Agenda

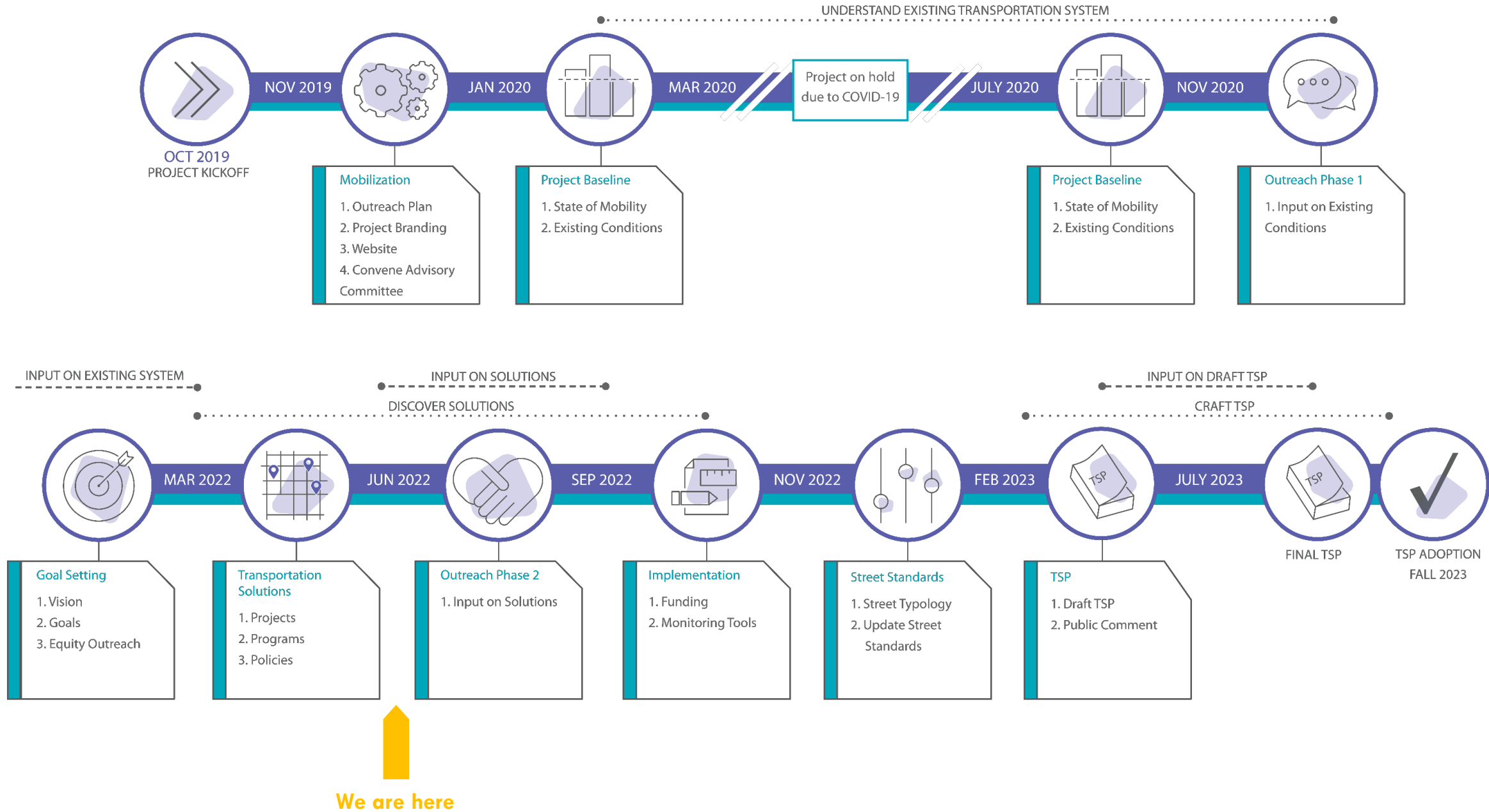**1** **Goals Update**

2 **Draft Big Ideas and Policies, Programs, & Projects**

3 **Next Steps**

Image Source: Visit Vancouver

Project Schedule

UNDERSTAND EXISTING TRANSPORTATION SYSTEM

OCT 2019 PROJECT KICKOFF

NOV 2019

JAN 2020

MAR 2020

Project on hold due to COVID-19

JULY 2020

NOV 2020

Mobilization
1. Outreach Plan
2. Project Branding
3. Website
4. Convene Advisory Committee

Project Baseline
1. State of Mobility
2. Existing Conditions

Project Baseline
1. State of Mobility
2. Existing Conditions

Outreach Phase 1
1. Input on Existing Conditions

INPUT ON EXISTING SYSTEM

INPUT ON SOLUTIONS

DISCOVER SOLUTIONS

INPUT ON DRAFT TSP

CRAFT TSP

MAR 2022

JUN 2022

SEP 2022

NOV 2022

FEB 2023

JULY 2023

FINAL TSP

TSP ADOPTION FALL 2023

Goal Setting
1. Vision
2. Goals
3. Equity Outreach

Transportation Solutions
1. Projects
2. Programs
3. Policies

Outreach Phase 2
1. Input on Solutions

Implementation
1. Funding
2. Monitoring Tools

Street Standards
1. Street Typology
2. Update Street Standards

TSP
1. Draft TSP
2. Public Comment

We are here

1

Goals Update

Council Feedback

Revised Goals Framework presented on April 25, 2022 to City Council and received strong support.

CLIMATE

3

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

EQUITY

4

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

TRANSPORTATION CHOICE

1

People in Vancouver have multiple comfortable, convenient options to get where they need to go.

REGIONAL CONNECTIVITY

5

People and goods flow seamlessly through the region, advancing our shared prosperity.

SAFETY

2

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

MAINTAINING OUR ASSETS

6

We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.

