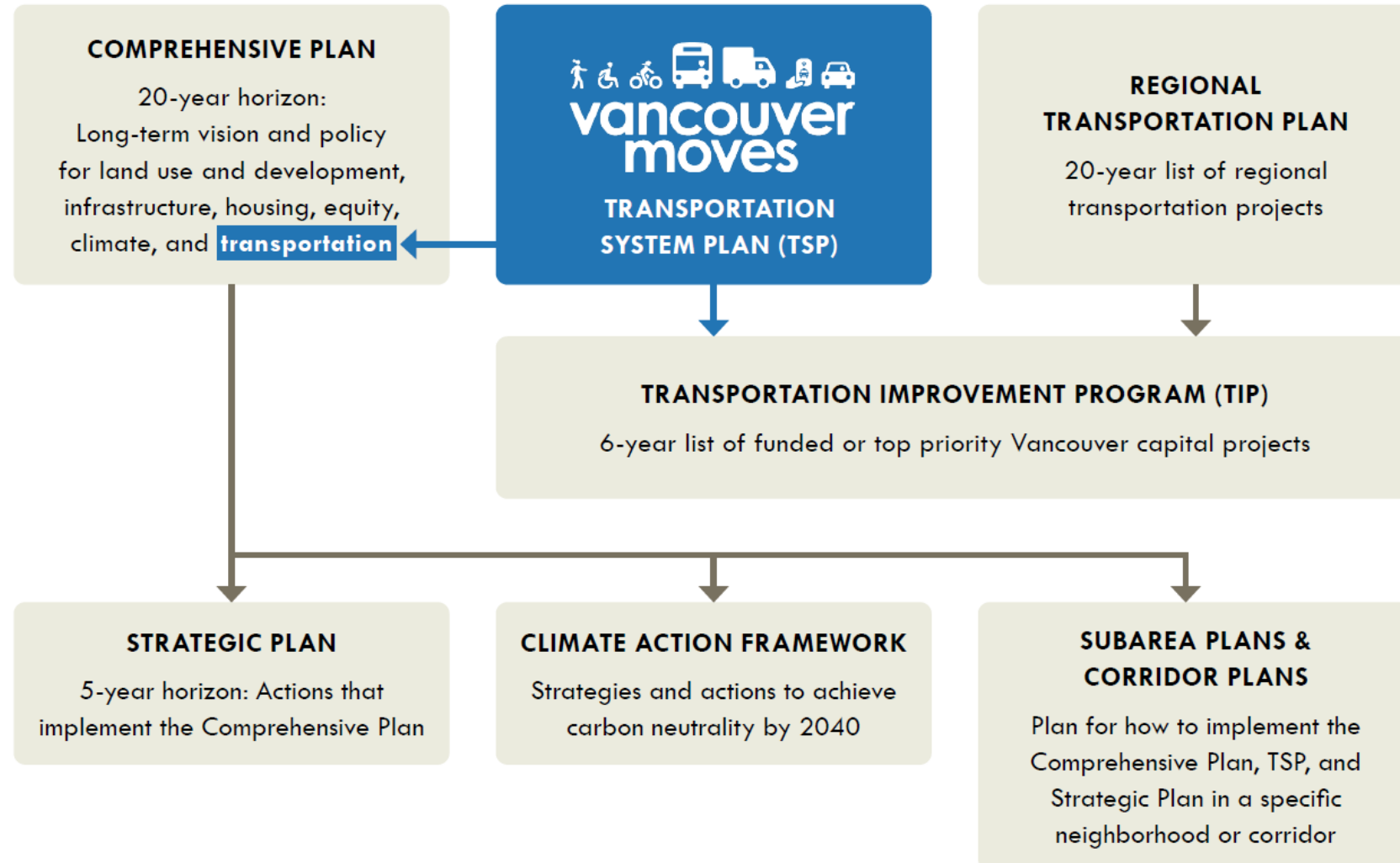
# Draft TSP Chapters

1. City on the Move
2. By Vancouver, for Vancouver
3. Vancouver Moves Vision
4. Big Ideas
5. TSP Networks
6. Capital Projects
7. Implementation
8. Moving Forward

# 1. City on the Move

- Chapter elements
  - TSP purpose
  - Project partners
  - Define City and UGA
  - High-level existing conditions

*Does this graphic make sense?*





# 1. City on the Move continued

- Chapter elements
  - Schedule
  - Modal definitions

*Does this make sense as a way of defining BSM and Mobility Lanes?*

## Going beyond the bicycle

Traditionally the space between driving lanes and the sidewalk has been designated as “bike lanes.” But scooters, one-wheels, bikeshare bicycles, e-bikes, cargo bikes—all use the “bike lane.” The TSP includes policies and programs that welcome these services and devices into Vancouver.

Renaming bike lanes as “mobility lanes” provides a more inclusive term for the many different types of devices we need on our streets to meet our climate goals.

