

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 • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

February 7, 2023

CALL TO ORDER AND ROLL CALL

The February 7, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:03 p.m. by Chair Ramos.

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

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Commissioner Williams, seconded by Commissioner Edwards, and carried unanimously to approve the December minutes.

ELECTION OF OFFICERS

Commissioner Ruggles nominated Jeananne Edwards for Vice Chair. There were no other nominations for Vice Chair.

Roll Call Vote

Commissioner Edwards	Y
Commissioner Jackson	Y
Commissioner Godsil	Y
Commissioner Paine	Y
Commissioner Ruggles	Y
Commissioner Williams	Y
Commissioner Raia	Y
Commissioner Grandstaff	Y
Commissioner Ramos	Y

Commissioner Ruggles nominated Eduardo Ramos for Chair. There were no other nominations for Chair.

Roll Call Vote

Commissioner Edwards	Y
Commissioner Jackson	Y
Commissioner Godsil	Y
Commissioner Paine	Y
Commissioner Ruggles	Y

Commissioner Williams	Y
Commissioner Raia	Y
Commissioner Grandstaff	Y
Commissioner Ramos	Y

STAFF COMMUNICATIONS

Emily Benoit, Senior Transportation Planner published an introductory memo for the McGillivray Boulevard Safety and Mobility Project prior to the meeting and was made available for Commissioner questions. No questions were raised. As a next step the project team will hold a workshop for this project at the April TMC meeting. More information about the project can be found on the City website.

WORKSHOP

Phase II of Fourth Plain and Ft. Vancouver Way Safety & Mobility Project – Fourth Plain between Ft. Vancouver Way and Andresen

Kate Drennan, Principal Transportation Planner, CDD; Adrianna Stanley and Ryan Farncomb, Parametrix

Kate Drennan presented an update on the Fourth Plain and Ft. Vancouver Way Safety & Mobility Project, including the Project Team's recommendation for Phase 2 of the project. She began the presentation with an overview of the project, outlined the ways in which the project aligns with the City's strategic priorities of safety, equity, and climate, provided an overview of the values and priorities outlined by the TMC and City Council, and reviewed the construction phases of the project.

Ryan Farncomb presented feedback gathered from community engagement with the project and outlined the corridor constraints and considerations that impacted the design alternatives and recommendations. Throughout the process, staff used feedback from the Commission, Council, and the public to inform the project recommendations.

The project recommendation was broken into three parts utilizing different programs to advance a set of improvements. First, the team recommended that the roadway be restriped with an enhanced transit mobility lane reconfiguration when the City does pavement preservation work in 2024. The second recommendation added new capital projects to the Transportation Improvement Program to create new and improve existing mobility lane connections east to west. The capital projects will also look at traffic calming investments on Grand Blvd and Brandt Road and recommend an intersection mural at E Fourth Plain and Falk Road. The third part of the recommendations was a capital project for a new multiuse facility along Fourth Plain from 62nd to Andresen. This project will be recommended for community consideration in the forthcoming Fourth Plain For All – Investing in Our Future community strategy for investing American Rescue Plan Act (ARPA) dollars in the Fourth Plain area, and incorporated into an updated strategy for the corridor.

The bullets below summarize the Commission's questions during the presentation, and staff responses:

- Are you sure you could not fit one mobility lane in the section between 65th and Andresen? Staff responded there are constraints in that section of the road including a narrower right-of-way, a concrete median and heavier congestion in the westbound lanes. Staff are still studying options for this segment, and there would potentially be enough space for one striped mobility lane if the concrete median were removed but it likely would not meet our updated standards for a

mobility lane. This is one reason why staff are recommending complementary network investments and the longer term off-street multiuse path in this section.

- How will City Council evaluate and prioritize the third recommendation of this project (the multiuse facility)? Staff responded that Council has dedicated \$30 million from ARPA to the Fourth Plain Corridor and directed staff to facilitate a power sharing process with the community to create an investment strategy and prioritize projects for the funding. If this recommendation is not ranked highly enough for implementation with ARPA funding, it would still be included in the City's Transportation Improvement Program and be prioritized according to that process.
- Why aren't the Business Access and Transit (BAT) lanes continuous throughout the corridor? Staff responded the design recommends BAT lanes where they are most needed to avoid congestion, while repurposing the space in other areas of the corridor to add improved mobility lanes for other corridor users.
- Has there been consideration of stormwater drainage for this project? Staff responded since this project does not move curbs or change the pavement surface area, stormwater drainage has not been part of the discussion for the project.
- How will this enhance access to amenities on the Corridor? Staff responded this project will enhance access to amenities such as parks, grocery stores and other services because there will be better access for all modes of travel along the corridor.
- Will the area become a draw for services, businesses, and amenities, and how will the increase in activity be accommodated? Staff responded that the traffic modeling for the project looked at expected growth for the next ten years based on known developments and anticipated growth factors and accounted for those added trips in the traffic model. While these trips have been anticipated in the design, the project team expects that the improvements to transit and mobility lanes will also encourage more trips on the corridor using those modes.
- Are concurrency standards specific to Vancouver? Staff responded that roadway performance measures are commonly used by Cities, Counties, and the State to track the capacity and performance of a roadway. Jurisdictions use different ways to measure this, but the City of Vancouver uniquely uses a minimum travel speed on the corridor as our concurrency standard.
- Was there a feasibility study to review the impact to level of service with the reduction of travel lanes, and if it fails, what does the City do? Staff responded affirmatively that the traffic models used in this project evaluated traffic volumes and performance today and considered how that would change with the repurposed travel lane designs. In addition to looking at today's performance, the team evaluated performance in future years with the added growth in trips and the roadway reconfiguration. If concurrency standards are not met on a corridor, the City looks at mitigation tools, such as adding traffic signals, turn pockets, or other tools to decrease travel delay.

WORKSHOP

Climate Action Framework

Aaron Lande, Programs & Policy Manager, CMO; Rebecca Small, Senior Policy Analyst, CMO

Aaron Lande presented a brief review of the Climate Action Framework (CAF) and a timeline of Council actions. Rebecca Small presented on the CAF's alignment with Council's policy priorities, provided an overview of the goals to reduce greenhouse gas emissions, and an overview of the framework's sections and strategies. Rebecca's presentation briefly outlined the strategies for transportation, natural

systems, land use, solid waste and wastewater, equity and the green economy, and buildings and energy.

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

- Will there be requirements for electric vehicle and bike charging in new residential buildings? If so, how will this impact the overall capacity for the power grid? Staff responded that the development code requires infrastructure for electric vehicle charging in new developments. The City is also piloting bike parking and charging in the Heights district and will look to expand that city-wide after evaluating the pilot. Bonneville Power Administration is required by state law to provide an amount of power that is demanded by the community and part of their planning work is to meet existing and new demand.
- Are there plans for a bike sharing program in Vancouver? Staff responded there were plans to develop a micro-mobility program before the pandemic hit, and it was put on pause at that time. There is a recommendation in the Transportation System Plan to re-initiate a micro-mobility program.
- How will the City expand EV charging infrastructure beyond new construction? Staff responded there will need to be a planning process to evaluate the best locations to add charging infrastructure, how to pay for the infrastructure, considerations of public versus private charging, and other outstanding questions. The City is beginning to update the City fleet this year to no/ low emissions vehicles and will begin to grapple with these questions on a smaller scale.
- Can the City require property owners to plant street trees? Staff responded they were not sure but would look into the legal validity of the idea.
- Comment- the City should support transportation options for those who stay at warming and cooling centers.
- Could the City assign fines for tree removal? Staff responded this was not addressed in the CAF, but staff is working to update the Urban Forestry Management Plan this year which will consider options to prevent the removal of mature trees. City Council also approved funding for an enhanced tree management service to support lower income community members with tree maintenance.
- How will the City reach its goals with the River Road natural gas plant? Staff responded that the facility is currently undergoing an overhaul to improve its operations and decrease its emissions. Ultimately, the utility must be carbon neutral by 2045 without carbon offsets, and at some point in the future it will likely go offline.

After the break, Commissioner Jackson joined the meeting virtually, and Commissioner Grandstaff left the meeting.

COMMUNITY FORUM

Dan Packard was present to speak to the Commission about mobility lane safety. He relayed an incident of biking on Columbia Street and nearly hitting a zicla that was hidden under leaves. He encouraged consistency with spacing and the vertical barriers to indicate to cyclists the start of ziclas as a traffic barrier. He also suggested better striping on Columbia at 6th to improve safety for bicycles at that intersection.

WORKSHOP

Main Street Promise Project Update

Teresa Brum, Deputy Director, EPH; Ryan Lopossa, Streets and Transportation Manager, PW

Teresa Brum presented an overview of the project, the funding sources, progress on the project to date, goals and guiding principles, design alternatives, and the remaining timeline for this project. Ryan Lopossa presented on the streetscape zones, including the walk-off zone, furnishing zone, pedestrian zone, and the building zone. The presentation went into detail with examples of these zones under consideration for Main Street, integrating art, and business customization. The design options include active middle, linear park, and active edge and will likely include a mix of the three. Staff provided an overview of community engagement, including a recent open house event, and members and purpose of the project advisory group.

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

- Does the Interstate Bridge Replacement connection to Fort Vancouver, Columbia Way, and potentially eliminating the C Street ramp affect the design of Main Street? Staff responded there is consideration for both these projects and how they will intersect. Right now, the intersection is at 6th Street. If there is a connection in the future, there will be consideration of where that intersection is and how that will impact Main Street. In addition, the Interstate Bridge project will extend Main Street south and is expected to use the same design standards to what are built on the current Main Street project section. There are also plans to connect both sides of I-5 as part of the IBR project.
- The decision-making process for the design options. Staff responded there are active areas and quiet areas of the street, and staff are looking at the available treatments with a balance of the types of treatments throughout to present to the project advisory group.
- Public spaces for all and integration of equity in this project. Staff responded there is a diverse group of business owners in the area, and the City is making a serious commitment to maintaining and supporting the business community throughout the construction period.
- Investing in upgrades for buildings on the corridor. Staff responded they are looking at a façade improvement program for storefronts as well as accessibility improvements for businesses.
- Encouraging certain types of business along the corridor. Staff responded there are incentive options to encourage certain types of businesses to come to the area. There are known impediments in the permitting process that could be improved to encourage more food and beverage businesses, for example.
- Plans to implement EV infrastructure. Staff responded we need to think about what is needed now and in the future. With EV charging, we need to consider the type of power available on the street and work with utility providers to work through those ideas.
- Consistency in design for accessibility. Staff agreed with the need for consistency and the challenge of retrofitting existing sidewalks, businesses, and parklets for accessibility.
- Sidewalk textures to indicate the different spaces for walking, seating, etc. Staff responded the use of different materials and textures could be used to delineate different zones.

COMMISSION COMMUNICATION

Chair Ramos asked about expired parking tabs and citations. Teresa Brum responded there is an appeal process for citations, but there is not a grace period.

Chair Ramos asked about the stoplight at Columbian and 39th and indicated that he's heard from some cyclists and pedestrians supportive of keeping this intersection as a four way stop. Ryan Lopossa responded there is some confusion from drivers at the intersection as a four way stop. Signals are installed based on certain thresholds for traffic. Ryan did indicate that the City could consider making this a four-way flashing signal at non-peak times.

ADJOURNMENT 7:47 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 | Relay: 711 |
Julie.Nischik@cityofvancouver.us

C-TRAN

Highway 99 BRT Project

March 7, 2023

City of Vancouver Transportation & Mobility Commission

Randy Parker, C-TRAN

Tom Shook, HDR



« OUR COMMUNITY, OUR PROMISE »

Presentation Overview & Purpose

Overview

- Highway 99 Corridor Overview
- Public Involvement Activities
- Draft Locally Preferred Alternative
- Highway 99 Bus Rapid Transit (BRT) Project Timeline

Purpose

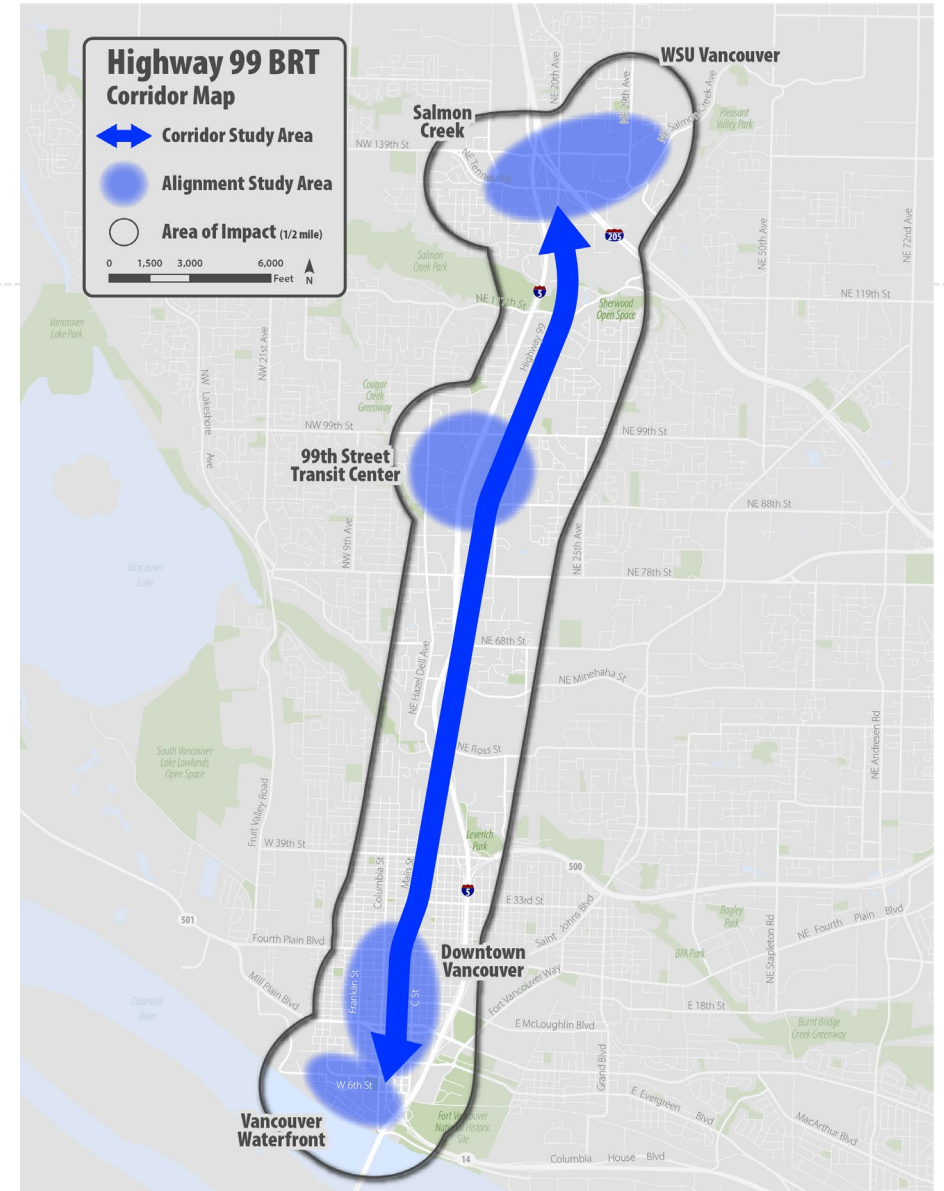
- Update TMC on progress of Highway 99 BRT Project



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Highway 99 Corridor

- **Length:** 10 miles
- **Southern Terminus:** Vancouver Waterfront
- **Northern Terminus:** Salmon Creek/WSU (Vancouver)
- **Jurisdictions:** Clark County & City of Vancouver
- Major North-South spine in Vancouver and Clark County
- Third busiest transit corridor in the region



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Public Involvement Activities

Outreach & Open Houses

Online & in-person open houses

- Corridor Overview, October 2022
- LPA Concept, January 2023

Local Advisory Committees

- C-TRAN Citizens Advisory Committee
- Clark County Bicycle/Pedestrian Advisory Committee
- City of Vancouver Transportation & Mobility Commission (March 2023)

Corridor interviews (local businesses, community groups, & others)

On-street canvassing

Stakeholder focus groups (select stakeholder LPA Concept interviews)

Top Priorities (in order of preference)

1. Directness/travel time
2. Seamless connections to other routes
3. Opportunity to improve safe access to transit and bike pedestrian connectivity
4. Serves the most people and jobs

THE VINE ON  HIGHWAY 99

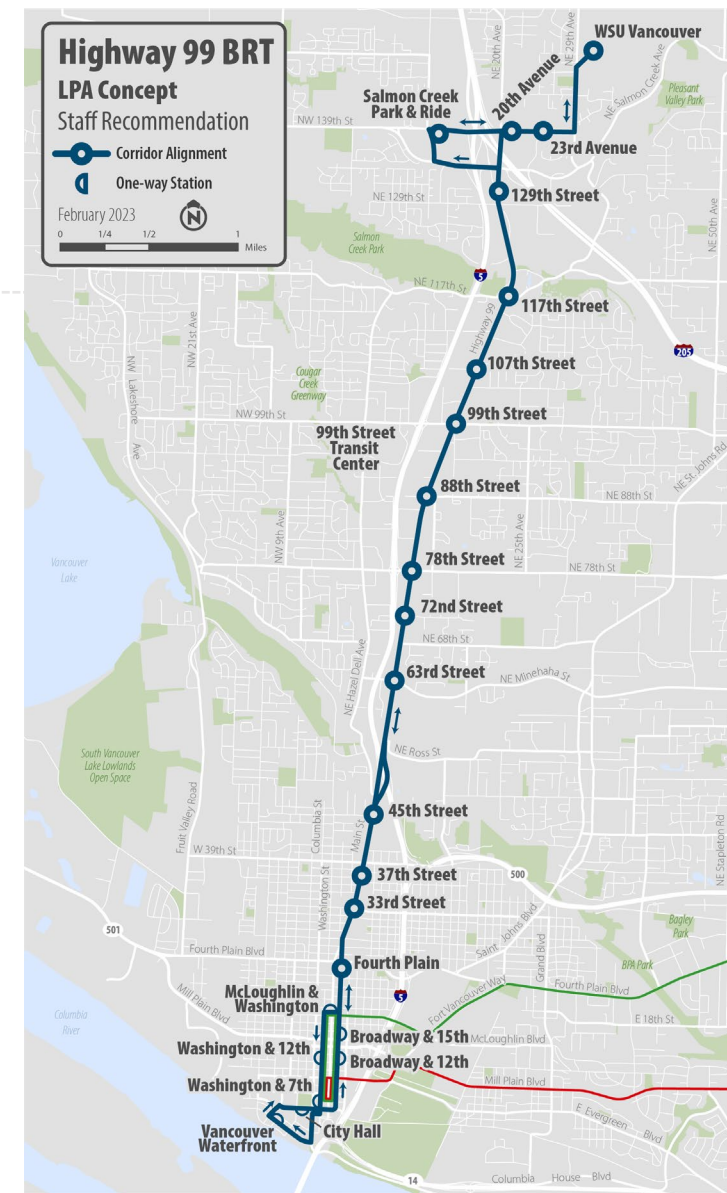
Visit our January open houses



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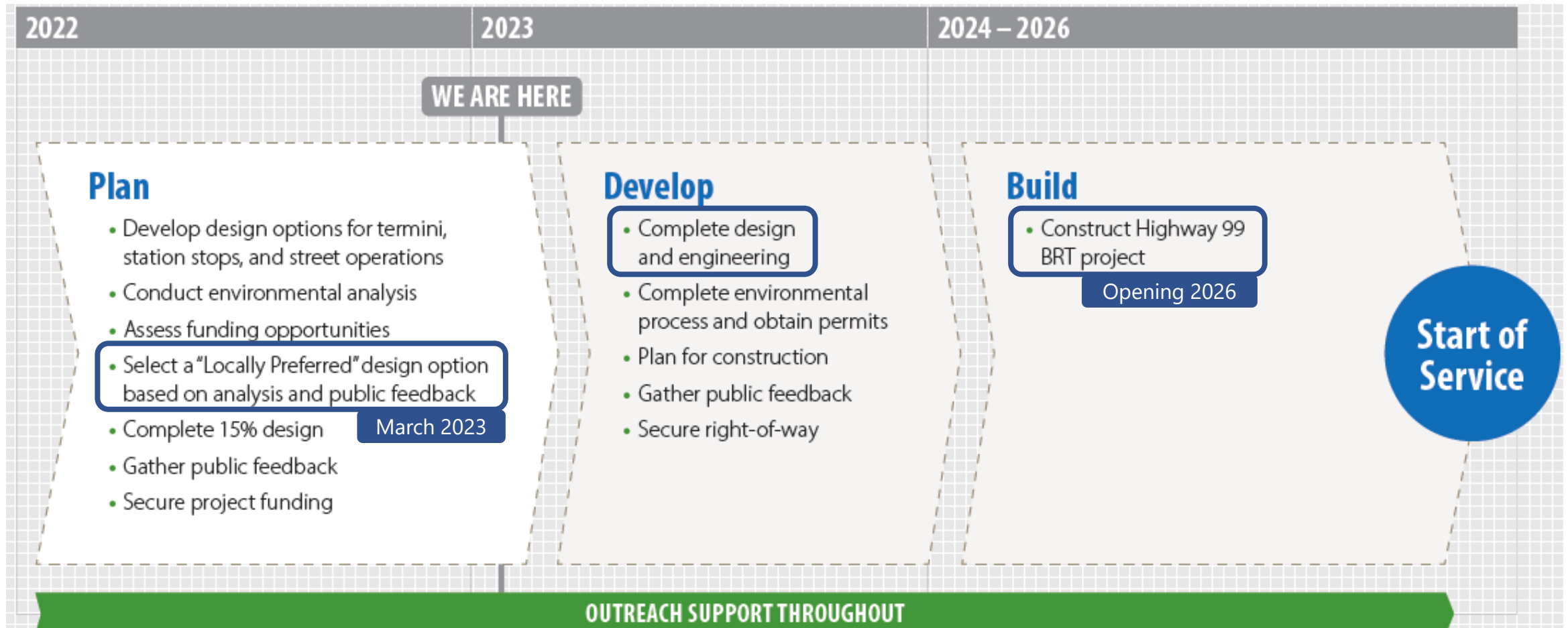
Draft Locally Preferred Alternative

- **Mode:** Bus Rapid Transit
- **Alignment:** Highway 99/Main Street
- **Length:** 10 miles
- **Southern Terminus:** Vancouver Waterfront
- **Northern Terminus:** WSU Vancouver
- **Stations:** 33 new & 4 existing



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Highway 99 Timeline



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Questions?

- Randy Parker, C-TRAN
 - Email: Randy.Parker@c-tran.org
- Tom Shook, HDR
- www.catchthevine.com/highway99

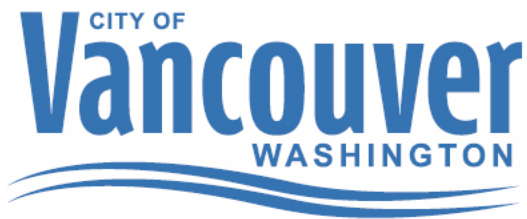


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Transportation System Plan Update

Transportation and Mobility Commission Workshop
March 7, 2023



Kate Drennan, Principal Transportation Planner, Community Development Department

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

Agenda

- Pedestrian Crossing Policy
- Initial Project Evaluation Results



Presentation Purpose

Update on Transportation System Plan and feedback requested

Pedestrian Crossing Policy

- Review elements of draft pedestrian crossing policy

Initial Project Evaluation Results

- Review prioritized project locations

Prior TMC Review

Jan 5, 2021

- Intro to TSP Update

Mar 2, 2021

- Existing conditions
- Community outreach

Jun 1, 2021

- Equity analysis

Jul 6, 2021

- Collision dashboard
- Public outreach

Sep 7, 2021

- Community transportation values

Jan 4, 2022

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

Mar 1, 2022

- Draft goals framework

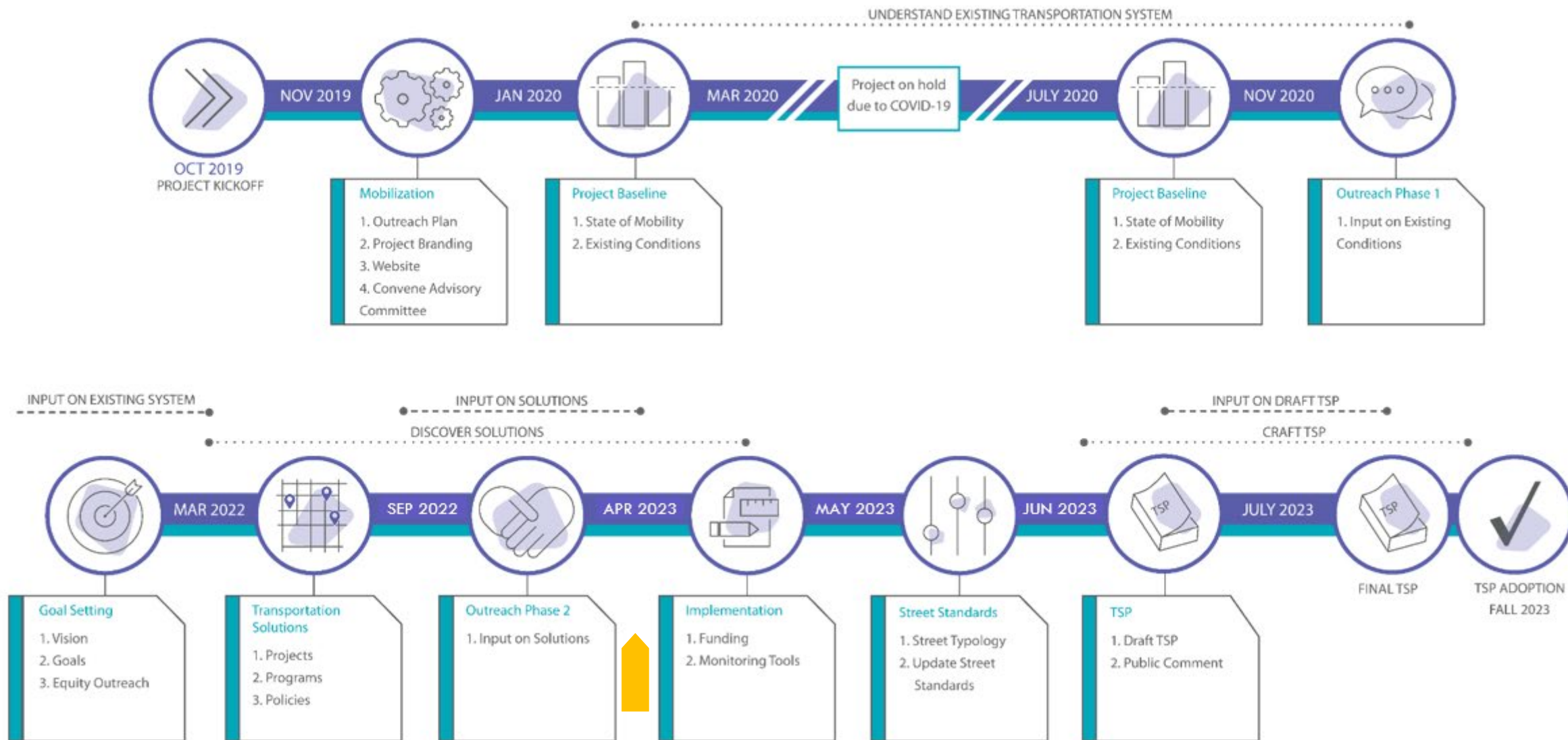
Sept 6, 2022

- Modal networks
- Prioritization

Dec 6, 2022

- Modal network and community engagement updates
- Prioritization methodology

TSP Schedule



TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
Project Baseline	- State of mobility - Existing conditions - Vulnerability analysis - Community input	TMC review	Jan 5, 2021; Mar 2, 2021; Jun 1, 2021; Jul 6, 2021
		Council workshop	Jun 14, 2021
Values and Goals	- Enhanced Transit Corridor analysis - Community input on project values and associated project opportunities	TMC review	Sep 7, 2021; Jan 4, 2022
		Council workshop	Apr 25, 2022
Final Goals and Priorities	- TSP Goals - Project prioritization process	TMC review	Mar 1, 2022; Jul 5, 2022; Sep 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022
		Council resolution	September 26, 2022
Solutions	- Policies and programs - Modal networks	TMC review	Jul 5, 2022; Sep 6, 2022; Dec 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022; Jan 9, 2023
		Council resolution	January 2023
Implementation Guidance	- Street typology and standards update - Pedestrian crossing policy - Performance measures - Funding recommendations	TMC review	March 7, 2023; May 2023
		Council workshop	April 2023; May 2023
		Council resolution	May/June 2023
Plan Adoption	- Review of draft plan - Community input on draft plan - Plan adoption	TMC action item	July 2023; September 2023
		Council workshop	July 2023; September 2023
		Council resolution	September 2023



Alignment with Universal Policy Priorities



Climate

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



Equity

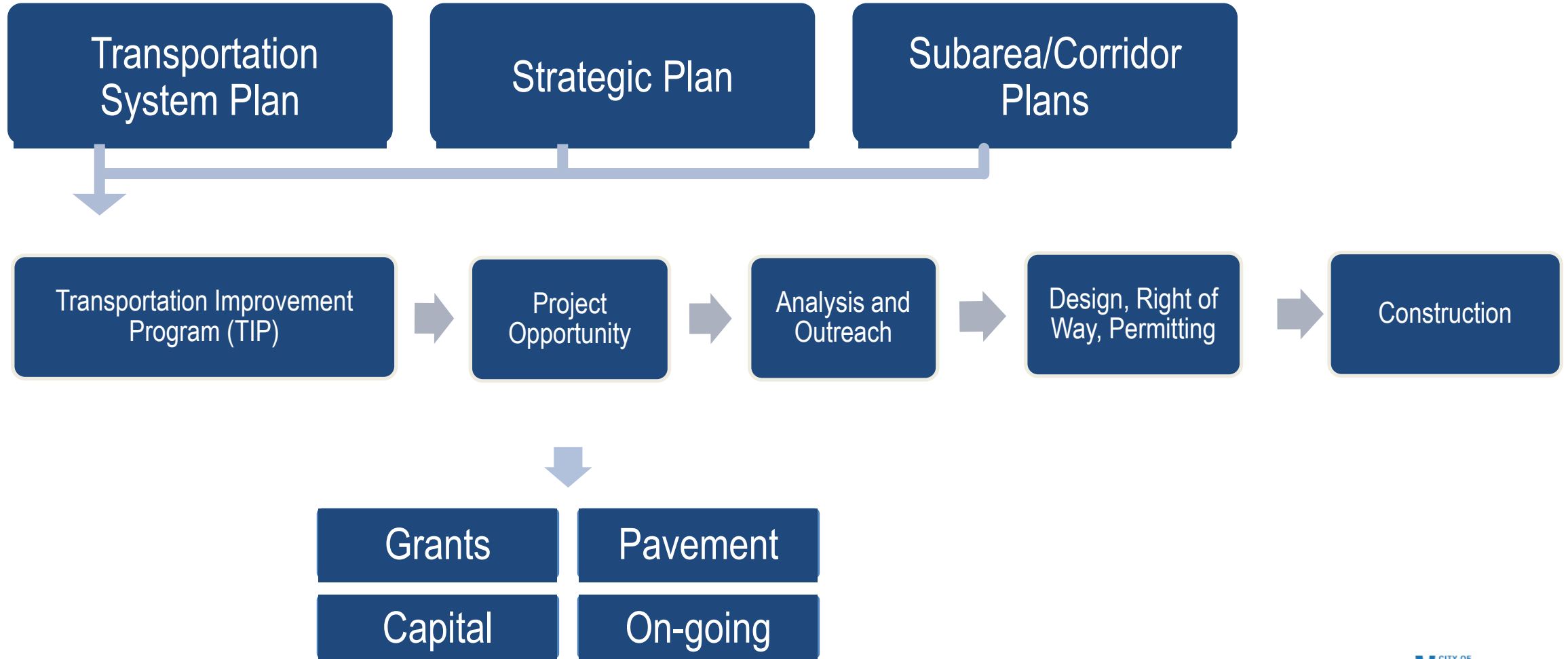
Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



Safety

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

Transportation Project Pipeline



Pedestrian Crossing Policy



**Crossing Policy
Basics**



**Evaluating
Locations**



**Guide to Crossing
Treatments**

Crossing Policy Basics

What is a crossing policy?

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

Vancouver's Crossing Policy

Why update?

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

Goals of Updated Policy

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

Examples of Places Implementing Similar Policies

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

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

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

- Considers latent demand (destinations, transit stops)

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

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

Evaluating Locations

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

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

Crossings and the Pedestrian Network

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

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

Low-Stress Pedestrian Network

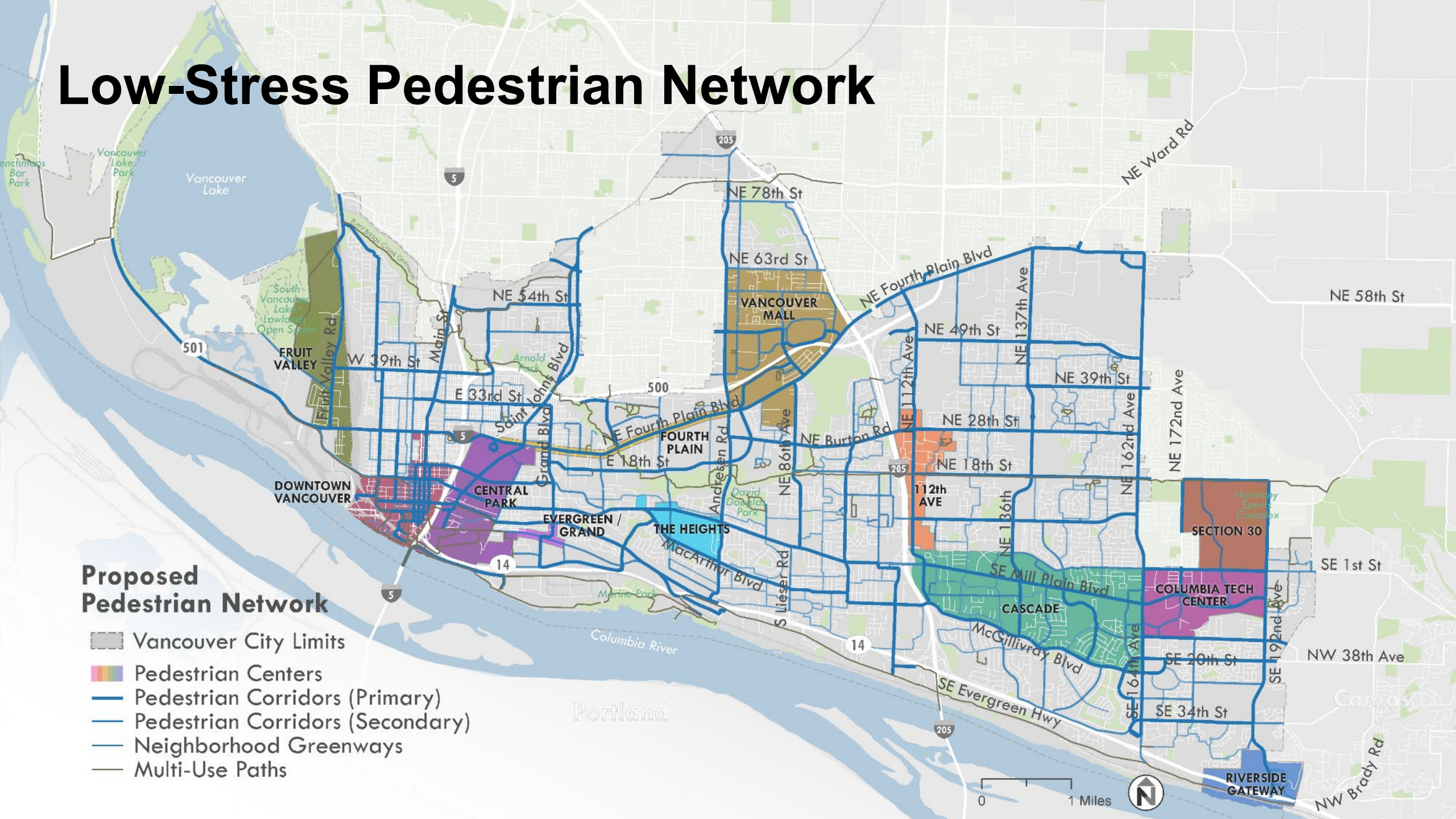
Proposed Pedestrian Network

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

0 1 Miles

N

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



Desired Spacing Guidelines

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

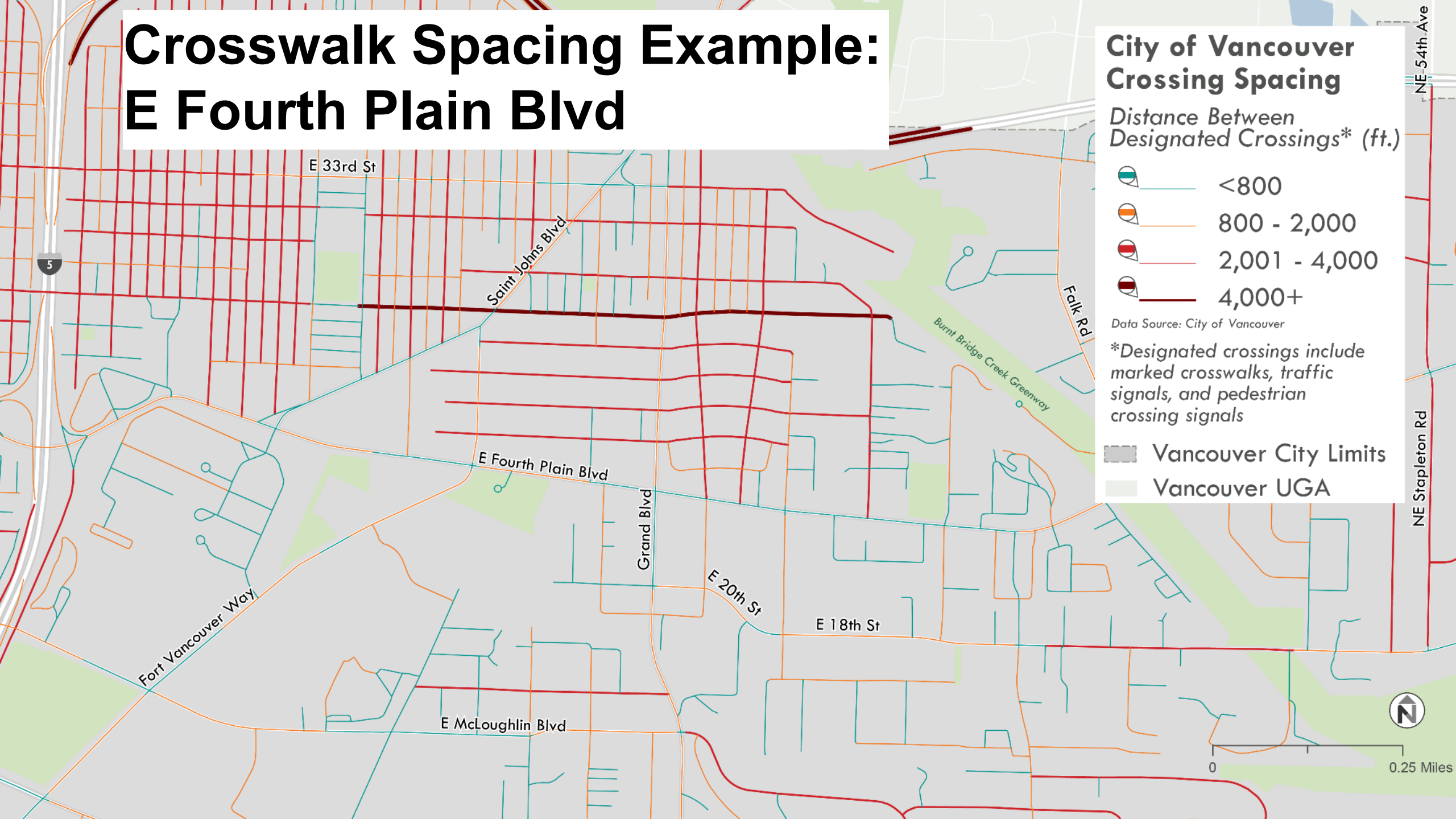
- Approximately every two blocks on pedestrian corridors within pedestrian centers
- Approximately every three blocks on pedestrian corridors outside of pedestrian centers

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

Walking 800 feet takes approximately:

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

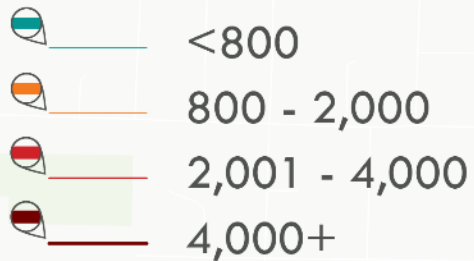
Crosswalk Spacing Example: E Fourth Plain Blvd



Crosswalk Spacing Example: Sunnyside – Walnut Grove

City of Vancouver Crossing Spacing

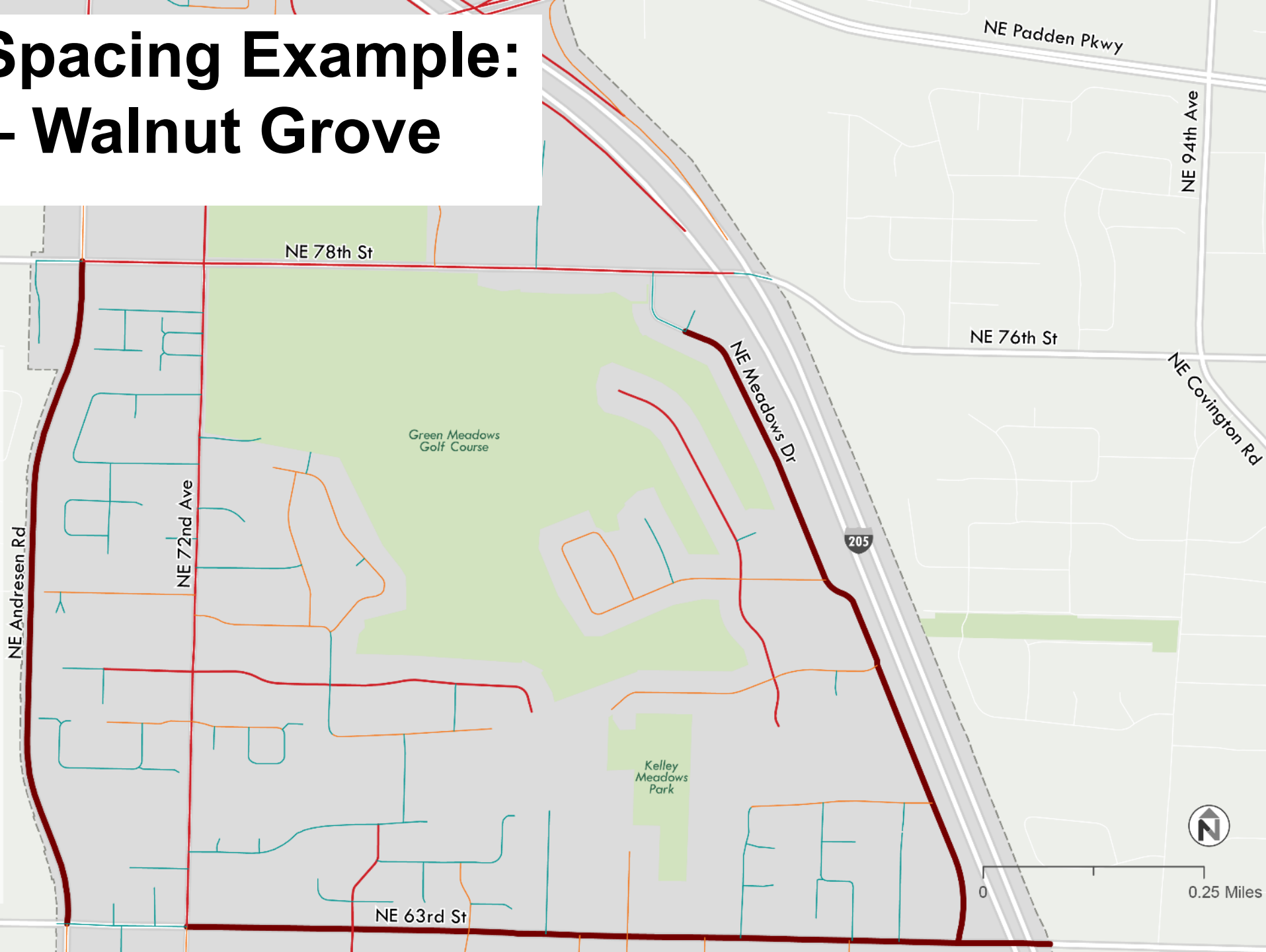
Distance Between
Designated Crossings* (ft.)



Data Source: City of Vancouver

*Designated crossings include
marked crosswalks, traffic
signals, and pedestrian
crossing signals

Vancouver City Limits
 Vancouver UGA



Site Evaluation

Considerations for choosing a specific site for a crossing improvement:

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

Evaluating Existing and Potential Demand

High-demand locations meet any of the following:

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

Guide to Crossing Improvements

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

Basic Elements

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



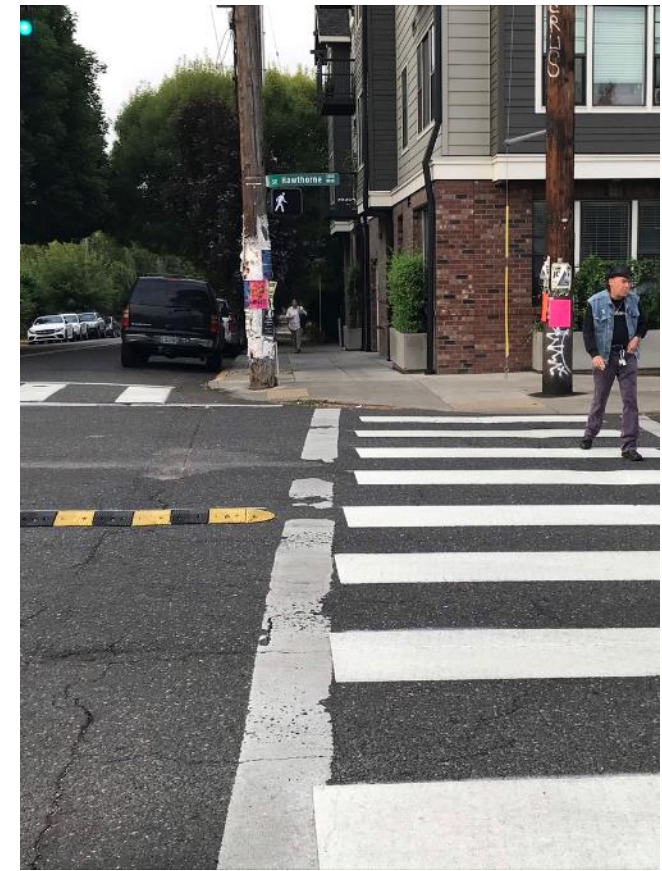
Geometric Elements

Designs that reduce crossing distance

- Curb extensions
- Pedestrian refuge islands

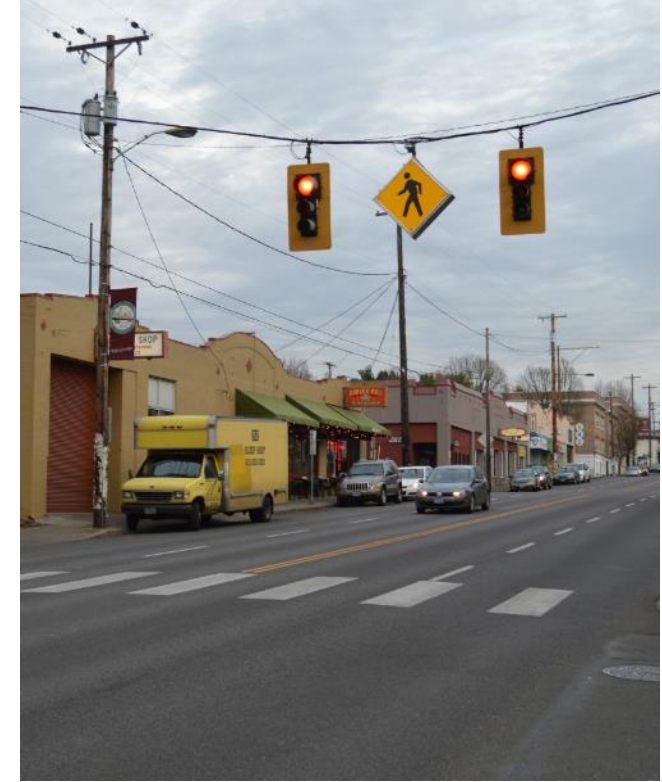
Designs that reduce vehicle speeds

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



Beacons and Signals

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



Signalized Intersections

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



School Zones

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



Selecting Improvements for Uncontrolled Crossings

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

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



Marked crosswalk



Marked crosswalk, geometric elements, enhanced signing and striping



Marked crosswalk, geometric elements, and RRFB



Marked crosswalk, geometric elements and pedestrian hybrid beacon, half signal, or full signal

Questions or comments?

Initial Project Evaluation Results



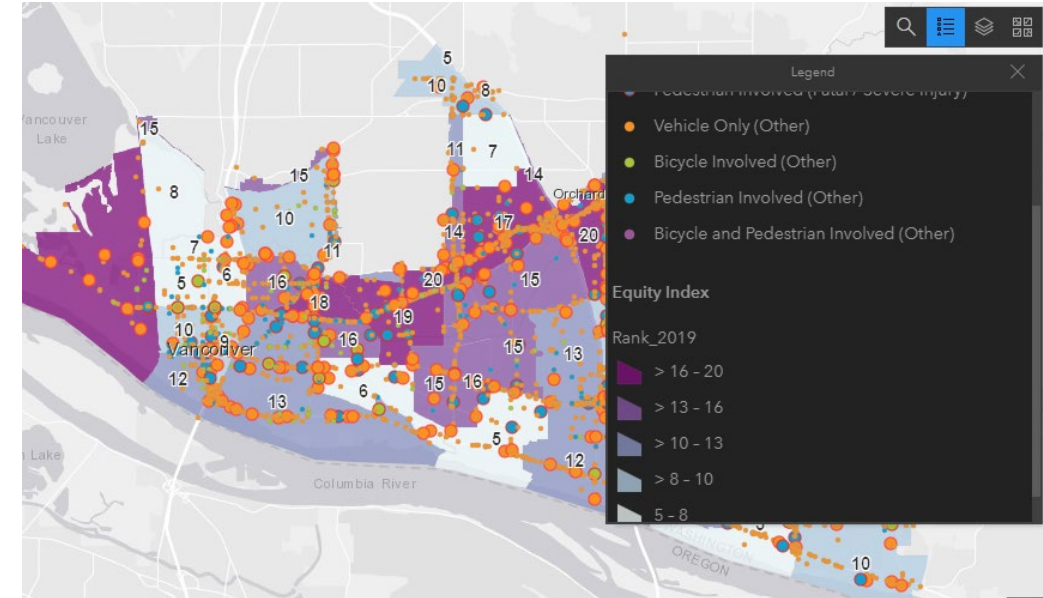
**Where should we
invest?**



Next Steps

Where should we invest?

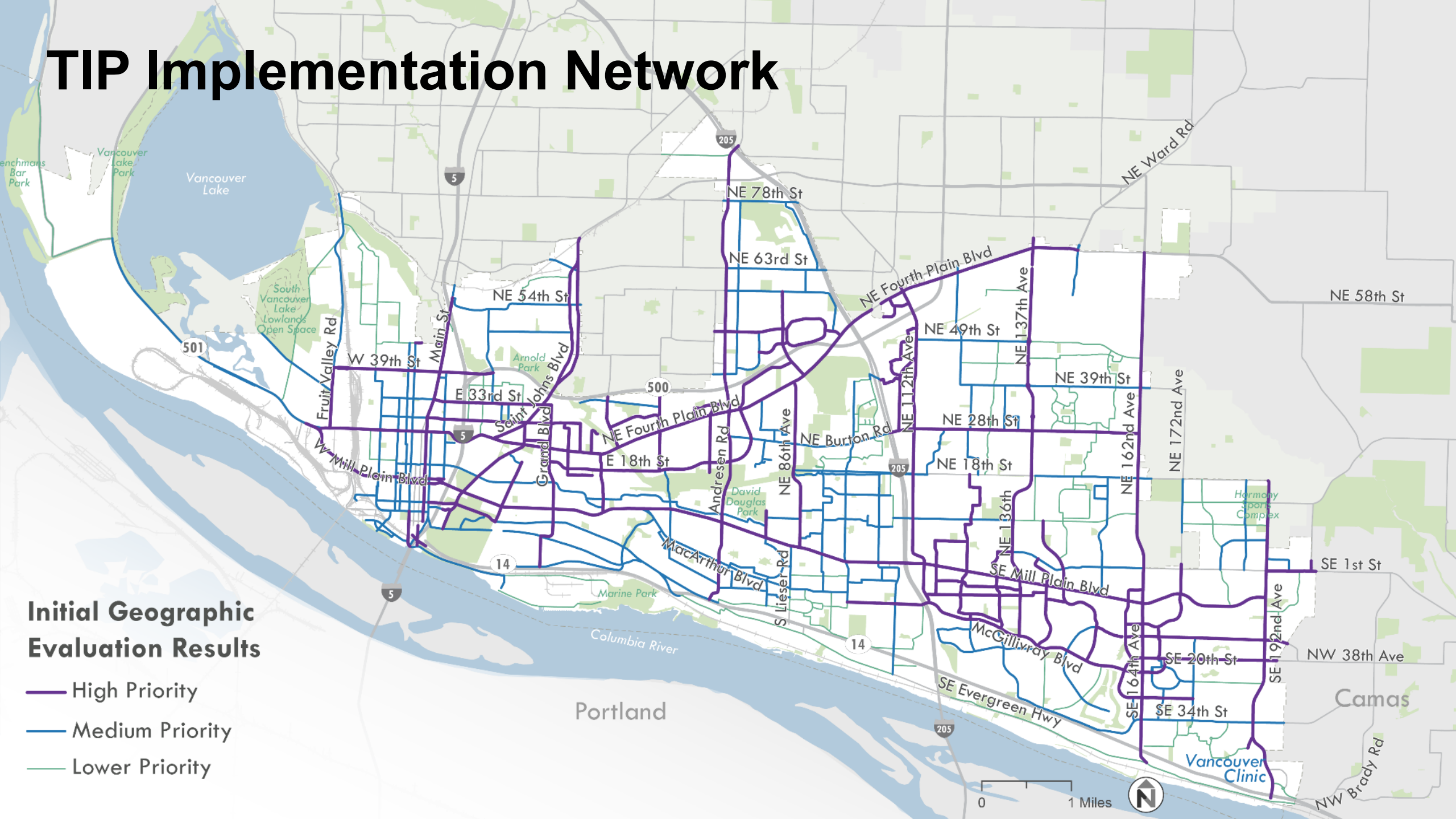
- Project locations evaluated on:
 - Equity
 - City Equity index
 - Safety
 - Collision history
 - Transportation choice
 - Density of essential places
 - Climate
 - Future growth areas (where dense land use supports sustainable modes and shorter trips)



TIP Implementation Network

Initial Geographic Evaluation Results

- High Priority
- Medium Priority
- Lower Priority



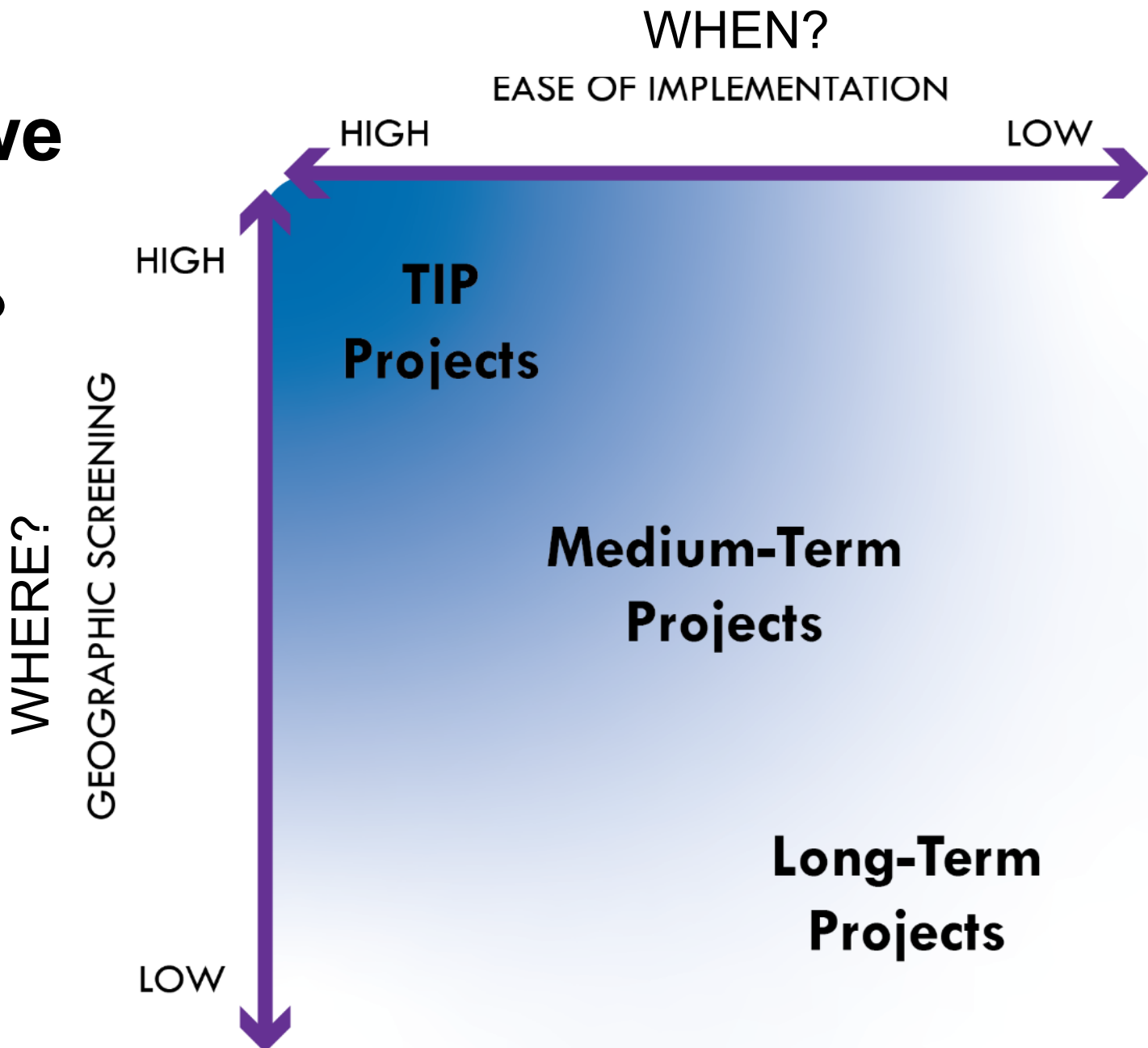
High-Priority Locations

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

Next Steps: When should we invest?

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

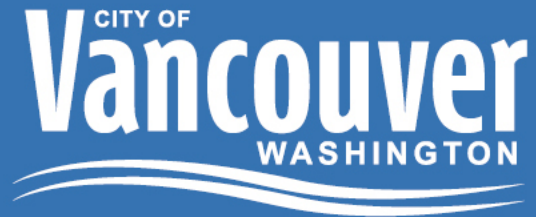
How do we prioritize projects?



Next Steps

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

Thank You



DATE: March 7, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Kate Drennan, Principal Planner, Community Development Department

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

RE: **Pedestrian Crossing Policy & Project Evaluation**

Introduction

The Vancouver Transportation System Plan (TSP) will identify transportation projects, policies, and programs for the next twenty years. One early identified high priority project was the update of the City's pedestrian crossing policy. This policy, dating from 2010, currently guides the City's approach to pedestrian crossings at uncontrolled locations. An uncontrolled location is where a crossing does not have a signal, stop sign, or other traffic control to stop vehicles for those are crossing the street. The workshop presentation will provide an overview of proposed updates to the pedestrian crossing policy, including an overarching vision for pedestrian crossing density throughout the City. In addition, the Project team will provide a brief overview of project evaluation using the new approach to project prioritization to group projects into priority categories.

Overview/Preview

The pedestrian crossing policy is meant to address many elements of the City's approach to pedestrian crossings. It sets a vision for creating robust pedestrian-oriented infrastructure over time, it serves as a tool to guide where to prioritize pedestrian infrastructure, and outlines considerations for where to place infrastructure and what to install. The crossing policy does not replace engineering judgement specific to each location and project but does provide a transparent process for how the City approaches crossings in a variety of roadway contexts.

The primary changes in the crossing update include:

- Adding guidance for signalized and stop-controlled intersections
- Addressing school zone contexts
- Updated treatments and improvement types
- Setting crossing-spacing goals based on pedestrian network and adjacent land-uses
- Broadening the approach the City uses in evaluating pedestrian demand

Memo Title

Date

Page 2 of 2

The Project team will also present an initial prioritization of TSP project locations based on the process inputs of: equity, safety, transportation choice (e.g. density of essential places), and climate (e.g. future growth areas). The team will present this by geographic corridor, although pedestrian and mobility user projects will be individually defined and compiled for inclusion in the TSP and Transportation Improvement Program. Creation of the final TSP and TIP project lists will also consider qualitative criteria related to the timing and feasibility of projects.

Action, Timeline, Next Steps

The team is bringing both the pedestrian crossing policy and the prioritization example for the purposes of gathering feedback and vetting the approach to both tasks. Each will be a supporting component of the larger transportation system plan that guides City investment.

Kate Drennan, Principal Transportation Planner, Long-Range Planning, CDD

Kate.Drennan@cityofvancouver.us, 360-487-7959

Attachment(s):

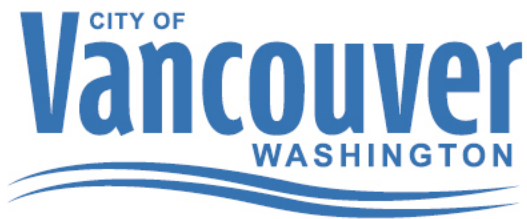
Powerpoint Presentation 23.03.06 TMC Workshop on TSP Update



Transportation and Mobility Commission

2024-2029 Transportation Improvement Program

March 7, 2023



Chris Malone

Public Works Finance and Asset Manager
Department of Public Works

Agenda

- Transportation Improvement Program (TIP) refresher
- Review feedback from the Transportation and Mobility Commission (TMC)
- Review updates for this year's TIP 2024-2029
- Review project prioritization for TIP
- Review public outreach for TIP
- Next steps



Presentation Purpose

- Second workshop for the 2024-2029 TIP update .
- Feedback from TMC on 3rd draft of the TIP for consideration and staff review, in advance of final TIP document.

Transportation Improvement Program (TIP)

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2024-2029.
- The TIP is the City's detailed transportation improvement work program
 - Includes detailed project descriptions and the funding status for each project
- Per Washington law, the TIP document is updated annually, with final City Council approval required before July 1 of each year.
- The Transportation and Mobility Commission is the primary citizen oversight committee responsible for reviewing and making recommendations on the TIP.

Transportation Improvement Program continued

- The TIP includes a funded, partially funded and unfunded list of projects.
- Within each project list, there are different categories of projects including arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing programs
- Projects listed in the TIP include:
 - Major street, mobility lane, pedestrian and traffic signal improvements identified through in the Transportation System Plan, the City's Strategic Plan, the 20-year Capital Facilities Plan, and via community engagement and feedback.
 - Future changes to public infrastructure identified through corridor, district and subarea planning studies.
 - Projects that are funded with State and/or Federal grants are required to be included in the TIP.

November feedback from the TMC

- Add how a project originated in the detail sheets.
- Add contact information to the detail sheets.
- Reevaluate upgrading NE 18th Street to a minor arterial.

Changes for 2024-2029 TIP

- Included public comments and responses to each comment (starting on page 13).
- Included information about project implementation (page 31).
- Included information about the interim prioritization/scoring process (starting on page 33).
- Updated the TIP changes document (starting on page 36).
- Updated the project lists including updated project scores (starting on page 40).
- Added contact information for questions about the detail sheets (page 47).
- Updated the detail sheets including how the project originated (starting on page 48).
- No proposed changes to the arterial map this year (page 159). Map will be updated next year based on recommendations from the Transportation System Plan (TSP).

Interim TIP prioritization includes:

- Safety = Transportation System Safety Analysis (TSSA);
- Equity = equity index map;
- Active transportation = bike/ped route map;
- Climate = NEPA/SEPA mitigations;
- Asset Management = address failing infrastructure;
- Economic development = arterial/sub-area plan maps;
- Congestion = concurrency/transit/freight routes;
- Viability = grant funding/coordination with other agencies.

Note: This is the last year we anticipate using the interim ranking system; as part of the TSP update process, Council has endorsed a new prioritization system for future TIPs.

Interim TIP prioritization scores:

Arterial Improvements		
Proj ID	Project Name	SCORES
TRANS-607	NE 192nd Ave - SE 1st St. to NE 18th St.	66
TRANS-870	SE 1st St. - SE 177th Ave to SE 192nd Ave	65
TRANS-444	NE 18th St. - NE 142nd Ave to NE 162nd Ave	63
TRANS-527	NE 18th St. - NE 97th Ave to NE 107th Ave	63
TRANS-531	Jefferson St. - W. Evergreen to W. Mill Plain Blvd.	61
TRANS-898	NE 115th Ave - NE 16th St. to NE 18th St.	57
TRANS-275	NE 137th Ave - NE 49th St. to NE Fourth Plain Blvd.	56
TRANS-906	NE Andresen Rd. and NE Fourth Plain Blvd. Intersection Improvements	48

Active Transportation Improvements		
Proj ID	Project Name	SCORES
TRANS-921	NE 112th Ave Complete Street Project - Chkalov Dr. to Fourth Plain Blvd.	71
TRANS-924	St. Johns/St. James Complete Street Project - Fourth Plain to City Limits	71
TRANS-917	MacArthur/Mill Plain Complete Street Improvements	69
TRANS-943	Garrison Rd. Sidewalk Improvements - Mill Plain Blvd. to David Douglas Park	67
TRANS-944	Heights Grand Loop - Devine Rd. to MacArthur Blvd.	67
TRANS-878	NE 68th St. Sidewalk	63
TRANS-495	Main St. Reconstruction - 5th St. to 15th St.	61
TRANS-899	NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings	59
TRANS-918	SE 18th St. and Burnt Bridge Creek Pedestrian Crossing	57
TRANS-920	McGillivray Complete Street Project - Chkalov Dr. to Village Lp.	57
TRANS-873	Main St. Safety/Mobility Improvement Project - Fourth Plain Blvd. to City Limits	57
TRANS-910	NE Hazel Dell Ave/BBC Trail Crossing	57
TRANS-919	SE 34th St. Complete Street Project - 162nd Ave to 192nd Ave	56
TRANS-923	E 29th St. Complete Street Project - Kauffman Ave to Neals Ln.	56
TRANS-922	E 33rd St. Complete Street Project - Main St. to P St.	52
TRANS-740	Evergreen Highway Pathway - SE Chelsea Ave to SE Image Rd.	51
TRANS-843	Evergreen Highway Pathway - Weber Arboretum to SE 100th Ct.	50
TRANS-889	SE 18th St. and N Devine ADA Improvements	50

Signal and Lighting Improvements		
Proj ID	Project Name	SCORES
TRANS-866	W. Fourth Plain and Franklin Intersection Improvements	57
TRANS-839	NE 152nd Ave and NE Fourth Plain Blvd. Signal	56
TRANS-879	Columbia House Blvd. & Grove St. Signal Upgrade	53
TRANS-888	SE 192nd Ave SR 14 Interchange Improvements	52
TRANS-908	SE Mill Plain - Chaklov to SE 184th Ave Fiber Removal	42
TRANS-851	NE 192nd Ave and NE 13th St. Intersection Improvements	35

Public outreach

- Most TIP projects come out of past planning efforts that include community engagement; adding this information to cut sheets to make it clearer what past engagement is informing the TIP.
- Online dashboard available for reviewing all projects listed in the Transportation Improvement Program (also includes all utility projects included in the City's 6-Year Capital Improvement Program) www.cityofvancouver.us/tip.
- Outreach through all City channels- including neighborhood associations, NTSA, newsletters, social media, Be Heard, etc.- in addition to TMC and Council processes.

Proposed schedule for 2024-2029 TIP update

May 2, 2023

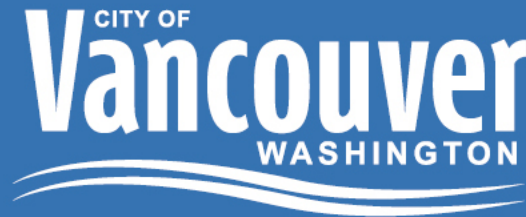
- Provide TMC with final draft of TIP document
- Meet with TMC to review changes and updates and action on formal recommendation to Council

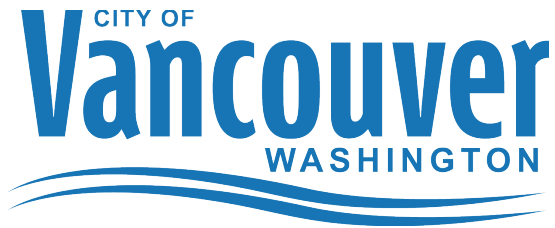
June, 2023

- June 5th - workshop to share TIP updates with Council
- June 26th - City Council considers adoption of the 2024-2029 TIP

Thank You

To learn more, visit www.cityofvancouver.us/tip





Transportation and Mobility Commission

TO: Chair Ramos and Transportation and Mobility Commissioners
SUBJECT: **2024-2029 Transportation Improvement Program (TIP) Workshop**

2024-2029

Transportation Improvement Program

June 2023



Vancouver Public Works
PO Box 1995
Vancouver, WA 98668-1995
www.cityofvancouver.us/StreetsTIP

P.O. Box 1995 • Vancouver, WA 98668-1995 • 360-487-8000 • TTY: 360-487-8602 •
www.cityofvancouver.us

To request other formats, please contact: Julie Nischik (360) 487-7813 | WA Relay: 711 |
Julie.Nischik@cityofvancouver.us

Workshop Date: 3/7/2023
Hearing Date: 5/2/2023
Proposal: Review Draft 3 of the 2024-2029 Transportation Improvement Program (TIP)
City Staff: Chris Malone, Public Works Finance and Asset Manager

Recommendation:

This is the second workshop with the Transportation and Mobility Commission (TMC) for the annual updates to the Transportation Improvement Program (TIP). On November 1, 2022, staff introduced some of the proposed updates for the 2024-2029 TIP to the TMC. Staff has incorporated the comments from the TMC (as well as others) since the November workshop and we are now on the 3rd draft of the TIP (Attachment A). This workshop is intended to review the 3rd draft of the TIP with the TMC and identify any additional questions, clarifications or refinements that need to be addressed in the final draft. At a May 2, 2023 public hearing, staff will ask the TMC to forward a recommendation to City Council supporting adoption of the 2024-2029 TIP.

I. PRIOR COMMISSION REVIEW (IF APPLICABLE):

- a. November 1, 2022 workshop with TMC.

II. BACKGROUND AND REVIEW PROCESS:

- a. State law requires the City of Vancouver to annually update its Transportation Improvement Program (TIP), which lists future transportation investments and level of committed funding and is required to be adopted by July 1 of each year.
- b. The Transportation and Mobility Commission enabling ordinance outlines the Commissions scope of authority and includes a recommendation to Council on adoption of the annual TIP update.
- c. A City Council will review of the 2024-2029 TIP in June, 2023.

III. SUMMARY OF ISSUE/ PROPOSAL:

- a. Updated lists of funded, partially funded, unfunded, and programs for review.
- b. Continue with interim project prioritization process.
- c. Updates to the arterial map for review.
- d. Review public comments since last update.

IV. RECOMMENDED ACTION:

- a. TMC to ask any remaining questions and put forward additional changes or recommendations for the 2024-2029 TIP, which will be reviewed and implemented through the development of the final draft of the TIP document and presented for TMC consideration at a public hearing on May 2, 2023.

Staff Contact Name, Chris Malone, Public Works Finance and Asset Manager, 360-487-7711, chris.malone@cityofvancouver.us

Attachments:

Attachment A: 2024-2029 Transportation Improvement Program 3rd draft



2024-2029

Transportation Improvement Program

June 2023



Vancouver Public Works

PO Box 1995

Vancouver, WA 98668-1995

www.cityofvancouver.us/StreetsTIP

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6/26/23

RESOLUTION NO. _____

A RESOLUTION adopting the City of Vancouver's Comprehensive Six-Year Transportation Improvement Program for 2024-2029 and revising the City's Arterial Street System and Classification Map.

WHEREAS, pursuant to RCW 35.77.010, the Vancouver Department of Public Works has prepared the Comprehensive Six-Year Transportation Improvement Program for 2024-2029 ("2024-2029 TIP"); and

WHEREAS, the purpose of the 2024-2029 TIP is to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program; and

WHEREAS, the City's Arterial Street System and Classification Map ("Arterial Classification Map") is maintained within the 2024-2029 TIP; and

WHEREAS, City Council originally adopted the Arterial Classification Map by Resolution M-781 on November 28, 1961, and annually reviews proposals and makes classification designation changes on the map where the use of a roadway is inconsistent with its current arterial designation; and

WHEREAS, notice of the time and place for a hearing on the 2024-2029 TIP was published in accordance with law; and

WHEREAS, the City Council conducted a public hearing on June 26, 2023 at 6:30 p.m., where it considered the 2024-2029 TIP and determined to adopt it.

NOW, THEREFORE,

RESOLUTION – 1

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Legislative Findings. The recitals set forth above are adopted as the legislative findings of Vancouver's City Council in support of adoption of this resolution.

Section 2. City Council hereby adopts the 2024–2029 Comprehensive Six-Year Transportation Improvement Program, which is attached as Exhibit “A” and incorporated by this reference as if fully set forth herein.

Section 3. City Council hereby adopts the Revised Arterial Street System and Classification Map, which is contained in the 2024-2029 Comprehensive Six-Year Transportation Improvement Program.

Section 4. The City Manager or his designee is hereby directed to file the 2024-2029 Comprehensive Six-Year Transportation Improvement Program and the Revised Arterial Street System and Classification Map with the Washington State Department of Transportation within 30 days of the date of this resolution.

ADOPTED at regular session of the Council of the City of Vancouver on June 26, 2023.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk

Jonathan Young, City Attorney

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The City of Vancouver's 2024-2029 Transportation Improvement Program (TIP) is an update of the City's 2023 - 2028 TIP. The TIP is a technical document for transportation improvements over a six-year period. For more information about the City of Vancouver street system, how it is funded, and how money is spent, go to:

www.cityofvancouver.us/betterstreets

The State of Washington law (RCW 35.77.010) requires the City to prepare a TIP annually that is consistent with and implements the city's adopted comprehensive growth management plan. The TIP identifies capital transportation system improvement projects and includes a policy to work with affected property owners to preserve railroad right-of-way in the event a railroad ceases to operate.

For information about the City's Comprehensive Plan, contact Vancouver Planning at 360-487-7803. For questions or more information about specific transportation projects, please contact Vancouver Public Works at 360-487-7130, or visit the City's website:

www.cityofvancouver.us

Projects are added to the TIP each year as needed based on input from citizens, staff, the development community, adopted subarea plans, other agencies, advocacy groups, and as new grant opportunities arise. Projects are removed from the TIP each year once they are constructed. In some cases, a project is removed because the project is no longer needed although this is rare. Citizens can request to have a project added or removed by clicking on the link on the City's TIP web page:

<https://www.cityofvancouver.us/tip>

A City of Vancouver Arterial Street System and Classification Map which designates roadways functionally classified as Arterials pursuant to VMC 11.80.040 and VMC 9.02.040 is adopted and attached hereto.

The 2024-2029 TIP continues the project prioritization pilot. Staff utilized the City's comprehensive plan policies, financial policies, and strategic goals to define criteria to prioritize transportation projects. The process will be further refined as part of the upcoming Transportation System Plan update, but this interim process allowed staff to prioritize projects based on the City's policies and goals. The scoring is from 0-100 and can be found on the left side of the funded and partially funded project lists.



2024-2029 Transportation Improvement Program (TIP)

Thank you for your interest in the City's Transportation Improvement Program. Transportation is an essential part of what makes Vancouver a thriving community. Each year, the City prepares a Six-Year Transportation Improvement Program (TIP), which serves as a detailed work program for all future projects. Projects listed in the TIP include planning studies, major street improvements, and traffic signal improvements. These improvements provides safety and accessibility for all modes of travel. In accordance with Washington State law, the TIP document is updated annually, with final City Council approval required before July 1 of each year. To be eligible for state or federal grants, projects must be listed in the TIP. The TIP is posted on the City's website, along with ability for the public to submit project suggestions or questions, in keeping with community transparency and accountability.

Funding for Vancouver's transportation system projects and programs has traditionally come from several revenue sources, including state gas tax and retail and property taxes through the City's General Fund. Vancouver's Street Funding Strategy, adopted by City Council in late 2015, has dedicated additional revenue sources to help fund TIP projects and improve travel and safety throughout the community. The largest single source of the Street Funding Strategy is the City's Transportation Benefit District (TBD), which generates approximately \$5 million in annual revenues from vehicle license renewal fees. TBD funds are dedicated to improving the City's transportation system, partially funding both the City's capital improvement program and the pavement management program. New in 2023, the TBD implemented a 0.01% sales tax within the City limits specifically for transportation complete street projects. The new sales tax is estimated to generate approximately \$4.5 million in new revenue in 2023 and approximately \$6 million per year after. Additionally, the City Council revised the way the business license surcharge is calculated which is anticipated to bring in an additional \$2 million per year in future years.

Going forward, the City of Vancouver's 2024-2029 Six-Year TIP considers remaining revenues from the Street Funding Strategy.

Vancouver's TIP continues to exceed the state statutory requirements by providing a comprehensive look at communitywide projects and programs, reflecting our commitment to transparency in projects and funding.

As a part of this year's TIP update, City staff continued a pilot project designed to develop a methodology for the prioritization of capital improvement projects within the TIP. This project has resulted in a series of tangible metrics that determine how a project is ranked within the overall TIP. This prioritization will help determine the City's priorities when pursuing grant funding opportunities for transportation projects. The pilot project was an interim solution until a more permanent scoring system could be implemented. A permanent prioritization strategy will be established with the update to the City's Transportation Systems Plan and will be used for next year's TIP update.

Our future, in part, depends upon our ability to invest in public infrastructure in a way that both preserves our community's neighborhoods and supports its economic well-being. Through responsible funding and systematic planning, design, construction, maintenance, operations, and improvements, the City of Vancouver is committed to continued efficient and cost-effective management of its public assets to provide the highest, most sustainable service possible for all users. Highlights for the 2024-2029 TIP are shown on the next page.

Lon Pluckhahn, Deputy City Manager

Ryan Lopossa, P.E.

Deputy City Manager
(Acting) Public Works Director

Streets and Transportation Manager

UPDATE THIS FOR 2024-2029 Transportation Improvement Program Highlights:

Transportation System Plan (TSP) Update: Work began in 2019 on the plan, to guide all aspects of the transportation system. The update will include the development of seven integrated modal plans; streets, active transportation, demand management, freight, transit, and smart mobility. Complete Streets policies and citywide collision study will guide future transportation program, policies, and projects. Importantly, extensive public outreach, which includes an increased focus on previously excluded communities in transportation planning efforts, will help inform the update.

Neighborhood Traffic Calming Program: Funded at \$300,000 annually, this program works with the Neighborhood Traffic Safety Alliance (NTSA) to enhance neighborhood livability.

Multimodal Safety and Accessibility Program: For 2022-2024, the program will focus on implementing some key safety improvements along SE 34th Street, Ft. Vancouver Way, McGillivray, NE 68th Street

Grant Efforts: The City is pursuing opportunities to fund Jefferson Street Realignment and NE 18th Street (97th to 107th) as well as utilizing COVID-19 grant revenues to improve 4th Plain Boulevard and Main Street.

Other Major Projects: The 2024-2029 TIP identifies funding for many projects, which require several years for planning, design, right-of-way, and construction phases. These include:

- Southeast 1st Street, from 177th to 192nd is fully funded and is planned to go to construction in 2023.

- Northeast 137th Ave, from Northeast 49th Street to Northeast Fourth Plain Boulevard: Federal environmental approval was received in 2018. Right-of-way acquisition is underway. Construction is planned to start in late 2023 or early 2024.