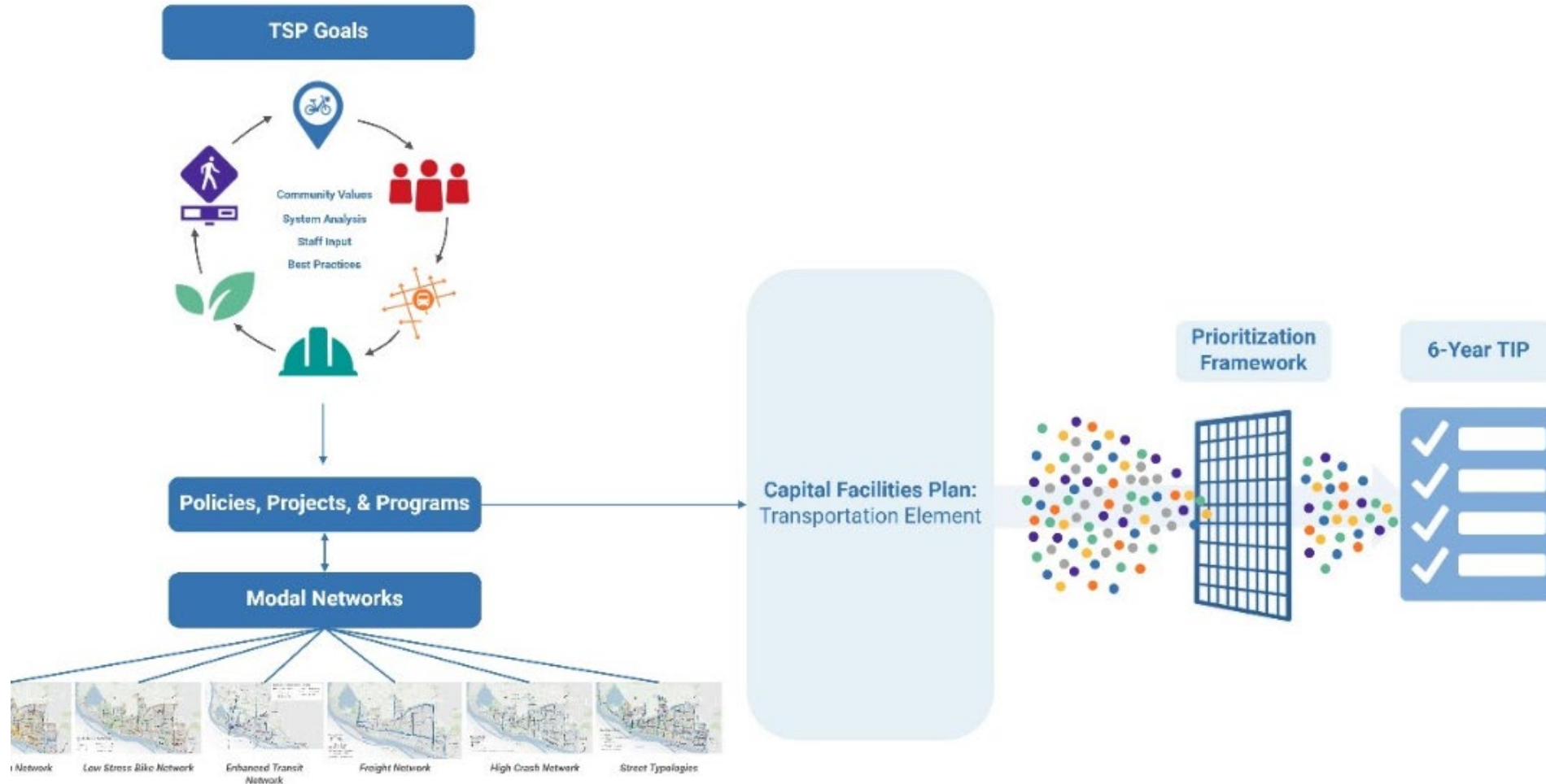# Council Universal Policy Priorities

EQUITY
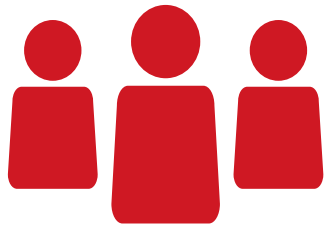
SAFETY

CLIMATE

2

DRAFT
**Big Ideas &
Policies, Programs and Projects**

From Goals to Policies, Projects and Programs

Public Input – Themes

- **Make it easier to walk, bike, or roll**

  - Improve the non-motorized network
  - Exercise and walking to neighborhood parks
  - The main barriers to cycling comfortably in the City are **inadequate existing bike lanes, aggressive drivers, a lack of bike lanes** in some places, and **unsafe crossings.**

- **Addressing traffic safety** is the most important improvement to the City's walking, cycling, and rolling network

- **Address network barriers** and provide more **direction connections**

- **Reduce congestion during rush hour**

- **Make transit a better experience:**

  - Increase frequency and reliability of C-TRAN services
  - Expand The Vine BRT
  - Bus lanes and signals to speed up transit travel times
  - Make it easier to walk to the bus
  - Improve bus stops (shelters, seating, lighting)

Draft Big Ideas

- Transformative ideas for the future of transportation in Vancouver
- Each big idea helps achieve our goals and objectives
- Each big idea has **policies, programs, and projects** associated with it