Common terms used in the TSP include:

- Bicycle and small mobility (BSM) referring to the networks and devices that use the street
- Mobility lanes, referring to the types of facilities that BSM users travel on. Common facility types include:
  - Protected Mobility Lane (PML)
  - Buffered Mobility Lane (BML)
  - Mobility Lane (ML)








## 2. By Vancouver, for Vancouver

- Key Message

We conducted outreach broadly and with traditionally underrepresented communities



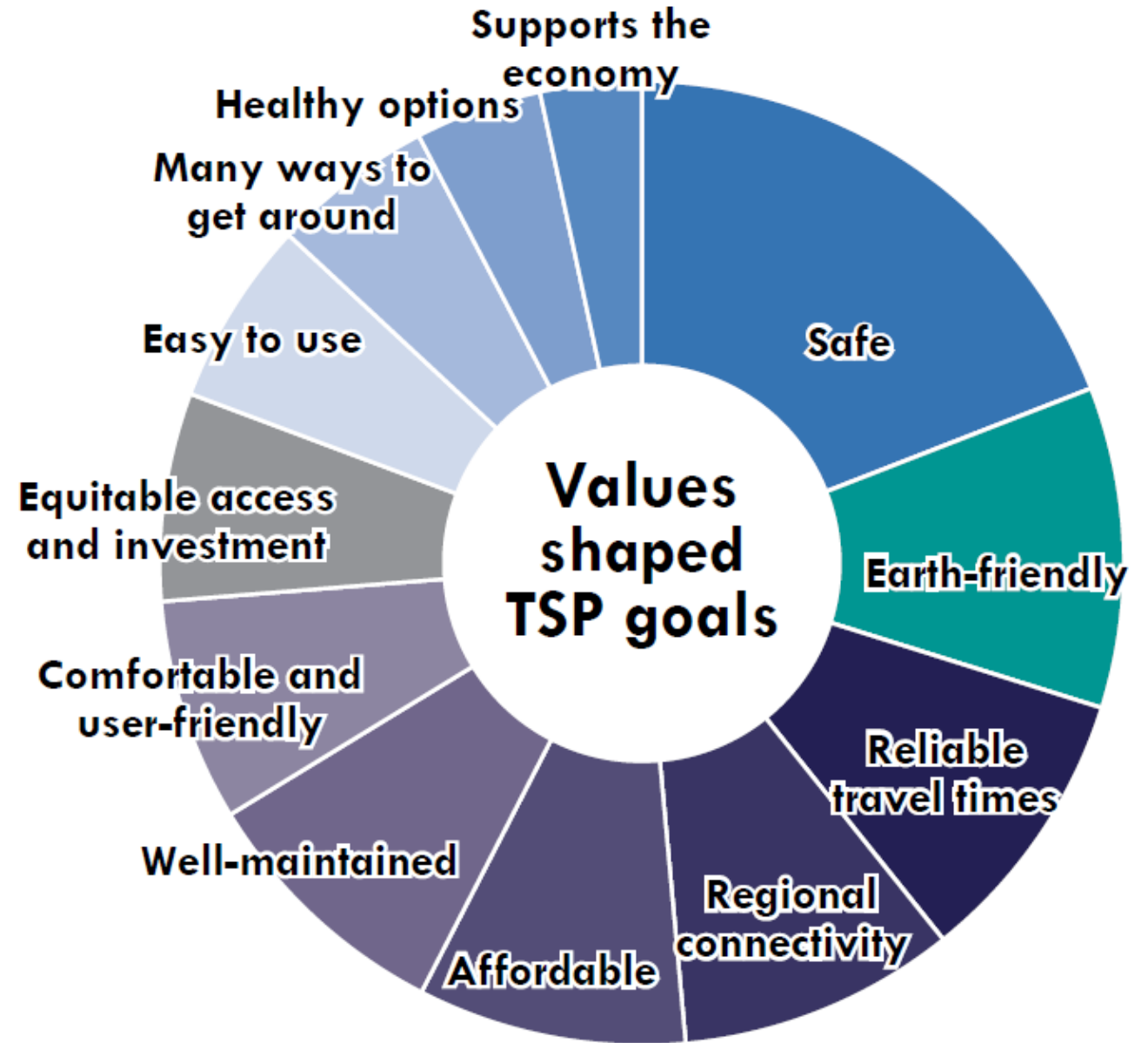
				
<b>SOCIAL MEDIA</b>	<b>CITY NEWSLETTERS</b>	<b>FLYERS AND MATERIALS</b>	<b>VIDEOS</b>	<b>DIRECT OUTREACH</b>
<ul style="list-style-type: none"><li>• Facebook</li><li>• Twitter</li><li>• NextDoor</li><li>• Mobility Mondays</li></ul>	<ul style="list-style-type: none"><li>• Vancouver CONNECTS</li><li>• Vancouver MESSENGER</li><li>• Office of Neighborhoods</li></ul>	<ul style="list-style-type: none"><li>• Mobility Snapshot</li><li>• FAQ Fact Sheet</li><li>• Vancouver Moves website</li><li>• Be Heard Vancouver</li></ul>	<ul style="list-style-type: none"><li>• TSP Welcome Video</li><li>• Transportation stories videos</li></ul>	<ul style="list-style-type: none"><li>• Phone</li><li>• Email</li><li>• Tabling and events</li><li>• Community roundtables</li></ul>