- Jefferson/Kauffman Connection from West Evergreen Boulevard to West Mill Plain Boulevard: Design and right of way acquisition continue. Construction is planned to start in late 2024 or early 2025.

- Northeast 18th Street, from Northeast 97th Avenue to Northeast 107th Avenue, ROW acquisition and final engineering design is currently underway with construction planned for 2025/2026.

- Main Street Reconstruction (5th Street to 15th Street) is currently under design. Construction is planned to begin in 2024.

Transportation Related Policies
“Vancouver Comprehensive Plan 2011-2030”, Adopted Nov. 7, 2011
(Chapter 5 – Public Facilities and Services)

- PFS-4 - **TRANSPORTATION SYSTEM:** Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, roadways for automobiles and freight, transit service, and high-capacity transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work towards completing and sustaining individual components and programs to ensure success of the entire system.
- PFS-5 - **SYSTEM BALANCE:** Allocate resources to balance transportation choices. Promote development of a broader range of transportation options including pedestrian, bike, and transit systems, rather than focusing all resources on satisfying peak commuting demand with roadway capacity alone.
- PFS-6 - **TRANSPORTATION SAFETY:** Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. Allocate city capital resources to high risk and collision location for motorists, bicyclists, and pedestrians.
- PFS-7 - **TRANSPORTATION FINANCE:** Develop recurring and dedicated funding for a complete transportation program, including system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, and fee-based funding sources.
- PFS-8 - **TRANSPORTATION CIRCULATION AND SYSTEM CONNECTIVITY:** Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.
- PFS-9 - **LAND USE AND TRANSPORTATION INTEGRATION:** Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan.
- PFS-10 - **LIVABLE STREETS:** Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses. Encourage multi-modal travel, and provide accessible, human scale opportunities for transferring between travel modes.
- PFS-11 - **TRANSPORTATION ACCESSIBILITY:** Build an accessible transportation system focused on inter-model connectivity and removing barriers to personal physical mobility.
- PFS-12 - **TRANSPORTATION SYSTEM EFFICIENCY:** Invest in and improve efficiency of the transportation system with multi-modal design, advanced traffic management and operations technology, demand management strategies and high-frequency transit service.
- PFS-13 - **NEIGHBORHOOD TRAFFIC:** Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.
- PFS-14 - **TRANSPORTATION REGIONAL AND METROPOLITAN COORDINATION:** Coordinate Vancouver's transportation plans, policies, and programs with those of other jurisdictions serving the greater Metropolitan area to ensure a seamless transportation system. Focus particularly on cooperation with the Southwest Washington Regional Transportation Council, Washington State Department of Transportation, Clark County and C-TRAN.

- PFS-16 - **ECONOMIC DEVELOPMENT:** In order to support the continued economic vitality of Vancouver, major transportation system investments should facilitate freight mobility, job creation, regional competitive position, and revenue growth.
- PFS-17 - **VEHICLE MILES TRAVELED:** Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.
- PFS-18 - **STREET DESIGN:** Design city streets to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.
- PFS-19 - **PARKING STANDARDS:** Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system, and efficient utilization of limited land, and encourage desired economic development and growth throughout the entire urban area.

**Comprehensive Plan Policy for Asset Management
“Vancouver Comprehensive Plan 2011-2030”, Adopted Dec. 16, 2013
Chapter 5 – Public Facilities and Services)**

- PFS-35 - City public facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data.

**Financial Policies for Capital Planning and Asset Management
(City of Vancouver Financial Policies as adopted Nov. 16, 2020)**

34. In pursuit of an asset management strategy that prioritizes safety, equity and climate action, the City will:
- Consider the climate impacts of asset investments and pursue asset management strategies that reduce its contribution to climate change over time.
 - Consider equity impacts of capital projects and asset management strategies and prioritize investments that improve equity within the City.
 - Consider the potential improvements to community safety associated with capital investments and prioritize investments that improve community safety, particularly in the transportation system.
35. Asset management best practice involves managing the performance, risk and expenditures on infrastructure assets in an optimal and sustainable manner throughout their lifecycle covering planning, design, construction, operation, maintenance, and disposal. The City shall integrate the principles and best practices of Asset Management such as those embodied in the *International Infrastructure Management Manual* in the management of its assets.
36. **Asset Inventory** will be maintained with maintenance, repair and deferred maintenance costs identified and updated on an annual basis.
37. **Maintenance** of city assets shall be addressed on a current need, rather than deferred into the future.
38. In 2015, Council adopted a **New Street Funding Program** in response to formal recommendations from a citizen-led effort. Revenues from this program were established to supplement without supplanting street funding resources identified in the 2015-2016 Adopted Biennial Budget. Annual reporting to the Council and the residents of outcomes achieved through the Streets Funding Initiative Program has been initiated in 2017 and shall continue into the future. The City will maintain funding of the **Pavement Management Program** at no less than that in the 2015-2016 Biennial Adopted Budget level increased by an appropriate inflationary factor, if necessary. To ensure accountability and transparency, the increase in program level funded by the new Street Funding Program revenue sources will be fully costed, budgeted for and spent

from special funds created to track direct operation, capital and administrative expenses. Annual reporting of the outcomes will be published for the residents and the City Council prior to the end of the first quarter of each year for the prior year beginning for fiscal year 2016.

39. The City will redirect to the new Street Funding Program expiring debt service budget from pre-2015 debt issues for Transportation projects, beginning with debt expiring in 2016.
40. A **six-year City-Wide Capital Improvement Program** shall be developed annually and shall provide a prioritized list of reasonably funded projects and those in process of securing funding. Capital Improvement Plans for utility assets shall be updated no less frequently than every two years. The comprehensive plan will identify longer-term capital needs by program area.
41. Funding for capital projects, including major facilities maintenance projects, will be allocated in a manner that balances community needs with City priorities, the potential for attracting matching funds, and the ability to reduce or limit expenses in future years.
43. The City's objective is to incorporate a "**pay-as-you-go**" approach (using available cash and current resources) in the Capital Improvement program.
44. The capital budget will be adopted at the same time the City Operating Budget is adopted. The Capital budget will only include fully funded projects. The Capital Budget will only contain projects identified in the Capital Improvement Program.
45. A **capital repair appropriation** will be maintained for unanticipated major repairs of general operating facilities and for emergency replacement of general fund equipment. Additions to the capital repair contingency reserve will be made based on Council directions.
46. **Impacts on net annual operating and maintenance costs** will be identified as part of the funding considerations for new capital projects such as buildings, parks, and street enhancements. This includes identifying potential reductions in maintenance costs if improvements are funded. The necessary funds to operate the capital facility will be identified at the time the capital budget is adopted.

City of Vancouver Title VI Plan

The City Manager is responsible for ensuring implementation of the City of Vancouver's Title VI Plan. The Public Works Director, on behalf of the City Manager, is responsible for the overall management of the Title VI Plan as outlined herein. The Public Works Director does not hereby assume responsibility for Title VI compliance outside the scope of this report. The day to day administration of the Title VI Plan lies with the Title VI Coordinator under the direct supervision of the Public Works Director.

In addition to the Title VI Coordinator, Title VI Specialists will be named in the following program areas:

- Transportation Design and Engineering
- Transportation Right of Way
- Transportation Environmental Services
- Transportation Administration, Public Information and Outreach
- Human Resources
- Procurement

I. Policy Statement, Authorities and Citations

A. Policy of Nondiscrimination

The City of Vancouver (City) assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City sponsored transportation program or activity. The City further assures every effort will be made to ensure nondiscrimination in all of its federally funded transportation programs and activities.

In the event that the City distributes federal transportation funds to another entity, it will include Title VI language in all written agreements and will monitor for compliance.

Title VI compliance is a condition of receipt for federal funds, including funds from the Federal Highway Administration. Assurance of compliance falls under the proper authority of the City pursuant to its budgetary authority and responsibility. The Public Works Director and Transportation Title VI Coordinator are authorized to ensure compliance with provisions of this policy and with the law, including the requirements of 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.

DocuSigned by:



75A9183485CA467...
Eric Holmes, City Manager

11/22/2022

Date



Public Outreach Efforts

The City of Vancouver (City) engage and educate the public on current and future projects in hopes to gain feedback and comments. There is an online dashboard available for reviewing all projects listed in the Transportation Improvement Program (TIP) as well as all utility projects in the City's 6-Year Capital Improvement Program (CIP) at this website www.cityofvancouver.us/tip. There have been efforts to reach out to community organizations and partners serving historically excluded and underrepresented communities. Outreach City channels includes neighborhood associations, community-based organizations, Neighborhood Traffic Safety Alliance, Be Heard, website, newsletters, social media etc., Transportation and Mobility Commission (TMC), and City Council. TIP suggestions and questions can be submitted here for consideration: www.cityofvancouver.us/tip

Public Comments and Responses for 2024-2029 TIP

Date	Name	Comment:
4/7/2022	Anonymous	Over 20 cars have been trapped by more than 3 trains for over an hour trying to go home from Wintler Park. The train is parked. No movement whatsoever. Please make a passthrough! Response: The fix to avoid the at-grade railroad crossing would be very expensive and may not be possible due to grades and the railroad's right-of-way. The existing crossing has been made as safe as possible with the industry standard crossing protections. The delay to traffic may be inconvenient but is not a high priority for the City's Transportation Department. Therefore, a project is not proposed to be added to the 6-year Transportation Improvement Program. The City is working with the Railroad to evaluate why trains need to stop in this area and what measures can be undertaken elsewhere along their system to minimize this disruption. Comment: It's awful to ride a bicycle in the city. Bike lanes disappear, neighborhoods are siloed, attitudes of motorists are harmful. I'm sick of needing a car to get places in the city. It's essentially no better than when I was a child. We need to do better. Response: The City is actively working to improve the safety and connectivity for bicyclists and other non-motorized wheeled (multimodal) devices citywide. Almost all the projects listed in our TIP install or upgrade facilities for these multimodal devices. Multimodal facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. The city also utilizes education and outreach to promote multimodal safety for both the users of these devices and traditional motorists. In addition, the city has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.
4/11/2022	Anonymous	

Comment:

Get rid of the pedestrian crossings that go from yellow, to solid red to flashing red. Drivers rarely stop when they go to flashing red thinking that the person has already crossed so it is free to just go. They are dangerous because from the pedestrian side they still show a walking person so they think they have a free crossing. Put in a regular stop light because drivers know what they mean. Again the yellow, solid red to flashing red are DANGEROUS!

4/18/2022 Anonymous

Response:

You are referring to the pedestrian crossings known as "HAWK" signals. These pedestrian signals are considered an industry standard best practice for making mid-block pedestrian crossings as safe as possible. The City follows the Manual for Uniform Traffic Control Devices (MUTCD) rules for operating these signals. Per the MUTCD, the signal operates as you have described. When a pedestrian activates the signal, it goes from dark to yellow, letting oncoming traffic know that it's about to turn red. From yellow, it turns to solid red, which requires oncoming traffic to come to a complete stop at the crossing. It remains solid red for a period of time sufficient to allow pedestrians to cross the street. It then transitions to a flashing red for an additional period of time, where motorists, having come to a complete stop and yielded for any pedestrians in the crosswalk, can proceed through the crossing. The signal then returns to dark mode and awaits the next actuation. The City continues to evaluate the use of HAWK signals on a case by case basis.

Comment:

4/18/2022 Anonymous Bicycles need their own lane, not to share the lane with cars.

Response:

The City follows industry best practices for bicycle and other multimodal facilities. Some facilities work well sharing the lanes with cars if the facility is signed and marked properly and the vehicle speeds and volumes are low. As vehicle speed and volume increases, shared facilities are not recommended. The City continues to evaluate shared multimodal facilities on a case by case basis and following industry best practices.

Comment:

Regarding the Interstate bridge: 1) Light rail between Portland and Vancouver should go to where people work. There should be Stops near all the warehouses along marine drive. The same goes for the Vancouver side. People will use light rail if it goes where and when they need to go. 2) If there are tolls put in place they need to be affordable.

4/25/2022 Anonymous

Response:

The Interstate Bridge Replacement Program (IBRP) is a joint mega project between the States of Oregon and Washington. The City of Vancouver is a stakeholder in the project and has been providing comments and recommendations. Citizen comments should be submitted here: [I-5 Bridge Replacement Program \(interstatebridge.org\)](https://www.interstatebridge.org/). More information can be found on the City's website: [Interstate Bridge Replacement \(IBR\) Program](https://www.vancouver.wa.gov/interstate-bridge-replacement-program)

[| City of Vancouver, Washington, USA](#)

Comment:

5/2/2022 Anonymous It's important to extend light rail between Portland and Vancouver, as well as have safe bike and pedestrian paths across the Columbia river. Please be sure to address this in the I5 bridge upgrade plans.

Response:

The Interstate Bridge Replacement Program (IBRP) is a joint mega project between the States of Oregon and Washington. The City of Vancouver is a stakeholder in the project and has been providing comments and recommendations. Citizen comments should be submitted here: [I-5 Bridge Replacement Program \(interstatebridge.org\)](#). More information can be found on the City's website: [Interstate Bridge Replacement \(IBR\) Program | City of Vancouver, Washington, USA](#)

Comment:

5/2/2022 Anonymous I'm excited about the Vine upgrades that are happening all along Mill Plane in my neighborhood!

Response:

The City of Vancouver is excited about the Vine too. You can find out more information about the Mill Plain Vine here: [BRT Home \(catchthevine.com\)](#)

Comment:

5/2/2022 Anonymous I would like to see a stronger emphasis on the development of infrastructure to support the additional apartments and multi housing units when they replace a single house on an acreage. I see many areas where 1 farmhouse is removed and 30 or 60 apartments are put in but the access is on a 2 lane road with no better way to move 30x the people and cars except through lines and waiting. (ie 72nd Ave and 119th St area, Walnut Grove area.

Response:

The City's TIP does not dictate frontage/non-frontage road improvement requirements for private development. Road improvements for private development are outlined within multiple sections of title 11 of the Vancouver Municipal Code (VMC). Here is the link to title 11 of the VMC: [Title 11 Streets and Sidewalks | Vancouver Municipal Code](#). Additionally, you can find the City's standard details for road improvements here: [Transportation Development Review Information | City of Vancouver, Washington, USA](#). The City reviews every private development for impacts on the City's street system. Developments are required to mitigate their impacts on the street system to the maximum extend allowable by law.

Comment:

5/2/2022 Anonymous

Parking in the places where multiple houses are put in. I see the streets becoming the parking lot for under planned living areas. Could you require 1 parking spot for every bedroom and add 1 to accommodate the fact that one room will be a couple with 2 cars. For example a 3 bedroom apartment needs 4 parking spaces on site, off the street to be approved; a 2 bedroom unit needs 3 parking spaces etc. Thank you.

Response:

The City's TIP does not dictate parking requirements for private development. Parking requirements for private development are outlined within multiple sections of title 20 of the Vancouver Municipal Code (VMC). Here is the link to title 20 of the VMC: [Title 20 Land Use and Development Code | Vancouver Municipal Code](#). You can submit comments about parking standards to the following email: cddplanning@cityofvancouver.us

Comment

5/2/2022 Anonymous

192nd where it goes to 2 lanes is insane. If they have a soccer event it's even worse.

Response:

The City move projects forward as resources allow including 192nd Avenue from SE 1st Street to NE 18th Street. The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward.

Comment

9/4/2022 Anonymous

What's the plan for 4th plain and 500.

Response:

The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward. In addition, the City is working with the owners (Clark County) and operators (Washington Timbers) of the Harmony Sports Complex on a proposal to install a new entrance to the complex at the existing signalized intersection located at 192nd Avenue/NE 13th Street. This new access will provide a much needed improvement to safety and traffic circulation in this area during the sporting events held at the complex.

Referencing the intersection of Fourth Plain Blvd, SR-500 and SR-503, this intersection is jointly managed by the City and the Washington State Department of Transportation (WSDOT). WSDOT is currently studying the SR-503 corridor and specifically, what can be done at this intersection to

address the large of amount of traffic that passes through here each day. Information about this study and the opportunity to provide comments to WSDOT can be found by visiting the following website: [SR 503 Corridor Plan: Vancouver to Battle Ground | WSDOT \(wa.gov\)](#)

Comment:

9/5/2022 L. Stevenson I would love to see TRANS-719: NE 112th Ave - E Mill Plain Blvd to NE 28th St prioritized. NE 112th is an absolute mess. A high traffic road with no place for pedestrian movement and constant bumps along the way. Not to mention never ending development surrounding it. This should be a top priority. I hear people complaining about it constantly.

Response:

There are two projects proposed in the TIP along NE 112th Avenue. The one you referenced (TRANS-719) is an arterial improvement project to bring NE 112th Avenue up to urban arterial standards. This will be a very expensive due to the built environment along both sides of NE 112th Avenue. The City continues to pursue funding options for this project. The other project is a newly added project in the funded list. It is a complete street project with the goal of improving safety for pedestrians and bicyclists along NE 112th Avenue from Chkalov Road to Fourth Plain Blvd. This project is planned to be done in conjunction with paving work along the corridor expected to be done in 2025 or 2026.

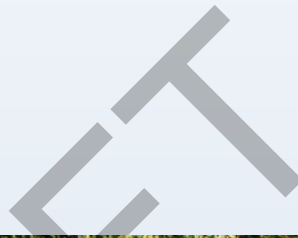
Comment:

- 1.) In the last 6 months I have reported over 400 burnt out street lights in southeast Vancouver. The City of Vancouver's website states that 13,500 of the 18,000 street lights inside city limits have been replaced. I think it is time to replace the rest. The remaining lights are high pressure sodium lights that are not energy efficient. They are old and constantly burning out. I report one, it gets fixed, and the next one goes out. They are constantly blinking on and off. I would love to see these funds go towards finally finishing this project, as street lights improve livability.
- 2.) Incomplete sidewalks are a liability for the city. For example, if you go down SE Olympia Dr, you will see incomplete sidewalks with ADA ramps. So a disabled person will use the ADA ramp and go down a sidewalk, only to end up in someone's yard, rather than the end of the sidewalk.
- 3.) It is time to complete Trans-857. SE McGilivray turns into SE 10th St and it is the only portion of the road that is tight and dangerous for pedestrians. With how fast people speed down this stretch, it has become a hazard for pedestrians. Please install sidewalks and ADA ramps along SE 10th St from SE 98th Street to Ellsworth Road.
- 4.) I was pleasantly surprised to see the north end of SE 192nd included on the list. However, without the completion of SE 18th St, this will leave a huge gap in movability. The north end of SE 192nd connects to NE 18th St in the shape of an L. Traffic volumes there have increased exponentially. After all these years of having east Vancouver incorporated into city limits, it is time that we get an urban upgrade to this major arterial.

9/7/2022 L. Stevenson

Response:

- 1.) The City continually monitors street light outages and fixes outages as quickly as possible. The City recently upgraded approximately 13,000 street lights to Light Emitting Diode (LED) bulbs which are much more energy efficient and reliable. The City continues to work on upgrading the rest of the City's street lights to LED as resources allow. The TIP has an ongoing program to install/upgrade streetlights along City streets (TRANS-869).
- 2.) The City is actively working to improve pedestrian safety and connectivity citywide. Almost all the projects listed in our TIP install or upgrade pedestrian facilities. Pedestrian facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. In addition, the City has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.
- 3.) The City move projects forward as resources allow including TRANS-857. Currently there is no timeframe for funding, however the City has recently provided additional funding for our complete street program, which includes sidewalk improvement projects. Hopefully, this allows the SE 10th Street sidewalk project to move forward in the coming years.
- 4.) The City move projects forward as resources allow including TRANS-607. The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward. NE 18th Street is listed in the TIP in several phases due to the length of the corridor. The phase that connects to NE 192nd Avenue is TRANS-349. That phase of 18th Street is currently unfunded, but we continue to work on 18th Street phase by phase and it will be completed as resources allow.



Funding Overview

The City of Vancouver's Transportation Improvement Program consists of three different project lists: funded projects, partially funded projects and unfunded projects. Projects on the funded list are considered fully funded for design, right-of-way acquisition, and construction. Projects on the partially funded list have funding for design and/or right-of-way acquisition, but do not have full funding for the construction phase. Projects on the unfunded list do not have any funding allocated to them at this time. There is a very large backlog of unfunded projects due to limited funding. The City works to move projects from the unfunded list to the partially funded list and the funded list as resources allow.

Street Funding Strategy

Beginning in 1995, the City of Vancouver began a street funding strategy for local revenue to use for transportation capital improvements. This strategy involved identifying a revenue source and then committing that revenue source for debt service on bonds. Proceeds from the bond sale were then leveraged with grant revenues to the maximum extent possible for transportation improvements. Coupled with impact fees and developer contributions, this strategy netted hundreds of millions worth of capital improvements but resulted in a cyclical search for new revenues to address the continued need for capital improvements. Over the past several years, City Council searched for a reasonable mix of new revenue sources that could be used on a "pay-as-you-go" basis to fund capital improvements as well as halt the gradual decline in our system pavement condition index. Early in 2015, City Council established a goal to complete, by year-end *"an adopted street funding program that provides reliable, dedicated, long-term funding for streets, including pedestrian, bike and accessible infrastructure."* In late 2015, City Council enacted several revenue sources for streets including:

- Creation of a Transportation Benefit District (TBD) and with the District enacting a new revenue source; a \$20 Vehicle License Fee (raised to \$40 in 2018).
- Increased the existing Business License Surcharge (BLS) by \$10/employee in 2016 and an additional \$10/per employee starting on January 1, 2018.
- Increased the Utility Tax on City Owned utilities dedicating the additional revenue for streets.
- Dedicated that revenue sources used to pay debt service on bonds (as described above) would continue to be dedicated for street purposes on a pay-as-you-go basis as debt is retired.
- Dedicated that revenue from the increased gas tax resulting from the 2015 state gas tax increase would be used for median maintenance and street sweeping to accomplish service level increases for esthetic purposes.

The 2021 annual street funding strategy report to the community and more information about the TBD can be found here:

<http://www.cityofvancouver.us/tbdb/page/vancouver-transportation-benefit-district>

Local Funding Sources

Public Sources:

Vehicle License Fee: Fee authorized by the Vancouver Transportation Benefit District and collected by the Washington State Department of Licensing. Fee paid at time of license renewal, resulting in estimated annual revenue of \$5M.

0.1% Sales Tax: Authorized by the Vancouver Transportation Benefit District and collected by the Washington State Department of Revenue. Tax paid on the sale of goods within the Vancouver City limits, resulting in estimated annual revenue of \$6M.

Motor Vehicle Fuel Tax aka State Gas Tax: Typically, about \$3.5 million per year.

REET: Real estate excise tax, varies per year, depending on real estate transactions.

Bonds (debt): Periodically the City sells bonds for transportation construction projects. Revenues to pay those debts come from several sources including gas tax, general fund, REET, and business license surcharge.

Business License Surcharge (BLS): Beginning in 2023, the City overhauled the way the BLS is calculated. Approximately 70% of the BLS goes towards paying Transportation debt service and other Transportation related expenses. City Council temporarily suspended collection of the BLS fee for some businesses into 2022 to support businesses negatively impacted by the COVID-19 crises. Therefore, BLS revenues are expected to be approximately 50% less for 2021 and 2022 then fully recover in 2023.

Utility Tax: 1.5% Utility Tax on gross receipts for city-owned utilities including water, sewer, surface water and solid waste. This tax raises \$1.5M annually.

Private Sources:

Direct Construction: Private developers are required to build or improve on-site roadways and may also be required to make off-site improvements to comply with concurrency or SEPA impacts.

Traffic Impact Fees (TIF): The City maintains a TIF program (fees paid by a developer per new trip) which historically covers about 10% of the annual construction program.

Proportionate Share Contributions: Developer contributions toward an improvement project to meet concurrency or safety requirements.

Grant Programs

Federal Grant Programs:

RAISE: Rebuilding American Infrastructure with Sustainability and Equity—competitive, discretionary grant awarded by U.S. Department of Transportation to local agencies; focus is on large scale transportation projects that catalyze economic development.

Earmarks: Earmarks are federal discretionary spending funds allocated by Congress for specific projects that are not required to go through the competitive grant allocation process.

CMAQ: Congestion Mitigation and Air Quality Program funds are administered like STBG funds.

CDBG: Community Development Block Grant—periodically available for public street infrastructure (typically used for small sidewalk and ADA ramp improvements).

STBG: Surface Transportation Block Grant funds are allocated by the SW Washington Regional Transportation Council and then, through a competitive grant process, to jurisdictions in the region.

TAP: Transportation Alternatives Program—provides funding for alternative modes of transportation projects (i.e. modes other than vehicles).

COVID Relief Grants: there are several grant opportunities associated with the impacts of COVID-19. The City will be using some of these grant dollars to help fund transportation projects.

Safe Streets and Roads for All (SS4A): To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and, micromobility users; motorists; and commercial vehicle operators.

State Grant Programs:

Freight Mobility Strategic Investment Board: This program provides resources provide resources to make strategic investments that support freight capacity and movement.

Transportation Improvement Board (TIB): Funded with a small portion of the state gas tax, TIB is the main source for state grant funds to state agencies. Vancouver competes with other urban jurisdictions in Washington State for funds from several TIB grant programs. For example: urban arterial; urban sidewalk; and complete street programs.

Safety Routes to School: Improve safety and mobility for children by enabling them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).

Pedestrian and Bicycle Program: Improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

Washington Traffic Safety Commission Grant Program: Grants awarded on an annual cycle, focusing on projects that address one or more of the top Target Zero priorities including impaired driving, speeding, young drivers, seat belts and occupant protection, distracted driving, and traffic records.

WSDOT City Safety: Federal Highway Safety Improvement Program funds are allocated by the Washington State Department of Transportation (WSDOT) on a competitive basis to reduce fatal and serious injury crashes on city streets using engineering improvements/countermeasures.

Regional Mobility Grant: Supports local efforts to improve connectivity between counties and regional population centers, and reduce transportation delay. The program funds: new transit services, park and ride lots, transportation demand management programs, transit speed and reliability improvements, new buses, transit service expansion.

The table and graphs on the next few pages show the historical and forecasted revenues and expenses for streets in the City of Vancouver.

Transportation Financial Data
Includes Street Funding Strategy revenues (SFS)*

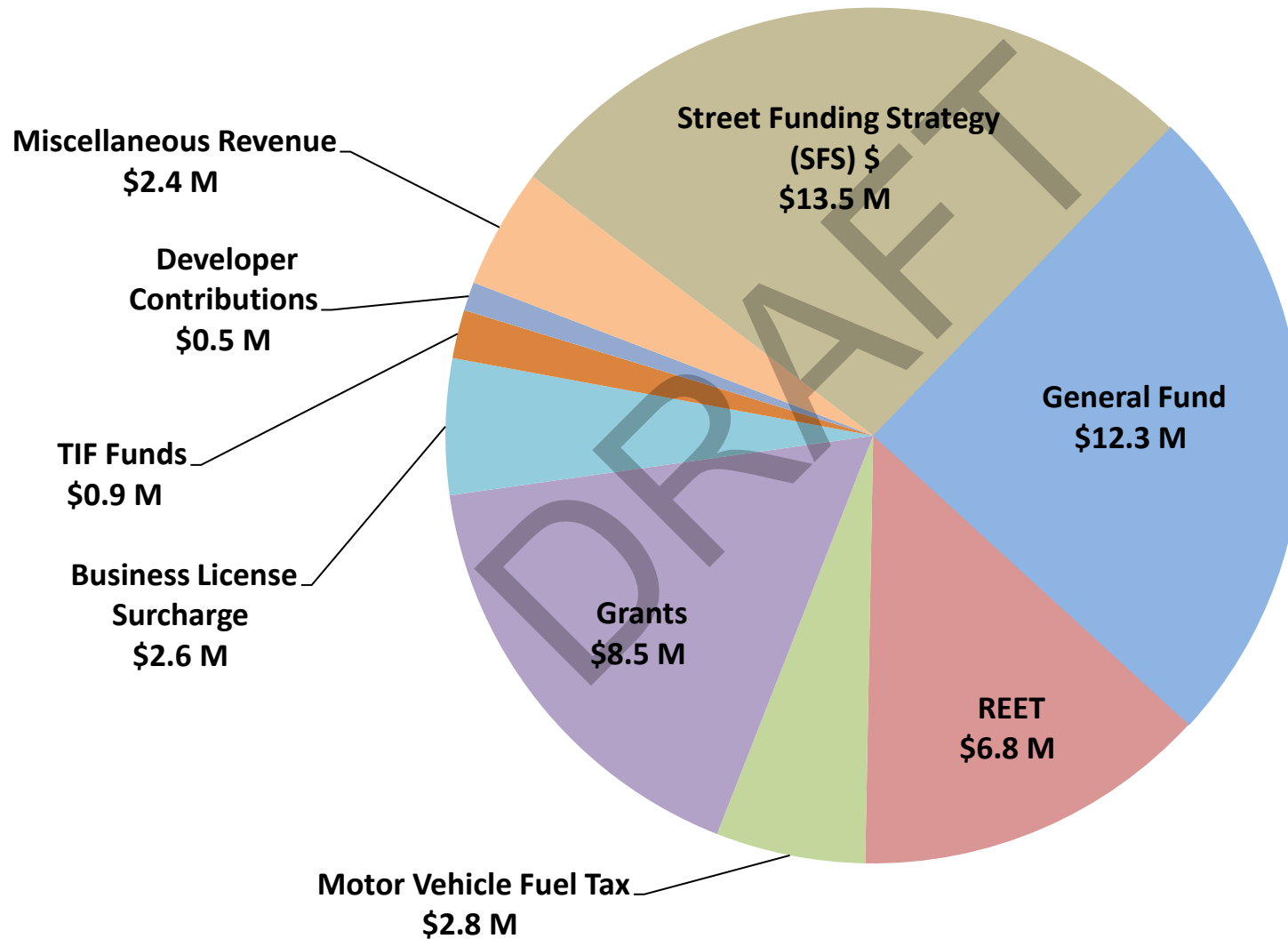
	2017	2018	2019**	2020	2021	2022
STREET MAINTENANCE						
Expenses						
Street Maintenance (funds 102 & 103)						
Pavement Management	10,422,494	11,753,010	12,578,666	5,861,428	15,826,629	13,959,111
Signs and Striping	1,253,462	1,388,663				
Signals	1,673,480	1,659,464				
Street Lights	1,777,258	1,950,805				
Street Maintenance	2,300,036	1,877,934	7,431,501	6,360,787	6,951,194	7,875,518
Administration	3,661,398	3,531,296	772,823	1,111,056	1,087,945	1,006,780
Traffic Engineering	1,031,519	962,404	5,077,153	4,075,256	4,711,149	4,158,919
Additional Right-of-Way maintenance	555,426	518,692	778,907	751,806	943,832	958,017
Sidewalk Maintenance	51,068	127,382	609,942	368,105	289,595	573,674
Transportation Design	821,325	864,175	731,787	2,277,640	953,989	1,013,935
Subtotal Street Maintenance Expenses	23,547,466	24,633,824	27,980,780	20,806,078	30,764,333	29,545,954
Transportation Debt Service paid by Fund 102	651,144	648,930	-	-	255,062	141,157
Transfers to Transportation Capital	344,274	471,845	363,163	1,644,985	335,501	474,088
Total Street Maintenance Expenses	24,542,884	25,754,599	28,343,943	22,451,063	31,354,896	30,161,199
Revenues						
Street Maintenance						
Property Taxes	451,919	204				
REET 1 & 2	3,762,613	3,740,188	4,749,199	4,512,843	6,614,807	6,109,706
Motor Vehicle Fuel Tax	3,675,935	4,238,774	3,667,489	3,112,919	2,875,892	2,846,272
General Fund	10,988,176	9,307,926	10,500,739	11,274,588	13,021,019	11,497,035
Grants			1,668,000	247,106	212,661	-
SFS Revenues for operations and maintenance *	4,730,170	5,331,848	5,812,881	4,225,836	7,132,391	8,169,899
Miscellaneous	1,491,578	2,110,271	1,618,285	1,833,364	1,366,119	1,926,711
Total Street Maintenance Revenues	25,100,391	24,729,211	28,016,593	25,206,657	31,222,889	30,549,623

TRANSPORTATION DEBT						
Expenses						
Yearly Debt Service	4,582,824	4,579,280	3,929,685	3,576,973	2,784,365	2,793,033
Revenues						
Debt Service Revenues						
General Fund	1,487,122	1,485,171	1,485,760	996,600	205,505	204,345
Energy Savings in Street Fund				140,000	140,000	150,000
Employee Surcharge	1,944,407	1,943,324	1,944,342	1,938,660	1,935,727	1,938,395
Motor Vehicle Fuel Tax	651,144	648,930	-	-	-	-
REET	500,151	501,855	499,583	501,713	503,133	500,293
Total Debt Service Revenues	4,582,824	4,579,280	3,929,685	3,576,973	2,784,365	2,793,033

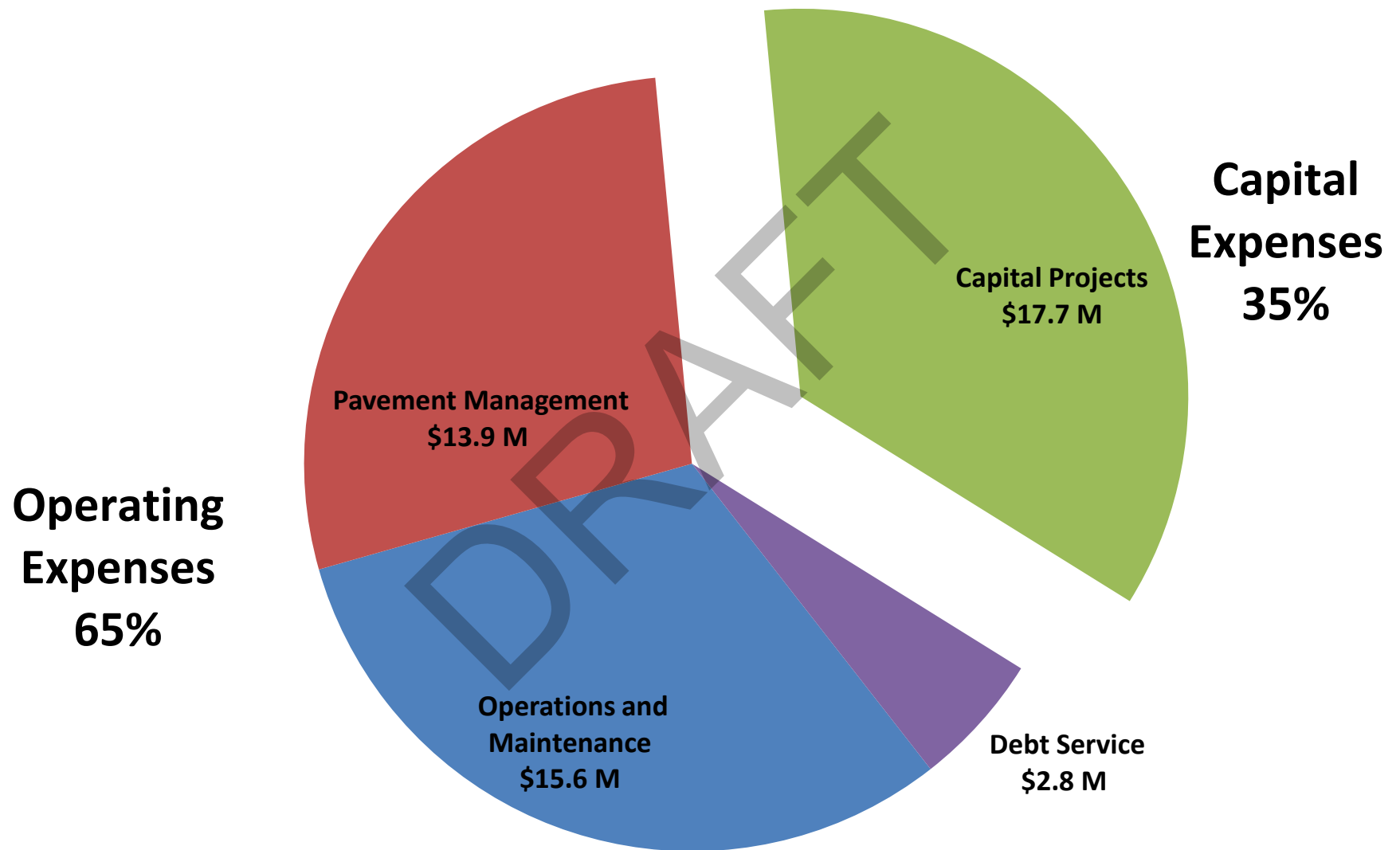
TRANSPORTATION CAPITAL						
Expenses (funds 330 & 331)						
Transportation Capital Expenses						
Capital Expenses	17,019,355	6,636,538	7,556,686	11,039,560	4,026,993	17,694,644
Revenues						
Transportation Capital Revenues						
REET	150,490	167,620	161,672	165,714	171,372	182,492
Grants	12,612,119	1,289,167	1,208,674	2,981,921	911,134	8,467,369
Developer Participation	27,544	6,000	479,686	503,568	98,078	526,474
Intergovernmental Loan Proceeds				2,855,462	-	-
General Fund	220,862	34,468	37,431		54,682	663,751
Street Maintenance Fund	344,274	460,013	344,462	107,181	185,000	165,000
Transportation Special Revenue Fund	337,237	76,656	906,982	123,781	119,994	642,270
TIF Funds	678,257	1,623,486	420,003	855,760	383,321	924,119
Bond Capital Fund	715,757	1,684,090	1,766,098	331,451	-	-
SFS Revenues for Capital *	821,308	1,811,832	1,818,701	3,628,947	1,480,501	5,349,119
Sale of land			848,000		235,337	-
Miscellaneous Revenue	240,146	201,287	596,523	18,700	1,274,092	191,619
Total Capital Revenues	16,147,994	7,354,619	8,588,231	11,572,484	4,913,510	17,112,212

*See link for SFS annual report to the community including annual revenues and expenses. www.cityofvancouver.us/betterstreets
**In 2019 the City switch to a new financial system. Therefore, the catergories for cost tracking are different.

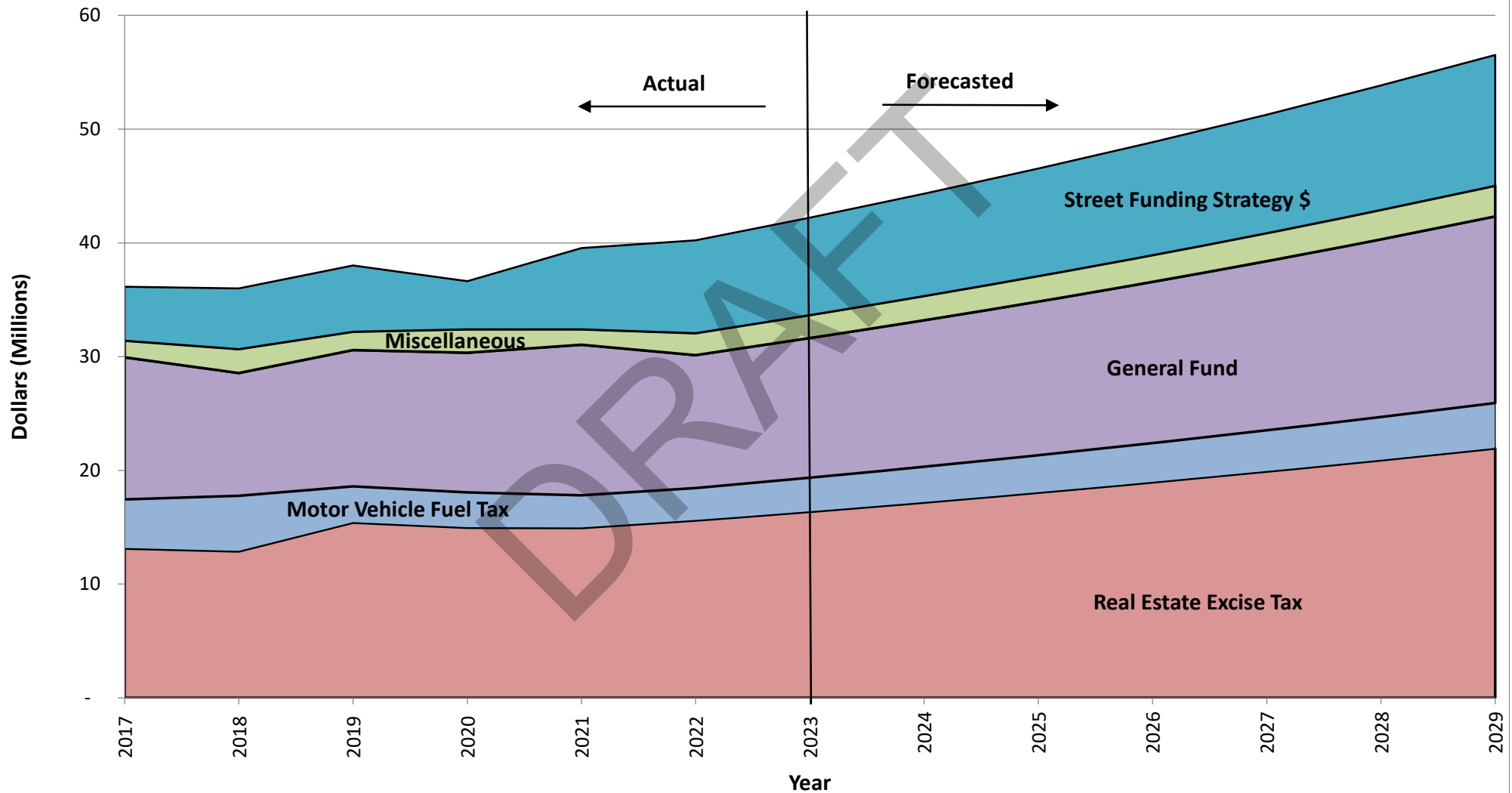
2022 Streets Revenue Operating and Capital \$50.3 Million



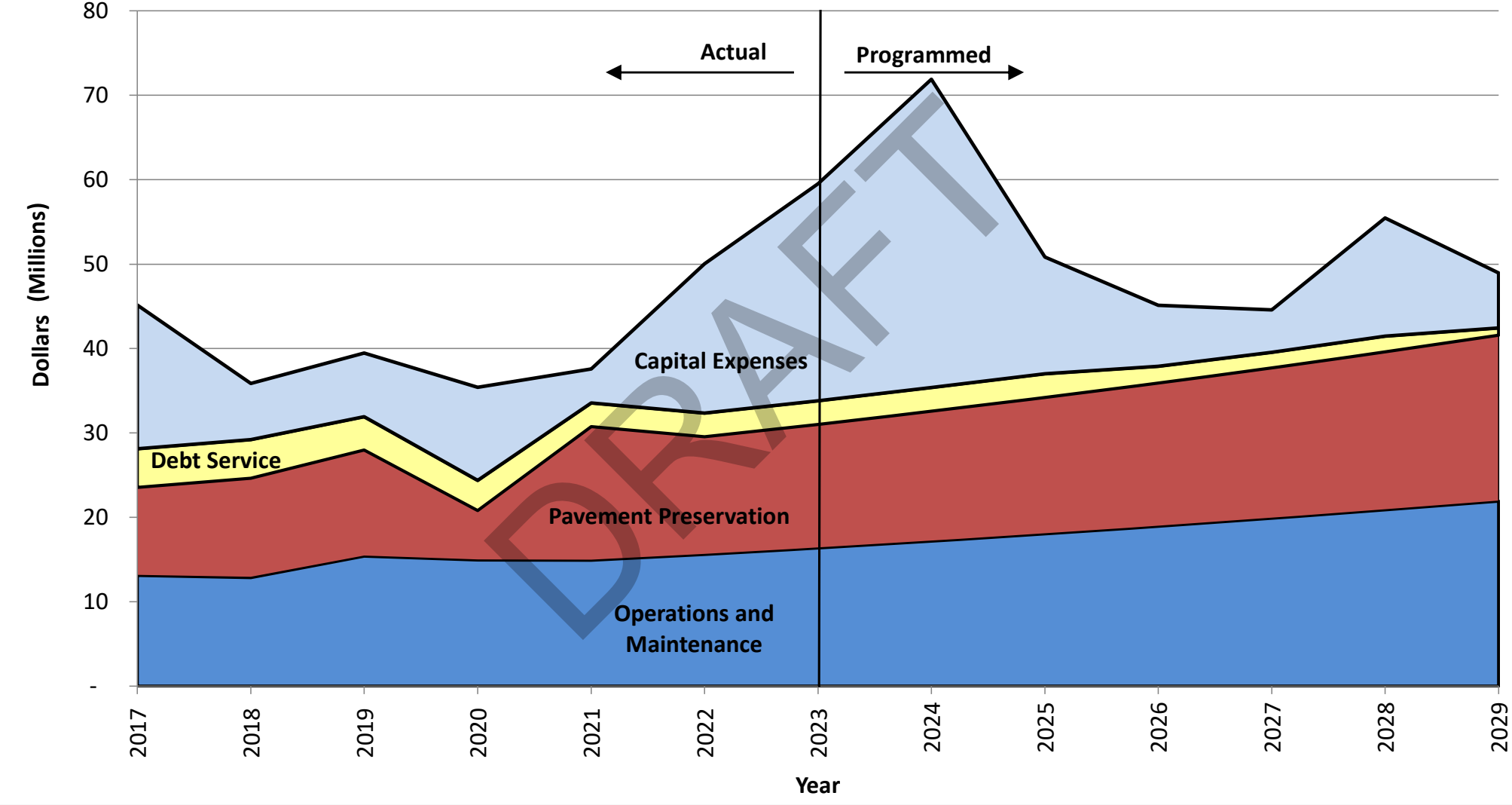
2022 Streets Expenses Operating and Capital \$50.0 Million



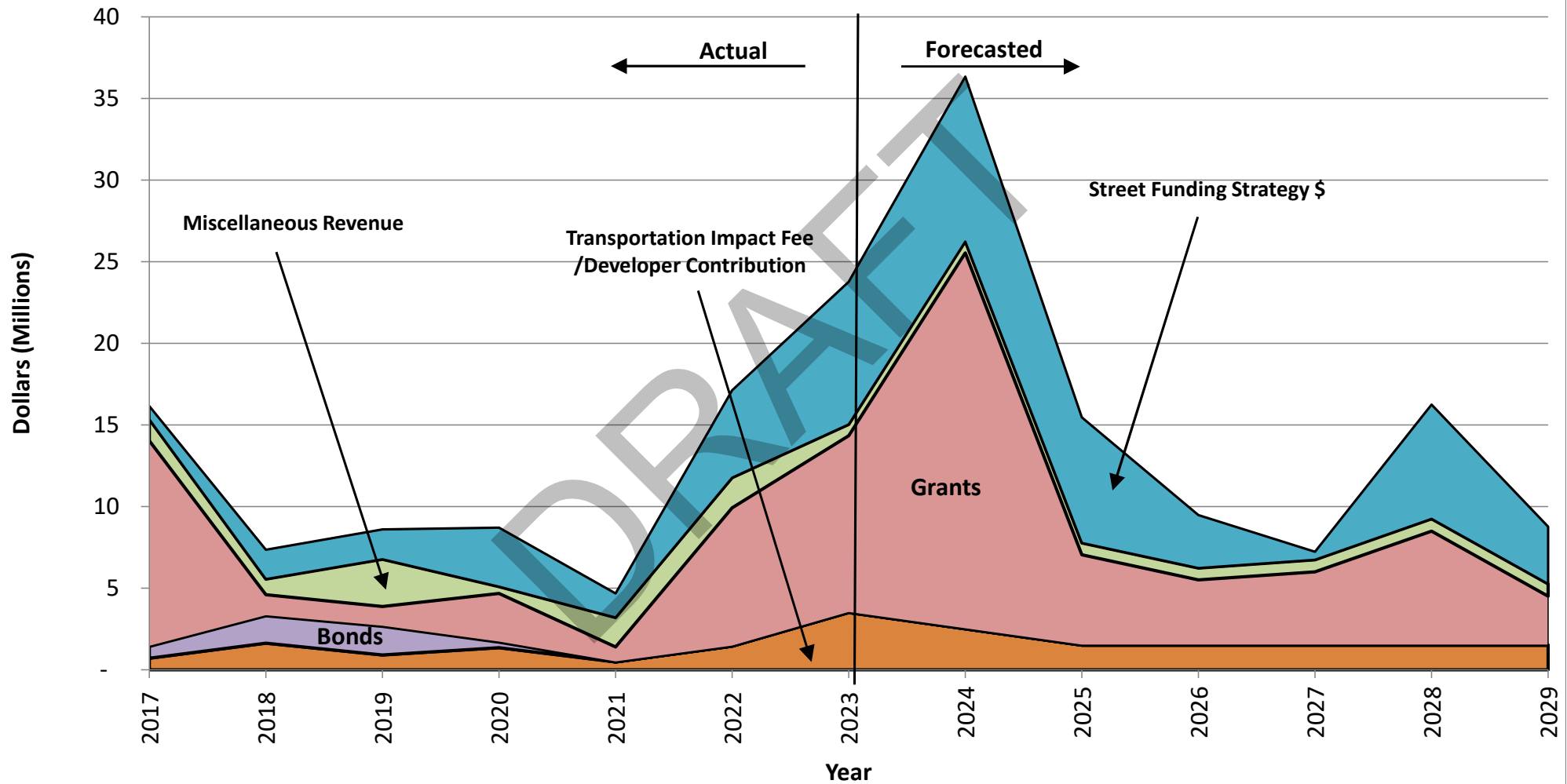
Revenue Supporting Street Operations, Pavement Preservation, and Debt Service



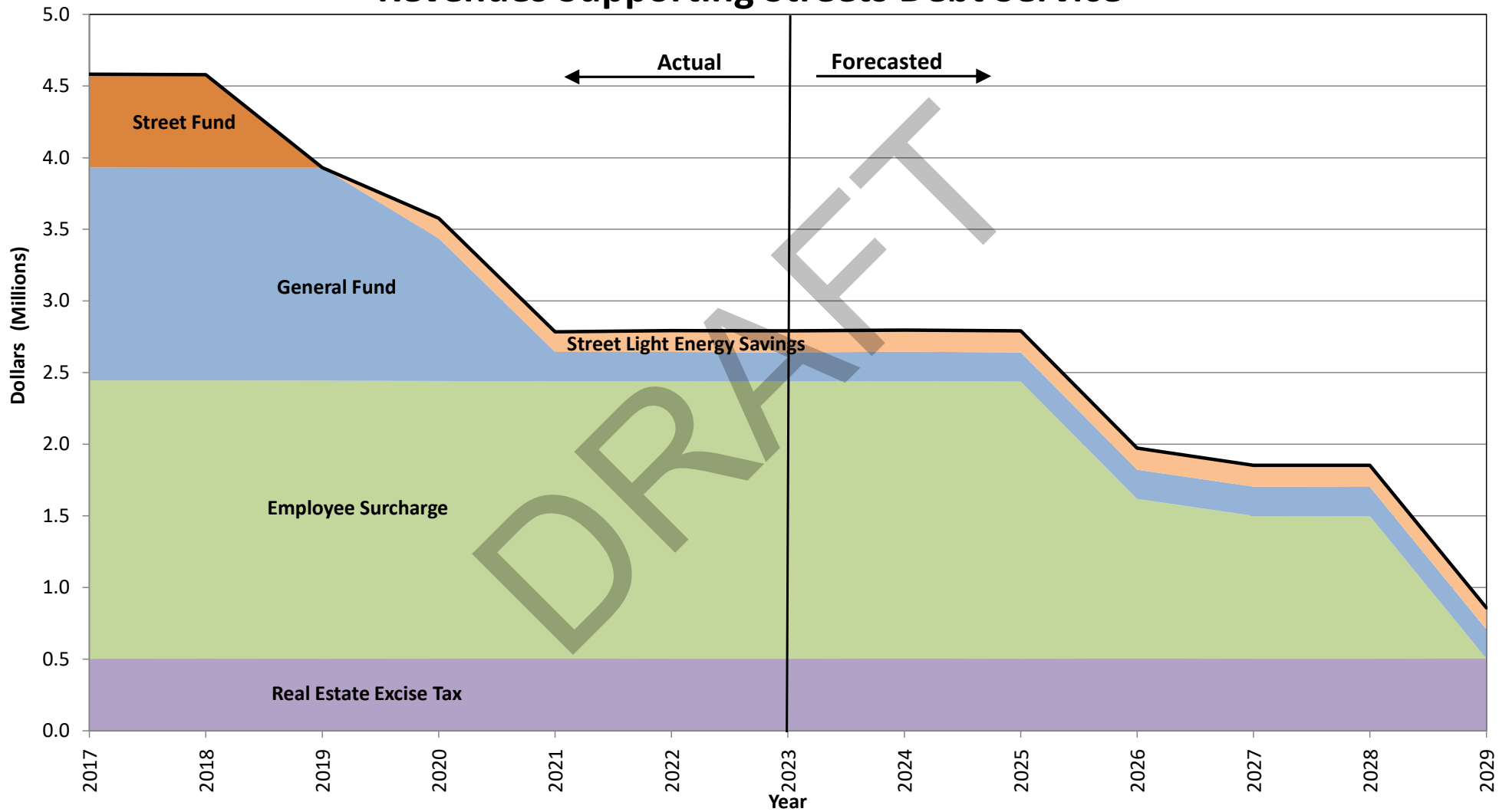
Total Streets Expenses History and Forecasts



Revenues Supporting Streets Capital Projects & Programs



Revenues Supporting Streets Debt Service

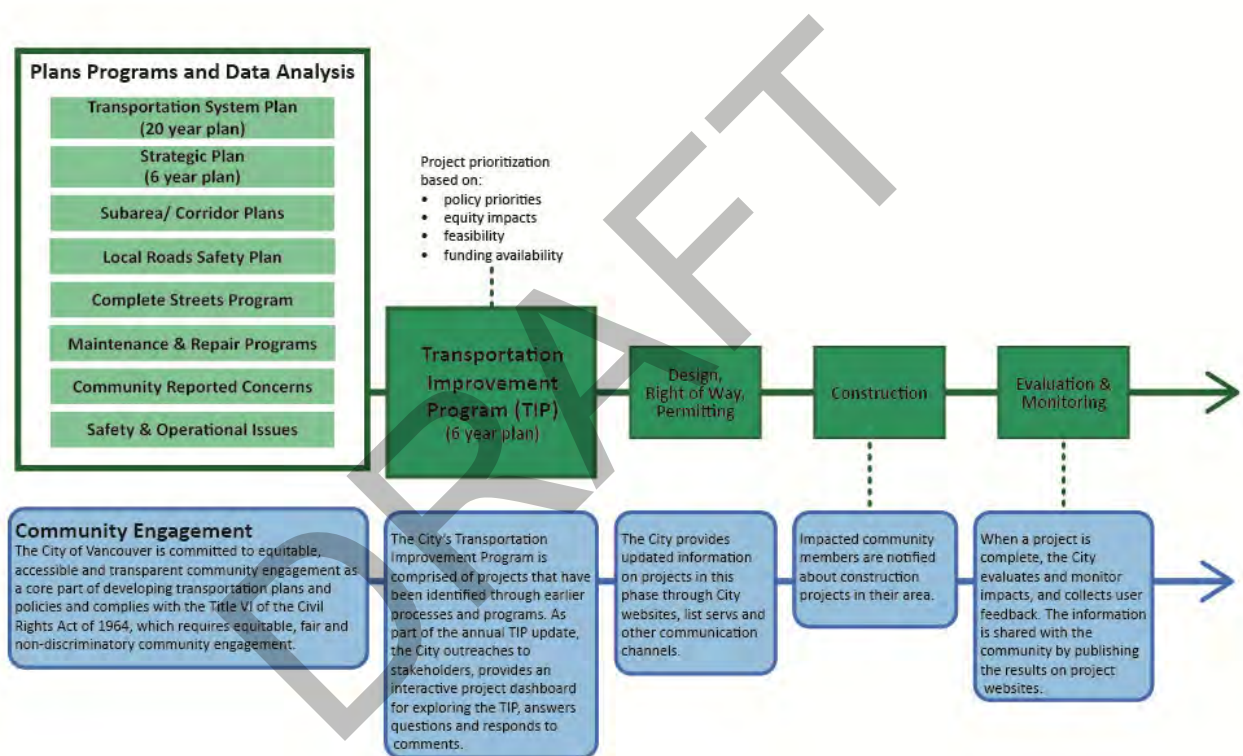




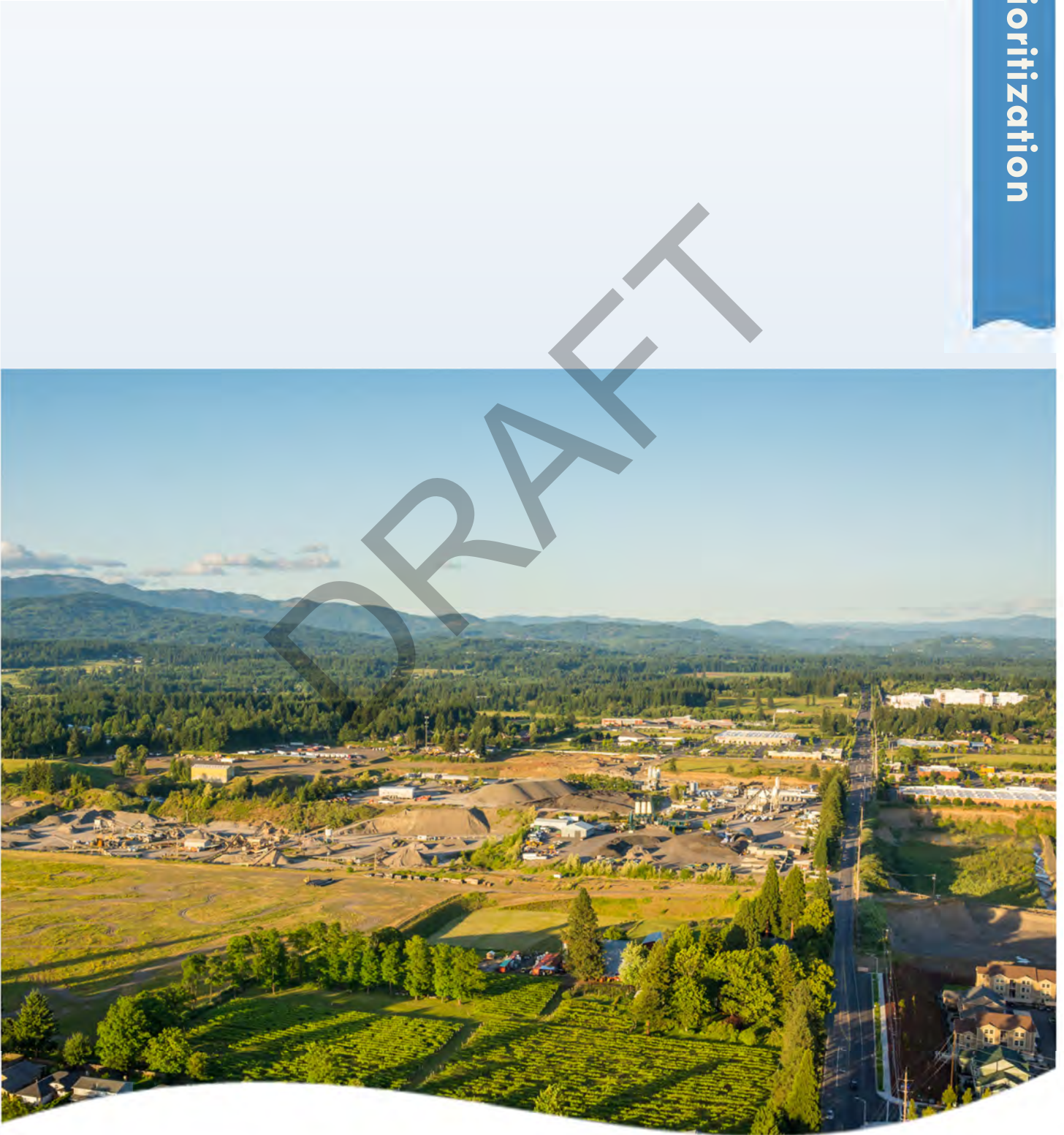
Project Implementation

Transportation capital improvement projects are added to the TIP through various sources. The various sources include the Transportation System Plan, Strategic Plan, Subarea/Corridor Plans, safety issues identified through the Local Road Safety Plan, congestion issues, private development, and public comments. Project ideas are vetted by planning and public works staff and added to the TIP accordingly.

After projects are added to the TIP, opportunities are explored for funding and coordination with other work (for example pavement management or utility work). Public outreach and further project refinement are performed during the design phase. Once projects are fully funded and designed, construction can commence. The diagram below shows how a project is developed, added to the TIP, and ultimately constructed.



TIP Prioritization



TIP Prioritization Process

The TIP Prioritization process organizes existing and potential transportation projects for the City of Vancouver in alignment with the City's strategic goals and City policies. Scoring criteria are created to reflect the strategic goals, city policies, and management directives. Each criterion is weighted according to the relative importance of the policy priorities (see list below). Finally, each project is scored on all the criteria and evaluated against other projects within the same project category. This ensures fair comparisons, rather than scoring sidewalk infill against a new intersection signal. The result is a transparent and defensible decision-making tool to allocate limited resources to a long list of worthy project priorities.

The funded and partially funded projects are scored. The scores for those projects can be found on the left side of the project lists.

Policy Priorities

The TIP prioritization tool is a Microsoft Excel based tool which uses a series of dropdown menu choices for each criteria. The tool then provides a score for each Policy Priority based on the results of those questions. A maximum score of 100 points is possible. The following are descriptions of the eight Policy Priorities utilized in the scoring prioritization tool.

Safety

This priority reflects the City's goal of improving transportation safety throughout the City. Safety scoring factors assess the impact on correctable collision history in the project area, and the impact on reducing safety incidents recorded in the City's 2018 Transportation System Safety Analysis (TSSA). The Safety section has 18 possible points.

Social Equity

The City is committed to opposing racism and reducing inequality through an active focus on social equity and justice. Social Equity scoring factors assess a project's impact on equity through assessments of the project area's proximity to Equity Zones, as defined through the City's on-going Transportation System Plan Update. The Equity Zones can be found on the [Equity Zones Map](#) which was used in the scoring. The Social Equity section has 15 possible points.

Active Transportation

The City has identified a goal of increasing the city-wide use of active transportation (bus, bike, pedestrian, rail). Active Transportation scoring factors assess a project's ability to move toward this goal by improving connectivity, completing missing sections of existing bike/trail infrastructure, improving existing bike or pedestrian trails, or providing new bike/pedestrian trail routes that are part of a designated plan. The Active Transportation section has 14 possible points.

Climate & Environment

The City is committed to reducing its impact on climate change and protecting the local environment. Climate and Environment scoring factors assess a project's impact on reducing Greenhouse Gas emissions, and a project's immediate environmental impact measured by multiple criteria. The Climate and Environment section has 13 possible points.

Taking Care of What We Have

This priority reflects the City's commitment to maintaining its assets and taking care of existing infrastructure. These assets provide existing services and value to the community. Taking Care of What We Have scoring factors assesses the project's effect on improving existing pavement conditions and non-pavement assets in the project area. The Taking Care of What We Have section has 11 possible points.

Congestion Management

Congestion Management is a core function of how the City manages their transportation infrastructure. Congestion Management scoring factors assesses a project's impact on congestion as measured by concurrency management improvement, transportation demand management measures that reduce congestion, and improvement to designated freight traffic routes through the City. These measures also include rideshare, transit, or travel alerts. The Congestion Management section has 10 possible points.

Economic Development

This priority reflects the City's goal of supporting a strong economy. Economic Development scoring factors assesses a project's proximity to an adopted sub-area economic development plan, and whether a project's area is on a designated arterial corridor. The Economic Development section has 10 possible points.

Project Viability

This priority reflects the City's understanding of interest in the completion of this project. Project Viability scoring factors the likelihood of project proceeding to completion by determining the level of grant funding availability, the degree of prior commitment (i.e., whether design and Right of Way activities are funded); and if the City's project supports another agency's separate, interconnecting project. The Project Viability section has 9 possible points.



Transportation Program TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2023-2028) to this year's 6-year project list (2024-2029). The changes are segmented by: projects removed; projects added; and other changes.

Projects Removed:	TIP ID:	Project Type:	Comments:
MacArthur Blvd. and E Mill Plain Blvd. Multimodal Improvements	TRANS-882	Active Transportation	Duplicate of TRANS-917
SE 1 st St. – SE 164 th Ave. to SE 177 th Ave.	TRANS-268	Arterial Improvements	Project will be completed in 2023
Transportation System Plan	TRANS-854	Active Transportation	Project will be completed in 2023
N. Devine Rd. Sidewalk Improvements – N. Idaho St. to NE 18 th St.	TRANS-871	Active Transportation	Project will be completed in 2023
NE Fourth Plain Safety Improvement Project – F St to Ft. Vancouver Way	TRANS-872	Arterial Improvement	Project will be completed in 2023
NE Fourth Plain Blvd. and Stapleton Rd. Intersection Improvements	TRANS-900	Active Transportation	Project will be completed in 2023
Evergreen Highway Pavement Project	TRANS-838	Reconstruction	Duplicate of TRANS-740, -741 and -843

Projects Added:	TIP ID:	Project Type:	Comments:
SE 34 th Street Complete Street Project – 162 nd Ave. to 192 nd Ave.	TRANS-919	Active Transportation	New project added to funded List
McGillivray Complete Street Project – Chkalov Dr. to Village Loop	TRANS-920	Active Transportation	New project added to funded List
NE 112 th Avenue Complete Street Project – Chkalov Dr. to Fourth Plain Blvd.	TRANS-921	Active Transportation	New project added to funded List
E 33 rd Street Complete Street Project – Main Street to P Street	TRANS-922	Active Transportation	New project added to funded List
E 29 th Street Complete Street Project – Kauffman Ave. to Neals Ln.	TRANS-923	Active Transportation	New project added to funded List
St. Johns/St. James Complete Street Project – Fourth Plain to City Limits	TRANS-924	Active Transportation	New project added to partially funded list
SE 164 th Ave. Safety/Mobility Improvements – Tech Center Dr. to SE 1 st St.	TRANS-926	Active Transportation	New project added to unfunded List
NE 187 th Ave. – SE 1 st St. to NE 18 th St.	TRANS-927	Arterial Improvement	New project added to unfunded List
NE 13 th St. – NE 172 nd Ave. to NE 187 th Ave.	TRANS-928	Arterial Improvement	New project added to unfunded List
NE 18 th Street and NE 187 th Avenue Intersection Improvements	TRANS-929	Signal Improvement	New project added to unfunded List
SE Westridge Blvd. and SE 1 st Street Intersection Improvements	TRANS-937	Signal Improvement	New project added to unfunded List
NE 18 th Street and NE 179 th Avenue Intersection Improvements	TRANS-930	Signal Improvement	New project added to unfunded List
NE 162 nd Avenue and NE 9 th Street Intersection Improvements	TRANS-931	Signal Improvement	New project added to unfunded List
NE 172 nd Avenue and NE 9 th Street Intersection Improvements	TRANS-932	Signal Improvement	New project added to unfunded List
SE 1 st Street and SE 187 th Avenue Intersection Improvements	TRANS-934	Signal Improvement	New project added to unfunded List

Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements	TRANS-936	Signal Improvement	New project added to unfunded List
Heights Redevelopment Infrastructure	TRANS-938	Active Transportation	New project added to unfunded list
SE Chkalov Drive Safety and Mobility	TRANS-939	Signal Improvement	New project added to unfunded List
NE Fourth Plain Blvd. and Broadway Intersection Safety Improvements	TRANS-940	Active Transportation	New project added to unfunded List
Fourth Plain Blvd. Safety and Mobility – 121 st to 127 th	TRANS-941	Active Transportation	New project added to unfunded List
SE 192 nd Ave and Mill Plain Blvd. Intersection Improvements	TRANS-942	Signal Improvement	New project added to unfunded List
Garrison Rd. Sidewalk Improvements – Mill Plain to David Douglas Park	TRANS-943	Active Transportation	New project added to funded List
Heights Grand Loop – Devine Rd. to MacArthur Blvd.	TRANS-944	Active Transportation	New project added to partially funded list

Other Changes:	TIP ID:	Project Type:	Comments:
MacArthur/Mill Plain Complete Street Improvements	TRANS-917	Active Transportation	Changed name to reflect project more accurately, moved from funded to partially funded
Main St. Safety/Mobility Project – 4 th Plain Blvd. to City Limits	TRANS-873	Active Transportation	Changed name to reflect project more accurately
MacArthur Boulevard – E. Mill Plain Blvd. to Lieser Rd	TRANS-892	Arterial Improvement	Changed name to reflect project more accurately
W 39 th and Daniels St. Pedestrian Improvements	TRANS-914	Active Transportation	We did not receive grant for the project so moved from funded to unfunded list
NE 137 th Ave. – NE 49 th St. to NE Fourth Plain Blvd.	TRANS-275	Arterial Improvement	Moved from partially funded list to funded list
SE 1 st St. – SE 177 th Ave. to SE 192 nd Ave.	TRANS-870	Arterial Improvement	Moved from partially funded list to funded list
Evergreen Hsy. Pathway – SE Chelsea Ave. to SE Image Rd.	TRANS-740	Active Transportation	Moved from partially funded list to funded list
NE 192 nd Ave. – SE 1 st St. to NE 18 th St.	TRANS-607	Arterial Improvement	Moved from unfunded list to partially funded list
Created a separate list for all ongoing programs	Multiple #s	Programs	Created separate list of programs since programs are different than projects
Multimodal Safety and Accessibility Program	TRANS-844	Program	Increased annual funding from \$1 M/year to \$1.5 M/year
Citywide Transportation Demand Management Program	TRANS-858	Program	Moved from unfunded list to Programs list
NE 152 nd Ave. and NE Fourth Plain Blvd. Signal	TRANS-839	Signal Improvement	Moved from unfunded list to partially funded list
Main Street Promise Reconstruction – 5 th St. to 15 th St.	TRANS-495	Active Transportation	Changed name to reflect project more accurately
Westside Bike Mobility	TRANS-861	Active Transportation	Changed name to reflect project more accurately
Other:	Project Type:	Comments:	
Non-City Projects Added			
Non-City Projects Removed			

Six-Year Project List





SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

Note: All costs are in 2023 dollars. 2023 shown for reference only (6-year plan is for 2024-2029).

FUNDED PROJECTS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan - 2023)	2023	2024	2025	2026	2027	2028	2029	6-Year Total	TIF Area old/new
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures		
FUNDED PROJECTS														
			Arterial Improvements											
56	TRANS-275	NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Arterial Improvements	EXST \$	\$4,725,775	\$1,000,000	\$2,000,000						\$2,000,000	Evergreen/Pacific
				SFS \$		\$3,000,000	\$2,000,000					\$2,000,000		
				GRANT \$		\$4,000,000	\$4,000,000					\$4,000,000		
				TOTAL \$		\$8,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000	
65	TRANS-870	SE 1st St. - SE 177th Ave. to SE 192nd Ave. Design Phase - funded by developer - Started Right-of-Way Phase - Funded by developer - Started Construction Phase - Funded - Not started	Arterial Improvements	EXST \$	\$228,907	\$3,000,000							\$0	East City/Cascade
				SFS \$			\$1,800,000						\$1,800,000	
				GRANT \$		\$2,500,000	\$4,000,000						\$4,000,000	
				TOTAL \$		\$5,500,000	\$5,800,000	\$0	\$0	\$0	\$0	\$0	\$5,800,000	
48	TRANS-906	NE Fourth Plain/SB Andresen Rd. Intersection Improvements Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Arterial Improvements	EXST \$	\$15,593								\$0	Vancouver/Columbia
				SFS \$		\$30,000	\$50,000						\$50,000	
				GRANT \$		\$60,000							\$0	
				TOTAL \$		\$90,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
			Signal and Lighting Improvements											
57	TRANS-866	W. Fourth Plain and Franklin St. Intersection Improvement - partially Funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - Funded - Not Started Construction Phase - Funded - Not started	Signal and Lighting Improvements	EXST \$	\$28,084	\$350,000							\$0	Vancouver/Columbia
				SFS \$		\$350,000							\$0	
				GRANT \$		\$500,000	\$40,000						\$40,000	
				TOTAL \$		\$1,200,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	
42	TRANS-908	SE Mill Plain Aerial Fiber Removal - partially funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Signal and Lighting Improvements	EXST \$	\$0	\$0	\$100,000						\$100,000	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
			Active Transportation Improvements											
61	TRANS-495	Main Street Promise Reconstruction - 5th St. to 15th Street Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$623,835								\$0	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$		\$2,750,000	\$10,000,000						\$10,000,000	
				TOTAL \$		\$2,750,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	
51	TRANS-740	Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$576,213	\$100,000							\$0	East City/Cascade
				SFS \$			\$250,000	\$250,000					\$500,000	
				GRANT \$			\$250,000	\$250,000					\$500,000	
				TOTAL \$		\$100,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000	
63	TRANS-878	NE 68th Street Sidewalk Design Phase - Funded - Started Right-of-Way Phase - Funded - Not Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$409,661								\$0	Vancouver/Columbia
				SFS \$		\$1,400,000	\$20,000						\$20,000	
				GRANT \$									\$0	
				TOTAL \$		\$1,400,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	
50	TRANS-889	NE 18th St. and N. Devine Rd. ADA Improvements Design Phase - Funded Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$64,235								\$0	Vancouver/Columbia
				SFS \$		\$200,000	\$100,000						\$100,000	
				GRANT \$									\$0	
				TOTAL \$		\$200,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
59	TRANS-899	NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$42,596								\$0	Vancouver/Columbia
				SFS \$		\$450,000	\$250,000						\$250,000	
				GRANT \$									\$0	
				TOTAL \$		\$450,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	

EXST \$=current non-grant revenue sources; SFS \$=street funding strategy non-grant revenue sources; GRANT \$=existing and potential grants; Bold/Italicized=potential grant \$



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

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FUNDED PROJECTS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan - 2023)	2023	2024	2025	2026	2027	2028	2029	6-Year Total	TIF Area old/new
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures		
FUNDED PROJECTS														
67	TRANS-918	NE 18th St. and Burnt Bridge Creek Enhanced Pedestrian Improvements	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$			\$50,000	\$25,000					\$25,000			
		GRANT \$									\$0			
		TOTAL \$			\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000		
56	TRANS-919	SE 34th Street Complete Street Project - 162nd Ave. to 192nd Ave.	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$				\$500,000						\$500,000		
		GRANT \$										\$0		
		TOTAL \$			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000		
57	TRANS-920	McGillivray Complete Street Project - Chkalov Dr. to Village Loop	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$				\$250,000	\$250,000					\$500,000		
		GRANT \$										\$0		
		TOTAL \$			\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$500,000	
71	TRANS-921	NE 112th Avenue Complete Street Project - Chkalov Dr. to Fourth Plain Blvd.	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$					\$250,000	\$250,000					\$500,000	
		GRANT \$											\$0	
		TOTAL \$			\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000	
52	TRANS-922	E 33rd Street Complete Street Project - Main Street to P Street	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$				\$500,000							\$500,000	
		GRANT \$											\$0	
		TOTAL \$			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	
56	TRANS-923	E 29th Street Complete Street Project - Kauffman Ave. to Neals Ln.	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$				\$500,000							\$500,000	
		GRANT \$											\$0	
		TOTAL \$			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	
67	TRANS-943	Garrison Rd. Sidewalk Improvements - Mill Plain to David Douglas Park	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		SFS \$											\$0	
		GRANT \$			\$200,000	\$500,000							\$500,000	
		TOTAL \$			\$200,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	
														6-year Totals
				EXST \$	Annually =	\$4,450,000	\$2,100,000	\$0	\$0	\$0	\$0	\$0	EXST \$	\$2,100,000
				SFS \$	Annually =	\$5,480,000	\$6,245,000	\$750,000	\$250,000	\$0	\$0	\$0	SFS \$	\$7,245,000
				GRANT \$	Annually =	\$10,010,000	\$18,790,000	\$250,000	\$0	\$0	\$0	\$0	GRANT \$	\$19,040,000
				TOTAL \$	Annually =	\$19,940,000	\$27,135,000	\$1,000,000	\$250,000	\$0	\$0	\$0	TOTAL \$	\$28,385,000
			Non-City											
		I-5 Interstate Bridge Replacement (unfunded)	Multi-agency											
		SR-14 (I-205 to 164th Ave) Widening (funded)	WSDOT											
		NE 166th Ave and Fourth Plain Blvd. HAWK Signal	WSDOT											
		NE 39th St and I-5 NB Ramp Widening (Funded)	WSDOT											
		NE Fourth Plain Blvd. and SR503	WSDOT											
		Mill Plain Fiber Network - Downtown to SE 192nd Ave.	C-Tran											
		Mill Plain BRT (funded)	C-Tran											
		Highway 99 BRT	C-Tran											
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver											

EXST \$=current non-grant revenue sources; SFS \$=street funding strategy non-grant revenue sources; GRANT \$=existing and potential grants; Bold/Italicized=potential grant \$



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

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PARTIALLY FUNDED PROJECTS

						2023	2024	2025	2026	2027	2028	2029		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan-2023)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Arterial Improvements											
61	TRANS-531	Jefferson St. - W. Evergreen to W. Mill Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funding uncertain - Not started	Arterial Improvements	EXST \$	\$402,957	\$800,000							\$0	Vancouver/Columbia
				SFS \$			\$1,000,000	\$3,000,000					\$4,000,000	
				GRANT \$			\$3,000,000	\$2,000,000					\$5,000,000	
				TOTAL \$		\$800,000	\$4,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$9,000,000	
63	TRANS-527	NE 18th St. - NE 97th Ave. to NE 107th Ave. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funding uncertain - Not started	Arterial Improvements	EXST \$	\$1,673,539	\$500,000	\$600,000						\$600,000	Evergreen & E. City/ Pacific & Cascade
				SFS \$				\$3,000,000	\$2,000,000				\$5,000,000	
				GRANT \$		\$385,000	\$250,000	\$2,000,000	\$3,000,000				\$5,250,000	
				TOTAL \$		\$885,000	\$850,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$10,850,000	
63	TRANS-444	NE 18th St. - NE 142nd Ave. to NE 162nd Ave. Design Phase - Funded - Not started Right-of-Way Phase - Funded uncertain - Not started Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	\$0		\$250,000						\$0	Pacific /Cascade
				SFS \$		\$500,000		\$750,000		\$500,000	\$5,000,000		\$6,250,000	
				GRANT \$				\$1,000,000		\$4,500,000	\$3,000,000		\$8,500,000	
				TOTAL \$		\$500,000	\$250,000	\$1,750,000	\$0	\$5,000,000	\$8,000,000	\$0	\$15,000,000	
66	TRANS-607	NE 192nd Ave. - SE 1st St. to NE 18th St. Design Phase - not funded Right-of-Way Phase - Funding uncertain- Not started Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	\$0	\$0	\$0						\$0	East City/Cascade
				SFS \$		\$250,000	\$250,000		\$1,000,000		\$2,000,000	\$3,000,000	\$6,250,000	
				GRANT \$		\$350,000	\$400,000		\$1,000,000		\$4,000,000	\$3,000,000	\$8,400,000	
				TOTAL \$		\$600,000	\$650,000	\$0	\$2,000,000	\$0	\$6,000,000	\$6,000,000	\$14,650,000	
57	TRANS-898	NE 115th Ave. - NE 16th St. to NE 18th St. Design Phase - Funded by developer Right-of-Way Phase - Funding uncertain- Not started Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	Developer \$	\$75,000	\$75,000						\$75,000	East City/Cascade
				SFS \$	\$48,565	\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$		\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	
			Signal and Lighting Improvements										\$0	
56	TRANS-839	NE 152nd Ave. and NE Fourth Plain Blvd. Signal Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$150,000	\$150,000						\$150,000	Evergreen/Pacific
				SFS \$	\$34,947	\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$		\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
35	TRANS-851	NE 192nd Avenue & NE 13th Street Intersection Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$25,000	\$35,000						\$35,000	East City/Cascade
				SFS \$	\$34,858	\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$		\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	
53	TRANS-879	Columbia House Blvd. and Grove St. Signal Upgrade Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$10,000	\$25,000						\$25,000	East City/Cascade
				SFS \$	\$23,960	\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$		\$10,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
52	TRANS-888	NE 192nd Ave. at SR 14 Interchange - Traffic Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$10,000	\$25,000						\$25,000	East City/Cascade
				SFS \$	\$0								\$0	
				GRANT \$									\$0	
				TOTAL \$		\$10,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
			Active Transportation Improvements										\$0	
50	TRANS-843	Evergreen Hwy. Pathway - Weber Arboretum to SE 100th Court Design Phase - Funded - Started Right-of-Way Phase - Funded -Started Construction Phase - Unfunded - Not started	Active Transportation Improvements	EXST \$	\$1,497,653	\$100,000	\$25,000						\$25,000	East City/Cascade
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
57	TRANS-873	Main St. Safety/Mobility Improvement Project - Fourth Plain Blvd. to City Limits Design Phase - Partially Funded Right-of-Way Phase - Funded - Not Started Construction Phase - Unfunded - Not started	Active Transportation Improvements	EXST \$	\$0		\$100,000	\$600,000					\$700,000	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$0	\$100,000	\$600,000	\$0	\$0	\$0	\$0	\$700,000	
57	TRANS-910	NE Hazel Dell Ave./BBC Trail Crossing Design Phase - Funded - Not Started Right-of-Way Phase - N/A Construction Phase - Funding uncertain - Not started	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
				SFS \$			\$100,000	\$200,000					\$300,000	
				GRANT \$			\$200,000	\$300,000					\$500,000	
				TOTAL \$		\$0	\$300,000	\$500,000	\$0	\$0	\$0	\$0	\$800,000	
69	TRANS-917	MacArthur/Mill Plain Complete Street Improvements Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Not started	Active Transportation Improvements	EXST \$	\$158								\$0	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$		\$100,000	\$400,000						\$400,000	
				TOTAL \$		\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	
71	TRANS-924	St. Johns/St. James Complete Street Project - Fourth Plain to City Limits Design Phase - Funded - Not Started Right-of-Way Phase - N/A Construction Phase - Unfunded - Not started	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
				SFS \$								\$500,000	\$500,000	
				GRANT \$									\$0	
				TOTAL \$		\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

Note: All costs are in 2023 dollars. 2023 shown for reference only (6-year plan is for 2024-2029).

