



# Transportation System Plan Update

Transportation and Mobility Commission  
December 6, 2022



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

**Thomas Brennan, Consultant Project Manager, Nelson\Nygaard Consulting**

# Agenda

- Modal Networks Update
- Community Engagement
- Project Prioritization
- Next Steps



# Presentation Purpose

**Update on Transportation System Plan and feedback requested**

## **Modal Networks**

- Review updates to modal networks

## **Community Engagement**

- Review community engagement activities and input to-date

## **Prioritization**

- Review draft project prioritization methodology

# Prior TMC Review

## **Jan 5, 2021**

- Intro to TSP Update

## **Mar 2, 2021**

- Existing conditions
- Community outreach

## **Jun 1, 2021**

- Equity analysis

## **Jul 6, 2021**

- Collision dashboard
- Public outreach

## **Sep 7, 2021**

- TSP refresher
- Community transportation values

## **Jan 4, 2022**

- Enhanced transit, equity analysis update
- Opportunities (travel patterns)
- Values outreach results

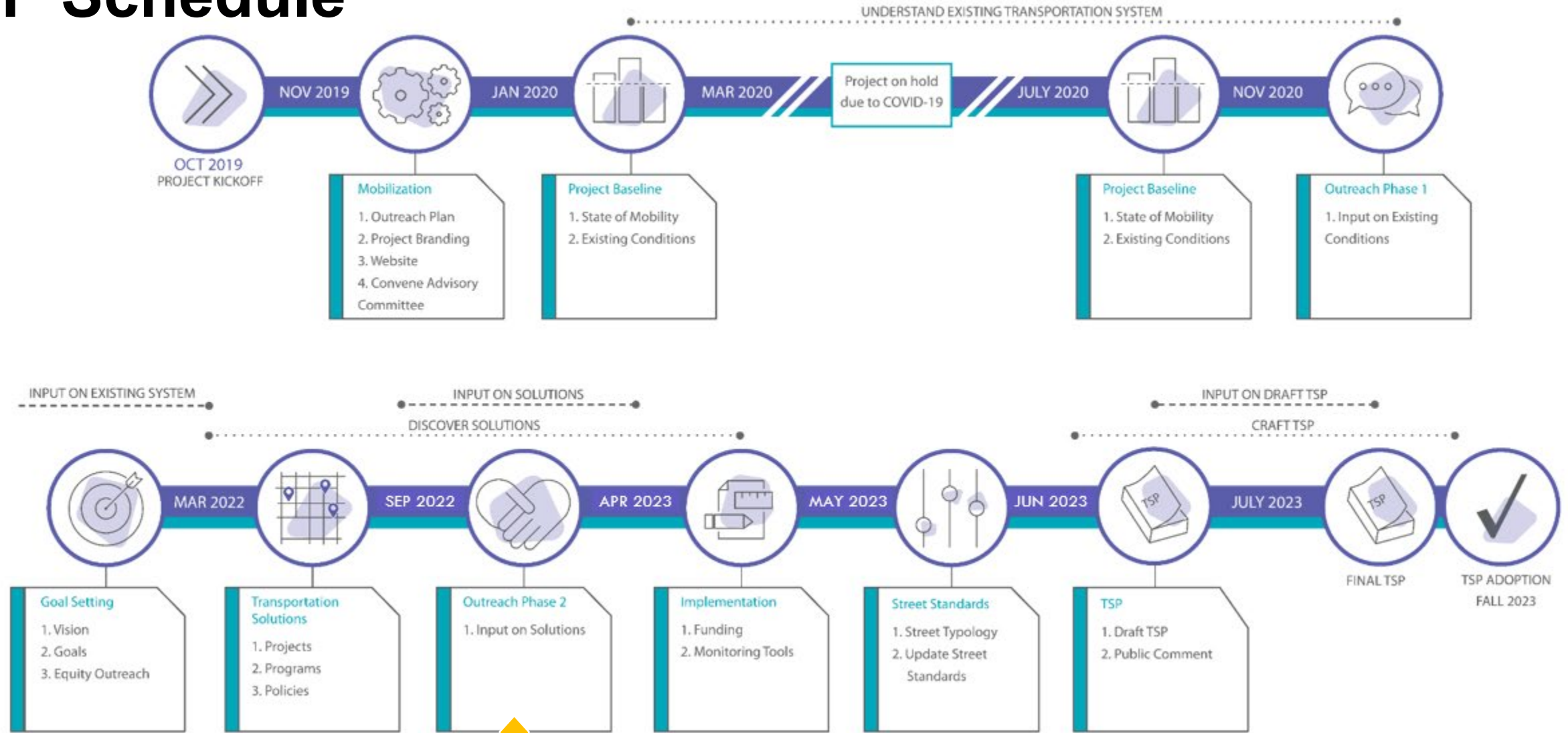
## **Mar 1, 2022**

- Draft goals framework

## **Sept 6, 2022**

- Modal networks
- Prioritization

# TSP Schedule



# TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
<b>Project Baseline</b>	<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
<b>Values and Goals</b>	<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
<b>Final Goals and Priorities</b>	<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
<b>Solutions</b>	<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
<b>Implementation</b>	<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	April 2023; May 2023
		Council workshop	April 2023; May 2023
		Council resolution	May/June 2023
<b>Plan Adoption</b>	<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	July 2023; September 2023
		Council workshop	July 2023; September 2023
		Council resolution	September 2023



# Alignment with Policy Priorities

- Progress on **climate, equity, and safety** priorities are directly linked to transportation and the goals of the TSP

## 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.

# Modal Networks Update



**Low-Stress Active  
Transportation  
Networks**



**Enhanced Transit  
Network**



**Street Network and  
Complete  
Corridors**



# Modal Networks

## Focus on policy, programs, and capital projects

- Walking and Rolling
- Mobility (Bicycle and Small Mobility)

## Focus on policy and programs

- Transit
- Freight
- Parking
- Emerging Mobility
- Street Network

# From Networks to a Capital Project List

- The TSP provides facility selection policies, design standards, and targets
- Designated networks define the long-term vision and lead to capital projects
- Prioritization (next section) identifies highest priority locations and determines phasing



# Draft Future Low-Stress Walking & Rolling Network

Edits completed:

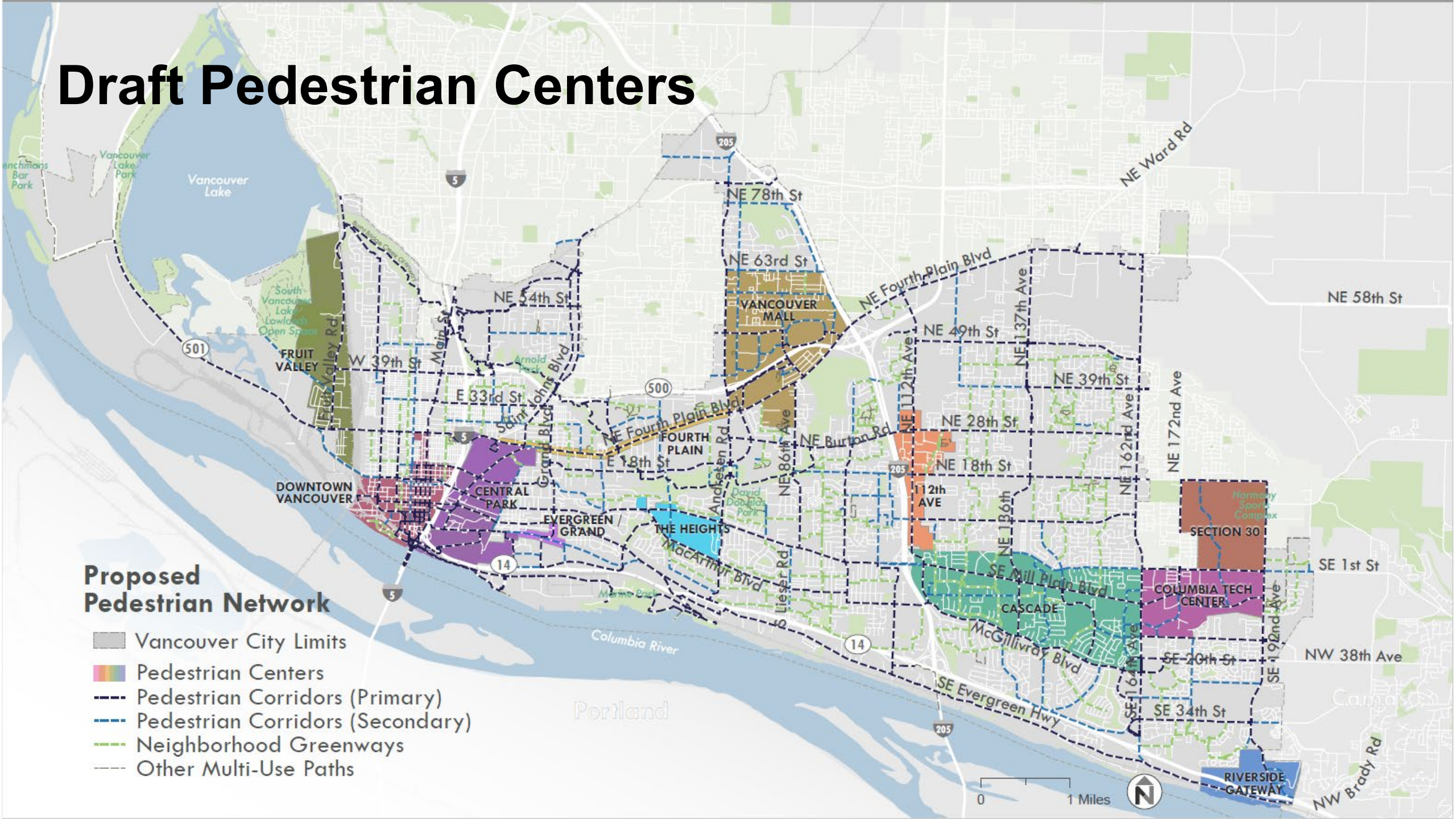
- Fill in gaps on SR 501
- Change SR 501 from Neighborhood Greenway to Pedestrian Corridor
- Make Columbia Way between I-5 and Columbia House Blvd a Pedestrian Corridor
- Remove Neighborhood Greenway segment from SE Evergreen
- Add existing and planned multi-use paths
- Add future E 5th St connection

## Proposed Pedestrian Network

- Vancouver City Limits
- Vancouver UGA
- Pedestrian Corridors
- Neighborhood Greenways
- Pedestrian Ways
- Planned and Existing Multi-Use Paths



# Draft Pedestrian Centers



## Proposed Pedestrian Network

- Grey outline: Vancouver City Limits
- Colorful rectangle: Pedestrian Centers
- Thick dashed blue line: Pedestrian Corridors (Primary)
- Thin dashed blue line: Pedestrian Corridors (Secondary)
- Green dashed line: Neighborhood Greenways
- Thin grey dashed line: Other Multi-Use Paths



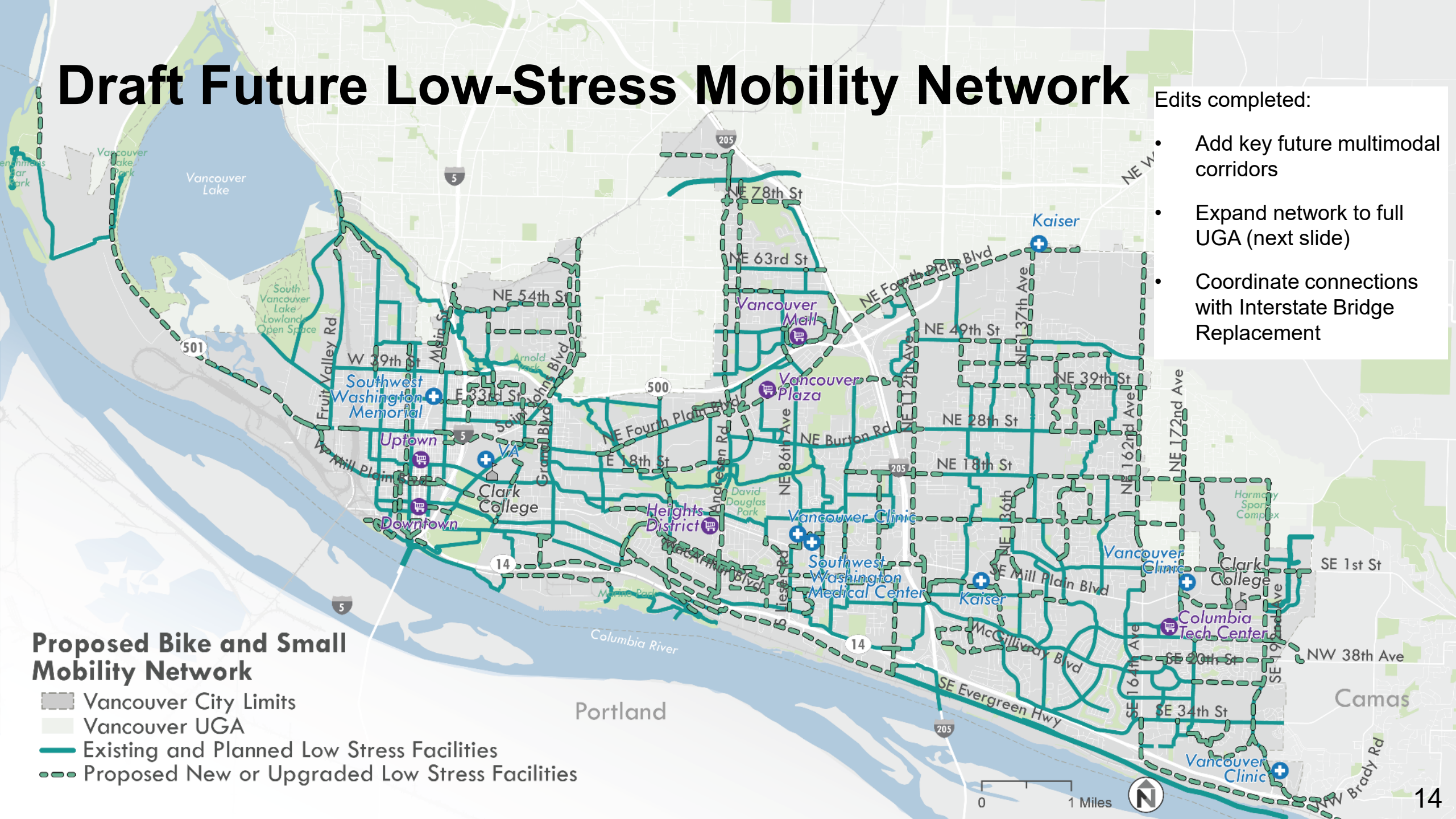
# Draft Future Low-Stress Mobility Network

Edits completed:

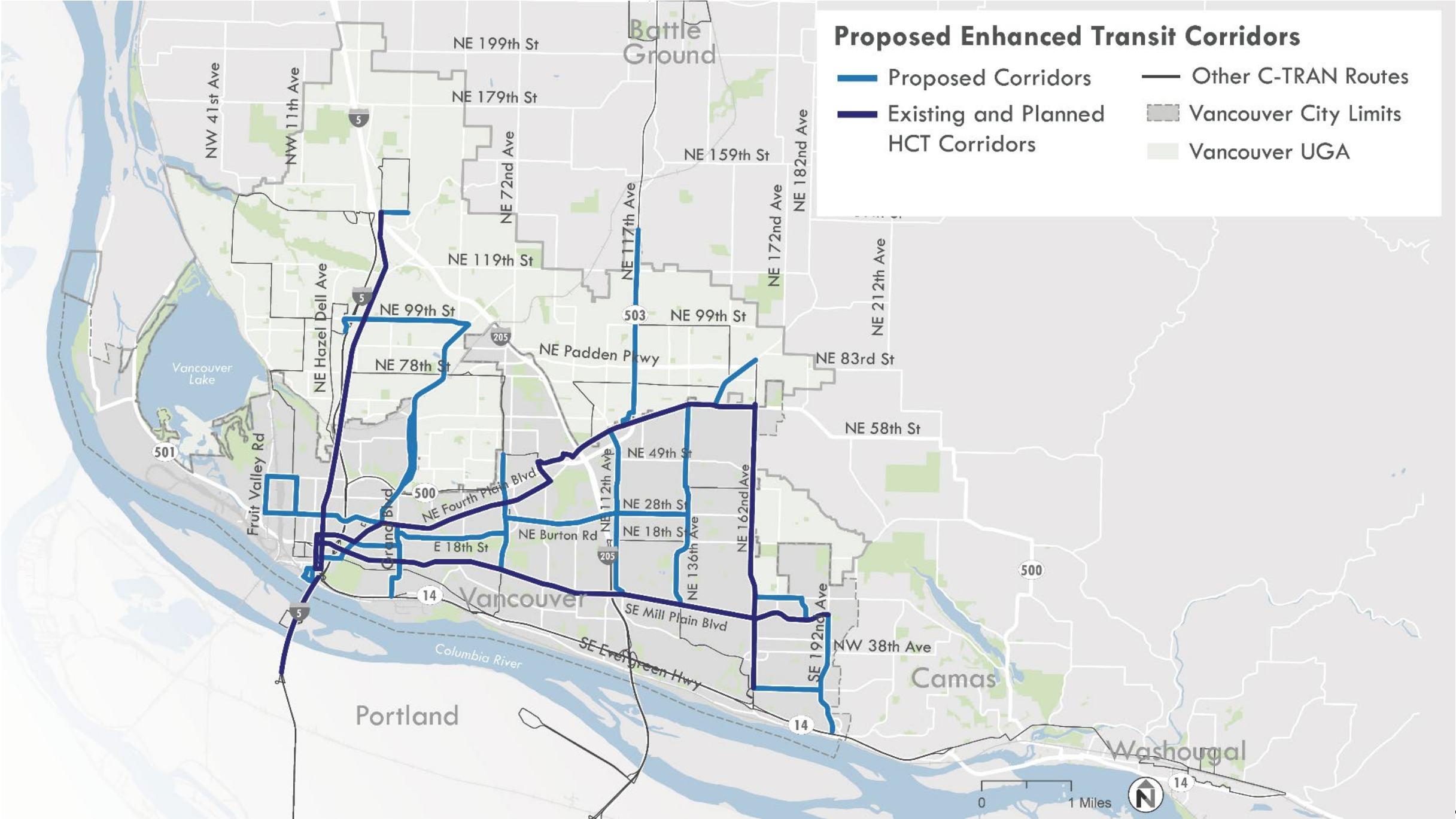
- Add key future multimodal corridors
- Expand network to full UGA (next slide)
- Coordinate connections with Interstate Bridge Replacement

## Proposed Bike and Small Mobility Network

- ▭ Vancouver City Limits
- ▭ Vancouver UGA
- Existing and Planned Low Stress Facilities
- - - Proposed New or Upgraded Low Stress Facilities







### Proposed Enhanced Transit Corridors

- Proposed Corridors
- Existing and Planned HCT Corridors
- Other C-TRAN Routes
- Vancouver City Limits
- Vancouver UGA



# Policies and Programs: Next Steps

- Assigning responsibility to City departments
- Identifying implementation partners
- Vetting concepts and fine-tuning language
- Identifying the type of resources needed (staff time, funding, etc.)

# Fall 2022 Community Engagement



**Direct  
Engagement**



**Online Open  
House and Survey**

# Fall 2022 Engagement Overview (Aug – Nov)

- BeHeard Web Updates
- Tabling and Business Canvassing
- Community Roundtable + Clark College Focus Groups
- Community Presentations to neighborhood associations and CBOs
- Online Open House #2 and Survey

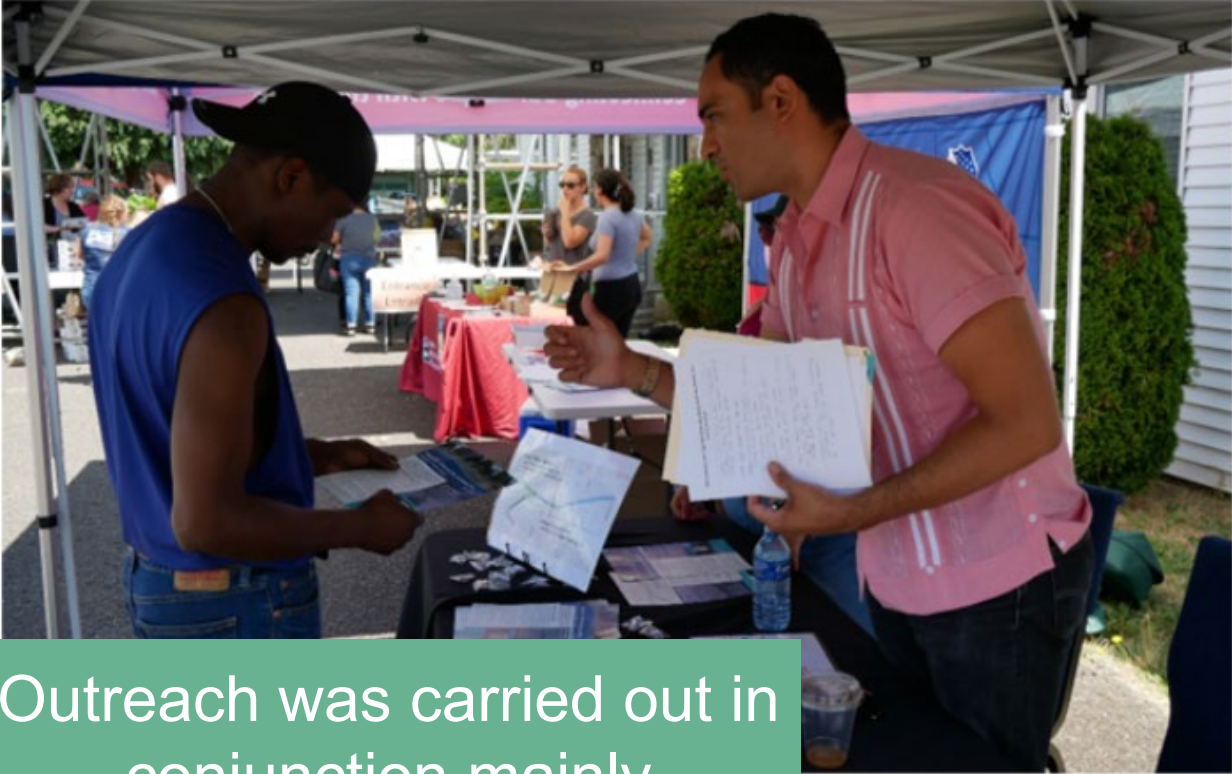
Other outreach was carried out in conjunction with:

- **Fourth Plain Safety & Mobility Project**
- 34th Street Safety & Mobility Project
- Heights District Plan
- ARPA Planning
- Strategic Plan

# Tabling and Business Canvassing

Activity	Date	Event / Location / Group	TOTAL REACHED
<b>Tabling</b>	August 2	Fourth Plain Forward & Columbia Play Project Arte en El Parque	<b>170+</b> Total engaged
	September 17	LULAC Grows Mercado	
	September 17	Multicultural Resource Fair at Clark College	
	October 1	Downtown Vancouver Farmers Market	
<b>Business Canvassing</b>	October 11, 12, & 19	Project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	<b>34</b> Businesses