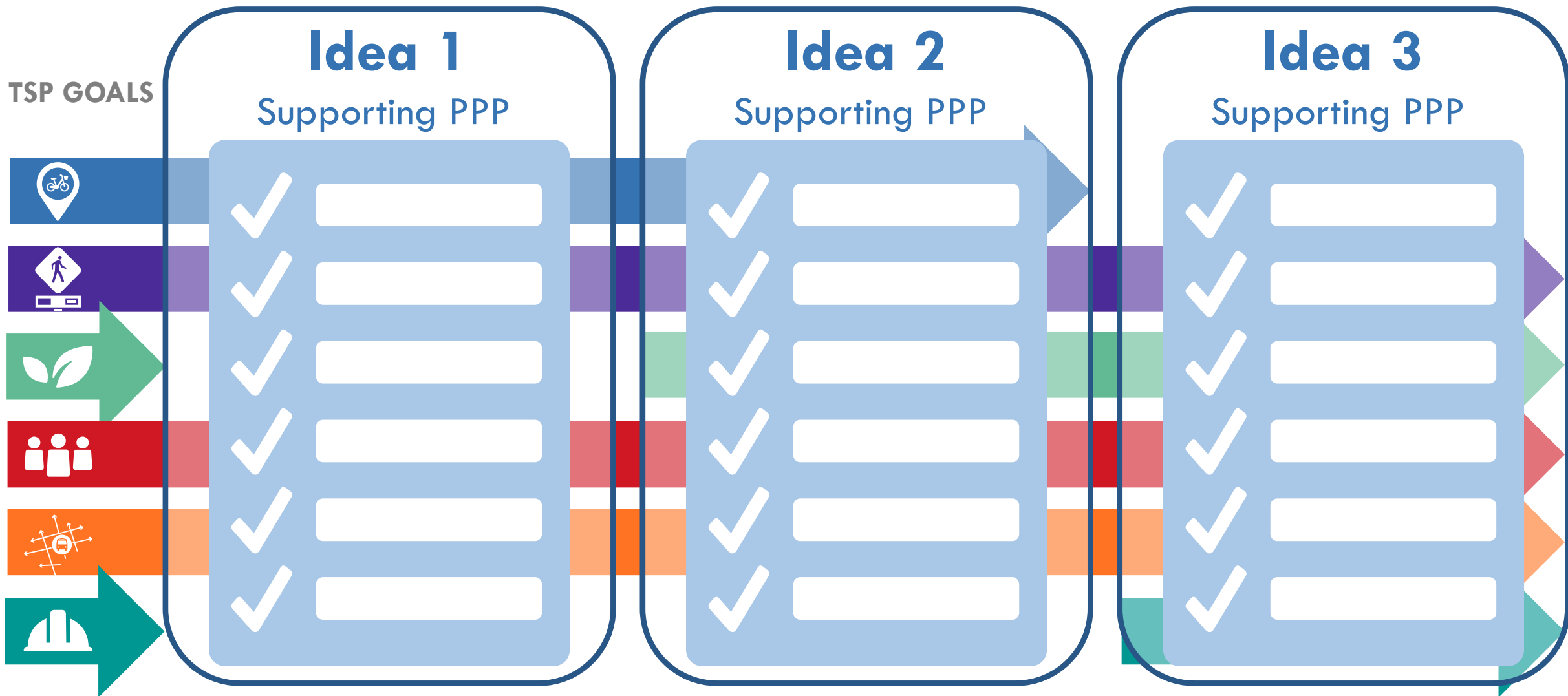Support Thriving Neighborhoods

Create Complete Corridors

Connect People to Transit

Build Low-Stress Networks

Make Growth a Benefit for All

Embrace the Future

1. Support Thriving Neighborhoods

Support multiple convenient transportation options and connections in all of Vancouver's neighborhoods.

EQUITY

Prioritize neighborhoods with a high concentration of low-income and people of color (using City Equity Index)

SAFETY

Prioritize vulnerable users with improved biking and walking connections

CLIMATE

Make biking, walking, and transit more attractive for short trips

Big Idea
Support Thriving Neighborhoods

15-Minute Neighborhoods

Create bicycling and walking connections that support access to basic day-to-day services within a 15-minute walk of Vancouverites' homes.

Draft Programs & Projects:

- Neighborhood Traffic Calming
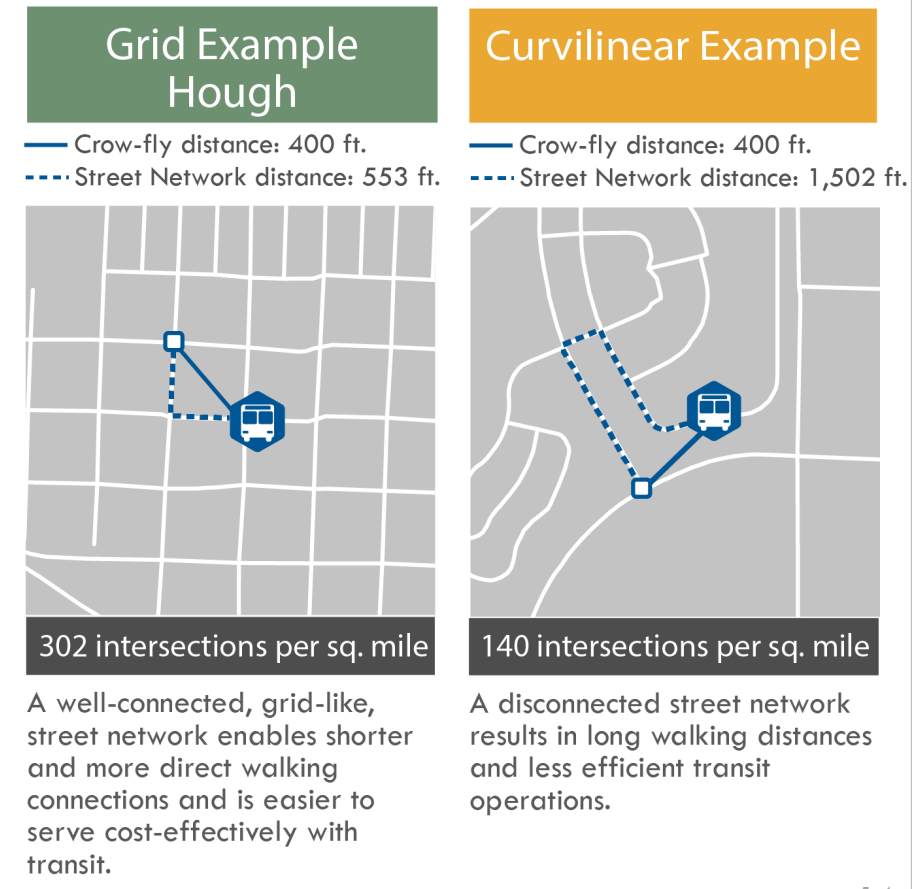- Safe Routes to School

Source: The Urbanist

13

Street Connectivity

Adopt connectivity standards applied to development, capital, maintenance, and planning projects including maximum block length, cul-de-sac connections, and multiple access points.
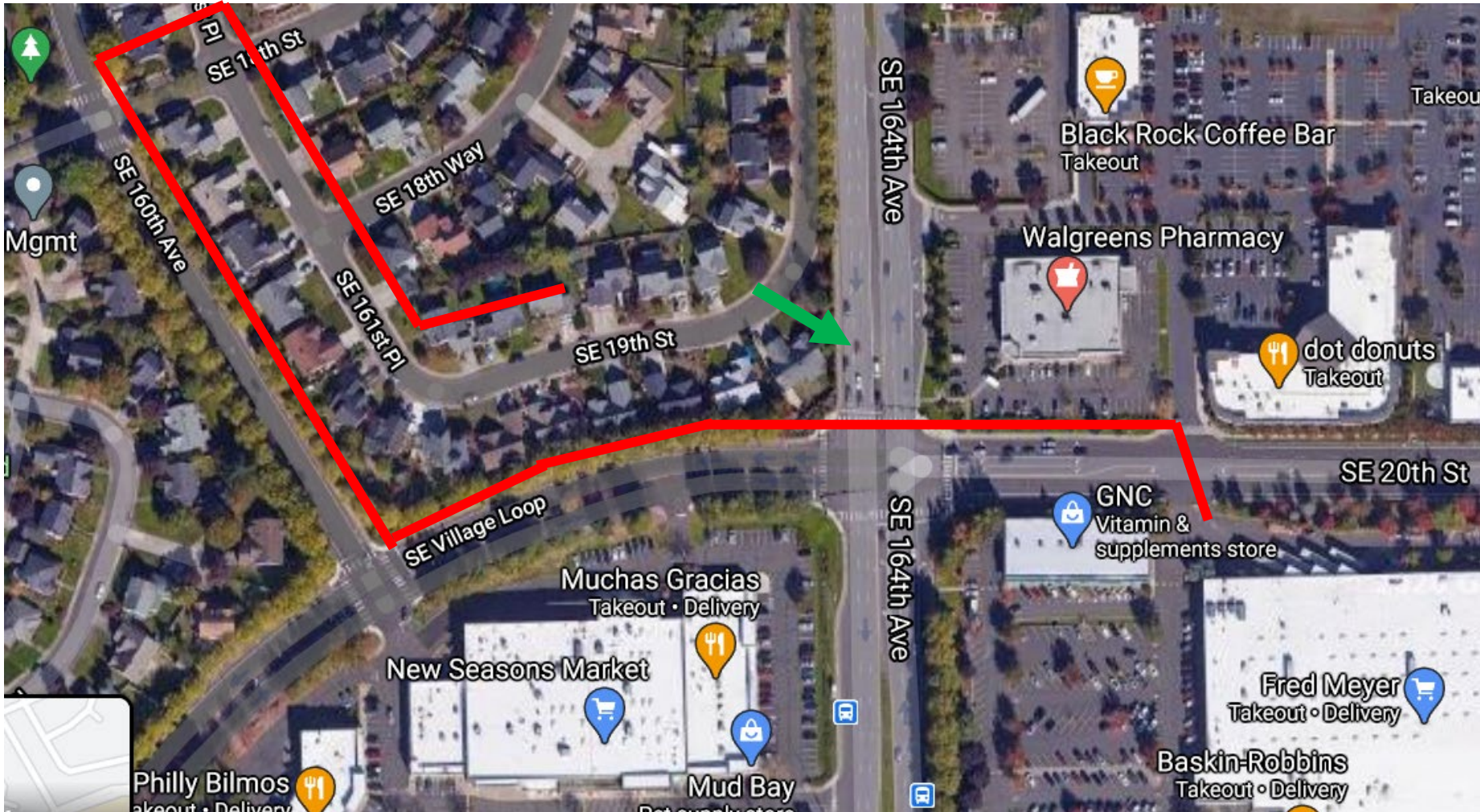
Big Idea
Support Thriving Neighborhoods

