



# Transportation System Plan Update

Transportation and Mobility Commission Workshop  
June 6, 2023



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

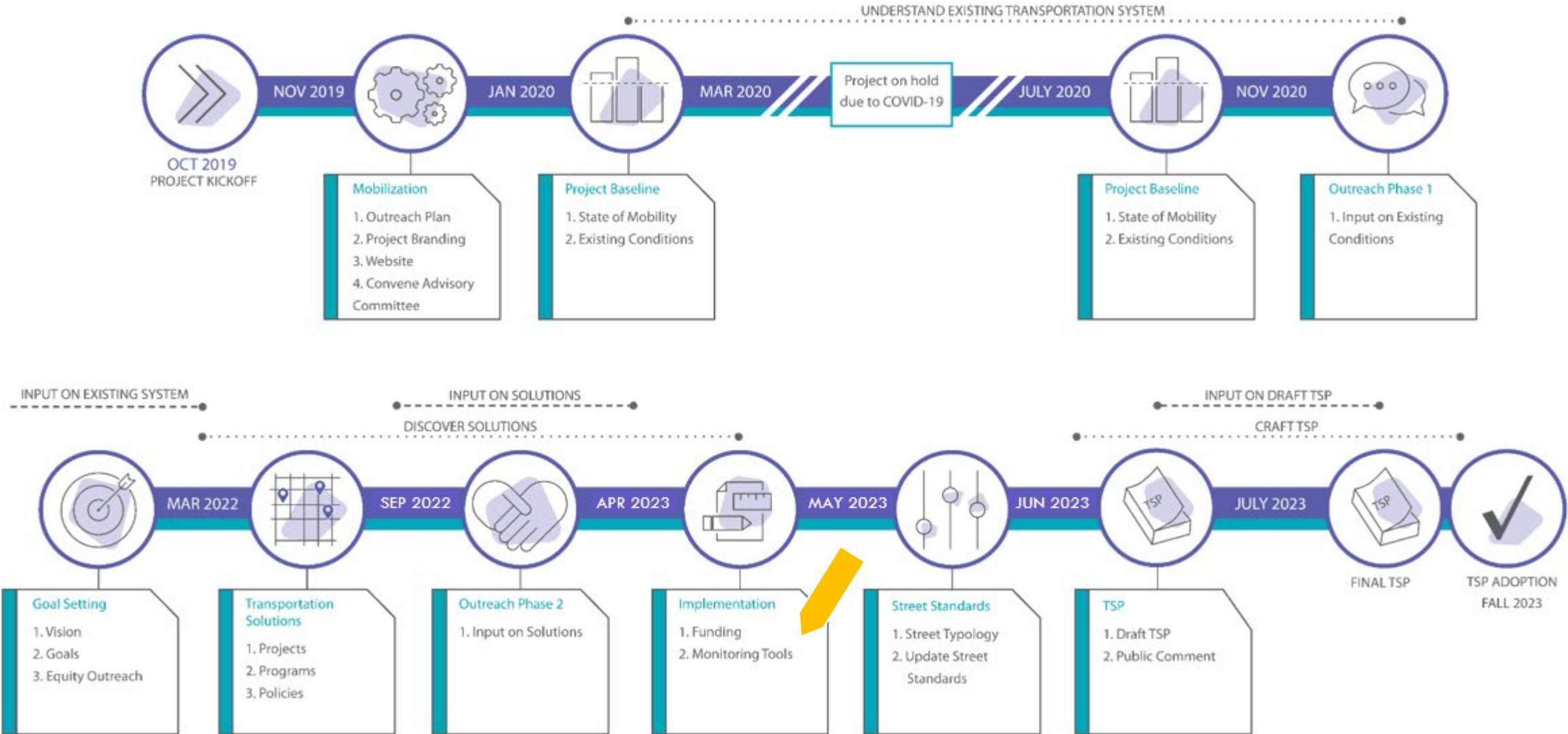
**Stephanie Wright**, Principal, Nelson\Nygaard Consulting

# Agenda

- Presentation purpose: gather feedback on the following Transportation System Plan elements:
  - Funding highlights
  - Capital projects



# 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>Polices 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 2, 2023; June 6, 2023                              |
|                                   |   | Council workshop       | May 22, 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        | September 5, 2023; November 7, 2023                                   |
|                                   |   | Council workshop       | July 10, 2023; September 11, 2023; November 6, 2023; December 4, 2023 |
|                                   |   | Council resolution     | December 18, 2023   |

