2024–2044 TRANSPORTATION SYSTEM PLAN

CITY OF Vancouver WASHINGTON

vancouver moves

January 2024

Introducing the Vancouver Transportation System Plan

It is our pleasure to introduce the 2023 Transportation System Plan. Transportation is an essential activity; it's how we get to work and school, pick up groceries and kids from daycare, and visit family and friends. Everyone in Vancouver deserves safe and reliable transportation options for moving around the city and the region, particularly as Vancouver grows and changes. The Transportation System Plan (TSP) outlines the community's 20-year vision for transportation in Vancouver and provides a roadmap for getting there.

The TSP builds off the City's 2016 Complete Streets Policy, which prioritizes safe travel options for all users regardless of age, ability or mode of travel. It also supports other goals and initiatives such as Vancouver's Climate Action Framework and the 2023-2029 Strategic Plan which identify investments in low and zero emission travel options and safe mobility as key priorities.

The updated TSP couldn't have happened without input from the hundreds of community members and organizations that helped shape it over a multi-year planning process. We've heard the need for more and better sidewalks, increased transit service and frequency, travel options that help reduce congestion and complete streets that work for everyone. The goals outlined in the TSP represent our collective work and shared vision for the future of transportation in Vancouver.

Our street network represents the City's largest physical asset, and maintaining and enhancing this system is a key priority for the City Council. We all deserve a transportation system that meets our daily needs, gives us choice in how we travel and is safe and equitable.

Sincerely,

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Ty Stober
Councilmember Sarah J. Fox
Councilmember Bart Hansen
Councilmember Kim D. Harless
Councilmember Erik Paulsen
Councilmember Diana H. Perez
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Vancouver Fire Department

City of Camas

Port of Vancouver

Clark County Public Health

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The Vancouver Moves: Transportation System Plan (TSP) serves as the City's 20-year vision for transportation, covering 2024-2044. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The TSP will be implemented through a series of policy changes, programs, and capital projects that make our streets safe and welcoming.

What Guides the TSP?

Six goals and six big ideas—informed by the community—will guide future transportation investments and align resources to community values.

OUR GOALS

- **Safety**
- **Equity**
- **Climate**
- **Transportation Choice**
- **Regional Connectivity**
- **Maintaining Our Assets**

THE BIG IDEAS

1. **Support Thriving Neighborhoods:** Make walking, small mobility, and transit options convenient for neighborhood travel.
2. **Create Complete Corridors:** Create complete corridors that connect growth areas, support business, serve transit, and maximize safety.
3. **Connect People to Transit:** Fill sidewalk gaps, add safe crossings, and support speed and reliability projects that keep transit moving efficiently.
4. **Build Low-Stress Networks:** Make the walking, bicycling and small mobility networks inviting for all ages and abilities.
5. **Make Growth a Benefit for All:** Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.
6. **Embrace the Future:** Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.

OUR NETWORKS

Networks for all types of travel provide a policy framework and roadmap for capital investment to guide what types of improvements are made and where.

WALKING AND ROLLING

The Walking and Rolling network identifies pedestrian corridors and centers to improve safety and connections.

BICYCLING AND SMALL MOBILITY

The Bicycling and Small Mobility (BSM) network creates low-stress facilities attractive to a wide market of users.

TRANSIT

A set of Enhanced Transit Corridors was designated as places where high-quality transit should be a priority.

FREIGHT

Freight corridors establish the size and types of freight that need to use our streets.

What's Next?

The TSP provides the policy framework and list of projects and programs that will help the City meet its safety, equity, and climate goals. First up on the City's list is to develop a **complete corridors program** that will transform a handful of streets each year into places where people can safely and comfortably walk, bike, or take transit. The City will **work with the development community** to rethink how the impacts of new development on the transportation system are measured. **Vision zero** and **safe routes to school** will also be key first initiatives to help improve safety for all Vancouverites.

1. A City on the Move

The Vancouver Moves: Transportation System Plan (TSP) is grounded in shared community values. It provides a transportation vision, programs and policies for the next 20 years (2024-2044).

Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district, increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city. Vancouver sits at a virtual crossroads shaped by the Columbia River and the West Coast's major interstate, I-5, and is well-positioned to capture economic benefits from regional trade.

But growth can come with challenges. Vancouverites place a high priority on neighborhood livability as well as access to parks and schools. As more people live and work in Vancouver, concerns grow about congestion, safety, and displacement of people with lower incomes, communities of color, and renters.

Yet these desires—for both progress and preservation—do not need to be in conflict. Vancouverites have consistently shared their values—people want safe streets and comfortable and reliable ways to move within their neighborhood, city, and region. For some, that means better walking and rolling conditions; for others, that means better access to frequent transit or more reliable ways to drive.

Our Core Values

With input from the community, the Vancouver City Council prioritizes safety for its residents, funding and processes that center equity, and action-oriented solutions to the climate emergency. These values were integrated into the TSP goals.

SAFETY

EQUITY

CLIMATE

Vancouver by the Numbers

200,000
people live in Vancouver as of 2023—the largest city in Clark County

31,000
more people live in Vancouver in 2021 compared to 2010—a 19% increase

$63,600
median household income

20%
speak a language other than English at home

12.7%
live in poverty

9.7%
have a disability

48%
rent their home and 52% own their home

10%
Identify as LGBTQ

6%
are veterans

97%
are employed

29%
hold a Bachelor's degree

22%
are under age 18

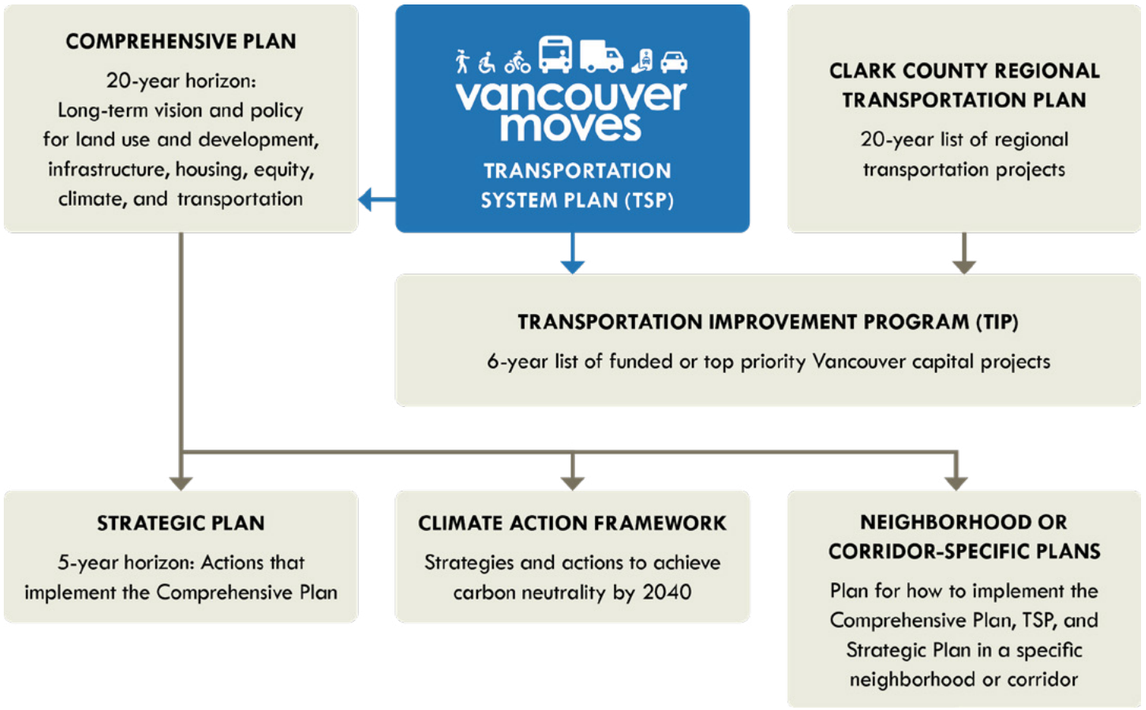
For an overview of community characteristics and transportation patterns, see **Appendix A: State of Mobility.**

What is the TSP?

The Vancouver Moves: Transportation System Plan Update (TSP) is our 20-year vision for maintaining and growing a transportation system that supports a safe, equitable, and resilient city. Transportation investment during the past 75 years focused primarily on cars. This TSP expands the focus to walking, rolling, bicycling and small mobility, taking transit, and moving freight. The policies, programs, and capital projects in the TSP will be integrated into the City's adopted roadway projects and programs.

The TSP serves as the transportation element of the Comprehensive Plan. The Washington State Growth Management Act (GMA) requires adoption of a transportation plan consistent with land use, population, and job growth targets. Land uses coordinated with transportation result in mixed-use places where it is easy to walk, bicycle, use small mobility devices or take transit. The TSP process began before the Comprehensive Plan update, but has been crafted to serve forecasted areas of growth. The 2045 Comprehensive Plan update will be complete in 2025, and the TSP may be amended to ensure alignment with the goals and growth needs of the Plan.

The TSP ties into several City plans and policies as well as the Clark County Regional Transportation Plan:



Key Outcomes of the TSP

1

MAINTAIN QUALITY OF LIFE IN A TIME OF GROWTH

Vancouver's growth into a more urban city must be balanced with maintaining the community's quality of life.

2

CENTER EQUITY IN TRANSPORTATION

Choices about transportation investment, project development, and community participation must integrate equity in every step.

3

DIVERSIFY TRANSPORTATION OPTIONS

Comfortable and convenient walking and rolling, bicycling and small mobility, carpooling, and transit options will attract more people and are essential to making our streets safer and more equitable.

4

PRIORITIZE SAFETY

Design that maximizes safety and is supported by policy and programming to make streets safe for everyone.

5

RESPOND TO COMMUNITY PRIORITIES

The TSP seeks to engage community in a genuine and equitable manner, ensuring TSP policies, programs, and projects are effective and reflective of the needs of our residents, workers and visitors.

6

BUILD SUPPORT FOR MULTIMODAL STREETS

Transportation is a major concern for residents, as voiced in the City's Strategic Plan. The TSP process educates the public and stakeholders about the value of a multimodal system and the common tradeoffs cities face during project implementation.

What is Vancouver Moves?

Vancouver Moves serves as the umbrella name for all transportation investments in the City. The TSP sits under this brand along with corridor safety and mobility projects.

vancouver moves

Where We Plan

The City of Vancouver measures 46.5 square miles with a population density of 4,000 residents per square mile in 2022. The downtown core sits west of I-5. Considerable growth is occurring between I-5 and I-205 in the Heights neighborhood and along Fourth Plain Boulevard. East of I-205, the Columbia Tech Center area continues to expand.

Vancouver has an Urban Growth Area (UGA) that is larger than the city boundary. The UGA is an area designated for future growth and annexation to eventually become part of Vancouver. The UGA will add 162,283 people, 30,000 jobs, and 732 miles of streets to the city. TSP policies, programs, and modal networks will apply to areas of the UGA as they are annexed.

Our Transportation System

Vancouver's Community Development Department develops the City's long-term transportation vision and plans, while the Public Works Department designs, operates and maintains the transportation network. Our assets include:

1,900
miles of public streets

6,250
acres of right-of-way or 19% of the city's land area

19,845
City-owned street lights

13
City-owned bridges

265
traffic signals

628
miles of sidewalks

10,630
curb ramps

128
miles of mobility lanes, including 29 miles of multi-use trails

How We Travel

82%

of workers drove to work in 2021, compared to 86% in 2019

24.8

minutes is the average commute time in 2021, which is about the same as 2019 (25.4 minutes) and slightly shorter than the average for Washington State

11,000

daily rides on C-TRAN services in 2021

67%

of Vancouver residents commute to another city for work

For detailed information on the transportation system, see **Appendix D: Existing Conditions.**

For a review of policies that helped form the TSP vision and a discussion on travel patterns, including post-COVID data, see **Appendix E: Policy Opportunities & COVID Travel Patterns.**

Our Partners

Input from the public and stakeholders guided TSP development at every step in the process.

City Council

City Council adopted actions throughout the project, ensuring the TSP methodologies and vision met community needs. Key methodologies endorsed by Council included the equity index (see chapter 3 for more details) and project prioritization criteria and framework (see chapter 6). Council reviewed the TSP goals, policies and programs, and modal networks multiple times to ensure comprehensiveness, and Council approved the outreach strategy to specifically reach people who may not be engaged in planning processes.

Transportation & Mobility Commission

The Transportation and Mobility Commission (TMC) consists of 11 volunteers from the community who provide advice to City Council and transportation staff on a variety of mobility-related topics. A major responsibility of the TMC consisted of ongoing review of the TSP and a recommendation to Council for adoption. The TMC was engaged more than a dozen times throughout the project.

Technical Advisory Committee

City of Vancouver and agency partner staff participated in a Technical Advisory Committee (TAC) around the TSP's technical work. Participation included:

- City of Vancouver
- Clark County
- Clark County Public Health
- C-TRAN
- Regional Transportation Council (RTC)
- Washington State Department of Transportation (WSDOT)
- Vancouver Public Schools and Evergreen Public Schools
- City of Camas
- Port of Vancouver

Community Members

Vancouver residents participated in activities and events throughout the process. See Chapter 2 for details.

Going Beyond the Bicycle

Traditionally the space between driving lanes and the sidewalk has been designated as "bike lanes." But scooters, one-wheels, bikeshare bicycles, e-bikes, cargo bikes—all use the "bike lane." The TSP includes policies and programs that welcome these services and devices into Vancouver.

Renaming bike lanes as "mobility lanes" provides a more inclusive term for the many different types of devices we need on our streets to meet our climate goals. The term "mobility lane" also helps us account for the emerging speed differential between bikes, e-bikes, and other mobility devices.

Common terms used in the TSP include:

- Bicycle and small mobility (BSM) referring to the networks and devices that use the street
- Mobility lanes, referring to the types of facilities that BSM users travel on. Common facility types include:
  - Protected Mobility Lane (PML)
  - Buffered Mobility Lane (BML)
  - Mobility Lane (ML)

See pages 44–45 for examples of mobility lanes.

What is "Walking"?

Walking, with or without the aid of a mobility device, is the most basic form of transportation. This plan uses a broad definition of the terms "pedestrian" and "walking." These terms include people who travel on foot, as well as people who roll using mobility devices such as wheelchairs. The TSP generally refers to "walking and rolling" to be inclusive of people who use wheelchairs and other mobility devices to move around the City of Vancouver.

Our Process

The TSP took shape during a four-year period interrupted by the COVID-19 pandemic. Major steps in the process are shown below. Many of these steps are documented in the TSP appendices.

Oct 2019

PROJECT KICKOFF

TSP launch with development of a project brand, website, and an initial TAC meeting

Nov 2019–Mar 2020

STATE OF MOBILITY

Summary of current transportation conditions in a public-friendly brochure

Mar–Jul2020

PROJECT PAUSE

Project on hold due to COVID-19

Aug–Dec 2020

EXISTING CONDITIONS

Detailed analysis on conditions by all modes

Nov 2020–Oct 2021

PUBLIC ENGAGEMENT MILESTONE 1

Summary of year-long of engagement around existing conditions and community values

Jan–Nov 2021

POLICY OPPORTUNITIES & TRAVEL PATTERNS

Policy review and analysis of changing travel patterns, especially in light of the continuing pandemic

Jan–Apr 2022

VISION, GOALS, BIG IDEAS

TSP vision and big ideas that advance goals and set up the framework for policy development

Mar–Sep 2022

MODAL NETWORKS, POLICIES, PROGRAM, PROJECTS

Future network maps and a series of policies and programs for each big idea. Staff, Council, and TMC engagement refined the maps and policies

Sep–Nov 2022

PUBLIC ENGAGEMENT MILESTONE 2

FuPublic input gathered feedback on the TSP goals

Dec 2022–Jun 2023

IMPLEMENTATION: PERFORMANCE MEASURES, FUNDING, PROJECT PRIORITIZATION

Capital projects for the walking and BSM networks identified and prioritized. Resource needs and funding opportunities identified.

Jun–Aug 2023

TSP PLAN DEVELOPMENT

Sep–Nov 2023

PUBLIC COMMENT PERIOD

Dec 2023

TSP ADOPTION

2. By Vancouver, for Vancouver

The TSP was developed through extensive community engagement. A core principle of engagement consisted of reaching those who are not traditionally involved in community planning.

Engagement strategies included:

- **Go where people are already gathering.** Tabling at events such as the Multicultural Resource Fair at Clark College, the East Vancouver and Downtown Farmer's Markets, and LULAC Grows Mercado on Fourth Plain Boulevard reached hundreds of people.
- **Reduce barriers to participation.** Six community round tables were held at each engagement milestone. Participants were provided with free transportation and a stipend for participation. Attendees included people with low vision, people of color, people with disabilities, low-income individuals, and those living with limited housing options.

SOCIAL MEDIA

- Facebook
- Twitter
- NextDoor
- Mobility Mondays

CITY NEWSLETTERS

- Vancouver CONNECTS
- Vancouver MESSENGER
- Office of Neighbor-hoods

FLYERS AND MATERIALS

- Mobility Snapshot
- FAQ Fact Sheet
- Vancouver Moves website
- Be Heard Vancouver

VIDEOS

- TSP Welcome Video
- Transportation stories videos

DIRECT OUTREACH

- Phone
- Email
- Tabling and events
- Community roundtables

Communication continued throughout the project, but engagement activities intensified during two time periods, referred to as milestone 1 and milestone 2. Milestone 1 stretched nearly a year due to the COVID-19 pandemic. The first half of this engagement period asked people about their experience using the transportation system, and their values. Milestone 2 asked for feedback on the TSP goals and big ideas, modal networks, and key policies.

Project Kickoff

JUNE 2020

- Launch BeHeard website

Milestone 1

NOVEMBER 2020 – OCTOBER 2021

- Online open house + Survey #1
- Community roundtables
- In-person events
- Values survey
- Virtual town hall

Milestone 2

SEPTEMBER 2022 – NOVEMBER 2022

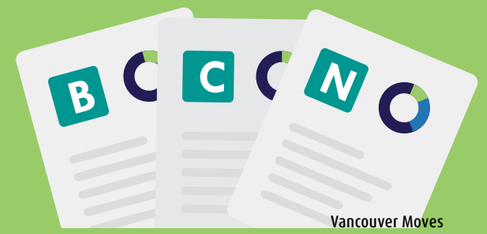
- Online open house + Survey #2
- Community roundtables
- In-person events

Milestone 3

SEPTEMBER 2023– NOVEMBER 2023

- Online open house + Survey #3
- Launch video

For detail on each engagement milestone and findings, see **Appendix B: Public Engagement Summary – Milestone 1**, **Appendix C: Public Engagement Summary – Milestone 2**, and **Appendix N: Public Engagement Summary – Milestone 3.**



Milestone 1 Themes

Challenges

Growth-related congestion is a concern. Congestion throughout the city is increasing as Vancouver grows.

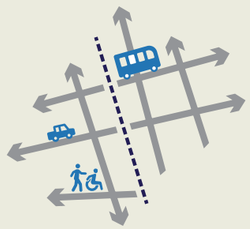
Addressing traffic safety is the most important improvement to the city's walking, rolling, and BSM networks. High traffic speeds, lack of designated facilities, and aggressive driving were noted as key challenges.

Improving the non-motorized network is a community priority. Approximately 70% of survey participants rated Vancouver's pedestrian (sidewalks, trails, and crossings) and BSM networks as "needing work."

Most respondents (51%) said they feel somewhat unsafe riding a bike in the city. Those who feel safe or very safe accounted for 22% of responses, with the remaining saying they feel very unsafe. The main barriers to cycling comfortably in the city are inadequate existing mobility lanes, aggressive drivers, a lack of mobility lanes in some places, and unsafe crossings.

Opportunities

Make it easier to walk, bike, or ride transit. Most survey respondents ranked this as the top priority for improving Vancouver's street system.



Addressing network connectivity and transportation barriers throughout the city was one of the most frequently identified transportation needs regardless of transportation mode.

Exercise and walking or rolling to neighborhood parks were a top reason why community members said they want to safely walk and roll. Running errands and walking or rolling for social excursions, or just for fun, were also highly desired.

The top priorities for improving the transit system include expanding The Vine BRT, making it easier to walk to the bus, improving bus stops (shelters, seating, lighting), and installing bus lanes/signals to speed up transit travel times.

Milestone 2 Themes

During the second engagement milestone, community members gave input about the TSP modal networks, and related policies and programs. Participants were asked about the multimodal networks in general and were then asked about priorities specific to walking and rolling, BSM, and transit.

The top three priorities for each network are shown as follows.

MULTIMODAL CORRIDORS

1. Make it safer and more comfortable to ride a bicycle (26%)
2. Improve pedestrian crossings and wayfinding (22%)
3. Make buses run more efficiently (15%)

BSM IMPROVEMENTS ON BUSIER STREETS

1. Off-street multi-use paths or trails (33%)
2. Protected lanes that provide physical protection from traffic (28%)
3. Improved crossings at major streets (26%)

BSM IMPROVEMENTS ON QUIET STREETS

1. Improved crossings at major streets (33%)
2. Traffic calming such as speed bumps (24%)
3. Shared lane markings (24%)

WALKING AND ROLLING NETWORK

1. Improve pedestrian crossings (23%)
2. Invest in ADA-compliant curb ramps (20%)
3. Invest in pedestrian-scale lighting and illumination (18%)

TRANSIT INVESTMENT

1. Upgrade to electric fleet (22%)
2. Improve waiting areas (22%)
3. Make the bus more frequent (13%)

3. Vancouver Moves Vision

The TSP's vision and goals will guide future transportation investments and align resource allocation to community values.

The goals were created through:

- Community engagement around values
- Prior planning efforts including the Strategic Plan, Climate Action Framework, and Street Funding Strategy
- City Council's policy priorities of equity, safety and climate action
- TAC and TMC input
- Analysis of data in Vancouver and emerging transportation trends

Our Vision

City streets are safe and comfortable for people walking, rolling, using small mobility devices, and taking transit.

Summary of Vancouver TSP Goals

Community Values

A series of events were held to understand community values to that serve as the foundation of the TSP vision and goals. Twelve values were identified and used to create a transportation values wheel.

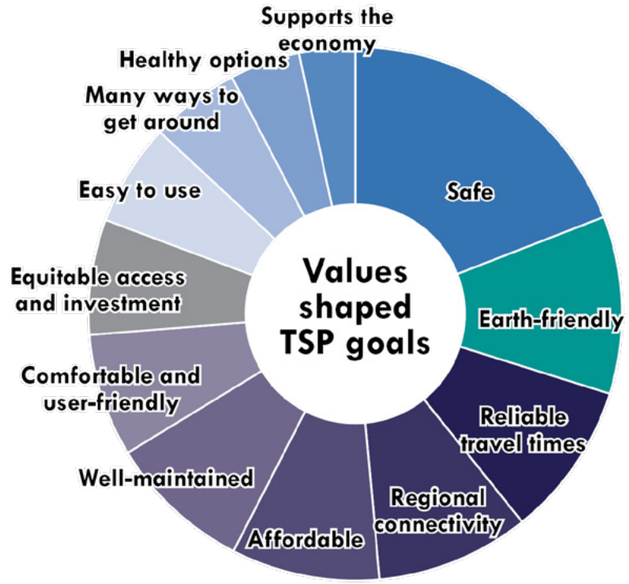
The wheel was used during engagement activities that included:

- **Community roundtables.** Six small group discussions were held including BIPOC community members, people with disabilities, and low-income individuals.
- **In-person events.** Six tabling activities occurred including at the East Vancouver and Downtown Farmer's Markets and at summer park events.
- **Transportation values survey.** An online survey asked people to select three values and was translated into Spanish, Vietnamese, and Russian.

The results across all engagement events show that the community places a high priority on the value of safety. Top values for the transportation system included:

1. Safe
2. Earth-friendly
3. Reliable travel times
4. Regional connectivity
5. Affordable

These priorities align with City Council values and support the adoption of Safety, Equity, and Climate as TSP goals.



This wheel summarizes which values people felt were the most important.

GOAL: SAFETY

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

WHAT WE'VE LEARNED

- Crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community.
- Long distances between crossings, lack of sidewalks on nine miles of arterial streets, and BSM facilities that end abruptly contribute to feelings of unsafe conditions.
- Distraction and inattention make up the top two factors contributing to crashes across all crash types.

KEY OPPORTUNITIES

- Eliminate traffic fatalities and severe injuries by taking a safe systems approach.
- Address safety in a holistic way including street design, enforcement, education, and post-crash care.
- Protect the most vulnerable with greater separation between motor vehicle traffic and people walking, rolling, or bicycling.

GOAL: EQUITY

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

WHAT WE'VE LEARNED

- Community roundtable participants who identify as BIPOC stated they are especially impacted by the danger of waiting for transit on nights and weekends.
- People who live in the eastern part of the city and who live in equity focus areas do not take as many trips Downtown as people in other parts of the city.
- C-TRAN ridership declined the least during the pandemic along routes like the Fourth Plain Vine that serve equity areas.

KEY OPPORTUNITIES

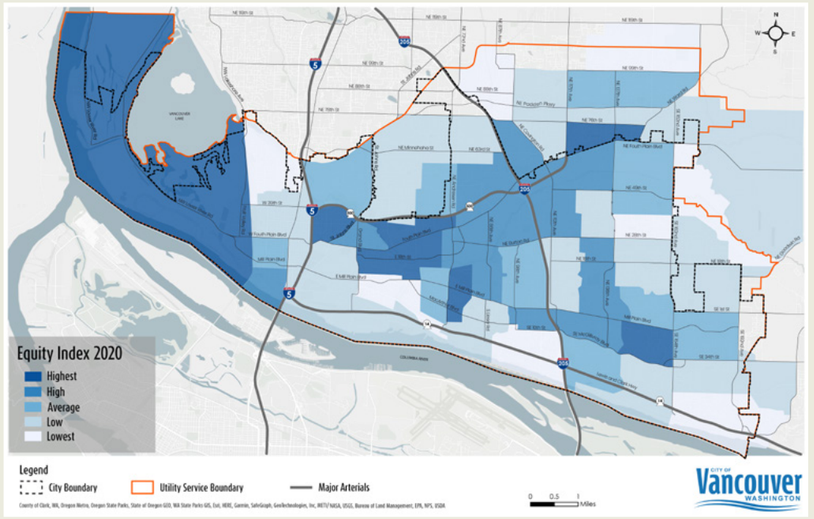
- Integrate equity criteria into all parts of planning, design, and operation of the transportation system. Prioritize investments in equity areas to overcome past harms.
- Develop policies and programs specifically tailored to the needs of equity areas and BIPOC populations, considering when and where people need to travel.
- Reduce the cost burden of participating in the transportation system.
- Elevate transit infrastructure as a top priority in equity areas—make bus stops well-lit, easy to access, and comfortable.

