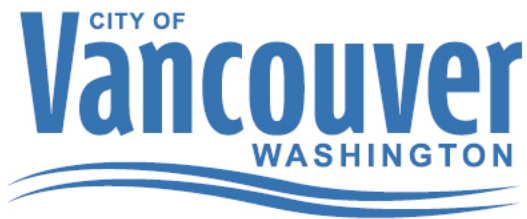




# Transportation System Plan Update

Transportation and Mobility Commission Workshop  
March 7, 2023



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

**Corinna Kimball-Brown, Senior Transportation Planner, Nelson\Nygaard Consulting**



# Agenda

- Pedestrian Crossing Policy
- Initial Project Evaluation Results



# Presentation Purpose

Update on Transportation System Plan and feedback requested

## Pedestrian Crossing Policy

- Review elements of draft pedestrian crossing policy

## Initial Project Evaluation Results

- Review prioritized project locations

# 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

- 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

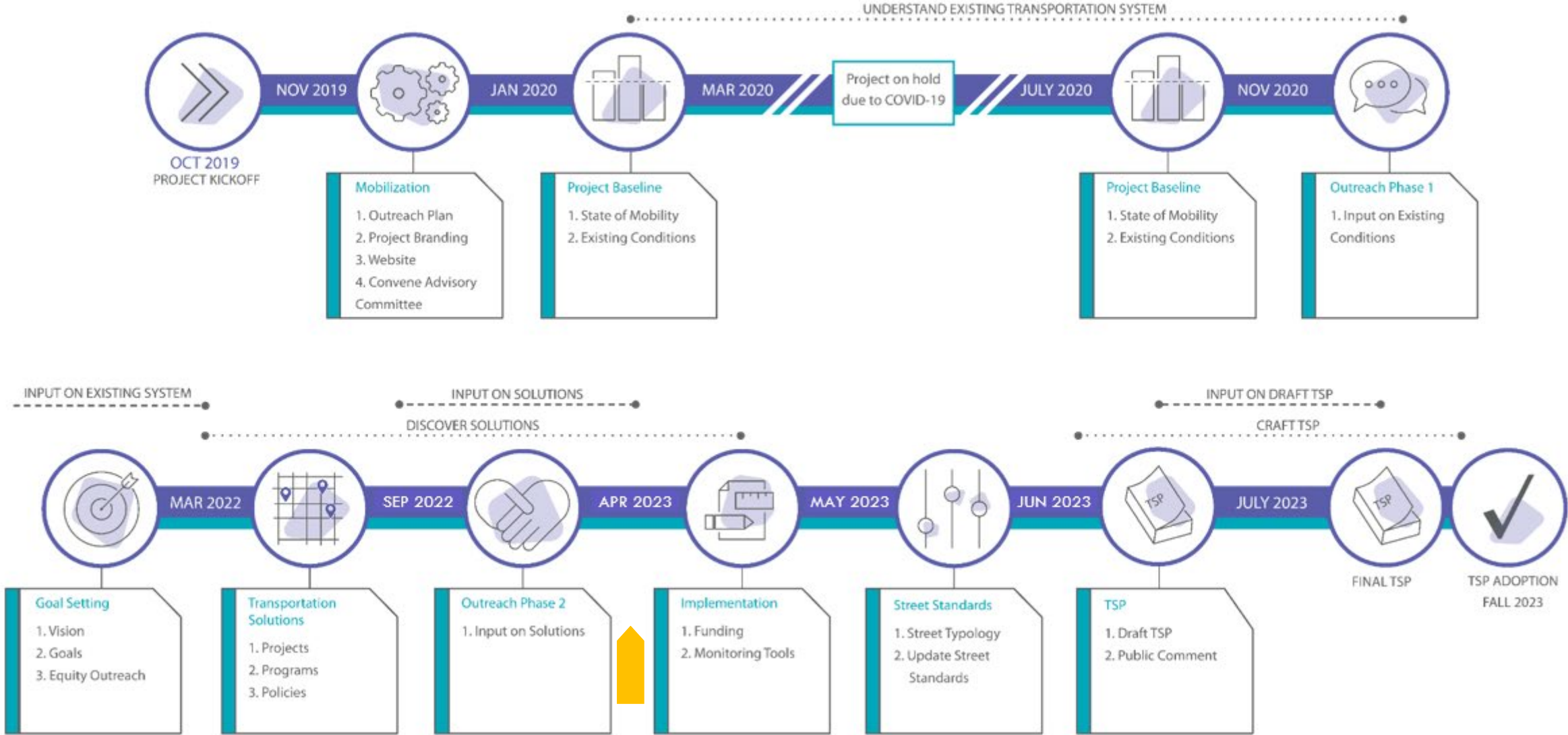
- Modal networks
- Prioritization

## Dec 6, 2022

- Modal network and community engagement updates
- Prioritization methodology



# 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 Guidance</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	March 7, 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 Universal Policy Priorities