# 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

## Mar 7, 2023

- Pedestrian Crossing Policy
- Initial project evaluation results

## May 2, 2023

- Performance measures

# 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 Implementation: Funding



**Transportation  
Funding in  
Vancouver**



**TIP and CFP**



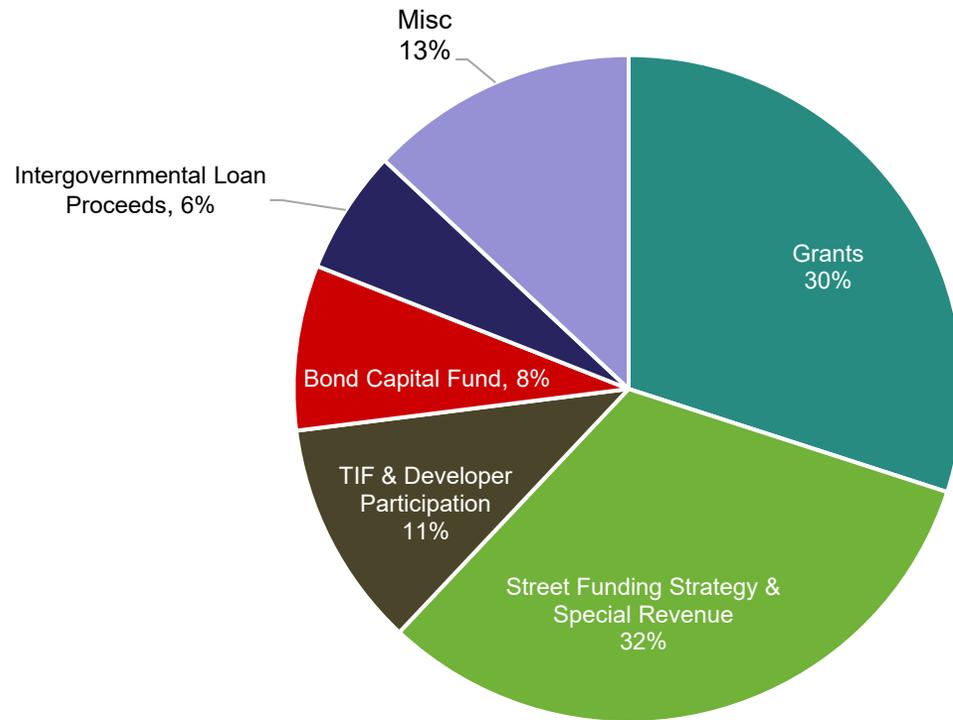
**Project  
Prioritization**

# Funding Takeaways

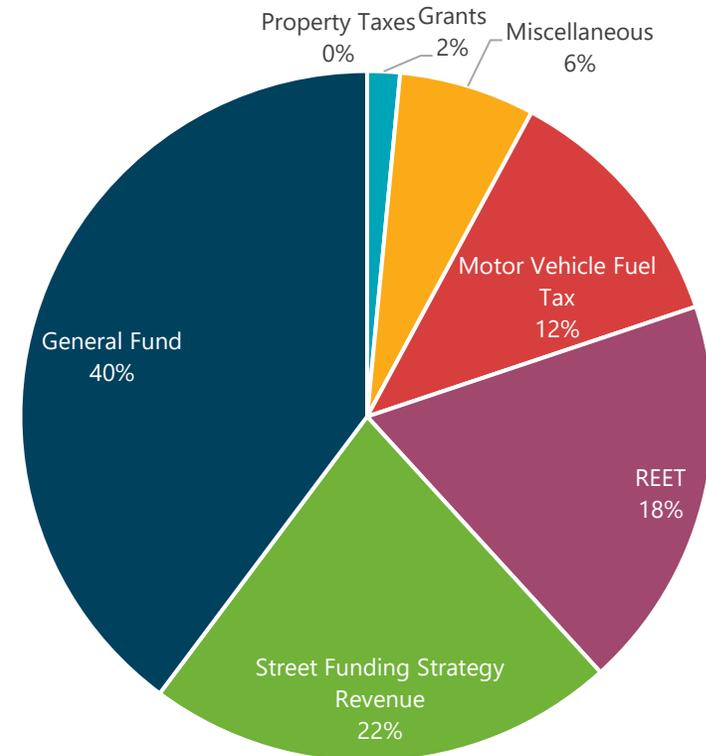
- Vancouver has a solid funding foundation with the Street Funding Strategy (SFS) which includes recent changes to the Business License Surcharge (BLS) and Transportation Benefit District (TBD)
- The TSP identifies new ped/small mobility projects that meet TSP goals
- Adopted project prioritization framework will reset the 6-Year Transportation Improvement Program (TIP) and 20-Year Capital Facilities Program (CFP) and Transportation Impact Fee (TIF) project lists
- The TSP identifies new policies and programs that meet TSP goals
- While funding outlook is positive, additional capacity (FTE) is needed to deliver
- New grants and using developer fees to pay for multimodal projects and programs are being explored

# Our transportation system is funded primarily through grants, the general fund, and the SFS

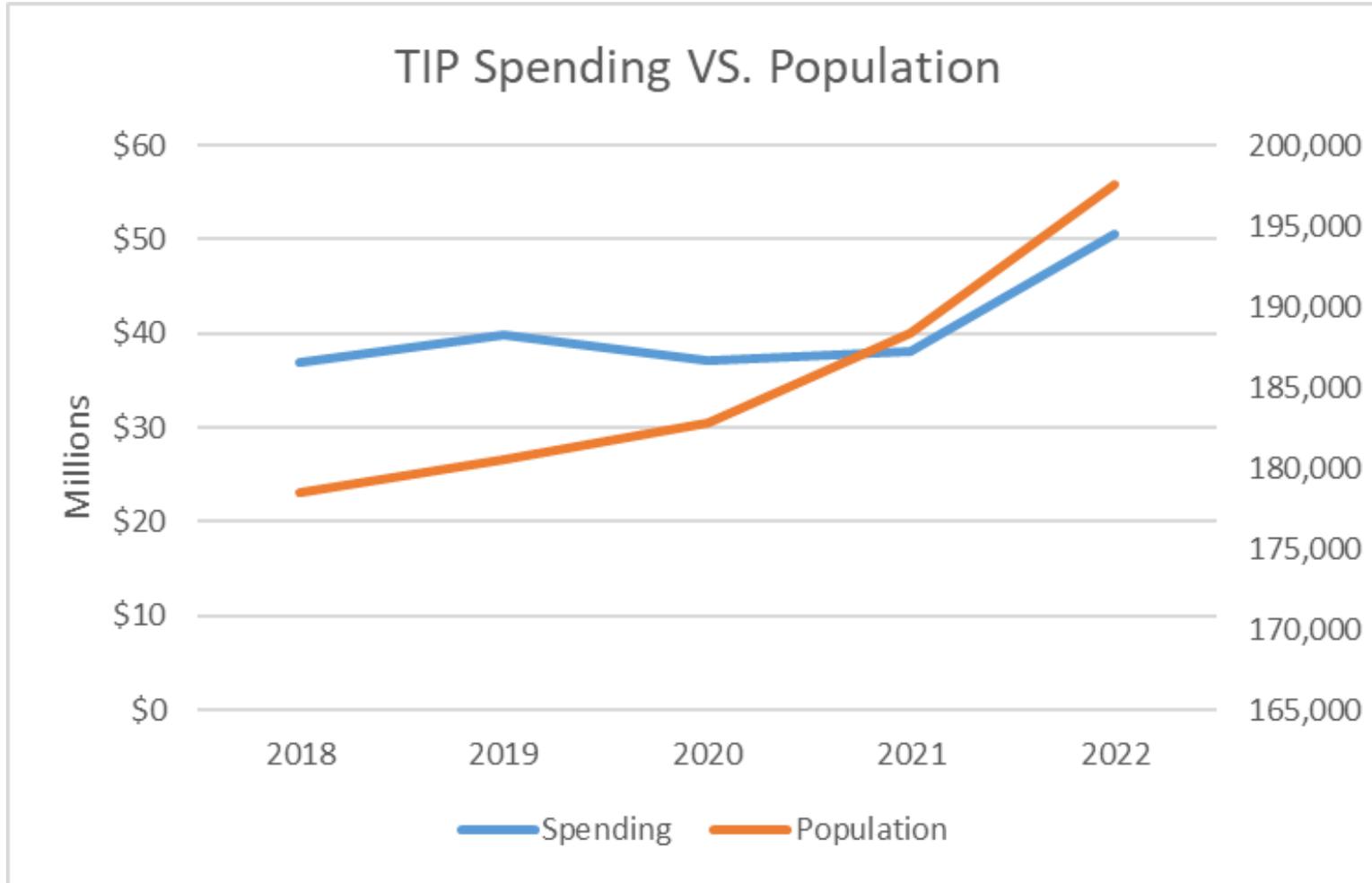
## Capital Revenue Sources



## Maintenance Revenue Sources



# Transportation Spending vs Population Growth



**Source**

Spending: 2024-2029 DRAFT TIP

Population: 2018 – 2021 ACS 5-year, 2022 from Washington State Office of Financial Management

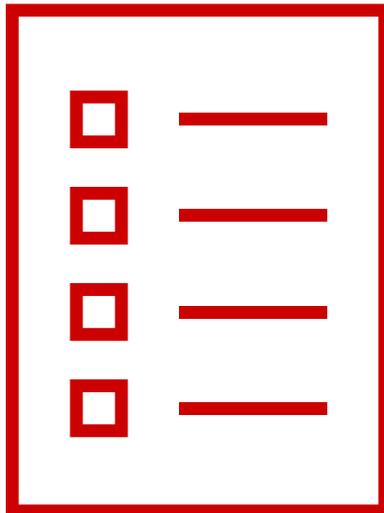


# The TIP and the CFP

- 6-year capital project list; some programs
- Updated annually
- Intent is to include funded projects or those expected to be funded in the 6-year timeframe

- All capital projects needed to keep up with growth (schools, utilities, transportation)
- Updated with Comprehensive Plan
- Unfunded projects

## TIP



Over time,  
partially funded  
and unfunded  
projects were  
added to the TIP

## CFP



# There is \$133.2M in funded projects and programs in the 2024-2029 TIP

But 72% of the project and program estimates in the TIP are unfunded...

| Category         | 6 Year Planned Funding | % of \$ Total | # of Projects and Programs |
|------------------|------------------------|---------------|----------------------------|
| Funded           | \$133.2M               | 20%           | 26                         |
| Partially Funded | \$54.7M                | 8%            | 15                         |
| Unfunded*        | \$486.8M               | 72%           | 67                         |
| Total            | \$674.8M               | 100%          | 108                        |