Equity Index

The City of Vancouver undertook an Equity Risk Analysis to understand the social and economic inequities across the city. This analysis guides policy, program, and public investment priorities. The analysis uses demographic indicators to understand risk at the Census Tract level. Higher risk corresponds to a higher Equity Index. Metrics included are:

1. People of color (non-white and/or Hispanic/Latinx)
2. People below 200% of the poverty level
3. Renters
4. Adults without a 4-year degree
5. Households with limited English proficiency
6. People with disabilities
7. Youth under age 17
8. Older adults 65 and up

Each tract was given a composite score. Areas with high risk should be prioritized for investment.



Equity Index Map (2020)

GOAL: CLIMATE

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

WHAT WE'VE LEARNED

- Average miles driven per person per day is declining, from 21.8 miles in 2000 to 14.5 in 2022. But overall vehicle miles traveled (VMT) continues growing within Vancouver as population expands, increasing by 1.2 million from 2005 to 2019.
- During the COVID-19 pandemic traditional rush hour volumes declined, but there has not been a uniform decrease in travel all day. In some parts of the city, travel activity has actually gone up, especially midday.
- The City allows ride hailing service but does not have operating agreements with vendors. The City does not have bikeshare or scooter share services in operation.

KEY OPPORTUNITIES

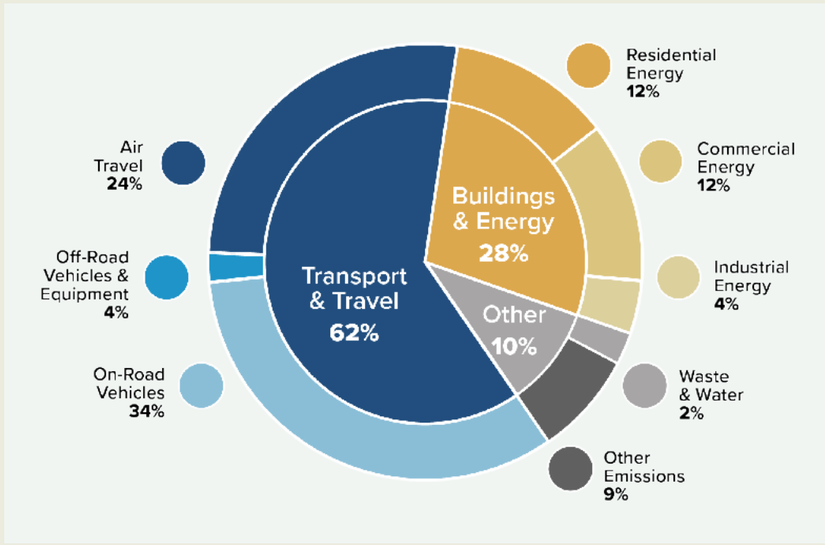
- Adopt policy that targets overall reduction in driving. Even electric vehicles require parking and roadway space, which adds to climate impact.
- Create climate-friendly streets through design and material selection.
- Make transit an attractive option by partnering with C-TRAN on speed and reliability treatments on City-owned roadways and safe and comfortable access to bus stops.
- Welcome transportation vendors who can add low/no-emission forms of transportation to the city.

Getting to Carbon Neutral

Gases that trap heat in the atmosphere are called greenhouse gases (GHG). These gases are a major contributor to climate change. The transport and travel sector produce more than half of the emissions in Vancouver. The City adopted a Climate Action Framework in 2022 with aggressive carbon reduction targets:

- 80% reduction in GHG by municipal operations by 2025
- 80% reduction in GHG emissions by the Vancouver community by 2030
- Carbon neutrality by both municipal operations and the Vancouver community by 2040

TSP policies must significantly contribute to these goals.



62% of GHG emissions come from the transport and travel sector.
Source: Vancouver Climate Action Framework

GOAL: TRANSPORTATION CHOICE

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

WHAT WE'VE LEARNED

- Bicycle trips increased during the COVID-19 pandemic. Cell phone data from 2019 to 2020 shows an 18% increase in bike and small mobilitytrips from Noon-2 pm, a reflection of local trips taken by those fortunate enough to be able to have flexible schedules.
- Many trips stay within the city. Cell phone data shows a high amount of travel within three large zones of the city—west of I-5, between I-5 and I-205, and east of I-205. Low volumes of travel occur between the eastern zone and the Downtown zone, showing the prevalence of shorter, neighborhood-based trips.
- The City currently rates performance on its main streets by measuring rush hour travel speed. Currently all corridors are operating at or above the standard.

KEY OPPORTUNITIES

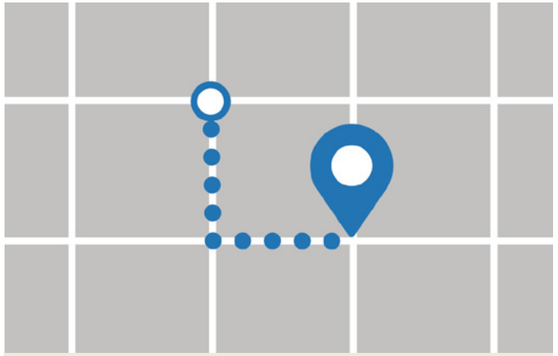
- Harness changing travel patterns by retrofitting streets for more than vehicle travel. Encourage the pandemic trend in more bicycle trips with comfortable facilities connecting neighborhoods.
- Develop new ways of measuring street performance beyond travel speed—how well do they accommodate walking and rolling or bicycle travel, for example.
- Develop robust Transportation Demand Management (TDM) policies and programs to connect people with available transportation options.

GOAL: REGIONAL CONNECTIVITY

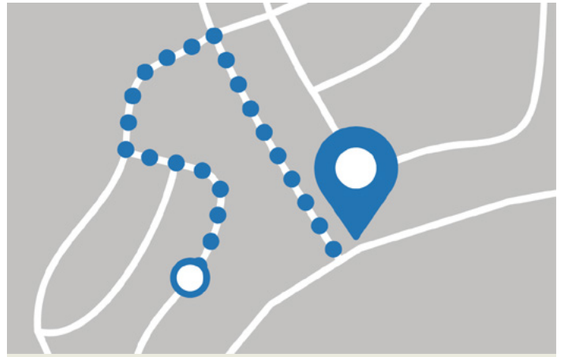
People and goods flow seamlessly through the region, advancing our shared prosperity.

WHAT WE'VE LEARNED

- Cell phone data shows travel patterns on major streets differ in terms of the mix of local versus through trips. On some corridors, more than half of drivers stay on the corridor from end to end while on others, the opposite is true. On Fourth Plain Boulevard, for example, only 4% of trips travel the entire stretch from I-5 to Andresen Road.
- The City's designated freight corridors are all operating above target travel speeds.
- Bicycling across the city is not attractive for most people. Most of the existing designated bike and small mobility facilities are high-stress based on the width of the street, traffic volumes, and traffic speeds.
- Connected streets have short blocks and dense intersections. This supports fast emergency response and makes for an interesting walking and rolling environment. Many areas of the city have a disconnected street grid.



A well-connected street networks enables short, direction connections and makes it easy to walk, roll, or use a bicycle or small mobility devices.



A disconnected street network results in long distances from home to destinations.

KEY OPPORTUNITIES

- Rethink arterials as places for short access trips, where changes to vehicle capacity may have little impact on people driving.
- Use technology to continue maintaining freight through movement, and design to ensure that vulnerable users can co-exist with freight on major freight corridors.
- Continue implementing block spacing standards that create connected neighborhoods.

GOAL: MAINTAINING OUR ASSETS

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

WHAT WE'VE LEARNED

- Vancouver's Public Works Department operates and maintains 1,900 miles of public streets. In a typical year, Public Works repaves an average of 30 miles of streets.
- Streets make up nearly 20% of Vancouver's land area.
- Nearly half of city-managed off-street parking spaces are unoccupied on a typical weekday. Over one-third of on-street parking spaces are unoccupied on the average weekday.

KEY OPPORTUNITIES

- Invest in technology to manage transportation assets and reduce the need for costly capacity expansions.
- Adopt data collection practices that support ongoing inventory and asset management tracking.
- Robust investment in maintenance and preservation of City transportation assets will keep people and goods moving while protecting taxpayer investments against more costly repairs that accompany roadways in significant disrepair.
- Make the highest and best use of existing transportation infrastructure, with forms of transportation that may have less wear-and-tear and maintenance needs.

Sidewalk Maintenance

The community voiced strong support for maintenance of existing sidewalks. In most situations, sidewalk maintenance is the responsibility of the property owner, leading to a patchwork of repairs. Property owners may not have the time or funds to take on needed repairs, highlighting a process that should be amended to consider equitable solutions for all.

Below are two examples of sidewalk maintenance policies that could be applicable to Vancouver.

- The City of Portland offers a sidewalk repair program where the City completes the repair and the property owner is able to finance the cost for 5, 10, or 20 years depending on the extent of the repair.
- The City of Beaverton administers the Sidewalk Repair Grant Program, which will fund the repair of sidewalks damaged by roots. This program has a number of stipulations for the use of funds including that the property must be residential, only one grant per property is allowed per year, and that the property owner must gather competitive bids for the work.

4. Big Ideas

Six "Big Ideas" act as the overarching framework for the TSP's policies and programs. The TSP goals set the vision—the Big Ideas define how to get there.

Many of our current practices must be updated to achieve the types of changes the community desires. The heart of the TSP includes a series of policies and programs. Policies set rules around transportation investment, project design, and how success is measured, among other things. Programs are a way of organizing resources around specific outcomes.

How the Big Ideas Achieve our Goals

Under each big idea, key policies are noted with a star icon (★). These are the top-level policies that are supported by the policies and programs listed under them.

See **Appendix H: TSP Modal Networks, Policies and Programs** for additional policy and program information.

BIG IDEA

Support Thriving Neighborhoods

Make walking and rolling, small mobility, and transit options convenient for neighborhood travel.

Living up to our core values begins in Vancouver's neighborhoods. Slowing down vehicles, providing safe routes to school, and greening our streets contribute to a community where people can safely and comfortably get around. Neighborhood nodes can serve as gathering places for social and commercial activities.

Policies and Programs

ID	Program or Policy	Name	Description
★ TN1	Key Policy	15-Minute Neighborhoods	Make walking, rolling, and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods.
TN1.1	Program	Neighborhood Traffic Calming	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking, rolling, and small mobility.
TN1.2	Program	Safe Routes to School	Develop a Vancouver Safe Routes to School (SRTS) program that enables and encourages students and families to use active and shared transportation when getting to and from school. The City will work with schools to understand student travel patterns, identify barriers to safe walking, rolling, and biking, and take action to address those challenges.
TN1.3	Policy	Connected Neighborhoods	Develop pathways between lots that connect neighborhoods to schools, parks, and other destinations. Clarify legal responsibility for pathways.
★ TN2	Key Policy	Climate Corridors	Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Use City-owned right-of-way to create a network of corridors that support climate adaptation and safe and healthy mobility as climate change occurs.
TN2.1	Policy	Natural Resources	Use green materials and practices when carrying out maintenance functions (asphalt alternatives, reducing pesticide usage, etc.). Incorporate naturescaping where feasible in new projects.
TN2.2	Program	Street Trees	Increase street tree canopy in partnership Urban Forestry and Parks, targeting high equity index areas first. Street trees can also serve as a form of traffic calming.
TN2.3	Program	Stormwater Management	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.
★ TN3	Key Policy	Community Streets	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, "streateries," open streets events, public art, and demonstration projects.
TN3.1	Program	Open Streets	Publicize permit program for resident use of streets (block parties). Work with community partners to develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.
TN3.2	Program	Street Art	Create a community grant program to allow murals, etc., on streets and develop a palette of materials for use in the program that meet safety requirements.

BIG IDEA

Create Complete Corridors

Create complete corridors that connect growth areas, support business, serve transit, and maximize safety.

The city's arterial network (streets like Mill Plain Boulevard, 112th Avenue, Andresen Road) acts as the backbone of our community. They have major destinations, transit service and are often the most direct route with high demand for travel. These corridors are also fast, wide, and have the greatest number of crashes. Rethinking how we plan, design, and measure success on these streets is necessary to have a usable walking, rolling, and small mobility network.

Policies and Programs

ID	Program or Policy	Name	Description
★ CC1	Key Policy	Complete Corridors	Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations and include identifying parallel options.
CC1.1	Project	Street Typologies	Identify a set of street typologies and associated design elements for application in capital, maintenance, development, and planning projects. Align with functional classification/comprehensive plan designations.
CC1.2	Policy Update	Functional Classification Update	Update functional classifications. Reduce classifications on certain streets to provide design standard flexibility (e.g., reducing speed limits, reducing design vehicle).
CC1.3	Policy	Freight Classifications	Develop a Freight Network classification that designates where freight movements are expected and planned to occur. Freight corridors within city limits should be in alignment with state and nationally recognized freight corridors.
★ CC2	Key Policy	People-Based Metrics	Plan, design, and evaluate projects and developments using people-focused metrics that prioritize person throughput, safety and comfort. Use the metrics to evaluate facility performance and post-project evaluations.
CC2.1	Policy	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, and TDM mitigations.
CC2.2	Policy	Multimodal Concurrency Standard	Update concurrency requirements to ensure that developments and capital projects consider multimodal impacts and contribute to mode shift.
CC2.3	Program	TIP Prioritization	Program projects into the TIP with a set of criteria based on equity, safety, climate, and transportation choice. Elevate projects that are in high equity index areas, serve transit stops, are near a school, are an identified critical walking and rolling or bicycling gap, or are along a high-crash corridor.
CC2.4	Program	Paving List	Prioritize corridors for repaving based on equity, transit use, and pavement condition.
★ CC3	Key Policy	Street Standards	Adopt street standards that create comfortable, inviting multimodal streets. Use NACTO standards as primary guidance and integrate the latest best practices from WSDOT, AASHTO, and MUTCD for facility selection and design, traffic control, and signage and striping. Adopt into standard plans referenced in VMC Title 11.
CC3.1	Policy	Multimodal Access Through Street Connectivity	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, maintenance, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points.
CC3.2	Policy	Pedestrian Crossing Policy	Update pedestrian crossing policy. Make crossings plentiful, convenient, and safe. Establish maximum spacing between crossings, crossing protection needed based on street characteristics, and crossing design.
CC3.3	Policy	Access Management	Update access management standards to require longer spacing between driveways serving the same destination or shared parking lots. Increase corner clearance distance. Allow one driveway to service multiple frontages.
★ CC4	Key Policy	Vision Zero	Adopt a Vision Zero policy committing to end traffic fatalities and serious injuries on Vancouver streets by 2040. This policy would be a resolution to address the intersecting factors that lead to fatal crashes, such as unsafe behavior, alcohol and drug impairment, street design, and traffic speeds.
CC4.1	Policy	Lower Posted Speeds	Create speed-setting metrics that consider safety and traffic analysis and apply to facilities with a high number of crashes where speed is a contributing factor.
CC4.2	Program	Citywide Safety Program	Develop a citywide safety program with dedicated funding and a set of tools and programs to proactively address safety. Explore innovative, quick build interventions to pilot treatments.
CC4.3	Program	High-Crash Corridors	Create a process for regular updates to the Local Roads Safety Plan by analyzing existing collision data to identify the city's "high-crash corridors." Regularly update the online dashboard of the high-crash roads and apply the City's equity index to determine where historically marginalized communities are at greater risk of death and injury while traveling in their neighborhood. Use this information to prioritize investments, outreach and education to improve safety and reach our Vision Zero goals.
CC4.4	Program	Street User Education	Develop a suite of programs (geared toward all travel modes) that focus on the safe use of the transportation network. This could include a wide variety of communications, safety demonstrations, and presentations at schools and public events.
CC4.5	Program	Automated Enforcement	Enable automated enforcement. Pilot along high-crash corridors and engage the community in evaluation of the pilot program.
CC4.6	Program	Pedestrian-Scale Lighting	Identify priority locations for pedestrian-scale lighting to increase safety, visibility, and comfort. Create maps of locations and program to fund installation. Adopt low-spectrum LEDs pointing downward in neighborhoods to reduce light pollution.
CC4.7	Program	Quick Build Program	Identify locations (crossings, travel lanes, etc.) where interim safety improvements could more quickly address crash factors and concerns of residents. Develop program process and provide guidance for City-led "Quick Build" projects in ROW.

ID	Program or Policy	Name	Description
★ CC5	Key Policy	Project Delivery	Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.
CC5.1	Program	Project Managers	Develop a set of project managers who can take in-house or consultant projects from planning through construction, working across CDD and PW.
CC5.2	Program	Communications	Deliver information about transportation projects using community organizers with long-standing relationships with the community and with accessible information.
CC5.3	Program	Anti-Displacement	Integrate Reside Vancouver and the City's Equitable Development Framework into transportation projects.

BIG IDEA

Connect People to Transit

Fill sidewalk gaps, add safe crossings, and support speed and reliability projects that keep transit moving efficiently.

The community and project partners voiced strong support for prioritizing transit. Policies that create mixed land uses and reduce incentives to driving form a foundation for successful transit. Designation of an Enhanced Transit network provides policy backing for access to transit and speed and reliability investments on key transit corridors. C-TRAN and the City can together explore new mobility options for customers, such as microtransit zone expansion or a downtown circulator. The City can also explore paying for additional service to ensure that transit continues to support land use and density goals.

Policies and Programs

ID	Program or Policy	Name	Description
★ T1	Key Policy	Access to Transit	Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. Identify first/last mile barriers to major transit stops and address on a rolling basis.
★ T2	Key Policy	Enhanced Transit Corridors	In coordination with C-TRAN, build a network of Enhanced Transit Corridors where higher level of transit service (frequency, hours of operation, stop amenities) are desired based on existing and future density and equity needs.
T2.1	Policy	Network of The Vine	Actively partner with C-TRAN to continue the planning and implementation of Vine corridors.
T2.2	Policy	Speed and Reliability Designs	Identify a list of locations along Enhanced Transit Corridors where speed and reliability treatments such as signal priority, queue jumps, or bus lanes are needed to reduce delay to bus riders. Incorporate treatments into paving, complete streets and signal upgrade projects. As a standard practice, install TSP on new signals along high frequency transit routes.
T2.3	Policy	Equity Corridors	Designate transit equity corridors based on high equity index locations and residential areas with high reliance on transit. Use as a criterion in project prioritization.

ID	Program or Policy	Name	Description
★ T3	Key Policy	Transit and Land Use	Support transit through compact land uses and policies that incentivize transit use.
T3.1	Policy	Transit Overlay District	Update Transit Overlay District code and extend it along Enhanced Transit Corridors. This designation allows for reduced parking.
★ T4	Key Policy	Microtransit	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.

Transit is a Partnership

While the City does not operate transit, the City controls many of the factors that support successful transit. Quality transit is a partnership.

	PROVIDE FREQUENT SERVICE	KEEP BUSES MOVING	SUPPORTIVE LAND USE	SAFE, COMFORTABLE ACCESS
C-TRAN	✓	✓	✓	✓
City of Vancouver	✓	✓	✓	✓

See **Appendix G Enhanced Transit Policy** for an overview of how the City can support high-quality transit.

The City can design streets that make transit faster and more reliable, through signal priority or bus lanes.

The City controls land use. Density and mixed uses make transit service cost-effective and boost ridership.

The City is responsible for building and maintaining streets and sidewalks that transit riders need to get to and from bus stops.

BIG IDEA

Build Low-Stress Networks

Make the walking, rolling, bicycling, and small mobility networks inviting for all ages and abilities.

The BSM network today consists of lower-stress neighborhood streets isolated by higher-stress collector and arterial streets. This makes it challenging to bike outside of a neighborhood. Sidewalks are missing on nine miles of arterial streets—the fastest and most daunting places to walk or roll. Adopting a citywide low-stress network for BSM and walking and rolling must be complemented by policies and programming (wayfinding, education) that further incentivize use of the networks.

Policies and Programs

ID	Program or Policy	Name	Description
★ LS1	Key Policy	Low-Stress Bicycle and Small Mobility Network	Adopt a citywide low-stress BSM network that prioritizes safety and comfort for people of all ages and abilities. Target a density of low-stress facilities every half-mile.
★ LS2	Key Policy	Pedestrian Priority Streets	Adopt a network of Pedestrian Priority streets where safety and comfort for people walking and rolling is prioritized. Assign categories (primary, secondary) based on the roadway classification, level of demand, and existing and planned land uses. Use these categories to recommend desired facilities and amenities (shade, lighting, seating, etc.).
LS2.1	Policy	Community Safe Routes	Create safe routes to community destinations such as parks. Identify the specific needs of seniors and develop safe routes for these users.
★ LS3	Key Policy	Active Transportation Navigation	Support walking, rollng, and small mobility by making it easy and intuitive to navigate the city and find destinations.
LS3.1	Policy	Maintenance Protection	Update street standards and maintenance and protection of traffic standards to require provision of walking and rolling access during construction and small mobility access if construction impedes a Mobility lane.
LS3.2	Program	Wayfinding	Establish a citywide wayfinding system for people walking and rolling or using small mobility that connects low-stress networks and pedestrian priority corridors to essential places. Include distances in minutes for walking/rolling, and biking.
LS3.3	Program	Bicycle/Small Mobility Parking	Make the end-of-trip easy and convenient by providing plentiful and secure small mobility parking at retail, transit, schools, and other destinations.
★ LS4	Key Policy	Small Mobility and Walking/ Rolling Programming	Complement infrastructure with robust programming that encourages and educates people about the benefits of walking, rolling, and small mobility.
LS4.1	Program	Active Transportation Staffing	Increase the number of staff devoted to active transportation to deliver a robust active transportation program for a city the size of Vancouver.
LS4.2	Program	E-bike Rebate Program	Explore the creation of an E-bike rebate program focused on increasing access to E-bikes for individuals in low- and moderate- income households.
LS4.3	Program	Small Mobility Events	Host ongoing events focused on small mobility, such as group rides, rodeos, demonstrations of how to put your bike on the bus, safely ride scooters and other devices, etc.

What Does "Low-Stress" Mean?

Low-stress means a walking and rolling or BSM facility feels comfortable for a wide variety of users, from older adults, to families with children, to people with limited mobility. Wider, faster streets require greater separation between people walking, rolling, or bicycling and people driving—this is the core tenet of low-stress planning. Low-stress facilities provide a high return on investment—they help those who do not have a choice and must walk, roll, or bicycle and also attract new people to try biking and walking/rolling. Designing low-stress BSM facilities is a top priority given the proximity of these travelers to vehicle traffic.

Vancouver has recently implemented new BSM facility types on Columbia Street (buffered Mobility lane) and Mill Plain Boulevard (protected Mobility lane). But most BSM in-street facilities today remain striped Mobility lanes (4-6 feet wide). Mobility lanes are comfortable on low-volume, low-speed streets with one lane per direction, but on wider streets this type of facility feels stressful. The images below show examples of lower- and higher-stress facilities present in Vancouver today. The TSP envisions that all BSM facilities will be low stress, meaning different facilities will be needed based on street characteristics (see additional detail in chapter 5).

Examples of Lower- and Higher-Stress BSM Facilities

LOWER-STRESS ⟵ ⟶ HIGHER-STRESS

COLUMBIA STREET BUFFERED MOBILITY LANE

162ND MOBILITY LANE ON WIDE ROAD

164TH AND SE 1ST STREET PROTECTED INTERSECTION

33RD STREET WEST OF ST. JOHNS BOULEVARD

LOWER RIVER ROAD MULTI-USE PATH

78TH STREET BIKE ROUTE

BIG IDEA

Make Growth a Benefit For All

Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.

From 2010 to 2022, population and jobs each grew by approximately 20 percent. With growth comes the need to update development standards to ensure necessary infrastructure is in place to accommodate new trips. These updates present an opportunity to right-size parking, balancing vehicle accessibility with the need to preserve valuable land for housing, recreation, and other uses. Demand management policies and programs pair well with infrastructure—the design of streets can make it easy to walk, roll, or bicycle while programs incentivize multimodal choices.

