

Transportation and Mobility Commission

Meeting Minutes

Tuesday, Feb. 6, 2024

4:30 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Jeananne Edwards, Devon Fender, Cory Grandstaff, Thinh Phan, Eduardo Ramos, Derya Ruggles, Sara Schmit, Ken Williams

Commissioners Absent:

Soroush Mohandessi, Mario Raia

Staff Present: Rebecca Kennedy, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:33 pm by Chair Ramos.

Motion by Commissioner Williams, second by Commissioner Ruggles, and carried unanimously to approve the December minutes.

Motion by Commissioner Williams, second by Commissioner Edwards, and carried unanimously to excuse the absence of Commissioner Raia.

St. Johns/St. James Safety and Mobility Project

Emily Benoit, Senior Transportation Planner, Community Development Department

Staff presented an overview of the project, including goals, the planned community engagement process, existing and future conditions analysis, and next steps.

Commission discussion and staff responses:

- Revenue allocated by City Council for Complete Streets projects. Staff responded City Council allocated revenue in the 2023 –

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Devon Fender

Corey Grandstaff

Soroush Mohandessi

Thinh Phan

Mario Raia

Derya Ruggles

Sara Schmit

Ken Williams

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2024 biennial budget for Complete Streets projects. The City has two core transportation goals, preserving and maintaining existing assets and planning new and enhanced infrastructure that this revenue goes towards.

- Within the right of way or acquisition of right of way. Staff responded this is a curb to curb project but will also identify sidewalk gaps for future projects.
- Will the project study parking utilization? Staff responded it will.
- Will the concrete portion of this corridor be repaved with concrete, as there are gaps in this section that are a hazard for those bicycling? Staff responded they did not know at this time if it would be repaved with concrete and can provide more information at a future workshop.
- Are improvements to the intersection with Minnehaha St. included in this project? Staff responded it's within the project boundary and will be analyzed for improvements.
- Sidewalk improvements and accessibility. Staff responded they are aware of the challenges near the intersection with SR500 and will look at making improvements for bicycles to maneuver in that area.
- Improvements to C-TRAN service on this corridor. Staff responded they are collecting data on ridership on the corridor and will look at improvements to existing stop locations.
- Outreach to WSU Vancouver and Clark College as part of this project. Staff responded they will include those schools in the engagement process.
- Coordination with Clark County. Staff responded they are working with Clark County early in the project process to coordinate the work as this corridor meets the City limits.
- Impacts to traffic flow from land uses and areas outside the project boundary. Staff responded the traffic study is within the City limits and includes land uses outside the corridor to forecast future traffic volumes.

Safe Systems Approach

Kate Drennan, Principal Transportation Planner, Laurel Priest, Associate Transportation Planner, Community Development

Staff presented an overview of the safe systems approach, how it is implemented at the federal, state and local level broadly and specifically within the City's Complete Streets Program, overarching principles, and examples of proven safety countermeasures.

Commission discussion and staff responses:

- Has this approach been implemented in states or cities that have collected and published data on its effectiveness? Staff responded there are a few cities that have implemented this approach for a longer period of time and have more data available, including New York, Hoboken, and Jersey City, where they have seen significant reductions in crashes. Staff will follow up with more data and additional examples.
- Ranked order of behavioral safety factors that contribute to crashes. Staff responded the crash contributing factors for Safer People are listed on slide 9 in order of most common to less common. These crash factors have overlap where some crashes involve unrestrained people and impairment by alcohol and speeding, or another combination of one or more crash factors. For reference, here is the link to the webpage provided by the FHWA regarding contributing crash factors for Safer People <https://www.transportation.gov/NRSS/SaferPeople>.
- Moving away from punishment and towards placemaking. Staff responded enforcement is part of the safe systems approach. The approach aims to mitigate for those times when people don't make good decisions. Roadway design and landscaping is a major factor in addressing the human behavior element, but enforcement also plays an important role.
- How are the countermeasures chosen? Staff responded countermeasures respond to crash factors and are chosen based on the specific factors of a corridor. There are also inexpensive

countermeasures that proactively address potential issues. More expensive countermeasures can be added to the Capital Facilities list for future implementation.

Community Forum

Jason Cromer was present to discuss bicycling as a mode of transportation. He supported safe options for those who choose to walk, bike, roll and take transit to move around the City.

Zach Gatton requested bike lane protections such as bollards in the corridors crossing under SR500 where there are conflicts with vehicles merging onto the highway. He also requested no turn on red signage on Thurston northbound by the mall to remove the conflict with turning vehicles and bicycles going straight.

Tom Hughes encouraged the Commission to continue to add biking infrastructure in Vancouver, specifically measures to slow vehicle speeds and separation bike from and vehicle travel lanes. He also requested signage on Columbia Street where bikes merge with vehicles.

Charla Burke teaches a biking 101 class and takes students on routes throughout the City with varying biking facilities. She appreciates the evolution of the safety for bicyclists on the streets in Vancouver.

McGillivray Blvd Safety and Mobility Project Public Hearing

Emily Benoit, Senior Transportation Planner, Community Development

Staff presented an overview of project including past review by the TMC and City Council, project phases, the community engagement process, design options considered and feedback received, frequently asked questions, traffic analysis of future conditions, evaluation of the design options and alignment with project goals, and the final design recommendation.

Commission discussion and staff responses:

- Methods and frequency of community engagement. Staff responded there was in person and online engagement to reach people who live on the corridor as well as those who use the corridor to travel to other parts of the City. Postcards were sent to 8,000 households in the area to engage and provide input on the project during community events throughout the project period.
- Rationale for option 1 improvements at intersections. Staff responded option 1 is a more standard treatment with bikes on the right side of vehicles. This reduces potential conflicts for mobility lane users making righthand turns and, with the addition of bike boxes at intersections, improves two part turns (left turns). With option 2, there is an additional conflict point with vehicles turning left when mobility lane users are going straight and it's more difficult to turn right across the vehicle travel lane.
- Will design proposals for the intersections come back to the Commission. Staff responded there have been some preliminary review of intersections that may need capital investment. If that is the case, they would come before the Commission.
- At the intersection with 136th Street, concern for pedestrian crossing and safety. Staff responded with this design, there will be fewer vehicle lanes to cross at the intersection, down from four to two. The detailed intersection designs for 136th and other cross streets are not finalized, but staff confirmed there will be specific treatments at 136th Street to address pedestrian safety while crossing.
- What other elements led to recommending design option 1? Staff responded that community feedback favored design option 1. In addition, Public Works engineers and maintenance staff, C-TRAN, and the fire department also preferred design option 1.

- Public comment regarding a math error found in the traffic analysis report. Staff responded they responded to the person who notified them of the error and have fixed the error in the report. The correction did not negatively affect vehicle travel times in the traffic analysis.
- Type of design features that will be added at mid-block crossings. Staff responded that this will be determined at a later phase of the design process. Locations for mid-block crossing have been identified and will include sound and other features to notify people who are crossing.
- How will bus stops be incorporated into the design? Staff responded there will be modular bus platforms which are raised platforms that extend into the mobility lane. Bikes and small mobility users will go behind those accessing the bus.
- Impacts to route 80. Staff responded the analysis did not include specific impacts to transit. C-TRAN is supportive of the modular bus platform design in the mobility lane.
- Occupancy rate of existing parking and how many spaces will be removed with the new design. Staff responded the existing conditions report analyzed overnight parking occupancy. There is space for approximately 420 vehicles on the corridor and at the time of the analysis, 77 vehicles were parked on the corridor. Some street parking may be removed at intersections to improve visibility of mobility users by drivers, but the majority will be maintained.
- Coordination of traffic enforcement. Staff responded they coordinate with the Vancouver Police Department regarding traffic safety and enforcement is a part of compliance and safety. There are not traffic enforcement resources to deploy consistently and continuously on this corridor or any other corridor.
- Options for a parallel biking route to McGillivray such as Mill Plain? Staff responded it's unlikely they would convert a traffic lane on Mill Plain for bicycles and small mobility users given the amount of traffic it carries currently.
- Emergency vehicle maneuvers on single lane roads. Staff responded they coordinate with emergency service providers on the design of roadways. In this case, there is buffer space, space between delineators, and driveways for people to pull aside to allow emergency vehicles through.

Public Testimony

Janet Landesberg suggested testing the proposed design before repaving and restriping the road. She was concerned for the safety of pedestrians crossing McGillivray and supported improvements to visibility of stop signs.

Mark Christopher did not support the proposed design for McGillivray. He was critical of the public outreach process for the project.

Tyler Wubbena was disappointed by the lack of resources for enforcement on McGillivray. He was concerned with vehicle congestion on Blairmont in the morning and afternoon during school drop off and pick up. He would have preferred consideration of a four lane design option.

Dan Packard supported the McGillivray design option 1 due to adding safe space for people walking and biking on the corridor.

Rick Ackman was critical of the public outreach process for the project and increases in vehicle travel time on the corridor in the future.

Anita Brittain did not support the proposed design for McGillivray.

Joe Arndt did not support the proposed design for McGillivray and asked the Commission to reconsider keeping 4 lanes. He supported automated enforcement on McGillivray to reduce speeding.

Laurie Arndt did not support the proposed design for McGillivray and was critical of the public outreach process for the project. She asked the Commission to reconsider keeping 4 lanes.

Michael Shaw did not support the proposed design for McGillivray and supported automated enforcement on McGillivray to reduce speeding. He supported adding sidewalks where they are currently missing on the corridor.

Bennie Atkinson was concerned with vehicle congestion at Blairmont and 136th and supported automated enforcement to address speeding.

Jason Cromer supported the proposed design for McGillivray to increase accessibility for those who travel by alternative modes, improve safety, and accommodate growth.

Zach Gatton supported the proposed design for McGillivray to increase accessibility for those who travel by alternative modes and improve safety for active mobility users.

Leah Jackson supported the proposed design for McGillivray as it will be easier and safer for pedestrians and cyclists to navigate.

Tabor Kelly supported the proposed design for McGillivray and will likely bike along this corridor more after the changes have been made. He expressed safety concerns regarding the wide travel lane and how it might be used by drivers.

Israel Lopez supported the proposed design for McGillivray to increase safety for pedestrians and cyclists.

John Bower supported the proposed design for McGillivray to increase safety for pedestrians and students who attend the schools on the corridor.

Ron Hostetler discussed vehicle collisions and accidents on McGillivray.

JB Bishop did not support the proposed design for McGillivray due to future congestion from population growth and redevelopment. He supported automated enforcement to address speeding.

Tom Hughes supported the proposed design for McGillivray to increase safety for cyclists and adding space and buffers between vehicles and bikes.

William Schwan supported the proposed design for McGillivray as it aligns with the Climate Action Framework. The proposed design supports the safety of those who use the corridor.

Scott Reed supported the proposed design for McGillivray as it supports cyclists, pedestrians, people using mobility devices and transit users.

David Kirchner did not support the proposed design for McGillivray and questioned the accuracy of the traffic analysis.

Pat Wilmoth noted there was quite a bit of public outreach for this project, indicated that he had attended several meetings, and discussed the options with staff. He supported the proposed design for McGillivray to address safety and speeding.

Ruth Wilmoth supported the public outreach process for the McGillivray project. She supported the proposed design for McGillivray to address safety and speeding.

Andy Goldstein asked what the City would do if the traffic analysis did not accurately reflect the outcome after the project is implemented.

Chris Erickson supported the proposed design for McGillivray to increase safety for pedestrians and cyclists.

Commission discussion and staff responses:

- Confidence in the accuracy of the traffic analysis. Staff responded they are confident the model is the best representation of the future of Vancouver as it accounts for future population growth, job growth, and land use changes that increase density. The model looks out 20 years in the future, but the street will likely be repaved again in 8 to 10 years, and it can be reviewed again at that point.

Commission Deliberation

- Commissioner Ruggles appreciated the inclusiveness of neighborhoods and the community involvement. She supported the proposed designs inclusiveness.
- Commissioner Williams agreed with a lot of the public testimony regarding the need to address speeding on McGillivray. Road diets are new to this community but have been implemented in the US for over 30 years. Given the amount of traffic currently on McGillivray, the proposed design will make McGillivray safer for pedestrians and bicyclists.
- Commissioner Phan supported the proposed design to increase safety for bicyclists and children. He noted that increasing safety was an acceptable reason to increase commute times.
- Commissioner Grandstaff supported the proposed design to increase access for mobility for those who can't drive.
- Commissioner Fender supported the proposed design to increase safety for those who do not drive to school and for students to get to school safely and agreed with Commissioner Phan's statements.
- Vice Chair Edwards supported the proposed design as it increases access for those who can't or choose not to drive.
- Commissioner Schmit supported the proposed design as this connection is essential for east west biking in the City and encouraged the community to research road diets.
- Chair Ramos supported the proposed design as it is an inclusive use of the roadway and increases options for travelers. This design will move the City towards a more vibrant, prosperous, and livable community.

Motion by Commissioner Ruggles, seconded by Commissioner Williams to endorse design option #1: curbside mobility lane to repurpose a travel lane in each direction on SE McGillivray Boulevard to provide separated and protected mobility lanes as well as install vertical separators, high visibility mid-block crossing and crosswalks, modular bus platforms, and restripe parking to increase safety benefits.

Roll call vote

Commissioner Ruggles:	Yes
Commissioner Williams:	Yes
Commissioner Phan:	Yes
Commissioner Grandstaff:	Yes
Commissioner Fender:	Yes
Commissioner Schmit:	Yes
Vice Chair Edwards:	Yes
Chair Ramos:	Yes

Motion carried unanimously.

Staff Communication

There were no staff communications.

Commission Communication

There were no Commissioner Communications.

The meeting adjourned at 8:56 pm.

Eduardo Ramos, Chair



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Workshop

Maggie Derk

Senior Transportation Planner
Community Development
March 5, 2024



Derek Abe

PNW Planning Manager
Alta Planning & Design



Agenda

- Existing Conditions Analysis
- Public Engagement Summary
- Issues & Opportunities



Questions for the TMC:

- Any other information the TMC might need for consideration of alternatives?
- Any communities we might have missed in the first round of engagement?
- Any missed issues or opportunities along the project area?



Project Goals



Improve **pedestrian safety** by adding/upgrading crossings and filling sidewalk gaps that improve **connections to transit**



Improve **bike and small mobility connectivity** by addressing network gaps; connecting to regional trails



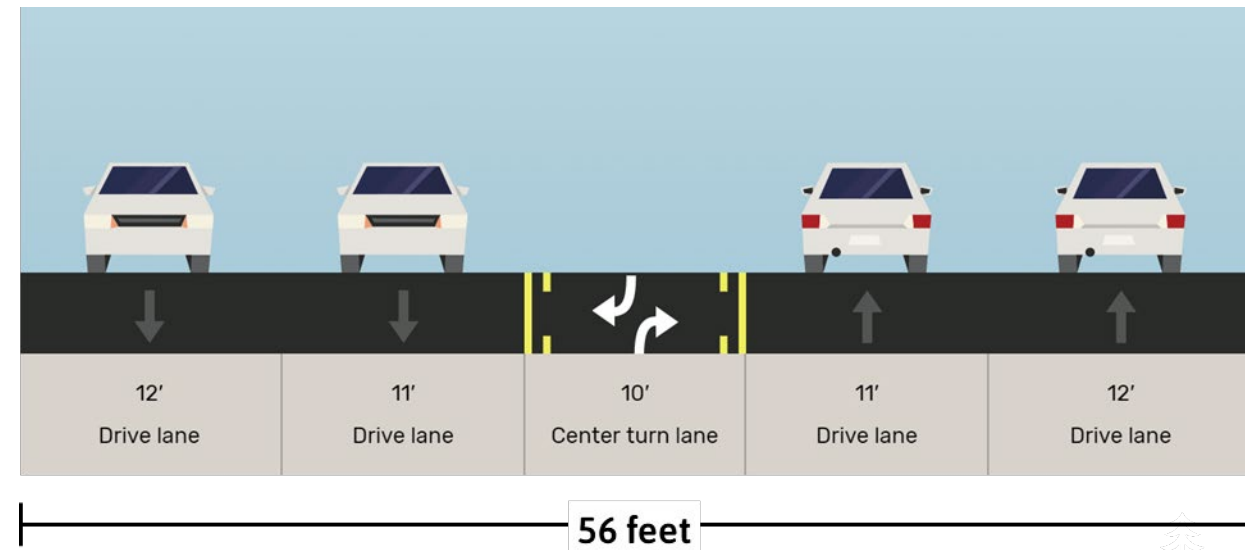
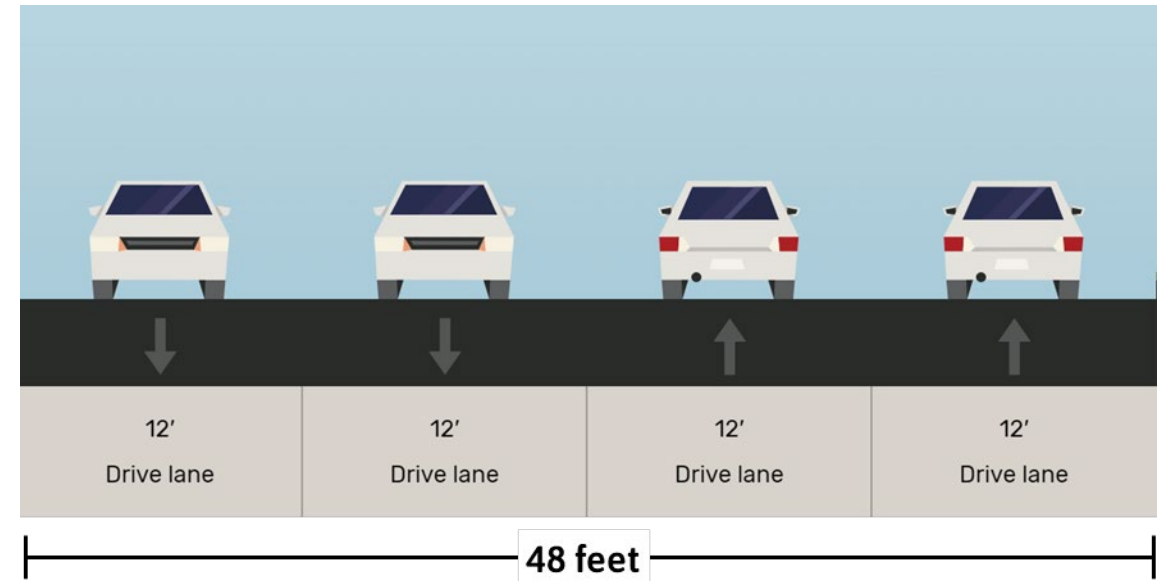
Explore **transit speed and reliability treatments** and improve **transit stop access** in anticipation for C-TRAN's Hwy 99 BRT project



Existing Conditions

Overview

- 9 to 10 foot wide travel lanes
- Majority of sidewalks less than 6 feet wide
- Two primary cross sections:
 - Two lanes in each direction left turn lane approaching major intersections
 - Two lanes in each direction and two-way left turn lane



Existing Conditions

Pedestrian network

- Transportation System Plan identifies entire project area as a **Primary Pedestrian Corridor**
- Sidewalk gaps
 - Just south of 45th Street
 - North of I-5 Interchange
- Crossing gaps that exceed 800 feet:
 - 29th and 33rd Streets
 - 33rd and 37th Streets

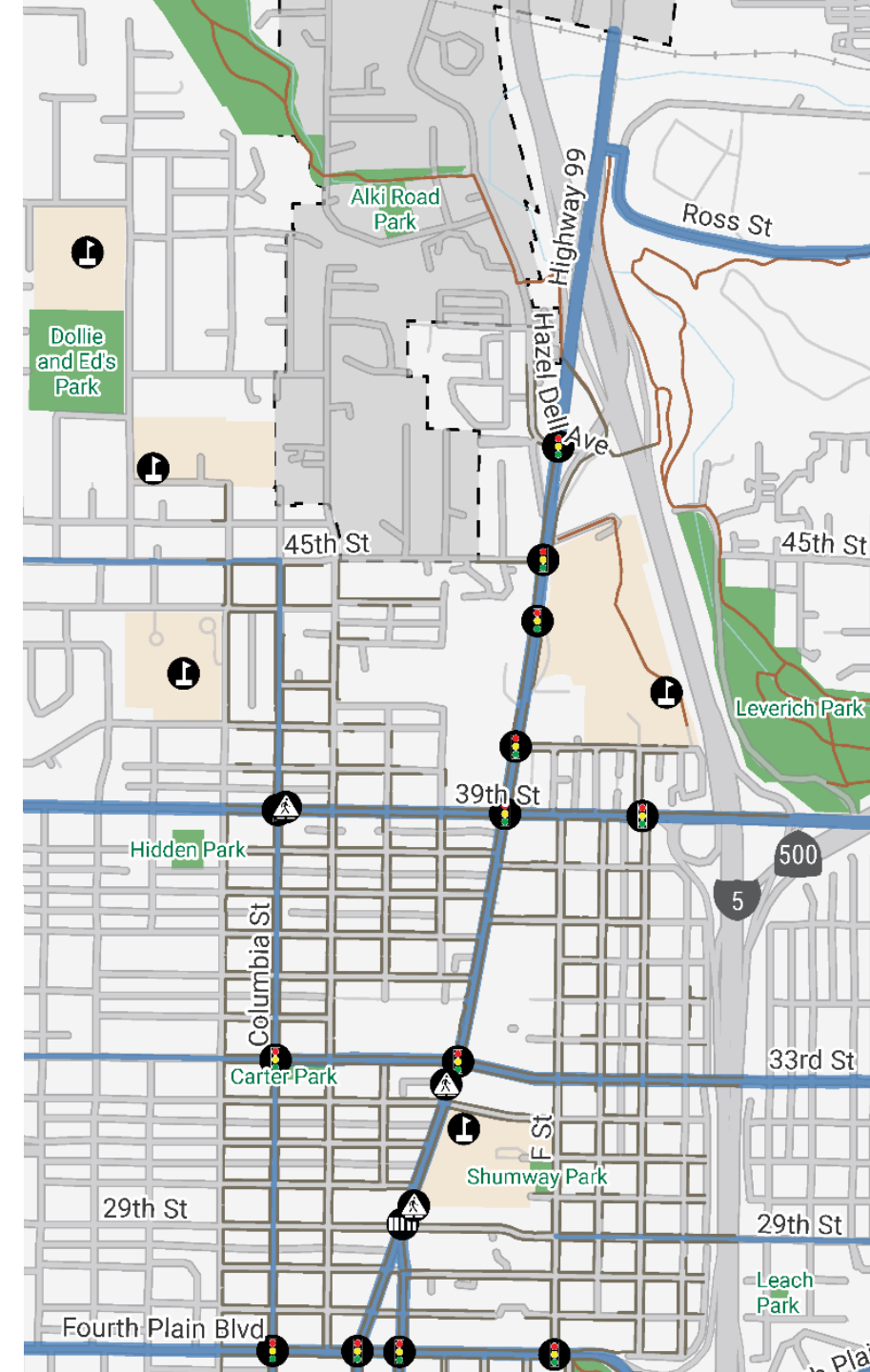
PEDESTRIAN NETWORK

Existing Facilities

-  School Crossing
-  Traffic Signal
-  Crosswalk
-  Sidewalk

Planning and Projects

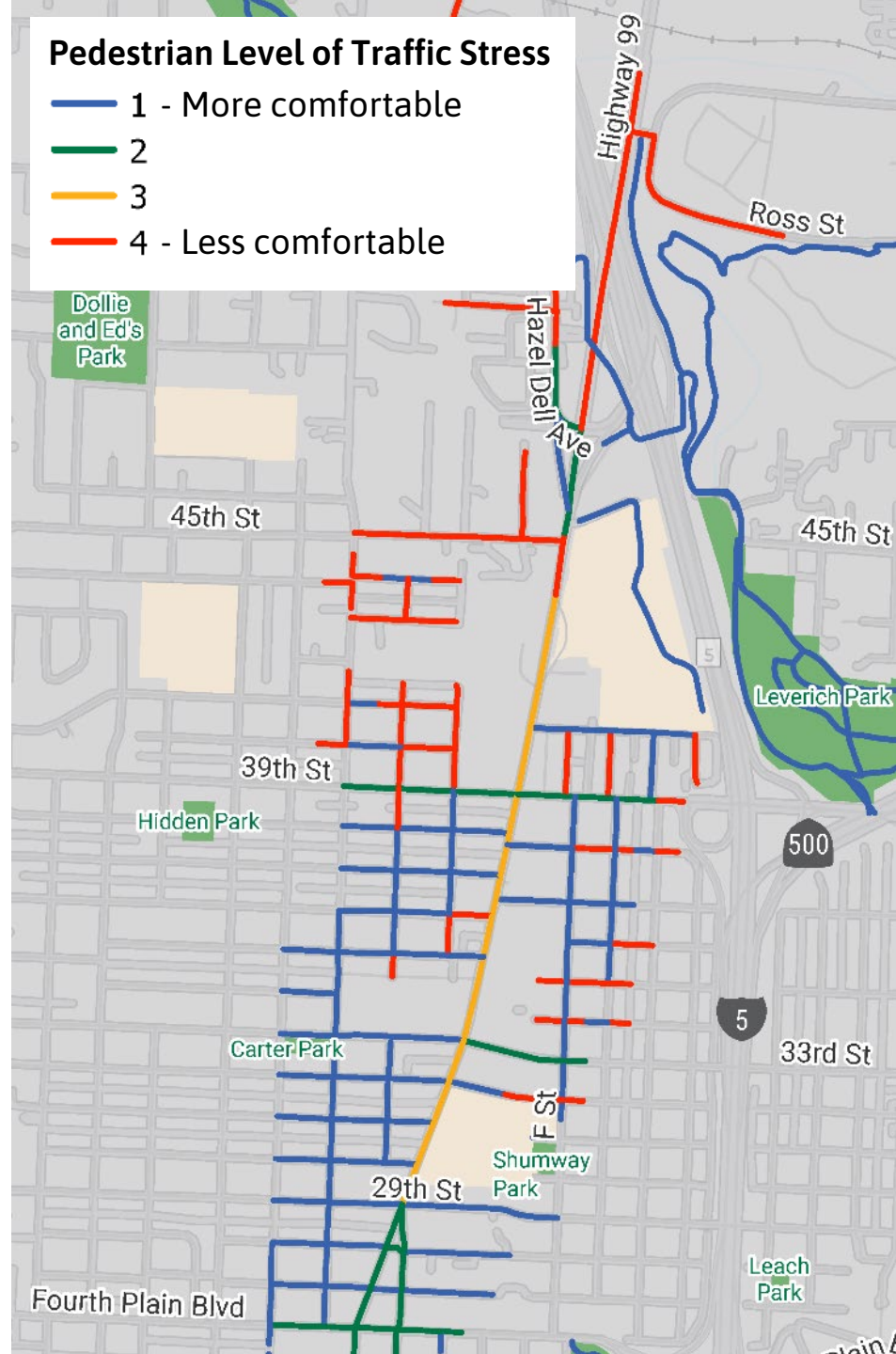
-  Pedestrian Corridor
-  Pedestrian Corridor (Tier 2)



Existing Conditions

Pedestrian level of traffic stress

- Pedestrian Level of Traffic Stress analysis considered:
 - Posted speed limit of the roadway
 - Annual Average Daily Traffic
 - Number of vehicle travel lanes
 - Sidewalk width
- Score from one to four—the higher the score the less comfortable the facility
- Majority of the corridor scores three or four except:
 - South of 29th Street
 - Between 45th Street and Hazel Dell Ave



Existing Conditions

Transit

- Transportation System Plan identifies entire project area as an **Enhanced Transit Corridor**
- New C-TRAN VINE service, opening 2027, will replace existing route 71
 - Within the project area, proposed VINE stations at 45th Street, 37th Street, 33rd Street and Fourth Plain Boulevard

TRANSIT

Bus Stops

- Existing
- Planned

Bus Routes

Existing

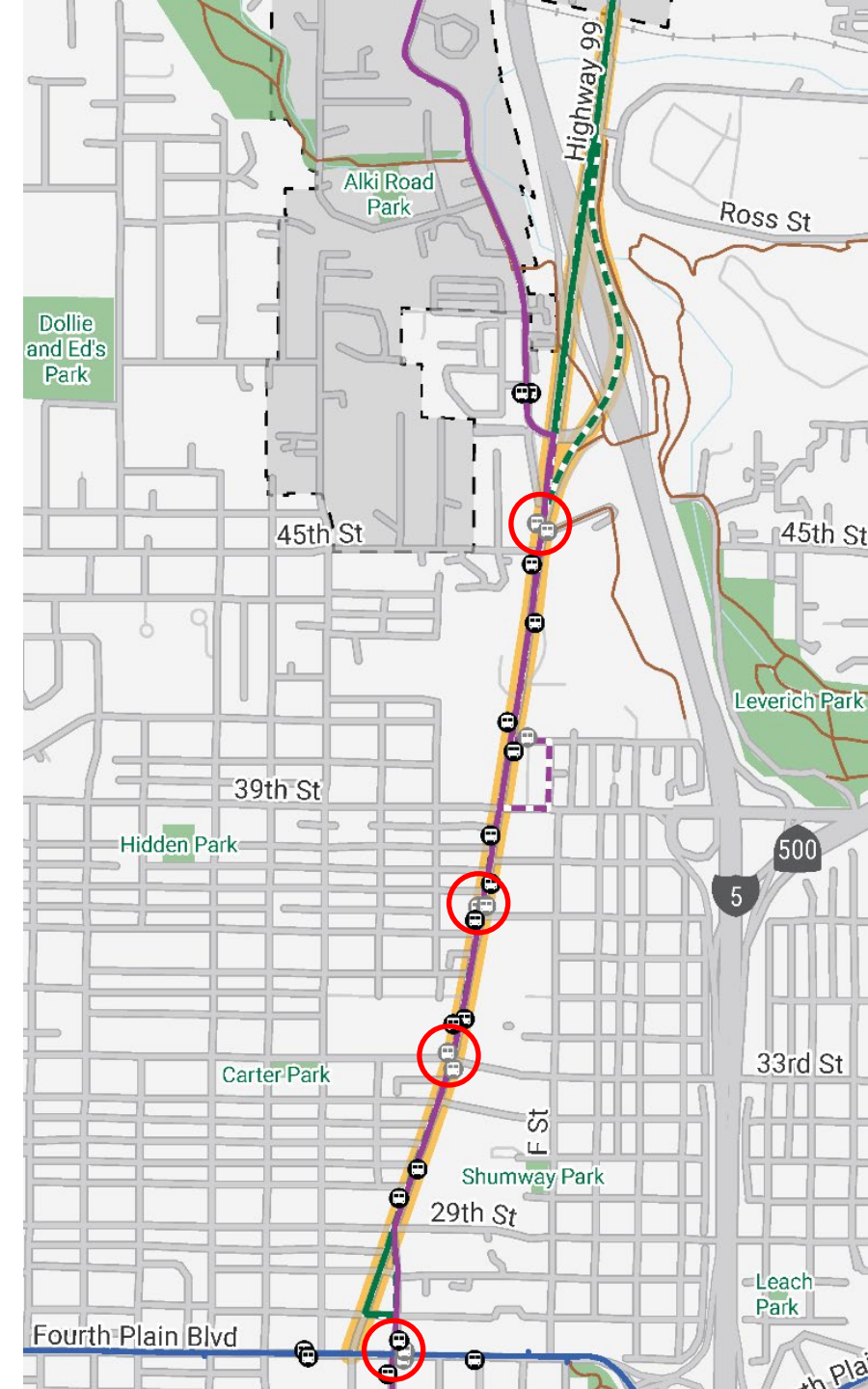
- Fruit Valley / Grand
- Hazel Dell
- Highway 99

Planned

- Fruit Valley / Grand
- Hazel Dell
- Highway 99 BRT

BACKGROUND

- Upper Main St
- Trail



Existing Conditions

Bike & small mobility network

- Transportation System Plan identifies **Protected Mobility Lanes** from 39th Street to Discovery Trail
- No bike and small mobility facilities on Upper Main Street except for mobility lanes north of Ross Street
- Other nearby north-south connections along F and Columbia Streets

EXISTING FACILITIES

Multi-Use Path

— Unpaved

— Paved

Mobility Lanes

— Mobility Lane

— Protected

— Buffered

Other Facility

— Shared Roadway

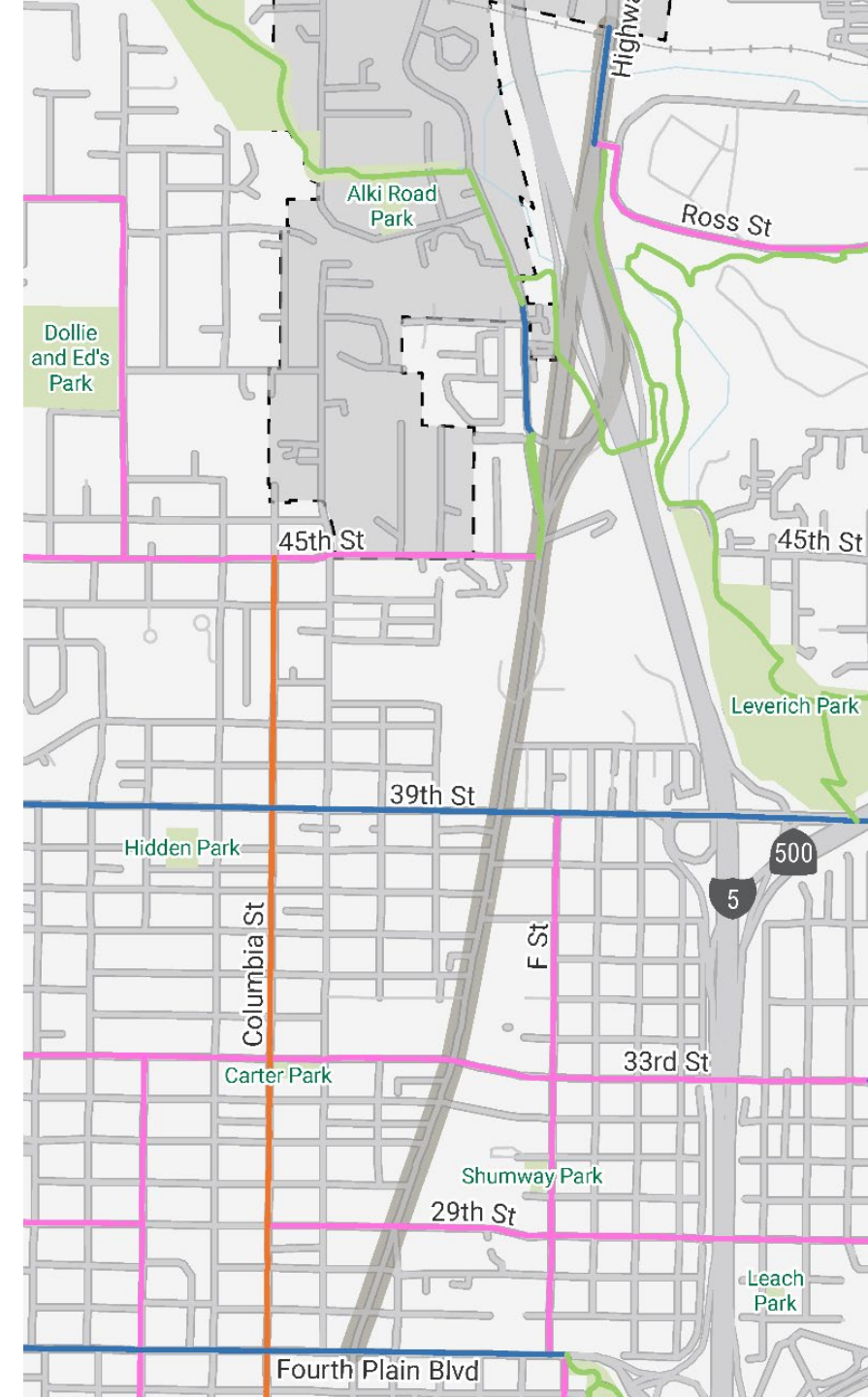
BACKGROUND

— Upper Main St

— Railroad

— Park

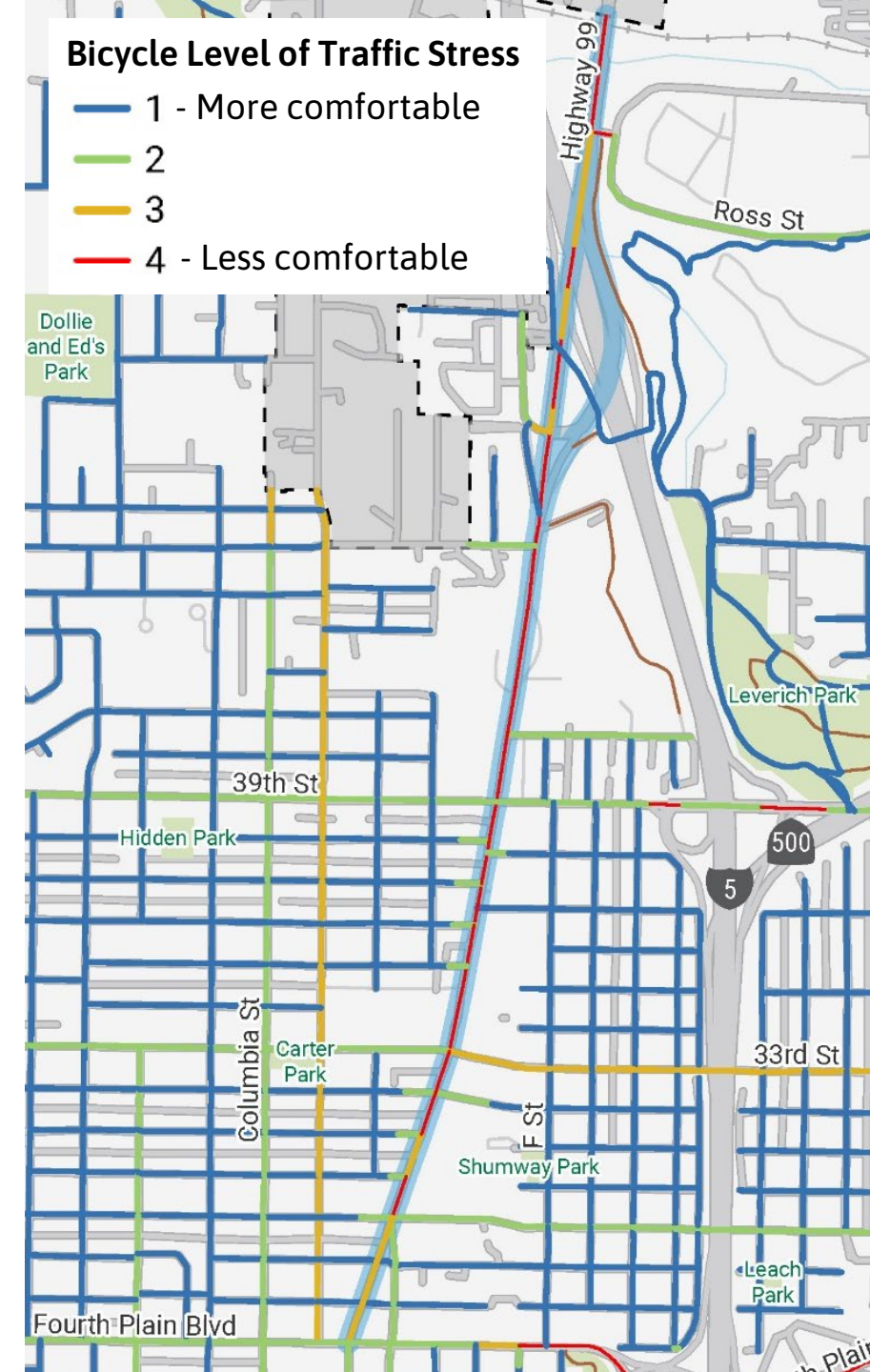
— Vancouver City Limits



Existing Conditions

Bike & small mobility level of traffic stress

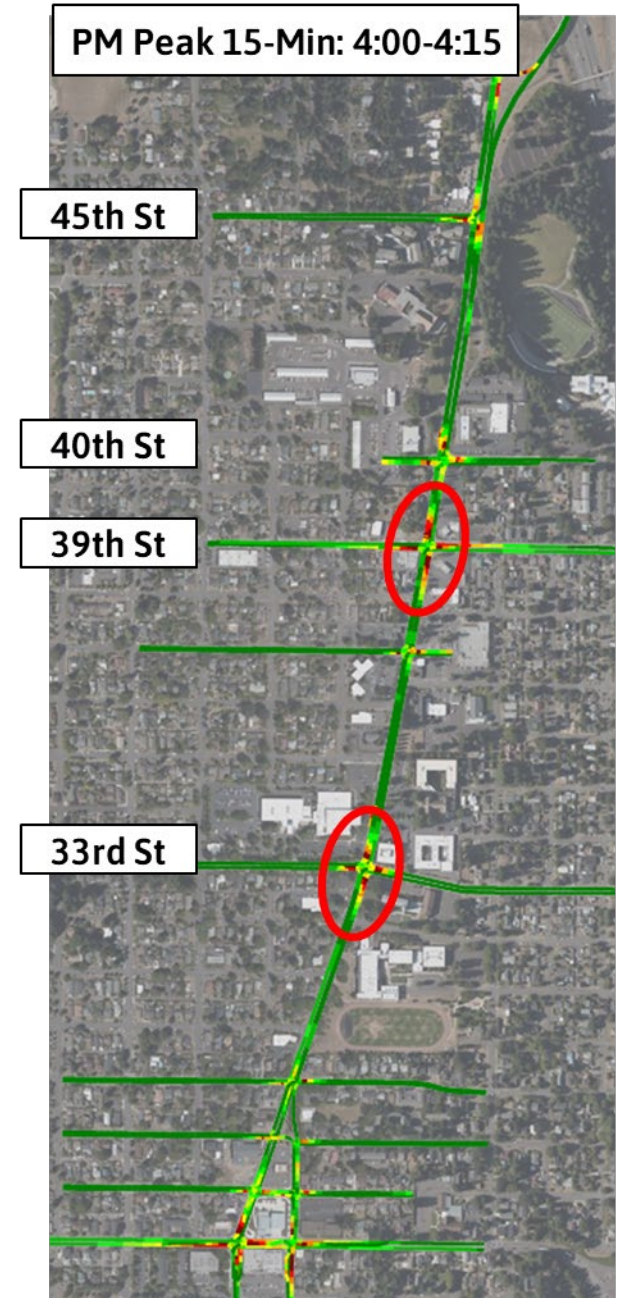
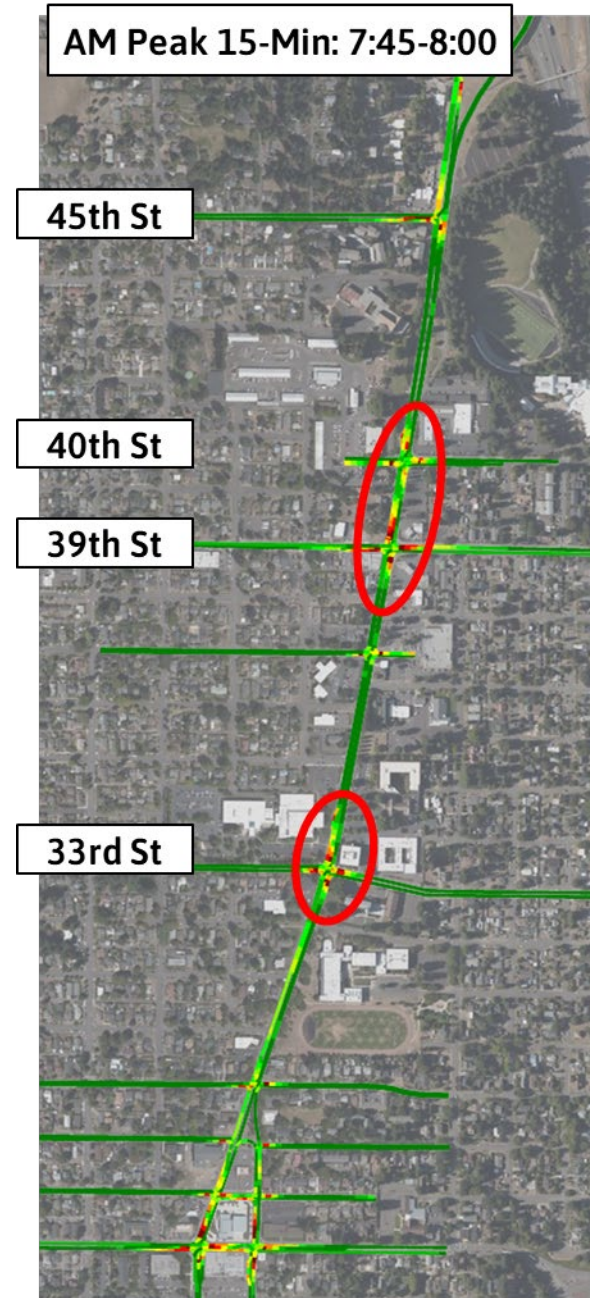
- Bicycle Level of Traffic Stress analysis considered:
 - Posted speed limit of the roadway
 - Annual Average Daily Traffic
 - Number of vehicle travel lanes
 - Quality of bicycle facility
- Score from 1 to 4—the higher the score the less comfortable the facility
- Main Street from 39th Street to Discovery Trail has a score of four
- Other nearby north-south connections along F Street and Columbia Street score one and two respectively



Existing Conditions

Vehicles

- Overall, no intersections over capacity
- Most congestion during peak periods around intersections of:
 - Main Street and 39th Street
 - Main Street and 33rd Street
- Posted speed limit is 30mph except:
 - North of NE Ross Street it's 40mph
 - Between E 29th Street and E 32nd Street when school zone sign flashing it's 20 mph



Existing Conditions

Safety

- Between 2018 and 2022
 - Two crashes involved pedestrians
 - One involved a bicyclist
 - Three vehicle only crashes that resulted in a severe injury
- Highest crash intersections along Main Street:
 - 39th Street
 - 45th Street
 - 33rd Street
 - Fourth Plain Boulevard

Vehicle Collisions

- Fatal
- Minor Injury
- Serious Injury

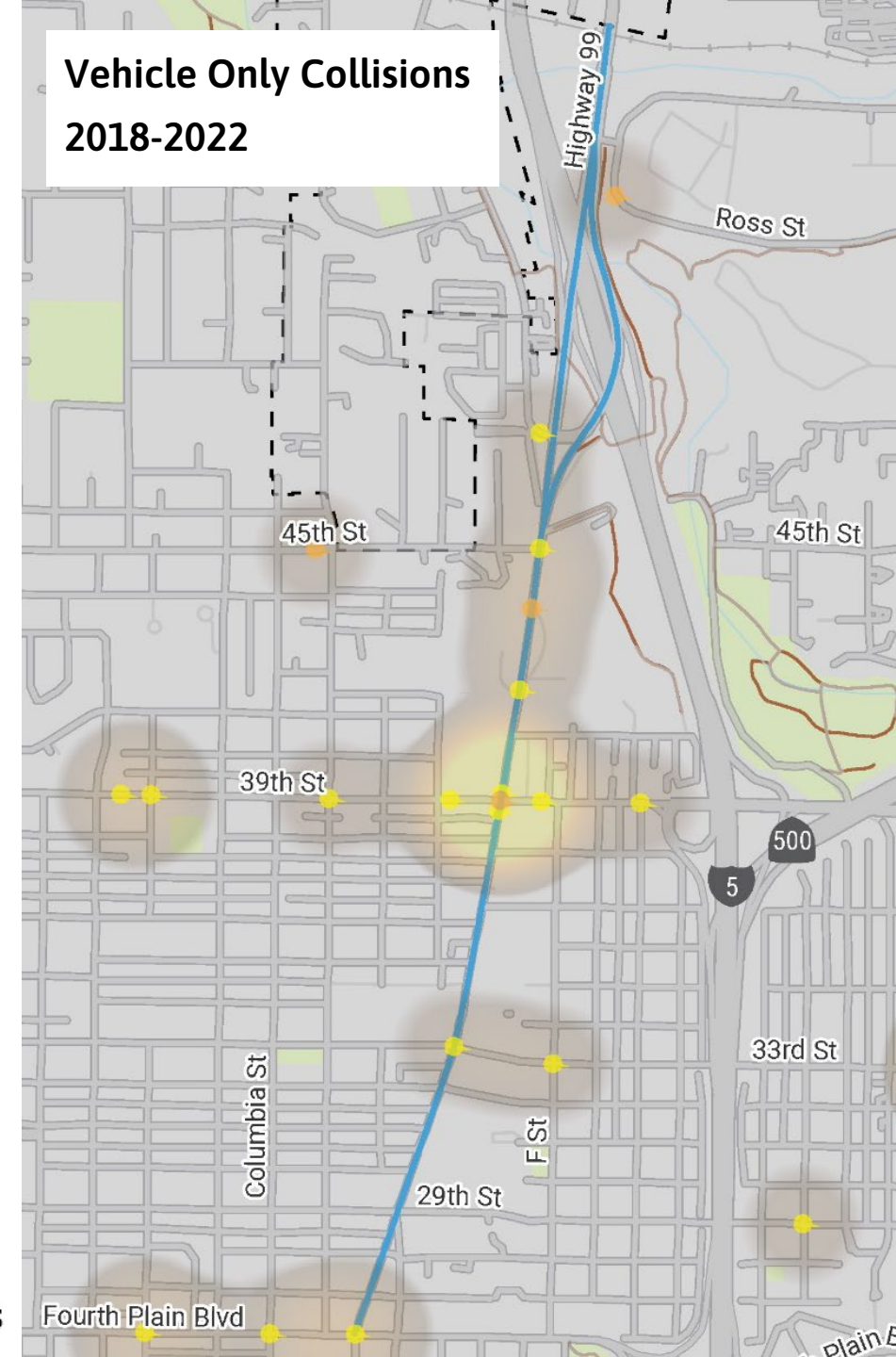
Collision Density

- Sparse
- Dense

BACKGROUND

- Upper Main St
- Railroad
- Trail
- Park
- Vancouver City Limits

Vehicle Only Collisions 2018-2022



Engagement

What did we do?

- 362 survey responses
- 99 map comments
- 5,317 postcards mailed
- 2 email updates to project listserv
- 3 messages in other City E-newsletters
- 6 posts on City social media channels
- 1 tabling event
- 1,718 impressions from Vancouver School's PeachJar system
- 10 presentations
- 40 door to door visits to businesses
- 2 languages materials were in



Engagement

What did we ask?

- What destinations people travel to
- How often and how safe/comfortable people feel using:
 - Bicycle / small mobility
 - Walking / rolling
 - Transit
 - Taxi / ride-hailing service
 - Driving / Riding in a car
- What improvements are most important
- Map for location specific comments



Engagement

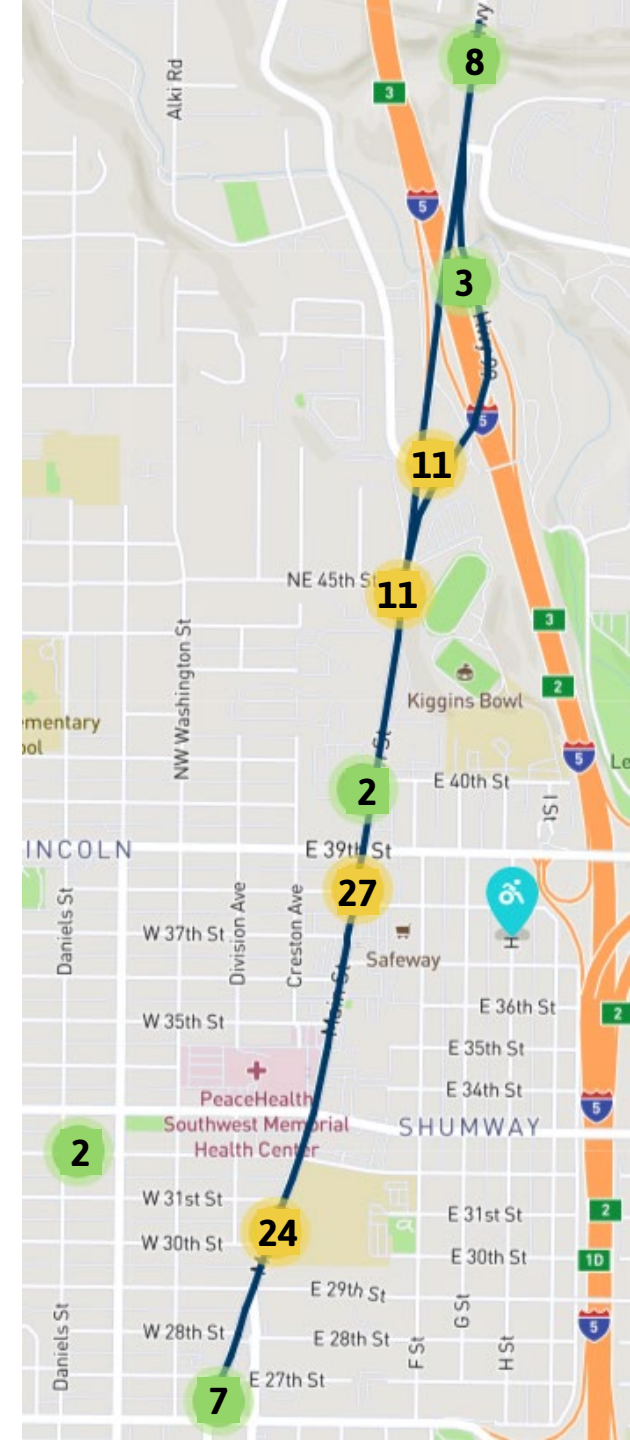
What did we learn?

Most important improvements

1. Addressing potholes, road striping, etc.
2. Adding more sidewalks to fill existing gaps
3. Adding more crosswalks or other features to make crossings safer

Most common locations on comment map

1. 39th Street
2. 45th Street
3. 29th/30th Street
4. NE Hazel Dell Avenue



Issues

- Narrow sidewalks directly adjacent to traffic, missing in some locations and not accessible for everyone
- Large crossing gaps between 29th and 33rd Streets, and 33rd and 37th Streets
- Narrow travel lanes are difficult for buses and large trucks
- Bike and small mobility network gaps in the northern section of the project area
- Wayfinding signage to off street paths is limited and hard to locate
- Main Street and 39th Street is the highest crash location along the project corridor
- Most traffic congestion at 39th Street and 33rd Street intersections
- On and off ramps to I-5 and wide roadway in the northern end of the project area contribute to higher travel speeds



Opportunities

45th Street to City Limits

Enhanced crossing, two-way protected mobility lane, more wayfinding signage, more lighting

39th Street to 45th Street

Reduce number of travel lanes, two-way protected mobility lane, more wayfinding signage, New VINE stop

33rd Street to 39th Street

Reduce number of travel lanes, redesign and signal timing at 39th Street

29th Street to 33rd Street

New crossings, remove dedicated turn lanes

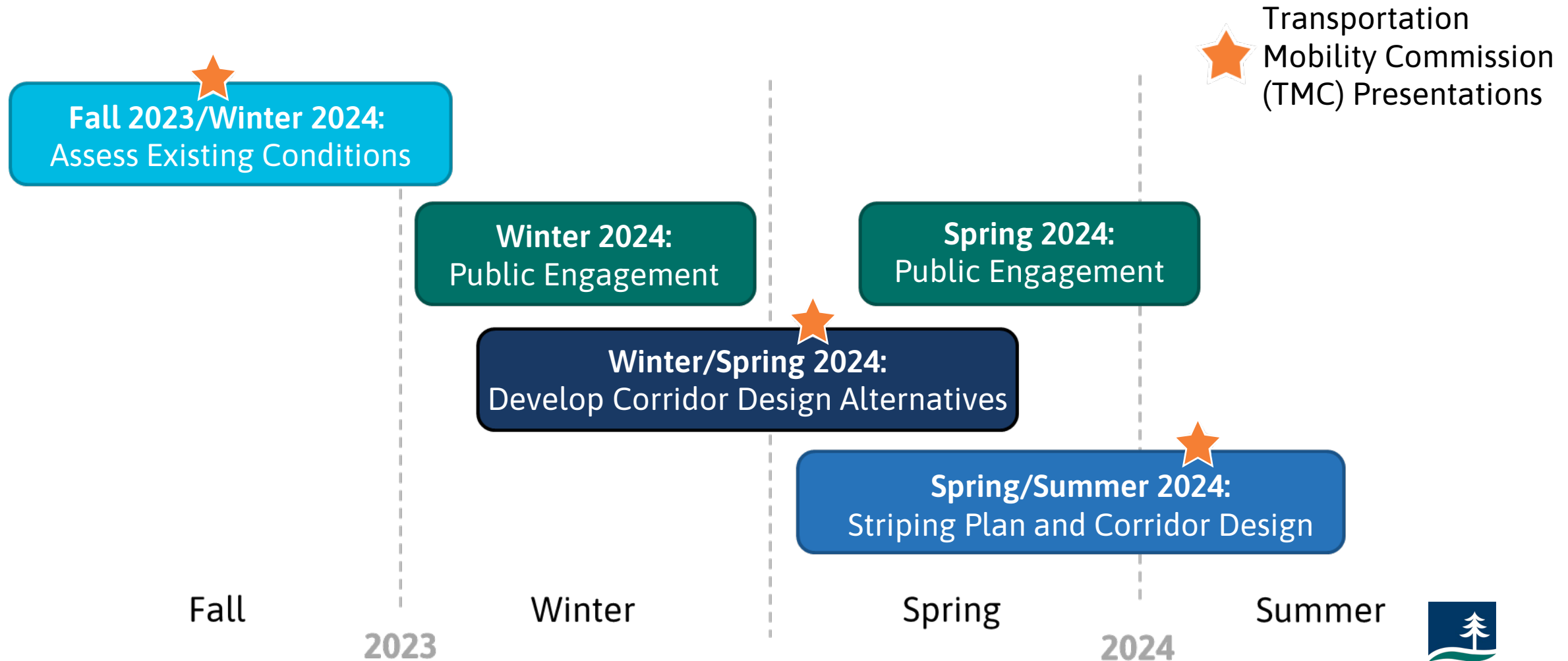
Fourth Plain Boulevard to 29th Street

New crossings, remove dedicated turn lanes



Next Steps

Project Timeline



Questions?