\* Uses higher end of estimated project scope costs

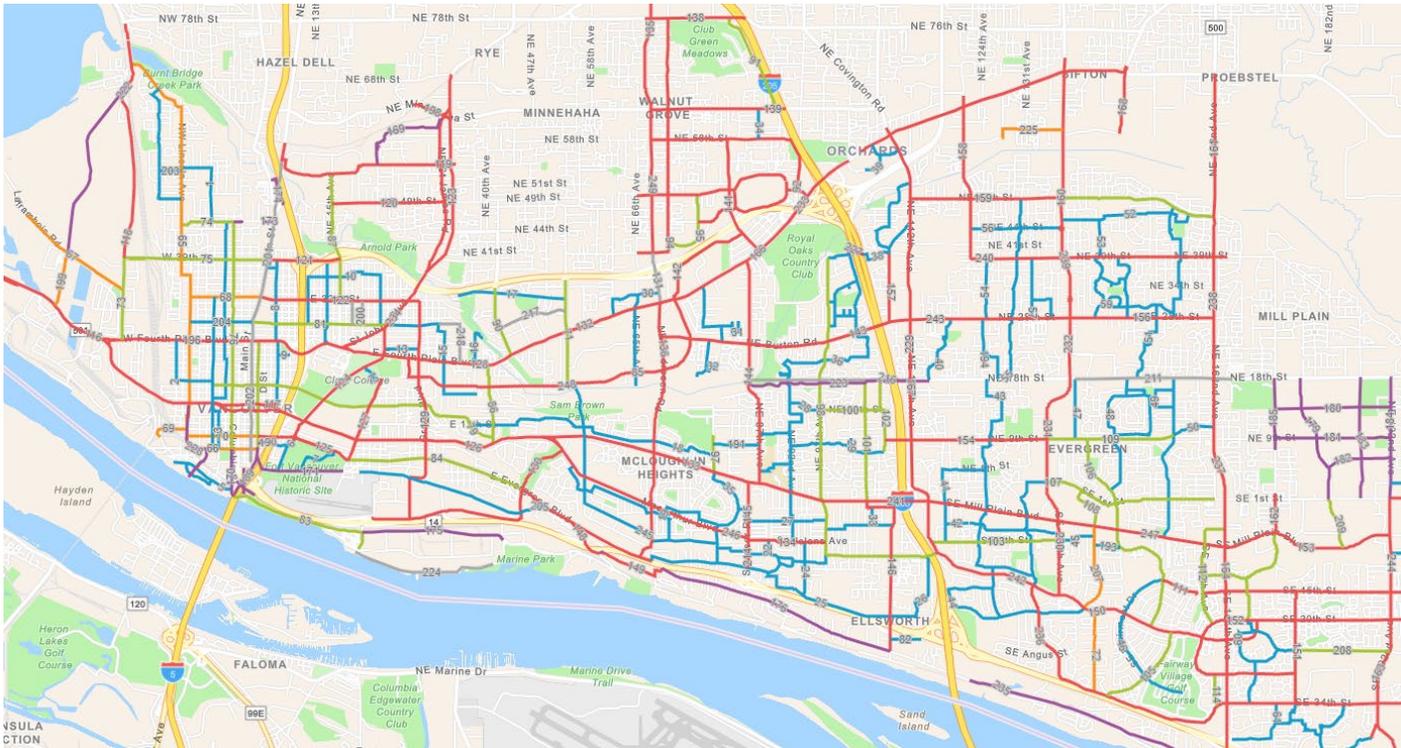
Of the unfunded projects and programs...

| Project Type                       | % of Unfunded | # of Projects |
|------------------------------------|---------------|---------------|
| Active Transportation Improvements | 12%           | 15            |
| Arterial Improvement               | 84%           | 29            |
| Signal & Lighting Improvements     | 4%            | 23            |

# Core Components of the TSP

- Modal networks focused on pedestrian and small mobility

- List of new capital projects to implement TSP
- How to add these projects into TIP?

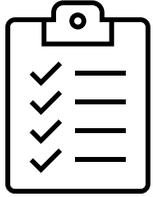


# Updated Prioritization Framework



## ① Where should we invest? What should be our top priority?

*Presented  
To TMC  
3/7/23*



**TSP Capital  
Project List**



### Criteria:

|                            |
|----------------------------|
| Equity                     |
| Collision Rate & Type      |
| Access to Essential Places |
| Future Growth Areas        |



|                        |
|------------------------|
| <b>High Priority</b>   |
| <b>Medium Priority</b> |
| <b>Low Priority</b>    |

## ② When should we invest?

*New  
Material*

| Criteria:  | Later | Sooner |
|--|-------|--------|
| Pavement Program Opportunities?                    | No    | Yes    |
| Coordination with Other Agencies?                  | No    | Yes    |
| Quick Wins: Fills a pedestrian/small mobility gap? | No    | Yes    |
| Environmental Impacts?                             | Yes   | No     |
| ROW Impacts?                                       | Yes   | No     |



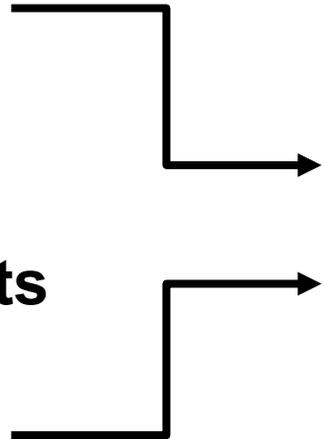
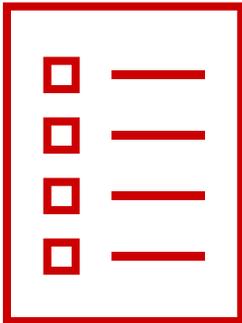
|                    |
|--------------------|
| <b>Near-term</b>   |
| <b>Medium-term</b> |
| <b>Long-term</b>   |

# Re-Prioritization of Projects

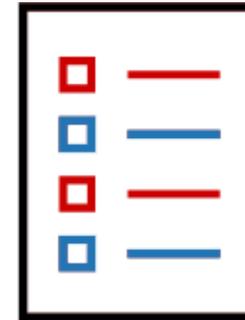
TSP Projects



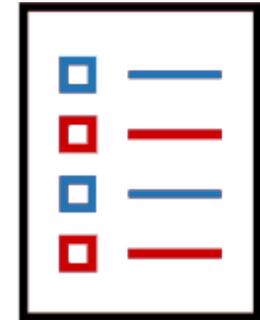
TIP Projects



New TIP  
2025-2030

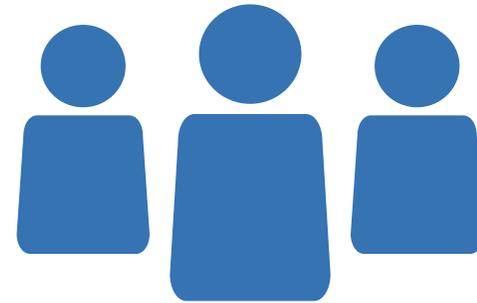


CFP



# Core Components of the TSP

**New multimodal policies and programs will require more capacity (FTE) to deliver**



# We're exploring ways for existing developer contributions to support multimodal projects

There are 3 policies in the TSP that will help get us there...

| Policy                     | Description   |
|----------------------------|---|
| Traffic Impact Analysis    | Update traffic impact procedures for capital and development projects to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, more realistic baseline traffic growth, and TDM mitigations. |
| Concurrency Standard       | Update concurrency to include multimodal metrics beyond just vehicle travel speed. Update Title 11.   |
| Transportation Impact Fees | Add ped/small mobility projects to the TIF list and update TIF rates. Update Title 20.  |

# We're also exploring new grant opportunities to support new programs

- **Federal**
  - **Safe Streets for All (SS4A) Program**
    - Fund local initiatives to prevent deaths and serious injuries
  - **PROTECT Discretionary Grant Program**
    - Surface transportation projects addressing climate crisis
- **State**

Zero-emissions  
Access  
Program

Green  
Transportation  
Capital Grant  
Program

Transit  
Support  
Grant

Transportation  
Demand  
Management  
Grant

Public  
Transit  
Rideshare  
Program

**Questions or comments?**



# TSP Capital Projects



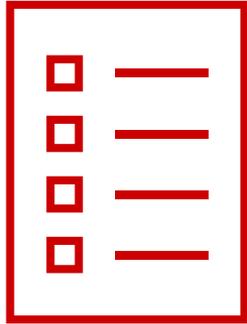
**Map**



**Examples**

# Capital Projects

## TIP Projects



- Mix of programs, roadway projects, complete streets

## TSP Projects



- Walking and Small Mobility investments

# Creating the TSP Capital Projects

## Future low-stress small mobility network



## Future low-stress pedestrian network



Existing Conditions

- The delta – what needs to change from today to tomorrow
- Turns into project list