Policies and Programs

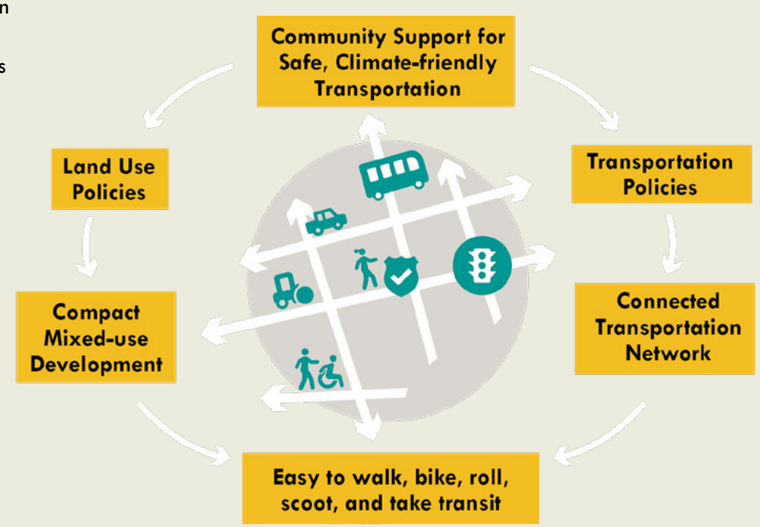
ID	Program or Policy	Name	Description
★ G1	Key Policy	Development Review	Work with development community to establish a shared set of requirements and expectations for how development can support transportation.
G1.1	Policy	Transportation Impact Fees	Revise the TIF project list to integrate multimodal projects. Set TIF rates at a level on par with other Washington communities to help fund needed multimodal infrastructure.
G1.2	Policy	Frontage Requirements	Extend frontage improvements off the site of the development when there is a rational nexus between that development and impacts to the transportation network.
G2	Key Policy	Citywide Parking Policy & Code	Update parking code and policies to right-size the amount of parking developed with future growth and create safe streets, compact urban form, and encourage non-driving forms of transportation.
G2.1	Policy	Parking Requirements	Reduce parking minimums in the development code and development agreements, particularly in parking reform areas where transit use, walking and rolling, and small mobility are a priority. This maximizes active uses and creates inviting places.
G2.2	Policy	Parking Design Guidance	Update off-street surface lot and parking garage design standards to require landscaping and walkways.
G2.3	Policy	Parking Capacity	Allow for shared parking and provide additional reductions in parking requirements to incentivize shared parking agreements. This maximizes the use of existing resources and reduces the need for more parking.
★ G3	Key Policy	Parking Management	Effectively manage on and off-street parking resources through adoption of policies, systems, and tools throughout the city.
G3.1	Policy	Parking Operations	Operate the parking system efficiently. Adopt metrics for evaluating parking performance compared to City goals and use pricing and other tools to influence behavior.
G3.2	Program	Parking Experience	Make parking highly legible and easy to understand from the user perspective. Use technology, information, wayfinding, or other strategies so people can easily find parking.
G3.3	Program	Residential Parking	Study the expansion of a residential parking program (RPP) to minimize parking spillover adjacent to metered areas and support parking access for residents and their guests in high parking demand areas.
★ G4	Key Policy	Downtown Parking	For those who drive downtown, create a user-friendly, well-managed, and right-sized "park once" environment where people can walk or roll between destinations without moving their car.
G4.1	Policy	Downtown Parking Strategies	Adopt and implement recommendations of the 2024 Downtown Parking Plan Update, focused on six Strategy Areas: Policy, Alternative Modes, Operations, Administration of the Parking System, Communications and Awareness, and New Capacity.
G4.2	Program	Downtown Circulator	Work with C-TRAN to develop a concept for a downtown circulator between major destinations.
★ G5	Key Policy	Transportation Demand Management (TDM)	Require transportation demand management to reduce drive-alone trips, offer all travelers more mobility choices, and incentivize behavior change to more walking and rolling, biking, carpooling, and transit trips.
G5.1	Policy	TDM in Capital Projects	Require a project-specific trip reduction target and TDM program in capital projects. Tier trip reduction requirements based on a combination of land use, zone, and project size/traffic impact.
G5.2	Program	Commute Trip Reduction (CTR) Refresh and Expansion	The CTR program helps the city reduce drive-alone trips through employer-supported programs. Refresh and expand the CTR program to improve effectiveness and respond to new travel patterns post COVID-19.

The Link Between Land Use and Transportation

A coordinated land use and transportation plan results in places that are easy to walk/roll, bicycle, or take transit. Practices such as greenfield development and low-density land use result in long and circuitous transit routes, long bike trips, and uninviting walking/rolling routes with large parking lots against the sidewalk.

Integrated land use and transportation create a positive, self-reinforcing cycle. Streets and neighborhoods have mixed uses where walking or rolling to the store or a park takes 10 to 15 minutes and bus routes directly connect destinations.

Through the 2045 Comprehensive Plan update, the City can further reinforce the linkage between land use and transportation.



BIG IDEA

Embrace the Future

Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.

Currently, one-third of downtown parking spaces are empty on weekdays suggesting an oversupply of resources with a high opportunity cost for other uses. Technology provides a way of managing resources like parking, and is also a way of managing increasing traffic without costly increases to roadway capacity. In a world full of data, adoption of tools and practices will harness that data so the City can track trends, manage assets, preserve resources, and set the stage for the future.

Policies and Programs

ID	Program or Policy	Name	Description
★ F1	Key Policy	Data Collection and Monitoring	Use data to track travel pattern changes over time
F1.1	Program	Active Transportation Counts	Install small mobility and pedestrian counters at key locations throughout the city and along corridors before and after complete corridor projects.
F1.2	Program	Location-Based Services	Determine a vendor for purchase of travel pattern data to be used in project planning, design, and evaluation.
F1.3	Program	Online System Dashboard	Develop a public-facing dashboard of key transportation metrics to share with the community.
★ F2	Key Policy	Climate Impacts	Adopt policies that will help meet the City's goal of zero carbon emissions by 2040.
F2.1	Policy	Mode Targets	Adopt mode targets and track annually. Set targets to a level that will drastically reduce drive-alone trips.
F2.2	Program	Congestion Pricing	Explore policy implications of demand-based charging along the city's key corridors to influence behavior.
F2.3	Policy	Vehicle Miles Traveled Reduction	Adopt Vehicle Miles Traveled as a key metric in the planning, design, and evaluation of projects, with the goal of reducing VMT.
★ F3	Key Policy	Technology for System Management	Embrace technology as a way of managing the transportation system without expanding capacity.
F3.1	Program	Signal Modernization	Continue program to modernize signals, including accessible pedestrian signals, bicycle signals (if applicable), truck detection, Leading Pedestrian Intervals, and TSP on Enhanced Transit Corridors.
F3.2	Program	Green Wave	Coordinate signals along the city's key corridors and freight routes to create a green wave. Use signal timing to control speed and achieve steady traffic progression.
★ F4	Key Policy	Electric / Autonomous Vehicles	Set City policy around EV / AV usage and role in achieving climate goals.
F4.1	Project	City Fleet	Convert City fleet vehicles at the time of replacement to zero-emission vehicles (ZEVs) whenever applicable and feasible and look for options to switch to lower-carbon fuels where possible.
★ F5	Key Policy	Emerging Mobility	Update City policies for how shared mobility and emerging mobility vendors shall operate in Vancouver. Create data standards, data sharing agreements, and vendor requirements. Integrate equity through reduced costs for people with low incomes.
F5.1	Program	Mobility Hubs	Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (transit, microtransit, bike share, car share). Hubs will include placemaking, wayfinding, and information.
F5.2	Program	Small Mobility and Scooter Share	Pilot a small mobility and scooter share program. Target station placement in areas with a high equity index. Subsidize membership for people with low incomes.
F5.3	Program	Mobility as a Service	Sponsor a digital platform that connects residents to local mobility options and creates incentives for low or no-emission trips.
★ F6	Key Policy	Curb Management	Develop policies and programs that efficiently manage valuable curb space, recognizing how changing travel patterns have placed high demands on this resource.
F 6.1	Policy	Dynamic Curb Management	Create a flexible, dynamic, and data-driven framework for managing high-demand curb spaces using tools such as technology or pricing that can change as quickly as every hour based on demand.
F6.2	Program	Small Freight Management	Develop a small freight management set of strategies to accommodate increasing consumer demand for e-commerce and small package delivery. Incentivize use of small mobility vehicles for local deliveries.
F6.3	Program	Freight Parking and Loading	Create flexible, dynamic freight loading standards that makes the most efficient use of curb space and accommodate a range of delivery vehicle sizes.

Partner With Emerging Mobility Providers

Emerging mobility companies like Uber and Lyft add transportation options to the community. But deployment can be swift and Vancouver needs a framework that includes a cohesive and standard approach.

Emerging mobility agreements and policies will help Vancouver be ready to partner with existing and new vendors such as bike share, on-demand, or scooter companies. Vancouver should:

- **Develop a set of guiding principles** from which to evaluate service offerings. These principles ensure that new mobility options permitted to operate align with the community's goals around safety, customer experience, equitable access, sustainability, and partnerships.
- **Implement emerging mobility agreements** holding emerging mobility providers to a high standard around safety, curb loading, price, and data sharing protocols.
- **Inventory existing service and technology types** to have a shared understanding of what options are available and what type of services might be available in the near future.
- **Develop a biennual Emerging Mobility Evaluation Report** to keep abreast of the rapidly evolving and emerging mobility providers in Vancouver.

As an example, the San Francisco County Transportation Authority developed a set of guiding principles and an inventory of known emerging mobility types. This toolkit, developed through a stakeholder engagement process, allowed the community to review new technologies through the lens of shared values.

5. TSP Networks

Creating networks for all types of transportation modes provides a policy framework and roadmap for capital investment.

Networks for walking and rolling, BSM, transit, and freight lay out where we need to prioritize different types of travel.

Implementation of the walking/rolling and BSM networks requires a series of capital projects that upgrade our streets and are the focus on Chapter 6: Capital Projects.

Network Development

WALKING/ ROLLING

BICYCLING AND SMALL MOBILITY

TRANSIT

FREIGHT

See **Appendix H: TSP Modal Networks, Policies and Programs** for network development methodology.

Walking/Rolling

All City of Vancouver streets must be walkable, but identification of priority streets for walking helps direct resources to places with the highest need and demand.

APPROACH: IDENTIFY PEDESTRIAN CORRIDORS

Pedestrian Corridors represent places where high levels of walking or rolling are expected. There are two types of corridors.

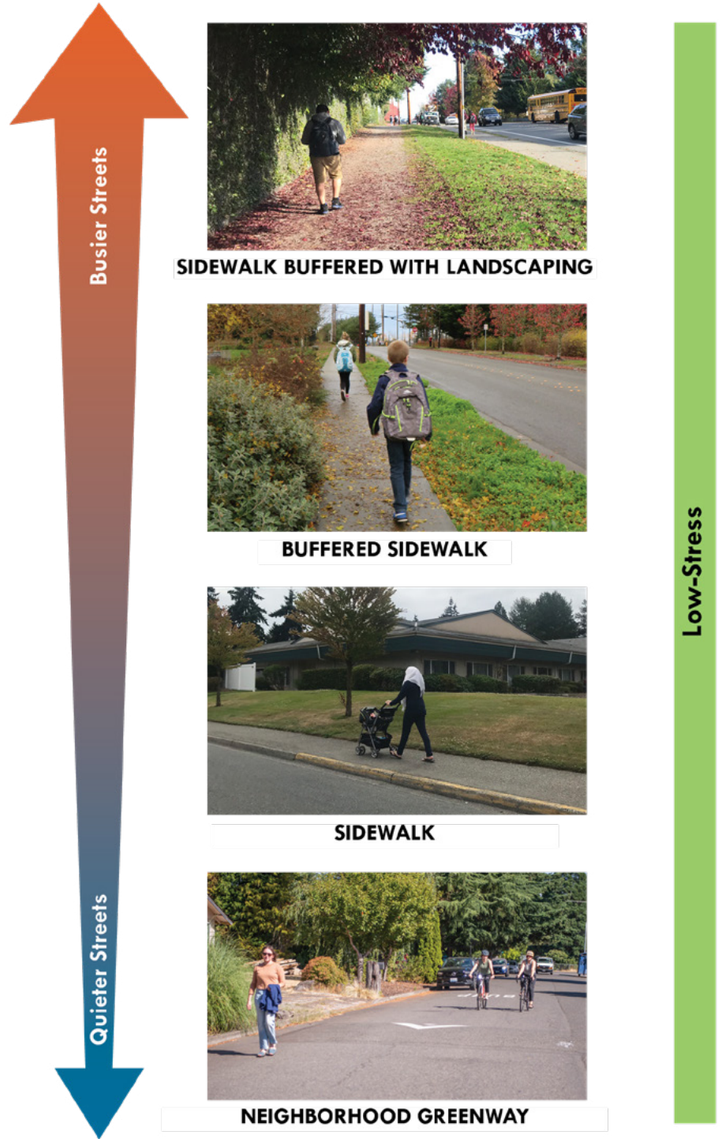
1. **Primary Pedestrian Corridors:**
   a. Have a transit route or routes
   b. Provide a continuous east-west or north-south connection
   c. Include major Multi-Use Paths
   d. Connect to the interstate bridges
2. **Secondary Pedestrian Corridors:**
   a. Connect to schools and parks
   b. Fill gaps in the network

APPROACH: IDENTIFY PEDESTRIAN CENTERS

Pedestrian centers have or will be places with robust land and commercial development. Centers were designated based on:

- Comprehensive Plan Centers
- Planned development
- Density of mixed land uses
- Density of major destinations
- Street connectivity

Map W0 (page 34) shows the Pedestrian Corridors and Centers.



Wider walking and rolling facilities are necessary to reduce stress on busier streets.

Walking/Rolling Facility Selection

The City's street standards will be updated in Fall 2023. This will include examination of facility types for walking and rolling. Similar to BSM facilities, the type of walking/rolling space needed to create a low-stress environment varies based on street characteristics.

Bicycling and Small Mobility

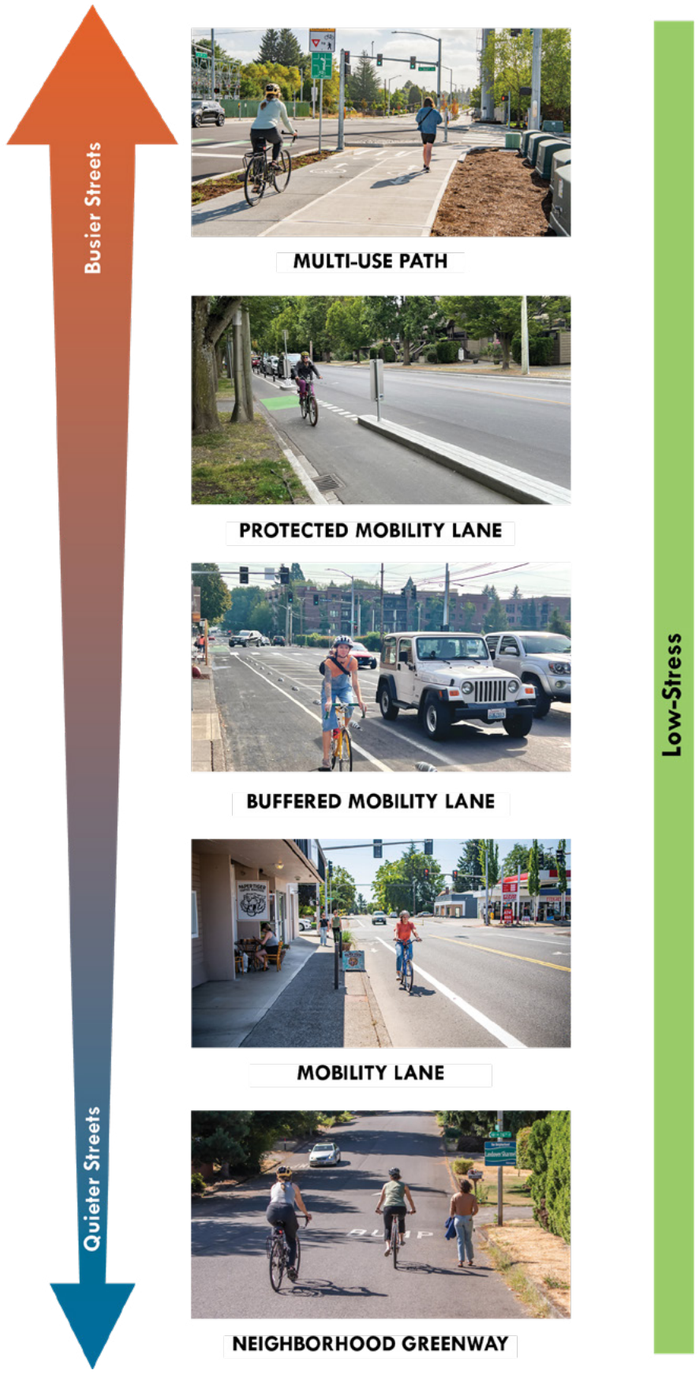
APPROACH: PROVIDE A LOW-STRESS BSM FACILITY EVERY HALF-MILE.

Housing locations and destinations are spread throughout the city. A dense network of low-stress facilities will give people assurance they can get safely and comfortably from the start of their trip to their final destination.

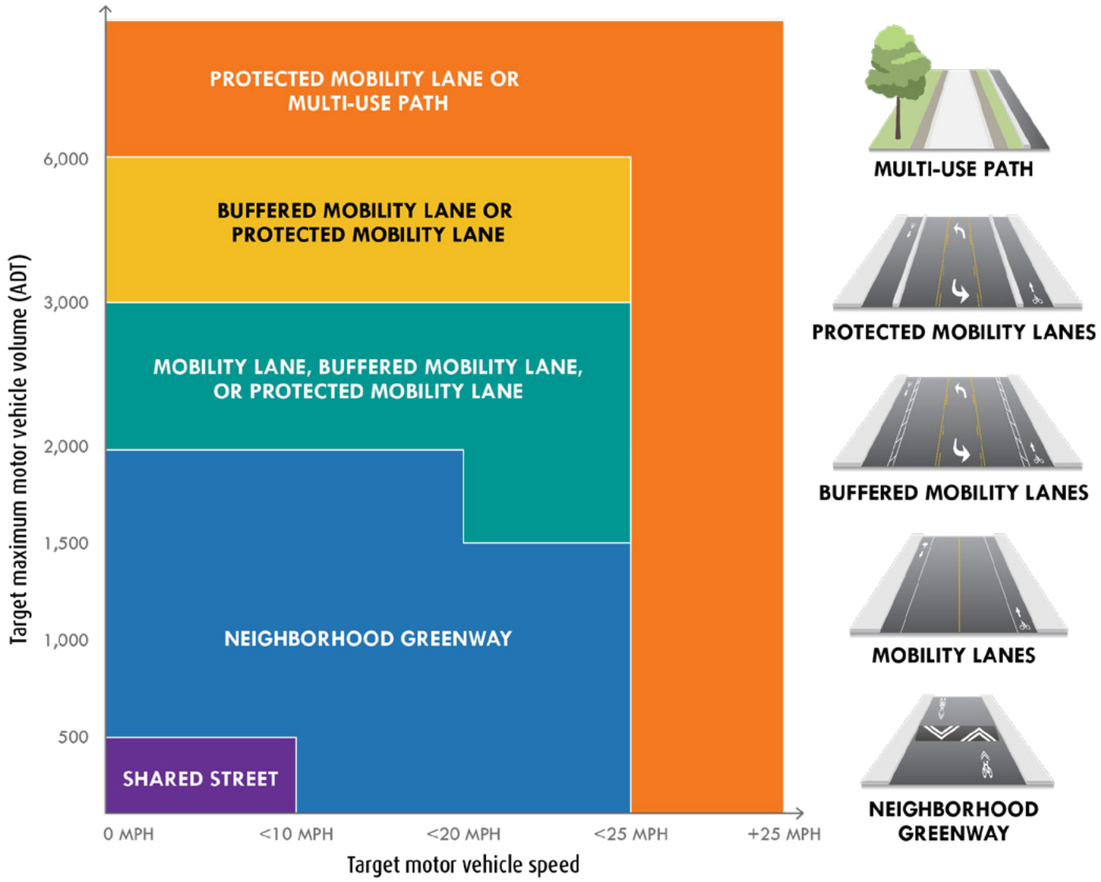
APPROACH: APPEAL TO A WIDE MARKET OF USERS

Many community members said they do not feel safe using the current BSM infrastructure. The TSP adopts a new approach of building a low-stress network focused on safety and comfort.

The National Association of City Transportation Officials, of which Vancouver is a member, has published guidance on facility type related to vehicle speed and volume thresholds (see image on the next page).



Wider, busier streets need more separation betwen drivers and BSM users to make them low-stress.



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

As an example, a street like 99th Street between Lakeshore Drive and NW 21st Avenue currently has a mobility lane. The traffic volumes in 2021 were 3,624 and the posted speed is 35 mph. This means the current mobility lane is not low-stress; a protected mobility lane or path is needed (orange zone). But if the street were designed for 25 mph, a buffered mobility lane would be low-stress (yellow zone).

The future BSM network is summarized in **Map B0** (page 50), and shown in greater detail in **Maps B1–B5** (pages 52–59).

A buffered mobility lane paired with a lower design speed would make 99th Street low-stress.

Facilities Serving Walking/Rolling and BSM

Three facility types serve people walking/rolling, bicycling or using small mobility devices:

1. **Neighborhood Greenways.** These are generally quiet streets with low traffic volumes.
2. **Multi-Use Paths.** Paths like the Burnt Bridge Creek Trail wind through a large stretch of the city and provide both a recreation and transportation function. Multi-use paths can also be built directly next to a street, like the design of SE 1st Street from 164th to 192nd Avenues.
3. **Unpaved trails.** Often found in parks, unpaved trails provide circulation for all users.

SE 1st Street multi-use path.

Transit

Vancouver does not operate C-TRAN service but it manages the streets and operating environment. A set of Enhanced Transit Corridors (ETC) will serve as a key transit policy guiding City investment. This network will be used in the City's development review and comprehensive planning practice.

The ETC network was created in collaboration with C-TRAN and is a subset of its routes based on:

- Frequency of bus service
- Equity Index score
- Regional and local growth
- Congestion that delays the bus

Map T0 (page 60) shows the ETC network.

Freight

Freight categories were created that align with state, regional, and national designations. They include:

- Critical corridors. These are important for through truck traffic to maintain mobility for regional or national connections. Within this category, the two sub-categories are (1) National Highway Freight Network, and (2) Truck Freight Economic Corridors.
- Freight access streets. Trucks must use streets throughout the city for deliveries. The freight network recognizes these local access streets based on actual truck usage.

Map F0 (page 62) shows the freight network.

For an accessible list of networks, see **Appendix M: Accessible Networks**

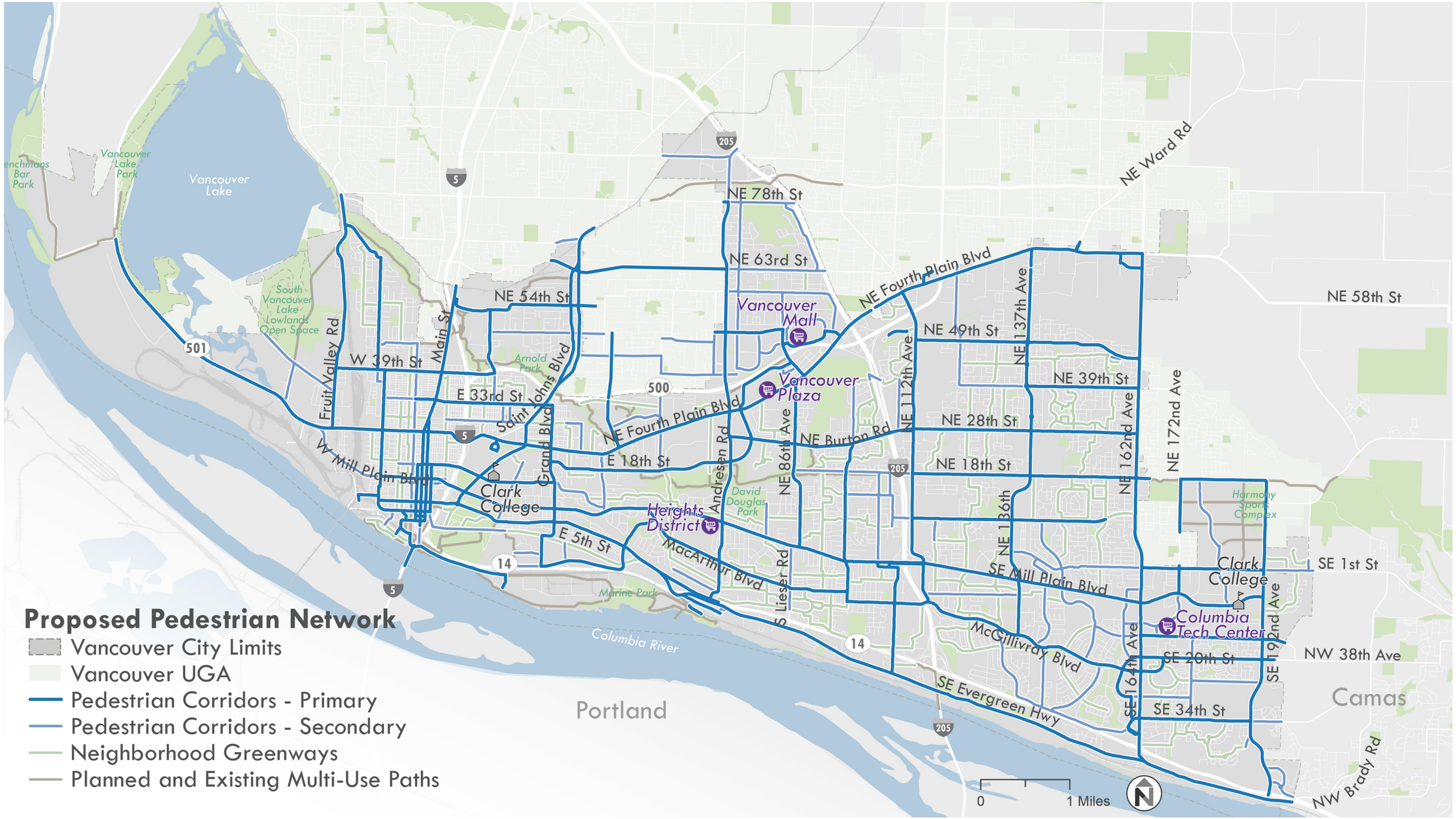
Network Maps

Network maps are presented on subsequent pages for the four networks, as well as maps showing how primary connections on each modal network overlap.

Locations of the five zones referenced in certain maps below.