# Tabling and Business Canvassing



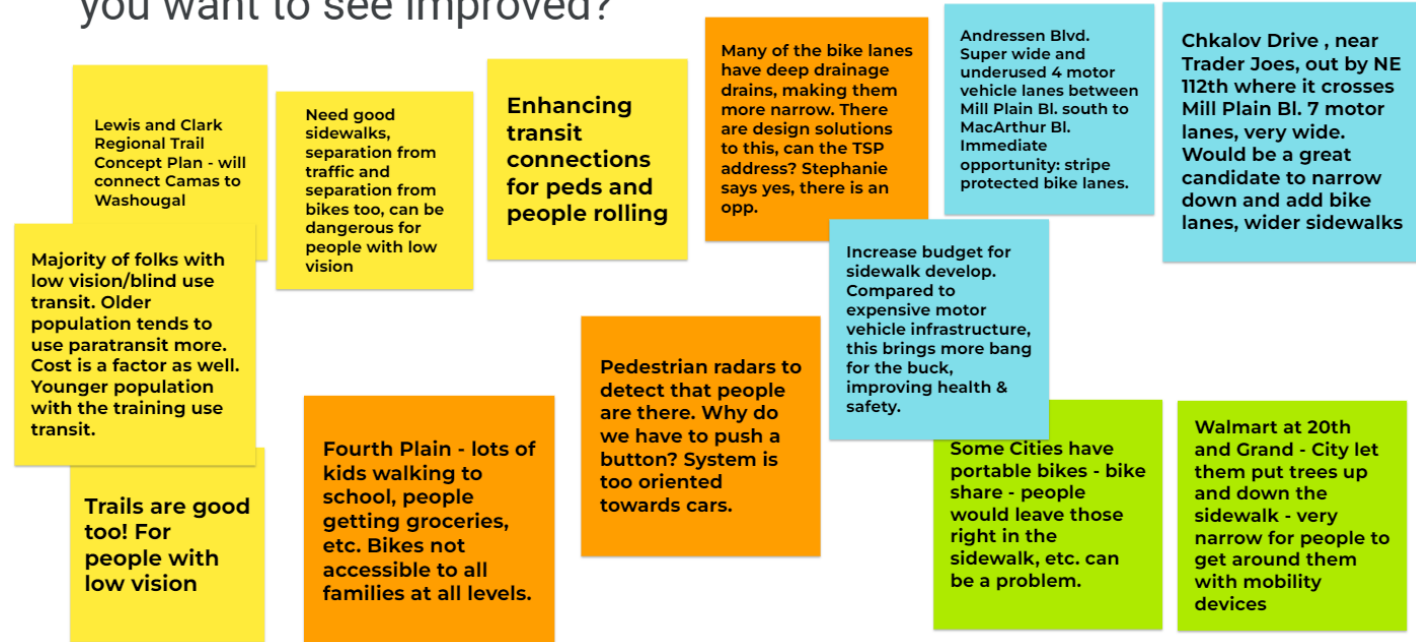
Outreach was carried out in conjunction mainly with **Fourth Plain Safety & Mobility Project**



# Community Focus Groups

- **Nov 8 Community Roundtable** - Attended by representatives from ADA, blind and low-vision, walking and biking communities.
- **"Transportation Talks"** at Clark College Sept 26 and 29

What are the key corridors and network connections you want to see improved?



# Neighborhood and Community Presentations

- Vancouver Neighborhood Traffic Safety Alliance – Nov 16
- Action for Climate Emergency (ACE) – Nov 16
- Meadow Homes Neighborhood Association – Nov 16
- Fourth Plain Forward – Ongoing
- Also contacted: Arnada, Fourth Plain Village, Central Park, Harney Heights, Hudson's Bay, Maplewood, Rose Village Neighborhood Associations, and Washington School for the Blind.

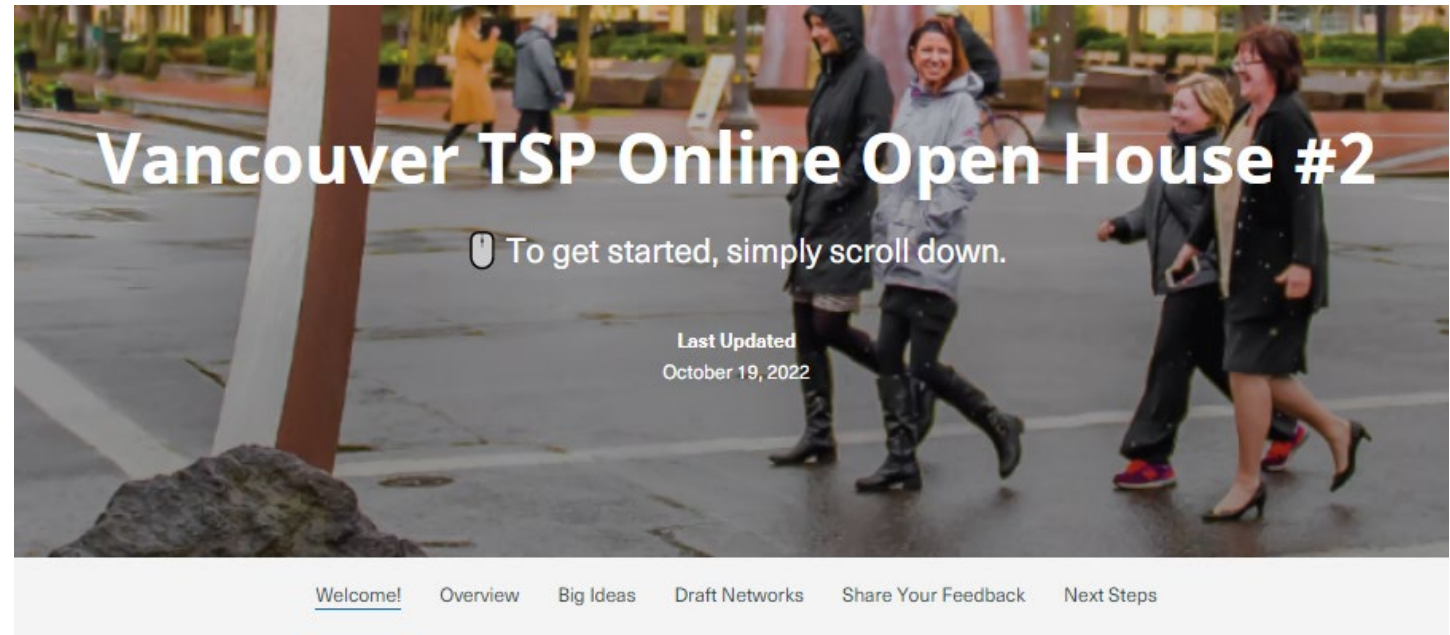
# Input from Focus Groups and Presentations

- Support for bike facilities on Chkalov Dr and McGillivray/MacArthur, and for multi-use paths
- Consider EV charging and fleet electrification
- Consider bus-only lanes, park-and-rides
- Address scooters/small mobility
- Expand focus of commute trip reduction beyond from downtown
- Bike lane maintenance/street cleaning is important
- Concern about congestion with lane reconfigurations



# Online Open House and Survey

- Launched Sept 26 – Closed Nov 15, 2022
- **403** Open House Visits
- Avg. **6.8** per day
- **41** Completed Surveys
- English and Spanish



