Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
1	Thriving Neighborhoods	TN 1	15-Minute Neighborhoods	Policy	Make walking and bicycling convenient by building neighborhoods where basic day-to-day serves are within a 15-minute walk of Vancouverites' homes.
1	Thriving Neighborhoods	TN 1.1	Neighborhood Traffic Calming	Program	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking and bicycling.
1	Thriving Neighborhoods	TN 1.2	Safe Routes to School	Program	Develop a Vancouver-specific SRTS program and a standing list of projects per school that fill sidewalk and bicycling gaps in designated school walk routes.
1	Thriving Neighborhoods	TN 2	Street Connectivity	Policy	Adopt connectivity standards applied to development, capital, maintenance, and planning projects including maximum block length, cul-de-sac connections, and multiple access points
1	Thriving Neighborhoods	TN 2.1	Block Size	Policy Update	Update Title 11 to reduce block length. Require pedestrian crossings.
1	Thriving Neighborhoods	TN 2.2	Cul-de-sac Connections	Policy Update	Require non-motorized connections at the ends of cul-de-sacs to existing or future development.
1	Thriving Neighborhoods	TN 2.3	Connectivity Standards	Policy Update	As part of subarea plans, require an analysis of intersection density to ensure block size standards are being met.
1	Thriving Neighborhoods	TN 3	Green Streets	Policy	Reduce the climate impact of the transportation network
1	Thriving Neighborhoods	TN 3.1	Street Trees	Program	Increase street tree canopy in partnership with Parks, targeting high equity index areas first
1	Thriving Neighborhoods	TN 3.2	Surface Parking	Policy Update	Limit off-street surface parking in urban centers and pedestrian priority streets that creates urban heat island effects and adds impervious surfaces. Modify parking code to require green space for every X square feet of parking.
1	Thriving Neighborhoods	TN 3.3	Stormwater Management	Project	Adopt a palette of low-impact design stormwater treatment tools that can be integrated into maintenance and capital projects. Evaluate cost and maintenance and build into project estimates.
1	Thriving Neighborhoods	TN 4	Community Streets	Policy	Encourage community use of street space
1	Thriving Neighborhoods	TN 4.1	Open Streets	Program	Publicize permit program for resident use of streets (block parties). Develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.
1	Thriving Neighborhoods	TN 4.2	Street Art	Program	Develop a palette of materials communities can use for street art that meets safety requirements. Create a community grant program to allow murals, etc., on streets.
2	Complete Corridors	CC 1	Complete Corridors	Policy	Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations - planning and design may identify parallel existing or future ways to make these connections.
2	Complete Corridors	CC 1.1	Street Typologies	Policy	Identify a network of street typologies and associated design elements for application in capital, maintenance, development, and planning projects. Align with functional classification.
2	Complete Corridors	CC 1.2	Functional Classification Update	Policy Update	Update functional classifications. Reduce classifications on certain streets to provide design standards flexibility (e.g. reducing speed limits, reducing design vehicle).
2	Complete Corridors	CC 1.3	Street Space Allocation	Policy	Create a framework for allocation of street space based on street typologies and desired street functions. Build into project development process.

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
2	Complete Corridors	CC 1.4	Curb Management	Project	Develop policy around the use of curb space based on street typology and conditions. Identify a hierarchy of uses, from mobility (car, bus, bike lane) to loading (pick-up/drop-off, freight), to place (parklets, street seats), to short-term general purpose parking.
2	Complete Corridors	CC 2	People-Based Metrics	Policy	Plan, design, and evaluate projects and developments using people-focused metrics including person movement and travel impacts from different user perspectives. Include design threshold updates and post-project evaluation metrics.
2	Complete Corridors	CC 2.1	TIP Prioritization	Program	Program projects into the TIP with an equity-based set of criteria. Elevate projects that are in high equity index areas, serve transit stops, are near a school, are an identified critical walking or bicycling gap, or are along a high-crash corridor.
2	Complete Corridors	CC 2.2	Paving List	Program	Prioritize corridors for repaving based on equity, transit use, pavement condition.
2	Complete Corridors	CC 2.3	Traffic Impact Analysis & Concurrency	Program	Update traffic impact / concurrency requirements for developments to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, and TDM mitigations.
2	Complete Corridors	CC 3	Update Street Standards	Project	Update street standards to integrate the latest best practices from NACTO, WSDOT, AASHTO, and MUTCD in terms of facility selection and design, traffic control, and signage and striping. Adopt into standard plans and municipal code Title 11.
2	Complete Corridors	CC 3.1	Pedestrian Crossing Policy	Policy	Update pedestrian crossing policy. Make crossings plentiful, convenient, and safe. Establish maximum spacing between crossings, crossing protection needed based on street typology, and crossing design.