## **Climate**

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



## **Equity**

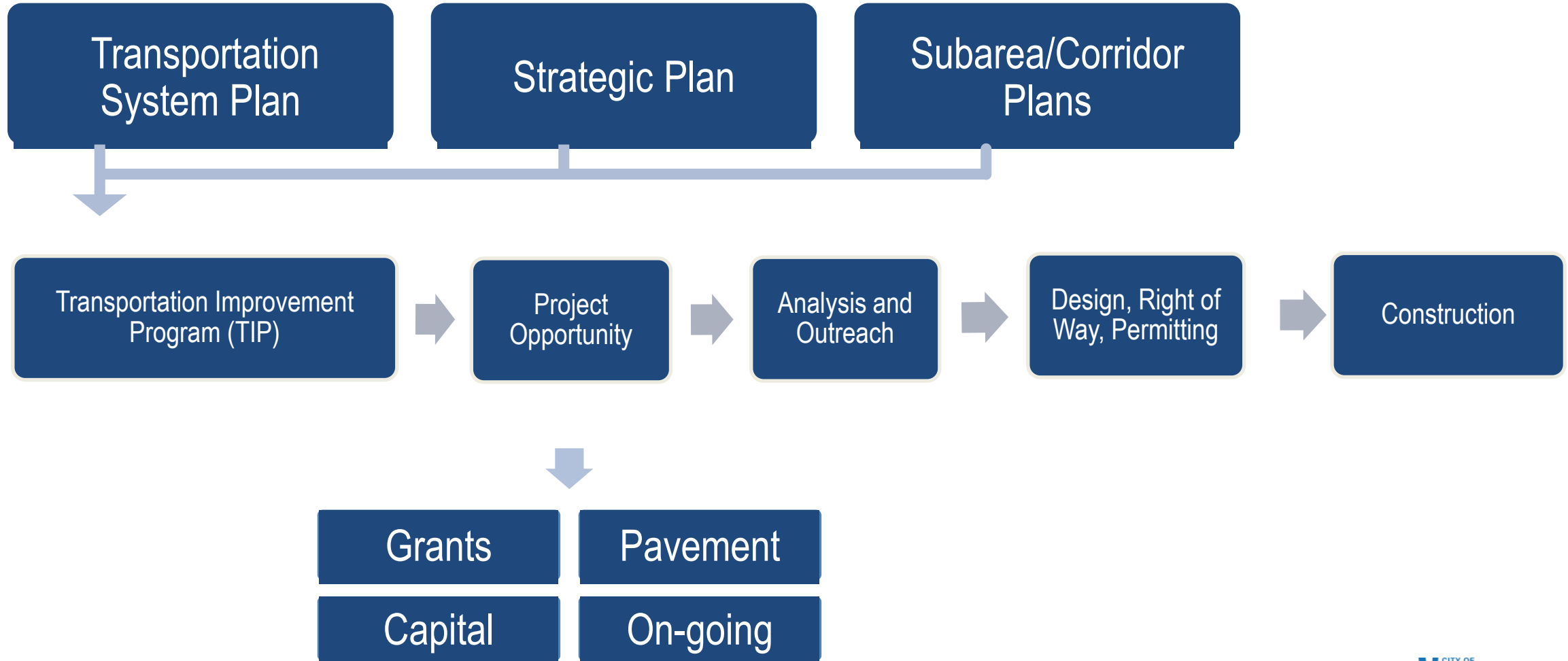
Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



## **Safety**

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

# Transportation Project Pipeline





# Pedestrian Crossing Policy



**Crossing Policy  
Basics**



**Evaluating  
Locations**



**Guide to Crossing  
Treatments**

# Crossing Policy Basics

## What is a crossing policy?

- Document providing guidance for City departments
  - **Where** to install new or enhanced mark crosswalks
  - **What type of improvements to make** at new or enhanced crosswalks