Draft Programs & Projects:

- Block Size

- Cul-de-sac Connections

- Connectivity Standards

Street Network Types

Grid Example Hough	Curvilinear Example
— Crow-fly distance: 400 ft.	— Crow-fly distance: 400 ft.
---- Street Network distance: 553 ft.	---- Street Network distance: 1,502 ft.

302 intersections per sq. mile

140 intersections per sq. mile

A well-connected, grid-like, street network enables shorter and more direct walking connections and is easier to serve cost-effectively with transit.

A disconnected street network results in long walking distances and less efficient transit operations.

Outcome: Neighborhood Connectivity

Green Streets

Reduce the climate impact of the transportation network

Draft Programs & Projects:

- Street Trees

- Surface Parking

- Stormwater Management

Clark County Green Streets Project on NE 99th St

**Big Idea
Support Thriving
Neighborhoods**

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Community Streets

Encourage community use of street space

Draft Programs & Projects:

- Open Streets

- Street Art

Communities around the U.S. started using streets for civic life, walking, and cycling during the pandemic.

Big Idea
Support Thriving Neighborhoods

How well do these policies, programs, and projects support Council and community goals?

2. Create Complete Corridors

Create complete corridors that connect growth areas, support business, serve transit, and increase safety for all modes.

EQUITY

Prioritize corridor improvements in areas with a high concentration of low-income and people of color (using City Equity Index)

SAFETY

Design major streets for vulnerable users using proven safety countermeasures

CLIMATE

Dedicate more street space to low/zero-emission modes

Complete Corridor Planning

Create a framework for planning and designing for pedestrians, transit, bicyclists, freight, and motor vehicles on major streets.

![Light bulb icon]

Big Idea
Create Complete Corridors

Draft Programs & Projects:

- Street Typologies

- Street Space Allocation

Olympia, WA Complete Corridors Program – project at 7th Ave and Plum St along a pilot corridor

Outcome: Corridors that Support All Modes

Update Street Standards

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.

Draft Programs & Projects:

- Pedestrian Crossing Policy

- Bicycle Facility Selection and Design Guidelines

- Signs and Striping

- Access Management

Big Idea
Create Complete Corridors

Highlighted PPP

Big Idea
Create Complete Corridors

People-Based Metrics

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.

Draft Programs & Projects:

- TIP Prioritization

- Paving List

- Traffic Impact Analysis & Concurrency

Vision Zero

Adopt a Vision Zero policy to eliminate serious traffic fatalities by 2040.

Draft Programs & Projects:

- High-Crash Corridors

- Street User Education

- Automated Enforcement

- Pedestrian-Scale Lighting

- Multimodal Safety Projects

Big Idea
Create Complete Corridors

Columbia at McLoughlin (looking northwest)

Westside Bike Mobility Project, Rendering from Jan 2021

Big Idea

Create Complete Corridors

Project Delivery

Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.

Draft Programs & Projects:

- Cross-Department Project Managers

- Project Development Mapping

- Community Organizers

- Communications Toolkit

How well do these policies, programs, and projects support Council and community goals?

3. Connect People to Transit

Support transit use with stop access improvements, partnering with C-TRAN on bus speed and reliability, and transit-supportive land use strategies.

EQUITY

Focus on routes that serve people who depend on transit

SAFETY

Make transit access safer with pedestrian improvements near stops

CLIMATE

Encourage a shift from driving to transit by enhancing the transit experience

Outcome: Partner to Invest in Enhanced Transit

① Frequent Network

② Information for Passengers

③ Safe, Convenient Access

④ First-Last Mile Connections

⑤ High-Quality Stops

⑥ Affordable Fare Programs

⑦ Land Use Coordination

⑧ Outreach and Awareness

Access to Transit

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.

Draft Programs & Projects:

- Access Gaps

- Stop Improvements

Bus stop at NW Lincoln & 51ˢᵗ, missing a sidewalk and more than 200 ft to a marked crosswalk

Big Idea
Connect People to Transit

Bus Stop Access Summary

Bus Stop	Distance to Marked Crossing	Curb Ramp*	Sidewalk Condition*
●	> 200 ft		
●		Missing	
●			Deficient
●			Not present
●		Missing	Deficient
●		Missing	Not present
●	> 200 ft		Deficient
●	> 200 ft		Not present
●	> 200 ft	Missing	
●	> 200 ft	Missing	Deficient
●	> 200 ft	Missing	Not present