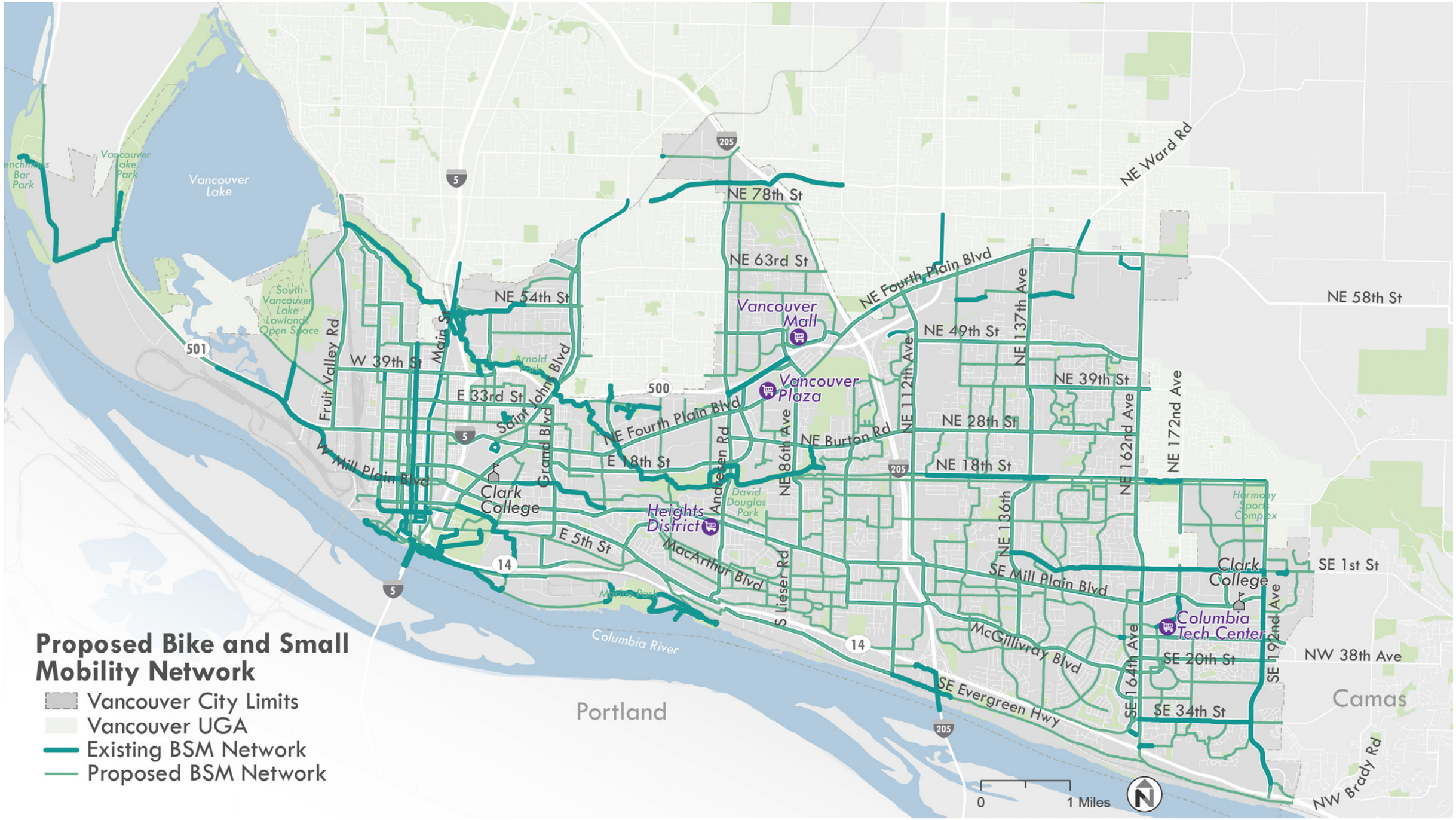
WALKING AND ROLLING NETWORK

Map W0: Future Low-Stress Walking and Rolling Network



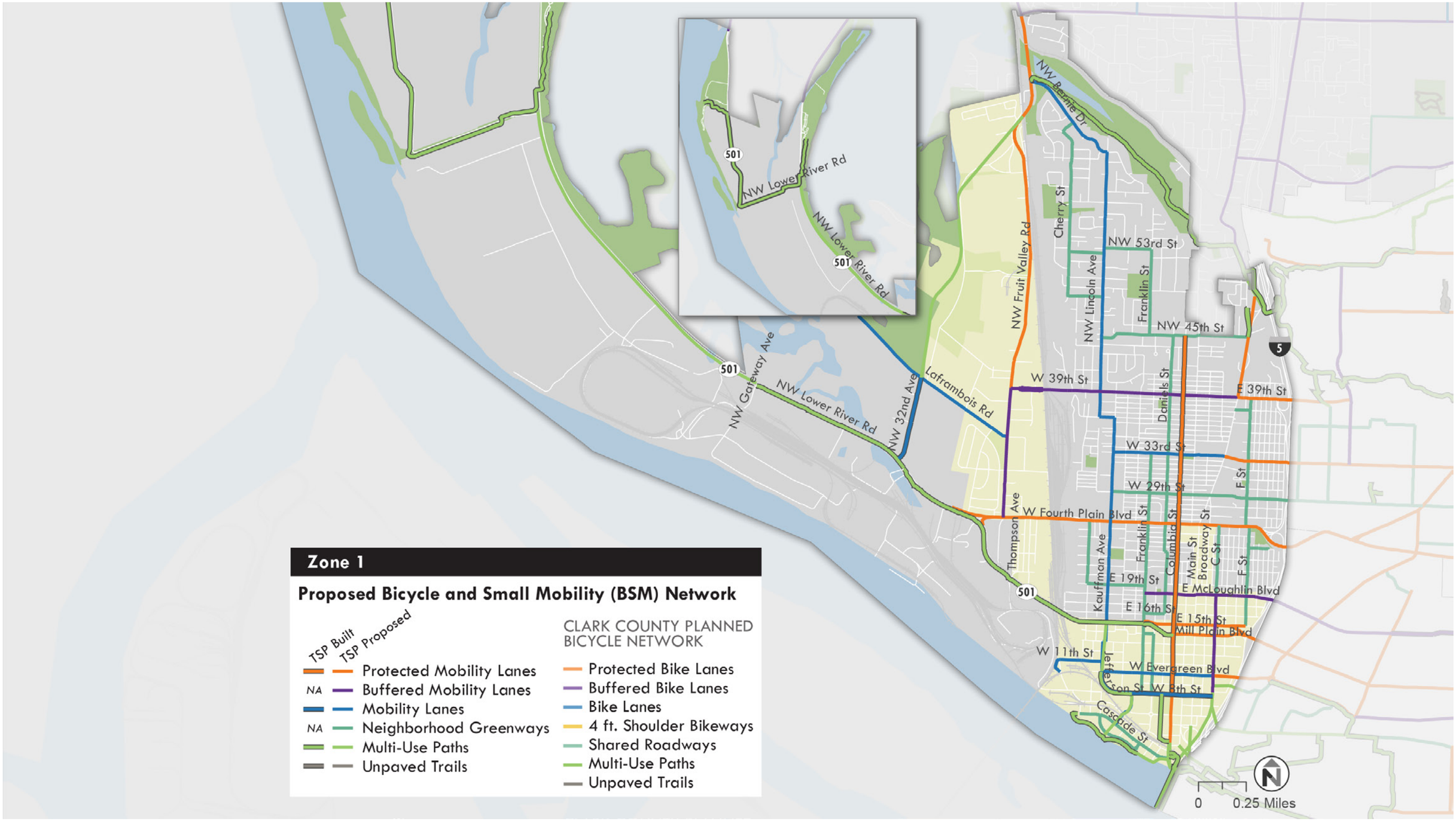
BICYCLING AND SMALL MOBILITY NETWORK

Map B0: Future BSM Network



See p. 44–45 for a description of each type of facility in the BSM network.

Map B1: Future BSM - Zone 1



Zone 1

Proposed Bicycle and Small Mobility (BSM) Network

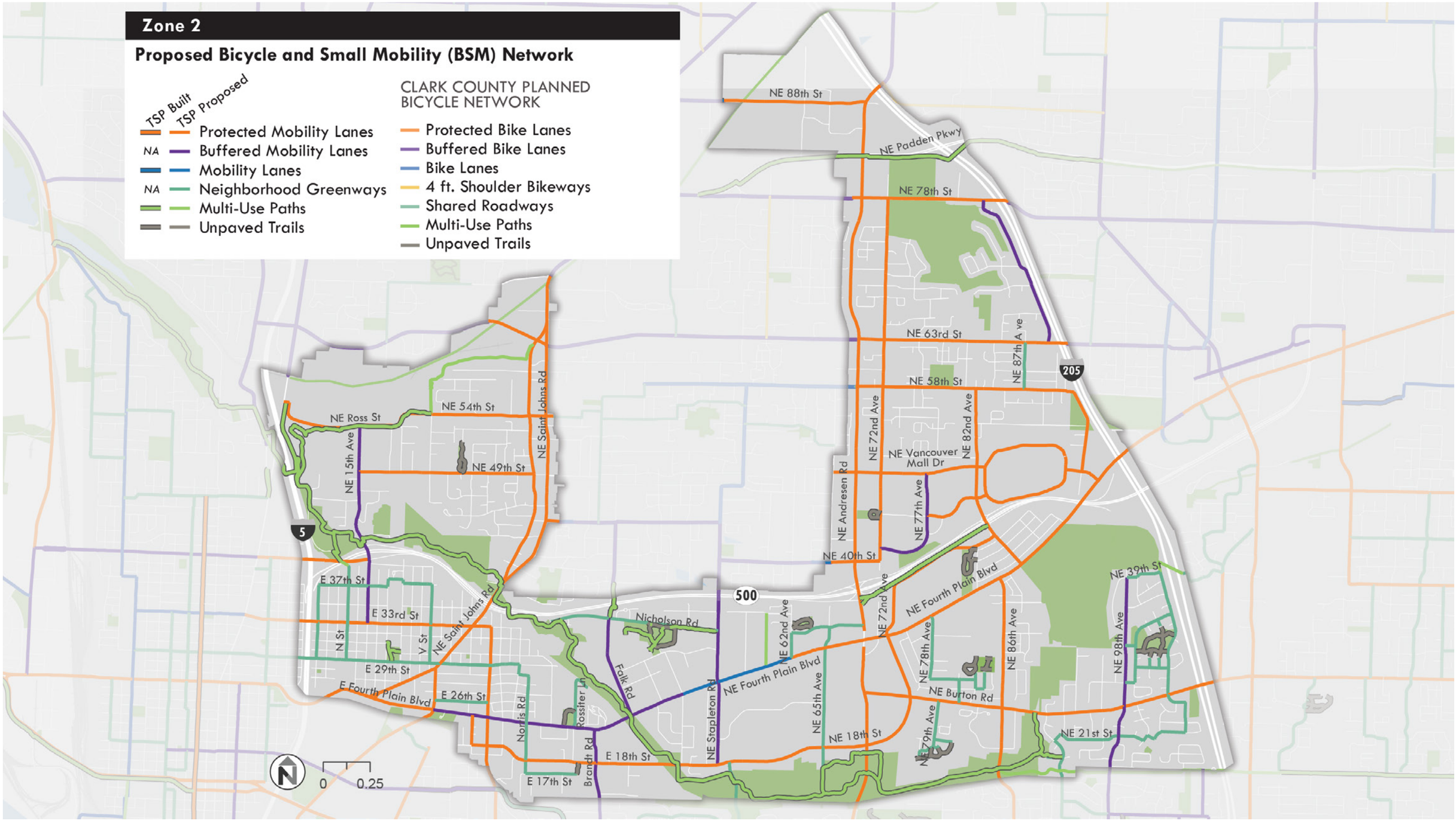
TSP Built	TSP Proposed	
		Protected Mobility Lanes
NA		Buffered Mobility Lanes
		Mobility Lanes
NA		Neighborhood Greenways
		Multi-Use Paths
		Unpaved Trails

CLARK COUNTY PLANNED BICYCLE NETWORK

- Protected Bike Lanes
- Buffered Bike Lanes
- Bike Lanes
- 4 ft. Shoulder Bikeways
- Shared Roadways
- Multi-Use Paths
- Unpaved Trails

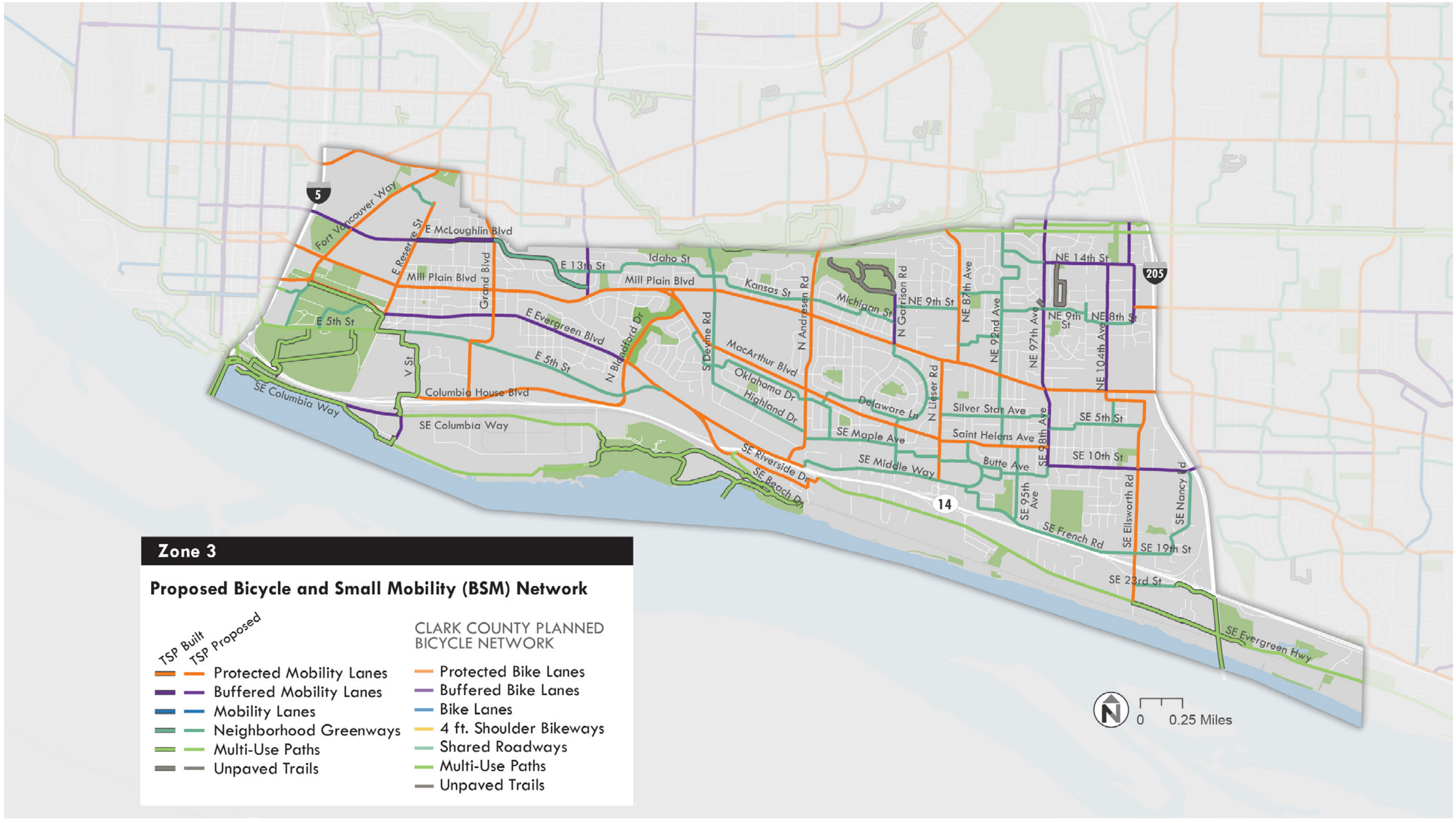
See p. 44–45 for a description of each type of facility in the BSM network.

Map B2: Future BSM - Zone 2



See p. 44–45 for a description of each type of facility in the BSM network.

Map B3: Future BSM - Zone 3



Zone 3

Proposed Bicycle and Small Mobility (BSM) Network

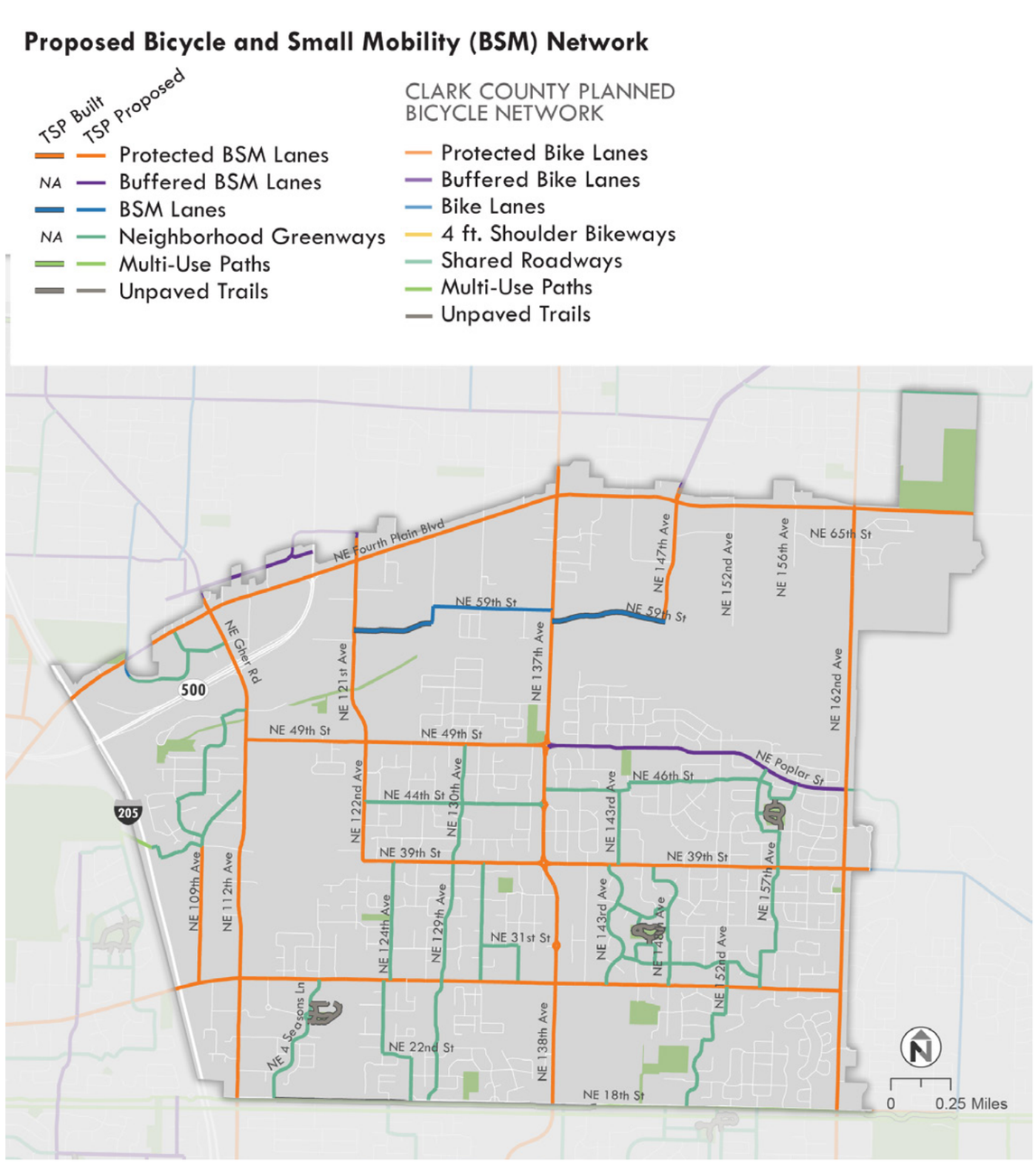
TSP Built	TSP Proposed	
		Protected Mobility Lanes
		Buffered Mobility Lanes
		Mobility Lanes
		Neighborhood Greenways
		Multi-Use Paths
		Unpaved Trails

CLARK COUNTY PLANNED BICYCLE NETWORK

- Protected Bike Lanes
- Buffered Bike Lanes
- Bike Lanes
- 4 ft. Shoulder Bikeways
- Shared Roadways
- Multi-Use Paths
- Unpaved Trails

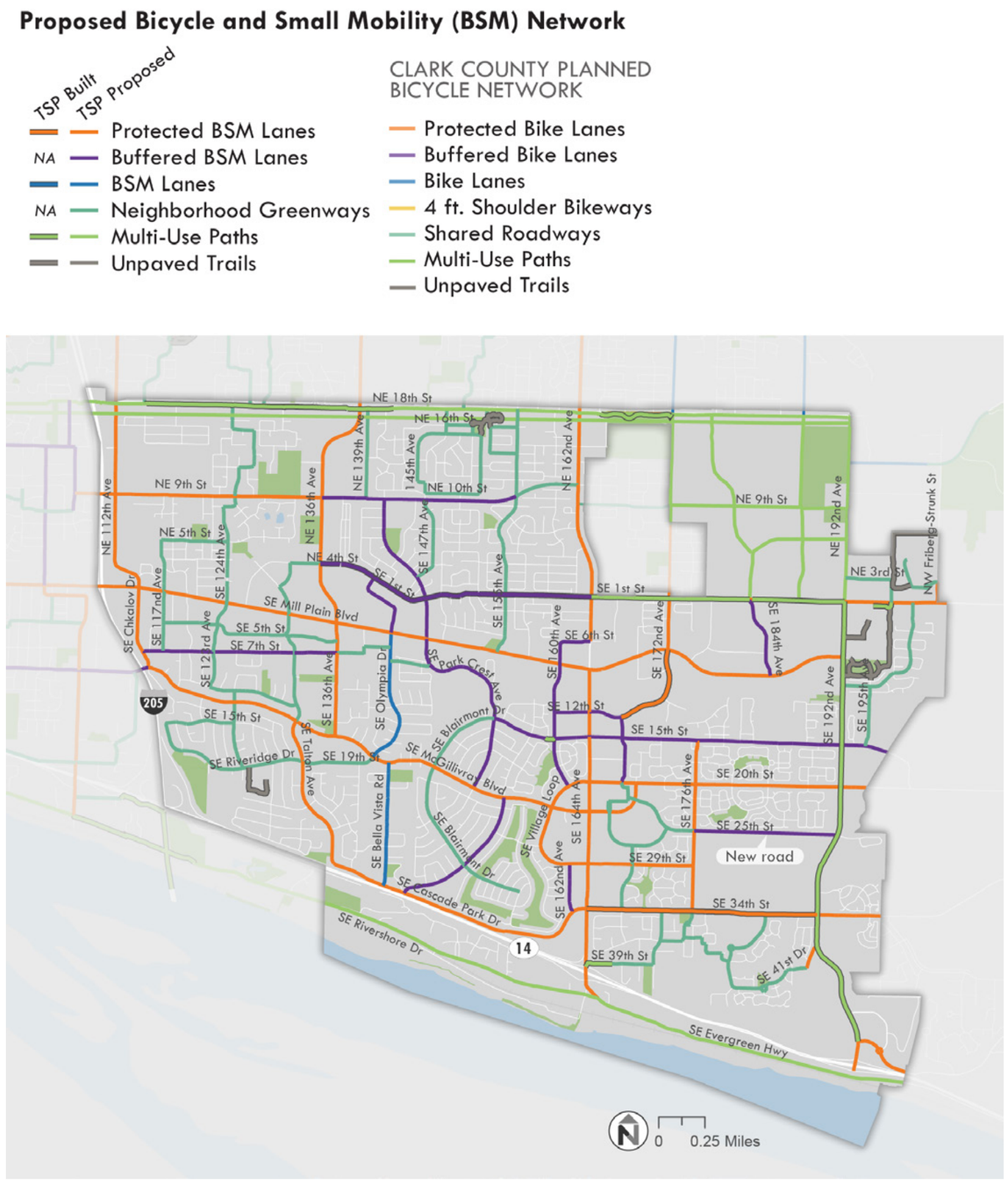
See p. 44–45 for a description of each type of facility in the BSM network.

Map B4: Future BSM - Zone 4



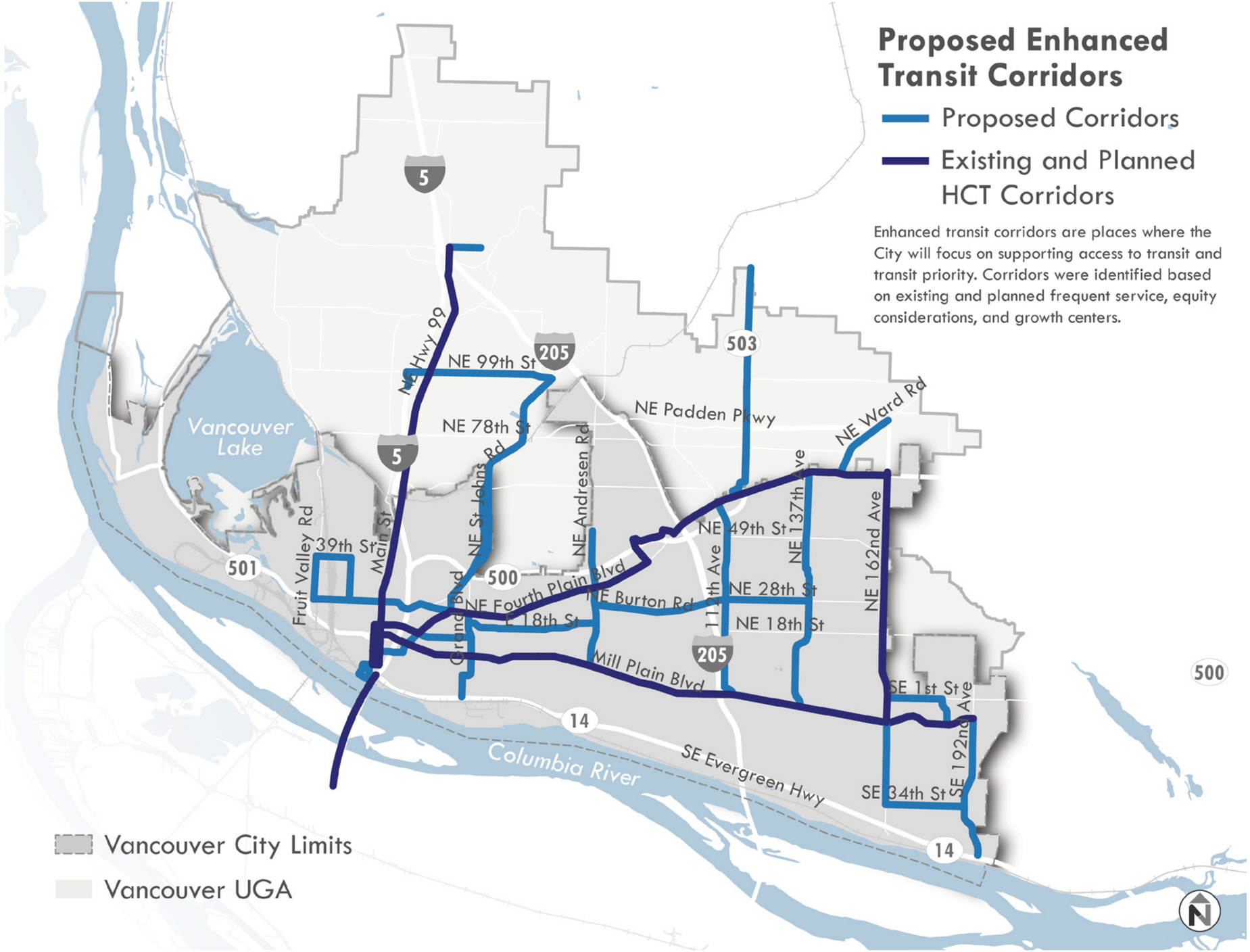
See p. 44–45 for a description of each type of facility in the BSM network.