Thank you!



Maggie Derk
Senior Transportation Planner
Community Development

Derek Abe
PNW Planning Manager
Alta Planning & Design





MEMORANDUM

DATE: March 5, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Maggie Derk, Senior Transportation Planner, and Laurel Priest Associate Transportation Planner, Community Development Department

RE: **Upper Main Street Existing Conditions and Phase 1 Engagement updates**

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Lopossa, Streets and Transportation Manager, Public Works Department

Meeting Purpose

At the March 5th Transportation and Mobility Commission (TMC) meeting, the Upper Main Street project team will present a summary of the existing conditions and preliminary analysis from the first round of public engagement. Key questions for the TMC include:

- Is there any other information the TMC might need for consideration of design alternatives?
- Are there any communities we might have missed in the first round of engagement? And if so, do you have recommendations for how to reach them?
- Are there any issues or opportunities we've missed along the project area?

This presentation is the third with the TMC on this project; the previous presentations were in August and October of 2023.

Introduction

The Upper Main Street Safety and Mobility Project is exploring how to improve safety and mobility on Main Street between E Fourth Plain Boulevard and the northern city

limits (just S of NE Minnehaha / 63rd Street). The Project will evaluate how Main Street can better meet the needs of people using transit, walking, biking, using a mobility device, and driving.

This project is being completed in coordination with planned pavement work in 2025, and the C-TRAN Highway 99 Bus Rapid Transit Project. The future Bus Rapid Transit (BRT) line will operate along this section of Main Street, connecting the length of Highway 99/Main Street from downtown Vancouver to Washington State University Vancouver and the Salmon Creek Park and Ride. Upper Main Street is a focus of subarea planning through the Comprehensive Plan and is identified as a civic spine in the Westside Mobility Study.

The goals of the project are to:

- Improve pedestrian safety by adding/upgrading crossings and filling sidewalk gaps that improve connections to transit.
- Improve bike and small mobility connectivity by addressing network gaps and connecting to regional trails.
- Explore transit speed and reliability treatments and improve transit stop access in anticipation for C-TRAN's Highway 99 BRT project.



Existing Conditions

This Existing Conditions analysis gathered various data to understand the current operations and conditions of Upper Main Street for all transportation user groups. This information provides a basis for determining potential treatments for the corridor that can be made in conjunction with the planned paving work and C-TRAN's new Hwy 99 Bus Rapid Transit (BRT) project. The data examined included:

- Existing pedestrian facilities
- Pedestrian Level of Traffic Stress (P-LTS) analysis
- Existing bike and small mobility facilities
- Bicycle Level of Traffic Stress (B-LTS) analysis
- Transit ridership data
- Existing vehicle facilities, including roadway geometry
- Traffic volumes and speeds
- History of collisions
- Demographics

Key takeaways from this analysis include:

- The typical lane widths range between nine and ten feet wide, but in some locations, such as north of 45th Street, lanes exceed 12 feet.
- The number of travel lanes varies along the corridor varies throughout the corridor. The south end of the corridor has one lane in each direction with a left turn lane approaching intersections. The central segments have two lanes in each direction with a center left turn lane approaching intersections. The northern section of the project area has two lanes in each direction with a center left turn lane.
- Overall, no intersections along Upper Main Street are over capacity but the intersections that see the most congestion during peak periods are 33rd and 39th Streets.
- The 2024 Transportation System Plan (TSP) identifies Upper Main Street as a Primary Pedestrian Corridor.
- Most sidewalks along the project area are less than six feet wide and are directly adjacent to traffic.
- Sections of Upper Main Street that do not meet our pedestrian crossing policy (marked crosswalk every 800 feet) are between 29th and 33rd Streets, and 33rd and 37th Streets.
- The 2024 TSP modal networks recommend protected mobility lanes on Main Street from 39th Street to the Discovery Trail.
- Most of the Upper Main corridor lacks bicycle and small mobility facilities, except for a mobility lane along the most northern section between Ross Street and the city limits.
- The 2024 TSP identifies Upper Main Street as an Enhanced Transit Corridor.
- There are four proposed BRT stations along the project area at 45th Street, 37th Street, 33rd Street and Fourth Plain Boulevard.

- Existing travel lanes are not wide enough for buses.
- Between 2018 and 2022, there were three injury collisions along the Upper Main Street corridor that involved vehicles striking people biking, walking, and rolling. Three vehicle-only crashes resulted in serious injuries.
- The highest crash locations include the intersections of 45th Street, 39th Street, 33rd Street, and Fourth Plain Boulevard.

Phase 1 Engagement Summary

The project team developed a community survey to identify community values and desired improvements along the Upper Main Street corridor. This survey, available in English and Spanish, was live from January 15, 2024 through February 16, 2024, garnering **362 responses**. The project team launched an accompanying interactive map activity, for users to pin specific comments and concerns to an online map. Respondents made **99 comments** on this map. The project team informed stakeholders and community partners about the survey through the following methods:

- **5,317 bilingual postcards mailed** in English and Spanish to residents and property owners within one-third mile of the project area.
- **Two email updates** to the project listserv on Jan. 15, 2024, and Feb. 8, 2024 with a cumulative 202 successful deliveries.
- **A business canvassing** effort along the corridor, where team dropped off flyers with text in English and Spanish at approximately 40 local businesses and community destinations. Of these businesses and community destinations, the project team connected with 11 people for more depth discussions.
- **Digital distribution of a bilingual flyer in English and Spanish through the Vancouver School District's PeachJar system.** This flyer was sent to Discovery Middle, Benjamin Franklin, Hough, and Lincoln Elementary Schools, and Vancouver School of Arts and Academics families, generating over 1,718 impressions and 139 views.
- **Messaging in three City newsletters:** Vancouver Connects E-newsletter, City Currents Internal E-newsletter, Office of Neighborhoods Weekly E-newsletter.
- **Six posts** on the City's social media channels garnering 15,376 views and 165 clicks.
- **One tabling event** at the Vancouver Farmer's Market on Jan. 27, 2024
- **Ten presentations and conversations** with community organizations, including:

Arnada Neighborhood
 Cycle Vancouver
 Do Good Multnomah (Safe Stay
 Community #4)
 Knights of Pythias
 Latino Community Resource Group
 Northwest Neighborhood

Shumway Neighborhood
 Uptown Village Business Association
 Vancouver School District
 West Hazel Dell Neighborhood
 Association

Key takeaways from the survey and comment map include:

- The top 3 destinations that survey respondents go near Upper Main Street are:
 - Places where I want to shop, eat, and play
 - They use Upper Main Street to travel somewhere else
 - Home
- Bicycling or using a small mobility device and walking/rolling/using an assistive device feel the **least** safe and comfortable of all modes of transportation along the corridor, while driving or riding in a car feels the **most** safe and comfortable.
- Sidewalks are too narrow particularly near Vancouver School of Arts and Academics, Main and 39th Street, and Main and 45th Street.
- Crosswalks could be improved or added in front of the Vancouver School of Arts and Academics, Main and 39th Street, and at Broadway and Fourth Plain Boulevard.
- Gaps in both pedestrian and bike/small mobility infrastructure, and a lack of wayfinding signage along Upper Main Street make travelling along Main St uncomfortable, particularly between 45th Street and 63rd Street and near Hazel Dell Avenue.
- The improvements that survey respondents identified as the most important included:
 - Addressing potholes, road striping, etc.
 - Adding more sidewalks to fill existing gaps
 - Adding more crosswalks or other features to make crossings safer

Issues and Opportunities

Key issues identified through the existing conditions analysis and public engagement include:

- Narrow sidewalks directly adjacent to traffic, missing in some locations and not accessible for everyone.
- Large crossing gaps between 29th and 33rd Streets, and 33rd and 37th Streets.
- Narrow travel lanes are difficult for buses and large trucks.
- Bike and small mobility network gaps in the northern section of the project area.
- Wayfinding signage to off street paths is limited and hard to locate.
- Main Street and 39th Street is the highest crash location along the project corridor.
- Most traffic congestion at 39th Street and 33rd Street intersections.

- On and off ramps to I-5 and wide roadway in the northern end of the project area contribute to higher travel speeds.

Key opportunities for improvement include:

- **Between 45th Street to City Limits:** Enhanced crossing, two-way protected mobility lane, more wayfinding signage, more lighting
- **39th Street to 45th Street:** Reduce number of travel lanes, two-way protected mobility lane, more wayfinding signage, New VINE stop
- **33rd Street to 39th Street:** Reduce number of travel lanes, redesign and signal timing at 39th Street
- **29th Street to 33rd Street:** New crossings, remove dedicated turn lanes
- **Fourth Plain Boulevard to 29th Street:** New crossings, remove dedicated turn lanes

Staff contact info

Maggie Derk (she/her), Senior Transportation Planner, Community Development, 360-487-7889, maggie.derk@cityofvancouver.us

Attachment(s):

- Upper Main Street Safety and Mobility Project Existing Conditions Report

To: Maggie Derk and Laurel Priest, City of Vancouver

From: Derek Abe and Amelia Adams, Alta Planning + Design

Date: February 16, 2024

Re: Vancouver Upper Main Street Safety & Mobility Project: Existing Conditions Memorandum

Introduction

This Existing Conditions Memorandum assembles available data necessary to understand the current operations and conditions of Upper Main Street (from Fourth Plain Boulevard to just south of NE 63rd Street / Minnehaha Street) for all transportation user groups. This information provides a basis for determining potential treatments for the corridor that can be made in conjunction with planned 2025 paving work and in coordination with the upcoming Hwy 99 Bus Rapid Transit (BRT) project. This memo also provides a pre-project baseline for comparison and evaluation of the safety and mobility project impacts. The data examined includes:

- Pedestrian Level of Traffic Stress (P-LTS)
- Bicycle Level of Traffic Stress (B-LTS)
- Transit ridership data
- Roadway conditions, vehicle volumes and speeds
- History of collisions
- Demographics
- Improvement opportunities and constraints

Existing Conditions

Overview

The Vancouver Upper Main Street Safety and Mobility Project corridor is a 1.7-mile-long segment of the north-south Main Street corridor stretching from Fourth Plain Boulevard to the Vancouver city limits (just south of NE 61st Street). This corridor serves as a critical connection for people traveling north-south between the Minnehaha neighborhood and Downtown Vancouver. Main Street serves automobile, freight, transit, and pedestrian trips, and some segments also feature bicycle facilities.

The corridor connects the neighborhoods of Hough, Arnada, Carter Park, Shumway, Lincoln, Northwest and West Minnehaha. The parcels located directly along the corridor are a mixture of commercial and residential land uses, while the neighborhoods adjacent to the corridor are majority single family detached residential. Main Street has been identified as an urban corridor in the 2011- 2030 Comprehensive Plan, and as a commercial spine in The Westside Mobility Strategy. The City has outlined the following designations for Upper Main Street:

- **Primary Pedestrian Corridor:** High levels of walking or rolling are expected ([2024 Vancouver Transportation System Plan](#)).
- **Enhanced Transit Corridor:** The City will focus on supporting access to transit and transit priority ([2024 Vancouver Transportation System Plan](#)).

- **Protected Mobility Lane:** Mobility lanes with physical protection is recommended for Main Street from 39th Street to the northern city limits ([2024 Vancouver Transportation System Plan](#)).
- **Urban Corridor:** These areas are community focal points and contain a mixture of employment, housing, and cultural opportunities (Vancouver Comprehensive Plan 2011-2023).
- Recommendation to implement a road diet to manage diversion traffic, operational and safety issues on Upper Main Street (Westside Mobility Strategy 2016)

Two upcoming projects are scheduled to impact Upper Main Street in the coming years (see Figure 1), including:

- **Paving Project:** In 2025, The City plans to repave Upper Main Street from 39th Street to Hazel Dell Avenue and between the northbound I-5 off ramp to the northern city limits.
- **Bus Rapid Transit (BRT):** C-TRAN is planning to open a BRT line along this stretch of Main Street in 2027, which will include four proposed stops within the project area.

Figure 1: Upper Main Street Project Area



Corridor Segmentation

To better understand varying conditions along the Upper Main Street corridor, the project team divided the corridor into five segments, shown in Figure 2. These segments were proposed based on several factors, including roadway width and composition, vehicle speeds, and adjacent land use and character. As the project advances to the recommendations stage, these segments will likely receive different recommendations according to their contexts. The segments are as follows, from south to north:

- **Segment 1: Fourth Plain Boulevard to 29th Street**
 - This portion of Upper Main Street connects to Downtown Vancouver across Fourth Plain Boulevard. This segment also features a traffic pattern where Main Street breaks the grid pattern of Downtown Vancouver and goes diagonal from southwest to northeast. At the northern end of this segment, the intersection of Broadway Street with Main Street features a unique geometry with a traffic island at the center of the intersection. The census tracts immediately adjacent to Main Street feature low-density commercial land uses, while the areas in the surrounding neighborhood generally feature low-density residential. This area feels like a continuation of the character and feel of Downtown Vancouver.
- **Segment 2: 29th Street to 33rd Street**
 - This portion of Upper Main Street is characterized by residential neighborhoods to the west and the Vancouver School of Arts and Academics to the east. This area feels like a transition between higher-density Downtown Vancouver and the less dense neighborhoods, such as Shumway.
- **Segment 3: 33rd Street to 39th Street**
 - This portion of Upper Main Street features low density commercial on both sides of the roadway. In general, these businesses have large parking lots with multiple driveways onto Main Street. The side streets perpendicular to Main Street in this area are often offset, creating irregular, three-way intersections.
- **Segment 4: 39th Street to 45th Street**
 - This portion of Upper Main Street features a considerable slope between 40th Street to 45th Street, where the intersection of Main Street and 45th Street is at a much lower elevation than the southern end of this segment near the intersection of Main Street and 39th Street. This area features larger land parcels than areas to the south with community and public uses such as the First Presbyterian Church and the Washington State Department of Transportation office. This area also features a natural area and park at Kiggins Bowl, which provides a transition between this area and I-5 to the north.
- **Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)**
 - This portion of Upper Main Street is characterized by the interchange of Main Street with I-5. North of the interchange, Main Street passes under a railroad and continues to the Vancouver city limits where the roadway becomes NE Highway 99. Beyond the city limits, Highway 99 passes through commercial and residential areas of unincorporated Clark County. This segment serves as transition between the City of Vancouver and those communities.

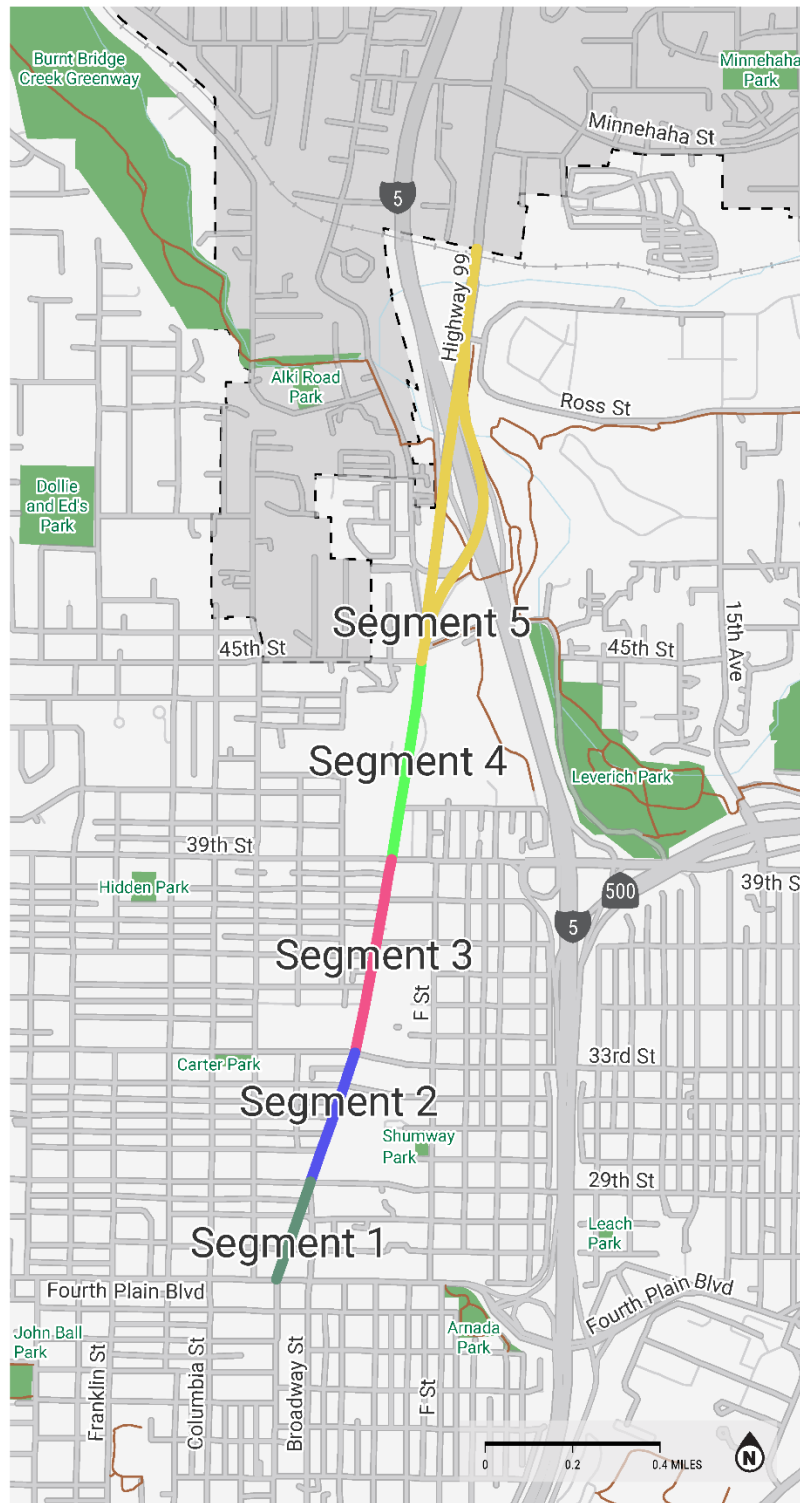
Figure 2: Project segments

PROJECT SEGMENTS

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

BACKGROUND

- Trail
- Railroad
- Park
- Vancouver City Limits



Pedestrian Network

People walking in Vancouver use Upper Main Street to travel throughout the adjacent neighborhoods, to recreate, to access bus stops along Main Street, among other reasons. The City's TSP has designated Main Street as a Primary Pedestrian Corridor. This designation means the corridor serves as a significant north-south thoroughfare for people walking and rolling in North Vancouver. Other nearby roadways that intersect with Upper Main Street have been designated as Pedestrian Corridors including Fourth Plain Boulevard, 33rd Street, and 39th Street. In addition, Columbia Street serves as a Tier 2 pedestrian corridor, meaning that it serves pedestrian travel needs to a lesser extent. To cross Main Street, there are numerous marked crossings, some of which are signalized. Existing crossing locations along Upper Main Street are at the intersections of Fourth Plain Boulevard, 29th Street, 33rd Street, 37th Street, 39th Street, 40th Street, the entrance of First Presbyterian Church, 45th Street, the Discovery Trail, and NE Ross Street. According to the [Pedestrian Crossing Policy](#), desired spacing of marked and enhanced crosswalks along Upper Main Street should be approximately every three blocks or 800 feet. Locations that exceed this crosswalk spacing standard include Main Street between: 29th and 33rd, 33rd and 37th, 45th to Discovery Trail, and Discovery Trail to NE Ross Street. See Figure 3 for a map of the pedestrian network.

Figure 3: Pedestrian Network

PEDESTRIAN NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

PEDESTRIAN NETWORK

Existing Facilities

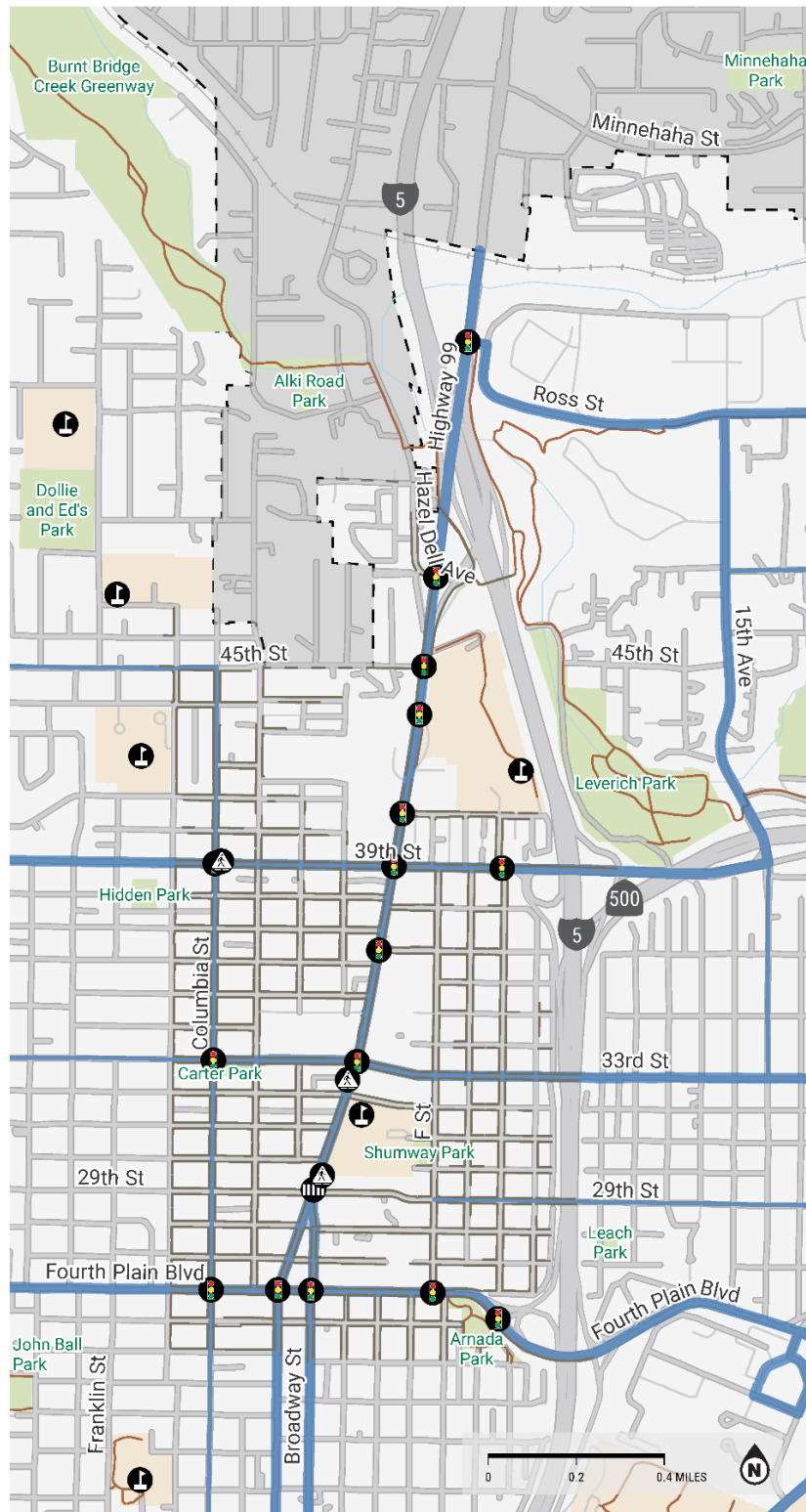
- School Crossing
- Traffic Signal
- Crosswalk
- Sidewalk

Planning and Projects

- Pedestrian Corridor
- Pedestrian Corridor (Tier 2)

BACKGROUND

- School
- Trail
- Railroad
- Park
- Vancouver City Limits



Pedestrian Level of Traffic Stress (P-LTS)

Pedestrian level of traffic stress (P-LTS) is an analysis performed to demonstrate how a person who is traveling on foot or using an assistive device along a roadway segment may perceive the experience. P-LTS can be used to determine the comfort and safety of pedestrian facilities that are adjacent to vehicle traffic. The Washington State Department of Transportation (WSDOT) offered guidance¹ used to assess the P-LTS of the corridor, which assessed the:

- Posted speed limit of the roadway
- Annual Average Daily Traffic (AADT)
- Number of vehicle travel lanes
- Sidewalk width

Methodology

P-LTS scores are measured on a scale of one to four.² A higher P-LTS score suggests a less comfortable experience for a person walking or rolling along the roadway segment. Key assumptions for this analysis include:

- Any street without sidewalks on both sides of the street was automatically given a rating of four, as it is not a complete street.
- For roadway segments that have sidewalks on both sides of the street, the narrower of the two sidewalk widths was used to calculate the P-LTS score.
- Shared use paths were automatically scored as a one.
- Only through lanes, not turn lanes, were factored into the number of lanes criteria.
- In places where lanes diverge creating one-way segments, the roadway was not penalized for not having sidewalks on both sides – example: 28th Street/Main Street/Broadway Street triangle.
- Annual Average Daily Traffic (AADT) was sourced from Replica Places (2023).
- Sidewalk coverage data was only evaluated for sidewalks immediately adjacent to the project area.

¹ Washington State Department of Transportation, "Designing for Level of Traffic Stress, Bulletin #2022-01." November 1, 2022, <https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

² Note: Minor manual adjustments to the P-LTS scores were conducted after the analysis to account for minor discrepancies in the underlying data.

Findings

Results of the P-LTS analysis are shown in Figure 4. Key findings from the analysis include the following:

- The majority of sidewalks along Main Street were found to be less than 6 feet (72 inches) wide.
- The P-LTS score along the project area generally improves as one travels south because the number of vehicle travel lanes reduce from four to two in the southern portion of the corridor.
- Main Street between 29th Street and the driveway exit of Historic Covington House has P-LTS score of three due to a four-lane roadway cross section with traffic volumes over 10,000 and sidewalks averaging under six feet wide.
- Main Street between 31st Street and 29th Street has an adjusted P-LTS score of three rather than two to reflect the width of the southbound through lane as being nearly equal to two travel lanes.
- While Upper Main Street is listed by the City as a pedestrian corridor, the majority of the corridor is rated with a P-LTS score higher than two, except for the section south of 29th Street, and the section between 45th Street and Hazel Dell Ave, which scored lower (better) due to less vehicle travel lanes and wider sidewalks respectively.

Figure 4: Pedestrian Level of Traffic Stress (P-LTS)

PEDESTRIAN LEVEL OF TRAFFIC STRESS

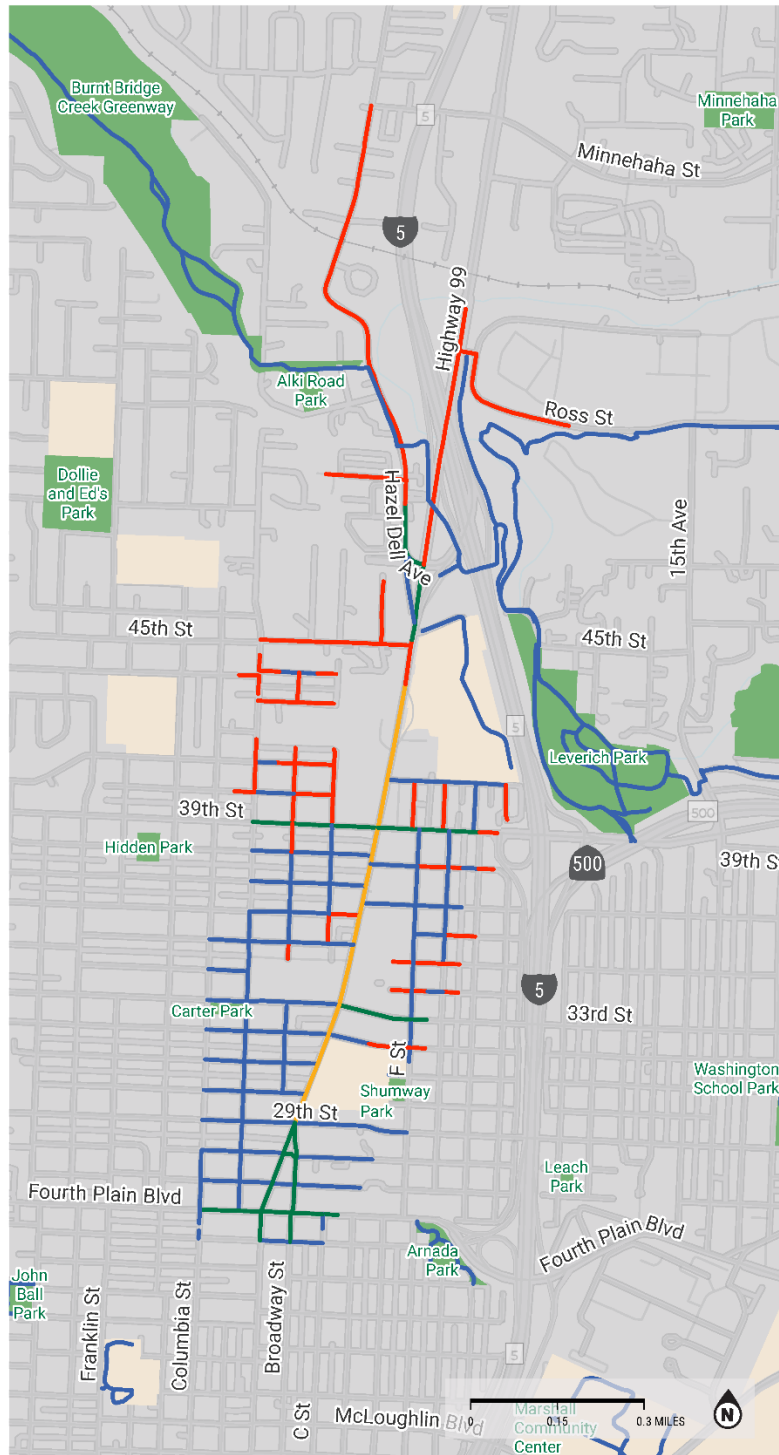
CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

LEVEL OF TRAFFIC STRESS

- 1
- 2
- 3
- 4

BACKGROUND

- +— Railroad
- Park



Bicycle and Small Mobility Network

Most of the Upper Main corridor lacks bicycle and small mobility facilities, except for a mobility lane along the most northern section between Ross Street and the city limits (see Figure 5). The Vancouver TSP recommends protected mobility facilities on Main Street between 39th Street and the discovery trail (see Figure 6). This future facility would connect Upper Main Street to existing and recommended facilities on 39th Street and help provide access to other bike and small mobility connections.

Figure 5: Existing bicycle and small mobility network

EXISTING BICYCLE AND SMALL MOBILITY NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

EXISTING FACILITIES

Multi-Use Path

Unpaved

Paved

Mobility Lanes

Mobility Lane

Protected

Buffered

Other Facility

Shared Roadway

BACKGROUND

Upper Main St Study Corridor

Railroad

Park

Vancouver City Limits

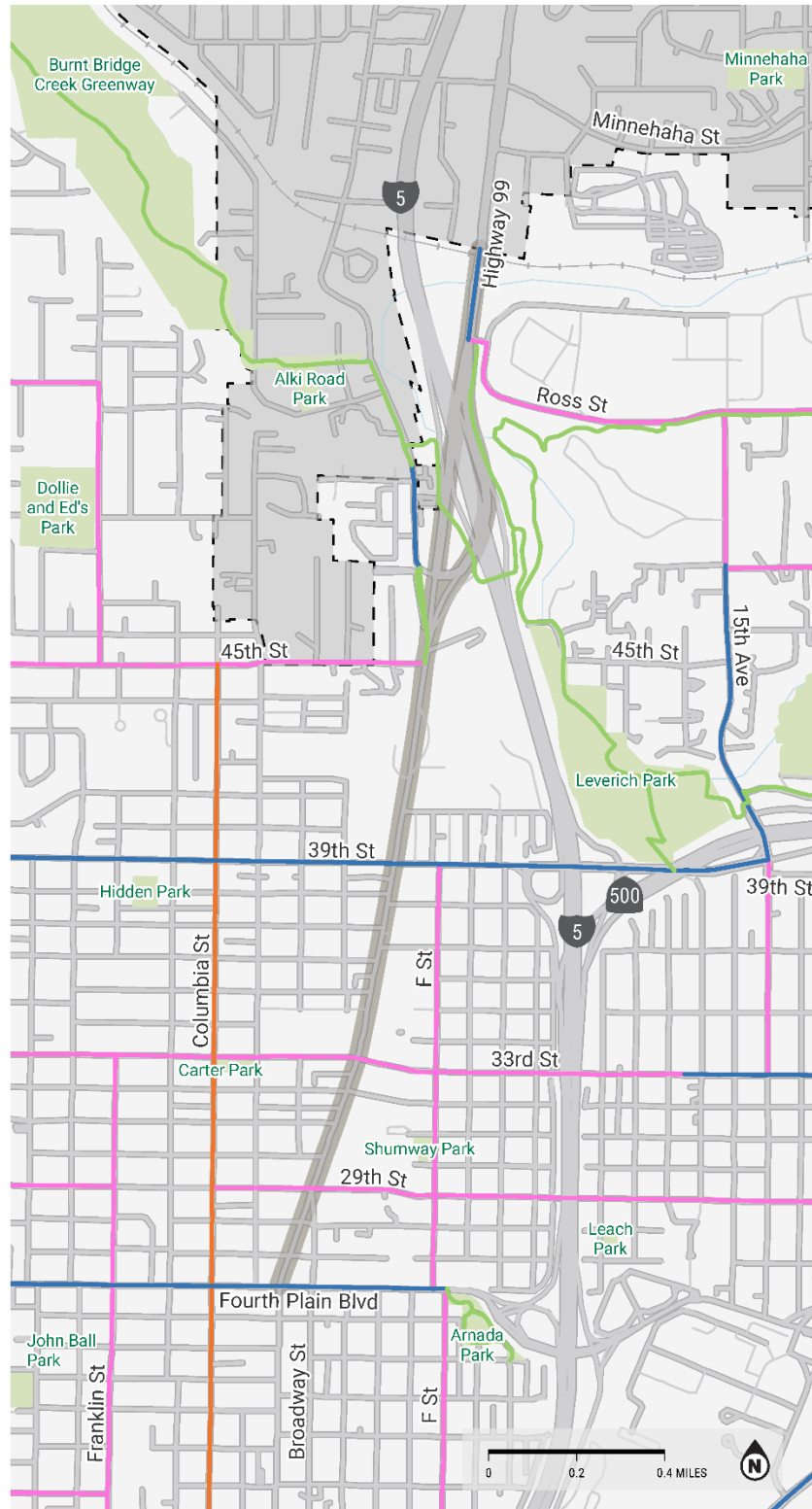


Figure 6: Planned bicycle and small mobility network (Vancouver TSP)

PLANNED BICYCLE AND SMALL MOBILITY NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

PLANNED FACILITY

Multi-Use Path

Unpaved

Paved

Mobility Lane

Mobility Lane

Protected

Buffered

Other Facility

Neighborhood Greenway

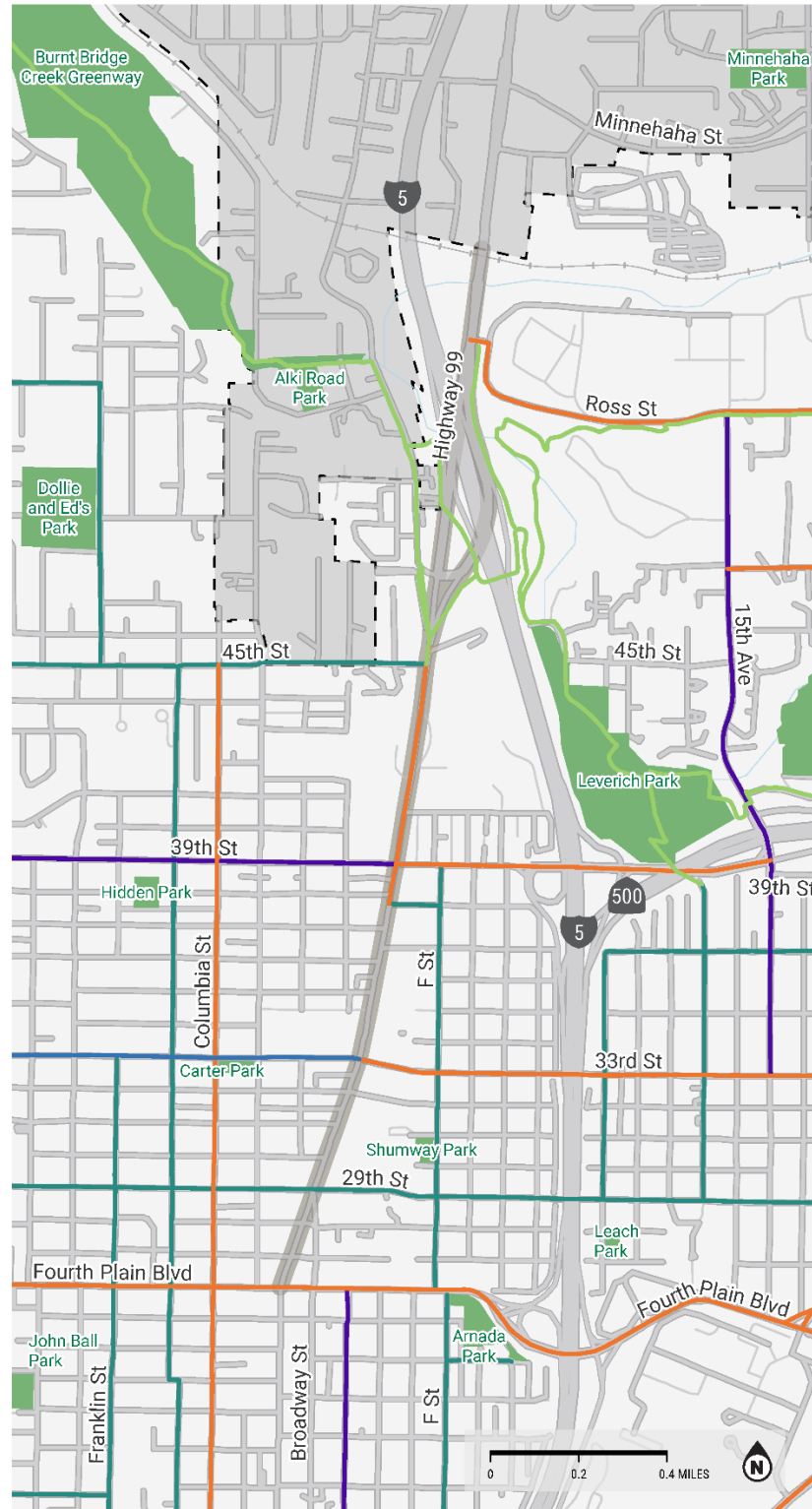
BACKGROUND

Upper Main Street Study Corridor

Railroad

Park

Vancouver City Limits



Bicycle Level of Traffic Stress (B-LTS)

Like the Pedestrian Level of Traffic Stress analysis, the Bicycle Level of Traffic Stress (B-LTS) is performed to approximate how a person traveling by bike or small mobility device (such as an e-scooter or skateboard) along a roadway segment may perceive the experience. This provides a useful starting point for understanding how roadway conditions contribute to a person's likelihood to ride. In Vancouver, traditional bike lanes are called 'mobility lanes' in recognition of the range of small mobility types and users, but B-LTS is still the nomenclature for assessing the safety and comfort of these facilities.

Methodology

WSDOT³ methods specify the following inputs for B-LTS:

- Posted speed limit of the roadway
- Annual Average Daily Traffic (AADT)
- Number of vehicle travel lanes
- Cross section characteristics such as presence and/or quality of bicycle facility

The three B-LTS cross section categories used to score facilities are:

- Mixed traffic (no marked mobility lane, with or without shoulder)
- Mobility lane without separation from traffic (paint stripe or buffer less than two feet wide)
- Mobility lane with separation from traffic (buffer two feet wide or greater)

WSDOT B-LTS scores are measured on a scale of one to four. A higher (3 or 4) B-LTS score suggests a less comfortable experience for a person traveling by bicycle or small mobility device on the roadway segment.

Findings

Results of the B-LTS analysis are shown in Figure 7. Key findings from the analysis include:

- As illustrated in Figure 7, All segments of Upper Main Street are either B-LTS three or B-LTS four, meaning that most people will likely not feel comfortable riding along it.
- Key cross streets and segment extents have that LTS scores of two, include Fourth Plain Boulevard, 29th Street, 33rd Street (west of Main Street), 39th Street, and 45th Street. The only major route across Upper Main with an LTS score of one is the Burnt Bridge Creek Trail undercrossing north of 45th Street.
- F Street, a parallel bike route described as a "shared roadway" in the Transportation System Plan (TSP), has a B-LTS of one, and Columbia Street, which has protected bike and small mobility lanes along most of its length, has a B-LTS of two. Given their lower B-LTS scores, Columbia Street and F Street serve as more comfortable bike and small mobility routes to Main Street.

³ Washington State Department of Transportation, "Designing for Level of Traffic Stress, Bulletin #2022-01." November 1, 2022, <https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

Figure 7: Bicycle and small mobility Level of Traffic Stress (LTS)

BICYCLE AND SMALL MOBILITY LEVEL OF TRAFFIC STRESS

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

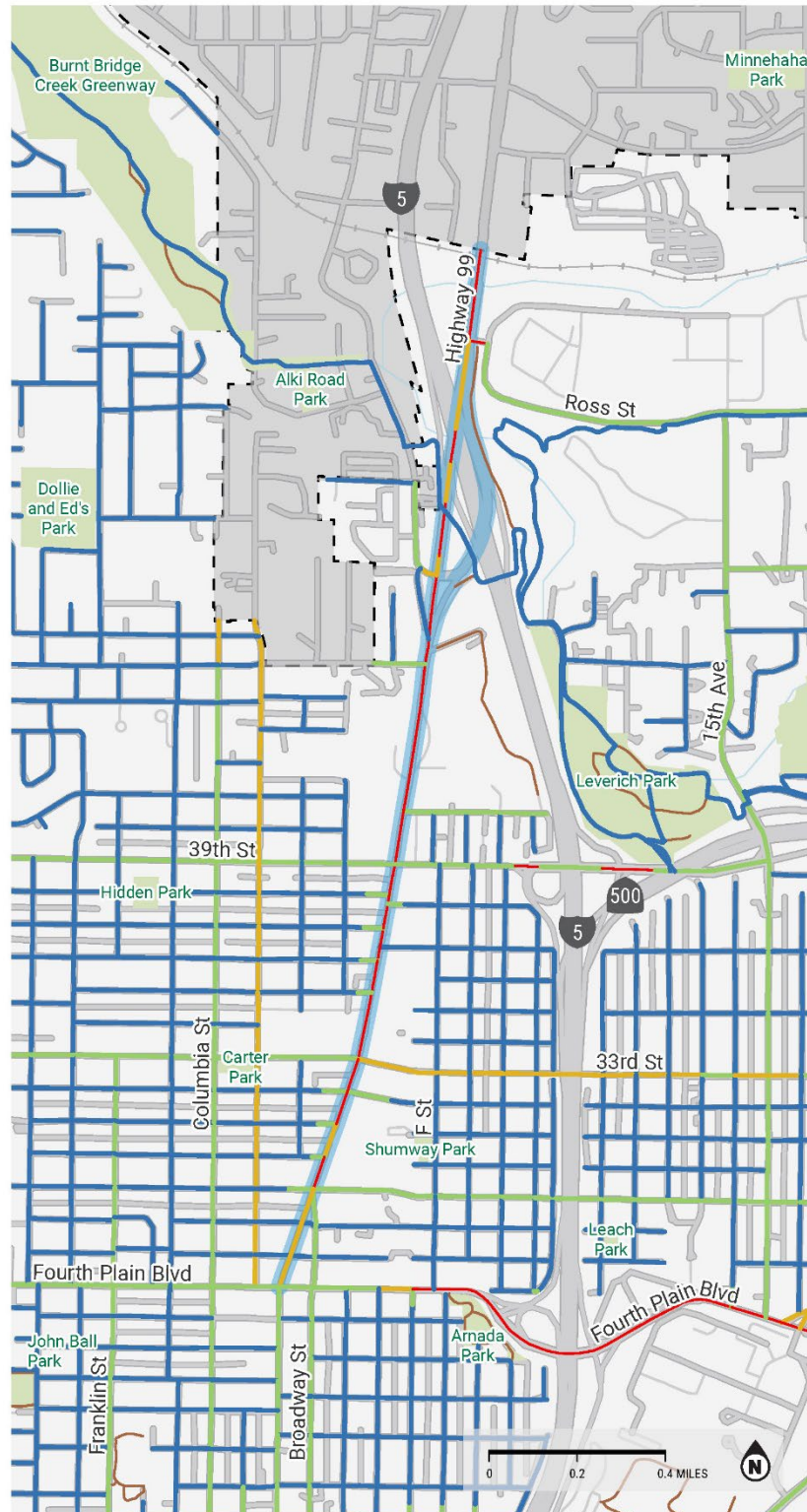
LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (LTS)

- 1
- 2
- 3
- 4

BACKGROUND

- Upper Main St Study Corridor
- Trail
- Railroad
- Park
- Vancouver City Limits



Transit Service and Ridership

There are currently three C-TRAN fixed-route bus lines that provide service within the vicinity of the Main Street corridor, as shown in Figure 8:

- #6 Fruit Valley / Grand
- #31 Hazel Dell
- #71 Highway 99

Line #31 Hazel Dell and #71 Highway 99 both provide north-south service on Main Street along the extent of the study corridor while the #6 Fruit Valley / Grand line provides east-west service on Fourth Plain Boulevard at the south end of the Main Street corridor. The northbound Line #31 and #71 diverge south of the I-5 interchange, where line #31 travels west and line #71 continues along Main Street.

Table 1 shows the average daily boardings (getting on) and alightings (getting off) for each stop within the study area. Based on this data:

- The two most heavily utilized transit stops along this corridor are located at the southern end of the Upper Main Street corridor. The westbound stop located at Fourth Plain Boulevard and Washington Street and the southbound stop located at Broadway Street and 25th Street have the largest numbers boardings and alightings on the list.
- The stop near the Safeway at Main Street and 38th Street and the stop at Main Street (3400 block) are two other popular stops along Main Street.

Planned Service Improvements

In March 2023, the C-TRAN Board of Directors approved plans to upgrade Line #71 on Main Street and Highway 99 to bus rapid transit (BRT).⁴ Bus Rapid Transit uses features such as larger buses, transit signal priority, seamless fare payments, and level boarding platforms to move passengers more efficiently and reliably. This new service is scheduled to begin service in 2027 and will connect the Vancouver Waterfront to the Salmon Creek Park & Ride as well as Washington State University Vancouver.

⁴ C-TRAN, “Growing the vine,” 2023. https://www.catchthevine.com/images/Factsheet/Highway99/C-Tran_Hwy99_Fact%20Sheet_v10-reduced.pdf.

Table 1: Average Weekday Boardings & Alightings by C-TRAN stop and route for the Upper Main Street Study Area (Spring 2023)

Stop	Ridership Data		C-TRAN Service Line		
	Boardings	Alightings	#6 Fruit Valley / Grand	#31 Hazel Dell	#71 Highway 99
Broadway & 25th St SB	16.6	19.7		X	X
Main St & 30th St SB	4.7	1.8		X	X
Main & 36th St SB	11.1	4.1		X	X
Main & 30th St NB	2.4	3.2		X	X
Main & 38th St NB	10.2	9.9		X	X
Main & 33rd St NB	4.1	5.3		X	X
Main & 39th St SB	5.4	7.5		X	X
Main & 45th St SB	5	2.4		X	X
Main St 3400 Block SB	12.1	10.5		X	X
Broadway & Fourth Plain NB	5.1	4.2		X	X
Main & 40th St NB	2.8	2.4		X	X
Main & 40th St SB	2.9	3		X	X
Main & 45th St NB	3.3	3.3		X	X
Hazel Dell Ave 4900 Block NB	4.2	5.8		X	
Hazel Dell Ave 4900 Block SB	10.1	3.3		X	
Fourth Plain & Washington WB	19.9	8.5	X		
Fourth Plain & D St EB	2.1	2	X		
Fourth Plain & Washington St EB	6.8	28.4	X		

Figure 8: Public transit network

PUBLIC TRANSIT NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

TRANSIT

Bus Stops

- Existing
- Planned

Bus Routes

Existing

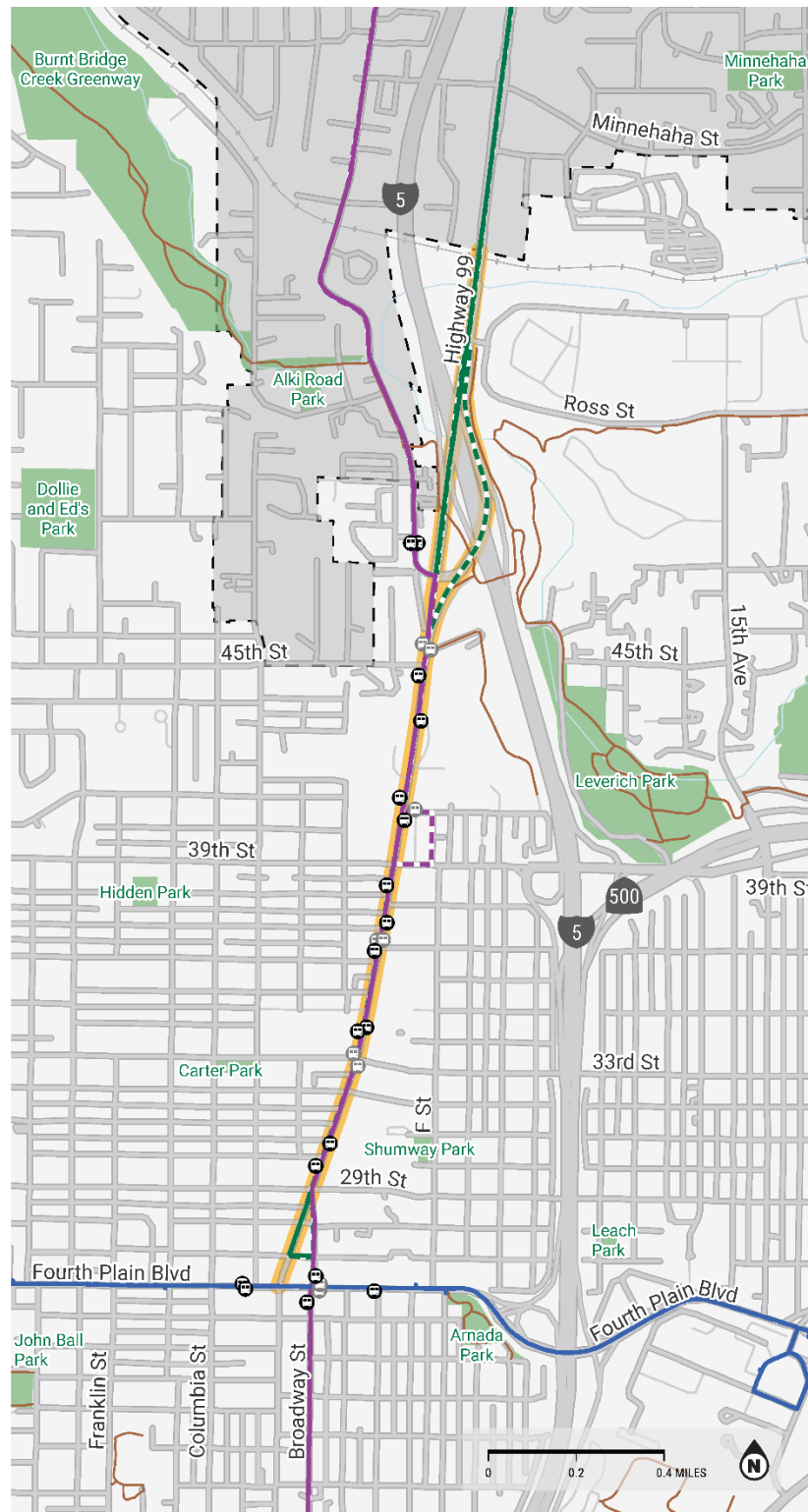
- Fruit Valley / Grand
- Hazel Dell
- Highway 99

Planned

- Fruit Valley / Grand
- Hazel Dell
- Highway 99 BRT

BACKGROUND

- Upper Main St Study Corridor
- Trail
- Railroad
- Park
- Vancouver City Limits



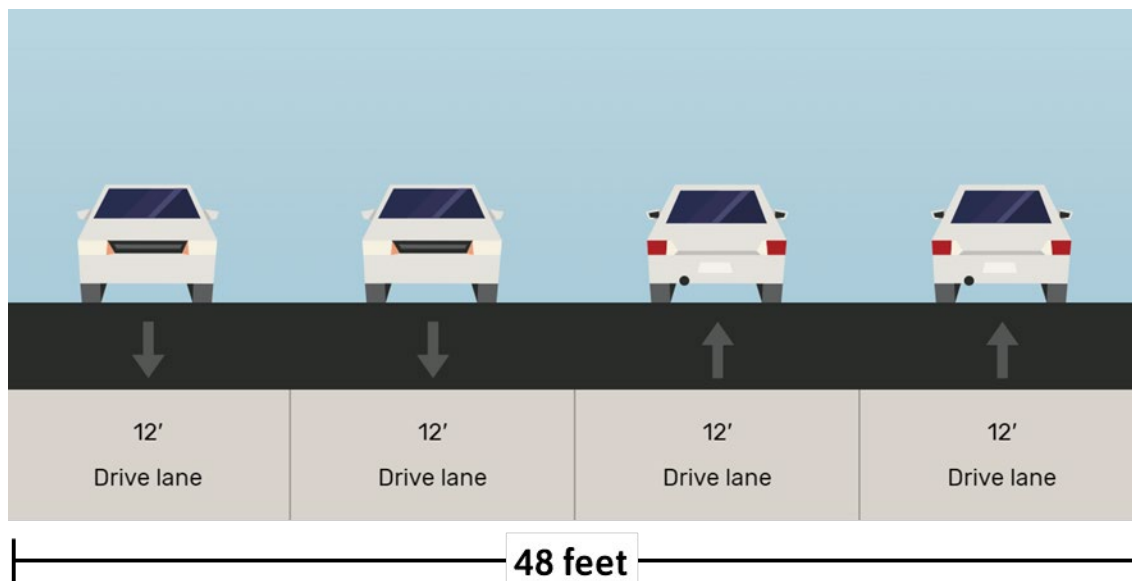
Current Roadway Conditions

The number of vehicle travel lanes along the Upper Main Street corridor vary from three to five lanes.