# Vancouver's Crossing Policy

## Why update?

- Last updated in 2010
- Covers uncontrolled locations only. Does not include guidance for:
  - Signalized or stop-controlled intersections
  - School zones
  - Newer types of improvements (e.g., Rectangular Rapid Flash Beacons)
- High-priority action of TSP



# Goals of Updated Policy

- Provide a framework for crosswalks to be installed proactively
- Reduce pedestrian delay and encourage crossing at protected locations by reducing the distance between marked and enhanced crosswalks
- Broaden the way pedestrian demand is evaluated

# Examples of Places Implementing Similar Policies

## [Clark County Pedestrian Crossing Treatment Policy](#) (2018)

- Includes guidance for signalized, stop-controlled, and school zone crossings

## [Denver Uncontrolled Pedestrian Crossing Guidelines](#) (2022)

- Considers latent demand (destinations, transit stops)

## [PedPDX: Portland's Pedestrian Plan](#) (2019)

- Establishes a desired crossing spacing for high-demand areas (pedestrian centers and corridors)

# Evaluating Locations

Locations for new or improved crosswalks are considered proactively based on:

- The pedestrian network identified in the Transportation System Plan
- Desired crosswalk spacing on that network
- Evaluation of the conditions at potential crosswalk sites








# Crossings and the Pedestrian Network

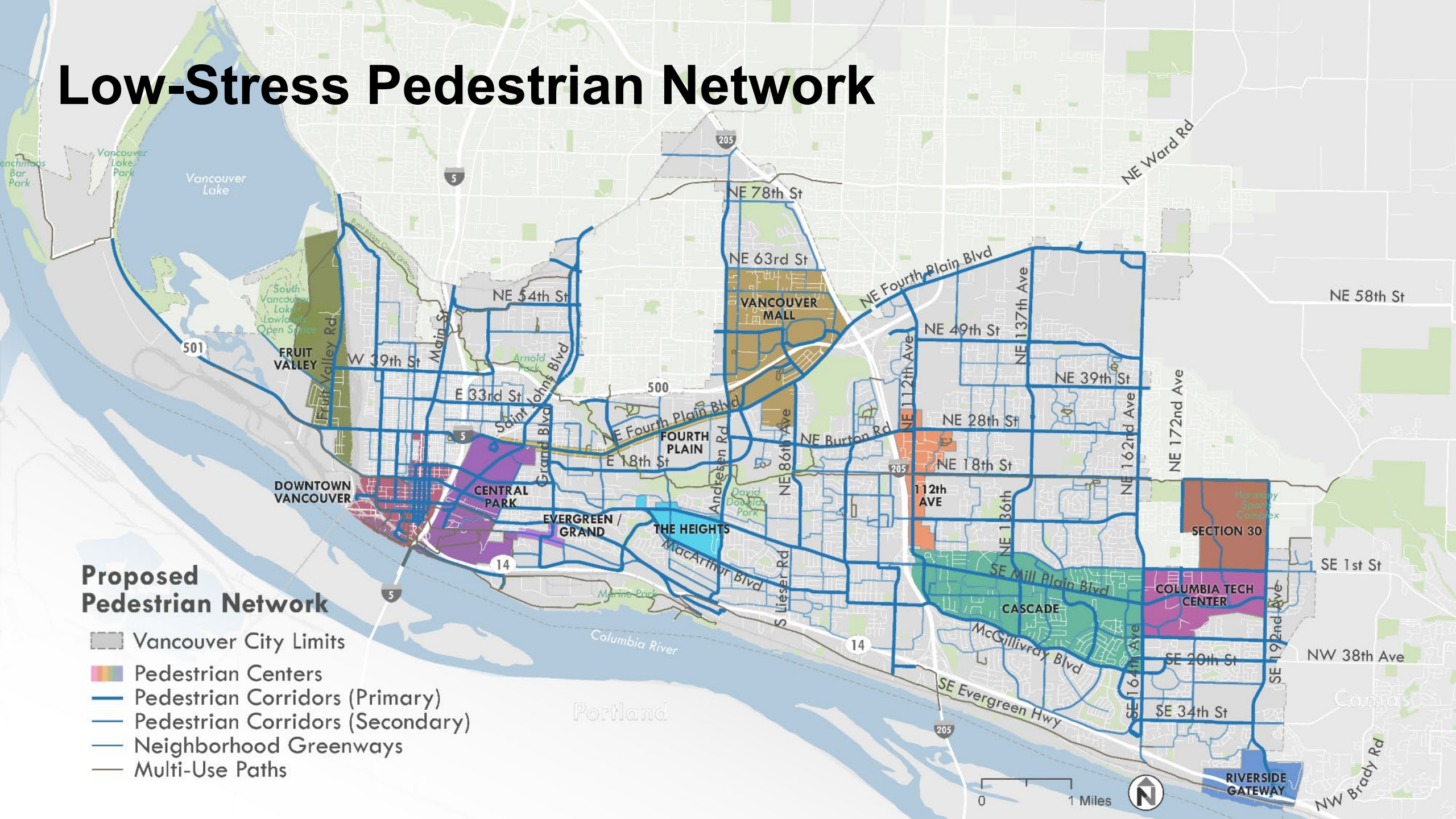
- The TSP identifies pedestrian Corridors and Centers that see a high level of pedestrian activity today or are likely to in the future.
  - Transit lines
  - Commercial, institutional, and multifamily land uses
- Additional marked and enhanced crossings in these areas support walkability by reducing the time and distance people walking must go out of their way to cross safely

