

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Alexander Hubert • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

June 7, 2022

Time: 4:06 – 6:47 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:13)

The June 7, 2022 meeting of the Transportation Mobility Commission was called to order at 4:06 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Corey Grandstaff, Alexander Hubert, Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

ACTION ITEMS

ADOPTION OF MINUTES (01:15)

Motion by Vice Chair Raia, seconded by Commissioner Ruggles, and carried unanimously to approve the May minutes as written. Commissioners Edwards and Jackson abstained from the vote due to absence at the May meeting.

STAFF COMMUNICATIONS (03:48)

Rebecca Kennedy, Deputy Director of Community Development, provided an update from the TMC retreat in May that included a discussion of a letter of support from the TMC in support of the Interstate Bridge Replacement Project. Staff are drafting the letter and will be available for consideration by the Commission at their July meeting, with the intent that it would be sent to City Council. She then introduced William Cooley, Community Engagement Manager, to present an update on a Community Visioning that is just getting underway and will inform several planning and policy development processes across multiple departments. The presentation covered a brief update on the Strategic Plan, the purpose and rationale for community visioning, the guiding principles, and the importance of a community-driven approach. Commission discussion covered community input methods and locations for community engagement, the co-creation process, engagement with the Vancouver community that has limited English proficiency, and synergy with other City Boards and Commissions to set the vision.

WORKSHOP ITEM (27:26)

Main Street Streetscape Project Overview (Teresa Brum, Deputy Director of Economic Development, Ryan Lopossa, Public Works Streets and Transportation Manager)

Rebecca Kennedy introduced the workshop. The project is before the Commission as it is in the right of way and will cost more than \$2 million. Staff reviewed the process and gathered Commission input on the design. Ryan Lopossa presented the project background, opportunities for improvement of Main Street, and the project scope. Teresa Brum presented on project funding and the public outreach plan.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Consideration for EV charging stations on Main Street. Staff responded they are looking at that city-wide, but this is not yet being planned for this project.
- Sidewalk replacement along Main Street and Broadway or Main and Columbia. Staff responded there is only funding for sidewalk replacement on Main Street, but that side streets will be considered later in relation to the Interstate Bridge Replacement Project.
- Concern with the emphasis on parking and comments that it should be balanced with business and safety needs for wider sidewalks.
- Sidewalks obstructed by cages required by Washington State Liquor and Cannabis Board. Staff responded there was a change in the interpretation of the rules, but then changed back to the original interpretation. Staff are having conversations to potentially make some changes to RCW to offer some flexibility.
- Crosswalk striping at each intersection. Staff responded they will follow the new crosswalk policies, which includes lighting. Staff will evaluate the crossings.
- Plan to work with forestry to have larger trees that won't ruin pavement and foundations. Staff responded they will work with forestry to discuss preservation and replacement of trees along the corridor.
- Accessible parking pay stations. Staff responded they will investigate the accessibility of current pay stations and in the purchase of new pay stations for this project.
- Audible pedestrian signal technology. Staff responded all signal upgrades throughout the City will include audible technology, and it will be employed in this project.
- Location of street trees to sidewalk and street. Staff responded for this project, the trees will be near the street curb, and the sidewalk will be open for pedestrian traffic.
- Consideration for motorcycle parking. Staff responded part of the outreach process will include a discussion of parking, how much is needed today, benefits and costs to parking, and what type of parking is needed.
- Plans for maintaining business operations during construction. Staff responded they have been looking at best practices from around the country for this type of project. The City has also partnered with Vancouver's Downtown Association and is in the hiring process for staff to focus on business outreach with this project. We don't want to lose business during this project and will need creative marketing to get people downtown.
- EV charging stations. Staff agreed there is an opportunity with the street torn up to add the infrastructure for charging stations.
- Support for making this corridor bike and pedestrian friendly and maximize transit stops to access this area and the Waterfront.

WORKSHOP ITEM (1:24:20)

Fort Vancouver Way and Fourth Plain Safety and Mobility Project (Rebecca Kennedy, Deputy Director, CDD, Ryan Farncomb, Parametrix)

Rebecca Kennedy introduced the workshop. The project is currently in the planning phase and the two separate projects for Fourth Plain and Fort Vancouver Way are now integrated together due to their proximity and shared user base. This presentation is focused mainly on Fort Vancouver Way.

Ryan Farncomb presented a project update and overview of the issues to address with this project.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How to integrate existing and future businesses and development into recommendations for reconfiguration of the corridor. Staff responded they are looking at what exists now, but also projections at year 2040.
- If the project is limited to repaving. Staff responded it is planned as a curb to curb project, but they are also gathering input from the community on other potential needs.
- How planning impacts and potential changes will affect public safety facilities like police and fire and the ability to respond quickly in case of an emergency.

Staff continued the presentation, covering lane reconfiguration analysis on the corridor and safety and mobility needs for all users.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Planning for similar travel lanes as Fourth Plain, with space for traffic, transit and bikes. Staff responded they are planning to accommodate all users with this project and the need for nuanced design for bus stations that avoid conflict with the bike lane.
- Opportunities for placemaking as a way to increase safety. Staff responded this project is implemented through the pavement program, though there may be opportunities for traffic calming. Placemaking would come later, but staff continue to gather community input through this project to consider for future opportunities. Staff also noted that slowing of the traffic on this corridor would affect the feel of the street.
- The plans for a future Vine extension that travels south to Mill Plain on the east side of the City, creating a loop with the currently under construction Mill Plain BRT line. Staff responded they will work with C-TRAN on this project once it enters the planning phase, but that they do not yet know the implications of the planned extension of the Fourth Plain route to the east.
- Preference for separation of transit and bike lanes.
- Importance of providing real examples when looking for feedback from the community on potential changes and suggested providing more information on the later phases of the project so the community understands the full scope of the project when providing input.
- Concerns with parking near parks and schools in or close to the project area.

Staff concluded the presentation with the evaluation framework and next steps for the project.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- On evaluation and scoring, if we emphasize equitable outcomes, all users benefit.

- Overlapping and similar scoring elements to the Transportation Improvement Program (TIP). Staff responded there is overlap, though with this evaluation, scoring is for project elements, rather than the project as a whole.

COMMUNITY FORUM (2:27:40)

Sara Schmit, Vancouver, was present to provide comments on Fort Vancouver Way and Fourth Plain and the importance of the VA Campus in the area to the community. Efforts made to improve this corridor should focus on the intersection of Fort Vancouver Way and St. Johns and creating a bike lane from Fourth Plain and Grand to Fourth Plain and St. Johns. Most accidents have occurred at the intersection of Fort Vancouver Way and Fourth Plain because of inadequate infrastructure on Fourth Plain. If active transportation users were not forced to share the sidewalk with pedestrians and mobility scooters, or the main road with motorists, this area would be safer and more accessible for everyone. She encouraged the Commission to focus its efforts on safely connecting existing active transportation corridors before potentially wasting resources on an area that already has adequate infrastructure in place.

COMMISSION COMMUNICATION (2:35:26)

Commissioner Williams noted he appreciated the room layout for the meeting.

Commissioner Paine thanked the speakers at the meeting and emphasized the community members who utilize the services at the VA campus are an important part of the City to consider when making decisions related to transportation.

Commissioner Hubert provided comments on the difficulties of accessing the VA campus without a personal vehicle.

ADJOURNMENT 6:47 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us

July 5, 2022

To: Mayor McEnerny-Ogle and Councilmembers
Cc: Rebecca Kennedy, Deputy Director, Community Development Department
From: Chair Ramos and members of the Transportation and Mobility Commission
Re: Interstate Bridge Replacement Program Modified Locally Preferred Alternative

Mayor and Council-

The City of Vancouver Transportation and Mobility Commission (TMC) submits this letter in full support of the Vancouver City Council's consideration of the Interstate Bridge Replacement (IBR) Program's recommendation for a Modified Locally Preferred Alternative (MLPA). We outline our recommendations for how key components must be designed during the Supplemental Environmental Impact Study process to best serve the Vancouver community and foster a vibrant regional future for all.

- **Replacement of the existing I-5 Bridge** between Vancouver and Portland is paramount to the prosperity of our communities across the region. All infrastructure must be seismically resilient to ensure preparedness and safety.
 - **Active transportation** facilities must be easy to navigate, comfortable, low-stress, and attractive mobility options for all types of users. We seek to encourage active transportation and a reduction of vehicles on the roadway.
 - We support the high-capacity transit recommendation of **light rail with an I-5 adjacent alignment and terminating south of E. Evergreen Blvd.**, which will improve connectivity across the region for jobs, health and human services, education, greenspaces, housing, and other essential services. Transit must be designed to support frequent and reliable service and allow future extension if desired by the community. Reliability and frequency are foundational to change behavior.
 - **Variable Rate Tolling** is a necessary source of funding for the project. Programs that provide toll mitigations and exemptions for low-income users of the corridor must be included to ensure more equitable outcomes. We urge you to also consider the impact on middle-income households.
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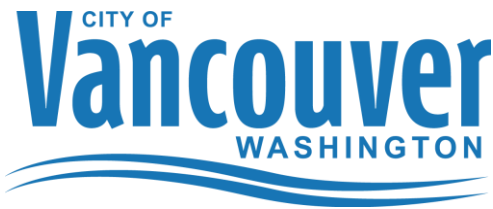
- **Freight mobility** is a critical element of our region's economy. Design of interchanges, the bridge crossing, and access roads within the Program area must not hinder the safe and efficient movement of freight.

The Transportation and Mobility Commission doubles-down on centering **climate and equity** in all design options. The need for robust climate adaptation and mitigation strategies cannot be overstated in combating climate change. Our region has experienced a variety of climate disasters, including smoke from forest fires, ice storms, drought, and heat waves. This project has potential to set national leadership to achieve carbon neutral and ecologically sound infrastructure.

Delivery of equitable outcomes for historically excluded communities is nonnegotiable. When the most vulnerable in our community are strong, we all prosper. People-centered infrastructure and programs will advance this priority. Anti-displacement strategies to keep current residents in place and that provide opportunity for future generations to have direct access to improvements this Program will deliver are crucial to overall success. Relatedly, we urge Council and the IBR Program to highlight the importance of this corridor to regional jobs. This Program must enhance access to employment for all.

Finally, we champion transparency, accountability, and substantive engagement with the community and a variety of public and private sector stakeholders. The TMC looks forward to working with City and Program staff to identify design solutions and strategies for our local street system and opportunities for community enhancement in this project of monumental importance. Let's deliver for the community today and for generations to come.

Eduardo Ramos, Chair
City of Vancouver Transportation and Mobility Commission



MEMORANDUM

July 5, 2022

To: Mayor McEnerny-Ogle and Councilmembers
Cc: Rebecca Kennedy, Deputy Director, Community Development Department
From: Chair Ramos and members of the Transportation and Mobility Commission
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- **Replacement of the existing I-5 Bridge** between Vancouver and Portland is paramount to the prosperity of our communities across the region. All infrastructure must be seismically resilient to ensure preparedness and safety.
 - **Active transportation** facilities must be easy to navigate, comfortable, low-stress, [human-centric, accessible, affordable](#), and attractive mobility options for all types of users. We seek to encourage active transportation and a reduction of [single-occupancy](#) vehicles on the roadway. [We encourage the program to improve and enhance east-west neighborhood and multimodal connections that were lost during original freeway construction to the fullest extent feasible.](#)
 - We support the high-capacity transit recommendation of **light rail with an I-5 adjacent alignment and terminating south of E. Evergreen Blvd.**, which will improve connectivity across the region for jobs, health and human services, education, greenspaces, housing, and other essential services. Transit must be designed to support frequent and reliable service, [be affordable and accessible](#), and allow future extension if desired by the community. Reliability and frequency are foundational to change behavior.
 - **Variable Rate Tolling** is a necessary source of funding for the project. Programs that provide toll mitigations and exemptions for low-income users of the corridor must be included to ensure more equitable outcomes. We urge you to also consider the impact on middle-income households.
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- **Freight mobility** is a critical element of our region's economy. Design of interchanges, the bridge crossing, and access roads within the Program area must not hinder the safe and efficient movement of freight [on both land and water](#). [We support reductions in the footprint of the Hayden Island Interchange that encourage multimodal travel while preserving and enhancing freight mobility.](#)

The Transportation and Mobility Commission doubles-down on centering **climate and equity** in all design options. The need for robust climate adaptation and mitigation strategies cannot be overstated in combating climate change. Our region has experienced a variety of climate disasters, including smoke from forest fires, ice storms, drought, and heat waves. This project has potential to set national leadership to achieve carbon neutral and ecologically sound infrastructure. [Climate strategies associated with the project should contribute to reduced emissions and pollution and improved air quality. We believe that solutions that elevate social equity and climate action are in the best interest of our economy as well as our community.](#)

Delivery of equitable outcomes for historically excluded communities is nonnegotiable. When the most vulnerable in our community are strong, we all prosper. People-centered infrastructure and programs will advance this priority. Anti-displacement strategies to keep current residents in place and that provide opportunity for future generations to have direct access to improvements this Program will deliver are crucial to overall success. Relatedly, we urge Council and the IBR Program to highlight the importance of this corridor to regional jobs. This Program must enhance access to employment for all.

Finally, we champion transparency, accountability, and substantive engagement with the community and a variety of public and private sector [stakeholders and encourage broad community inclusion in design decision-making](#). The TMC looks forward to working with City and Program staff to identify design solutions and strategies for our local street system and opportunities for community enhancement in this project of monumental importance. Let's deliver for the community today and for generations to come.

Eduardo Ramos, Chair
City of Vancouver Transportation and Mobility Commission

City of Vancouver Sidewalk Program

VANCOUVER
CITY HALL



July 5, 2022

Transportation & Mobility Commission

Ryan Miles – Street Operations Program Manager,
Public Works Department

Presentation Overview



- Program Background
- Complaints and Enforcement
- Sidewalk Cafés and Street Eats
- Future Changes and Next Steps

Presentation Purpose

- Provide general information about the City's sidewalk program
- Outline potential changes to the sidewalk program in the future
- Respond to questions about the sidewalk program
- Receive feedback about the sidewalk program and potential changes to the program

Program Background

- Sidewalk Management Program officially created in 2017
- Initial sidewalk and curb ramp inventory and assessment completed in 2017
- Two full time staff dedicated to the program
- \$500,000/year dedicated funding for the sidewalk program

Program Background (continued)



- Sidewalks: 635+ miles of existing and about 495 miles with no sidewalks
- Curb ramps: approx. 10,400 existing curb ramps and 5,000 corners without curb ramps
- Estimated Costs:
 - \$45M - \$65M for sidewalk repairs
 - \$80M - \$85M for curb ramps
 - \$140M - \$210M to infill missing sidewalks

Program Background (continued)

- City constructs new sidewalks & ADA ramps through the Transportation Improvement Program (TIP)
- Pavement Management resurfacing projects include & require construction of ADA-compliant ramps
- Development projects requiring transportation improvements



Program Background (continued)

- Maintenance of sidewalks in Vancouver are the responsibility of the adjacent property owner (VMC 11.030)
- New developments & site expansions require repaired, new, or reconstructed ADA-compliant sidewalks & ramps
- Deficient sidewalks addressed via complaint-driven process
- Pedestrian accessibility remains a challenge

City Repair Responsibilities

- City owned or maintained properties
- Columbus Day storm trees
- Curb ramps in the public right of way
- Signals, signs, and striping
- Other areas in the public's best interest: school and transit routes, park access, etc.