- Segment 1 (Fourth Plain Boulevard to 29th Street): One lane in each direction and a left turn lane, three lanes total
- Segments 2 and 3 (29th Street to 39th Street): Two lanes in each direction, four lanes total
- Segment 4 (39th Street to 45th Street): Two lanes in each direction and a two-way left turn lane, five lanes total
- Segment 5 (45th Street to 68th Street): Two northbound lanes and one-to-two southbound lanes, with a two-way left turn lane in the southern part of Segment 5. Overall cross section transitions from three lanes to five lanes (north to south).

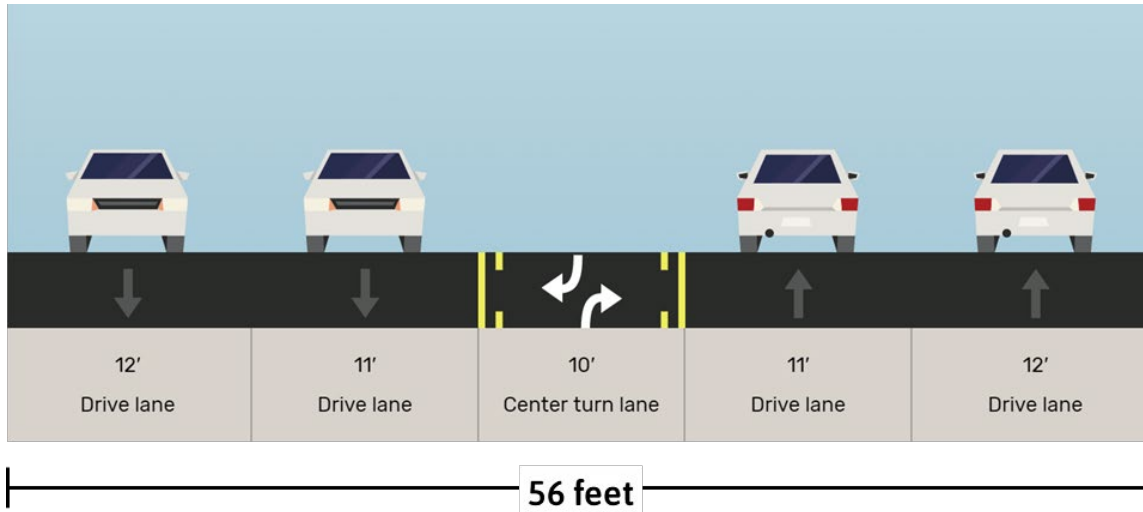
Typical lane widths range between nine and ten feet wide, but in some locations, such as north of 45th, those lanes can exceed 12 feet. Where this is the case, drivers may feel more comfortable driving at faster speeds, which has a negative impact on safety and comfort for people walking, biking, and rolling. Where the travel lane is nine feet wide, larger vehicles such as buses and freight trucks can have difficulty maneuvering. Each nine-to-ten-foot travel lane provides capacity for approximately 1,500 people per hour.

Figure 9: Main Street Segments 2 & 3 Cross Section (29th Street-39th Street).⁵



⁵ Nelson Nygaard, "Existing and Future Conditions: C-Tran Hwy 99 BRT." October 27, 2022.

Figure 10: Main Street Segment 4 Cross Section (39th Street to 45th Street).⁶



Traffic Speeds and Volumes

The posted speed limit along most of the corridor is 30 miles per hour except:

- North of NE Ross Street the speed limit is 40 miles per hour; and
- Between E 29th Street and E 32nd Street during arrival and dismissal when school zone signs are flashing the speed limit is 20 miles per hour.

Methods

A traffic analysis of the corridor was performed in 2023 by DKS Associates as an early phase of the Vancouver Upper Main Street Corridor Study for several intersections. DKS documented the development, calibration, and results of the existing year 2022 weekday AM and PM peak period VISSIM microsimulation models for the project.⁷ The model used the following data sources:

- Roadway geometry data obtained from aerial imagery and Google Street View.
- Traffic control data obtained from aerial imagery and Google Street View, the City of Vancouver, and WSDOT.
- Traffic count data collected on Thursday, November 17th.
- Travel time and speed data streamed over a typical weekday using Google Maps API.
- Field data which included pictures and video taken in June 2022.
- Transit data collected from C-TRAN website.

⁶ Ibid.

⁷ DKS Associates "Existing Conditions and Calibration Memorandum" *Vancouver Upper Main Street Corridor – Existing Conditions and Calibration*. 2023.

Findings

The analysis yielded the following Measures of Effectiveness (MOE): Level of Service (LOS), Delay, and Volume-to-Capacity ratios for each study intersection. The following table reports the targets and results of the evaluation.

Table 2: Results of Main Street VISSIM Microsimulation Models

Segment	Intersection	Target LOS or v/c Ratio	Reported AM Peak LOS or v/c Ratio	Reported PM Peak LOS or v/c Ratio
Segment 1: Fourth Plain to 29 th	Broadway Street & E Fourth Plain Boulevard	LOS-D	LOS-B	LOS-B
	Main Street & 29 th Street	v/c > 0.95		LOS-C, v/c 0.38
Segment 2: 29 th to 33 rd	Main Street & 33 rd Street	LOS-D	LOS-B	LOS-C
Segment 3: 33 rd to 39 th	Main Street & 39 th Street	LOS-D	LOS-D	LOS-C
Segment 4: 39 th to 45 th	Main Street & 40 th Street	LOS-D		LOS-A
Segment 5: 45 th to City Limits	Main Street & 45 th Street	LOS-D		LOS-B
	Main Street & Hazel Dell Avenue	LOS-D		LOS-A

Key Results

Based on level of service (LOS) as a standard of evaluation, each of these intersections along the corridor are meeting capacity for vehicular traffic. The intersection of Main Street and 29th Street did not meet the standard set for volume to capacity ratio. Intersections throughout the corridor have generally favorable operations with no areas over capacity and queue lengths not showing long spillbacks. However, both the travel demand model and observations in the field report a moderate to high (LOS D/E) delay for southbound left turns at the intersection of Main Street and SE 39th Street. Typical conditions do not reflect occasional incidents on I-5 that spur vehicle diversion onto Main Street resulting in higher levels of delay on the corridor.

Collision History

The history of reported collisions within the project corridor can provide insight on where improvements can be made that reduce the chance of errors. For the purposes of this analysis, the project team analyzed data on collisions between 2018 and 2022 within 200 ft of the project corridor. This data was provided by WSDOT via the City of Vancouver.

When drawing conclusions from this crash data, it is important to note that this data does not account for near-misses or crashes that may have occurred since outside of this analysis period. Local knowledge of past incidents, as well as reports of perceived discomfort or danger, are an essential understanding existing transportation issues along the Upper Main Street corridor.

Pedestrian and Bicycle Collisions

People walking, rolling, and biking are particularly susceptible to injuries and fatalities while traveling on facilities that they share with motor vehicles. Given this vulnerability, understanding where injuries and fatalities have occurred involving these categories of travelers can inform where safety countermeasures might be needed to improve the safety.

Between 2018 and 2022, there were three injury collisions⁸ along the Upper Main Street corridor that involved vehicles striking people biking, walking, and rolling along the study corridor. Two of these crashes involved pedestrians, and one involved a bicyclist. Figure 11 maps these collisions, while Table 3 provides additional details about each crash.

As shown in Figure 11, within the study area, the areas where collisions tend to take place involving people walking, rolling, and biking are often where Main Street intersects with another major roadway, such as 45th Street, 39th Street, 29th Street, and Fourth Plain Boulevard.

Outside of this analysis period, in 2017⁹, one person was killed as the result of traffic collisions along the corridor while walking at the intersection of Main Street and E 37th Street. The incident report described the collision type as a “vehicle going straight hit[ting a] pedestrian.”¹⁰ The person was crossing the intersection where the Main Street intersects with the driveway to the Safeway parking lot. There is no marked crosswalk in this location. The roadway was dry, and the vehicle was described as a “pickup, panel truck or vanette under 10,000 lbs” and did not have any mechanical defects. The driver was not under the influence of alcohol and did not suffer any injuries. This event occurred in the evening between 7 and 10 pm. There is a sign on the east side of the roadway directing pedestrians to use the crosswalk one block to the south of the location where this incident occurred.

⁸ Injury collisions include only collisions where an injury was reported.

⁹ Note that this incident does not appear in Figure 11 or in Table 3 as it occurred before 2018.

¹⁰ City of Vancouver, “Collision Dashboard,” Accessed 01/09/2024.

<https://experience.arcgis.com/experience/9d0363af1b7a418b9395373c97bcd9c4/page/Page/>

Table 3 - Upper Main Street Pedestrian- and Bicycle-involved Injury Collisions 2018-2022 within 200 ft of project corridor

Year	Ped/ Bike Involved	Location	Description of Action	Factors Involved	Conditions	Injury Reported
2018	Bicyclist	Main St near 39 th St	Bicyclist struck moving vehicle (not at intersection)	distracted driver involved; alcohol involved	Daylight, dry road	Suspected Minor Injury
2022	Pedestrian	45 th St and Main St	Vehicle entering intersection at angle	distracted driver involved	Daylight, dry road	Suspected Minor Injury
2022	Pedestrian	Main St near 29 th St	Vehicle backing up out of driveway hit pedestrian		Daylight, dry road	Suspected Minor Injury

Vehicle-Only Collisions

In addition to collisions involving people walking, rolling, and biking, there have also been numerous collisions between vehicles in the Upper Main study area (see Figure 12). While these crashes did not involve people walking, rolling, and biking, they may indicate areas of potential danger for all road users. Three incidents resulted in severe injuries to those involved in 2018, 2020, and 2022. These crashes resulted from reported improper turns or merges, rear-ending, and reckless driving.

Areas of considerable vehicle collision density in the project study corridor include:

- The intersection of 39th Street and Main Street
- The intersection of 33rd Street and Main Street
- The intersection of Fourth Plain Boulevard and Main Street

Figure 11: Collisions between motorists and people walking, rolling, and biking (2018-2022)

COLLISIONS BETWEEN MOTORISTS AND PEOPLE WALKING AND BIKING 2018-2022

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

BICYCLE AND PEDESTRIAN INVOLVED COLLISIONS

Walking

- Fatal
- Serious Injury
- Minor Injury

Biking

- Serious Injury
- Minor Injury

Collision Density

- Sparse
- Dense

BACKGROUND

- Upper Main St Study Corridor
- Railroad
- Trail
- Park
- Vancouver City Limits

This map displays roadway collision data from Washington State Department of Transportation collected between 2018 and 2022. Note that this data relies on reporting from local agencies and that not all incidents are reported.

Source: Washington State Department of Transportation, 2023.

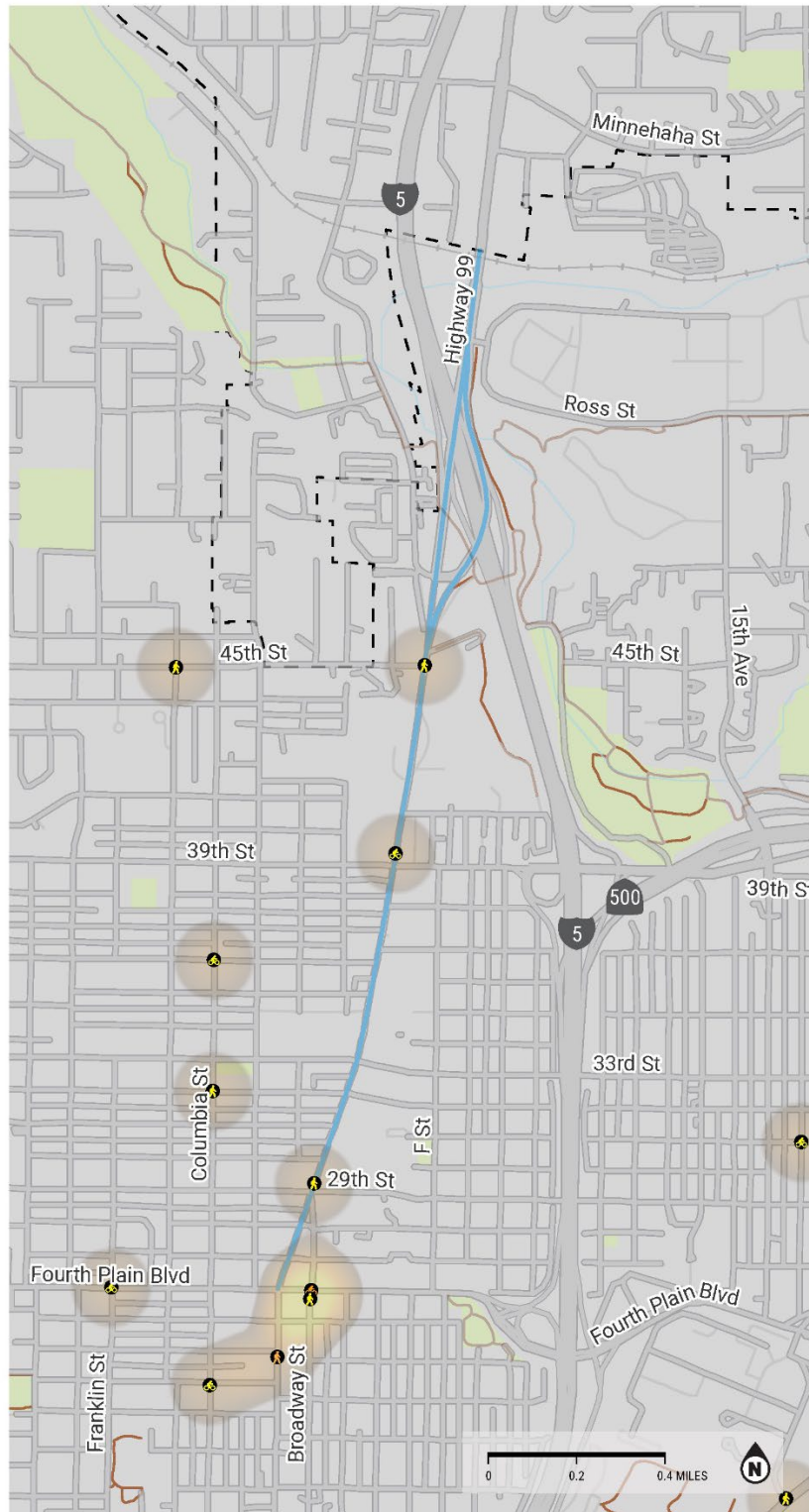


Figure 12: Collisions involving vehicles (2018-2022)

COLLISIONS ONLY INVOLVING VEHICLES 2018-2022

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

VEHICLE COLLISIONS

Vehicle Collisions

- Fatal
- Minor Injury
- Serious Injury

Collision Density

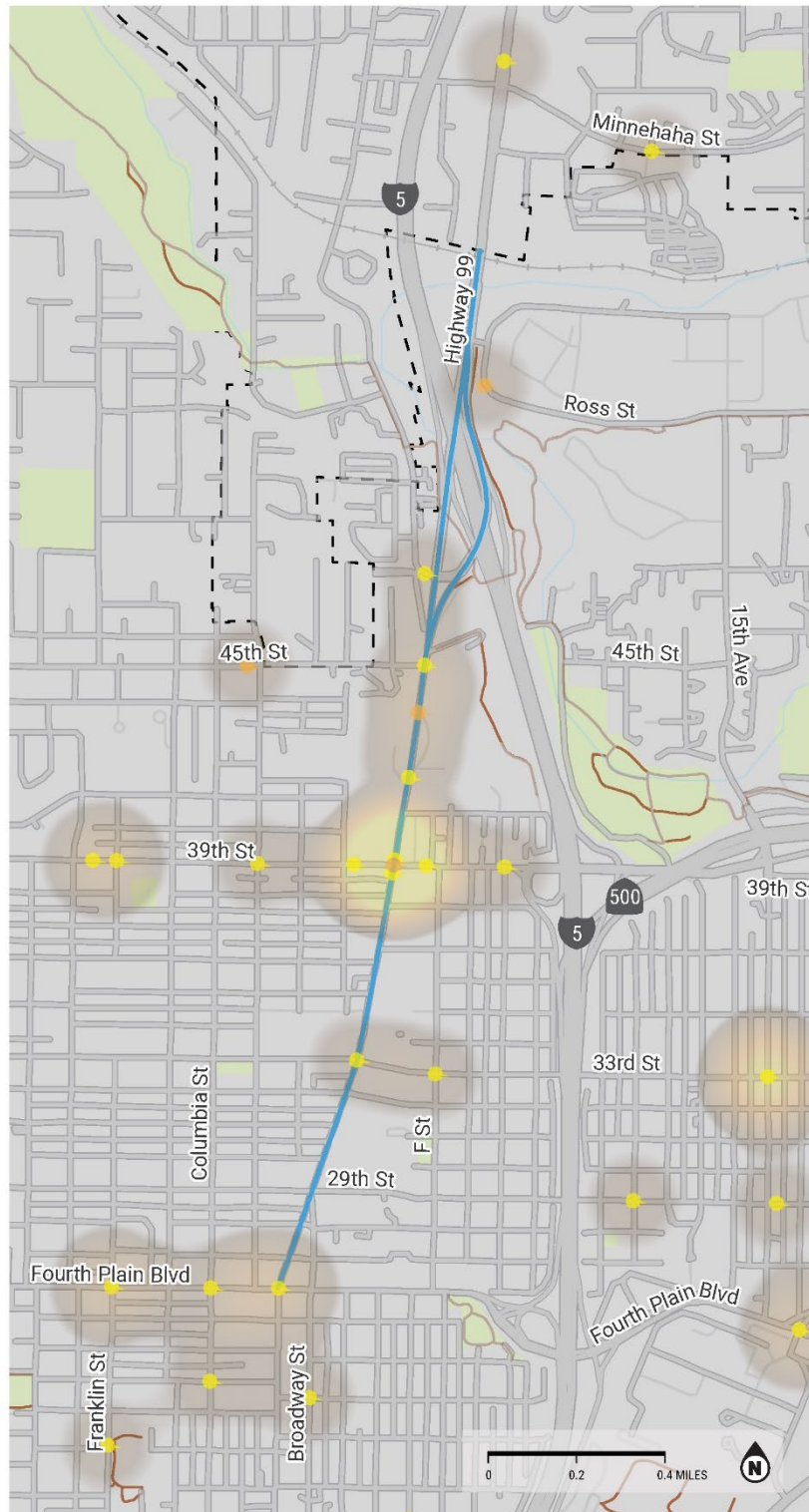
- Sparse
- Dense

BACKGROUND

- Upper Main St Study Corridor
- Railroad
- Trail
- Park
- Vancouver City Limits

This map displays roadway collision data from Washington State Department of Transportation collected between 2018 and 2022. The vehicle collision data displayed includes collisions that occurred on facilities owned by the City of Vancouver. Note that this data relies on reporting from local agencies and that not all incidents are reported.

Source: Washington State Department of Transportation



Demographic and Geographic Characteristics

The City of Vancouver's Equity Index provides a snapshot of equity need based on demographics and equity metrics in the areas along the corridor (represented in Figure 13). The index incorporates the following variables:

- People of color (non-white and/or Hispanic/Latinx)
- Educational Attainment less than a bachelor's degree (people over 25)
- Renters
- Median Family Income
- People 65 and over
- Households with children

The Equity Index shows the areas of highest equity need in the census tracts that comprise the Rose Village neighborhood to the east of I-5, followed by the Hough neighborhood south of Fourth Plain Boulevard, and West Minnehaha area to the northeast. While few parts of these areas reside immediately on or along the Upper Main corridor study area, the corridor still functions as a vital transportation connection for people traveling to and from these areas, and beyond, particularly for people who do not have access to an automobile and must rely on other transportation facilities that are not currently safe or comfortable.

Other Equity Considerations

- Recently established Safe Stay Village 4— at 45th and Main Street at Kiggins Bowl brings residents that may use transit and active transportation to get around. The closest transit stations to the Stay Safe Village are located on either side of Main Street between 45th Street and the entrance of First Presbyterian Church. Residents of this community may also use the nearby Burnt Bridge Creek and Discovery Trails. The City will enforce a public camping ban within 1,000 feet of the Stay Safe Community.¹¹
- I-5 traffic diversion can adversely impact the neighborhoods adjacent to the corridor, including congestion and other undesirable driving behavior.

¹¹ City of Vancouver, "Neighborhood Letter and Community Resource Guide," November 3, 2023.
<https://www.cityofvancouver.us/wp-content/uploads/2023/12/SSC4-Neighborhood-Letter-and-Community-Resource-Guide-FINAL.pdf>

Figure 13: City of Vancouver Equity Index

CITY OF VANCOUVER EQUITY INDEX SCORE

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

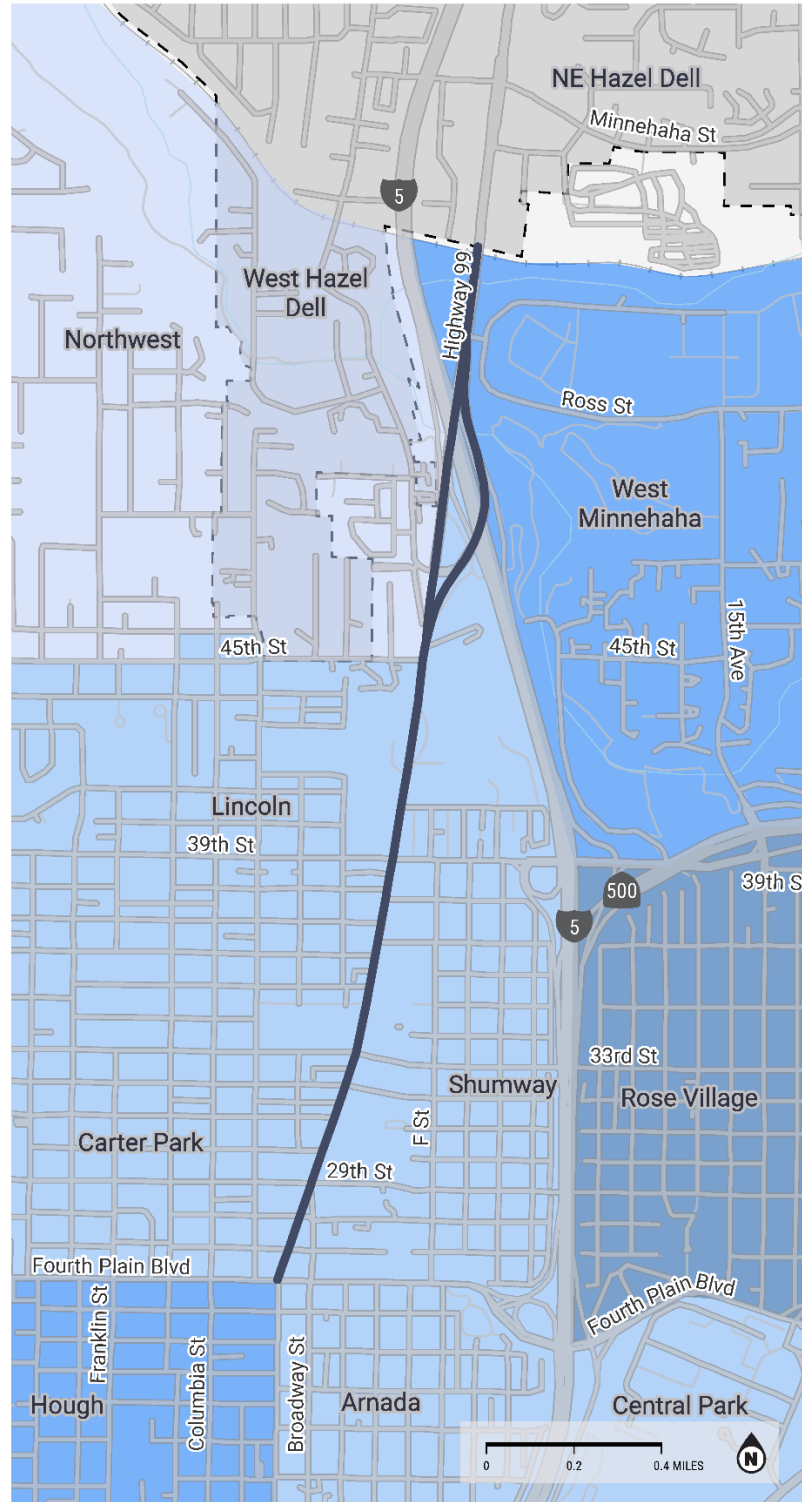
EQUITY PROFILE

- Highest
- High
- Average
- Low
- Lowest

BACKGROUND

- Railroad
- Vancouver City Limits

Source: City of Vancouver Equity Index 2020.



Opportunities and Constraints

The Upper Main Street corridor is a critical connection in Vancouver’s transportation system. It is utilized by many different types of travelers, for different trip purposes, along a range of frontage and land use contexts. Through examination of the existing conditions of the roadway, it is apparent that improvements are needed for Upper Main Street to prepare the corridor for additional growth in Vancouver and facilitate the implementation of BRT. While there are many constraints observed as part of the analysis, there are also several opportunities, including application of the City’s Pedestrian Crossing Policy, which establishes the need for marked crosswalks at least every 800 feet along pedestrian corridors.¹²

Segment	Opportunities	Constraints
Segment 1: Fourth Plain to 29 th	- This segment is closest to Lower Main Street / Broadway Street, where multimodal improvements have already been implemented. Bicycle and pedestrian improvements along this section could connect to the facilities on Main Street and Broadway Street, contributing to an integrated pedestrian and bicycle network. - There are no signal-controlled pedestrian crossings between Fourth Plain Boulevard and 33rd Street. There are pedestrian activated flashing yellow lights at the marked crossing located at 29th Street. Vehicles may not always stop for pedestrians at the marked crosswalks located at the intersections without beacons with flashing yellow lights or signals, such as Main Street with 27th Street.	- The triangle configuration between 28th and 29th Street introduces many operational challenges and improvements should be considered as a part of this project (and/or HWY 99/Main Street BRT). - The three-way intersection between Main Street, E 28th Street, and Broadway Street can be difficult for pedestrians to navigate. Pedestrians must look for vehicles coming from multiple directions. There is limited right-of-way in this area to make improvements. - C-TRAN bus service currently travels along Broadway Street south of 29th Street, which requires the buses to turn off Main Street onto Broadway Street.
Segment 2: 29 th to 33 rd	- Students walking and biking to Vancouver School of Arts and Academics do not have a designated pedestrian crossing to cross Main Street. - People using transit do not have a designated crossing at Main Street and E 30th Street to access the bus stops. - A new marked crossing between 29th St and 33rd Streets to align with City Pedestrian Crossing Policy.	- There are currently utility poles located in the middle of the east sidewalk adjacent to Vancouver School of Arts and Academics. These poles impair visibility and impose challenges for people walking, rolling on the sidewalk. - Expanding the right of way on this section of the roadway may require the removal of trees on the property of Vancouver School of Arts and Academics and/or relocation of utility poles on the eastern side of the roadway.

¹² Pedestrian Crossing Policy. <https://www.beheardvancouver.org/3933/widgets/23216/documents/46663>

Segment	Opportunities	Constraints
Segment 3: 33 rd to 39 th	- The improvement of pedestrian facilities along Main Street could connect people to essential businesses in this area, such as Safeway. This could include upgrading driveways and side street intersections with Main Street from unmarked crosswalks to marked crosswalks. - This segment could include bike facility improvements that include wayfinding to parallel north-south bike routes on F Street and Columbia Street. - A new marked crossing along between 33rd and 37th streets to align with the Pedestrian Crossing Policy.	- The sidewalk adjacent to the office building property located at the northeast side of Main Street and 33rd Street is built along a retaining wall, limiting the opportunity to expand eastward or add a transit stop in this location. - This segment has a considerable number of businesses with large driveways, which may make a bicycle or pedestrian facility difficult to implement or potentially uncomfortable for users. - The lack of a center turn lane at the intersections of E 37th Street and E 38th Street may result in backups in the travel lanes when vehicles are waiting for gaps in oncoming traffic to make left turns. - Sidewalks along this segment are narrow and pedestrians walk very close to the vehicle travel lanes, which can be uncomfortable.
Segment 4: 39 th to 45 th	- This segment has a considerably large right-of-way and few driveways entering Main Street. - Potential bicycle facilities on Main Street can connect to an existing bicycle lane on E 39th Street and the Burnt Bridge Creek and Discovery Trails, establishing a strong connection to other parts of Vancouver.	- The northbound route along Main Street between 39th Street and 45th Street is a downhill slope with a considerable grade, which may not be easy for people walking (especially with a mobility device) or traveling by bicycle. - Sidewalks along this segment are narrow and pedestrians walk very close to the vehicle travel lanes, which can be uncomfortable. - There is currently no east sidewalk between the signalized crossing adjacent to Kiggins Bowl and the one at 45th Street. Currently pedestrians and bicyclists are expected to use the crossings to transfer to the west sidewalk.
Segment 5: 45 th to City Limits	- This route could provide a connection to the Burnt Bridge Creek Trail and Kiggins Bowl Park. - There is a pedestrian bridge across I-5, which could connect to future north-south facilities on Main Street. - There is considerable space in existing roadway shoulders on Main Street in both directions in this segment.	- The existing connections to off-street paths, Hazel Dell, and the pedestrian crossing of I-5 are currently poorly signed and hard to locate. - Travel lanes that enter or exit I-5 may have vehicles traveling at higher speeds and may not be best suited for bicycle and pedestrian facilities. - Vehicles travel along this segment at high speeds, and wide lanes contribute to a sense that the area is vehicle focused.
Summary Findings	This route could better connect to existing and planned active transportation corridors, and planned Hwy 99 BRT stops.	Driveway access can be a conflict point between pedestrians and bicyclists with vehicles.

Segment	Opportunities	Constraints
	• There are many important destinations along the corridor that would be beneficial for people to access safely by all modes. • Existing transit routes (and improvements to these routes) will create multi-modal connections (e.g., walk then take transit, bike ride then take transit). • A small amount of sidewalk infill could create a continuous pedestrian experience for the corridor. • The large width of the roadway in the northern section of the corridor makes a more substantial reconfiguration of the roadway possible as needed to address connectivity or safety issues. • Improved wayfinding can help direct people walking, rolling and/or biking to existing facilities on nearby streets.	• Potential for conflict between buses and pedestrians or bicyclists should be considered and mitigated wherever possible. Right-of-way is narrow in some locations, limiting the options for roadway reconfiguration. • Existing development, limited ROW and steep terrain limit the expansion of the bike/pedestrian facilities.



Transportation and Mobility Commission Workshop - 2025-2030 Transportation Improvement Program (TIP)

Chris Malone

Public Works Finance and
Asset Manager
March 5, 2024



Agenda

- Transportation Improvement Program (TIP) basics
- Review updates for this year's TIP 2025-2030
- Next steps



Presentation Purpose

- Second workshop for the 2025-2030 TIP update
- Gather feedback for final draft (May 7th public hearing)



Transportation Improvement Program Basics

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2025-2030
- The TIP is the City's detailed transportation improvement work program
- 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 community oversight committee responsible for reviewing and making recommendations on the TIP
- Projects that are funded with State and/or Federal grants are required to be included in the TIP

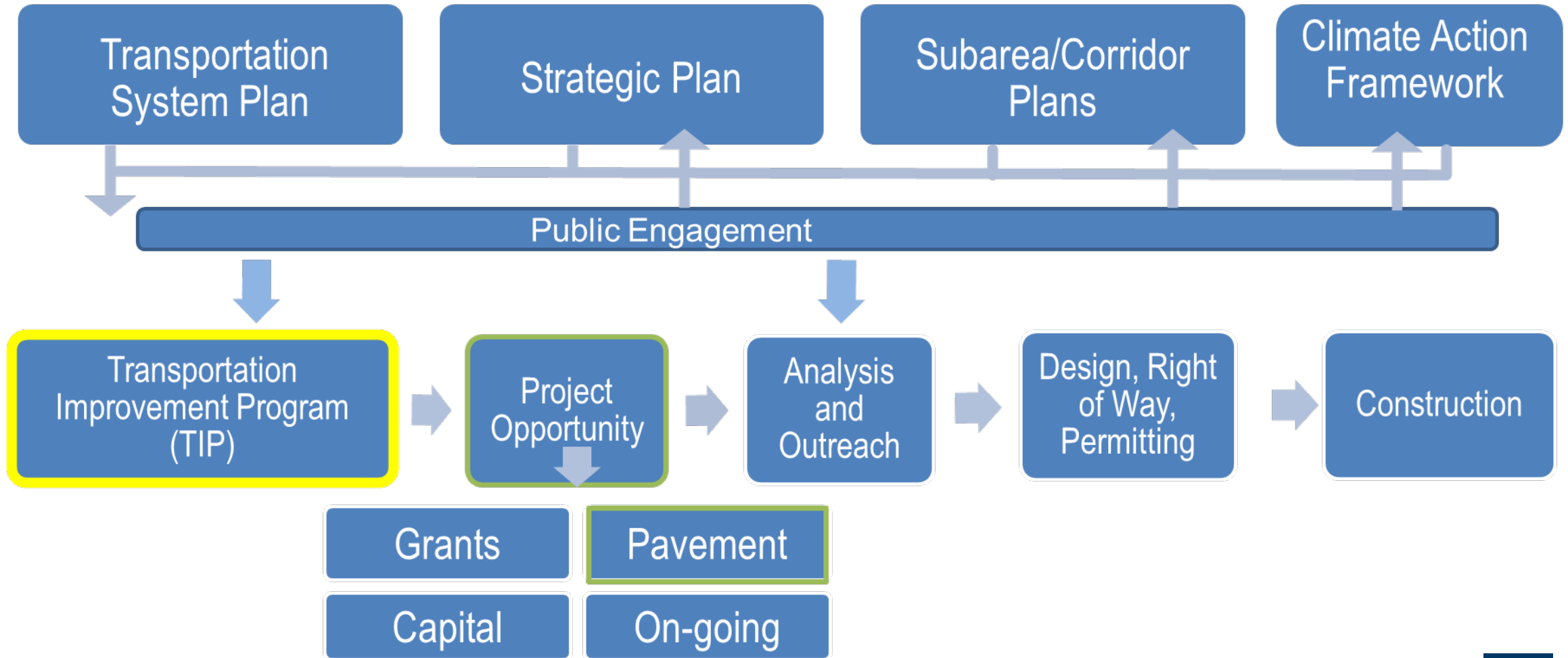


Transportation Improvement Program Format

- Intro, finances, project lists, detail sheets, arterial map
- Funded, partially funded, and unfunded lists
- Arterial, signal/lighting, and active transportation projects
- How projects are added/removed from the TIP



Transportation Project Pipeline



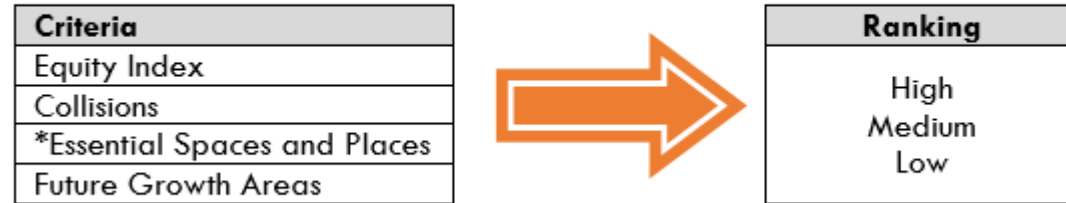
Changes for the 2025-2030 TIP

- Begin transforming TIP to true 6-year plan.
- Eventually projects beyond the 6-year horizon will reside on the Capital Facilities Plan.
- In the interim we will create short-term/long-term unfunded projects.
- Update project prioritization scoring criteria to match TSP recommendations
- Only score projects in the 6-year horizon



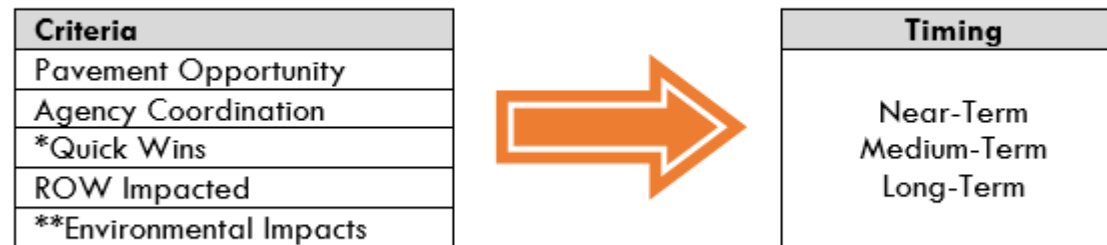
TIP Project Scoring Criteria

Phase One: Geographic Screening (Where should we invest?)



*e.g., Schools, parks, trails, natural areas, community centers

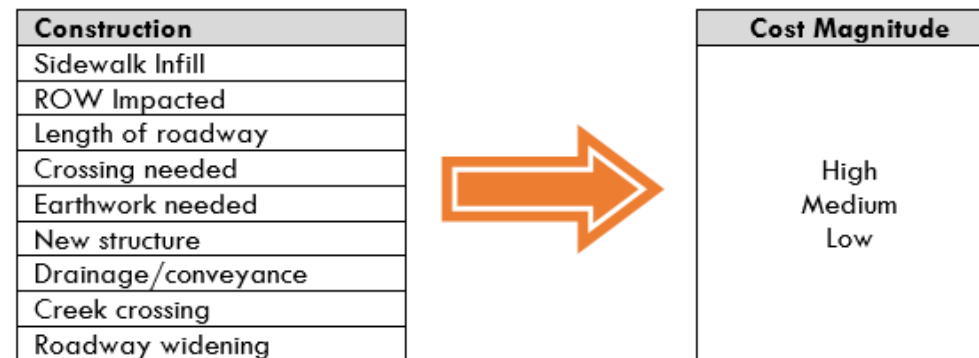
Phase Two: Implementation Screening (When should we invest?)



*e.g., Bike network, sidewalk gap

**Critical and archaeological or culturally significant area

Phase three: Cost Estimate (Magnitude of resources needed to construct each project.)



Next Steps

Tonight

- Provide TMC with 1st draft of TIP document
- Gather feedback from TMC on TIP

May 7, 2024

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



Thank You

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





MEMORANDUM

DATE: February 27, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Chris Malone, Public Works Asset and Finance Manager

RE: **2025-2030 Transportation Improvement Program (TIP) Workshop**

CC:

Introduction

This is the second workshop with the Transportation and Mobility Commission (TMC) for the annual updates to the Transportation Improvement Program (TIP). The first workshop was held on December 5, 2023. Staff anticipate bringing the 2025-2030 TIP back to the Commission for public hearing review at the May 7, 2024 meeting, with a goal of the TMC making a formal recommendation to the City Council to adopt the 2025-2030 TIP.

Background

- 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.
- The Transportation and Mobility Commission enabling ordinance outlines the Commission's scope of authority and includes a recommendation to Council on adoption of the annual TIP update.
- The City Council will review and make the final decision on adoption of the 2025-2030 TIP in June, 2024.

Overview of Proposed Changes

Many of the proposed changes for this year's update are required to ensure alignment and consistency between the 2025-2030 TIP and the recently adopted 2024-2044 Transportation System Plan (TSP). Below is a summary the proposed changes:

- Updates to ensure consistency with the recently adopted 2024-2044 Transportation System Plan (TSP).
- Transforming the TIP to true 6-year plan, and eventually removing projects outside 6-year horizon. Projects outside the 6-year horizon will reside on the Capital Facilities Plan (CFP), an updated version of which will be adopted through the Comprehensive Plan update that is currently underway.
- Changing project prioritization scoring tool to match TSP recommendations.
- Changing arterial map to match TSP recommendations.
- Integrating the TSP project list into the TIP and CFP as appropriate based on prioritization.

Pages 33 - 34 in the attached draft 2025-2030 Transportation Improvement Program include descriptions of all for proposed changes.

Action, Timeline, Next Steps

- Requesting Commission feedback and questions today, in advance of public hearing review of the final draft of the 2025-2030 TIP at the Commission's May meeting.
- Council review to follow.

Staff Contact

Chris Malone; 360-487-7711; chris.malone@cityofvancouver.us

Attachments

- Draft 2025-2030 Transportation Improvement Program

2025-2030

Transportation Improvement Program

June 2024



CITY OF
Vancouver
WASHINGTON

Vancouver Public Works
www.cityofvancouver.us/TIP

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6/26/23

NEED UPDATE

RESOLUTION NO. M-4235

A RESOLUTION adopting the City of Vancouver's Comprehensive Six-Year Transportation Improvement Program for 2024-2029 and 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

NEED UPDATE

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 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 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.

Attest:

Anne McEnery-Ogle, Mayor

Approved as to form:

Natasha Ramras, City Clerk

Jonathan Young, City Attorney

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The City of Vancouver's 2025-2030 Transportation Improvement Program (TIP) is an update of the City's 2024 - 2029 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 2025-2030 TIP is implementing a new prioritization process that was used to score the Transportation system (TSP) projects in 2023. Scoring criterion are created to reflect the strategic goals, city policies, and management directives. The scored priority groups are highest, medium, and lowest; and can be found on the left side of the partially funded and unfunded 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 multimodal improvements, and traffic signal improvements. These improvements provide 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. In keeping with our commitment to provide transparency and accountability to our community, the TIP is posted on the City's internet website, along with tools that enable the public to submit project suggestions or questions.

Funding for Vancouver's transportation program has traditionally come from several revenue sources, including the Washington state gas tax as well as retail and property taxes collected through the City's General Fund. Vancouver's Street Funding Strategy, adopted by City Council in 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 thereafter. 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.

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
(Acting) Public Works Director

Ryan Lopossa, P.E.

Streets and Transportation Manager

NEED UPDATE

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.

Key Policies from Transportation System Plan (Adopted Jan. 8, 2024)

- TN1 - 15-Minute Neighborhoods: Make walking, rolling, and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods.
- TN2 - Climate Corridors: Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Use City-owned right-of-way to create a network of corridors that support climate adaptation and safe and healthy mobility as climate change occurs.
- TN3 - Community Streets: Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, "streateries," open streets events, public art, and demonstration projects.
- CC1 - Complete Corridors: Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations and include identifying parallel options.
- CC2 - People-Based Metrics: Plan, design, and evaluate projects and developments using people-focused metrics that prioritize person throughput, safety and comfort. Use the metrics to evaluate facility performance and post-project evaluations.
- CC3 - Street Standards: Adopt street standards that create comfortable, inviting multimodal streets. Use NACTO standards as primary guidance and integrate the latest best practices from WSDOT, AASHTO, and MUTCD for facility selection and design, traffic control, and signage and striping. Adopt into standard plans referenced in VMC Title 11.
- CC4 - Vision Zero: Adopt a Vision Zero policy committing to end traffic fatalities and serious injuries on Vancouver streets by 2040. This policy would be a resolution to address the intersecting factors that lead to fatal crashes, such as unsafe behavior, alcohol and drug impairment, street design, and traffic speeds.
- CC5 - Project Delivery: Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.
- T1 - Access to Transit: Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. Identify first/last mile barriers to major transit stops and address on a rolling basis.
- T2 - Enhanced Transit Corridors: In coordination with C-TRAN, build a network of Enhanced Transit Corridors where higher level of transit service (frequency, hours of operation, stop amenities) are desired based on existing and future density and equity needs.
- T3 - Transit and Land Use: Support transit through compact land uses and policies that incentivize transit use.
- T4 - Microtransit: Integrate shared and emerging mobility technology and tools with C-TRAN microtransit zones to provide a suite of mobility options, especially in lower-density areas without high-frequency transit.
- LS1 - Low-Stress Bicycle and Small Mobility Network: Adopt a citywide low-stress BSM network that prioritizes safety and comfort for people of all ages and abilities. Target a density of low-stress facilities every half-mile.

- LS2 - Pedestrian Priority Streets: Adopt a network of Pedestrian Priority streets where safety and comfort for people walking and rolling is prioritized. Assign categories (primary, secondary) based on the roadway classification, level of demand, and existing and planned land uses. Use these categories to recommend desired facilities and amenities (shade, lighting, seating, etc.).
- LS3 - Active Transportation Navigation: Support walking, rolling, and small mobility by making it easy and intuitive to navigate the city and find destinations.
- LS4 - Small Mobility and Walking/Rolling Programming: Complement infrastructure with robust programming that encourages and educates people about the benefits of walking, rolling, and small mobility.
- G1 - Development Review: Work with development community to establish a shared set of requirements and expectations for how development can support transportation.
- G2 - Citywide Parking Policy & Code: Update parking code and policies to right-size the amount of parking developed with future growth and create safe streets, compact urban form, and encourage non-driving forms of transportation.
- G3 - Parking Management: Effectively manage on and off-street parking resources through adoption of policies, systems, and tools throughout the city.
- G4 - Downtown Parking: For those who drive downtown, create a user-friendly, well-managed, and rightsized “park once” environment where people can walk or roll between destinations without moving their car.
- G5 - Transportation Demand Management (TDM): Require transportation demand management to reduce drive-alone trips, offer all travelers more mobility choices, and incentivize behavior change to more walking and rolling, biking, carpooling, and transit trips.
- F1 - Data Collection and Monitoring: Use data to track travel pattern changes over time.
- F2 - Climate Impacts: Adopt policies that will help meet the City’s goal of zero carbon emissions by 2040.
- F3 - Technology for System Management: Embrace technology as a way of managing the transportation system without expanding capacity.
- F4 - Electric/Autonomous Vehicles: Set City policy around EV / AV usage and role in achieving climate goals.
- F5 - Emerging Mobility: Update City policies for how shared mobility and emerging mobility vendors shall operate in Vancouver. Create data standards, data sharing agreements, and vendor requirements. Integrate equity through reduced costs for people with low incomes.
- F6 - Curb Management: Develop policies and programs that efficiently manage valuable curb space, recognizing how changing travel patterns have placed high demands on this resource.

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 (Adopted Nov. 21, 2022)

1. 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.
2. 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. Asset inventory will be maintained with maintenance, repair and deferred maintenance costs identified and updated on an annual basis. Maintenance of city assets shall be addressed on a current need, rather than deferred into the future.
3. 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.
4. 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.
5. 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.
6. 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.
7. The City's objective is to incorporate a "**pay-as-you-go**" approach (using available cash and current resources) in the Capital Improvement program. Proceeds from the sale of city capital assets no longer utilized in operations will be deposited consistent with the initial ownership of the asset and invested in the highest priority city capital projects. Debt funding shall be considered for large capital projects with long useful life to better reflect inter-generational equity.
8. 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.

9. 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.
10. **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.
11. In order to provide long-term sustainable utility services, the city will structure utility rates so that system reinvestment including major repair, rehabilitation and replacement of utility assets can be fully funded on an ongoing basis in accordance with the city's "pay as you go" policy. This will be achieved through a plan of smaller incremental rate increases to maintain affordability. As identified by the utility capital improvement plan, rates will also include an investment component for capacity improvement and system expansion.
12. A **system development reserve** will be maintained to fund growth related capital costs. All systems development charge revenue will be contributed to the fund.

1ST DRAFT

I. Title VI Policy Statement

It is the policy of City of Vancouver that no person shall on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of City of Vancouver as provided by Title VI of the Civil Rights Act of 1964 and related statutes.

This policy applies to all operations of City of Vancouver, including its contractors and anyone who acts on behalf of City of Vancouver. This policy also applies to the operations of any department or agency to which City of Vancouver extends federal financial assistance. Federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Prohibited discrimination may be intentional or unintentional. Seemingly, neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, or national origin include: Denial to an individual any service, financial aid, or other benefit; Distinctions in the quality, quantity, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

Title VI compliance is a condition of receipt of federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 USC § 2000d and related statutes, 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28 CFR 50.3 and 49 CFR part 21.

Signed:

(Eric Holmes, City Manager)

March 30, 2023
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 2025-2030 TIP

Date	Name	Comment:
6/29/2023	Paul Smith	Hello Council. I want to say I like the direction of the city and what is happening. As we become more urban and density increases, traffic becomes a problem. I just want to know how to get the attention of the Council and Manager about a couple of streets that need major improvements. Yes, lots of streets need some work, but I am referring to Burton Rd and 112th av from Mill Plain to Burton Rd. First, The area around 112th and Burton Rd and 18th st is the Four Seasons development. It is probably the most dense housing development in the city and one of the largest. This is a very high traffic area due to onramps and off ramps to 205, and a route to Mill Plain. It deserves a high priority for upgrade of Rds and safety. 112th is woefully inadequate when I look at other streets in the city. This corridor needs, paving, some flashing red signs for speed, and widening. If we can't widen this rd, then we need to at least pave it so its safer and easier to drive. Why can't we at least get it paved and put up some flashing red speed signs Like on 18th which has no homes along it, is 4 lanes with a raised median and sound walls. This is a horrible rd in the densest housing area in the city and a destination point for groceries and other businesses. AM PM is constantly busy and I implore you to please make this rd safer. As for Burton Rd, we need to put up flashing speed signs at least. We need more police patrols and safety upgrades. This rd has no sound walls, is 100 percent residential and a major East West Corridor with high traffic. Again, when you built 18th with 4 lanes, a raised median, sound walls and a 35 mph speed limit it was overkill. This street does not need to be 35. There are no home along 18th with the sound wall, its 4 wide lanes and safe,The speed should be 40. again, Burton Rd has none of this. I realize 112th was designated a safety corridor many years ago and much was going to be done but this rd is worse than ever. 4 new high density apartment projects have come in above 18th st and below you have the 4 seasons. It is a very good area for freeway access and many people are moving into the area. 18th is great. Love the upgrade. We now need to look at 112th and Burton Rd/28th.

Response:

As you have recognized we focused on 18th Street first because it connects to I-205 and it helps provide relief for Burton and Mill Plain. We will be improving 18th on the west side of I-205 (from 97th to 107th) so this will provide additional relief for Burton. Hopefully 18th Street construction will begin in 2025.

As far as 112th, we have several improvements planned, but it takes time to implement. We plan on repaving 112th (Mill Plain to Burton) in 2026. In conjunction with the paving, we will be implementing complete street improvements to help make 112th safer for all modes of travel. There will be public outreach starting in the next year or two. We also have a long-term project to widen 112th, but it will require buying a lot of property which will make it costly and time consuming. Currently, there is no timeframe for the widening project.

As far as Burton, as I mention above, 18th improvements are intended to provide relief for Burton. In addition, we plan on repaving Burton around 2027. Similar to 112th, widening Burton will require a lot of property which will make it costly and time consuming. Currently, there is no timeframe for widening Burton.

8/29/2023 Cody
Johnson

Comment:

Andresen between NE 78th St and NE 88th could really use a protected bike boulevard with trees for shade instead of the painted bike lanes it currently has. There's just too much traffic to comfortably and safely ride this stretch of road, which is too bad because there's a nice protected lane all the way to the mall just south of 78th.

Response:

Staff agrees with the comment, and have added a project along Andresen (Trans-1143) to the unfunded list.



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

NEED UPDATE

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)*

NEED UPDATE

	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

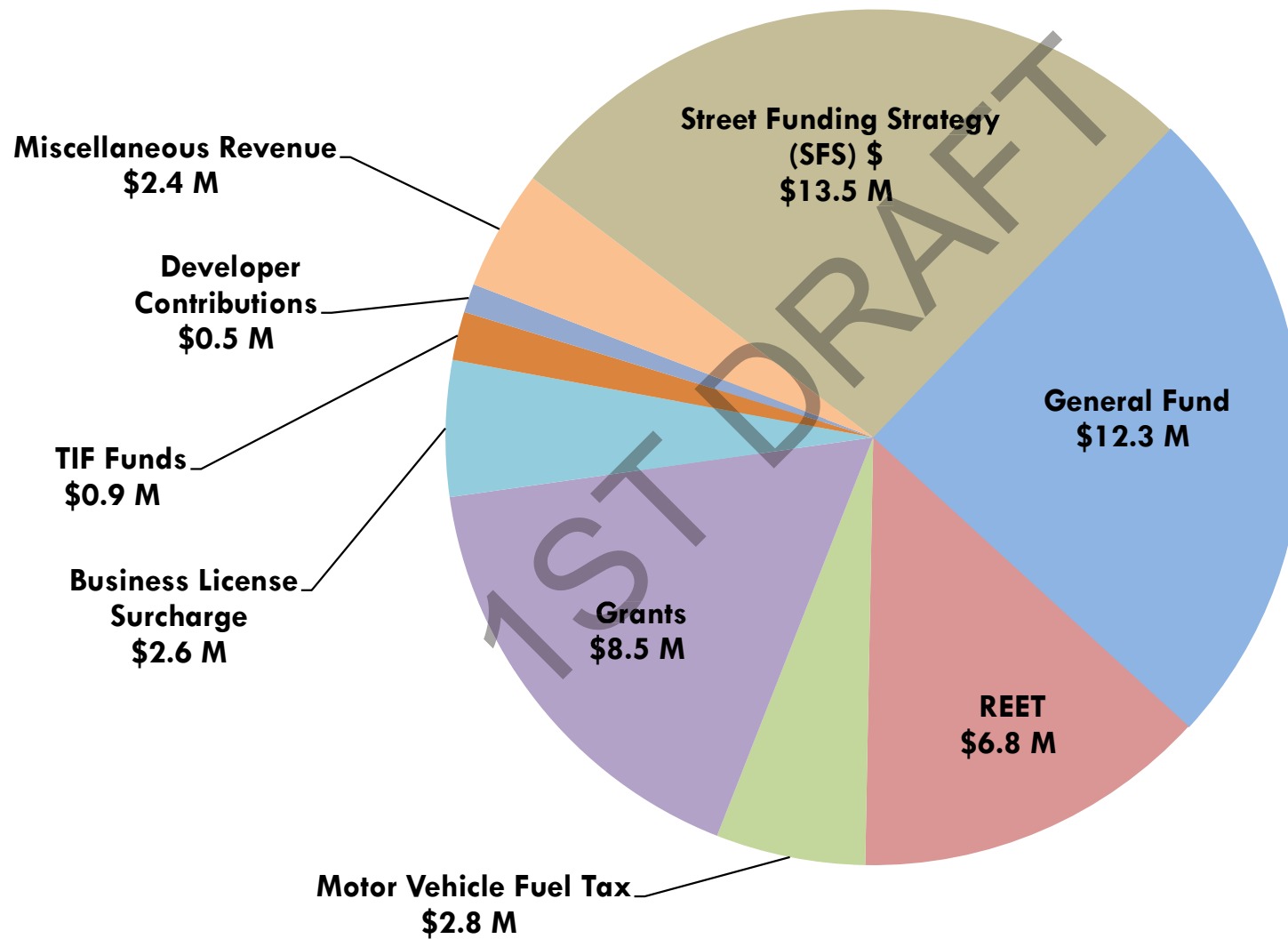
TRANSPORTATION CAPITAL

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 categories for cost tracking are different.