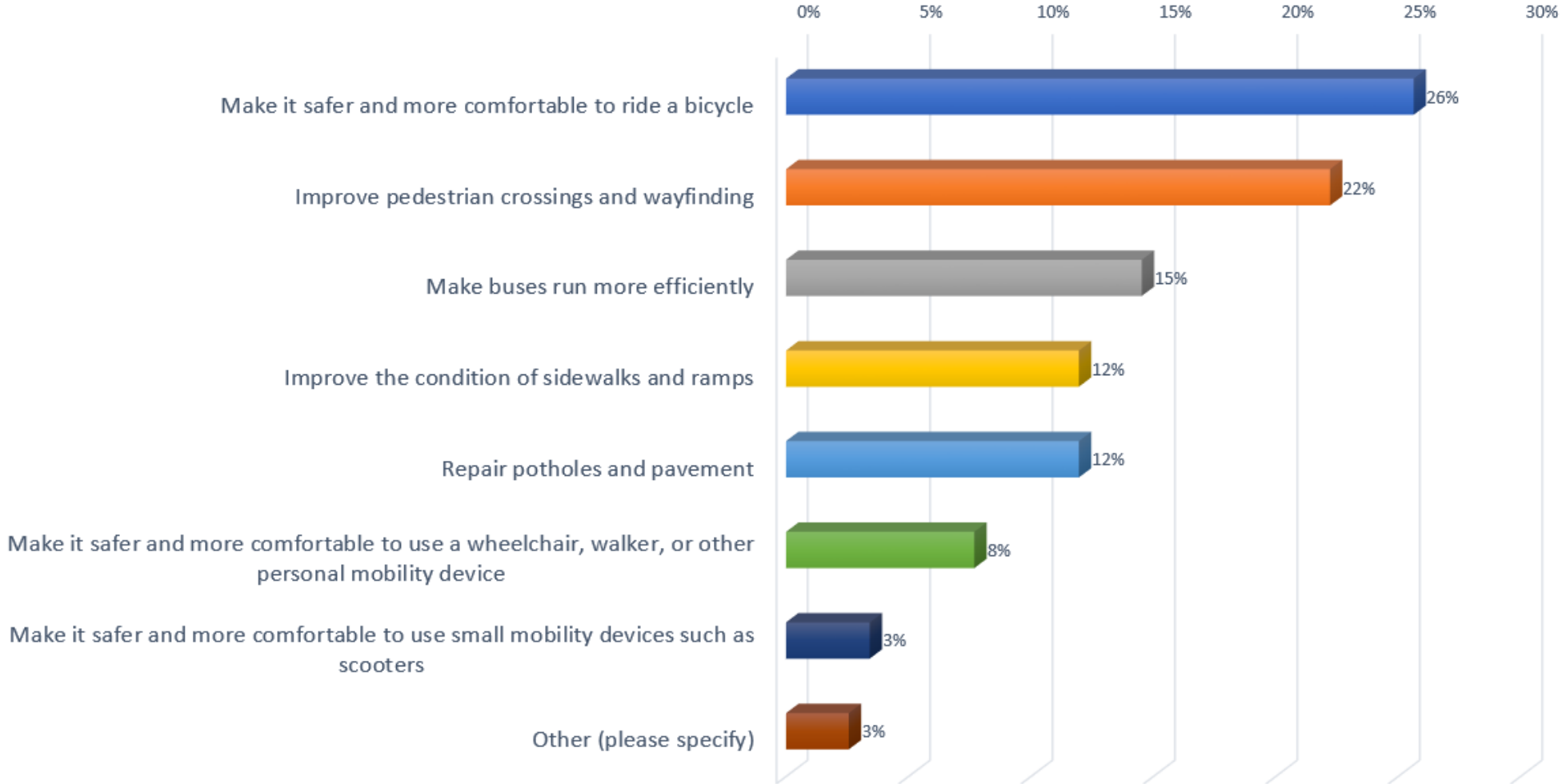
## Welcome!

**This open house will share information and ask for your feedback on the future of transportation in Vancouver.**

The *Vancouver Transportation System Plan (TSP)* is still underway - the plan to help guide transportation decision investments in the City over the next 20 years. As of Summer 2022, the City has made progress on the TSP by drafting "Big Ideas" for the plan as well as drafting transportation networks. This open house summarizes this recent work and will ask for your feedback to help shape the plan's recommendations and strategies as the process moves forward.

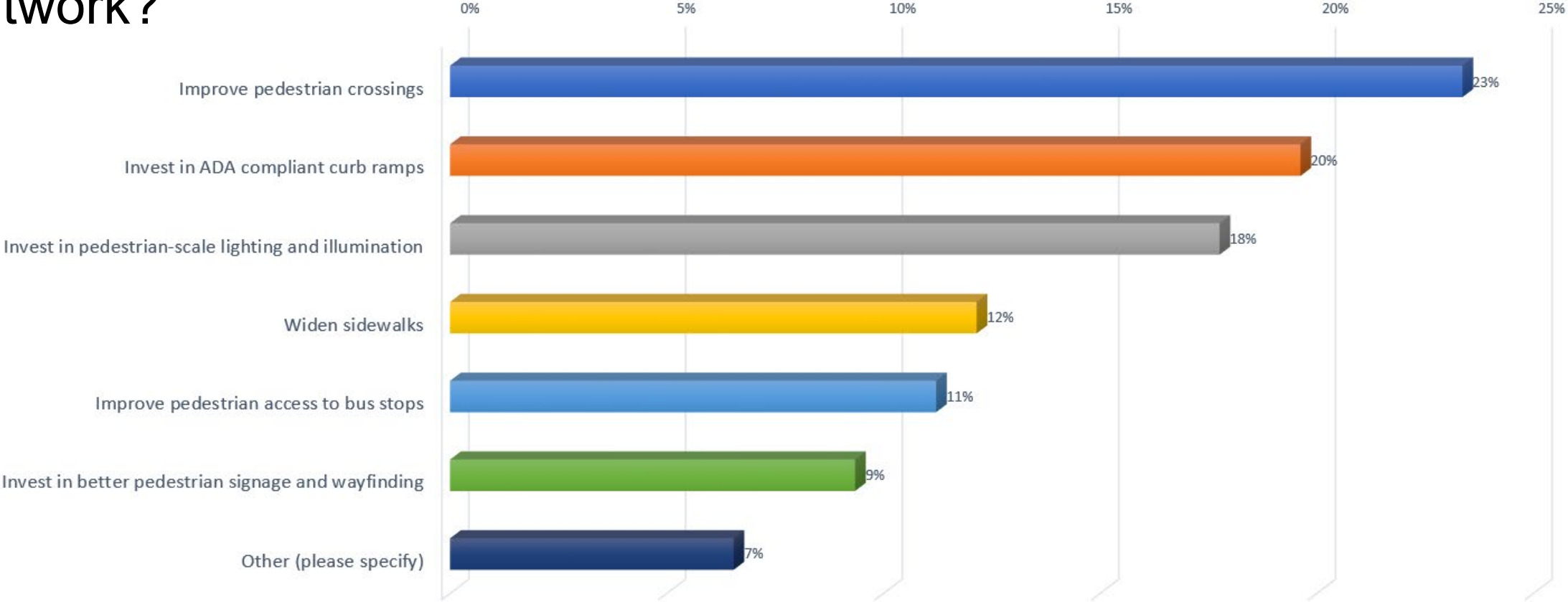
# Online Survey

What are your top three (3) priorities for future investments on multimodal corridors?



# Online Survey

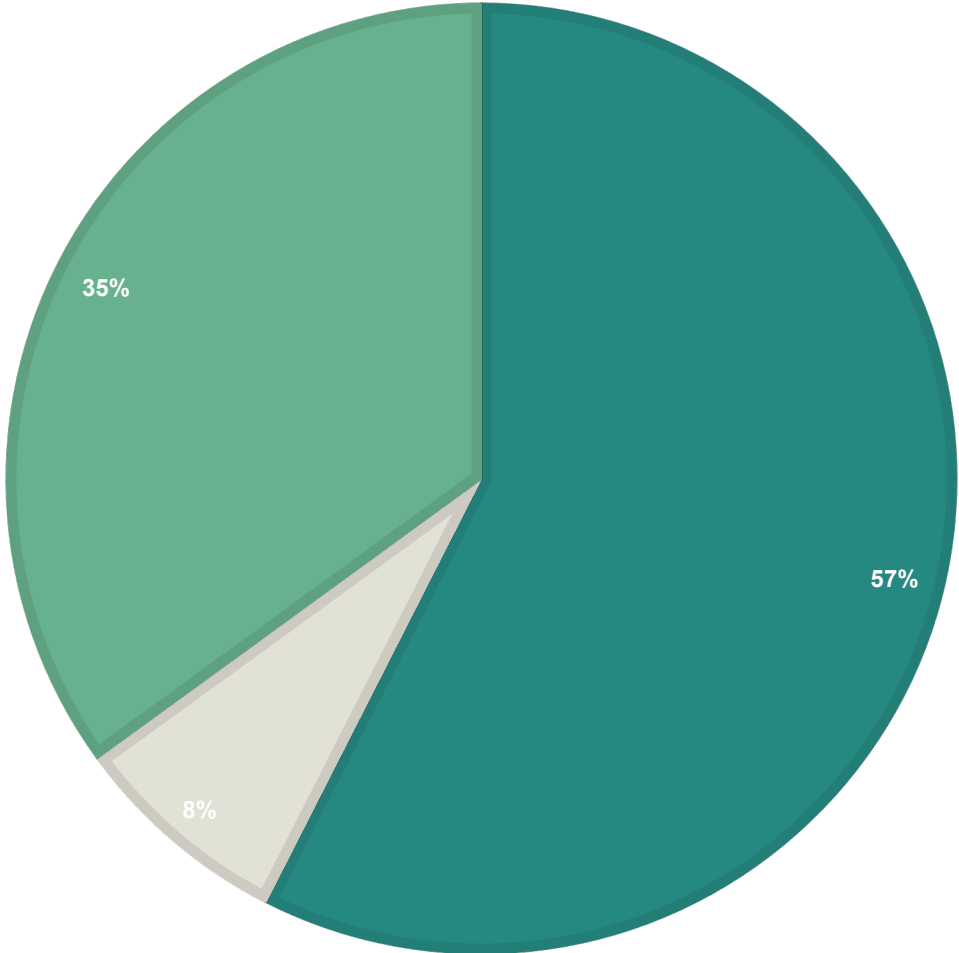
What are your top three (3) priorities for the future walking and rolling network?