*The pedestrian network will be updated in conjunction with the Comprehensive Plan Update*

# Low-Stress Pedestrian Network

## Proposed Pedestrian Network

-  Vancouver City Limits
-  Pedestrian Centers
-  Pedestrian Corridors (Primary)
-  Pedestrian Corridors (Secondary)
-  Neighborhood Greenways
-  Multi-Use Paths



# Desired Spacing Guidelines

Long-term goal for enhanced crosswalks on the pedestrian network:

- Approximately every two blocks on pedestrian corridors within pedestrian centers
- Approximately every three blocks on pedestrian corridors outside of pedestrian centers

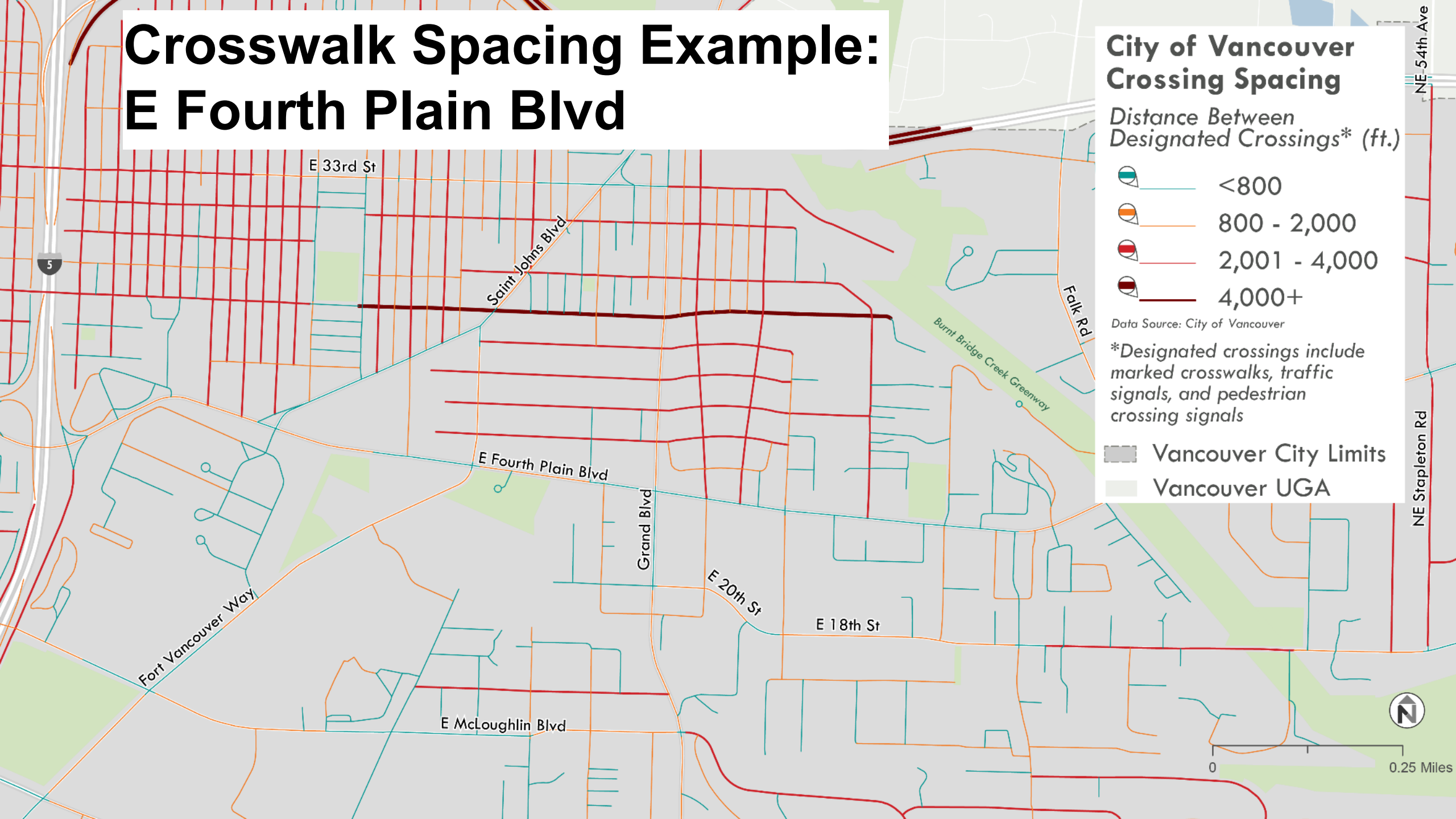
*Additional locations for crossing improvements may be identified by request from the community, in conjunction with maintenance or development projects, etc.*