Enforcement – Sidewalk Deficiencies



- Notification/code case letters:
 - Initial 90 days to correct the deficiencies
 - Encourage owners to meet with staff
 - Outline process and procedures to do the work
 - Second 60-day notice to correct the deficiencies
 - Options needed if work still not done

Enforcement – Vegetation or Obstruction

- Code compliance case – VMC 22
- Initial correction notice – 14 days to correct
- Second notice/notice of violation – 7 days to correct
- Ability to assess fines (if needed)
- City willing to work with owners



Sidewalk Café Program



- Over 40 active locations in uptown, downtown, and waterfront areas
- Add to the vitality and business activity within the downtown area
- Provide consistent guidelines to all applicants

Sidewalk Café Program

- Permit required to use public right of way
- Minimum ADA requirements must be met
- If alcohol is served, separation between uses required per Liquor Control Board



Street Eats Program



- Street Eats program extended to March of 2024
- Permit required to use public right of way
- Maximum of 50 spaces total for all locations
- Parking fees slated to begin in October 2022

Next Steps and Future Changes



- VMC Updates (Fall 2022)
- Develop Homeowner Grant Program
- Develop ability for property owners to contract directly with the City
- Move to more proactive program

VMC Code Changes

- Delegate repair necessity to Public Works Director
- Ability for property owners to contract directly with the City
- Assessment of costs for non-complying owners
- Enforcement of pedestrian access in construction zones
- Adjustment of Transportation related fines

Homeowner Grant Program



- Eligibility based on income
- Cover 100% of repair costs
- Maximum grant amount of \$2,500*
- First year total grant program of \$50,000*
- Evaluate actual repair costs and program amounts after first year

* Maximum grant and program amounts still to be determined

Homeowner Grant Program (continued)

- Only available to residential properties
- Businesses out of home are eligible
- Property owner applies for grant after initial notification
- Utilize existing Clark Public Utilities Operation Warm Heart screening



City Financial Assistance Program



- Homeowner contracts with City for repairs
- Repay over time – 5, 10, or 20 years
- Only available to residential properties
- Must have an active code case related to the property

Next Steps

- Staff outline of next steps based on capacity, TMC feedback, Council review and direction
- Workshop on annual updates to Title 11 scheduled for September 6 meeting

Questions and Discussion

Ryan Miles, Street Operations Program Manager, Public Works
Ryan.Miles@cityofvancouver.us

www.cityofvancouver.us/publicworks/page/sidewalk-management



DATE: June 29th, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa, Public Works Streets and Transportation Division Manager

FROM: Ryan Miles, PE, Street Operations Program Manager, Public Works

RE: **Sidewalk Program Overview**

The purpose of this memo is to provide information about the Sidewalk Management (SM) Program in advance of the Transportation and Mobility Commission meeting on July 5, 2022.

Background

The City of Vancouver has over 600 centerline miles of streets. Of these, there are approximately 640 miles of sidewalk on one or both sides of the street, leaving nearly 500 miles of streets without sidewalk on at least one side.

The Sidewalk Management Program was formally established in 2017, but initial startup efforts began in 2016 with a GIS inventory of the sidewalks within the City limits. This was a basic inventory to determine where sidewalks existed and was followed by with a more detailed inventory and assessment of both the sidewalks and curb ramps in late 2016 and 2017. The information collected about sidewalks included both attributes (width and material) as well as deficiencies present including horizontal and vertical faults, broken panels, spalling, heaves/dips, and obstructions. Curb ramp information collected including slopes, widths, and other information related to helping determine if a ramp was ADA compliant.

The following was found after completion of the initial inventory and assessment:

- Over 10,000 street corners had some form of a curb ramp (regardless of if it was compliant or not)
- Over 5,000 street corners had no curb ramp
- There were approximately 180,000 deficiency points collected during the assessment that included anything that was not ADA compliant

From the initial assessment, the costs to repair, replace, or construct the following were estimated at:

- Curb ramp improvements: approximately \$80M - \$85 million
- Repair deficiencies on existing sidewalks throughout City: approximately \$50 – \$65 million
- Fill in missing sidewalk gaps throughout the City: approximately: \$150 – \$220 million

The City addresses deficiencies and gaps within the network for both sidewalks and ADA curb ramps primarily through the following:

- Projects within the 6-year Transportation Improvement Program (TIP) – including safety and mobility projects and large capital projects.
- The City's Pavement Management program- resurfacing projects include ADA-compliant ramps, either through upgrades to existing or reconstruction of new ramps.
- Private developments – the code requires provide development to contribute to or build transportation infrastructure like frontage improvements.

Sidewalk repairs are also completed by property owners since Vancouver Municipal Code (VMC) 11.030 requires property owners to maintain and repair existing sidewalks abutting their property. This is consistent with the approach to sidewalk management utilized by most municipalities in the United States, including Clark County and the City of Portland.

The City of Vancouver is directly responsible for maintenance and repair of the following:

- City owned or maintained properties
- Sidewalks adjacent to trees planted after the Columbus Day storm of 1962 (all in the downtown area)
- Curb ramps in the public right of way

In addition to these, the City repairs and maintains sidewalk assets as resources allow that advance the public interest and support safety and mobility in priority areas like school, transit, and park access routes.

While there are means and methods to repair, construct, and replace sidewalk elements throughout the City, the need is much greater than the resources to support these improvements. As a result, it is important that the City utilizes all opportunities to improve the sidewalk network to improve access and mobility for pedestrians and people with mobility challenges.

Overview of the City's Sidewalk Management (SM) Program

The Sidewalk Management Program consists of two dedicated staff- a construction inspector and an administrative assistant- that is supported by other city staff including public outreach, transportation planners, street operations and maintenance, construction engineers, and construction inspectors. The sidewalk program has about \$500,000 directly budgeted annually, which covers staff costs as well as some funds to repair and maintain ramps and sidewalks that are the City's responsibility.

The primary tasks performed by SM Program Include:

- Responding to inquiries related to sidewalks
- Enforcing City code related to sidewalk deficiencies and obstructions
- Inspection of sidewalk repair permits, projects, and sidewalk cafes

- Coordinating with both capital and development projects for needed sidewalk improvements
- Administering the City's sidewalk café and Street Eats program
- Maintaining sidewalk and curb ramp inventory information

Responding to Sidewalk Related Inquiries

The primary sidewalk issues we hear from community members about are related to the condition of sidewalks or obstructions of sidewalks. As we receive these, the sidewalk management team does a site visit to inspect the issue and identify the responsible party. Requests have continued to trend up- 114 requests were logged in 2019 compared with 198 in 2021. In the first half of this year, the sidewalk team has responded to over 120 requests.

Sidewalk Enforcement

Once a deficiency on a sidewalk is identified, a code case is initiated for the adjacent property. An initial notification letter is sent outlining the deficiencies found on the property and giving 90 days to correct the issue. With the letter, we encourage property owners to contact and meet with sidewalk management staff to discuss the situation at their location and the best method for correcting deficiencies. If the issues are not corrected after the initial 90-day period, a second notification letter is sent with the same information and allowing for another 60-days to correct the issue. If at the end of this second correct period work is not completed, the City can either fine the property owner or complete the work with City resources.

A similar process is followed for obstructions in the sidewalk, such as vegetation or basketball hoops, except that there is a different timeline for the notifications. Prior to a code case being initiated, the sidewalk team will place a door hanger outlining the issue to be resolved as a first attempt to correct the problem. If the issue is not corrected, a formal code violation notice will go out with an initial 14-day period to correct the issue followed by a second 7-day notification. If work is not completed, similar options are available to correct the issue.

In all cases, the sidewalk management team makes a concerted effort to work with property owners to answer questions, meet on site, find options, be flexible, and get the issues resolved.

Sidewalk Inspection

On top of initial site inspections, there are several other types of inspections done by the sidewalk team, primarily the sidewalk inspector. For each code case or door hanger left at a property, an inspection is done prior to each notification to determine the status of the issue; in most cases an initial meeting in the field with property owners also occurs. When repair work is done, inspections are needed to make sure the work is to City standards and defects corrected. In the past year, there were over 1,000 different inspections undertaken by the sidewalk team. In addition to general site inspections and code cases, the sidewalk inspector assists with inspection of City capital projects as needed.

Sidewalk Cafes and Street Eats

Another program that is administered and coordinated by the Sidewalk Management program are sidewalk cafes and the Street Eats locations found primarily in the downtown, uptown, and waterfront areas. The program creates the standards for each type outdoor seating and issues and reviews permits, and works with business owners to set up their areas so that they still allow accessibility

along the sidewalk as well as meet Washington State Liquor and Cannabis Board (LCB) requirements if the businesses serve alcohol.

Permits are required annually and businesses are required to maintain their seating setups. The City has not been charging any fees for permits or use of parking since the beginning of the Covid-19 pandemic. However, beginning October 1st, the City will begin charging permit fees for new and renewal permits along with parking for use of on-street parking spaces.

Other Sidewalk Management Activities

There are several other tasks and activities done on an on-going basis by the sidewalk management team that include:

- Maintaining and updating sidewalk and curb ramp information in the City's GIS system
- Review of capital and Transportation development review projects for sidewalk related issues
- Complete post-construction walkthroughs on projects to ensure that new and repaired sidewalk and ramp improvements meet ADA requirements
- Update sidewalk condition database

Challenges to the Sidewalk Program

As the sidewalk program has developed and evolved, management has identified several challenges to effective implementation, including:

Enforcement: While there is a formalized enforcement process associated with code compliance cases, the City has not assessed fines for non-compliance or done the initiated a cost assessment process to bill owners for completing the work if the property owner does not do it. Fines are an option but not very effective due to the minor transportation fine amount of \$100 plus the ability to collect fines and cover costs if the City does the work. The assessment process requires formal action/approval by the City Council to agree to the public need for the work and authorization to assess the costs associated with the City doing the work and billing the property owner, which is onerous and rarely happens.

Property Owner Abilities: While most property owners are willing to correct sidewalk deficiencies in front of their properties, many residential owners do not have the financial ability to either pay at all or pay the full cost of the repairs up front. In addition, some owners have a hard time finding contractors to do/bid the work or do the work for reasonable prices.

Responsibility: While most property owners accept that it is their responsibility to maintain and make repairs to the sidewalk directly in front of their homes, it is not uncommon for property owners to be unaware of this. This mostly occurs on properties that have multiple adjacent streets and along arterials that they do not have direct access to and are separated from their yards by walls and fences. Another responsibility issue is related to street trees in planter strips between the curb and sidewalk that are in the public right of way. In many cases, these trees were not planted by the property owners, so they question why they are responsible for damage to the sidewalk caused by them.

Missed Opportunities: Due to the large backlog of repair needs for existing sidewalks and construction of new sidewalks and ADA compliant curb ramps, the City needs to maximize opportunities to get repairs done as part of non-City projects. Further refinement of review processes

and code changes are needed to require repairs and other necessary upgrades when larger projects are constructed on a property.

Next Steps and Future Changes

Vancouver Municipal Code (VMC) Updates

Several VMC updates are needed to increase the effectiveness of the City's Sidewalk Program and implement a Home Owner Grant program and Property Owner Financial Assistance program. The first set of proposed updates are tentatively scheduled to be completed by the end of 2022 and when located in VMC Title 11 will be reviewed by the Transportation and Mobility Commission in alignment with its bylaws. Key proposed changes include:

- Delegate repair necessity to the Public Work Director – this will remove the step of getting Council approval before we can assess/charge for costs incurred by the City for repairs made to private properties.
- Allow property owners to contract directly with the City for repairs and maintenance
- Assess costs for non-complying owners – improve the process and steps associated with this process and allow for financial repayment plans
- Enforce pedestrian access in construction zones
- Transportation related fines – move from \$100/infracton to \$250/infracton, which would be consistent with other fines within the Public Works Department (VMC 22.02.070).

Home Owner Grant Program

This program is intended to help income-qualified property owners make repairs to the sidewalks adjacent to their properties. The final details are still under development, but the basic parameters of the program include:

- Initially allocate \$50,000 for program funding.
- Eligible owners could receive up to \$2,500 in repair work.
- The funds would be a full grant covering 100% of costs up to the maximum value.
- All work is coordinated by the City and completed by City staff or contracted out to City-managed contractors.
- Applicants must meet income eligibility requirements (80% of area median income). Intent would be to team with CPU for screening as they do for the City's H2O program.
- Only available to single family and duplex residential properties and owner must reside at the address.
- Property must have an active code case against it to be eligible; the intent is to target funds toward geographic priority areas before making them available on a first come first serve basis.

Financial Assistance Program

This program is intended to help property owners complete repairs on sidewalks adjacent to their homes who do not meet grant eligibility requirements. This will also give property owners another option to get work completed if they aren't able to find a contractor to do the work or in cases where a property owner is non-responsive. The other advantage is that this will likely bring overall costs down for the property owners since the intent from the City would be to group work together into one contract, which will lower costs by economies of scale and spreading costs across multiple properties.

The City of Portland has a similar program in place. The final details are still under development, but the basic parameters of the program will include:

- Property owners enter into an agreement with the City to do the work and pay back the City over time.
- Only available to residential properties, including duplexes and triplexes but not larger apartments and condos.
- Work coordinated and done by the City with loan terms of either 5 or 10 years for up to \$2,500 or loan terms of 5, 10, or 20 years for work over \$2,500 (these are amounts that the City of Portland uses currently).
- Property must have an active code case against it to be eligible.
- Will be set up similarly to the City's Sewer Connection Incentive Program (SCIP) loan program but interest rates and fees on the loans vary by the length of the agreement.
- Property owners can pay quarterly, semi-annually, or once a year with no penalties for paying off early.
- Agreements will include language that allows a lien to be placed on the property in loan is unpaid.
- Property owners able to enter into the agreement at any point in the code case process until an actual lien is placed on the property for repairs done by the City.