Map B5: Future BSM - Zone 5



ENHANCED TRANSIT CORRIDORS

Map T0: Enhanced Transit Corridors



FREIGHT CORRIDORS

Map F0: Future Freight Network Map

Designing for Freight

Freight is delivered on a wide range of vehicle sizes, from interstate semi-trailers to small box trucks. Designing for large vehicle turning and through movements has tradeoffs to the environment for walking/rolling or small mobility. For example, a street corner designed for a semi-trailer means a passenger car driver can navigate that same turn at a higher speed.

Freight is critical to our economy. The City can integrate design and policy treatments so freight and vulnerable users can navigate the same streets.

FREIGHT DESIGN TREATMENTS

Recessed stop bars allow lager vehicles to make right turns.

Photo: Nelson\Nygaard

During design, assume trucks will swing into adjacent lanes, which they do in practice.

Photo: Nelson\Nygaard

Mountable corners slow down passenger vehicles but can be mounted by trucks.

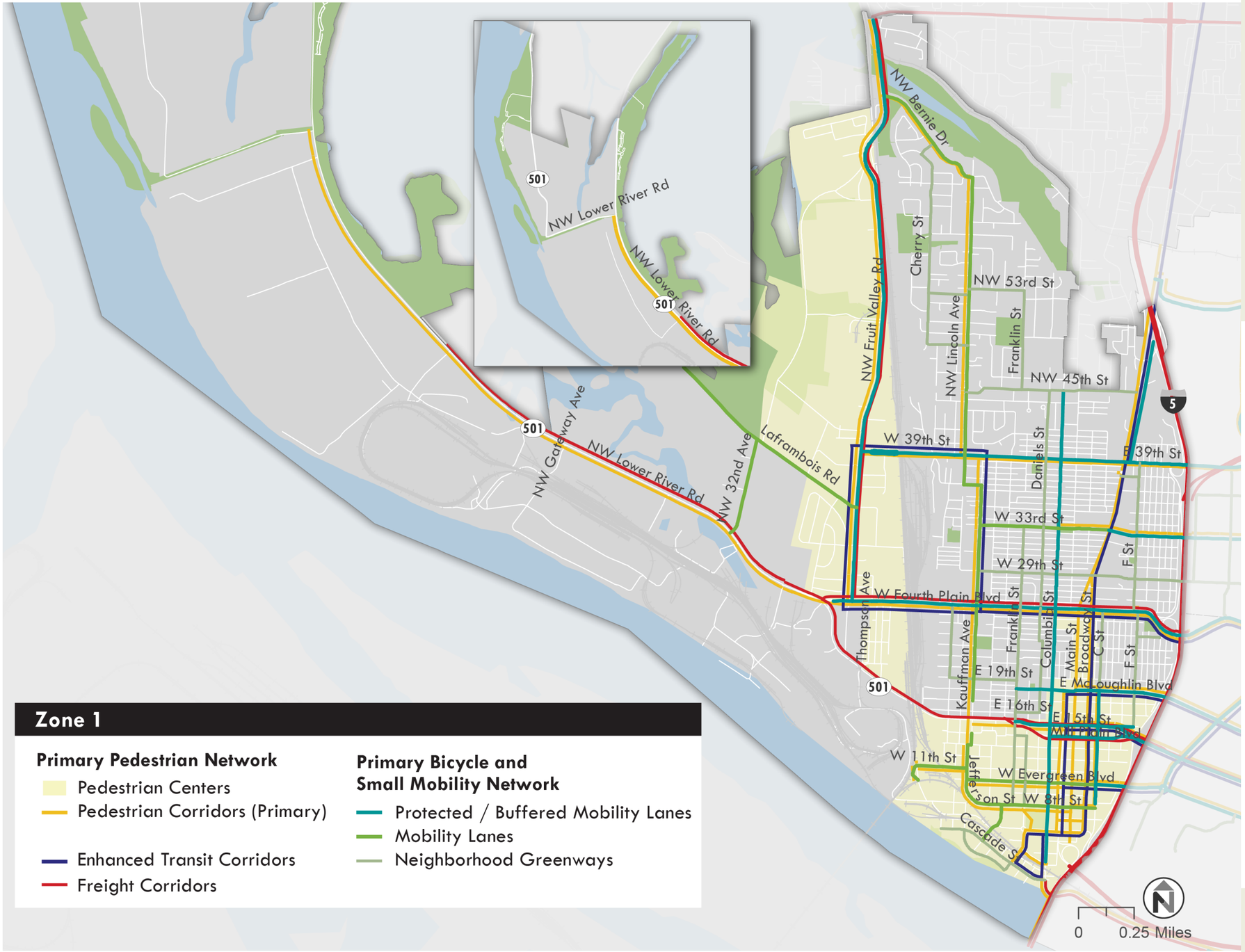
Photo: Google Street View

Vertical separation allows trucks and vulnerable users to co-exist.

Photo: City of Vancouver

MODAL NETWORKS OVERLAP

Map M1: Modal Networks - Zone 1



Zone 1

Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways

How the Networks Overlap

Sometimes one street is part of multiple modal networks. In parts of the city with short blocks and a strong grid, freight, for example, can be accommodated on one street with truck-friendly designs and loading zones, while a parallel street with low traffic volumes will be more suitable for those on bike or small mobility devices. But many of the city's key corridors—like Fourth Plain Boulevard and Fruit Valley Road, for example—do not have parallel routes. In those cases all transportation needs are concentrated on one street.

Maps M1 through M5 show the modal networks overlaid. For legibility, the maps show the primary designated corridors and facilities, and leave off lower-tier designations like unpaved trails.

Designation as part of multiple modal networks means extra care will be needed to rebalance those streets for all.

Network Maps	Network Overlay Maps
Bicycle and Small Mobility	**Primary Bicycle and Small Mobility Network**
Protected Mobility Lanes	Protected / Buffered
Buffered Mobility Lanes	Mobility Lanes
Mobility Lanes	Neighborhood Greenways
Neighborhood Greenways	
Multi-Use Paths	
Unpaved Trails	
Walking/Rolling	**Primary Pedestrian Network**
Pedestrian Centers	Pedestrian Centers
Pedestrian Corridors (Primary)	Pedestrian Corridors (Primary)
Pedestrian Corridors (Secondary)	
Neighborhood Greenways	
Multi-Use Paths	
Transit	**Transit**
Proposed Corridors	Enhanced Transit Corridors
Existing and Planned HCT Corridors	
Freight	**Freight**
National Highway Freight Network	Freight Corridors
Truck Freight Economic Corridors	
Freight Access Streets: Local Access	

Guide to reading network maps and overlay maps.

See p. 44–45 for a description of each type of facility in the BSM network.

Map M2: Modal Networks - Zone 2

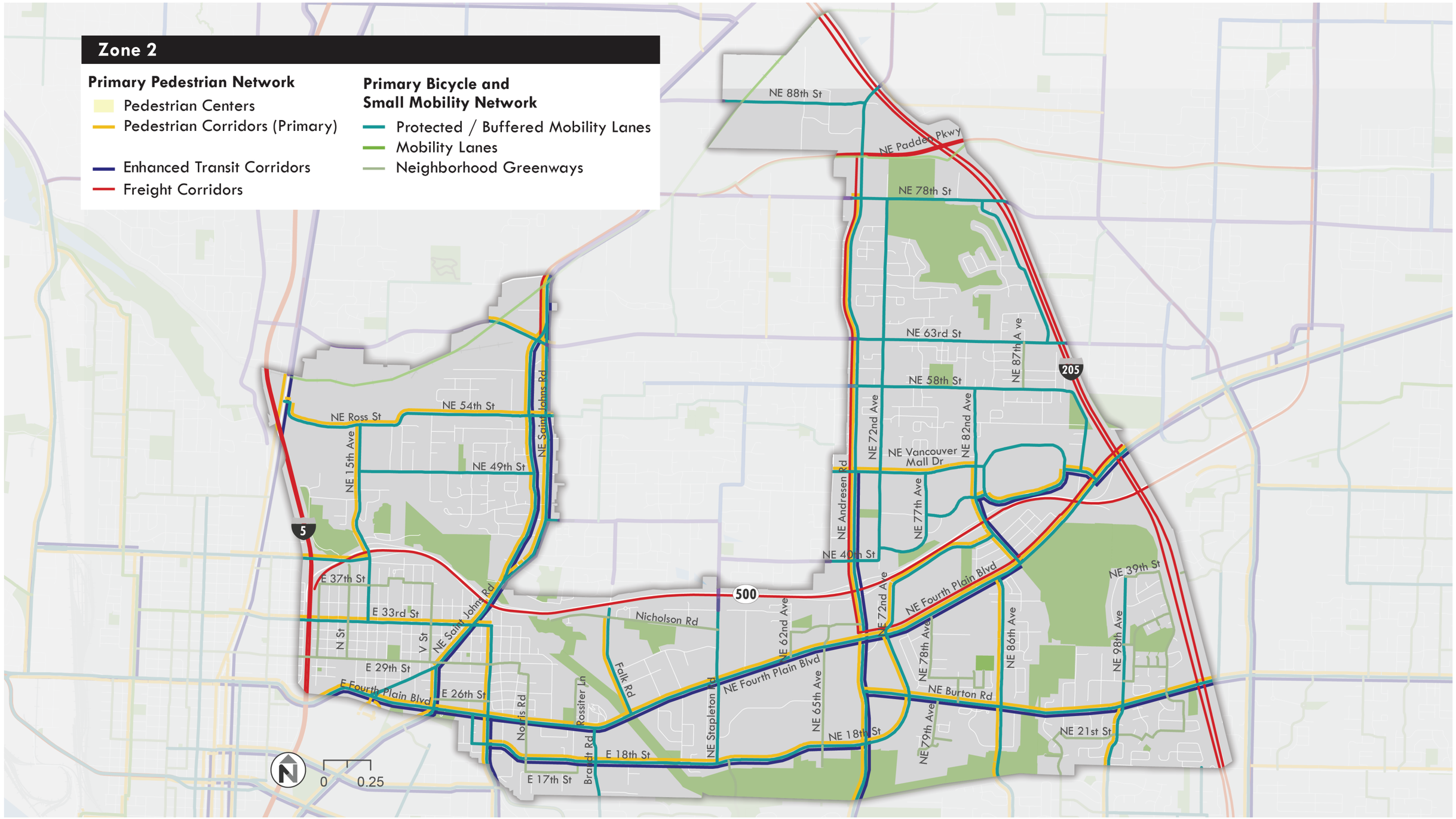
Zone 2

Primary Pedestrian Network

- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network

- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



See p. 44–45 for a description of each type of facility in the BSM network.

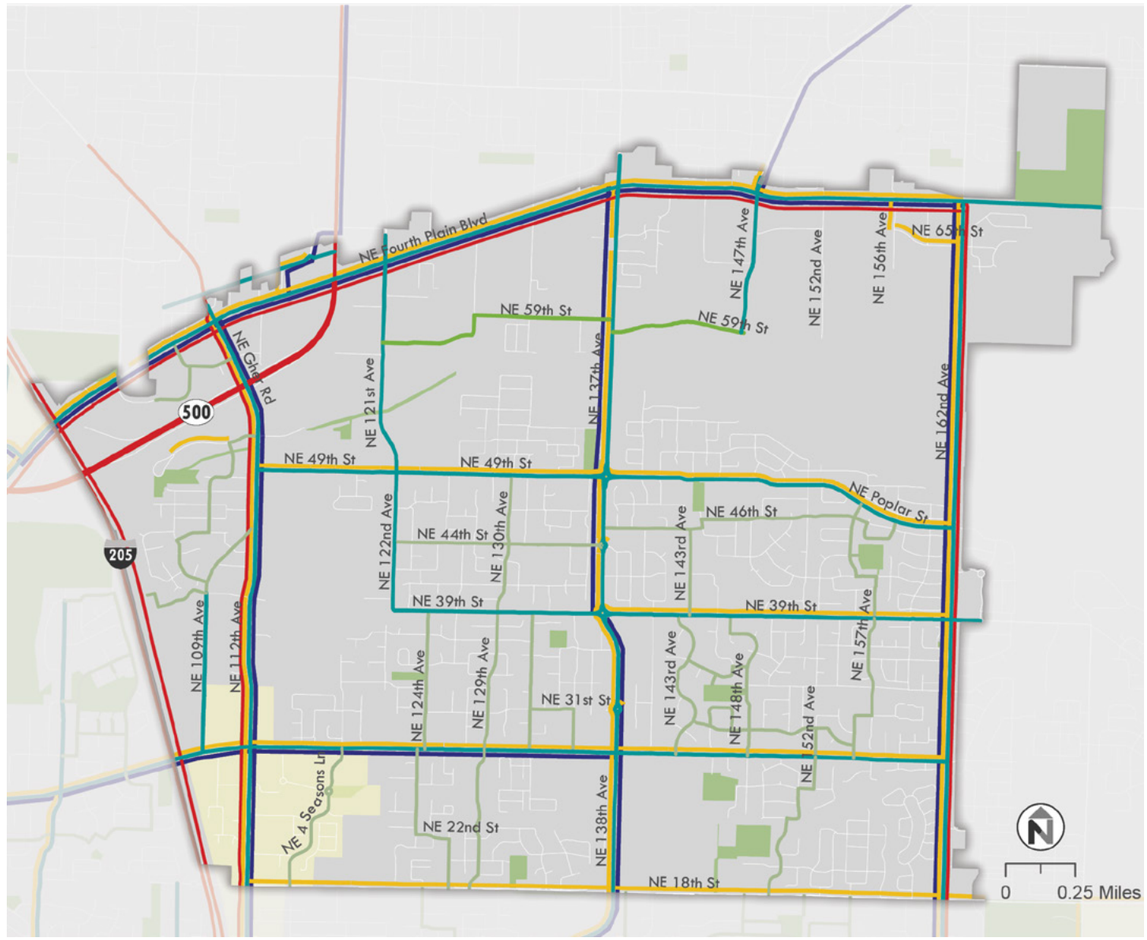
Map M3: Modal Networks - Zone 3

See p. 44–45 for a description of each type of facility in the BSM network.

Map M4: Modal Networks - Zone 4

Primary Pedestrian Network
- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network
- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways

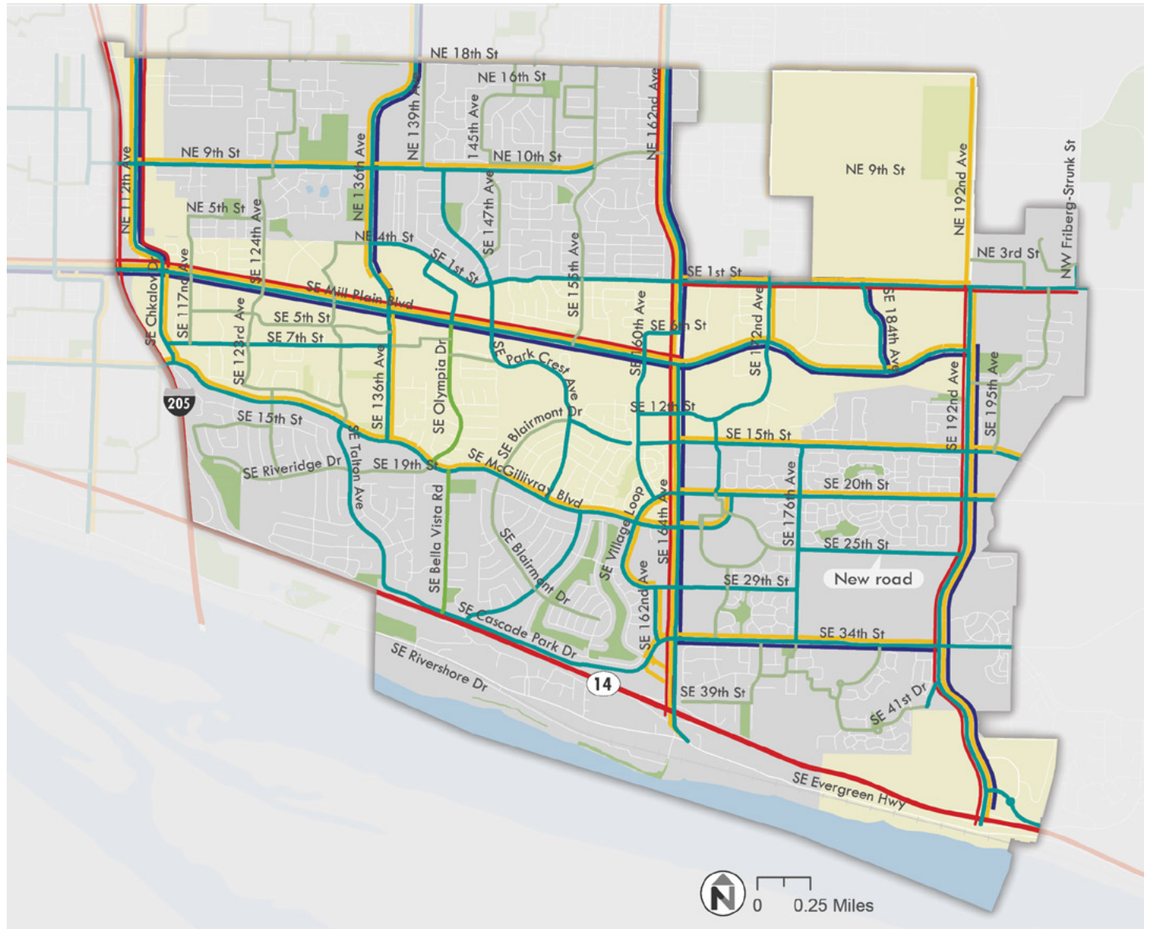


See p. 44–45 for a description of each type of facility in the BSM network.

Map M5: Modal Networks - Zone 5

Primary Pedestrian Network
- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Enhanced Transit Corridors
- Freight Corridors

Primary Bicycle and Small Mobility Network
- Protected / Buffered Mobility Lanes
- Mobility Lanes
- Neighborhood Greenways



6. Capital Projects

Capital projects include infrastructure investments that are new and outside of typical maintenance activities. Capital projects get funded and built in three ways:

1. Capital Facilities Plan (CFP). Long-range plan of unfunded projects needed for all City services (schools, parks, utilities, transportation).
2. Transportation Improvement Program (TIP). Six-year capital project list, updated annually. The intent is for the TIP to include funded projects.
3. Coordinated with Development. Some capital projects become needed as a result of development.

The CFP and TIP already include a range of projects tied to roadway needs. The TSP developed modal networks for walking/rolling and BSM that require additional capital investment. After TSP adoption, the City will combine existing CFP and TIP projects with the TSP project list and sort them according to the prioritization framework outlined in the TSP.

Capital Projects Overview

Typical TSP capital projects include:

- Making existing BSM facilities low-stress. For example, upgrading the existing BSM lane on Saint Johns Boulevard to a protected BSM lane with vertical separation.
- Adding new BSM facilities, such as a protected BSM lane on priority corridors, such as 112th Avenue.
- Filling sidewalk gaps on primary pedestrian corridors.
- Adding crossings that meet City's updated crossing policy spacing and design guidance.

In total, 228 capital projects have been identified to implement the TSP BSM and walking networks:

Total Projects	New Crossings	Small Mobility Facilities	Sidewalk Infill
228 projects: • 31 BSM projects • 6 pedestrian projects • 191 BSM and pedestrian projects	326 new crossings: • 9 Level 1 • 90 Level 2 • 227 Level 3	• 197 miles of existing facilities • 242 miles of proposed facilities Note: One-way distances listed above.	148 miles of proposed sidewalk infill

TYPES OF CROSSINGS

Level 1

Level 2

Level 3

Project Prioritization

Prioritization includes two sets of considerations.

1. Where should we invest? This question asks where the highest need exists based on criteria such as safety history, equity considerations, existing and future growth, etc.
2. When should we invest? In reality, certain projects should be advanced because there are coordination opportunities with other projects. Other projects may be high priority but will take a long time due to environmental considerations, for example.

Moving forward, this framework will be used for TIP and TSP project prioritization.

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

TSP Capital Project List

Criteria
Equity Index
Collision Rate and Type
Access to Essential Places
Future Growth Areas

Priority Levels

- High Priority
- Medium Priority
- Low Priority

When should we invest?

Criteria	Later	Sooner
Is there an upcoming pavement project?	No	Yes
Is there an upcoming agency partner project?	No	Yes
Does the project fill a small, critical gap in the walking/rolling or BSM networks?	No	Yes
Will the project have to go through environmental review?	Yes	No
Will the project have right-of-way impacts?	Yes	No

Term Levels

- Near-term
- Medium-term
- Long-term

In some cases, medium or high priority projects may end up in the long-term phase if they touch environmentally sensitive areas, for example, that would take a long time to clear through regulatory processes. Or if a street was recently repaved, that project might take a longer time before the City revisits it. In other cases the opposite is true. Low-priority projects may be in the near-term phase due to opportunistic timing with other projects (such as a planned repaving).

Projects that are both high priority and near-term are top candidates for investment. These are marked with a asterisk (*).

A planning-level cost estimate was generated to understand the magnitude of resources needed to construct each project.

Cost Levels

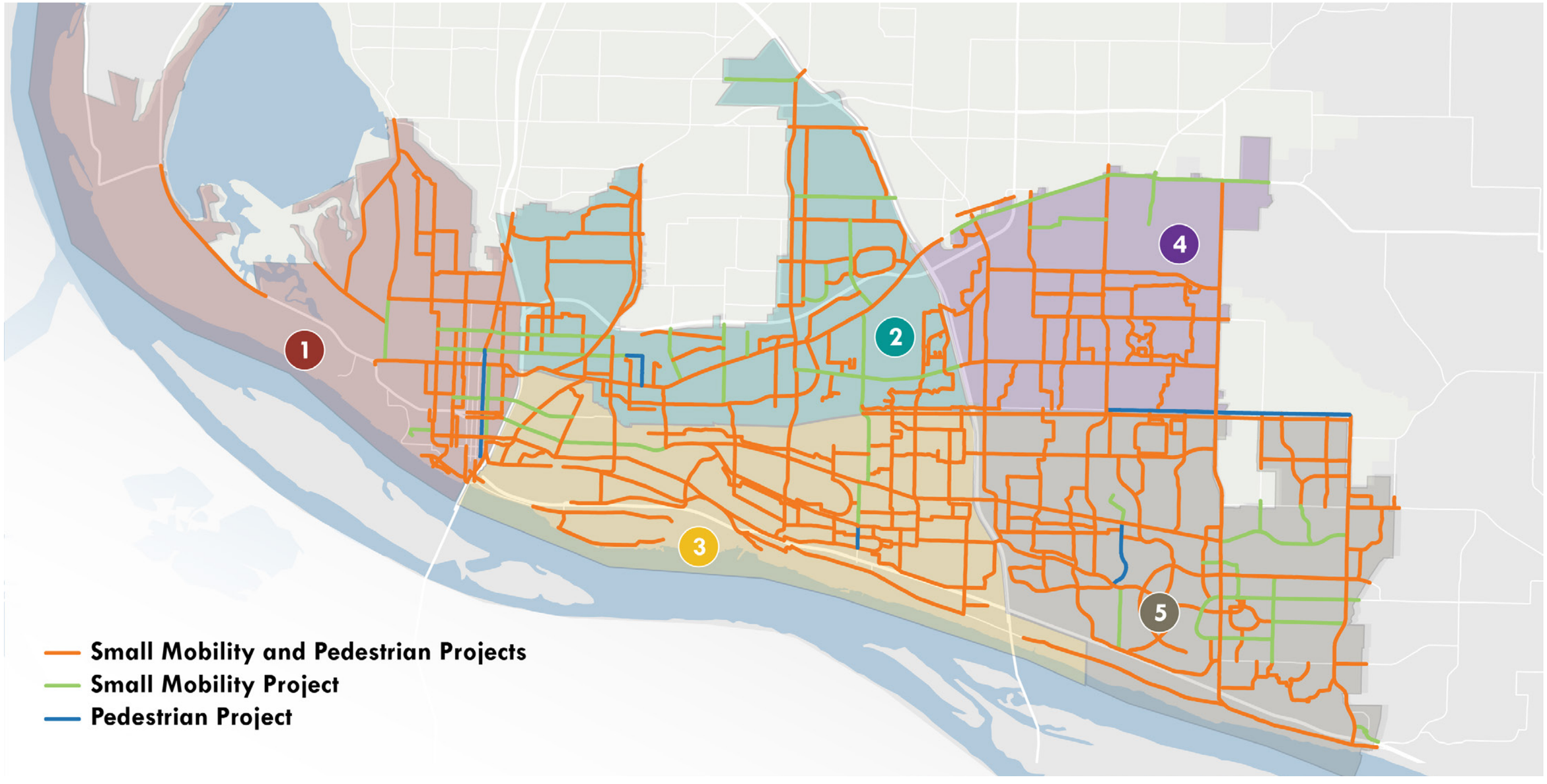
- Low Cost
- Medium Cost
- High Cost

Capital Projects List

Capital Projects Areas

The next section shows the capital projects for each zone of the city, including their prioritization, phasing, and construction cost. The zones were created to break the map into smaller pieces for readability and do not signify any other grouping purpose.