PARTIALLY FUNDED PROJECTS

						2023	2024	2025	2026	2027	2028	2029		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan-2023)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
67	TRANS-944	Heights Grand Loop - Devine Rd. to MacArthur Blvd.	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$2,500,000	\$2,500,000						\$2,500,000	
		Right-of-Way Phase - N/A		GRANT \$									\$0	
		Construction Phase - Unfunded - Not started		TOTAL \$		\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	
														6-year Totals
				EXST \$	Annually =	\$1,670,000	\$1,285,000	\$600,000	\$0	\$0	\$0	\$0	EXST \$	\$1,635,000
				SFS \$	Annually =	\$3,250,000	\$3,850,000	\$6,950,000	\$3,000,000	\$500,000	\$7,000,000	\$3,500,000	SFS \$	\$24,800,000
				GRANT \$	Annually =	\$835,000	\$4,250,000	\$5,300,000	\$4,000,000	\$4,500,000	\$7,000,000	\$3,000,000	GRANT \$	\$28,050,000
				TOTAL \$	Annually =	\$5,755,000	\$9,385,000	\$12,850,000	\$7,000,000	\$5,000,000	\$14,000,000	\$6,500,000	TOTAL \$	\$54,735,000

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RANK						2024		2029		
	Project ID	Project Name	Project Type	Phase	Spent to Date - (Jan, 2023)				Scoping Level Estimate	TIF Area old/new
	UNFUNDED PROJECTS									
	TRANS-274	NE 28th St. - NE 142nd Ave. to NE 162nd Ave.	Arterial Improvements	PSE	\$0				\$10-12 mill	Evergreen/Pacific
				Total	\$0		No Funding			
	TRANS-279	NE 49th St. - NE 122nd Ave. to NE 137th Ave.	Arterial Improvements	PSE	\$0				\$9-11 mill	Evergreen/Pacific
				Total	\$0		No Funding			
	TRANS-281	NE 18th St. - NE 87th Ave. to NE 97th Ave.	Arterial Improvements	PSE	\$0				\$14-16 mill	Evergreen & East City/ Pacific & Cascade
				Total	\$0		No Funding			
	TRANS-349	NE 18th St. - NE 164th Ave. to NE 192nd Ave.	Arterial Improvements	PSE	\$0				\$18-20 mill	Evergreen & East City/ Pacific & Cascade
				Total	\$0		No Funding			
	TRANS-583	NE 87th Ave./ Lieser Rd. Realignment	Arterial Improvements	PSE	\$0				\$5-6 mill	Vancouver/Cascade
				Total	\$0		No Funding			
	TRANS-680	Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening	Arterial Improvements	PSE	\$0				\$25-30 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-712	NE 59th St. - NE 147th Ave. to NE 162nd Ave.	Arterial Improvements	PSE	\$0				\$7-9 mill	Evergreen/Pacific
				Total	\$0		No Funding			
	TRANS-716	NE 9th St. - NE 172nd Ave. to NE 192nd Ave.	Arterial Improvements	PSE	\$0				\$10-12 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-717	NE 184th Ave. - SE 1st St. to NE 18th St.	Arterial Improvements	PSE	\$0				\$12-14 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-718	NE 162nd Ave. - SE 1st St. to NE 9th St.	Arterial Improvements	PSE	\$0				\$11-13 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-719	NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.	Arterial Improvements	Total	\$0				\$2-3 mill	East City/Cascade
				PSE	\$0		No Funding			
	TRANS-825	NE 54th Street - NE 15th Ave. to NE Saint James Rd.	Arterial Improvements	Total	\$0				\$14 mill	Vancouver/Columbia
				PSE	\$0		No Funding			
	TRANS-826	NE 104th Avenue - SE Mill Plain Blvd. to NE 14th Street	Arterial Improvements	Total	\$0				\$10-12 mill	East City/Cascade
				PSE	\$0		No Funding			
	TRANS-827	NE 104th Avenue - NE 14th Street to NE 18th Street	Arterial Improvements	Total	\$0				\$10-12 mill	East City/Cascade
				PSE	\$0		No Funding			
	TRANS-836	E Evergreen Blvd. Bridge Over S Blandford Dr.	Arterial Improvements	Total	\$0				\$15 mill	Vancouver/Columbia
				PSE	\$0		No Funding			
	TRANS-847	SE 164th Avenue and SE Mill Plain Blvd. Intersection Improvements	Arterial Improvements	Total	\$0				\$5 mill	East City/Cascade
				PSE	\$0		No Funding			
	TRANS-883	NW 32nd Ave./Lower River Rd. Roundabout	Arterial Improvements	PSE	\$0				\$2 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-884	NW 32nd Avenue - Lower River Rd. to NW 61st St.	Arterial Improvements	PSE	\$0				\$64 mil	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-885	NW 32nd Ave./Fruit Valley Rd.	Arterial Improvements	PSE	\$0				\$49 mil	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-886	Fruit Valley Rd. - Burnt Bridge Creek to NW 78th St.	Arterial Improvements	PSE	\$0				\$10 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-887	NW 78 th Street/Fruit Valley Rd./NW Lakeshore Ave Roundabout	Arterial Improvements	PSE	\$0				\$2 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-891	E. Mill Plain - Boise Ave. to N. Andresen Rd.	Arterial Improvements	PSE	\$0				\$10 mill	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
	TRANS-892	MacArthur Boulevard - E. Mill Plain Blvd. to N. Leiser Rd.	Arterial Improvements	PSE	\$0				\$15 mil	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
	TRANS-893	N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.	Arterial Improvements	PSE	\$0				\$4 mil	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
	TRANS-894	N Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.	Arterial Improvements	PSE	\$0				\$10 mil	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
	TRANS-907	NE 124th Ave. - NE 28th St to NE 39th St.	Arterial Improvements	PSE	\$0				\$10 mil	East City/Cascade
				Total	\$0		No Funding			
new	TRANS -927	NE 187th Ave - SE 1st St to NE 18th St.	Arterial Improvements	PSE	\$0				\$13 mil	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-928	NE 13th St - NE 172nd Ave to NE 187th Ave.	Arterial Improvements	PSE	\$0				\$18 mil	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-938	Heights Redevelopment Infrastructure	Arterial Improvements	PSE	\$0				\$2 mil	Vancouver/Columbia
				Total	\$0		No Funding			
			Signal and Lighting Improvements							
	TRANS-363	SE 136th Ave. at SE 7th St.	Signal and Lighting Improvements	PSE	\$0				\$0.2-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-603	MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection	Signal and Lighting Improvements	PSE	\$0				\$3.5 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-722	St Johns Blvd. and NE 68th St.	Signal and Lighting Improvements	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-723	SE 20th St. and SE 176th Ave.	Signal and Lighting Improvements	PSE	\$0				\$0.5-1 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-746	SE McGillivray Blvd. and SE 166th Ave.	Signal and Lighting Improvements	PSE	\$0				\$1M	East City/Cascade
				Total	\$0		No Funding			
	TRANS-818	NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.	Signal and Lighting Improvements	PSE	\$0				\$1-2 mill	Evergreen/Pacific
				Total	\$0		No Funding			
	TRANS-819	NW Fruit Valley Rd. at La Frambois Rd.	Signal and Lighting Improvements	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
				Total	\$0		No Funding			
	TRANS-848	SE 164th Avenue and SE 12th Street Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.5-1 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-856	NE 18th Street and NE 172nd Avenue Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-867	NE 162nd Avenue and NE 34th Street Signal	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	Citywide
				Total	\$0		No Funding			
	TRANS-868	St. Johns Blvd. and Fort Vancouver Way Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	Citywide
				Total	\$0		No Funding			
	TRANS-880	McGillivray and Village Loop Drive Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
	TRANS-895	MacArthur Blvd. at N. Devine Rd. Roundabout	Signal and Lighting Improvements	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
	TRANS-896	MacArthur Blvd. at N. Andresen Rd. Roundabout	Signal and Lighting Improvements	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0		No Funding			
new	TRANS-929	NE 18th Street and NE 187th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-937	SE Westridge Blvd. and SE 1st Street Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-930	NE 18th Street and NE 179th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-931	NE 162nd Avenue and NE 9th Street Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-932	NE 172nd Avenue and NE 9th Street Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-942	SE 192nd Avenue and Mill Plain Blvd. Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			
new	TRANS-934	SE 1st Street and SE 187th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0		No Funding			

R A N K	Project ID	Project Name	Project Type	Phase	Spent to Date - (Jan, 2023)	2024		2029	Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS										
new	TRANS-936	Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
new	TRANS-939	SE Chkalov Drive Safety and Mobility	Signal and Lighting Improvements	PSE	\$0				\$1 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
Active Transportation										
	TRANS-258	NE Fourth Plain Safety Improvements - Ft. Vancouver Way to NE Andresen Rd.	Active Transportation	PSE	\$0				\$2 mill	Vancouver/Columbia/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-741	Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.	Active Transportation	PSE	\$0				\$7 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-742	Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits	Active Transportation	PSE	\$0				\$7 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-857	SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Road	Active Transportation	PSE	\$0				\$1-2 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-861	Westside Bike Mobility	Active Transportation	PSE	\$0				\$7.5 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-890	NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner	Active Transportation	PSE	\$0				\$7 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-903	NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.	Active Transportation	PSE	\$0				\$5 mil	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-905	Amtrak Multimodal Access	Active Transportation	PSE	\$0				\$10 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-911	NE Padden Expressway and NE Andresen Rd. Intersection Improvements	Active Transportation	PSE	\$0				\$10 mil	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-912	SE 34th St. and SE 192nd Ave Intersection Improvements	Active Transportation	PSE	\$0				\$10 mil	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-913	MacArthur Blvd. and S. Blandford Dr. Pedestrian Crossing	Active Transportation	PSE	\$0				\$1 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-915	Fruit Valley Rd. and Firestone Lane Pedestrian Crossing	Active Transportation	PSE	\$0				\$1 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-916	W. 16th St. and NW Packing Pedestrian Crossing	Active Transportation	PSE	\$0				\$1 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-914	W 39th and Daniels St. Pedestrian Improvements	Active Transportation	PSE	\$0				\$0.3 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
new	TRANS-926	SE 164th Avenue - Tech Center Drive to SE 1st Street Safety and Mobility Improvements	Active Transportation	PSE	\$0				\$2 mill	East City/Cascade
			Total		\$0	←	No Funding	→		



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

Note: All costs are in 2023 dollars. 2023 shown for reference only (6-year plan is for 2024-2029).

ANNUAL PROGRAMS

S C O R E	Project ID	Program Name	Project Type	Funding Type		2023	2024	2025	2026	2027	2028	2029	6-Year Total	TIF Area old/new	
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures			
ANNUAL PROGRAMS															
			Ongoing Programs			2023	2024	2025	2026	2027	2028	2029	6 yr. total		
	TRANS-237	Traffic Signal and Lighting Sustainability	Program	EXST \$		\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$1,290,000	City-Wide	
		* 2023/2024 project for citywide signal controller, CPU/software updates		SFS \$		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000		\$1,200,000
				GRANT \$											\$0
				TOTAL \$	ongoing	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000		\$2,490,000
	TRANS-240	Neighborhood Traffic Calming Program	Program	EXST \$		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$1,020,000	City-Wide	
		Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods.		SFS \$		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$780,000		
				GRANT \$											\$0
				TOTAL \$	ongoing	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		\$1,800,000
	TRANS-241	Pavement Preservation Program	Program	EXST \$		\$11,000,000	\$11,500,000	\$12,000,000	\$12,500,000	\$13,000,000	\$13,500,000	\$14,000,000	\$76,500,000	City-Wide	
		The 2023/2024 projects will preserve over 150 lanes miles and pave over 50 lane miles of street. Streets include 4 th Plain from Main to Andresen, McGillivray from I205 to SE 164 th Ave, and SE 34 th Street from SE 164 th Ave to Camas City Limits. The 2023/2024 projects also include upgrading over 300 ADA curb ramps.		SFS \$		\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,600,000		
				GRANT \$											\$0
				TOTAL \$	ongoing	\$11,600,000	\$12,100,000	\$12,600,000	\$13,100,000	\$13,600,000	\$14,100,000	\$14,600,000	\$80,100,000		
	TRANS-245	Bridge Inspection Program	Program	EXST \$		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,001	\$300,001	City-Wide	
				SFS \$									\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,001	\$300,001		
	TRANS-869	Arterial Street Light Program	Program	EXST \$		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,001	\$1,500,001	City-Wide	
		*Funded with energy savings from LED Retrofi		SFS \$									\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,001	\$1,500,001		
	TRANS-421	Pavement Reconstruction Program	Program	EXST \$		\$0							\$0	City-wide	
				SFS \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000		
				GRANT \$		\$0							\$0		
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000		
	TRANS-844	Multimodal Safety and Accessibility	Program	EXST \$		\$0							\$0	City-wide	
		Sub projects will focus on targeted safety improvements, see project sheet for details.		SFS \$		\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000		
				GRANT \$		\$0							\$0		
				TOTAL \$	ongoing	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000		
	TRANS-859	Sidewalk Management Program	Program	EXST \$		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	City-wide	
				SFS \$		\$0							\$0		
				GRANT \$		\$0							\$0		
				TOTAL \$	ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000		
	TRANS-858	Citywide Transportation Demand Management Program	Program	EXST \$		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	City-wide	
				SFS \$		\$0							\$0		
				GRANT \$		\$0							\$0		
				TOTAL \$	ongoing	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000		
															6-year Totals
				EXST \$	Annually =	\$12,285,000	\$12,785,000	\$13,285,000	\$13,785,000	\$14,285,000	\$14,785,000	\$15,285,002	EXST \$	\$84,210,002	

EXST \$=current non-grant revenue sources; SFS \$=street funding strategy non-grant revenue sources; GRANT \$=existing and potential grants; Bold/Italicized=potential grant \$



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2024-2029)

Note: All costs are in 2023 dollars. 2023 shown for reference only (6-year plan is for 2024-2029).

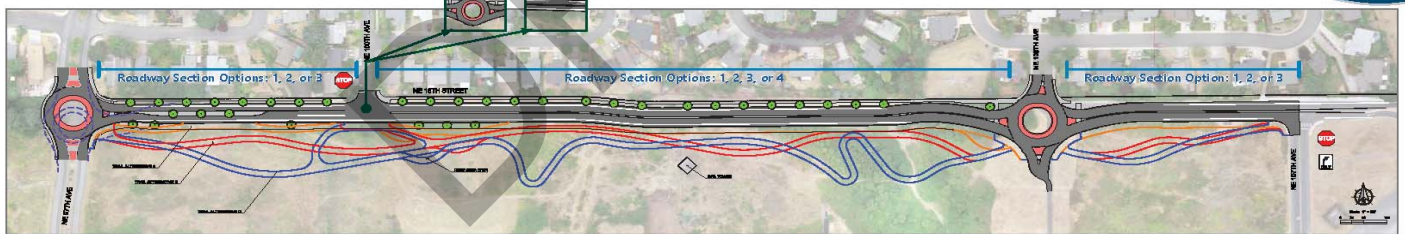
ANNUAL PROGRAMS

						2023	2024	2025	2026	2027	2028	2029		
S C O R E	Project ID	Program Name	Project Type	Funding Type		Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
ANNUAL PROGRAMS														
				SFS \$	Annually =	\$2,930,000	\$3,430,000	\$3,430,000	\$3,430,000	\$3,430,000	\$3,430,000	\$3,430,000	SFS \$	\$20,580,000
				GRANT \$	Annually =	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GRANT \$	\$0
				TOTAL \$	Annually =	\$15,215,000	\$16,215,000	\$16,715,000	\$17,215,000	\$17,715,000	\$18,215,000	\$18,715,002	TOTAL \$	\$104,790,002

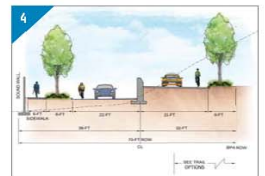
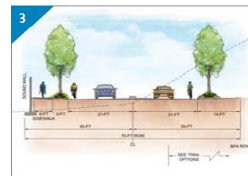
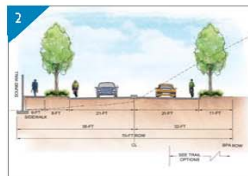
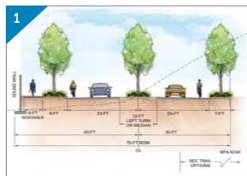
For questions or comments about the detail sheets
please email: chris.malone@cityofvancouver.us

Roundabout Intersections Concept

Improving NE 18th Street
West Segment

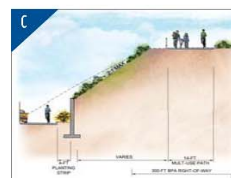
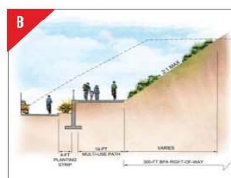
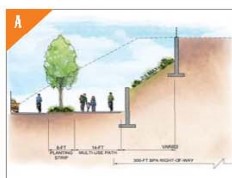


Roadway Section Options



Multi-Use Trail Options

Colors correspond with trail layouts above.





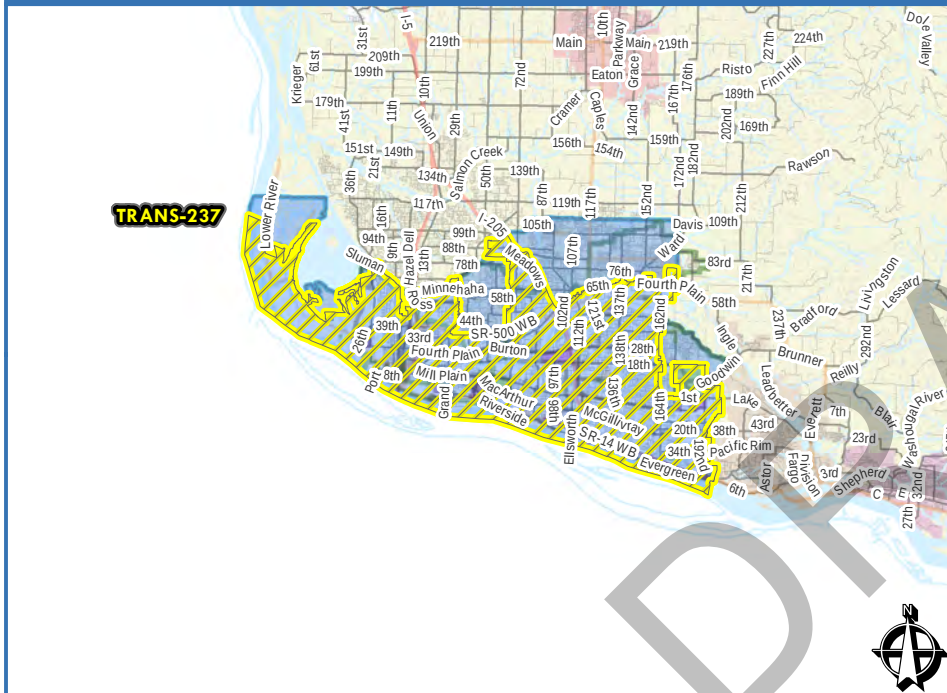
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **TRAFFIC SIGNAL AND LIGHTING SUSTAINABILITY**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing updating of traffic signals at locations throughout the City. Updates may include but are not limited to adding left-turn phasing, signal heads, pedestrian push-button and detectors, as well as removing a type of operation, changing detector setup or making other improvements. Sub projects for 2022/2023 include: TRANS-866 - W. Fourth Plain Blvd. and Franklin St. Intersection Improvement Project for \$300,000; and citywide signal controller upgrades. SFS funds contribute \$200K/yr, with annual program budget totalling \$415,000/yr.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds: Yes

SFS Funds: Yes

Grant Funds: No

Total Proj. Cost:

***Start of Construction (Year):** Ongoing



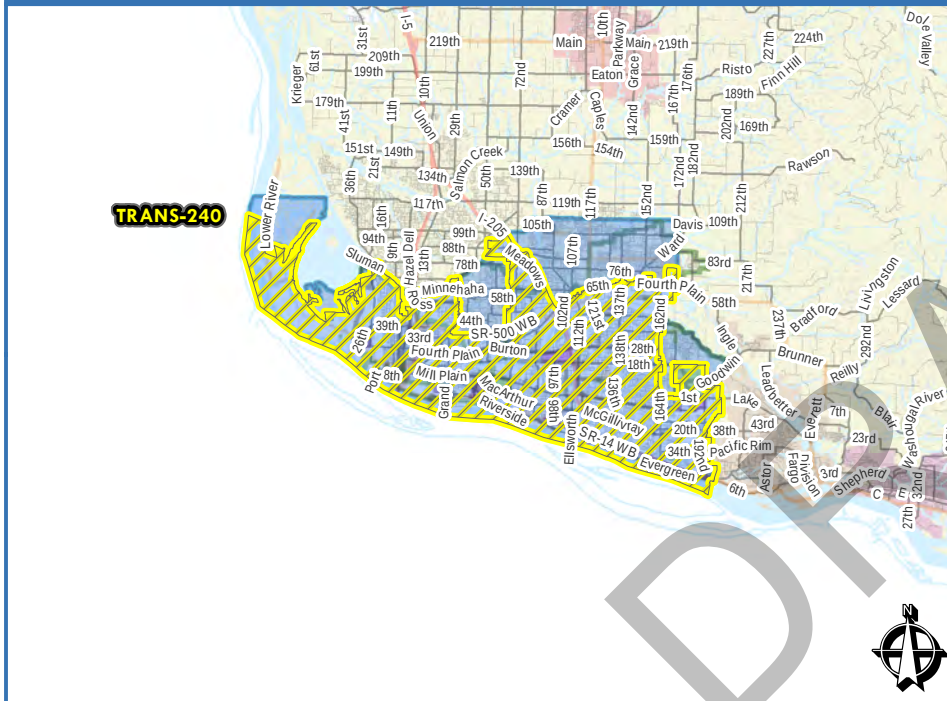
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NEIGHBORHOOD TRAFFIC CALMING PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods. SFS funds contribute \$130K/yr, with annual program budget totalling \$300,000/yr.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	Ongoing

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



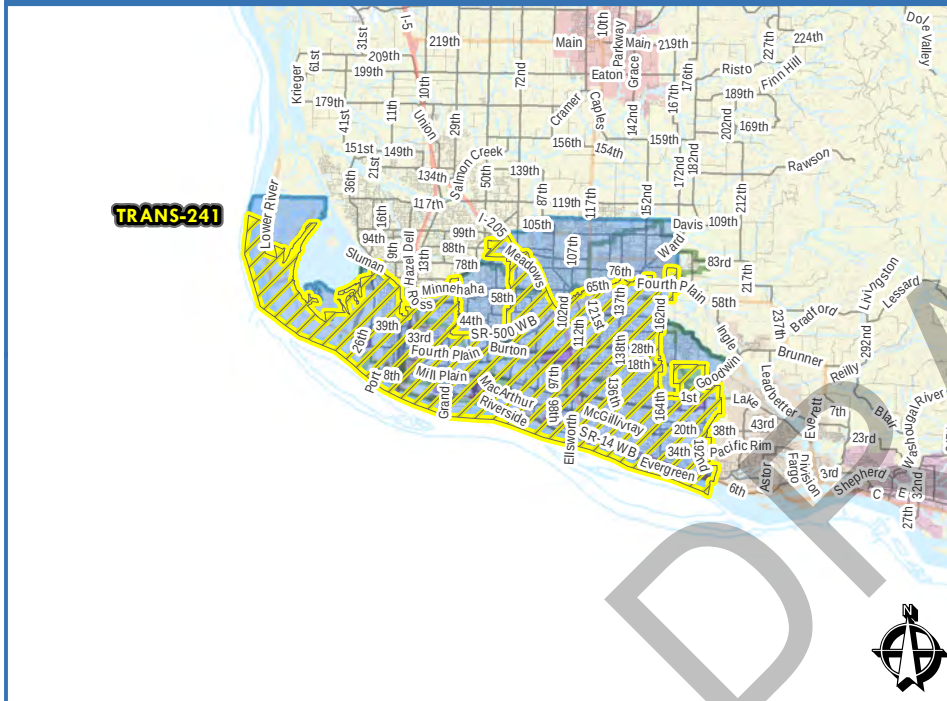
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **PAVEMENT PRESERVATION PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing program to improve and maintain pavement surfaces through surface overlay, microsurfacing and slurry treatments at multiple locations citywide. Upgrades may include new ADA ramps, traffic striping and markings. More than 1,900 lane miles of streets are inspected and evaluated to determine most cost-effective means to preserve pavement and manage resources. 2023/2024 program targets pavement preservation (over 80 lane miles per year) at: 4th Plain Blvd. from Main to Andresen, McGillivray from Chkalov to NE 164th Ave, Ft. Vancouver Way from Evergreen Blvd. to 4th Plain Blvd., and SE 34th St. from SE 164 Ave to SE 192nd Ave. The 80 lane miles per year includes slurry sealing over 25 lane miles per year of residential streets. SFS funds contribute \$600K/yr.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$10,500,000.00
*Start of Construction (Year):	Ongoing



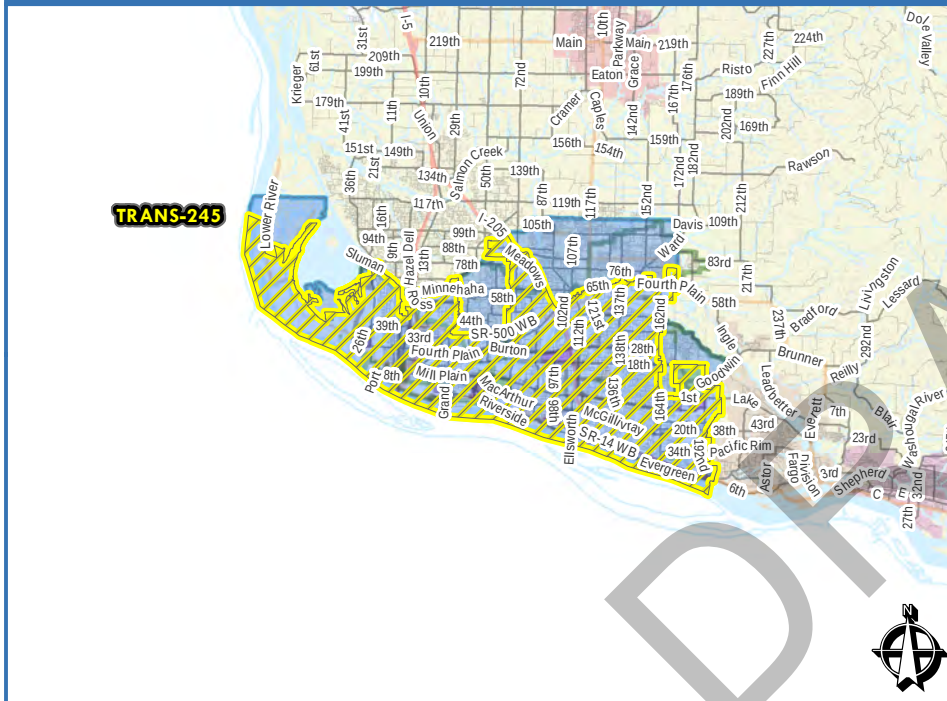
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **BRIDGE INSPECTION PROGRAM**

PROJECT EXTENT: **CITY-OWNED BRIDGES CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing citywide inspection and maintenance of the City's bridges, as required to meet state and federal regulations. This program, formerly contracted with Clark County, is being dropped by the county and now requires hiring professional services to complete federally mandated bridge inspections and load ratings. Program budgeted at \$50,000/yr for 2022-2027.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	No
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	Ongoing



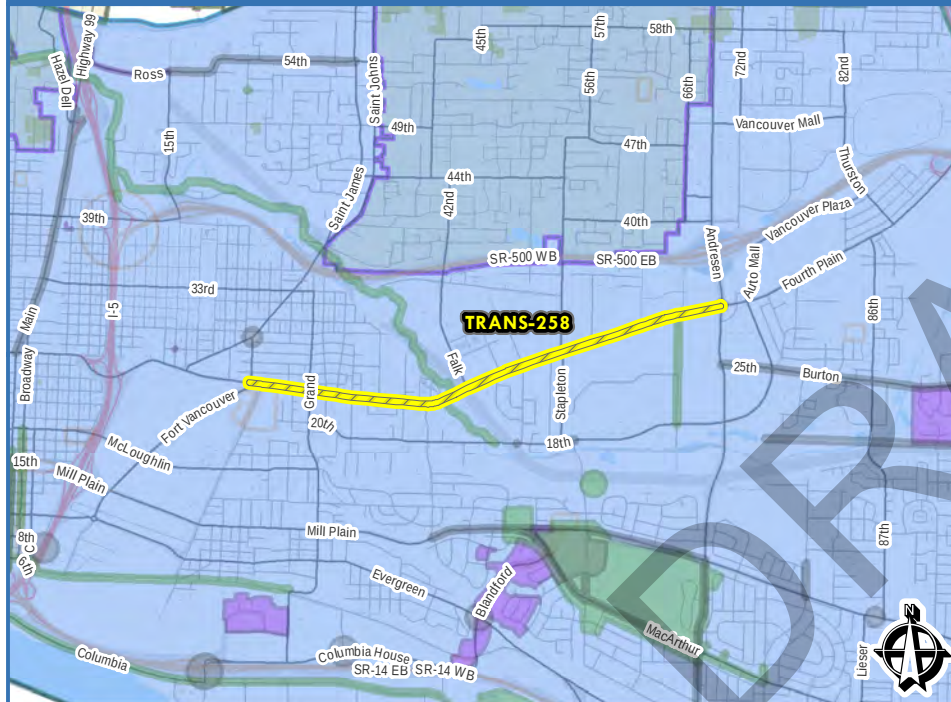
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. SAFETY IMPROVEMENTS - FT. VANCOUVER WAY TO NE ANDRESEN RD**

PROJECT EXTENT: **FT. VANCOUVER WAY**

TO: **NE ANDRESEN RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

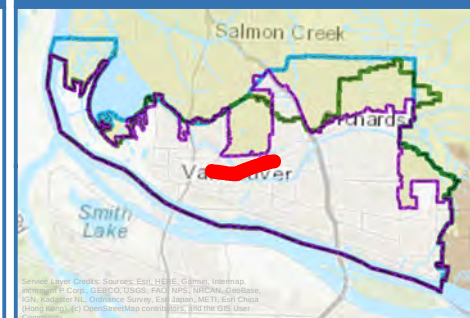
Project Description / Comments

This project will improve safety and aesthetics by upgrading sidewalks and street lights in Fourth Plain Subarea Plan. Improvements identified as safety priority include wider sidewalks, upgraded street lights and street trees. Originated from Fourth Plain Corridor Subarea Plan (2008) and Fourth Plain Forward Action Plan (2015).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$2,000,000.00
*Start of Construction (Year):	Unknown



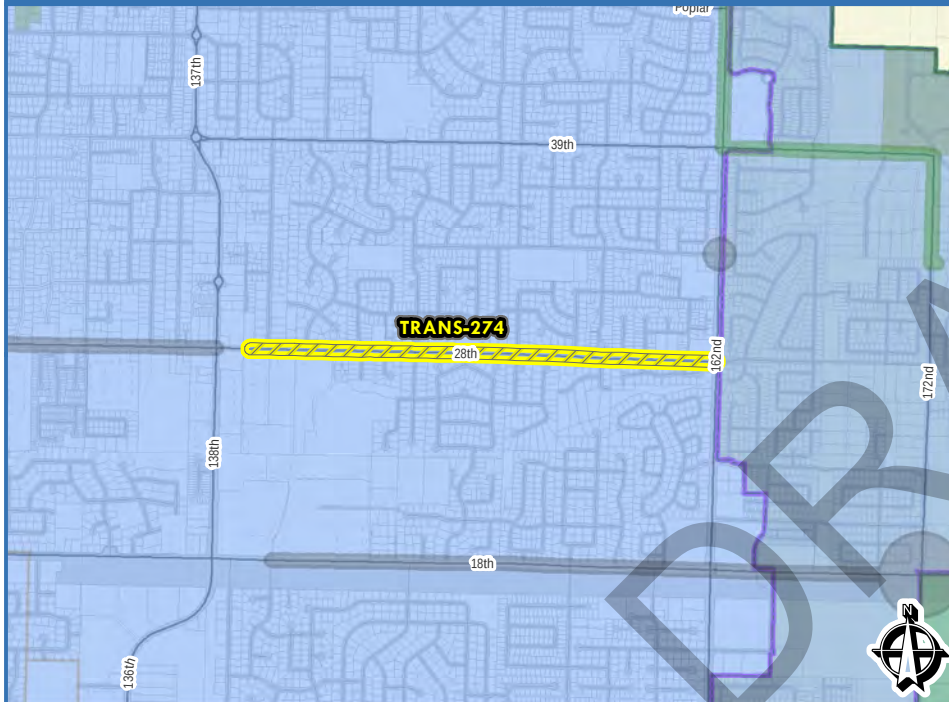
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 28TH ST. - NE 142ND AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 142ND AVE.**

TO: **NE 162ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

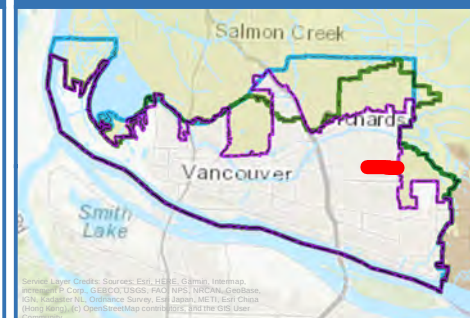
Project Description / Comments

Upgrade of existing 2-lane former rural road to urban 3-lane minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Project addresses capacity and improves pavement and safety conditions. Identified by regional arterial improvement plans.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$10,000,000.00
*Start of Construction (Year):	Unknown



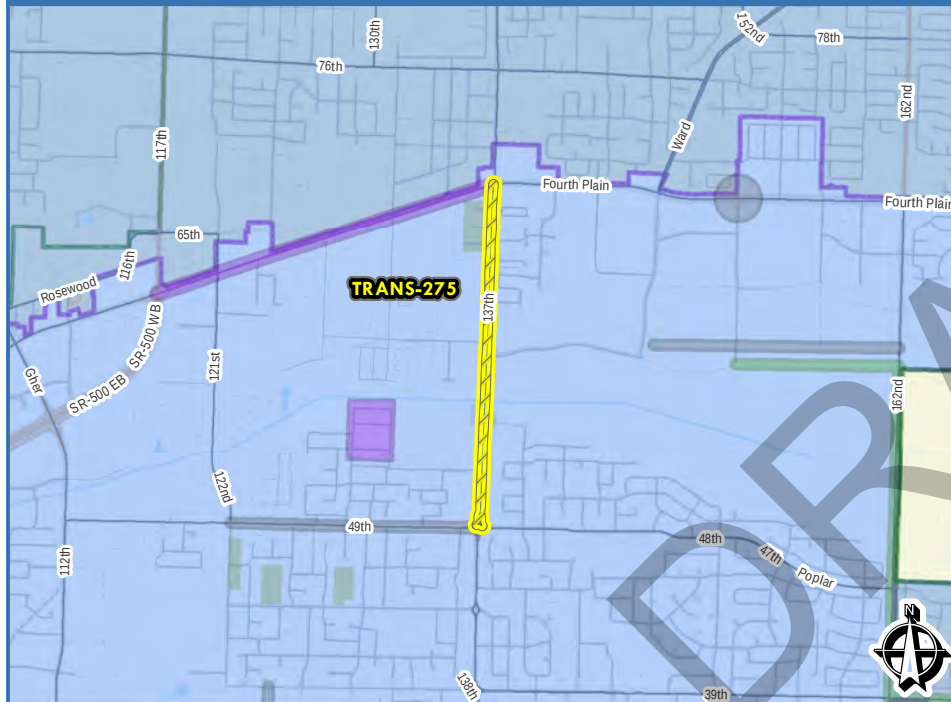
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 137TH AVE. - NE 49TH ST. TO NE FOURTH PLAIN BLVD.**

PROJECT EXTENT: **NE 49TH ST.**

TO: **NE FOURTH PLAIN BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

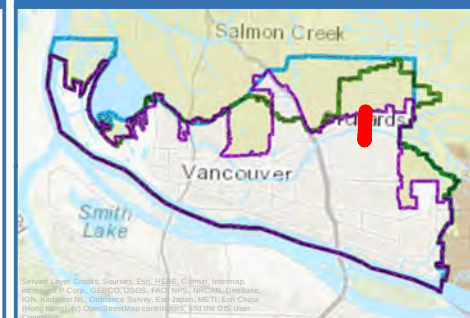
Project Description / Comments

Urban upgrade of existing 2-lane (narrow) rural road. Corridor upgrades to include: one lane each direction with turn lane or median divider with roundabouts, sidewalks, ADA ramps, mobility lanes, stormwater facilities and streetlights. Improvements will enhance safety, manage access and minimize delays now caused by turning vehicles. Design/ROW phases are continuing. Construction to start in 2023. Identified by regional arterial improvement plans.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$22,500,000.00
*Start of Construction (Year):	2023



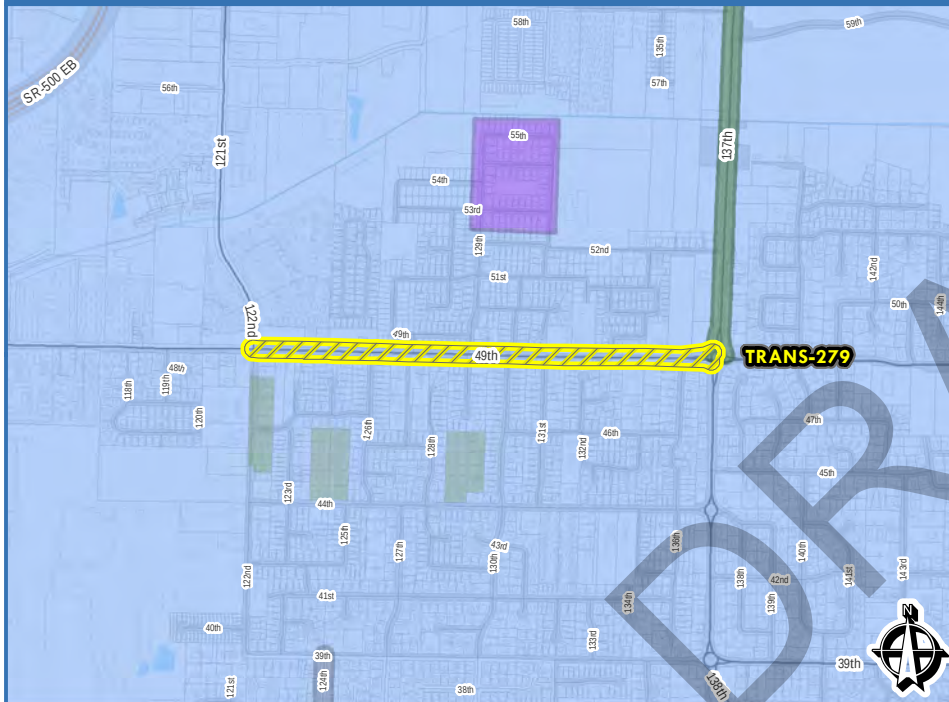
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 49TH ST. - NE 122ND AVE. TO NE 137TH AVE.**

PROJECT EXTENT: **NE 122ND AVE.**

TO: **NE 137TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

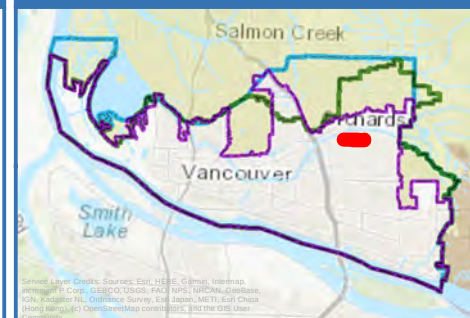
Project Description / Comments

Upgrade of existing 2-lane street to 3-lane urban minor arterial (1 lane each direction and turn lane) with sidewalks, ADA Ramps, mobility lanes, and streetlights. Project helps improve capacity and safety. Identified through the development review process.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$10,000,000.00
*Start of Construction (Year):	Unknown



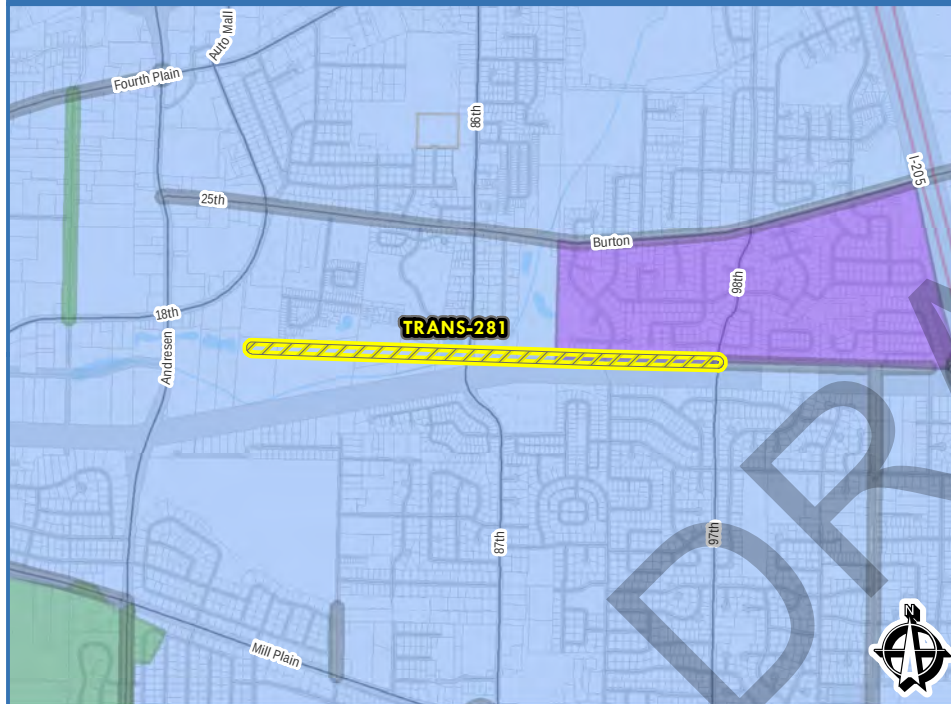
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 87TH AVE. TO NE 97TH AVE.**

PROJECT EXTENT: **NE 87TH AVE.**

TO: **NE 97TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

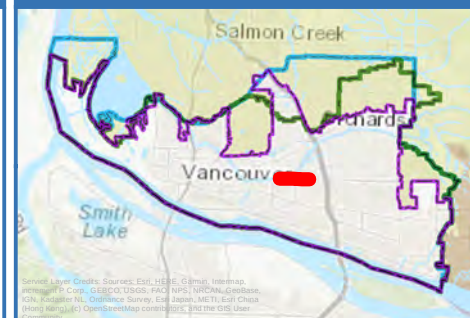
Project Description / Comments

Long-planned construction of new minor arterial street (1 lane each direction plus turn lane) with mobility lanes, streetlights, sound walls (where required), a sidewalk on north side and shared use pathway on south side of street. Project provides planned east-west circulation. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$14,200,000.00
*Start of Construction (Year):	Unknown



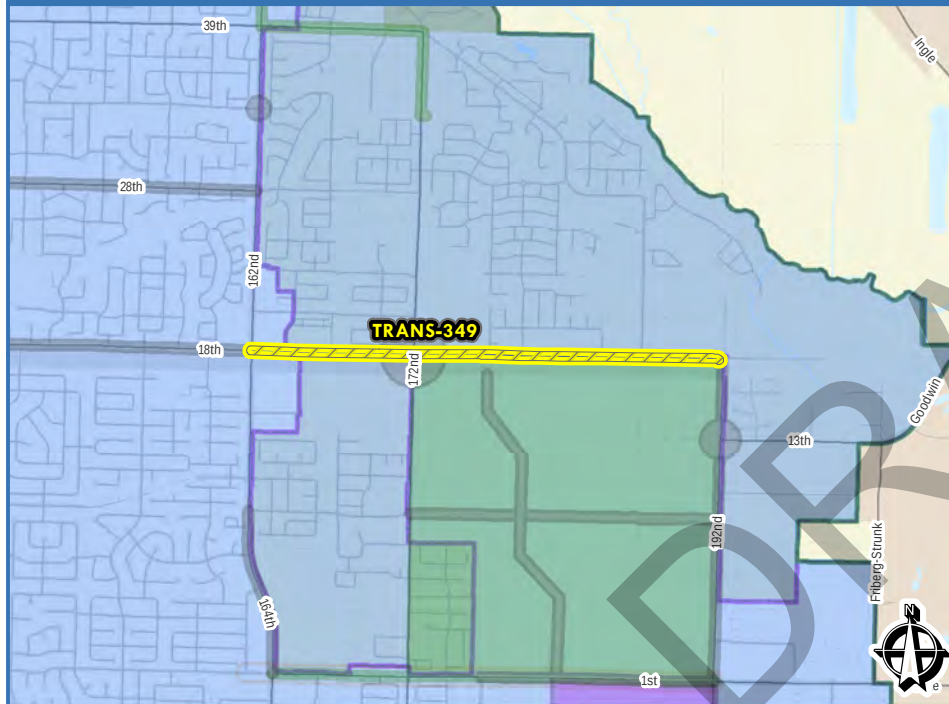
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 164TH AVE. TO NE 192ND AVE.**

PROJECT EXTENT: **NE 164TH AVE.**

TO: **NE 192ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

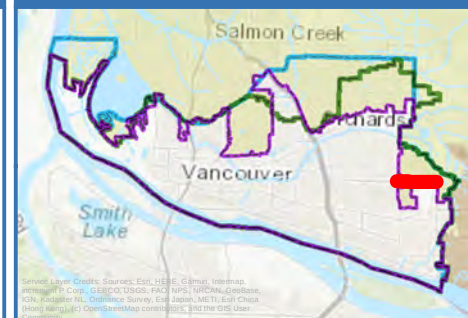
Project Description / Comments

Long-planned upgrade of 2-lane principal arterial, originally at rural standards, to increase safety and improve service levels. Improvements include additional travel lanes, mobility lanes, streetlights, sound walls, sidewalk on north side and shared use pathway on south side of street. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$18,750,000.00
*Start of Construction (Year):	Unknown



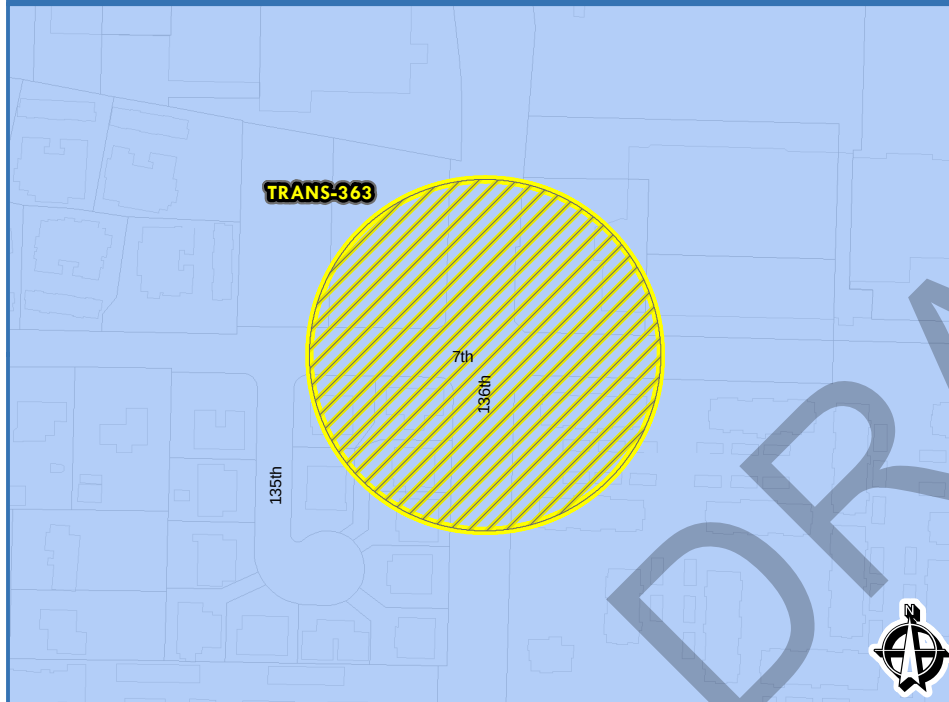
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 136TH AVE. AT SE 7TH ST.**

PROJECT EXTENT: **SE 136TH AVE.**

TO: **SE 7TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

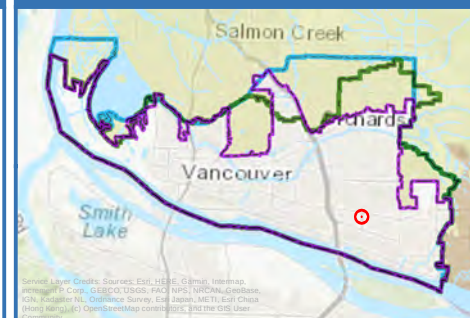
Project Description / Comments

Installation of new traffic signal to improve service and multimodal safety. Includes ADA ramps and streetlights and provides potential high safety benefits. Design and ROW are fully funded, and city is seeking grants for construction. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown



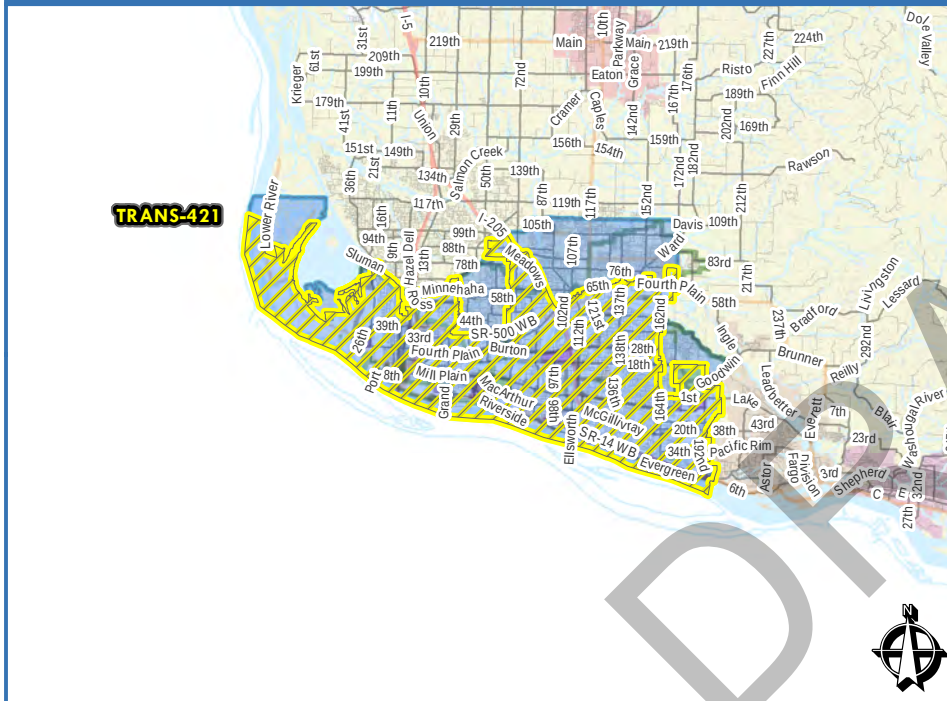
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **PAVEMENT RECONSTRUCTION PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Ongoing

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Major pavement and roadway reconstruction of failed pavement on existing streets at various locations citywide. The total lane miles of failed streets have held steady in previous years with a Citywide PCI of 73. In 2022, the PCI increased to 74 (where 100 means newly paved). SFS funds contribute a budget of \$1,000,000 per year annually for this work.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: No

SFS Funds: Yes

Grant Funds: No

Total Proj. Cost:

***Start of Construction (Year):** Ongoing



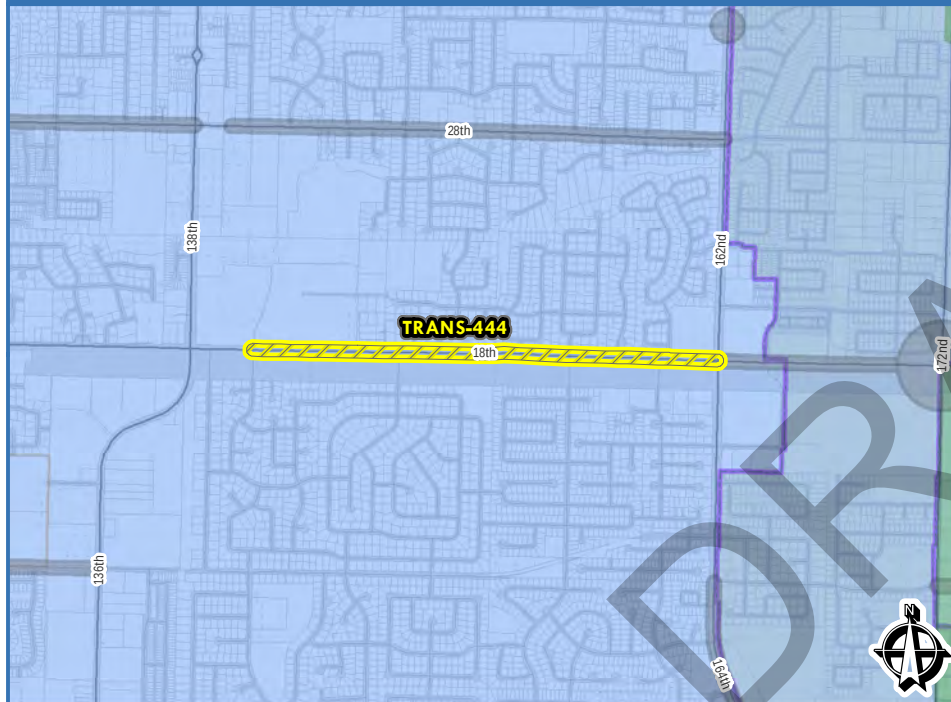
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 142ND AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 142ND AVE.**

TO: **NE 162ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Long-planned urban upgrade of 2-lane road to principal arterial standards. Originally built at rural standards to improve service and safety. Improvements include 5-lane principal arterial (2 lanes each direction plus turn lane) with mobility lanes, streetlights, sound walls (where required), sidewalk and ADA ramps, and shared use pathway on south side of street. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$19,600,000.00

***Start of Construction (Year):**



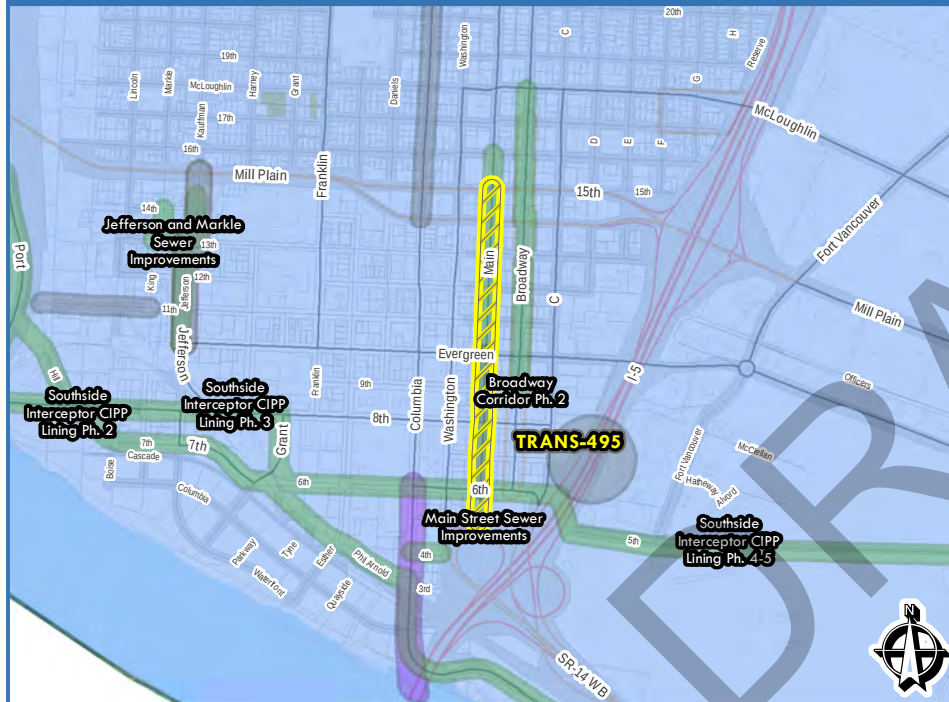
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MAIN ST. RECONSTRUCTION - 5TH ST. TO 15TH STREET (MAIN STREET PROMISE)**

PROJECT EXTENT: **5TH ST.**

TO: **15TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

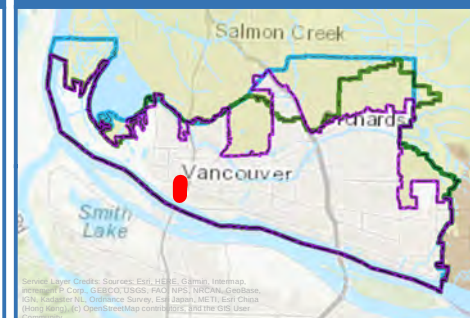
Project Description / Comments

Improve the safety of pedestrians, cyclists and motorists with a complete reconstruction of the existing street pavement and sidewalks. Project also includes upgrades to existing streetlights, traffic signals and pedestrian crossings. This is a project that has been under consideration for many years with conceptual design work having occurred in 2009, 2014 and 2019. A 2022 American Rescue Plan Act grant awarded to the project along with allocation of other local revenues is allowing this project to finally move to completion.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	Yes
Total Proj. Cost:	\$11,150,000.00
*Start of Construction (Year):	2022

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



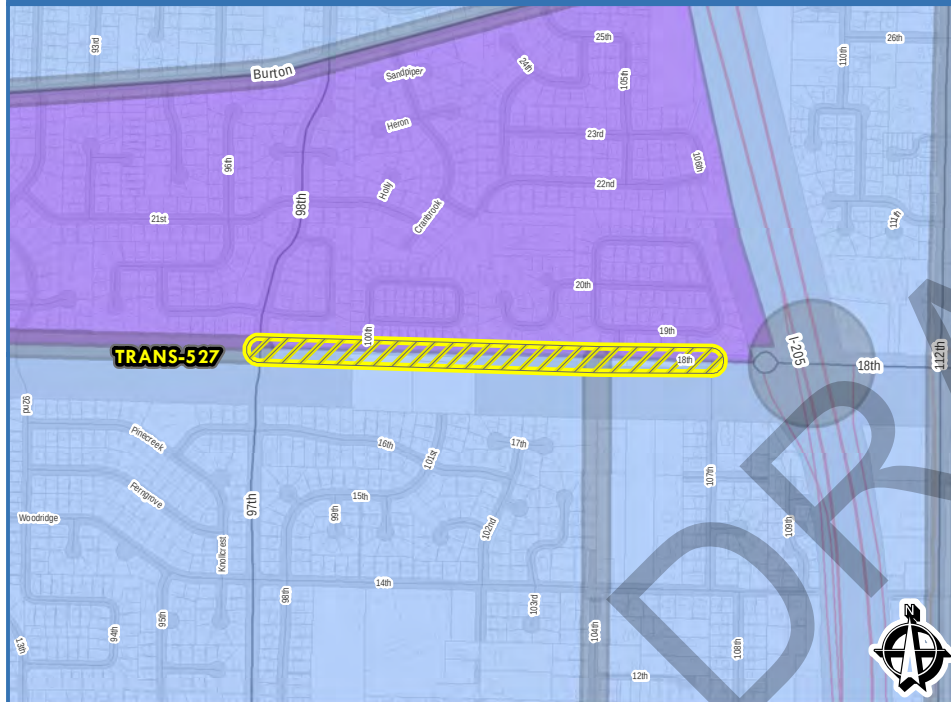
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 97TH AVE. TO NE 107TH AVE.**

PROJECT EXTENT: **NE 97TH AVE.**

TO: **NE 107TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

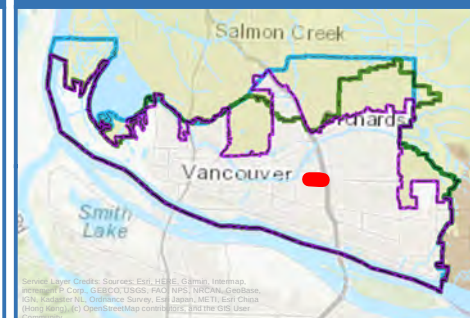
Project Description / Comments

Long-planned new urban arterial and upgrade of existing segments to current arterial standards. The improvement will be a multimodal facility including travel lanes, evaluation of roundabouts at intersections, mobility lanes, streetlights, ADA accessible pedestrian ramps, sound walls (where required), sidewalk, and a multi-use pathway. The east end of the project will connect to the recently constructed WSDOT/I-205 on ramp and roundabout. Design/ROW phases are continuing. This is one of 5 phases to improve 18th St. from 87th Ave to 192nd Ave. Identified by regional arterial improvement plan. Construction is planned for 2025.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Potential
Total Proj. Cost:	\$18,500,000.00
*Start of Construction (Year):	2025

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



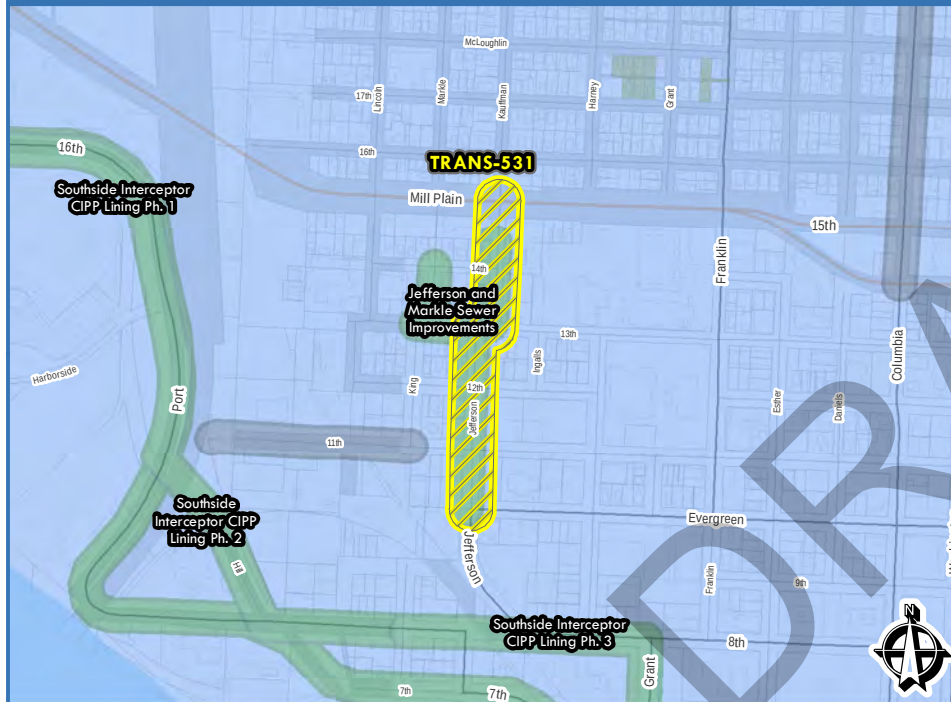
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **JEFFERSON ST. - W. EVERGREEN BLVD. TO W. MILL PLAIN BLVD.**

PROJECT EXTENT: **W. EVERGREEN BLVD.**

TO: **W. MILL PLAIN BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

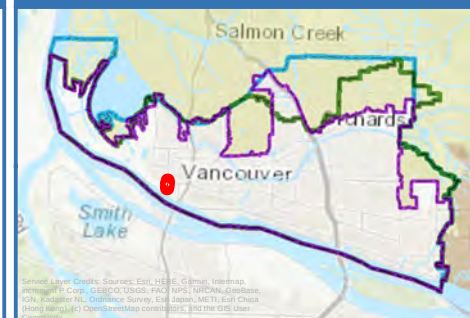
Project Description / Comments

Upgrade of a priority west side urban arterial circulation route with realignment of Jefferson/Kauffman at W. 13th Street. Projects includes 2 lanes (1 lane each direction), ADA ramps, sidewalk infill, mobility lanes and streetlights, with potential for high safety benefits. This project will help improve freight access on the west side of downtown Vancouver. Design phase and right-of-way phases are funded. Construction phase partially funded via grant. Originated from the Vancouver City Center Vision Plan (2007). Identified by regional arterial improvement plan and freight improvement plan.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$11,000,000.00
*Start of Construction (Year):	2024



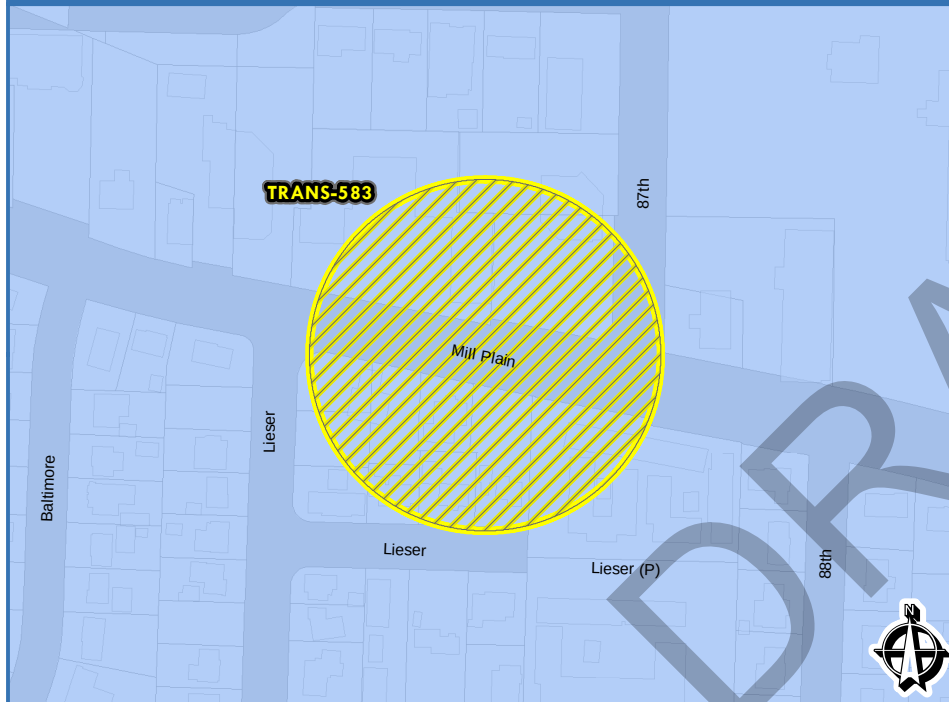
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 87TH AVE./ LIESER RD. REALIGNMENT**

PROJECT EXTENT: **LIESER RD.**

TO: **NE 87TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

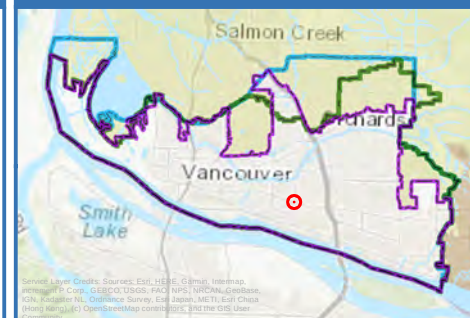
Project Description / Comments

Intersection modifications along E Mill Plain Blvd. at NE 87th Ave. and Lieser Rd to improve capacity and safety at these offset intersections. Scope of project is undefined. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$5,000,000.00

***Start of Construction (Year): Unknown**

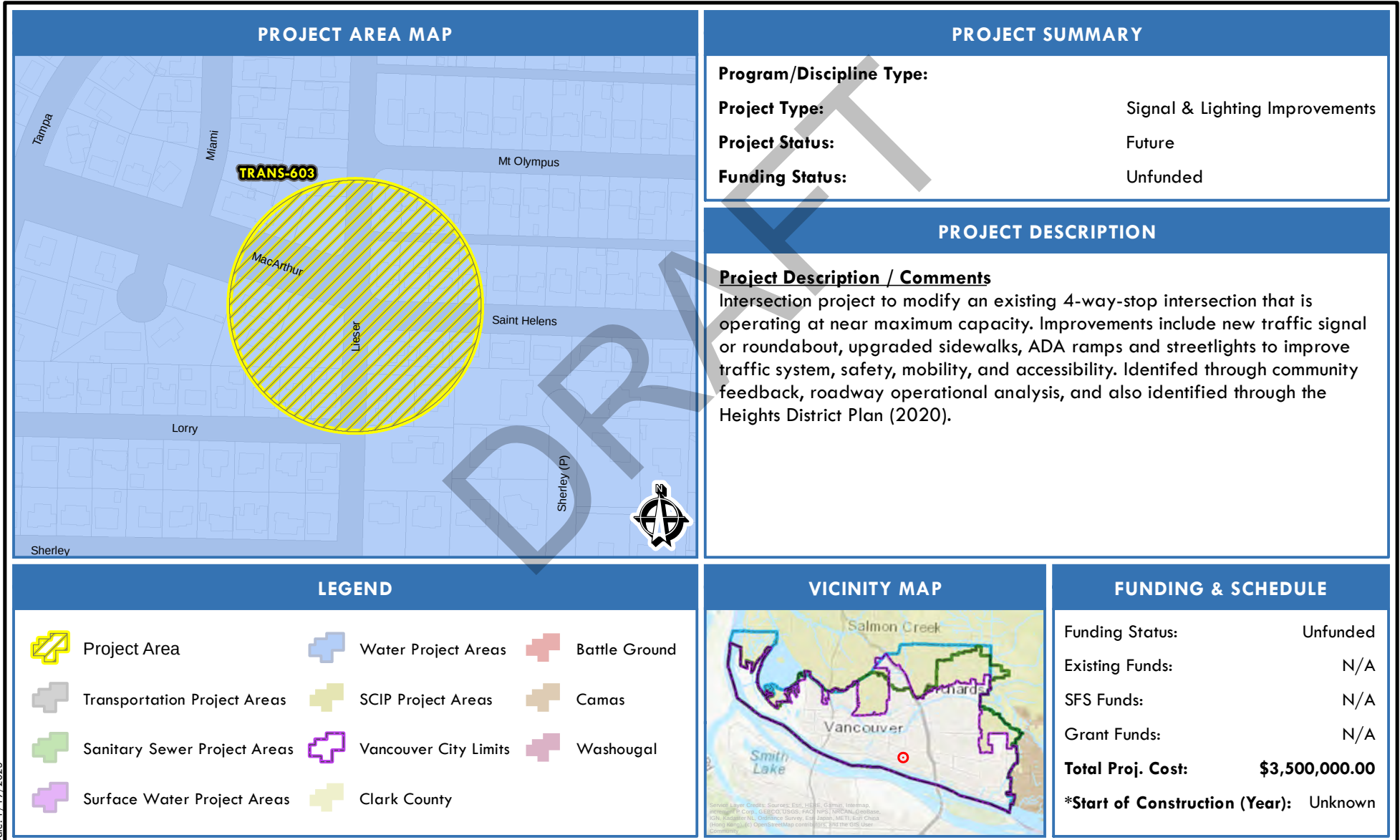


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD., S. LIESER RD. AND ST. HELENS AVE. INTERSECTION**

PROJECT EXTENT: **S. LIESER RD.**

TO: **ST. HELENS AVE. INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



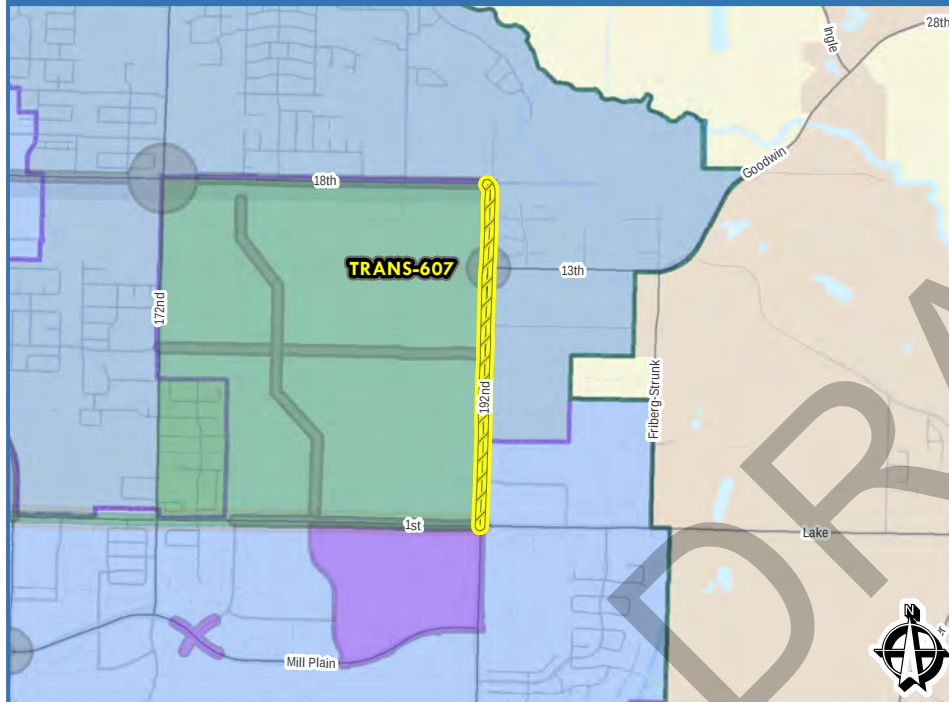
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 192ND AVE. - SE 1ST ST. TO NE 18TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

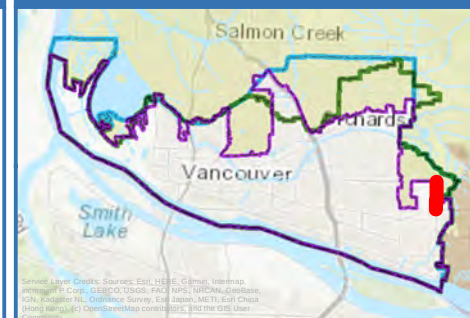
Project Description / Comments

Urban upgrade of existing 2-lane street. Improvements include additional travel lanes, sidewalks, mobility lanes, ADA ramps and streetlights to improve system, safety, mobility, and accessibility. This project originated from Section 30 Subarea Plan (2009). Recently received a federal grant to begin the design phase.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	Yes
Total Proj. Cost:	\$20,000,000.00
*Start of Construction (Year):	Unknown

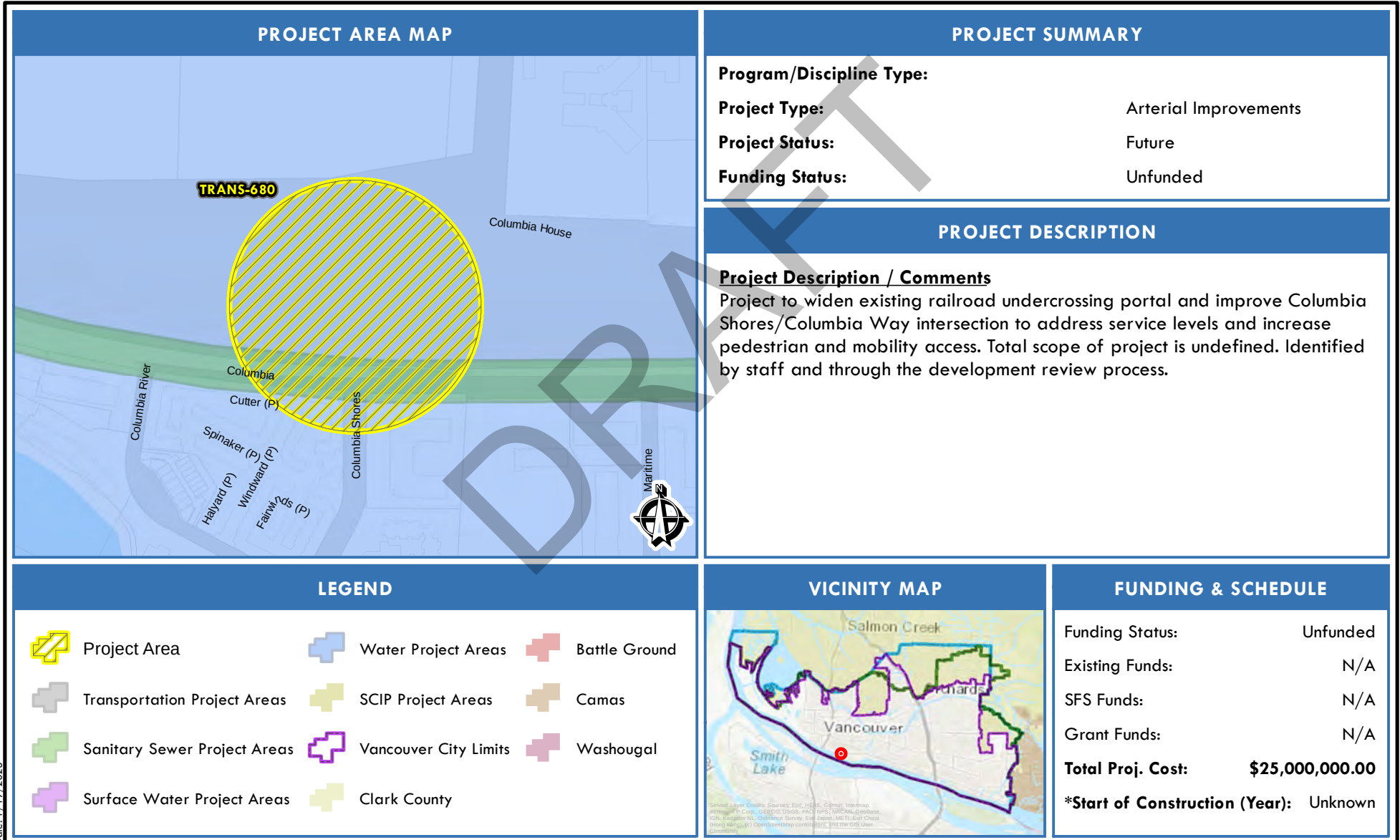


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA SHORES BLVD. AT COLUMBIA WAY - BNSF UNDERCROSSING WIDENING**

PROJECT EXTENT: **COLUMBIA SHORES BLVD.**

TO: **BNSF RAILROAD PORTAL**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