Other Options

There are some other options that the City could consider implementing to get more repairs completed on defective sidewalks within the City, including:

- Consider changes to sidewalk responsibility along arterial streets where homeowners do not have direct access to the street from their home. In these cases, the City would take on the repair responsibility. Before this can be fully considered, an analysis of how many miles of sidewalks would be added to City responsibility and potential costs would need to be completed.
- Change VMC Title 20 Development code to require sidewalk repairs along a property when tenant improvements exceed a certain dollar amount, like \$75,000 or \$100,000.

Conclusion

The Sidewalk Management Program is still relatively new and under development but has demonstrated the importance of having a focused work group dedicated to monitoring and completing sidewalk related issues. The program makes a concerted effort to both get work completed as well as work with property owners and businesses to meet their needs along with the City's interests. However, several challenges to be addressed to make the program more effective and go from a solely reactive program to a more proactive one. Regardless, the Sidewalk Management Program strives to make the City of Vancouver a more walkable, safe, and accessible city.

SE 34th Street Safety and Mobility Project

VANCOUVER
CITY HALL



July 5, 2022

**Vancouver Transportation and Mobility
Commission Workshop**

**Rebecca Kennedy, Deputy Director, Community
Development**

Kendra Breiland, Principal, Fehr & Peers

Project Overview



SE 34th Street will have a microsurfacing treatment in 2023. The project provides an opportunity to evaluate potential changes to the street to improve safety, mobility, and accessibility.



Project Scope

1. Complete traffic analysis
2. Conduct a comprehensive public outreach process
3. Develop design alternatives and improvements



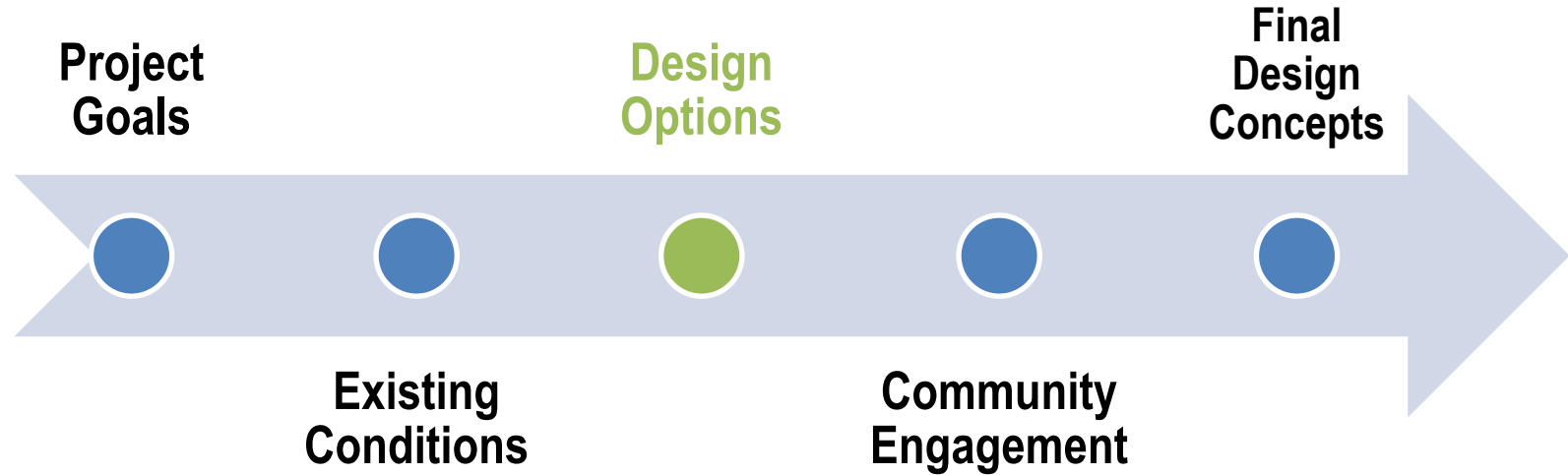
Complete Streets Goal

Complete a public outreach and design alternative process to improve safety, mobility, and equity on the SE 34th Street corridor in preparation for the 2023 pavement project

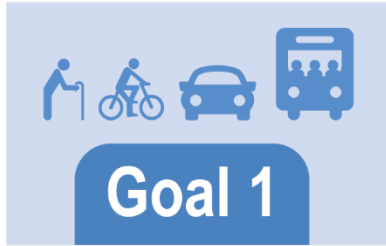
Project Overview



Project Overview



Project Overview



Improve comfort and mobility for all users



Prioritize safety for all users



Facilitate near-term implementation

What We Are Hearing

- Touchpoint #1 was published on Be Heard Vancouver May 24th .
- Provides an overview of the project and an opportunity to for community members to identify safety issues and share concerns.
- As of July 1, over 300 survey responses had been received.



What We Are Hearing

? How do you use SE 34th Street between SE 164th and SE 192nd Avenues?

Driving



51%

Transit



2%

Biking



18%

Walking



28%

Using a
mobility
device



1%

What We Are Hearing

? What is most important to you when traveling along or across SE 34th Street?

1



Safety

2



**Travel
Time**

3



Environment

4



**Neighborhood
Design**

5



**Local
Economy**

6



**Serving
Disproportionately
Impacted
Communities**

What We Are Hearing

❓ What concerns do you have about repurposing a travel lane on SE 34th Street?

Top Three Concerns	Other Concerns
• Safety • Impacts to how long it takes to drive the corridor • Impacts to neighborhood character	• Economic impacts • Environmental impacts • Equity impacts

What We Are Hearing

? Is there anything else that you would like to share about SE 34th Street?

“Many people drive much too fast on this street.”

“Too many cars to take away a lane.”

“I am terrified of walking on this street, due to high speed of traffic and the lack of any buffer or protection from cars.”



Traffic Analysis Overview

- Providing capacity for people biking and enhancing comfort for people walking will have trade-offs for people driving.
- Traffic analysis was completed to understand changes in driver experience.
 - How will key intersections operate?
 - Where will queueing increase?
 - How will travel time change?

What was Analyzed?

- How SE 34th Street would operate with no changes and how it would operate with the proposed design in place.
 - How it operates during morning and evening commute times
 - How it operates today
 - How it will operate in the medium-term (2027)
 - How it will operate in the long-term (2040)

Existing Conditions with Repurposed Lane



Existing Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	0	0
Number of Movements with Queue Exceeding Storage	1	2	1	2
Max Travel Time (min:sec)	4:29	5:13	4:31	5:15

2027 Conditions with Repurposed Lane



2027 Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	0	0
Number of Movements with Queue Exceeding Storage	2	3	3	5
Max Travel Time (min:sec)	4:33	5:21	4:41	5:23

2040 Conditions with Repurposed Lane



2040 Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	1	3
Number of Movements with Queue Exceeding Storage	2	3	5	8
Max Travel Time (min:sec)	4:45	5:26	4:47	6:30

Traffic Analysis Summary

- Between now and 2027 the primary change for vehicle operations will be queueing
- By 2040, continued growth in the area would cause the SE 164th Avenue and SE 192nd Avenues to operate at LOS E during evening commute hours
 - Fewer gaps in traffic would also increase delay at stop-controlled intersections
- Under 2040 conditions, eastbound travel time during evening commute hours would increase by 2.5 minutes

Key Design Elements

- All transit stops would be maintained and retrofitted with modular platforms
- No changes to turn pockets at intersections from SE 168th Avenue to SE Hiddenbrook Drive
- One left-turn lane would be removed for eastbound and westbound vehicles at SE 164th Avenue
- One left-turn lane would be removed for northbound vehicles at SE 192nd Avenue

The Design

SE 34th Street - Existing



SE 34th Street - Proposed



Safety Enhancements



Photo source: bicivay.com

Ziclas, a type of vertical barrier, will provide physical separation between the bike lanes and vehicle lanes.



Photo source: SFMTA

High visibility crosswalks will make pedestrians more visible and are more effective in getting drivers to stop for pedestrians.

SE 34th Street Safety and Mobility Project - 22

Safety Enhancements



Photo source: City of Tacoma

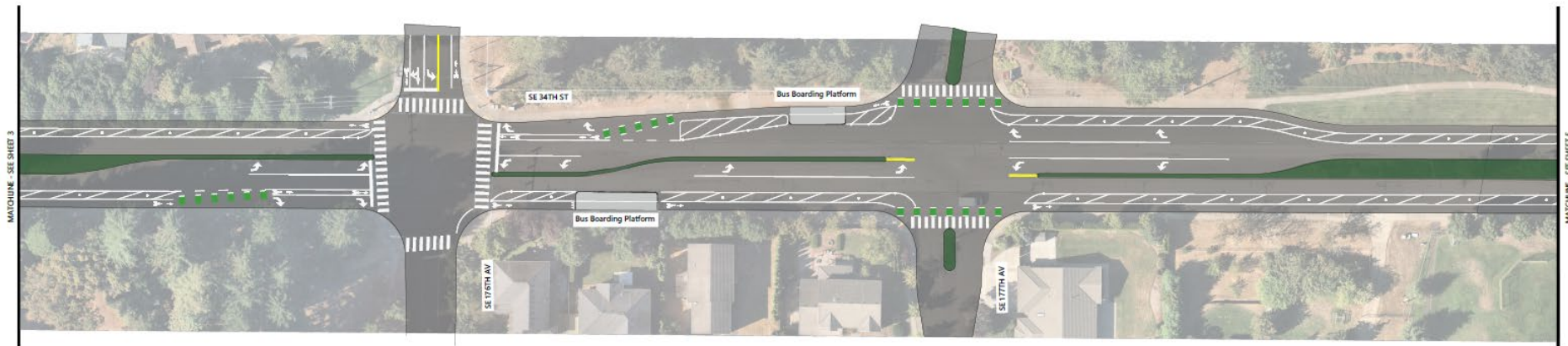
A **HAWK Beacon** at SE 162nd Avenue will require vehicles to stop to allow people walking and biking to cross safely.



Photo source: BikePortland

Modular bus platforms will maintain ADA access to buses and minimize potential conflicts between buses and people biking.

The Design



The Design



Next Steps

- July & August 2022 – Refine Project Design & Gather Community Feedback
- September 2022– Safety & Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through summer 2024 – Implementation of other capital improvements
- Ongoing throughout project: communication and information sharing with community and project stakeholders

Questions and Discussion

VancouverMoves@CityofVancouver.us
www.beheardvancouver.org/se-34th



SE 34th Street Safety and Mobility Project- 27

DATE: July 7, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Emily Benoit, Community Development

RE: **SE 34th Street Safety and Mobility Project**

The focus of the workshop today is the SE 34th Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34th Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers.

Along with the overriding Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street project and are being used to align potential changes to the corridor with the project goals. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
- 2. Prioritize safety for all users**
- 3. Make improvements quickly and efficiently**

The first of three touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in a survey and with open ended comments. As part of the touchpoint, community members are being asked:

- How they use SE 34th Street between SE 164th and SE 192nd Avenues.
- What is most important to them when traveling along or across SE 34th Street.
- What concerns they have about the possibility of repurposing a travel lane on SE 34th Street.

As of mid-June, 284 responses to the community survey have been received. Key takeaways from the feedback received to date includes:

- Driving is the primary mode of travel along the corridor. Today, 51% of respondents drive on SE 34th Street, 28% of people said they walk, and 18% of people said they bike on the corridor.
- Top priorities for community members traveling along or across SE 34th Street include getting places safely and quickly and preserving the environment.
- The top concerns about repurposing a travel lane on SE 34th Street are safety, impacts to how long it takes to drive the corridor, and impacts to neighborhood character.

Community members also shared concern about the number of vehicles that use SE 34th Street today and how planned growth along with repurposing a travel lane may impact travel time. High speeds on the corridor making it unsafe for all users and the lack of separation between the existing sidewalks and vehicle travel lanes making it uncomfortable to walk on the corridor were also concerns shared by many community members.

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term, mid-term, and long-term scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, during evening commute hours, repurposing a travel lane would increase delay at the SE 164th and SE 192nd Avenue intersections and increase travel time by approximately two minutes.

Based on these findings, the project team has developed a preliminary design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one 11-foot travel lane, a seven-foot buffer between the travel lane and bike lane and a six-foot bike lane in both directions. This design leverages the dedicated space for people biking to create a 13-foot buffer between people walking on the sidewalks and the vehicle travel lane. To enhance safety and access to transit, additional design features include:

- Installing ziclas or other type of vertical barrier to provide physical separation between the bike lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162nd Avenue to allow people walking and biking to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people biking.

Next steps to meet the project timeline include:

- July and August 2022 – Refine Project Design & Gather Community Feedback
- September 2022– Safety and Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through Summer 2024 – Implementation of Other Capital Improvements

Staff Contact:

Emily Benoit, Senior Transportation Planner

Emily.Benoit@cityofvancouver.us | 360-487-7944



Transportation System Plan Update

Transportation and Mobility Commission, July 5, 2022

Presenter: Thomas Brennan, Nelson Nygaard

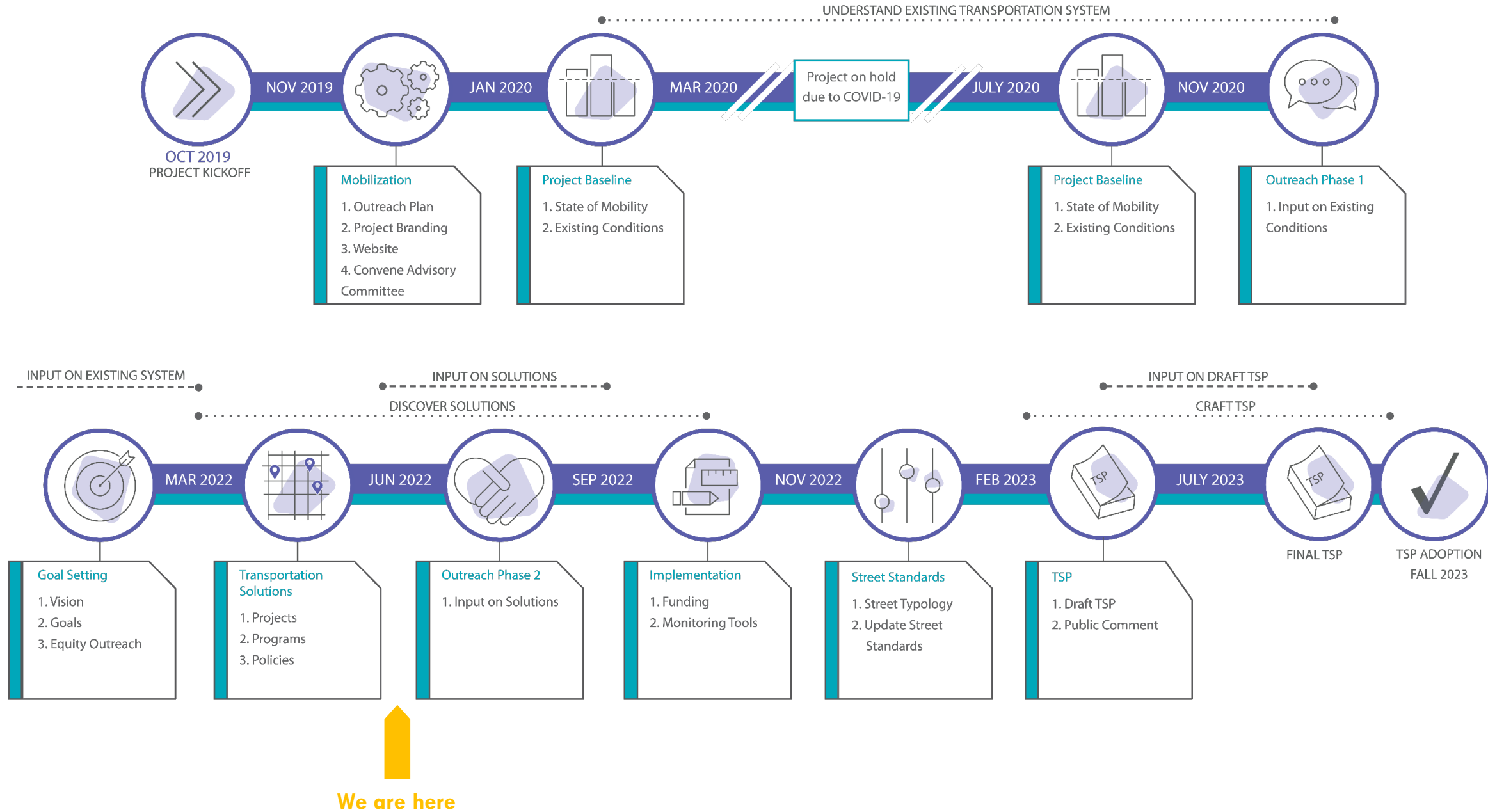
Agenda

- 1 **Goals Update**
- 2 **Draft Big Ideas and Policies, Programs, & Projects**
- 3 **Next Steps**



Image Source: Visit Vancouver

Project Schedule



1

Goals Update

Council Feedback

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

TRANSPORTATION CHOICE



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

1

SAFETY



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

2

CLIMATE



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

3

EQUITY



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

4

REGIONAL CONNECTIVITY



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

5

MAINTAINING OUR ASSETS

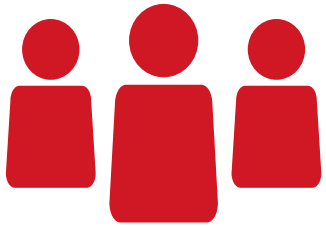


We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.

6

Council Universal Policy Priorities

EQUITY



SAFETY

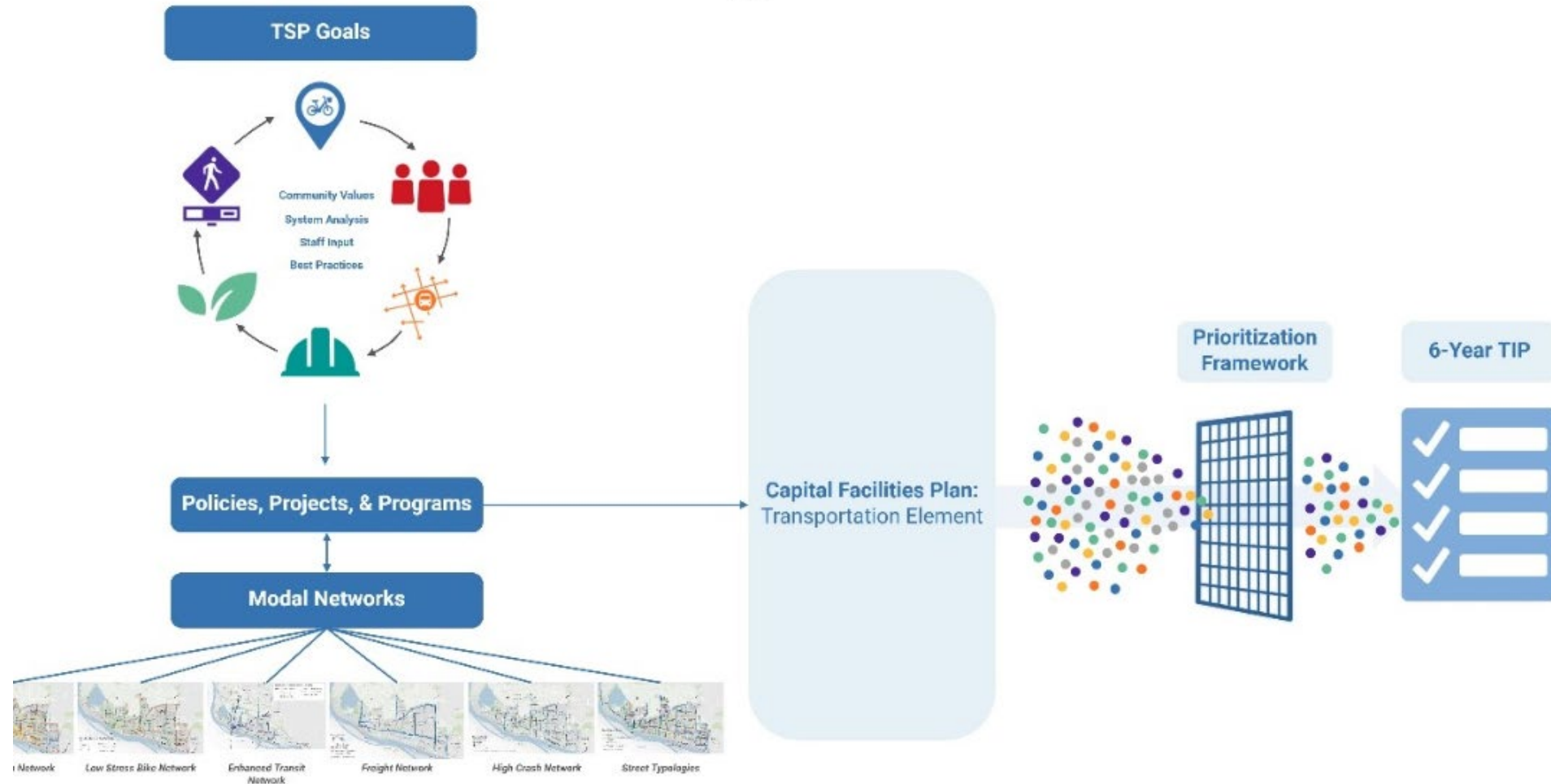


CLIMATE



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

From Goals to Policies, Projects and Programs



Public Input – Themes

- **Make it easier to walk, bike, or roll**
 - Improve the non-motorized network
 - Exercise and walking to neighborhood parks
 - The main barriers to cycling comfortably in the City are **inadequate existing bike lanes, aggressive drivers, a lack of bike lanes** in some places, and **unsafe crossings**.
- **Addressing traffic safety** is the most important improvement to the City's walking, cycling, and rolling network
- **Address network barriers** and provide more **direction connections**
- **Reduce congestion during rush hour**
- **Make transit a better experience:**
 - Increase frequency and reliability of C-TRAN services
 - Expand The Vine BRT
 - Bus lanes and signals to speed up transit travel times
 - Make it easier to walk to the bus
 - Improve bus stops (shelters, seating, lighting)

Draft Big Ideas

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

Support Thriving Neighborhoods

Create Complete Corridors

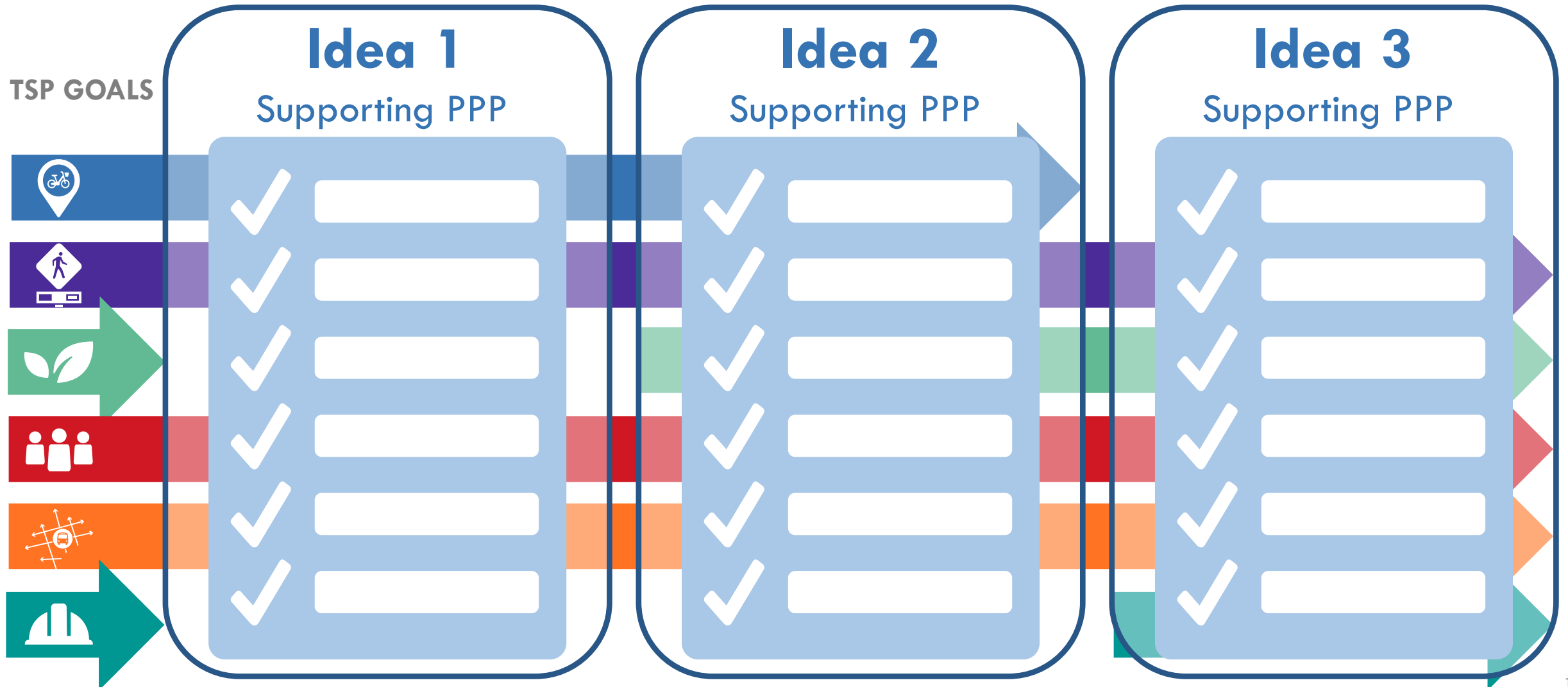
Connect People to Transit

Build Low-Stress Networks

Make Growth a Benefit for All

Embrace the Future

Goals - Big Ideas - Policies, Programs, & Projects



1. Support Thriving Neighborhoods

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

EQUITY



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

SAFETY



Prioritize vulnerable users with improved biking and walking connections

CLIMATE



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



Big Idea Support Thriving Neighborhoods

15-Minute Neighborhoods

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

Draft Programs & Projects:

- Neighborhood Traffic Calming
- Safe Routes to School



Source: The Urbanist



Big Idea Support Thriving Neighborhoods

Street Connectivity

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

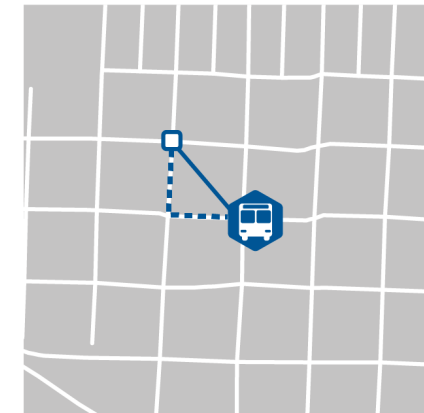
Draft Programs & Projects:

- Block Size
- Cul-de-sac Connections
- Connectivity Standards

Street Network Types

Grid Example Hough

— Crow-fly distance: 400 ft.
- - - Street Network distance: 553 ft.