Project Type		Priority	Timing	Cost
SMP	Small Mobility and Pedestrian Projects	Low	Near-term	Low
SM	Small Mobility Projects	Medium	Medium-term	Medium
P	Pedestrian Projects	High	Long-term	High



ZONE 1

PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	101	501: Fill in MUP gap from Gateway Drive to Lower River Rd	Yes	Yes	Low	Long-Term	High
SMP	102	New off-street connection: MUP from Laframbois Road to Fruit Valley Road	Yes		Medium	Long-Term	Medium
SMP	103	Laframbois Rd: NG from Fruit Valley Road to end of industrial area	Yes		Medium	Long-Term	High
SMP	104	Fruit Valley Rd: Upgrade discontinuous BL to PBL from W 39th St to city limit	Yes	Yes	Medium	Long-Term	High
SM	105	Fruit Valley Rd: Upgrade existing BL to BBL from W 39th St to Fourth Plain Blvd	Yes	Yes	Medium	Medium-Term	Low
SMP	106	NW Cherry St: NG from Bernie Dr to Lincoln Ave	Yes		Low	Long-Term	Medium
SMP	107	Lincoln Ave: Complete continuous BL from Fruit Valley Rd to W 39th St	Yes	Yes	Low	Medium-Term	High
SMP	108	Franklin and 53rd Streets: NG from Lincoln Ave to NW 45th St	Yes		Low	Medium-Term	Medium
SMP	109	NW 45th St: NG from Lincoln Ave to Main St	Yes		Medium	Near-Term	Low
SMP	110	W 39th St: Add new or upgrade existing BL to BBL from Fruit Valley Rd to Main St	Yes	Yes	Medium	Medium-Term	High
SM	111	W 33rd: BL from Kauffman to Main St		Yes	Medium	Near-Term	Low
SMP	112	Kaufman Ave: BL from Mill Plain to W 39th St	Yes	Yes	Medium	Medium-Term	Medium
SMP	**113***	**Kauffman Ave: BL from Mill Plain to Evergreen Blvd. See also Project 114.**		**Yes**	**High**	**Near-Term**	**Low**
SMP	114	Kauffman/Jefferson/8th: MUP on west side. See also Project 113. Grant St: MUP continues from 8th St to waterfront.	Yes	Yes	High	Long-Term	Medium
SMP	115	Franklin St: NG from W 8th St to W 33rd St		Yes	High	Medium-Term	Low
SMP	116	Daniels St: NG from NW 45th St to 16th St; continue west on 16th St to Franklin St	Yes		Medium	Medium-Term	Medium
SMP	117	MUP: New path connection from Hazel Dell Ave across Main St and connecting to the Discovery Trail			Low	Medium-Term	Medium
SMP	118	Main St: Add crossings and missing sidewalks from E 29th St to NE Ross st. PML from E 39th to Discovery Trail	Yes	Yes	High	Long-Term	Medium
P	**119***	**Broadway: Add crossings from W 29th St to E 6th St**		**Yes**	**High**	**Near-Term**	**Low**
SM	120	C St: Upgrade existing BL and create continuous BBL from E 8th St to McLoughlin. NG from McLoughlin to Fourth Plain Blvd		Yes	High	Long-Term	Low
SMP	121	C St: Add MUP on C Street between 8th and 7th Streets, connecting to Project #26		Yes	Medium	Medium-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	122	MUP: New path connection from C and 7th Streets along the west side of I-5 to Columbia Way and the waterfront			Medium	Long-Term	High
SMP	123	F St: NG from E 39th St to Fourth Plain Blvd	Yes		Medium	Medium-Term	Low
SMP	124	F St: NG from Fourth Plain Blvd to E 15th St	Yes		Medium	Medium-Term	Low
SMP	125	Fourth Plain Blvd: Upgrade existing BL to PBL from 501 to F St	Yes	Yes	High	Long-Term	High
SMP	126	Lincoln Ave and 19th St: NG from Fourth Plain Blvd to Franklin St	Yes		Medium	Medium-Term	Low
SM	**127***	**McLoughlin Blvd: BBL from Franklin to G S**			**High**	**Near-Term**	**Low**
SMP	128	Mill Plain Blvd/15th St: PBL on the Mill Plain/15th St couplet from Columbia St to I-5	Yes		High	Medium-Term	Medium
SM	129	11th St: Add BL from Jefferson Street to the Amtrak Station		Yes	Medium	Near-Term	Low
SMP	**130***	**Evergreen Blvd: New BL from Jefferson St to C St**		**Yes**	**High**	**Near-Term**	**Low**
SMP	131	MUP: New path connection across I-5 from around C St and E 8th St to Anderson St, which connects to Fort Vancouver Way	Yes		Medium	Medium-Term	Low
SMP	**132***	**Columbia St: Continue BBL from 8th St to Phil Arnold Way**			**High**	**Near-Term**	**Low**
SMP	133	Columbia St: MUP (west side) from Phil Arnold Way to I-5	Yes	Yes	High	Long-Term	Low
SMP	134	I-5 crossing: New MUP crossing I-5 from Main and E 5th Streets to the MUP along Columbia Way at the waterfront			Medium	Long-Term	Low
SMP	135	Columbia Way and Waterfront Way waterfront streets: NG		Yes	Medium	Near-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

JEFFERSON/KAUFFMAN (#113)

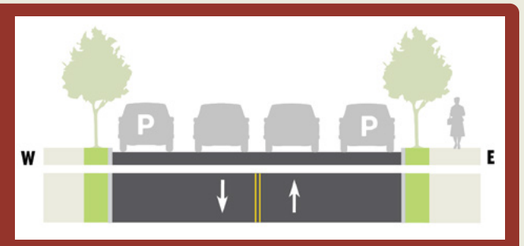
The Jefferson/Kauffman corridor links neighborhoods in the western part of Downtown to the multi-use path on Mill Plain Blvd and the waterfront. The City has secured funding for this project and it is anticipated to go to construction in 2024.

STREET CHARACTERISTICS

Posted Speed:
25 MPH

Traffic Volumes:
N/A

Bus Service:
C-TRAN Route 25 (St. Johns)



PROJECT DESCRIPTION

Project Length:
1.1 miles

Pedestrian:
X new crossings
X ft sidewalk

Priority:
High

Phasing:
Near

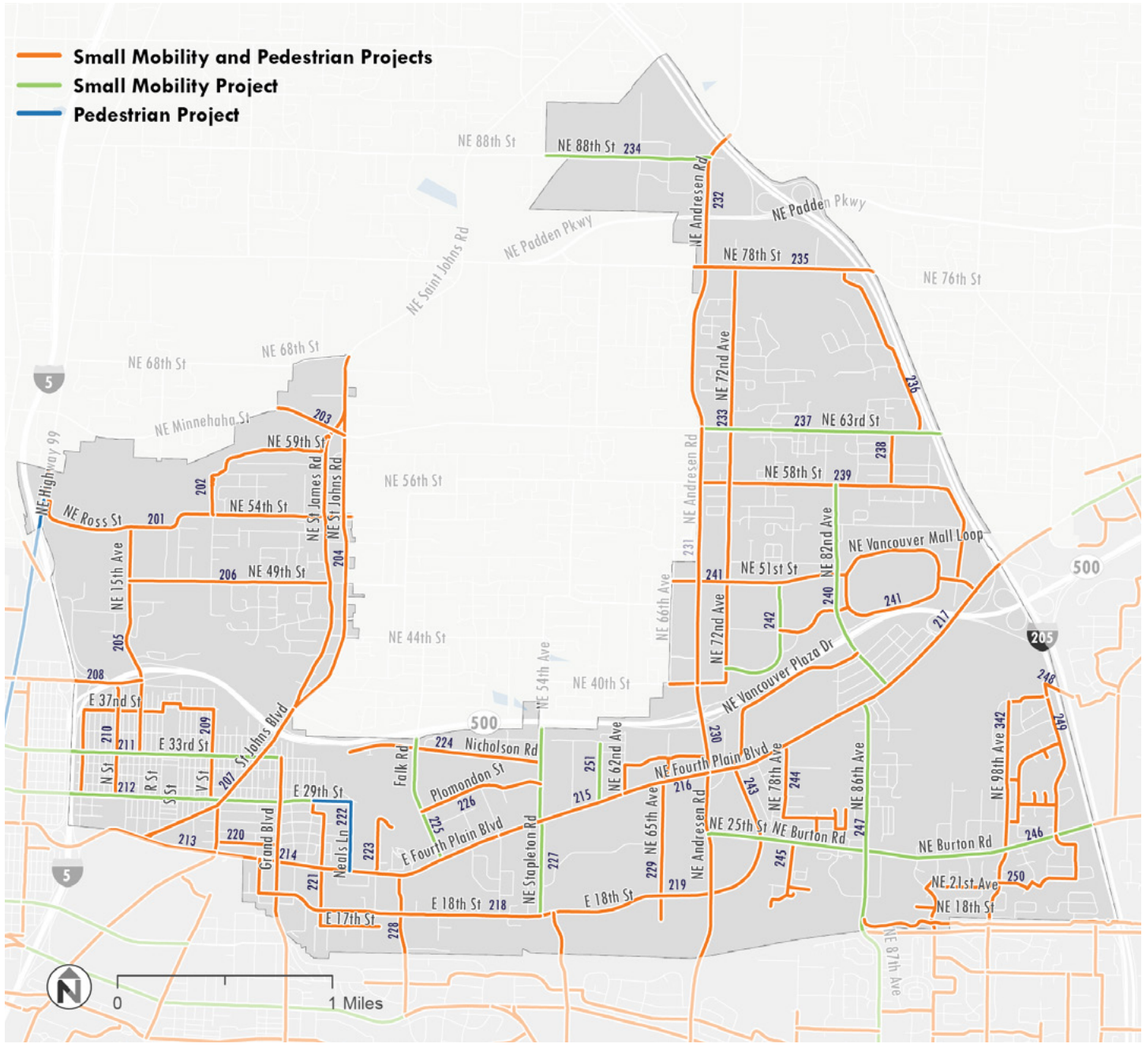
Bike and Small Mobility:

- Multi-use path on Jefferson/Kauffman from Evergreen to Mill Plain, on 13th Street from Kauffman to Markle Avenue, and on Markle Avenue from 13th Street to Mill Plain
- This path investment connects people to the multi-use path on Mill Plain Boulevard and to the future multi-use path continuing south to the waterfront

MODAL NETWORKS

- Multi-Use Path
- Primary Pedestrian Corridor

ZONE 2



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	201	NE Ross/NE54th: PBL from Highway 99 to just east of Saint Johns Rd (city limit)	Yes	Yes	Medium	Long-Term	High
SMP	202	MUP: Formalize Ellen Davis Trail connection as a paved MUP between NE 54th St and Saint James Rd	Yes		Low	Long-Term	High
SMP	203	NE Minnehaha St: Add PBL in the city section of Minnehaha St, connecting to facilities planned by Clark County.	Yes		Medium	Long-Term	Low
SMP	204	Sants James/Saint Johns: Upgrade existing BL to PBL from Petticoat Lane to city limits	Yes	Yes	Medium	Long-Term	High
SMP	205	P St/NE 15th Ave: Continuous BBL from E 33rd St to NE 54th St	Yes	Yes	Medium	Long-Term	High
SMP	206	NE 49th St: PBL between NE 15th Ave and Saint James Rd	Yes		Medium	Long-Term	High
SMP	207	Sants James/Saint Johns: Upgrade existing discontinuous BL to PBL from Fourth Plain Blvd to Petticoat Lane	Yes	Yes	High	Long-Term	Medium
SMP	208	E 39th St: Upgrade BL to PBL from Main St to NE 15th Ave	Yes		High	Long-Term	Medium
SMP	209	K/V/E 37th Streets: NG with connection points to 29th St	Yes		Medium	Medium-Term	Medium
SMP	210	N St: NG from E 29th St to just south of SR-500	Yes		Medium	Long-Term	Medium
SM	**211***	**E 33rd St: PBL from Main St to Grand Blvd**	**Yes**	**Yes**	**High**	**Near-Term**	**Medium**
SM	212	E 29th St: NG from Kauffman Ave to Neals Lane	Yes		Medium	Near-Term	Medium
SMP	213	Fourth Plain: PBL from F St to Falk Rd	Yes	Yes	High	Medium-Term	Medium
SMP	214	Fourth Plain: BBL from Fort Vancouver Way to General Anderson Ave	Yes	Yes	High	Long-Term	Medium
SMP	**215***	**Fourth Plain: BL from General Anderson Ave to 62nd Ave**		**Yes**	**High**	**Near-Term**	**Low**
SMP	**216***	**Fourth Plain: MUP on one side from 62nd Ave to Andresen Rd**		**Yes**	**High**	**Near-Term**	**Low**
SMP	**217***	**Fourth Plain Blvd: Add new PBL from Andresen Rd to city limits (102nd Ave)**		**Yes**	**High**	**Near-Term**	**Medium**
SMP	218	Z St/E 18th/E 20th: Upgrade existing BL to PBL from Fourth Plain Blvd to Stapleton Rd	Yes	Yes	High	Long-Term	High
SMP	219	E 18th: Upgrade existing BL to PBL from Stapleton Rd to NE 25th St	Yes		High	Long-Term	Medium
SMP	220	E 25th St: NG between Fort Vancouver Way and Grand Blvd	Yes		High	Medium-Term	Medium
SMP	221	Norris Rd/E 17th St: NG from 29th St to south of E 18th St	Yes		High	Medium-Term	Medium
P	222	E 29th St/Neals Lane: Fill in missing sidewalk from Watson Ave to Fourth Plain Blvd	Yes		High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	223	Rossiter Ln: NG from Fourth Plain Blvd to Burnt Bridge Creek Trail	Yes		High	Long-Term	Low
SMP	224	Nicholson Rd: NG from Burnt Bridge Creek Trail to NE Stapleton Rd	Yes		Medium	Long-Term	Medium
SM	225	Falk Rd: Upgrade existing BL to BBL from the city limit to Fourth Plain Blvd		Yes	High	Long-Term	Low
SMP	226	Plomondon St: Add NG and fill missing sidewalks from Falk Rd to Stapleton Rd	Yes		High	Long-Term	Medium
SM	**227***	**Stapleton Rd: BBL from city limit to E 18th St**	**Yes**		**High**	**Near-Term**	**Low**
SMP	228	Brandt Rd: Upgrade existing BL to BBL from Fourth Plain to Mill Plain Blvds	Yes		Medium	Long-Term	Low
SMP	229	NE 65th/62nd/33rd: NG on NE 65th Ave from Burnt Bridge Creek Trail to NE 33rd St. NG on 33rd St and 62nd Ave connecting to Fourth Plain Blvd. New connection extending NE 33rd St east to Andresen Rd.	Yes		High	Long-Term	Medium
SMP	230	Andresen: Upgrade existing BL to PBL from Fourth Plain to NE 40th	Yes	Yes	High	Long-Term	Low
SMP	**231***	**Andresen: Upgrade existing BL to PBL from NE 40th to NE 63rd**		**Yes**	**High**	**Near-Term**	**Low**
SMP	232	Andresen: Upgrade existing BL to PBL from NE 63rd to city limits	Yes	Yes	Medium	Long-Term	Medium
SMP	233	NE 72nd Ave: Upgrade existing BL to PBL from NE 78th St to the city limit on NE 40th St	Yes		High	Long-Term	High
SM	234	NE 88th St: Upgrade existing BL to PBL from city limits to Andresen Rd			Low	Medium-Term	Low
SMP	235	NE 78th St: Upgrade existing BL to PBL in the city section, connecting to planned Clark County facilities	Yes		Low	Long-Term	High
SMP	236	Meadows Drive: BBL from NE 78th to NE 63rd Streets	Yes		Low	Long-Term	Medium
SM	237	NE 63rd St: PBL in city section connecting to planned facilities in Clark County			Medium	Medium-Term	Low
SMP	238	NE 87th Ave: NG from NE 63rd to NE 58th Streets	Yes		Medium	Medium-Term	Low
SMP	239	NE 58th St: New PBL from city limit to Vancouver Mall Dr	Yes		High	Long-Term	High
SM	240	Thurston Way: Upgrade existing BL to PBL from NE 58th St to Fourth Plain Blvd		Yes	High	Long-Term	Medium
SMP	241	Vancouver Mall Access: Add a continuous PBL network on the Vancouver Mall ring road and key links leading up to the mall	Yes	Yes	High	Long-Term	Medium
SM	242	NE 41st St: Upgrad existing BL to BBL from NE 72nd Ave to Vancouver Mall Drive			High	Medium-Term	Low
SMP	243	Vancouver Plaza Dr: Add PBL on roadway connecting from NE 25th St to NE Thurston Way	Yes	Yes	High	Long-Term	High

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	244	NE 78th/84th Ave: NG from Fourth Plain Blvd to Burton Rd	Yes		Medium	Long-Term	Medium
SMP	245	NE 77th/79th Ave: NG from Burton Rd to the end of 77th Ct			Medium	Medium-Term	Low
SM	**246***	**NE Burton Rd: Upgrade existing BL to PBL from Andresen Rd to I-205**	**Yes**	**Yes**	**High**	**Near-Term**	**Medium**
SM	**247***	**NE 86th/87th Ave: Upgrade existing BL to PBL from Fourth Plain to Mill Plain Boulevards**	**Yes**	**Yes**	**High**	**Near-Term**	**Medium**
SMP	248	MUP: New connection crossing I-205 linking NE 102nd Ave to Fairview Ct	Yes		Medium	Long-Term	High
SMP	249	Oakbrook Park area: NG in the streets connecting to the park including NE 101st, NE 103rd, NE 99th, NE 29th, NE 39th	Yes		Low	Long-Term	Medium
SMP	250	NE 21st/25th: NG from Burton Rd to NE 18th St MUP	Yes		Low	Long-Term	Medium
SMP	251	Fourth Plain west of 62nd Ave: MUP from Don Pedro's on Fourth Plain to 34th Ave	Yes		High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

BURTON ROAD (#246)

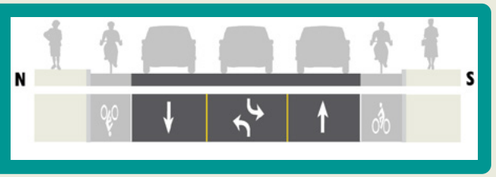
Burton Road/28th Street provides a direct east-west connection across the city from Andresen Road to the eastern city limit (as 28th Street). The high posted speed makes the existing mobility lanes challenging for all ages and abilities.

STREET CHARACTERISTICS

Traffic Volumes: 9,390 ADT at NE 86th Avenue (Source: RTC, 2022)

Posted Speed: 35 MPH

Bus Service: C-TRAN Route 30 (Burton)



PROJECT DESCRIPTION

Project Length: 1.8 miles

Bike and Small Mobility: Upgrading existing ML to PML

Pedestrian: 5 new level 3 crossings
20 ft new sidewalk

Priority: High

Phasing: Near

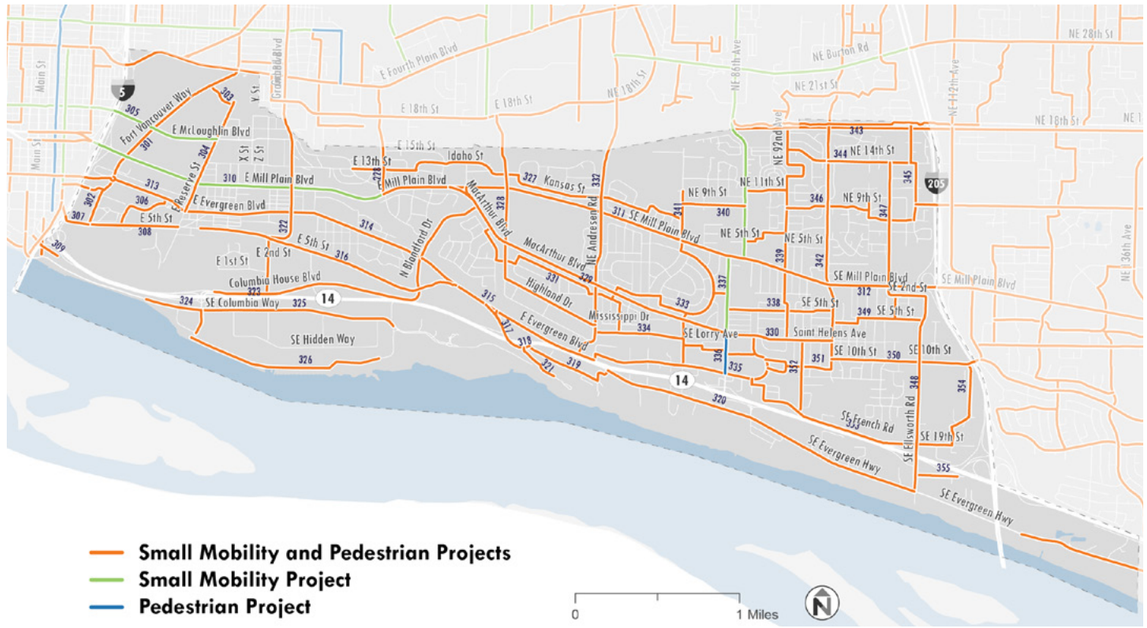
Crossings on Burton Road:

- Today, crossings are spaced every **1,358 feet** – that's a **6 ½ minute walk/roll** for the average person
- 6 out of 16 Route 30 bus stops are more than 200' from a crossing
- Project 246 adds five level 3 crossings (includes a pedestrian signal)
- In the future, crossings will be spaced every **792 feet**, which meets the City's updated pedestrian crossing policy

MODAL NETWORKS

- Protected Mobility Lane
- Primary Pedestrian Corridor
- Enhanced Transit Corridor

ZONE 3



PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	301	Fort Vancouver Way: Upgrade existing BL to PBL from Evergreen Bld to Saint Johns Blvd	Yes	Yes	Medium	Medium-Term	High
SMP	302	Fort Vancouver Way: NG from Evergreen Blvd to E 5th St	Yes	Yes	High	Long-Term	Low
SMP	303	NG connecting Fort Vancouver Way and Reserve St			Medium	Medium-Term	Low
SMP	304	Reserve St: Upgrade existing BL to PBL from Evergreen Blvd to Waterworks Park	Yes		Medium	Long-Term	High
SM	305	McLoughlin Blvd: BBL from F St to Reserve St	Yes		Medium	Medium-Term	Low
SMP	306	Fort Vancouver: NG from Evergreen Blvd to 5th St			Low	Medium-Term	Low
SMP	307	MUP: New connection crossing I-5 from C St to Jefferson St	Yes		Medium	Long-Term	High
SMP	308	E 5th St: MUP from Fort Vancouver Way to Reserve St	Yes		Medium	Long-Term	Medium
SMP	309	MUP: New connection crossing I-5 from 3rd St to Fort Vancouver	Yes		High	Long-Term	High