# Online Survey

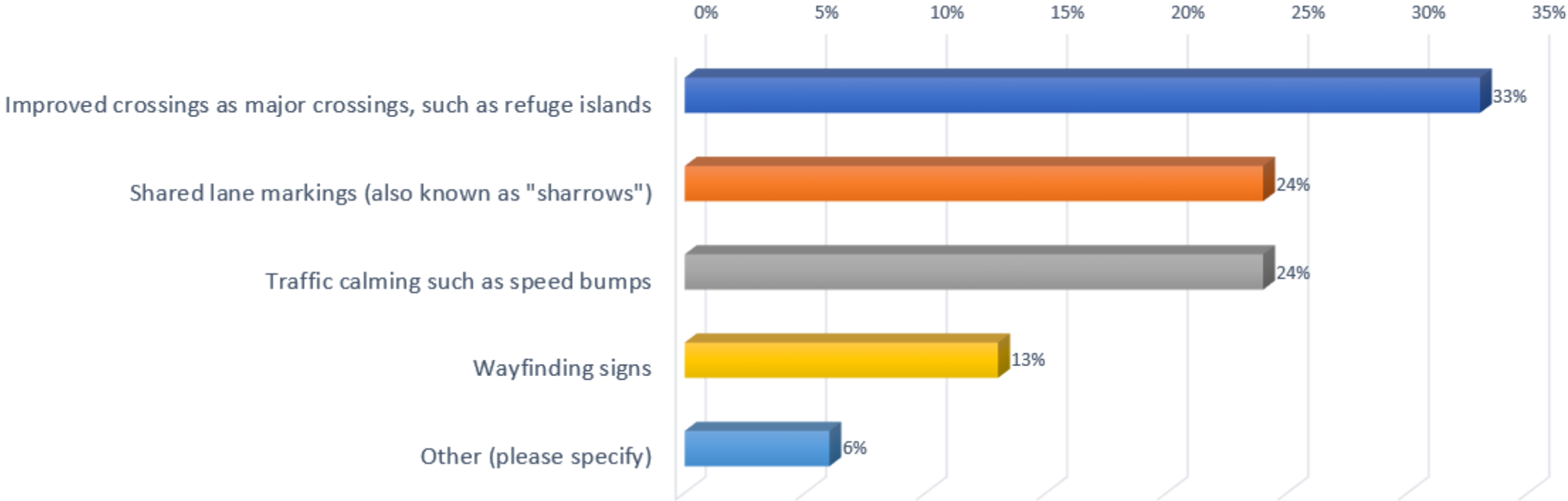
DO YOU THINK IT'S IMPORTANT THAT THE CITY'S FUTURE BICYCLE AND SMALL MOBILITY NETWORK PROVIDES ACCESS TO A LOW-STRESS FACILITY WITHIN EVERY HALF MILE?

■ Yes ■ No ■ Don't know / Not sure



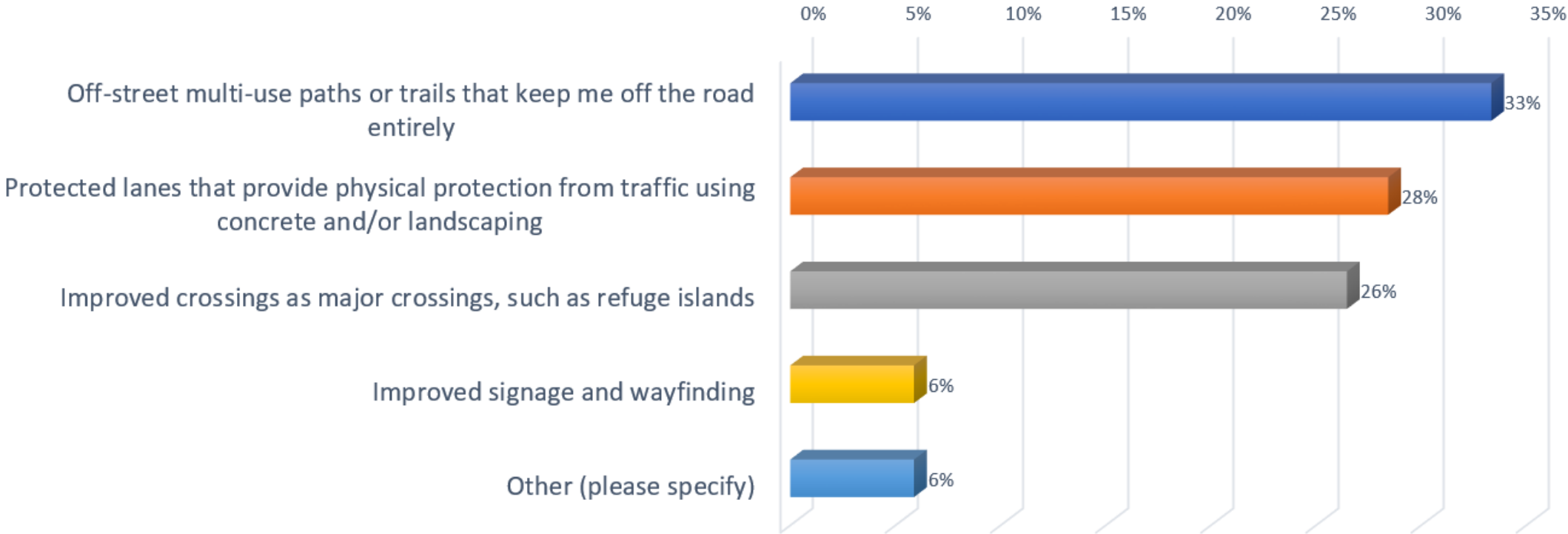
# Online Survey

What three (3) bicycle and small mobility improvements are most important to you on *quieter* neighborhood streets?