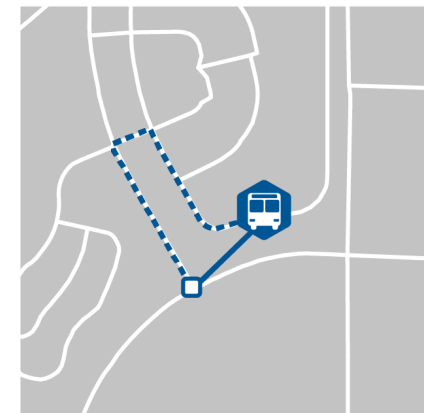


302 intersections per sq. mile

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

Curvilinear Example

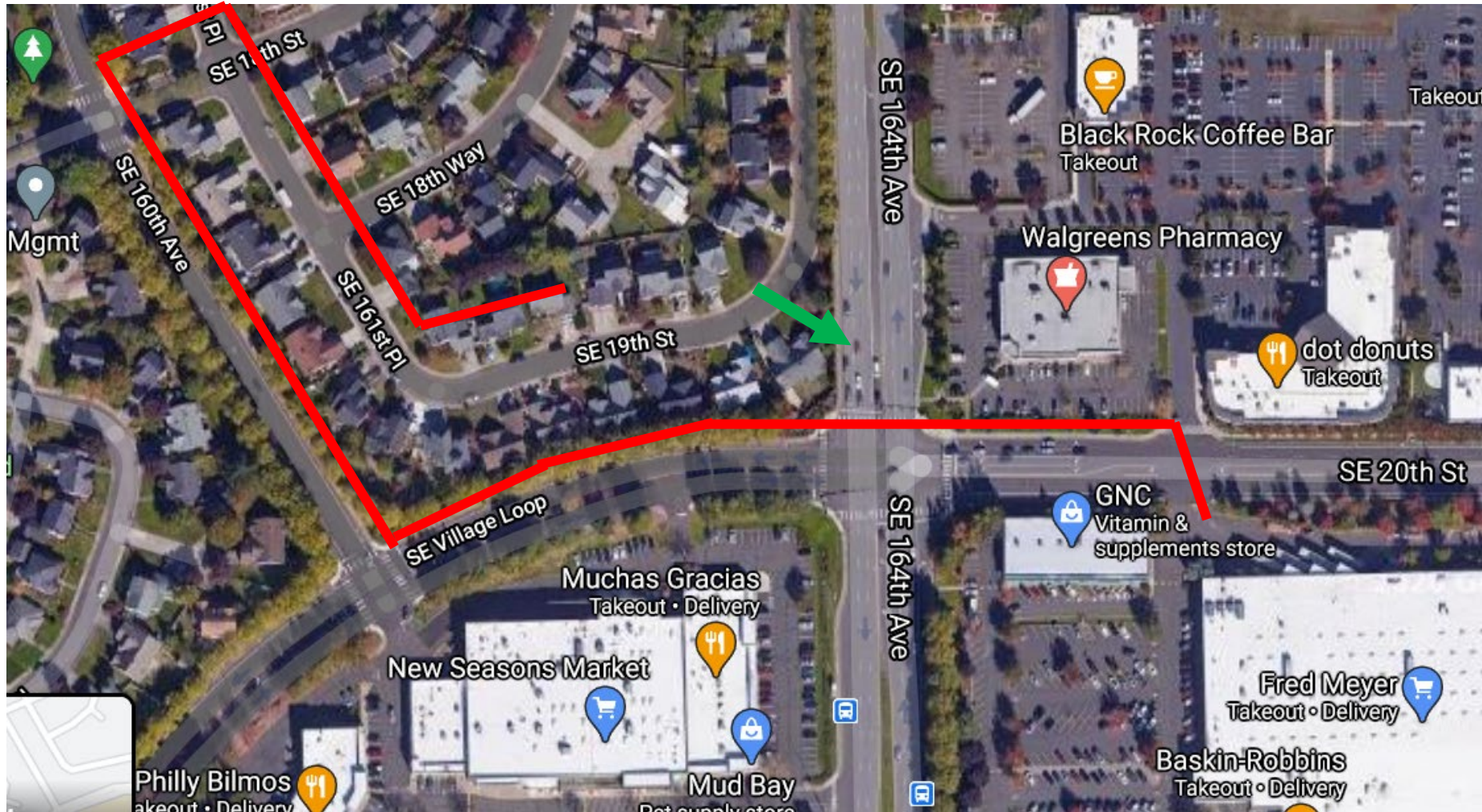
— Crow-fly distance: 400 ft.
- - - Street Network distance: 1,502 ft.



140 intersections per sq. mile

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

Outcome: Neighborhood Connectivity





Big Idea Support Thriving Neighborhoods

Green Streets

Reduce the climate impact of the transportation network

Draft Programs & Projects:

- Street Trees
- Surface Parking
- Stormwater Management



Clark County Green Streets Project on NE 99th St



Big Idea Support Thriving Neighborhoods

Community Streets

Encourage community use of street space

Draft Programs & Projects:

- Open Streets
- Street Art



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

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

2. Create Complete Corridors

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

EQUITY



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

SAFETY



Design major streets for vulnerable users using proven safety countermeasures

CLIMATE



Dedicate more street space to low/zero-emission modes



Big Idea Create Complete Corridors

Complete Corridor Planning

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

Draft Programs & Projects:

- Street Typologies
- Street Space Allocation



[Olympia, WA Complete Corridors Program](#) – project at 7th Ave and Plum St along a pilot corridor

Outcome: Corridors that Support All Modes





Big Idea Create Complete Corridors

Update Street Standards

Update street standards to integrate the latest best practices from NACTO, WSDOT, AASHTO, and MUTCD in terms of facility selection and design, traffic control, and signage and striping. Adopt into standard plans and municipal code Title 11.

Draft Programs & Projects:

- Pedestrian Crossing Policy
- Bicycle Facility Selection and Design Guidelines
- Signs and Striping
- Access Management

Highlighted PPP



Big Idea Create Complete Corridors

People-Based Metrics

Plan, design, and evaluate projects and developments using people-focused metrics including person movement and travel impacts from different user perspectives. Include design threshold updates and post-project evaluation metrics.

Draft Programs & Projects:

- TIP Prioritization
- Paving List
- Traffic Impact Analysis & Concurrency





Big Idea Create Complete Corridors

Vision Zero

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

Draft Programs & Projects:

- High-Crash Corridors
- Street User Education
- Automated Enforcement
- Pedestrian-Scale Lighting
- Multimodal Safety Projects



Westside Bike Mobility Project, Rendering from Jan 2021



Big Idea Create Complete Corridors

Project Delivery

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

Draft Programs & Projects:

- Cross-Department Project Managers
- Project Development Mapping
- Community Organizers
- Communications Toolkit

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

3. Connect People to Transit

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

EQUITY



Focus on routes that serve people who depend on transit

SAFETY



Make transit access safer with pedestrian improvements near stops

CLIMATE



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

Outcome: Partner to Invest in Enhanced Transit

①

Frequent
Network



②

Information for
Passengers



③

Safe, Convenient
Access



④

First-Last Mile
Connections



⑤

High-Quality
Stops



⑥

Affordable Fare
Programs



⑦

Land Use
Coordination



⑧

Outreach and
Awareness





Big Idea Connect People to Transit

Access to Transit

Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes, and identify first/last mile barriers to major transit stops to address on an ongoing basis.

Draft Programs & Projects:

- Access Gaps
- Stop Improvements



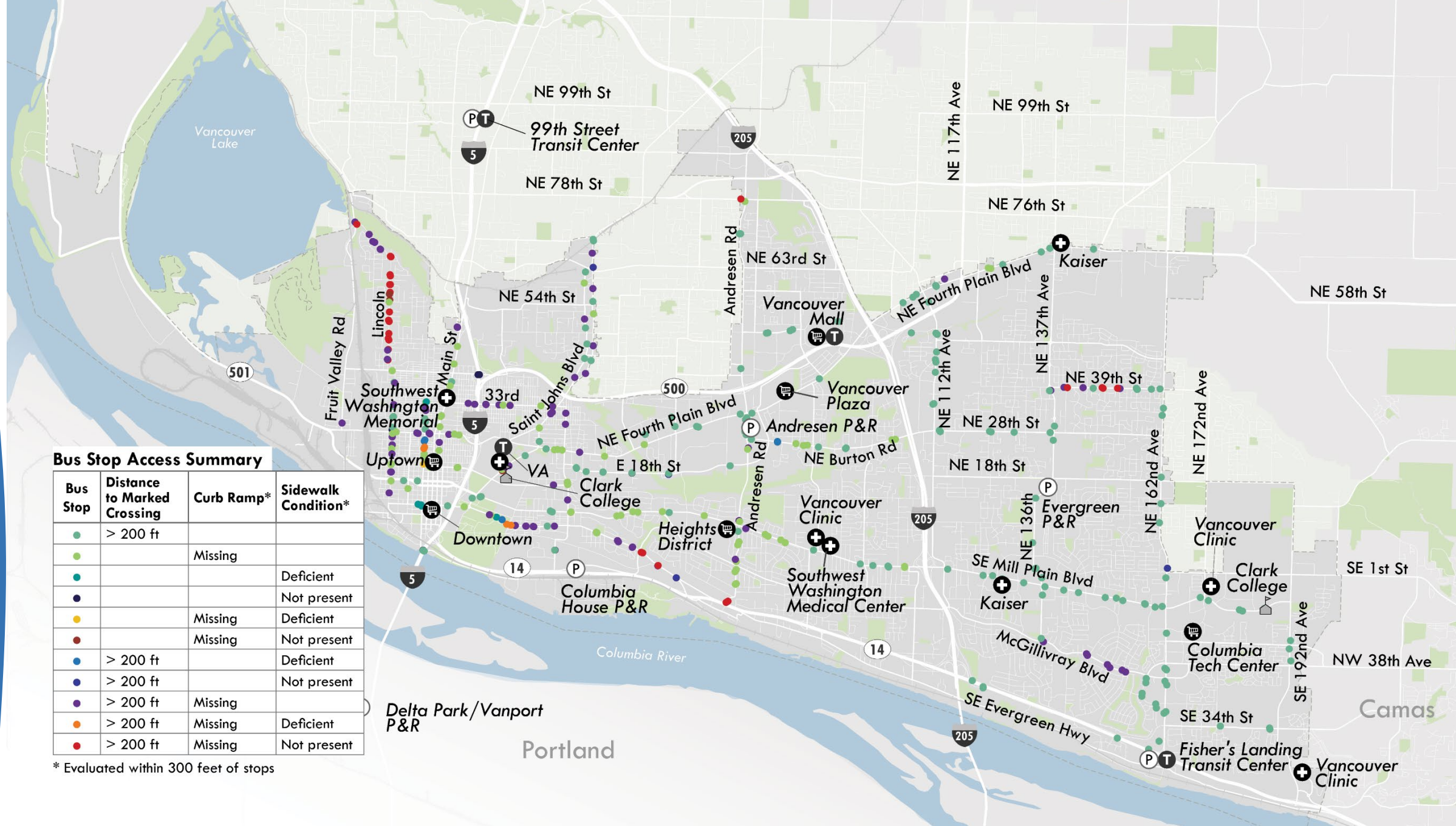
Bus stop at NW Lincoln & 51st, missing a sidewalk and more than 200 ft to a marked crosswalk

Pedestrian Bus Stop Access



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

* Evaluated within 300 feet of stops





Big Idea Connect People to Transit

Enhanced Transit Corridors

Designate a set of Enhanced Transit Corridors based on demand, growth potential, and connections between destinations. Maintain a map of ETC to be used as a criteria in project prioritization and development review.

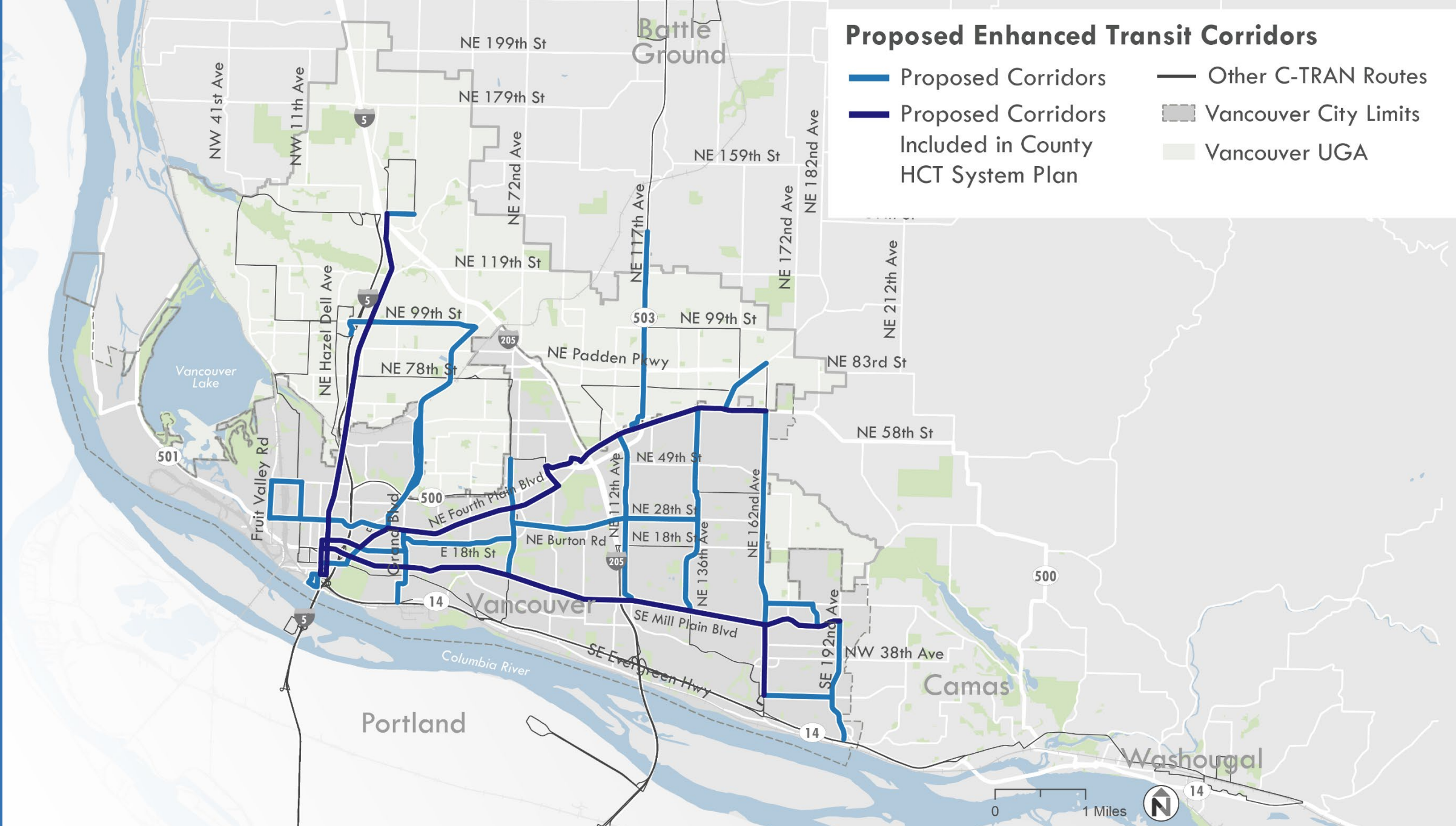
Draft Programs & Projects:

- Network of Bus Rapid Transit (The Vine)
- Speed and Reliability Designs
- Equity Corridors



Enhanced transit stop in Alameda County, CA

Enhanced Transit Corridors





Big Idea
**Connect People
to Transit**

Transit and Land Use

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

Draft Programs & Projects:

- Transit Overlay District
- Densities along Transit Corridors

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

4. Build Low-Stress Networks

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

EQUITY



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

SAFETY



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

CLIMATE



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



Big Idea Build Low-Stress Networks

Low-Stress Bicycle Network

Adopt a city-wide low-stress long-term bike network overlaid onto the existing network. Follow density standards, aiming for a low-stress facility every **X** miles.

Draft Programs & Projects:

- Bicycle Facility Selection and Design Guidelines
- Bicycle Map
- Bicycle Parking
- Critical Bicycling Gaps



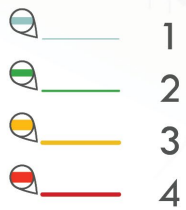
[Fort Collins, CO](#) has established a bicycling program, *FC Bikes*, that includes a low-stress network, a cycling map, learning resources, and a bike-to-work day.