# Typical Capital Projects

- Making existing Bike /Small Mobility facilities more comfortable for a larger market
- Adding new Bike / Small Mobility facilities
- Filling sidewalk gaps
- Adding crossings that meet city's updated crossing policy

## Types of Crossings

Level 1



Level 2



Level 3



# TSP Capital Project Summary

## 229 projects

|                          |        |          |
|--------------------------|--------|----------|
| Bike/ Small Mobility: 33 | Ped: 8 | Both 188 |
|--------------------------|--------|----------|

## Sidewalk infill (linear miles)

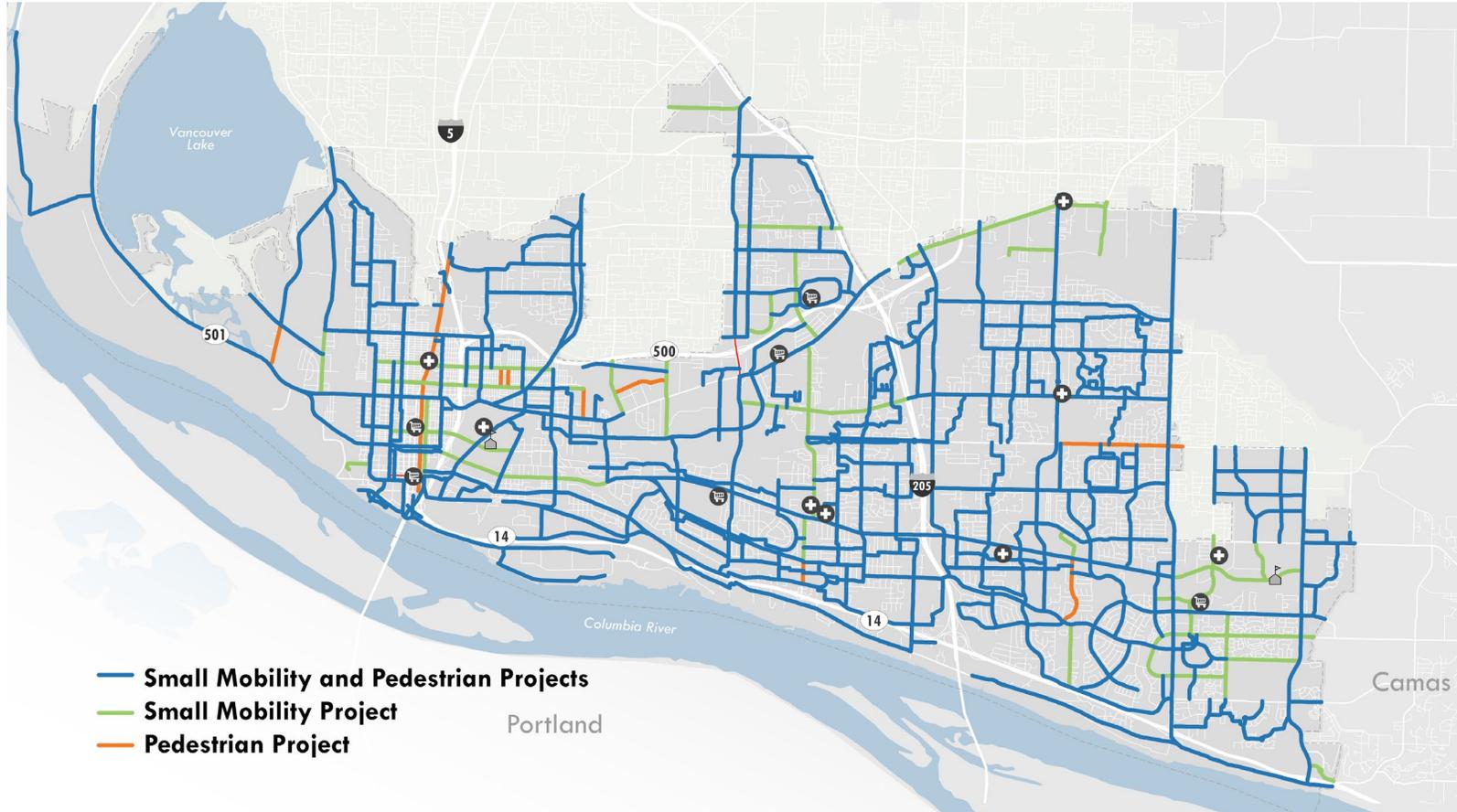
|                     |                                     |
|---------------------|-------------------------------------|
| Existing: 630 miles | Proposed: 156 miles (125% increase) |
|---------------------|-------------------------------------|

## 324 New Crossings

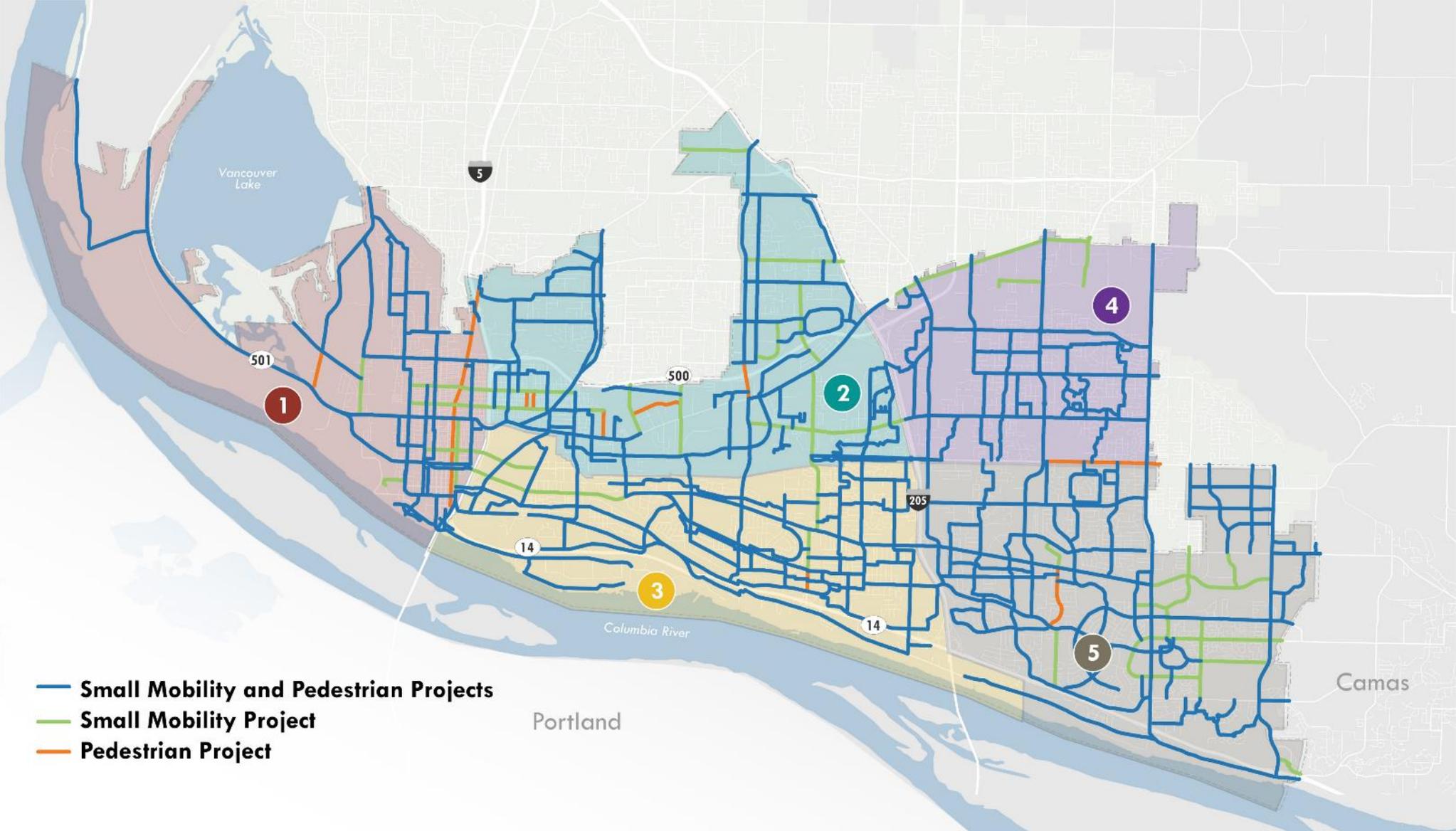
|            |             |              |
|------------|-------------|--------------|
| Level 1: 8 | Level 2: 89 | Level 3: 227 |
|------------|-------------|--------------|