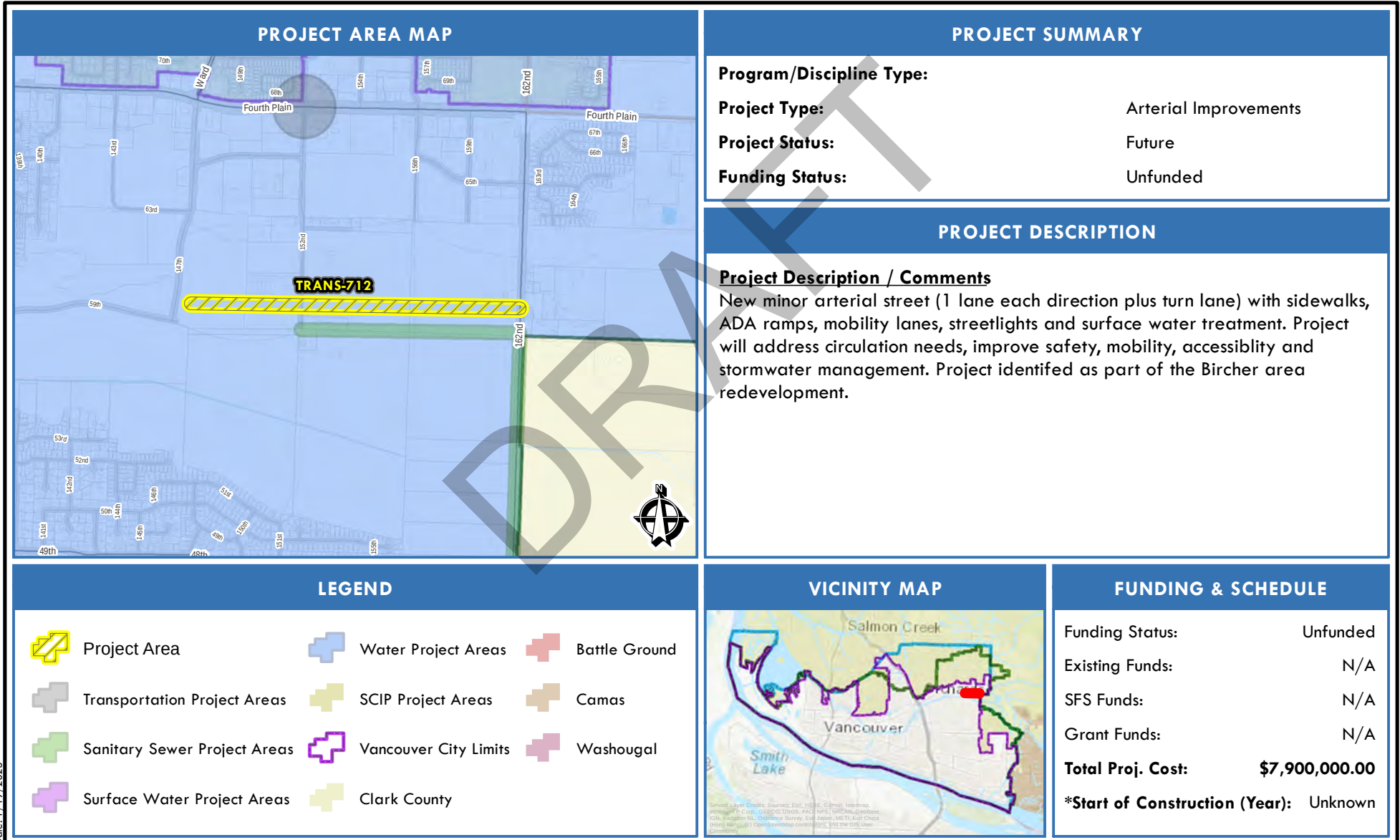


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 59TH ST. - NE 147TH AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 147TH AVE.**

TO: **NE 162ND AVE.**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

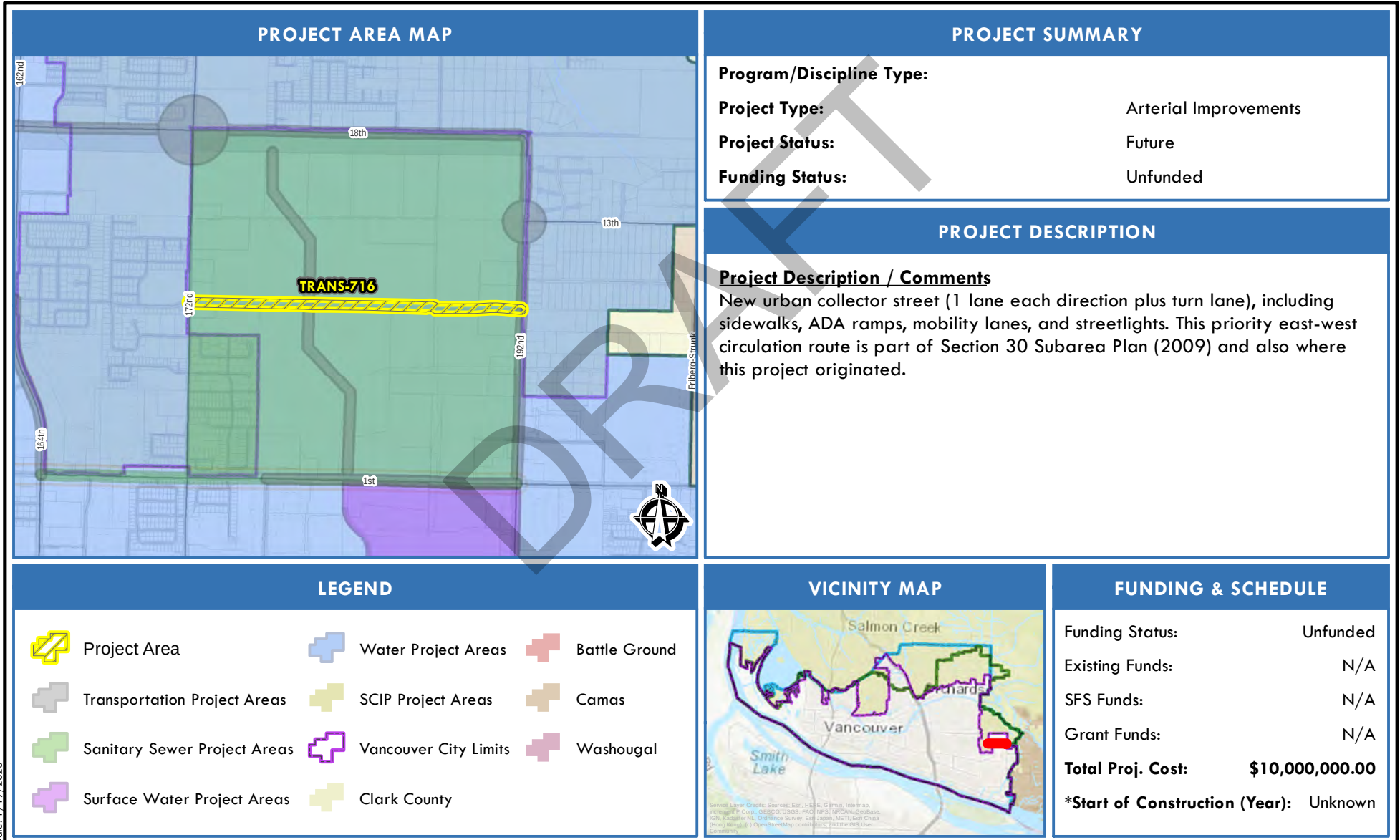


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 9TH ST. - NE 172ND AVE. TO NE 192ND AVE.**

PROJECT EXTENT: **NE 172ND AVE.**

TO: **NE 192ND AVE.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



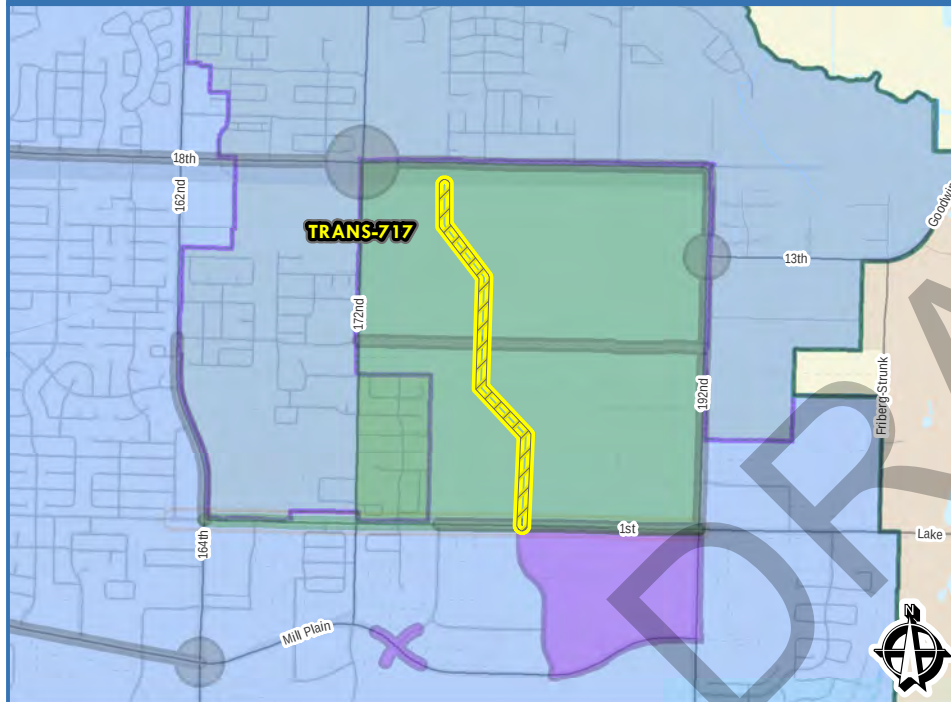
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 182ND AVE. - SE 1ST ST. TO NE 18TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

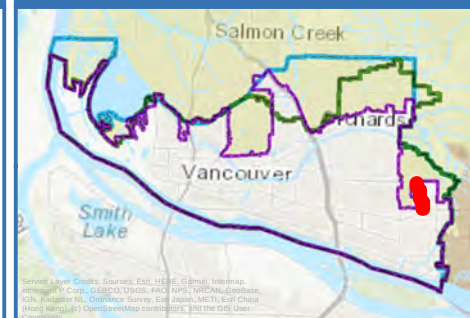
Project Description / Comments

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. This priority north to south circulation route is part of Section 30 Subarea Plan (2009) and also where this project originated.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$12,000,000.00

***Start of Construction (Year): Unknown**

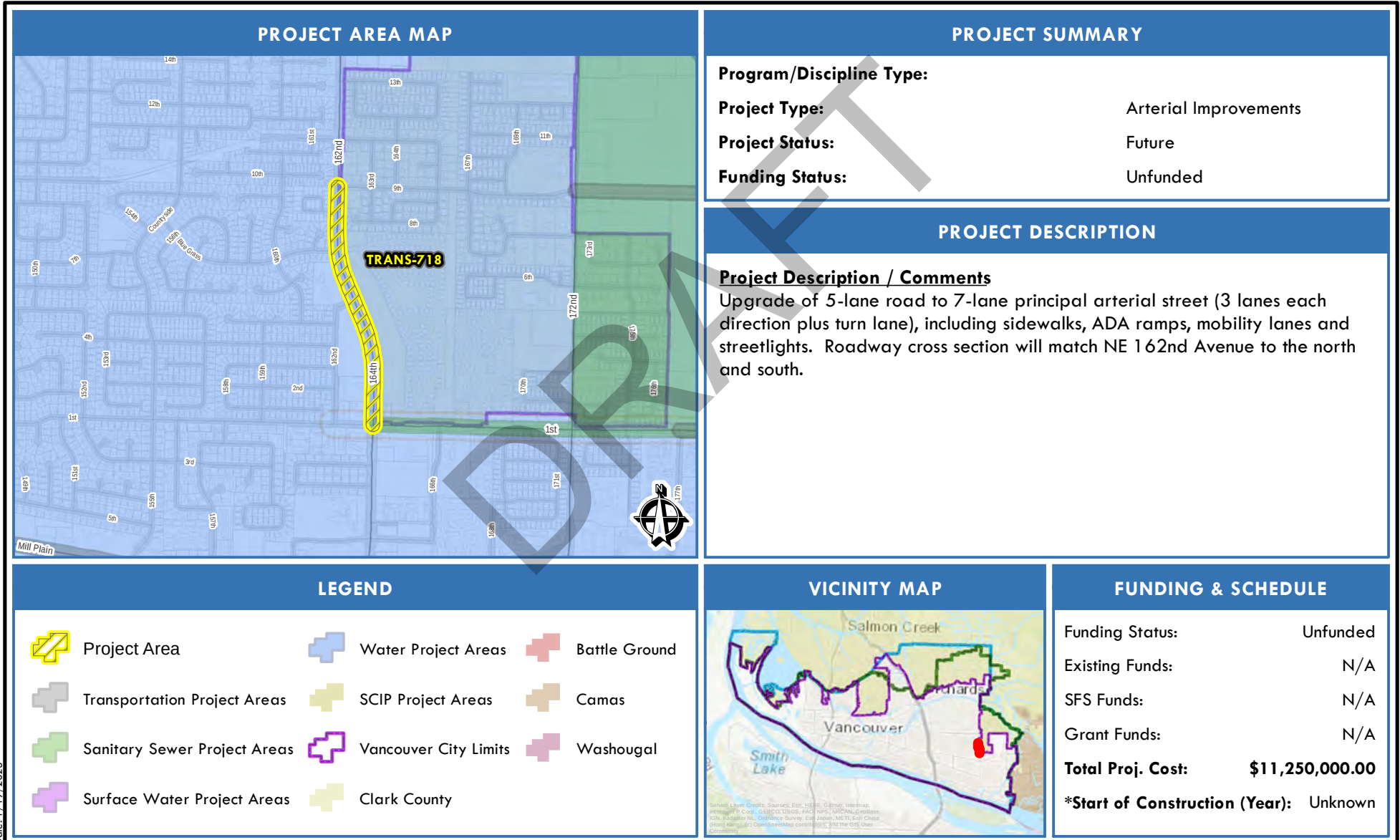


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 162ND AVE. - SE 1ST ST. TO NE 9TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 9TH ST.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



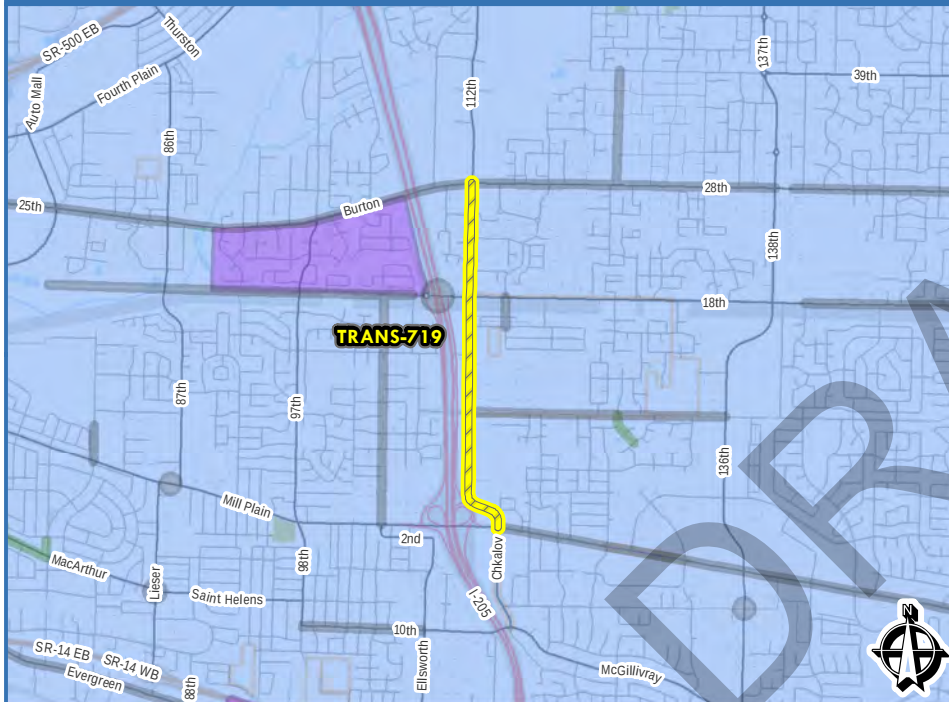
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 112TH AVE. - E. MILL PLAIN BLVD. TO NE 28TH ST.**

PROJECT EXTENT: **E MILL PLAIN BLVD.**

TO: **NE 28TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

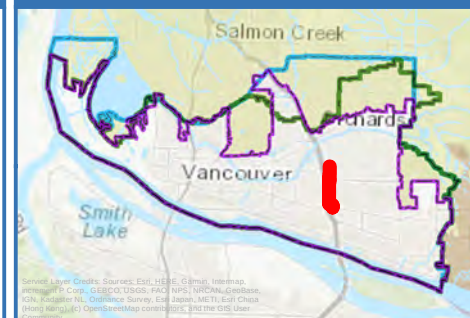
Project Description / Comments

Corridor improvements to bring NE 112th Ave. up to urban arterial standards, and address safety and accessibility issues for all modes of travel. Originated from 112th Corridor Subarea Plan (2011).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$2,000,000.00
*Start of Construction (Year):	Unknown

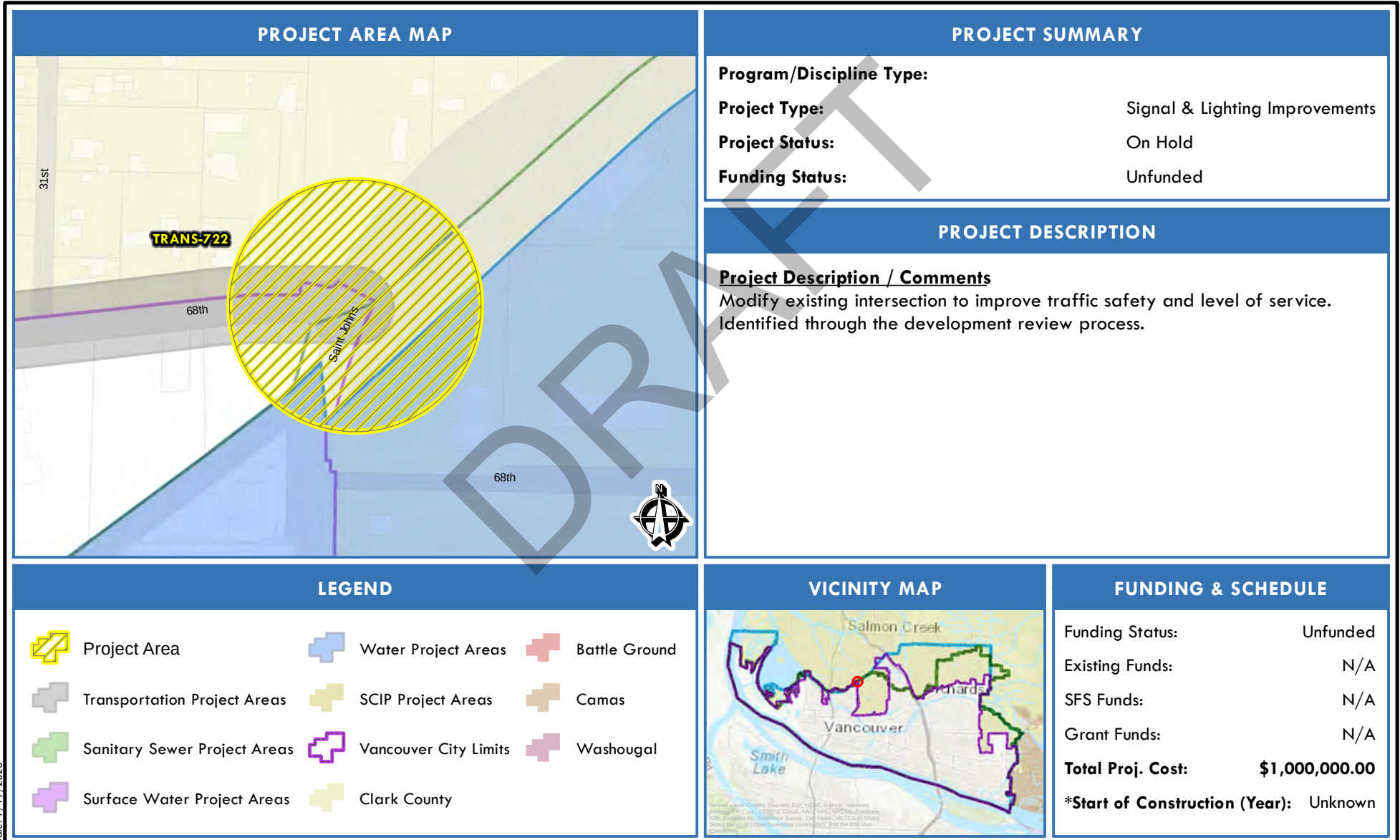


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE ST. JOHNS BLVD. AND NE 68TH ST.**

PROJECT EXTENT: **NE ST. JOHN'S BLVD.**

TO: **NE 68TH ST. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



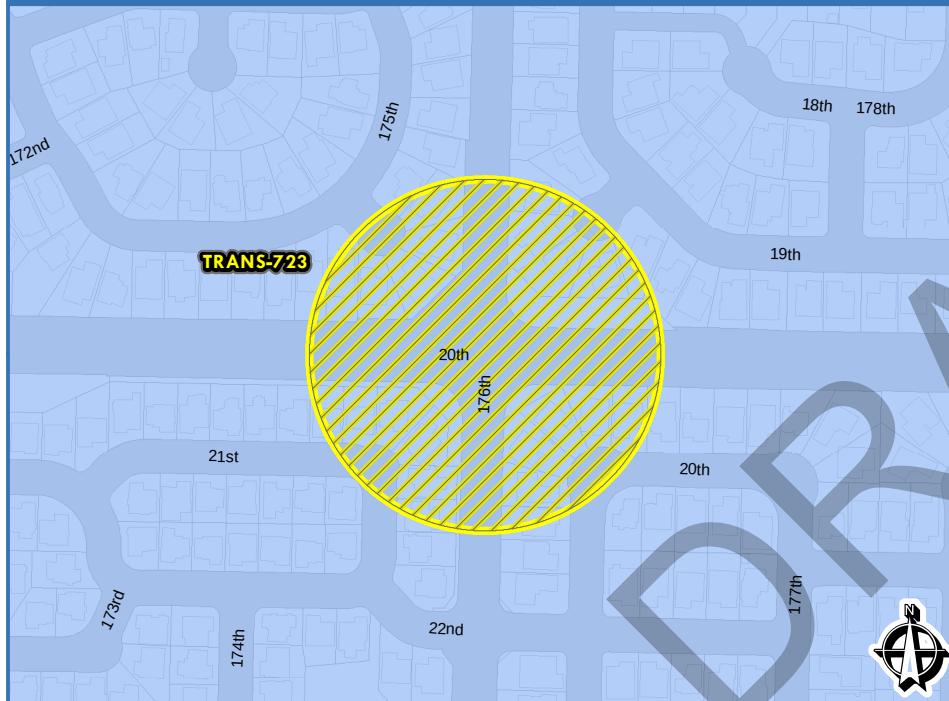
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 20TH ST. AND SE 176TH AVE.**

PROJECT EXTENT: **SE 20TH ST.**

TO: **SE 176TH AVE. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

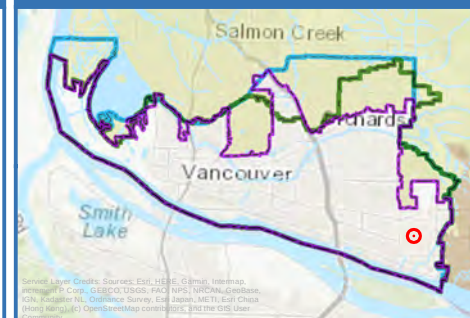
Project Description / Comments

Modify existing intersection to improve traffic safety, operations and level of service. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown

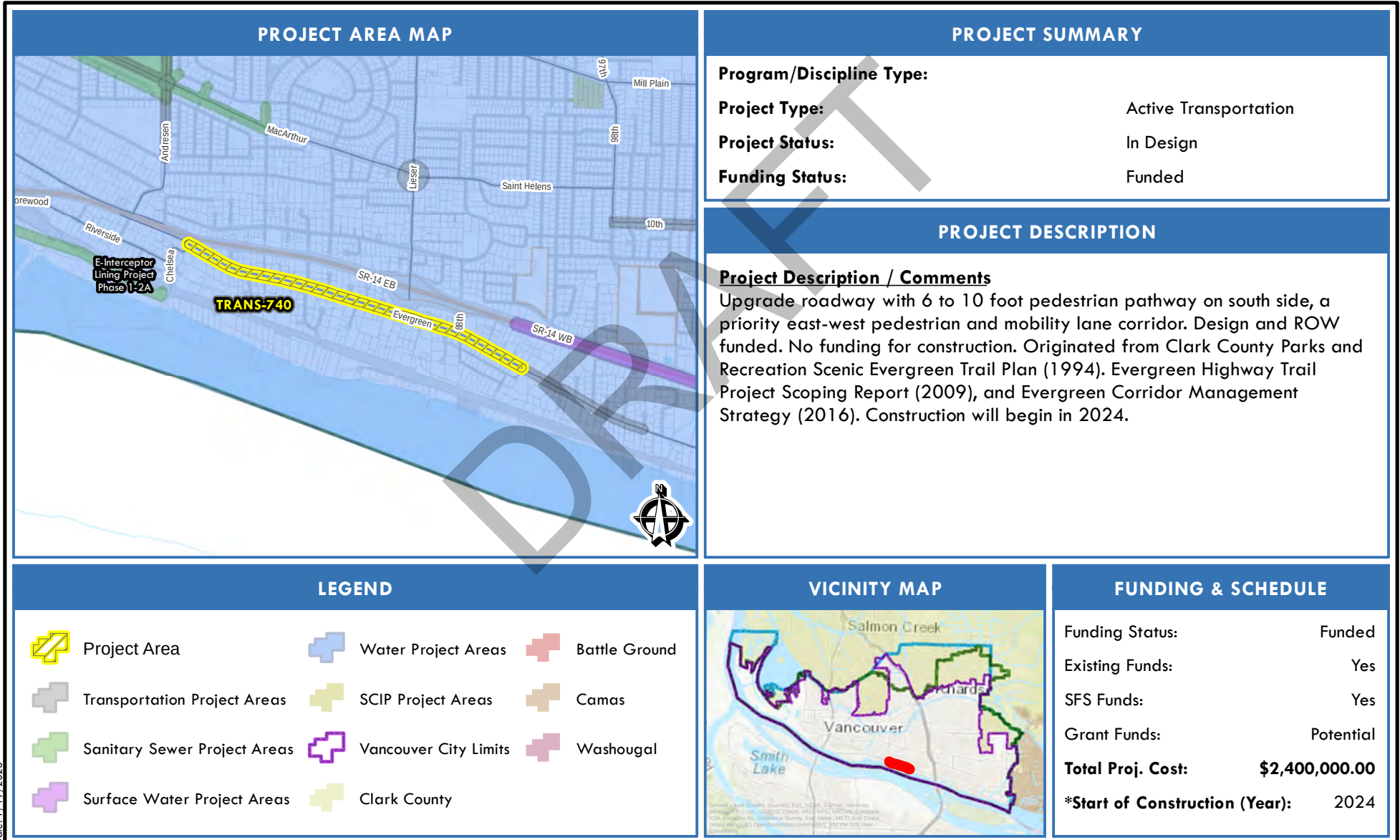


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - SE CHELSEA AVE. TO SE IMAGE RD.**

PROJECT EXTENT: **SE CHELSEA AVE.**

TO: **SE IMAGE RD.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

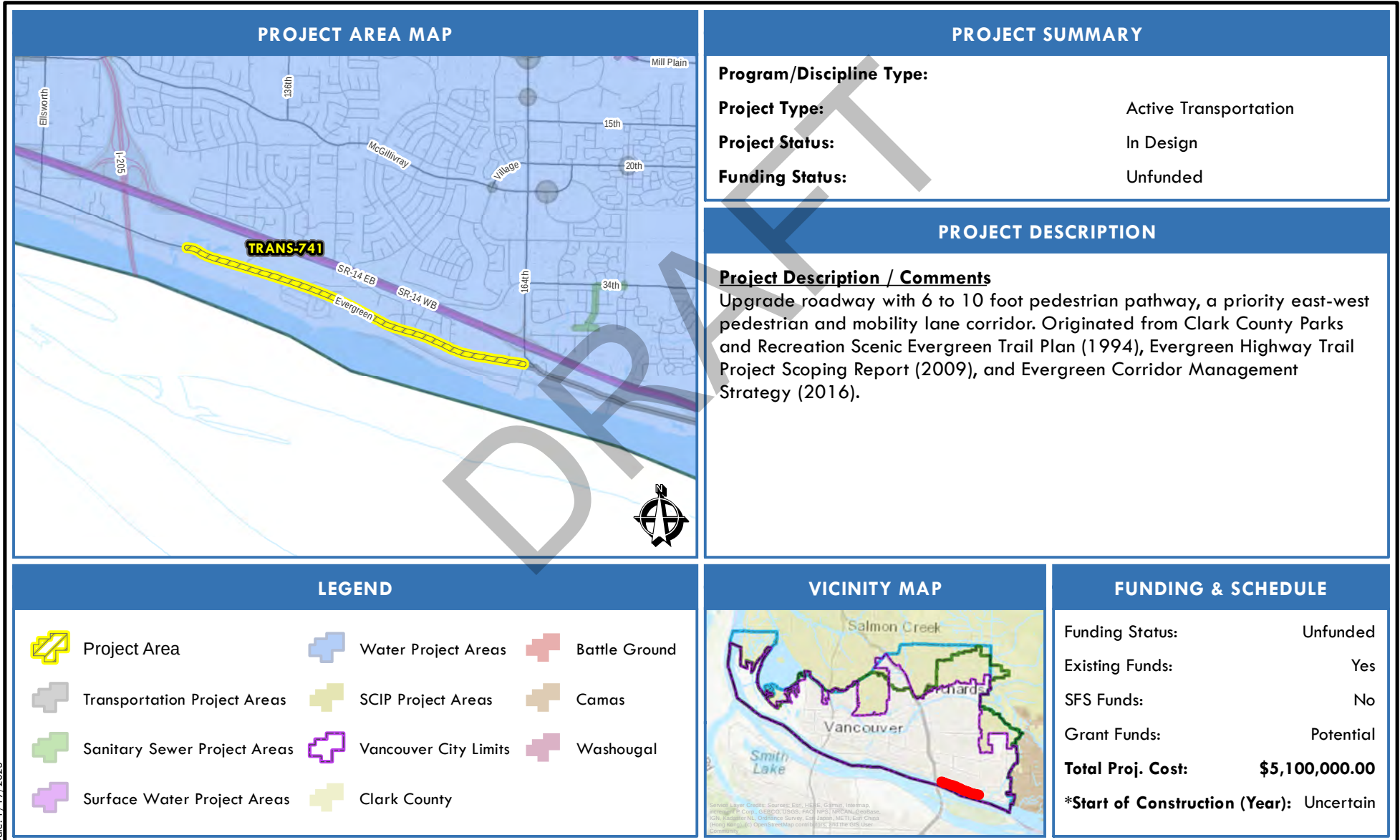


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - COLUMBIA SPRINGS TO SE 164TH AVE.**

PROJECT EXTENT: **SE SILVER SPRINGS DR.**

TO: **SE 164TH AVE.**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



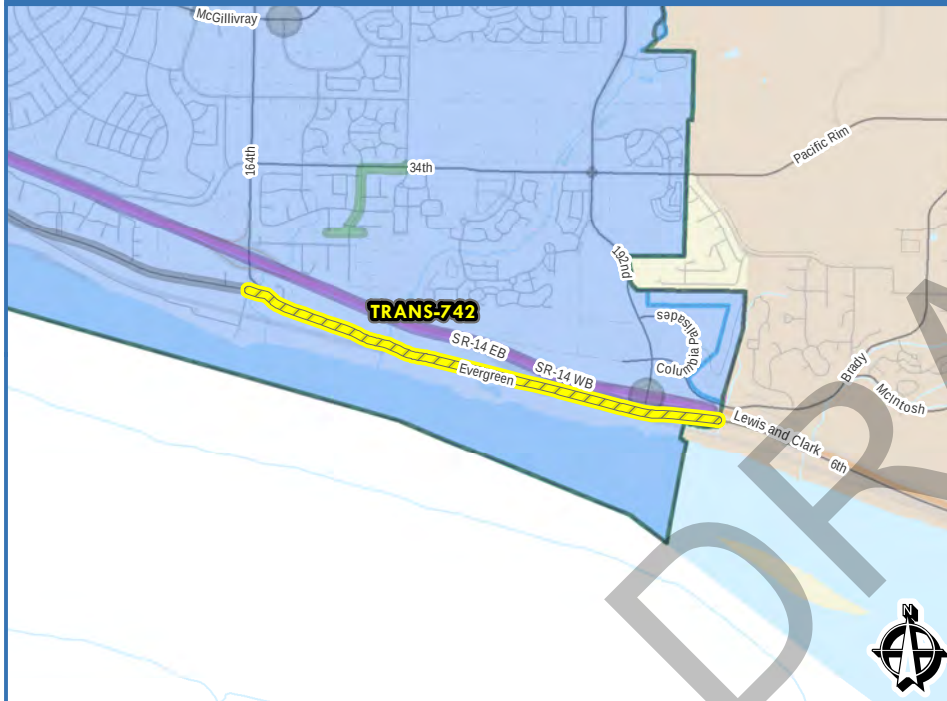
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - SE 164TH AVE. TO EAST CITY LIMITS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **EAST CITY LIMITS**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

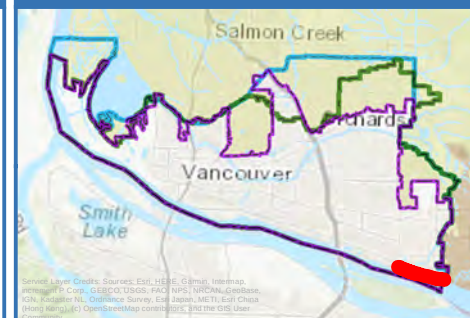
Project Description / Comments

Upgrade roadway with 6 to 10 foot pedestrian pathway on south side, a priority east-west pedestrian and mobility lane corridor. Originated from Clark County Parks and Recreation Scenic Evergreen Trail Plan (1994), Evergreen Highway Trail Project Scoping Report (2009), and Evergreen Corridor Management Strategy (2016).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$7,000,000.00

***Start of Construction (Year): Unknown**

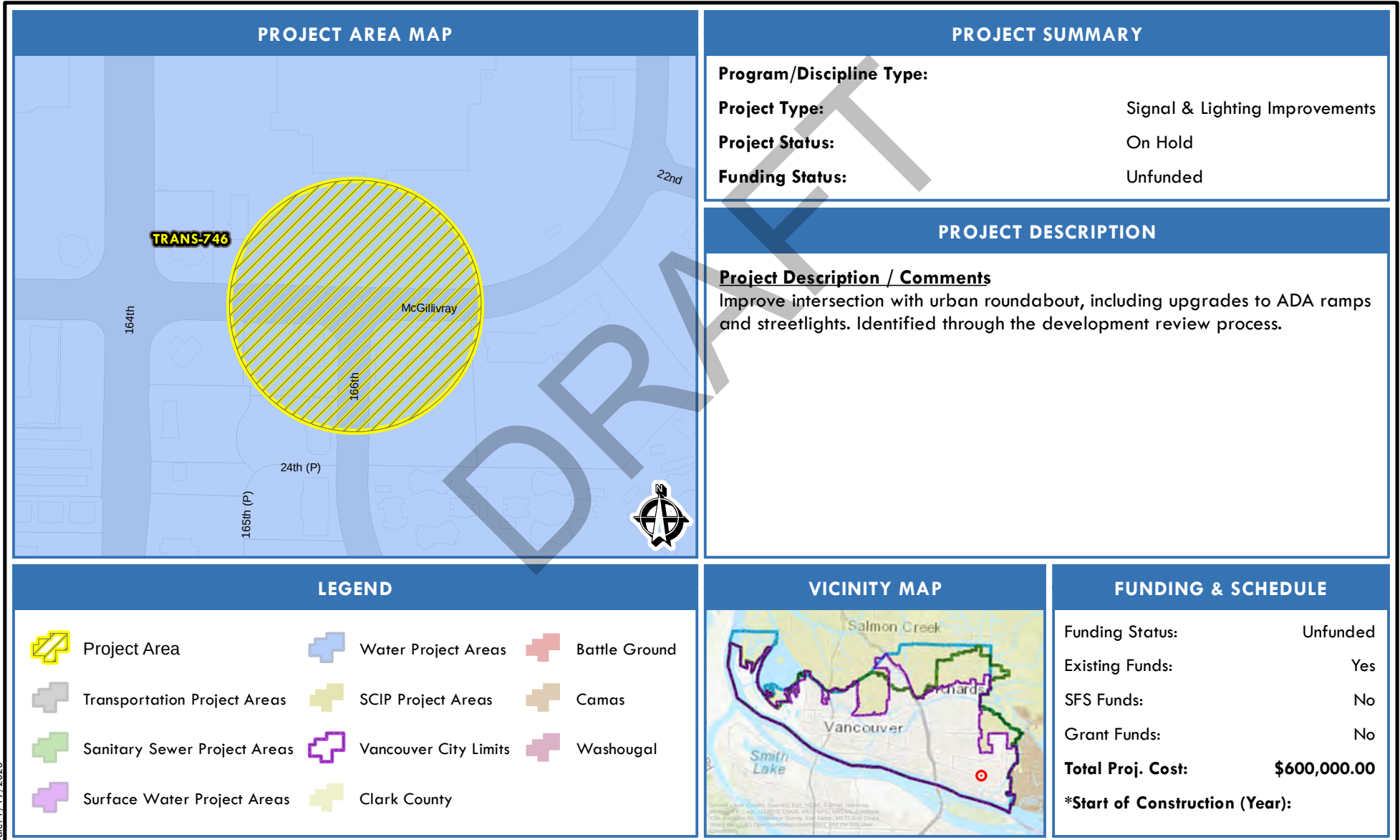


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE MCGILLIVRAY BLVD. AND SE 166TH AVE.**

PROJECT EXTENT: **SE MCGILLIVRAY BLVD.**

TO: **SE 166TH AVE. INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



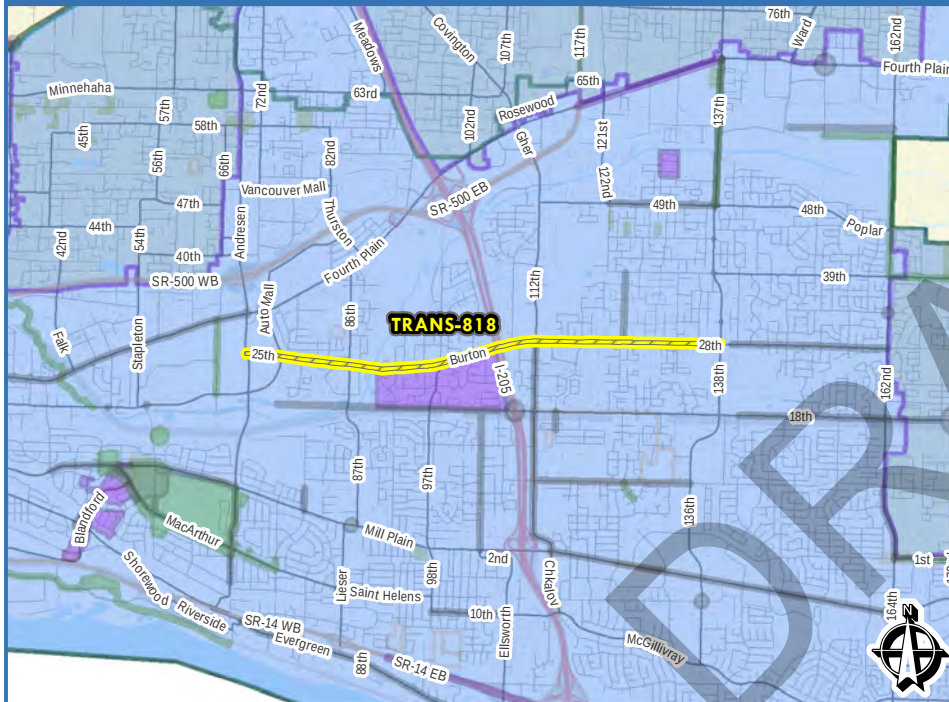
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE BURTON/28TH STREET - NE ANDRESEN RD. TO NE 138TH AVE.**

PROJECT EXTENT: **NE ANDRESEN RD.**

TO: **NE 138TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

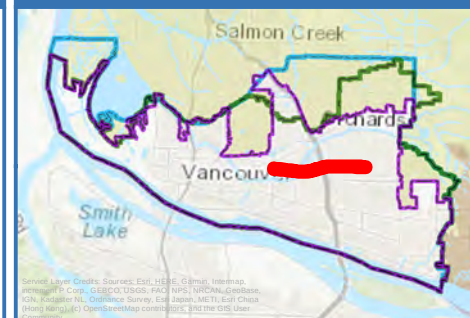
Project Description / Comments

Installation of fiber and connections between fiber optic cables to traffic signal controllers to improve signal operations along the corridor. Identified by regional arterial improvement plan.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$1,000,000.00
*Start of Construction (Year):	Unknown

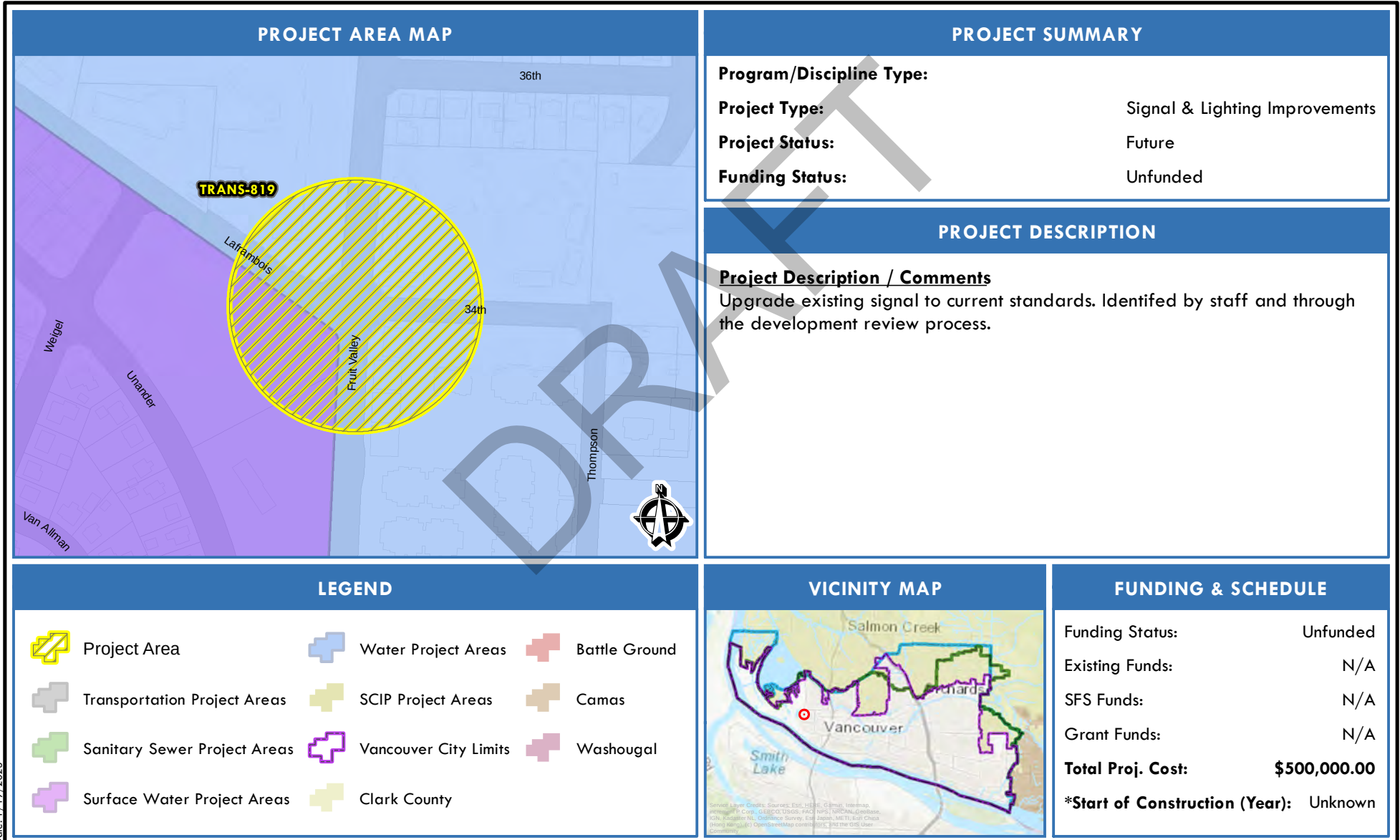


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW FRUIT VALLEY RD. AT LA FRAMBOIS RD.**

PROJECT EXTENT: **NW FRUIT VALLEY RD.**

TO: **LA FRAMBOIS RD. INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



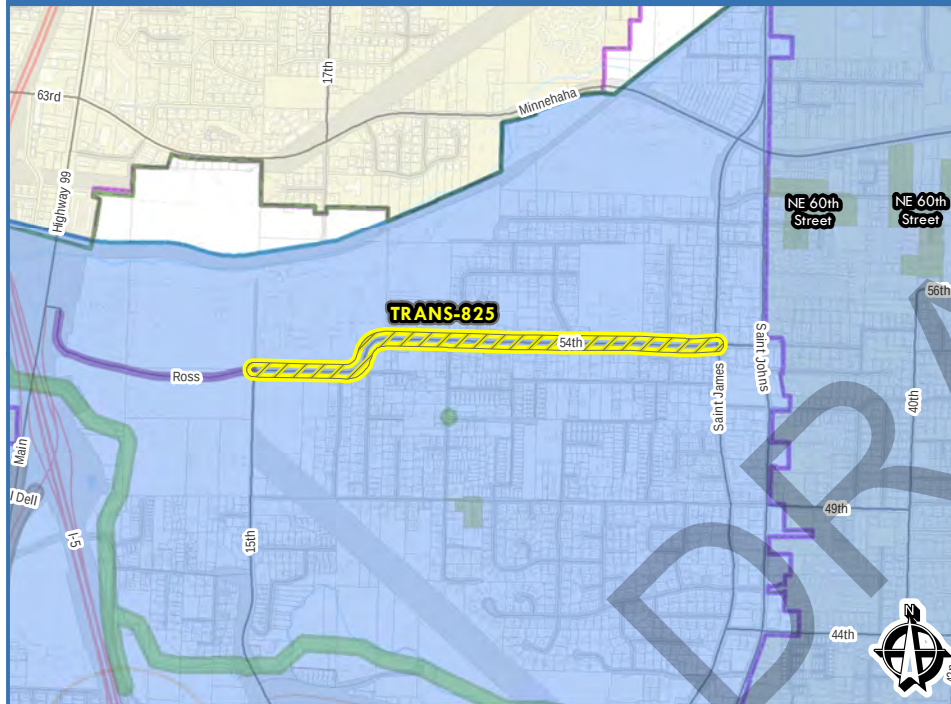
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 54TH STREET - NE 15TH AVE. TO NE SAINT JAMES RD.**

PROJECT EXTENT: **NE 15TH AVE.**

TO: **NE SAINT JAMES RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

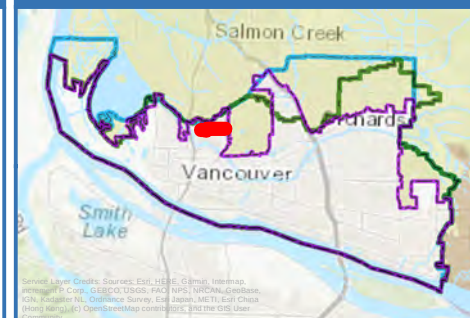
Project Description / Comments

Upgrade of existing 2-lane road to an urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights to improve safety, mobility, accessibility, and level of service. New signal to be added at NE 54th St. and St John's Blvd. Identified through the development review process.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$14,000,000.00
*Start of Construction (Year):	Unknown



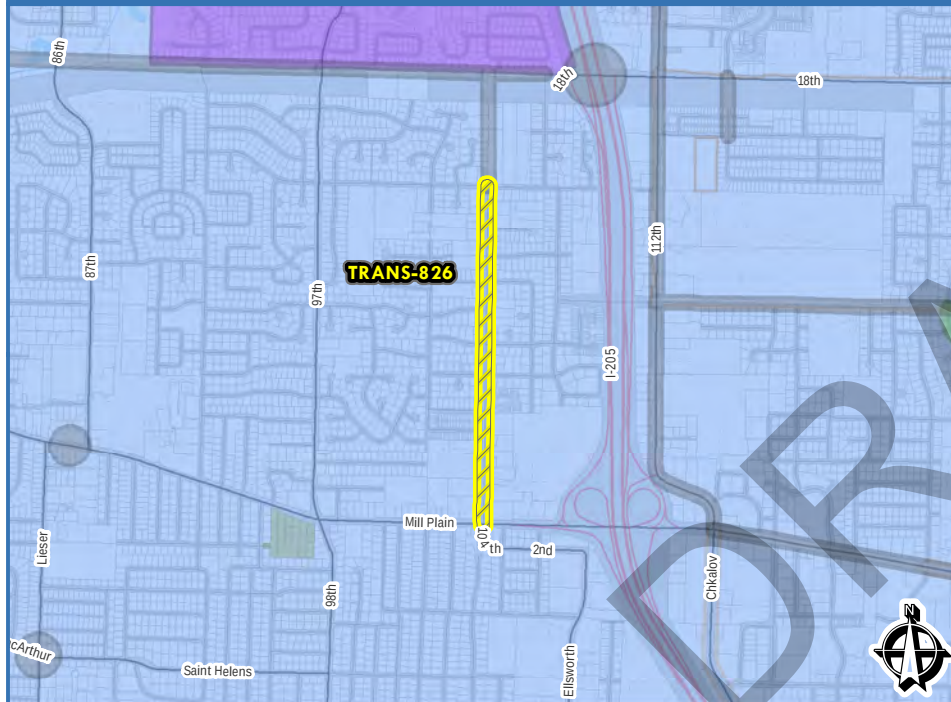
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 104TH AVENUE - SE MILL PLAIN BLVD TO NE 14TH STREET**

PROJECT EXTENT: **SE MILL PLAIN BLVD.**

TO: **NE 14TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

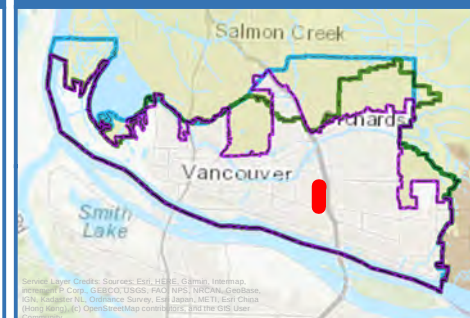
Project Description / Comments

Upgrade of existing 2-lane road to an urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): Unknown**

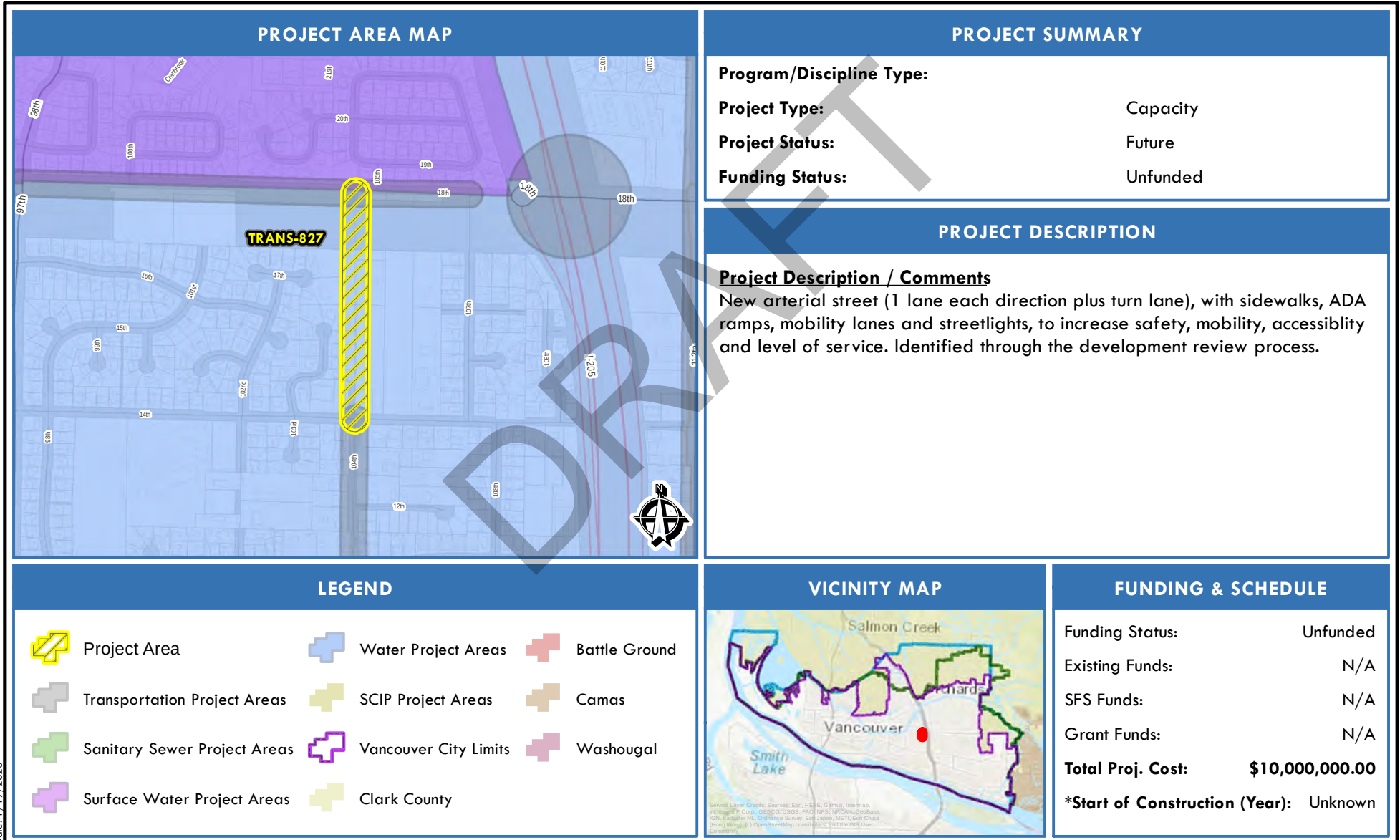


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 104TH AVENUE - NE 14TH STREET TO NE 18TH STREET**

PROJECT EXTENT: **NE 14TH ST.**

TO: **NE 18TH ST.**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

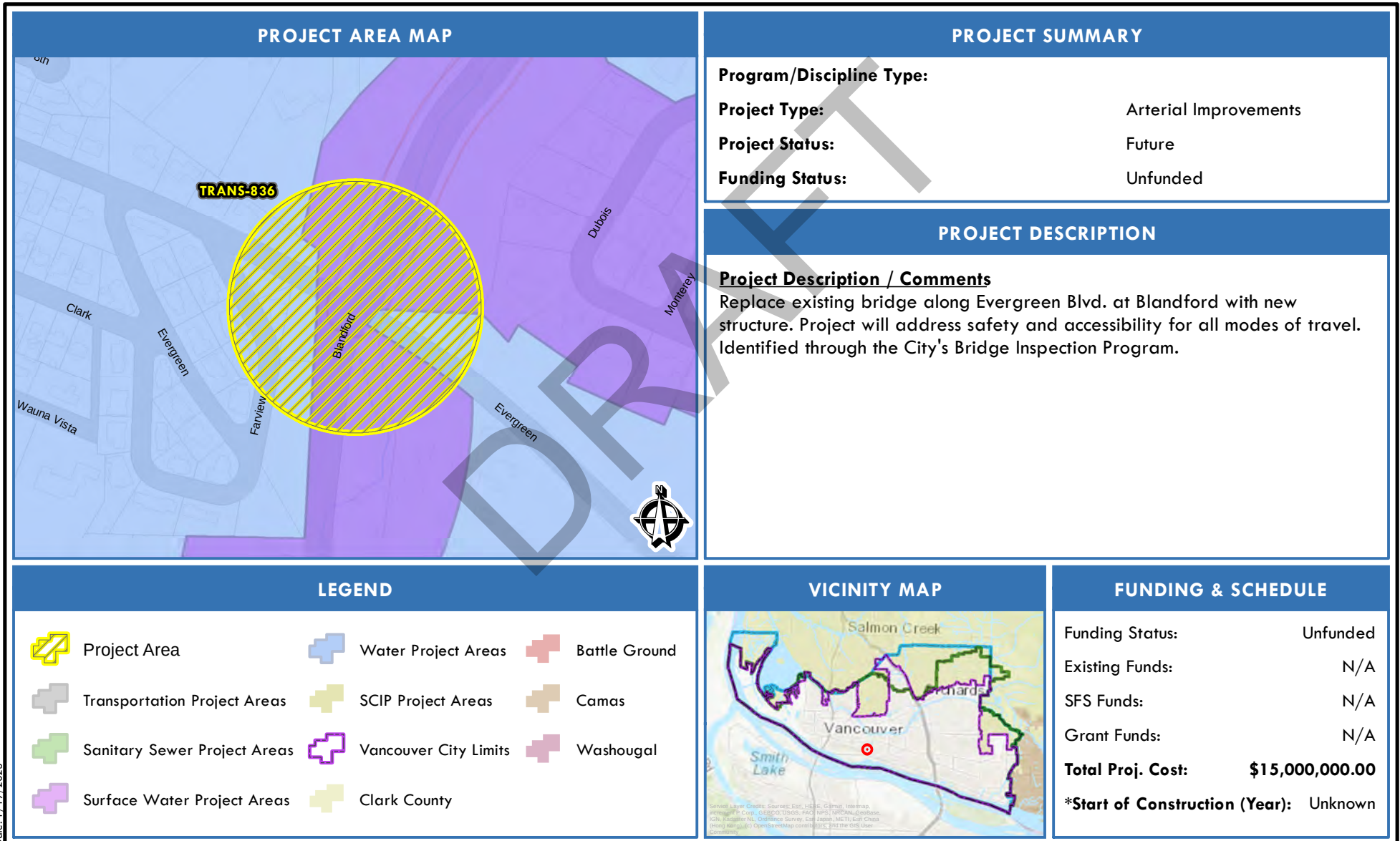


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E. EVERGREEN BLVD. BRIDGE OVER S. BLANDFORD DR.**

PROJECT EXTENT: **E. EVERGREEN BLVD.**

TO: **S. BLANDFORD DR. BRIDGE**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

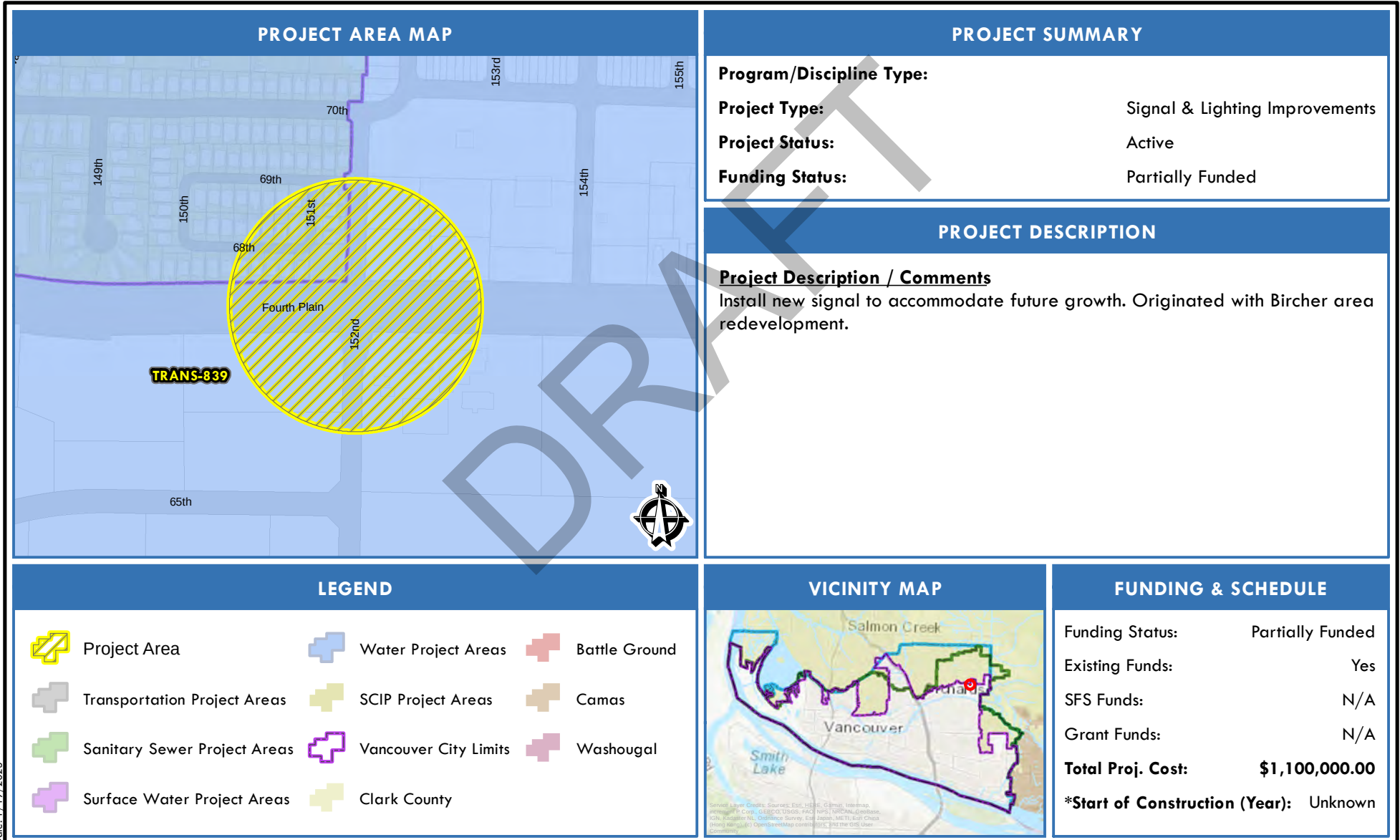


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 152ND AVE. AND NE FOURTH PLAIN BLVD. SIGNAL**

PROJECT EXTENT: **NE 152ND AVE.**

TO: **NE 4TH PLAIN BLVD. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

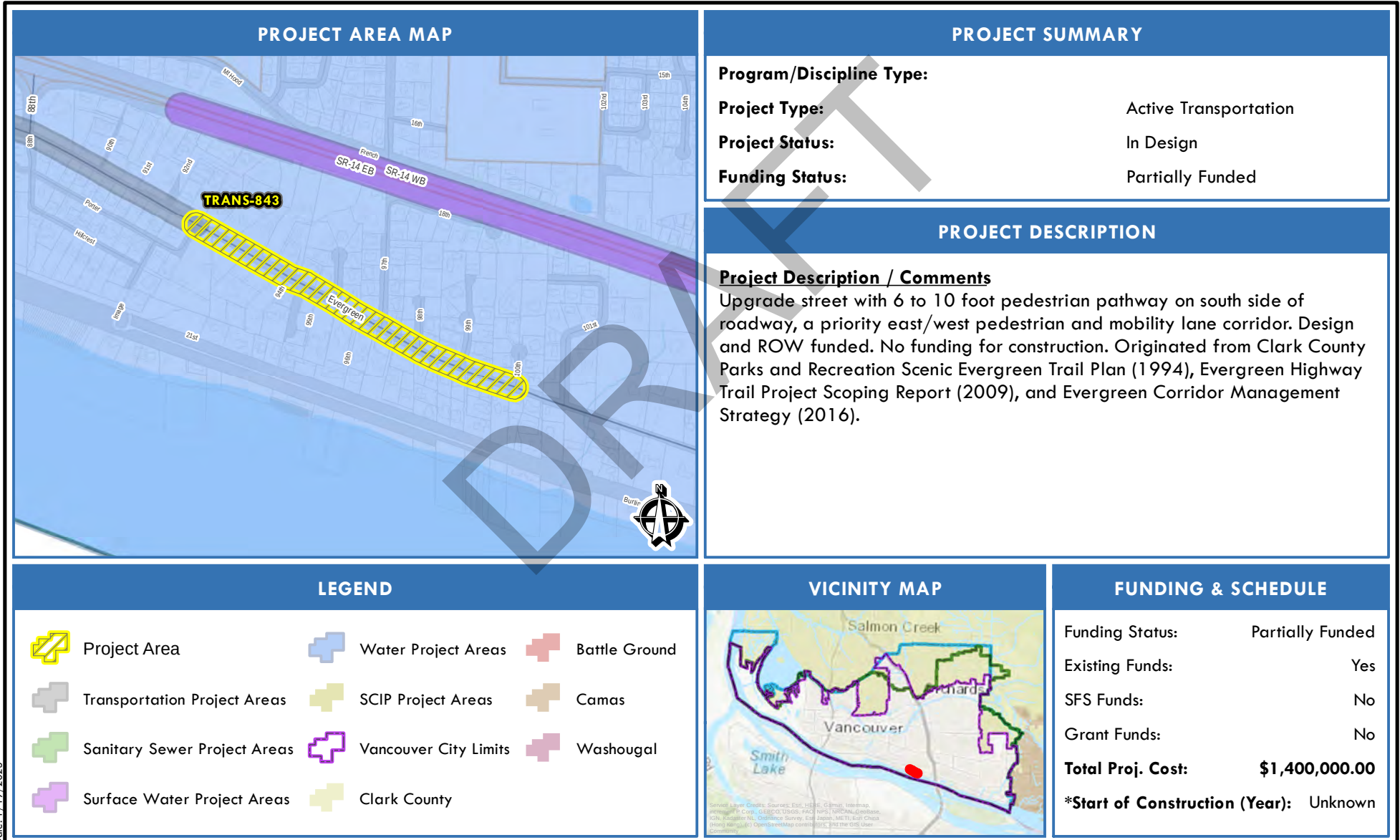


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE EVERGREEN HWY PATHWAY - WEBER ARBORETUM TO SE 100TH CT.**

PROJECT EXTENT: **WEBER ARBORETUM**

TO: **SE 100TH CT.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



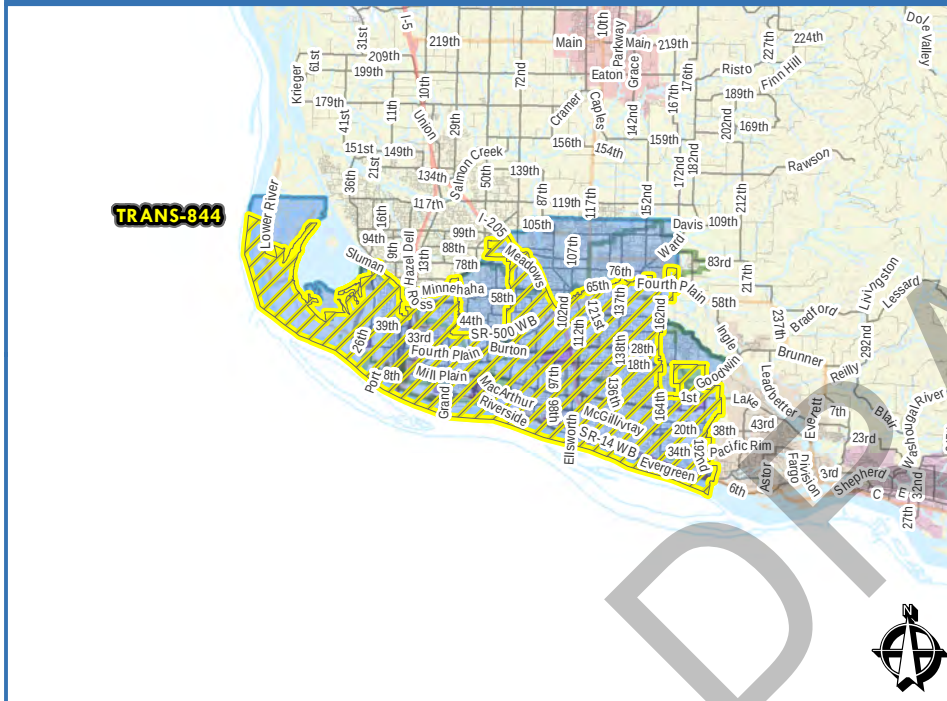
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MULTIMODAL SAFETY AND ACCESSIBILITY**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Ongoing

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing program budgeted at \$1.5M/yr., to address safety and accessibility for people walking, biking, and rolling. Projects include: TRANS-889 - 18th and Devine ADA Improvements, TRANS-899 - 4th Plain Blvd. Pedestrian Crossing, TRANS-919 - 34th St. Complete Street, TRANS-878 - 68th St. Sidewalk, TRANS-918 - 18th and Burnt Bridge Creek Trail Crossing, and TRANS-740 - Evergreen Hwy Pathway.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: No

SFS Funds: Yes

Grant Funds: No

Total Proj. Cost:

***Start of Construction (Year):** Ongoing



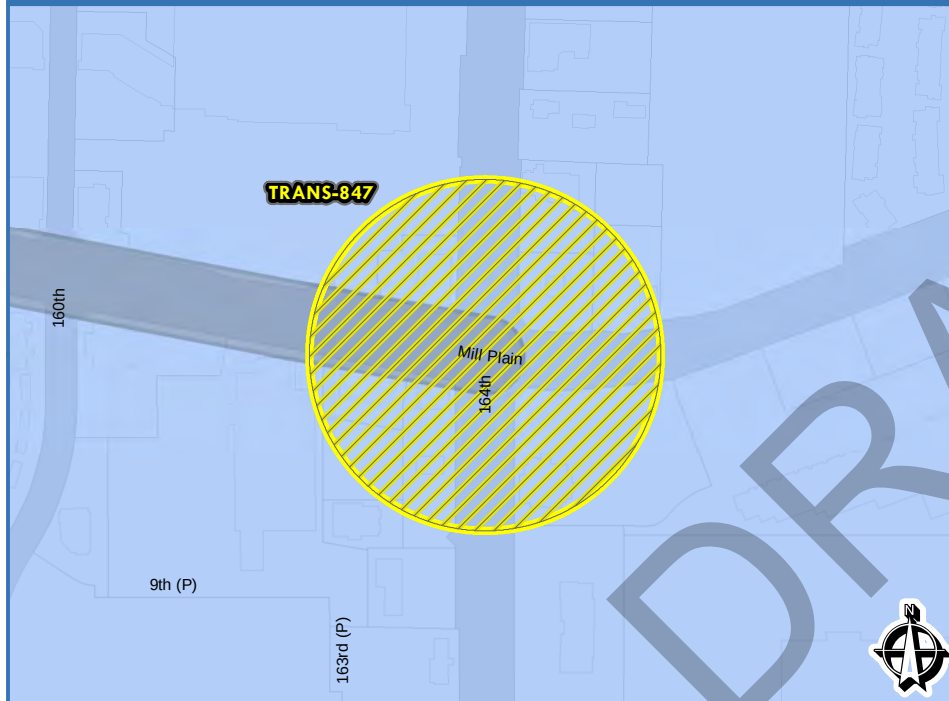
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVE. AND SE MILL PLAIN BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **SE MILL PLAIN BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

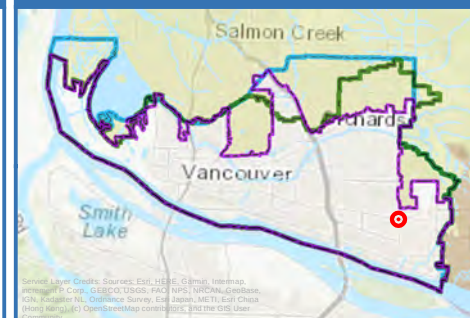
Project Description / Comments

Increase left-turn movement capacity at intersection of 164th Ave/Mill Plain Blvd to improve overall Level of Service. Identified by staff.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown

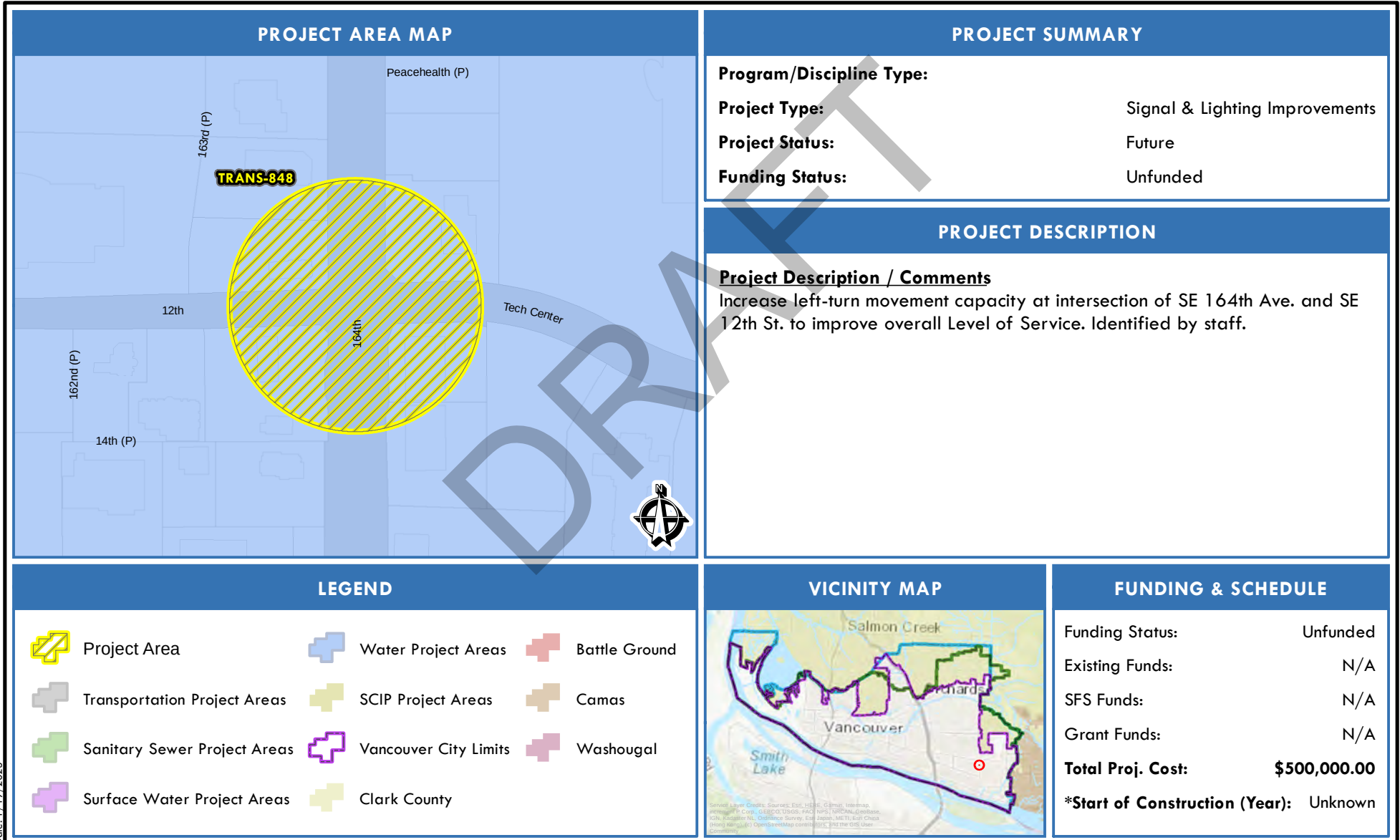


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVENUE AND SE 12TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **SE 12TH ST.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

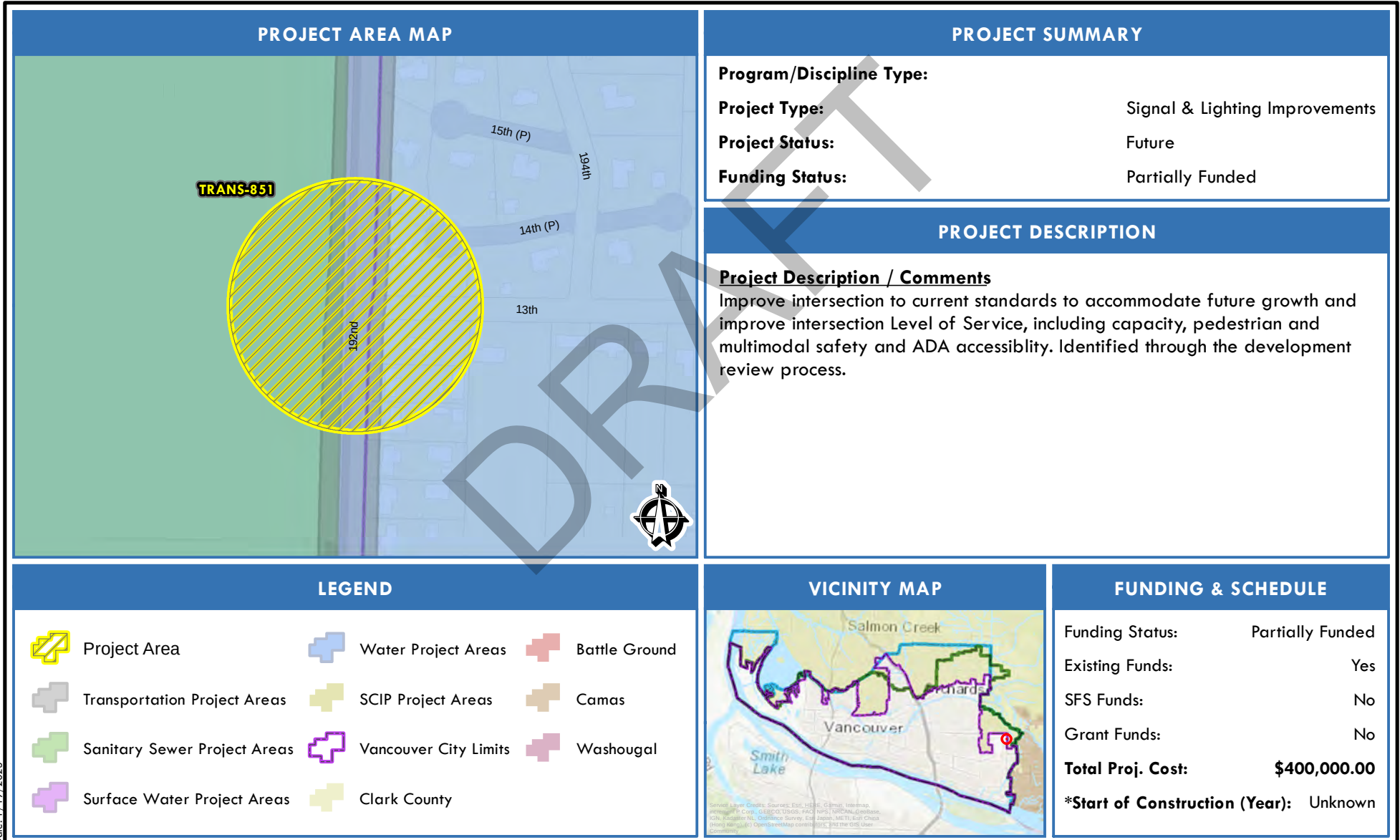


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 192ND AVENUE AND NE 13TH STREET INTERSECTIONS IMPROVEMENTS**

PROJECT EXTENT: **192ND AVE.**

TO: **NE 13TH ST. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

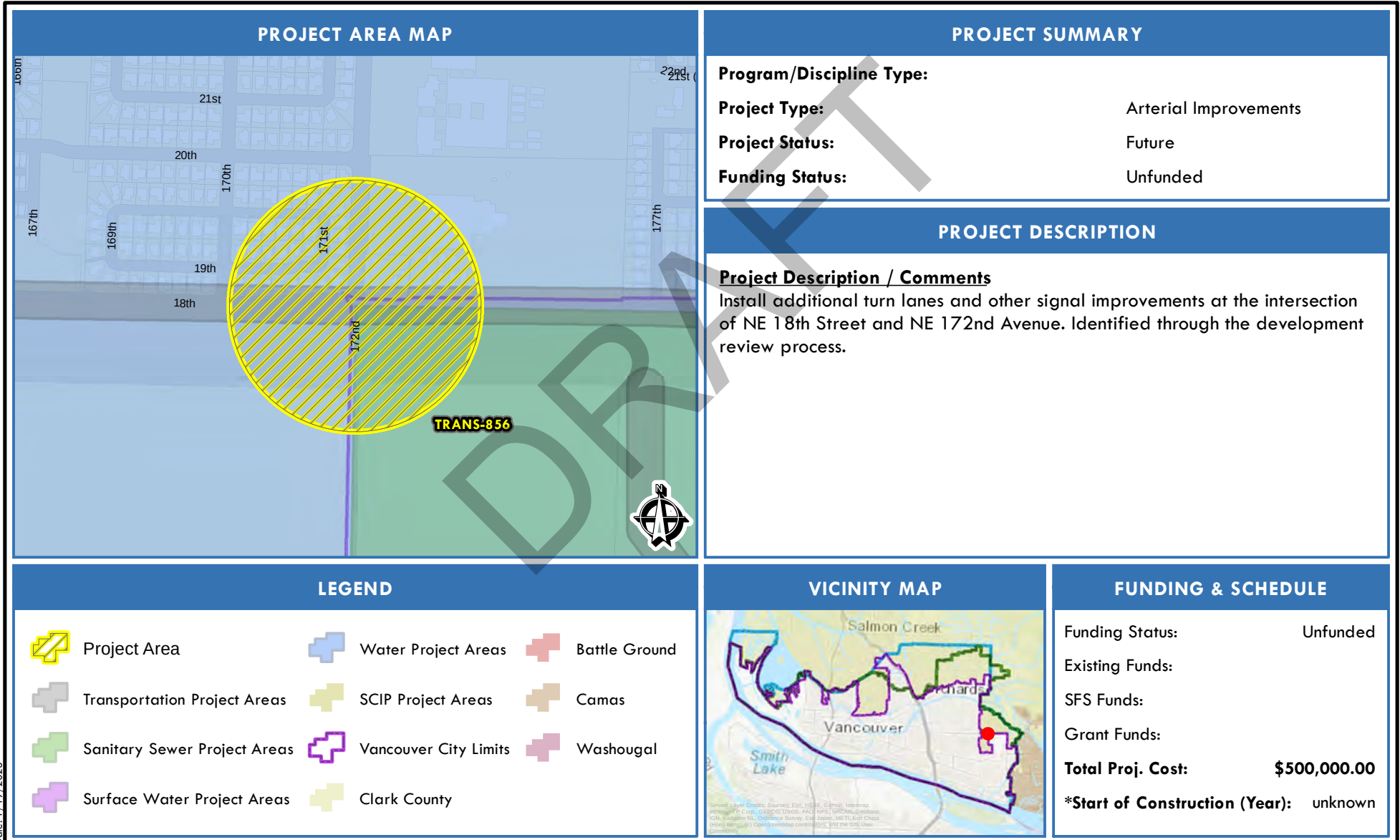


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. AND NE 172ND AVE. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH ST.**