Bicycle Level of Traffic Stress

Many existing bicycle lanes are high-stress



Bicycling Level of Traffic Stress



Vancouver City Limits
Vancouver UGA

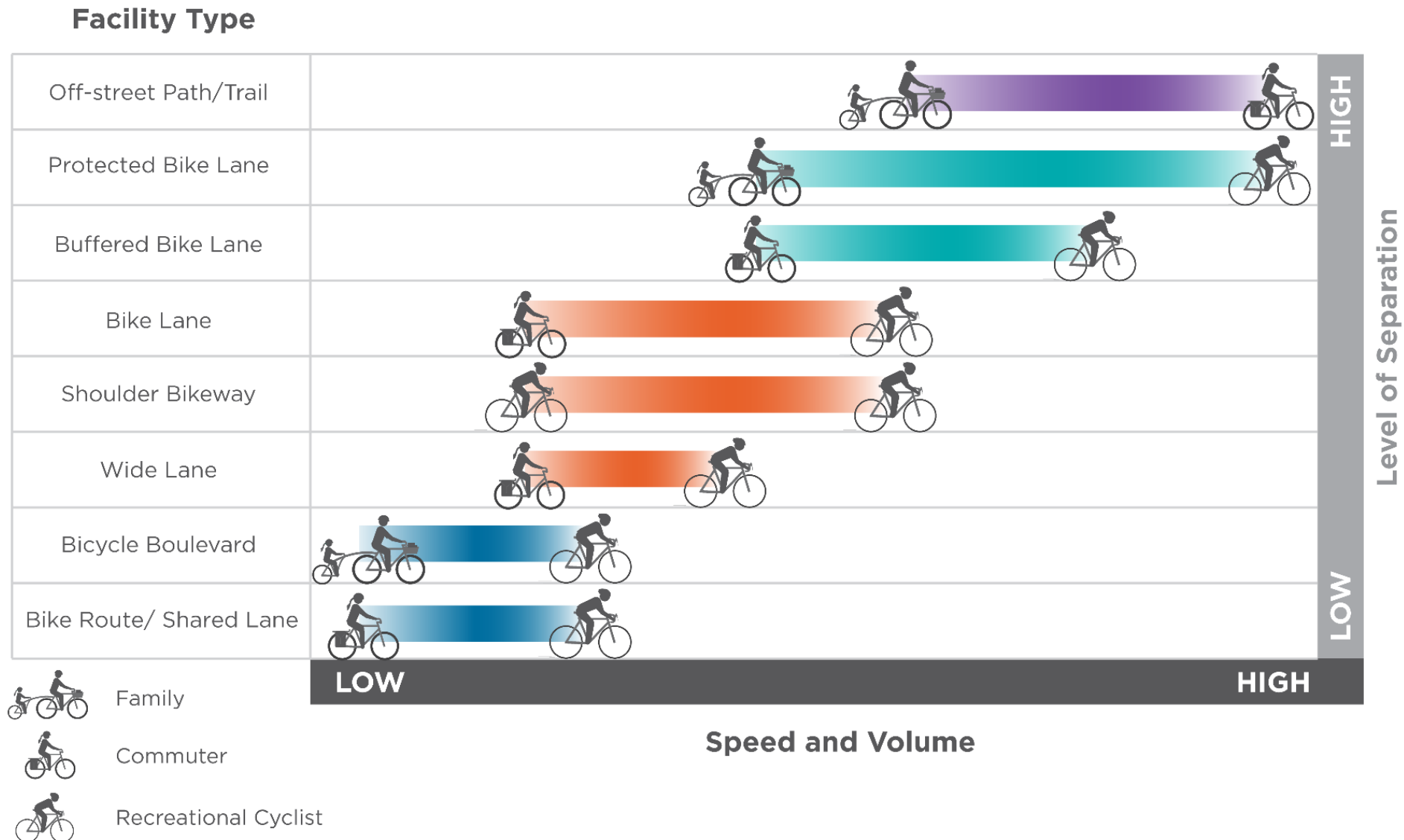
Data Source: City of Vancouver

Columbia River

0 1 Miles



Outcome: Design for All Ages and Abilities





Big Idea Build Low-Stress Networks

Pedestrian Priority Streets

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

Draft Programs & Projects:

- Sidewalk Facility Selection
- Critical Sidewalk Gaps

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

7. Shoulder Bikeways

Design Summary

Typically found in less-dense areas, shoulder bikeways are paved roadways with striped shoulders (4'+) wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway. Shoulder bikeways should be considered a temporary treatment, with full bike lanes planned for construction when the roadway is widened or completed with curb and gutter. This type of treatment is not typical in urban areas and should only be used where constraints exist.

The choice of bike lane facilities, whether bike lanes should be striped or if a road should be a shared-use roadway, can be a simple quantitative matter of the speed and volume of traffic on the roadway. It can also be a much more complicated analysis that includes consideration of facility users, key connections, type of traffic, as well as other qualitative factors. The table to the right provides guidance for making facility type decisions.

Discussion

In many cases, the opportunity to develop a full standard bike lane on a street where it is desirable may be many years. It is possible to stripe the shoulder in lieu of bike lanes if the area is 50 percent of the desirable bike lane width and the outside lane width can be reduced to the AASHTO minimum. If the available bike lane width is 2/3 of the desirable bike lane width, the full bike lane treatment of signs, legends, and an 8" bike lane line would be provided. Where feasible, extra width should be provided with pavement resurfacing jobs, but not exceeding desirable bike lane widths.

Wide Outside Lanes

A wide outside lane may be sufficient accommodation for bicyclists on streets with insufficient width for bike lanes but which do have space available to provide a wider (14'-16') outside travel lane.



Shoulder bikeways are appropriate along wide roads where vehicles can avoid passing close to bicyclists

Context for Shoulder Bikeways vs. Bike Lanes

Variable	Effect on Need for Bike Lanes
1. Land Use Indicators	
Urban Center, CBD	Decreases
Suburban	Increases
Buildings at back of sidewalk	Decreases
Buildings set back from roadway (parking lots front street)	Increases
On Street Parking	Decreases
Short block length	Decreases
Long block length	Increases
2. Traffic speed/volume indicators	
Signal coordination timed at higher than posted speeds	Increases
Signal coordination timed at lower than posted speeds	Decreases
Peak Hourly Traffic Volume > 10%	Increases
3. Roadway characteristics	
Wide roadway / multiple travel lanes	Increases
Steep grades: uphill	Increases
Steep grades: downhill	Decreases
4. Bicycling demand indicators	
Popular Route to School	Increases
Provides continuity of bike lanes, routing or trail	Increases
Other high-use indicators	Increases



Big Idea Build Low-Stress Networks

Bicycling & Walking Programming

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

Draft Programs & Projects:

- Active Transportation Staffing
- TMC Subcommittee
- Bicycling Programs



FC Moves

[Contact Us](#)

[Events](#) [Plans & Projects](#) [Education](#) [Resources & Tools](#) [Calendar](#) [About](#)

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



Big Idea Build Low-Stress Networks

Manage Motor Vehicle Speeds

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

Draft Programs & Projects:

- Framework for lowering posted speeds
- Street design for lower speeds

Washington Examples:

- [Shoreline Speed Limits](#): lowered speed limits on arterials based on historical speed data and studies (e.g. from 35 to 30mph on select roadways)
- [Spokane Traffic Calming Program](#): roadway narrowing, traffic circles, pavement markings, signage for lower speeds

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

5. Make Growth a Benefit for All

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

EQUITY



Coordinate with Comprehensive Plan to mitigate displacement

SAFETY



Leverage development to help build safe multimodal facilities

CLIMATE



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



Big Idea

Make Growth a Benefit for All

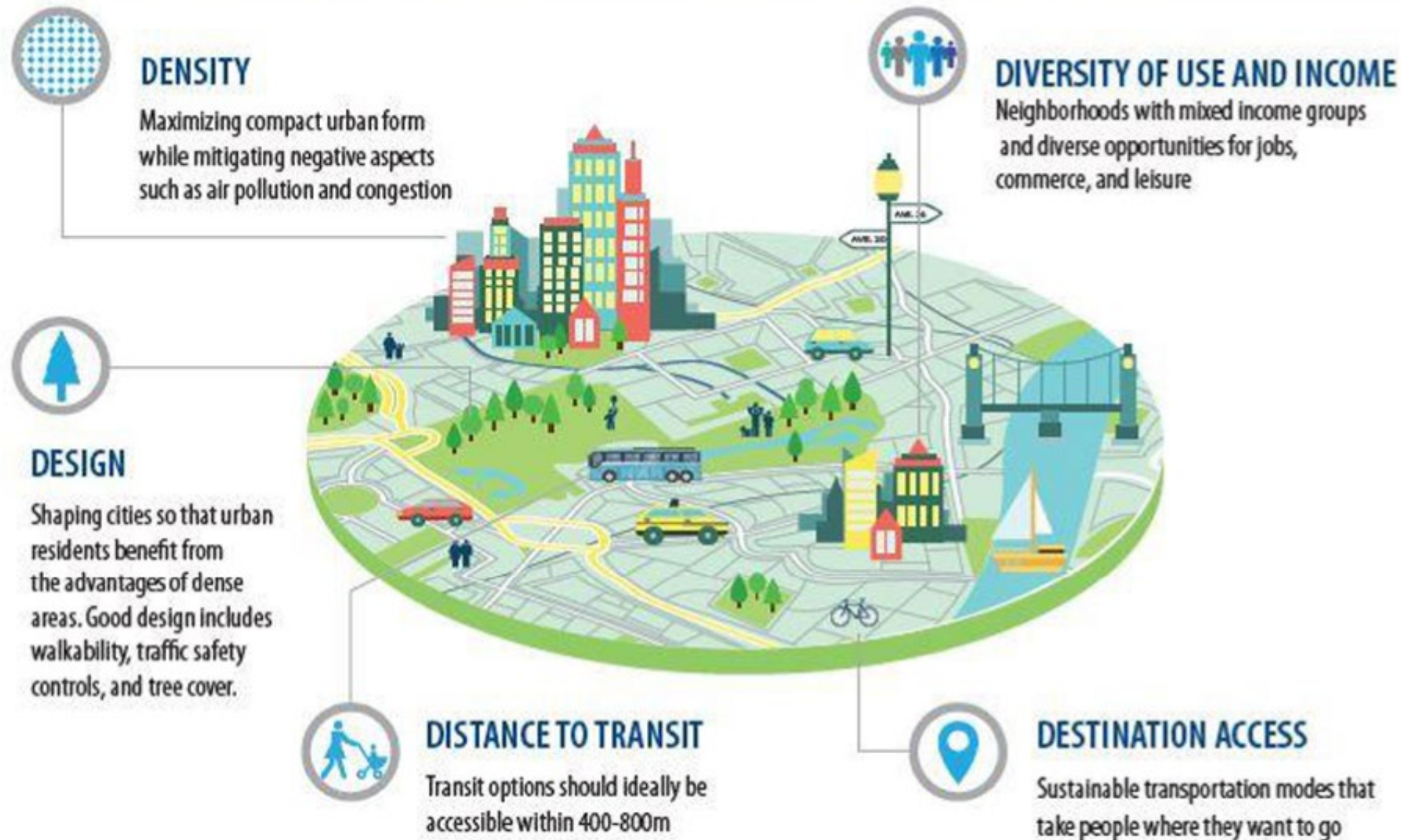
Development Review

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

Draft Programs & Projects:

- Concurrency
- Transportation Impact Fees
- Frontage Requirements
- Sidewalk Widths
- Transit Oriented Development

Outcome: Mutually Supportive Land Use and Transportation





Big Idea Make Growth a Benefit for All

Parking Management

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

Draft Programs & Projects:

- Parking Space Requirements
- Residential Parking
- Downtown Parking Strategies





Big Idea
**Make Growth a
Benefit for All**

Transportation Demand Management

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

Draft Programs & Projects:

- Expand Commute Trip Reduction
- TDM Coordinator
- Universal Transit Pass
- Demand Management as Development Mitigation

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

6. Embrace the Future

Prepare for future mobility and data needs.

EQUITY



Adopt equity-focused policies for emerging mobility and pricing strategies

SAFETY



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

CLIMATE



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



Big Idea
Embrace the
Future

Data Collection & Monitoring

Use data to track travel pattern changes over time

Draft Programs & Projects:

- Active Transportation Counts
- Location-Based Services
- Online System Dashboard
- Collision Dashboard



Big Idea
**Embrace the
Future**

Technology for System Management

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

Draft Programs & Projects:

- Signal Modernization
- Transportation Management Control Center
- Broadband/5G



Big Idea Embrace the Future

Electric / Autonomous Vehicles

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

Draft Programs & Projects:

- Vehicle Miles Traveled Reduction
- City Fleet



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



Big Idea Embrace the Future

Emerging Mobility

Update city policies to: allow emerging mobility vendors; create data standards and sharing agreements; require equitable access to services both geographically and through reduced costs for people with low incomes.

Draft Programs & Projects:

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



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

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

What's Missing?

- Do these strategies support people with different mobility needs, including walkers, bikers, transit users, people using mobility devices, youth, and elderly people?
- What are issues that come to mind in operationalizing these ideas?

3

Next Steps

Next Steps

- PPP Engagement
 - City Council 7/18
 - Continued Agency Engagement
 - Continued Staff Engagement
- PPP Evolution
- Public Outreach Sept-Oct

Thank You!



vancouvermoves@cityofvancouver.us

www.beheardvancouver.org/vancouvermoves

DATE: June 23, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Ryan Lopossa, Public Works

FROM: Rebecca Kennedy, Deputy Director, CDD; Emily Benoit, Senior Planner, CDD; Thomas Brennan, Nelson Nygaard

RE: **Transportation System Plan: From Goals to Projects, Programs, and Policies**

This memo provides additional detail on the topics to be presented at the July 5, 2022, Transportation and Mobility Commission meeting on July 5, 2022, including the draft projects, programs, and policies that will shape Vancouver's Transportation System Plan (TSP). The Transportation and Mobility Commission was last updated on the TSP on March 1, 2022. Since that time, the project team has revised the TSP Goal Framework and presented it to City Council for review and finalization, and begun workshoping the draft projects, programs, and policies with staff. These were also presented to the project Technical Advisory Committee on June 6, 2022.

Background

TSP Goal Framework

The Transportation and Mobility Commission provided feedback on the TSP Draft Goals and Objectives (Table 1) at their March meeting, which were incorporated into a revised document that was presented to City Council (Table 2) at a April 25 workshop, where they provided positive feedback and confirmed the goals. The Goals Framework considered the following inputs:

- Vancouver 2004 TSP
- Vancouver Strategic Plan (2016-2021)
- Public Engagement Results
- Values Exercise Results
- Staff Work Sessions
- City Council Values (2021 retreat)
- Technical Advisory Committee Feedback
- Transportation and Mobility Commission Feedback
- Best practices and analysis of existing system

Feedback from Commissioners and the Technical Advisory Committee provided valuable guidance in revising the goals. Goal areas and goal statements were developed to provide more clarity. The framework was expanded to include a specific equity goal. Objectives were reorganized and revised to put a greater emphasis on

increasing the number of transportation choices, ensuring high-quality facilities, safe active transit routes, support for electric vehicles, connections to essential destinations and services, affordable and healthy options, and improving freight movement.