## Small Mobility Facilities (one-way distance)

|                     |                                     |
|---------------------|-------------------------------------|
| Existing: 197 miles | Proposed: 247 miles (226% increase) |
|---------------------|-------------------------------------|



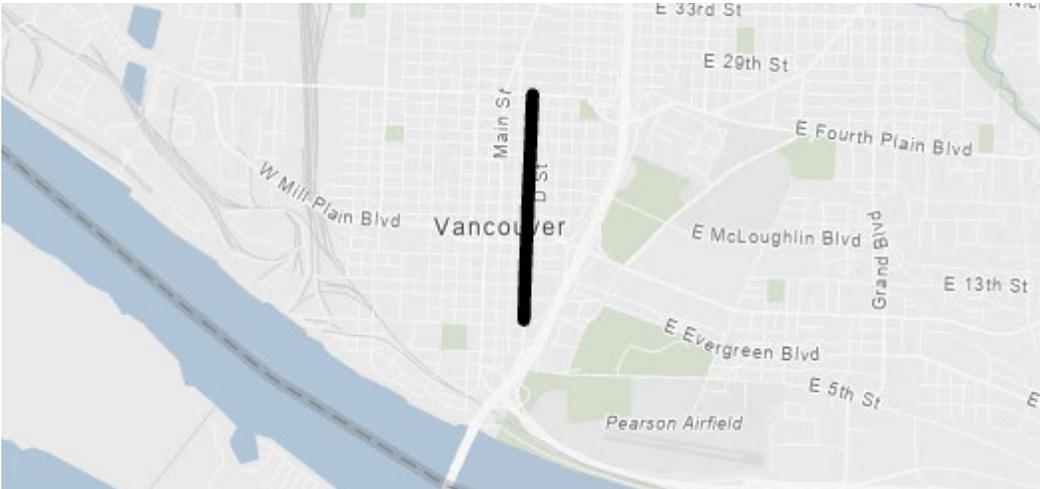
# Capital Projects by Area of the City



# Capital Projects Example

**Bike/Small Mobility:** upgrading a bike facility to a Protected Bike Lane; 1 new crossing

|                 |   |
|-----------------|---|
| <b>ID</b>       | 29  |
| <b>Location</b> | C St                                      |
| <b>Extent</b>   | Fourth Plain Blvd to E 8 <sup>th</sup> St |

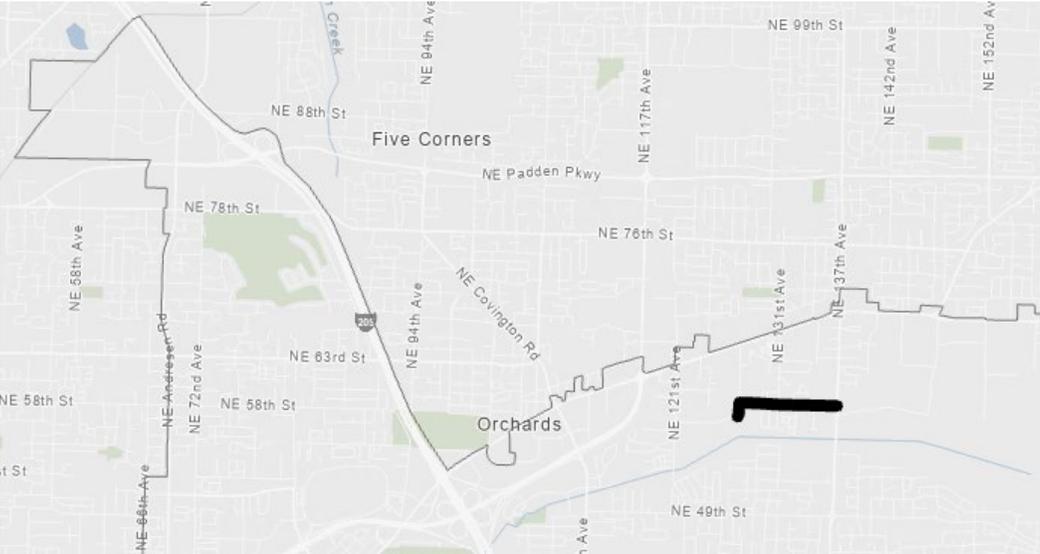


C St at E 13<sup>th</sup> St

# Capital Projects Example

**Bike/Small Mobility:** new BSM link – bike lane; ½ mile of sidewalk infill

|                 |  |
|-----------------|--|
| <b>ID</b>       | 173  |
| <b>Location</b> | NE 59 <sup>th</sup> St                               |
| <b>Extent</b>   | NE 127 <sup>th</sup> Ave to NE 137 <sup>th</sup> Ave |

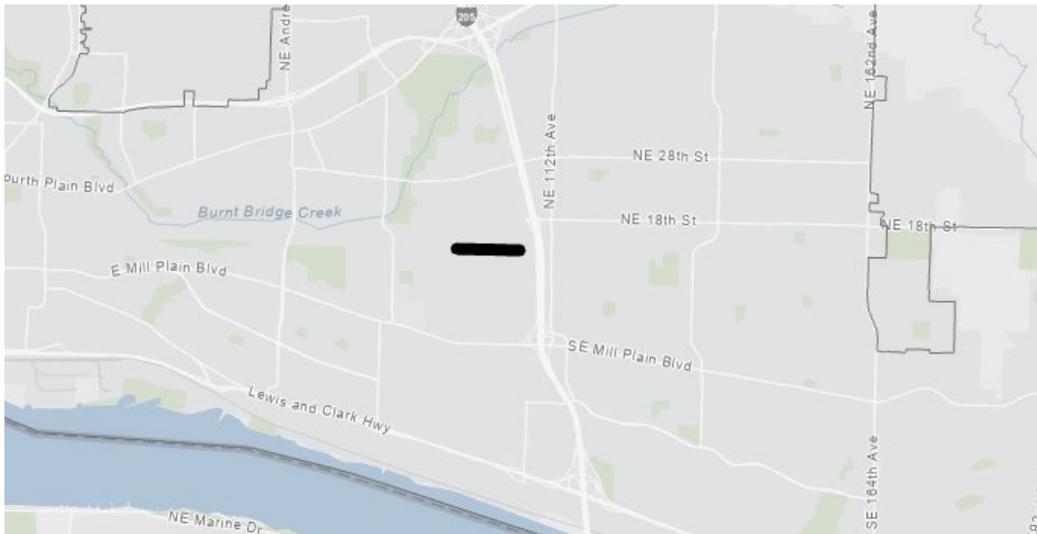


NE 59<sup>th</sup> St at NE 135<sup>th</sup> Ave

# Capital Projects Example

**Bike/Small Mobility & Ped network:** upgrading shared roadway to buffered bike lane; ¼ mile of sidewalk infill

|                 |   |
|-----------------|---|
| <b>ID</b>       | 142   |
| <b>Location</b> | NE 14 <sup>th</sup> St                              |
| <b>Extent</b>   | NE 97 <sup>th</sup> Ave to NE 107 <sup>th</sup> Ave |