TO: **NE 172ND AVE. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

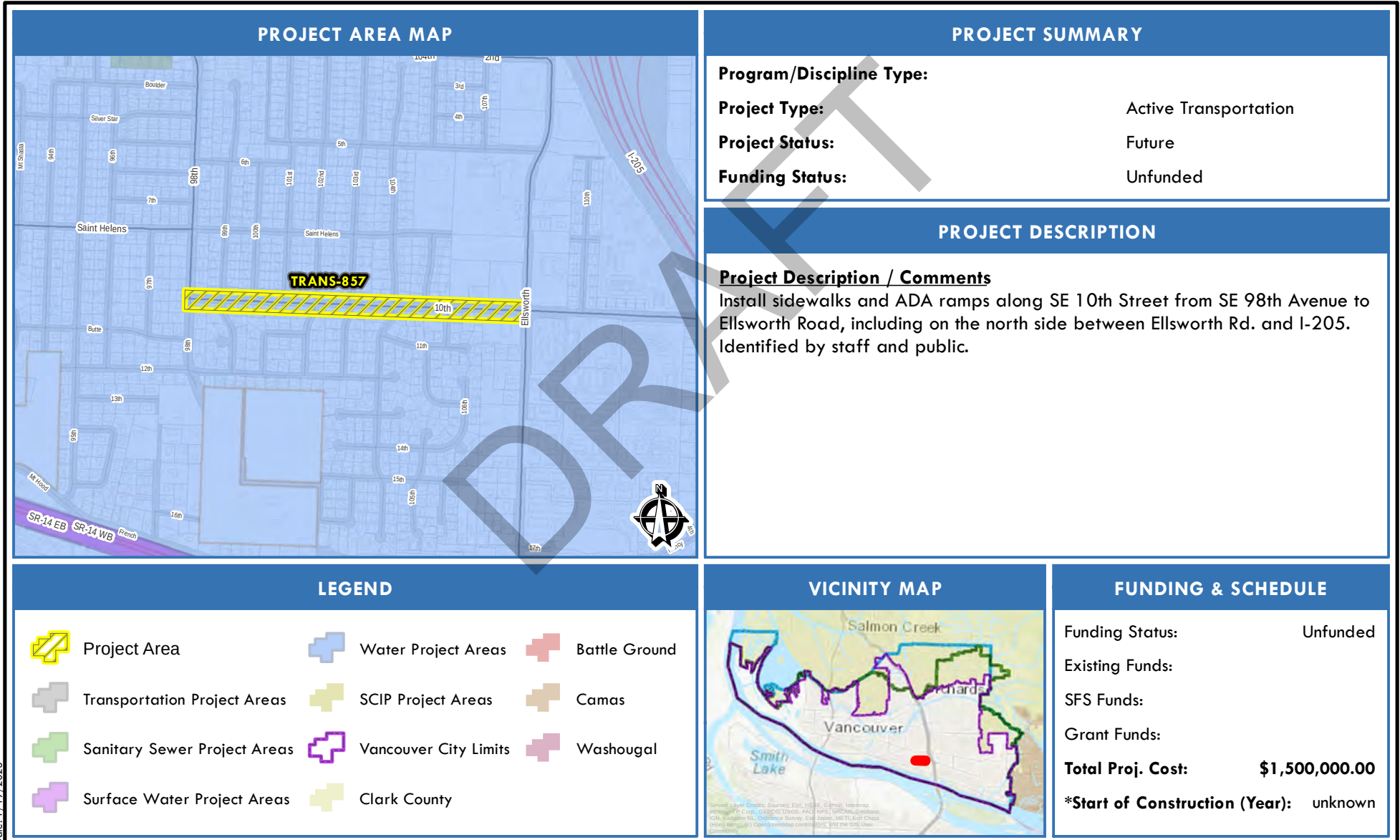


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 10TH STREET SIDEWALKS - SE 98TH AVENUE TO SE ELLSWORTH RD.**

PROJECT EXTENT: **SE 98TH AVE.**

TO: **SE ELLSWORTH RD.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



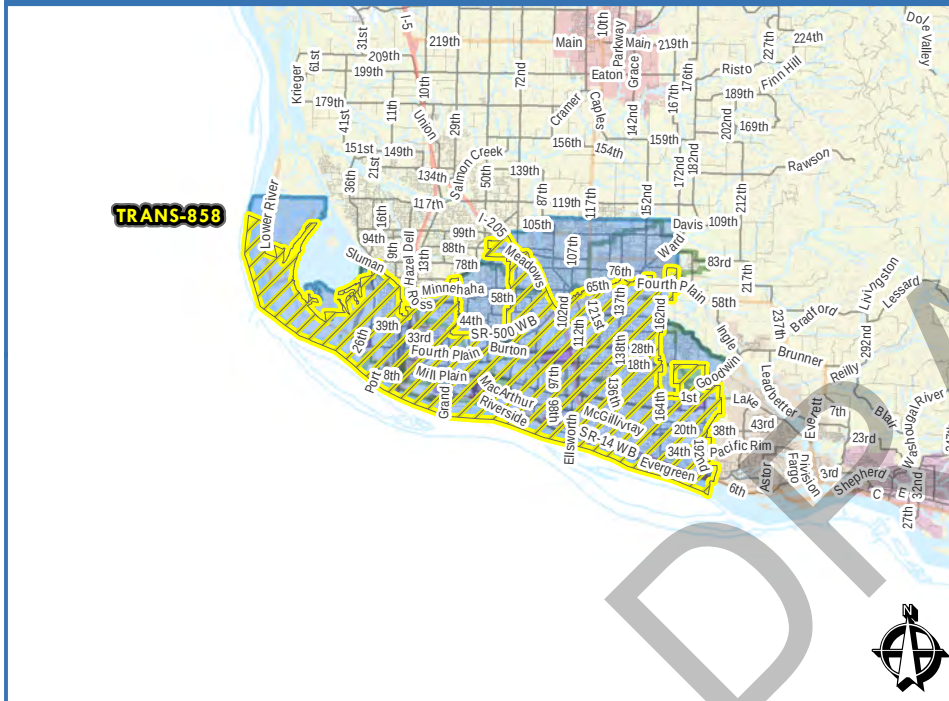
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **CITYWIDE TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

PROJECT EXTENT: **CITY WIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

New program to be implemented City-wide that encourages modes of travel other than single occupant vehicles. This includes: mobility lanes, pedestrian, transit, carpool, rideshare, etc.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:

Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost:

\$290,000.00

***Start of Construction (Year):**



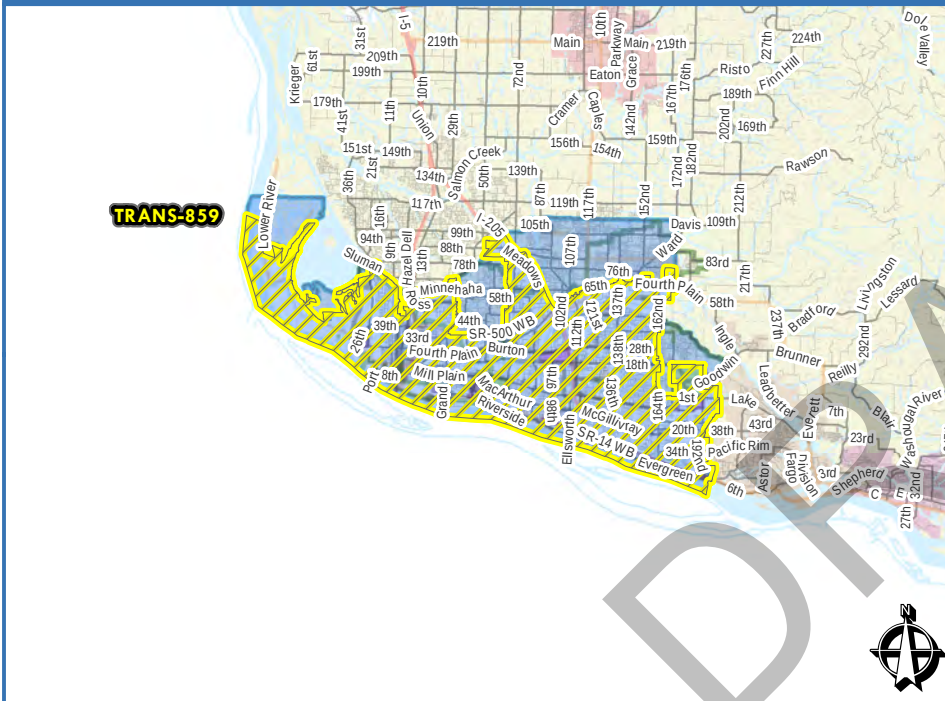
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SIDEWALK MANAGEMENT PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Ongoing

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Program manages all sidewalks/ADA curb ramps within the City limits. Includes notification and assistance to land owners to correct sidewalk/ADA curb ramp deficiencies along their property frontage. Program is budgeted for \$500,000 annually.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	2017



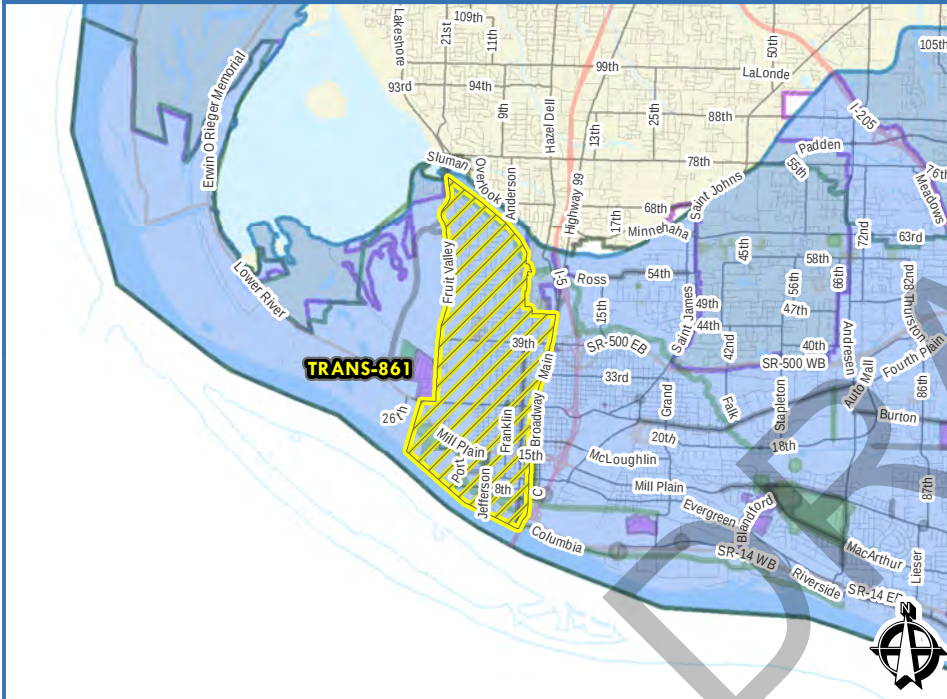
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **WESTSIDE BIKE MOBILITY**

PROJECT EXTENT: **DOWNTOWN**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Pending Funding

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

First phase of implementation was focused on the Columbia corridor, completed in 2022. Project included traffic calming, mobility lanes and pedestrian improvements throughout the westside of downtown Vancouver. Implementation of other routes will occur later.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$5,000,000.00
*Start of Construction (Year):	Unknown

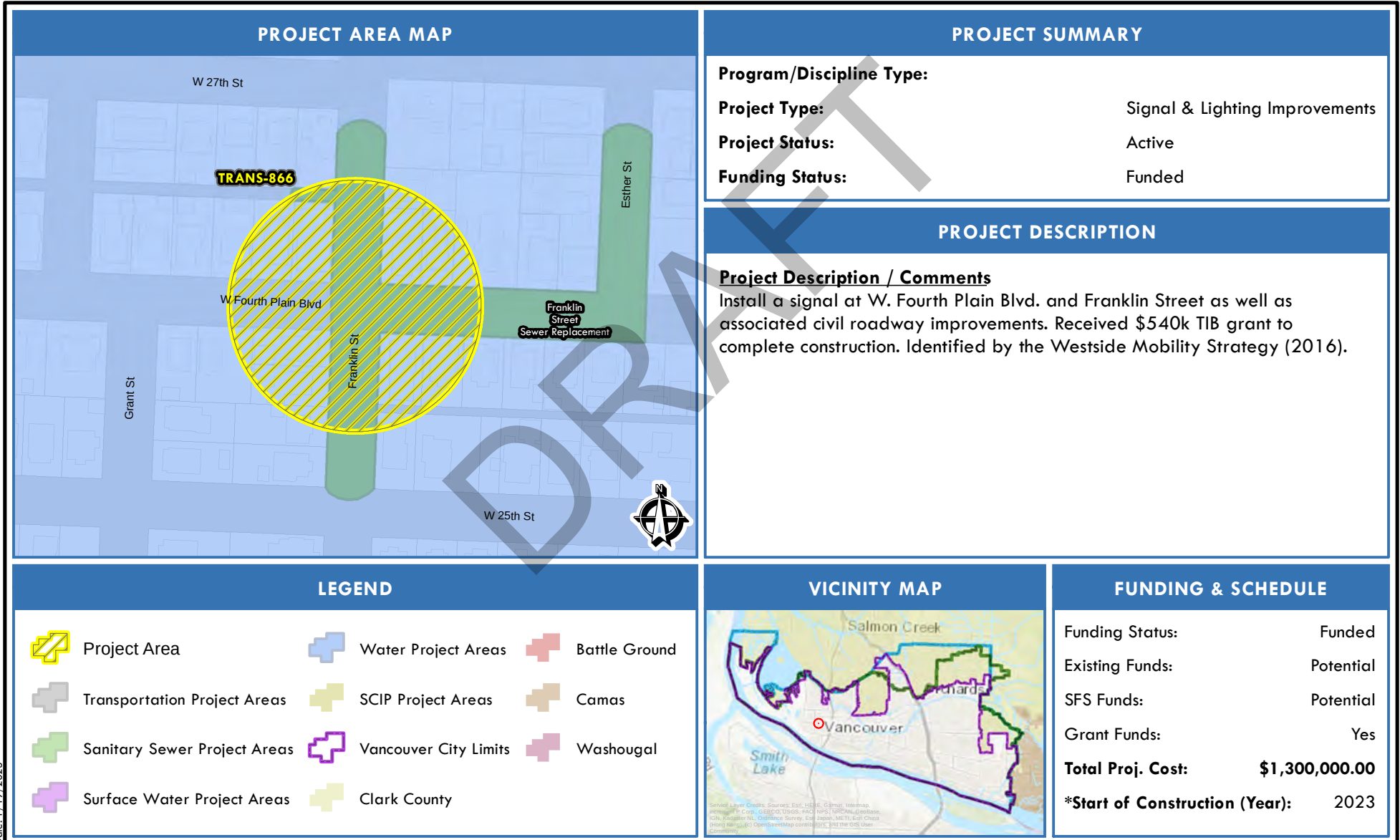


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **W. FOURTH PLAIN BOULEVARD AND FRANKLIN STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **W. FOURTH PLAIN BLVD.**

TO: **FRANKLIN ST. INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

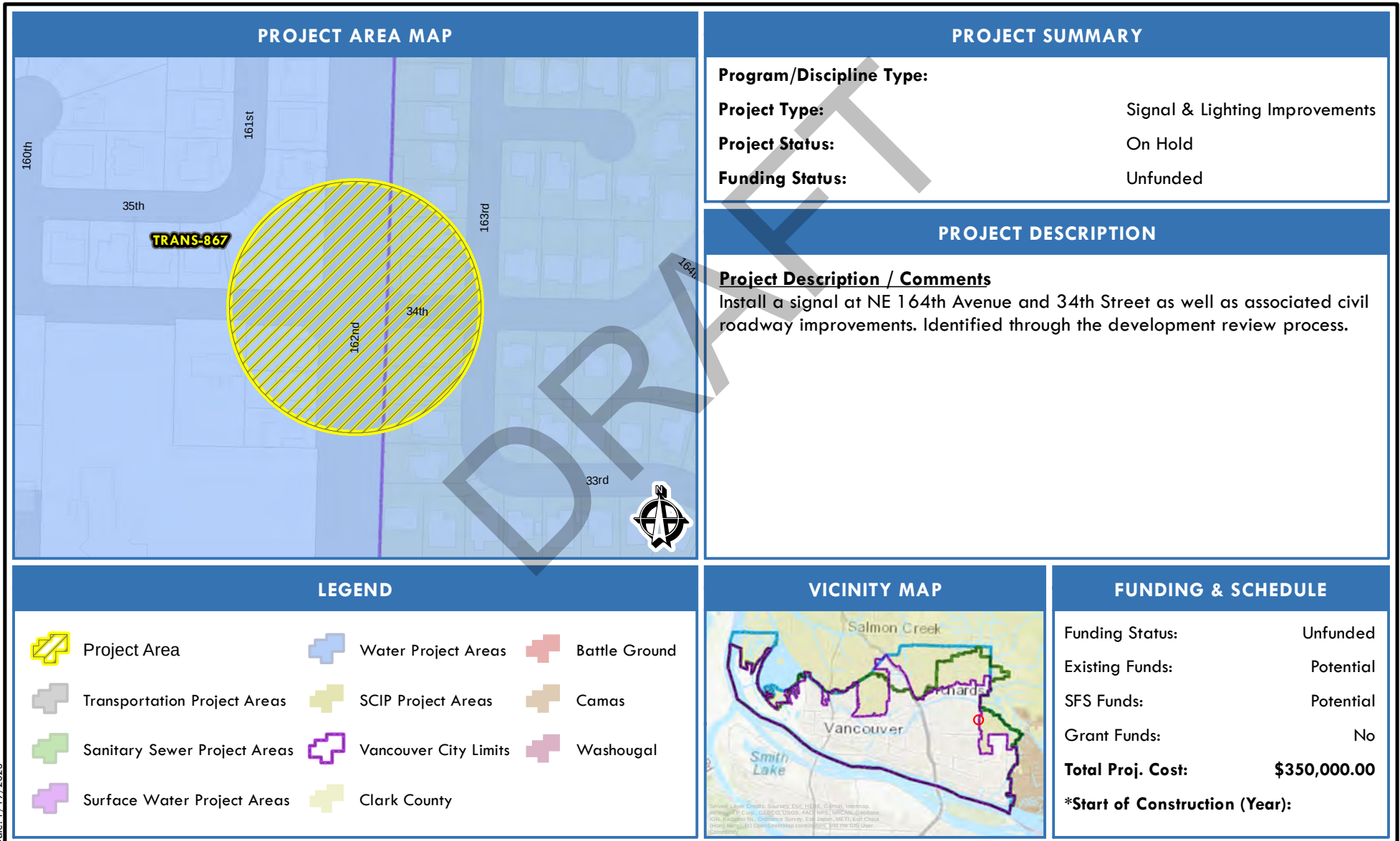


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 164TH AVENUE AND NE 34TH STREET IMPROVEMENTS**

PROJECT EXTENT: **162ND AVE.**

TO: **NE 34TH ST. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



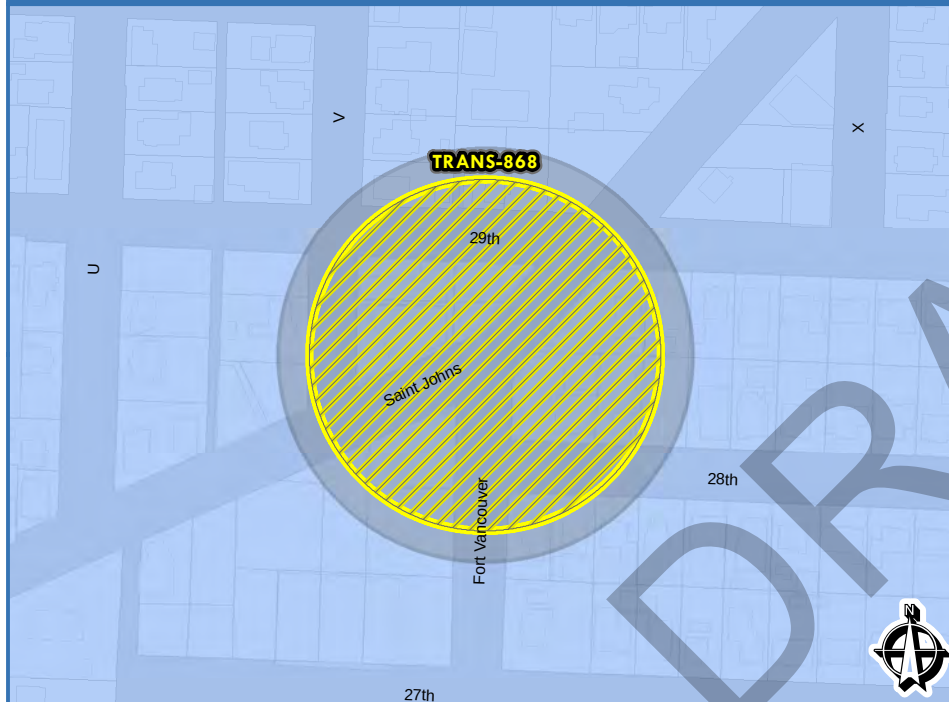
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ST. JOHNS BLVD. AND FORT VANCOUVER WAY INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **ST. JOHNS BLVD.**

TO: **FORT VANCOUVER WAY INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

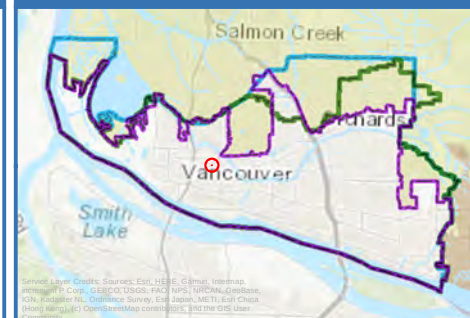
Project Description / Comments

Install a signal at St. Johns Boulevard and Fort Vancouver Way as well as associated civil roadway improvements. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	No
Total Proj. Cost:	\$350,000.00

***Start of Construction (Year):**



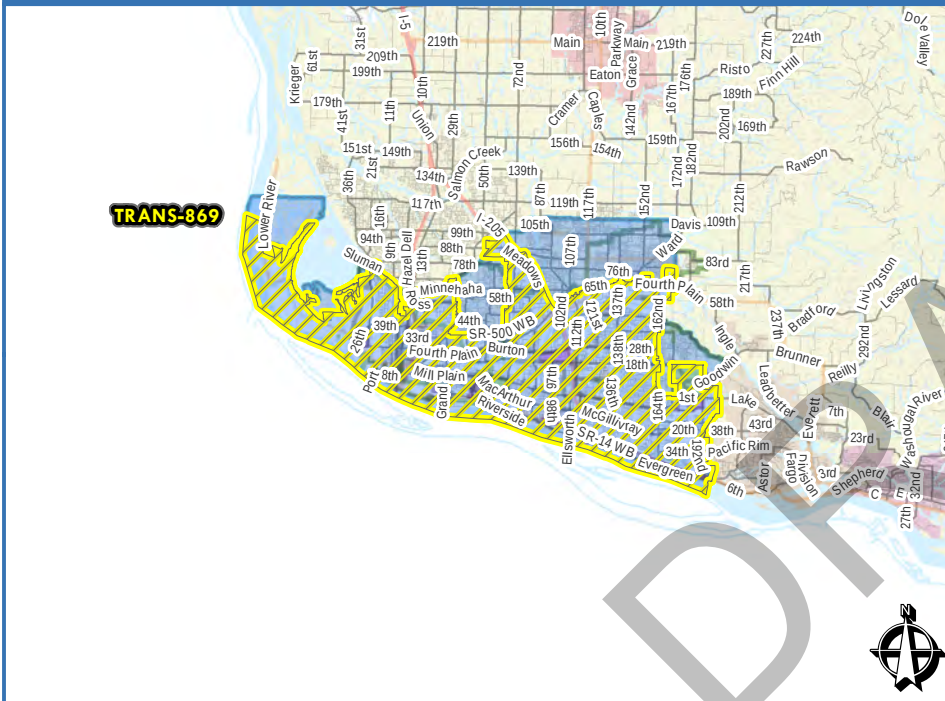
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ANNUAL ARTERIAL STREET LIGHT PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

On Hold

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Program to install new street lights, including all fixtures and power, and replace old street lights citywide. This program is different than TRANS-853 which is intended to upgrade bulbs only.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:

Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost:

***Start of Construction (Year):**



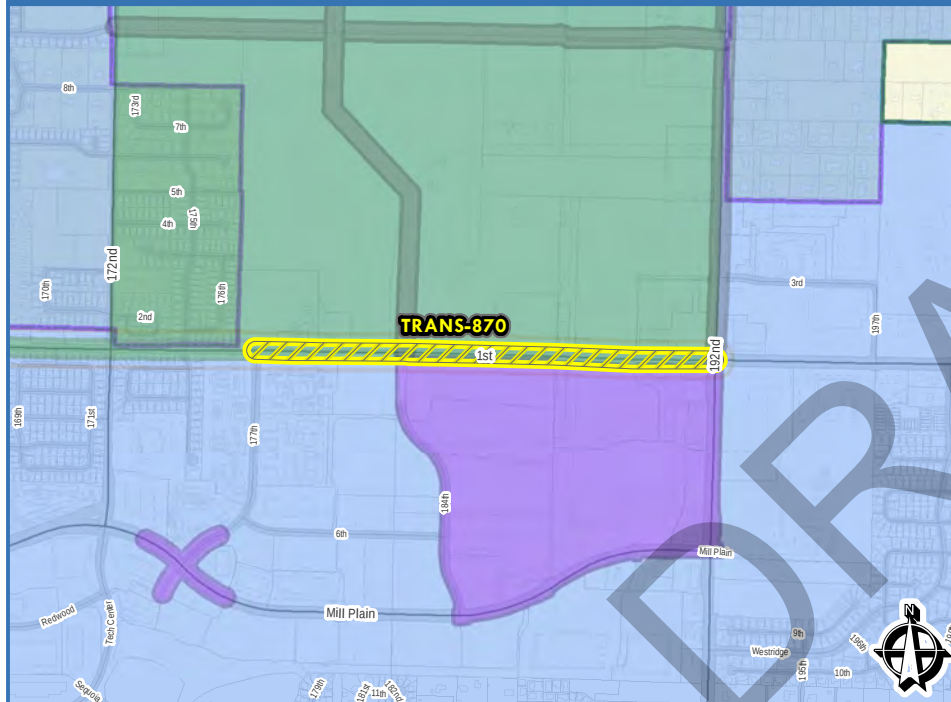
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 1ST ST. - SE 177TH AVE. TO SE 192ND AVE.**

PROJECT EXTENT: **SE 177TH AVE.**

TO: **SE 192ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

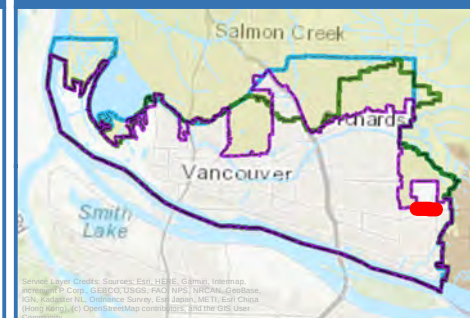
Project Description / Comments

Urban arterial upgrade of existing 2-lane rural road to increase safety, mobility, and livability, and meet future subarea needs. Roadway cross section includes roundabouts and transition to a 5-lane section. Improvements include sidewalks, ADA ramps, mobility lanes, stormwater, and streetlights. Cost estimates shown here are only for this east section of SE 1st St. For details on the west section (SE 1st St. - SE 164th Ave. to SE 177th Ave.) see TRANS-268. Identified by regional arterial improvement plan and Section 30 Subarea Plan.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$11,000,000.00
*Start of Construction (Year):	2023

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



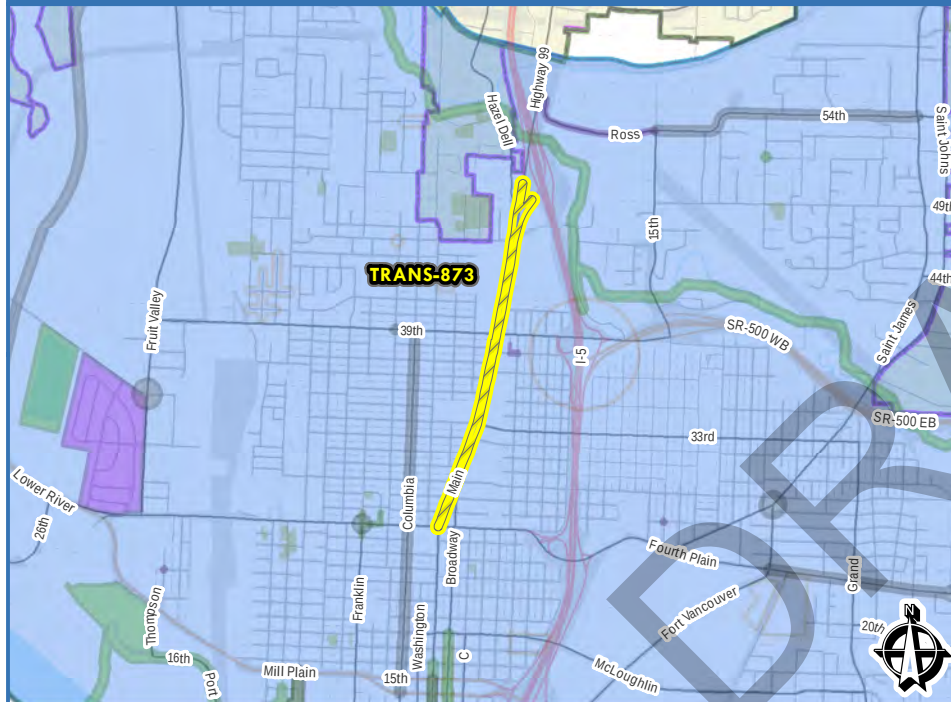
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MAIN STREET SAFETY/MOBILITY PROJECT - 4TH PLAIN BLVD. TO CITY LIMITS**

PROJECT EXTENT: **4TH PLAIN BLVD.**

TO: **CITY LIMITS**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Active

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Traffic analysis and public outreach process to identify potential safety and mobility improvements. The project will identify safety improvements along upper Main Street in preparation for the Highway 99 BRT project. Identified by staff and C-Tran BRT project.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$300,000.00
*Start of Construction (Year):	2022



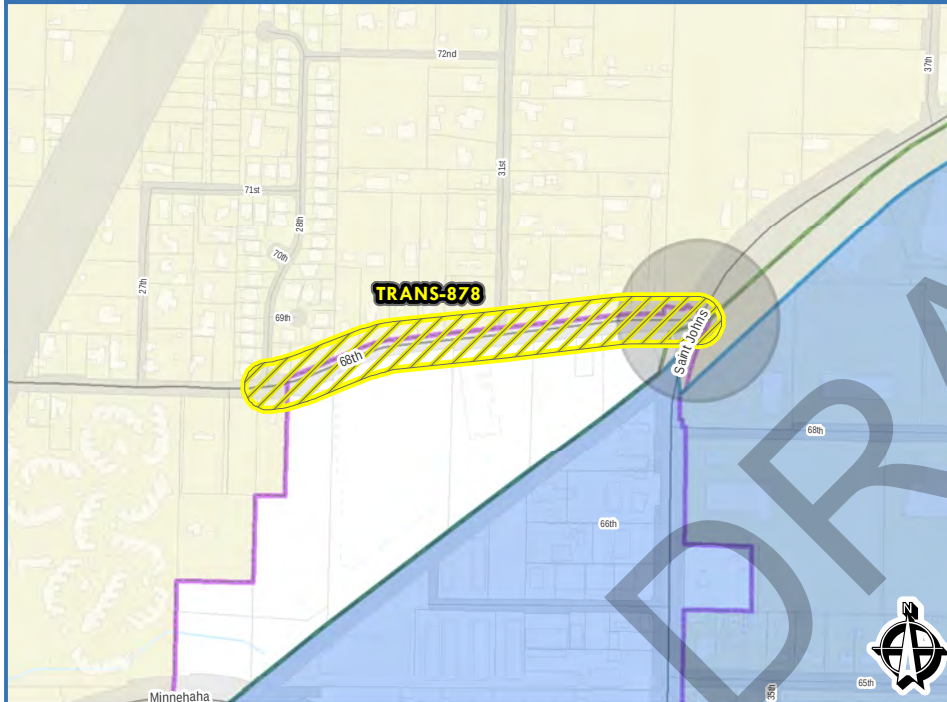
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 68TH ST. SIDEWALK**

PROJECT EXTENT: **NE 28TH AVE.**

TO: **NE ST. JOHN'S RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

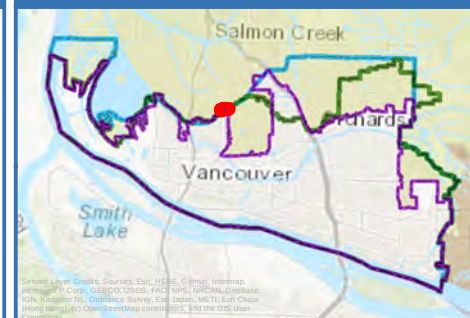
Project Description / Comments

Install sidewalk, ADA ramps, mobility lanes and other enhancements within city limits along NE 68th St, to improve safety for pedestrians and bicyclists. The entire project runs from NE Hwy 99 to St. Johns Blvd. This project is partially funded by a Congestion Mitigation and Air Quality grant for \$700K, which is jointly awarded to Clark County and City of Vancouver. Identified by Clark County.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$1,700,000.00
*Start of Construction (Year):	2023

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



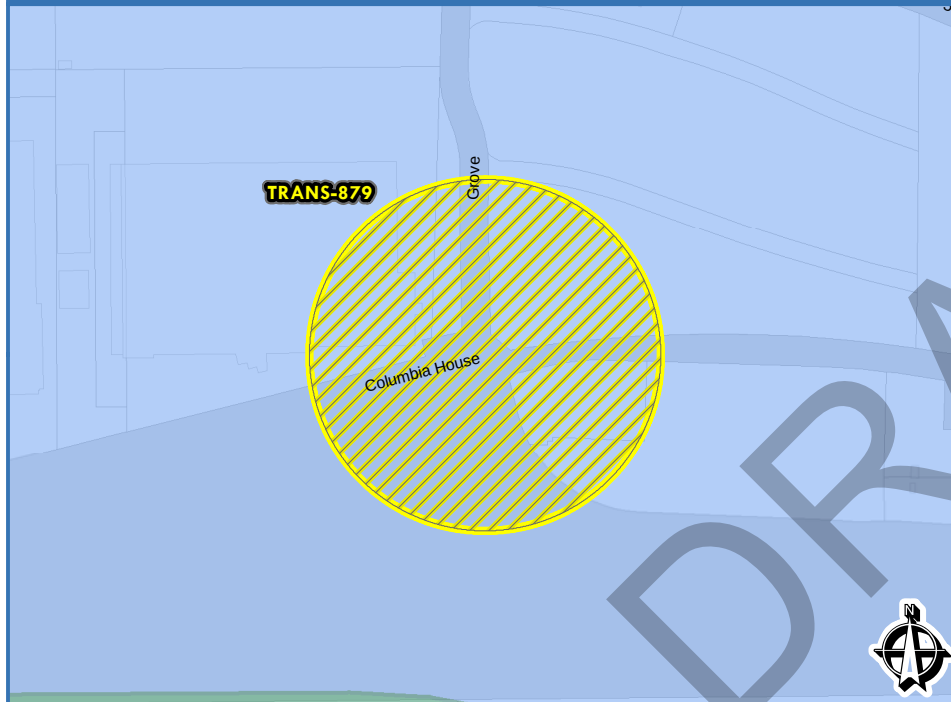
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA HOUSE BLVD. AND GROVE ST. SIGNAL UPGRADE**

PROJECT EXTENT: **COLUMBIA HOUSE BLVD.**

TO: **GROVE ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

On Hold

Funding Status:

Partially Funded

PROJECT DESCRIPTION

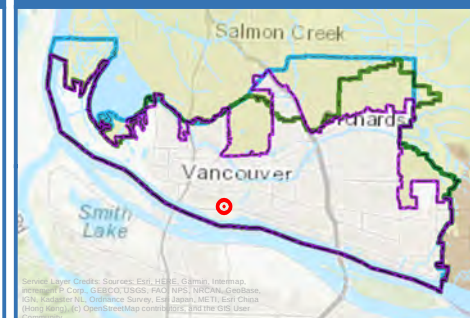
Project Description / Comments

This project will add a dedicated northbound right-turn lane on the westbound off-ramp; and add a second westbound through lane. Reconstruct ADA ramps and move signal poles as necessary. Striping and signalization changes as necessary. Funded by proportionate share program. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$400,000.00

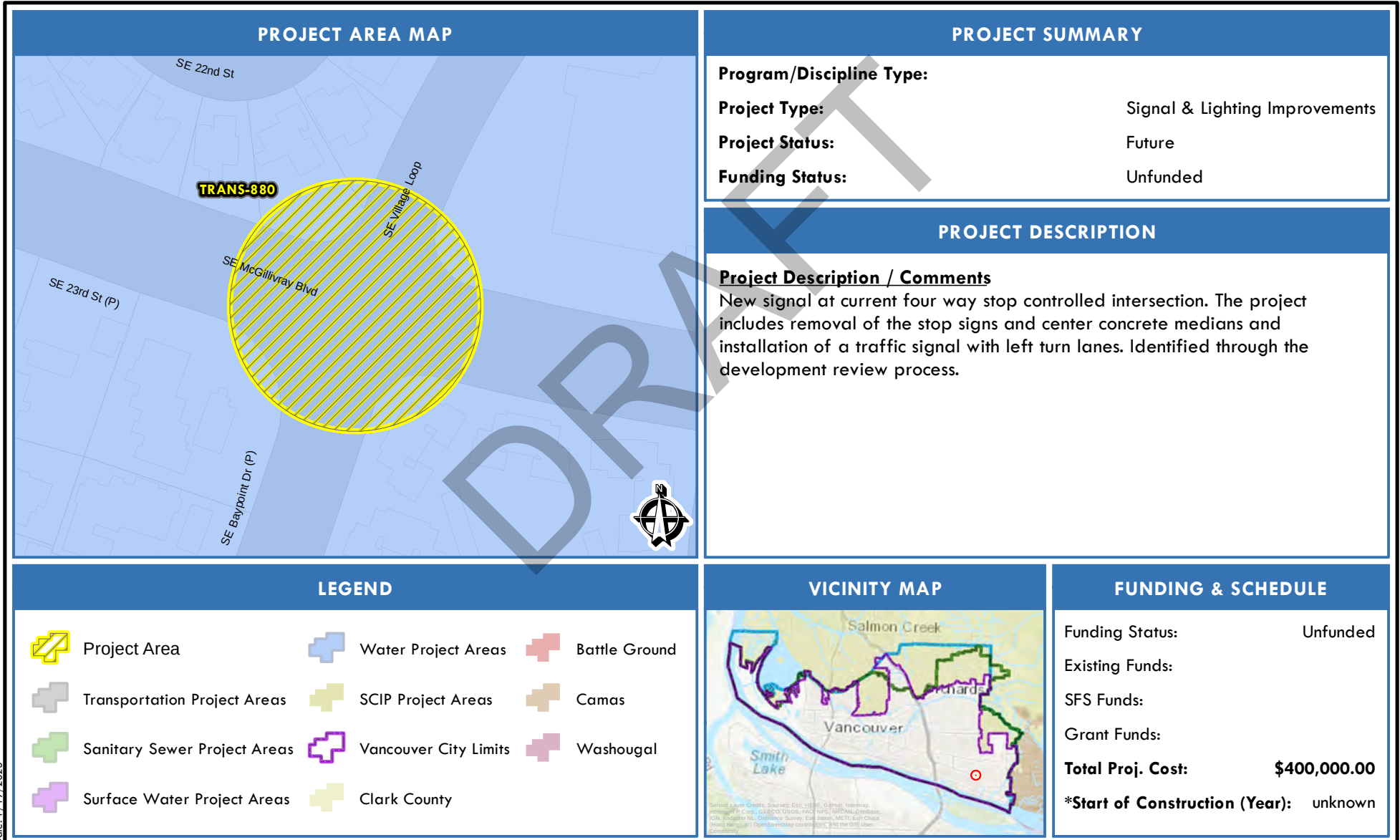
***Start of Construction (Year): unknown**



2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MCGILLIVRAY AND VILLAGE LOOP DRIVE NEW SIGNAL**

PROJECT EXTENT: **INTERSECTION OF MCGILLIVRAY AND VILLAGE LOOP DRIVE**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

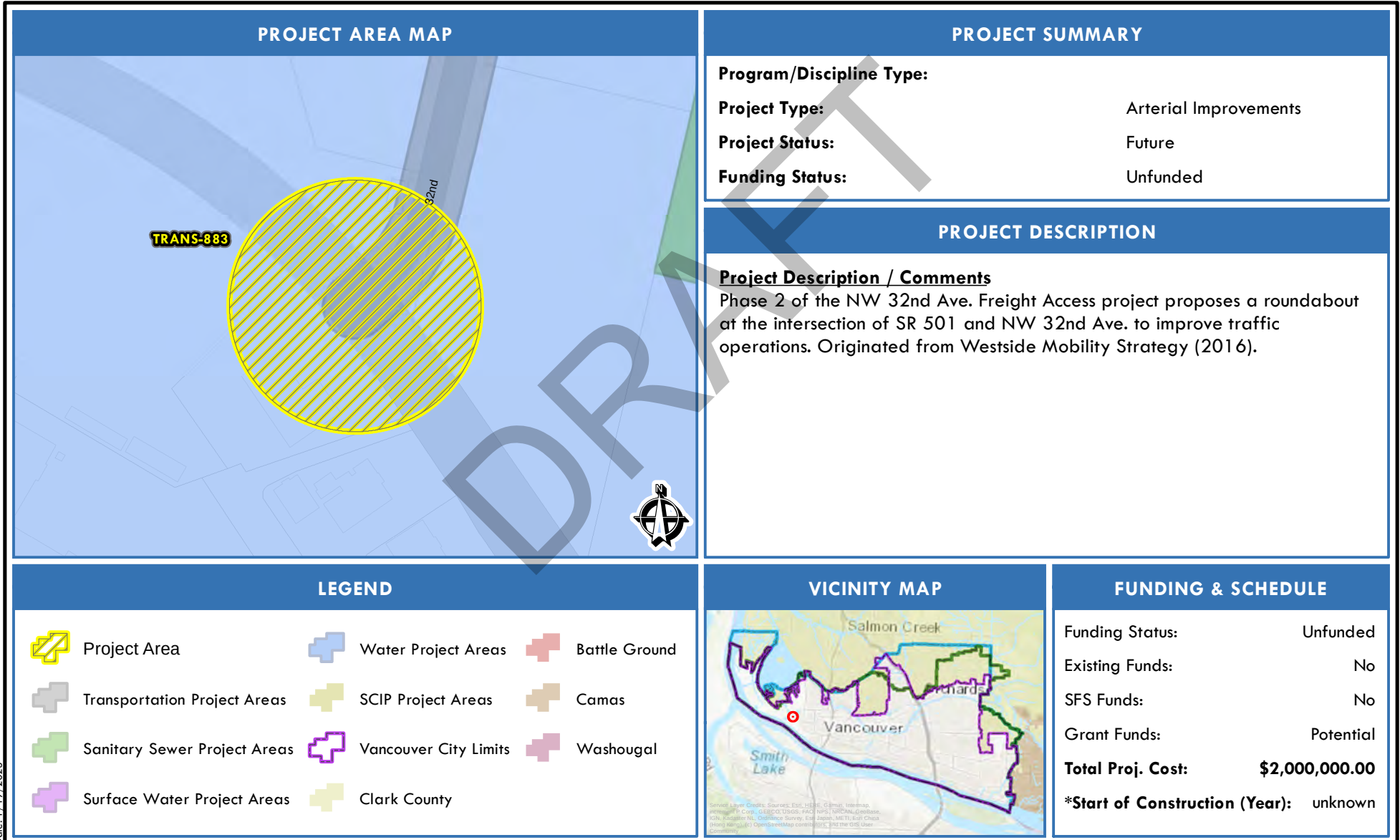


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NW 32ND AVE./LOWER RIVER RD. ROUNDABOUT

PROJECT EXTENT: NW 32ND AVE.

TO: SR501 INTERSECTION



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



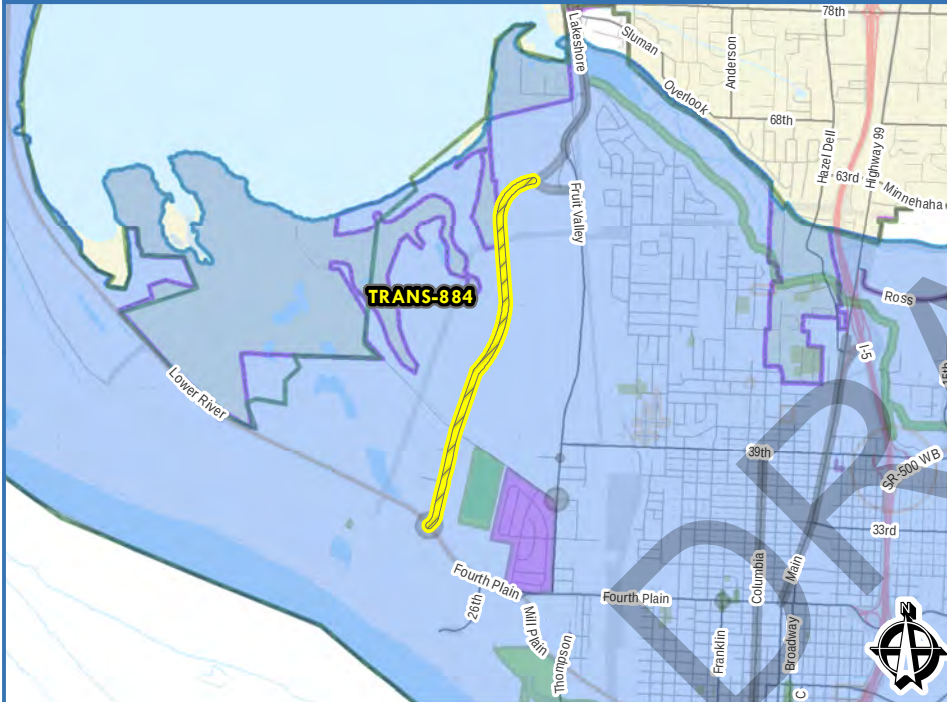
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NW 32ND AVENUE - LOWER RIVER RD. TO NW 61ST ST.

PROJECT EXTENT: SR501

TO: NW 61ST ST.

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

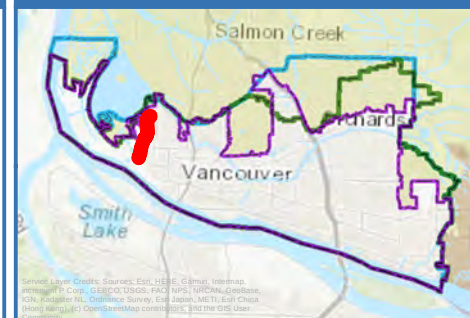
Project Description / Comments

Phase 5 of the NW 32nd Ave. Freight Access project proposes a new segment that will consist of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016).

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	No
SFS Funds:	No
Grant Funds:	Potential
Total Proj. Cost:	\$64,000,000.00
*Start of Construction (Year):	unknown

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



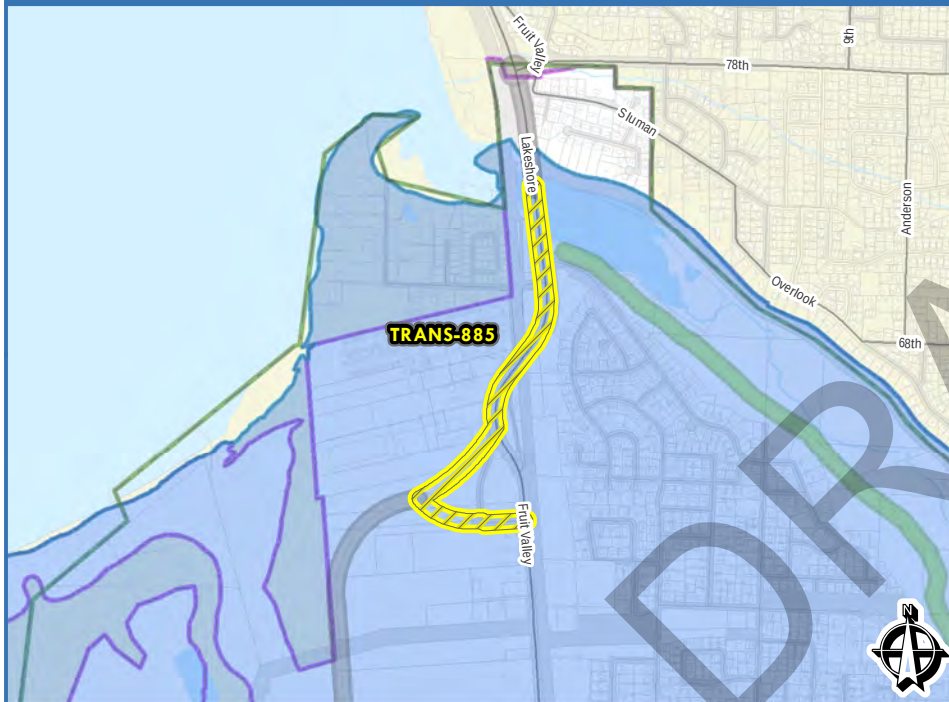
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NW 32ND AVE./FRUIT VALLEY RD. - NW 61ST ST TO BURNT BRIDGE CREEK

PROJECT EXTENT: NW 61ST ST.

TO: BURNT BRIDGE CREEK

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

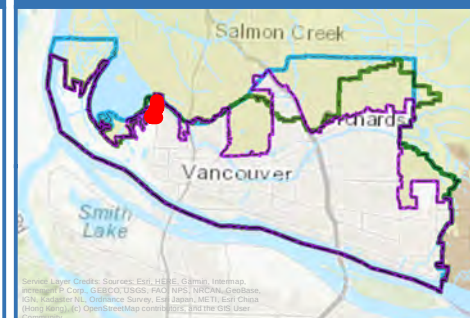
Project Description / Comments

Phase 4 of the NW 32nd Ave. Freight Access project proposes rebuilding Lakeshore Ave./Fruit Valley Rd. and the existing bridge over the BNSF right-of-way. The cross section will consist of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$49,000,000.00

***Start of Construction (Year): unknown**



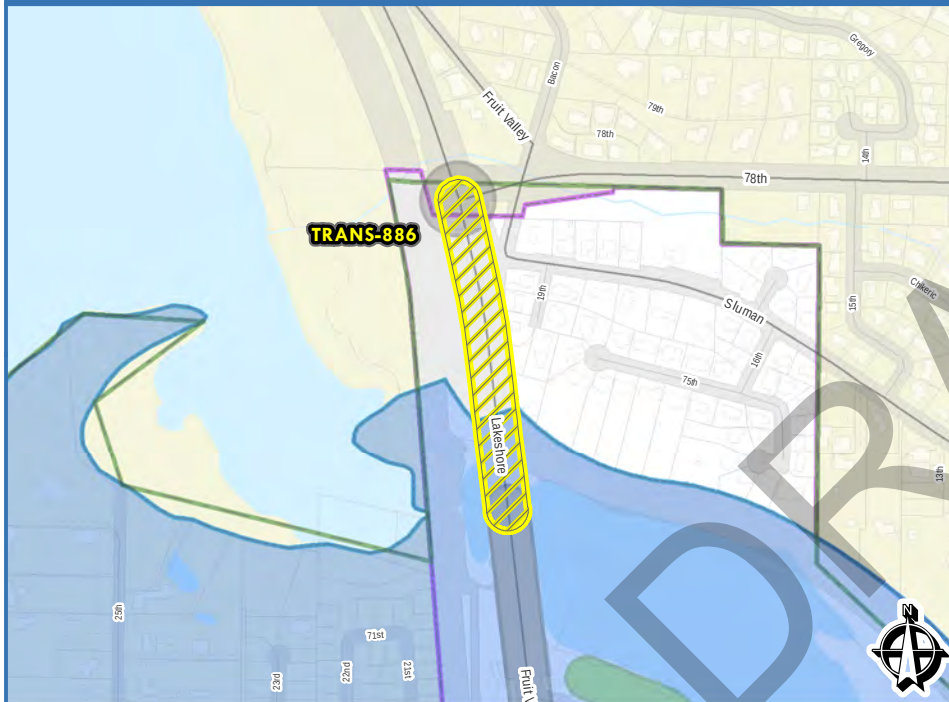
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **FRUIT VALLEY RD. - BURNT BRIDGE CREEK TO NW 78TH ST.**

PROJECT EXTENT: **BURNT BRIDGE CREEK**

TO: **NW LAKESHORE AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

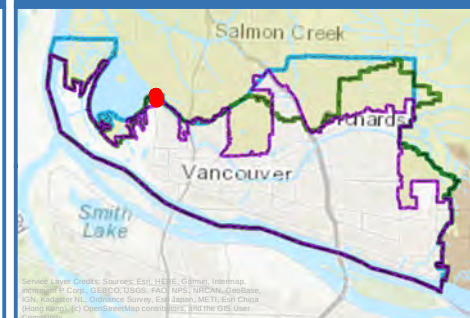
Project Description / Comments

Phase 3 of the NW 32nd Ave. Freight Access project proposes rebuilding Lakeshore Ave./Fruit Valley Rd. to a cross section consisting of three travel lanes, mobility lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility. Originated from Westside Mobility Strategy (2016).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): unknown**



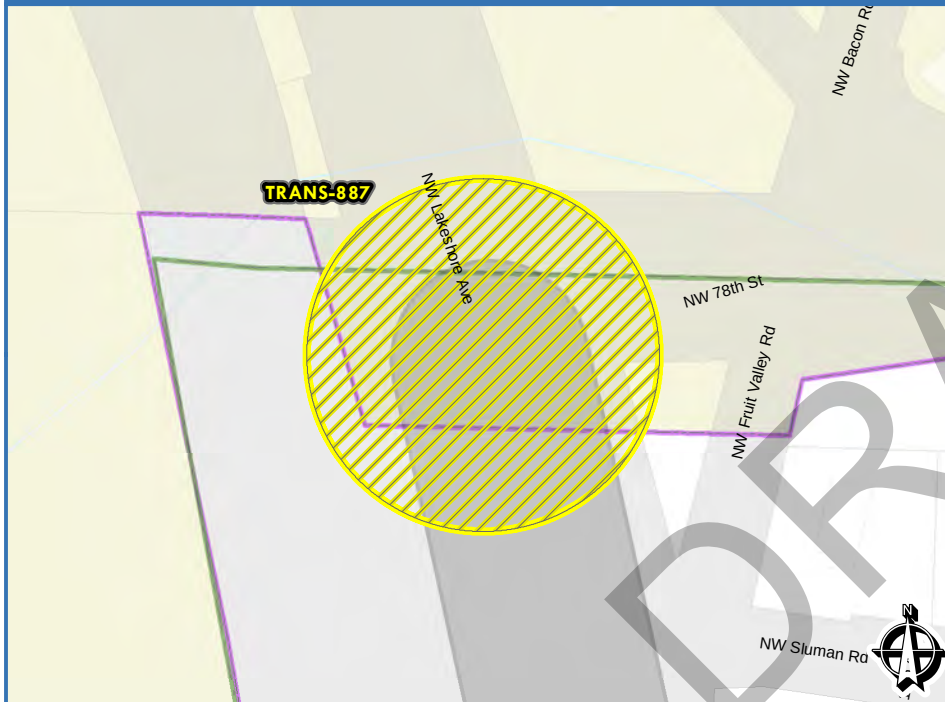
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW 78TH STREET/NW LAKESHORE AVE ROUNDABOUT**

PROJECT EXTENT: **NW LAKESHORE AVENUE**

TO: **INTERSECTION WITH NW 78TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

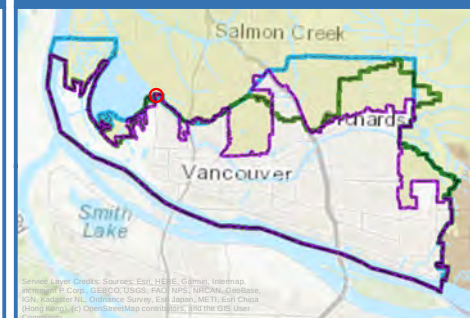
Project Description / Comments

Phase 1 of the NW 32nd Ave. Freight Access project proposes a new roundabout to improve traffic operations at the intersection of NW Lakeshore Ave., NW 78th St., and Fruit Valley Rd. Originated from Westside Mobility Strategy (2016).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$2,000,000.00

***Start of Construction (Year): unknown**

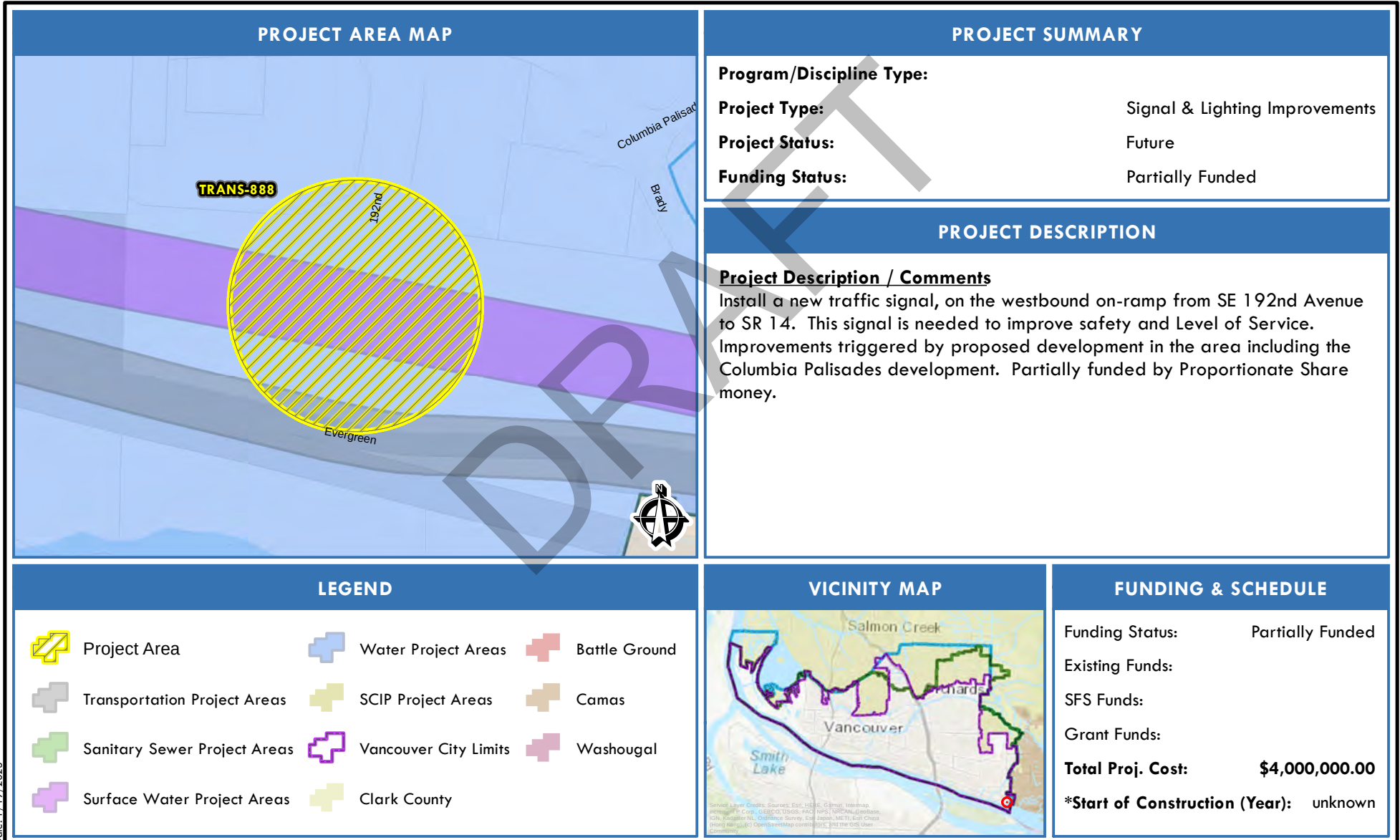


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 192ND AVE. AND SR 14 INTERCHANGE IMPROVEMENTS**

PROJECT EXTENT: **SE 192ND AVE.**

TO: **SR14 (WESTBOUND) INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

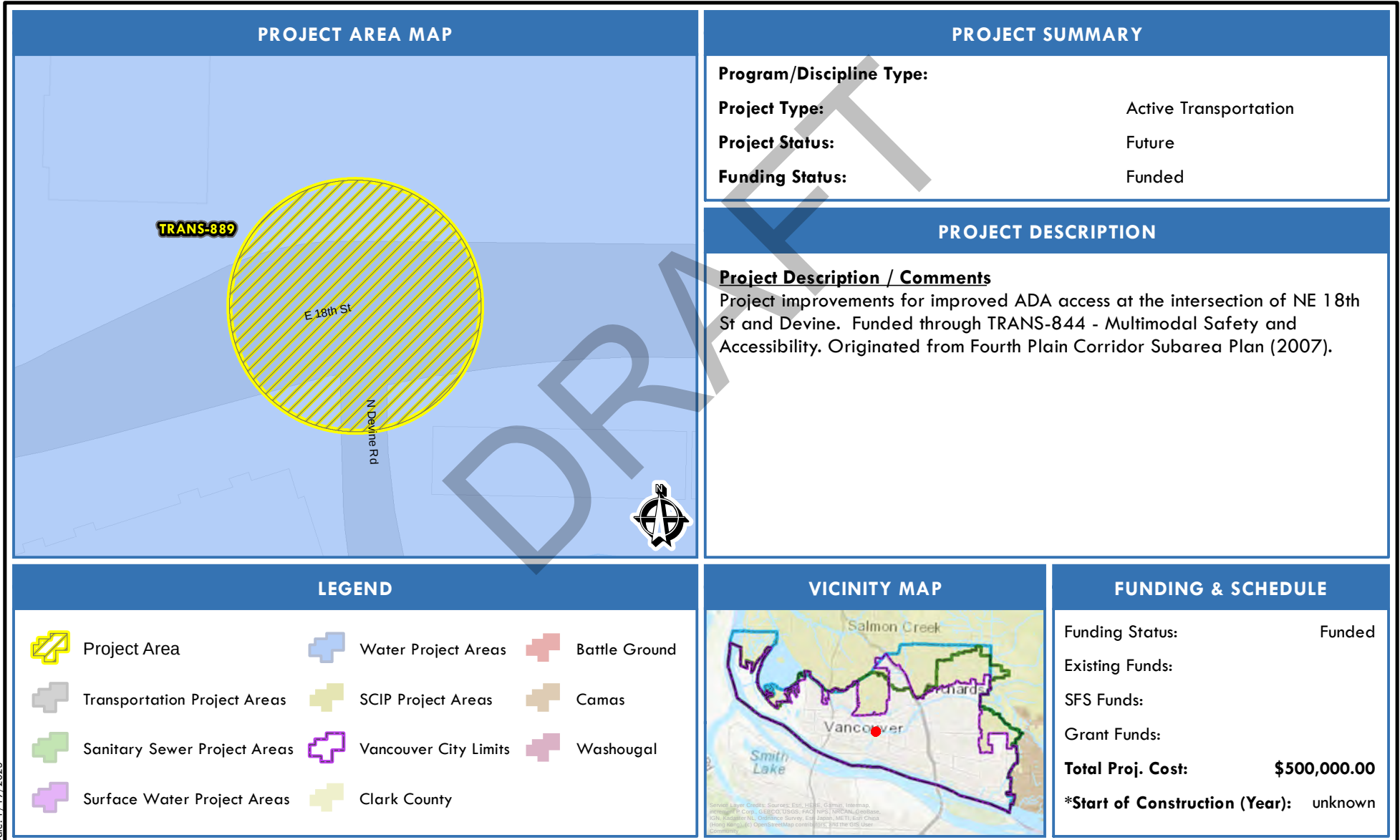


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. AND N. DEVINE RD. ADA IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH ST.**

TO: **N. DEVINE RD. INTERSECTION**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

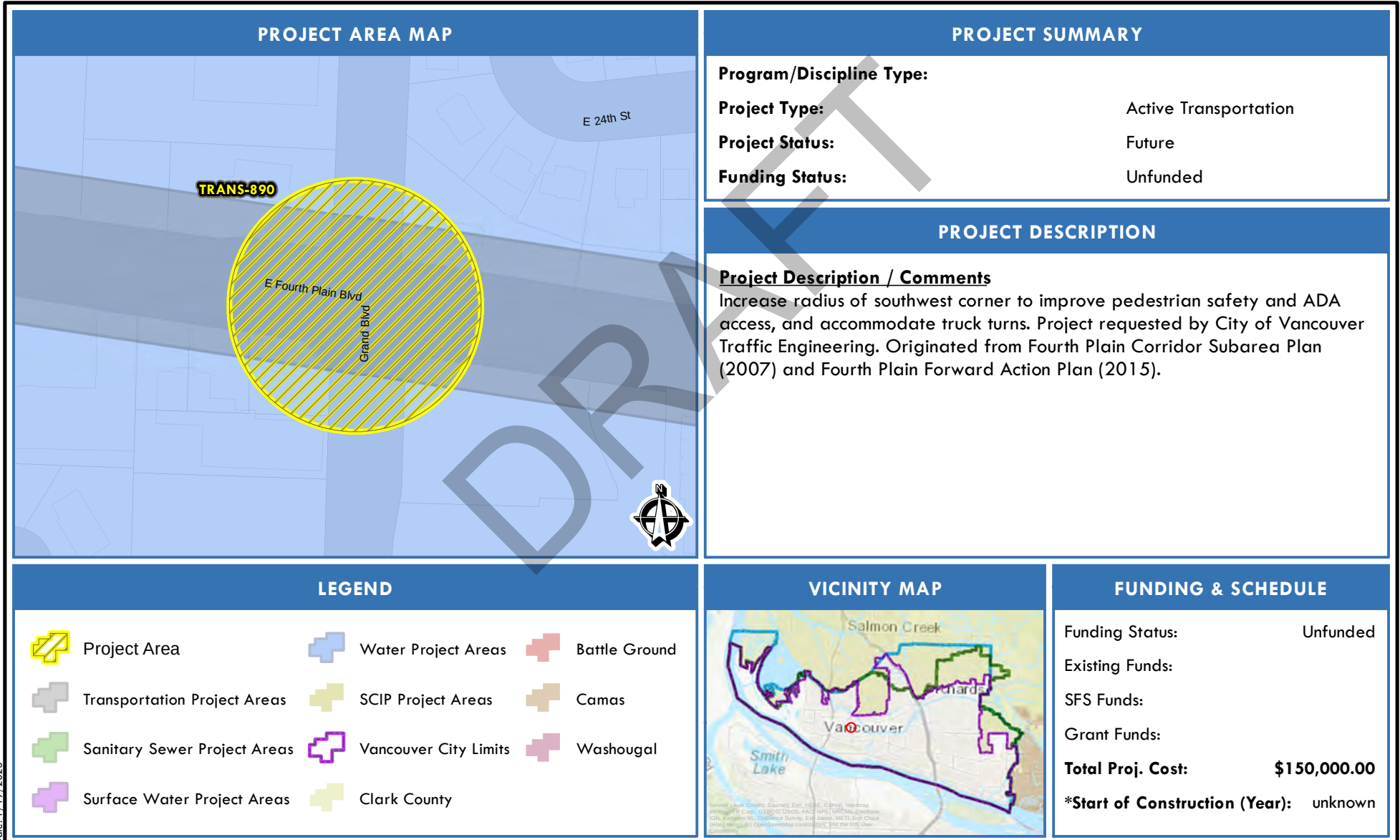


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. AND GRAND BLVD. - PEDESTRIAN IMPROVEMENT SW CORNER**

PROJECT EXTENT: **NE FOURTH PLAIN BLVD.**

TO: **GRAND BLVD. INTERSECTION**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



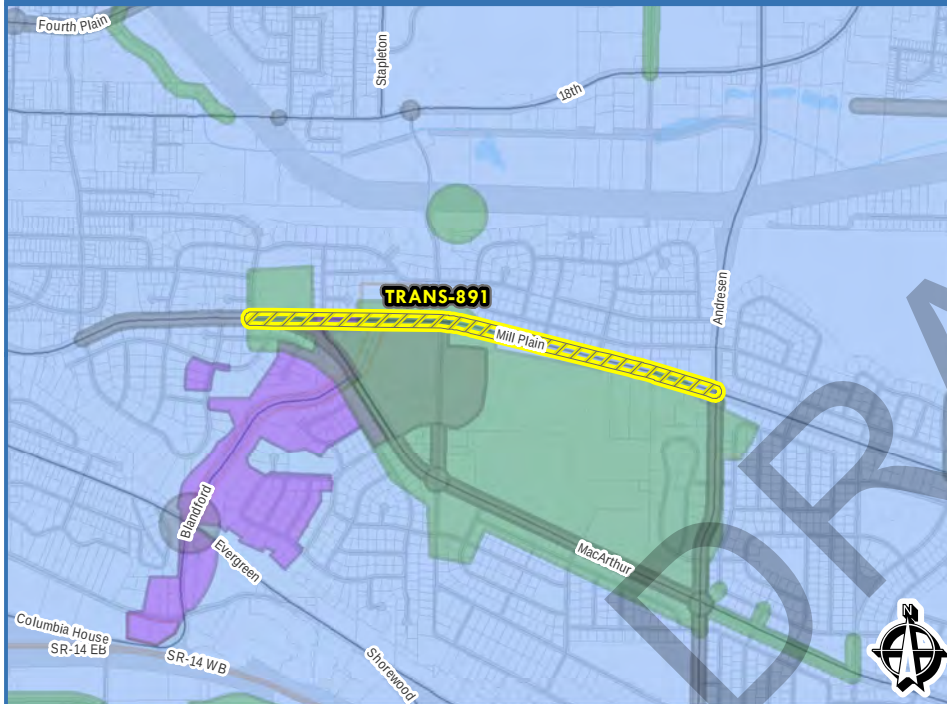
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E. MILL PLAIN BOULEVARD, BOISE AVE. TO N. ANDRESEN RD.**

PROJECT EXTENT: **BOISE AVE.**

TO: **N. ANDRESEN RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

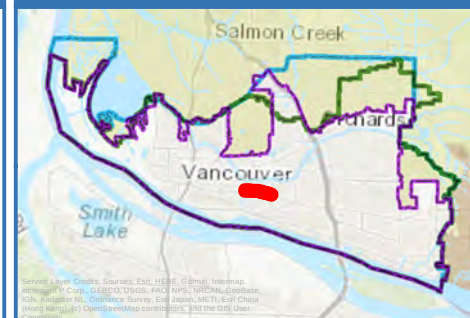
Project Description / Comments

Heights District Plan recommended roadway changes to improve safety, support multimodal mobility and accommodate future Bus Rapid Transit line. Includes reducing lane widths, adding protected mobility lanes, improving sidewalks, adding planter strips, and adding and/or improving ADA access and pedestrian crossings at Ogden, Missoula and Helena. Originated from Heights District Plan (2020).