* Evaluated within 300 feet of stops

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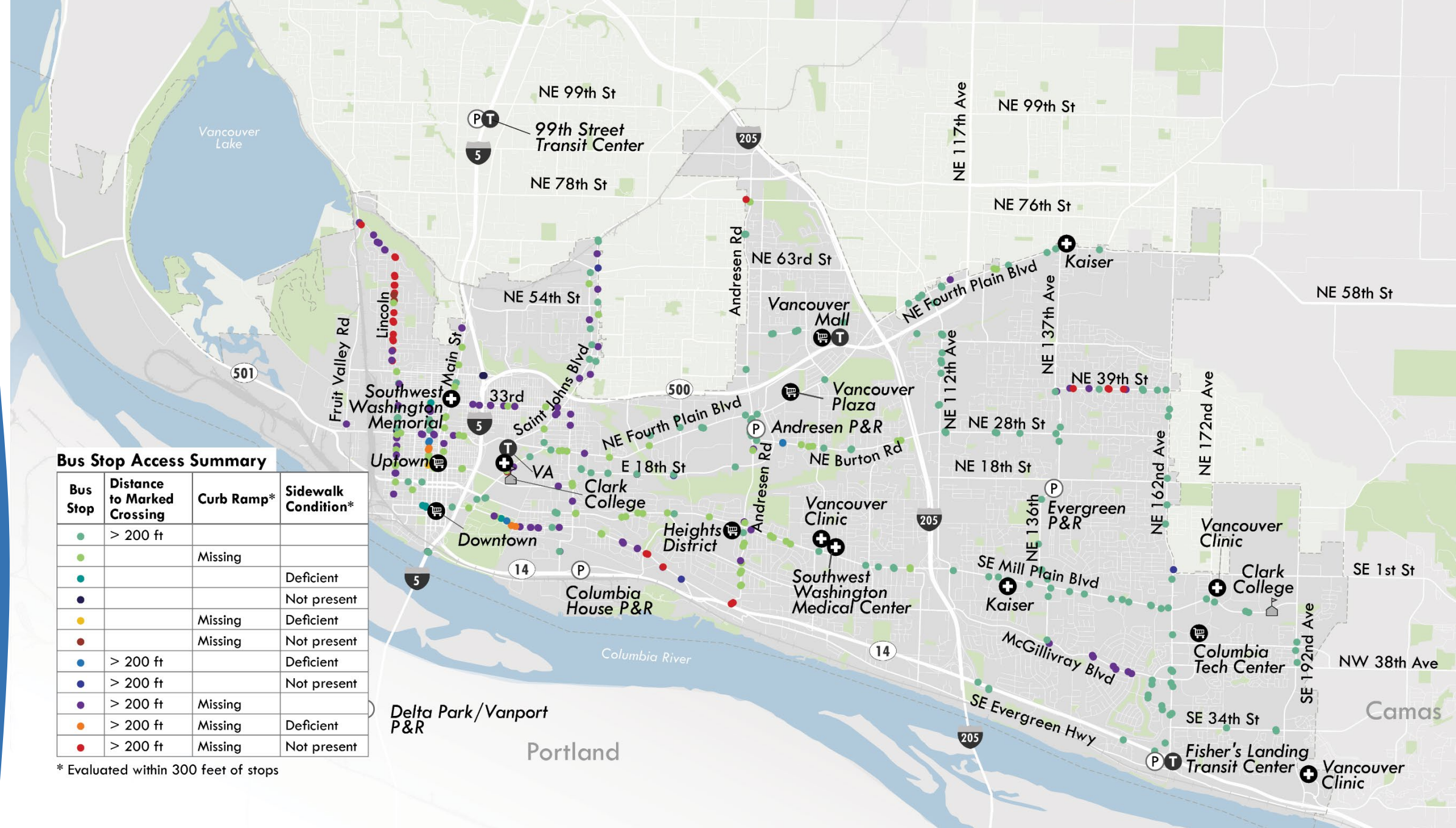
Enhanced Transit Corridors

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.

Big Idea
Connect People to Transit

Draft Programs & Projects:

- Network of Bus Rapid Transit (The Vine)

- Speed and Reliability Designs

- Equity Corridors

Enhanced transit stop in Alameda County, CA

Proposed Enhanced Transit Corridors

— Proposed Corridors
— Proposed Corridors Included in County HCT System Plan
— Other C-TRAN Routes
▨ Vancouver City Limits
▨ Vancouver UGA
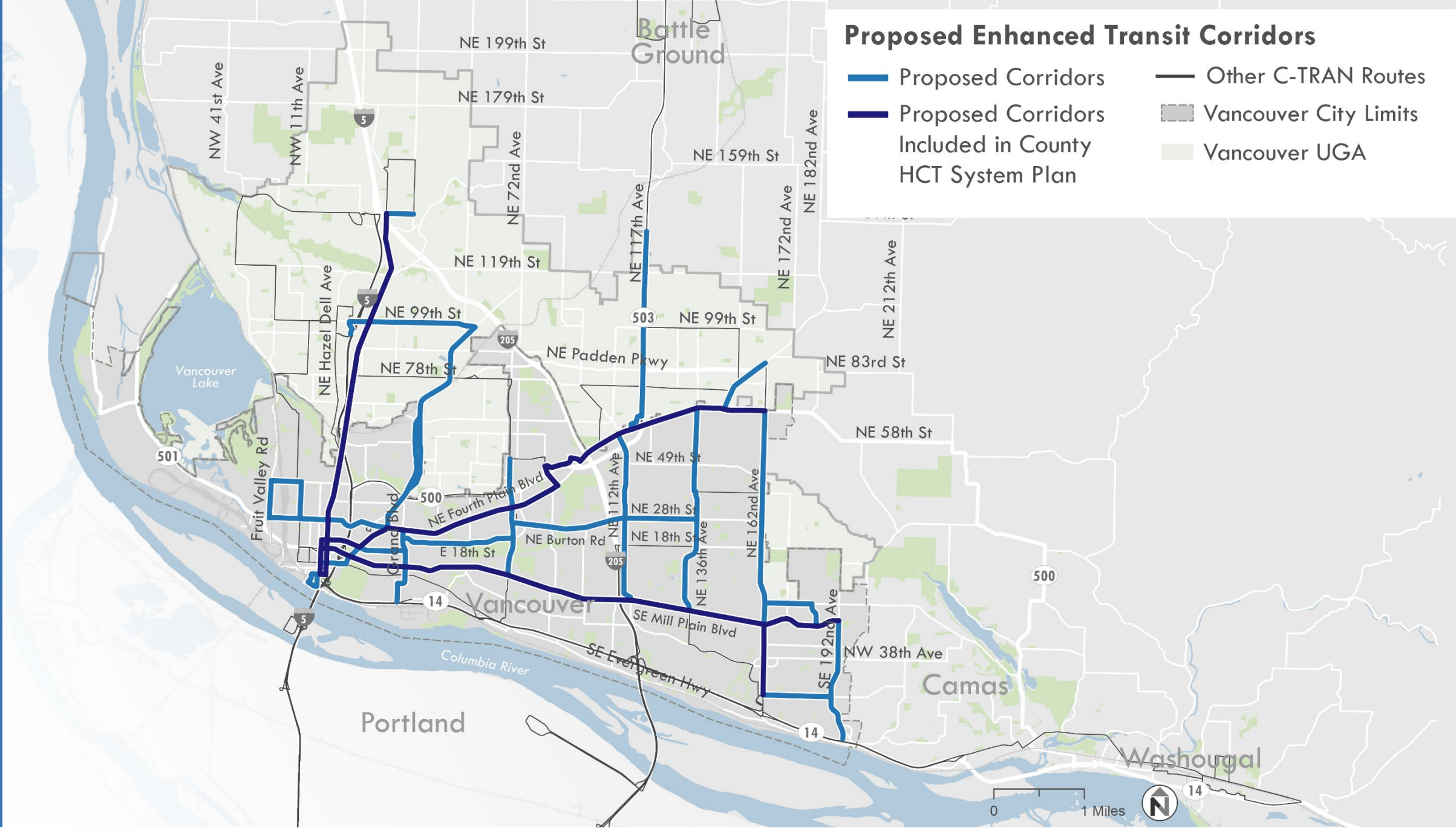
Transit and Land Use