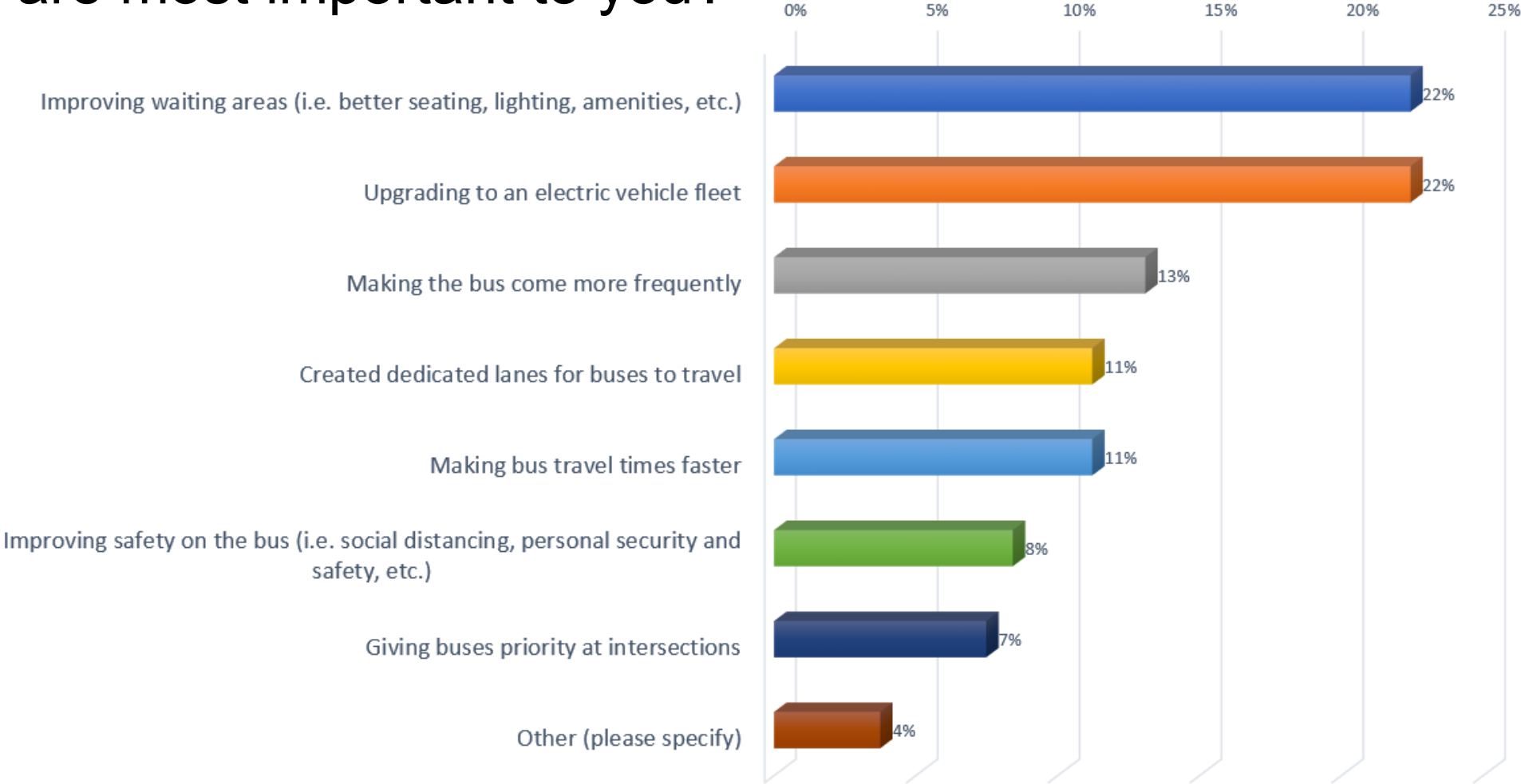
# Online Survey

What three (3) bicycle and small mobility improvements are most important to you on *busier* neighborhood streets?



# Online Survey

## What three (3) types of enhanced transit investments are most important to you?



# Feedback

- Support for frequent, efficient, and electric buses
- Support for off-street multi-use paths and trails along busier corridors
- Protected bike/small mobility lanes for on-street facilities
- Median refuge islands at high volume crossings
- Speed reduction and control throughout the City



# Feedback

- Modal Network recommendations:
  - Generally, most were in support of the draft modal networks.
  - Multimodal improvements needed on Mill Plain east of I-205, with a connection to Columbia Tech Center
  - Better walking network in Fruit Valley
  - Andresen Road should be a multimodal corridor
  - Improved crossings at 34<sup>th</sup>, 112<sup>th</sup>, 117<sup>th</sup>, and 162<sup>nd</sup>
  - Safety improvements needed at Fourth Plain & F Street

# 2023 Engagement

- Ongoing meetings and presentations to neighborhood associations and CBOs:
  - Arnada Neighborhood Association, January 7, 2023
  - Fourth Plain Village Neighborhood Association, Feb-Mar 2023 (TBD)
  - Fourth Plain Forward – Ongoing
  - Our Place Nuestra Casa (TBD)
- Spring Online and In-Person Engagement on Draft TSP



# Project Prioritization



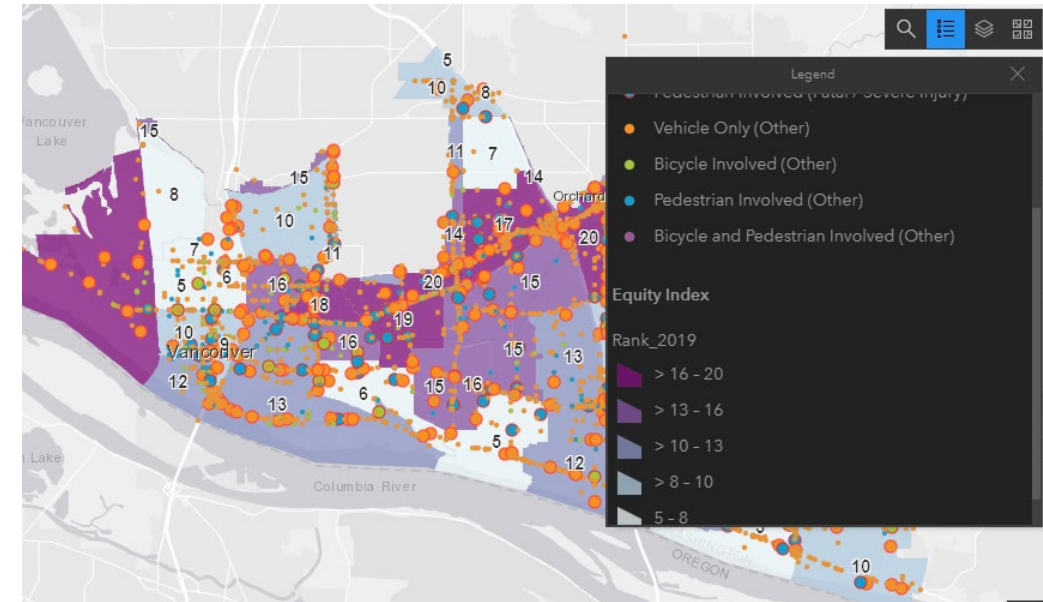
**Where should we  
invest?**



**When should we  
invest?**

# Where should we invest?

- Project locations evaluated on:
  - Equity
    - City Equity index
  - Safety
    - Collision history
  - Transportation choice
    - Density of essential places
  - Climate
    - Future growth areas (where dense land use supports sustainable modes and shorter trips)