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): unknown**



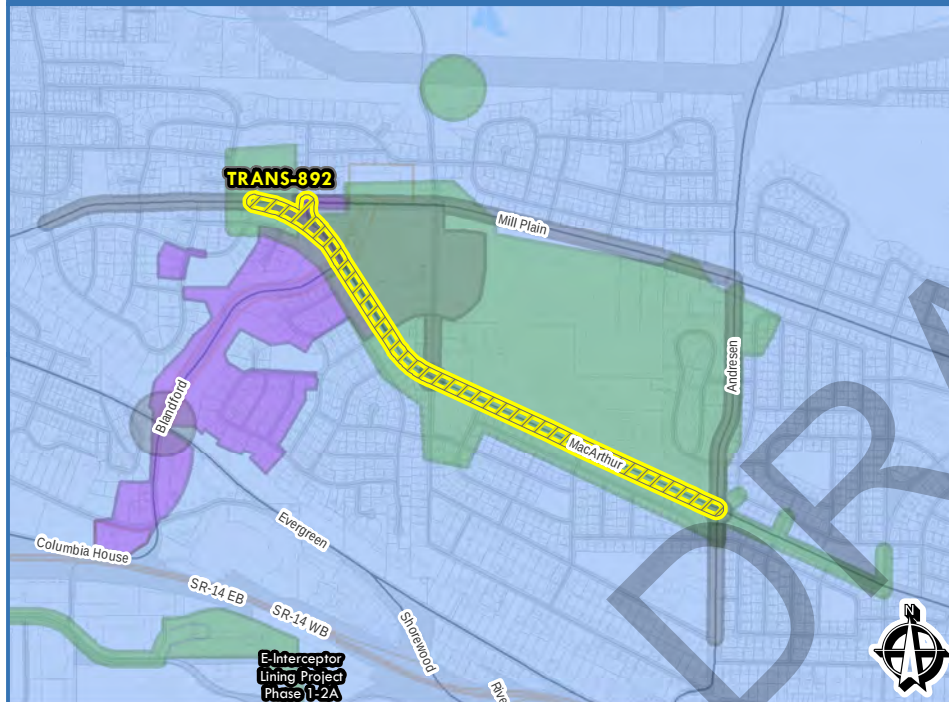
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BOULEVARD - E. MILL PLAIN BLVD. TO LIESER RD.**

PROJECT EXTENT: **E. MILL PLAIN BLVD.**

TO: **LIESER RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

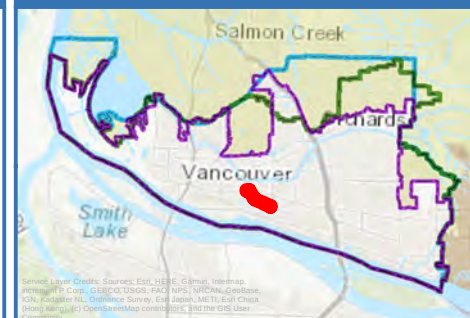
Project Description / Comments

Heights District Plan recommended roadway changes to improve safety, support multi-modal mobility, and add a linear greenbelt. Includes moving vehicle travel to the east side of the median and converting the west side to separated mobility lanes and pedestrian facilities, and open space. Will include improved ADA access and pedestrian crossings at Blandford, Phoenix, Texas and Burdick. Originated from Heights District Plan (2020).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$15,000,000.00

***Start of Construction (Year): unknown**

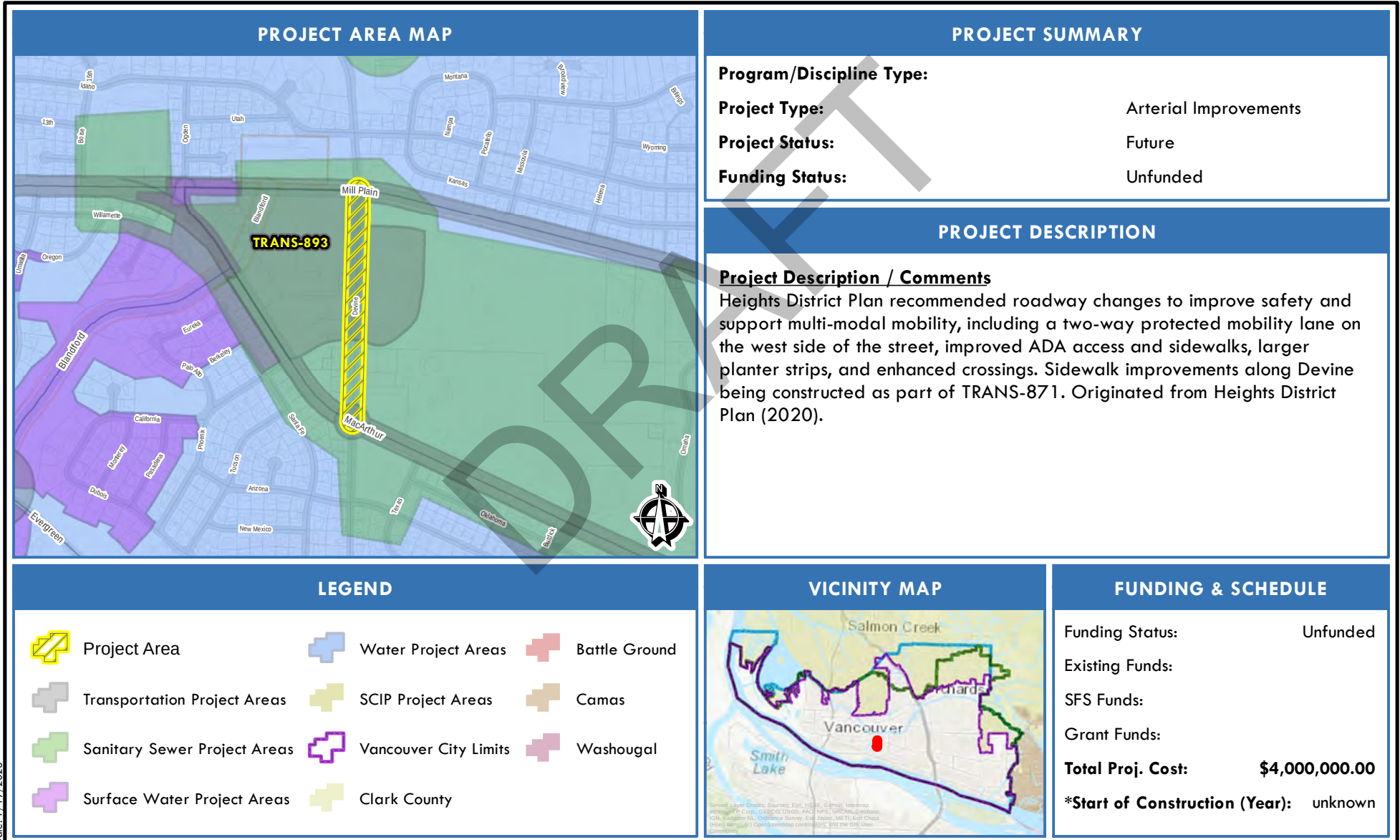


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **N. DEVINE RD. - E. MILL PLAIN BLVD. TO MACARTHUR BLVD.**

PROJECT EXTENT: **E. MILL PLAIN BLVD.**

TO: **MACARTHUR BLVD.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



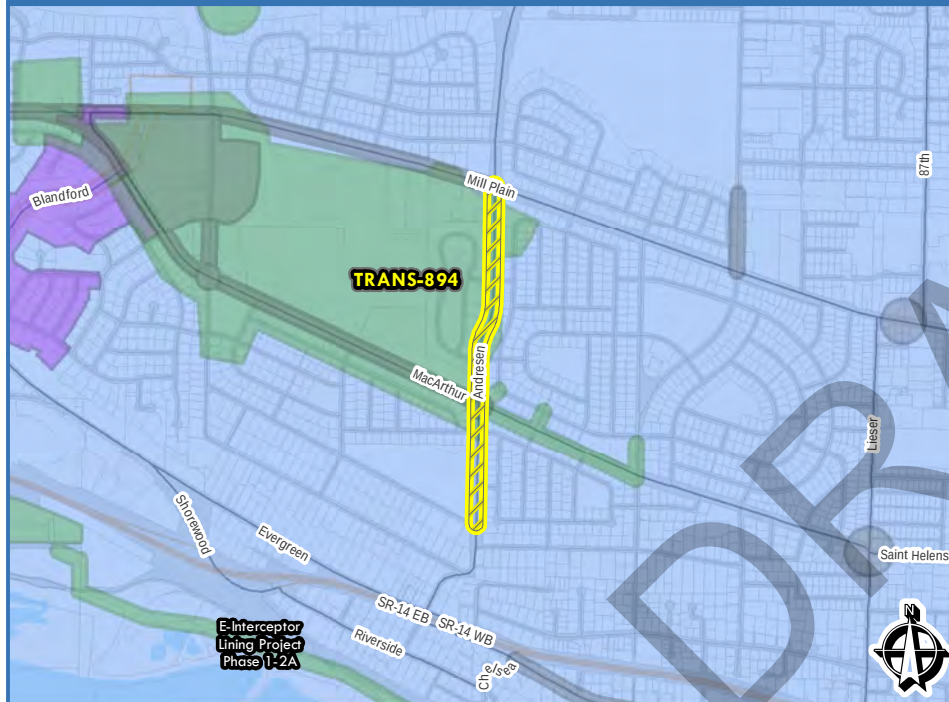
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ANDRESEN RD. - E. MILL PLAIN BLVD. TO HIGHLAND DR.**

PROJECT EXTENT: **E. MILL PLAIN BLVD**

TO: **HIGHLAND DR.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

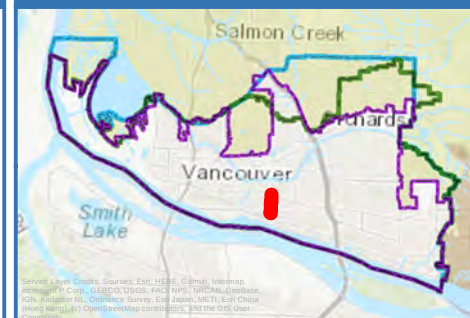
Project Description / Comments

Roadway changes to improve safety and support multi-modal mobility. Includes reducing the travel lanes from four to two just south of Mill Plain, adding protected mobility lanes, widening sidewalks and adding planter strips, improving ADA access pedestrian crossings at Wichita, Missouri and Louisiana. Originated from Heights District Plan (2020).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): unknown**



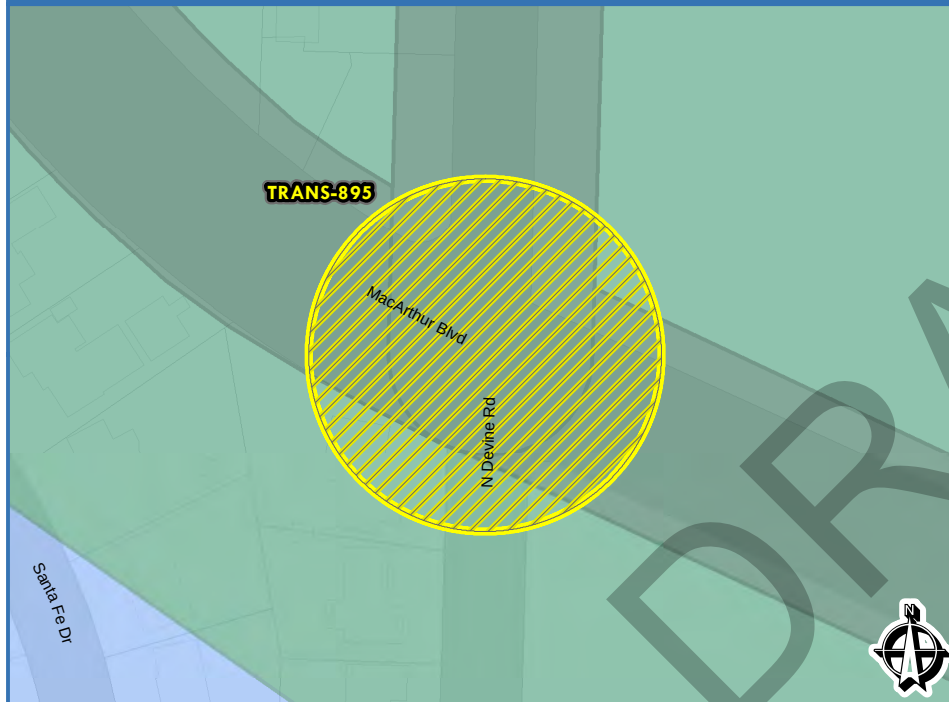
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT N. DEVINE RD. ROUNDABOUT**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **N. DEVINE RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

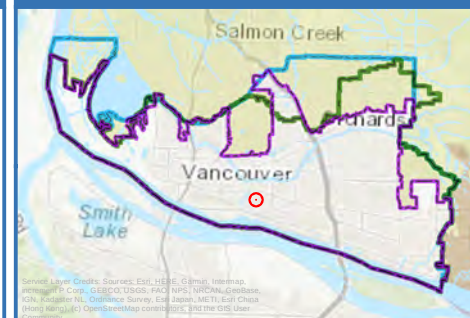
Project Description / Comments

Heights District Plan recommended roadway changes - Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District. Originated from Heights District Plan (2020).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,500,000.00

***Start of Construction (Year): unknown**



2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT N. ANDRESEN RD. ROUNDABOUT**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **N. ANDRESEN RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

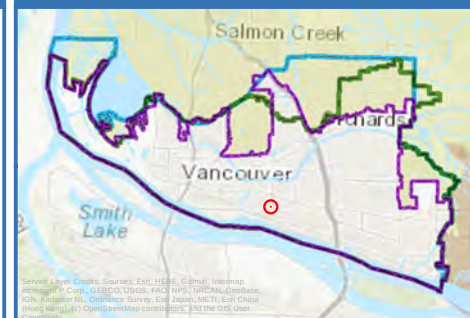
Project Description / Comments

Heights District Plan recommended roadway changes -Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District. Originated from Heights District Plan (2020).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,500,000.00

***Start of Construction (Year): unknown**



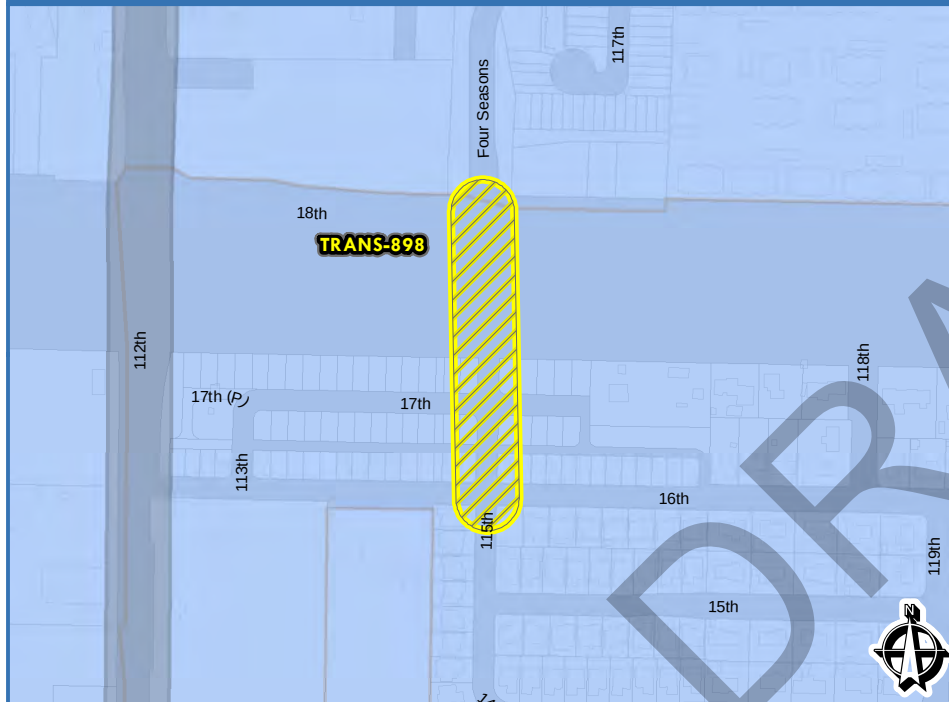
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 115TH AVE. – NE 16TH ST. TO NE 18TH ST.**

PROJECT EXTENT: **NE 16TH ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Active

Funding Status:

Partially Funded

PROJECT DESCRIPTION

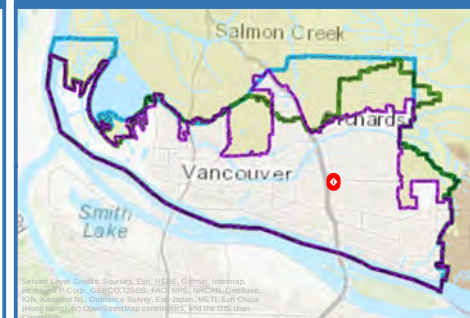
Project Description / Comments

This project proposes a new road connecting NE 16th Street and NE 18th Street in the vicinity of Four Seasons Lane and Joe's Place farm. This is partially funded through \$250K developer contribution and will require ROW from Joe's Place Farms and Bonneville Power Administration. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$925,000.00

***Start of Construction (Year): unknown**



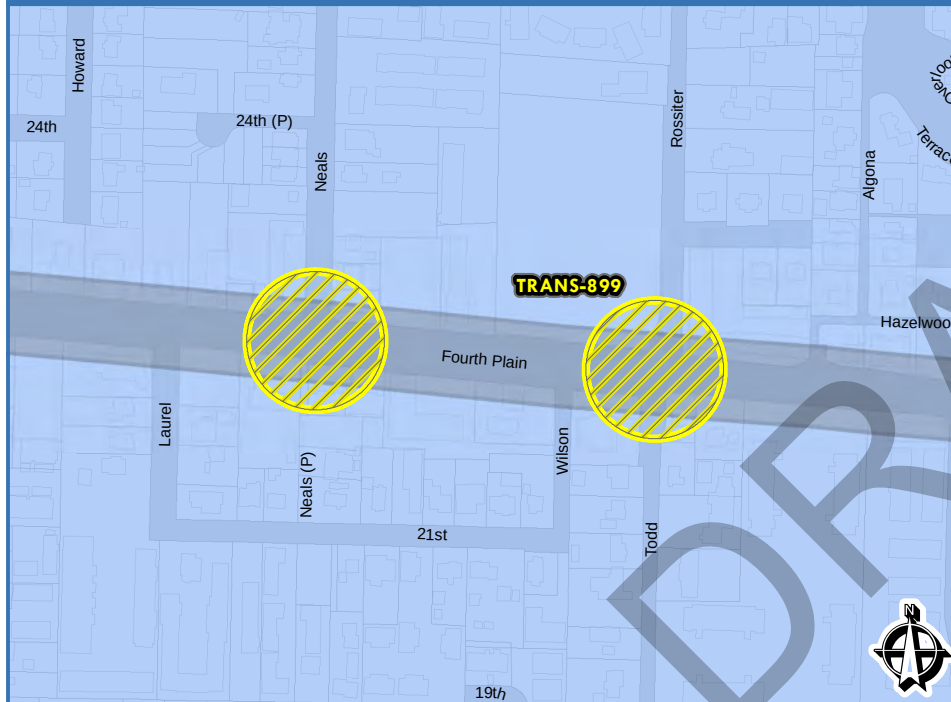
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD ENHANCED PEDESTRIAN CROSSINGS**

PROJECT EXTENT: **FT. VANCOUVER WAY**

TO: **ROSSITER LANE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

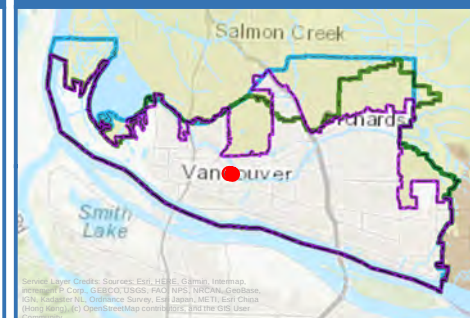
Project Description / Comments

Pedestrian and ADA accessible improvements on E Fourth Plain Blvd. east of Fort Vancouver Wy. Improvements include a HAWK beacon and pedestrian refuges on Fourth Plain between Fort Vancouver Wy. and Z St., at Neals Lane, and at Todd Rd./Rossiter Ln. Funded through TRANS-844 - Multimodal Safety and Accessibility. Originated from Fourth Plain Corridor Subarea Plan (2007), Fourth Plain Forward Action Plan (2015), Fourth Plain Pedestrian Safety and Access Implementation Strategy (2017).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$748,000.00

***Start of Construction (Year): unknown**



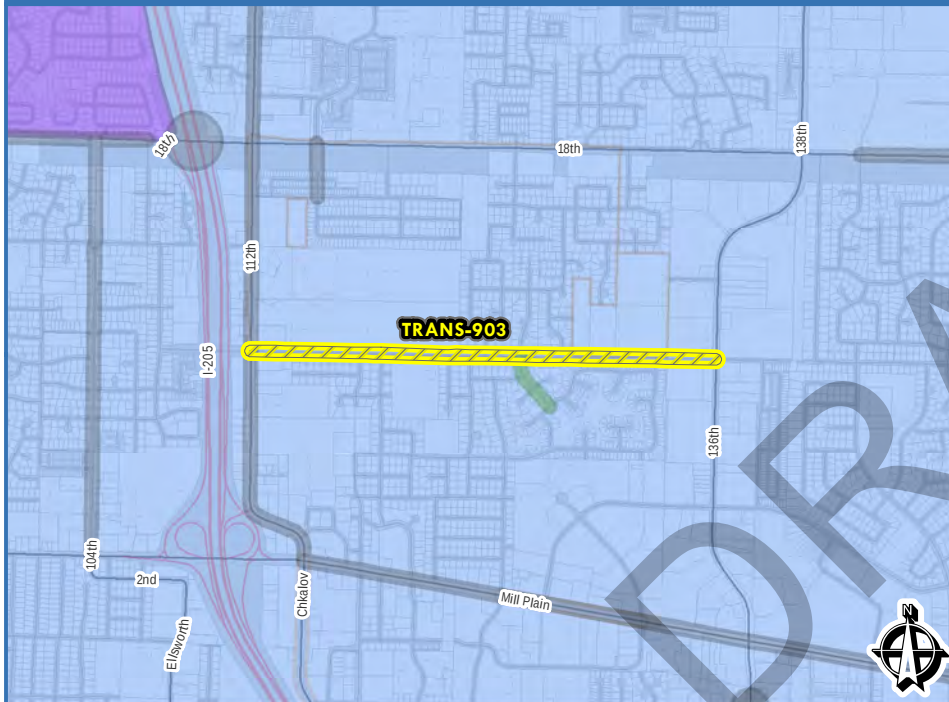
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 9TH ST. INFILL SIDEWALK - NE 112TH AVE. TO NE 136TH AVE.**

PROJECT EXTENT: **NE 112TH AVE.**

TO: NE 136TH AVE.

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

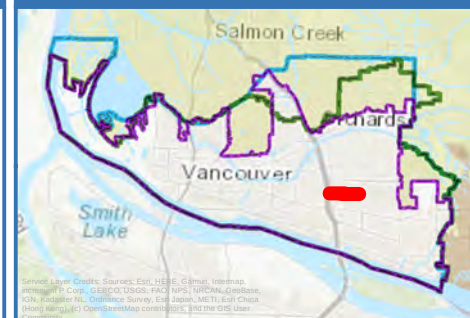
Project Description / Comments

This project will add new sections of sidewalk infill along NE 9th St., between NE 112th Ave. and NE 136th Ave. Identified through the City's Sidewalk Management Program.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$500,000.00

***Start of Construction (Year):**



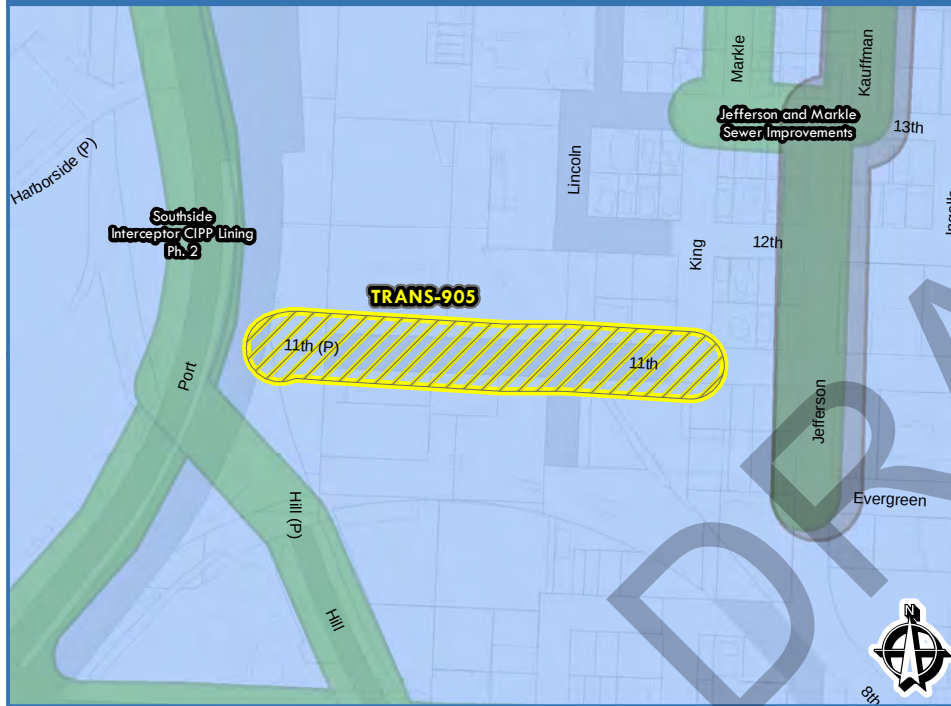
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **AMTRAK MULTIMODAL ACCESS**

PROJECT EXTENT: **W. 11TH ST AND HILL ST.**

TO: **W. 11TH ST AND KING ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

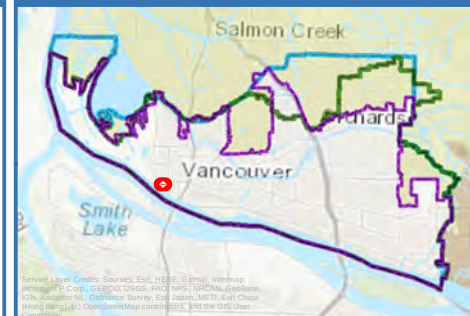
Project Description / Comments

Multimodal mobility lanes and pedestrian access on W. 11th St., from King St. to the Amtrak Station. Originated from Vancouver City Center Vision Plan (2007).

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	No
SFS Funds:	No
Grant Funds:	Potential
Total Proj. Cost:	\$10,000,000.00

***Start of Construction (Year):**

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE ANDRESEN RD./NE FOURTH PLAIN BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE ANDRESEN RD.**

TO: **NE FOURTH PLAIN BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

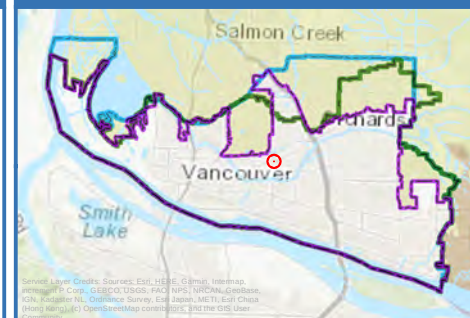
Project Description / Comments

Extend southbound right turn lane pocket on NE Andresen Rd., from NE Andresen Rd. to westbound NE Fourth Plain Blvd. Partially funded through \$60,000 contribution from WSDOT. Identified by WSDOT.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds: Yes

SFS Funds:

Grant Funds:

Total Proj. Cost: \$100,000.00

***Start of Construction (Year):**



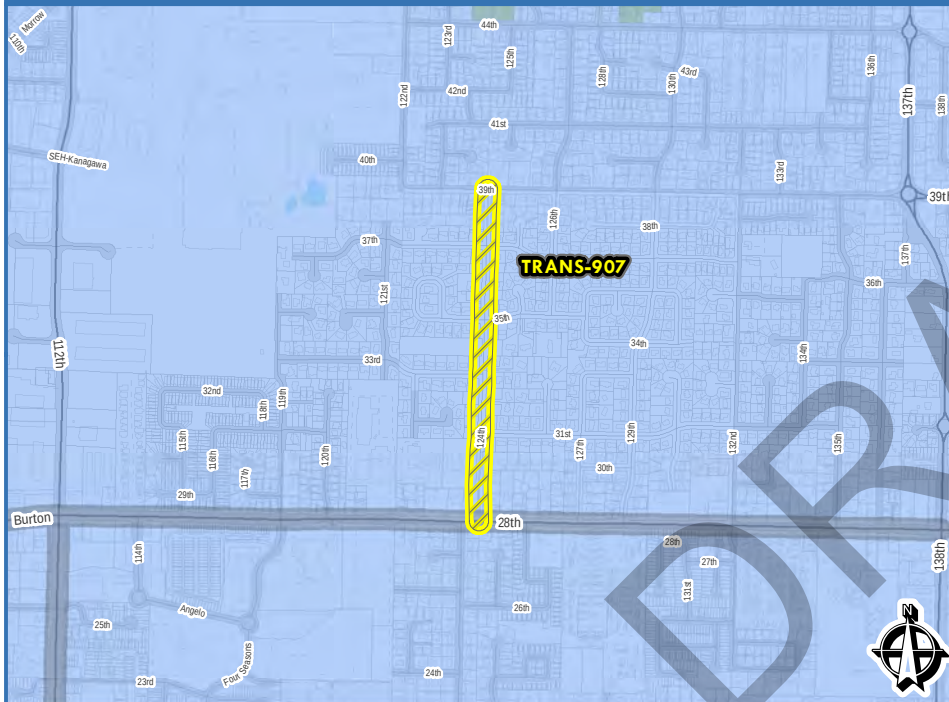
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 124TH AVE. - NE 28TH ST. TO NE 39TH ST.**

PROJECT EXTENT: **NE 28TH ST.**

TO: **NE 39TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

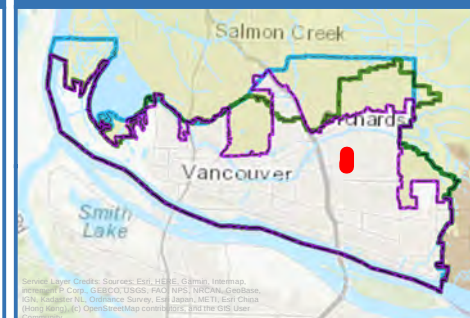
Project Description / Comments

Reconstruction/Upgrade existing two lane Collector Arterial to current standards, to include sidewalks, ADA ramps, mobility lanes and streetlights. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year):**



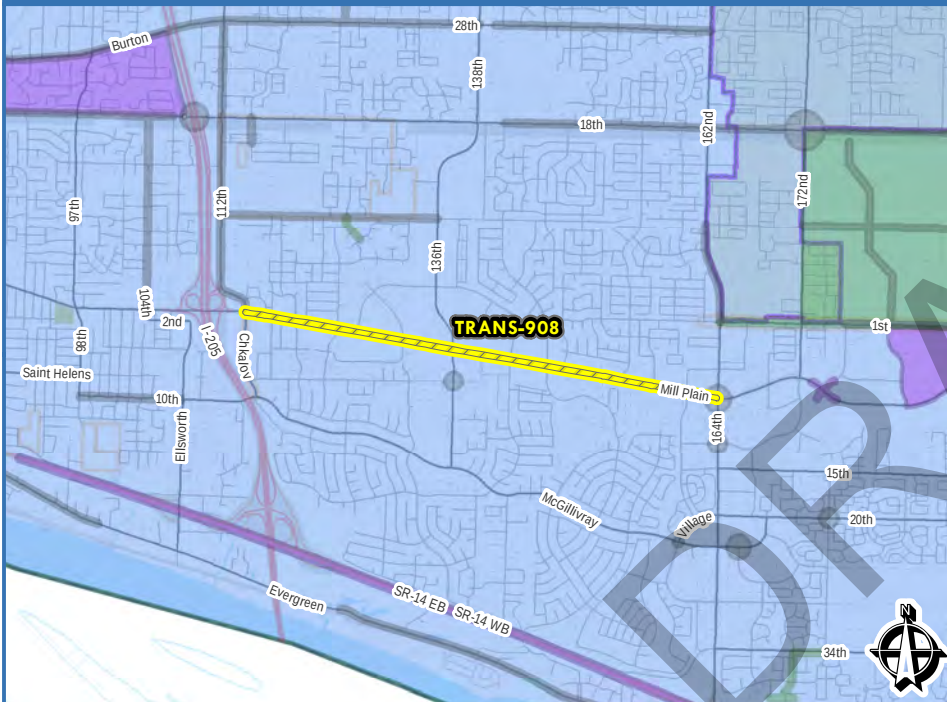
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE MILL PLAIN AERIAL FIBER REMOVAL**

PROJECT EXTENT: **NE CHKALOV DR.**

TO: **SE 164TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

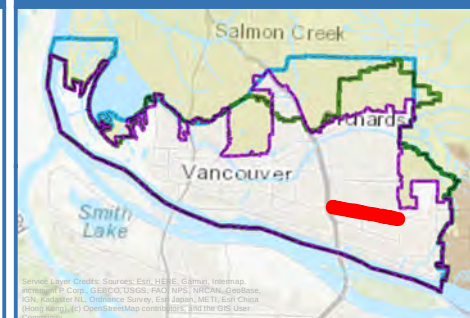
Project Description / Comments

Remove aerial fiber along Mill Plain, for the new C-Tran BRT project, from Chaklov to SE 164th Ave. Approximately 100,000 lineal feet of aerial fiber to be removed and re-located underground. Identified by staff and C-Tran Mill Plain BRT project.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds: Yes

SFS Funds:

Grant Funds:

Total Proj. Cost: \$125,000.00

***Start of Construction (Year): 2022**



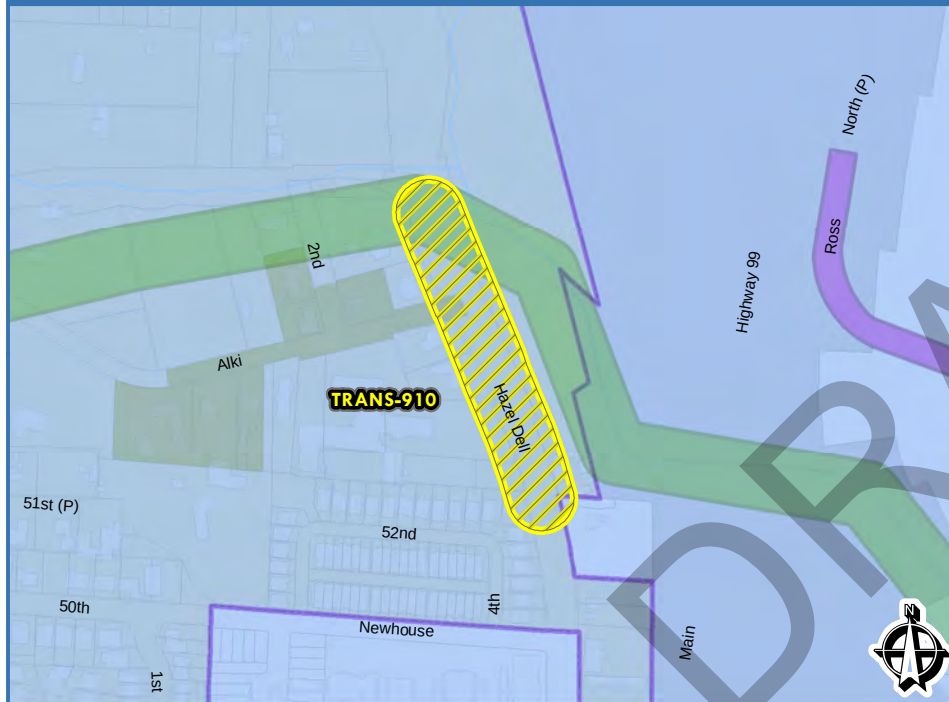
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE HAZEL DELL AVE./BBC TRAIL CROSSING**

PROJECT EXTENT:

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Partially Funded

PROJECT DESCRIPTION

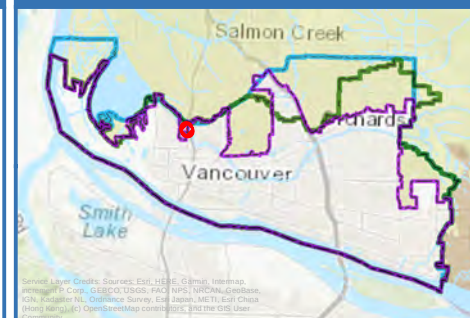
Project Description / Comments

The Burnt Bridge Creek Trail Crossing at Hazel Dell Ave does not have mobility crossings between the BBC trail in the City on the east side of Hazel Dell Ave and the BBC trail in the County on the west side of Hazel Dell Ave. Safety is a major concern for users of the facility as there are not designated crossings and the curvature of the road at this location and operating speed of vehicles is dangerous for non-driving, vulnerable road users. Identified by staff.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$800,000.00

***Start of Construction (Year): 2024**



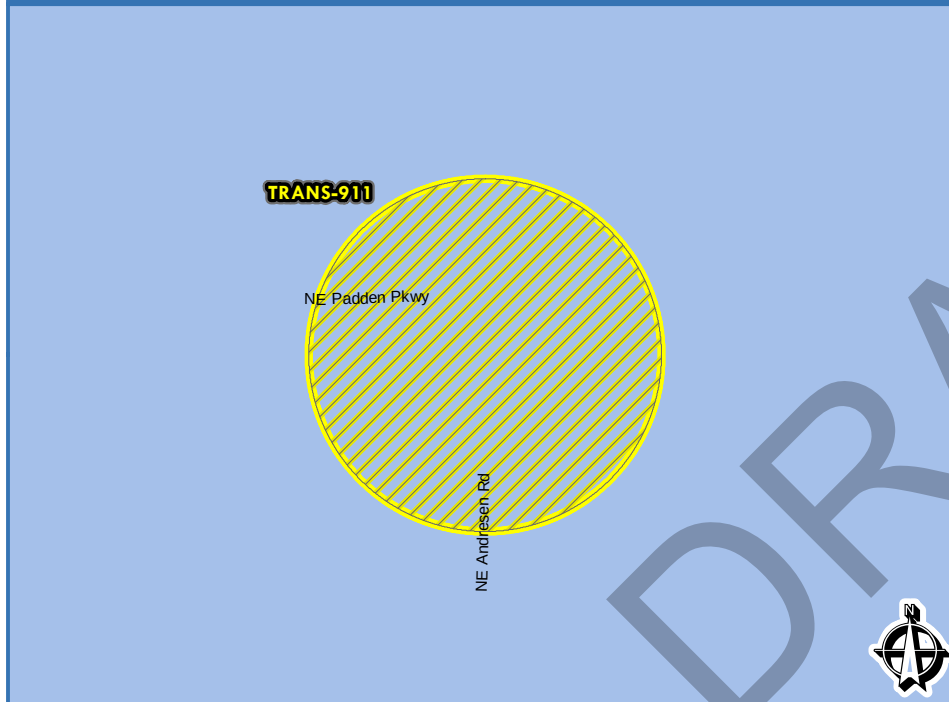
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE PADDEN EXPRESSWAY AND NE ANDRESEN RD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE PADDEN EXPRESSWAY**

TO: **NE ANDRESEN RD**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

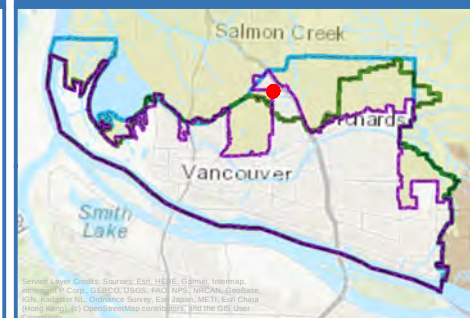
Project Description / Comments

Intersection improvements for capacity, pedestrian safety and traffic standards. Initial planning phase to include congestion and collision study, to propose traffic improvements and alternatives to improve safety and reduce collisions. Identified by staff.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$20,000,000.00

***Start of Construction (Year):**

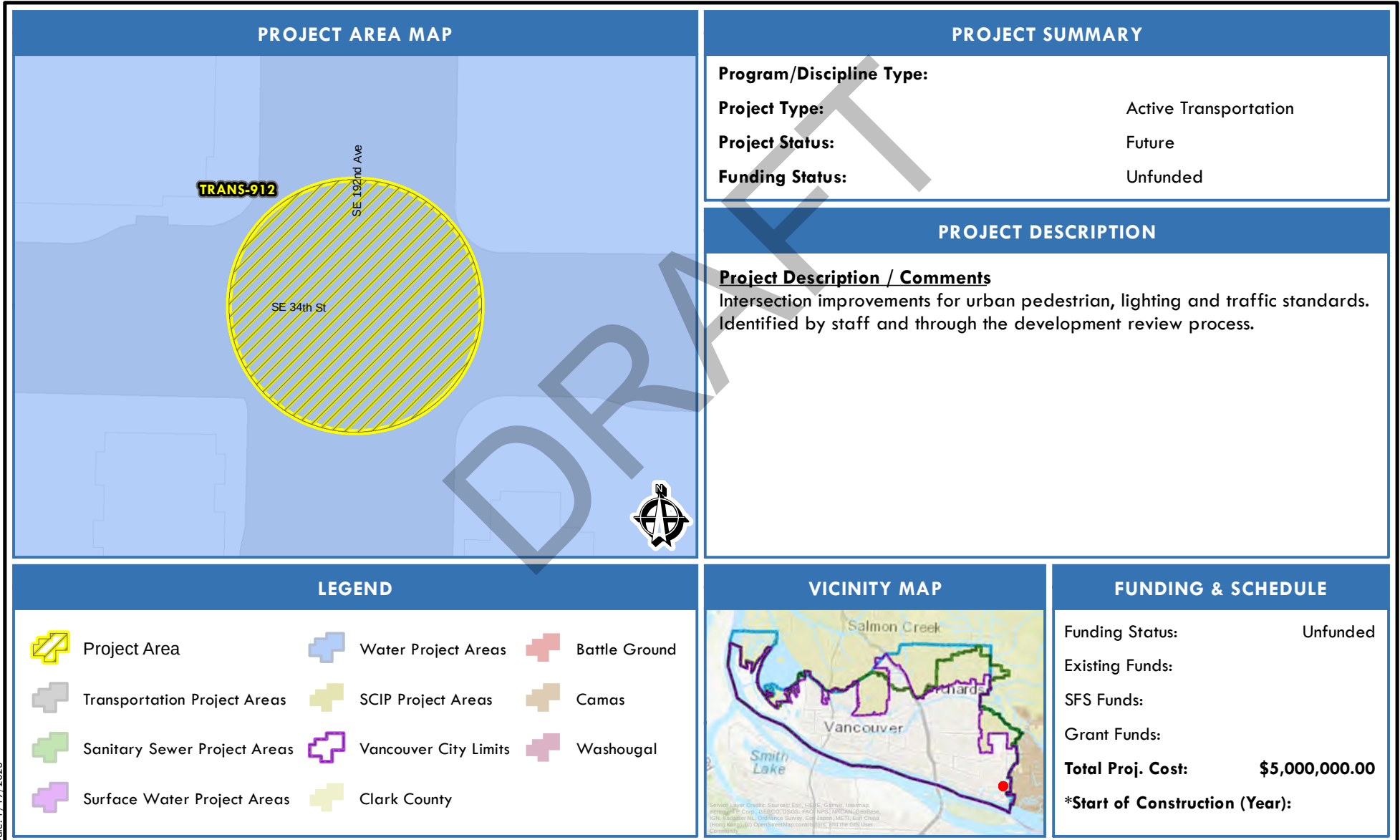


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 34TH ST. AND SE 192ND AVE. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 34TH ST**

TO: **SE 192ND AVE**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



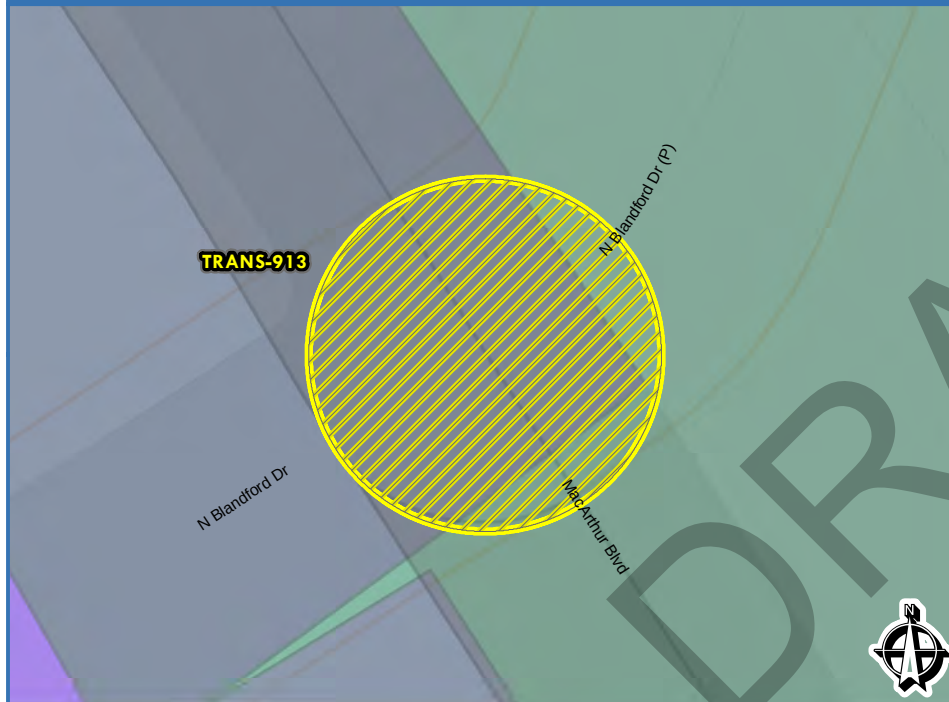
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AND S. BLANDFORD DR. PEDESTRIAN CROSSING**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **BLANDFORD**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

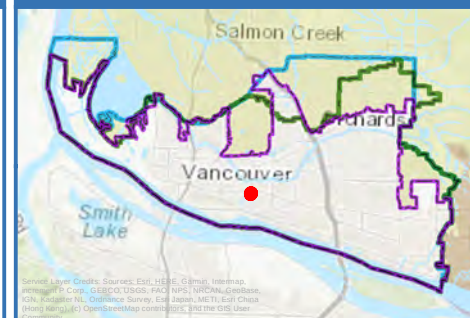
Project Description / Comments

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Originated from Heights District Plan (2020).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$250,000.00

***Start of Construction (Year):**

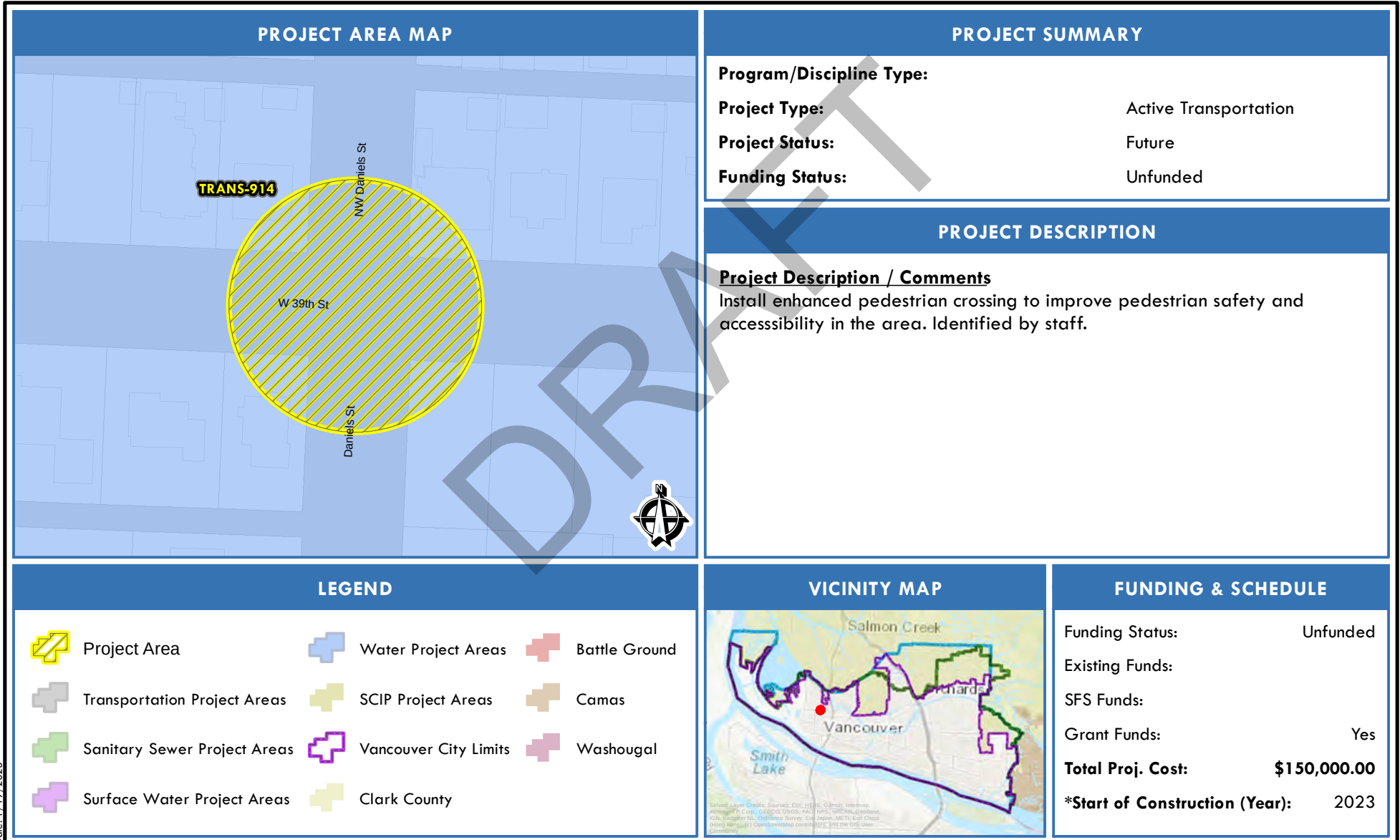


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **39TH ST AND DANIELS ST. PEDESTRIAN CROSSING**

PROJECT EXTENT: **39TH ST.**

TO: **DANIELS ST.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



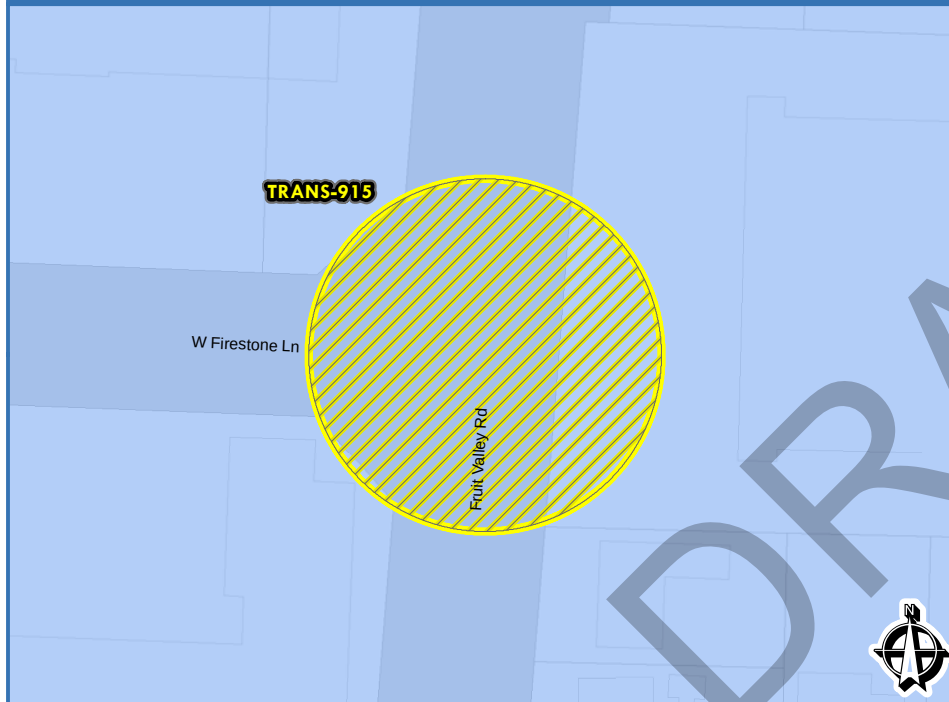
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **FRUIT VALLEY RD. AND FIRESTONE LANE PEDESTRIAN CROSSING**

PROJECT EXTENT: **FRUIT VALLEY RD.**

TO: **FIRESTONE LANE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

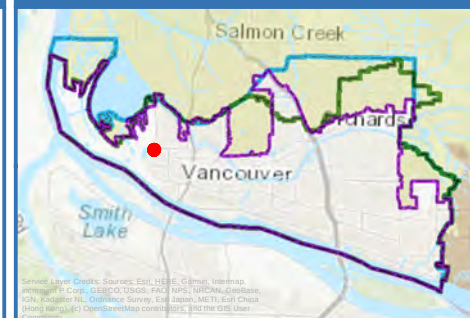
Project Description / Comments

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Originated from Fruit Valley Subarea Plan (2010).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$250,000.00

***Start of Construction (Year):**

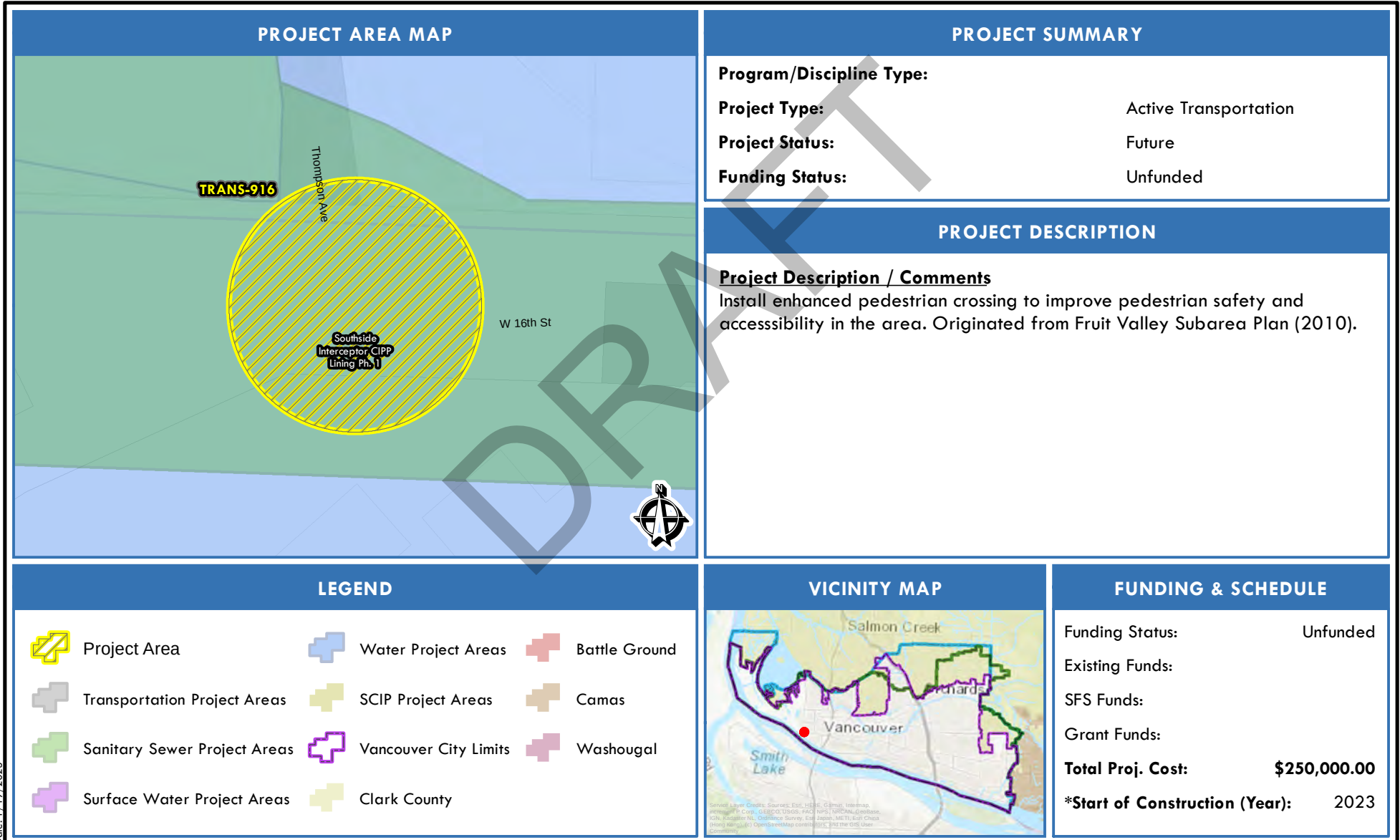


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **W. 16TH ST. AT NW PACKING PEDESTRIAN CROSSING**

PROJECT EXTENT:

TO:



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

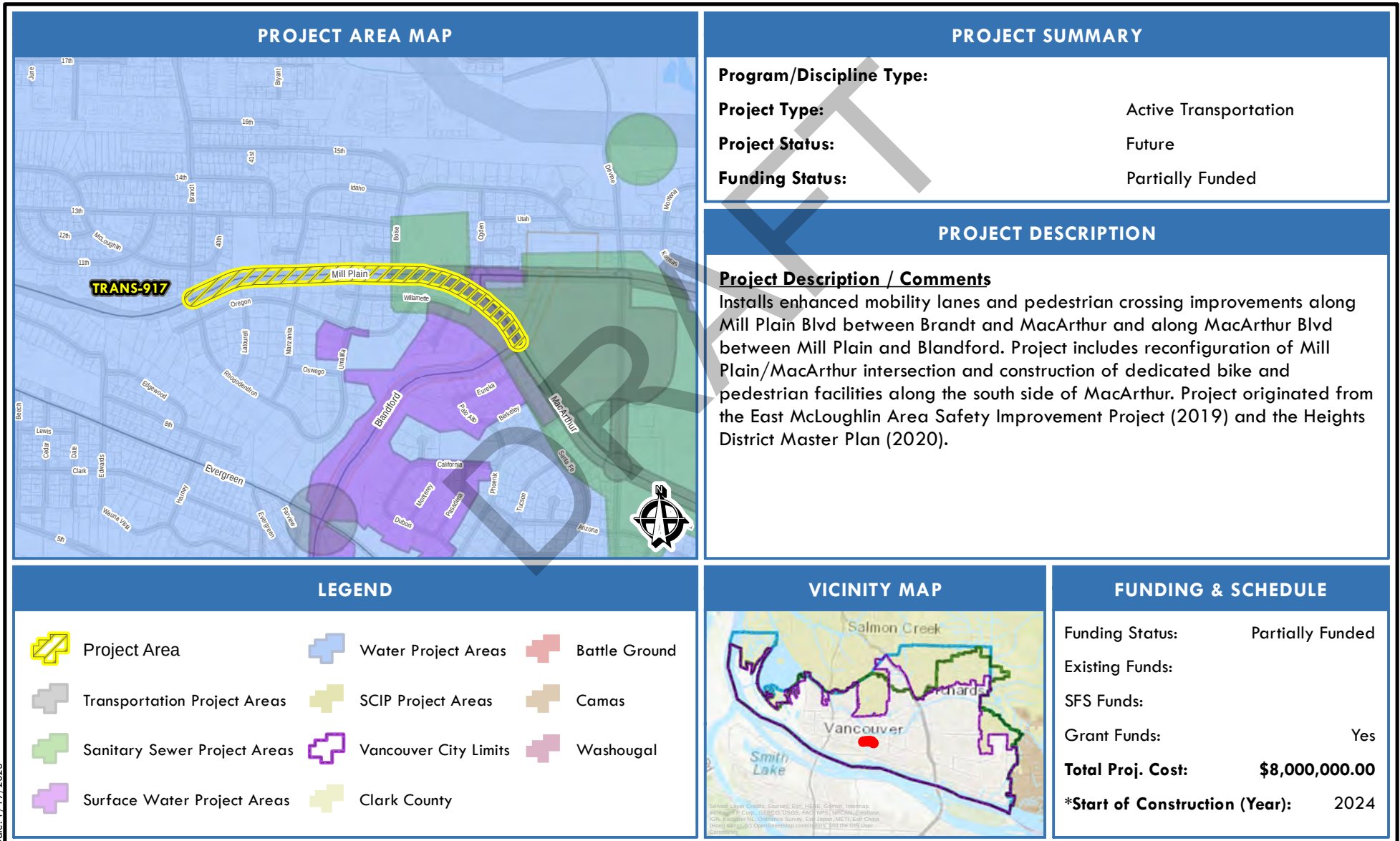


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR/MILL PLAIN COMPLETE STREET IMPROVEMENTS**

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

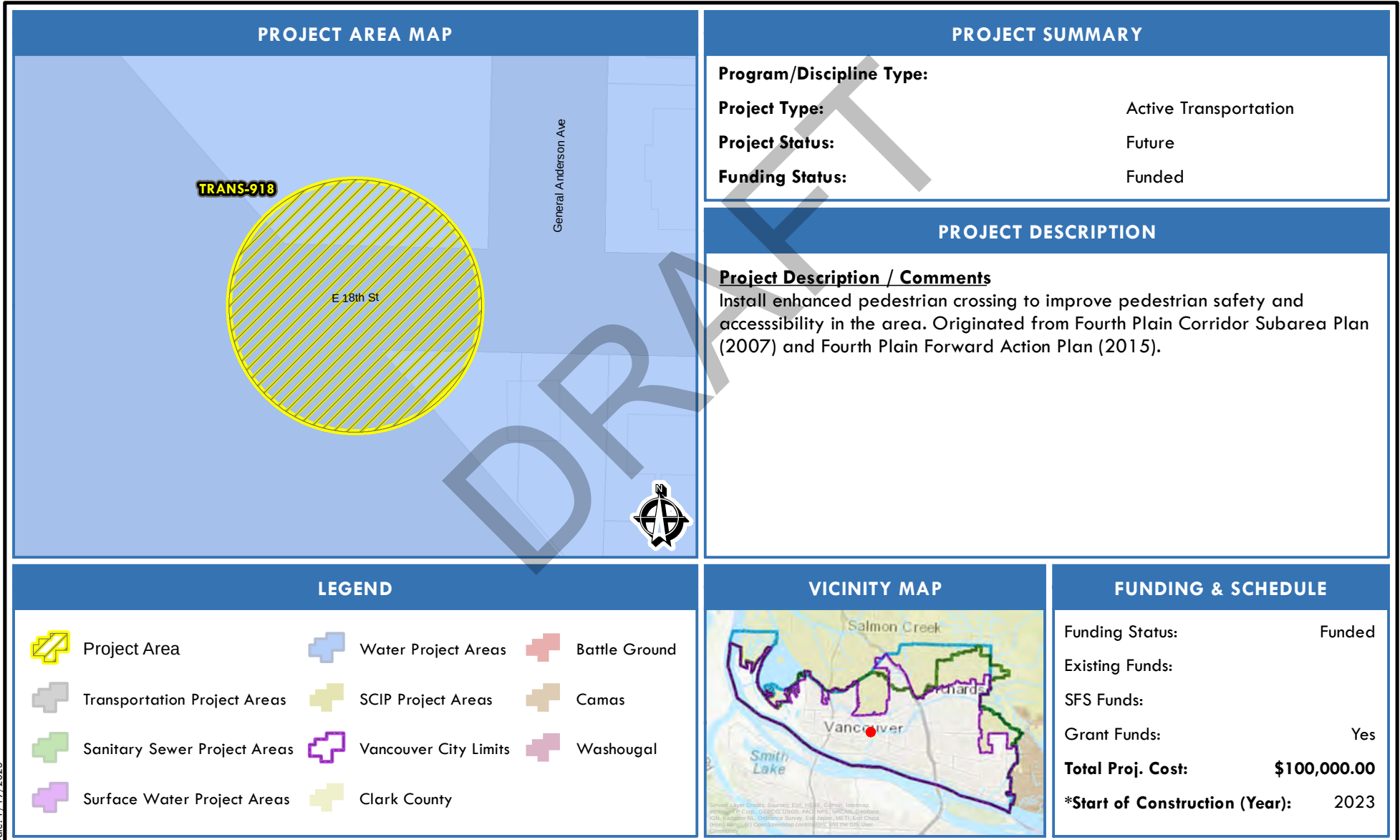


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST AND BURNT BRIDGE CREEK PEDESTRIAN CROSSING**

PROJECT EXTENT:

TO:



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



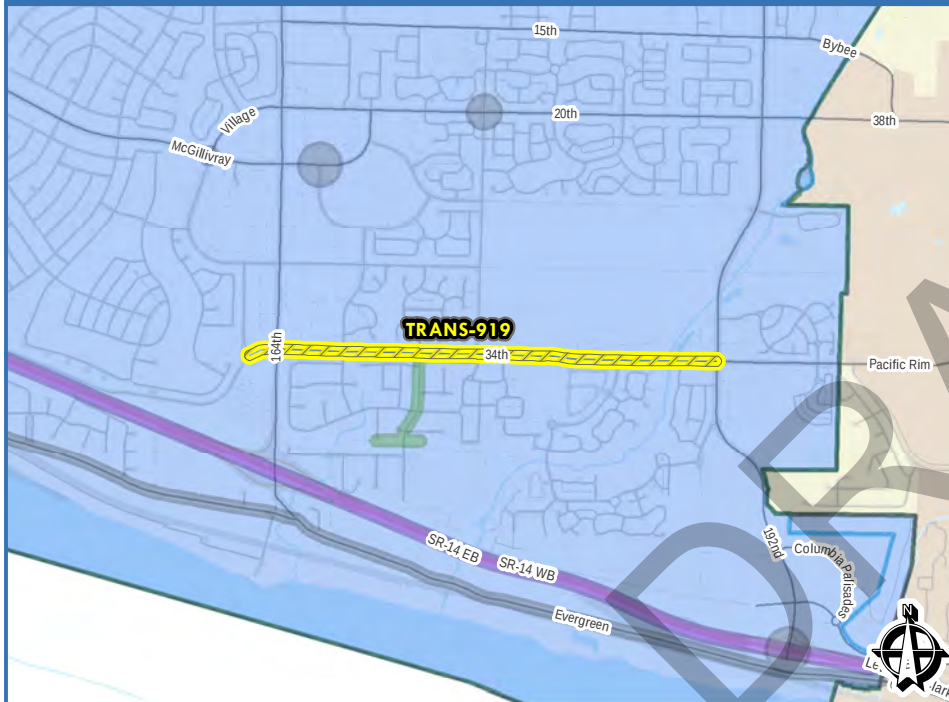
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 34TH STREET COMPLETE STREET PROJECT**

PROJECT EXTENT: **162ND AVE.**

TO: **192ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Funded

PROJECT DESCRIPTION

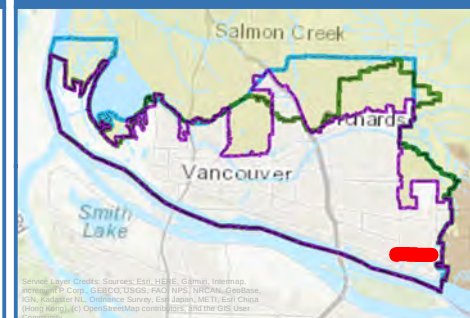
Project Description / Comments

The SE 34th Street Complete Street Project is an opportunity to help all community members get around safely between SE 164th and SE 192nd Avenues. This evaluation will consider repurposing a travel lane to add mobility lanes and/or shared facilities for people use. Safety improvements at intersections and crossings to better accommodate people using a mobility device, walking, and biking. Traffic calming design features to reduce speeding. Identified by staff.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: **Funded**

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): 2024**



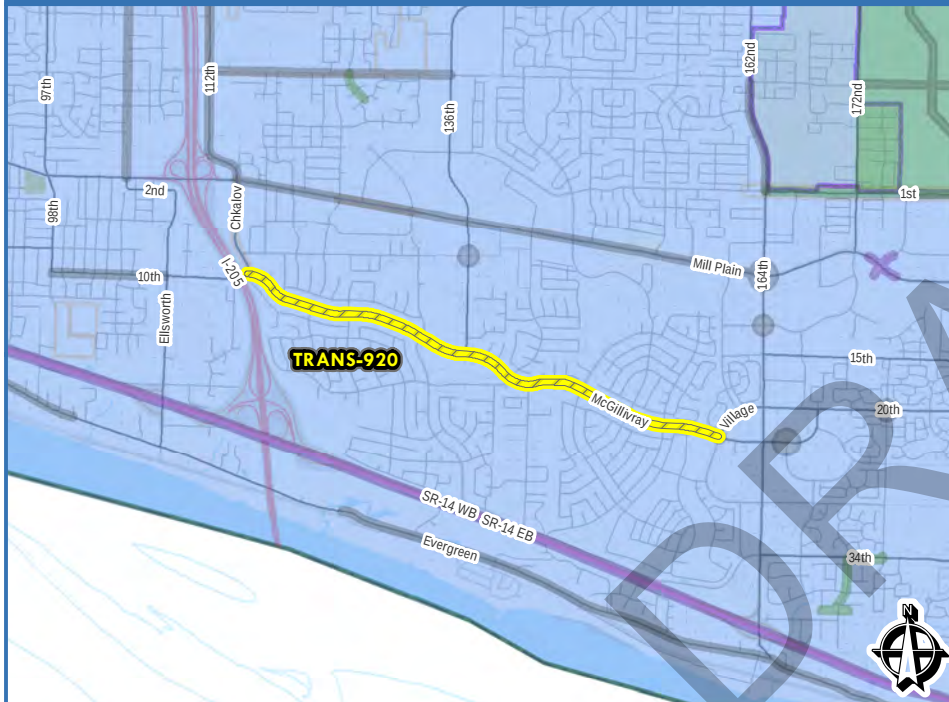
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MCGILLIVRAY COMPLETE STREET PROJECT**

PROJECT EXTENT: **CHKALOV DR.**

TO: **VILLAGE LOOP**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Funded

PROJECT DESCRIPTION

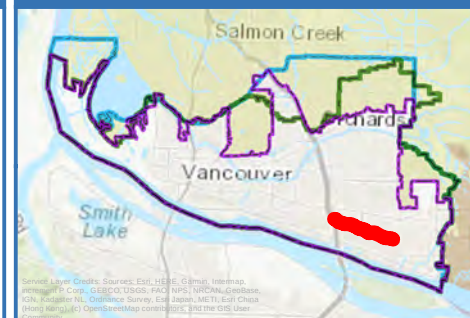
Project Description / Comments

The McGillivray Boulevard Complete Street Project is exploring ways to make McGillivray Boulevard safer and more comfortable for everyone to travel between SE Chkalov Drive and SE 164th Avenue. The Project will evaluate how McGillivray Boulevard can better meet the needs of people walking, biking, using a mobility device, and driving. The Project will explore opportunities and examine tradeoffs to improve safety on the corridor ahead of the pavement project planned to occur in 2024. Identified by staff.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: **Funded**

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): 2025**



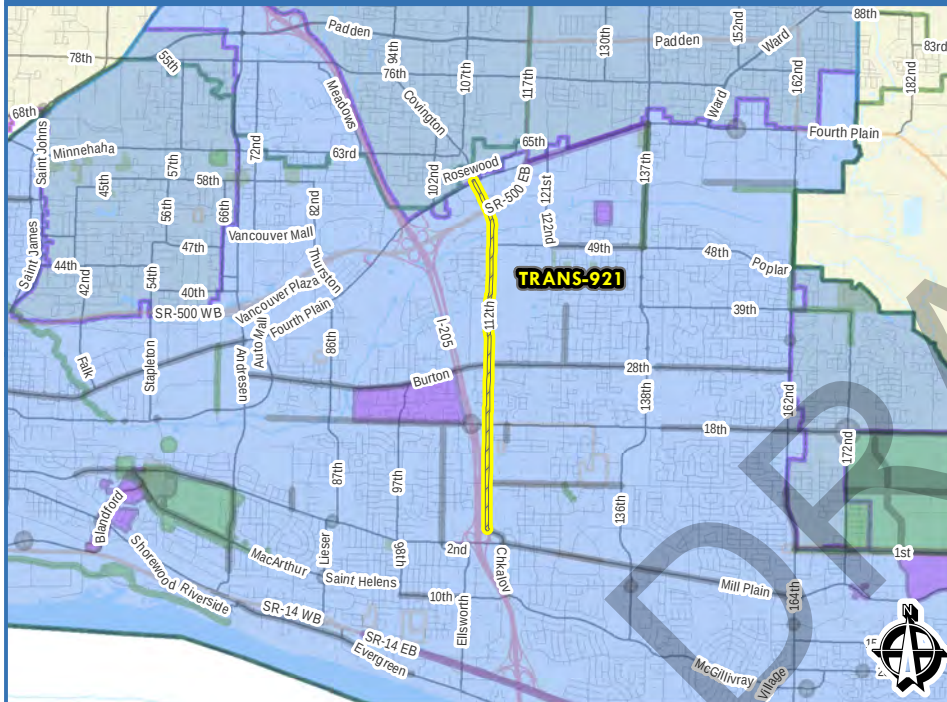
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 112TH AVENUE COMPLETE STREET PROJECT**

PROJECT EXTENT: **CHKALOV DR.**

TO: **FOURTH PLAIN BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Funded

PROJECT DESCRIPTION

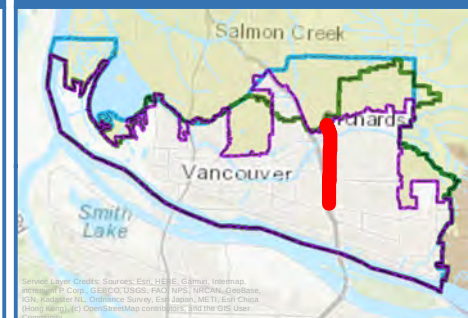
Project Description / Comments

The NE 112th Avenue Complete Street Project will explore a major street retrofit on 112th Ave between Chkalov Drive and Fourth Plain Boulevard, a street with well documented safety issues and vulnerable street users. Identified by 112nd Avenue Subarea Plan.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: **Funded**

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): 2025**



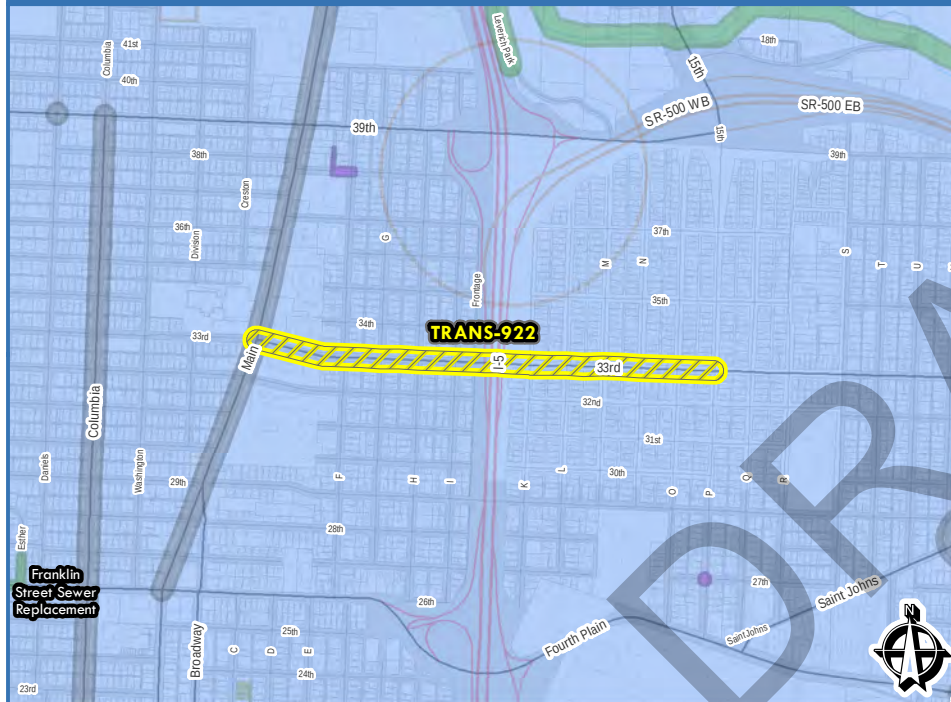
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E 33RD STREET COMPLETE STREET PROJECT**

PROJECT EXTENT: **MAIN STREET**

TO: **P STREET**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Funded

PROJECT DESCRIPTION

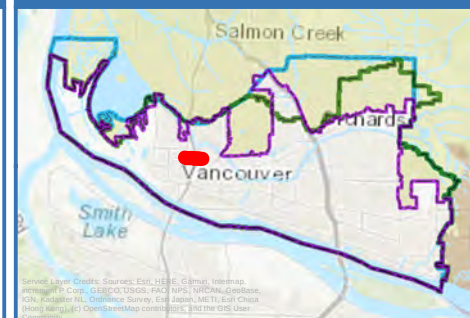
Project Description / Comments

The E 33rd Complete Street Project will explore major mobility improvements on E 33rd St (F Street to P Street) and complete streets retrofits as there are well documented safety issues and vulnerable street users. This will be a combined efforts with E 29th Street Complete Street Project. Identified by staff.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: **Funded**

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): 2024**



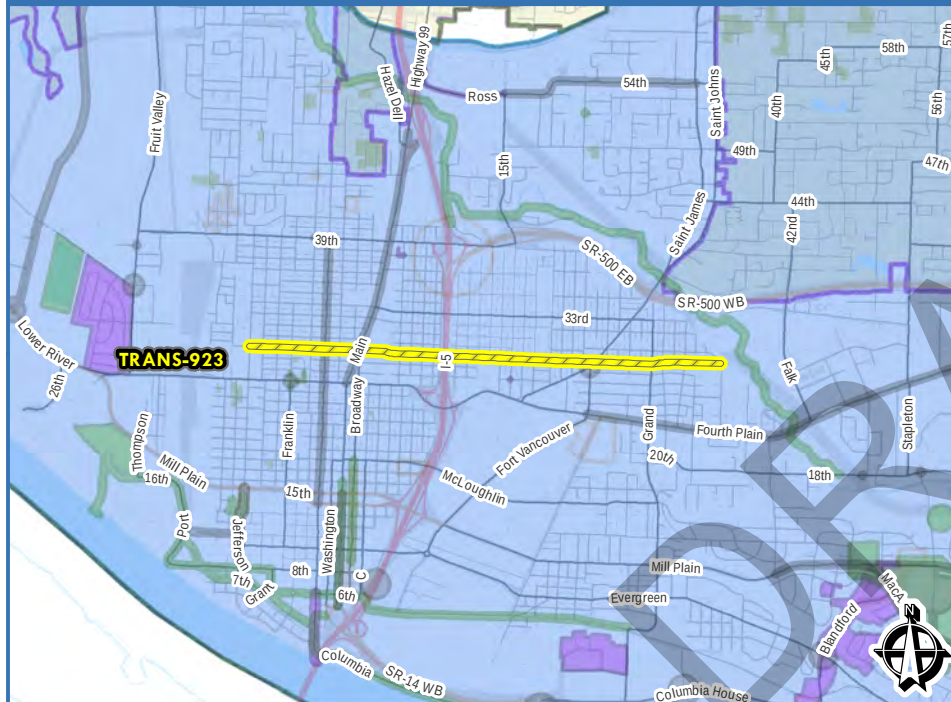
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E 29TH STREET COMPLETE STREET PROJECT**

PROJECT EXTENT: **KAUFFMAN AVE.**

TO: **NEALS LN.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Funded

PROJECT DESCRIPTION

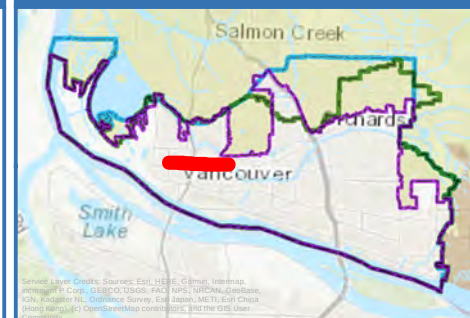
Project Description / Comments

The E 29th Complete Street Project will explore major mobility improvements on E 29th St Bikeway (NW Kauffman to Neals Lane) and complete streets retrofits as there are well documented safety issues and vulnerable street users. This will be a combined efforts with E 33rd Street Complete Street Project. Identified by staff.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: **Funded**

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): 2024**



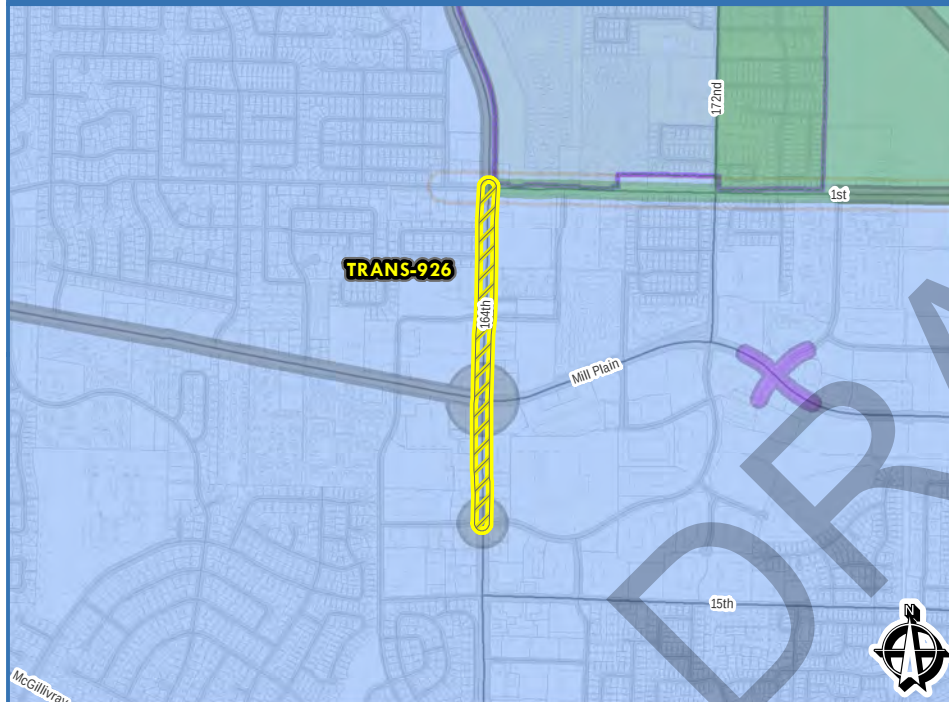
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVE. SAFETY/MOBILITY IMPROVEMENTS**

PROJECT EXTENT: **TECH CENTER DR.**

TO: **1ST ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

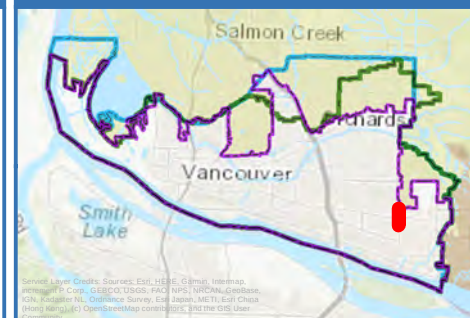
Project Description / Comments

SE 164th Avenue is the site of two top priority crash locations, the segment between SE 1st Street and Mill Plain Boulevard and the intersection with SE Tech Center Drive/12th Street. There have been three fatalities and two severe injuries on the segment and at the intersection, and four additional pedestrian injuries at the intersection. The project will include elements to address crash factors, such as treatments related to signal phases, intersection configurations, pavement markings, installation of refuge islands or raised crossings, and other measures. Identified from the Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022).