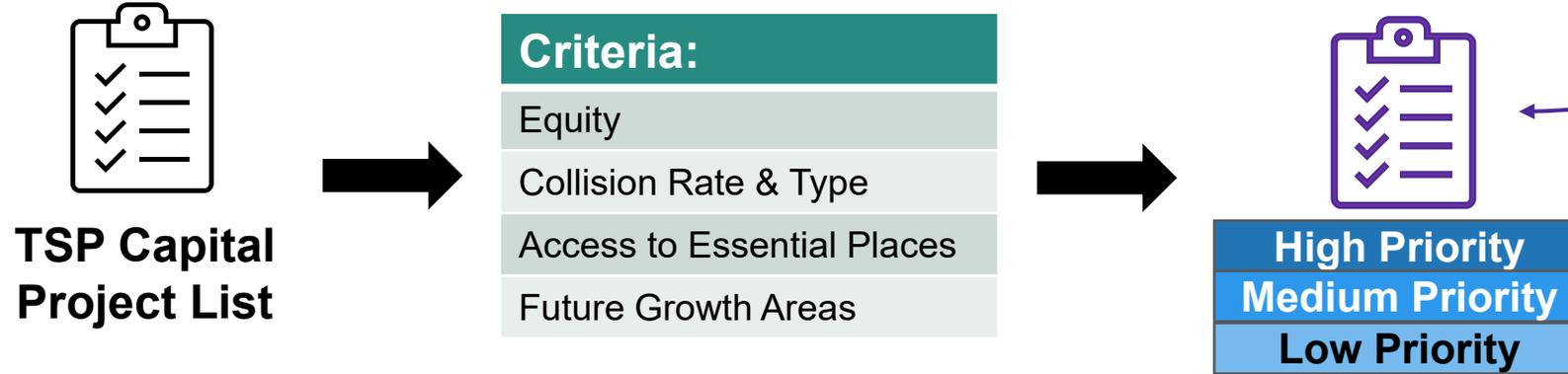


*Marrion Elem. School on NE 14<sup>th</sup> St*

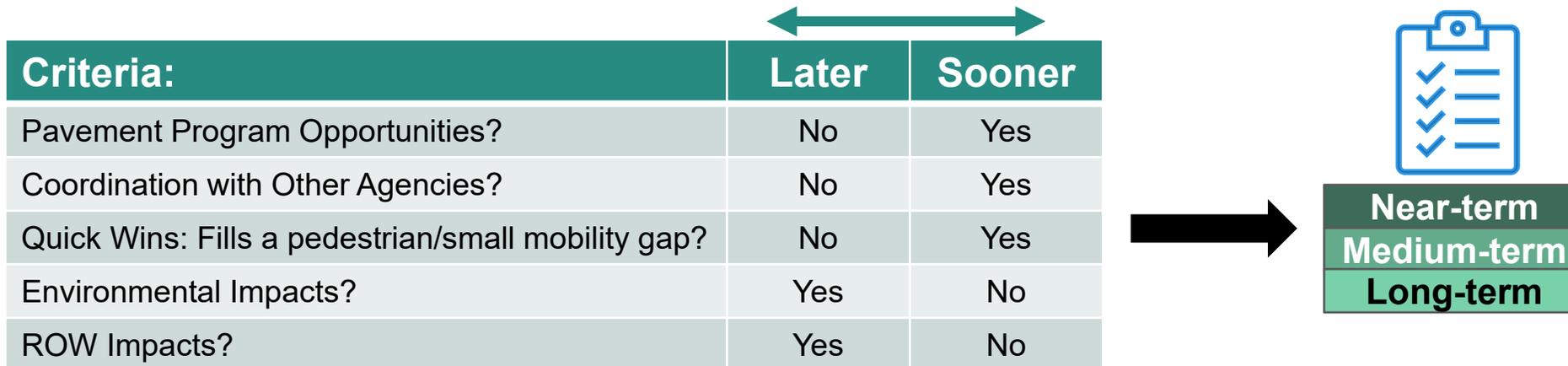
# Updated Prioritization Framework



➔ ① Where should we invest? What should be our top priority?



② When should we invest?

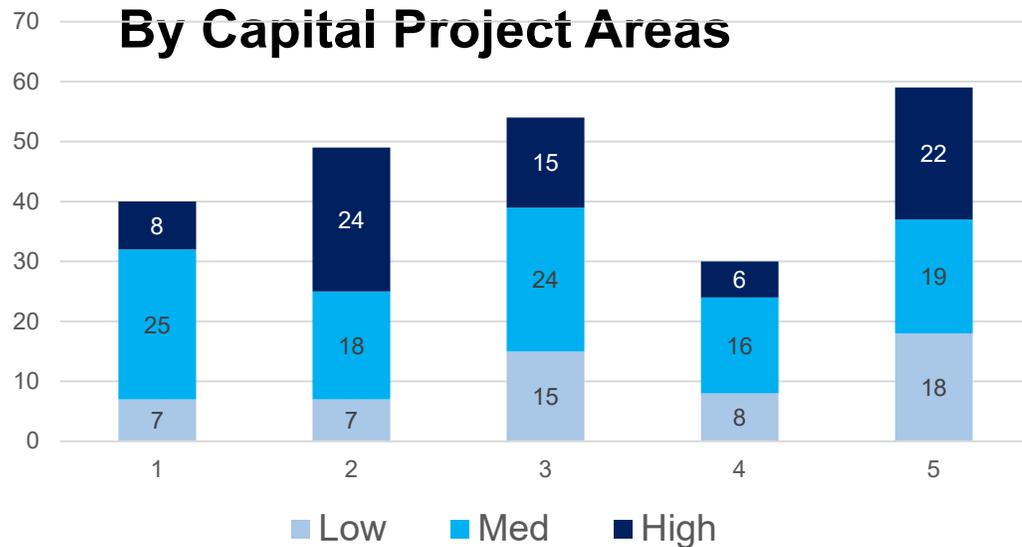


# Prioritization: Where should we invest

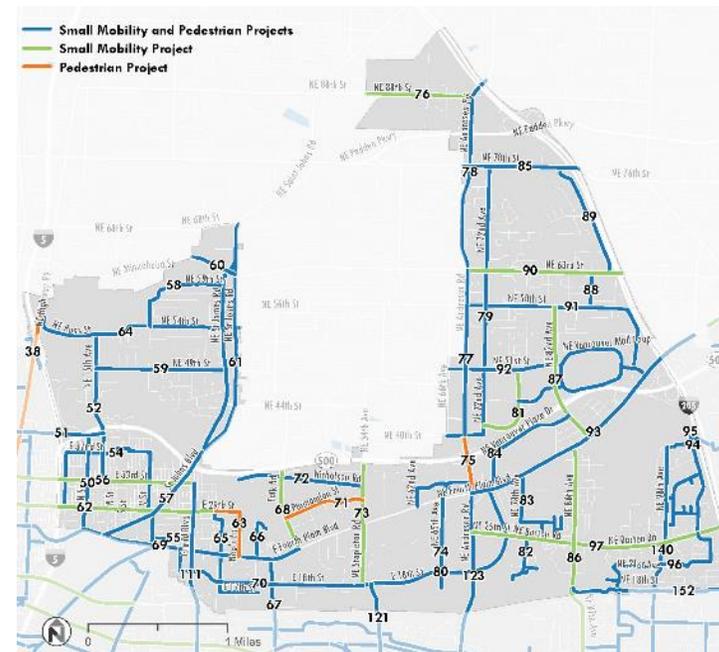
| Priority | Total Num. of Projects | Total miles of bike facilities | Total miles of sidewalk infill |
|----------|------------------------|--------------------------------|--------------------------------|
| High     | 75 (33%)               | 85                             | 23                             |
| Medium   | 99 (43%)               | 110                            | 79                             |
| Low      | 55 (24%)               | 83                             | 54                             |

## Key Findings

- Projects are distributed across priority levels
- Highest share of **High priority projects in Zones 2 and 5** where the city's equity scores are high and population and essential places are concentrated