2	Complete Corridors	CC 3.2	Signs and Striping	Program	Integrate best practices on visibility and safety in signs and striping from federal MUTCD update. Upgrade maintenance and operations equipment to meet new standards.
2	Complete Corridors	CC 3.3	Access Management	Project	Update access management standards to require longer spacing between driveways. Increase corner clearance distance. Allow one drivweay to service multiple frontages.
2	Complete Corridors	CC 4	Green Wave	Policy and Project	Coordinate signals along the city's key corridors and freight routes to create a green wave. Signals are used to achieve steady progression and control speed - speeds should be set low along pedestrian priority corridors. Install truck detection.
2	Complete Corridors	CC 5	Vision Zero	Policy	Adopt a Vision Zero policy to eliminate serious traffic fatalities by 2040.
2	Complete Corridors	CC 5.1	High-Crash Corridors	Program	Use collision analysis to identify high-crash corridors
2	Complete Corridors	CC 5.2	Street User Education	Project	Develop a suite of programs geared toward all modes around safe use of the transportation network.
2	Complete Corridors	CC 5.3	Automated Enforcement	Program	Enable automated enforcement. Set up detection along high-crash corridors.
2	Complete Corridors	CC 5.4	Pedestrian-Scale Lighting	Project	Add pedestrian-scale, low-spectrum LEDs in places with identified lighting gaps, along transit routes, and along high-crash corridors.
2	Complete Corridors	CC 5.5	Multimodal Safety Projects	Project	Develop ongoing project list for use of existing Multimodal Safety fund ($1M per year).
2	Complete Corridors	CC 6	Project Delivery	Policy	Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.
2	Complete Corridors	CC 6.1	Project Managers	Program	Develop a set of project managers who can take in-house or consultant projects from planning through construction, working across CDD and PW.

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
2	Complete Corridors	CC 6.2	Project Development Mapping	Project	Map out the project delivery process for maintenance, capital, and development projects, including who to engage at each stage and what tools and policies are consulted at each step.
2	Complete Corridors	CC 6.3	Community Oganizers	Program	Integrate new community organizers staff into transportation project communications and relationship building.
2	Complete Corridors	CC 6.4	Communications Toolkit	Program	Develop toolkit of communication strategies for capital and maintenance projects focused on why steet design may change to meet different community goals. Ensure post-project data is shared with the community.
3	Connect to Transit	T 1	Access to Transit	Policy	Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes, and identify first/last mile barriers to major transit stops to address on an ongoing basis.
3	Connect to Transit	T 1.1	Access Gaps	Project	Walking and bicycling gaps will be identified in the walking and bicycling modal networks. Proximity to transit will be an additional criteria used to weight gaps more in TIP prioritization.
3	Connect to Transit	T 1.2	Stop Improvements	Project	Include "location is at a transit stop" as a factor in the prioritization of accessibility, maintenance, or lighting projects
3	Connect to Transit	T 2	Enhanced Transit Corridors	Policy	Designate a set of Enhanced Transit Corridors based on demand, growth potential, and connections between destinations. Maintain a map of ETC to be used as a criteria in project prioritization and development review.
3	Connect to Transit	T 2.1	Network of The Vine	Project	Actively partner with C-TRAN to continue the planning and implementation of Vine corridors.
3	Connect to Transit	T 2.2	Speed and Reliability Designs	Project	Identify a list of locations where speed and reliability treatments such as signal priority, queue jumps, or bus lanes are needed to reduce delay to bus riders. Cross-reference this list during TIP process. As a standard practice, install TSP on new signals along transit routes.
3	Connect to Transit	T 2.3	Equity Corridors	Project	Designate transit equity corridors based on high equity index locations and residential areas with high reliance on transit. Use as a criteria in project prioritization and development review.
3	Connect to Transit	T 4	Transit and Land Use	Policy	Support transit through compact land uses and policies that incentivize transit use.
3	Connect to Transit	T 4.1	Transit Overlay District	Policy Update	Update Transit Overlay District code and extend to Enhanced Transit Corridors. Elmininate parking minimums along Vine corridors; reduce parking requirements along corridors with 15-minute or better frequencies all day.
3	Connect to Transit	T 4.2	Densities along Transit Corridors	Policy Update	Allow for higher densities along Enhanced Transit Corridors.
3	Connect to Transit	T 5	Microtransit	Policy	Integrate shared and emerging mobility technology and tools with C-TRAN microtransit zones to provide a suite of mobility options, especially in lower-density areas without high-frequency transit
4	Low-Stress	LS 1	Low-Stress Bicycle Network	Policy	Adopt a city-wide low-stress long-term bike network overlaid onto the existing network. Follow density standards, aiming for a low-stress facility every X miles.