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$2,000,000.00

***Start of Construction (Year):**



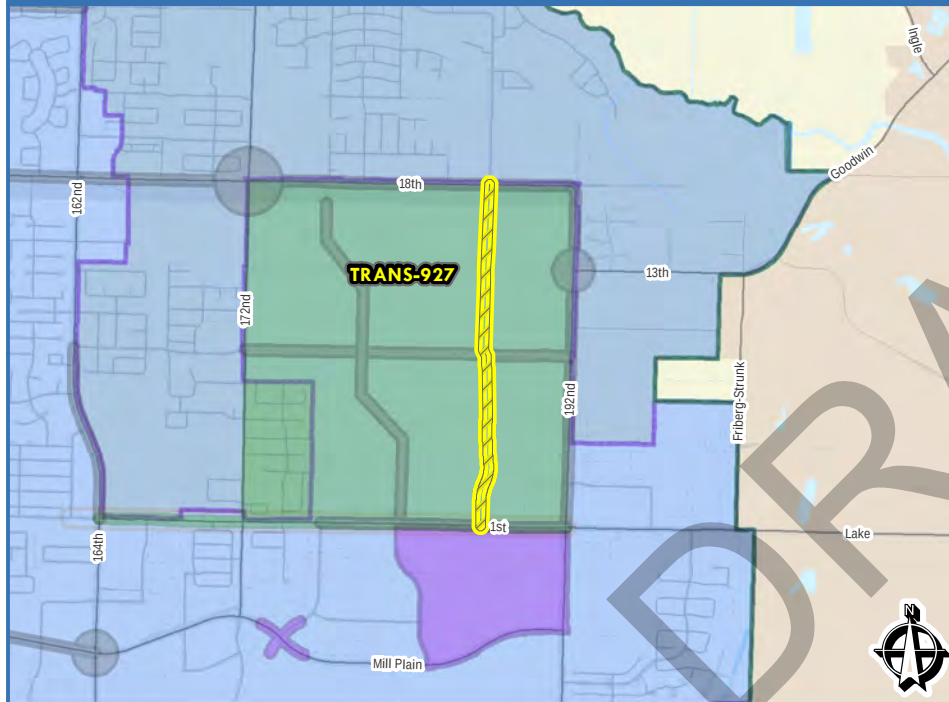
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 187TH AVE.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Arterial Improvements

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

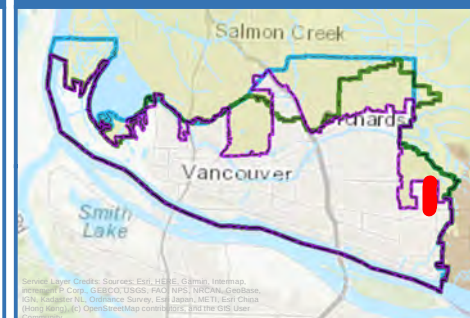
Project Description / Comments

New 3-lane collector/minor arterial (1 lane each direction plus center turn lane) with sidewalks, mobility lanes, streetlights, signals, school crossings, stormwater and sound walls where required. Identified by Section 30 Subarea Plan.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$13,000,000.00

***Start of Construction (Year):**

Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

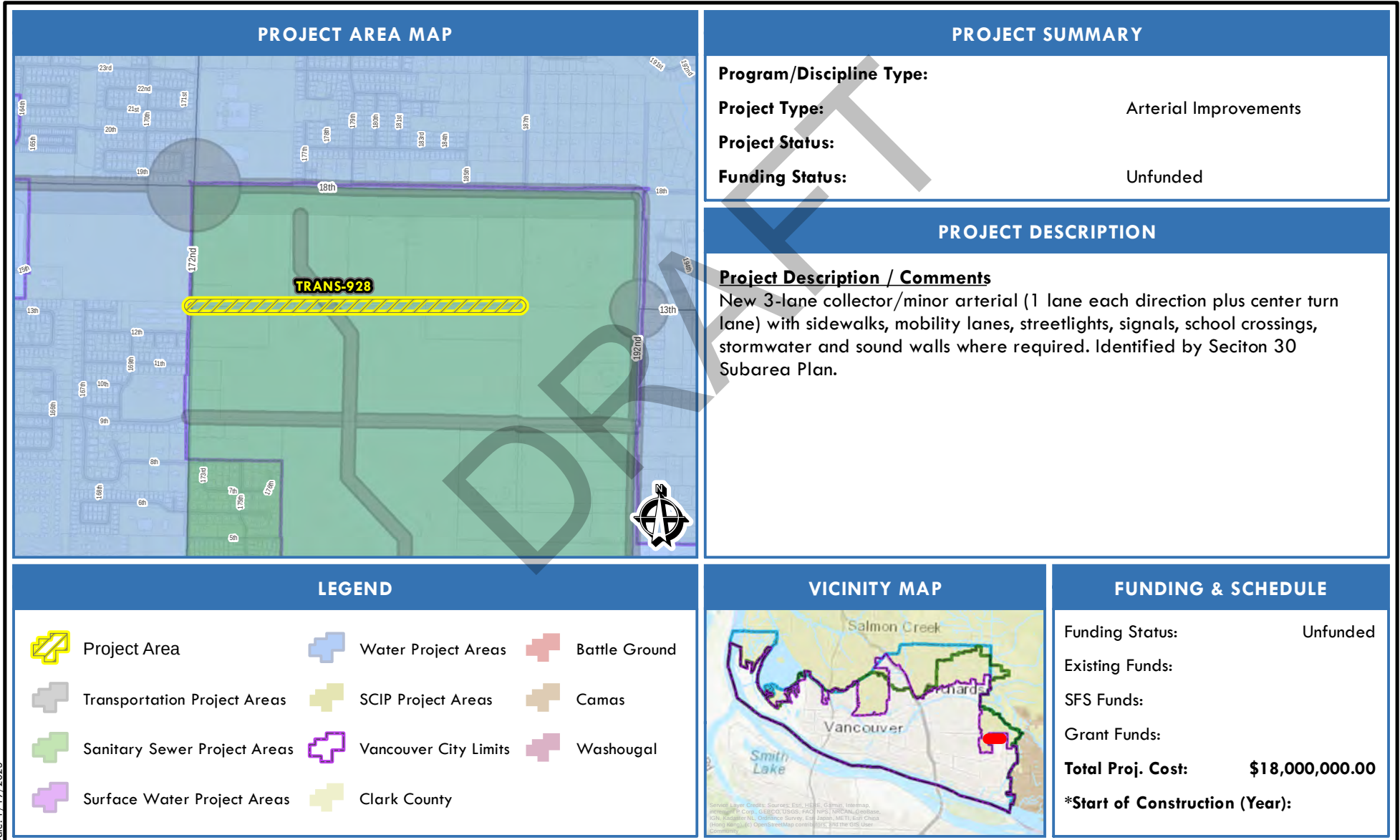


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 13TH ST.**

PROJECT EXTENT: **NE 172ND AVE.**

TO: **NE 187TH AVE.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

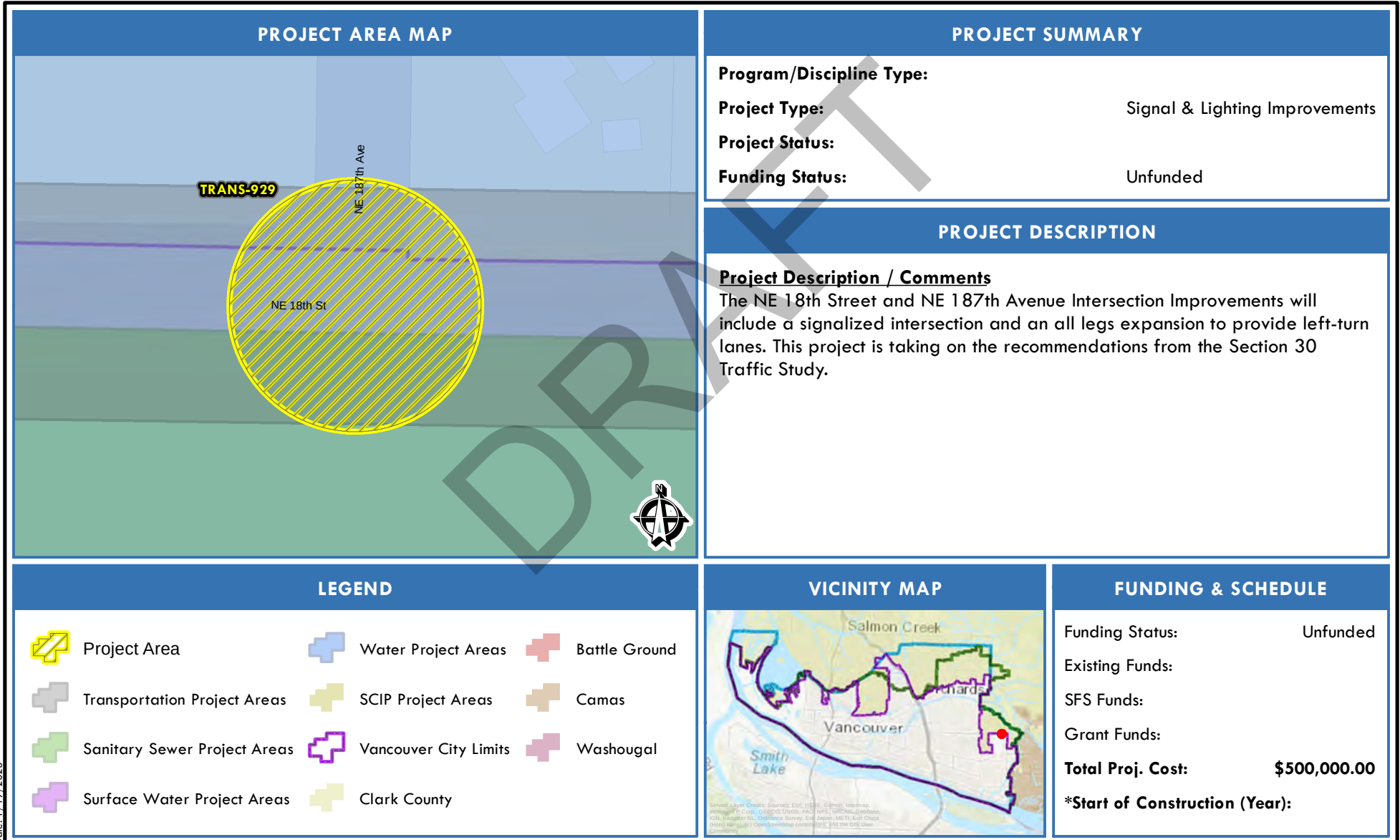


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH STREET AND NE 187TH AVENUE INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH STREET**

TO: **NE 187TH**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

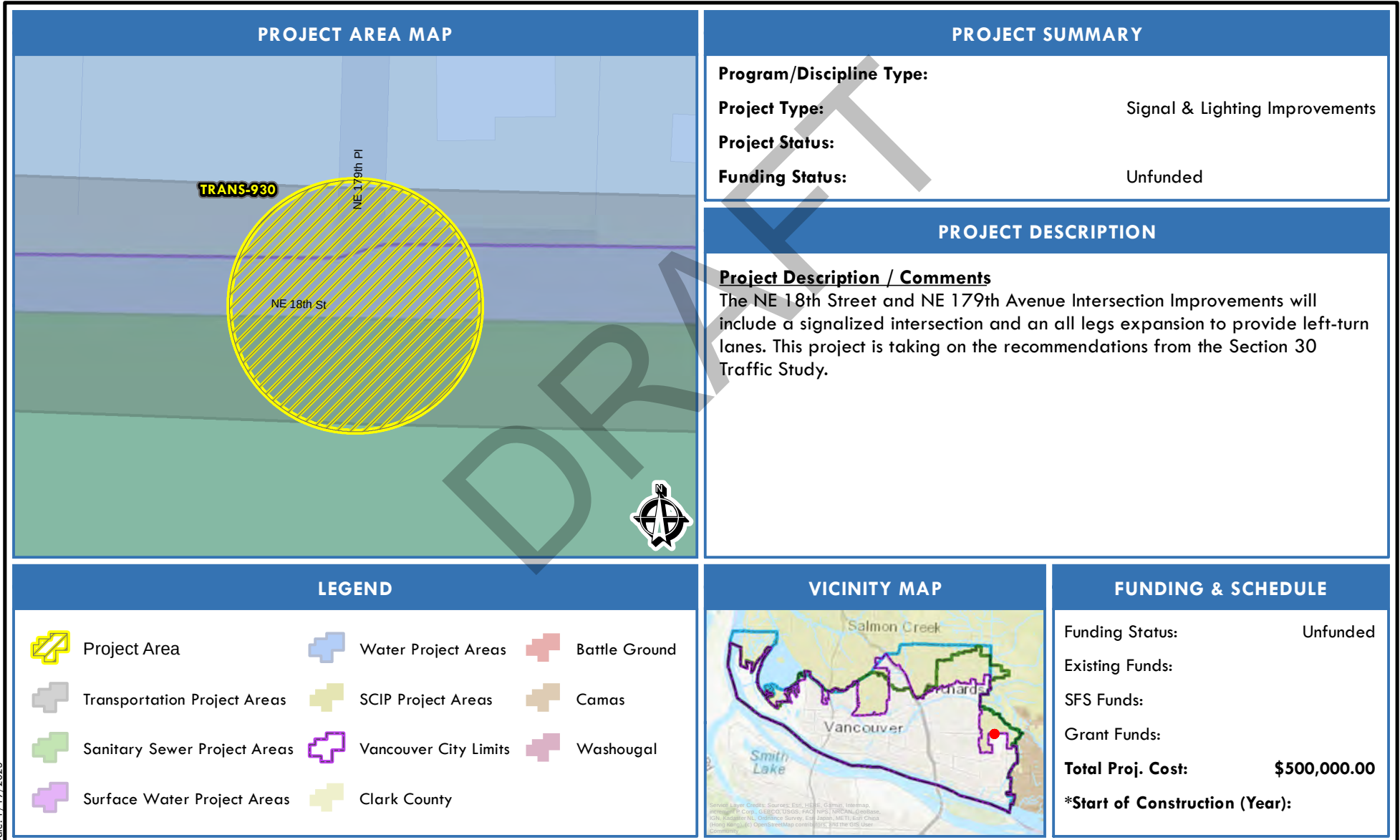


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH STREET AND NE 179TH AVENUE INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH STREET**

TO: **NE 179TH AVENUE**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

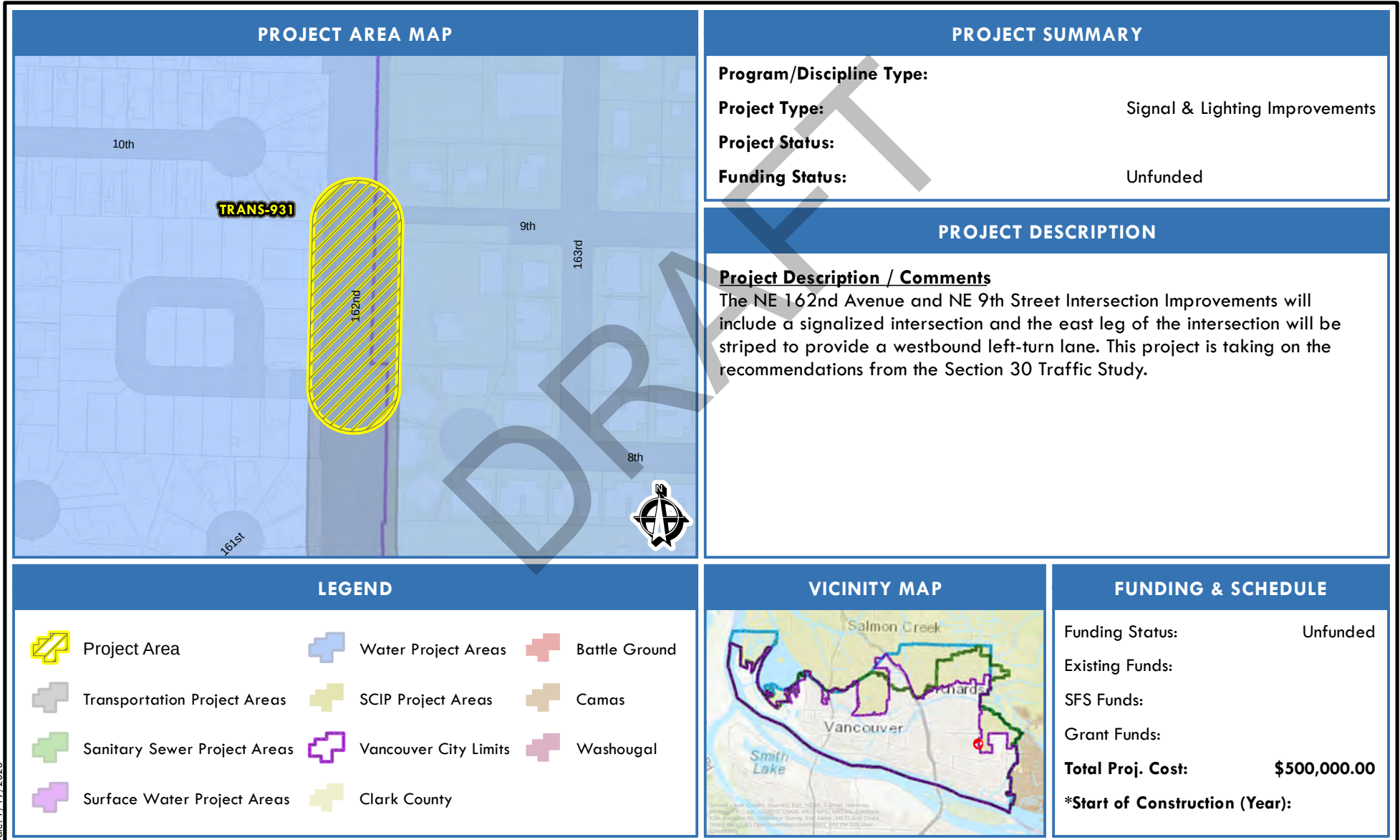


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 162ND AVENUE AND NE 9TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 162ND AVENUE**

TO: **NE 9TH STREET**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

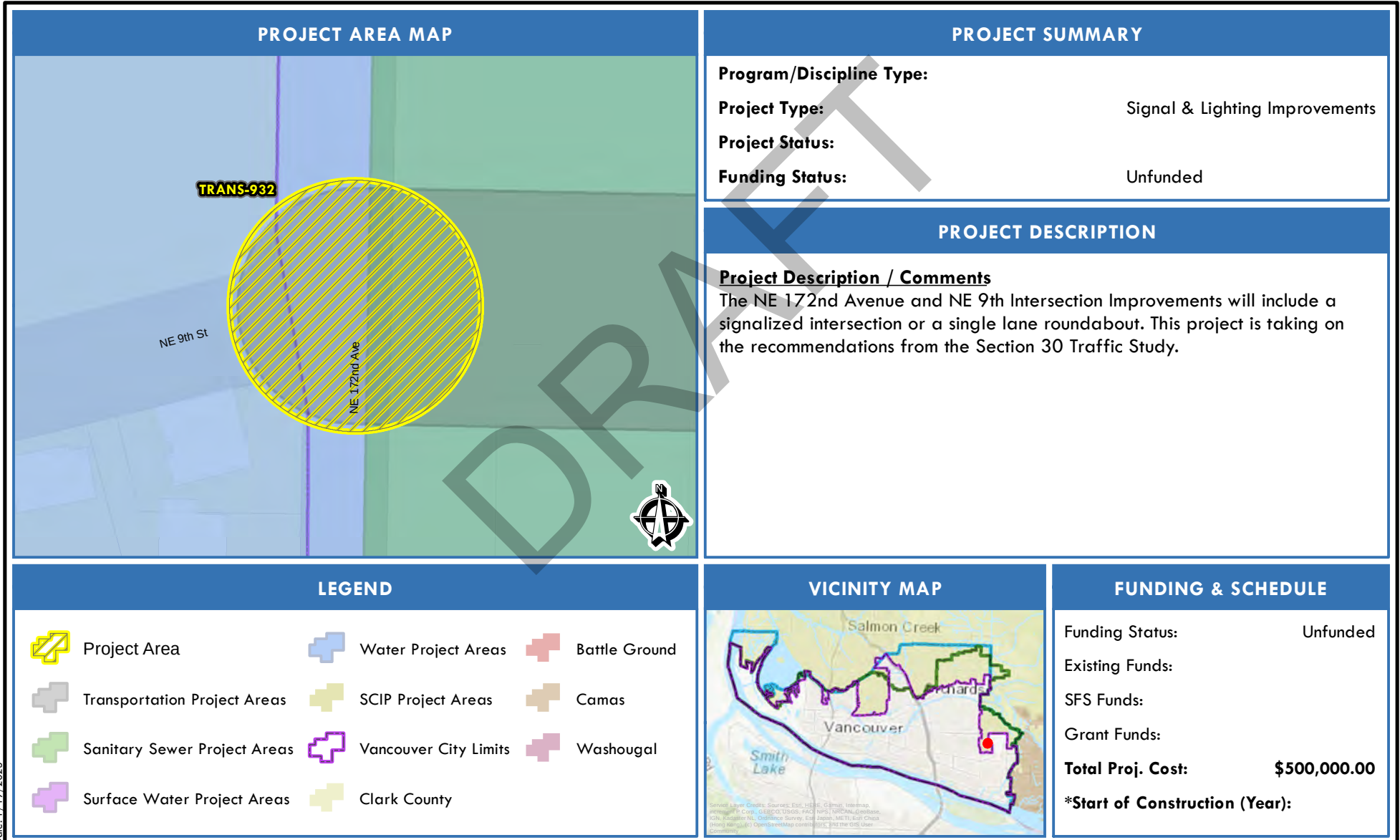


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 172ND AVENUE AND NE 9TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 172ND AVENUE**

TO: **NE 9TH STREET**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

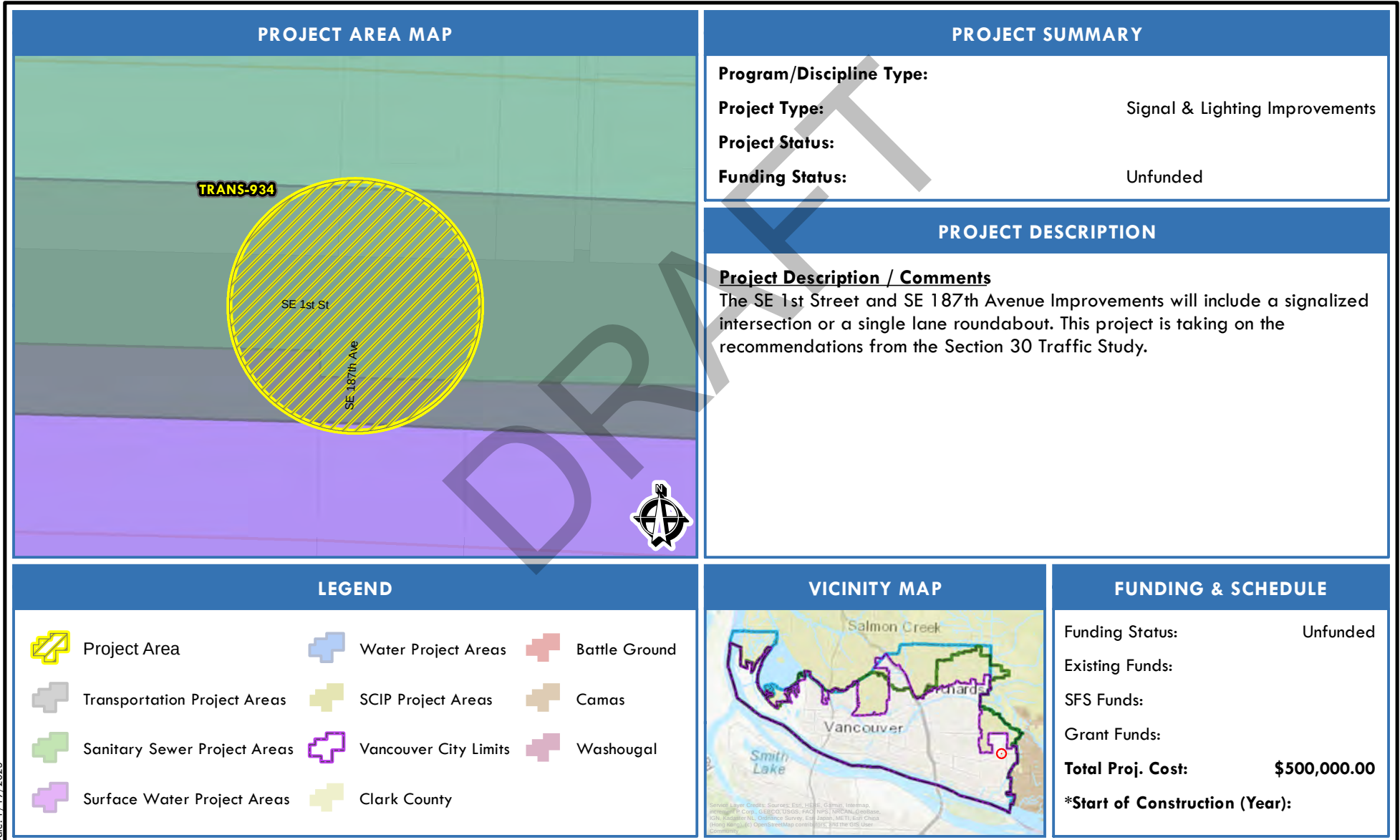


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 1ST STREET AND SE 187TH AVENUE INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 1ST STREET**

TO: **SE 187TH AVENUE**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



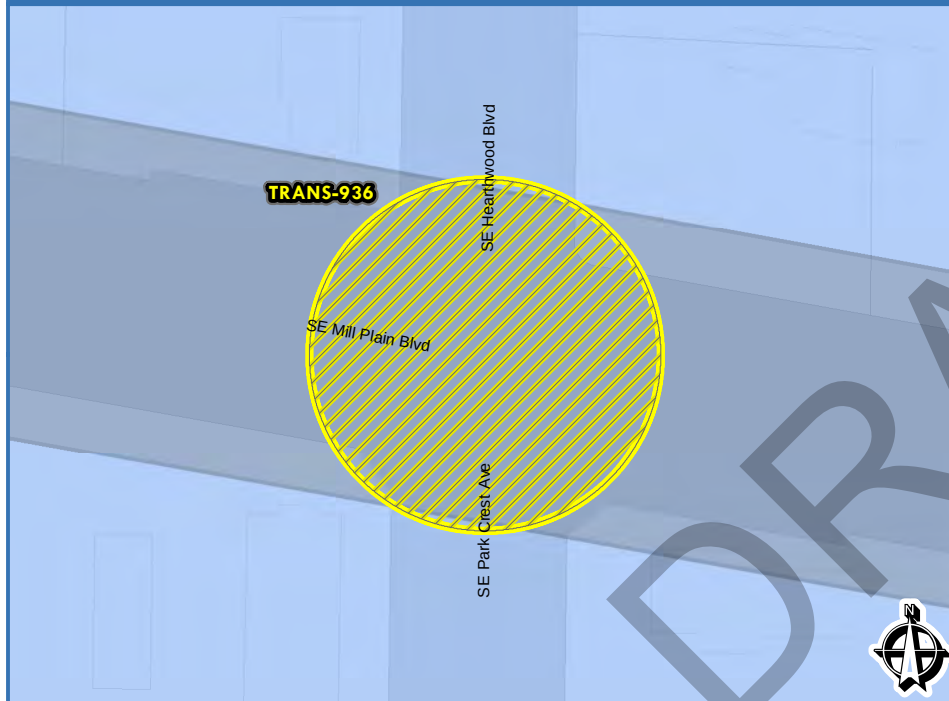
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MILL PLAIN BLVD. AND HEARTHWOOD BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **MILL PLAIN BLVD.**

TO: **HEARTHWOOD BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

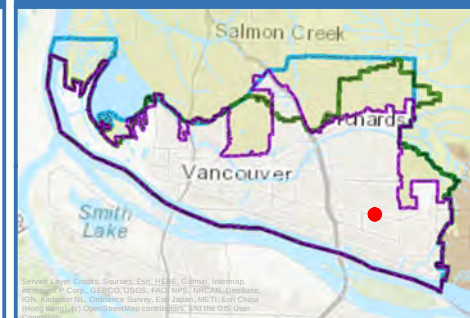
Project Description / Comments

Mill Plain Boulevard and Hearthwood Boulevard are each wide arterials whose intersection had seen crashes that resulted in severe and fatal injuries. The confluence of transit, heavy vehicle traffic on Mill Plain Boulevard, and permissive left turns across the path of pedestrians and mobility users have led to crashes that resulted in severe and fatal injuries. The project will include elements to address crash factors, such as treatments related to signal phases, intersection configurations, pavement markings, and other measures. Identified from the Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year):**



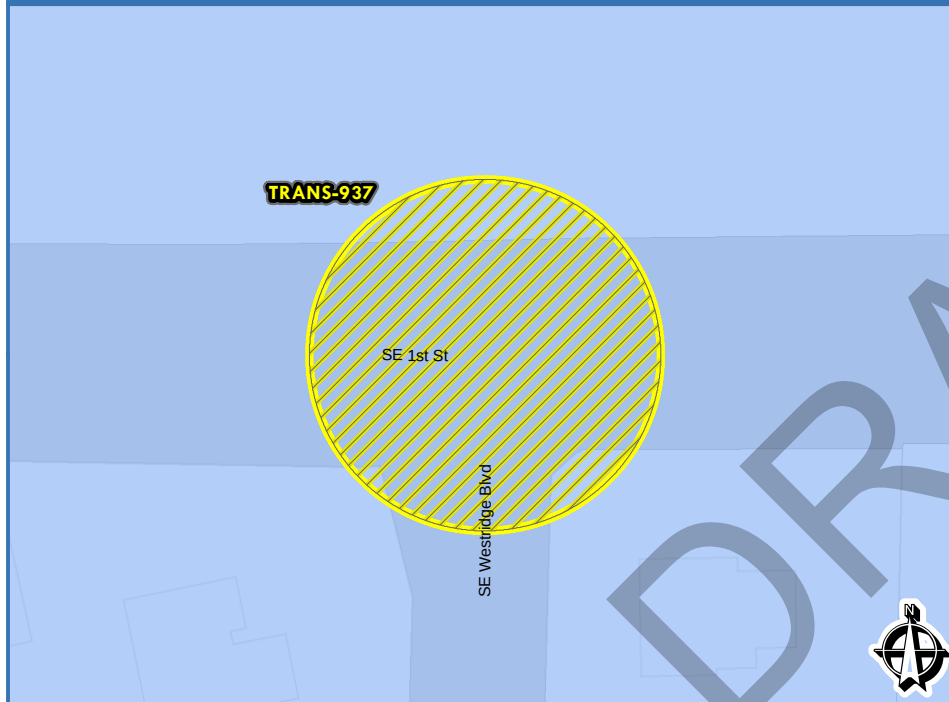
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: ☐ SE WESTRIDGE BLVD. AND SE 1ST STREET IMPROVEMENTS

PROJECT EXTENT: SE WESTRIDGE BLVD.

TO: SE 1ST STREET

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

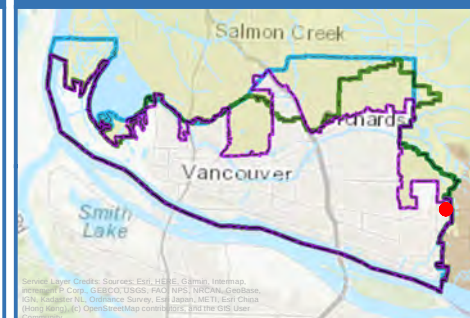
Project Description / Comments

The SE Westridge Blvd. and SE 1st Street intersection improvements will include a signalized intersection. Identified through the development review process.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year):**

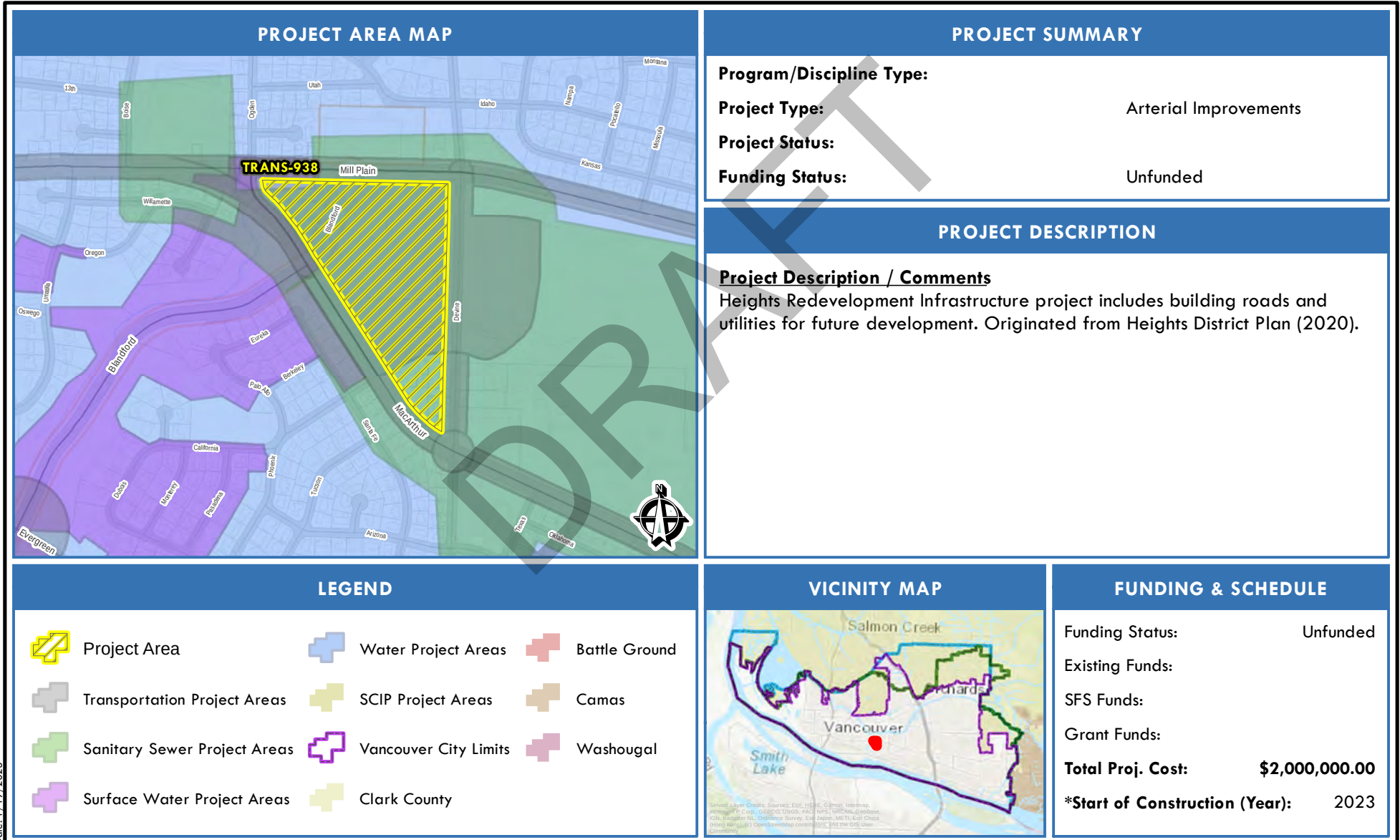


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: HEIGHTS REDEVELOPMENT INFRASTRUCTURE

PROJECT EXTENT: **E MILL PLAN BLVD.**

TO: **MCARTHUR BLVD.**



Date: 1/19/2023

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



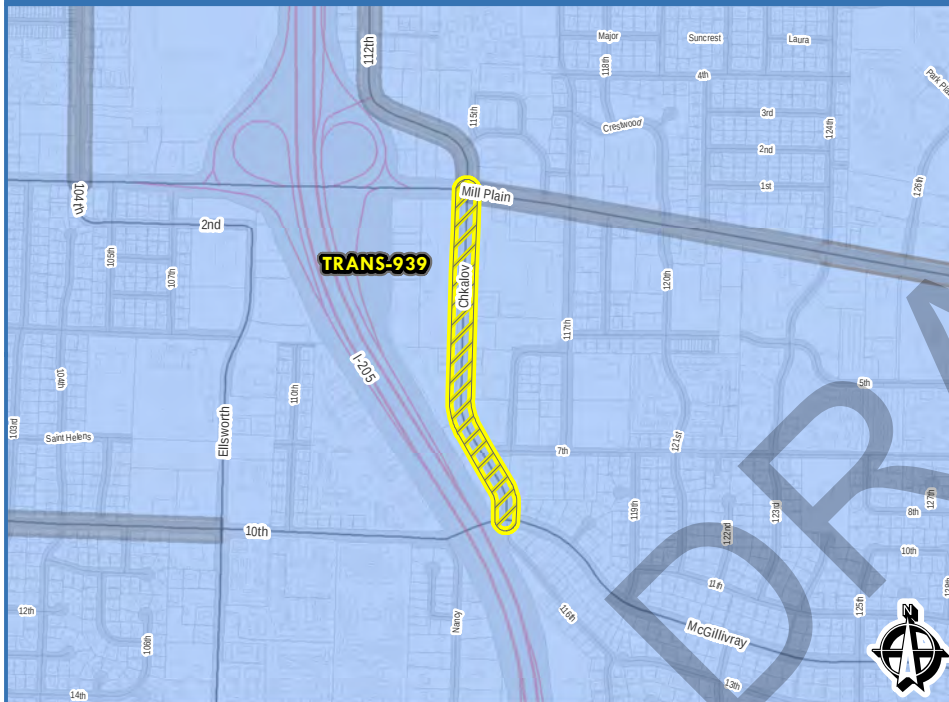
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE CHKALOV DRIVE SAFETY AND MOBILITY**

PROJECT EXTENT: **MILL PLAIN BLVD.**

TO: **SE MCGILLIVRAY**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Signal & Lighting Improvements

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

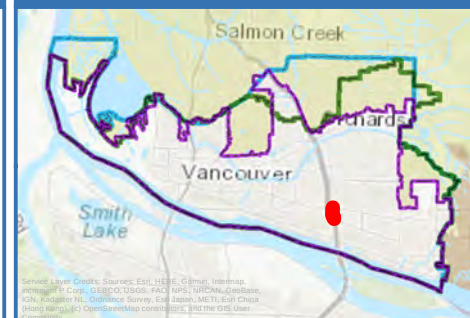
Project Description / Comments

The intersection of SE Chkalov Drive and Mill Plain Boulevard had the greatest number and severity of injury crashes than any other intersection during the most recent 5 years of available data. Safety issues are also concentrated on the roadway segment of SE Chkalov Dr between SE Mill Plain Boulevard and SE 7th Street. Project elements will look at crash countermeasures related to high traffic volumes, number of commercial driveways, roadway configurations and insufficient infrastructure for pedestrians or mobility users. Identified from the Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,000,000.00

***Start of Construction (Year):**

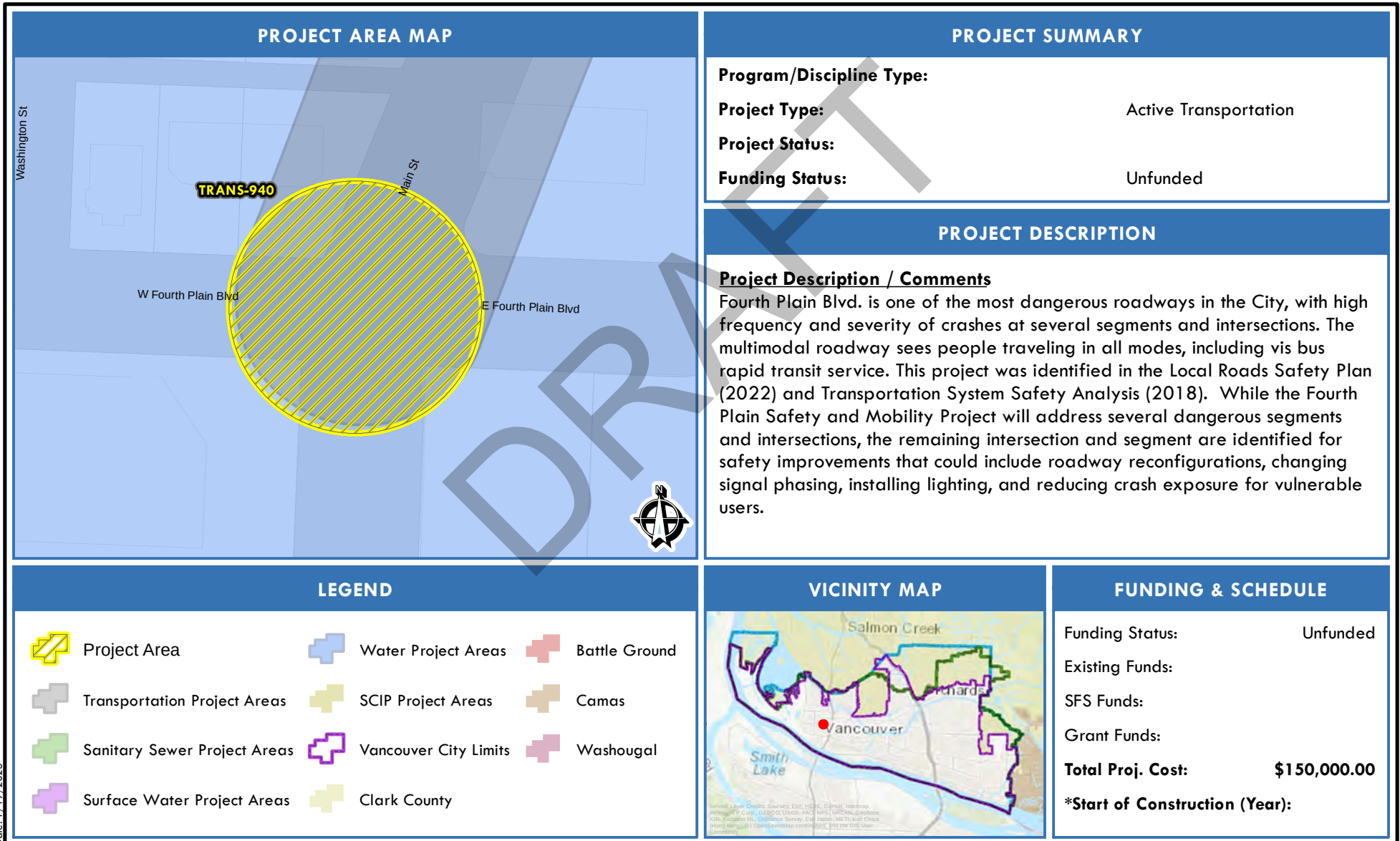


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: ☐ NE FOURTH PLAIN BLVD. AND BROADWAY INTERSECTION SAFETY IMPROVEMENTS

PROJECT EXTENT: NE FOURTH PLAIN BLVD.

TO: BROADWAY



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



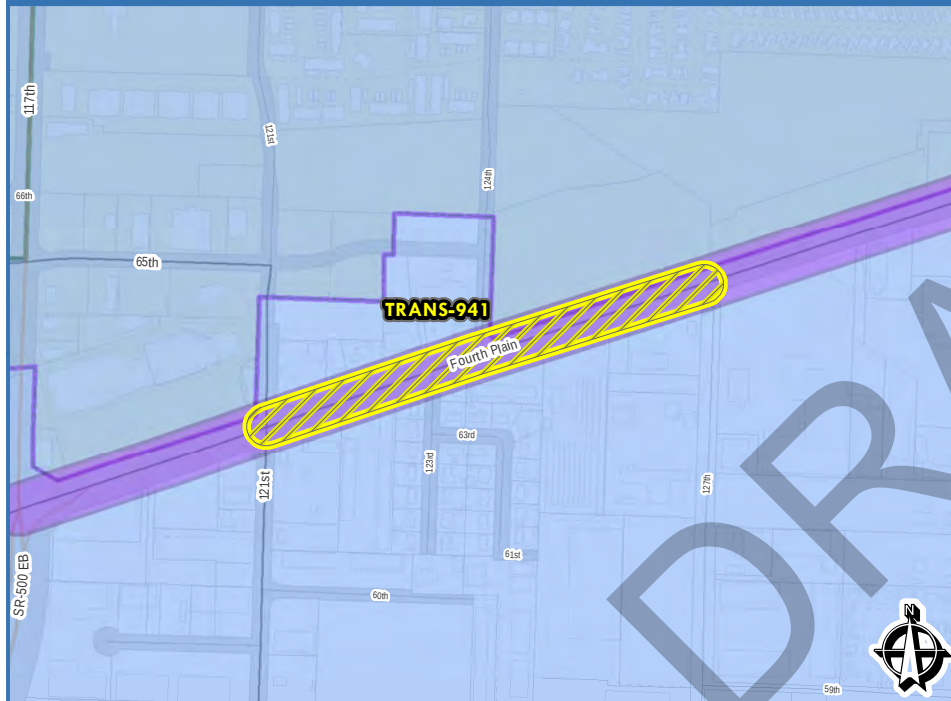
2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **FOURTH PLAIN BOULEVARD SAFETY AND MOBILITY**

PROJECT EXTENT: **121ST AVE**

TO: **127TH AVE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Active Transportation

Project Status:

Funding Status:

Unfunded

PROJECT DESCRIPTION

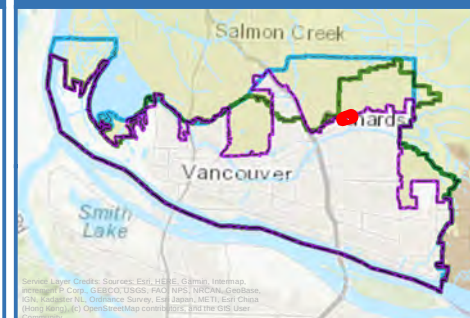
Project Description / Comments

Fourth Plain Blvd. is one of the most dangerous roadways in the City, with high frequency and severity of crashes at several segments and intersections. The multimodal roadway sees people traveling in all modes, including vis bus rapid transit service. This project was identified in the Local Roads Safety Plan (2022) and Transportation System Safety Analysis (2018). While the Fourth Plain Safety and Mobility Project will address several dangerous segments and intersections, the remaining intersection and segment are identified for safety improvements that could include roadway reconfigurations, changing signal phasing, installing lighting, and reducing crash exposure for vulnerable users.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,000,000.00

***Start of Construction (Year):**

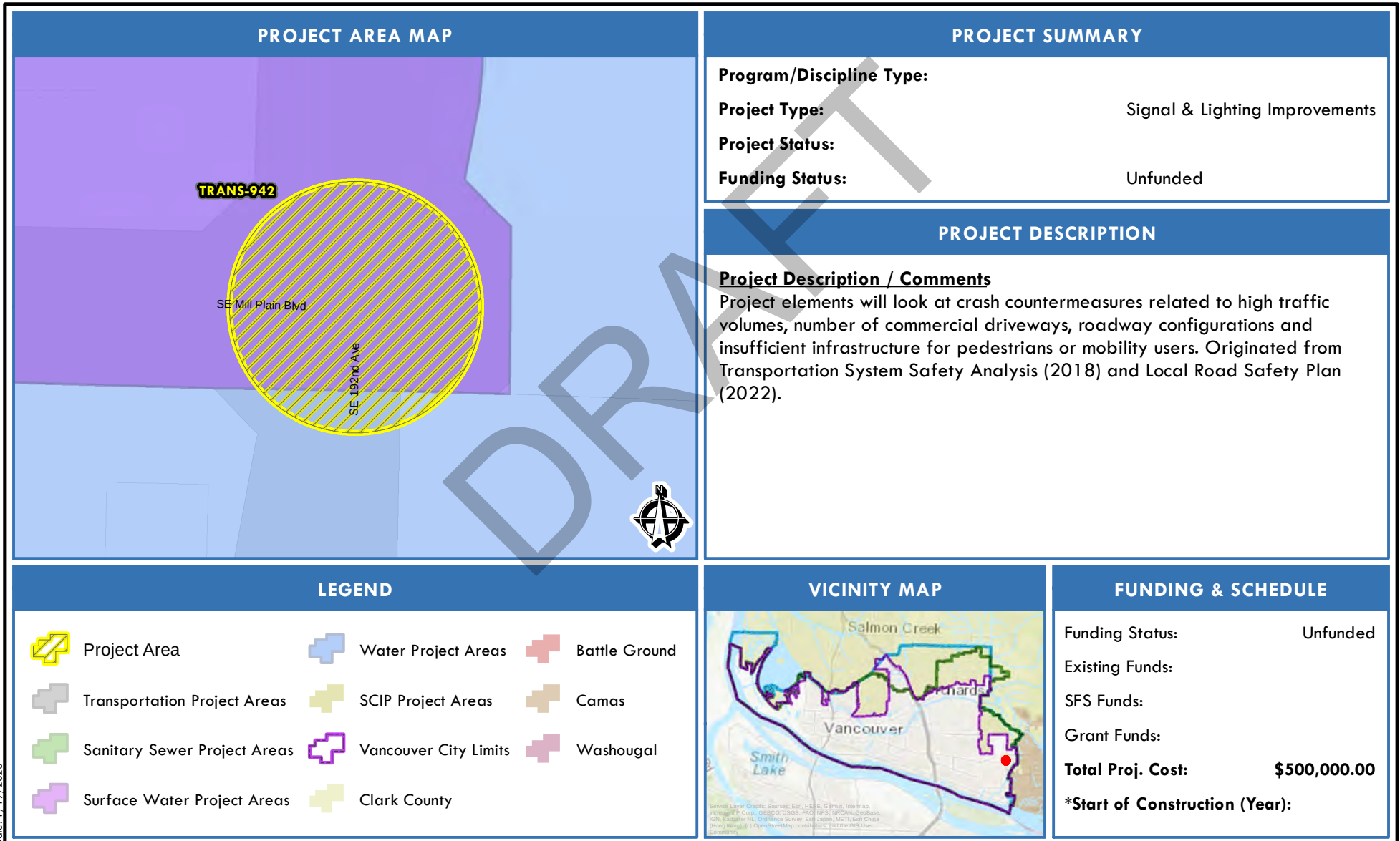


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 192ND AVE AND MILL PLAIN BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

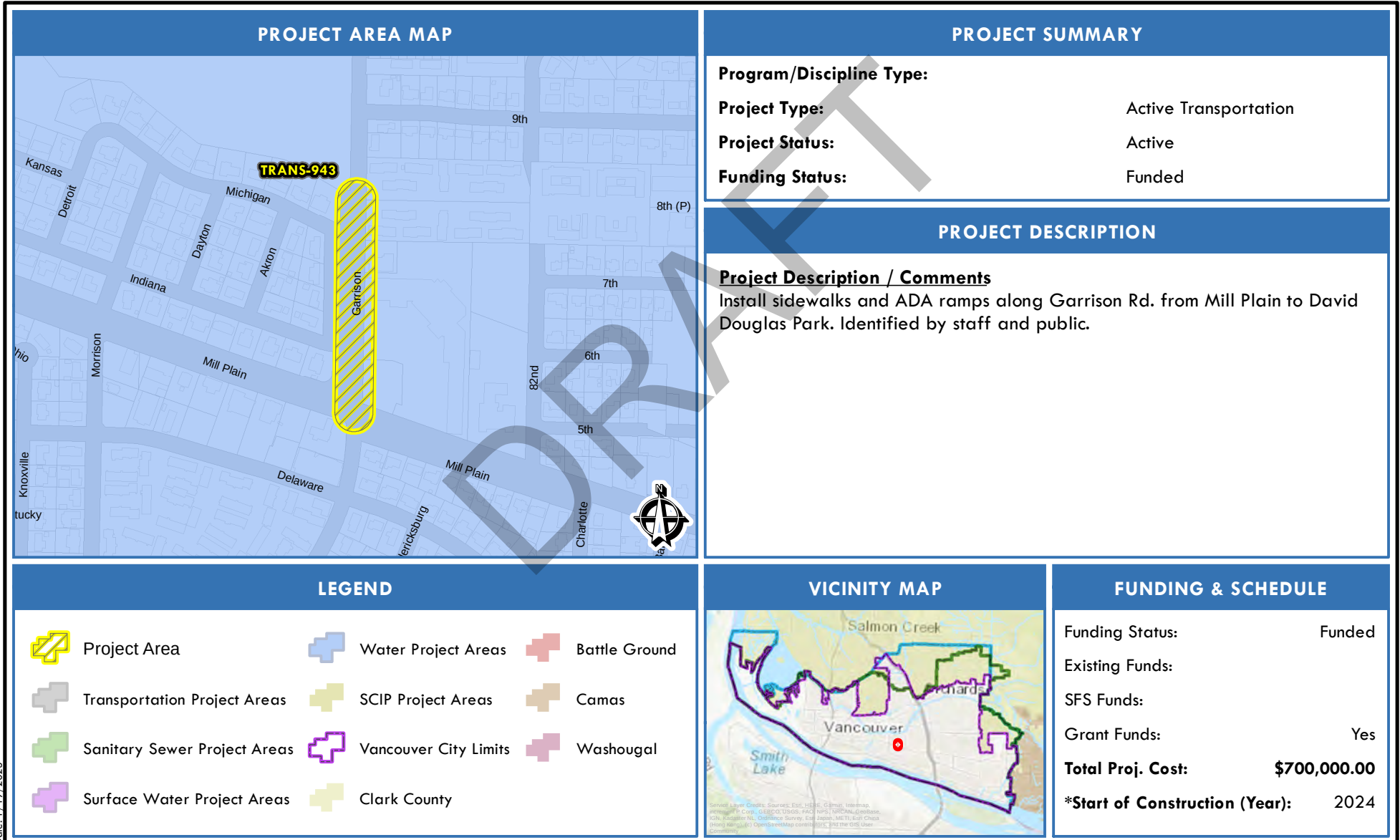


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **GARRISON RD. SIDEWALK IMPROVEMENTS**

PROJECT EXTENT: **MILL PLAIN**

TO: **DAVID DOUGLAS PARK**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

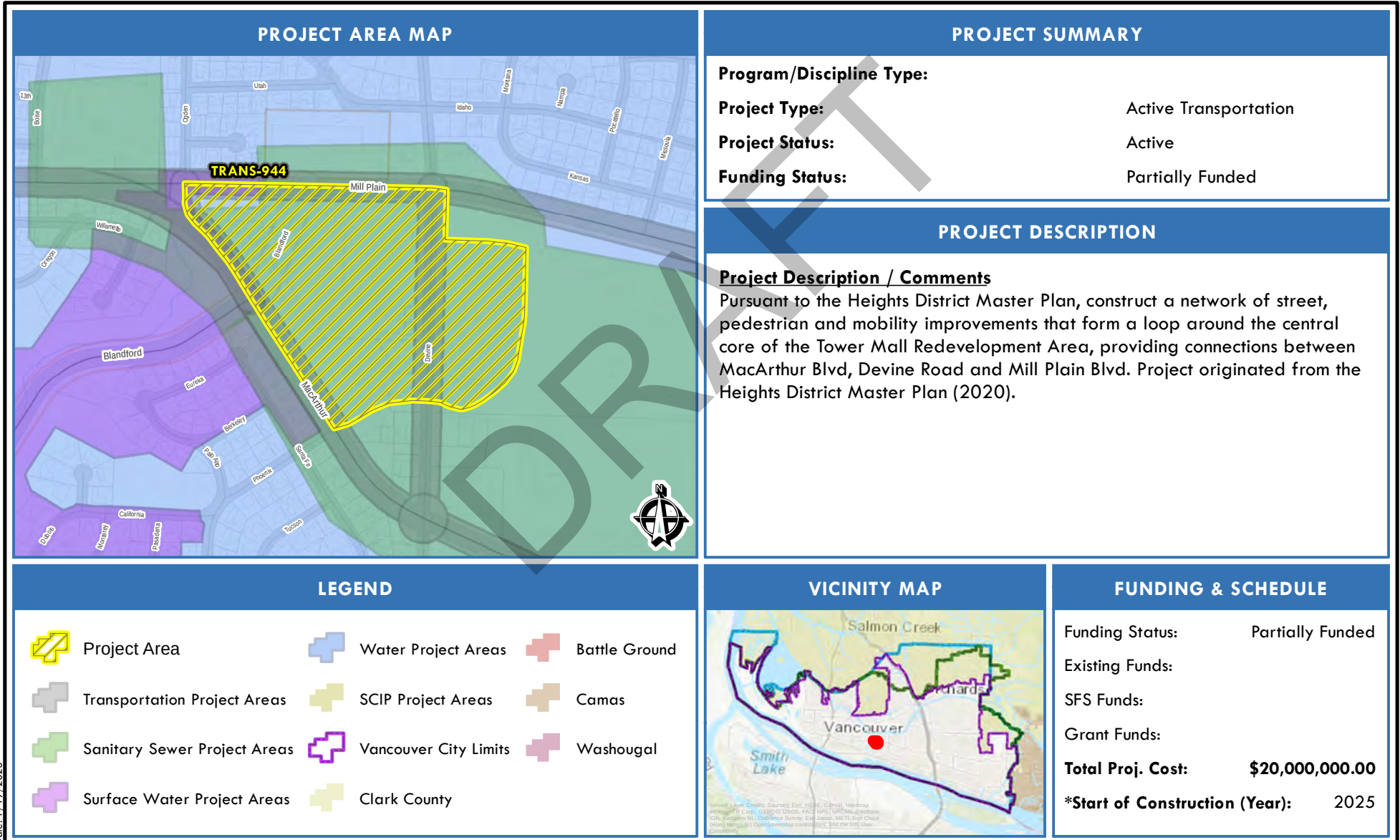


2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **HEIGHTS GRAND LOOP**

PROJECT EXTENT: **DEVINE RD.**

TO: **MACARTHUR BLVD.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.





**ARTERIAL STREET SYSTEM
AND
CLASSIFICATION**

EXISTING	PROPOSED	
		PRINCIPAL ARTERIAL
		MINOR ARTERIAL
		COLLECTOR ARTERIAL

HEARING DATE: _____
ADOPTION DATE: _____
RESOLUTION NO: _____

STATE ROADWAYS

CORRIDOR / PLAN AREA OVERLAY

CITY LIMITS

CITY URBAN GROWTH BOUNDARY

N
SCALE: 1 INCH = 1 MILE
ACCURATE WHEN PRINTED AT 11"X17"

PRINT DATE: NOVEMBER 2022 MAP CREATED BY PUBLIC WORKS GIS
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GLOSSARY

FREQUENTLY USED TERMS AND ACRONYMS

ACP

Annual Construction Program or Asphalt Concrete Pavement

ADA

Americans with Disabilities Act

ADT

Average Daily Traffic

AIP

Arterial Improvement Program (TIB funding Program)

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.

A.M. Peak Hour

Identified by a one-hour period in the morning when traffic flow increases. The A.M. peak hour typically occurs between 6:30 a.m. and 9 a.m. Traffic volumes occurring during the A.M. peak hour are used to calculate the overall operation of a roadway or intersection.

ARRA

American Recovery and Reinvestment Act. Also referred to as an economic stimulus package, ARRA was enacted by Congress in February 2009. The act provides \$28.35 billion for improving and maintaining transportation infrastructure throughout the United States.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing. Further details can be found in the Vancouver Municipal Code (11.80.040).

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

CAT

Citizen Advisory Team

CCRP

Corridor Congestion Relief Program (State funding source)

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements typically consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CN

Construction

CTL

Center-Turn Lane

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP

Clean Water Program

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour. In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade existing substandard streets to urban arterial standards. This subset of projects typically improves more than just vehicle capacity. They also improve the pavement section, street lighting, bicycle, pedestrian and ADA facilities.

Collector Streets – Urban Collector

Collectors – Urban Collector. *Urban collector* provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves.

Comprehensive Plan

Long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Washington State Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities.

Concurrency

The Concurrency ordinance (VMC 11.95) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan and conditional use permit approvals.

EA

Environmental Assessment

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Enhancement

In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade pedestrian or bicycle facilities, or otherwise enhance the livability of the community through upgrades to the street system.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for future growth, with more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents.

HIS-HRRP

In 2008, a portion of the funding provided through Federal Transportation Act SAFETEA-LU was made available for safety grants. Funds were provided through the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP).

HOV

High-Occupancy Vehicle

Impacts

Impacts are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment.

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels

Intersection

The general area where two or more roadways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

ITS

Intelligent Transportation System

Land Use

The type of activity associated with a specific geographic area. Land-use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from “A”, indicating that drivers will experience little, if any delay, to “F”, indicating significant traffic congestion and driver delay will occur.

MVFT

Motor Vehicle Fuel Tax

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS. (See above.)

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume

P.M. Peak Hour

A one-hour period in the afternoon or evening when traffic flow increases. The P.M. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the P.M. peak hour are used to calculate the overall operation of a roadway or intersection.

PE

Preliminary Engineering

PSE

Plans, Specifications and Estimates

PSMP

Pedestrian Safety and Mobility Program

PWB

Public Works Board. The Public Works Board was created by the 1985 State Legislature. The Board is composed of local government officials, special purpose district representatives and private sector members. The mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace or create a facility. These loans have a 5- to 20-year term with an interest rate of one-half percent. Maximum for any agency is \$10 million per biennium.

RCW

Revised Code of Washington. Contains all laws of the state of general and permanent nature.

REET

Real-estate Excise Tax

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat and Skamania counties.

WW&RP

Washington Wildlife and Recreation Program

Right-of-Way/ROW

Right-of-way is property held by the City for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are used as interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU. The Act was signed into law by the President on August 10, 2005.). With guaranteed funding for highways, highway safety and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) – shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

SFS

Street Funding Strategy (SFS). Refers to any revenue sources approved in 2015. Including Utility tax increase of 1.5%, Business License Surcharge increase, Transportation Benefit District (TBD) licensing fee revenues, and/or retired debt service being redirected to transportation improvements.

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

STP-C

Surface Transportation Program – Competitive Grant

STP-E

Surface Transportation Program – Enhancement Grant

STP-TMA

Surface Transportation Program – Transportation Management Area Grant

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

- 1) *Significant* as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) *Significance* involves context and intensity and does not lend itself to a formula or quantifiable test. Context may vary with the physical setting. Intensity depends on magnitude and duration of an impact. Severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be *significant* if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency. A government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania and Wahkiakum Counties.

SYS

Traffic Signal System Improvement

TBD

Transportation Benefit District (TBD). In the state of Washington, a Transportation Benefit District is a quasi-municipal corporation and independent taxing district that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. RCW 36.73 authorizes cities (see also RCW 35.21.225) and counties to form TBDs. In other uses, TBD is a common term meaning “to be determined.”

TDM

Transportation Demand Management. A demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIB

Transportation Improvement Board. A state funding agency that administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIMACS

Transportation Information Management and Control System

TIP

Six-Year Transportation Improvement Program

TPP

Transportation Partnership Program (TIB Funding Program)

TS

Traffic Signal Project

TSNS

Traffic Safety Near Schools

TSO

Traffic Signal Optimization

UAP

Urban Arterial Program (State funding source), formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics and structural concerns.

UCP

Urban Corridor Program (State funding source), formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP

Urban Sidewalk Program (State funding source), formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

Ratio of volume to capacity for a traffic facility

Volume

Number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation-related planning, management and coordination.

Zoning

A map and ordinance text which divides a city or county into land use “zones” and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.

For additional information, please visit the following webpages:

- www.cityofvancouver.us/streetstip
- www.cityofvancouver.us/betterstreets



Este informe contiene información importante. Pídale a alguien que se lo traduzca o llame Ciudad de Vancouver, 360-487-7130.

В данном отчете содержится важная информация. Попросите кого-нибудь перевести ее для вас или звоните City of Vancouver, 360-487-7130.

Báo cáo này có thông tin bổ sung về dự án. Hãy nhờ người khác giải thích cho quý vị hoặc gọi cho City of Vancouver, 360-487-7130.



To request other formats, please contact:
Vancouver Public Works
360-487-7130 | TTY: 360-487-8602
betterstreets@cityofvancouver.us



Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update

Transportation & Mobility Commission
March 7, 2023



Kate Drennan, Principal Planner, CDD, City of Vancouver
Ryan Farncomb, Consultant Project Manager, Parametrix

Agenda

- Project Overview and Updates
- Recommendations and Alternatives Evaluation
- Next Steps



Project Overview

The Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Study is:

- Considering how to **repurpose existing road space** to make the corridor safer for all
- **Looking at ways to make the streets safer for everyone** – including people who drive, walk, ride a bike, use a mobility device, or ride the bus
- **Identifying other potential safety improvements**

Alignment with City Strategic Priorities

Council Values	Proposed Solutions
Safety	Safety improvements along Fourth Plain repurpose road space for transit and active transportation, including Business Access and Transit (BAT) lanes, expanded buffered mobility lanes, and narrowed vehicle lanes.
Equity	Equity-focused outreach showed strong community and business support for lane reconfiguration and transit improvements; transit serves a broad group of users
Climate	Improvements reallocate road space for transit and widening mobility lanes, providing supportive infrastructure for lower-carbon travel modes.

Project Overview

- We have consulted with community members and local businesses about improving safety for all on Fourth Plain Blvd.
- Re-paving of Fourth Plain and Ft. Vancouver Way will take place in two phases:
 - **2023:** Fourth Plain from F Street to Fort Vancouver Way and Fort Vancouver Way between Mill Plain and Fourth Plain
 - **2024:** Fourth Plain from Fort Vancouver Way to Andresen Rd.
- Today, the project team brings recommendations for Phase 2 – Fourth Plain between Ft. Vancouver Way and Andresen – which will be repaved in 2024 – and additional investments.

Project Construction Phases

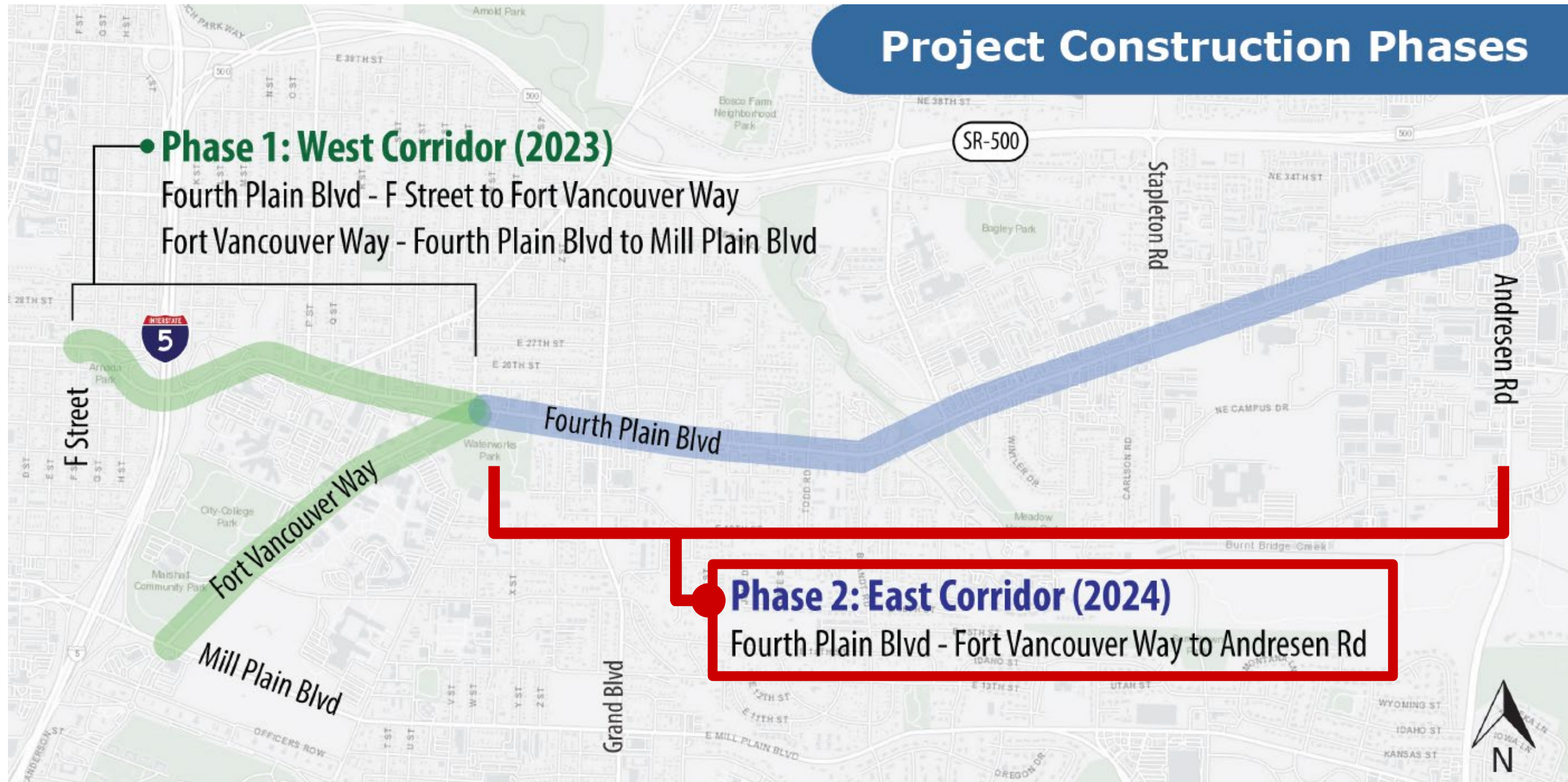
Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Prior Review: Council & TMC review since 2022

Meeting	Group	Topics	Actions
April 5, 2022	TMC	Issues and needs on Fourth Plain; traffic analysis results;	Design options feedback
June 7, 2022	TMC	Issues and needs on Fort Vancouver Way; traffic analysis results	Design options feedback
July 11, 2022	Council	Updates on Phase 1 public outreach	Feedback on public outreach approach and corridor issues
Sept 6, 2022	TMC	Reviewed Phase 1 design options	Design refinement feedback
Oct 3, 2022	Council	Reviewed Phase 1 recommendations for Fourth Plain cycle track and Fort Vancouver Way lane reconfiguration (Phase 1); Phase 1 and 2 outreach	Council Review
Oct 4, 2022	TMC	Evaluation of Phase 1 designs; second phase of public outreach	Phase 1 recommendation
Oct 24, 2022	Council	Reviewed design recommendations for Phase 1; Outreach updates	Approved Phase 1 design recommendations
Nov 1, 2022	TMC	Reviewed Phase 2 design options; reviewed full public feedback received in second phase of outreach	Design refinement feedback
Nov 14, 2022	Council	Reviewed preliminary recommendations for Fourth Plain (Phase 2)	Project alternatives feedback
Feb 7, 2023	TMC	Project Updates; Phase 2 Recommendations and Alternatives Evaluation	Feedback on Phase 2 recommendation
Feb 26, 2023	Council	Project Updates; Phase 2 Recommendations and Alternatives Evaluation	Feedback on Phase 2 recommendation

Council and TMC Values:

- Emphasis on safety, equity and climate
- Maintain transit travel times
- Improve corridor for mobility users
- Strive for consistency and legibility of facilities
- Desire for placemaking and community celebration of Fourth Plain Blvd as a prosperous and vibrant place.

Corridor Constraints

- This project can address many - but not all - corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Working within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others, and a single cross section won’t be possible
 - Prior obligations made by C-TRAN as part of the funding agreement for The Vine with the federal government; “in lane” bus stops for speed and reliability
 - Available funding and deadlines for use
 - Concurrency ordinances require maintaining a minimum level of traffic flow

Community Engagement Timeline

Outreach Milestone 1

2022	February	March	April	May	June
				• Tabling events • Canvassing • BeHeard launch • Online open house and Survey launch • Presentation to Fourth Plain Forward Community Advisory Committee	• Phone outreach • One-one stakeholder meetings • Neighborhood Association presentations, many including Fourth Plain Forward

Outreach Milestone 2

July	August	September	October	November	December
	• Tabling event in coordination with Fourth Plain Forward • Meeting with Fourth Plain Forward	• BeHeard launch • Online open house and Survey launch • Tabling events • Focus groups • Meeting with Fourth Plain Forward Healthy Communities Advisory Committee	• Business canvassing • Mailer to households and businesses • Tabling events	• Neighborhood Association presentations, many including Fourth Plain Forward	

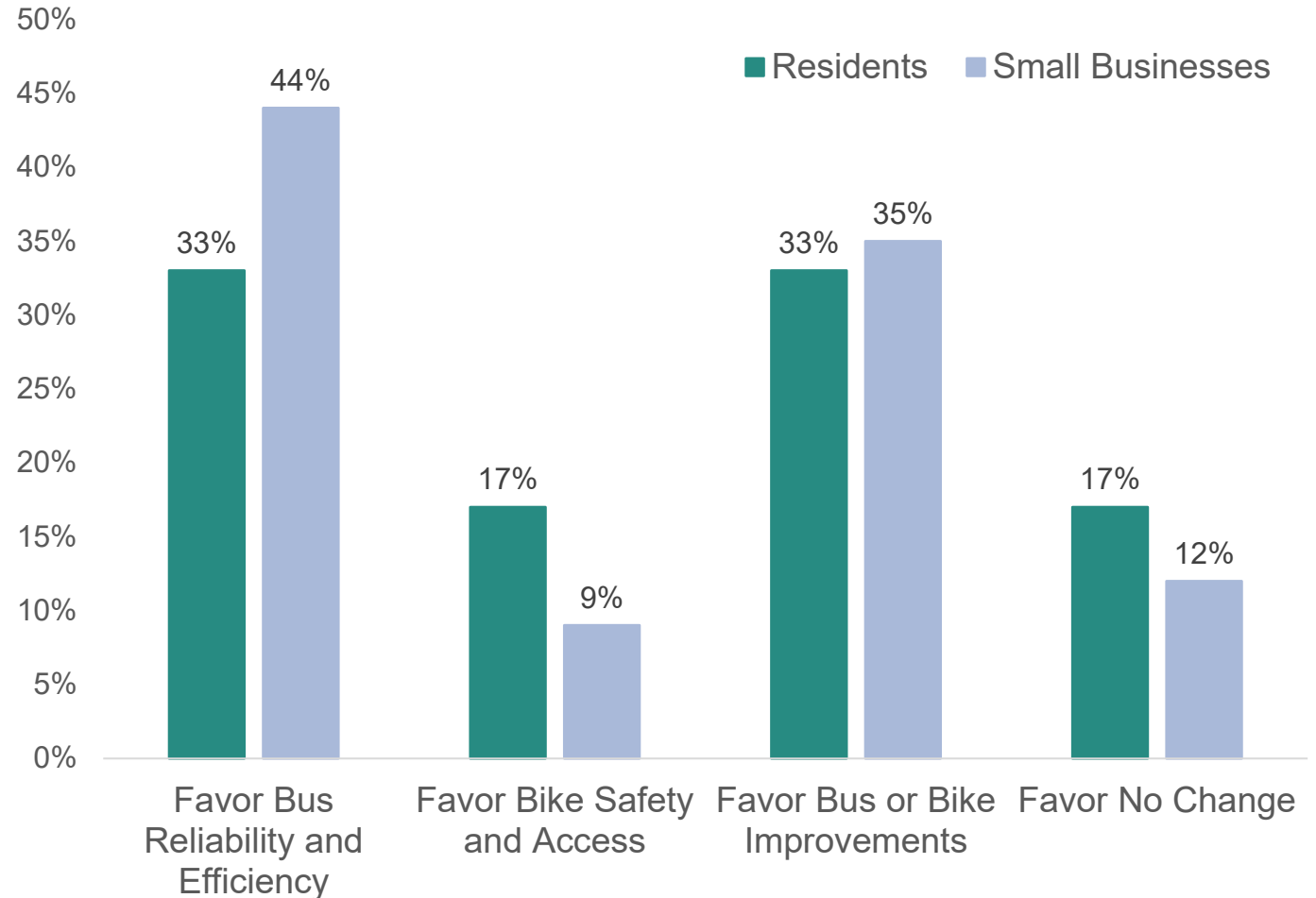
Community Engagement: Residents & Small Businesses

Residents:

- Phase 2 *in-person* outreach to community members at several events
- Spoke to 211 people and received responses from 162 people
- **83% were in favor of repurposing a lane**

Small Businesses:

- Phase 2 *in-person* outreach – business canvassing, prioritizing BIPOC community businesses and organizations
- Spoke to 34 people at 28 businesses
- **88% were in favor of repurposing a lane**
- BIPOC business owners found a strong preference for bus-focused improvement



Recommendations from the Project Team

Enhanced transit & mobility lane reconfiguration for 2024 repaving effort

3 new mobility-focused TIP projects for placemaking and improved bike network

New capital project to add multiuse facility along Fourth Plain between 62nd and Andresen

Recommendations from the Project Team

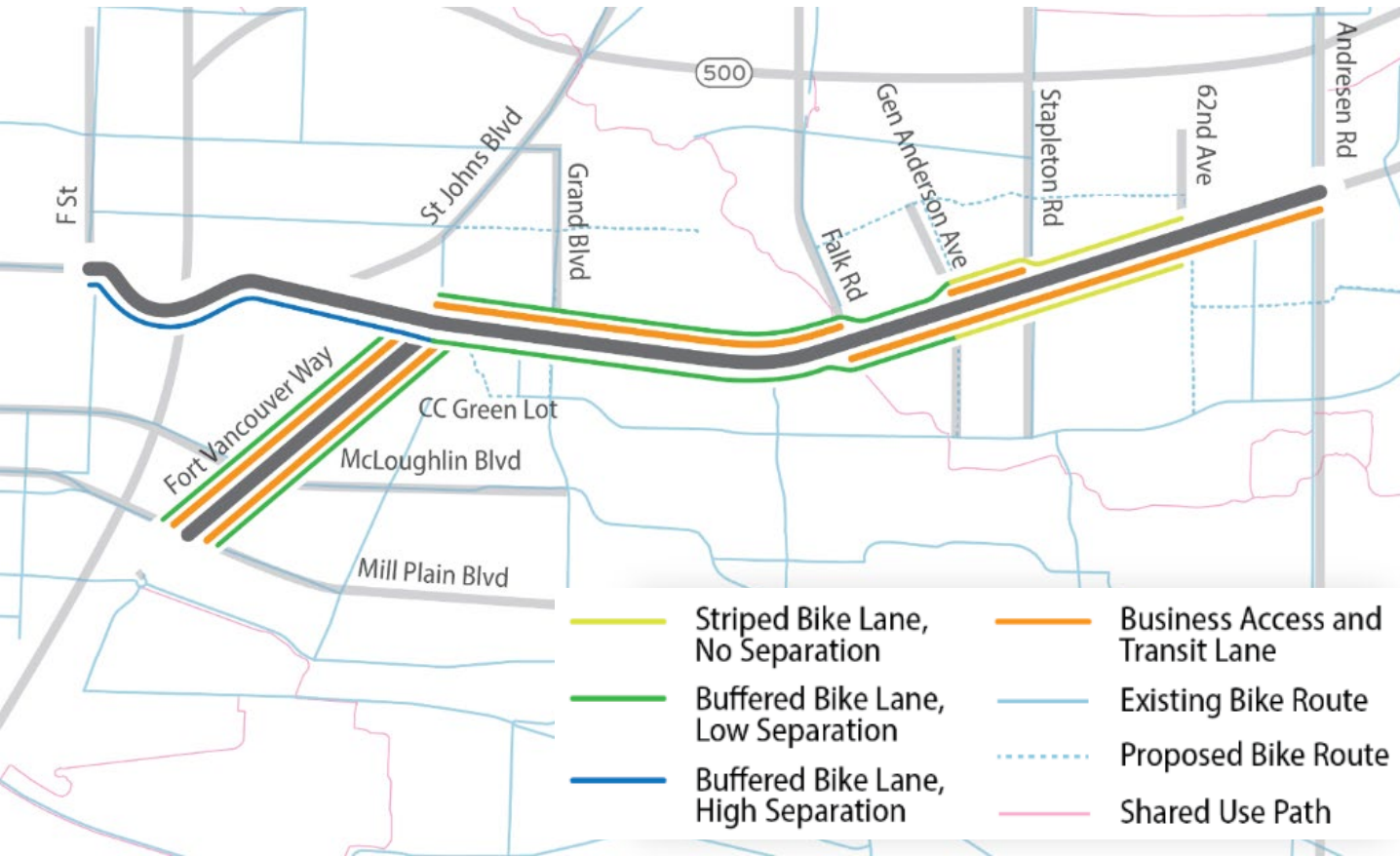


Recommendation 1: Enhanced Transit Mobility Lane Reconfiguration

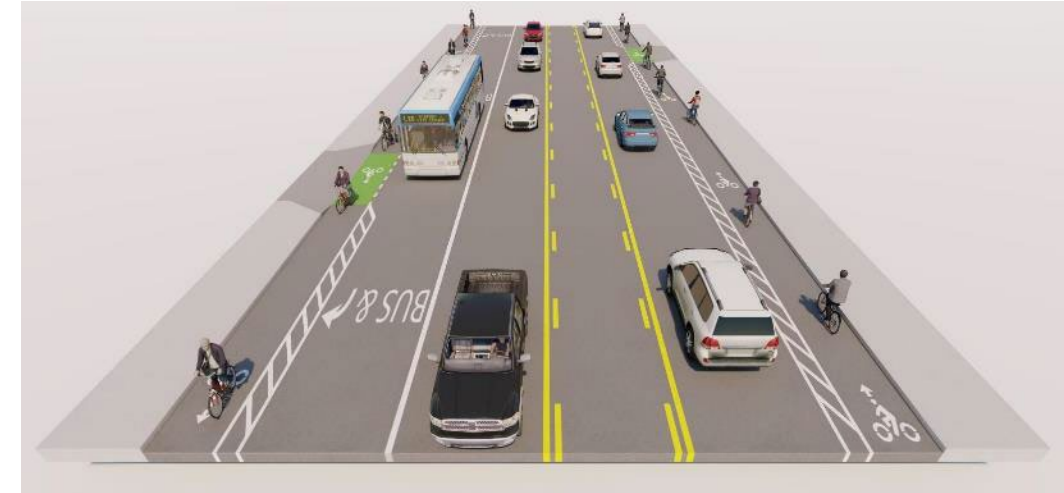
- The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements for mobility users.
- Design repurposes a travel lane in each direction to add a Bus Access Transit lane; east of Stapleton, maintain two vehicle lanes.
- Includes buffered mobility lanes between St. Johns and Fort Vancouver Way and expanded striped mobility lane from General Anderson to 62nd Avenue.
- Vehicle lanes will be narrowed to reduce speeds and reallocate space.

Recommendation 1: Enhanced Transit Mobility

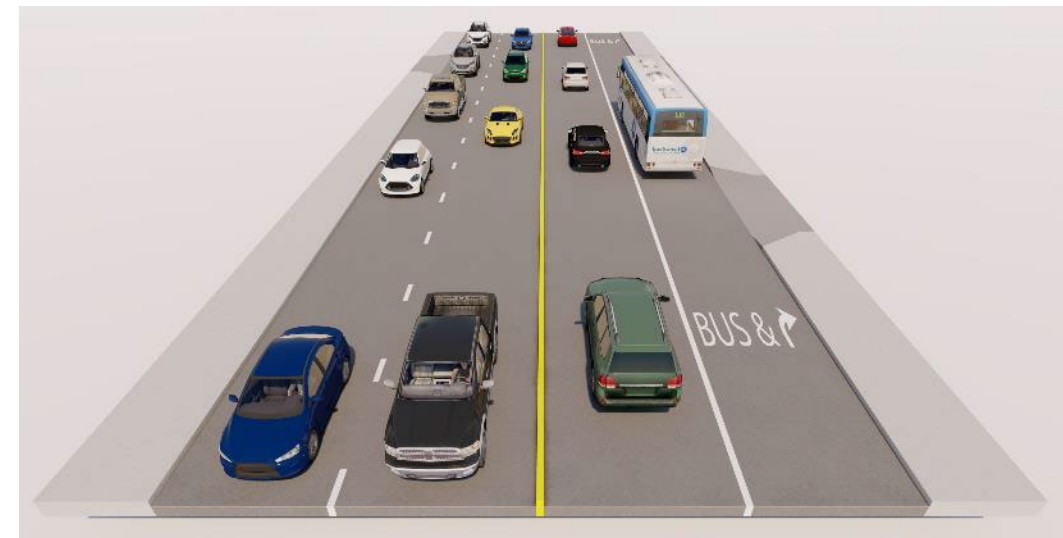
Lane Reconfiguration



Ft. Vancouver Way to Falk, facing east



62nd to 65th, facing east



Recommendation 2: TIP Projects for Placemaking and Expanded Mobility Network

- The team recommends adding **three new capital projects** to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors.
 - **Restripe Stapleton to add buffered mobility lanes** between Fourth Plain and 18th Street.
 - **Improve existing mobility lanes on 18th Street** with buffers and vertical delineators, connecting to future projects on NE Burton Road, evaluate appropriate traffic calming for Brandt Road and Grand Blvd.
 - **Intersection street mural at Fourth Plain and Falk** where Burnt Bridge Creek Trail crosses the corridor; traffic calming and celebration of culture and community of the International District on Fourth Plain.