2022 Streets Revenue Operating and Capital \$50.3 Million

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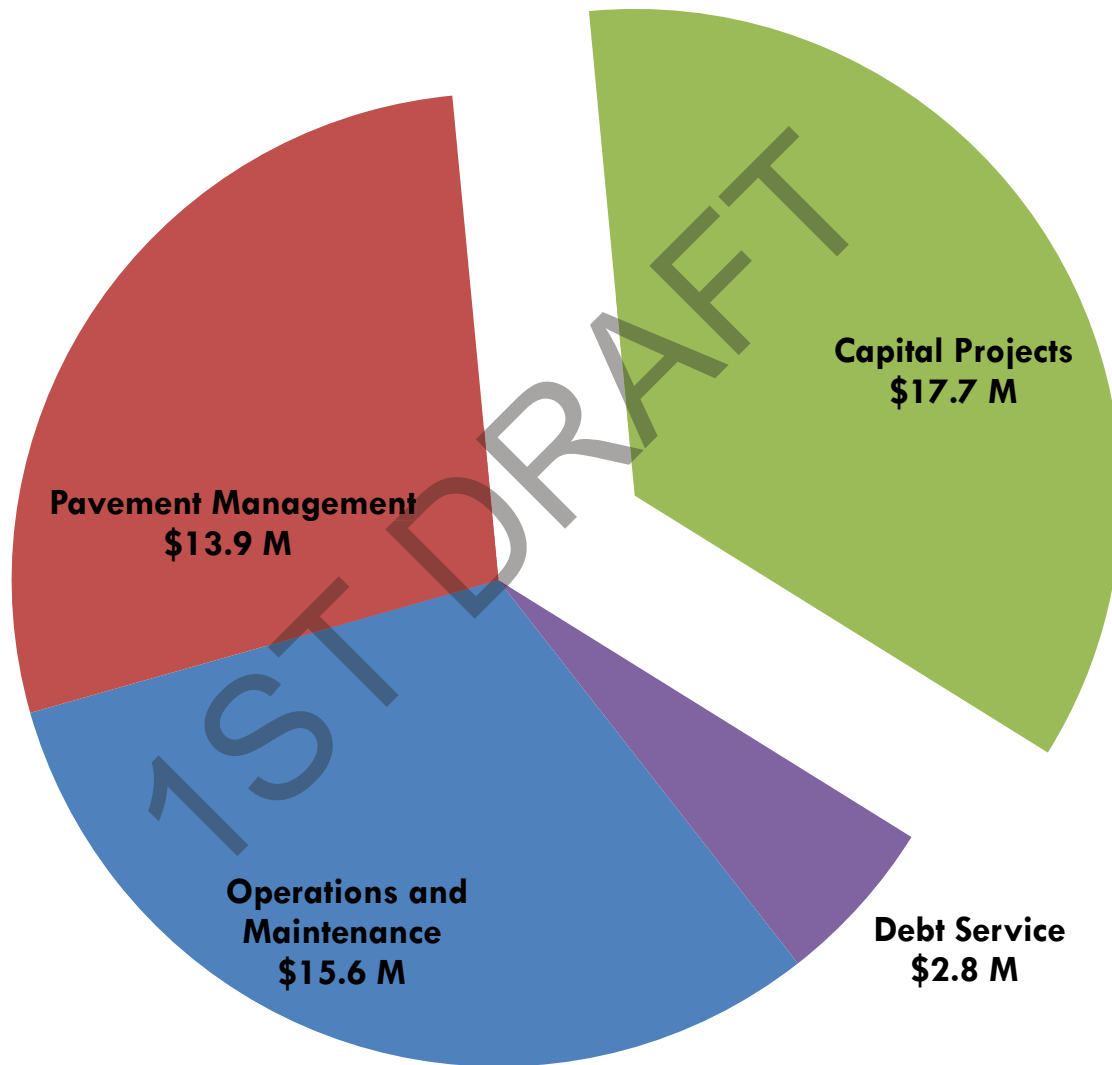


**2022 Streets Expenses Operating and Capital
\$50.0 Million**

**NEED
UPDATE**

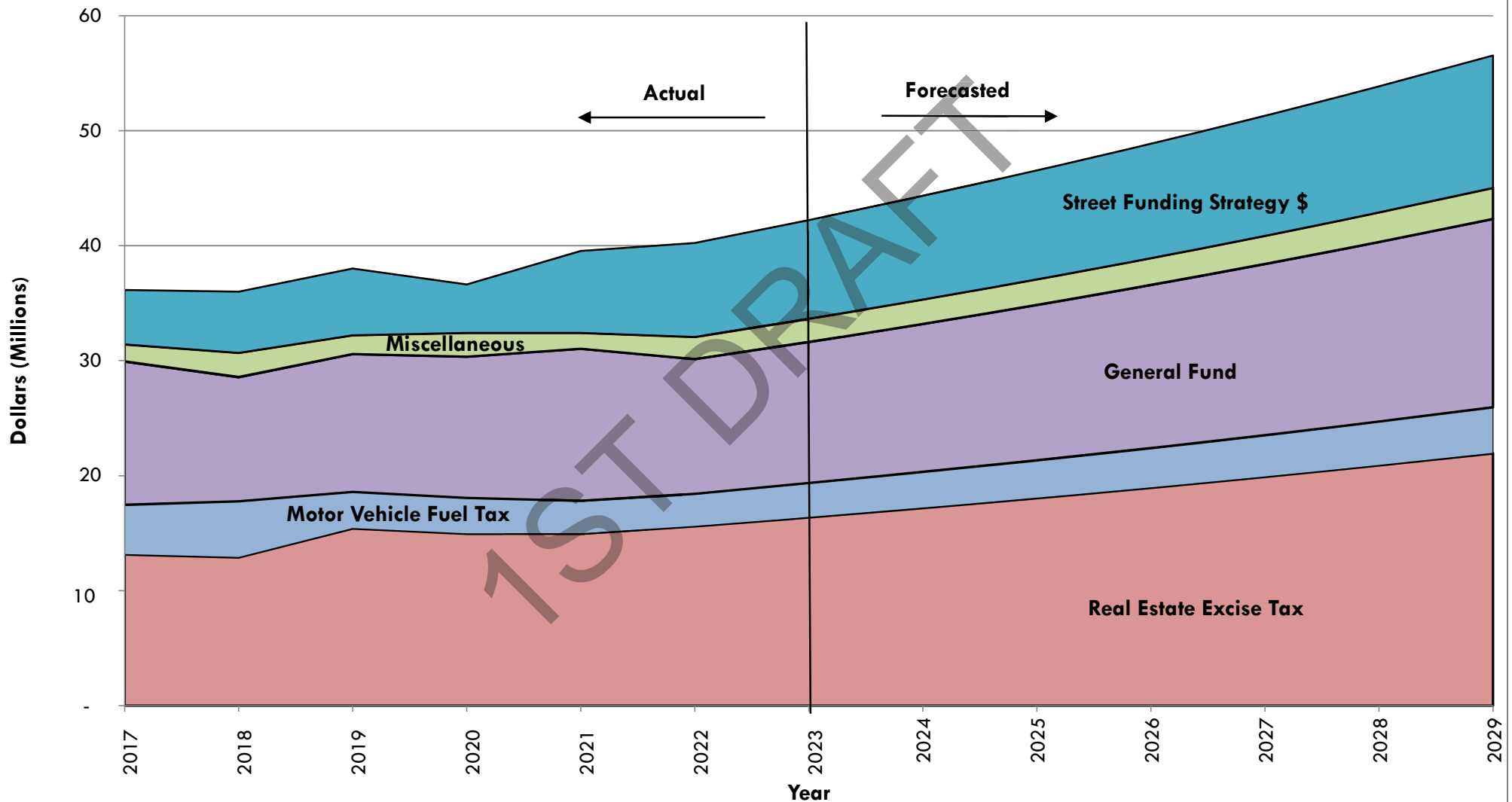
**Operating
Expenses
65%**

**Capital
Expenses
35%**



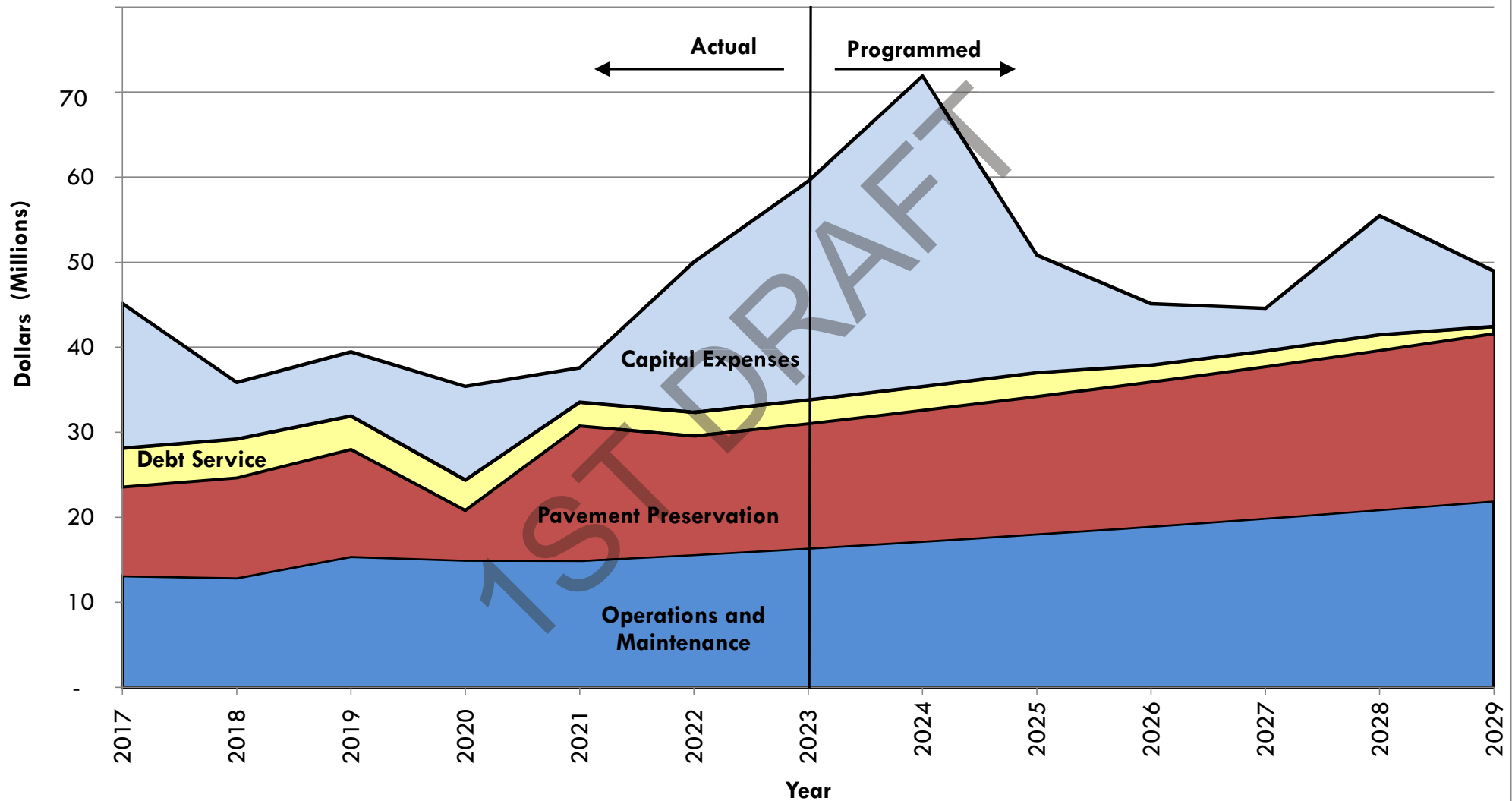
NEED UPDATE

Revenue Supporting Street Operations, Pavement Preservation, and Debt Service



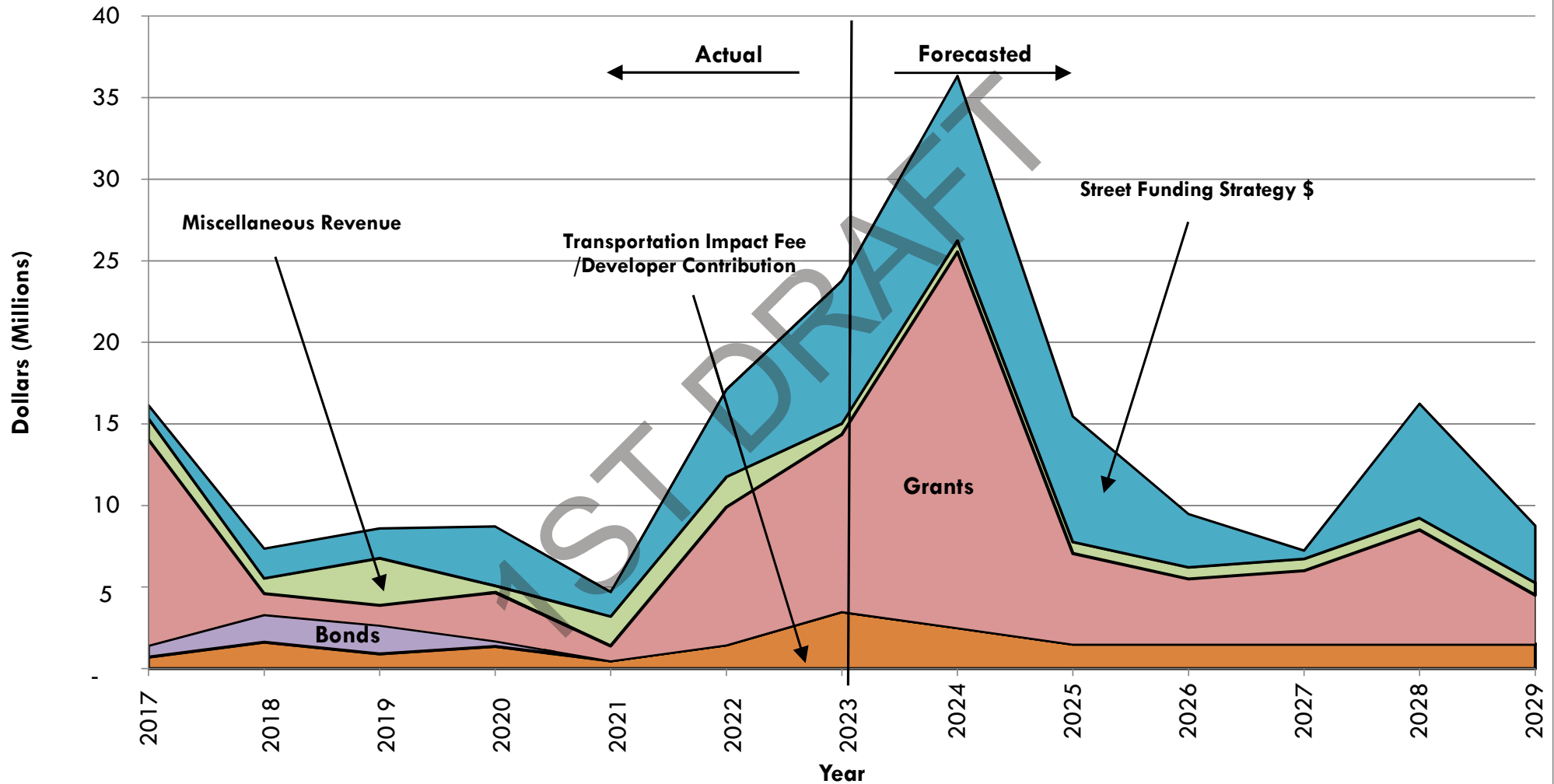
NEED UPDATE

Total Streets Expenses History and Forecasts



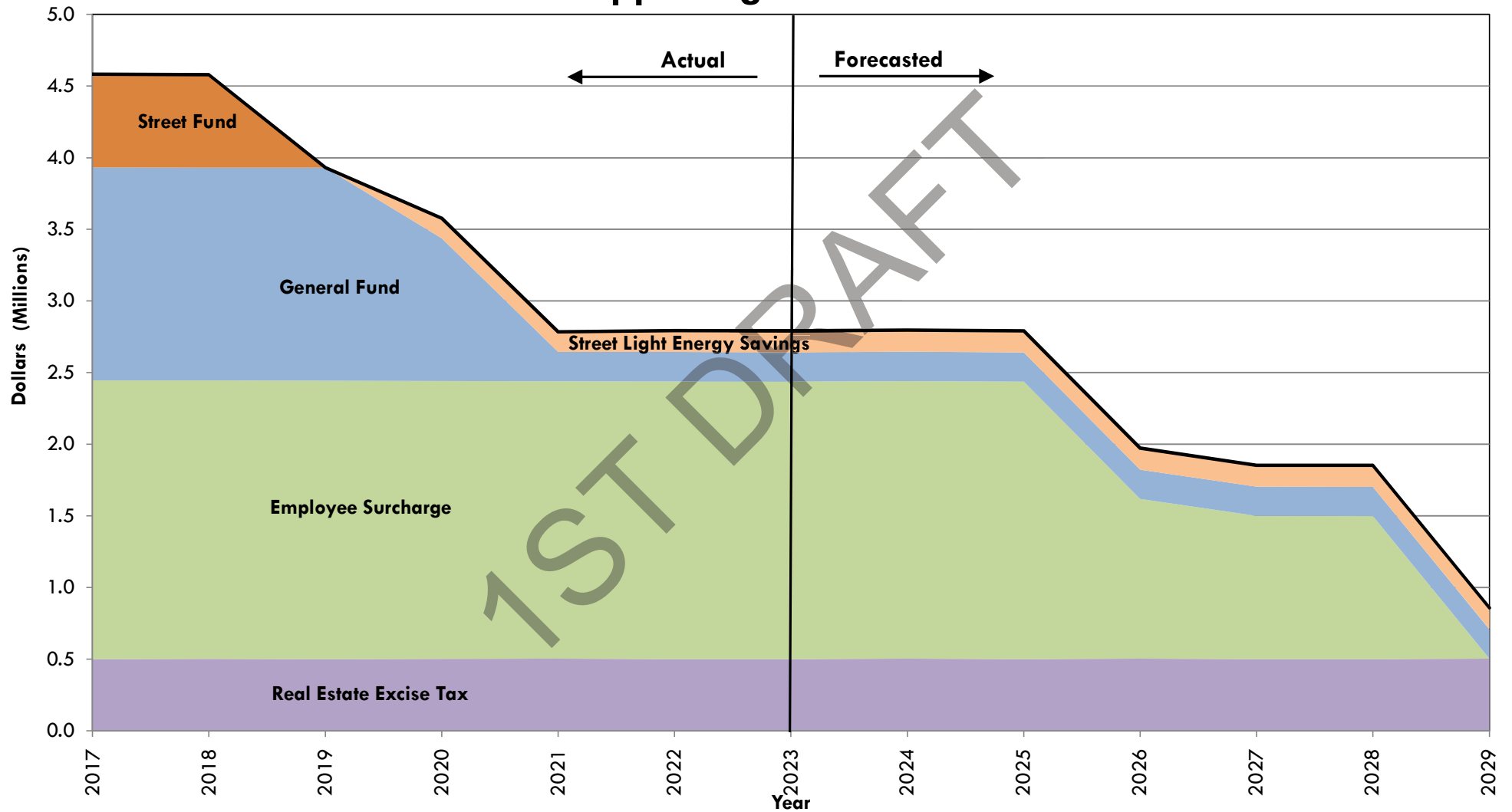
NEED UPDATE

Revenues Supporting Streets Capital Projects & Programs



NEED UPDATE

Revenues Supporting Streets Debt Service



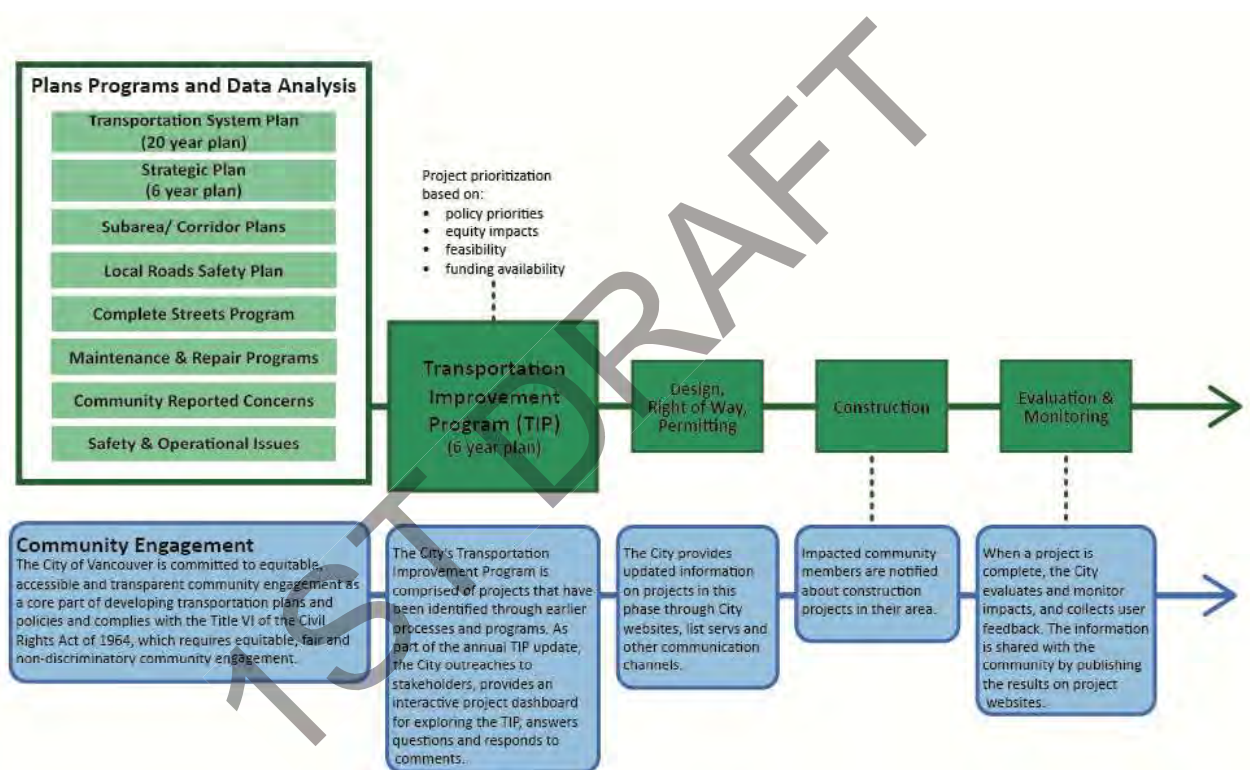
Project Implementation



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 City is implementing a new prioritization process that was used to score the Transportation System Plan (TSP) projects in 2023. The new TIP Prioritization process organizes existing and potential transportation projects for the City of Vancouver in alignment with the City's strategic goals and policies. Scoring criterion are created to reflect the strategic goals, city policies, and management directives. Each project is scored on all the criterion which helps ensure fair comparisons. The result is a transparent and defensible decision-making tool to allocated limited resources to long list of worthy project priorities.

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

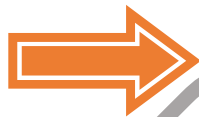
Prioritization Tool

The prioritization tool includes three phases of scoring. Phase 1 is where to invest, phase 2 is when to invest, and phase 3 is estimated costs. The following are descriptions of the phases and priority criteria utilized in the TIP prioritization tool.

Phase One: Geographic Screening (Where should we invest?)

Criteria
Equity Index
Collisions
*Essential Spaces and Places
Future Growth Areas

*e.g., Schools, parks, trails, natural areas, community centers



Ranking
High
Medium
Low

Phase Two: Implementation Screening (When should we invest?)

Criteria
Pavement Opportunity
Agency Coordination
*Quick Wins
ROW Impacted
**Environmental Impacts

*e.g., Bike network, sidewalk gap

**Critical and archaeological or culturally significant area



Timing
Near-Term
Medium-Term
Long-Term

Phase three: Cost Estimate (Magnitude of resources needed to construct each project.)

Construction
Sidewalk Infill
ROW Impacted
Length of roadway
Crossing needed
Earthwork needed
New structure
Drainage/conveyance
Creek crossing
Roadway widening



Cost Magnitude
High
Medium
Low

Prioritize Projects

The final step of the TIP prioritization process consists of organizing the projects into priority groups (highest, medium, and lowest). The highest priority projects should be funded first and should be completed within the 6-year horizon of the Transportation Improvement Program as funding allows. The medium and lowest priority projects will be completed in the 6 to 20-year horizon as funding allows.

Priority Group	P1: Geographic Screening	P2: Implementation Screening	P3: Cost Estimate
Highest	High	Near-Term	Low
Highest	High	Medium-Term	Low
Medium	High	Long-Term	Low
Medium	High	Near-Term	Medium
Medium	High	Medium-Term	Medium
Lowest	High	Long-Term	Medium
Medium	High	Near-Term	High
Lowest	High	Medium-Term	High
Lowest	High	Long-Term	High
Medium	Medium	Near-Term	Low
Medium	Medium	Medium-Term	Low
Lowest	Medium	Long-Term	Low
Medium	Medium	Near-Term	Medium
Medium	Medium	Medium-Term	Medium
Lowest	Medium	Long-Term	Medium
Lowest	Medium	Near-Term	High
Lowest	Medium	Medium-Term	High
Lowest	Medium	Long-Term	High
Lowest	Low	Near-Term	Low
Lowest	Low	Medium-Term	Low
Lowest	Low	Long-Term	Low
Lowest	Low	Near-Term	Medium
Lowest	Low	Medium-Term	Medium
Lowest	Low	Long-Term	Medium
Lowest	Low	Near-Term	High
Lowest	Low	Medium-Term	High
Lowest	Low	Long-Term	High

TIP Changes



2025 – 2030 Transportation Program TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2024-2029) to this year's 6-year project list (2025-2030). The changes are segmented by: projects removed; projects added; and other changes.

Projects Removed:	TIP ID:	Project Type:	Comments:
SE 136 th Ave. at SE 7 th St.	TRANS-363	Signal Improvements	Removed from unfunded list
NE 162 nd Avenue and NE 34 th Street Signal	TRANS-867	Signal Improvements	Removed from unfunded list
SE Chkalov Drive Safety and Mobility	TRANS-939	Signal Improvements	Removed from unfunded list
SE 34 th St. and SE 192 nd Ave Intersection Improvements	TRANS-912	Active Transportation	Removed from unfunded list
NE Fourth Plain Blvd. and Broadway Intersection Safety Improvements	TRANS-940	Active Transportation	Removed from unfunded list
NE 87 th Ave./Lieser Rd. Realignment	TRANS-583	Arterial Improvements	Removed from unfunded list
NE Fourth Plain/SB Andresen Rd. Intersection Improvements	TRANS-906	Arterial Improvements	Project will be completed in 2024
W. Fourth Plain and Franklin St. Intersection Improvement	TRANS-866	Signal Improvements	Project will be completed in 2024
NE 68 th Street Sidewalk	TRANS-878	Active Transportation	Project will be completed in 2024
NE 18 th St. and Burnt Bridge Creek Enhanced Pedestrian Improvements	TRANS-918	Active Transportation	Project will be completed in 2024
NE 192 nd Avenue & NE 13 th Street Intersection Improvements	TRANS-851	Arterial Improvements	Project will be completed in 2024

Projects Added:	TIP ID:	Project Type:	Comments:
NE 52 nd St. and NE 135 th Ave Pedestrian Crossing	TRANS-1115	Signal Improvements	New project added to unfunded list
136 th Ave and Wy'east Middle School Pedestrian Crossing	TRANS-1116	Signal Improvements	New project added to unfunded list
NE 72 nd Ave – Sidewalk Infill (Walnut Grove Elementary)	TRANS-1119	Active Transportation	New project added to unfunded list
Fourth Plain Blvd. and Laurel Pl. Pedestrian Crossing	TRANS-1117	Signal Improvements	New project added to unfunded list
Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing	TRANS-1118	Signal Improvements	New project added to unfunded list
Z St. Sidewalk Infill – Fourth Plain Blvd. to NE 26 th St.	TRANS-1120	Active Transportation	New project added to unfunded list
Rossiter Ln. to BBC Pedestrian Connector	TRANS-1122	Active Transportation	New project added to unfunded list
Todd Rd. Sidewalk Infill – Fourth Plain Blvd. to 18 th St.	TRANS-1123	Active Transportation	New project added to unfunded list
Stapleton Rd. Mobility Improvements – Fourth Plain Blvd. to 18 th St.	TRANS-1124	Active Transportation	New project added to unfunded list
Neals Ln. Sidewalk Extension – E 24 th St. to E 28 th St.	TRANS-1121	Active Transportation	New project added to unfunded list
Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing	TRANS-1125	Signal Improvements	New project added to unfunded list
Ft. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.	TRANS-1126	Active Transportation	New project added to unfunded list

North-South Pedestrian Access between 57 th Ave. and 62 nd Ave. from Fourth Plain Blvd. and NE 34 th Ave.	TRANS-1127	Active Transportation	New project added to unfunded list
Brandt Rd. Traffic Calming – Fourth Plain Blvd. to E 18 th St.	TRANS-1128	Active Transportation	New project added to unfunded list (outside 6-year)
N Grand Blvd. Traffic Calming – Fourth Plain Blvd. to E 18 th St.	TRANS-1129	Active Transportation	New project added to unfunded list (outside 6-year)
Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural	TRANS-1130	Active Transportation	New project added to unfunded list (outside 6-year)
Safe Routes to Schools Program/Pedestrian Program	TRANS-1131	Program	New program added
City Safety Program	TRANS-1132	Program	New program added
Lighting for Pedestrian Safety Program	TRANS-1133	Program	New program added
Automated Enforcement Program	TRANS-1134	Program	New program added
Ped/Bike/Small Mobility Wayfinding Program	TRANS-1135	Program	New program added
Waterfront Way Traffic Calming	TRANS-1113	Active Transportation	New project added to partially funded list
State Route 500 – 54 th and 42 nd Intersection Improvements	TRANS-1114	Signal Improvements	New project added to partially funded list
NE Andresen Rd. Sidewalk – NE 78 th St. to NE 84 th St.	TRANS-1143	Active Transportation	New project added to unfunded list (outside 6-year)

Other Changes:	TIP ID:	Project Type:	Comments:
Main Street Promise	TRANS-495	Arterial Improvements	Changed 'Project Type' from Active Transportation to Arterial Improvements
E 33 rd Street Complete Street Project – Main Street to P Street	TRANS-922	Active Transportation	Moved from funded to partially funded list
E 29 th Street Complete Street Project – Kauffman Ave to Neals Ln	TRANS-923	Active Transportation	Moved from funded to partially funded list
Jefferson St. – W. Evergreen to W. Mill Plain Blvd.	TRANS-531	Arterial Improvements	Moved from partially funded to funded list
NE Hazel Dell Ave/BBC Trail Crossing	TRANS-910	Active Transportation	Moved from partially funded to funded list
MacArthur/Mill Plain Complete Street Improvements	TRANS-917	Active Transportation	Moved from partially funded to funded list
MacArthur Blvd. – Mill Plain Blvd. to Blandford Dr.	TRANS-938	Arterial Improvements	Changed name to reflect project more accurately
MacArthur Blvd. – Blandford Dr. to Lieser Rd.	TRANS-892	Arterial Improvements	Changed name to reflect project more accurately
MacArthur Blvd./ S. Lieser Rd. and St. Helens Ave. Intersection	TRANS-603	Signal Improvements	Moved from unfunded to partially funded list
SE 20 th St. and SE 176 th Ave.	TRANS-723	Signal Improvements	Moved from unfunded to partially funded list
NE Fourth Plain Safety Improvements – Ft. Vancouver Way to 62 nd Ave.	TRANS-258	Active Transportation	Changed name to reflect project more accurately and moved from unfunded to funded list
Fourth Plain Blvd. Multiuse Path – E 62 nd Ave. to Andresen Rd.	TRANS-946	Active Transportation	Moved from unfunded to partially funded list
Complete Streets/Multimodal Safety and Accessibility	TRANS-844	Program	Changed name to reflect program more accurately
Multiple unfunded projects moved outside of 6-year horizon	Varies	Varies	Eventually will move projects outside 6-year horizon to capital facilities plan
NE 184 th Ave. – NE 4 th St. to 18 th St.	TRANS-717	Arterial Improvements	Changed name to reflect project more accurately

Heights Grand Loop – Devine Rd. to MacArthur Blvd.	TRANS-944	Arterial Improvements	Changed 'Project Type' from Active Transportation to Arterial Improvements
Amtrak Multimodal Access – W 11 th St.	TRANS-905	Active Transportation	Changed name to reflect project more accurately
MacArthur/Mill Plain Complete Street Project – Brandt Rd to Blandford Dr	TRANS-917	Active Transportation	Changed name to reflect project more accurately

Other:	Project Type:	Comments:
Non-City Projects Removed:		
Mill Plain BRT (funded)	C-Tran	Project completed in 2023
Non-City Projects Added:		

1ST DRAFT

Six-Year Project List





SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

FUNDED PROJECTS

						2024	2025	2026	2027	2028	2029	2030		
	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan 2024)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
FUNDED PROJECTS														
			Arterial Improvements											
	TRANS-275 PRJ071237	NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd. Design Phase - Funded - Completed Right-of-Way Phase - Funded - Completed Construction Phase - Funded - Started	Arterial Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	\$2,000,000 \$3,400,000 \$5,400,000 \$10,800,000	\$1,000,000 \$1,600,000 \$2,600,000 \$5,200,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$1,000,000 \$1,600,000 \$2,600,000 \$5,200,000	Evergreen/Pacific
	TRANS-495 PRJ100358	Main Street Promise Design Phase - Funded - Started Right-of-Way Phase - Started Construction Phase - Funded - Not started	Arterial Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$10,000,000 \$10,000,000	 \$10,000,000 \$10,000,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$10,000,000 \$0 \$10,000,000	Vancouver/Columbia
	TRANS-531 PRJ071247	Jefferson St. - W. Evergreen to W. Mill Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Arterial Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$1,000,000 \$3,000,000 \$4,000,000	\$3,000,000 \$2,000,000 \$5,000,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$3,000,000 \$2,000,000 \$5,000,000	Vancouver/Columbia
	TRANS-870 PRJ072617	SE 1st St. - SE 177th Ave. to SE 192nd Ave. Design Phase - funded by developer - Completed Right-of-Way Phase - Funded by developer - Completed Construction Phase - Funded - Started	Arterial Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	\$3,000,000 \$3,000,000 \$4,000,000 \$10,000,000	 \$1,000,000 \$1,000,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$1,000,000 \$0 \$1,000,000	East City/Cascade
			Signal and Lighting Improvements											
	TRANS-908 PRJ100662	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 \$ SFS \$ GRANT \$ TOTAL \$	\$0 	\$50,000 \$50,000	\$50,000 \$50,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$50,000 \$0 \$0 \$50,000	Vancouver/Columbia
			Active Transportation Improvements											
	TRANS-258 PRJ071454	NE Fourth Plain Safety Improvements - Ft. Vancouver Way to 62nd Ave. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	\$500,000 \$500,000	\$500,000 \$500,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$500,000 \$0 \$0 \$500,000	Vancouver/Columbia/Cascade
	TRANS-740 PRJ071455	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 \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$50,000 \$50,000 \$100,000	 \$450,000 \$450,000 \$900,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$450,000 \$450,000 \$900,000	East City/Cascade
	TRANS-889 PRJ100592	NE 18th St. and N. Devine Rd. ADA Improvements Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$200,000 \$200,000	\$100,000 \$100,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$100,000 \$0 \$100,000	Vancouver/Columbia
	TRANS-899 PRJ100592	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 \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$450,000 \$450,000	 \$250,000 \$250,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$250,000 \$0 \$250,000	Vancouver/Columbia
	TRANS-910 PRJ100914	NE Hazel Dell Ave./BBC Trail Crossing Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$100,000 \$100,000	 \$300,000 \$500,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$300,000 \$500,000 \$800,000	Vancouver/Columbia
	TRANS-917 PRJ100336	MacArthur/Mill Plain Complete Street Improvements Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$ SFS \$ GRANT \$ TOTAL \$	\$0 	 \$500,000 \$500,000	 \$10,000 \$10,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$10,000 \$0 \$10,000	Vancouver/Columbia

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
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

FUNDED PROJECTS

						2024	2025	2026	2027	2028	2029	2030		
	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan 2024)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
FUNDED PROJECTS														
	TRANS-919 PRJ100889	SE 34th Street Complete Street Project - 162nd Ave. to 192nd Ave. Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
				SFS \$		\$500,000	\$300,000						\$300,000	
				GRANT \$		\$500,000	\$300,000						\$300,000	
				TOTAL \$		\$1,000,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	
	TRANS-920 PRJ100802	McGillivray Complete Street Project - Chkalov Dr. to Village Loop Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
				SFS \$		\$250,000	\$250,000						\$250,000	
				GRANT \$			\$750,000						\$750,000	
				TOTAL \$		\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
	TRANS-921 PRJ100923	NE 112th Avenue Complete Street Project - Chkalov Dr. to Fourth Plain Blvd. Design Phase - Funded - Not Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	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	\$500,000	
	TRANS-943 PRJ100922	Garrison Rd. Sidewalk Improvements - Mill Plain Blvd. to David Douglas Park Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	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	\$500,000	
														6-year Totals
				EXST \$	Annually =	\$5,550,000	\$1,550,000	\$0	\$0	\$0	\$0	\$0	EXST \$	\$1,550,000
				SFS \$	Annually =	\$8,950,000	\$17,510,000	\$250,000	\$0	\$0	\$0	\$0	SFS \$	\$17,760,000
				GRANT \$	Annually =	\$23,650,000	\$7,100,000	\$0	\$0	\$0	\$0	\$0	GRANT \$	\$7,100,000
				TOTAL \$	Annually =	\$38,150,000	\$26,160,000	\$250,000	\$0	\$0	\$0	\$0	TOTAL \$	\$26,410,000
			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											
		Highway 99 BRT	C-Tran											
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver											
Any more to add?????														

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
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

PARTIALLY FUNDED PROJECTS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan 2024)	2024	2025	2026	2027	2028	2029	2030	6-Year Total	TIF Area old/new
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures		
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Arterial Improvements											
Lowest	TRANS-527 PRJ071616	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 \$	\$0	\$600,000							\$0	Evergreen & E. City/ Pacific & Cascade
				SFS \$			\$3,000,000	\$2,000,000				\$5,000,000		
				GRANT \$		\$250,000	\$2,000,000	\$3,000,000				\$5,000,000		
				TOTAL \$		\$850,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$10,000,000	
Lowest	TRANS-444 PRJ100788	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						\$250,000	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	\$2,000,000	\$0	\$5,000,000	\$8,000,000	\$0	\$0	\$15,000,000	
Lowest	TRANS-607 PRJ100868	NE 192nd Ave. - SE 1st St. to NE 18th St. Design Phase - Funded - Started Right-of-Way Phase - Funding uncertain- Not started Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	\$0								\$0	East City/Cascade
				SFS \$		\$250,000	\$250,000	\$1,000,000		\$2,000,000	\$3,000,000	\$3,000,000	\$9,250,000	
				GRANT \$		\$350,000	\$400,000	\$1,000,000		\$4,000,000	\$3,000,000	\$3,000,000	\$11,400,000	
				TOTAL \$		\$600,000	\$650,000	\$2,000,000	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$20,650,000	
Lowest	TRANS-898 PRJ100386	NE 115th Ave. - NE 16th St. to NE 18th St. Design Phase - Funded by developer - Started 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 \$	\$0								\$0	
				GRANT \$									\$0	
				TOTAL \$		\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	
Lowest	TRANS-944	Heights Grand Loop - Devine Rd. to MacArthur Blvd. Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
				SFS \$			\$5,000,000	\$10,000,000	\$5,000,000				\$20,000,000	
				GRANT \$									\$0	
				TOTAL \$		\$0	\$5,000,000	\$10,000,000	\$5,000,000	\$0	\$0	\$0	\$20,000,000	
			Signal and Lighting Improvements											
Lowest	TRANS-603	MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection Design Phase - Partially Funded - Not Started Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	\$0		\$250,000						\$250,000	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	
Lowest	TRANS-723	SE 20th St. and SE 176th Ave. Design Phase - Funded - Not Started Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	\$0	\$50,000	\$50,000						\$50,000	East City/Cascade
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
Lowest	TRANS-839 PRJ100351	NE 152nd Ave. and NE Fourth Plain Blvd. Signal Design Phase - Partially Funded - Started Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$150,000	\$150,000						\$150,000	Evergreen/Pacific
				SFS \$	\$0								\$0	
				GRANT \$									\$0	
				TOTAL \$		\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
Lowest	TRANS-879 PRJ100352	Columbia House Blvd. and Grove St. Signal Upgrade Design Phase - Partially Funded - Started 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	
Lowest	TRANS-888 PRJ100443	NE 192nd Ave. at SR 14 Interchange - Traffic Improvements Design Phase - Partially Funded - Started 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											
Lowest	TRANS-843 PRJ071448	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 \$	\$0	\$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	
Lowest	TRANS-873	Main St. Safety/Mobility Improvement Project - Fourth Plain Blvd. to City Limits Design Phase - Partially Funded - Not Started Right-of-Way Phase - Funded - Not Started Construction Phase - Unfunded - Not started	Active Transportation Improvements	EXST \$	\$0	\$100,000	\$600,000						\$600,000	Vancouver/Columbia
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$		\$100,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	
Medium	TRANS-922 PRJ100803	E 33rd Street Complete Street Project - Main Street to P Street Design Phase - Funded - Not Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	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	
Lowest	TRANS-923 PRJ100804	E 29th Street Complete Street Project - Kauffman Ave. to Neals Ln. Design Phase - Funded - Not Started Right-of-Way Phase - N/A Construction Phase - Funded - Not started	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	

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
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

PARTIALLY FUNDED PROJECTS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan 2024)	2024 Planned Expenditures	2025 Planned Expenditures	2026 Planned Expenditures	2027 Planned Expenditures	2028 Planned Expenditures	2029 Planned Expenditures	2030 Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
Lowest	TRANS-924	St. Johns/St. James Complete Street Project - Fourth Plain to City Limits	Active Transportation Improvements	EXST \$	\$0								\$0	Vancouver/Columbia
	PRJ100805	Design Phase - Funded - Not Started		SFS \$						\$500,000		\$500,000		
		Right-of-Way Phase - N/A		GRANT \$							\$0			
		Construction Phase - Unfunded - Not started		TOTAL \$		\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000		
Lowest	TRANS-946	Fourth Plain Blvd. Multiuse Path - E 62nd Ave. to Andresen Rd.	Active Transportation Improvements	EXST \$	\$0	\$100,000	\$500,000						\$500,000	Vancouver/Columbia/ Cascade
		Design Phase - Funded - Started		SFS \$							\$0			
		Right-of-Way Phase - N/A		GRANT \$							\$0			
		Construction Phase - Unfunded - Not started		TOTAL \$		\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	
Medium	TRANS-1113	Waterfront Way Traffic Calming	Active Transportation Improvements	EXST \$	Developer \$	\$50,000	\$50,000						\$50,000	Vancouver/Columbia
	PRJ100852 new	Design Phase - Funded - Started		SFS \$	\$0						\$0			
		Right-of-Way Phase - N/A		GRANT \$							\$0			
		Construction Phase - Funded - Started		TOTAL \$		\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000		
Medium	TRANS-1114	Fourth Plain Blvd. Multiuse Path - E 62nd Ave. to Andresen Rd.	Active Transportation Improvements	EXST \$	\$0		\$40,000						\$40,000	Vancouver/Columbia
	PRJ100913 new	Design Phase - Funded - Started		SFS \$							\$0			
		Right-of-Way Phase - Unfunded - Not Started		GRANT \$							\$0			
		Construction Phase - Unfunded - Not started		TOTAL \$		\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	
														6-year Totals
				EXST \$	Annually =	\$1,245,000	\$2,040,000	\$0	\$0	\$0	\$0	\$0	EXST \$	\$2,040,000
				SFS \$	Annually =	\$750,000	\$10,000,000	\$13,000,000	\$5,500,000	\$7,000,000	\$3,500,000	\$3,000,000	SFS \$	\$42,000,000
				GRANT \$	Annually =	\$600,000	\$3,400,000	\$4,000,000	\$4,500,000	\$7,000,000	\$3,000,000	\$3,000,000	GRANT \$	\$24,900,000
				TOTAL \$	Annually =	\$2,595,000	\$15,440,000	\$17,000,000	\$10,000,000	\$14,000,000	\$6,500,000	\$6,000,000	TOTAL \$	\$68,940,000

	Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS WITHIN 6-YEAR									
					2025	↔	2030		
Score			Arterial Improvements						
Lowest	TRANS-847	SE 164th Avenue and SE Mill Plain Blvd. Intersection Improvements	Arterial Improvements	PSE				\$5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-887	NW 78 th St./Fruit Valley Rd./NW Lakeshore Ave. Roundabout	Arterial Improvements	PSE				\$2 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-891	E. Mill Plain - Boise Ave. to N. Andresen Rd.	Arterial Improvements	PSE				\$10 mill	Vancouver/Columbia/Cascade
				Total	←	No Funding	→		
Lowest	TRANS -907	NE 124th Ave. - NE 28th St. to NE 39th St.	Arterial Improvements	PSE				\$10 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS -927	NE 187th Ave - SE 1st St to NE 18th St.	Arterial Improvements	PSE				\$13 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-928	NE 13th St - NE 172nd Ave to NE 187th Ave.	Arterial Improvements	PSE				\$18 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-938	MacArthur Blvd. - Mill Plain Blvd. to Blandford Dr.	Arterial Improvements	PSE				\$2 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Score			Signal and Lighting Improvements						
Lowest	TRANS-880	McGillivray and Village Loop Drive Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-929	NE 18th Street and NE 187th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-930	NE 18th Street and NE 179th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-934	SE 1st Street and SE 187th Avenue Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-936	Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Lowest	TRANS-937	SE Westridge Blvd. and SE 1st Street Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Medium	TRANS-1115 new	NE 52nd St. and NE 135th Ave Pedestrian Crossing	Signal and Lighting Improvements	PSE				\$0.1 mill	East City/Cascade
				Total	←	No Funding	→		
Medium	TRANS-1116 new	136th Ave and Wy'east Middle School Pedestrian Crossing	Signal and Lighting Improvements	PSE				\$0.5 mill	East City/Cascade
				Total	←	No Funding	→		
Medium	TRANS-1117 new	Fourth Plain Blvd. and Laurel Pl. Pedestrian Crossing	Signal and Lighting Improvements	PSE				\$0.5 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Medium	TRANS-1118 new	Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing	Signal and Lighting Improvements	PSE				\$0.6 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Medium	TRANS-1125 new	Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing	Signal and Lighting Improvements	PSE				\$0.8 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Score			Active Transportation						
Lowest	TRANS-1119 new	NE 72nd Ave - Sidewalk Infill (Walnut Grove Elementary)	Active Transportation	PSE				\$0.5 mill	Evergreen/Pacific
				Total	←	No Funding	→		
Lowest	TRANS-1120 new	Z St. Sidewalk Infill - Fourth Plain Blvd. to NE 26th St.	Active Transportation	PSE				\$0.5 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-1121 new	Neals Ln. Sidewalk Extension - E 24th St. to E 28th St.	Active Transportation	PSE				\$0.6 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-1122 new	Rossiter Ln. to BBC Pedestrian Connector	Active Transportation	PSE				\$1.3 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-1123 new	Todd Rd. Sidewalk Infill - Fourth Plain Blvd. to 18th St.	Active Transportation	PSE				\$0.6 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Medium	TRANS-1124 new	Stapleton Rd. Mobility Improvements - Fourth Plain Blvd. to 18th St.	Active Transportation	PSE				\$1 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-1126 new	Pt. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.	Active Transportation	PSE				\$0.4 mill	Vancouver/Columbia
				Total	←	No Funding	→		
Lowest	TRANS-1127 new	North-South Pedestrian Access between 57th Ave. and 62nd Ave. from Fourth Plain Blvd. and NE 34th Ave.	Active Transportation	PSE				\$0.4 mill	Vancouver/Columbia
				Total	←	No Funding	→		

Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS OUTSIDE 6-YEAR								
				2031	↔	Future		
		Arterial Improvements						
TRANS-717	NE 184th Ave. - SE 4th St. to NE 18th St.	Arterial Improvements	PSE				\$12-14 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-274	NE 28th St. - NE 142nd Ave. to NE 162nd Ave.	Arterial Improvements	PSE				\$10-12 mill	Evergreen/Pacific
			Total	←	No Funding	→		
TRANS-279	NE 49th St. - NE 122nd Ave. to NE 137th Ave.	Arterial Improvements	PSE				\$9-11 mill	Evergreen/Pacific
			Total	←	No Funding	→		
TRANS-281	NE 18th St. - NE 87th Ave. to NE 97th Ave.	Arterial Improvements	PSE				\$14-16 mill	Evergreen & East City/ Pacific & Cascade
			Total	←	No Funding	→		
TRANS-349	NE 18th St. - NE 164th Ave. to NE 192nd Ave.	Arterial Improvements	PSE				\$18-20 mill	Evergreen & East City/ Pacific & Cascade
			Total	←	No Funding	→		
TRANS-680	Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening	Arterial Improvements	PSE				\$25-30 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-712	NE 59th St. - NE 147th Ave. to NE 162nd Ave.	Arterial Improvements	PSE				\$7-9 mill	Evergreen/Pacific
			Total	←	No Funding	→		
TRANS-716	NE 9th St. - NE 172nd Ave. to NE 192nd Ave.	Arterial Improvements	PSE				\$10-12 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-718	NE 162nd Ave. - SE 1st St. to NE 9th St.	Arterial Improvements	PSE				\$11-13 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-719	NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.	Arterial Improvements	PSE				\$2-3 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-825	NE 54th Street - NE 15th Ave. to NE Saint James Rd.	Arterial Improvements	PSE				\$14 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-826	NE 104th Avenue - SE Mill Plain Blvd. to NE 14th Street	Arterial Improvements	PSE				\$10-12 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-827	NE 104th Avenue - NE 14th Street to NE 18th Street	Arterial Improvements	PSE				\$10-12 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-836	E Evergreen Blvd. Bridge Over S Blandford Dr.	Arterial Improvements	PSE				\$15 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-883	NW 32nd Ave./Lower River Rd. Roundabout	Arterial Improvements	PSE				\$2 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-884	NW 32nd Ave. Freight and Mobility - Lower River Rd. to NW 61st St.	Arterial Improvements	PSE				\$64 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-885	NW 32nd Ave. Freight and Mobility - NW 61st St. to Burnt Bridge Creek	Arterial Improvements	PSE				\$49 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-886	NW 32nd Ave. Freight and Mobility - Burnt Bridge Creek to NW 78th St.	Arterial Improvements	PSE				\$10 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-892	MacArthur Boulevard - Blandford Dr. to Lieser Rd.	Arterial Improvements	PSE				\$15 mill	Vancouver/Columbia/Cascade
			Total	←	No Funding	→		
TRANS-893	N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.	Arterial Improvements	PSE				\$4 mill	Vancouver/Columbia/Cascade
			Total	←	No Funding	→		
TRANS-894	N Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.	Arterial Improvements	PSE				\$10 mill	Vancouver/Columbia/Cascade
			Total	←	No Funding	→		
		Signal and Lighting Improvements						
TRANS-722	St Johns Blvd. and NE 68th St.	Signal and Lighting Improvements	PSE				\$0.5-1 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-746	SE McGillivray Blvd. and SE 166th Ave.	Signal and Lighting Improvements	PSE				\$1 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-818	NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.	Signal and Lighting Improvements	PSE				\$1-2 mill	Evergreen/Pacific
			Total	←	No Funding	→		
TRANS-819	NW Fruit Valley Rd. at La Frambois Rd.	Signal and Lighting Improvements	PSE				\$0.5-1 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-848	SE 164th Avenue and SE 12th Street Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.5-1 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-856	NE 18th Street and NE 172nd Avenue Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-868	St. Johns Blvd. and Fort Vancouver Way Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	Citywide
			Total	←	No Funding	→		
TRANS-895	MacArthur Blvd. at N. Devine Rd. Roundabout	Signal and Lighting Improvements	PSE				\$1 - 1.5 mill	Vancouver/Columbia/Cascade
			Total	←	No Funding	→		
TRANS-896	MacArthur Blvd. at N. Andresen Rd. Roundabout	Signal and Lighting Improvements	PSE				\$1 - 1.5 mill	Vancouver/Columbia/Cascade
			Total	←	No Funding	→		
TRANS-931	NE 162nd Avenue and NE 9th Street Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-932	NE 172nd Avenue and NE 9th Street Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-942	SE 192nd Avenue and Mill Plain Blvd. Intersection Improvements	Signal and Lighting Improvements	PSE				\$0.3-0.5 mill	East City/Cascade
			Total	←	No Funding	→		
		Active Transportation						
TRANS-741	Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.	Active Transportation	PSE				\$7 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-742	Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits	Active Transportation	PSE				\$7 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-857	SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Road	Active Transportation	PSE				\$1-2 mill	Evergreen/Pacific
			Total	←	No Funding	→		
TRANS-861	Westside Bike Mobility	Active Transportation	PSE				\$7.5 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-890	NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner	Active Transportation	PSE				\$7 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-903	NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.	Active Transportation	PSE				\$5 mill	East City/Cascade
			Total	←	No Funding	→		
TRANS-905	Amtrak Multimodal Access	Active Transportation	PSE				\$10 mill	Vancouver/Columbia
			Total	←	No Funding	→		
TRANS-911	NE Padden Expressway and NE Andresen Rd. Intersection Improvements	Active Transportation	PSE				\$10 mill	East City/Cascade
			Total	←	No Funding	→		

	Project ID	Project Name	Project Type	Phase				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS OUTSIDE 6-YEAR									
	TRANS-913	MacArthur Blvd. and S. Blandford Dr. Pedestrian Crossing	Active Transportation	PSE				\$1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-914	W 39th and Daniels St. Pedestrian Improvements	Active Transportation	PSE				\$0.3 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-915	Fruit Valley Rd. and Firestone Lane Pedestrian Crossing	Active Transportation	PSE				\$1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-916	W. 16th St. and NW Packing Pedestrian Crossing	Active Transportation	PSE				\$1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-926	SE 164th Avenue - Tech Center Drive to SE 1st Street Safety and Mobility Improvements	Active Transportation	PSE				\$2 mill	East City/Cascade
			Total		←	No Funding	→		
	TRANS-941	Fourth Plain Blvd. Safety and Mobility - 121st Ave to 127th Ave	Active Transportation	PSE				\$1 mill	East City/Cascade
			Total		←	No Funding	→		
	TRANS-945	E 18th Street Mobility Lane Improvements and Traffic Calming - Grand Blvd. to NE Burton Rd.	Active Transportation	PSE				\$2 mill	Vancouver/Columbia/Cascade
			Total		←	No Funding	→		
	TRANS-1128 new	Brandt Rd. Traffic Calming - Fourth Plain Blvd. to E 18th St.	Active Transportation	PSE				\$0.1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-1129 new	N Grand Blvd. Traffic Calming - Fourth Plain Blvd. to E 18th St.	Active Transportation	PSE				\$0.1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-1130 new	Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural	Active Transportation	PSE				\$0.1 mill	Vancouver/Columbia
			Total		←	No Funding	→		
	TRANS-1143 new	NE Andresen Rd. Sidewalk - NE 78th St. to NE 84th St.	Active Transportation	PSE				\$1 mill	Vancouver/Columbia
			Total		←	No Funding	→		

1ST DRAFT



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

ANNUAL PROGRAMS

						2024	2025	2026	2027	2028	2029	2030		
	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														
			Ongoing Programs			2024	2025	2026	2027	2028	2029	2030	6 yr. total	
	TRANS-237 PRJ072330	Traffic Signal and Lighting Sustainability 2024/2025 Fourth Plain and Franklin Signal, Main Street Promise	Program	EXST \$		\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$1,290,000	City-Wide
				SFS \$		\$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	\$2,490,000	
	TRANS-240 PRG0102	Neighborhood Traffic Calming Program 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.	Program	EXST \$		\$170,000	\$170,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$1,520,000	City-Wide
				SFS \$		\$130,000	\$130,000	\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$1,280,000	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$300,000	\$300,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,800,000	
	TRANS-241	Pavement Preservation Program 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. (Ask Chris C.)	Program	EXST \$		\$11,500,000	\$12,000,000	\$12,500,000	\$13,000,000	\$13,500,000	\$14,000,000	\$14,000,000	\$79,000,000	City-Wide
				SFS \$		\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,600,000	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$12,100,000	\$12,600,000	\$13,100,000	\$13,600,000	\$14,100,000	\$14,600,000	\$14,600,000	\$82,600,000	
	TRANS-245 PRG0256	Bridge Inspection Program	Program	EXST \$		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	City-Wide
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	
	TRANS-421	Pavement Reconstruction Program	Program	EXST \$									\$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	
				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 PRJ072459	Complete Streets/Multimodal Safety and Accessibility Sub projects will focus on targeted safety improvements, see project sheet for details.	Program	EXST \$									\$0	City-wide
				SFS \$		\$1,500,000	\$1,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$26,500,000	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$1,500,000	\$1,500,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$26,500,000	
	TRANS-858 PRG0234	Citywide Transportation Demand Management Program	Program	EXST \$									\$0	City-wide
				SFS \$			\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	
	TRANS-859 PRG0138	Sidewalk Management Program	Program	EXST \$									\$0	City-wide
				SFS \$		\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,500,000	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,500,000	
	TRANS-869 PRJ100786	Arterial Street Light Program Funded with energy savings from LED Retrofit	Program	EXST \$		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000	City-Wide
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000	

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
(2025-2030)

Note: All costs are in 2024 dollars. 2024 shown for reference only (6-year plan is for 2025-2030).