### 3. Vancouver Moves Vision

- Key Messages

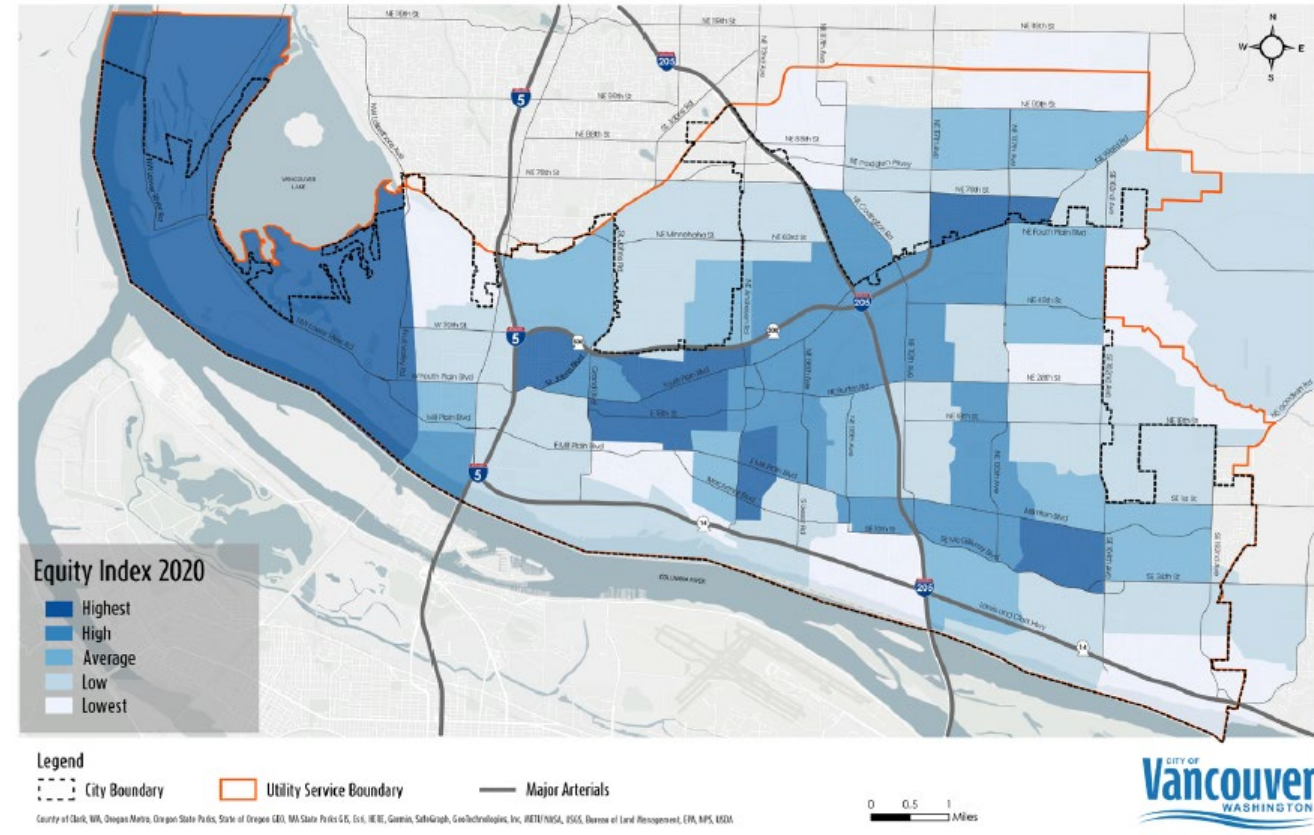
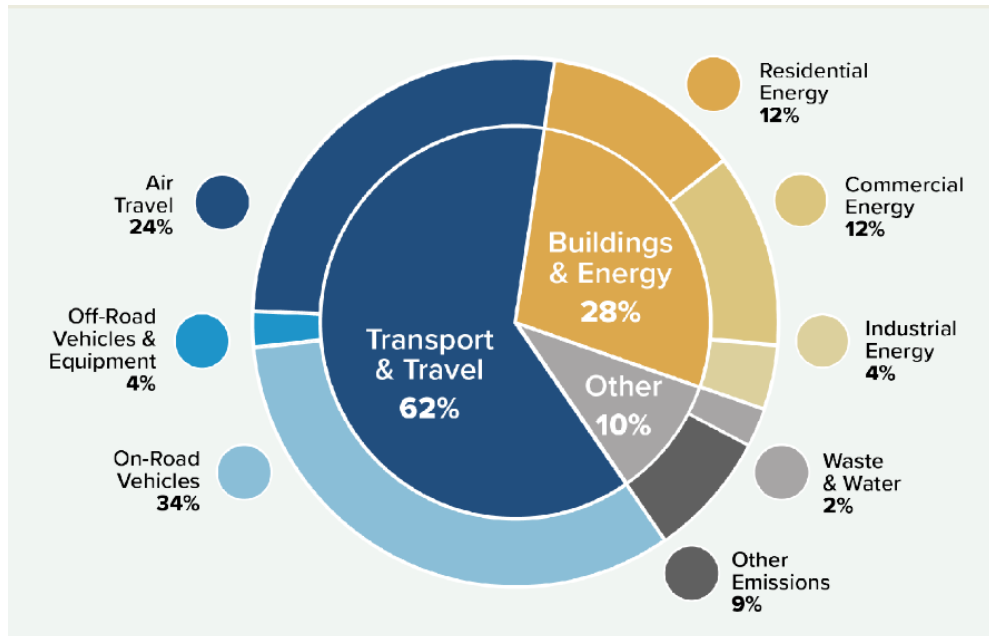
Use the values wheel to show how community input was used to shape the vision