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SM	**310***	**Mill Plain Blvd: Add PBL from I-5 to Brandt Rd**	**Yes**	**Yes**	**High**	**Near-Term**	**Medium**
SMP	311	Mill Plain Blvd: Add PBL from Brandt Rd to Garrison Rd	Yes	Yes	Medium	Long-Term	High
SMP	312	Mill Plain Blvd: Add PBL from Garrison Rd to I-205	Yes	Yes	High	Long-Term	Medium
SMP	313	Evergreen Blvd: PBL from C St to Reserve St	Yes	Yes	High	Long-Term	High
SMP	314	Evergreen Blvd: Upgrade existing BL to BBL from Reserve St to Blandford Dr	Yes	Yes	Medium	Near-Term	Medium
SMP	315	Evergreen Blvd: PBL from Cblanford Rd to just east of Andresen Rd	Yes	Yes	Low	Long-Term	High
SMP	316	E 5th St: NG from Fort Vancouver to Evergreen Blvd	Yes		Medium	Long-Term	Medium
SMP	317	Shorewood Dr: PBL connecting Evergreen Blvd across SR-14 to Beach Dr.	Yes	Yes	Low	Long-Term	Medium
SMP	318	MUP: MUP on Shorewood Dri from Beach Dr to Riverside Dr	Yes	Yes	Low	Long-Term	Low
SMP	319	Riverside Dr: PBL from Shorewood Dr to Evergreen Hwy	Yes	Yes	Low	Long-Term	High
SMP	320	Evergreen Highway: MUP from Chelsea Ave to Ellsworth Rd	Yes		Low	Long-Term	High
SMP	321	SE Beach Dr: MUP from Riverside Dr to Wintler Park	Yes	Yes	Low	Long-Term	High
SMP	322	Grand Blvd: Upgrade existing BL to PBL from Columbia House Blvd to 33rd St	Yes	Yes	High	Long-Term	High
SMP	323	Columbia House Blvd/Blanford St: PBL connecting from Columbia Way to MacArthur Blvd	Yes	Yes	Medium	Long-Term	High
SMP	324	Columbia Way: BBL from housing area west of Surprise Beach to Columbia Shores Blvd	Yes	Yes	Low	Long-Term	Medium
SMP	325	Columbia Way: MUP connecting from Columbia Shores Blvd to Marine Park	Yes		Low	Long-Term	Medium
SMP	326	MUP: New connection between Marine Park and Columbia House Blvd along the waterfront	Yes		Low	Long-Term	High
SMP	327	Kansas/Michigan/E 13th St: NG parallel to Mill Plain from McLoughlin Blvd to Garrison Rd	Yes		Medium	Long-Term	Medium
SMP	328	Devine Rd/Highland Dr: NG from E 18th St to Andresen Rd	Yes		Medium	Long-Term	Medium
SMP	329	MacArthur Blvd: Upgrade existing BL to PBL from Mill Plain to Lieser Rd	Yes	Yes	Medium	Long-Term	Medium
SMP	330	Saint Helens Ave: PBL from Lieser Road to SE 98th Ave	Yes	Yes	Low	Medium-Term	High
SMP	331	Oklahoma Dr/Memphis Way: NG connecting from MacArthur Blvd to Corrigidor Rd	Yes		Low	Medium-Term	Medium
SMP	332	Andresen: Upgrade existing BL to PBL from Fourth Plain to Evergreen	Yes	Yes	High	Long-Term	High
SMP	333	Delaware Lane: NG from Mill Plain to MacArthur Blvds around Lieser Crest Park	Yes		Medium	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	334	Maple Ave: NG east-west between Andresen Rd and Lieser Rd; NG north-south connecting MacArthur Blvd to Middle Way	Yes		Low	Long-Term	Medium
SMP	335	SE Middle Way/Columbia Ridge Dr: NG from Evergreen Blvd to St Helens Ave	Yes		Low	Long-Term	Medium
P	336	Lieser Rd: PBL from MacArthur Blvd to Middle Way	Yes		Medium	Medium-Term	Low
SM	337	Lieser Rd: Upgrade existing BL to PBL from Mill Plain to MacArthur Boulevards	Yes		High	Long-Term	Medium
SMP	338	Silver Star Ave: NB from Lieser Rd to SE 98th Ave	Yes		Medium	Medium-Term	Medium
SMP	339	NE 92nd Corridor: Network of NG on north/south NE 92nd, between 67th and 97th Avesnues with connections from NE 18th St MUP to Saint Helens Ave	Yes		Medium	Long-Term	Medium
SMP	340	NE 9th St: NG from Garrison Rd to 87th Ave	Yes		High	Long-Term	Medium
SMP	341	Garrison Rd: BBL from Mill Plain Blvd to Douglas Park	Yes		High	Long-Term	Low
SMP	342	NE 97th/98th Ave: Upgrade existing BL to BBL from Burnt Bridge Creek Trail at NE 97th Ave to SE 10th St	Yes	Yes	Medium	Long-Term	High
SMP	343	MUP: New MUP adjacent to NE 18th St from NE 86th Ave (Burnt Bridge Creek Trail) to Four Seasons Lane	Yes		Low	Long-Term	High
SMP	344	NE 14th St: BBL from NE 97th Ave to NE 104th Ave	Yes		Medium	Long-Term	Low
SMP	345	NE 107th/108th Ave: BBL from NE 18th St to NE 8th St	Yes		Medium	Medium-Term	Medium
SMP	346	NE 9th St: NG from NE 108th Ave to NE 92nd Ave	Yes		Medium	Medium-Term	Medium
SMP	347	NE 104th: BBL from NE 14th to Mill Plain Blvd	Yes		Medium	Near-Term	Medium
SMP	348	Ellsworth Rd: PBL from Evergreen Hwy to Mill Plain Blvd	Yes	Yes	Medium	Long-Term	High
SMP	349	SE 5th St: NB from SE 98th Ave to Ellsworth Rd	Yes		Medium	Long-Term	Medium
SMP	350	SE 10th St: BBL from SE 98th Ave across I-205 to Chkalov Dr	Yes	Yes	High	Long-Term	High
SMP	351	Butte/98th Ave: NG from Columbia Ridge Dr to SE 10th St	Yes	Yes	Low	Long-Term	Medium
SMP	352	NE 95th Ave: NG from Sain Helens Ave to Mt Hood Ave	Yes		Low	Long-Term	Medium
SMP	353	Mt Hood Ave: NG from Middle Way to Ellsworth Rd	Yes		Low	Long-Term	Medium
SMP	354	SE 19th St/Nancy Rd: NG from Ellsworth Rd to SE 10th St	Yes		Low	Long-Term	Medium
SMP	355	SE 23rd Ave: NG from Ellsworth Rd to I-205 MUP	Yes		Low	Long-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

GRAND BOULEVARD PML (#322)

Grand Boulevard from Columbia House Boulevard to 33rd Street is the only north-south direct connection between Interstate 5 and Andresen Road. This critical connection provides access to many essential places, including grocery stores, schools, and employment opportunities.

STREET CHARACTERISTICS

Traffic Volumes:
9,500 ADT at Columbia House Blvd (Source: RTC, 2017)
8,000 ADT at Mill Plain Boulevard (Source: RTC, 2021)

Posted Speed:
25 MPH

Bus Service:
C-TRAN Route 6 (Fruit Valley/Grand)

PROJECT DESCRIPTION

Project Length:
1.93 miles

Bike and Small Mobility:
Upgrading existing ML to PML on both sides of street

Pedestrian:
5 new level 3 crossings
1,520 ft new sidewalk

Priority:
High

Phasing:
Near

MODAL NETWORKS

- Protected Mobility Lane
- Primary Pedestrian Corridor
- Enhanced Transit Corridor

PROJECT SPOTLIGHT

NE 136TH AVENUE (#515, 516)

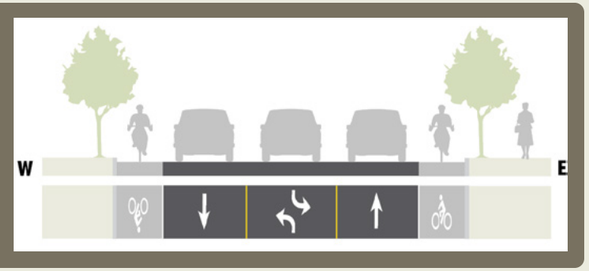
NE 136th Avenue provides a direct north-south connection from McGillivray Boulevard to the northern city limit at Fourth Plain Boulevard. The TSP identified the entire corridor for a protected mobility lane. Projects 515 and 516 upgrade the existing mobility lane to protected mobility lane from McGillivray Boulevard to NE 18th Street.

STREET CHARACTERISTICS

Traffic Volumes:
15,800 ADT at Mill Plain Boulevard (Source: RTC, 2022)
19,250 ADT at NE 18th Street (Source: RTC, 2022)

Posted Speed:
35 MPH

Bus Service:
C-TRAN Route 80
(Vancouver Mall/Fisher's)



PROJECT DESCRIPTION

Project Length:
1.9 miles

Bike and Small Mobility:
Upgrade existing ML to PML

Pedestrian:
5 new level 3 crossings

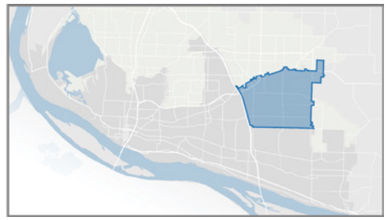
Priority:
X

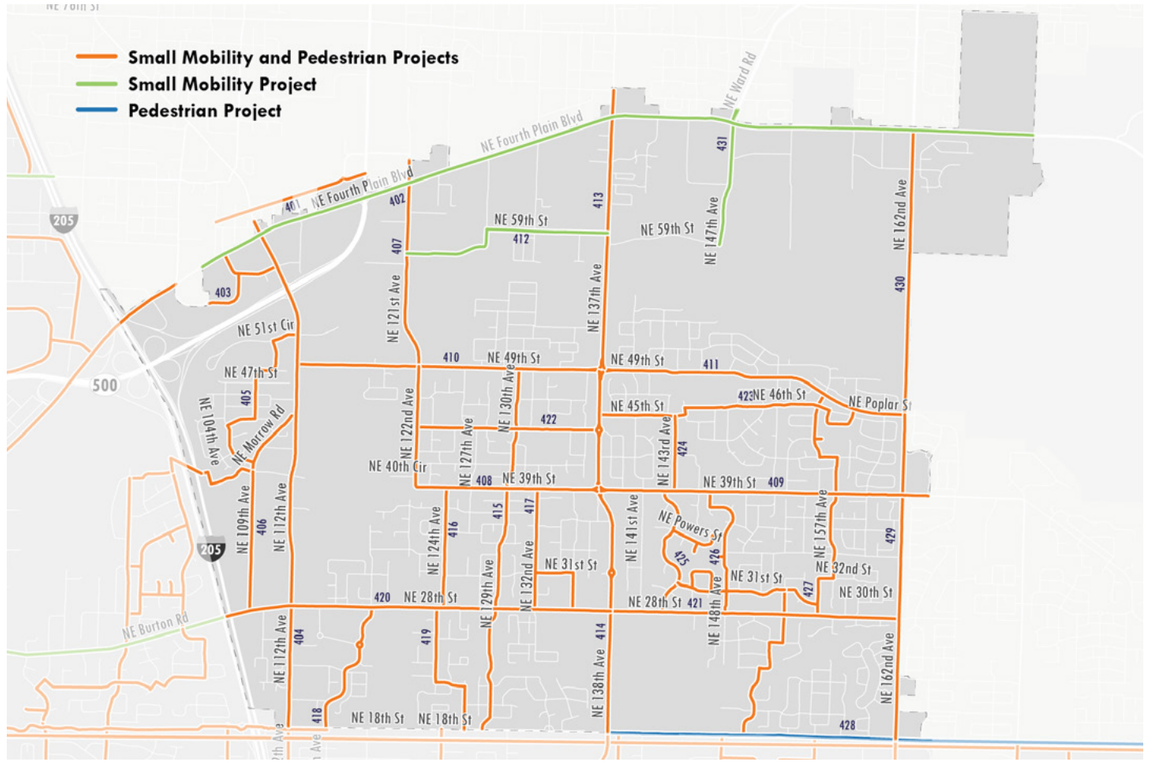
Phasing:
X

MODAL NETWORKS

- Protected Mobility Lane
- Primary Pedestrian Corridor
- Enhanced Transit Corridor

ZONE 4





PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	401	NE Rosewood Ave: BBL at NE 105th to SR 503	Yes	Yes	Medium	Medium-Term	High
SM	402	Fourth Plain Blvd: Upgrade existing BL to PBL from western to eastern city limit	Yes	Yes	High	Long-Term	High
SMP	403	Coxley Dr/107th Ave: NG in the Orchards neighborhood between Fourth Plain Blvd and Gher Rd	Yes		High	Long-Term	Low
SMP	404	NE 112th Ave: PBL from city limit (just north of Fourth Plain) to NE 18th St	Yes	Yes	High	Long-Term	High
SMP	405	NE 106th-110th Ave: Network of NG Connecting from NE 112th Ave and Morrow Road to a new MUP (#248) across I-205	Yes		Medium	Long-Term	Medium
SMP	406	NE 109th Ave: PBL from NE 39th St to NE Burton Rd	Yes		High	Long-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	407	NE 121st-122nd Ave: PBL from city limit to NE 49th St	Yes		High	Long-Term	Low
SMP	408	NE 39th St/NE 122nd Ave: PBL from NE 49th St to NE 137th Ave	Yes		Medium	Long-Term	High
SMP	409	NE 39th St: PBL from NE 137th Ave to NE 162nd Ave	Yes	Yes	Medium	Medium-Term	High
SMP	410	NE 49th St: PBL from NE 112th Ave to NE 137th Ave	Yes	Yes	Medium	Long-Term	High
SMP	411	NE Poplar St: BBL from NE 137th Ave to NE 162nd Ave	Yes	Yes	Low	Long-Term	Medium
SM	412	NE 56th/NE 59th Streets: BL from NE 121st Ave to NE 137th Ave	Yes		Medium	Medium-Term	High
SMP	413	NE 136th/138th Ave: PBL from Citiy Limits to NE 49th St	Yes	Yes	Medium	Long-Term	High
SMP	414	NE 136th/138th Ave: PBL from NE 49th St to NE 18th St	Yes	Yes	Low	Long-Term	Medium
SMP	415	NE 129th/130th Ave: NG from NE 49th St to NE 18th St	Yes		Medium	Long-Term	Medium
SMP	416	NE 124th Ave: NG from NE 39th St to NE 28th St	Yes		Medium	Medium-Term	Medium
SMP	417	NE 31st St: NG from NE 39th St to NE 28th St	Yes		Low	Medium-Term	Medium
SMP	418	Four Seasons Lane: NG from NE 28th St to NE 18th St	Yes		Medium	Long-Term	Low
SMP	419	NE 124th Ave: NG from NE 28th St to NE 18th St	Yes		Medium	Long-Term	Medium
SMP	**420***	**Burton Rd/NE 28th St: Upgrade existing BL to PBL from I-205 to NE 138th Ave**		**Yes**	**High**	**Near-Term**	**Medium**
SMP	421	NE 28th St: Upgrade existing BL to PBL from NE 138th Ave to NE 162nd Ave	Yes	Yes	Medium	Long-Term	High
SMP	422	NE 44th St: NG from NE 122nd Ave to NE 137th Ave	Yes		Low	Medium-Term	Medium
SMP	423	NE 45th /46th St: NG from NE 137th Ave t oNE Poplar St	Yes		Low	Long-Term	Medium
SMP	424	NE 143rd Ave: NG from NE 45th Ave to NE 39th St	Yes		Low	Medium-Term	Low
SMP	425	NE 143rd/14th Ave: NG network from NE 39th St to NE 28th St	Yes		Low	Medium-Term	Medium
SMP	426	NE 31sth/3nd St: NG network between NE 39th St and NE 28th St	Yes		Low	Medium-Term	Medium
SMP	427	NE 145th/157th Ave: NG from NE 31st St to NE 18th St	Yes		Low	Long-Term	Medium
P	428	NE 18th St: Continue MUP east from Evergreen High School at NE 41st Ave to eastern city limit (192nd Ave).	Yes	Yes	Medium	Long-Term	High
SMP	429	NE 162nd Ave: Upgrade BL to PBL from NE Poplar St to NE 18th St	Yes	Yes	Medium	Long-Term	Medium
SMP	430	NE 162nd Ave: Upgrade BL to PBL from NE Poplar St to city limits		Yes	Medium	Near-Term	Low
SM	431	NE 147th Ave: Upgrade BL to PBL from NE 59th St north to city limits			Medium	Medium-Term	Low

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

PROJECT SPOTLIGHT

NE 129TH/130TH AVENUES (#415)

NE 129th/130th Avenues are quiet residential streets between NE 112th Avenue to the west and NE 138th Avenue to the east. Project #415 connects from the multi-use path on NE 18th Street at the south end to NE 49th Street at the north end.

STREET CHARACTERISTICS

Posted Speed: 25 MPH

Traffic Volumes: N/A

Bus Service: None

PROJECT DESCRIPTION

Project Length: 1.5 miles

Bike and Small Mobility: Upgrade existing neighborhood greenway

Pedestrian: 5 new level 3 crossings
1,520 ft new sidewalk

Priority: Medium

Phasing: Long

MODAL NETWORKS

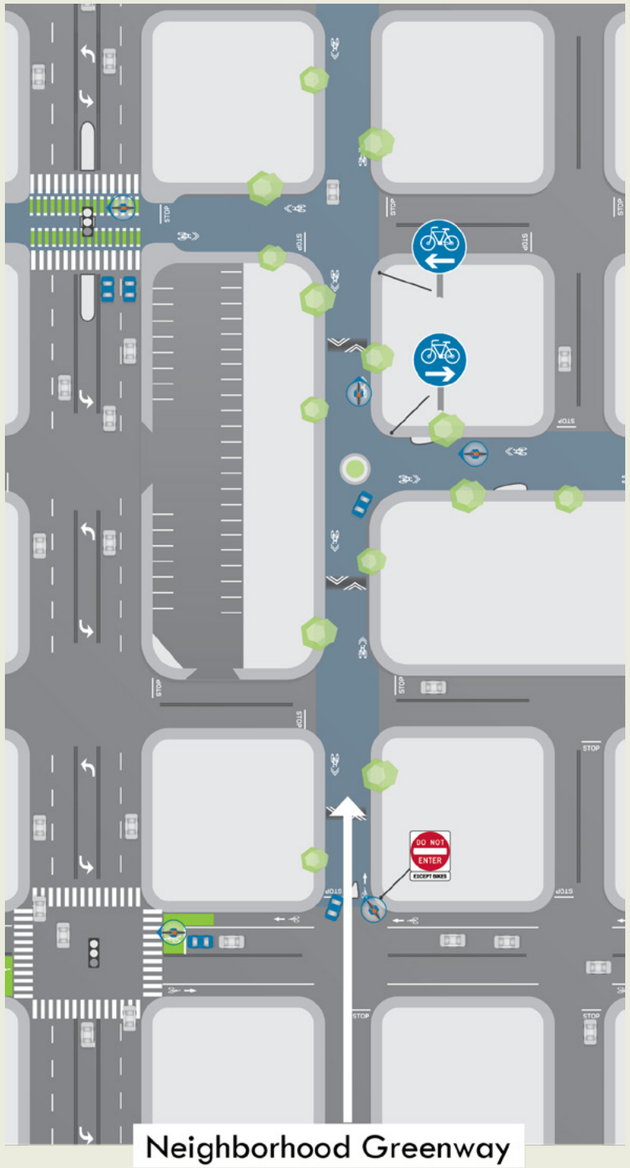
Neighborhood Greenway

Neighborhood Greenway

ELEMENTS OF NEIGHBORHOOD GREENWAYS

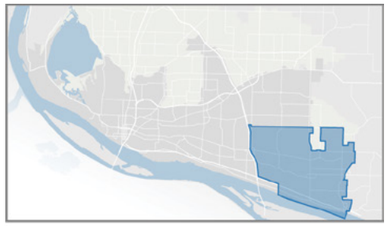
Neighborhood greenways (NG) are low-volume, low-speed streets comfortable for walking/rolling or bicycling. Typical elements include:

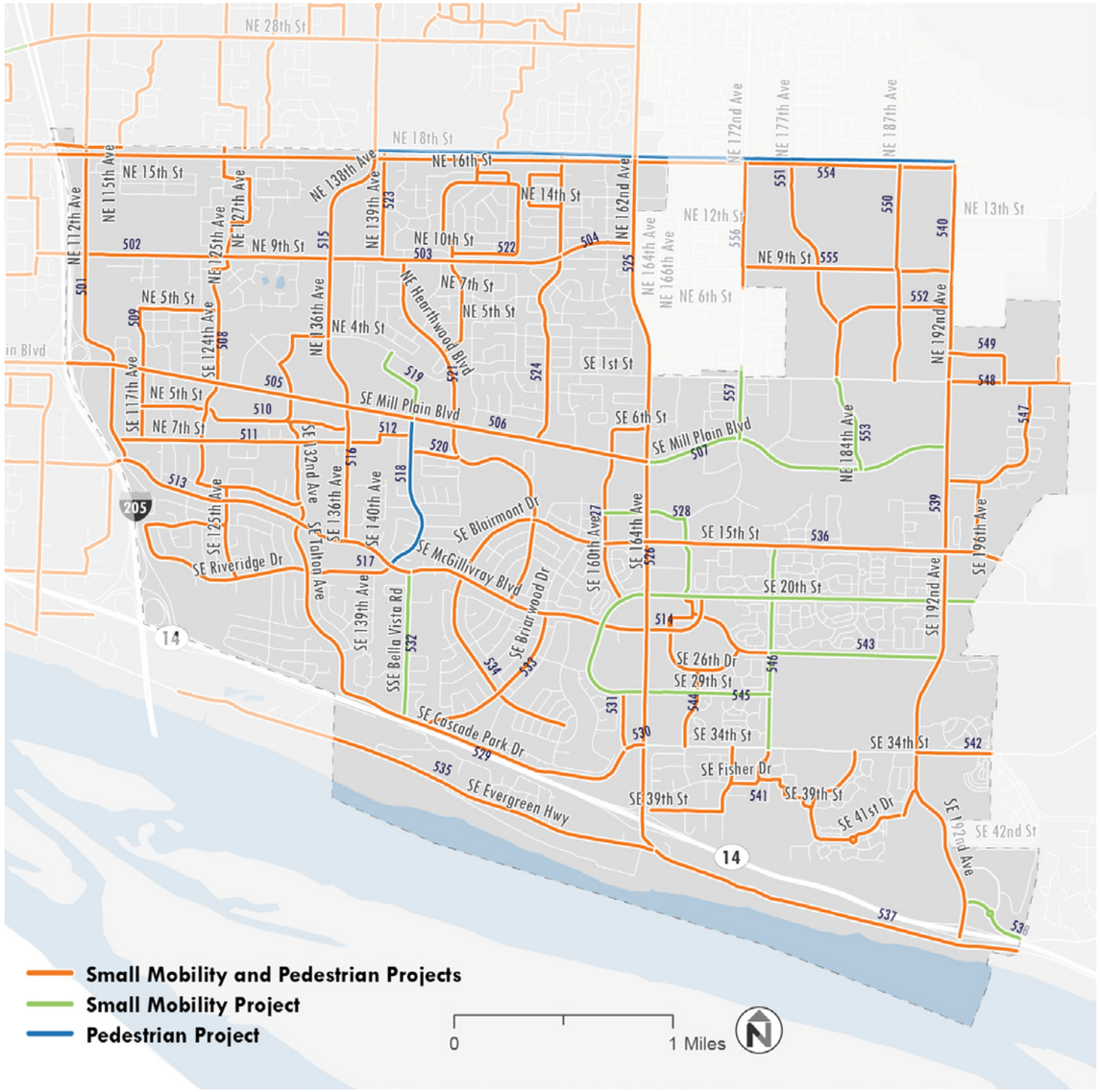
- **Branded signs and sharrows.** These give the route a visual identity, guide bicyclists and small mobility users, and signal to drivers that the street is a bicycle route.
- **Traffic calming.** Speed humps, cushions, and tables slow down vehicle traffic.
- **Traffic diversion.** Access and turning movement restrictions reduce vehicle traffic volumes.
- **Crossing treatments.** Traffic circles with 4-way yield signs or stop signs just for cross streets allow bicyclists and small mobility users to pass straight through.
- **Wayfinding.** Wayfinding directs people from neighborhood greenways to major destinations.