Walking 800 feet takes approximately:

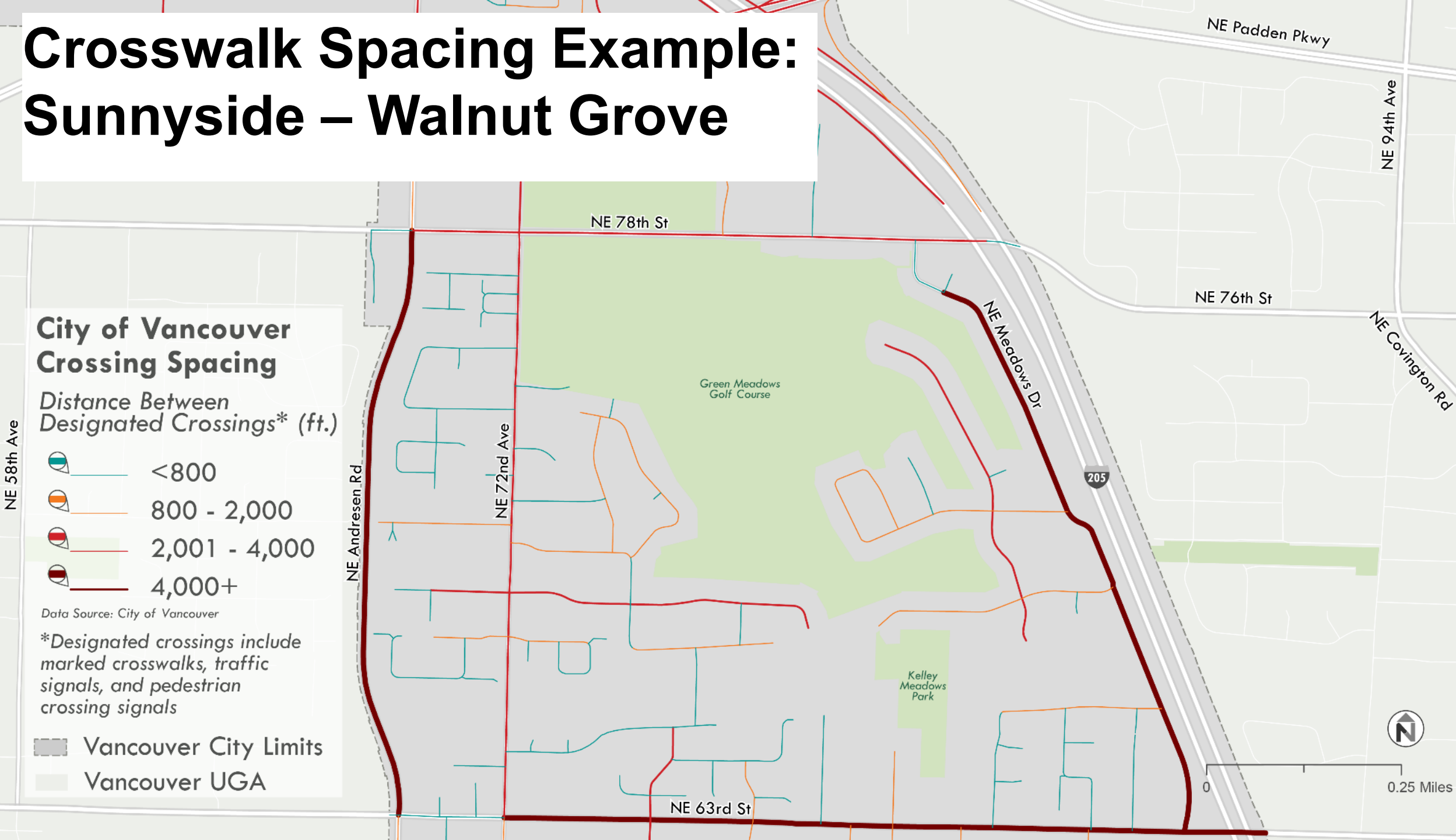
- 3 minutes for an able-bodied adult
- 4 minutes for an older adult
- 5 or more minutes for a toddler or person with a disability