### 3. Vancouver Moves Vision Continued

- Content approach

For each goal, a mix of existing conditions data and identified opportunities are used to tee up the Big Ideas



Equity Index Map (2020)



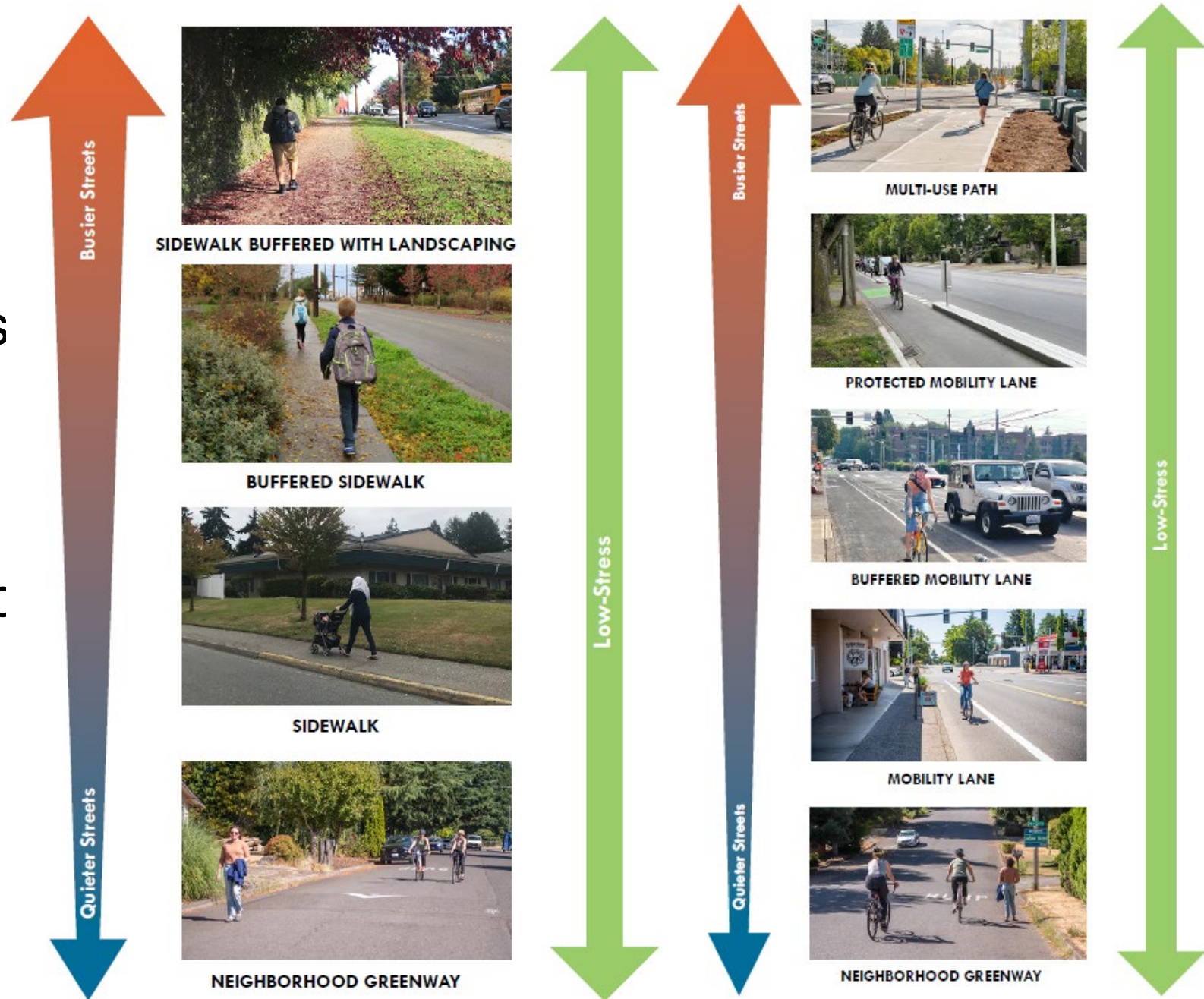
## 4. Big Ideas

- Content approach
  - TSP to act as a resource for staff; has all the policies and programs
  - Clearly identifies key policies (star) and supporting policies
- Key messages
  - Explains what “low-stress” BSM facilities are – *does this make sense?*