Transportation System Plan Update — 30



# Prioritization: Where should we invest



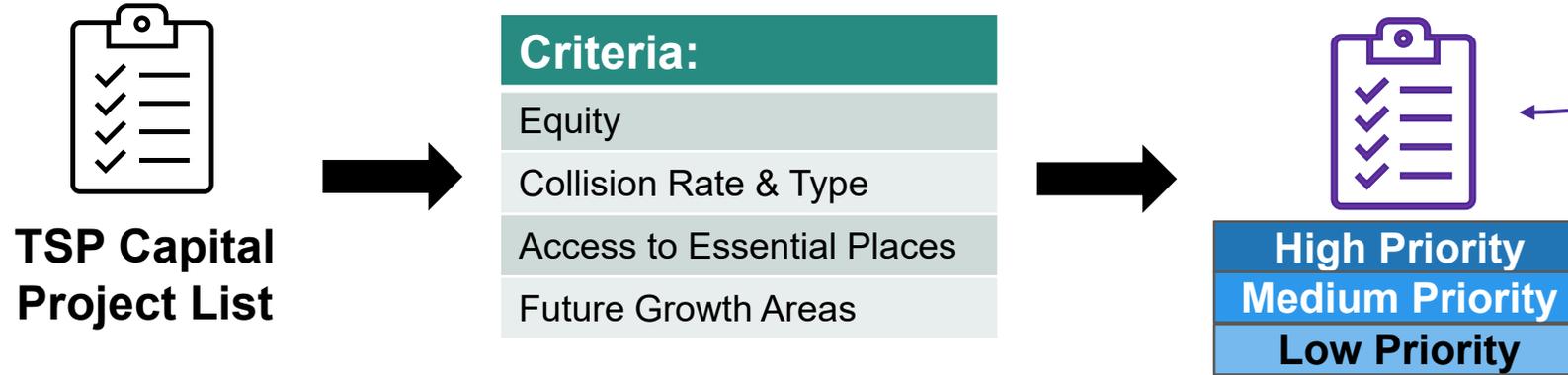
## High-Priority Locations

- Andresen Rd
- NE Burton St
- Grand Blvd
- Fourth Plain Blvd
- Fort Vancouver Way
- Main St
- Mill Plain Blvd
- E 33<sup>rd</sup> St
- NE 12th / 58<sup>th</sup> / 72<sup>nd</sup> / 86th Ave
- NE 136th / 138th Ave
- SE 164th Ave
- SE 6<sup>th</sup> / 7<sup>th</sup> / 10<sup>th</sup> / 15<sup>th</sup> St
- Streets in pedestrian districts

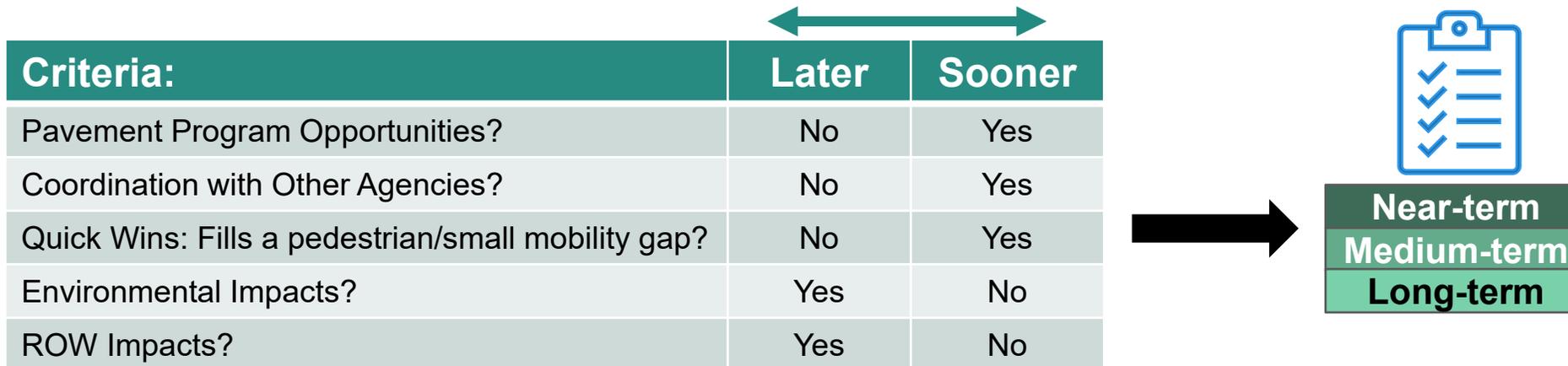
# Updated Prioritization Framework



① Where should we invest? What should be our top priority?



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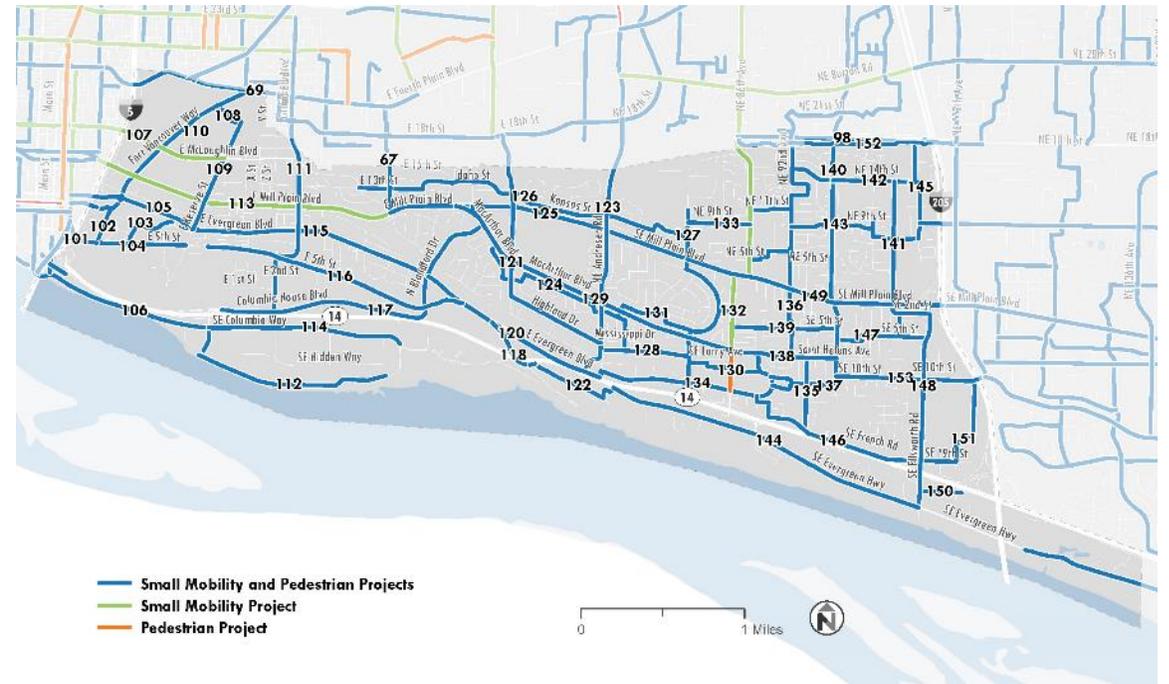
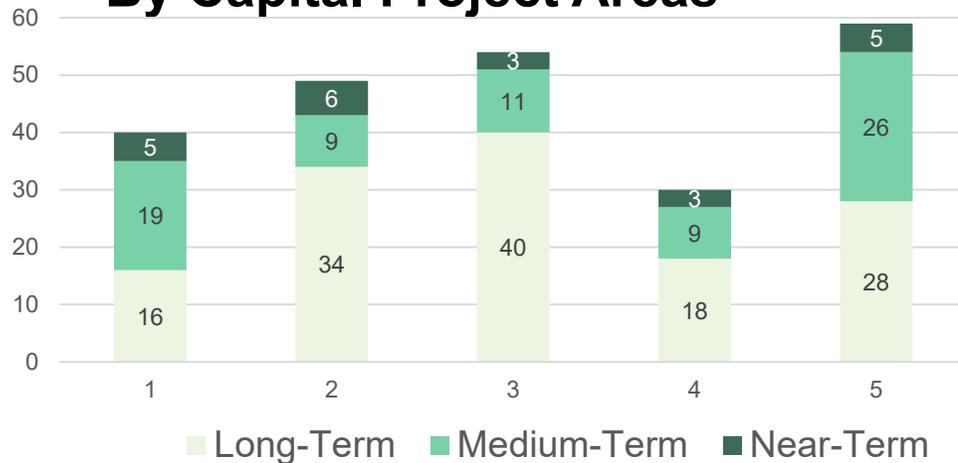
# Prioritization: When should we invest?