# Crosswalk Spacing Example: E Fourth Plain Blvd



# Crosswalk Spacing Example: Sunnyside – Walnut Grove



# Site Evaluation

Considerations for choosing a specific site for a crossing improvement:

- School walk routes
- Daily traffic volumes
- Existing or potential demand
- Stopping sight distance
- Americans with Disabilities Act (ADA) accessibility
- Crash history
- Distance to nearest marked crossing



# Evaluating Existing and Potential Demand

High-demand locations meet any of the following:

- On a pedestrian corridor or within a pedestrian center
- Direct connection to a destination or multimodal connection (share-use path or trail, neighborhood greenway, transit stop)
- Any sidewalk, shared-use path, or street adjacent to the location sees 20 or more pedestrians per hour (with children, older adults, and people with disabilities counted as two people each)

# Guide to Crossing Improvements

- Basic Elements
- Geometric Elements
- Beacons and Signals
- Enhancements at Signalized Intersections
- School Zone Elements

# Basic Elements

- Curb ramps
- Marked crosswalks
- Lighting
- Supplemental signs and markings





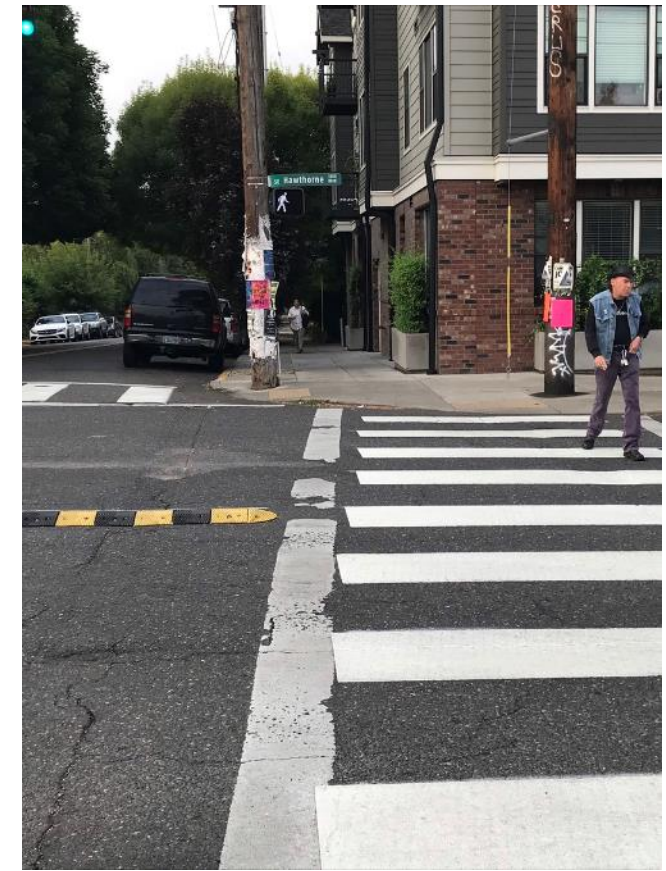
# Geometric Elements

Designs that reduce crossing distance

- Curb extensions
- Pedestrian refuge islands

Designs that reduce vehicle speeds

- Raised crosswalks
- Reduced curb radii
- Standard lane widths
- Centerline hardening