## 5. TSP Networks

- Key Message  
To achieve low-stress environments walking and BSM facilities need to be different based on street context (traffic volumes, speed, road width). *Is that message clear?*



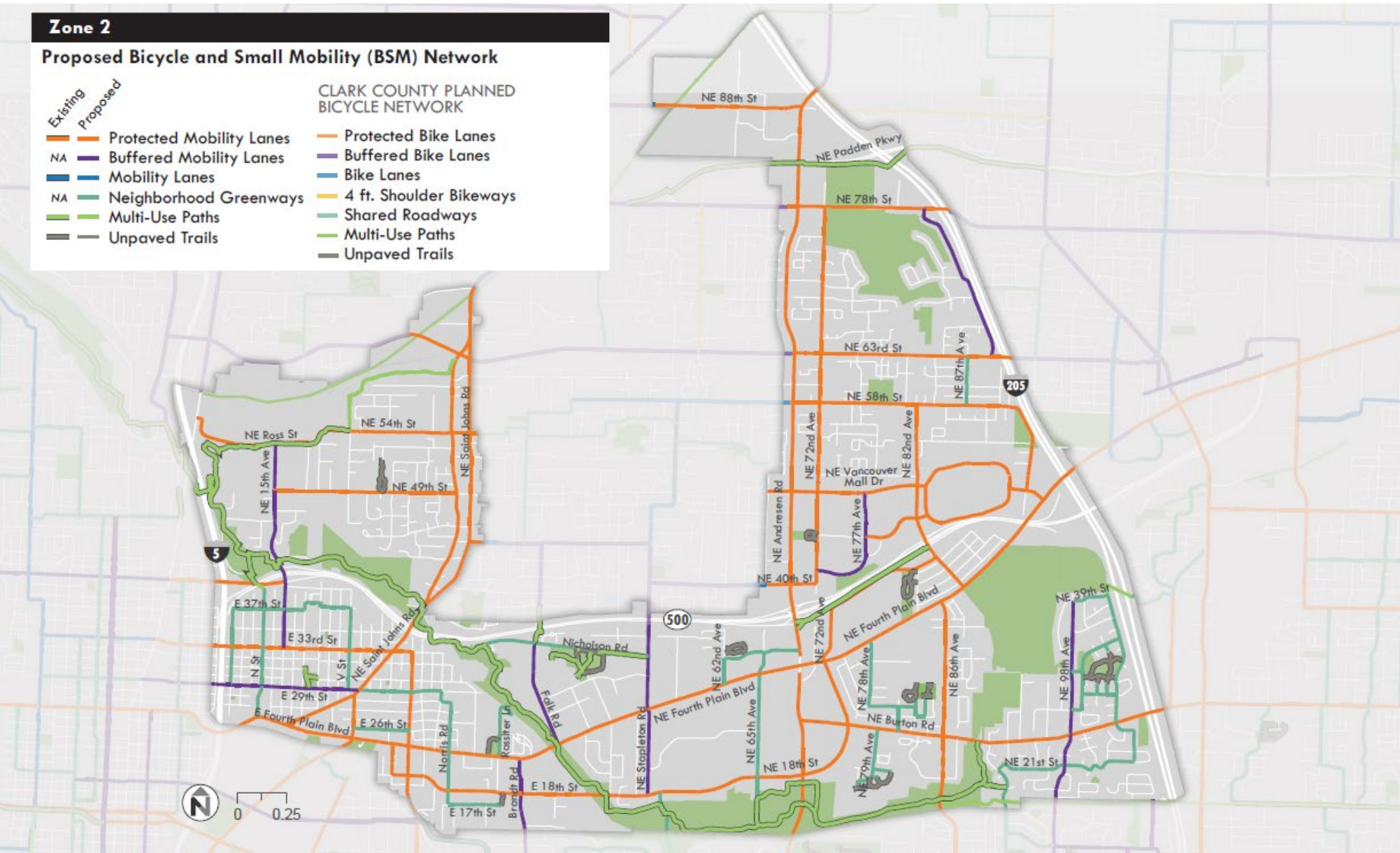


# 5. TSP Networks

## Zone 2

### Proposed Bicycle and Small Mobility (BSM) Network

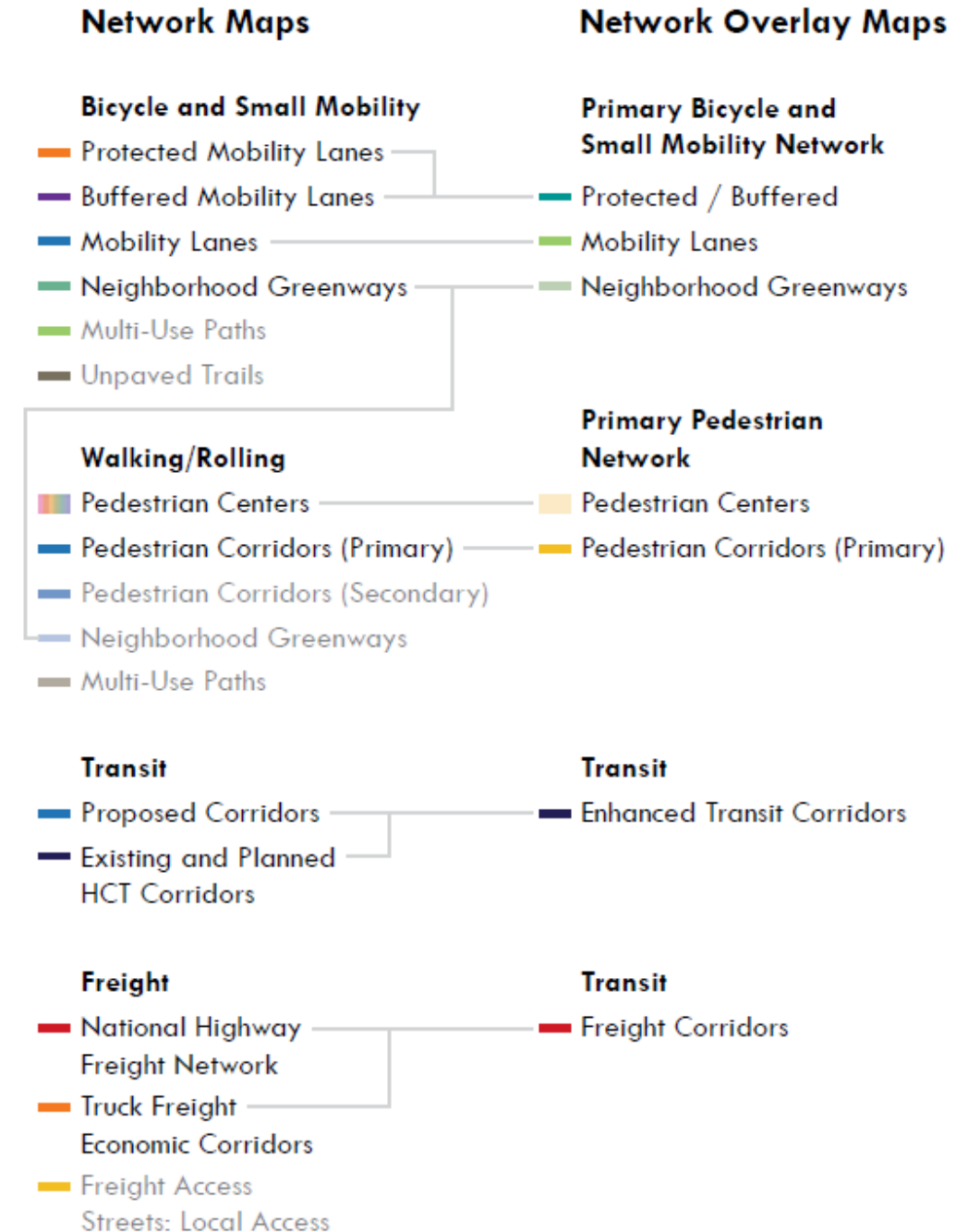
Existing	Proposed	CLARK COUNTY PLANNED BICYCLE NETWORK	
Orange line	Blue line	Protected Mobility Lanes	Protected Bike Lanes
NA	Blue line	Buffered Mobility Lanes	Buffered Bike Lanes
Blue line	Blue line	Mobility Lanes	Bike Lanes
NA	Green line	Neighborhood Greenways	4 ft. Shoulder Bikeways
Green line	Green line	Multi-Use Paths	Shared Roadways
Grey line	Grey line	Unpaved Trails	Multi-Use Paths
			Unpaved Trails



*Are the BSM  
network maps  
easy to  
understand?*

## 5. TSP Networks

- Overlay maps identify where a street is a priority for multiple modes
- Including every facility type made it very hard to read the maps
- Highlight primary types only on overlay because they have the most spatial tradeoffs – *is this approach useful?*





## 6. Capital Projects – *In Progress*

- Project prioritization needs to be finalized
  - Updated layers based on work completed 2019-2023
  - Updating prioritization