Support transit through compact land uses and policies that incentivize transit use.

Draft Programs & Projects:

- Transit Overlay District

- Densities along Transit Corridors

Big Idea
Connect People to Transit

How well do these policies, programs, and projects support Council and community goals?

4. Build Low-Stress Networks

Provide a low-stress bicycling and walking experience on key corridors that connects Vancouver's neighborhoods and destinations.

EQUITY

Provide more low-cost options; focus on completing the network in areas with a high concentration of low-income and people of color

SAFETY

Design bicycling and walking routes to be safe and comfortable for people of all ages and abilities

CLIMATE

Encourage a shift from driving to walking and/or bicycling by making these options more attractive

Low-Stress Bicycle Network

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.

Big Idea
Build Low-Stress Networks

Draft Programs & Projects:

- **Bicycle Facility Selection and Design Guidelines**

- **Bicycle Map**

- **Bicycle Parking**

- **Critical Bicycling Gaps**

Fort Collins, CO has established a bicycling program, FC Bikes, that includes a low-stress network, a cycling map, learning resources, and a bike-to-work day.

Bicycle Level of Traffic Stress

Many existing bicycle lanes are high-stress

Bicycling Level of Traffic Stress

- 1
- 2
- 3
- 4
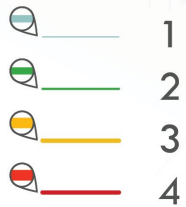
Vancouver City Limits

Vancouver UGA

Data Source: City of Vancouver
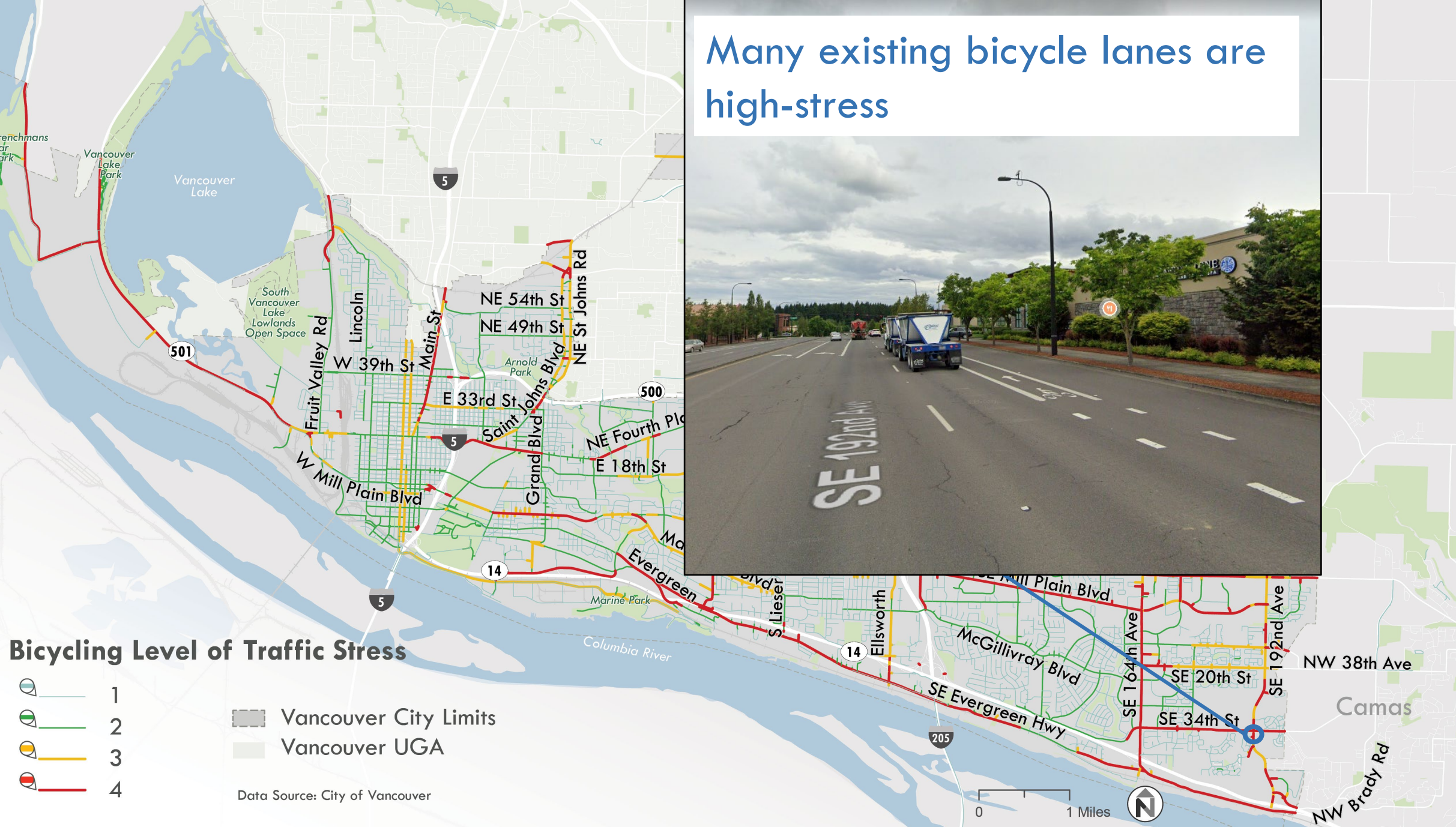
Outcome: Design for All Ages and Abilities