ANNUAL PROGRAMS

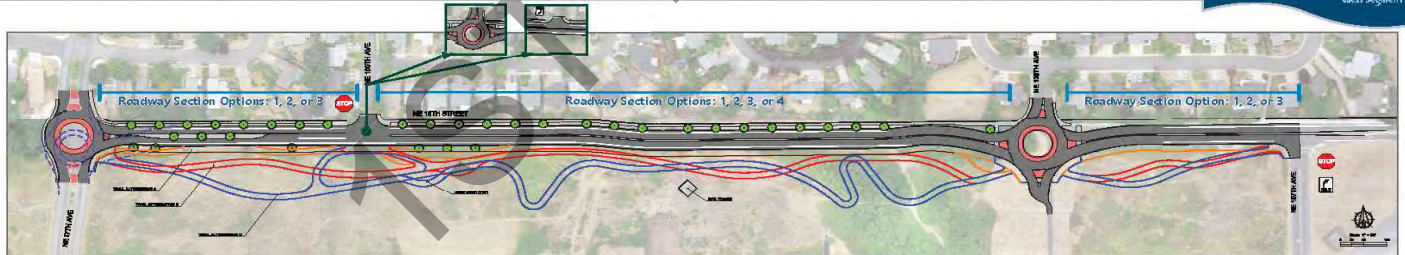
						2024	2025	2026	2027	2028	2029	2030			
	Project ID	Program Name	Project Type	Funding Type		Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new	
ANNUAL PROGRAMS															
	TRANS-1131 new	Safe Routes to Schools Program/Pedestrian Program	Program	EXST \$									\$0	City-wide	
				SFS \$			\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$0	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000		
	TRANS-1132 new	City Safety Program	Program	EXST \$									\$0	City-wide	
				SFS \$			\$0	\$0	\$0	\$0	\$0	\$0	\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	TRANS-1133 new	Lighting for Pedestrian Safety Program	Program	EXST \$									\$0	City-wide	
				SFS \$			\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000		
	TRANS-1134 new	Automated Enforcement Program	Program	EXST \$									\$0	City-wide	
				SFS \$			\$0	\$0	\$0	\$0	\$0	\$0	\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	TRANS-1135 new	Ped/Bike/Small Mobility Wayfinding Program	Program	EXST \$									\$0	City-wide	
				SFS \$			\$0	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$175,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$0	\$0	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$175,000		
														6-year Totals	
				EXST \$	Annually =	\$12,185,000	\$12,685,000	\$13,285,000	\$13,785,000	\$14,285,000	\$14,785,000	\$14,785,000	EXST \$	\$83,610,000	
				SFS \$	Annually =	\$3,930,000	\$3,930,000	\$8,415,000	\$8,415,000	\$8,415,000	\$8,415,000	\$8,415,000	SFS \$	\$46,005,000	
				GRANT \$	Annually =	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GRANT \$	\$0	
				TOTAL \$	Annually =	\$16,115,000	\$16,615,000	\$21,700,000	\$22,200,000	\$22,700,000	\$23,200,000	\$23,200,000	TOTAL \$	\$129,615,000	

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

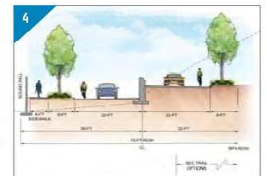
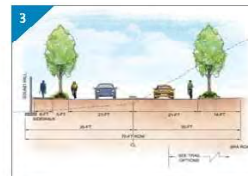
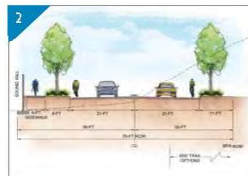
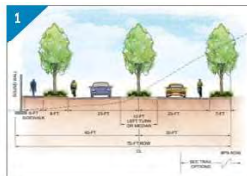
For questions or comments about the detail sheets
please email: chris.malone@cityofvancouver.us

Roundabout Intersections Concept

Improving NE 18th Street
Island Segment

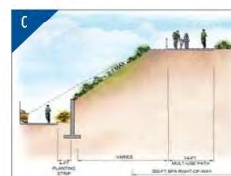
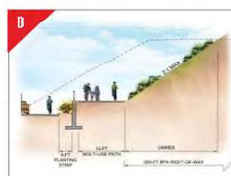
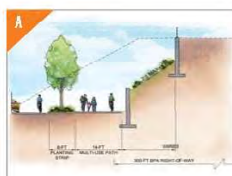


Roadway Section Options



Multi-Use Trail Options

Colors correspond with trail layouts above.





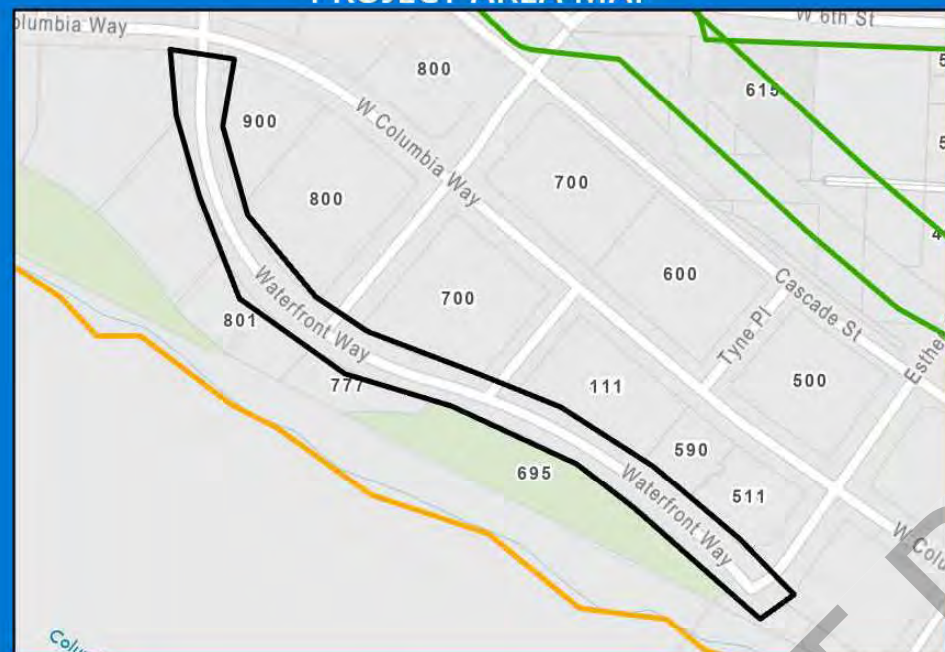
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Waterfront Way Traffic Calming

Project Extent: Columbia Way

To: Esther St.

PROJECT AREA MAP



PROJECT SUMMARY

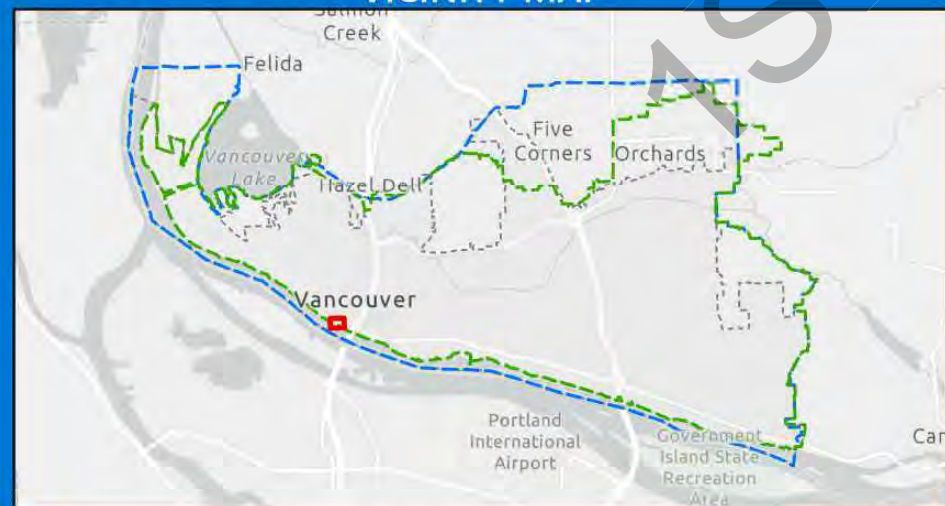
Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Install traffic calming treatments along Waterfront Way with developer funds. Identified by staff.

Project Priority Score:
MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100852

Grant Funded:

Total Project Cost:

Start of Const. (year): 2025

*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 Plan (CIP) document.



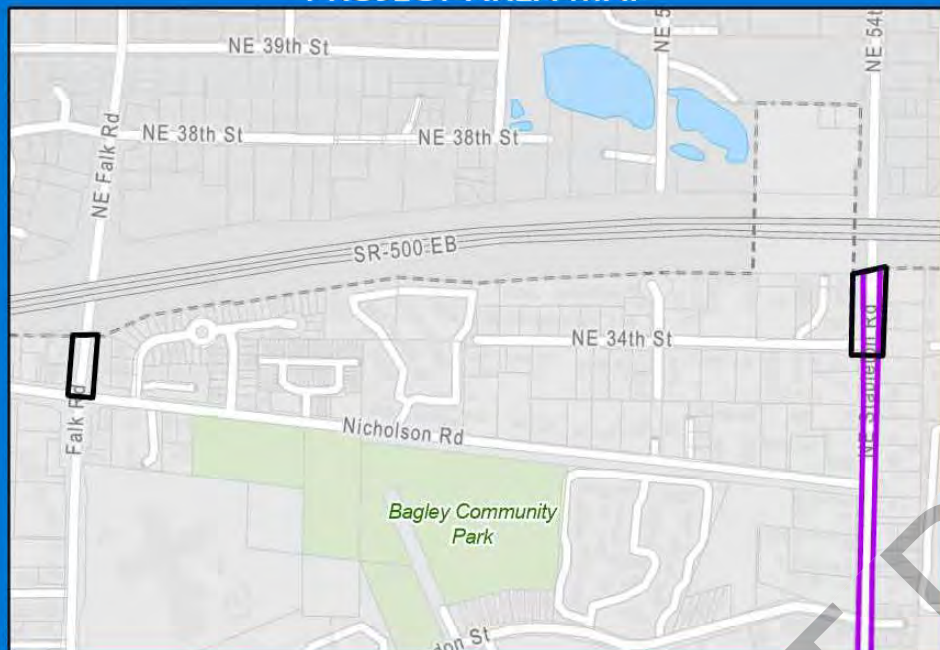
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: State Route 500 - 54th and 42nd Intersection Improvements

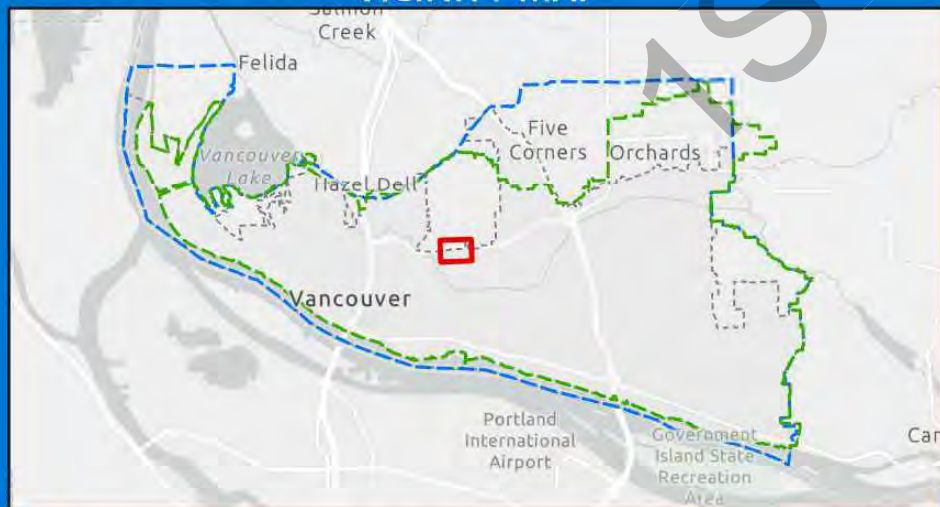
Project Extent:

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

WSDOT is building/funding the pedestrian overpass at the intersections of 54th and 42nd along SR-500. The City is improving the pedestrian access that leads up to these two intersections (Falk Rd. and Stapleton Rd.). Identified by WSDOT.

Project Priority Score:
MEDIUM

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100913

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



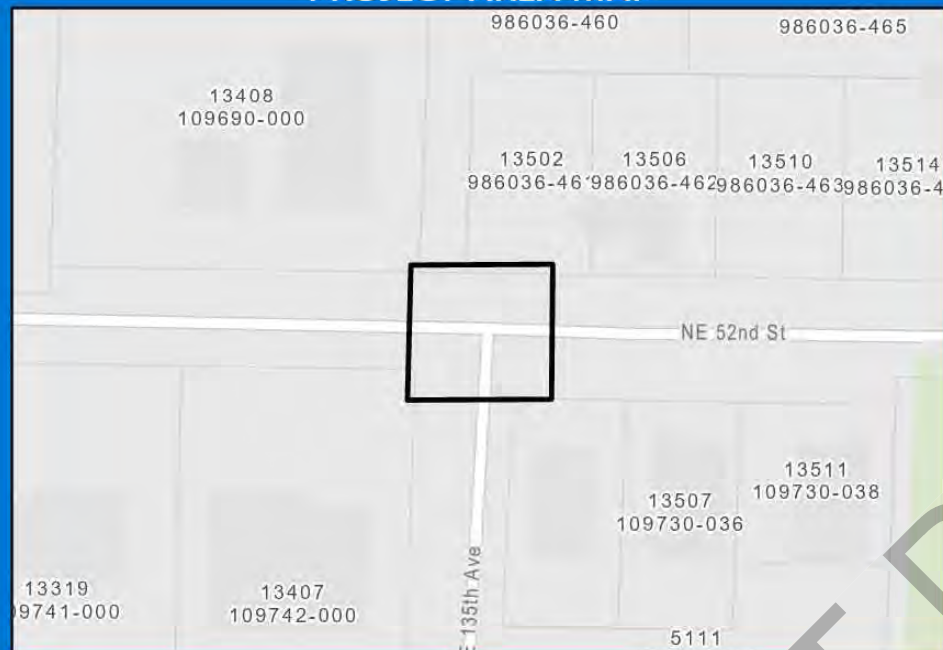
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 52nd St. and NE 135th Ave Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

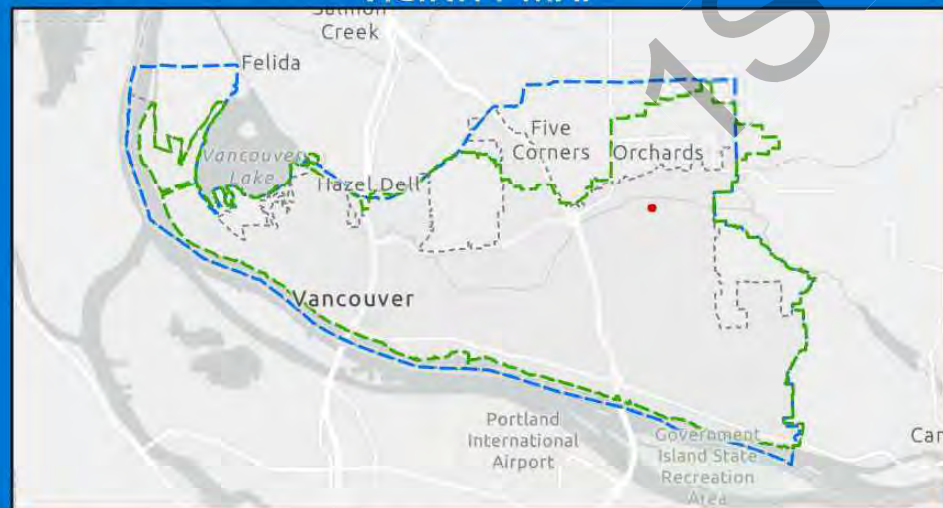
Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Identified by staff.

Project Priority Score:

MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: 136th Ave and Wy'east Middle School Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

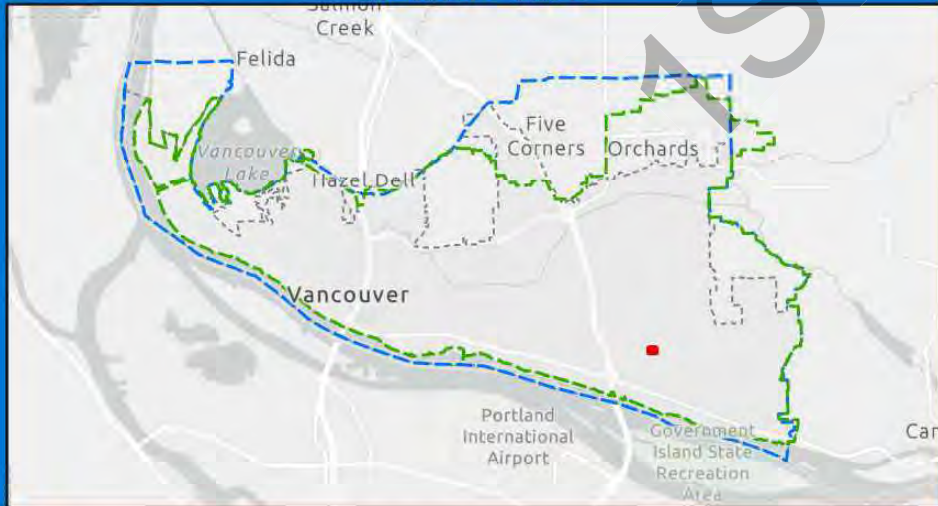
Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Identified by staff.

Project Priority Score:

MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

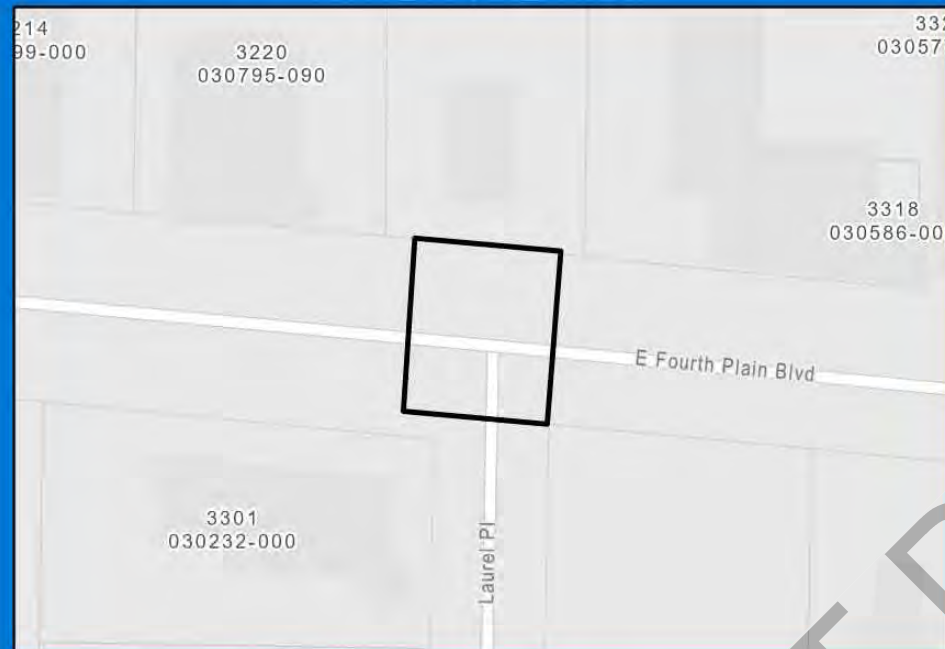


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

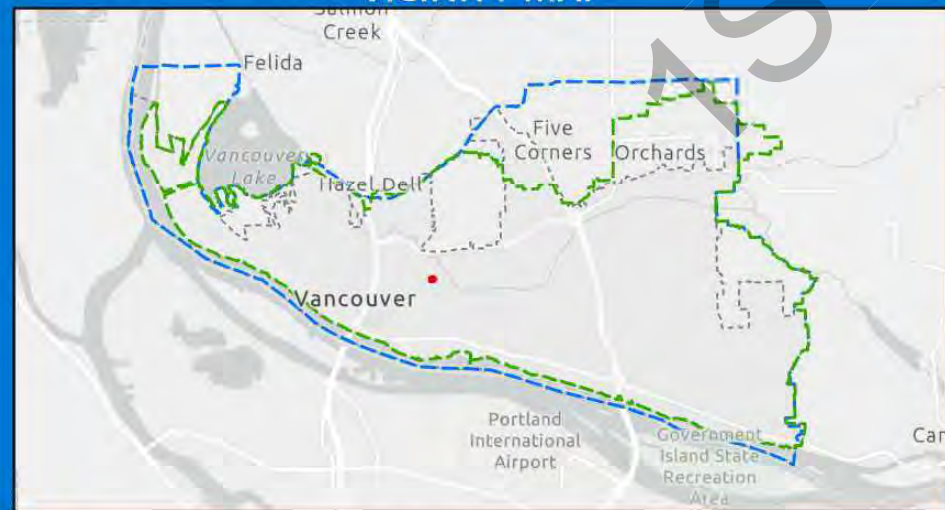
Project: Fourth Plain Blvd. and Laurel Pl. Pedestrian Crossing

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Identified by staff.

Project Priority Score:

MEDIUM

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



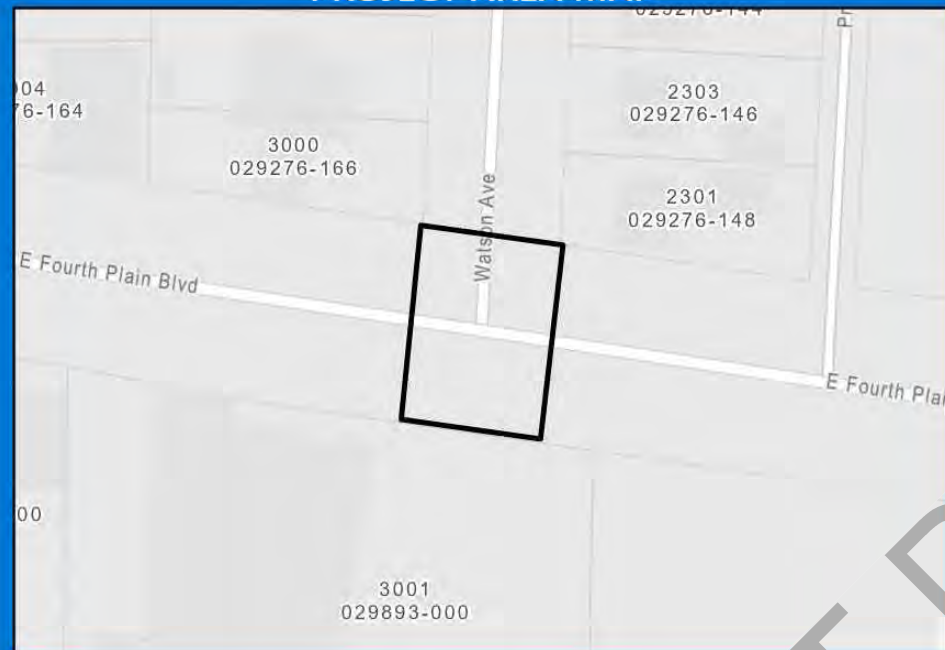
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and Watson Ave. Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

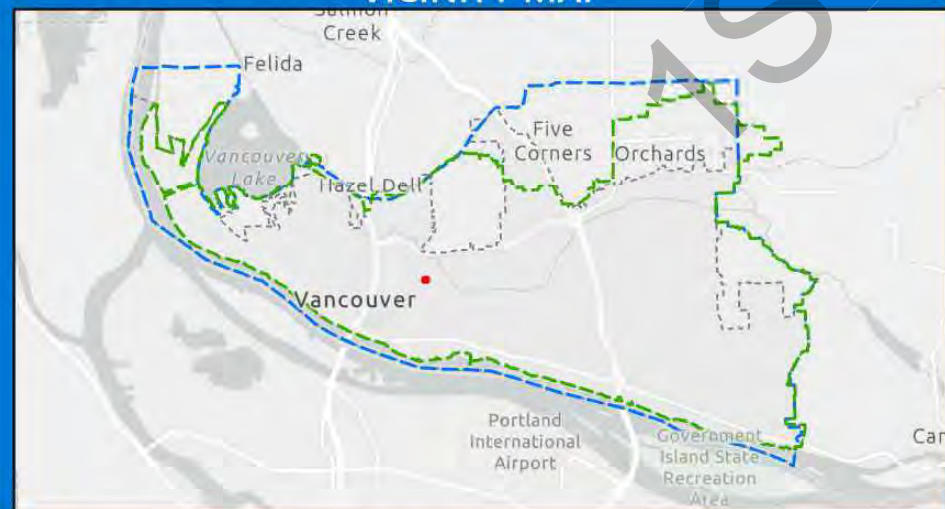
PROJECT DESCRIPTION

Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Identified by staff.

Project Priority Score:
MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



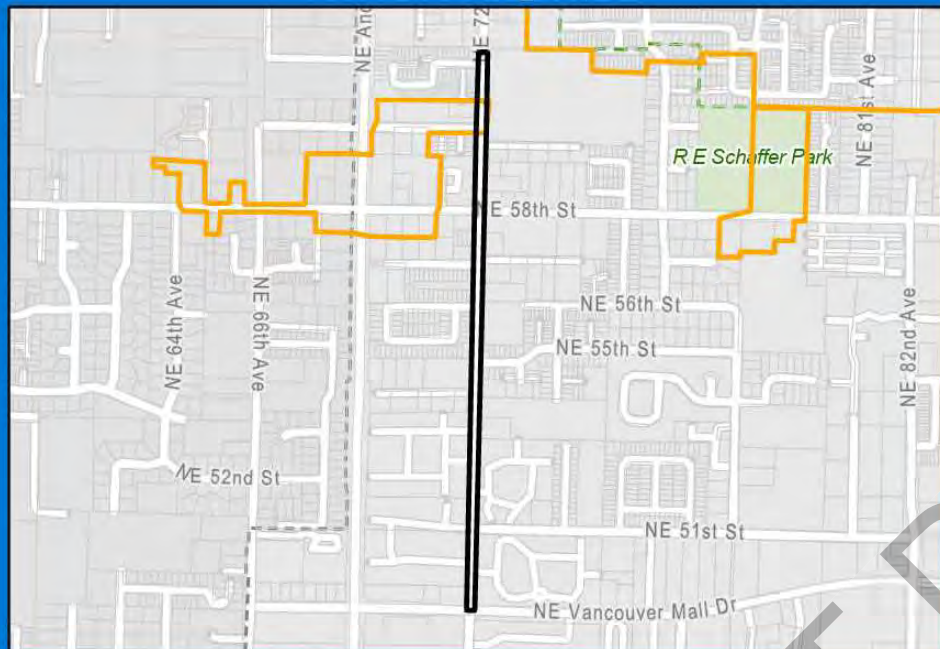
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 72nd Ave - Sidewalk Infill (Walnut Grove Elementary)

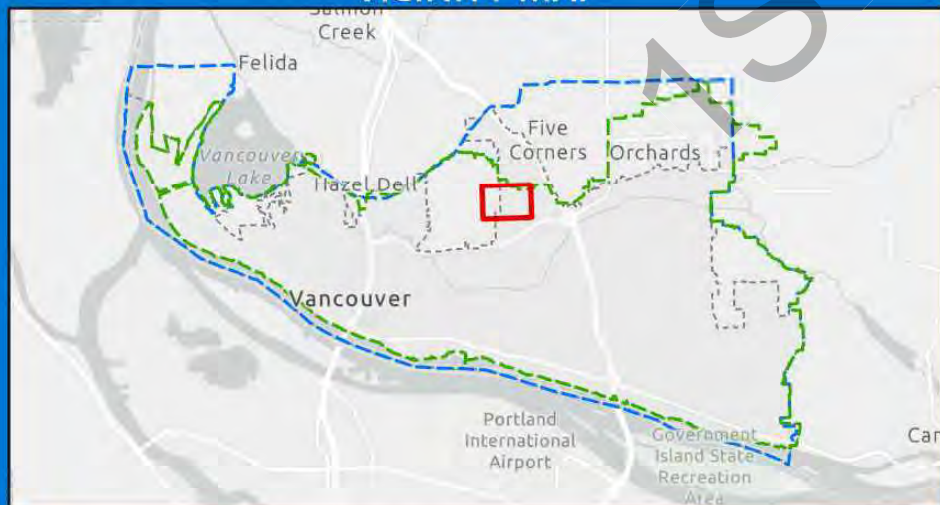
Project Extent: Van Mall Dr.

To: Walnut Grove Elem

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

This project will add new sections of sidewalk infill along NE 72nd Ave at Walnut Grove Elementary. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



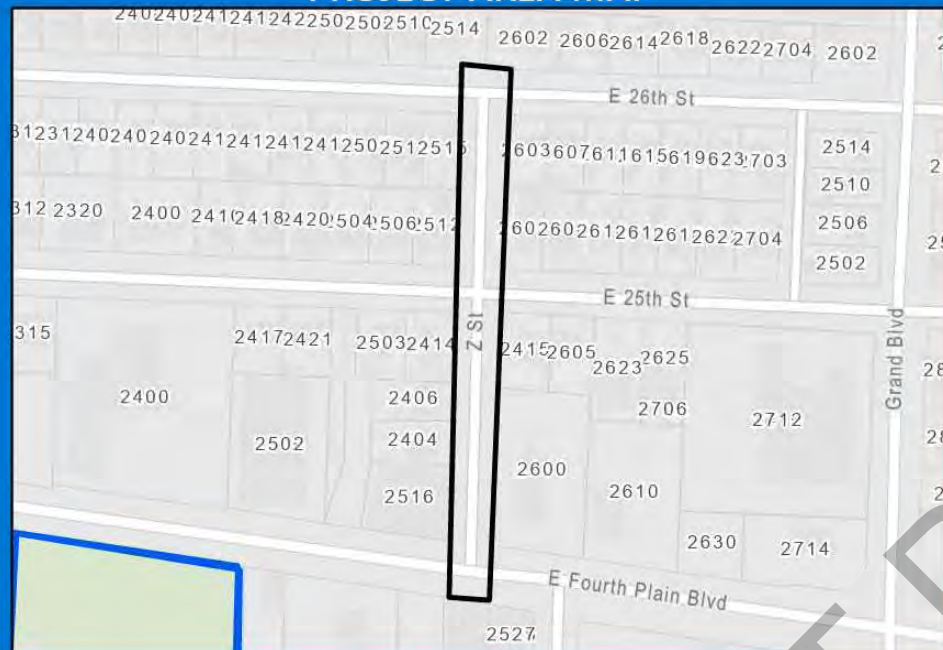
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Z St. Sidewalk Improvements - Fourth Plain Blvd. to NE 26th St.

Project Extent: Fourth Plain Blvd.

To: NE 26th St.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

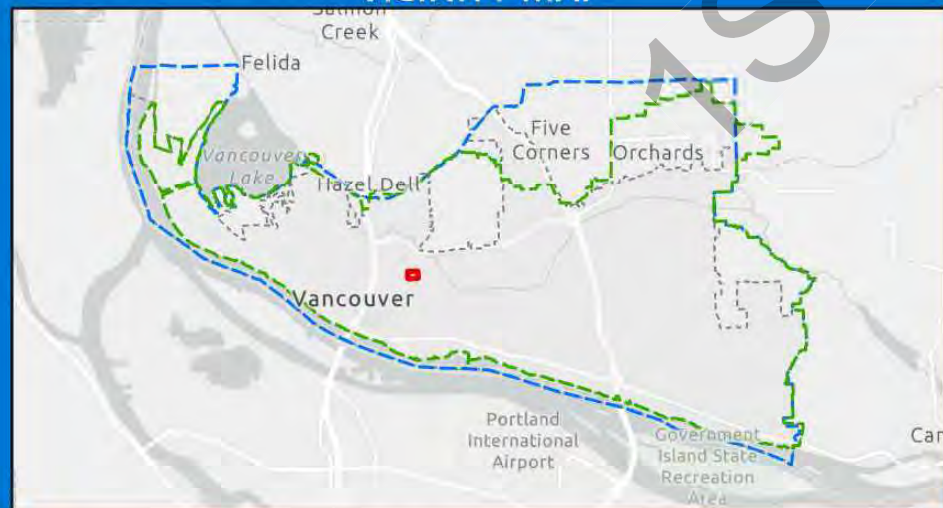
PROJECT DESCRIPTION

Project Description:

This project will add new sections of sidewalk infill along Z St. from Fourth Plain Blvd. to NE 26th St. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:
MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



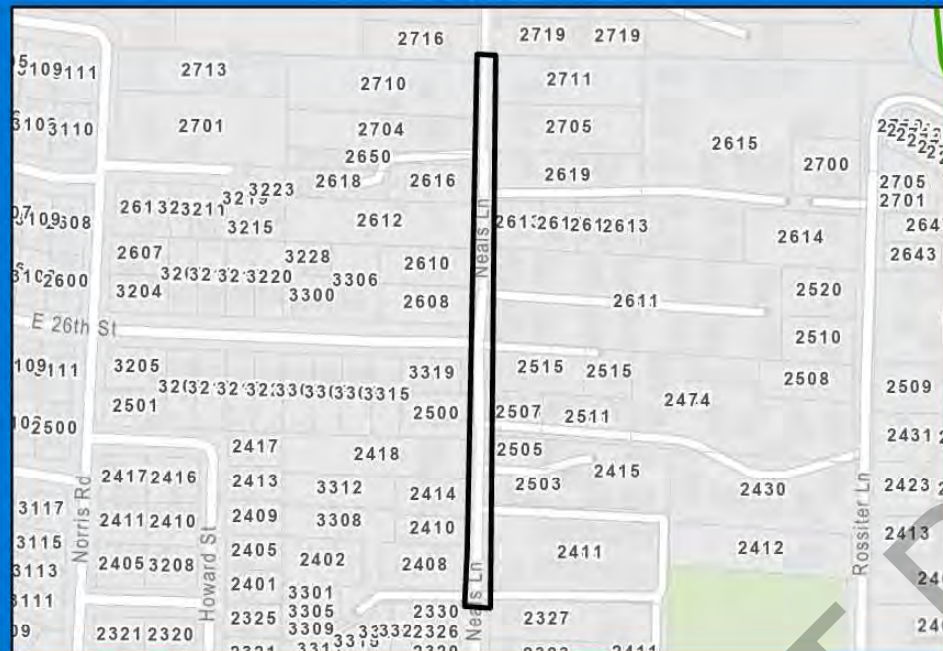
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Neals Ln. Sidewalk Extension - E 24th St. to E 28th St.

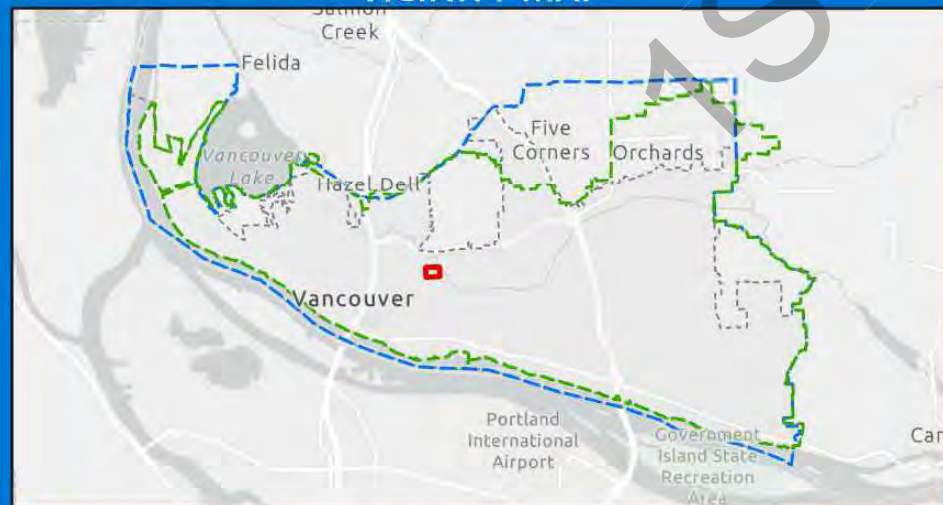
Project Extent: E 24th St.

To: E 28th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install extend sidewalk along Neals Ln from E 24th St. to E 28th St. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

MEDIUM

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

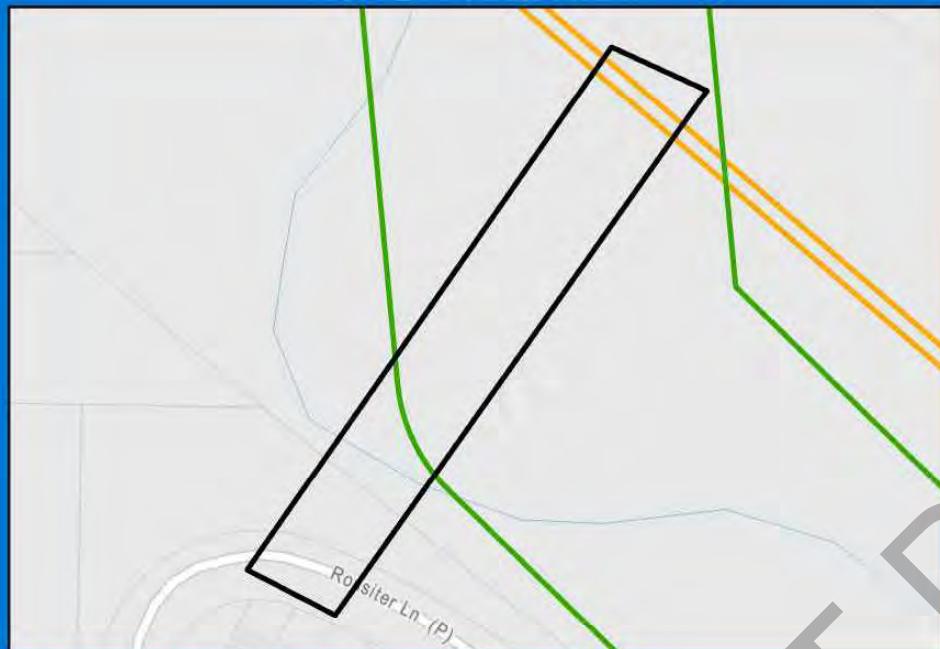


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

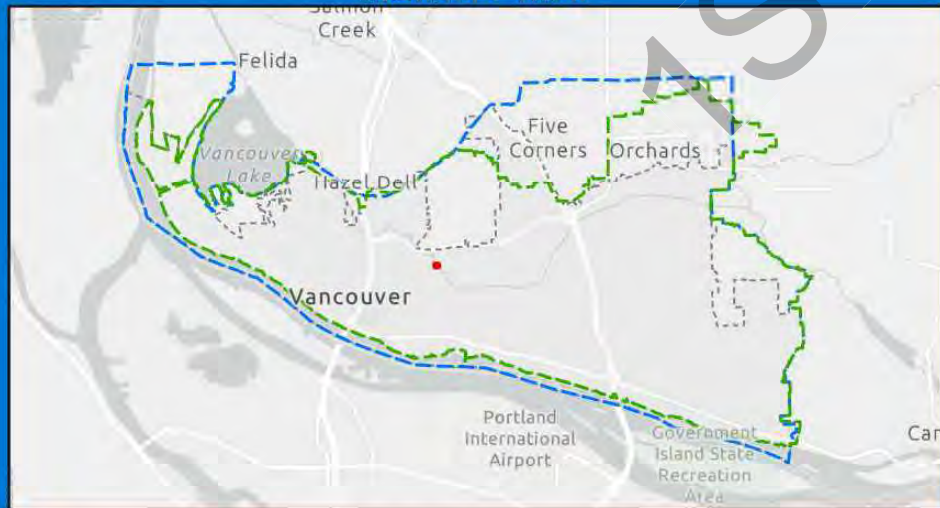
Project: Rossiter Ln. to BBC Pedestrian Connector

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Pedestrian bridge crossing over BBC. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Todd Rd. Sidewalk Infill - Fourth Plain Blvd. to 18th St.

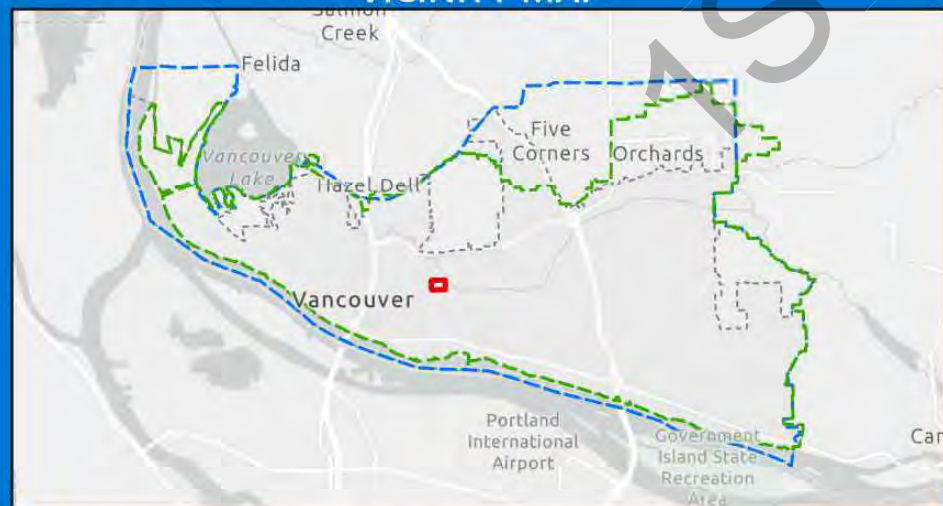
Project Extent: Fourth Plain Blvd.

To: 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

This project will add new sections of sidewalk infill along Todd Rd. from Fourth Plain Blvd. to 18th St. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



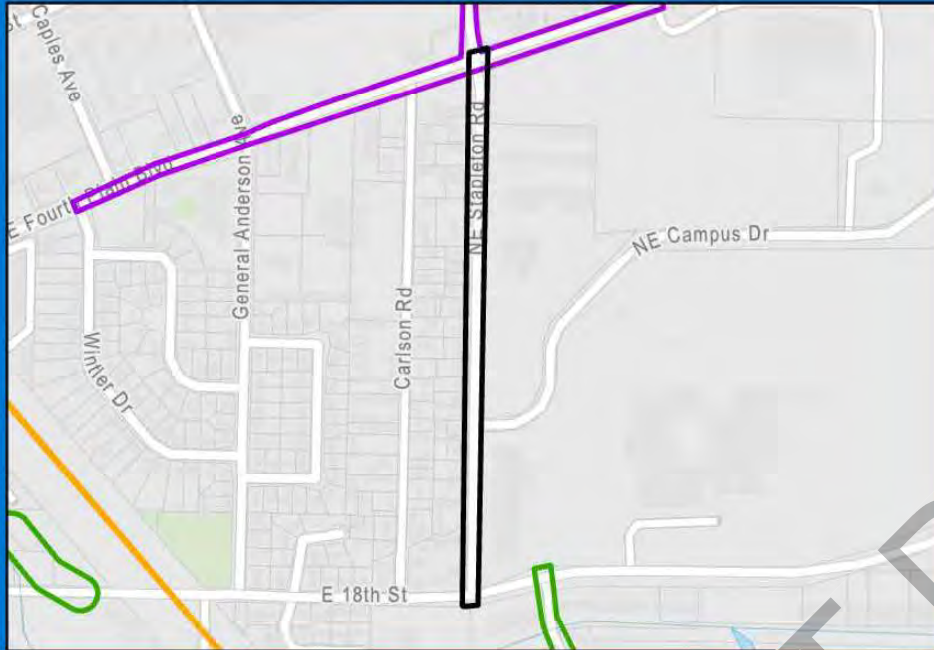
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Stapleton Rd. Mobility Improvements - Fourth Plain Blvd. to 18th St.

Project Extent: Fourth Plain Blvd.

To: 18th St.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

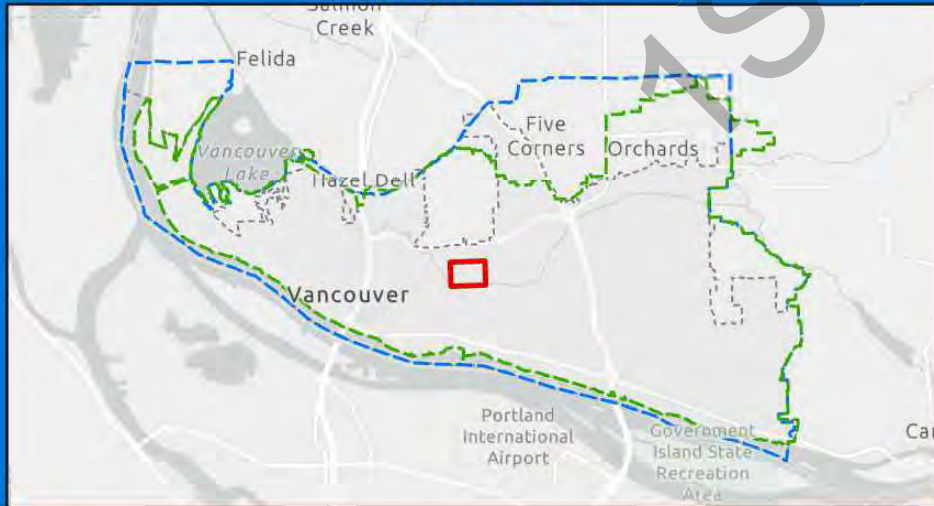
Project Description:

Restripe Stapleton Rd. from Fourth Plain Blvd. to 18th St. to create a buffered mobility lanes in both north and southbound directions by eliminating existing vehicle center turn lane. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



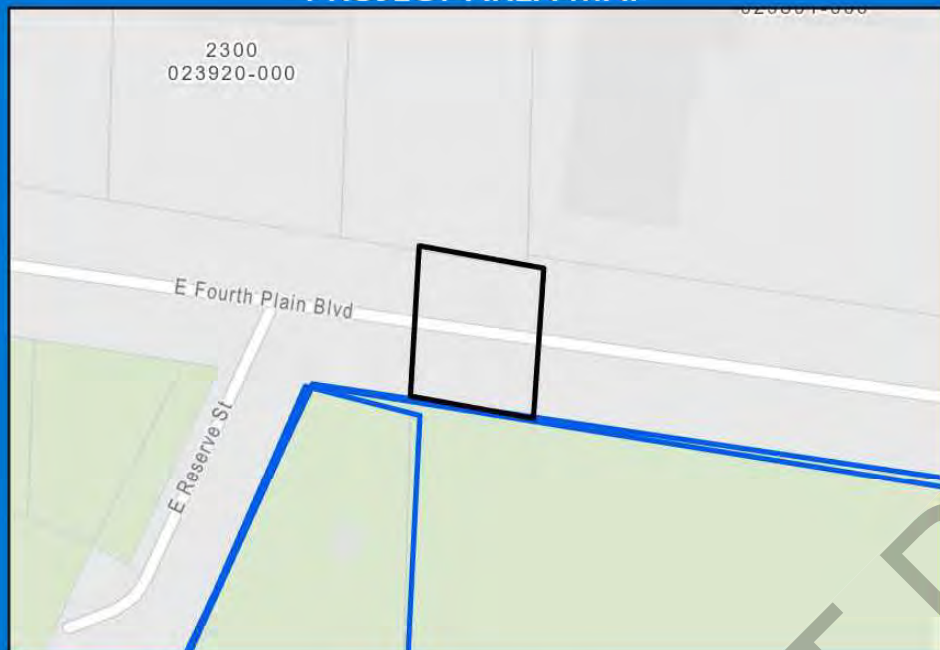
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and E Reserve St. Enhanced Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

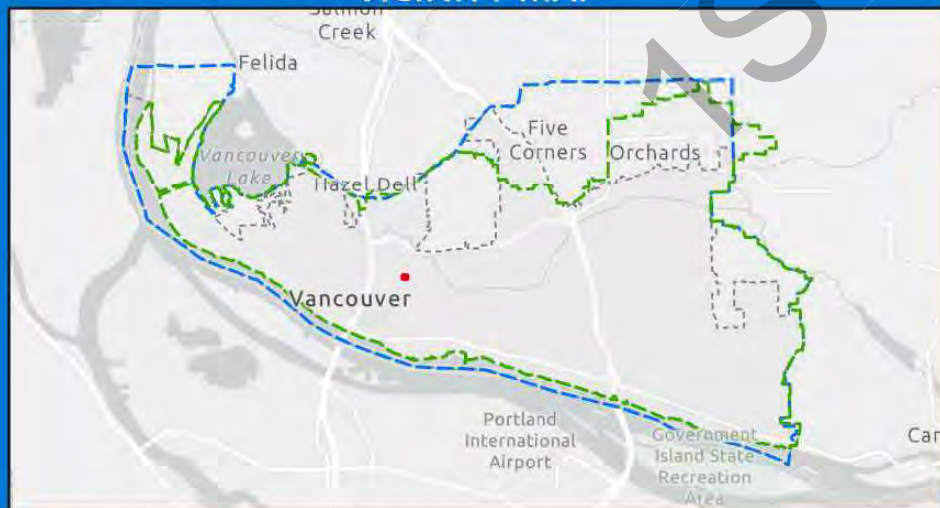
PROJECT DESCRIPTION

Project Description:

Install enhanced pedestrian crossing near Reserve St. to improve pedestrian safety and accessibility in the area. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:
MEDIUM

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Ft. Vancouver High School Pedestrian Connection between Fourth Plain Blvd. and NE Campus Dr.

Project Extent: Fourth Plain Blvd.

To: NE Campus Dr.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

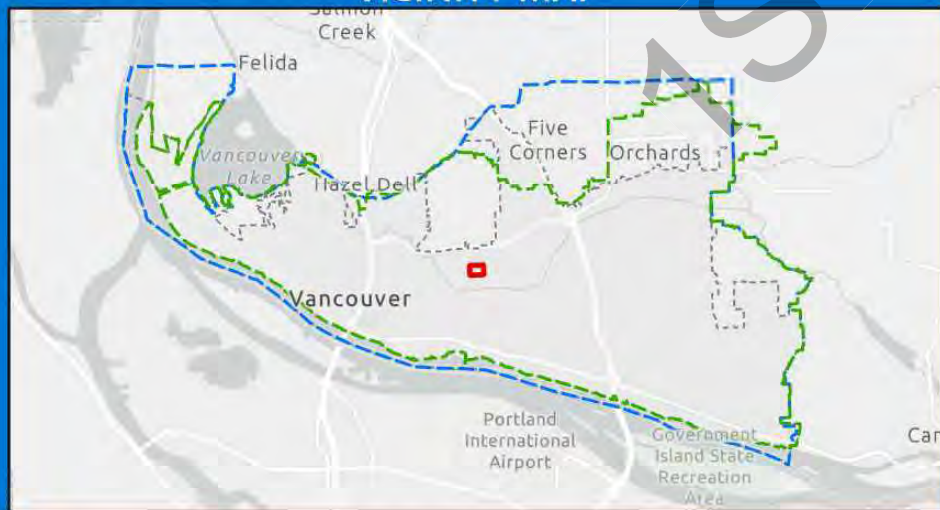
Project Description:

New pedestrian connection between Fourth Plain Blvd. and NE Campus Dr. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



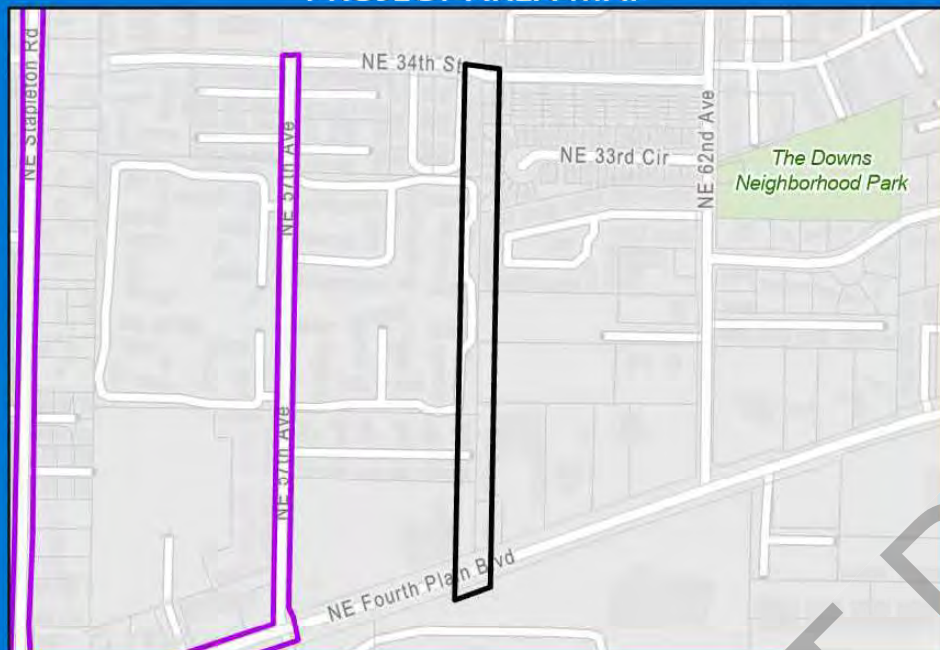
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: North-South Pedestrian Access between Fourth Plain Blvd. and NE 34th St.

Project Extent: Fourth Plain Blvd.

To: NE 34th St.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

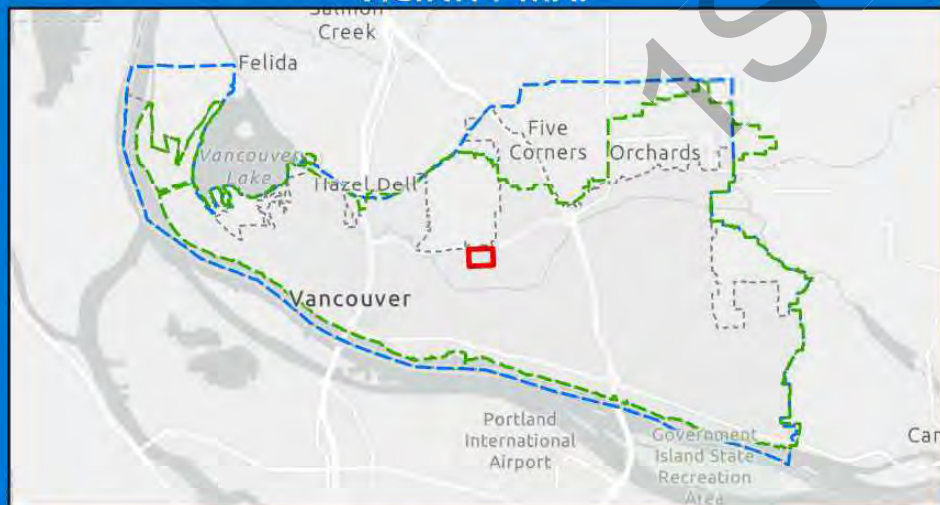
Project Description:

New north-south pedestrian access between Fourth Plain Blvd. and NE 34th St. (within NE 57th Ave and NE 62nd Ave). Exact location have not yet been determined. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



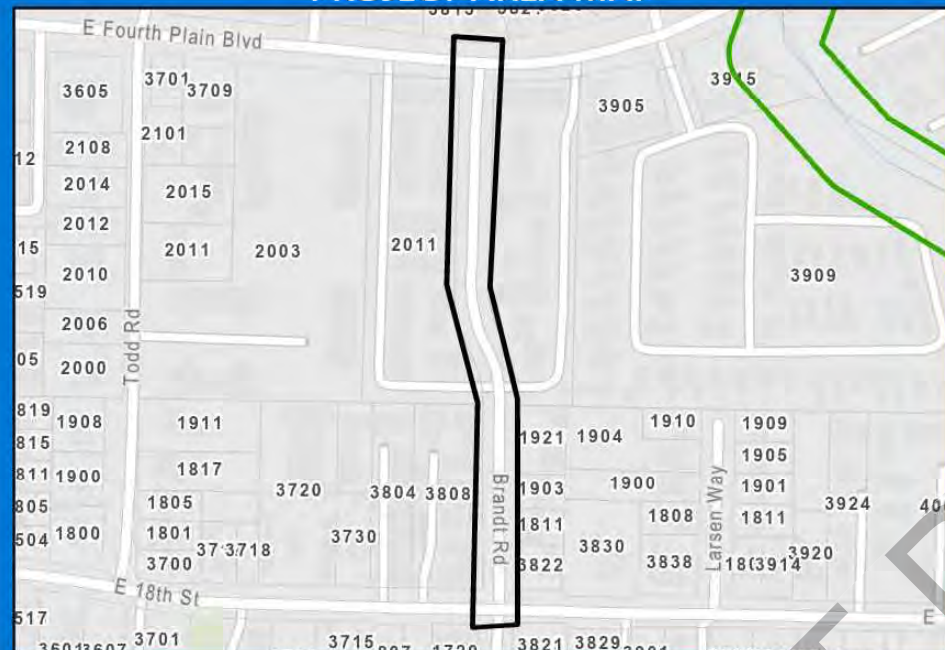
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Brandt Rd. Traffic Calming - Fourth Plain Blvd. to E 18th St.