  - Planning-level cost (Low, Medium, High) based on
    - ROW impacts
    - Project length
    - # of level 3 crossings (new signal)
    - Length of new sidewalk
    - Major cost drivers such as earth work, waterway crossings

# 6. Capital Projects

- Capital Project List
  - Identify projects that are high priority and near term with a star icon
  - Still updating final language in list
  - Added detail to project name

Priority		Timing		Cost	
★	Low	➤➤➤	Near-Term	\$	Low
★★	Medium	➤➤➤	Medium-Term	\$\$	Medium
★★★	High	➤➤➤	Long-Term	\$\$\$	High

Previous version

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	160	PBL	NE 109th Ave	✓		★★★	➤➤➤	\$

Current version

Project Type	ID	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	243	Vancouver Plaza Dr: Add PML on roadway connecting from NE 25th St to NE Thurston Way	✓	✓	★★★		



## 6. Capital Projects Continued

- 5 spotlights – 1 per zone across the city
- Goal is to connect projects to places people know
- Standard description elements

**PROJECT SPOTLIGHT**

### GRAND BOULEVARD PML (#322)

Grand Boulevard from Columbia House Boulevard to 33rd Avenue provides a direct north-south connection between Interstate 5 and A major north-south direct connection provides access to many essential places like stores, schools, and employment opportunities.