Recommendation 2: TIP Projects for Placemaking and Expanded Mobility Network



Recommendation 2: TIP Projects for Placemaking and Expanded Mobility Network



Recommendation 3: **Capital Project for New Multiuse Facility via 10 Year Investment Strategy**

- **Off-street shared use facilities between 62nd and Andresen** to serve mobility users
- City will coordinate with property owners to purchase right of way, relocate utilities, remove trees, other mitigation
- Given project complexity, this is recommended for community prioritization in the forthcoming 10 Year Investment Strategy for Fourth Plain now named **Fourth Plain For All: Investing in our Future**

Recommendation 3: Capital Project for New Multiuse Facility via 10 Year Investment Strategy



Evaluation – Fourth Plain

Fort Vancouver Way to Andresen

Evaluation Criteria	No Action	Alternative 1 Enhanced Mobility Lane Focus	Alternative 2 Enhanced Transit Mobility Focus	Package: Hybrid Mobility and Transit Solutions
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus				
Safety improvement for all users of the corridor				
Greenhouse gas (GHG) reduction				
Equitable outcomes				
Access to businesses, jobs, services, parks and recreation, education				

Action / Recommendation

Endorse the proposed project recommendations that include:

- a reconfiguration of the roadway striping on Fourth Plain Boulevard
- adding capital projects to the Transportation Improvement Program that focus on placemaking, expanding the mobility network and calming traffic
- recommending the addition of a new multiuse facility for consideration in the Fourth Plain For All: Investing in our Future investment process

Next Steps

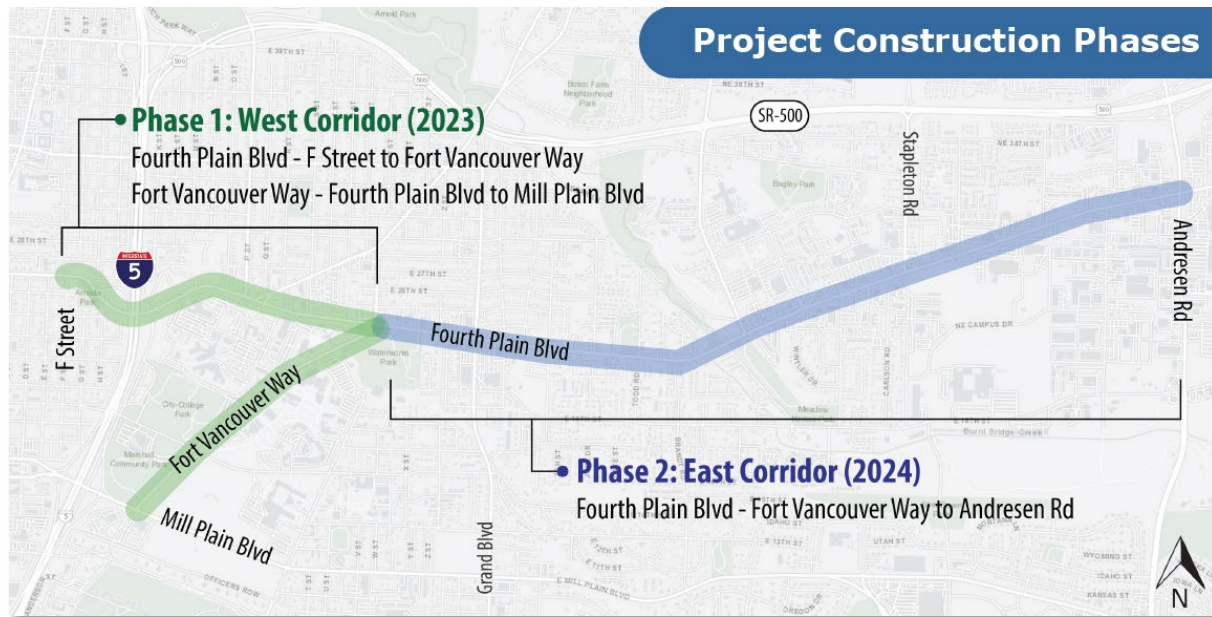
- **March 20, 2023** – Fourth Plain Phase 2 is presented to City Council for endorsement on the Consent Agenda
- **Summer/Fall 2023** – Fourth Plain Phase 1 and Ft. Vancouver Way are constructed in conjunction with pavement preservation work
- **Summer 2024** - Fourth Plain Phase 2 roadway reconfiguration is constructed in conjunction with pavement preservation work

Thank You

Kate Drennan, Principal Planner, Comprehensive Planning
Kate.Drennan@cityofvancouver.us



TO: Transportation and Mobility Commission **HEARING DATE:** 3/7/2023
FROM: Kate Drennan, Principal Planner, Community Development; Ryan Farncomb, Parametrix
SUBJECT: Fourth Plain and Ft. Vancouver Way Safety & Mobility Project Phase 2 Design



Report Date: 3/7/2023
Hearing Date: 3/7/2023
Proposal: Improve safety and mobility on Fourth Plain Blvd through roadway reconfigurations and capital projects
Location: Fourth Plain Boulevard between Ft. Vancouver Way and Andresen Blvd
Proponent: City of Vancouver
City Staff: Kate Drennan, Principal Planner, Community Development, City of Vancouver

Recommendation: Endorse the recommended Phase 1 designs to repurpose a travel lane on Fourth Endorse the proposed design to reconfigure roadway lane design through the repurposing of travel lanes, addition of business access and transit lanes, and buffered and striped mobility lanes. Endorse the supplemental project recommendations of capital projects focused on mobility lane improvements, placemaking, and traffic calming for addition to the Transportation Improvement Program.

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www.cityofvancouver.us

To request other formats, please contact: Julie Nischik (360) 487-7813 | WA Relay: 711 |
Julie.Nischik@cityofvancouver.us

I. Background

The Fourth Plain and Ft. Vancouver Way Safety and Mobility Project is a Complete Streets project focused on reconfiguring the roadway to address one of the most unsafe corridors in the City through a potential roadway repurposing, coinciding with scheduled pavement maintenance. The existing corridor has historically high crash rates and does not provide safe or comfortable facilities for people walking, cycling, using a mobility device, or accessing transit.

Due to the multi-year paving schedule, and the complexity of the corridor, the project is split into two phases. Phase 1 includes Fort Vancouver Way between Mill Plain and Fourth Plain Boulevard. Phase 1 also includes Fourth Plain Boulevard from F Street to Fort Vancouver Way (2023 paving year). Phase 2 includes Fourth Plain Boulevard between Fort Vancouver Way and Andresen Road (2024 paving year). To meet project schedules for the 2023 paving season, Phase 1 West Corridor roadway design was advanced in Fall 2022, while the Phase 2 Corridor design is advancing in early Spring 2023.

II. Technical Findings

The team reviewed previous planning work and historical crash data to understand safety and access issues along the corridors. To understand potential impacts from a roadway reconfiguration, the team conducted traffic analysis to understand how changes to roadway vehicle capacity would impact vehicle travel times in current and future conditions. While the corridor largely continues to operate well under a roadway reconfiguration, one east-bound section of roadway cannot be repurposed due to congestion-related impacts from removing a general-purpose travel lane. Because Fourth Plain is a concurrency corridor, there are minimum corridor operating speeds that are enshrined in City adopted ordinances. This constraint factored into the final design recommendations.

The team also worked closely with C-TRAN to understand the impacts of different roadway designs on their service and operation. Maintaining transit travel time and reliability is a guiding value embedded in the project and is enshrined in the operating agreement between C-TRAN and the Federal Transit Administration. This agreement, and roadway geometry, contributed to the recommendation that C-TRAN continue to use the existing Vine Platforms for their stops.

To provide continuous mobility lanes across the entirety of the project corridor, the team also investigated the feasibility of multiple design alternatives for facilities outside of the right-of-way or diverting to parallel routes. While roadway geometry limited in-road facilities in the eastern-most segment, the findings prompted the project team to recommend the complementary mobility-lane capital projects as interim mobility solutions until a larger investment for multiuse path facilities can be advanced.

III. Community Engagement

The Project team has engaged communities along the corridor, including businesses, the public and stakeholders throughout the project. As shared during the February 7, 2023, TMC meeting, area stakeholders and the wider public largely support the repurposing of vehicle travel lanes to improve safety and mobility on the corridor. In-person feedback gathered during community events favored bus reliability treatments (33%), either bus or bike treatments (33%) or favored bike safety treatments (17%). Online open house feedback was more evenly split on priority treatments with 63% supportive of bicycle-focused improvements and 66% supportive of bus-focused improvements. In-person canvassing of local, Black, Indigenous and People of Color (BIPOC) business owners communicated a strong preference for bus-focused improvements (44% to 9% favoring bike improvements).

From City Council, we've heard emphasis on advancing the strategic plan goals of safety, equity, and climate. As the premier bus rapid transit corridor in the region serving the most diverse area of the City, there is a desire to keep transit on-time and reliable on the corridor both today and in future years that will see added growth. There is also a goal to improve the facilities for people using active transportation modes, such as walking, rolling, bicycling, or using other small mobility devices.

We gathered feedback from Transportation and Mobility Commission throughout the project. We have heard a desire to increase space for different mobility users, to create consistent and legible facilities along the corridor. The TMC also shared the vision of Fourth Plain as a prosperous and vibrant place to be celebrated through community street mural projects. Finally, the TMC reviewed, and Council endorsed performance criteria for evaluation of options based on improvements for people walking, using mobility devices, bicycling, and using the bus, safety improvements for all users, greenhouse gas reduction, equitable outcomes, and access to businesses, jobs, services, parks, recreation, and education. Throughout the project, a BeHeard page was host to materials including surveys, online open house materials, and other ways to offer feedback.

IV. Transportation and Mobility Commission and City Council Review

In 2022 and 2023 the project team has met with the TMC six times to discuss the project (April, June, September, October, and November in 2022). Most recently the Project team presented the recommended Phase 2 design in February 2023.

The Project team has also presented to City Council on five occasions (July, October 3 and October 24, and November in 2022, and in February of 2023). At the February 26th meeting the Project team similarly presented the Phase 2 design recommendations.

V. Phase 2 Design and Project Recommendations

The project team recommends a project package that consists of three parts which: utilize the federal grant to repave Fourth Plain, add capital projects to the Transportation Improvement Program (TIP), and adds a significant project proposal to the Ten-Year Investment Strategy for Fourth Plain.

- I. The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements to mobility users. The design repurposes a travel lane in each direction between Ft. Vancouver Way and 62nd to add Bus Access Transit Lanes where needed (west bound between St. Johns Blvd and Falk Road and east bound between General Anderson Avenue and Stapleton Rd). East of Stapleton, the design repurposes a travel lane eastbound for a BAT lane, and westbound the roadway retains two vehicle travel lanes. The design includes a buffered mobility lane both east and west bound between St. Johns Blvd. and Ft. Vancouver Way to General Anderson Avenue, and an expanded striped mobility lane in each direction from General Anderson Avenue to 62nd Avenue. Vehicle travel lanes will be narrowed to further reduce speeding and reallocate space.
- II. The team recommends adding three new capital projects to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors. The first capital project would restripe Stapleton Road from Fourth Plain Blvd to 18th street to create buffered mobility lanes. The second capital project would improve the existing mobility lanes on 18th street with improvements like buffers and/or delineators to connect east to future projects on NE Burton Road and evaluate appropriate traffic calming for Brandt Road and Grand Blvd. The third capital project would include a large intersection street-mural on Fourth Plain at the crossing of the Burnt Bridge Creek trail. This mural would act as a traffic calming device at this important crossing for mobility users, while providing a placemaking opportunity to celebrate the culture and community of the International District that makes up Fourth Plain Blvd.
- III. The third recommendation is a capital project to add off-street multiuse facilities between 62nd Avenue and Andresen Road to serve mobility users outside of the roadway. To achieve this, the City would need to work with adjacent property owners to purchase right-of-way, relocate utilities, potentially remove trees in some areas, and other mitigation. The project is recommended for inclusion in the 10 Year Investment Strategy where the Fourth Plain community will be prioritizing investments. Incorporating this recommendation into the investment strategy is reflective of the cost, complexity and time required to build these facilities, while recognizing the long-term need to provide safe and accessible facilities particularly as this corridor continues to add residences, businesses, and other destinations.

VI. Recommendation

In making the recommendation, staff considered feedback from the TMC in earlier design discussions, public engagement feedback, stakeholder interviews with C-TRAN and BIPOC businesses along the corridor, and analysis of traffic impacts through lane reconfiguration.

Based on these, the project team recommends the following design options for Phase 1:

- The roadway reconfiguration described in Part I as part of the 2024 paving preservation work.

- The new capital projects outlined in Part II to create new, or improve existing mobility lanes, for the purpose of creating an alternative network for traveling furthering east or west parallel to Fourth Plain. These should be added to the Transportation Improvement Program.
- Advance the off-street multiuse facility as described in Part III of the recommendation, for inclusion in the Fourth Plain for Fall Investment Strategy for community prioritization.

Kate Drennan, Principal Planner, Community Development, Kate.Drennan@cityofvancouver.us

Attachments:

- Memo: Fourth Plain & Ft. Vancouver Milestone #1 Outreach Summary (August 2022)
- Memo: Fourth Plain & Ft. Vancouver Milestone #2 Outreach Summary (December 2022)
- Memo: Staff Memo for Fourth Plain Phase 2 Draft Project Recommendations (February 2023)
- PDF: Map of Phase 2 Design Recommendations (February 2023)

TECHNICAL MEMORANDUM

DATE: August 23, 2022
TO: Rebecca Kennedy, Emily Benoit, William Cooley, City of Vancouver
FROM: Kayla Dunn, Monica Santos-Pinacho, PointNorth Consulting
Eddie Montejo, Parametrix
SUBJECT: Milestone 1 Direct Outreach Summary – **Final** Report
PROJECT NAME: Fourth Plain and Fort Vancouver Way Safety and Mobility Project

OVERVIEW

The City of Vancouver is studying ways to improve safety, mobility, and comfort on both Fourth Plain (from F Street east to Andresen) and Fort Vancouver Way (from Fourth Plain to Mill Plain). This project will look at ways to make these streets safer for all users regardless of how they choose to travel.

The public outreach team is planning and conducting ongoing direct outreach activities to share information and solicit feedback regarding lane reconfiguration alternatives in the Fourth Plain Boulevard and Fort Vancouver Way corridors under the City's Vancouver Moves Complete Streets Projects. Community engagement will be conducted in two milestones: Milestone 1 outreach activities began in May 2022 and will conclude when Milestone 2 starts in August 2022.

Community feedback received through direct outreach activities in Milestone 1 has been collected, analyzed, and summarized in this report.

Objectives

- Share information with community members and stakeholders about upcoming option for lane reconfiguration under consideration by City of Vancouver
- Encourage community members to provide feedback about their priorities through the following engagement opportunities:
 - Online survey
 - Online open house
 - Stakeholder meeting
- Build rapport with stakeholders for future engagement happening later this year

OUTREACH SUMMARY

Methods

- **Project Flyer:** A project flyer summarizing general information about the project was developed in English, Spanish, Vietnamese, Chuukese and Russian. The flyer also invited community members to visit and stay engaged via the project BeHeard site, Online Open House, and survey.
- **Canvassing:** The team conducted in-person visits along the corridor to engage directly with residents at businesses, organizations, and apartment buildings identified as priority stakeholders.

- **Phone and email outreach:** The team contacted 38 priority-identified stakeholders to introduce the project, share information, and offer stakeholder meetings for deeper dives on project scope and timeline.
- **Tabling:** The team hosted an informational table at two public spaces to share details about the project, ask for community member feedback, and build rapport for future engagement.
- **1:1 Stakeholder meetings:** The team held meetings with two stakeholder organizations interested in receiving a detailed project briefing, providing detailed feedback and expressing interest in participating in a future focus group.
- **Neighborhood association meetings:** The team attended 5 neighborhood association meetings along the corridor in June 2022 to share information about the project and ask for community member feedback.
- **BeHeard Website and Survey:** beheardvancouver.org/fourth-plain-fort-vancouver-mobility was published to share general project information with the public and to gather ongoing community feedback. *Survey #1: Safety Issues and Corridor Needs* was published in English and Spanish on the BeHeard website in May 2022. As of this writing, over 800 community members have visited the BeHeard site and 77 participants submitted a survey.
- **Online Open House and Survey:** In May, an online open house was also published at storymaps.arcgis.com/stories/ to share interactive project information with the general public. The site also provided an alternative way to submit *Survey #1*. As of this writing, more than 250 people visited the online open house and 18 submitted a survey.
- **Social Media and Advertisements:** Social media advertisements on Facebook, NextDoor, Instagram, and Reddit were used to help drive community members to the BeHeard site. Social media accounted for approximately 35% of all traffic sources to the BeHeard site.

Direct Engagement Activities

An overview of the direct engagement activities conducted between May and July 2022 are summarized in Table 1 below.

Table 1. Milestone 1 Direct Engagement Activities Summary - May - July 2022

ACTIVITY	DATES	LOCATION / GROUP	TOTAL REACHED
Tabling	May 21	Downtown Vancouver Farmers Market	120+
	May 31	Clark College campus	
	July 9	LULAC Grows Mercado	
Canvassing	May 24	West project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	44
	May 26, 27 June 23	East project corridor (Fort Vancouver to Andresen)	
Phone and email outreach	June 1-30	Priority identified stakeholders including: • BIPOC-owned businesses • Transportation & mobility organizations • Residential apartment complexes • Community-based organizations • Social services providers	38

1:1 Stakeholder meetings	June 22	Recovery Café Clark County The Marshall Center	2
Neighborhood Association Meetings	June 2 – June 29	• Shumway, June 2 • Arnada, June 9 • Maplewood, June 16 • Rose Village, June 28 • Fourth Plain Village, June 29	5
BeHeard Website	Launched May 18	Online	800+ visitors
Online Open House	Launched May 18	Online	250+ visitors
Survey #1	May 18 – July 15	Online via BeHeard page and Online Open House	95 surveys

THEMES AND FINDINGS

The following sections detail the themes and findings of both in-person and online outreach done as part of Milestone #1 (Summer 2022).

In Person Outreach

Questions

The outreach team prioritized asking the following three questions during each engagement effort with members of the community:

- What has been your experience traveling along Fourth Plain Blvd or Fort Vancouver Way?
- Are there any intersections on these streets where crossing feels dangerous? If so, where?
- How would you like to see these streets improved?

Themes and Feedback

- **Strong desire to address dangerous travel experience in the corridor.** Travelers in this area feel that speed, congestion, and aggressive traffic create a highly dangerous experience when travelling on these streets, regardless of mode choice. There is a strong desire in the community to address these problems, which include:
 - Crosswalks are not trustworthy because drivers disregard crosswalk
 - Sidewalks are too narrow to be a barrier from speeding vehicles
 - Not enough street lighting
 - Long travel times through Fourth Plain due to congestion, leading to poor driving behavior and more accidents
 - “There is a lot of death on Fourth Plain Boulevard.”
 - Enforcement is needed to address speeding and dangerous crosswalk violations
 - Drivers drive through red lights; very dangerous for children in the community
 - “We need ways to ensure safety for our children.”



- **Residents and commuters alike believe it is not a bike-friendly area.** This area is not perceived as bike-friendly due to lack of bicycle infrastructure. Most people expressed that they would never consider riding a bike on the current configuration of these streets. Some of the most common reasons noted include:
 - Bicyclists use the sidewalks because the road feels unsafe
 - Lack of protection from speeding vehicles
 - Existing bike lanes are insufficient
- **Overall unwelcoming perception of the area from travelers.** The atmosphere of the area feels unwelcoming to travelers due to the poor condition of buildings and lack of greenery.
 - Buildings look abandoned and uncared for
 - Nothing pleasant to look at as a pedestrian
 - “Please make this area worth walking through.”
 - Difficult to find waste or recycling bins so garbage is in the streets
 - Not enough lighting on streets
- **Safety is a key concern in certain areas of the corridor.** There are several intersections and locations in the project area where crossing feels unsafe. Most community members expressed a strong desire for pedestrian safety improvements and reduced vehicle speeds. Several also expressed a strong desire for improved traffic control at intersections and specified the following locations as problematic:
 - Andresen & Fourth Plain Blvd
 - Todd & Fourth Plain Blvd
 - Neals & Fourth Plain Blvd
 - Norris & Fourth Plain Blvd
 - Fairmount & Fourth Plain Blvd
 - Grand & Fourth Plain Blvd
 - Fort Vancouver Way & Fourth Plain Blvd intersection
- **Concern with “lane reconfiguration” language.** Some people expressed concern about the term “lane reconfiguration” and a desire to learn more about what that may look like on these streets specifically. Of this group, some expressed opposition to the idea of reducing the number of lanes, opining:
 - “There’s way too much traffic here to handle fewer lanes.”
 - “Do not do a road diet – it would jam up traffic and be a very bad idea.”
 - “Fewer lanes would never work in this area.”
- **Perceived lack of investment in the area keeps people away and unengaged.** Some people expressed strong negative feelings about the City’s level of responsiveness to non-traffic safety issues in this area. Of this group, many people cited an unwillingness to discuss traffic solutions until the City first addresses safety issues related to crime, houselessness, and a perceived lack of law enforcement response in this area.
 - “There is so much crime and houseless activities in this area. I avoid Fourth Plain at all costs.”
 - “Feels like the City does not care about us.”
 - “I try not to use this road because it is stressful.”
 - More law enforcement is needed day and night to respond to calls regarding crime and address street racing

Online Outreach

Questions

The online survey asked participants to share how they typically travel along Fourth Plain Blvd and Fort Vancouver Way, safety issues along these corridors, and to weigh in on the project evaluation criteria. The questions were:

- Are there intersections along Fourth Plain Blvd or Fort Vancouver Way where crossing the street feels dangerous? If so, where? List any places on these streets where crossing the street feels dangerous
- What has been your experience traveling along these streets?
- Do you have any ideas for improving these streets?
- How comfortable do you feel walking on Fourth Plain and Fort Vancouver Way?
- How safe do you feel walking or biking these streets to access transit?
- Which of the following are ways do you travel on Fourth Plain and Fort Vancouver Way? (Drive, Walk, Ride a Bike, Transit, Other)
 - If you checked multiple options above, what is the main way that you travel these streets?
- How often do you travel these streets?
- Any other thoughts?
- Are these the right evaluation criteria for assessing potential safety and mobility improvements on Fourth Plain Blvd and Fort Vancouver Way?
- Which of the evaluation criteria are most important to you? Select the top three (3) evaluation criteria that are most important to you.

Themes and Feedback

- **Most people feel unsafe walking and biking along Fourth Plain Blvd and Fort Vancouver Way.** Most respondents were either somewhat uncomfortable (30%) or very uncomfortable (47%) walking these streets. Approximately 80% of respondents said they felt very uncomfortable bicycling along these streets.
- **Most people feel unsafe walking and bicycling to access transit in the corridor.** Survey respondents shared they felt somewhat uncomfortable (45%) or very uncomfortable (33%) walking and bicycling on Fourth Plain Blvd and Fort Vancouver Way to access transit.
- **Generally, only 1 out of every 5 respondents feels safe** walking, biking, or accessing transit along Fourth Plain Blvd or Fort Vancouver Way.
- **Most people drive, but a significant amount of people walk along these streets.** Although most respondents (36%) primarily drive along these streets, 29% said they walk, 21% said they ride a bike, and 14% of respondents said they rode transit.
- **Most survey respondents (74%) agree that the draft evaluation criteria are right for assessing safety and mobility improvements along these streets.** Respondents indicated the top three (3) most important evaluation criteria as:
 1. Safety Improvements for all users (31%)
 2. Mobility improvements for all users (24%)
 3. Greenhouse gas reduction benefits (19%)

A summary of the individual survey responses is provided as Appendix A.

WHAT'S NEXT

The project team will use this feedback to inform design options that address the needs of the community. The options will be shared with the community during Milestone 2 of public engagement activities later this summer/early this fall as the project team steps back out into the community to solicit actionable feedback and preferences on lane reconfiguration options.

TECHNICAL MEMORANDUM

DATE: December 28, 2022

TO: Kate Drennan, City of Vancouver
Rebecca Kennedy, City of Vancouver
Emily Benoit, City of Vancouver
William Cooley, City of Vancouver

FROM: Kayla Dunn, Monica Santos-Pinacho, PointNorth Consulting
Eddie Montejo, Natalie Chavez, Parametrix

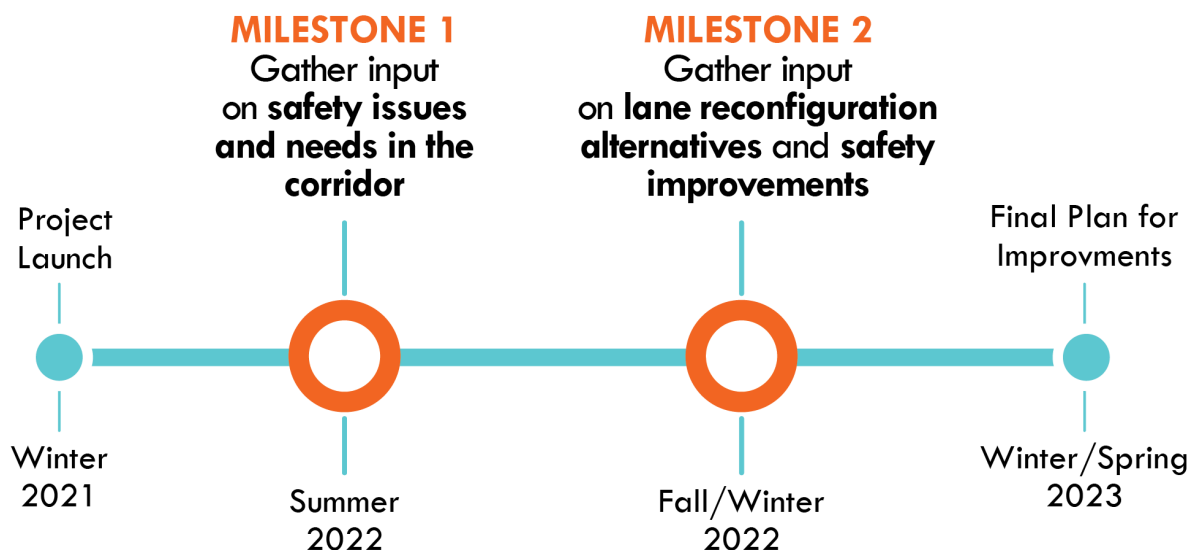
SUBJECT: Milestone 2 Community Engagement Summary – Final Report

PROJECT NAME: Fourth Plain and Fort Vancouver Way Safety and Mobility Project

1 Overview

This memorandum summarizes the public and stakeholder outreach conducted between August and November of 2022 to support the *Fourth Plain and Fort Vancouver Way Safety and Mobility Project*. These outreach activities were part of the second major community engagement milestone, as summarized in Figure 1 below.

Figure 1. Community Engagement Timeline



Milestone 2 activities focused on gathering community feedback on a range of preliminary design options for Fourth Plain and Fort Vancouver Way. Importantly, outreach during this period asked community members to provide input on potential street reconfigurations to repurpose a travel lane for safer multimodal travel through the corridor.¹

While both designs include improvements for people bicycling and those riding transit, Milestone 2 outreach asked community members about their preference between design options that had a greater emphasis on bicycle- or transit-focused improvements.

1.1 Objectives

The objectives of the Milestone 2 outreach were to:

- **Share information** with community and stakeholders about the lane reconfiguration project and options under consideration by City of Vancouver, explain how design options link back to underlying policy direction and community priorities, and educate community and stakeholders on benefits and impacts of each design option under consideration.
- Ask for community feedback and preferences on potential **lane reconfiguration options**.
- Gather broader feedback on **future investment opportunities** in the corridor, potentially through future APRA funding.

1.2 Outreach Tactics

The Project Team utilized a mix of in-person and online outreach tactics to engage community members during this milestone, summarized below:

- **Business Canvassing:** The team conducted targeted, in-person visits to engage directly with business owners, property owners and employees within the corridor.
- **Mailer:** The team designed, printed, and distributed an informational postcard to residential and business addresses in the project area. The postcard included project information, how to contact the project team and a QR code directing the public to the online open house and survey.
- **Tabling:** The team hosted an informational table at four (4) public events to share details about the project, ask for community feedback, and build relationships for future and ongoing engagement opportunities. Tabling at public events was coordinated in partnership with the following host organizations: Fourth Plain Forward and Columbia Play Project, League of United Latin American Citizens (LULAC), Clark College, and Vancouver Farmers Market. Photos 1 through 4 below were taken during Milestone 2022 tabling events.

¹ Milestone 1 activities occurred between May and July 2022 and were focused on focused on sharing baseline information about the project and gathering input on community needs and priorities. Public feedback collected during Milestone 1 also helped inform the development of design options and alternatives that were aligned with community desires and known safety needs in the corridor.



Photo 1. Project team member Eddie Montejo sharing project information with a community member at the LULAC Mercado on September 17, 2022.



Photo 2. Project team member Elvia Santos Dominguez reviewing the design options with a Spanish-speaking family at the LULAC Mercado on September 17, 2022.



Photo 3. Project team members Kayla Dunn, Elvia Santos Dominguez and Eddie Montejo tabling at the LULAC Mercado on September 17, 2022.



Photo 4. Project team member Elvia Santos Dominguez and City Community Engagement Manager William Cooley tabling at the Downtown Vancouver Farmer's Market on October 1, 2022.

Outreach tactics included (continued):

- **Focus Groups:** Three small focus group sessions were offered (two in English and one in Spanish) at Clark Community College to share more detailed information on the design options and to gather a deeper level of input from a range of key project area stakeholders, including equity-priority community members, business and property owners, neighborhood association leaders, and business service providers. Events were publicized on the project website, social media, and on-site at the college.
- **Project Flyer:** A project flyer summarizing general information about the project was developed in English, Spanish, and Russian. The flyer also invited community members to visit and stay engaged via the project BeHeard site, Online Open House, and survey.
- **Online Open House and Survey:** An online open house and survey collected community feedback from September 2, 2022 to November 7, 2022. The online open house summarized the project planning process, potential treatments, and draft design options in an interactive online format. Results from the interactive survey are summarized in Section 2.2 below.
- **Community Meetings:** The Project Team presented information and gathered feedback to community-based organizations and neighborhood associations within the study area including Fourth Plain Forward, Neighborhood Traffic Safety Alliance (NTSA), Action for Climate Emergency (ACE), and Meadow Homes Neighborhood Association.
- **Community Roundtable:** The Project Team hosted an online roundtable with representatives from Bike Clark County, the School for the Blind, and other community stakeholders to share information and gather feedback on this project as well as the concurrent *Vancouver Transportation System Plan* and *Heights District Project*.
- **Social Media and Advertisements:** Social media advertisements on Facebook, NextDoor, Instagram, and Reddit were used to help drive community members to the BeHeard site and the focus groups. Social media accounted for approximately 14% of all traffic sources to the BeHeard site.

Milestone 2 engagement activities are summarized in Table 1 below.

Table 1. Milestone 2 Engagement Activities

Activity	Date	Event / Location / Group	TOTAL REACHED
Tabling	August 2	Fourth Plain Forward & Columbia Play Project Arte en El Parque	170+ Total engaged
	September 17	LULAC Grows Mercado	
	September 17	Multicultural Resource Fair at Clark College	
	October 1	Downtown Vancouver Farmers Market	
Business Canvassing	October 11, 12, & 19	Project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	34 Businesses
Mailer	October 7	Residents and businesses in zip codes: • 98660 • 98661 • 98663	18,714 Addresses
Focus Groups	September 26 & 29	Transportation Talks at Clark College	7 Total participants
Online Survey	September 2 – November 7	Online – BeHeardVancouver.org	189 Total visits
			36 Completed surveys
Community Meetings	• NSTA – November 16, 2022 • ACE – November 16, 2022 • Meadow Homes – November 16, 2022 • Fourth Plain Village – TBD Feb/Mar 2023² • Arnada – TBD Nov/Dec 2022³	Virtual attendance	20+ Participants

² All neighborhood associations within the study area were contacted during Milestone 2, but not all replied. Fourth Plain Village agreed to let the Project Team come present the project in 2023 but did not have time to engage with the project during the Milestone 2 outreach.

³ As of the time of this writing, the project team was still working on identifying a workable date and agenda slot to present to the Arnada Neighborhood Association.

2 Themes and Findings

The following sections detail the themes and findings of both in-person and online outreach done as part of Milestone 2.

2.1 In-Person Outreach

2.1.1 Questions

The outreach team prioritized asking the following three questions during each engagement effort with members of the community:

1. Are you in favor of **repurposing a lane of traffic** on Fourth Plain Blvd or Fort Vancouver Way?
2. How supportive are you of repurposing a travel lane to make **bicycling safer** or to make **transit more reliable** and efficient on Fourth Plain Blvd and Fort Vancouver Way?
3. What are your **top priorities** as someone who travels (walks, bikes, rolls, or drives) through the corridor?

2.1.2 Key Themes and Feedback

2.1.2.1 General Feedback

Overall, community members were supportive of safety and mobility improvements along Fourth Plain Blvd and Fort Vancouver Way. Respondents were generally in favor of investments in both public transit and bike infrastructure. Many people shared their desire for a solution that both increases bus service and adds necessary, safe bike infrastructure. Select examples of these themes included:

- “The roadways are getting a lot more crowded and we need a better transportation system.”
- “I ride the bus all the time, every day, we should prioritize buses.”
- “In general, the City needs to invest more in better transit/transportation. I favor buses but mostly we all just need more ways to get around.”
- “Safety first. I’m okay with any changes as long as they improve safety.”
- “I favor both bike and buses, but people need to get to work and they use the bus.”
- “If Fourth Plain had biking access like Columbia I would use it.”

Desire to create a more inviting destination. Many people expressed a lack of investment in the corridor and a desire for improvements that contribute to an overall sense of place and a more cohesive identity. Residents and business owners alike shared a desire to create an inviting, safe environment where people want to spend time. Key themes included:

- The City should promote consistent signage to make the street more attractive, improve wayfinding, and make it easier to find businesses
- Reduce the visual noise on Fourth Plain Blvd

- Support for general beautification and anything to make Fourth Plain more of a destination rather than a pass-through corridor
- Desire to amplify local businesses, services, and amenities in this neighborhood as part of what Vancouver has to offer
- “The murals here are incredible, but the buildings and streets are ugly. The City should invest in more maintenance, so this area looks cared for just like other areas. Fourth Plain feels forgotten about.”

2.1.2.2 *Safety Improvements*

Safety is a primary concern for travelers in the corridor. Overwhelmingly, the community expressed a strong desire for pedestrian safety improvements and reduced vehicle speeds. Many community members expressed a concern for personal safety at crosswalks and expressed a desire for more and better crosswalks. Key examples of the themes included:

- The Commons will bring many more pedestrians to the area, so pedestrian safety improvements are necessary
- “I’ve been hit by cars three times in my wheelchair.”
- Support for pedestrian improvements such as wider sidewalks, more crosswalks
- Current crosswalks are not sufficient (too few and not user-friendly)
- “Kids almost get hit all of the time.”
- “What we really need most on this road is more traffic enforcement and police presence. My property is always getting broken into and too much speeding.”
- “More attention to our safety is necessary, I don’t feel safe in this area. Need more police presence.”

2.1.2.3 *Lane Reconfigurations*

Community members expressed strong support for repurposing a traffic lane. Community members also expressed a stronger preference for focusing on bus improvements as opposed to bike improvements. People who support lane reconfiguration believe it will increase safety in the area by decreasing speeding traffic. Key themes included:

- General support for any change that makes the street safer and slows traffic
- “No strong preference, but something has to change.”
- “I would recommend limiting cars to 1 lane each way.”
- Making the road narrower for car travel is important to changing the way people drive
- “If you want effective change to buses or bikes, you have to make it harder for cars. Cars will have to suffer.”
- More people ride the bus so there is a greater need to serve transit riders than bicyclists

83% of respondents expressed support or strong support for a lane reconfiguration along Fourth Plain Blvd and Fort Vancouver Way.

Some people did not favor the idea of repurposing a travel lane. About 17% of those who responded to the feedback prompts expressed that repurposing a lane would not be a good

idea, saying that the change would create more traffic issues and negatively impact the corridor. Some of the reasons cited include:

- The increased level of bus/bike users would not be worth the impact created to drivers
- Concern that fewer lanes would slow traffic and cause congestion during peak travel times
- “You need to add a lane, not take one away. Keep it as-is or add a lane. There is already too much traffic on the road.”
- “Taking a lane would definitely have a negative impact on small businesses here.”
- Concern that there are already too many cars on the road

2.2 Online Open House and Survey

2.2.1 Questions

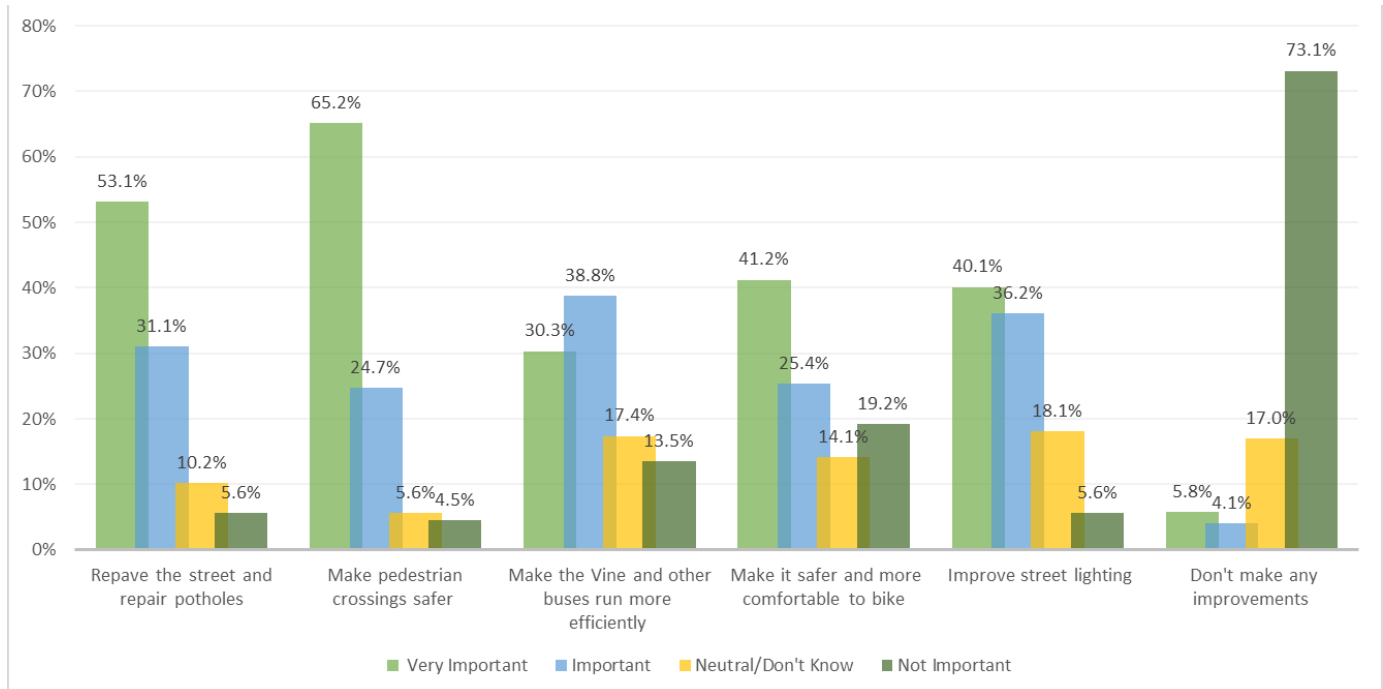
Between September 2, 2022 to November 7, 2022, the online open house collected (36) completed surveys. The survey included nine (9) total questions:

1. How would you prioritize these potential improvements to Fort Vancouver Way and Fourth Plain Blvd? (*Very Important to Not Important*)
 - a. Repave the street and repair potholes
 - b. Make pedestrian crossings safer
 - c. Make the Vine and other buses run more efficiently
 - d. Make it safer and more comfortable to bike
 - e. Improve street lighting
 - f. Don't make any improvements
2. What are your top three (3) priorities as someone who **walks, bikes, or rolls** on Fourth Plain and Fort Vancouver Way?
 - a. Increasing physical space between cars and people walking biking or rolling
 - b. Improving street lighting
 - c. Improving the condition of the pavement/repairing potholes
 - d. Improving the condition of the sidewalks
 - e. Slowing down fast traffic
 - f. Making existing crossings safer
 - g. Adding new crossings
3. What are your top three (3) priorities as someone who **drives** on Fourth Plain and Fort Vancouver Way?
 - a. Increasing physical separation between cars and bicyclists
 - b. Slowing down speeding cars
 - c. Maintaining right-turns and access to businesses
 - d. Getting out from behind the bus and/or getting the bus out of mixed traffic
 - e. I don't drive on Fourth Plain Blvd and Fort Vancouver Way
 - f. Maintaining current traffic conditions
4. How Supportive are you of the potential design options for Fourth Plain Blvd and Fort Vancouver Way? (*Very Supportive – Not Supportive*)
 - a. Design Option: No Change
 - b. Design Option 1: Focus on Bicycle Improvements

- c. Design Option 2: Focus on Bus Improvements
5. How supportive are you of repurposing a travel lane to make **bicycling safer** on Fourth Plain Blvd and Fort Vancouver Way? (*Very Supportive – Not Supportive*)
 6. How supportive are you of repurposing a travel lane to make the **Vine bus** more reliable and efficient on Fourth Plain Blvd and Fort Vancouver Way? (*Very Supportive – Not Supportive*)
 7. How would you prioritize creating **buffered bike lanes** on Fourth Plain Blvd and Fort Vancouver Way? (*Very Important – Not Important*)
 8. How would you prioritize adding new **on-street parking** on Fort Vancouver Way?
 9. Do you have any other suggestions or recommendations for making Fourth Plain Blvd and Fort Vancouver Way safer? (*Open ended*)

2.2.2 Key Themes and Feedback

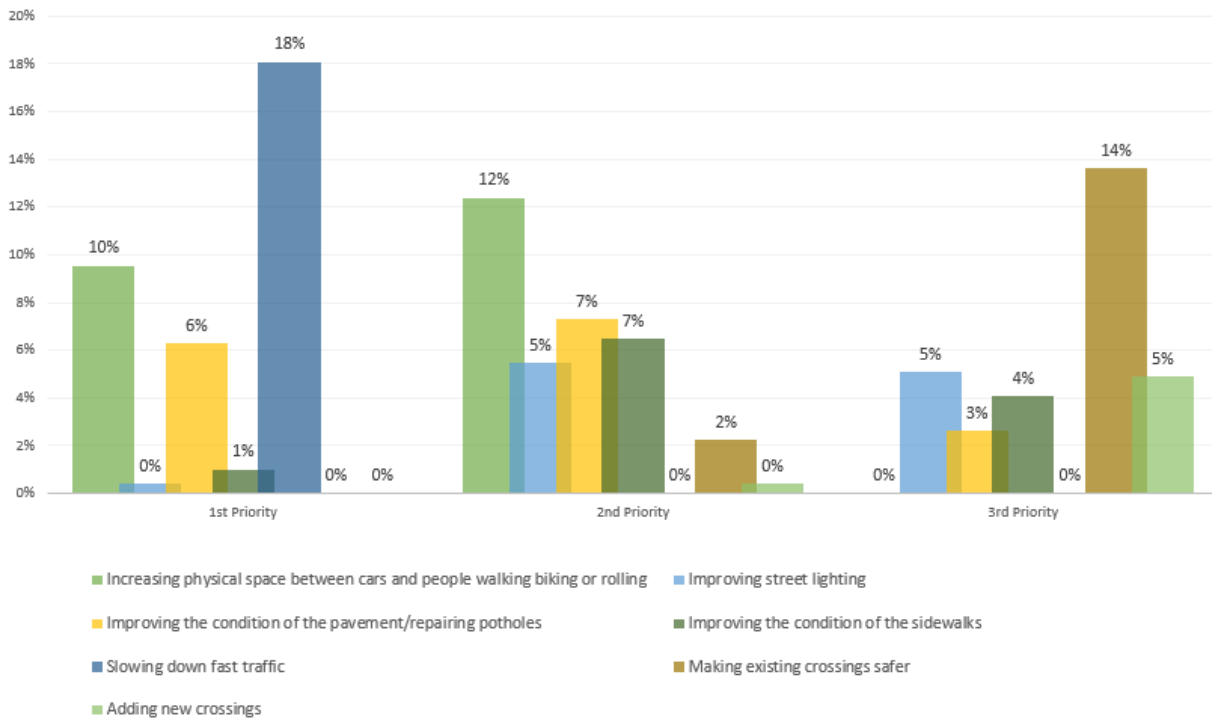
2.2.2.1 Question 1: How would you prioritize these potential improvements to Fort Vancouver Way and Fourth Plain Blvd? (Very Important to Not Important)



Note: Responses were counted for *each individual improvement option*, so each response “cluster” adds up to 100%.

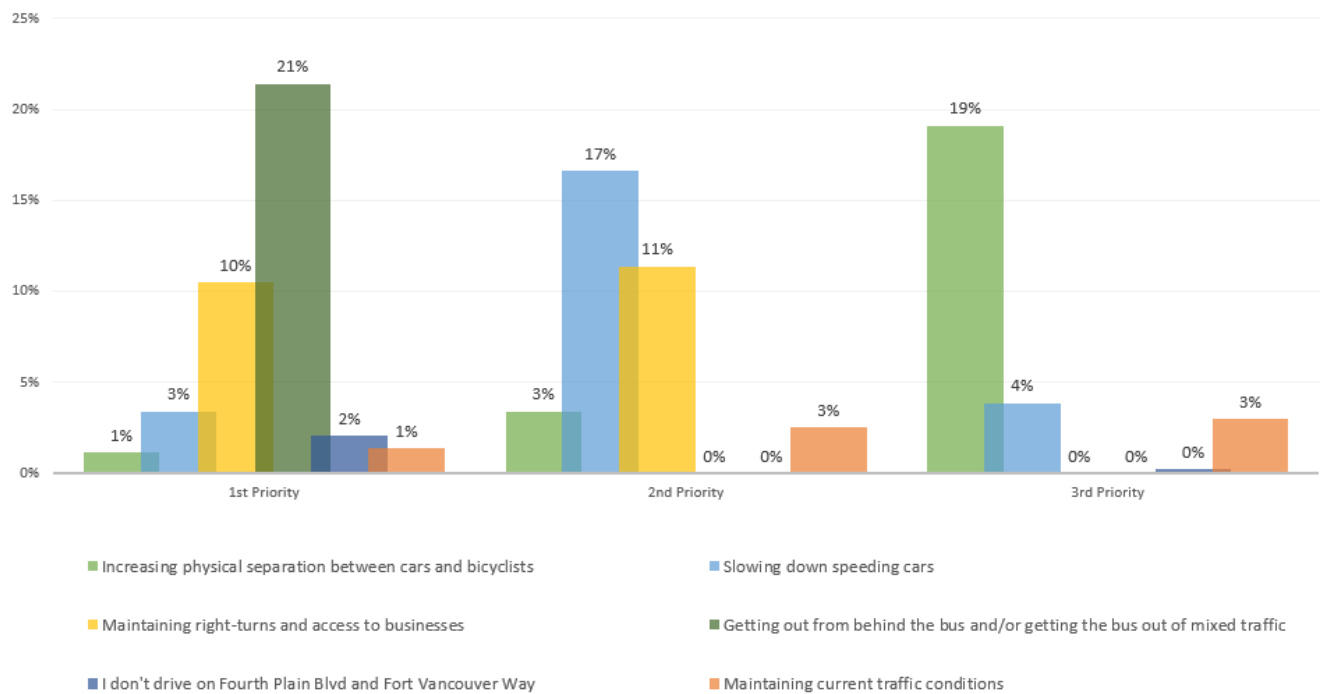
- Most respondents (73.1%) were in favor of making improvements in the corridor.
- Survey respondents prioritized making pedestrian crossings safer (65.2%) and repaving the street and repairing potholes (53.1%) as the top potential improvements on the corridor.
- More respondents said it was either important or very important focus improvements on making the Vine and other buses run more efficiently (69.1%) as opposed to safer and more comfortable biking (66.6%).

2.2.2.2 Question 2: What are your top three (3) priorities as someone who *walks, bikes, or rolls* on Fourth Plain and Fort Vancouver Way?



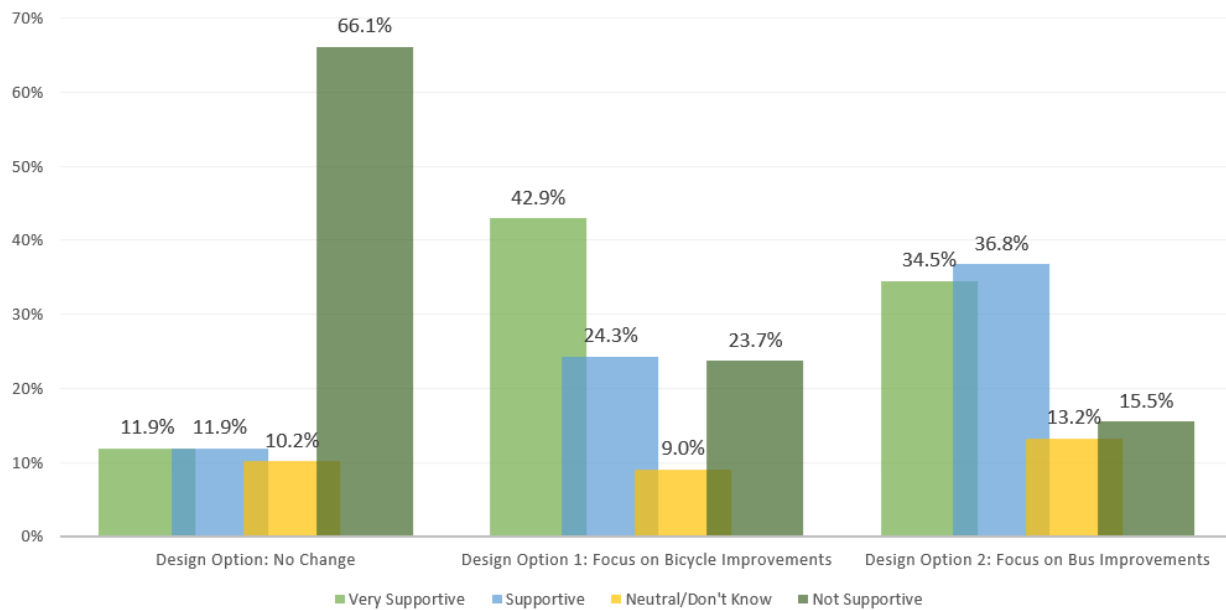
- Respondents who **walk, bike, or roll** on Fourth Plain and Fort Vancouver Way said that their top three (3) priorities for improving the corridor were slowing down fast traffic (18%), increasing physical space between cars and people walking, biking, or rolling (12%), and making existing crossings safer (14%).
- Respondents also said that improving the condition of the pavement and repairing potholes was an important priority.

2.2.2.3 Question 3: What are your top three (3) priorities as someone who *drives* on Fourth Plain and Fort Vancouver Way?



- Respondents who **drive** on Fourth Plain and Fort Vancouver Way said that getting out from behind the bus and/or getting the bus out of mixed traffic (54%), slowing down speeding cars (17%), and increasing physical separation between cars and cyclists were the top three (3) priorities for improving the corridor.
- Maintaining right-turns and access to businesses was also a high priority, ranking second amongst respondents' top and secondary priorities.

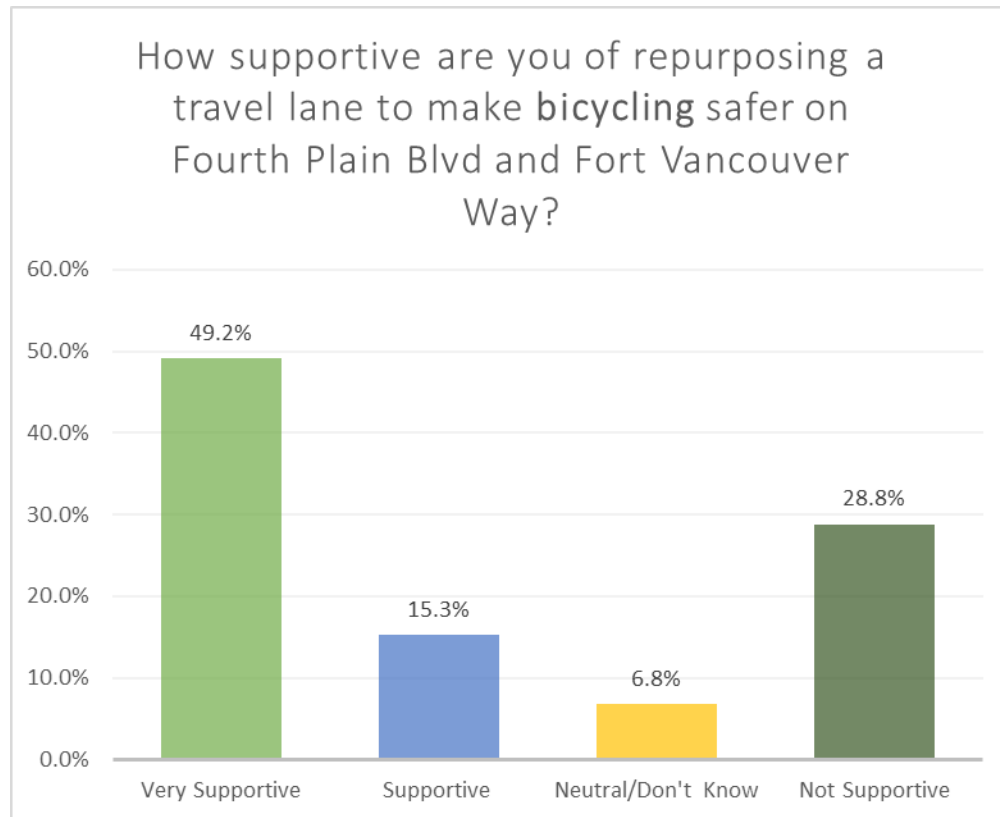
2.2.2.4 Question 4: How Supportive are you of the potential design options for Fourth Plain Blvd and Fort Vancouver Way?



Note: Responses were counted for *each individual design option*, so each response “cluster” adds up to 100%.

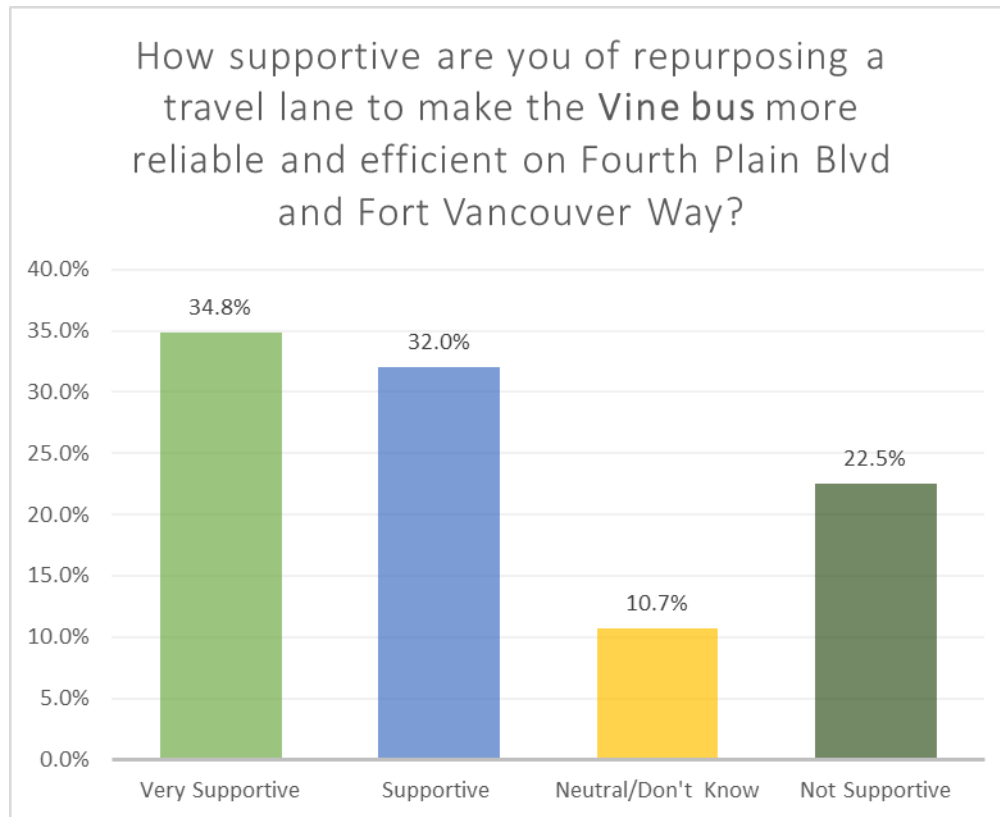
- Most respondents (66.1%) said they were not supportive of the “no change” design option.
- Overall, more respondents said they were either supportive or very supportive of Design Option 2: Focus on Bus Improvements.
- Most respondents (71.3%) said they were either supportive or very supportive of Design Option 2: Focus on Bus Improvements.
- Slightly fewer respondents (67.2%) said they were either supportive or very supportive of Design Option 1: Focus on Bicycle Improvements

2.2.2.5 Question 5: How supportive are you of repurposing a travel lane to make *bicycling safer* on Fourth Plain Blvd and Fort Vancouver Way?



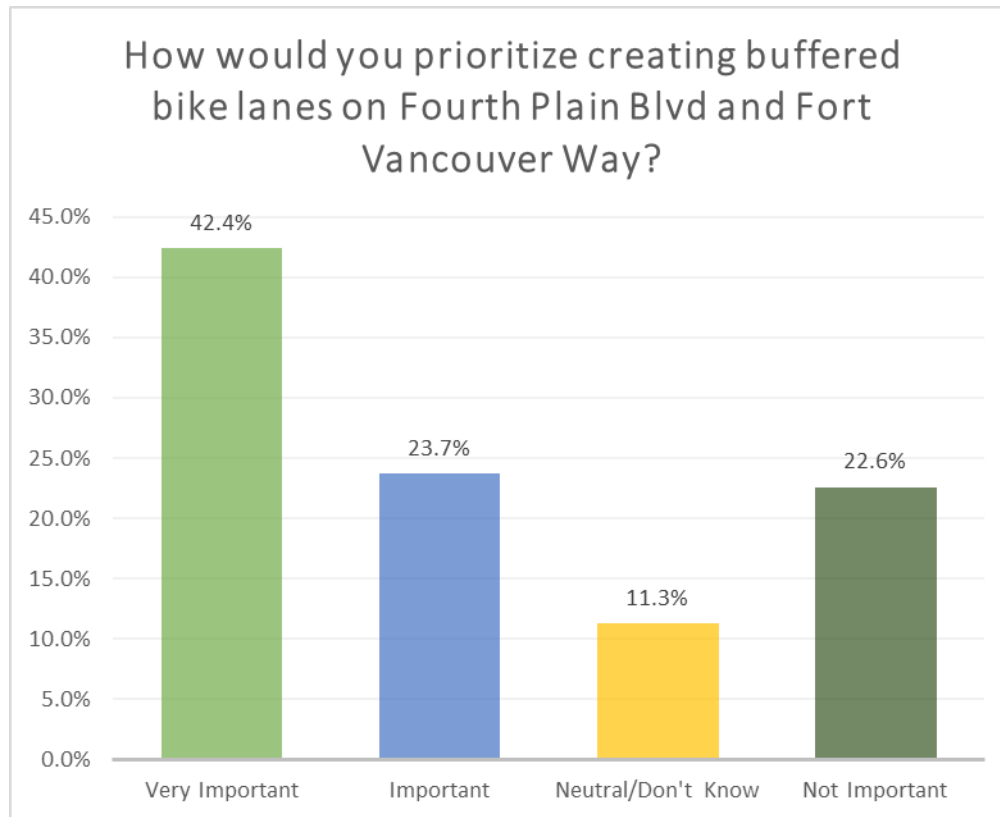
- Most respondents (64.3%) said they were either supportive (15.3%) or very supportive (49.2%) of repurposing a travel lane to make **bicycling** safer on Fourth Plain Blvd and Fort Vancouver Way.
- Nearly 1 out of 3 respondents (28.8%) said they were not supportive of repurposing a travel lane to make bicycle safer.

2.2.2.6 Question 6: How supportive are you of repurposing a travel lane to make the *Vine bus* more reliable and efficient on Fourth Plain Blvd and Fort Vancouver Way?



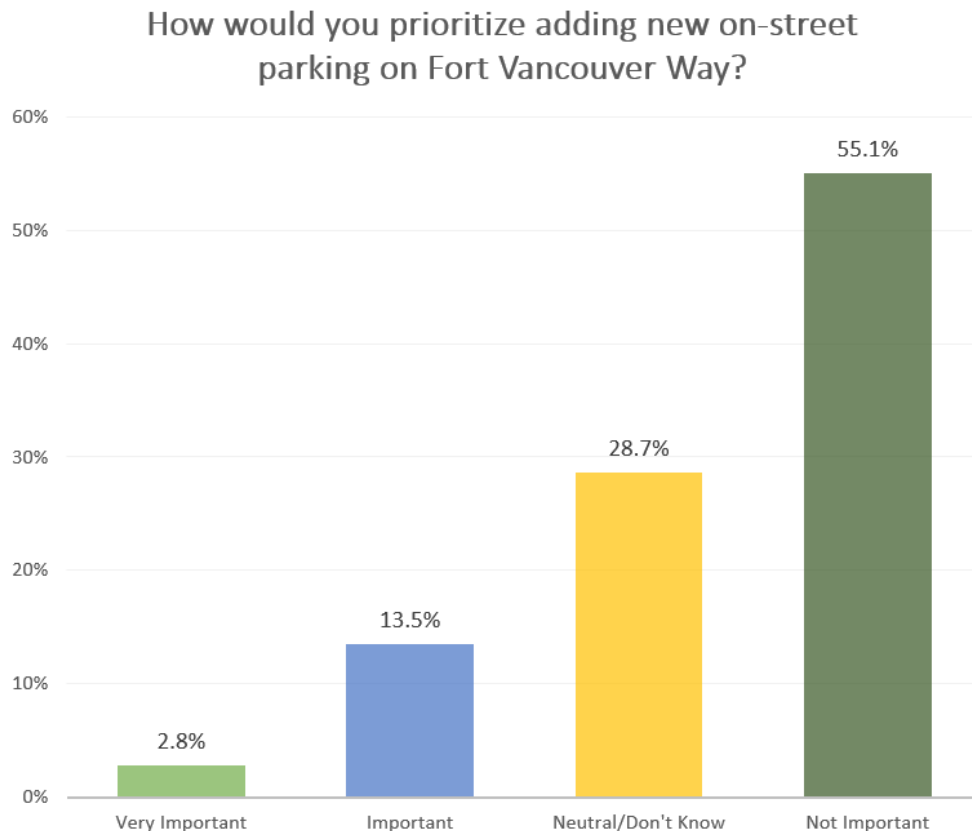
- Most respondents (66.8%) said they were either supportive or very supportive of repurposing a travel lane to make the Vine bus more reliable and efficient on Fourth Plain Blvd and Fort Vancouver Way.
- About 1 out of 5 respondents (22.5%) said repurposing a travel lane to support the Vine bus service was not important.

2.2.2.7 Question 7: How would you prioritize creating *buffered bike lanes* on Fourth Plain Blvd and Fort Vancouver Way?



- Most respondents (66.1%) said creating buffered bike lanes on Fourth Plain Blvd and Fort Vancouver Way was important or very important.
- About 1 out of 5 respondents (22.6%) said creating buffered bike lanes was not important.

2.2.2.8 Question 8: How would you prioritize adding new *on-street parking* on Fort Vancouver Way?



- Most respondents (55.1%) said that adding new on-street parking on Fort Vancouver Way was not important.
- Less than 1 out of every 5 respondents (16.3%) said that adding new on-street parking on Fort Vancouver Way was important or very important.
- About 1 out of 3 respondents (28.7%) said they were neutral or didn't know how they would prioritize parking on Fort Vancouver Way.

The last question was open ended and allowed respondents to share any other ideas or comments around improving safety and mobility along the corridor. The open-ended responses were analyzed in a few different ways. First, a “word cloud” was created as a visual representation of the responses. The larger words and phrases represent those that were used most frequently in the responses, as shown in Figure 2 below. Identifying the most frequently used words and phrases serves as one way of understanding community priorities and recommendations around the draft design options.



Figure 2. Question 9 Word Cloud

The project team also selected some individual responses that were representative of the overall survey feedback:

- *"I think the better choice is to improve the bike infrastructure as that will truly 'connect' the good cycling infrastructure downtown to the East Side of Vancouver."*
- *"Give everyone a safe space to be, buffered lanes for all mobility!"*
- *"Develop a consistent bicycle facility along Fourth Plain Blvd. As someone who regularly rides from the Northeast corner of the city to downtown, it is a horrible and inconsistent route to take."*

- *“I am so excited to see these ideas. Repurposing lanes for busses and bikes and adding buffers would make this currently dangerous street better for everyone.”*
- *“I just want to reiterate how important it is to me that the Vine gets its own lane. That would speed up traffic, AND speed up the Vine. Just look at other cities that do that. It's best for all road users.”*

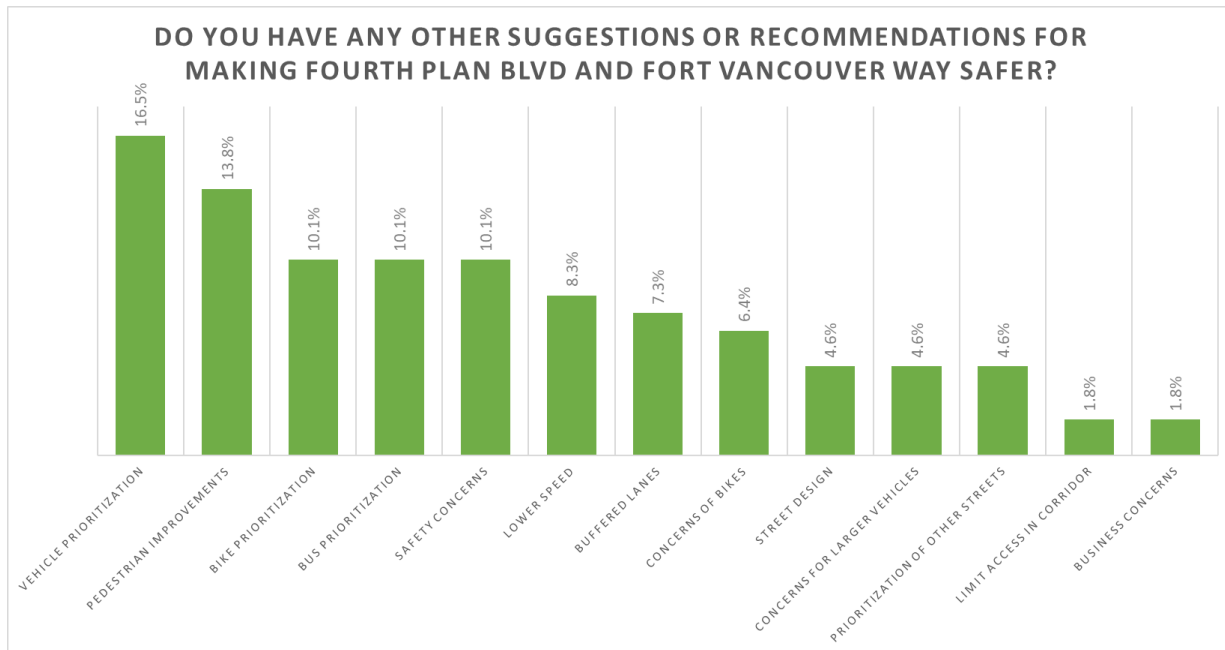
Lastly, the project team also assigned key words/phrases to each of the individual open-ended responses. The key words used are summarized in Table 2 below.

Table 2. Open Ended Key Words Summary

Key Word	Assign to Comments that:
Bike Prioritization	Prioritized bicycle improvements as opposed to other kinds of improvements
Buffered Lanes	Specifically advocated for this kind of on-street treatment
Bus Prioritization	Prioritize fully and/or partially dedicated bus-only lanes
Safety Concerns	Recommend specific improvements to address safety, such as increasing enforcement, adding medians, limiting certain turns, etc.
Pedestrian Improvements	Recommend pedestrian improvements such as crosswalks, flashing lights, improved lighting, better sidewalks, etc.
Lower Speed	Recommend traffic calming countermeasures such as adding signage, adding more stop lights, etc.
Concerns of Bikes	Advocate for the overall needs of bicyclists in the corridors, such as consistent routes and upgraded on-street facilities
Vehicle Prioritization	Advocate for the needs of drivers and/or generally not in support of removing a travel lane
Street Design	Address streetscaping elements such as trees, swales, and changes to parking
Limit Access in Corridor	Advocate for access management options in the corridor
Business Concerns	Prioritize the needs of small businesses along the corridor
Concerns for Larger Vehicles	Address ways to reduce truck, freight, and RV traffic in the corridor
Prioritization of Other Streets	Prioritize multimodal improvements on other and/or parallel streets such as 18 th

The development of these key words allowed the team to quantify response themes using Figure 3 below.

Figure 3. Open Ended Key Words - Chart Summary



- The top three key word themes were vehicle prioritization (16.5%), pedestrian improvements (13.8%), and a three-way tie for bus prioritization, safety concerns, and lowering speeds (10.1%, respectively).

3 Next Steps

This community feedback will inform the selection of the preferred design for the east segment of the corridor, from St. Johns Boulevard to Andresen Road in the Spring of 2023. Once a preferred design option is selected, community feedback will be taken into consideration as the City further refines design drawings and moves to incorporate changes into planned pavement maintenance in Summer of 2024.

DATE: January 31, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development Department

FROM: Kate Drennan, Transportation Planning, Community Development Department

RE: **Fourth Plain Safety and Mobility Study, Phase 2 Update**

Introduction

The City is advancing two important projects that help implement the City's Complete Streets Policy: The Fourth Plain and Fort Vancouver Way Safety and Mobility Studies. These two corridors have historically high crash rates and do not provide safe or comfortable facilities for all users. Phase 1 includes portions of Fourth Plain and Fort Vancouver Way, and striping plans are advancing for the 2023 paving season. This memo and agenda item will present the recommendations for Phase 2 of the Fourth Plain Project for the section of roadway spanning from Fort Vancouver Way at the west end to Andresen Road at the eastern project limit.

Overview/Preview

What We Heard

The Project team has engaged communities along the corridor, including businesses, the public and stakeholders throughout the project. As shared during the November 1, 2022 TMC meeting, area stakeholders and the wider public largely support the repurposing of vehicle travel lanes to improve safety and mobility on the corridor. In-person feedback gathered during community events favored bus reliability treatments (33%), either bus or bike treatments (33%) or favored bike safety treatments (17%). Online open house feedback was more evenly split on priority treatments with 63% supportive of bicycle-focused improvements and 66% supportive of bus-focused improvements. In-person canvassing of local, BIPOC business owners found a strong preference for bus-focused improvements (44% to 9% favoring bike improvements).

From City Council, we've heard a focus on advancing the strategic plan goals of safety, equity and climate. As the premier bus rapid transit corridor in the region serving the most diverse area of the City, there is a desire to keep transit on-time and reliable on the corridor both today and in future years that will see added growth. There is also a goal to improve the facilities for people using other modes, such as walking, rolling, riding bicycles or other small mobility devices.

We also gathered feedback from Transportation and Mobility Commission throughout the project. We have heard a desire to increase space and predictability for mobility users on the corridor. We have also heard a desire for as much consistency as possible, so all users know what to expect on the roadway. Finally, the TMC reviewed, and Council endorsed performance criteria for evaluation of options based on improvements for people walking, using mobility devices, bicycling, and using the bus, safety improvements for all users, greenhouse gas reduction, equitable outcomes, and access to businesses, jobs, services, parks, recreation, and education.

Project Recommendation

The project team recommends a project package that consists of three parts which: utilize the federal grant to repave Fourth Plain, add capital projects to the Transportation Improvement Program (TIP), and adds a significant project proposal to the Ten-Year Investment Strategy for Fourth Plain.

- I. The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements to mobility users. The design repurposes a travel lane in each direction between Ft. Vancouver Way and 62nd to add Bus Access Transit Lanes where needed (west bound between St. Johns Blvd and Falk Road and east bound between General Anderson Avenue and Stapleton Rd). East of Stapleton, the design repurposes a travel lane eastbound for a BAT lane, and west bound the roadway retains two vehicle travel lanes. The design includes a buffered mobility lane both east and west bound between St. Johns Blvd. and Ft. Vancouver Way to General Anderson Avenue, and an expanded striped mobility lane in each direction from General Anderson Avenue to 62nd Avenue. Vehicle travel lanes will be narrowed to further reduce speeding and reallocate space.
- II. The team recommends adding three new capital projects to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors. The first capital project would restripe Stapleton Road from Fourth Plain Blvd to 18th street to create buffered mobility lanes. The second capital project would improve the existing mobility lanes on 18th street with improvements like buffers and/or delineators to connect east to future projects on NE Burton Road. The third capital project would include a large intersection street-mural on Fourth Plain and potentially 18th Streets at the crossing of the Burnt Bridge Creek trail. This mural would act as a traffic calming device at this important crossing for mobility users, while providing a placemaking opportunity to celebrate the culture and community of the International District that makes up Fourth Plain Blvd.
- III. The third recommendation is a capital project to add off-street multiuse facilities between 62nd Avenue and Andresen Road to serve mobility users outside of the roadway. To achieve this, the City would need to work with adjacent property owners to purchase right-of-way, relocate utilities, potentially remove trees in some areas, and other mitigation. The project is recommended for inclusion in the Ten-Year Investment Strategy where the Fourth

Plain community will be prioritizing investments. Incorporating this recommendation into the investment strategy is reflective of the cost, complexity and time required to build these facilities, while recognizing the long-term need to provide safe and accessible facilities particularly as this corridor continues to add residences, businesses and other destinations.

Background

The recommendation is organized into three pieces in response to the design constraints and a thorough evaluation of alternative treatments. The team recommends a restriping design that improves facilities from existing conditions for all users and can be advanced within the project timeline. Secondly, the team recommends complementary capital/multimodal projects to build out near-term alternative and parallel facilities while planning for a longer-term major capital undertaking between 62nd Avenue and Andresen. The following includes a discussion of the constraints impacting project development, and some of the design treatments considered based on feedback from the public, TMC and Council.

Design Background Constraints

Throughout the design alternatives project phase, the team explored many design ideas to evaluate their technical feasibility and adherence to existing ordinances and operating agreements. In evaluating each idea, the project team worked within the following constraints:

1. **Paving project limits** – as a paving project, we considered designs within the curb-to-curb roadway that can be implemented with striping and other limited capital investment
2. **Transit Reliability** – Maintaining transit travel time and reliability is a guiding value embedded in the project, and enshrined in operating agreement between C-TRAN and the Federal Transit Administration
3. **Concurrency policy** – The City has adopted ordinances relating to performance of the roadway. Disregarding concurrency standards may limit the City's ability to hold private parties (developers) to similar standards to improve the system, and could limit the City's ability to advance other goals like adding housing stock and other development along the corridor
4. **Federal Funding/Timing** – The paving project is grant-funded with obligation deadlines that require a striping plan move forward in Spring 2023 for the 2024 paving season.

Design Treatments Considered

Extra-wide buffered mobility lane. The project team explored the feasibility of a design that repurposed the entire outside travel lane to a buffered mobility lane. In this scenario, the Vine bus would operate in the general-purpose travel lane. To serve the Vine transit stations, bus platforms would need to extend across the mobility lanes to reach the doors where the Vine would stop in lane.

This raised several significant design challenges. First, mobility users would need to travel through the platform station area, crossing paths with transit riders boarding and alighting, by ramping up, across and down the platforms. Second, the design would need to line up exactly with Vine doors to allow for level boarding. However, in designing the platform the team learned that the steep crown of the roadway meant that a level extension from the sidewalk station to the travel lane would not align with the doorways. To accommodate the difference in roadway height, the platform extensions would need ramps to move passengers up to the correct level. Building the ramps would add to the dwell time of the bus while passengers moved across the platform and navigated the ramps, as well as the mixing zone of mobility users. In the end, this design was not chosen because of the added transit dwell times, complicated and costly platform design, and uncomfortable mixing between mobility users and transit riders in the constrained platform space.

Mix of extra wide buffered mobility lane with transit acceleration lanes. The project team explored an additional option where the outside lane was converted to a buffered mobility lane, except around Vine station areas. In this scenario, the Vine would operate in the general-purpose travel lane until it reached a station area, where it would serve the stop as it does today. Once leaving the stop, the Vine would operate in its own acceleration lane to enable it to merge back into the general-purpose lane without delay. In addition to the acceleration lane, the City explored using 'reverse transit-signal priority' to hold general purpose traffic at stoplights to create gaps for the bus to merge back into traffic. The ability of the Vine to enter the travel lane without delay is a critical component to maintaining travel time and schedule, particularly with reduced roadway capacity on the corridor, and to maintaining agreements established with the Federal Transit Administration (FTA). In exploring this option, the team determined that the number and length of acceleration lanes needed would yield minimal additional mobility lane capacity, and would create confusing and inconsistent treatments across the corridor. This design was not chosen as the benefit would be marginal compared to the inconsistent lane configurations, signal timing disruption, and unknown impacts to C-Tran travel times.

Routing mobility users north at 62nd for parallel travel. The project team explored a proposed concept to route mobility users off of Fourth Plain at NE 62nd Avenue toward NE 32nd Avenue, NE 65th Avenue, toward an existing dirt path along SR-500. Under this scenario, the project would need to create connections along the existing roadway, and explore development of a new multi-use path along the SR-500 off-ramp to connect to Andresen Road. The team identified challenges with the path adjacent to the highway and a wetland area, and currently home to unhoused communities. In addition, the path leads to a large, interchange intersection where the closest crossings for mobility users are south at Fourth Plain, or north at NE 40th.

Expanding sidewalks or off-street facilities on Fourth Plain. The project team explored a proposal to expand the sidewalk area between 62nd Avenue where mobility lanes drop, and Andresen Boulevard. The team explored the location of City property lines and available clearance behind existing sidewalks. The team determined there are significant impacts along the corridor, including: utility and streetlight pole relocation, removal of existing landscaping and trees, extensive regrading and mitigation for adjacent steep slopes, moving private fence lines, and other unknown issues, in addition to the need to purchase an indeterminant amount of right-of-way. The team determined that

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given the complexity and cost of this proposal, it was not feasible as part of the near-term project implementation but should be further pursued as part of the 10-Year Investment Strategy for Fourth Plain Blvd- now called Fourth Plain For All: Investing in Our Future. The City recognizes that Fourth Plain Boulevard is an important link in our transportation system, and creating a standalone project to pursue adding off-street facilities in this segment is vital for creating a connected network.

Action, Timeline, Next Steps

The workshop purpose on February 7th is to provide an overview of the Project Team recommendations, answer questions and collect feedback. The team will be holding a similar workshop with City Council on February 27th. The project will be presented to the TMC again in March meeting for a public hearing, where the team will ask for TMC endorsement of the Phase II recommendation. In April, the team will hold a final workshop with City Council seeking endorsement of the proposal, and advance the restriping designs ahead of federal obligation deadlines.

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Attachment(s):

Attached are exhibits of the Project Recommendations (*Bike Network Recommendations & East End Bike Route*). In addition, we attached exhibits created as part of the project team's consideration of alternative design treatments. The pdf's are visual representations of some of the issues and designs outlined above in the section 'Design Treatments Considered'.

Roll plots

Bike Network Recommendations

East End Bike Route

Bike Route Considered Alternatives Map

East End ROW Acquisition Considerations

Fort Vancouver Way and Fourth Plain Blvd Safety and Mobility Project

CITY OF
Vancouver
WASHINGTON



Legend

- Vine Route
- Vine Station
- Bus Route
- Multi-Use Path
- City-Designated Bike Route
- Planned Bike Route