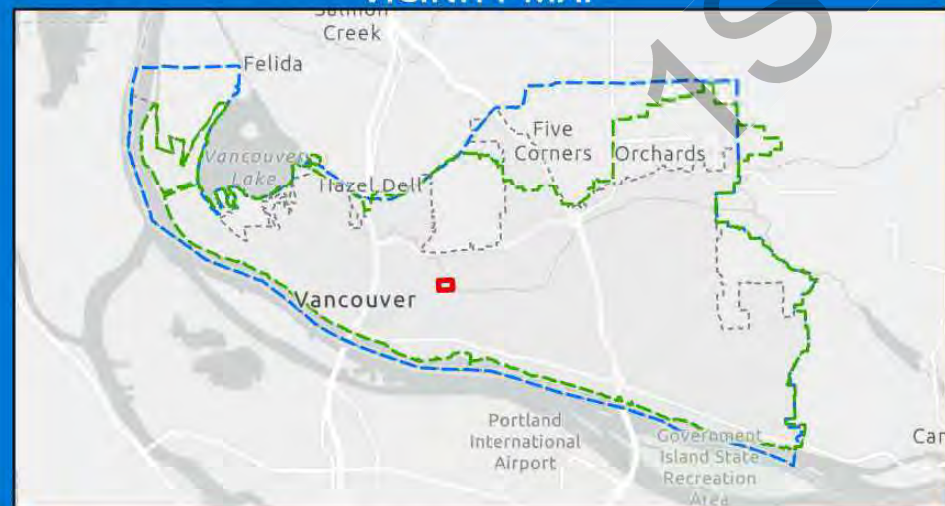
Project Extent: Fourth Plain Blvd.

To: E 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install traffic calming treatments on Brandt Rd. to improve safety for users. Improve safety and visibility of mobility lanes by restriping where needed and refreshing bicycle road markings. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



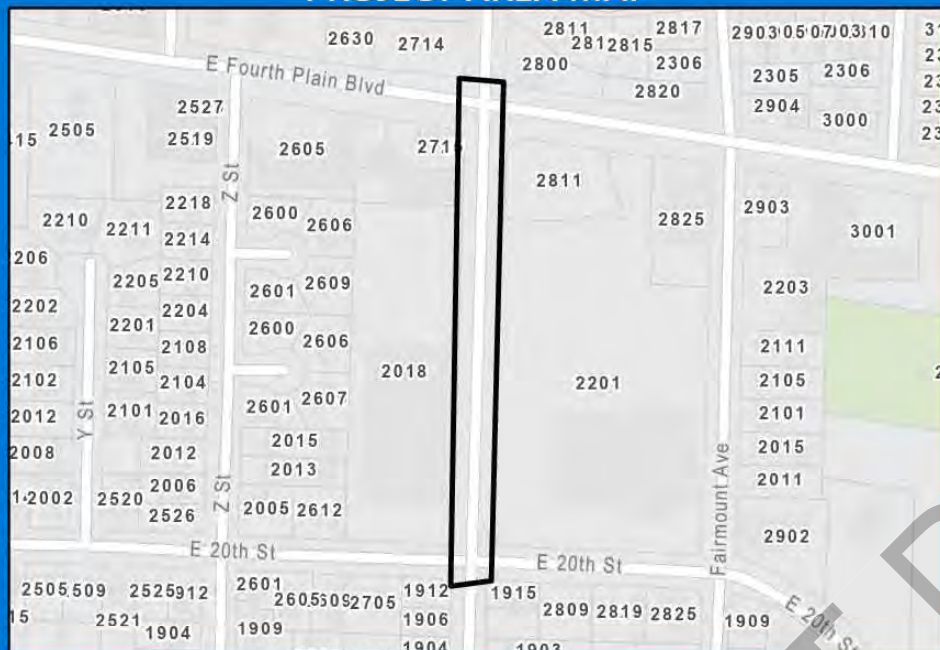
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: N Grand Blvd. Traffic Calming - Fourth Plain Blvd. to E 18th St.

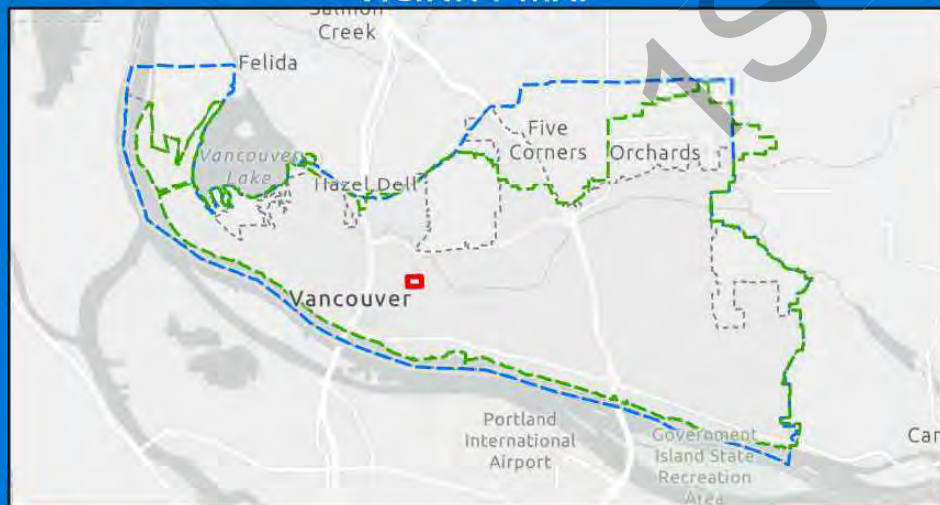
Project Extent: Fourth Plain Blvd.

To: E 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install traffic calming treatments on Grand Blvd. to improve safety for users. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. and BBC Trail Crossing Intersection Mural

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

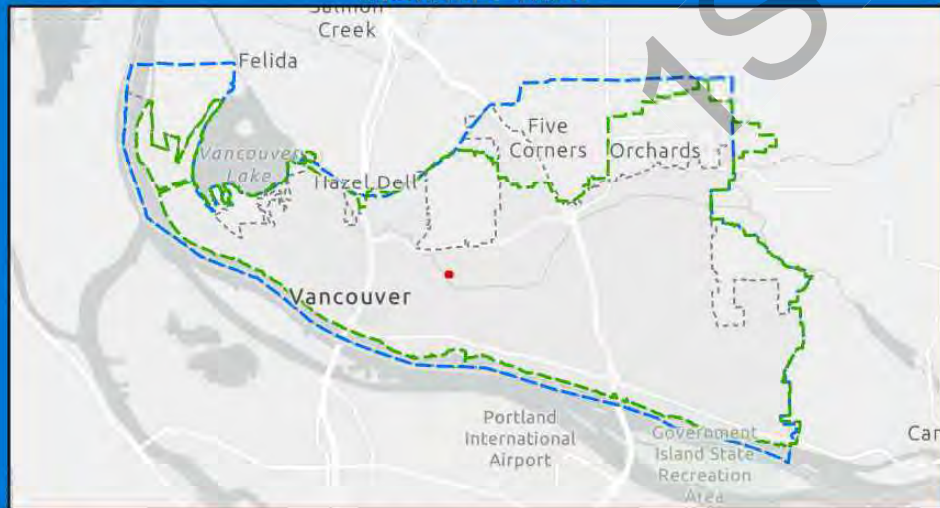
Project Description:

Install a community-led mural at the intersection of Fourth Plain Blvd. and Falk Rd. where the BBC Trail crosses the roadway. The mural is intended to celebrate the Fourth Plain International District through placemaking, while also acting as a traffic calming measure. Originated from the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

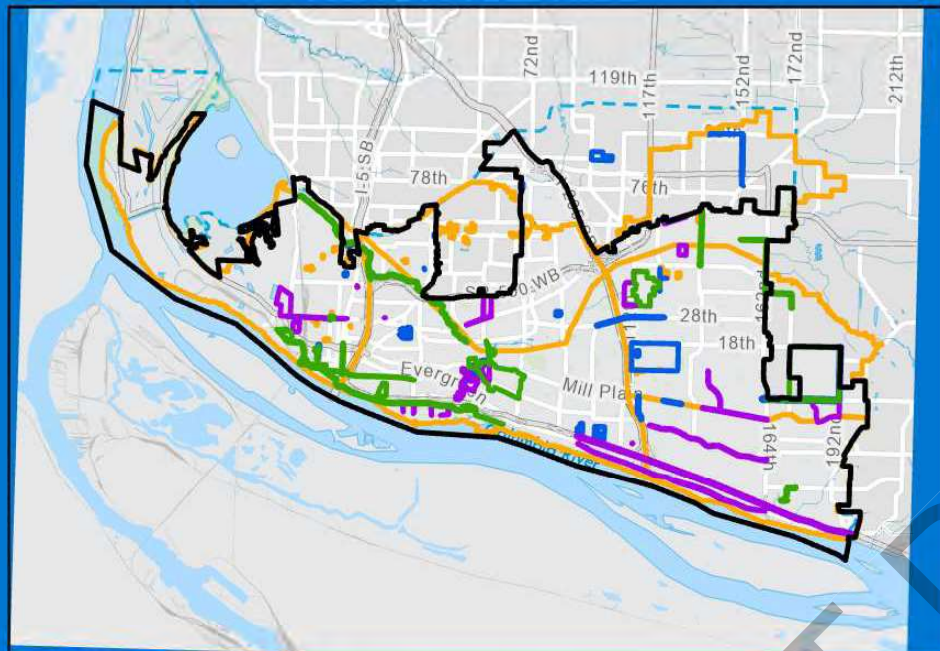


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

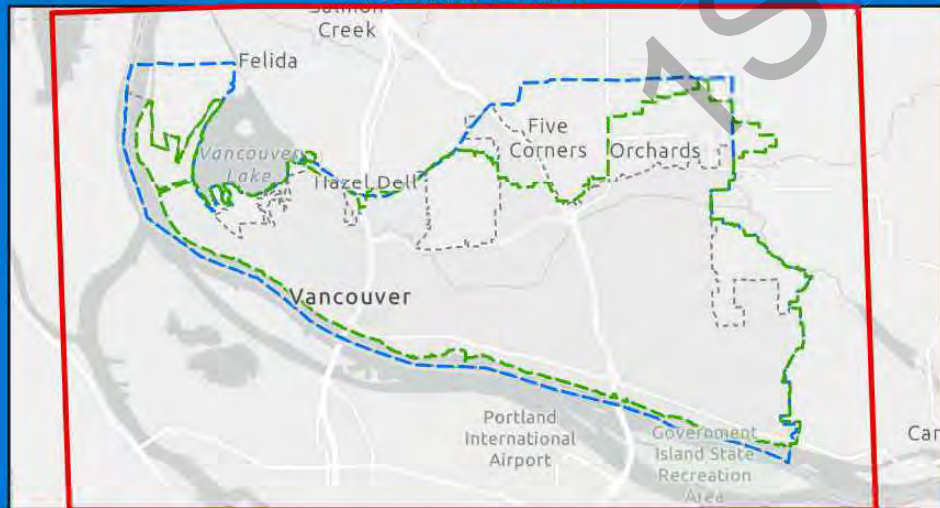
Project: Safe Routes to Schools Program/Pedestrian Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

New program to be implemented Citywide in 2026. Work with schools to analyze school walking routes, gaps and safety issues to develop safe route projects. In addition, develop safety and education programs in partnership with schools, neighbors, community organizations and agencies to increase safety and improve health for students and their families.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

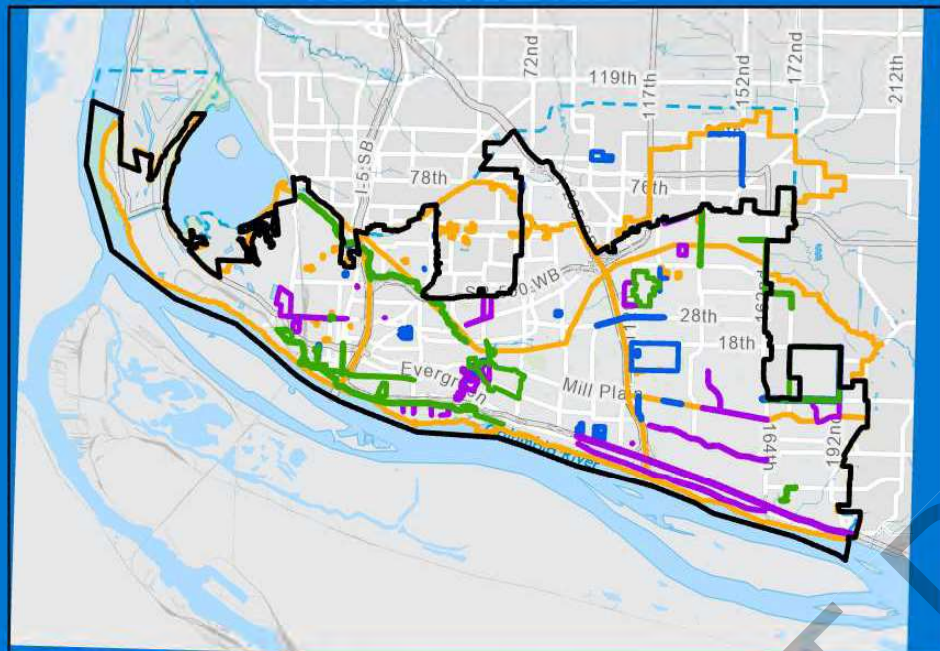


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

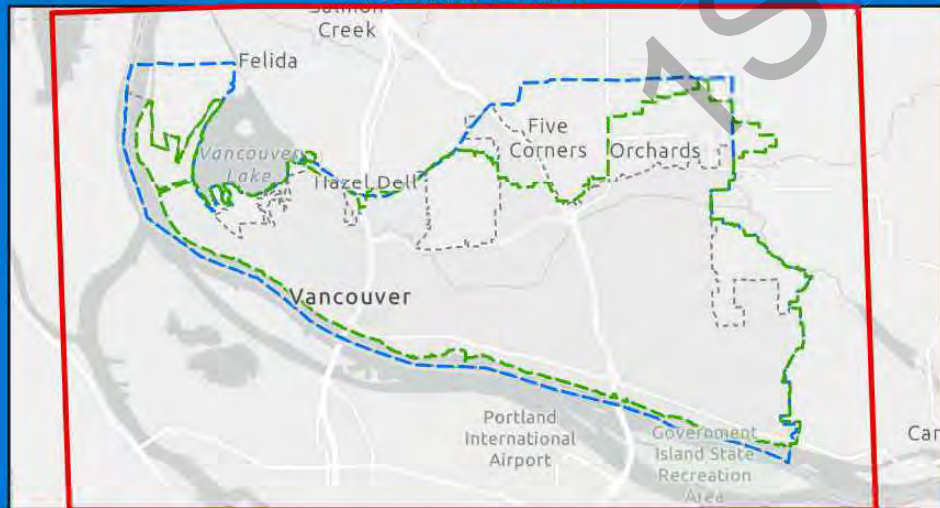
Project: City Safety Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

New program to be implemented Citywide in 2026. Provide resources to develop a comprehensive City safety program, which would include: management of the citywide collision dashboard, regular review of safety data and design of rapid response projects, response to collision hotspots identified through the Local Road Safety Plan, and high collision corridor.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

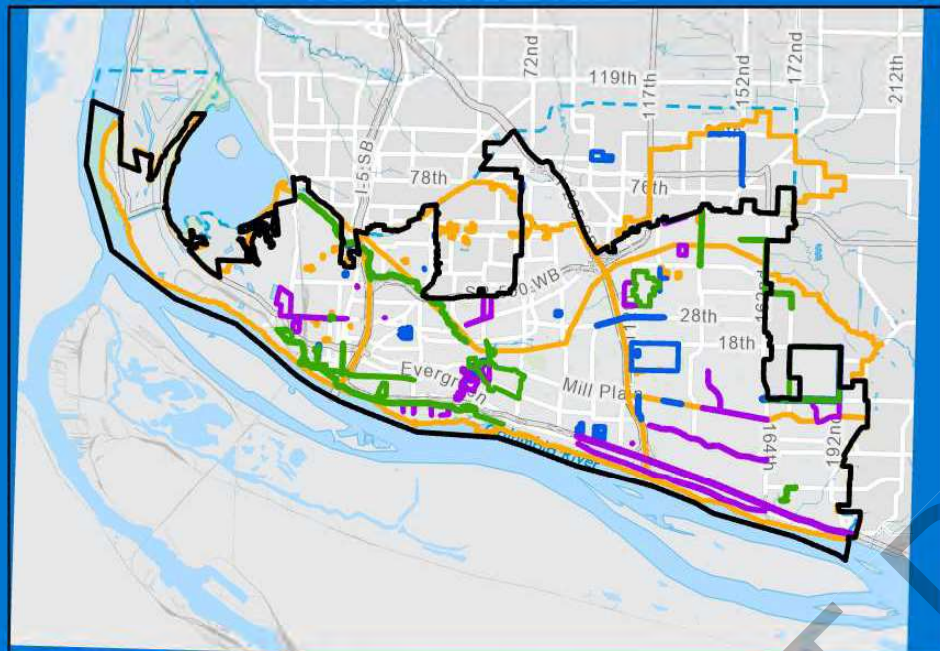


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

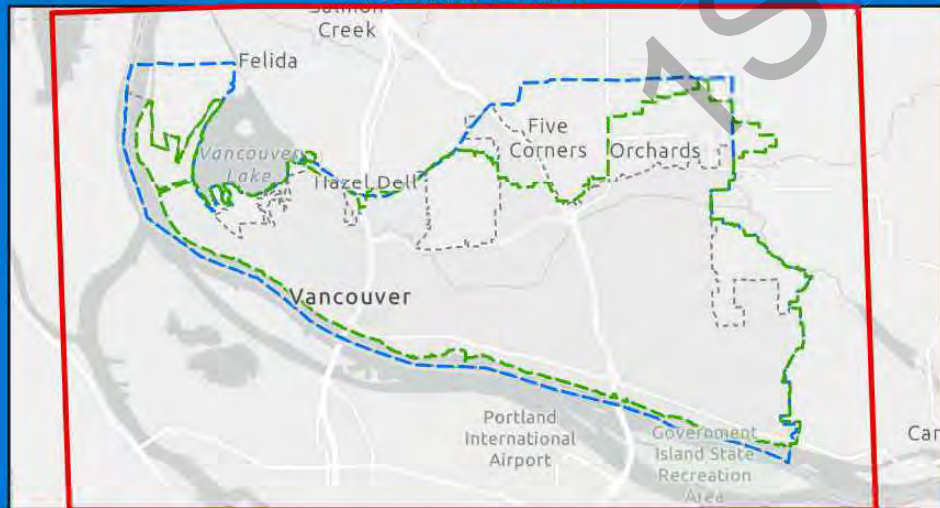
Project: Lighting for Pedestrian Safety Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

New program to be implemented Citywide in 2026. Create GIS inventory of high-need locations based on pedestrian activity, locations of mid-block enhanced pedestrian crossings, locations that need additional crossings/lighting, high ridership bus stops, roadway characteristics, and crash data. Develop policy to prioritize installation and incorporate into development review.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

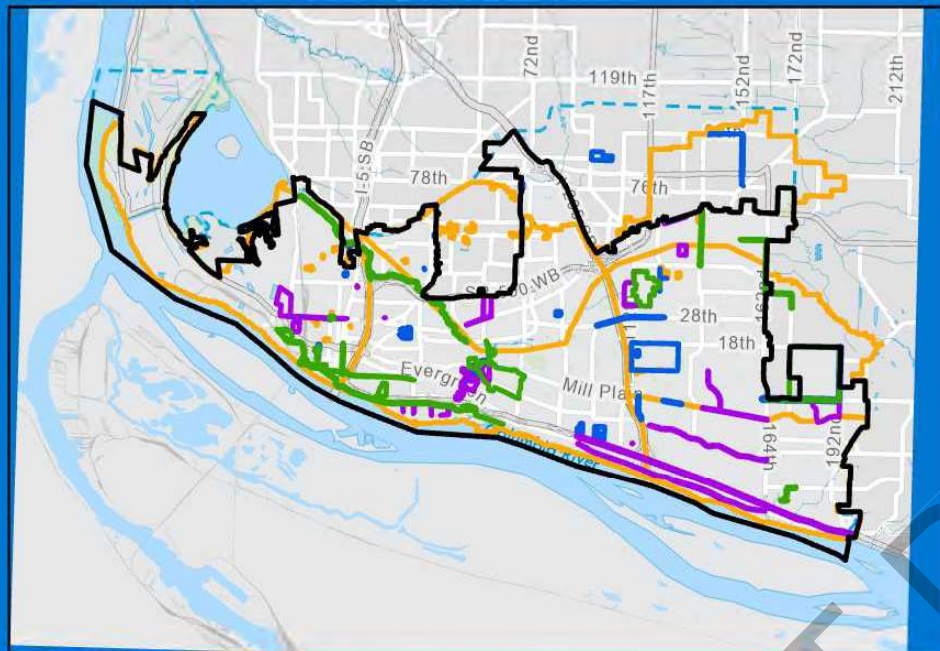


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

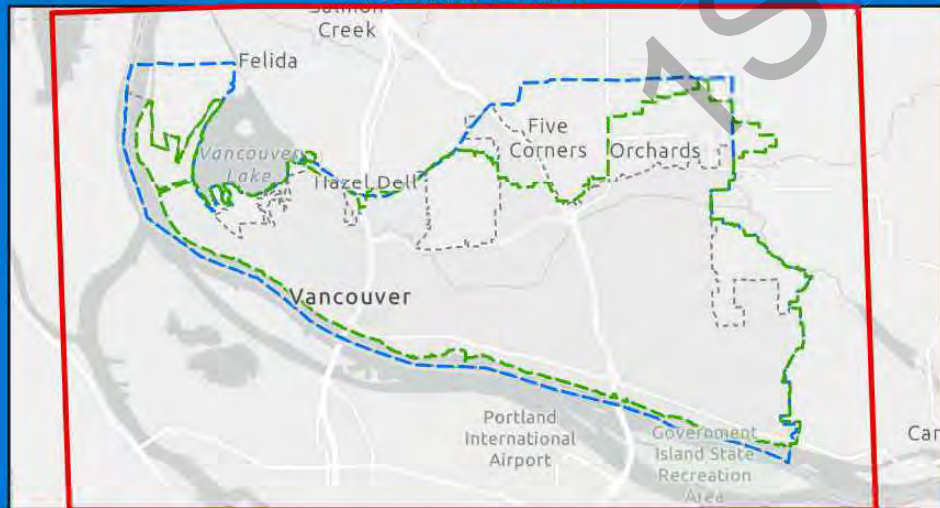
Project: Automated Enforcement Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

New program to be implemented Citywide in 2026. Develop program, community outreach, pilot testing, coordinate with Vancouver Police Department, and address equity considerations. Included in TSP and now enabled for expanded use at state level.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

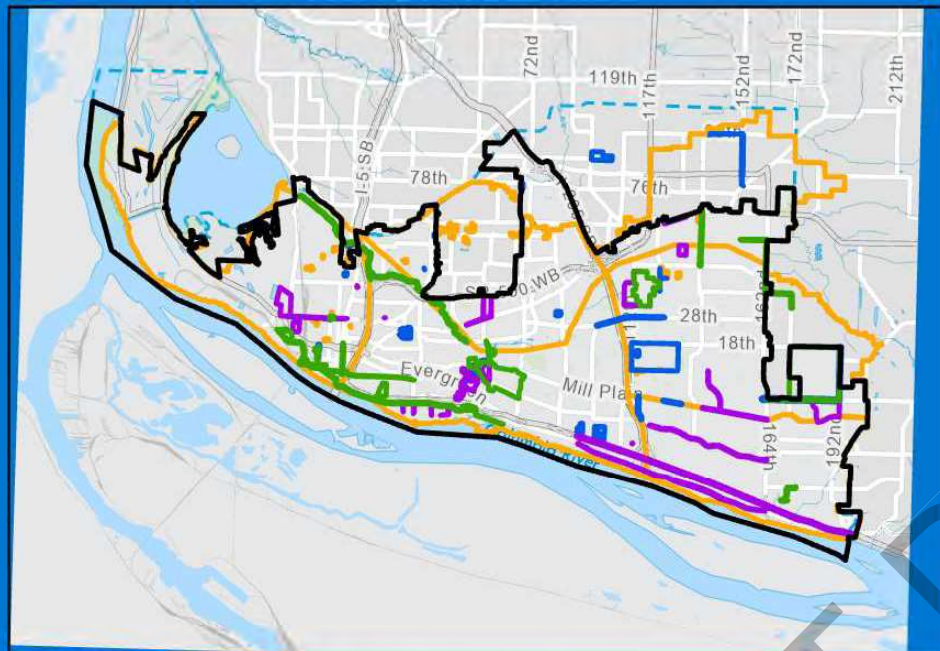


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

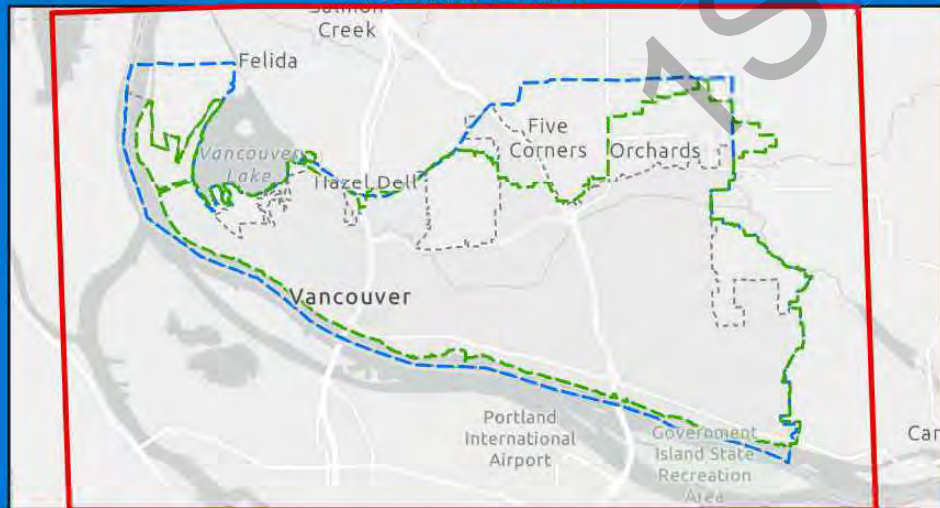
Project: Ped/Bike/Small Mobility Wayfinding Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

New program to be implemented Citywide in 2026. This program will help build out more trails/networks as a supplement to the initial TSP project.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



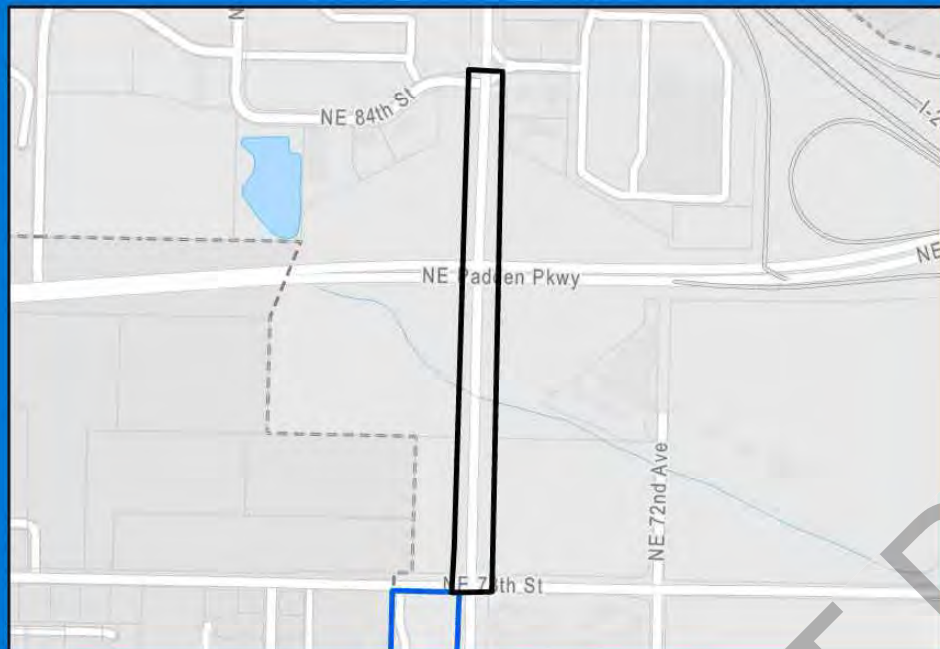
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Andresen Rd. Sidewalk - NE 78th St. to NE 84th St.

Project Extent: NE 78th St.

To: NE 84th St.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

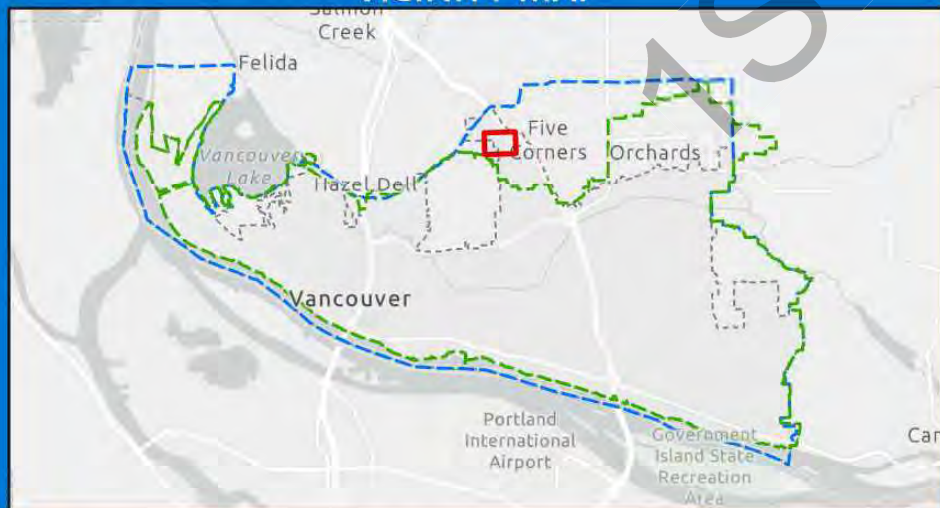
Project Description:

This project includes new sidewalk and mobility improvements along NE Andresen Rd from NE 78th St. to NE 84th St. (Outside 6-year horizon). Identified by staff and public.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

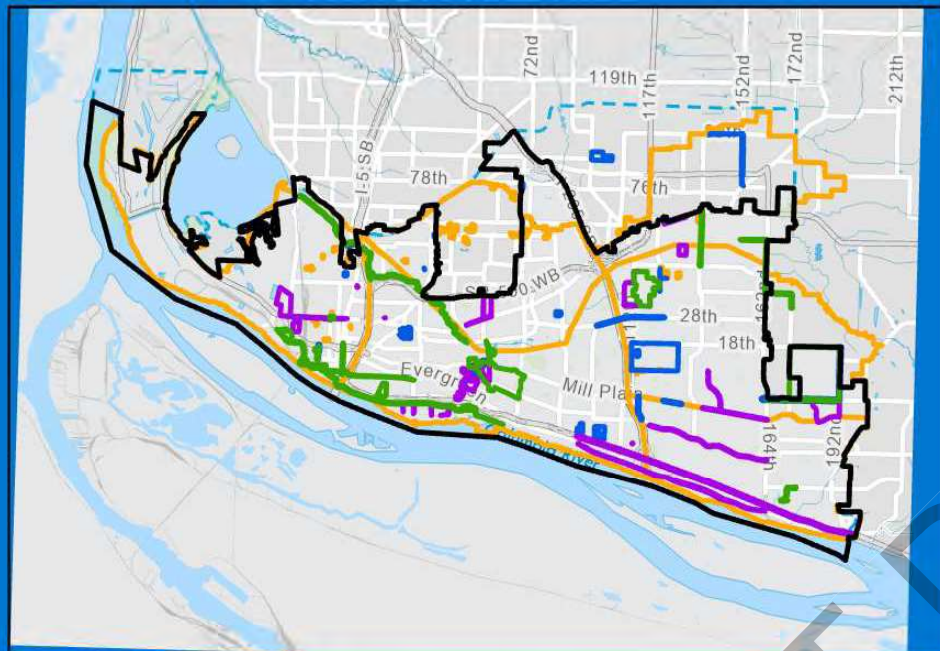


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

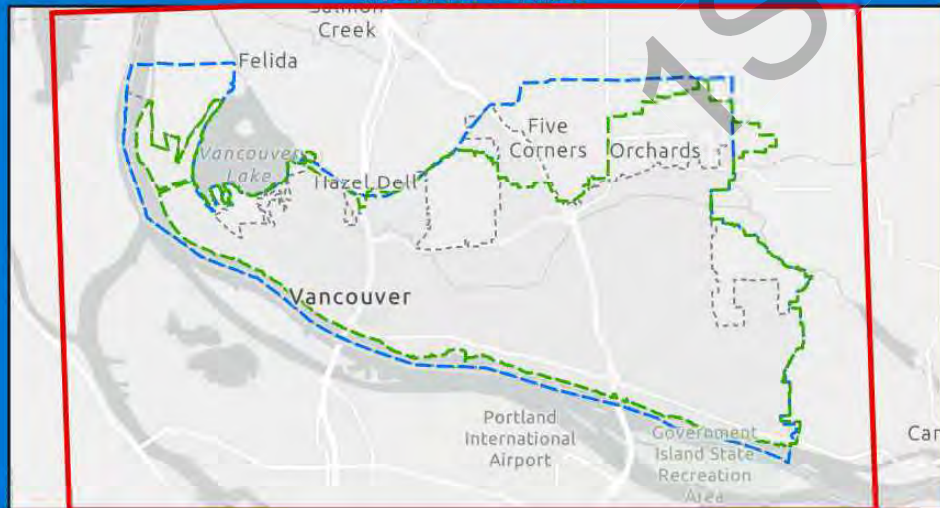
Project: Traffic Signal and Lighting Sustainability

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ072330

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

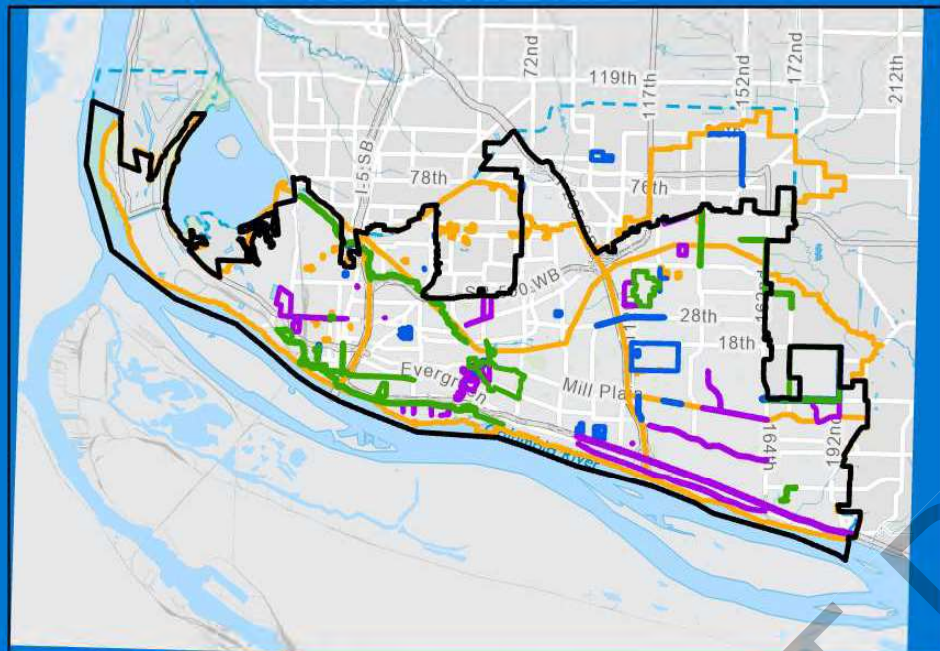


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

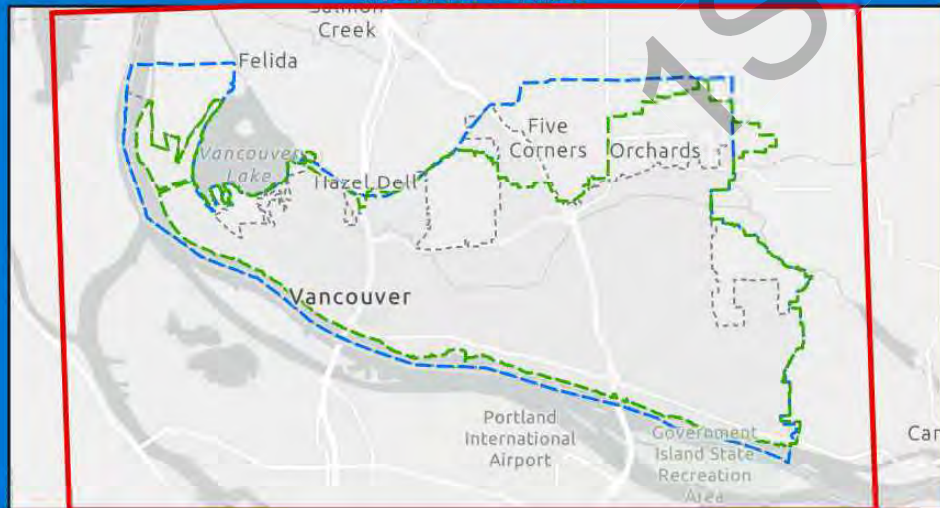
Project: Neighborhood Traffic Calming Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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. Budget to increase in 2026 to totalling \$500,000/yr.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRG0102

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

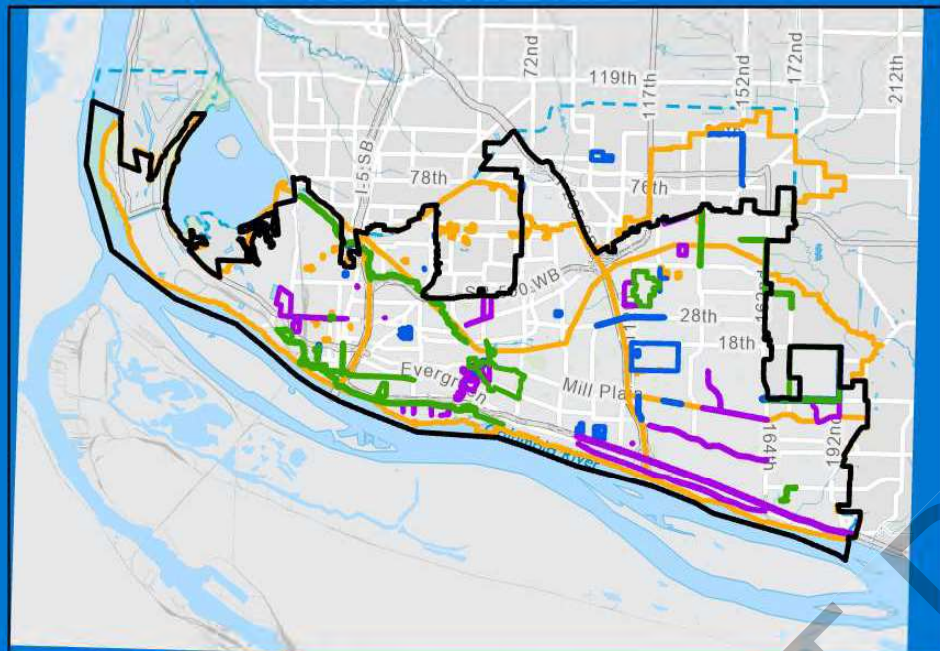


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

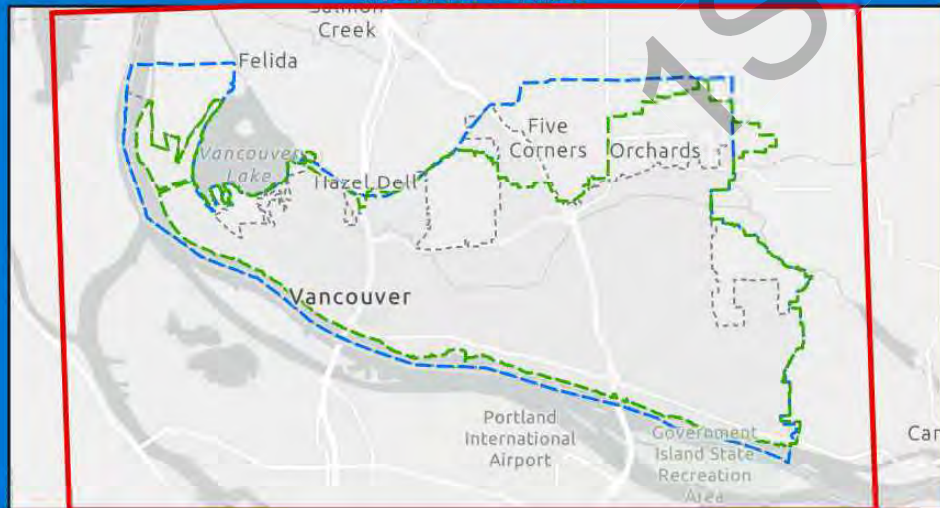
Project: Pavement Preservation Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Ongoing program to improve and maintain pavement surfaces through surface overlay, micro surfacing 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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

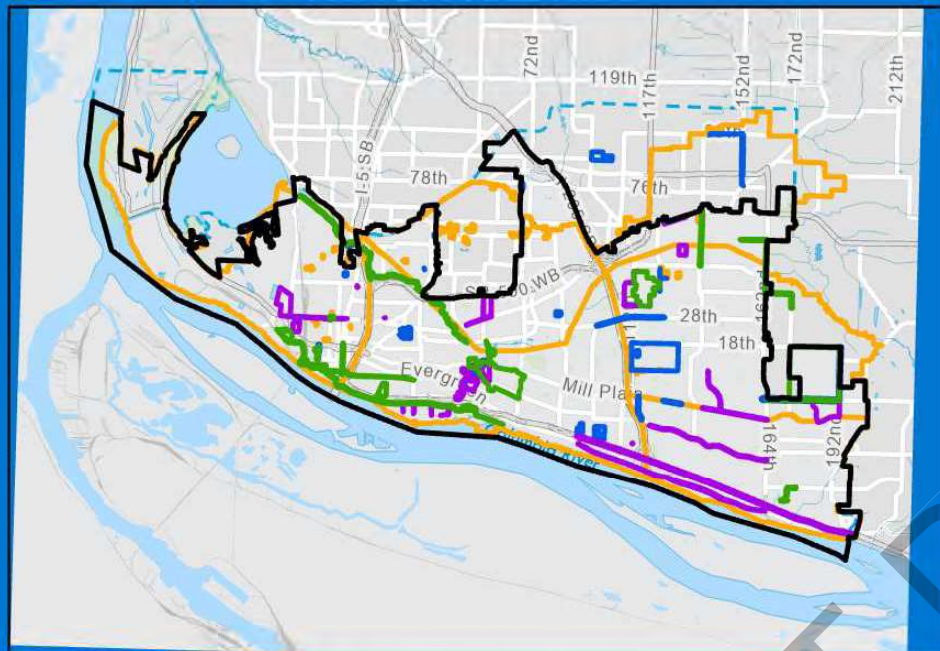


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

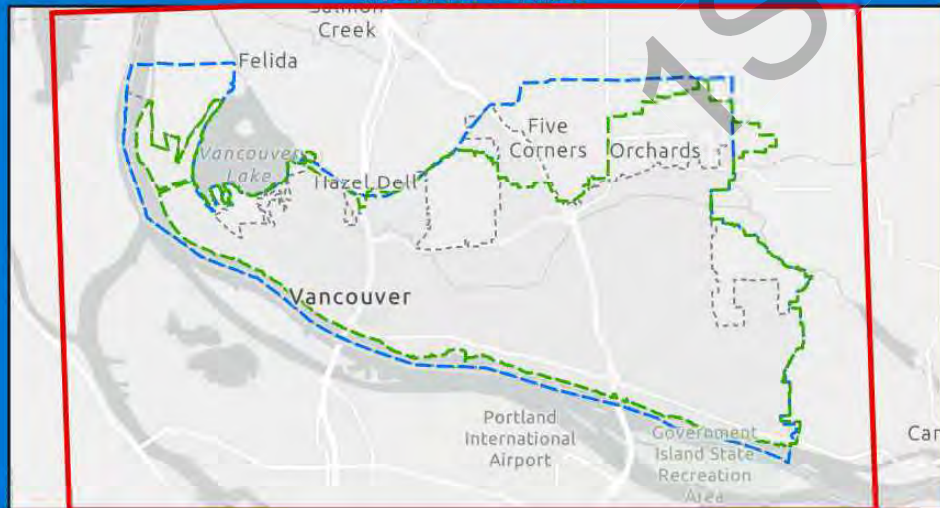
Project: Bridge Inspection Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRG0256

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



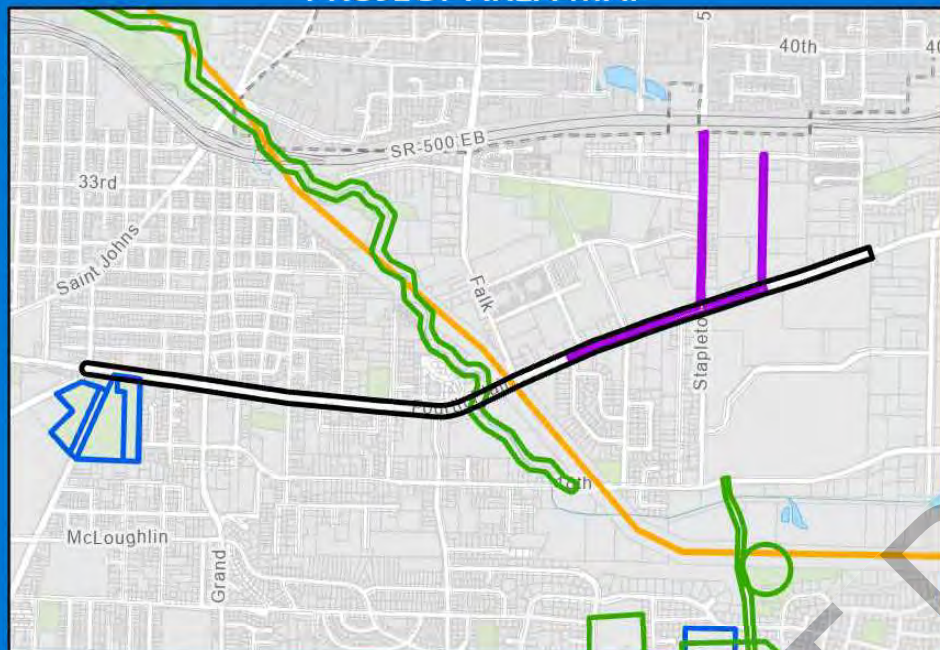
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Fourth Plain Blvd. Safety Improvements - Ft. Vancouver Way to 62nd Ave.

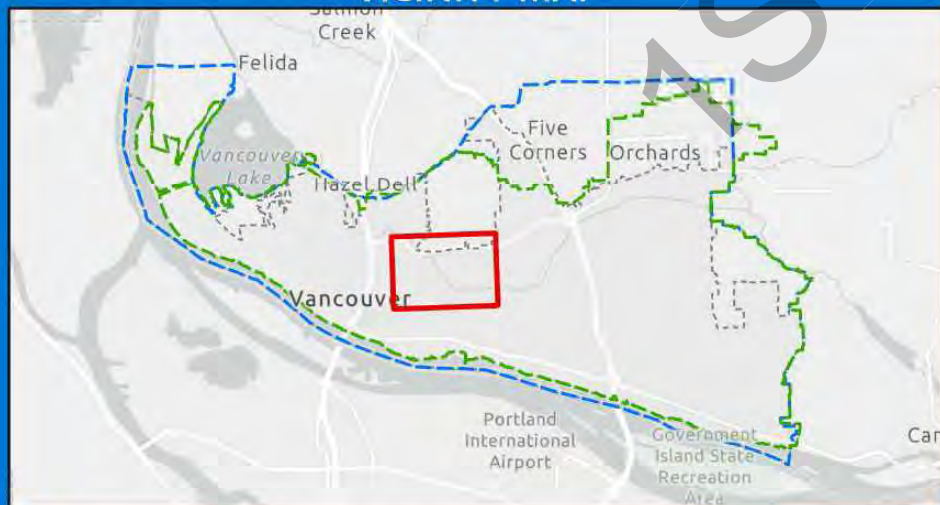
Project Extent: Ft. Vancouver Way

To: 62nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Project will improve safety and aesthetics by upgrading sidewalks, streetlights, and street trees in Fourth Plain Subarea Plan. Originated from Fourth Plain Corridor Subarea Plan (2008) and Fourth Plain Forward Action Plan (2015). Complementary adjacent improvements: Restripe NE Stapleton R. from E Fourth Plain Blvd. to E 18th St. to create buffered mobility lanes in both north and southbound directions; Install traffic calming treatments on Brandt Rd and Grand Blvd. to improve safety; Install a community-led mural at E Fourth Plain Blvd. and Falk Rd. where the BBC Trail crosses the roadway. These adjacent projects originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071454

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



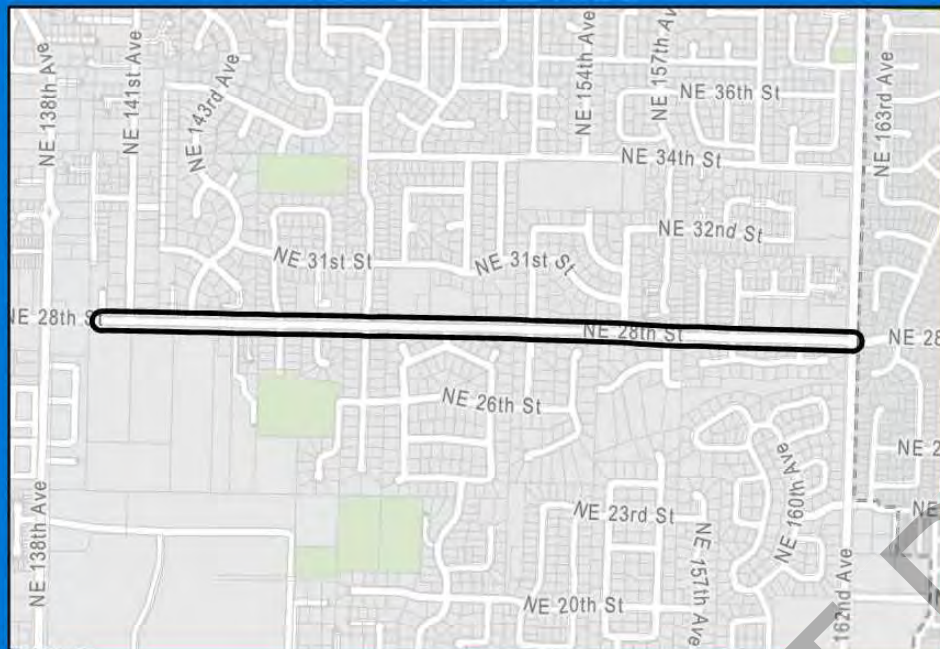
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 28th St. - NE 142nd Ave. to NE 162nd Ave.

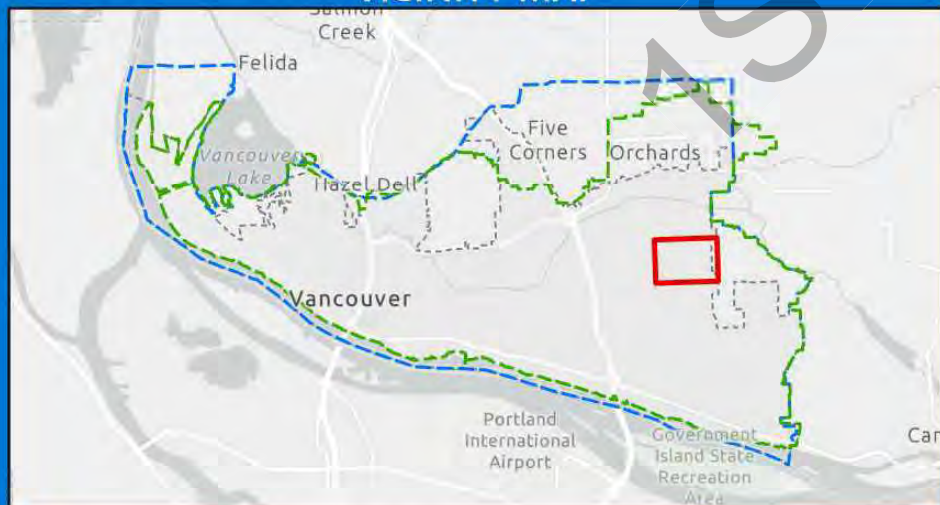
Project Extent: NE 142nd Ave.

To: NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



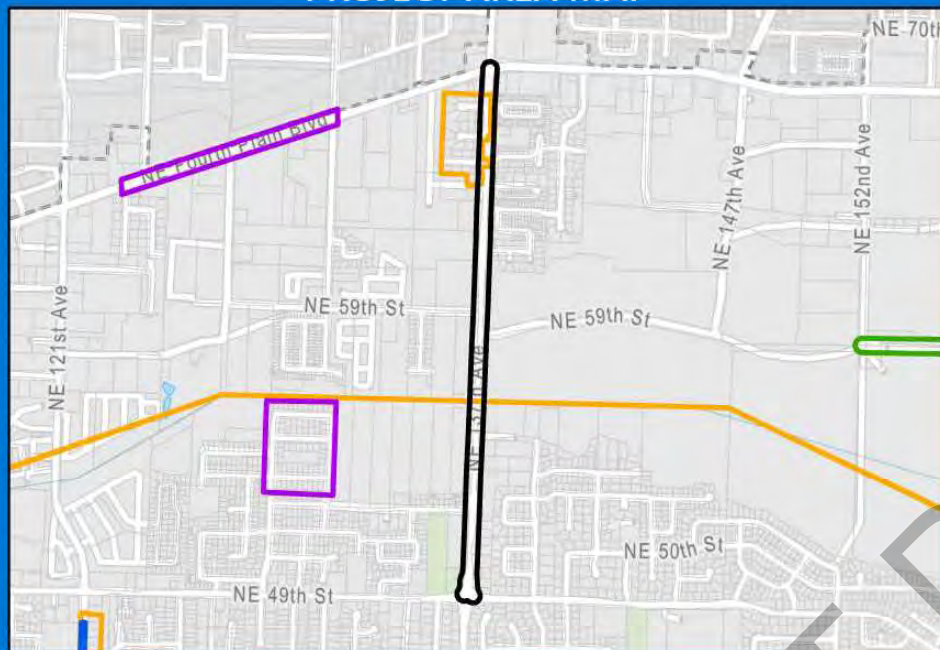
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd.

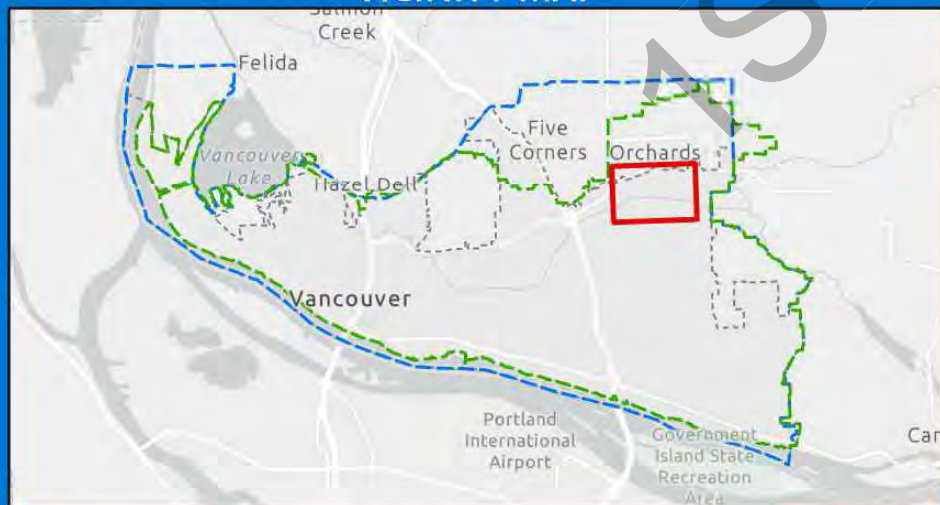
Project Extent: NE 49th St.