Facility Type

Off-street Path/Trail

Protected Bike Lane

Buffered Bike Lane

Bike Lane

Shoulder Bikeway

Wide Lane

Bicycle Boulevard

Bike Route/ Shared Lane

Level of Separation — HIGH / LOW

Speed and Volume — LOW / HIGH

Family

Commuter

Recreational Cyclist
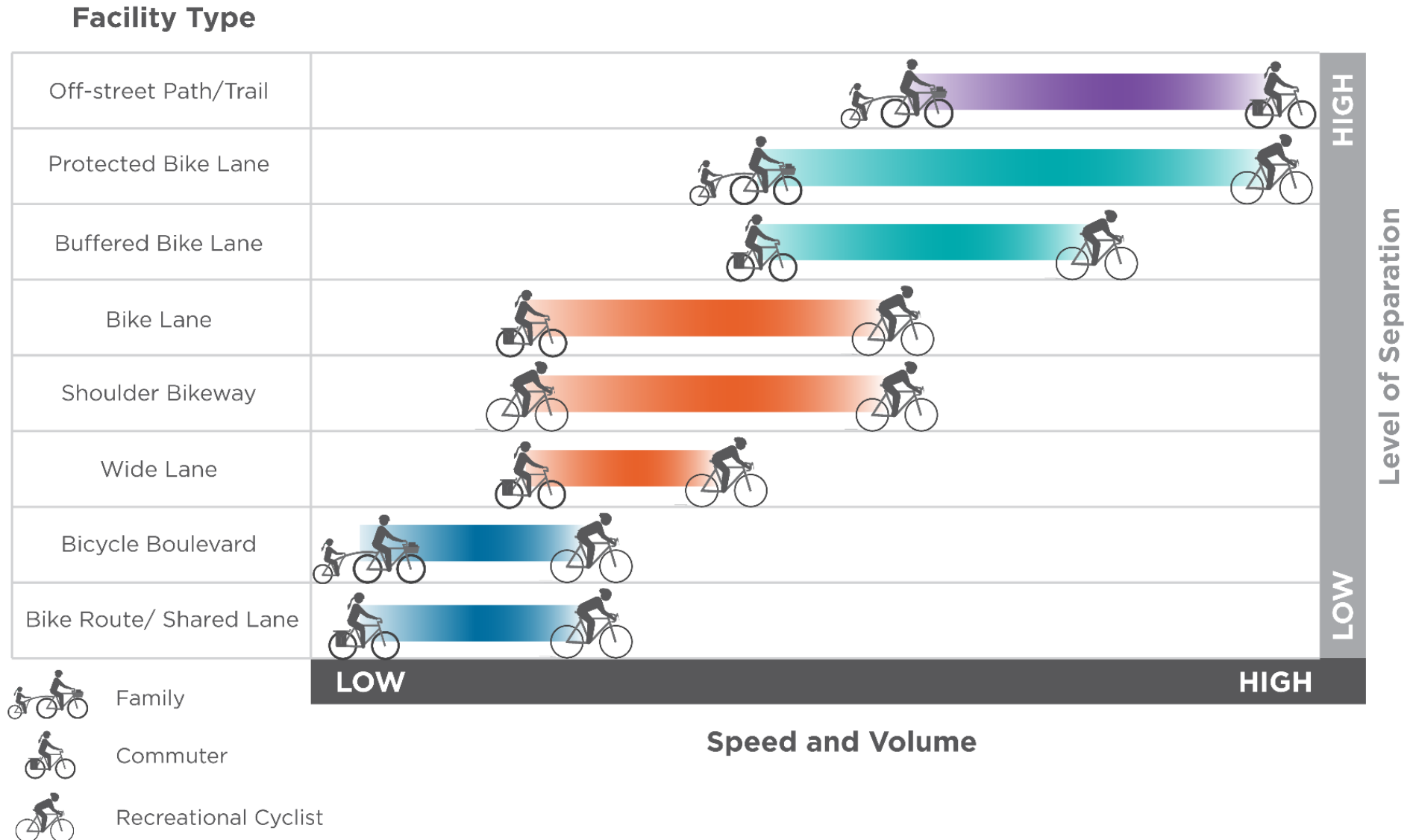
Pedestrian Priority Streets

Adopt a network of corridors prioritized for walking based on land use, transit access, and urban centers.

Draft Programs & Projects:

- **Sidewalk Facility Selection**
- **Critical Sidewalk Gaps**

Tacoma, WA has developed [pedestrian and bicycle design guidelines](#) as a part of their Mobility Master Plan

Big Idea
Build Low-Stress Networks

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Bicycling & Walking Programming

Complement infrastructure with robust programming that encourages and educates people about the benefits of, how, and where to bicycle.

Draft Programs & Projects:

- Active Transportation Staffing

- TMC Subcommittee

- Bicycling Programs

FC Moves

? Contact Us

Events ⌄   Plans & Projects ⌄   Education ⌄   Resources & Tools ⌄   Calendar   About ⌄

Fort Collins, CO developed FC Moves, a city department that exists to advance mobility solutions to increase walking, bicycling, transit use, shared and environmentally sustainable modes

Big Idea
Build Low-Stress Networks

Manage Motor Vehicle Speeds

Higher motor vehicle speeds are associated with a greater risk of fatality and severe injury for people walking and bicycling who are involved in crashes. Design streets in a way that encourages slower speed and develop a policy framework to lower speed limits.

Draft Programs & Projects:

- Framework for lowering posted speeds

- Street design for lower speeds

Washington Examples:

- Shoreline Speed Limits: lowered speed limits on arterials based on historical speed data and studies (e.g. from 35 to 30mph on select roadways)

- Spokane Traffic Calming Program: roadway narrowing, traffic circles, pavement markings, signage for lower speeds

Big Idea

Build Low-Stress Networks

How well do these policies, programs, and projects support Council and community goals?

5. Make Growth a Benefit for All

Manage growth and development to support multiple transportation options and advance climate goals.