| Timing      | Total Num. of Projects | Total miles of bike facilities | Total miles of sidewalk infill |
|-------------|------------------------|--------------------------------|--------------------------------|
| Near-Term   | 22 (10%)               | 24                             | 0.8                            |
| Medium-Term | 71 (31%)               | 60                             | 31                             |
| Long-Term   | 136 (59%)              | 164                            | 124                            |

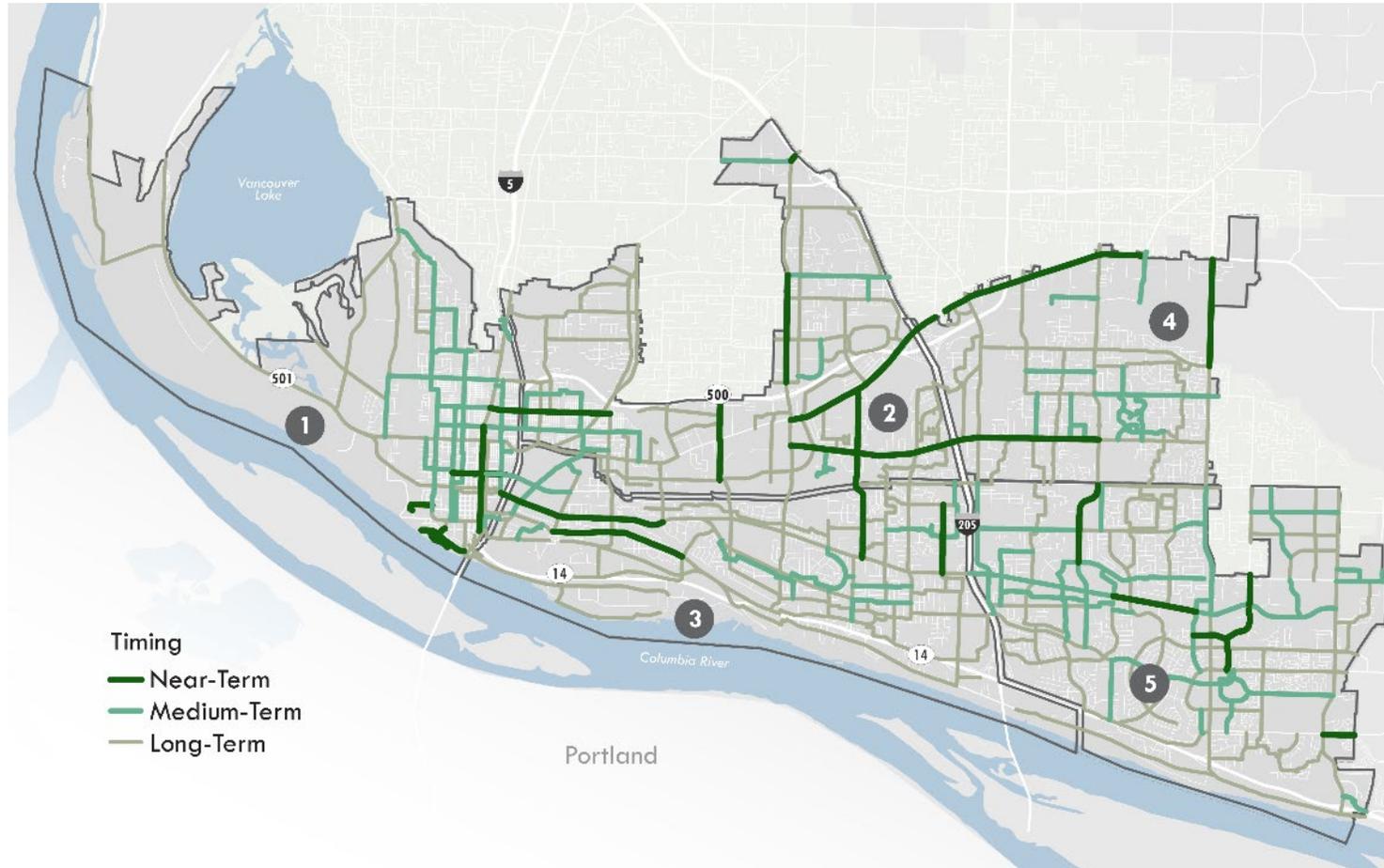
## Key Findings

- 59% ranked as Long-Term
  - Many projects require sidewalk infill and overlap with environmentally sensitive areas

## By Capital Project Areas



# Prioritization: When should we invest?



## Near-Term Project Locations

- Broadway
- Grand St
- Fourth Plain Blvd
- Mill Plain Blvd
- W 11th St
- E 33<sup>rd</sup> St
- NE 104<sup>th</sup> Ave
- NE 136th-138th Ave
- SE 172nd Ave
- SE Tech Center Dr
- W McLoughlin Blvd

# Relationship between where and when

## Medium Priority but Long-Term Project

|                 |  |
|-----------------|--|
| <b>ID</b>       | 153  |
| <b>Type</b>     | Upgrading shared roadway / bike lane to buffered bike lane |
| <b>Location</b> | SE 10 <sup>th</sup> St                                     |
| <b>Extent</b>   | SE 98 <sup>th</sup> Ave to SE Chkalov Dr                   |

## Reasons for ranking as Long-Term

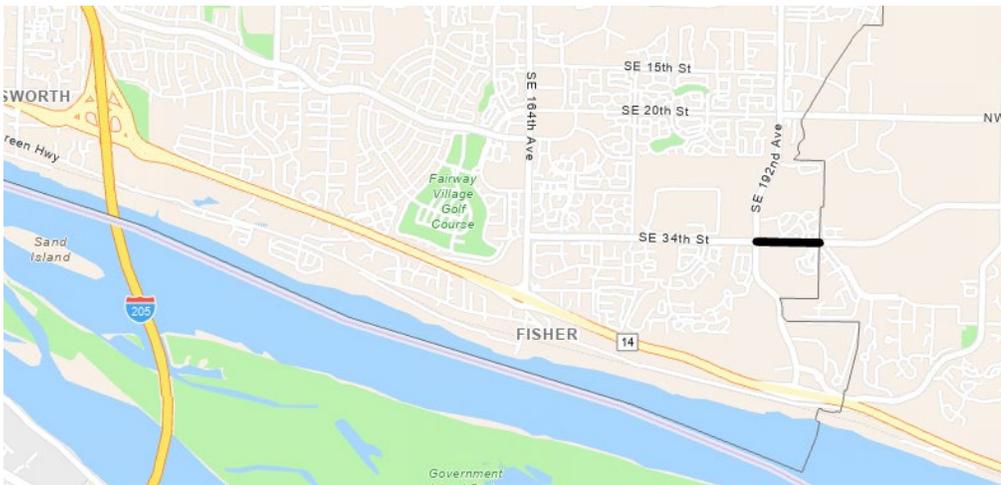
- Pavement project done in 2017
- Wetland (Critical Area)
- Expensive to fill all the sidewalk gaps along the project
- No upcoming agency project



# Relationship between where and when

## Medium Priority but Near-Term Project

|                 |   |
|-----------------|---|
| <b>ID</b>       | 252   |
| <b>Type</b>     | Adding protected bike lane (no existing facility) |
| <b>Location</b> | SE 34th St  |
| <b>Extent</b>   | SE 192nd Ave to City Limit                        |



## Reasons for ranking as Near-Term

- Upcoming pavement project (2024)
- Opportunity to address difficult bike connection
- No ROW impact



SE 34<sup>th</sup> at 189<sup>th</sup> Ave

**Questions or comments?**

# Next Steps

- Capital Projects: project costing
- Funding memo
- Implementation items
- Next TMC Presentation Sept 5: Draft TSP

# Thank You