Table 1 Draft Goal Framework Reviewed on 03/01/2022

Draft Goal	Draft Objectives
Improve safety and promote health	▪ Eliminate traffic-related fatalities and reduce serious injuries from traffic collision ▪ Increase awareness of road safety, traffic laws, and safe systems principles ▪ Increase the number of safe facilities for people walking, rolling, and biking ▪ Enhance active transportation linkages to and within historically marginalized communities
Maintain assets and invest strategically for economic vitality	▪ Bring existing infrastructure and transit assets into a state of good repair ▪ Balance cost-effective, implementable projects with high-impact projects ▪ Invest in technology to support the future of the transportation system
Reduce the impact of our transportation system on the climate and natural environment	▪ Reduce transportation-related air emissions ▪ Minimize sediment, nutrients, and litter entering surface water ▪ Reduce impact of light pollution
Connect and strengthen our region and provide equitable access to local communities	▪ Support regional connections and improve community access to services through local multimodal investments ▪ Engage with and invest in historically disadvantaged areas and in neighborhoods that have been adversely impacted by transportation decisions ▪ Promote development patterns that are supportive of transit and connected communities
Expand mobility choices to improve efficiency & accessibility for people and goods	▪ Increase the number of available mobility options ▪ Optimize the reliability and frequent connections in our transit system ▪ Improve freight movement

Table 2 Revised Goal Framework shared with Council

Goal Area	Goal Statement	Objectives
Transportation Choice	People in Vancouver have multiple comfortable, convenient options to get where they need to go.	▪ Increase the number of transportation options available to people in all of Vancouver's neighborhoods. ▪ Optimize transit speed, reliability and access. ▪ Build a well-connected, high-quality bicycle network. ▪ Ensure safe walking access to parks, schools, multimodal hubs, and other community services and destinations.
Safety	Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.	▪ Eliminate traffic fatalities and severe injuries by taking a safe systems approach to achieve safe streets, safe speeds, safe street users, safe vehicles, and effective post-crash care. ▪ Protect the most vulnerable with greater separation between motor vehicle traffic and people walking, using assistive devices, or bicycling. ▪ Plan for efficient emergency response.
Climate	Our transportation system helps to reduce our impact on the climate and our natural environment.	▪ Reduce transportation related air emissions by making walking, bicycling, and transit the modes of choice and reducing vehicle miles traveled. ▪ Protect water quality by installing green infrastructure and minimizing harmful runoff from streets. ▪ Reduce light pollution from streetlights. ▪ Increase the urban tree canopy in the public right-of-way. ▪ Support a transition to electric vehicles.
Equity	Transportation in Vancouver supports the needs of all and counteracts historic and current inequity.	▪ Engage with people of color, people with disabilities, people with low incomes, youth and older adults when making decision. ▪ Make investments to benefit communities that have been adversely impacted by or left out of past transportation decisions.

		▪ Improve quality of life for vulnerable populations by increasing access to affordable, healthy transportation options. ▪ Prioritize active transportation and transit connections to essential destinations and services.
Regional Connectivity	People and goods flow seamlessly through the region, advancing our shared prosperity.	▪ Form partnerships to improve access to goods, services, employment and education across the region. ▪ Improve freight movement to industrial and commercial centers and explore innovative goods delivery solutions. ▪ Promote development patterns that support transit, walking, and bicycling.
Maintaining Our Assets	We take good care of our transportation infrastructure and invest strategically in new tools that help us operate the system better.	▪ Bring existing infrastructure and assets into a state of good repair. ▪ Balance cost-effective, implementable projects with high-impact projects. ▪ Invest in technology, data collection, and tools to improve inventory and asset management tracking. ▪ Coordinate regionally to use resources efficiently.

Developing the Draft Projects, Programs, and Policies (PPP)

The projects, programs, and policies (PPP) that will be developed as a part of this process are the heart of the TSP. They are guided by the Goals Framework and associated objectives, as well as public input, staff engagement, best practices, Technical Advisory Committee feedback, and feedback from the Transportation and Mobility Commissions.

The consultant and staff team are organizing the PPP under a set of “big ideas”. These big ideas provide a structure for organizing the PPP and understanding how they meet the TSP goals (Figure 1). Each big idea and its associated PPP will provide different levels of support to meeting the TSP goals. As a part of this process, the consultant and staff team will develop pedestrian, bicycle, transit, freight and vehicle networks. These networks are informed by and inform the PPP.

Once a final set of PPP have been established as a part of the TSP, they will be incorporated into the City’s 20_year Capital Facilities Plan (Figure 2). Projects in the Capital Facilities Plan will be prioritized using a set of quantitative and qualitative criteria and the highest-priority projects will be included in the Six-Year Transportation Improvement Program (TIP).

Figure 1 *An Example Relationship Between Goals, Big Ideas, and PPP*

Goals - Big Ideas - Policies, Programs, & Projects

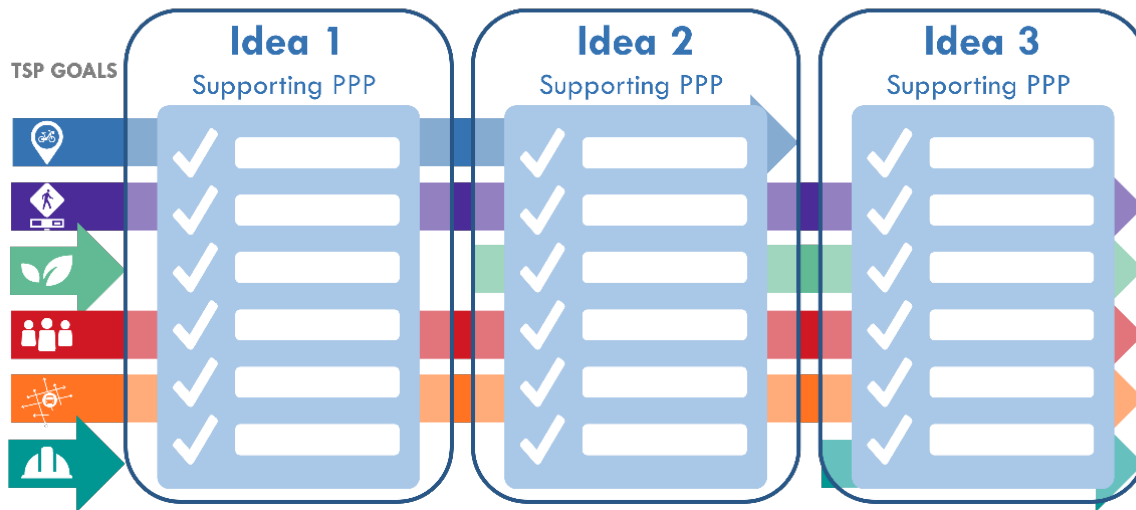
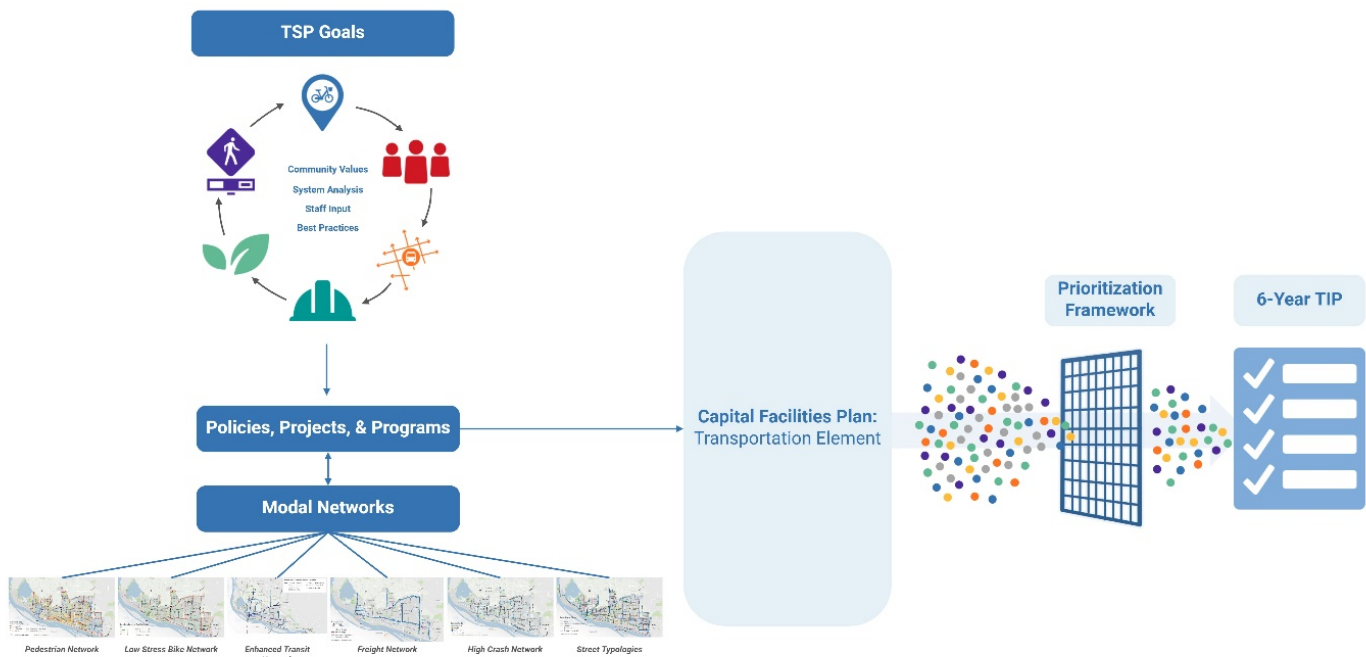


Figure 2 *How the TSP Relates to the Capital Facilities Plan and TIP*



At the July 5 workshop the Consultant team and city staff will review the draft big ideas and a selection of key draft PPP for Commission review and feedback. They will lead Commissioners in a workshop to discuss how the draft big ideas and draft PPP meet Council and community goals. The Consultant team will use a slide deck to display the big ideas and key PPP. A full list of draft big ideas and draft PPP is provided to Commissioners ahead of the meeting as an attachment to this memo.

Attachments:

A. Transportation System Plan: Draft Policies, Programs and Projects

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
1	Thriving Neighborhoods	TN 1	15-Minute Neighborhoods	Policy	Make walking and bicycling convenient by building neighborhoods where basic day-to-day serves are within a 15-minute walk of Vancouverites' homes.
1	Thriving Neighborhoods	TN 1.1	Neighborhood Traffic Calming	Program	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking and bicycling.
1	Thriving Neighborhoods	TN 1.2	Safe Routes to School	Program	Develop a Vancouver-specific SRTS program and a standing list of projects per school that fill sidewalk and bicycling gaps in designated school walk routes.
1	Thriving Neighborhoods	TN 2	Street Connectivity	Policy	Adopt connectivity standards applied to development, capital, maintenance, and planning projects including maximum block length, cul-de-sac connections, and multiple access points
1	Thriving Neighborhoods	TN 2.1	Block Size	Policy Update	Update Title 11 to reduce block length. Require pedestrian crossings.
1	Thriving Neighborhoods	TN 2.2	Cul-de-sac Connections	Policy Update	Require non-motorized connections at the ends of cul-de-sacs to existing or future development.
1	Thriving Neighborhoods	TN 2.3	Connectivity Standards	Policy Update	As part of subarea plans, require an analysis of intersection density to ensure block size standards are being met.
1	Thriving Neighborhoods	TN 3	Green Streets	Policy	Reduce the climate impact of the transportation network
1	Thriving Neighborhoods	TN 3.1	Street Trees	Program	Increase street tree canopy in partnership with Parks, targeting high equity index areas first
1	Thriving Neighborhoods	TN 3.2	Surface Parking	Policy Update	Limit off-street surface parking in urban centers and pedestrian priority streets that creates urban heat island effects and adds impervious surfaces. Modify parking code to require green space for every X square feet of parking.
1	Thriving Neighborhoods	TN 3.3	Stormwater Management	Project	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.
1	Thriving Neighborhoods	TN 4	Community Streets	Policy	Encourage community use of street space
1	Thriving Neighborhoods	TN 4.1	Open Streets	Program	Publicize permit program for resident use of streets (block parties). Develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.
1	Thriving Neighborhoods	TN 4.2	Street Art	Program	Develop a palette of materials communities can use for street art that meets safety requirements. Create a community grant program to allow murals, etc., on streets.
2	Complete Corridors	CC 1	Complete Corridors	Policy	Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations - planning and design may identify parallel existing or future ways to make these connections.
2	Complete Corridors	CC 1.1	Street Typologies	Policy	Identify a network of street typologies and associated design elements for application in capital, maintenance, development, and planning projects. Align with functional classification.
2	Complete Corridors	CC 1.2	Functional Classification Update	Policy Update	Update functional classifications. Reduce classifications on certain streets to provide design standards flexibility (e.g. reducing speed limits, reducing design vehicle).
2	Complete Corridors	CC 1.3	Street Space Allocation	Policy	Create a framework for allocation of street space based on street typologies and desired street functions. Build into project development process.