Neighborhood Greenway

ZONE 5





PROJECT LIST

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	501	NE 112th Ave: PBL from NE 18th St to McGillivray Blvd	Yes	Yes	High	Medium-Term	High
SMP	502	NE 9th St: Upgrade existing BL to PBL from NE 108th Ave to NE 136th Ave	Yes	Yes	Medium	Medium-Term	High
SMP	503	NE 9th St: BBL from NE 136th Ave NE 155th Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	504	NE 11th St: NG from NE 155th Ave NE 162nd Ave	Yes	Yes	Low	Medium-Term	Low
SMP	505	Mill Plain Blvd: Add PBL from I-205 to Olympia Dr		Yes	High	Medium-Term	Medium
SMP	**506***	**Mill Plain Blvd: Add PBL from Olympia Dr to 164th St**		**Yes**	**High**	**Near-Term**	**Low**
SM	507	Mill Plain Blvd: Add PBL from 164th to 192d Ave		Yes	High	Medium-Term	Low
SMP	508	"NE 123rd-127th Ave: NG in the Fircrest and Cascade Park West neighborhood between NE 18th St and SE 11th St"	Yes		Medium	Long-Term	Medium
SMP	509	NE 117th Ave and NE 5th St: NG from SE 7th St to NE 124th St	Yes		High	Medium-Term	Medium
SMP	510	SE 131st-132nd Ave and SE 5th-6th St: NG from SE 117th Ave to NE 136th Ave	Yes		High	Medium-Term	Medium
SMP	511	SE 7th St: Upgrade existing BL to BBL from SE Chkalov Dr to SE 136th Ave	Yes		High	Long-Term	Medium
SMP	512	SE 6th and 7th St: NG from SE 136th Ave to SE Olympia Dr	Yes		High	Medium-Term	Low
SMP	513	SE McGillivray Blvd: Upgrade existing BL to PBL from SE Chkalov Dr to SE Bella Vista Rd	Yes	Yes	High	Long-Term	High
SMP	514	SE McGillivray Blvd: Upgrade existing BL to PBL from SE Chkalov Dr to SE 20th St	Yes	Yes	High	Medium-Term	Medium
SMP	**515***	**NE 136th Ave: Upgrade existing BL to PBL from NE 18th St to NE 4th St**		**Yes**	**High**	**Near-Term**	**Low**
SMP	516	NE 136th Ave: Upgrade existing BL to PBL from NE 4th St to SE McGillivray Blvd		Yes	High	Medium-Term	Low
SMP	517	SE 15th St and SE Riveridge Dr: NG in the Riveridge neighborhood	Yes		Low	Long-Term	Medium
P	518	SE Olympia Dr: Add BL from SE Mill Plain Blvd to SE McGillvray Blvd	Yes		High	Long-Term	Medium
SM	519	SE Olympia Dr: Upgrade existing BL to BBL from SE 1st St to SE Mill Plain Blvd			High	Medium-Term	Low
SMP	520	SE 7th St: NG from SE Olympia Dr to SE Parkcrest Ave	Yes		High	Medium-Term	Low
SMP	521	SE Hearthwood St and SE Park Crest Ave: Upgrade existing BL to BBL from NE 9th St to SE McGillivray Blvd	Yes	Yes	High	Long-Term	Medium
SMP	522	NE 145th-152nd Ave: NG from NE 18th St to NE Hearthwood Blvd	Yes		Medium	Long-Term	Medium
SMP	523	NE 139th Ave: NG from NE 18th St to NE 9th St	Yes		Low	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SMP	524	NE 14th-17th St, NE 153rd-155th Ave: NG from NE 18th St to SE Mill Plain Blvd	Yes		Low	Long-Term	Medium
SMP	525	NE 162nd-164th Ave: Upgrade existing BL to PBL from NE 18th St to SE Mill Plain Blvd	Yes	Yes	Medium	Medium-Term	High
SMP	526	SE 164th Ave: Add PBL from SE Mill Plain Blvd to SE Evergreen Hwy	Yes	Yes	Medium	Long-Term	High
SMP	527	SE 160th Ave: Upgrade existing BL to BBL from SE 164th Ave to SE Village Loop	Yes		High	Medium-Term	Low
SM	**528***	**SE Tech Center Dr: BBL from SE 160th Ave to SE Tech Center Pl, SE 20th St**	**Yes**		**High**	**Near-Term**	**Medium**
SMP	529	SE Talton Ave and SE Cascade Park Dr: Upgrade existing BL to PBL from SE McGillivray to SE 162nd Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	530	SE Cascade Park Dr: Add PBL from SE 162nd Ave to SE 164th Ave		Yes	Medium	Long-Term	Low
SMP	531	SE 162nd Ave: Upgrade existing BL to BBL from SE Village Loop to SE Cascade Park Dr	Yes		Medium	Medium-Term	Low
SM	532	SE Bella Vista Rd: Add BL from SE McGillivray to SE Cascade Park Dr	Yes		Low	Medium-Term	Medium
SMP	533	SE Briarwood Dr: Add BBL from SE McGillivray to SE Cascade Park Dr	Yes		Low	Long-Term	Low
SMP	534	Blairmont Dr: NG from Park Crest Ave to SE 157th Ave	Yes		Medium	Long-Term	Medium
SMP	535	SE Evergreen Hwy: MUP from Columbia Springs Park to SE 164th Ave	Yes		Low	Long-Term	High
SMP	536	SE 15th St: BBL from Park Crest Ave to the eastern city limit, including short path connection at SE 160th Ave	Yes	Yes	High	Long-Term	High
SMP	537	SE Evergreen Hwy: MUP from SE 164th Ave to city limits	Yes		Low	Long-Term	High
SM	538	SE Brady Rd and SE Columbia Palisades Dr: Add PBL from SE 192nd Ave to city limits	Yes		Low	Medium-Term	Low
SMP	539	SE 192nd Ave: Upgrade existing BL to PBL from SR-14 to SE 1st Ave	Yes	Yes	Medium	Long-Term	Medium
SMP	540	NE 192nd Ave: MUP from NE 18th St to SE 1st St	Yes	Yes	Medium	Long-Term	High
SMP	541	SE 39th-42nd St, SE 171st-179th Ave: NG in the Fisher's Creek neighborhood	Yes		Low	Long-Term	Medium
SMP	542	SE 34th St: Add PBL from SE 192nd Ave to city limit			Medium	Near-Term	Low
SM	543	SE 25th St: Add BBL from SE 176th Ave to SE 192nd Ave			Low	Medium-Term	Low
SMP	544	SE 22nd-26th St, SE 166th-169th Ave: NG from SE 20th St to SE 34th St	Yes		Medium	Medium-Term	Medium
SM	545	SE 20th St, SE 29th St, Village Loop: Upgrade existing BL to PBL from SE 176th Ave to city limits		Yes	Medium	Long-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Project Type	ID	Project Name	Sidewalk Infill	Added Crossing	Priority	Timing	Cost
SM	546	SE 176th Ave: PBL from SE 15th St to SE 34th St			Low	Long-Term	Low
SMP	547	SE Westridge Blvd: NG from SE 1st St to SE 15th St	Yes		Low	Long-Term	Medium
SMP	548	SE 1st St: Upgrade existing BL to PBL from NE 192nd Ave to city limits			Medium	Medium-Term	Low
SMP	549	NE 3rd St and NE 197th Ave: NG from NE 192nd Ave to SE 1st St			Medium	Medium-Term	Low
SMP	550	MUP: New path connection between NE 18th St and SE 1st St	Yes		Low	Long-Term	Medium
SMP	551	MUP: New path connection from NE 18th St to NE 182nd Ct			Low	Medium-Term	Low
SMP	552	MUP: New path connection between SE 1st St and NE 192nd Ave	Yes		Low	Long-Term	Low
SM	553	SE 184th Ave: Add BBL from SE 1st St to SE Mill Plain Blvd			Medium	Medium-Term	Low
SMP	554	East Powerline Trail: Implement trail from 86th to 192nd Streets in partnership with other agencies			High	Medium-Term	Medium
SMP	555	MUP: New path connection between NE 172nd Ave and NE 192nd Ave	Yes		Low	Long-Term	Low
SMP	556	NE 172nd Ave: MUP from NE 18th St to city limits	Yes	Yes	Low	Long-Term	Medium
SM	557	SE 172nd Ave: Add PBL from city limits to SE Mill Plain Blvd	Yes		High	Medium-Term	Medium

Note: SMP refers to Small Mobility and Pedestrian Projects; SM refers to Small Mobility Projects; P refers to Pedestrian Projects.

Building Out Our Primary Arterial Network

While this Transportation System Plan largely focuses on working within our existing roadway system to expand safe transportation options for all users, the City of Vancouver also invests in upgrading and building out our primary arterial roadway system. These large-scale capital projects are designed to bring major roadways up to urban standards, add turn lanes, mobility lanes and sidewalks, improve safety, and reduce congestion by accommodating recent and future developments along arterial streets. These projects take several years to design and build and are listed in the City's Six-Year Transportation Improvement Program (TIP).

Future large Capital Transportation System Improvement Projects

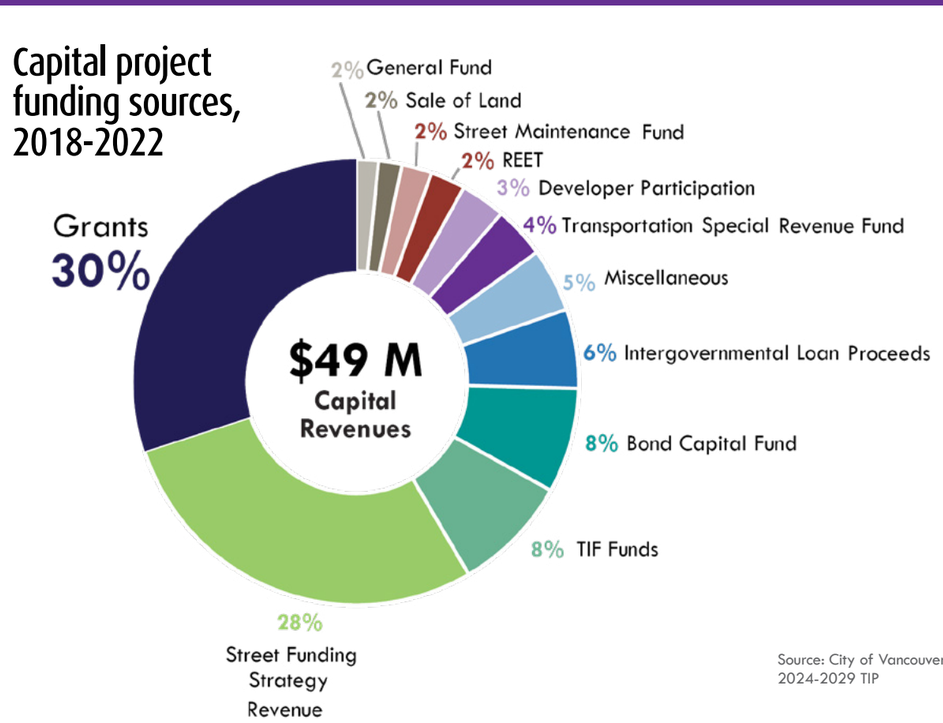
Project	Description
NE 137TH AVE FROM NE 49TH ST TO NE FOURTH PLAIN BLVD	Urban upgrade of existing 2-lane (narrow) rural road. Corridor upgrades to include: one lane each direction with turn lane or median divider with roundabouts, sidewalks, ADA ramps, mobility lanes, stormwater facilities and streetlights. Improvements will enhance safety, manage access and minimize delays now caused by turning vehicles.
NE 18TH ST FROM NE 97TH AVE TO NE 107TH AVE	Long-planned new urban arterial and upgrade of existing segments to current arterial standards. The improvement will be a multimodal facility including travel lanes, evaluation of roundabouts at intersections, mobility lanes, streetlights, ADA accessible pedestrian ramps, sound walls (where required), sidewalk, and a multi-use pathway. The east end of the project will connect to the recently constructed WSDOT/I-205 on ramp and roundabout.
SE 1ST ST FROM SE 177TH AVE TO SE 192ND AVE	Urban arterial upgrade of existing 2-lane rural road to increase safety, mobility, and livability, and meet future subarea needs. Roadway cross section includes roundabouts and transition to a 5-lane section. Improvements include sidewalks, ADA ramps, mobility lanes, stormwater, and streetlights.
JEFFERSON ST FROM W EVERGREEN BLVD TO W MILL PLAIN BLVD	Urban arterial upgrade of existing roadway to 2 vehicle lanes (1 in each direction) with separated multi-use path.
NE 192ND AVE FROM SE 1ST ST TO NE 18TH ST	Urban upgrade of existing 2-lane street. Improvements include additional travel lanes, sidewalks, mobility lanes, ADA ramps and streetlights to improve system, safety, mobility, and accessibility.
SE 1ST ST FROM SE 177TH AVE TO SE 192ND AVE	Urban arterial upgrade of existing 2-lane rural road to increase safety, mobility, and livability, and meet future subarea needs. Roadway cross section includes roundabouts and transition to a 5-lane section. Improvements include sidewalks, ADA ramps, mobility lanes, stormwater, and streetlights.
FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS	This project proposes a new north-south freight corridor that will consist of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility.
NE 112TH AVE FROM E MILL PLAIN BLVD TO NE 28TH ST	Corridor improvements to bring NE 112th Ave. up to urban arterial standards, and address safety and accessibility issues for all modes of travel. Originated from 112th Corridor Subarea Plan (2011).
NE 28TH ST FROM 142ND AVE TO NE 162ND AVE	Upgrade of existing 2-lane former rural road to urban 3-lane minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Project addresses capacity and improves pavement and safety conditions.
NE 49TH ST FROM NE 122ND AVE TO NE 137TH AVE	Upgrade of existing 2-lane street to 3-lane urban minor arterial (1 lane each direction and turn lane) with sidewalks, ADA Ramps, mobility lanes, and streetlights. Project helps improve capacity and safety.
NE 18TH ST FROM NE 164TH AVE TO NE 192ND AVE	Long-planned upgrade of 2-lane principal arterial, originally at rural standards, to increase safety and improve service levels. Improvements include additional travel lanes, mobility lanes, streetlights, sound walls, sidewalk on north side and shared use pathway on south side of street.
NE 18TH ST FROM NE 142ND AVE TO NE 162ND AVE	Long-planned urban upgrade of 2-lane road to principal arterial standards. Originally built at rural standards to improve service and safety. Improvements include 5-lane principal arterial (2 lanes each direction plus turn lane) with mobility lanes, streetlights, sound walls (where required), sidewalk and ADA ramps, and shared use pathway on south side of street.
NE 59TH ST FROM NE 147TH AVE TO NE 162ND AVE	New three lane minor arterial street with sidewalks, ADA ramps, mobility lanes, streetlights and surface water treatment. Project will address circulation needs, improve safety, mobility, accessibility and stormwater management.

7. Implementation

Implementation of the TSP starts now. More resources are needed to fully realize the policies and programs in this vision, but we can start work today on key community priorities.

Funding: Current Sources

More than half the funding for capital projects comes from grants or the Street Funding Strategy (SFS) (see chart below). The City passed the SFS in 2015 as a package of new funding for transportation. It secured revenues through things like utility taxes and a Business License Surcharge. A main source of SFS funds comes from designating the city as a Transportation Benefit District (TBD) with the ability to collect a $40 vehicle license fee. SFS makes up more than one-fifth of maintenance revenues and more than one-quarter of capital revenues. This funding source allowed the City to upgrade substandard streets throughout the city. City Council further increased transportation funding in 2023 through a TBD 0.1% sales tax increase and change to the Business License Surcharge. This funding source has allowed the City to make significant progress—and will continue to support upgrades to substandard streets throughout the city.



Funding: Resource Needs

Implementing the TSP requires funding both for design and construction as well as staff to manage programs.

The capital projects in Chapter 6 will be costly to construct. The projects, phased during the next 20 years, could be implemented through either expanding the TIP or swapping out projects in the TIP that may no longer be a high priority.

Given the intense development in Vancouver, another method for building TSP projects is through development. Development fees through the Transportation Impact Fee program have not been updated since 2014. See additional detail in the near-term priorities section.

Vancouver already receives a large portion of capital project funding through grants, but more funding programs exist that the City could tap into. For example, a transportation utility program could levy fees for transportation purposes

Lastly, more City staff are needed to deliver the TSP. Key programs with staffing needs include:

- Safety Program to deliver on Vision Zero and all associated safety projects
- Complete corridors projects throughout the city
- Active Transportation program creation and community education
- Freight and transit coordination

See **Appendix I: Funding Memo** for additional information around transportation funding and TSP resource needs.

Tracking our Progress

Performance measures monitor progress toward desired outcomes, inform decision-making, keep staff focused on priorities, and provide greater transparency to the public. The table below shows measures that are readily available and can be consistently collected by the City to track progress. Most of these metrics change very little year to year, and a specific numeric benchmark can dilute progress by locking the City into an arbitrary target. Therefore progress shall be measured by direction or whether the metric is going up or down.

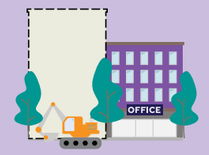
Performance Measures

Goal	Measure	Metric	Target
Safety	Reduce the number and severity of all crashes	Number of fatal and serious crashes per year	↓
		Percent change in fatal and serious crashes	↓
	Reduce the number and severity of ped/bike crashes	Number of fatal and serious ped/bike crashes per year	↓
		Percent change in fatal and serious ped/bike crashes	↓
	Complete projects with known safety benefits on high-crash corridors and intersections	Percent of safety projects on high-crash corridors	↑
Equity	Invest transportation dollars in high Equity Index areas	Percent of paving project annual mileage in high Equity Index areas	↑
	Make walking/rolling more accessible	Number of ADA-compliant curb ramps added or retrofitted	↑
		Number of accessible pedestrian signals (APS)	↑
Climate	Reduce emissions	Per capita single occupant motor vehicle miles traveled	↓
		GHG emissions from motor vehicles	↓
Transportation Choice	Increase the number of people using active transportation	Percent change in walking trips	↑
		Percent change in biking/small mobility trips	↑
	Provide low-stress small mobility facilities	Miles of new small mobility lanes/facilities	↑
		Miles of improved new small mobility lanes/facilities with buffers/protection	↑
	Increase the coverage of pedestrian facilities	Miles of sidewalk infill	↑
Regional Connectivity	Increase transit use	Transit ridership	↑
	Expand the walking and rolling network to connect Pedestrian Corridors and Pedestrian Centers	Number of newly marked or enhanced crossings meeting City's pedestrian crossing policy guidelines along Pedestrian Corridors and in Pedestrian Centers	↑
	Ensure efficient freight movement	Freight corridor travel times on designated freight corridors	–
	Make transit faster and more reliable	Miles of bus lanes or queue jumps	↑
		Number of signals with transit priority	↑
Maintaining Our Assets	Keep pavement in good condition	Miles of rehabbed pavement	↑
		Percent of lane miles in good condition	↑
	Continue to upgrade existing sidewalks	Miles of sidewalk upgraded from deficient to good	↑

Near-Term Priorities

The TSP sets out our long-term vision, but we will make immediate progress in the next two years by focusing on our top four initiatives.

COMPLETE CORRIDORS PROGRAM



LEVERAGING DEVELOPMENT

VISION ZERO

SAFE ROUTES TO SCHOOL

Complete Corridors

Vancouver's street network consists of a set of arterials with neighborhood streets in between. Few streets directly connect across the city. The City's complete corridors program will tackle a handful of these important streets each year, to transform them into places where people want to walk, roll, or use BSM.

Expanding the corridors program gives the City resources to make changes more quickly. During the past few years, the City implemented three major complete corridor projects:

- Tech Center Drive from SE 172nd to SE 167th Avenues. This project filled a gap in the BSM network with access to a major employment center.
- McLoughlin Boulevard from Reserve Street to Brandt Road. Speed cushions and buffered mobility lanes were installed.
- Columbia Street from 8th to 45th Streets, where buffered mobility lanes were installed.

Current projects reimagine the following corridors:

- Fourth Plain Boulevard
- Fort Vancouver Way
- SE 34th Street
- McGillivray Boulevard

A Safer McLoughlin Boulevard

McLoughlin Boulevard is a major east-west connector. In 2019, the City installed 16 speed cushions, two pedestrian crossings, buffered mobility lanes, and sharrows from Reserve Street to Brandt Road. In 2022, an evaluation of the project showed:

- Bike volumes increased on the west end of the corridor near Hudson's Bay High School, Clark College, and the Washington State School for the Blind
- Bike Level of Traffic Stress decreased
- Vehicle speeds decreased 2-7 mph
- No negative impacts were reported from C-TRAN, waste collection, schools, or Vancouver Fire and Police.

McLoughlin Boulevard post-project

Leveraging Development

With a shift to a more multimodal TSP comes a shift in how Vancouver will measure the impacts of new development on the transportation system. The City has three existing processes that are triggered through the new development process—concurrency, Transportation Impact Analysis (TIA), and the Traffic Impact Fee (TIF) program. Each of these will be updated as a near-term action of the TSP.

- **Concurrency** requires the availability of sufficient transportation system capacity to support development. Historically, Vancouver and many other Washington cities have measured capacity using auto performance metrics – Vancouver relies on afternoon peak vehicle speed. This auto-centric approach hinders broader improvements to the multimodal system. **A revised concurrency policy will measure conditions and performance of all modes.**
- **Traffic Impact Analysis (TIA) Guidelines** lay out how developments measure their impacts and what types of mitigations they must complete. The measurements are autocentric and assume the worst conditions – meaning the mitigations result in overbuilt roadways for most of the day. **A revised TIA approach will be less auto focused, use metrics for a more typical rather than worst-case condition, and include TDM as part of mitigations.**
- **Traffic Impact Fee Program (TIF)** is a package of regional transportation system improvement projects required to support planned growth consistent with the policies of the Comprehensive Plan. This one-time fee is paid at the time of the development application to offset the developments' proportionate system impacts, such as increased traffic. Recent Washington legislation now allow funds collected through the TIF to be used for multimodal project. **The TIF project list will be updated to add walking/rolling and BSM projects from the TSP. The TIF rate list will be adjusted to better align with peers.**

Vision Zero

Vision Zero is a policy based in a belief that serious injuries and deaths on our streets are preventable. Developed in Sweden in the 1990's, the movement gained momentum in the United States, where 45 cities have Vision Zero policies.[1]

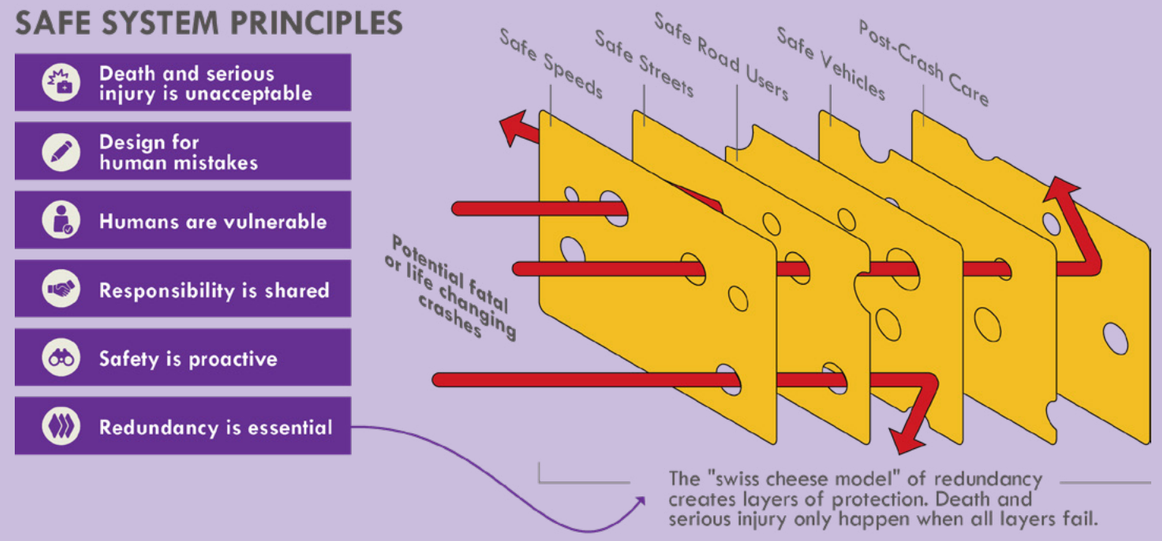
Vision Zero policies are rooted in safe system principles. Many factors contribute to crashes, therefore a safe system builds in redundancy to minimize the chance of a crash occurring. At the national level, a safe systems approach has been adopted and tied to many federal grants such as Safe Streets for All. Cities such as New York, Hoboken, and Jersey City are seeing reductions in deaths through Vision Zero initiatives.[2]

1 https://visionzeronetwork.org/about/what-is-vision-zero/
2 https://www.bloomberg.com/news/articles/2022-11-25/the-us-cities-where-vision-zero-traffic-safety-fixes-are-working

See **Appendix L: TIA/TIF/Concurrency Memo** for additional detail on leveraging development.

See **Appendix J: Collision Dashboard Tutorial** on how to use the collision tool created as part of the TSP.

See **Appendix K: Local Road Safety Plan** for an analysis of collision trends in Vancouver and possible countermeasures.



The "swiss cheese model" of redundancy creates layers of protection. Death and serious injury only happen when all layers fail.

Safe Routes to School

Vancouver is home to 80 schools that serve 45,461 students between Vancouver and Evergreen School Districts. Safe Routes to School (SRTS) is a nationally funded program to encourage students and caregivers to walk, roll, and bike to school along safe pathways.

SRTS programs have increased walking, rolling, and bicycling to school by 37 percent.[1] SRTS benefits include:

- Reduced congestion at school drop off and pickup times
- Forms healthy physical habits
- Increases attendance as students can get to school if their parent or caregiving is sick or working

Benefits of Safe Routes to School

In July 2022, Clark County received a SRTS grant for $389,000 to continue their work in enabling safety and mobility for vulnerable users.[2] A City-led SRTS program can further this work locally. It can also be the impetus to have a list of capital projects around schools ready for grant applications when opportunities arise.

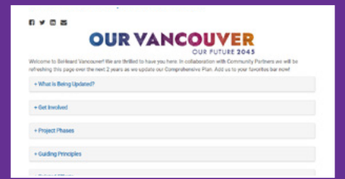
1 https://www.saferoutespartnership.org/safe-routes-school/101/benefits
2 https://www.columbian.com/news/2022/jul/23/clark-county-receives-safe-routes-to-school-grant/

8. Moving Forward

Transportation investments in Vancouver historically prioritized the private vehicle at the expense of growth in other modes. Recent projects have gathered momentum around achieving the multimodal vision of the TSP.

What's Coming Next

The Vancouver TSP is one of several parallel efforts that will come to fruition during the next few years. These initiatives will help advance the policies in the TSP:



VANCOUVER COMPREHENSIVE PLAN UPDATE

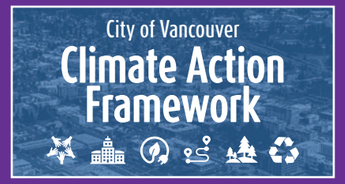
The TSP is the transportation element of the Comprehensive Plan, set to be updated by 2025. The Comprehensive Plan guides land use patterns—a major factor in the ability to walk, roll, bike, or take transit.

VINE BRT EXPANSION

C-TRAN is opening its second BRT line on Mill Plain Boulevard, and plans to open its third line on Main Street/Highway 99 in 2027. C-TRAN will extend the Fourth Plain Vine to 162nd Avenue and south to Columbia Tech Center. This will create a connected ring of Vine corridors across the city.

VANCOUVER STRATEGIC PLAN

The recently updated Strategic Plan lays out the City's direction for the next six years and beyond. One of the Plan's focus areas is to ensure Vancouver has a safe, future-ready, and convenient transportation system that offers affordable and climate-friendly options.



CARBON NEUTRALITY BY 2040

Meeting the goals of the Climate Action Framework require changes to how we travel. Implementing the framework requires implementing the policies and programs of the TSP.

INTERSTATE BRIDGE REPLACEMENT (IBR)

IBR will provide a critical connection between Oregon and Washington. While the locally preferred alternative is set, a wealth of details remain on how the project can be designed to support Vancouver's goals. IBR has the potential to transform Vancouver and how people travel between the waterfront and downtown.

Setting Ourselves Up for the Long-Term

The way people move is changing, which is being solidified by the lasting trends of the COVID-19 pandemic. Innovations in transportation services—like app-enabled ridehailing, shared e-bikes and scooters, and trip planning tools—can add travel options and customer convenience. As people seek new ways to move safely, demand for small personal mobility options will continue to grow. And for some, the best mobility option is not traveling at all. Digital apps for home deliveries and permanent flexibility to work from home made lasting changes to how people travel. And further innovations, like autonomous vehicles, are waiting around the corner.

What Are the Trends?

- **Emerging mobility options** such as shared e-bikes, scooters, and ridehailing services offer an effective alternative for people who don't have access to a car or prefer not to own one. Agreements with these providers are needed to ensure services align with the City's goals and standards.
- **Mobility-as-a-Service** apps enable users to seamlessly plan, book, and pay for trips of any type—be it on transit, ridehailing, micromobility, etc. As multimodal options become more prevalent in Vancouver, seamless integration will be needed between options to plan the most efficient trip.
- **Data** from mobility service providers is being leveraged by cities to improve day-to-day operations and planning of their transportation systems.
- **Electric vehicles** will be ever more common in the years ahead, forcing Vancouver to get ahead of charging infrastructure demands.
- **Autonomous vehicles** are on the horizon and the City's policies must provide a framework for how autonomous vehicles operate in the city in support of the TSP goals.
- **Changing travel patterns** with more people working at home will require Vancouver to focus on all types of trips, not just commute trips. Education and outreach programs and incentives tied to all types of trips will be a critical focus in the years ahead to shift people to bike, walk, roll, transit, and shared rides.

Our new transportation vision needs to consider changes in transportation technology and leverage the right mix of innovations to deliver a safer, more vibrant, and more prosperous city for all.

CITY OF Vancouver WASHINGTON

vancouver moves