To: NE Fourth Plain Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071237

Grant Funded:

Total Project Cost:

Start of Const. (year): 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 Plan (CIP) document.



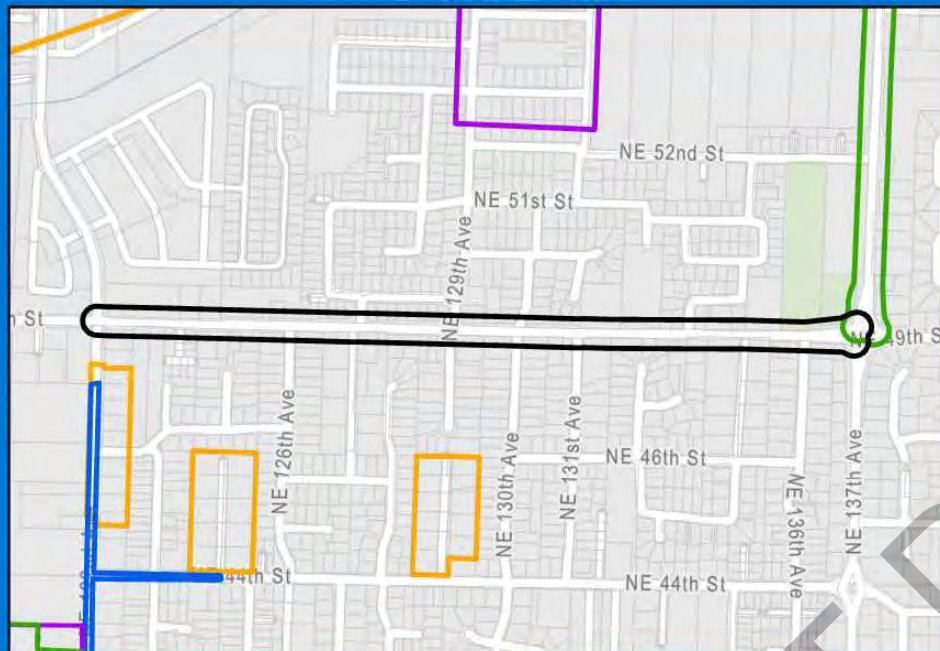
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 49th St. - NE 122nd Ave. to NE 137th Ave.

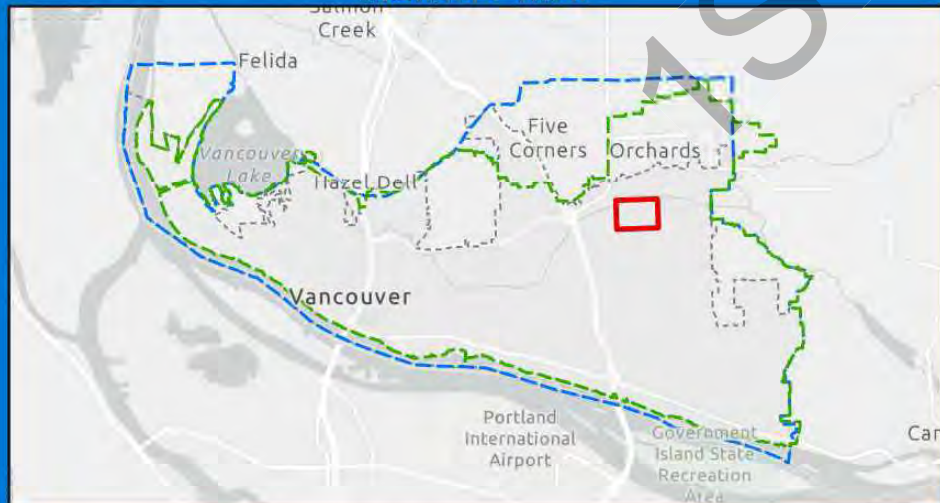
Project Extent: NE 122nd Ave.

To: NE 137th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



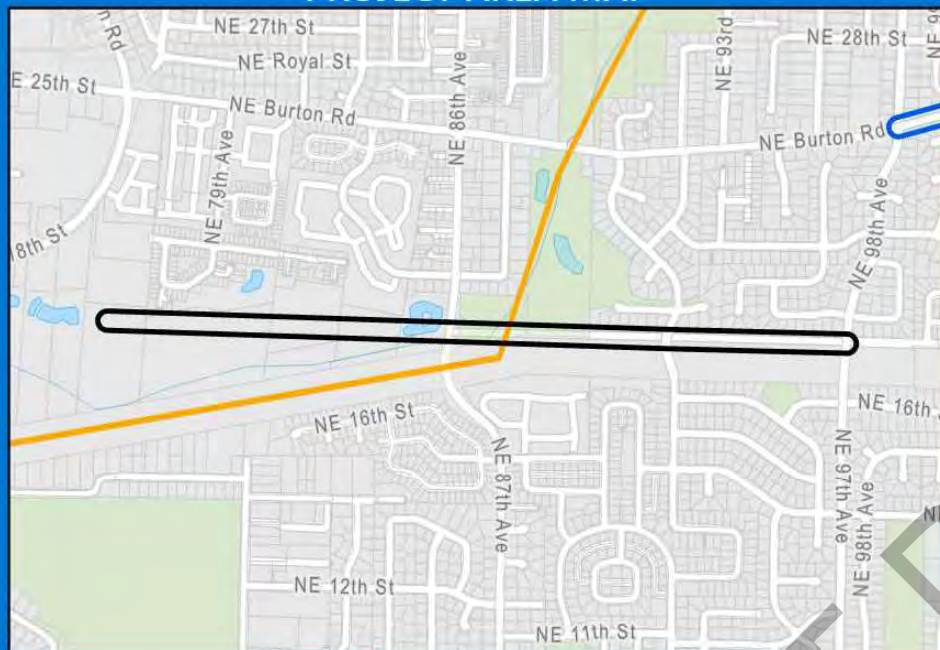
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 87th Ave. to NE 97th Ave.

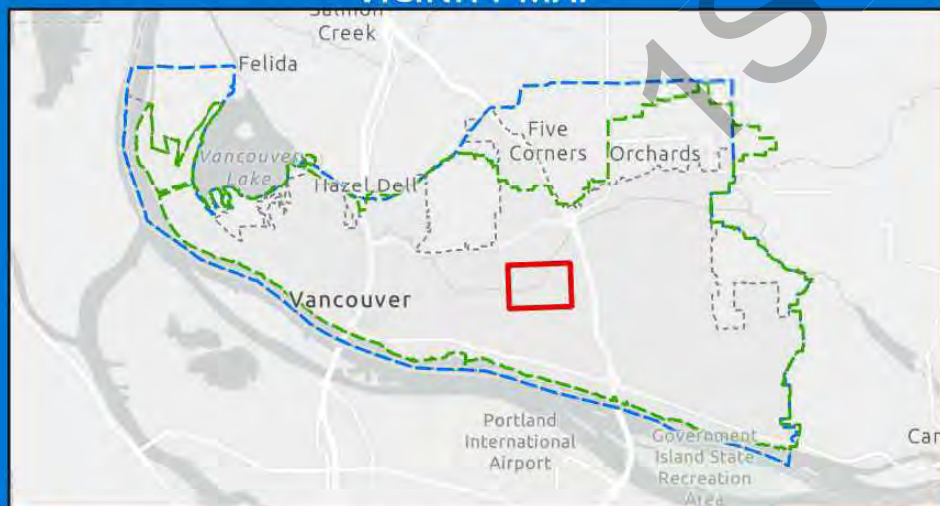
Project Extent: NE 87th Ave.

To: NE 97th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



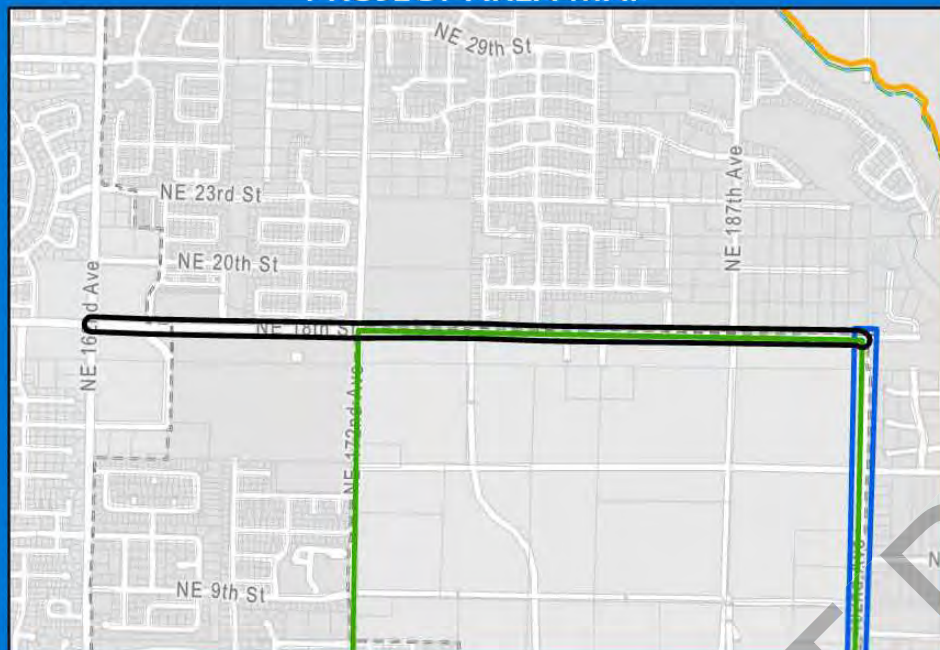
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 164th Ave. to NE 192nd Ave.

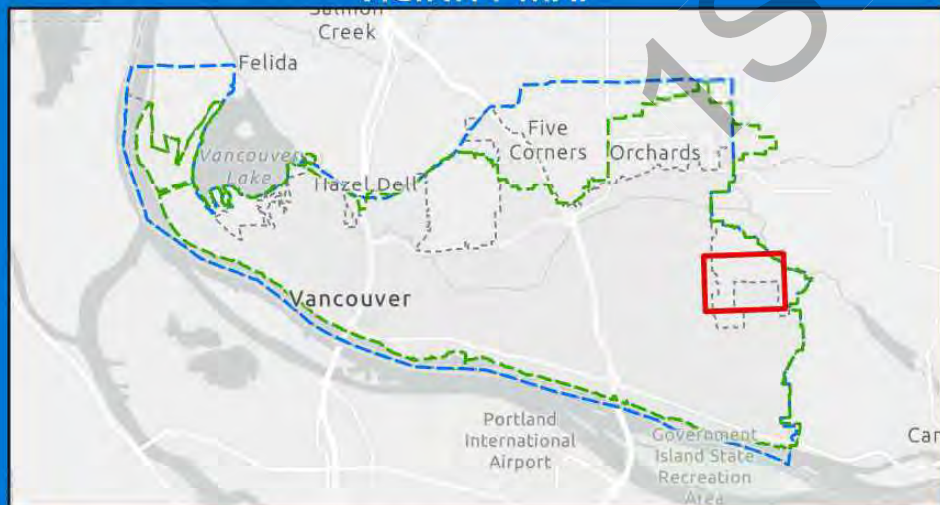
Project Extent: NE 164th Ave.

To: NE 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

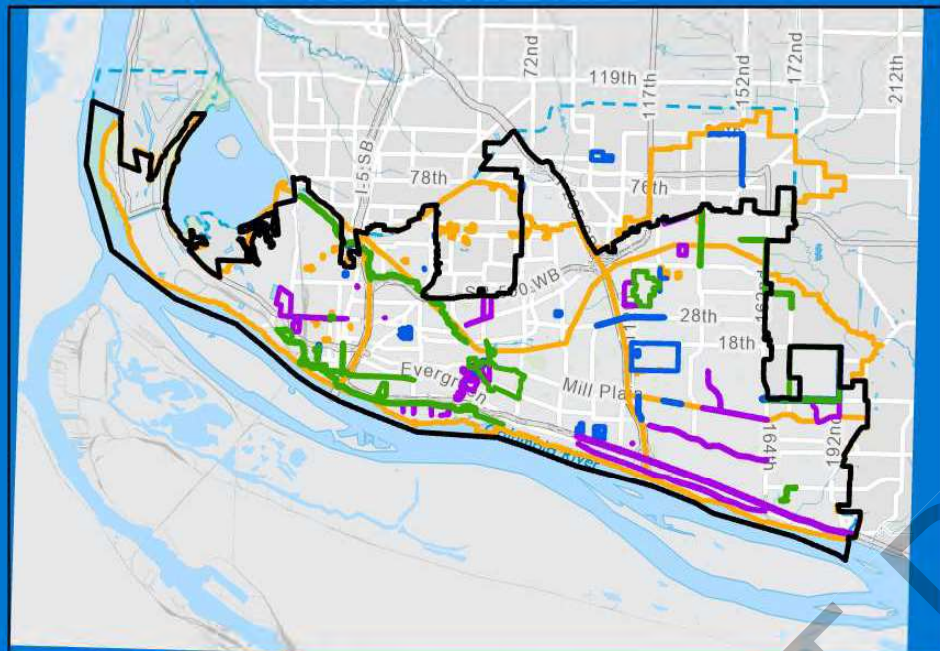


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

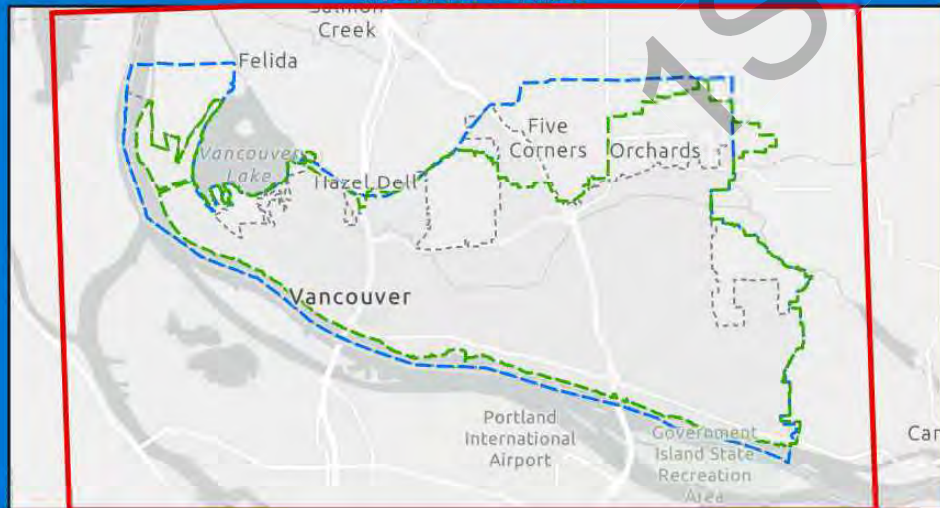
Project: Pavement Reconstruction Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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 (100 equates to newly paved). SFS funds contribute a budget of \$1,000,000 per year annually for this work.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



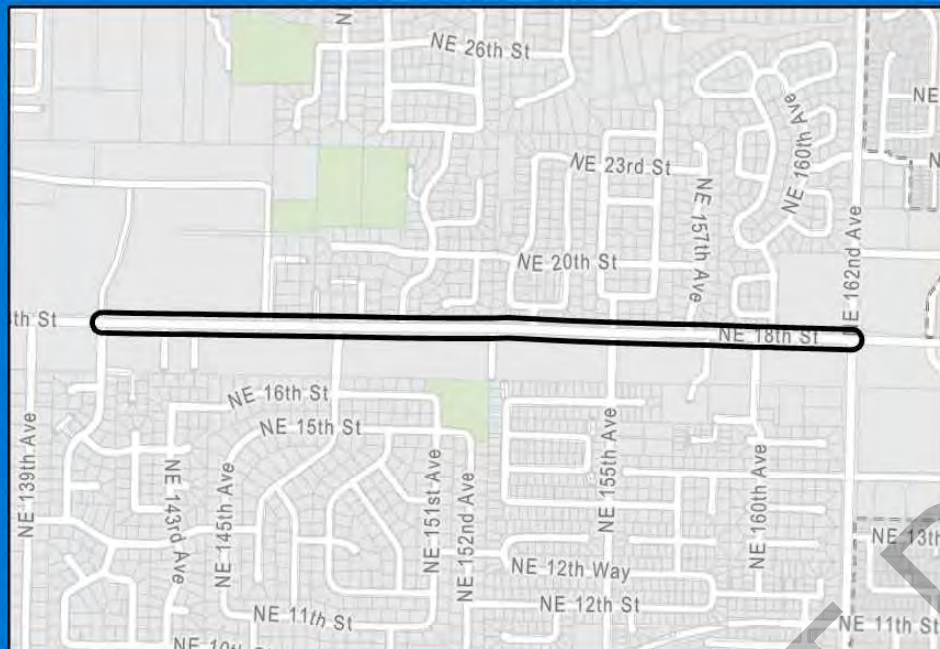
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 142nd Ave. to NE 162nd Ave.

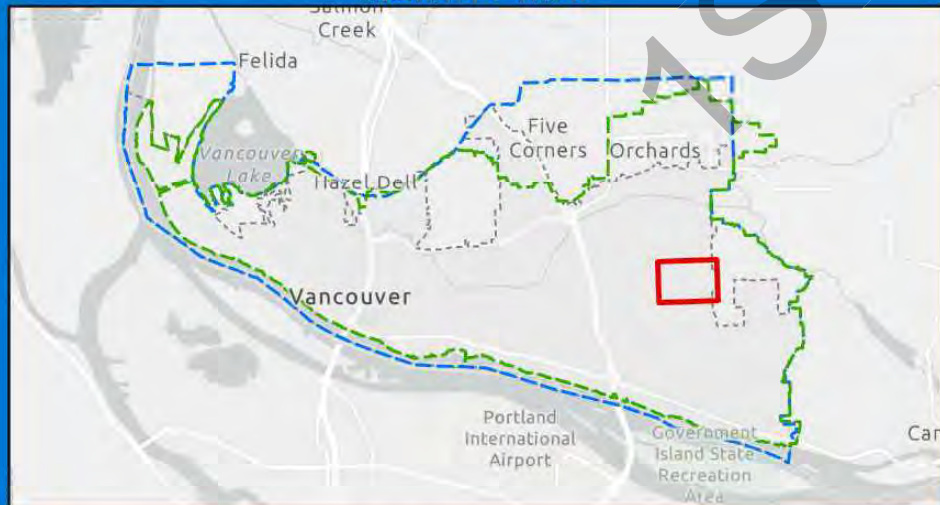
Project Extent: NE 142nd Ave.

To: NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100788

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



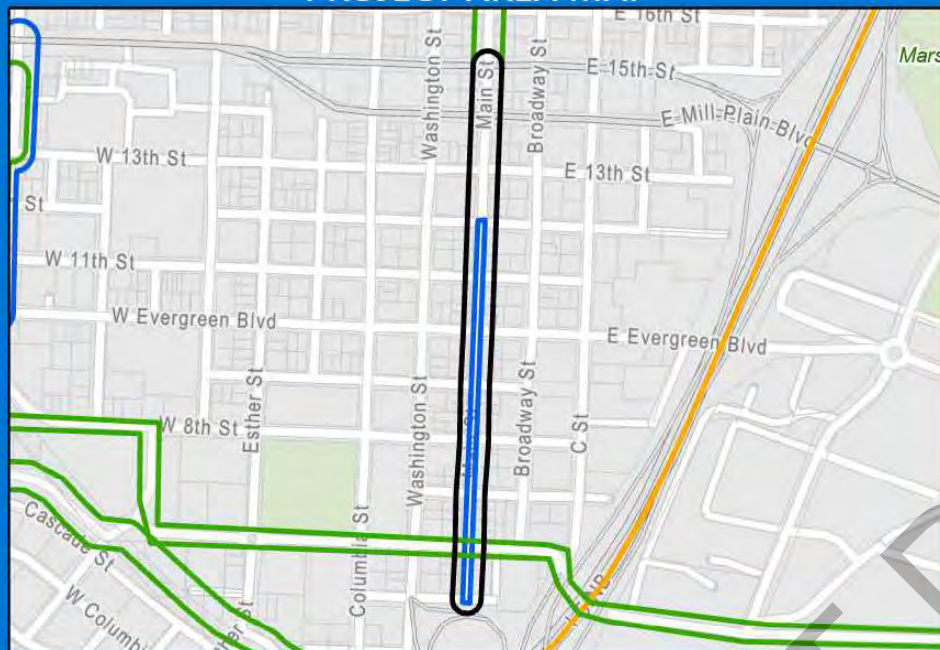
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Main Street Promise

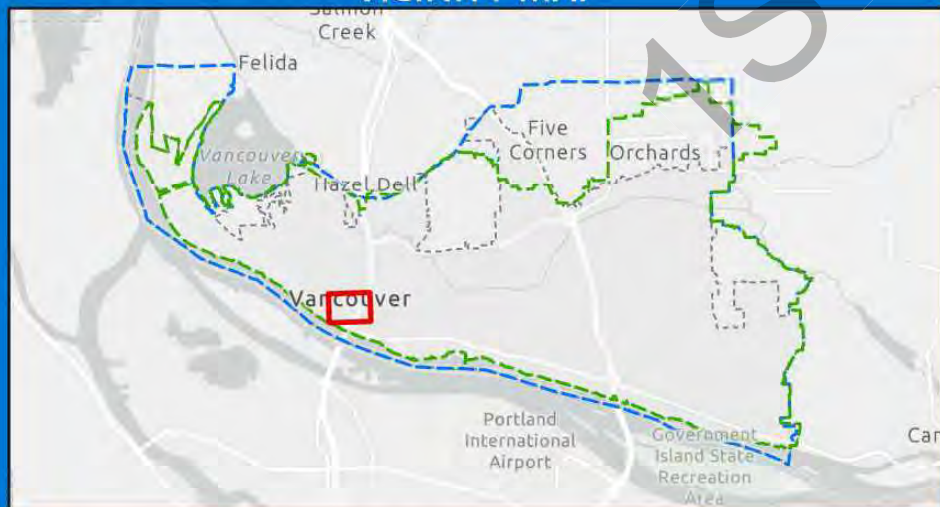
Project Extent: 5th St.

To: 15th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100358

Grant Funded: YES

Total Project Cost:

Start of Const. (year): 2022~~2024~~

*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 Plan (CIP) document.



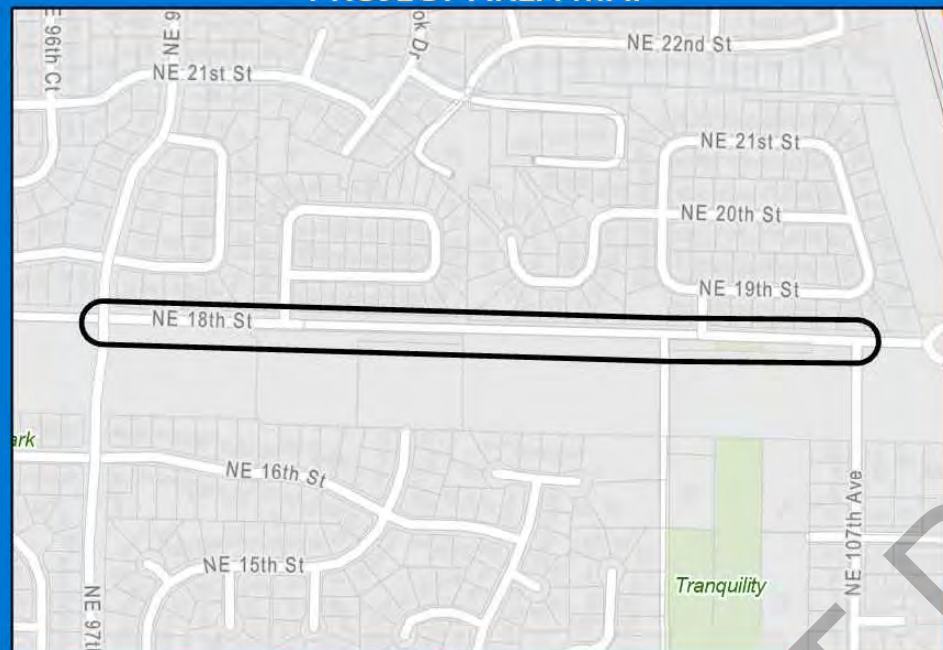
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. - NE 97th Ave. to NE 107th Ave.

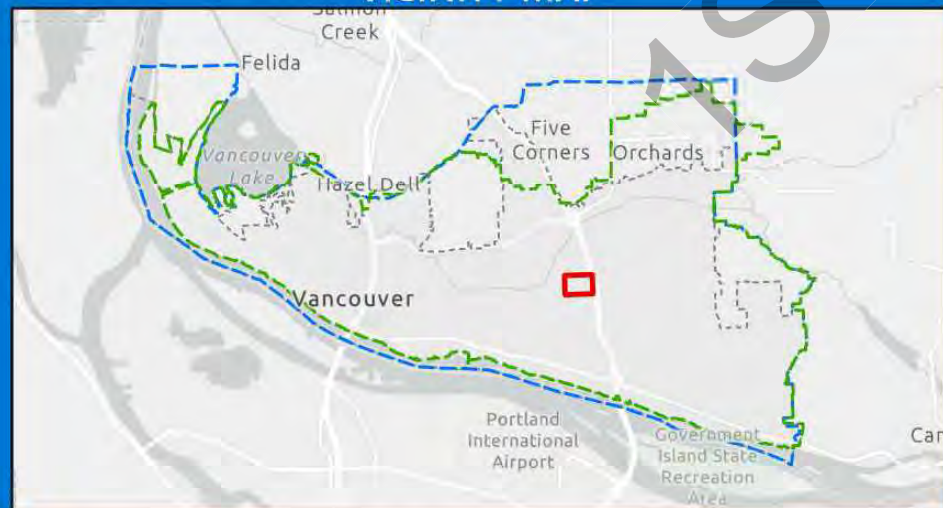
Project Extent: NE 97th Ave.

To: NE 107th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071616

Grant Funded:

Total Project Cost:

Start of Const. (year): 2025

*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 Plan (CIP) document.



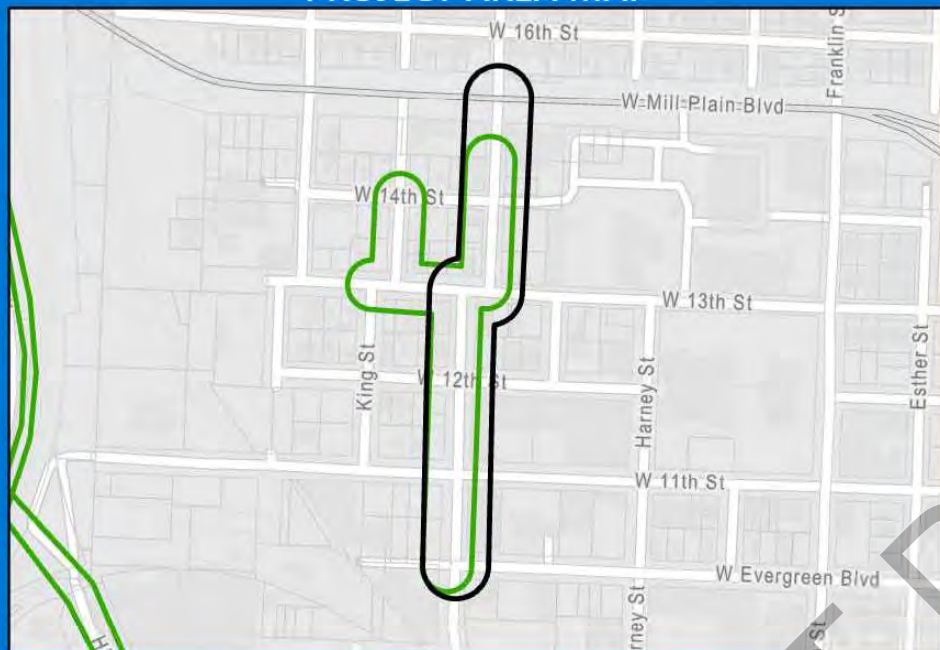
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Jefferson St. - W. Evergreen Blvd. to W. Mill Plain Blvd.

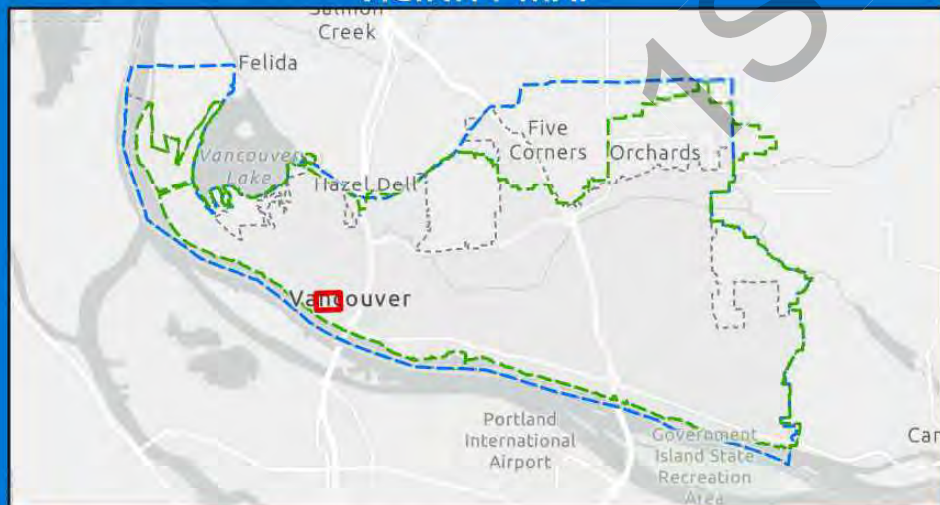
Project Extent: W. Evergreen Blvd.

To: W. Mill Plain Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071247

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



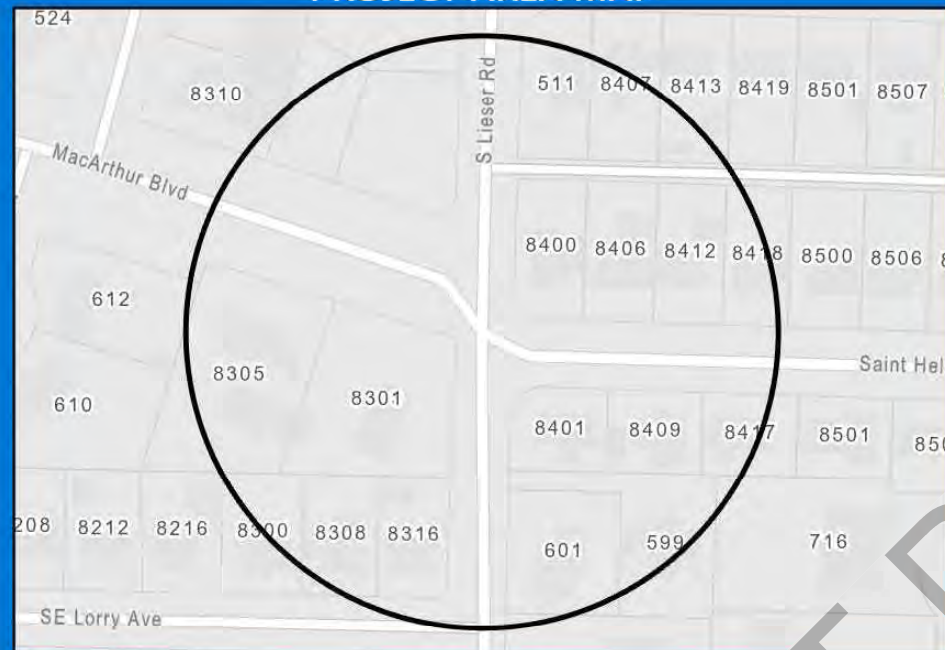
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

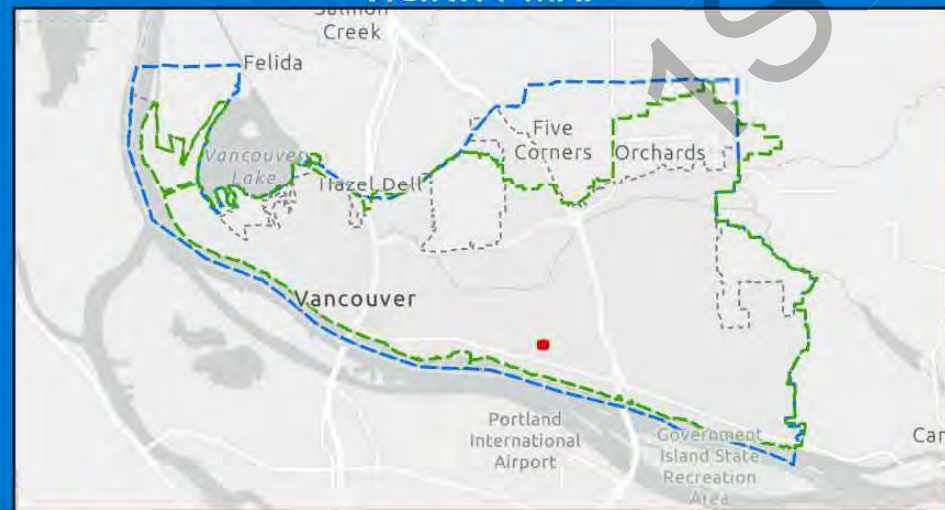
Project Description:

Intersection project to modify an existing 4-way-stop intersection that is operating at near maximum capacity. Improvements include new traffic signal or roundabout, upgraded sidewalks, ADA ramps and streetlights to improve traffic system, safety, mobility, and accessibility. Identified through community feedback, roadway operational analysis, and also identified through the Heights District Plan (2020).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



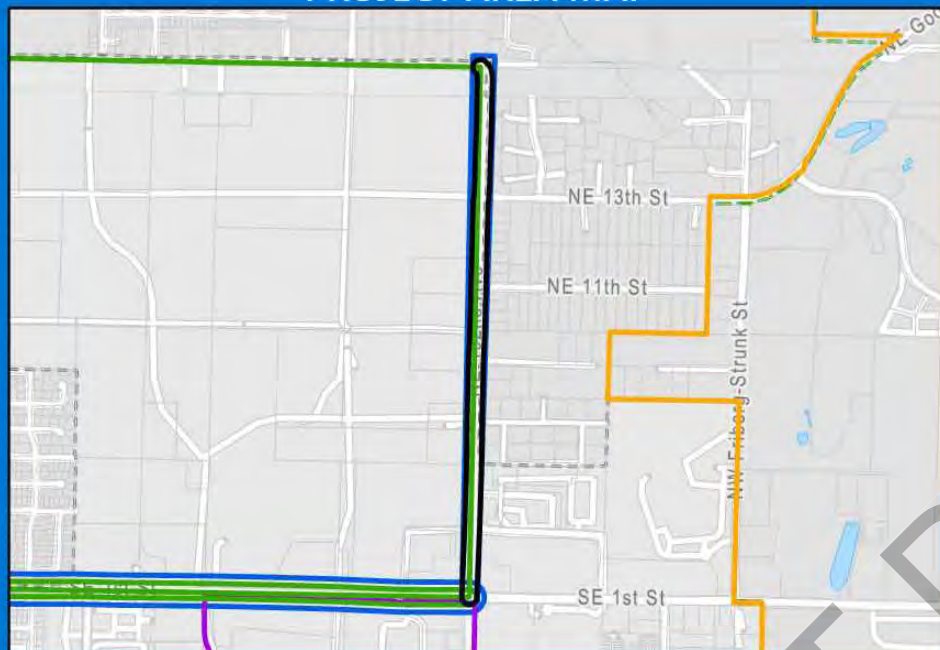
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 192nd Ave. - SE 1st St. to NE 18th St.

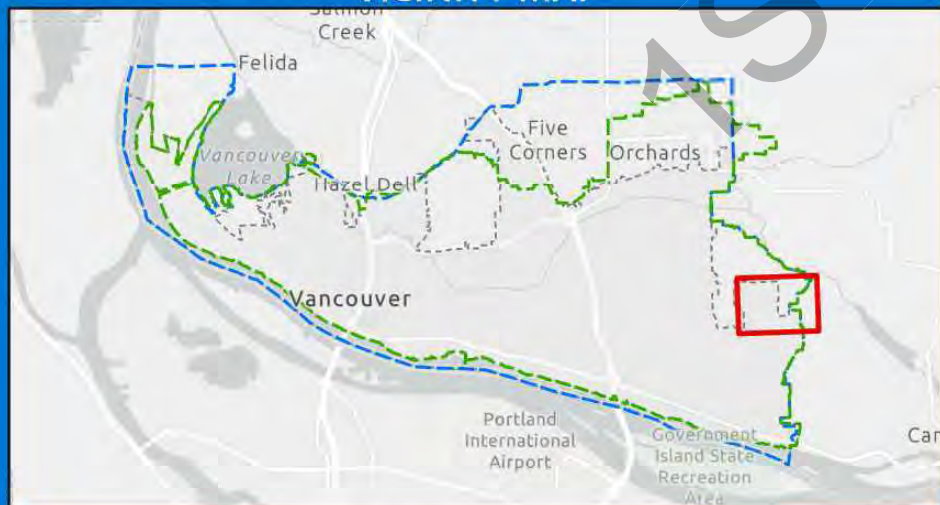
Project Extent: SE 1st St.

To: NE 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100868

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



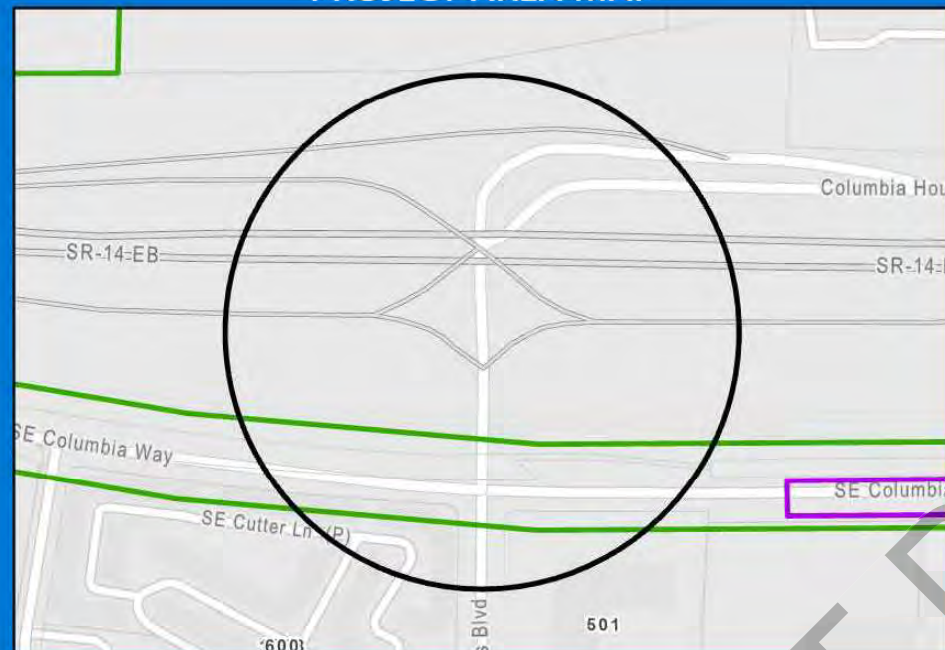
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

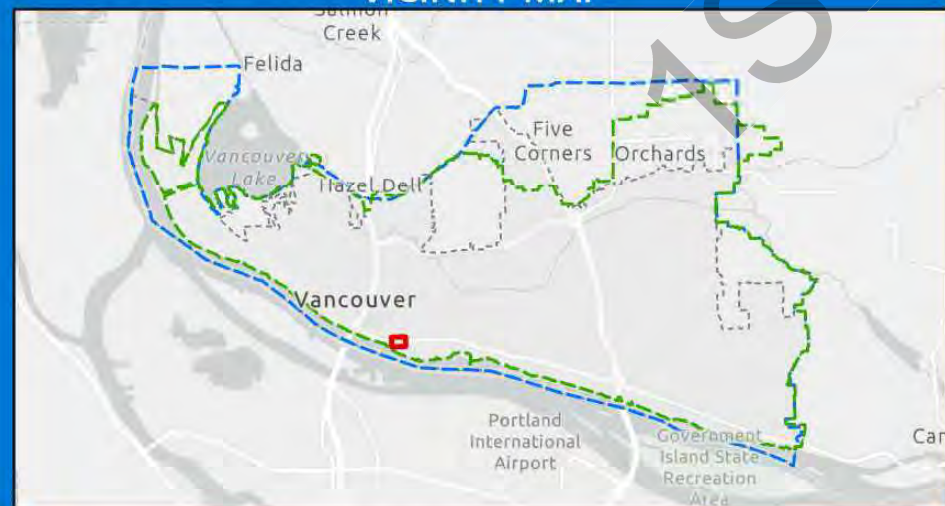
Project Description:

Project to widen existing railroad undercrossing portal and improve Columbia Shores/Columbia Way intersection to address service levels and increase pedestrian and mobility access. Total scope of project is undefined. Identified by staff and through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



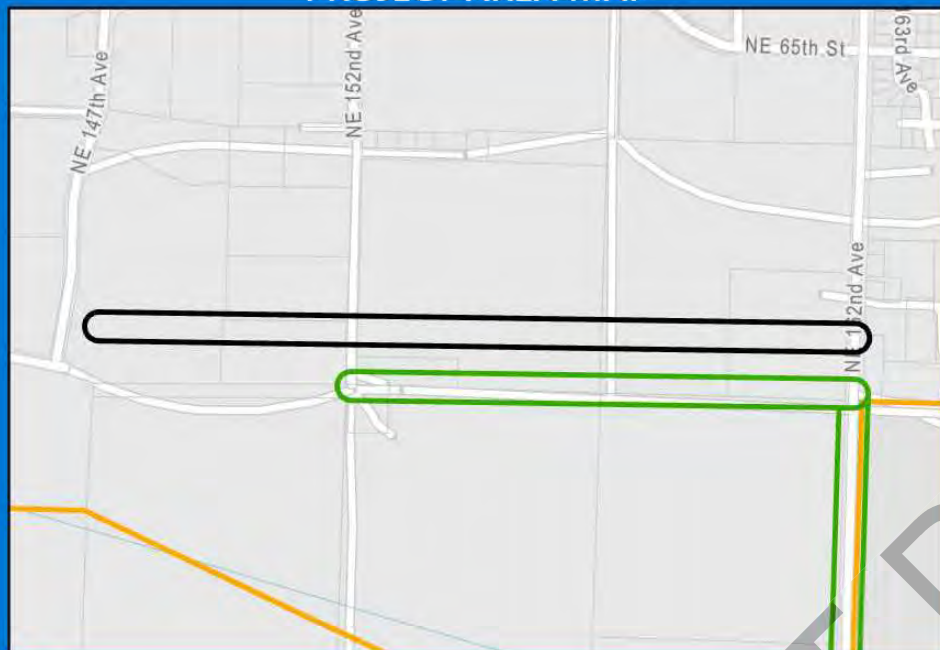
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 59th St. - NE 147th Ave. to NE 162nd Ave.

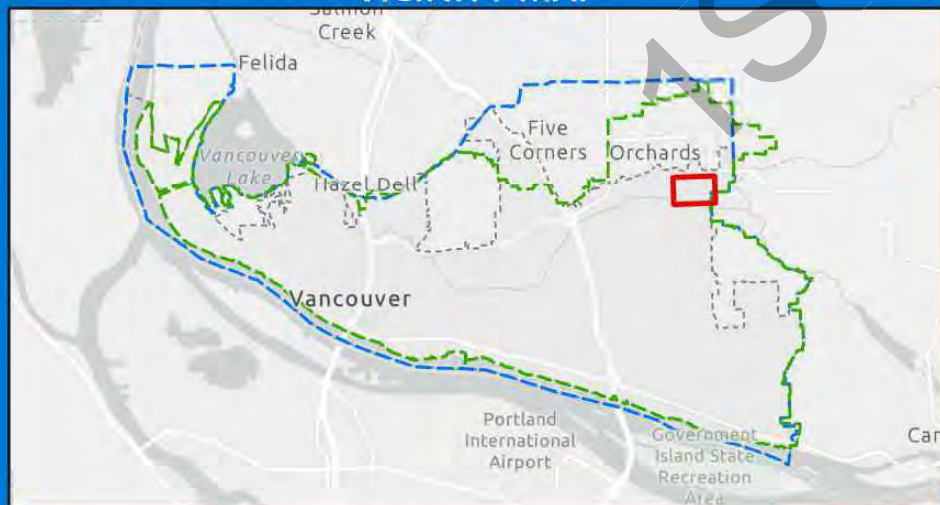
Project Extent: NE 147th Ave.

To: NE 162nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

New minor arterial street (1 lane each direction plus turn lane) with sidewalks, ADA ramps, mobility lanes, streetlights and surface water treatment. Project will address circulation needs, improve safety, mobility, accessibility and stormwater management. Project identified as part of the Bircher area redevelopment. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



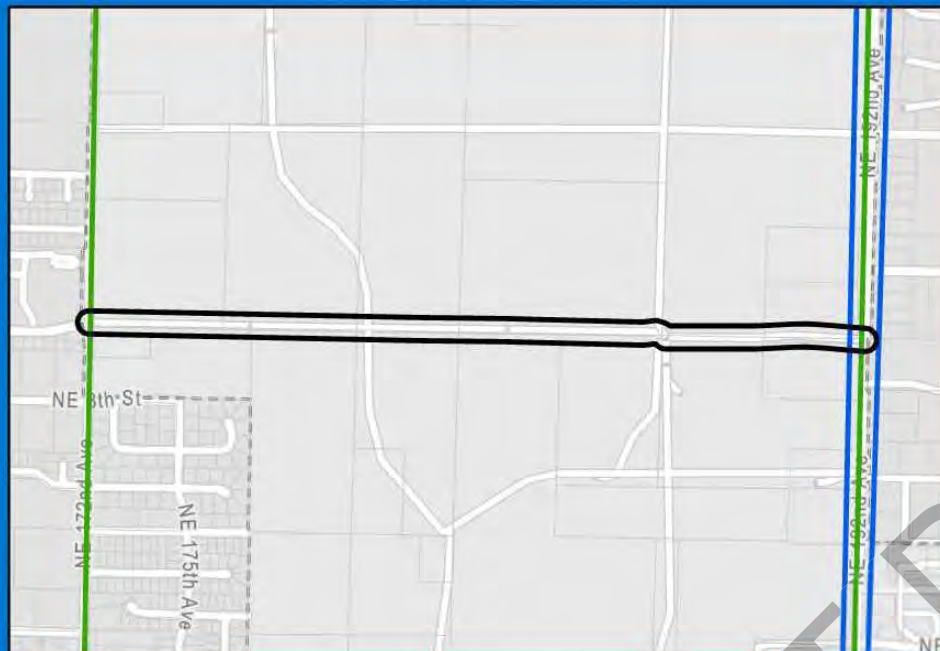
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 9th St. - NE 172nd Ave. to NE 192nd Ave.

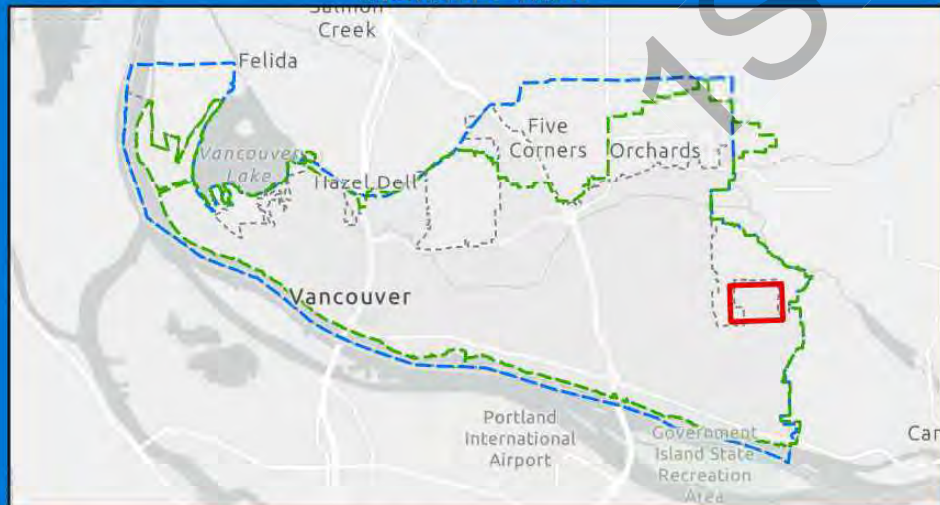
Project Extent: NE 172nd Ave.

To: NE 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes, and streetlights. This priority east-west circulation route is part of Section 30 Subarea Plan (2009) and also where this project originated. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

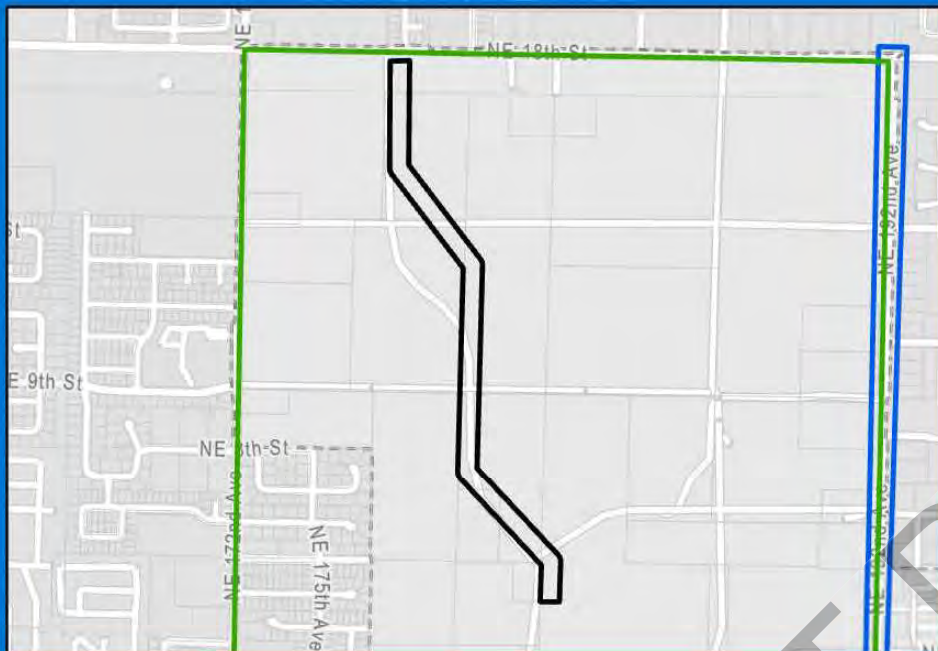
Start of Const. (year): Unknown

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

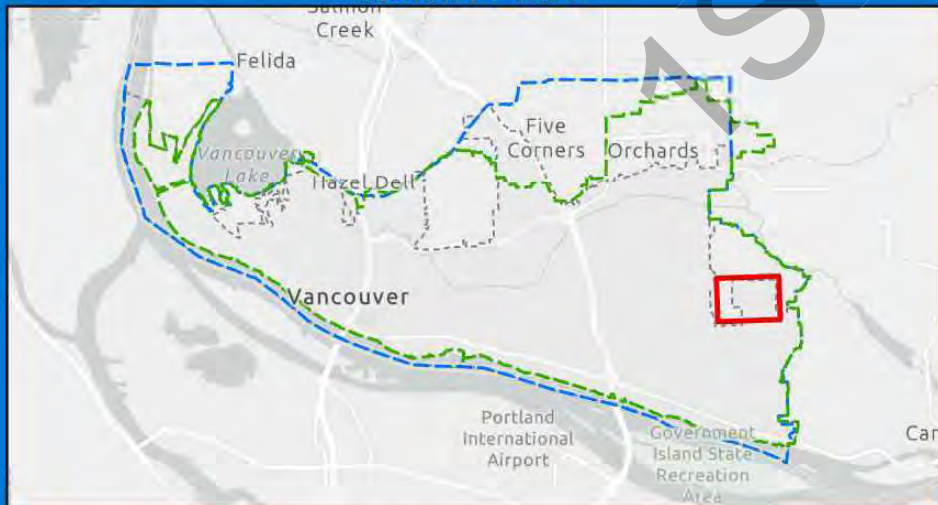
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX, SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Plan (CIP) document.

To: NE 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type: Arterial Improvements

Project Status:	Future
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Funding Status: Unfunded

PROJECT DESCRIPTION

Project Description:

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Developer will construct the section from SE 1st St. to 4th St. This priority north to south circulation route is part of Section 30 Subarea Plan (2009) and also where this project originated. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

-  Sanitary Sewer Projects
-  Surface Water Projects
-  Transportation Project
-  Water Projects
-  Project Area
-  SCIP Projects
-  Sewer Utility Service Boundary
-  Water Utility Service Boundary
-  City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:**Total Project Cost:**

Start of Const. (year):	Unknown
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*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 Plan (CIP) document.



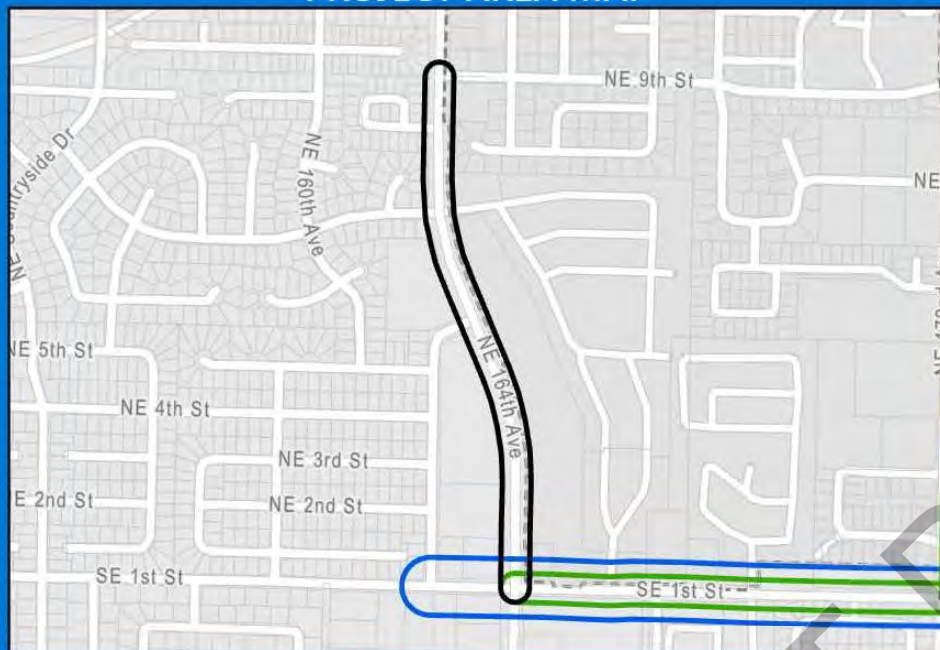
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 162nd Ave. - SE 1st St. to NE 9th St.

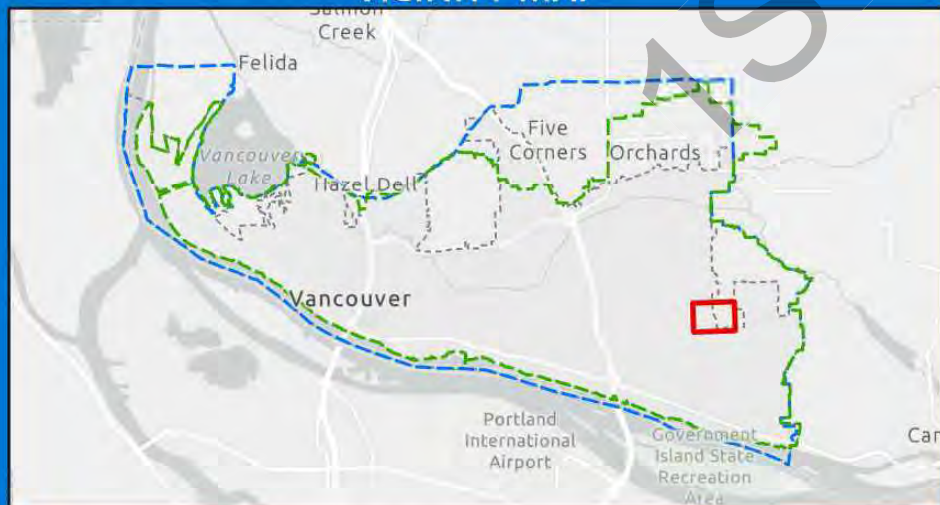
Project Extent: SE 1st St.