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
2	Complete Corridors	CC 1.4	Curb Management	Project	Develop policy around the use of curb space based on street typology and conditions. Identify a hierarchy of uses, from mobility (car, bus, bike lane) to loading (pick-up/drop-off, freight), to place (parklets, street seats), to short-term general purpose parking.
2	Complete Corridors	CC 2	People-Based Metrics	Policy	Plan, design, and evaluate projects and developments using people-focused metrics including person movement and travel impacts from different user perspectives. Include design threshold updates and post-project evaluation metrics.
2	Complete Corridors	CC 2.1	TIP Prioritization	Program	Program projects into the TIP with an equity-based set of criteria. Elevate projects that are in high equity index areas, serve transit stops, are near a school, are an identified critical walking or bicycling gap, or are along a high-crash corridor.
2	Complete Corridors	CC 2.2	Paving List	Program	Prioritize corridors for repaving based on equity, transit use, pavement condition.
2	Complete Corridors	CC 2.3	Traffic Impact Analysis & Concurrency	Program	Update traffic impact / concurrency requirements for developments to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, and TDM mitigations.
2	Complete Corridors	CC 3	Update Street Standards	Project	Update street standards to integrate the latest best practices from NACTO, WSDOT, AASHTO, and MUTCD in terms of facility selection and design, traffic control, and signage and striping. Adopt into standard plans and municipal code Title 11.
2	Complete Corridors	CC 3.1	Pedestrian Crossing Policy	Policy	Update pedestrian crossing policy. Make crossings plentiful, convenient, and safe. Establish maximum spacing between crossings, crossing protection needed based on street typology, and crossing design.
2	Complete Corridors	CC 3.2	Signs and Striping	Program	Integrate best practices on visibility and safety in signs and striping from federal MUTCD update. Upgrade maintenance and operations equipment to meet new standards.
2	Complete Corridors	CC 3.3	Access Management	Project	Update access management standards to require longer spacing between driveways. Increase corner clearance distance. Allow one driveway to service multiple frontages.
2	Complete Corridors	CC 4	Green Wave	Policy and Project	Coordinate signals along the city's key corridors and freight routes to create a green wave. Signals are used to achieve steady progression and control speed - speeds should be set low along pedestrian priority corridors. Install truck detection.
2	Complete Corridors	CC 5	Vision Zero	Policy	Adopt a Vision Zero policy to eliminate serious traffic fatalities by 2040.
2	Complete Corridors	CC 5.1	High-Crash Corridors	Program	Use collision analysis to identify high-crash corridors
2	Complete Corridors	CC 5.2	Street User Education	Project	Develop a suite of programs geared toward all modes around safe use of the transportation network.
2	Complete Corridors	CC 5.3	Automated Enforcement	Program	Enable automated enforcement. Set up detection along high-crash corridors.
2	Complete Corridors	CC 5.4	Pedestrian-Scale Lighting	Project	Add pedestrian-scale, low-spectrum LEDs in places with identified lighting gaps, along transit routes, and along high-crash corridors.
2	Complete Corridors	CC 5.5	Multimodal Safety Projects	Project	Develop ongoing project list for use of existing Multimodal Safety fund (\$1M per year).
2	Complete Corridors	CC 6	Project Delivery	Policy	Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.
2	Complete Corridors	CC 6.1	Project Managers	Program	Develop a set of project managers who can take in-house or consultant projects from planning through construction, working across CDD and PW.

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
2	Complete Corridors	CC 6.2	Project Development Mapping	Project	Map out the project delivery process for maintenance, capital, and development projects, including who to engage at each stage and what tools and policies are consulted at each step.
2	Complete Corridors	CC 6.3	Community Organizers	Program	Integrate new community organizers staff into transportation project communications and relationship building.
2	Complete Corridors	CC 6.4	Communications Toolkit	Program	Develop toolkit of communication strategies for capital and maintenance projects focused on why street design may change to meet different community goals. Ensure post-project data is shared with the community.
3	Connect to Transit	T 1	Access to Transit	Policy	Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes, and identify first/last mile barriers to major transit stops to address on an ongoing basis.
3	Connect to Transit	T 1.1	Access Gaps	Project	Walking and bicycling gaps will be identified in the walking and bicycling modal networks. Proximity to transit will be an additional criteria used to weight gaps more in TIP prioritization.
3	Connect to Transit	T 1.2	Stop Improvements	Project	Include "location is at a transit stop" as a factor in the prioritization of accessibility, maintenance, or lighting projects
3	Connect to Transit	T 2	Enhanced Transit Corridors	Policy	Designate a set of Enhanced Transit Corridors based on demand, growth potential, and connections between destinations. Maintain a map of ETC to be used as a criteria in project prioritization and development review.
3	Connect to Transit	T 2.1	Network of The Vine	Project	Actively partner with C-TRAN to continue the planning and implementation of Vine corridors.
3	Connect to Transit	T 2.2	Speed and Reliability Designs	Project	Identify a list of locations where speed and reliability treatments such as signal priority, queue jumps, or bus lanes are needed to reduce delay to bus riders. Cross-reference this list during TIP process. As a standard practice, install TSP on new signals along transit routes.
3	Connect to Transit	T 2.3	Equity Corridors	Project	Designate transit equity corridors based on high equity index locations and residential areas with high reliance on transit. Use as a criteria in project prioritization and development review.
3	Connect to Transit	T 4	Transit and Land Use	Policy	Support transit through compact land uses and policies that incentivize transit use.
3	Connect to Transit	T 4.1	Transit Overlay District	Policy Update	Update Transit Overlay District code and extend to Enhanced Transit Corridors. Eliminate parking minimums along Vine corridors; reduce parking requirements along corridors with 15-minute or better frequencies all day.
3	Connect to Transit	T 4.2	Densities along Transit Corridors	Policy Update	Allow for higher densities along Enhanced Transit Corridors.
3	Connect to Transit	T 5	Microtransit	Policy	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
4	Low-Stress	LS 1	Low-Stress Bicycle Network	Policy	Adopt a city-wide low-stress long-term bike network overlaid onto the existing network. Follow density standards, aiming for a low-stress facility every X miles.
4	Low-Stress	LS 1.1	Bicycle Facility Selection	Project	Identify what facility types are needed on city streets based on the street typology, traffic volumes, and speed to accommodate "all ages and abilities" riders and "enthused and confident" riders.

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
4	Low-Stress	LS 1.2	Bicycle Map	Project	Update bicycle map to make clear which routes are all ages and abilities and which are for more confident riders.
4	Low-Stress	LS 1.3	Bicycle Parking	Project	Make it easy to park at the end of the trip. 1) Expand bike rack locations by X% per year. 2) Fund bike lockers at major destinations (downtown hub, Vancouver Mall, etc.) 3) Require secure bike parking in all new developments 4) Retrofit existing buildings with bike parking by YEAR.
4	Low-Stress	LS 1.4	Critical Bicycling Gaps	Project	Gaps will be identified in bicycling modal network maps. Integrate locations into TIP prioritization.
4	Low-Stress	LS 2	Pedestrian Priority Streets	Policy	Adopt a network of corridors prioritized for walking based on land use, transit access, and urban centers.
4	Low-Stress	LS 2.1	Sidewalk Facility Selection		Identify all ages and abilities walking facility types based on street typology. Integrate into development code and capital projects. Include MUP as a facility type tied to arterial streets program.
4	Low-Stress	LS 2.2	Critical Sidewalk Gaps	Project	Gaps will be identified in walking modal network maps. Integrate locations into TIP prioritization.
4	Low-Stress	LS 3	Wayfinding	Project	Implement citywide wayfinding for people walking or bicycling connecting from low-stress networks and pedestrian priority corridors to business districts and other destinations. Include distances in minutes for walking or bicycling.
4	Low-Stress	LS 4	Bicycling and Walking Programming	Policy	Complement infrastructure with robust programming that encourages and educates people about the benefits of, how, and where to bicycle.
4	Low-Stress	LS 4.1	Active Transportation Staffing	Program	Ensure adequate staffing resources to deliver a robust active transportation program and for a city the size of Vancouver.
4	Low-Stress	LS 4.2	TMC Subcommittee	Project	Establish a subcommittee of the TMC focused on walking and bicycling topics.
4	Low-Stress	LS 4.3	Bicycling Programs	Program	Host ongoing bike programming, including group bike rides, bike rodeos, how to put your bike on the bus demos, etc.
4	Low-Stress	LS 5	Lower Posted Speeds	Policy	Enable lowering of speed limits on all street types as one step in reducing behaviors that lead to crashes and make walking and bicycling unpleasant.
5	Growth	G 1	Growth Centers	Policy	Adopt a hierarchy of growth centers such as regional centers and local centers. Use as a prioritization factor for transportation projects.
5	Growth	G1.1	Anti-Displacement	Program	Work across city departments to develop a set of anti-displacement policies and programs (BIPOC business tax credits, city-owned incubator space, mortgage assistance, freezing property taxes for existing homeowners, etc) tied to transportation investments .
5	Growth	G 2	Development Review	Policy	Work with development community to establish a shared set of requirements and expectations for how development can support transportation.
5	Growth	G 2.1	Concurrency	Program	Update concurrency requirements to ensure that developments are implemented with a set of transportation improvements proportional to their size and impact.
5	Growth	G 2.2	Transportation Impact Fees	Policy	Allow TIF to be used to fund multimodal improvements
5	Growth	G 2.3	Frontage Requirements	Policy	Extend frontage improvements off the site of the development when there is a rational nexus between that development and impacts to the transportation network.
5	Growth	G 2.4	Sidewalk Widths	Policy	Require wider sidewalks in growth centers

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
5	Growth	G 3	Parking Management	Policy	Update parking codes and policies to reduce the amount of space dedicated to parking and make the cost of parking clear to users.
5	Growth	G 3.1	Parking Space Requirements	Project	Update parking code for developments. Eliminate minimums downtown. Reduce/eliminate minimums in urban centers. Allow reductions along Enhanced Transit Corridors. Allow shared parking for all land uses.
5	Growth	G 3.2	Residential Parking	Project	In new developments, unbundle parking cost from residential rents. Require shared mobility spaces when parking is provided. Require EV spaces and charging. Over time, integrate this policy and practice into existing residential buildings.
5	Growth	G 4	Downtown Parking	Policy	For those who drive downtown, create a "park once" environment where people can travel between destinations without moving their car.
5	Growth	G 4.1	Downtown Circulator	Project	Work with C-TRAN to develop a concept for a downtown circulator between major destinations.
5	Growth	G 4.2	Downtown Parking Strategies	Project	Continue implementing the recommendations from the 2018 Downtown Parking Study. Update study.
5	Growth	G 5	Transportation Demand Management	Policy	Actively use demand management to encourage behavior change to more walking, biking, and transit trips.
5	Growth	G 5.1	Expand Commute Trip Reduction	Program	Expand state CTR requirement to all developments above X units or X square feet in all urban centers and along Enhanced Transit Corridors.
5	Growth	G 5.2	TDM Coordinator	Program	Expand TDM staffing to create a suite of tools targeted toward residents, visitors, and employers/employees.
5	Growth	G 5.3	Universal Transit Pass	Program	In partnership with C-TRAN, sponsor unlimited transit passes for city employees
5	Growth	G 5.4	Demand Management as Mitigation	Program	Integrate demand management as a mitigation tool in capital project planning and analysis, development review, and traffic analysis.
6	Future	F 1	Data Collection and Monitoring	Policy	Use data to track travel pattern changes over time
6	Future	F 1.1	Active Transportation Counts	Project	Install bicycle and pedestrian counters at key locations throughout the city and along corridors before and after complete corridor projects.
6	Future	F 1.2	Location-Based Services	Program	Determine a vendor for purchase of travel pattern data to be used in project planning, design, and evaluation in concert with RTC.
6	Future	F 1.3	Online System Dashboard	Project	Develop a public-facing dashboard of key transportation metrics to share with the community.
6	Future	F 1.4	Collision Dashboard	Project	Continue updating and improving collision dashboard tracking crash trends and used to inform High Crash Corridor designation
6	Future	F 2	Mode Targets	Policy	Adopt targets for increased mode share for walking, bicycling, and transit to meet goal of zero carbon emissions by 2040 & create tools to manage (i.e., app based community trip logs)
6	Future	F 3	Pricing	Policy	Explore pricing as a tool to manage demand and generate transportation funding
6	Future	F 3.1	On-Street Parking	Project	Expand paid on-street parking to all of downtown and in urban centers.
6	Future	F 3.2	Congestion Pricing	Program	Explore policy implications of demand-based charging along the city's key corridors.
6	Future	F 4	Technology for System Management	Policy	Embrace technology as a way of managing the transportation system without expanding capacity

DRAFT Projects, Programs, and Policies

Big Idea #	Big Idea	Code	Title	Policy / Program / Project	Description
6	Future	F 4.1	Signal Modernization	Project	Modernize signals, prioritizing Enhanced Transit Corridors, including accessible pedestrian signals, bicycle signals (if applicable), truck detection, Leading Pedestrian Interview, and TSP on transit corridors.
6	Future	F 4.2	Transportation Management Control Center	Project	Jointly manage regional Transportation Management Control Center (TMC). Coordinate with WSDOT and Clark County to enable 24/7 system management and operations of essential regional routes
6	Future	F 4.3	Broadband / 5G	Project	Leverage broadband for systems management and emergency response
6	Future	F 5	Light Pollution	Project	Retrofit existing lighting. Adopt low-spectrum LEDs pointed downward in neighborhoods. Retrofit X% of city street lights per year.
6	Future	F 6	Electric / Autonomous Vehicles	Policy	Set city policy around EV / AV usage and role in achieving climate goals.
6	Future	F 6.1	Vehicle Miles Traveled Reduction	Policy	Adopt Vehicle Miles Traveled as a key metric in the planning, design, and evaluation of projects, with the goal of reducing VMT.
6	Future	F 6.2	City Fleet	Project	Convert city fleet vehicles to electric
6	Future	F 7	Emerging Mobility	Policy	Update city policies to: allow emerging mobility vendors; create data standards and sharing agreements; require equitable access to services both geographically and through reduced costs for people with low incomes.
6	Future	F 7.1	Bike and Scooter Share	Project	Pilot a bike and scooter share program. Target station placement in areas with a high equity index first. Subsidize membership for low-income individuals/families.
6	Future	F 7.2	Mobility as a Service	Program	Sponsor a digital platform that connect residents to local mobility options and create incentives for selecting modes and routes that limit system and environmental impacts
6	Future	F 7.3	Dynamic Curb Management	Project	Invest in technology to dynamically manage curb space (share availability, adjust pricing) in high-demand districts.
6	Future	F 7.4	TNC Policy	Policy	Develop requirements for TNC vendors that support city equity and mobility
6	Future	F 7.5	Goods Delivery	Project	Establish neighborhood package delivery hubs. Provide incentives for businesses that receive / deliver using bicycles or smaller vehicles.
6	Future	F 7.6	Mobility Hubs	Project	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.

From: [BOB ORTLAD](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: IBR Endorsement
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Eduardo Ramos, Chair
City of Vancouver Transportation and Mobility Commission

On July 5th please do not endorse the Interstate Bridge Replacement's "Modified Locally Preferred Alternative (LPA)". It will be downtown Vancouver's concrete death shroud. The LPA will create an Embarcadero Freeway / Alaskan Way Viaduct through the heart of Vancouver. Like the infamous Cross Bronx Expressway, the LPA will divide the city with noise, pollution, and cause urban decay. The LPA will be the steepest (4%) and most dangerous of all interstate bridges. The LPA's 100-foot climb will be extremely difficult for cyclists and walkers.

The Columbia River at Vancouver is 27 feet deep with 200 feet of soft river bottom. An immersed tunnel is a better solution; safer, less grade, less cost, less environmental impact, and is faster to permit and build with local labor.

Respectfully
Bob Ortblad MSCE, MBA

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@BOrtblad see Twitter for more details

See attachment