**STREET CHARACTERISTICS**

Traffic Volumes:  
9,500 ADT at Columbia House Blvd (Source: RTC, 2017)  
8,000 ADT at Mill Plain Boulevard (Source: RTC, 2021)

Posted Speed: 25 MPH      Bus Service: C-TRAN Route 6 (Fruit Valley/Grand)

**PROJECT DESCRIPTION**

Project Length: 1.93 miles	Bike and Small Mobility: Upgrading existing ML to PML on both sides of street	Pedestrian: 5 new level 3 crossings, 1,520 ft new sidewalk	Priority: High	Phasing: Near

**PROJECT SPOTLIGHT**

### NE 136TH AVENUE (#515, 516)

NE 136th Avenue provides a direct north-south connection from McGillivray Boulevard to the northern city limit at Fourth Plain Boulevard. The TSP identified the entire corridor for a protected mobility lane. Projects 515 and 516 upgrade the existing mobility lane to protected mobility lane from McGillivray Boulevard to NE 18th Street.

**STREET CHARACTERISTICS**

Traffic Volumes:  
15,800 ADT at Mill Plain Boulevard (Source: RTC, 2022)  
19,250 ADT at NE 18th Street (Source: RTC, 2022)

Posted Speed: 35 MPH      Bus Service: C-TRAN Route 80 (Vancouver Mall/Fisher's)

**PROJECT DESCRIPTION**

Project Length: 1.9 miles	Bike and Small Mobility: Upgrade existing ML to PML	Pedestrian: 5 new level 3 crossings	Priority: X	Phasing: X

**MODAL NETWORKS**

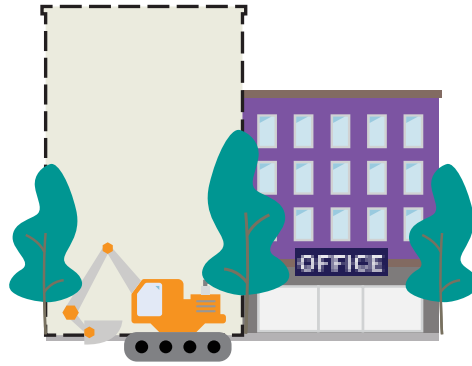
- Protected Mobility Lane
- Primary Pedestrian Corridor
- Enhanced Transit Corridor

# 7. Implementation

Near-term priorities:



Complete  
Corridors Program



Leveraging  
Development



Vision Zero



Safe Routes to  
School

*Comments/questions on how these are described?*





# Content approach

- Identify near-term major projects (within 5 years)
- Identify longer-term trends to prepare for

# Setting Ourselves Up for the Long-Term

The way people move is changing, which is being solidified by the lasting trends of the COVID-19 pandemic. Innovations in transportation services—like app-enabled ridehailing, shared e-bikes and scooters, and trip planning tools—can add travel options and customer convenience. As people seek new ways to move safely, demand for small personal mobility options will continue to grow. And for some, the best mobility option is not traveling at all. Digital apps for home deliveries and permanent flexibility to work from home made lasting changes to how people travel. And further innovations, like autonomous vehicles, are waiting around the corner.

## What are the Trends?

- Emerging mobility options such as shared e-bikes, scooters, and ridehailing services offer an effective alternative for people who don't have access to a car or prefer not to own one. Agreements with these providers are needed to ensure services align with the City's goals and standards.
- 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. As multimodal options become more prevalent in Vancouver, seamless integration will be needed between options to plan the most efficient trip.
- Data from mobility service providers is being leveraged by cities to improve day-to-day operations and planning of their transportation systems.
- Electric vehicles will be ever more common in the years ahead, forcing Vancouver to get ahead of charging infrastructure demands.
- Autonomous vehicles are on the horizon and the City's policies must provide a framework for how autonomous vehicles operate in the city in support of the TSP goals.
- Changing travel patterns with more people working at home will require Vancouver to focus on all types of trips, not just commute trips. Education and outreach programs and incentives tied to all types of trips will be a critical focus in the years ahead to shift people to bike, walk, transit, and shared rides.

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 for all.