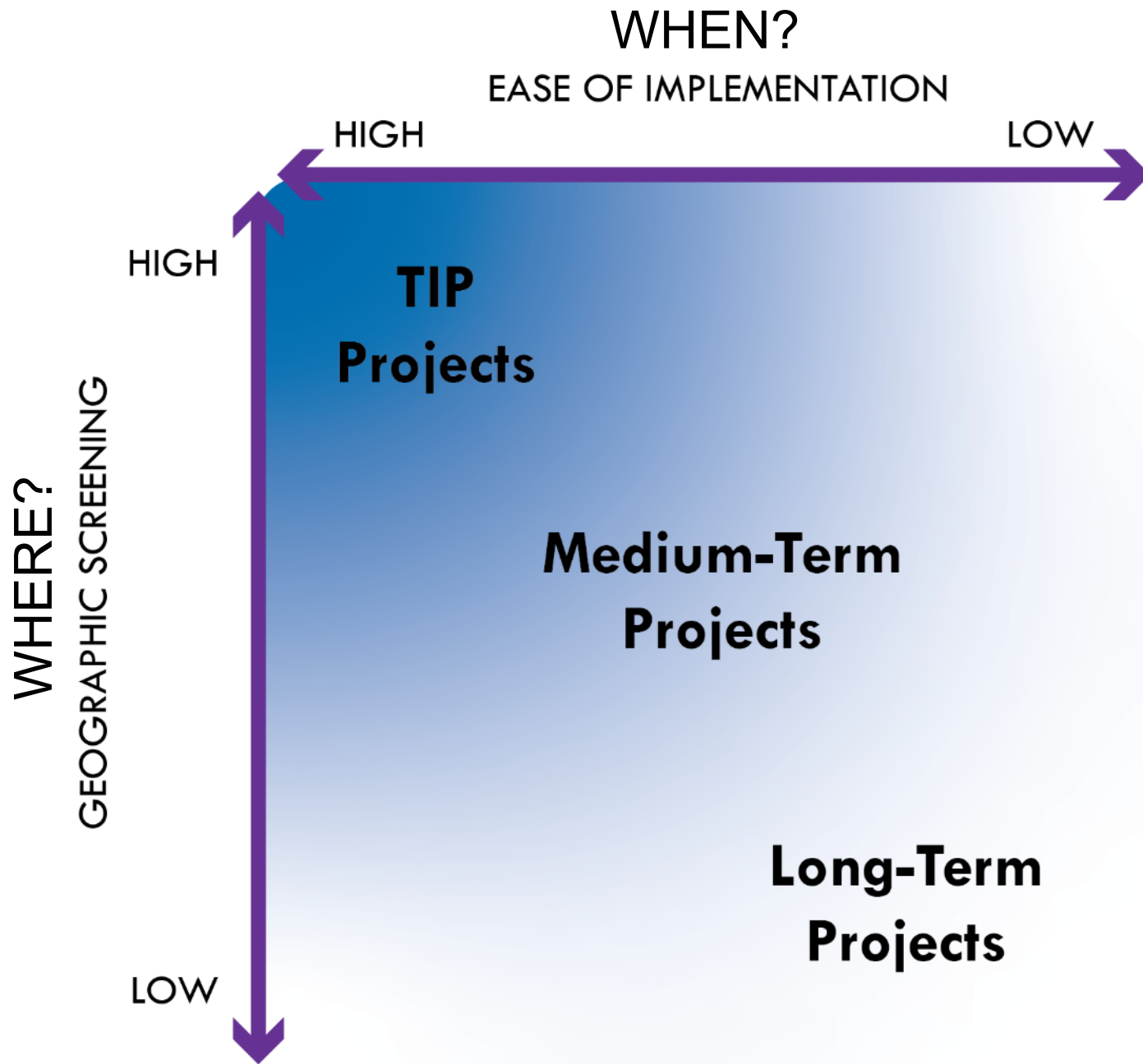


# When should we invest?

- Projects evaluated on:
  - Project cost and funding opportunities
  - Coordination opportunities
    - Interagency, pavement and sidewalk maintenance
  - Environmental and right-of-way impacts
  - Quick wins
    - Projects that fill gaps

# Prioritization Methods

- **Where** we should invest is based on **quantitative data**
  - Projects are sorted into three categories based on the underlying data
- **When** we should invest is largely **qualitative**
  - Projects are sorted into three categories based on assessment of all the factors
- This allows for flexibility in implementation while leading to data-driven outcomes tied to goals



# Examples

#	Title	Key Goal	Park City Forward Goals			
			Access	Sustain	Include	Transform
T.01	Electric Xpress					
T.02	Microtransit and Flexible Transit Zones					
T.03	Local Fixed Route Service					
T.04	PC-SLC Airport Connector					
T.05	SR-224 High Capacity Transit					
T.06	SR-248 High Capacity Transit					





# Values Driven Prioritization Approach

## CONCEPT IDENTIFICATION

13 Transportation Corridors from

**ConnectSF**



Objective	Applicable ConnectSF Goal Areas				
	Equity	Environmental Sustainability	Economic Vitality	Safety & Livability	Accountability & Engagement
Serve Communities of Concern with high-capacity transit	✓				
Support sustainable travel choices		✓		✓	
Serve high numbers of residents, employees	✓		✓		
Put residents within 45 minutes of jobs	✓		✓		
Provide equitable access to significant activity centers and	✓		✓	✓	
Maximize cost-effectiveness					✓
Maximize ridership	✓	✓	✓	✓	
Align transit capacity with demand	✓	✓	✓	✓	
Maximize system/network connectivity/integration	✓	✓	✓	✓	
Minimize travel time	✓	✓	✓	✓	
Maximize reliability	✓	✓	✓	✓	

Figure-5-12 Summary of Local Concept Individual Criterion Scores

				Criterion-2	Criterion-4		Criterion-5	Criterion-6	Criterion-7	Criterion-8	Criterion-9	Criterion-10
				Transit-Mode Share;-VMT-and-GHG-Reduction	Job-Accessibility-within-45-min	Regional-Job-Accessibility-within-75-min	Activity-Center-Accessibility-within-45-min	Cost-per-New-Rider	Systemwide-Ridership	Overall-Passenger-Crowding	System-Integration	Transit-Speed,-MPH
Concept				Citywide	Citywide	Regional	Citywide	Citywide	Citywide	Citywide	Citywide	Citywide
ID	Description-and-Representative-Extent/Alignment	Mode	Profile	Score	Score	Score	Score	Score	Score	Score	Score	Score
	2050-Baseline-Transit-System			-0	-0	-0	-0	-0	-0	-0	-0	-0
1D	16th-Subway-(Church--3rd)	LRT	Subway	4.3	3.0	2.0	2.0	2.0	4.0	4.0	4.0	3.0
3A	Oakdale/Palou-Bayshore-24th-BRT-(Hunters-Point--24th-&Mission-BART)	BRT	At-Grade	1.3	2.0	2.0	1.0	4.0	3.0	2.0	1.0	3.0
4B	Geary-(Salesforce-TC--48th)	LRT	At-Grade-/Subway	5.0	5.0	5.0	5.0	3.0	5.0	5.0	2.0	5.0
6B	N-Judah-with-Sunset-Tunnel-Extensions-(Church-&Duboce-9th)	LRT	At-Grade-/Subway	2.3	3.0	1.0	3.0	2.0	3.0	3.0	2.0	3.0
8	Muni-Metro-System-Optimization-(all-lines-except-T-Third)	LRT	At-Grade-/Subway	1.7	1.0	2.0	1.0	5.0	2.0	2.0	3.0	1.0
8E	Muni-Metro-M-Line-Subway-Extension,-West-Portal-Parkmerced	LRT	Subway	1.7	3.0	1.0	3.0	1.0	2.0	3.0	4.0	2.0
8DT1	Muni-Metro-Downtown-Subway,-Division-Howard-(Church-Salesforce-TC)	LRT	Subway	3.3	3.0	3.0	3.0	2.0	4.0	4.0	5.0	4.0
8DT2	Muni-Metro-Downtown-Subway,-Division-King-(Church--4th/King)	LRT	Subway	1.3	1.0	3.0	1.0	1.0	2.0	3.0	5.0	1.0
9A	San-Bruno-Bayshore-Potrero-via-9th/10th-Market-(Visitation-Valley-Downtown)	BRT	At-Grade	1.0	1.0	4.0	1.0	-0	1.0	2.0	2.0	1.0
10A	Central-Subway-Extension,-T-Third-Phase-3-(Chinatown-North-Beach-Van-Ness)	LRT	Subway	3.0	3.0	2.0	3.0	3.0	4.0	4.0	2.0	4.0
11A	19th/Park-Presidio-(Daly-City-BART-Golden-Gate-Toll-Plaza/Presidio-TC)	BRT	At-Grade	3.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	1.0
12A	3rd,-T-Third-Subway-Extension-and-Surface-Optimization-(Bayshore-4th-&King)	LRT	At-Grade-/Subway	2.7	4.0	4.0	4.0	3.0	4.0	1.0	2.0	5.0

Note: The 1 to 5 score for each concept is based on natural breaks, with 1 representing weakest performance and 5 representing the strongest performance on each metric. For metrics where smaller or negative values are the desirable outcome, the 1 to 5 scoring has been reversed, so that a score of 5 consistently indicates the best outcome across all criteria; this applies to reduced VMT and GHG emissions (elements of Criterion 2), cost per new rider (Criterion 6), and share of trips in crowded conditions (Criterion 8). Decimal score for Criterion 2 is based on an average of three metrics.

**Questions or comments?**

# Next Steps



**Final Networks,  
Policies, and  
Programs**



**Capital Project List  
+ Prioritization**



**Draft  
Transportation  
System Plan**

# Topics for TMC Meetings (Spring 2023)

- Prioritized project list
- Street typology and standards update
- Pedestrian crossing policy
- Performance measures
- Funding recommendations

# Thank You

To learn more, visit [\[website\]](#)