EQUITY

Coordinate with Comprehensive Plan to mitigate displacement

SAFETY

Leverage development to help build safe multimodal facilities

CLIMATE

Encourage walking, bicycling, and transit with expanded transportation demand management programs
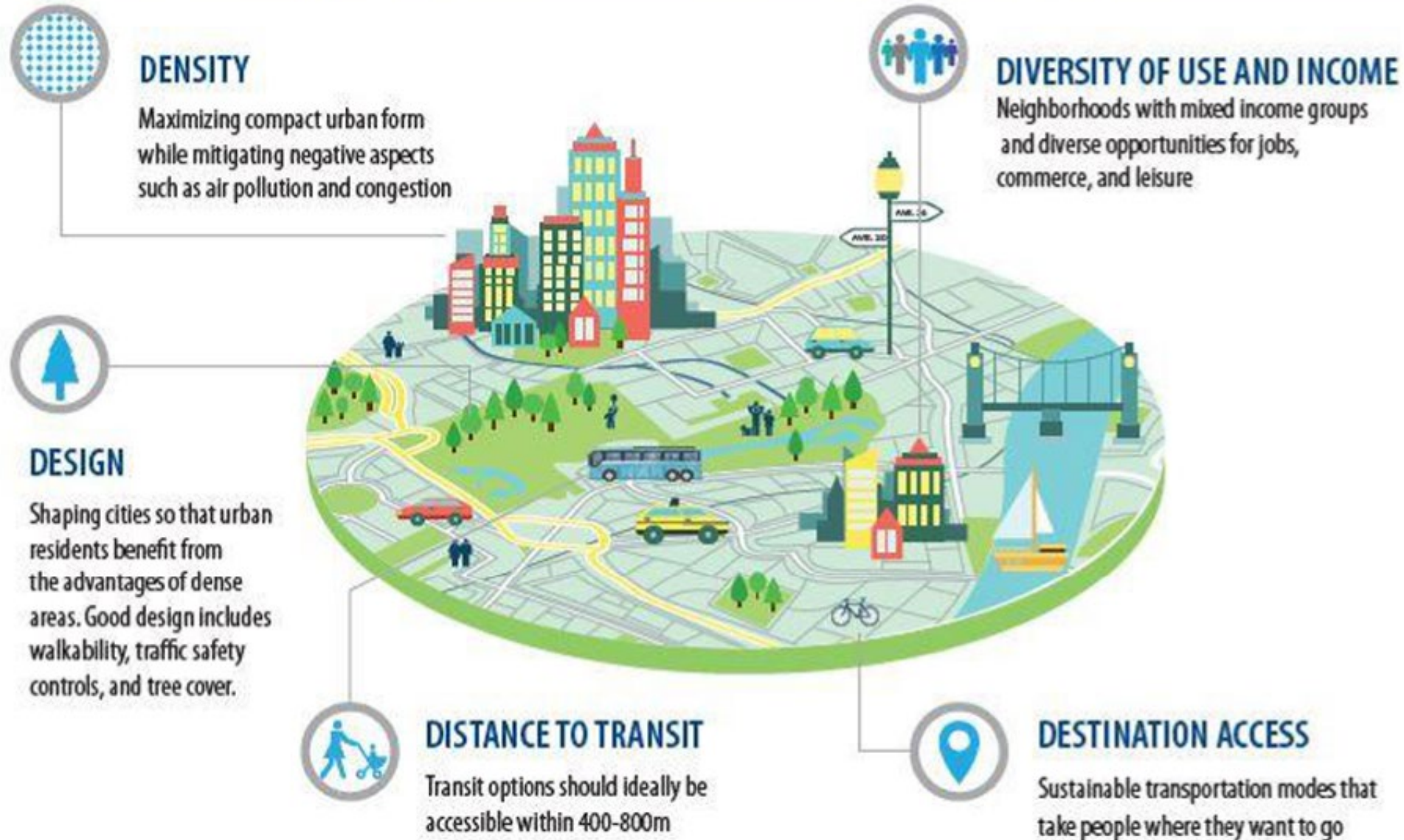
Development Review

Work with development community to establish a shared set of requirements and expectations for how development can support transportation.

Draft Programs & Projects:

- Concurrency

- Transportation Impact Fees

- Frontage Requirements

- Sidewalk Widths

- Transit Oriented Development

Big Idea

Make Growth a Benefit for All

Outcome: Mutually Supportive Land Use and Transportation

DENSITY

Maximizing compact urban form while mitigating negative aspects such as air pollution and congestion

DIVERSITY OF USE AND INCOME

Neighborhoods with mixed income groups and diverse opportunities for jobs, commerce, and leisure

DESIGN

Shaping cities so that urban residents benefit from the advantages of dense areas. Good design includes walkability, traffic safety controls, and tree cover.

DISTANCE TO TRANSIT

Transit options should ideally be accessible within 400-800m

DESTINATION ACCESS

Sustainable transportation modes that take people where they want to go

Parking Management

Update parking codes and policies to reduce the amount of space dedicated to parking and make the cost of parking clear to users.

Draft Programs & Projects:

- Parking Space Requirements

- Residential Parking

- Downtown Parking Strategies

Big Idea
Make Growth a Benefit for All

Big Idea

Make Growth a Benefit for All

Transportation Demand Management

Actively use demand management to encourage behavior change to more walking, biking, and transit trips.

Draft Programs & Projects:

- Expand Commute Trip Reduction

- TDM Coordinator

- Universal Transit Pass

- Demand Management as Development Mitigation

How well do these policies, programs, and projects support Council and community goals?

6. Embrace the Future

Prepare for future mobility and data needs.

EQUITY

Adopt equity-focused policies for emerging mobility and pricing strategies

SAFETY

Put safety at the center of data collection, monitoring, and emerging mobility policy

CLIMATE

Facilitate the transition to electric vehicles and support micro-mobility options (bikeshare, scooters)

Data Collection & Monitoring

Use data to track travel pattern changes over time

Draft Programs & Projects:

- Active Transportation Counts

- Location-Based Services

- Online System Dashboard

- Collision Dashboard

Big Idea
Embrace the Future

Technology for System Management

Embrace technology as a way of managing the transportation system without expanding capacity.

Draft Programs & Projects:

- Signal Modernization

- Transportation Management Control Center

- Broadband/5G

Big Idea

Embrace the Future

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Electric / Autonomous Vehicles

Set city policy around EV/AV usage and role in achieving climate goals.

Big Idea
Embrace the Future

Draft Programs & Projects:

- Vehicle Miles Traveled Reduction

- City Fleet

It is important to understand the issues related to equitable access to mobility, gentrification, and access as EV use and charging expands

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Emerging Mobility

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.

Draft Programs & Projects:

- Bike & Scooter Share
- Mobility as a Service
- Dynamic Curb Management
- TNC Policy
- Goods Delivery
- Mobility Hubs

Big Idea
Embrace the Future

Advance Race and Social Justice

Forge a Clean Mobility Future

Keep an Even Playing Field

Put People and Safety First

Design for Customer Dignity and Happiness

New mobility investments should support City goals and values (SDOT example)

How well do these policies, programs, and projects support Council and community goals?

What's Missing?

- Do these strategies support people with different mobility needs, including walkers, bikers, transit users, people using mobility devices, youth, and elderly people?

- What are issues that come to mind in operationalizing these ideas?

3

Next Steps

Next Steps

- PPP Engagement
  - City Council 7/18
  - Continued Agency Engagement
  - Continued Staff Engagement

- PPP Evolution

- Public Outreach Sept-Oct

Thank You!

vancouvermoves@cityofvancouver.us

www.beheardvancouver.org/vancouvermoves