A colorful illustration of a city street scene. In the background, there are stylized buildings: a yellow one with a 'NOW SHOWING' sign, a blue one labeled 'RESTAURANT', a dark grey one labeled 'STORE', and a green one labeled 'MARKET'. A white bus is stopped at a crosswalk. A green car with a lightning bolt (electric vehicle) is driving. A blue delivery van with a Wi-Fi symbol is also on the street. People are walking, cycling (including a person on a bicycle with a delivery basket), and using a wheelchair. A small orange drone is flying in the sky. The scene is set against a light blue sky with a few clouds.

**Questions or comments?**





# Engagement Plan



## Milestone 3 Proposed Activities

# Milestone 3 Proposed Activities

TSP Public comment period: 9/16-11/20/23

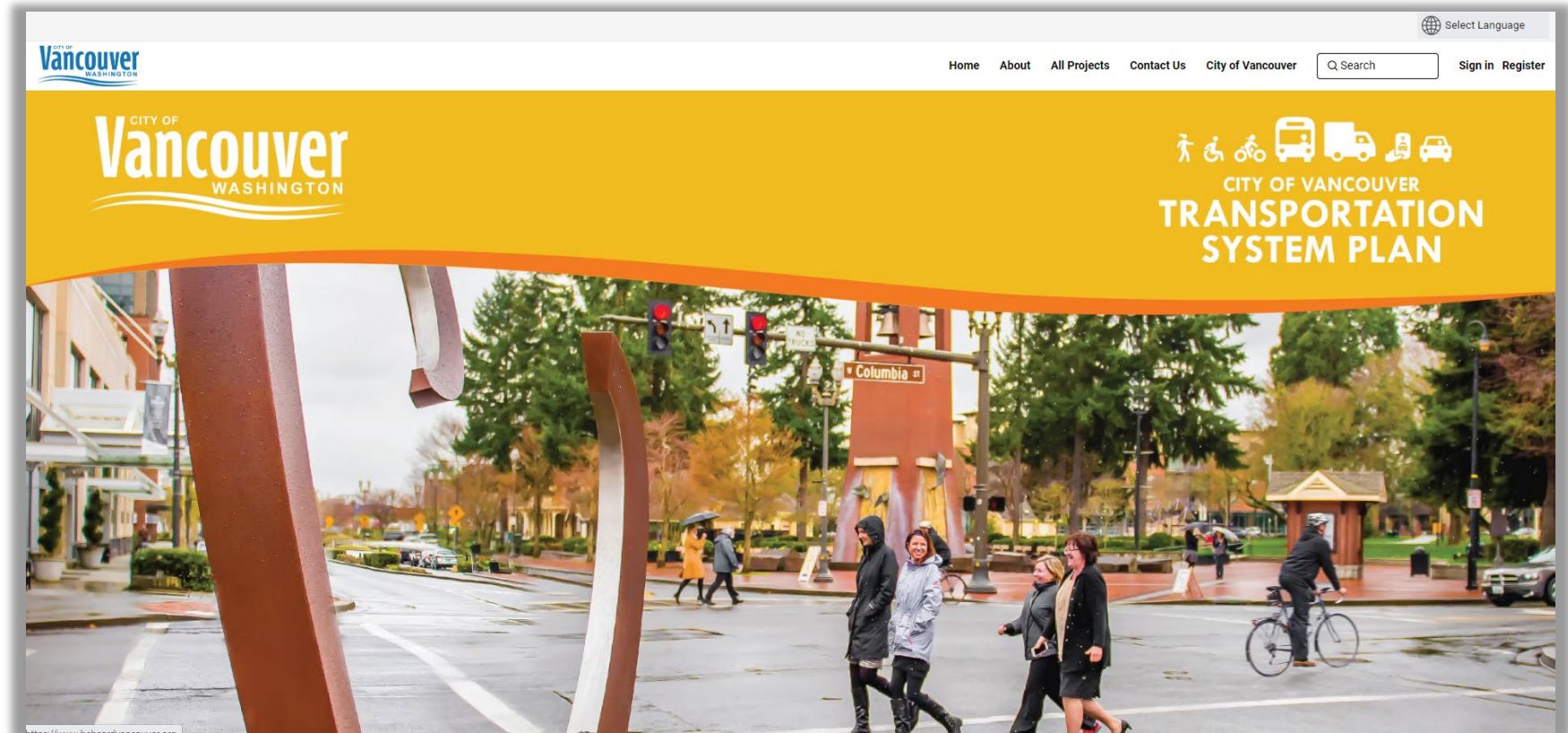




# Online Engagement

Launch in Early September 2023

- BeHeard site: update landing page, content and timeline
- Feedback survey on TSP projects and programs



# Video

Launch in Mid-September 2023

- Partner with MetroEast Community Media
- 60-90 second video summarizing TSP and asking for public participation in adoption process
- Include video of projects all over the city
- Include City leadership

# Social Media

Launch in Mid-September 2023

- Launch social posts along with video launch
- Tailor materials to different promotion channels





# Next Steps

- Finalize language terminology
- Finalize prioritization
- Project costing
- Finalize appendices



**Questions or comments?**

**Thank You**