# Beacons and Signals

- Rectangular Rapid Flashing Beacons
- Pedestrian hybrid beacons
- Half signals



# Signalized Intersections

- Pedestrian signal-heads and accessible pedestrian signals
- Leading pedestrian interval
- Left-turn signal phase (protected left)
- Right-turn phase or prohibition
- Exclusive pedestrian interval





# School Zones

- School crossing warning signs
- In-street pedestrian crossing signs



# Selecting Improvements for Uncontrolled Crossings

CROSSWALK DESIGN BY ROADWAY TYPE*														
VEHICLE ADT >4,000 - 9,000			VEHICLE ADT >9,000 - 12,000			VEHICLE ADT >12,000 - 15,000			VEHICLE ADT >15,000					
≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH			
TWO LANES			●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITH RAISED MEDIAN			●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITHOUT RAISED MEDIAN			●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITH RAISED MEDIAN			●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITHOUT RAISED MEDIAN			●	●	●	●	●	●	●	●	●	●	●	●

\*All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.

- Marked crosswalk
- Marked crosswalk, geometric elements, enhanced signing and striping
- Marked crosswalk, geometric elements, and RRFB
- Marked crosswalk, geometric elements and pedestrian hybrid beacon, half signal, or full signal



**Questions or comments?**



# Initial Project Evaluation Results



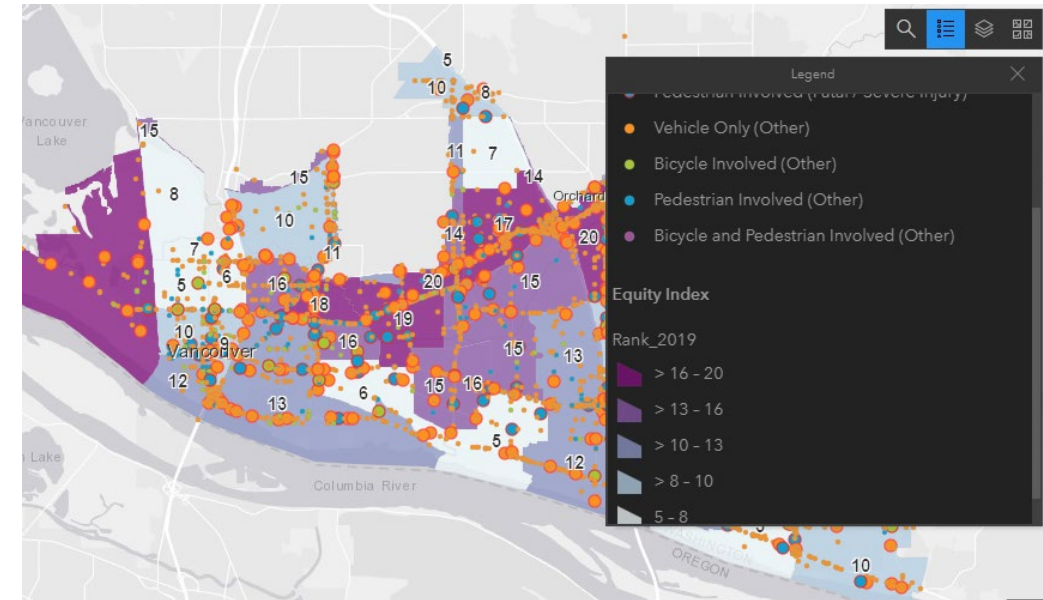
**Where should we  
invest?**



**Next Steps**

# 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)







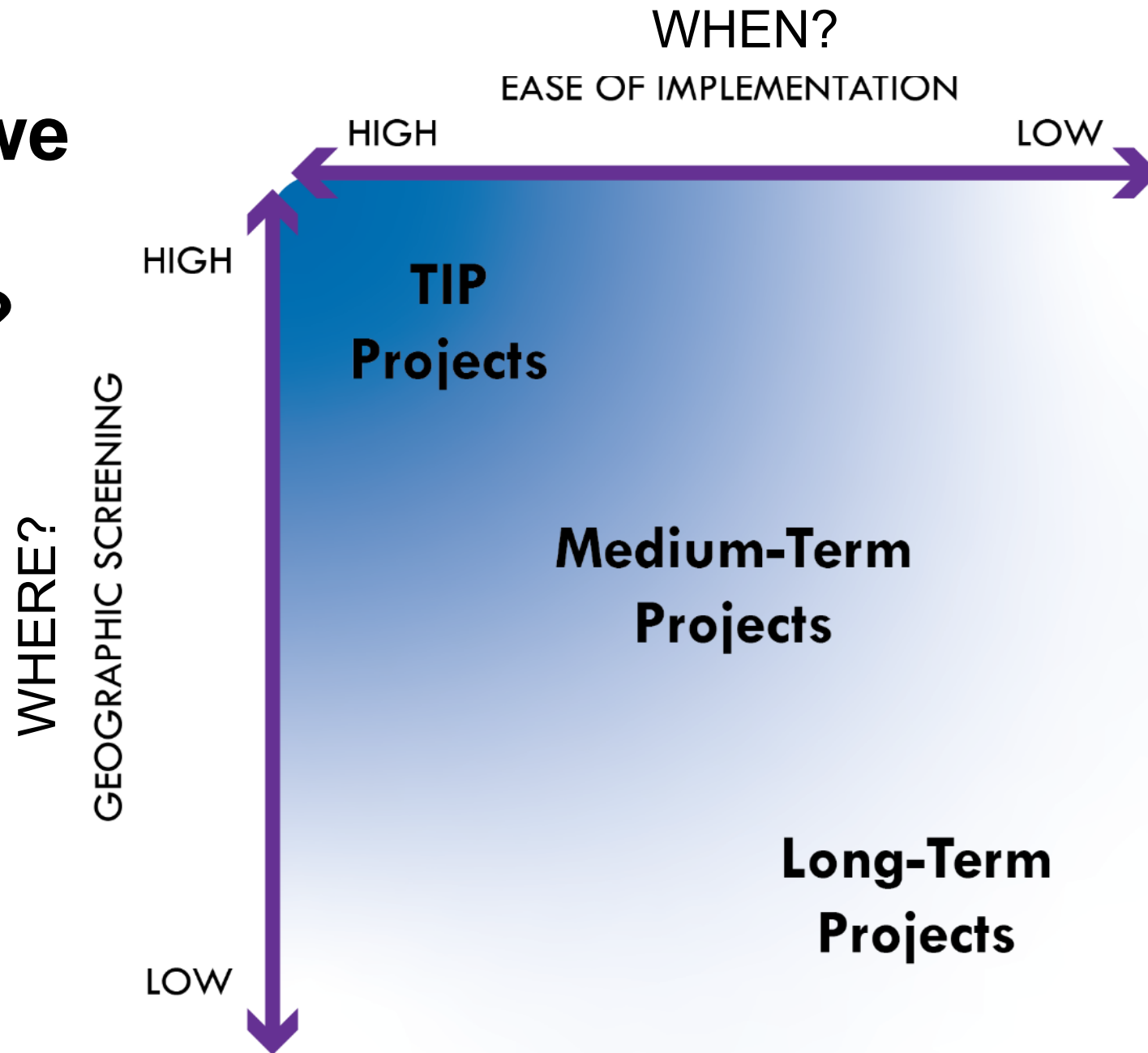
# High-Priority Locations

- Fourth Plain Blvd
- E 33rd
- E 18<sup>th</sup> St
- NE 28<sup>th</sup> St
- Mill Plain Blvd
- McGillivray Blvd
- Fruit Valley Rd
- Main St
- St Johns/St James
- Vancouver Way
- Grand Blvd
- Andresen Rd
- 86<sup>th</sup> Ave
- 112<sup>th</sup> Ave
- 136<sup>th</sup>/137<sup>th</sup>
- 164th/162<sup>nd</sup>
- 192<sup>nd</sup>
- Streets within pedestrian districts

# Next Steps: 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

# How do we prioritize projects?



# Next Steps

- Street typology and standards update
- Performance measures
- Funding recommendations



# Thank You