4	Low-Stress	LS 1.1	Bicycle Facility Selection	Project	Identify what facility types are needed on city streets based on the street typology, traffic volumes, and speed to accommodate "all ages and abilities" riders and "enthused and confident" riders.

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
4	Low-Stress	LS 1.2	Bicycle Map	Project	Update bicycle map to make clear which routes are all ages and abilities and which are for more confident riders.
4	Low-Stress	LS 1.3	Bicycle Parking	Project	Make it easy to park at the end of the trip. 1) Expand bike rack locations by X% per year. 2) Fund bike lockers at major destinations (downtown hub, Vancouver Mall, etc.) 3) Require secure bike parking in all new developments 4) Retrofit existing buildings with bike parking by YEAR.
4	Low-Stress	LS 1.4	Critical Bicycling Gaps	Project	Gaps will be identified in bicycling modal network maps. Integrate locations into TIP prioritization.
4	Low-Stress	LS 2	Pedestrian Priority Streets	Policy	Adopt a network of corridors prioritized for walking based on land use, transit access, and urban centers.
4	Low-Stress	LS 2.1	Sidewalk Facility Selection		Identify all ages and abilities walking facility types based on street typology. Integrate into development code and capital projects. Include MUP as a facility type tied to arterial streets program.
4	Low-Stress	LS 2.2	Critical Sidewalk Gaps	Project	Gaps will be identified in walking modal network maps. Integrate locations into TIP priorization.
4	Low-Stress	LS 3	Wayfinding	Project	Implement citywide wayfinding for people walking or bicycling connecting from low-stress networks and pedestrian priority corridors to business districts and other destinations. Include distances in minutes for walking or bicycling.
4	Low-Stress	LS 4	Bicycling and Walking Programming	Policy	Complement infrastructure with robust programming that encourages and educates people about the benefits of, how, and where to bicycle.
4	Low-Stress	LS 4.1	Active Transportation Staffing	Program	Ensure adequate staffing resources to deliver a robust active transportation program and for a city the size of Vancouver.
4	Low-Stress	LS 4.2	TMC Subcommittee	Project	Establish a subcommittee of the TMC focused on walking and bicycling topics.
4	Low-Stress	LS 4.3	Bicycling Programs	Program	Host ongoing bike programming, including group bike rides, bike rodeos, how to put your bike on the bus demos, etc.
4	Low-Stress	LS 5	Lower Posted Speeds	Policy	Enable lowering of speed limits on all street types as one step in reducing behaviors that lead to crashes and make walking and bicycling unpleasant.
5	Growth	G 1	Growth Centers	Policy	Adopt a hierarchy of growth centers such as regional centers and local centers. Use as a prioritization factor for transportation projects.
5	Growth	G1.1	Anti-Displacement	Program	Work across city departments to develop a set of anti-displacement policies and programs (BIPOC business tax credits, city-owned incubator space, mortgage assistance, freezing property taxes for existing homeowners, etc) tied to transportation investments .
5	Growth	G 2	Development Review	Policy	Work with development community to establish a shared set of requirements and expectations for how development can support transportation.
5	Growth	G 2.1	Concurrency	Program	Update concurrency requirements to ensure that developments are implemented with a set of transportation improvements proportional to their size and impact.
5	Growth	G 2.2	Transportation Impact Fees	Policy	Allow TIF to be used to fund multimodal improvements
5	Growth	G 2.3	Frontage Requirements	Policy	Extend frontage improvements off the site of the development when there is a rational nexus between that development and impacts to the transportation network.
5	Growth	G 2.4	Sidewalk Widths	Policy	Require wider sidewalks in growth centers

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
5	Growth	G 3	Parking Management	Policy	Update parking codes and policies to reduce the amount of space dedicated to parking and make the cost of parking clear to users.
5	Growth	G 3.1	Parking Space Requirements	Project	Update parking code for developments. Eliminate minimums downtown. Reduce/eliminate minimums in urban centers. Allow reductions along Enhanced Transit Corridors. Allow shared parking for all land uses.
5	Growth	G 3.2	Residential Parking	Project	In new developments, unbundle parking cost from residential rents. Require shared mobility spaces when parking is provided. Require EV spaces and charging. Over time, integrate this policy and practice into existing residential buildings.
5	Growth	G 4	Downtown Parking	Policy	For those who drive downtown, create a "park once" environment where people can travel between destinations without moving their car.
5	Growth	G 4.1	Downtown Circulator	Project	Work with C-TRAN to develop a concept for a downtown circulator between major destinations.
5	Growth	G 4.2	Downtown Parking Strategies	Project	Continue implementing the recommendations from the 2018 Downtown Parking Study. Update study.
5	Growth	G 5	Transportation Demand Management	Policy	Actively use demand management to encourage behavior change to more walking, biking, and transit trips.
5	Growth	G 5.1	Expand Commute Trip Reduction	Program	Expand state CTR requirement to all developments above X units or X square feet in all urban centers and along Enhanced Transit Corridors.
5	Growth	G 5.2	TDM Coordinator	Program	Expand TDM staffing to createa suite of tools targeted toward residents, visitors, and employers/employees.
5	Growth	G 5.3	Universal Transit Pass	Program	In partnership with C-TRAN, sponsor unlimited transit passes for city employees
5	Growth	G 5.4	Demand Management as Mitigation	Program	Integrate demand management as a mitigation tool in captal project planning and analysis, development review, and traffic analysis.
6	Future	F 1	Data Collection and Monitoring	Policy	Use data to track travel pattern changes over time
6	Future	F 1.1	Active Transportation Counts	Project	Install bicycle and pedestrian counters at key locations throughout the city and along corridors before and after complete corridor projects.
6	Future	F 1.2	Location-Based Services	Program	Determine a vendor for purchase of travel pattern data to be used in project planning, design, and evaluation in concert with RTC.
6	Future	F 1.3	Online System Dashboard	Project	Develop a public-facing dashboard of key transportation metrics to share with the community.
6	Future	F 1.4	Collision Dashboard	Project	Continue updating and improving collision dashboard tracking crash trends and used to inform High Crash Corridor designation
6	Future	F 2	Mode Targets	Policy	Adopt targets for increased mode share for walking, bicycling, and transit to meet goal of zero carbon emissions by 2040 & create tools to manage (i.e., app based community trip logs)
6	Future	F 3	Pricing	Policy	Explore pricing as a tool to manage demand and generate transportation funding
6	Future	F 3.1	On-Street Parking	Project	Expand paid on-street parking to all of downtown and in urban centers.
6	Future	F 3.2	Congestion Pricing	Program	Explore policy implications of demand-based charging along the city's key corridors.
6	Future	F 4	Technology for System Management	Policy	Embrace technology as a way of managing the transportation system without expanding capacity

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
6	Future	F 4.1	Signal Modernization	Project	Modernize signals, prioritizing Enhanced Transit Corridors, including accessible pedestrian signals, bicycle signals (if applicable), truck detection, Leading Pedestrian Interview, and TSP on transit corridors.
6	Future	F 4.2	Transportation Management Control Center	Project	Jointly manage regional Transportation Management Control Center (TMC). Coordinate with WSDOT and Clark County to enable 24/7 system management and operations of essential regional routes
6	Future	F 4.3	Broadband / 5G	Project	Leverage broadway for systems management and emergency response
6	Future	F 5	Light Pollution	Project	Retrofit existing lighting. Adopt low-spectrum LEDs pointed downward in neighborhoods. Retrofit X% of city street lights per year.
6	Future	F 6	Electric / Autonomous Vehicles	Policy	Set city policy around EV / AV usage and role in achieving climate goals.
6	Future	F 6.1	Vehicle Miles Traveled Reduction	Policy	Adopt Vehicle Miles Traveled as a key metric in the planning, design, and evaluation of projects, with the goal of reducing VMT.
6	Future	F 6.2	City Fleet	Project	Convert city fleet vehicles to electric
6	Future	F 7	Emerging Mobility	Policy	Update city policies to: allow emerging mobility vendors; create data standards and sharing agreements; require equitable access to services both geographically and through reduced costs for people with low incomes.
6	Future	F 7.1	Bike and Scooter Share	Project	Pilot a bike and scooter share program. Target station placement in areas with a high equity index first. Subsidize membership for low-income individuals/families.
6	Future	F 7.2	Mobility as a Service	Program	Sponsor a digital platform that connect residents to local mobility options and create incentives for selecting modes and routes that limit system and environmental impacts
6	Future	F 7.3	Dynamic Curb Management	Project	Invest in technology to dynamically manage curb space (share availability, adjust pricing) in high-demand districts.
6	Future	F 7.4	TNC Policy	Policy	Develop requirements for TNC vendors that support city equity and mobility
6	Future	F 7.5	Goods Delivery	Project	Establish neighborhood package delivery hubs. Provide incentives for businesses that receive / deliver using bicycles or smaller vehicles.
6	Future	F 7.6	Mobility Hubs	Project	Identify locations for implementation of mobility hubs - places where multiple forms of transportation are available (transit, microtransit, bike share, car share). Hubs will include placmaking, wayfinding, and information.