To: NE 9th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Upgrade of 5-lane road to 7-lane principal arterial street (3 lanes each direction plus turn lane), including sidewalks, ADA ramps, mobility lanes and streetlights. Roadway cross section will match NE 162nd Avenue to the north and south. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



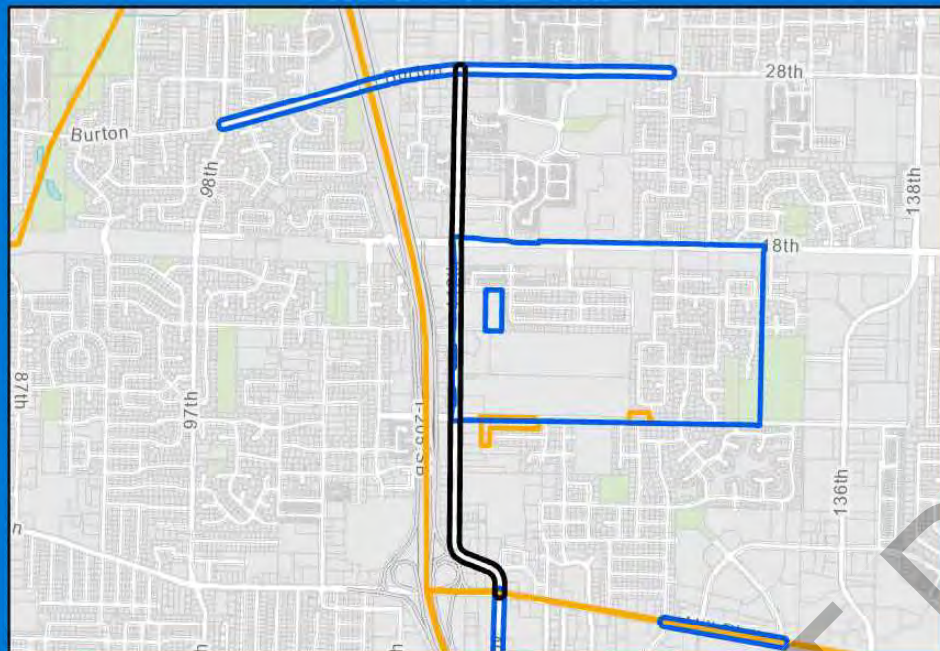
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.

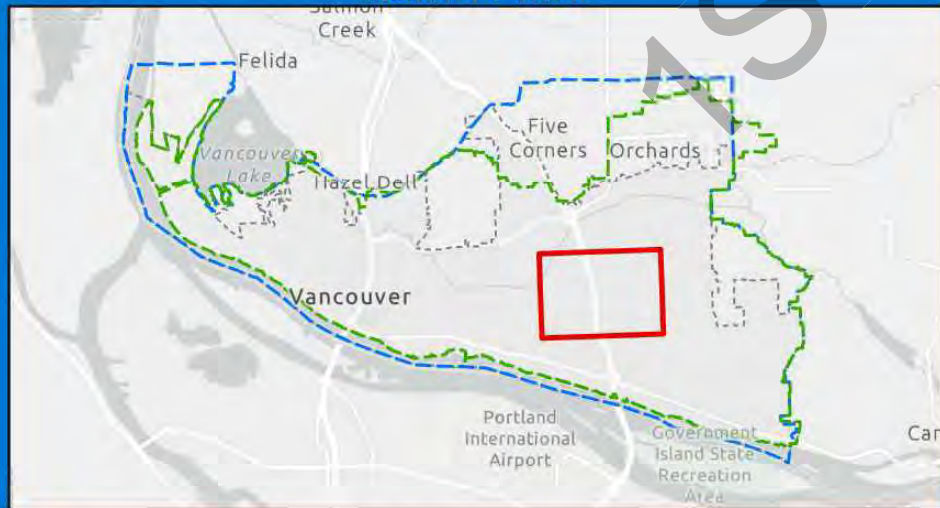
Project Extent: E Mill Plain Blvd.

To: NE 28th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

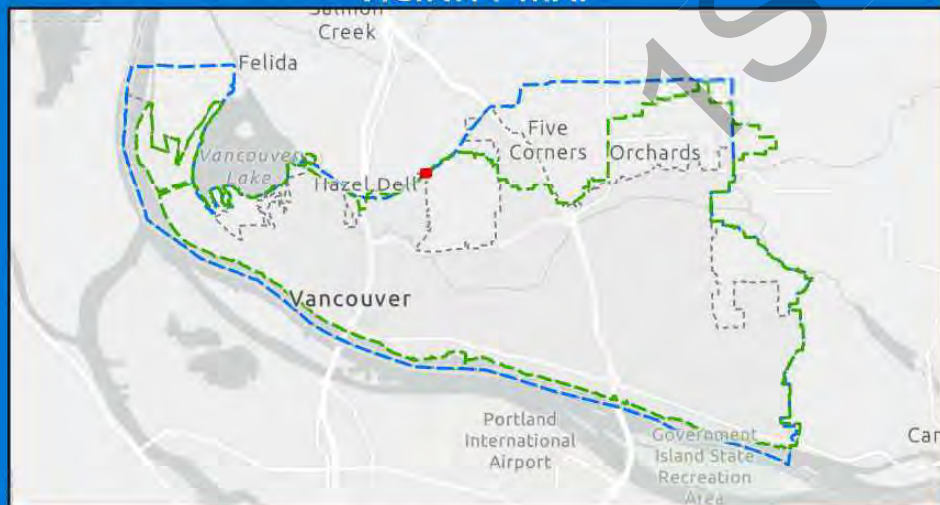
Project: NE St. Johns Blvd. and NE 68th St.

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Modify existing intersection to improve traffic safety and level of service. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071310

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

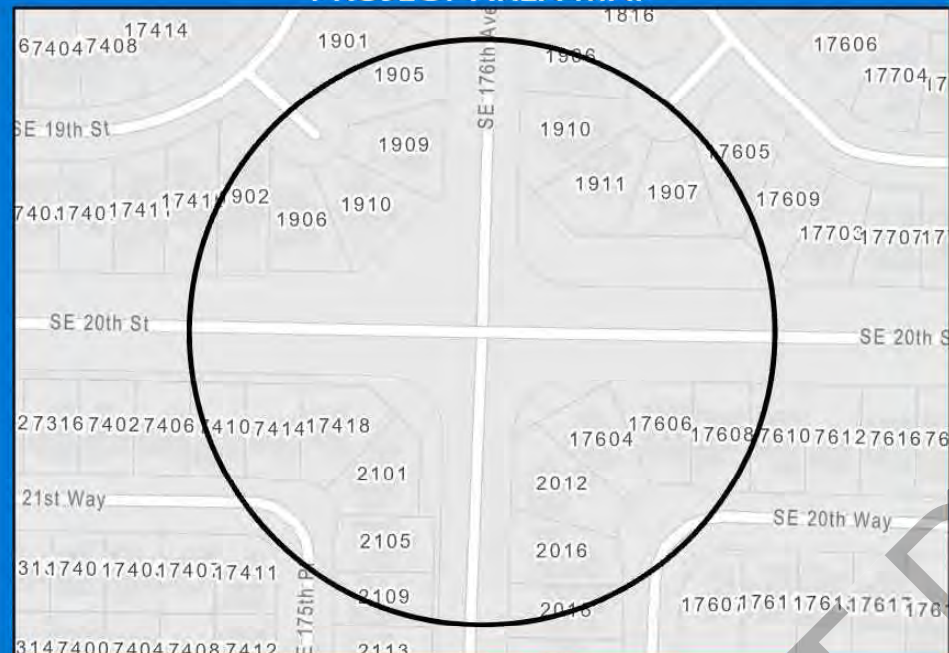


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

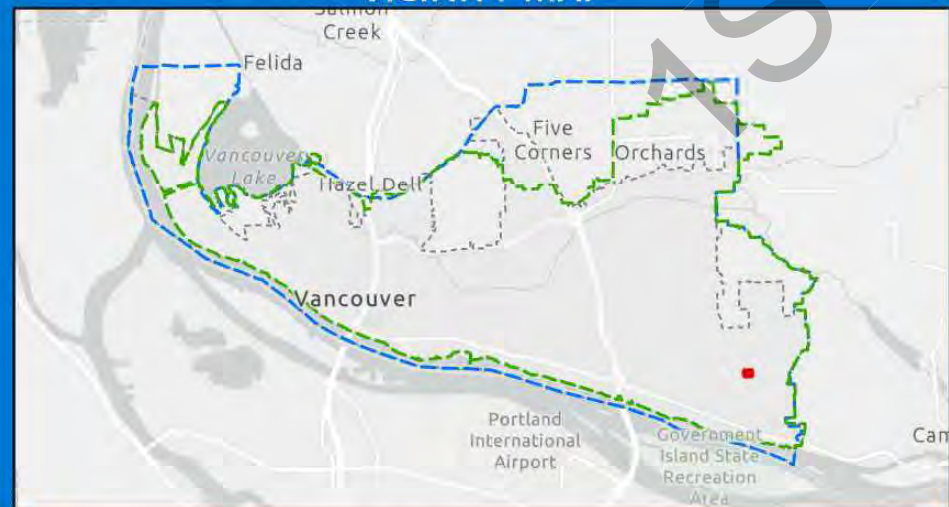
Project: SE 20th St. and SE 176th Ave.

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



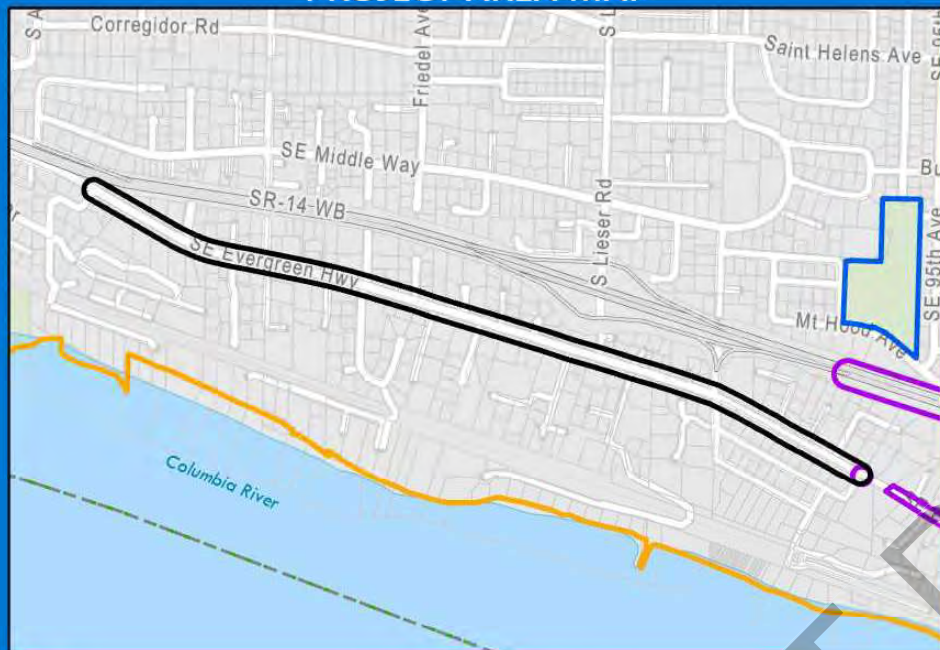
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd.

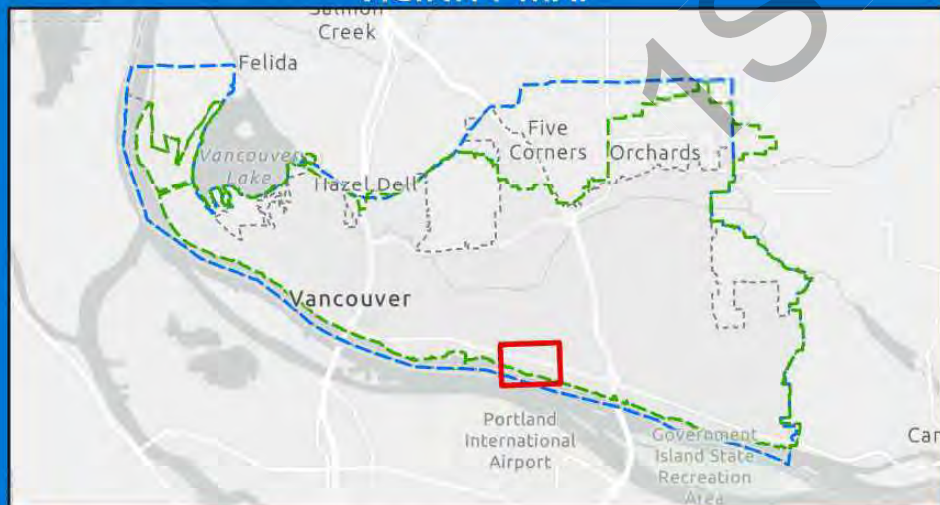
Project Extent: SE Chelsea Ave.

To: SE Image Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Upgrade roadway with 6 to 10 foot pedestrian pathway on south side, a priority east-west pedestrian and mobility lane corridor. Design and ROW funded. No funding for construction. 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). Construction will begin in 2024.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071455

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



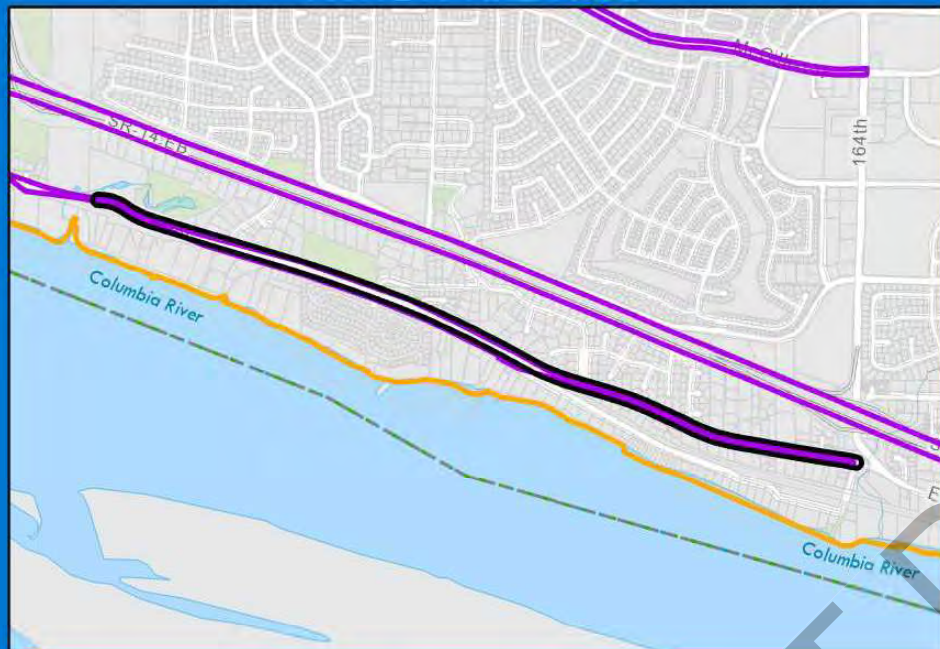
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.

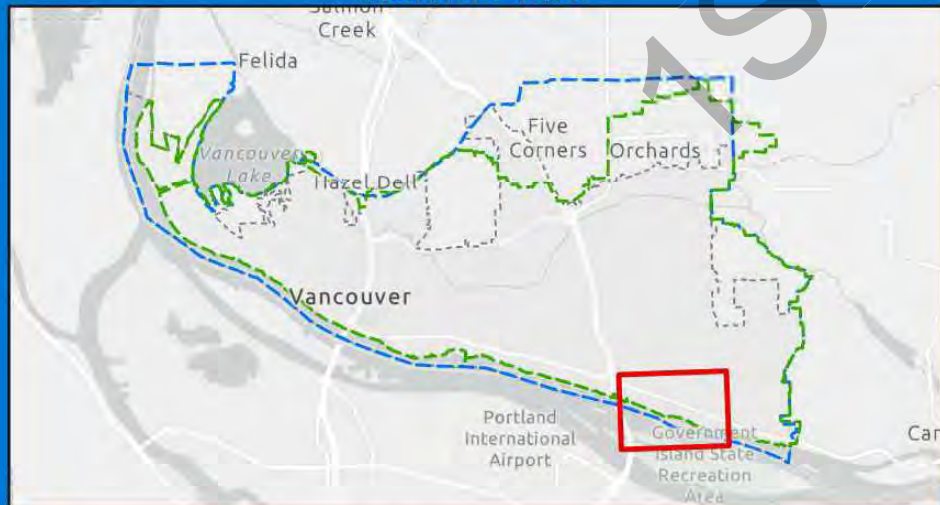
Project Extent: SE Silver Springs Dr.

To: SE 164th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Upgrade roadway with 6 to 10 foot pedestrian pathway, 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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



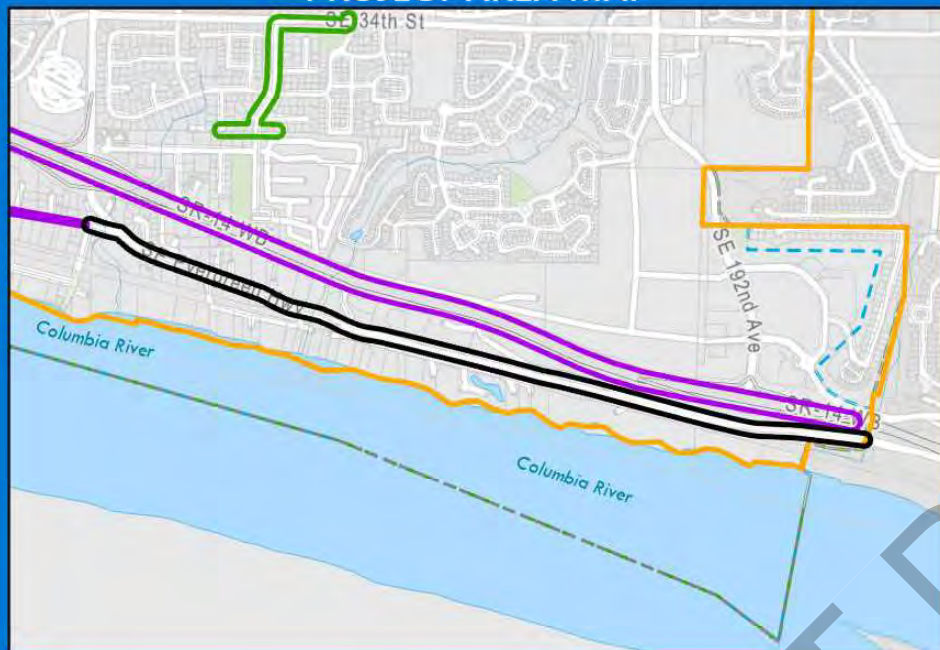
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits

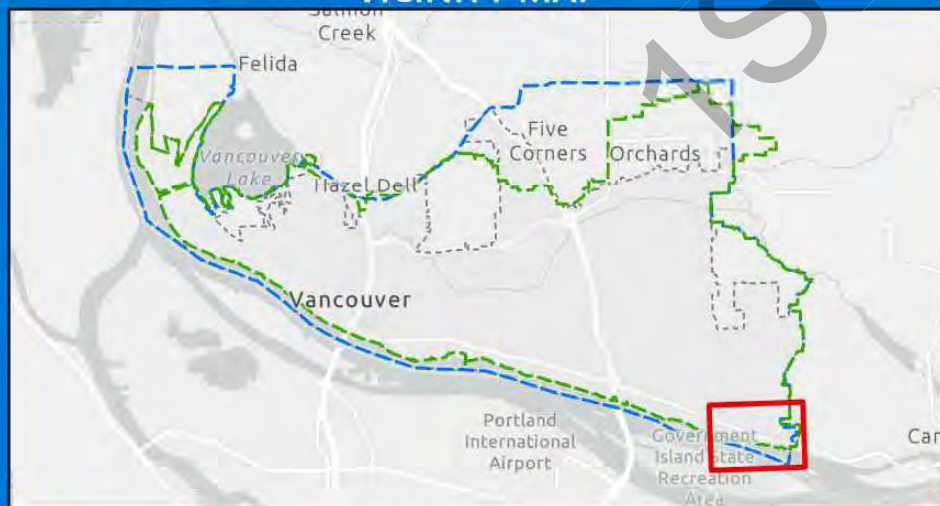
Project Extent: SE 164th Ave.

To: East City Limits

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

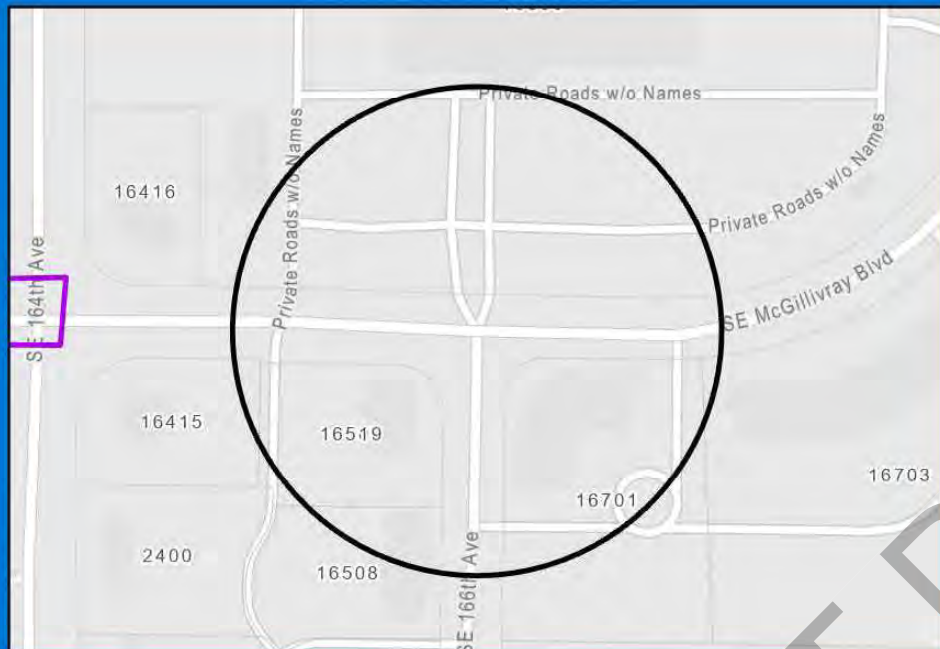


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

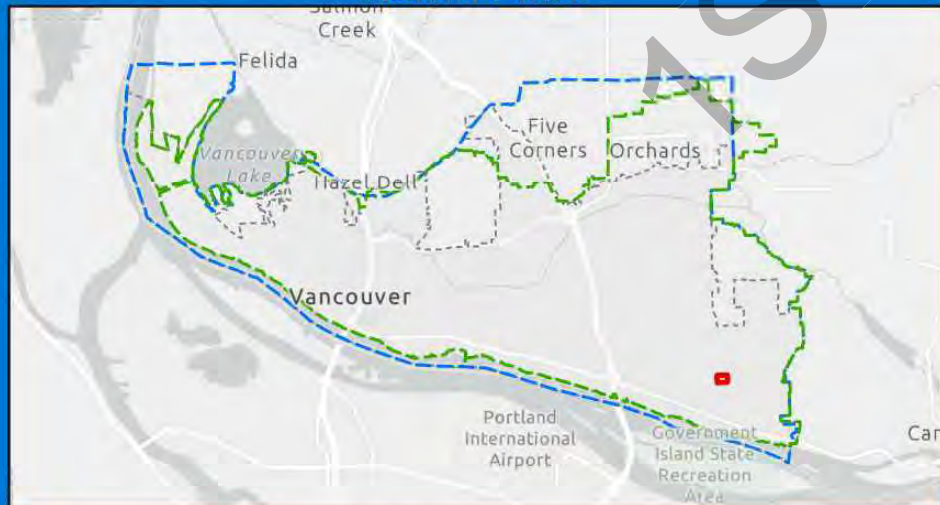
Project: SE McGillivray Blvd. and SE 166th Ave.

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Improve intersection with urban roundabout, including upgrades to ADA ramps and streetlights. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071251

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



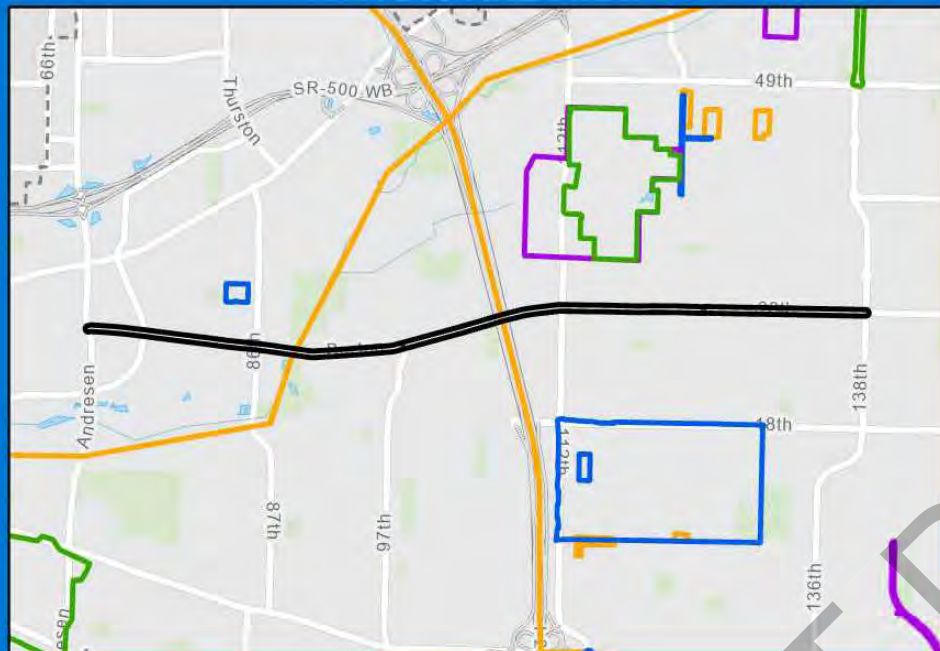
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.

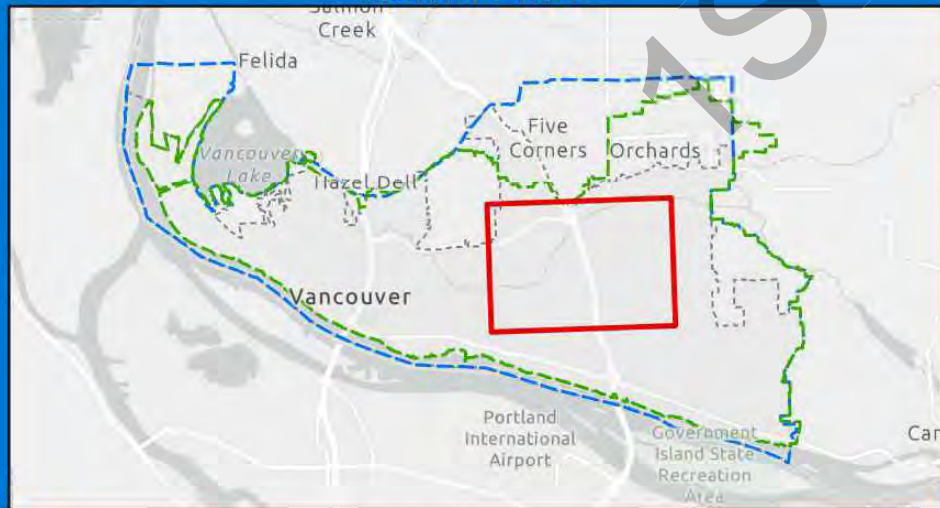
Project Extent: NE Andresen Rd.

To: NE 138th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

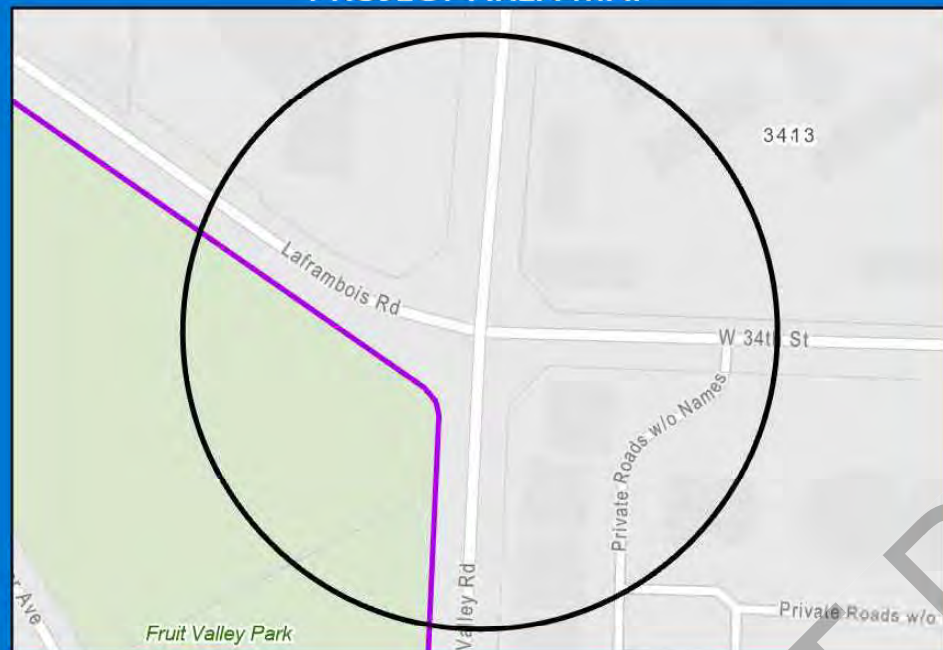


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

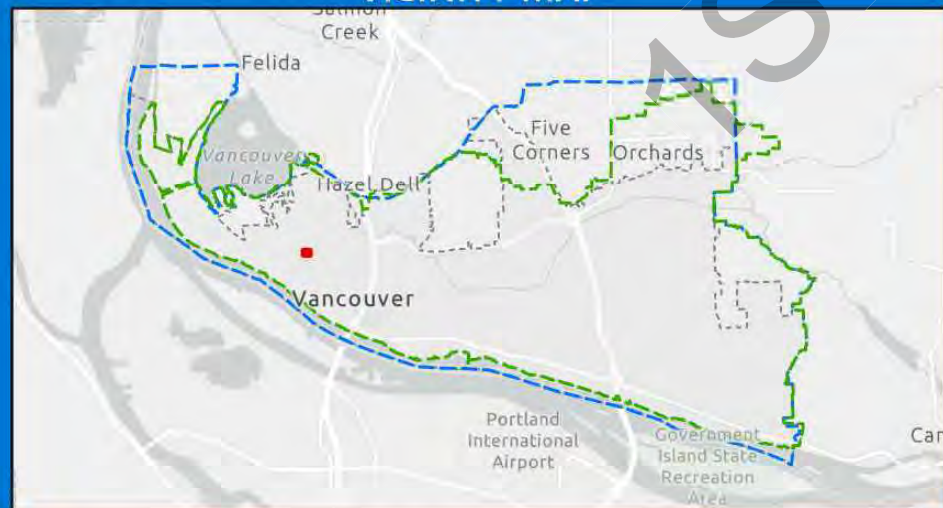
Project: NW Fruit Valley Rd. at La Frambois Rd.

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Upgrade existing signal to current standards. Identified by staff and through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



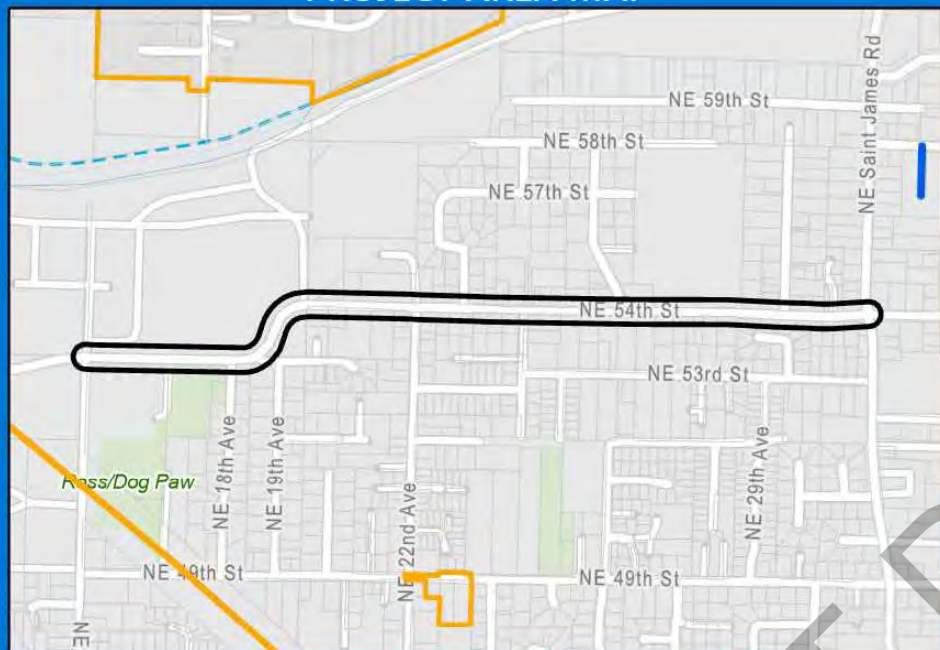
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 54th Street - NE 15th Ave. to NE Saint James Rd.

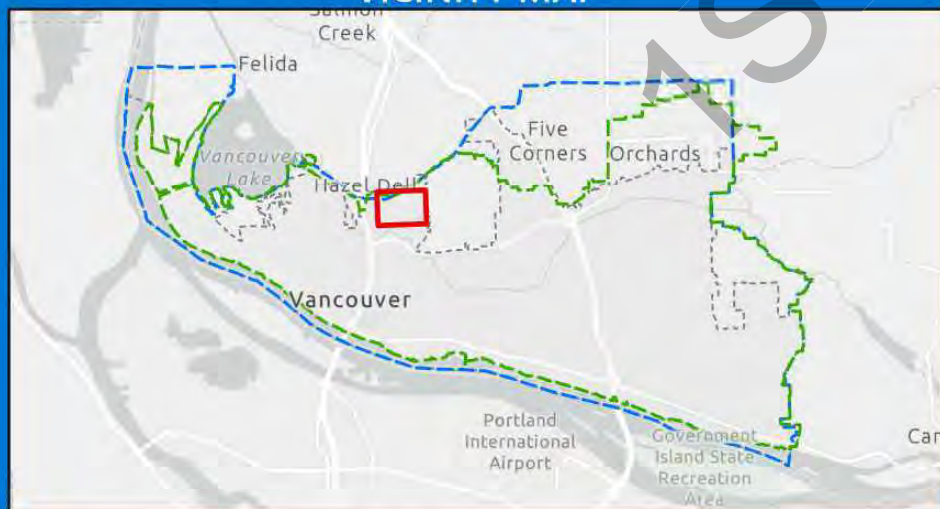
Project Extent: NE 15th Ave.

To: NE Saint James Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



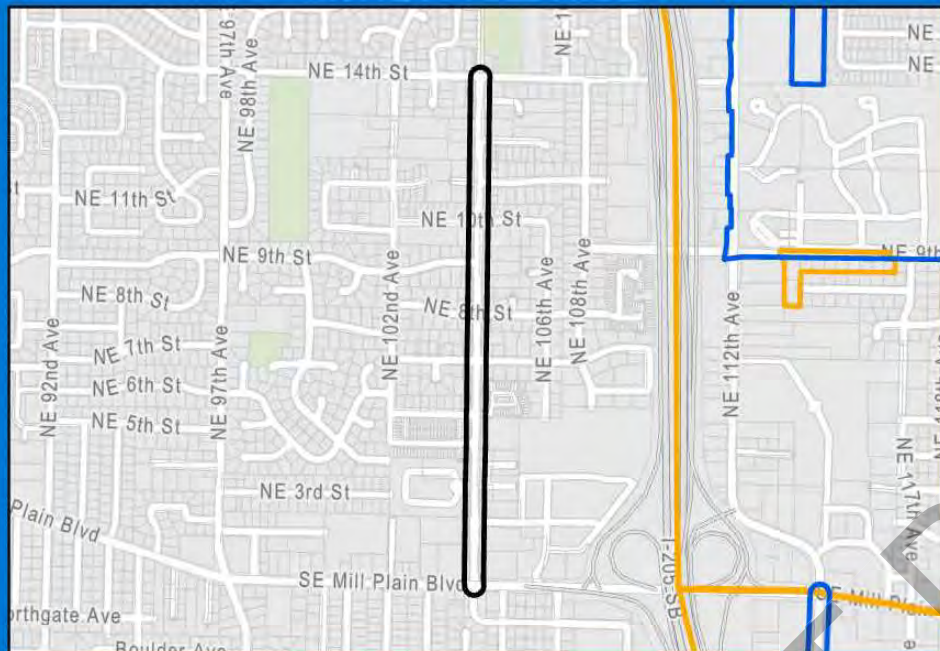
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 104th Avenue - SE Mill Plain Blvd to NE 14th Street

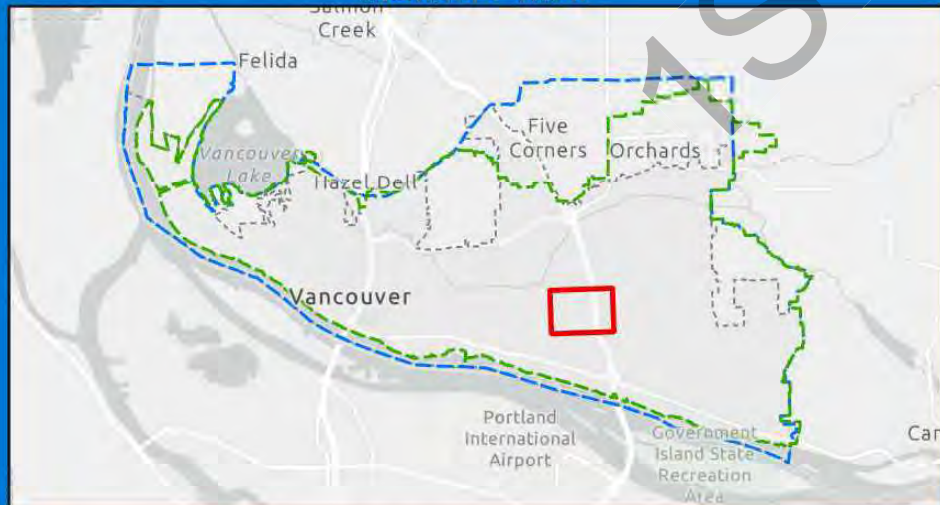
Project Extent: SE Mill Plain Blvd.

To: NE 14th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



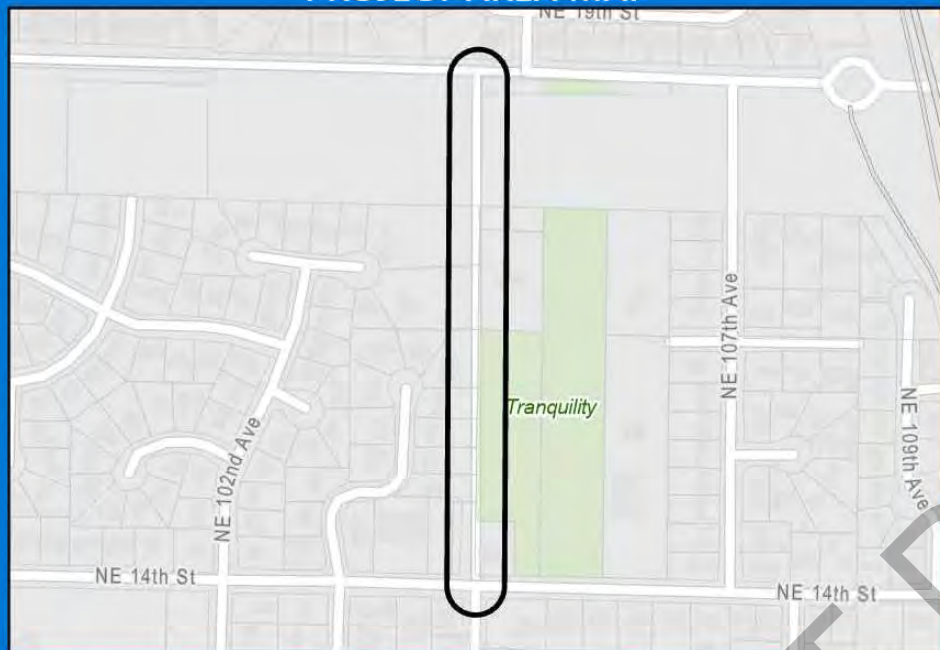
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 104th Avenue - NE 14th Street to NE 18th Street

Project Extent: NE 14th St.

To: NE 18th St.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

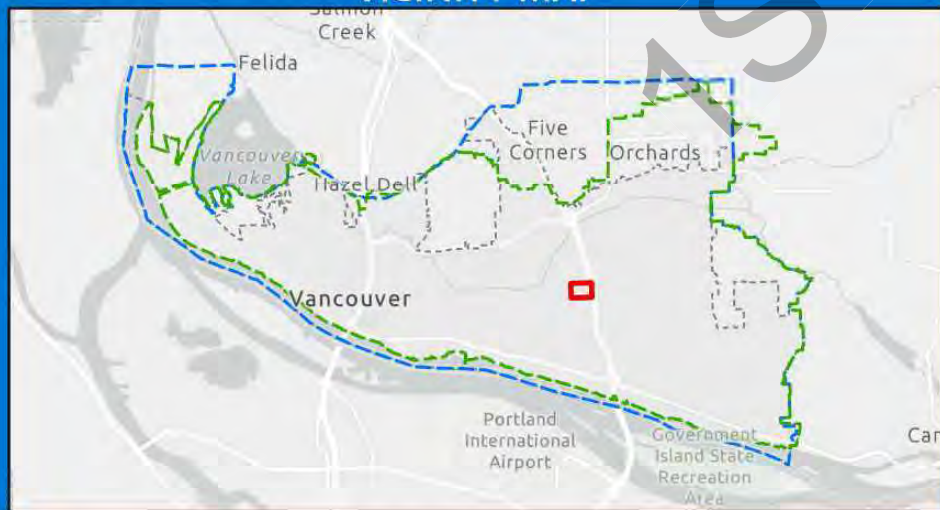
Project Description:

New arterial street (1 lane each direction plus turn lane), with sidewalks, ADA ramps, mobility lanes and streetlights, to increase safety, mobility, accessibility and level of service. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



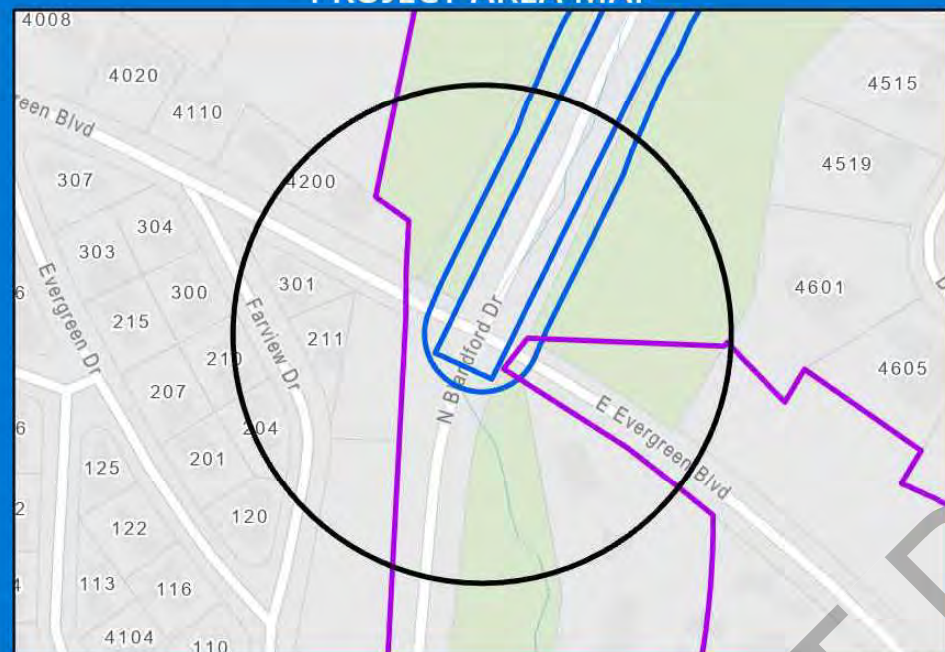
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E. Evergreen Blvd. Bridge over S. Blandford Dr.

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

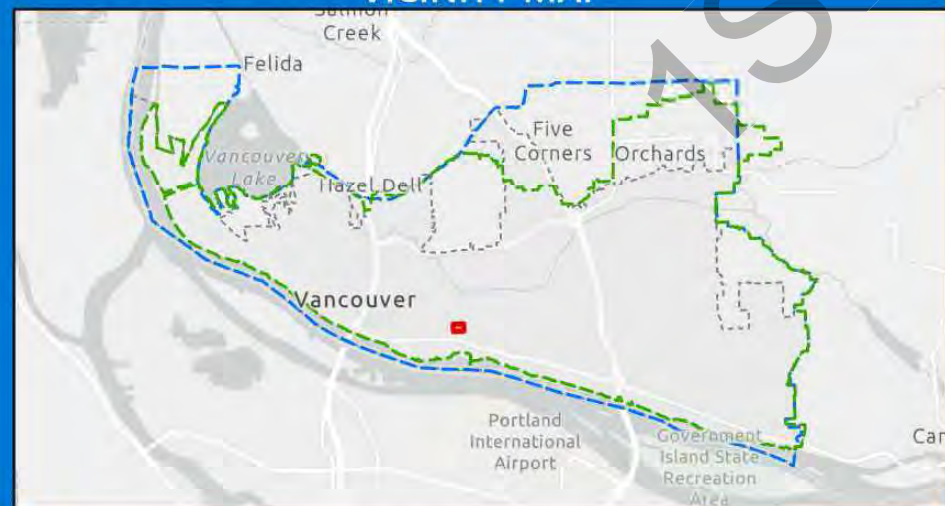
Project Description:

Replace existing bridge along Evergreen Blvd. at Blandford with new structure. Project will address safety and accessibility for all modes of travel. Identified through the City's Bridge Inspection Program. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 152nd Ave. and NE Fourth Plain Blvd. Signal

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

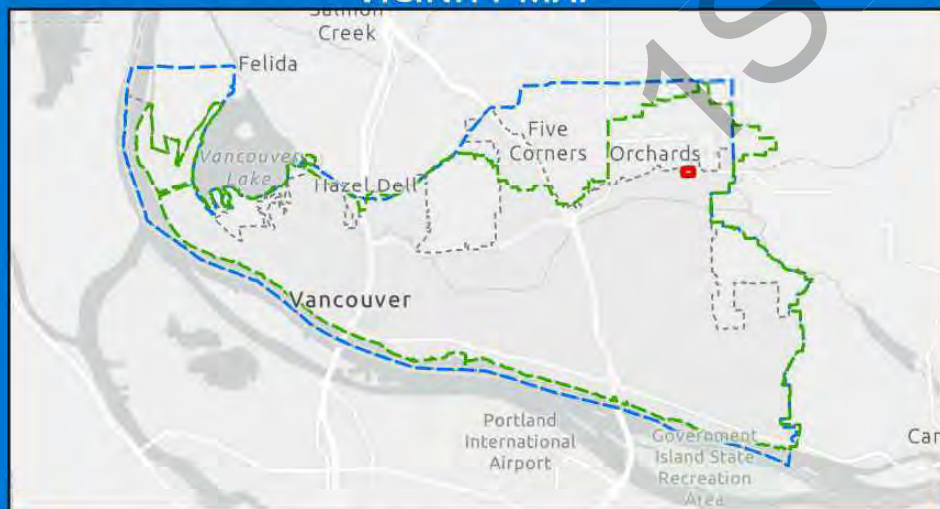
Project Type:	Signal & Lighting Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:
Install new signal to accommodate future growth. Originated with Bircher area redevelopment.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100351

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



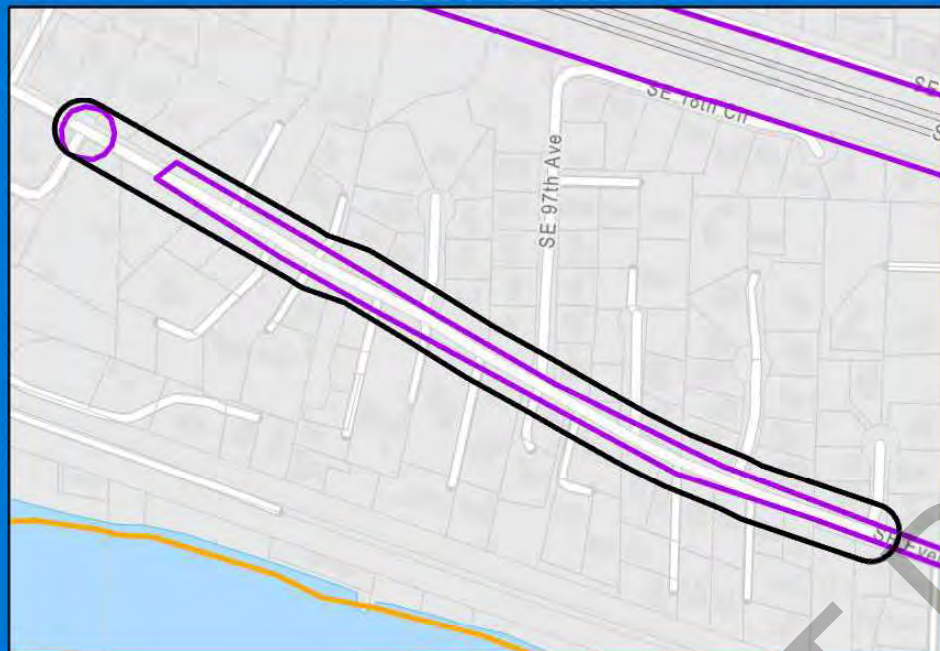
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE Evergreen Hwy Pathway - Weber Arboretum to SE 100th Ct.

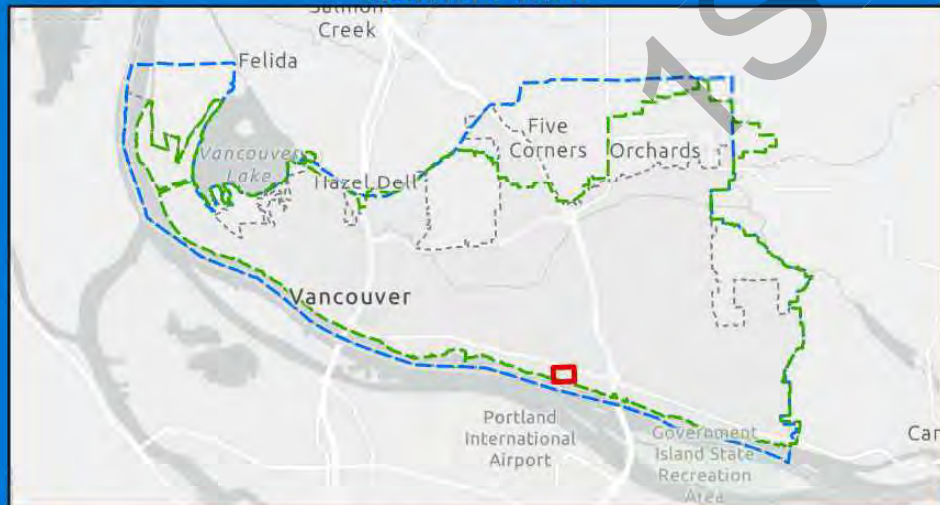
Project Extent: Weber Arboretum

To: SE 100th Ct.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

Upgrade street with 6 to 10 foot pedestrian pathway on south side of roadway, a priority east/west pedestrian and mobility lane corridor. Design and ROW funded. No funding for construction. 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).

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ071448

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

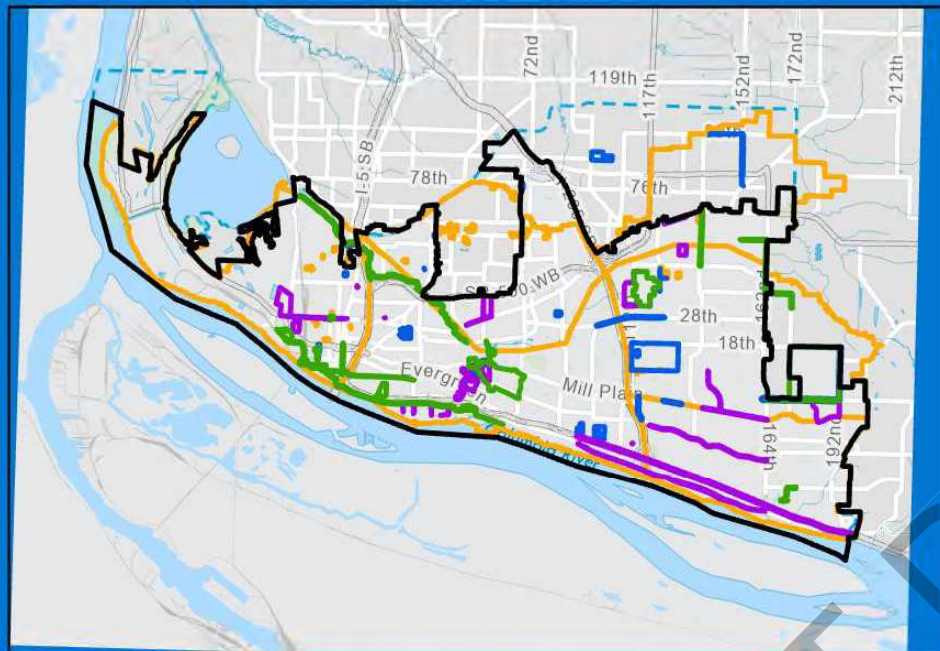


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

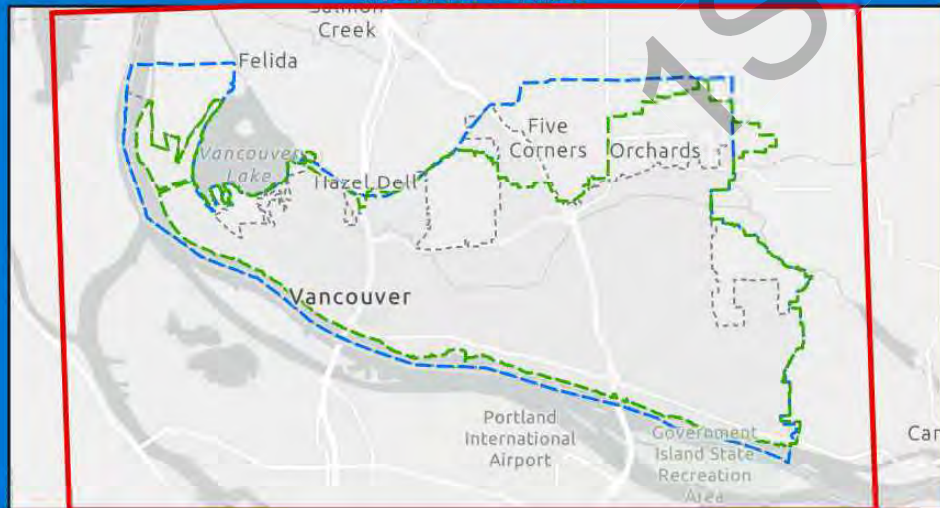
Project: Complete Streets/Multimodal Safety and Accessibility

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

Ongoing program budgeted at \$1.5M/yr., to address safety and accessibility for people walking, biking, and rolling. Projects include: TRANS-258 - 4th Plain Safety Improvements - Ft. Vancouver Way to 62nd Ave, TRANS-740 - Evergreen Hwy Pathway, TRANS-889 - 18th and Devine ADA Improvements, TRANS-899 - 4th Plain Blvd. Pedestrian Crossing, TRANS-910 - Hazel Dell/BBC Crossing, TRANS-917 - MacArthur/Mill Plain Complete Street, TRANS-919 - 34th St. Complete Street, TRANS-920 - McGillivray Complete Street, TRANS-921 - 112th Ave Complete Street, and TRANS-943 - Garrison Sidewalk Improvements. Budget to increase in 2026 to \$5M/yr for planning work and grant matches.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ072459

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



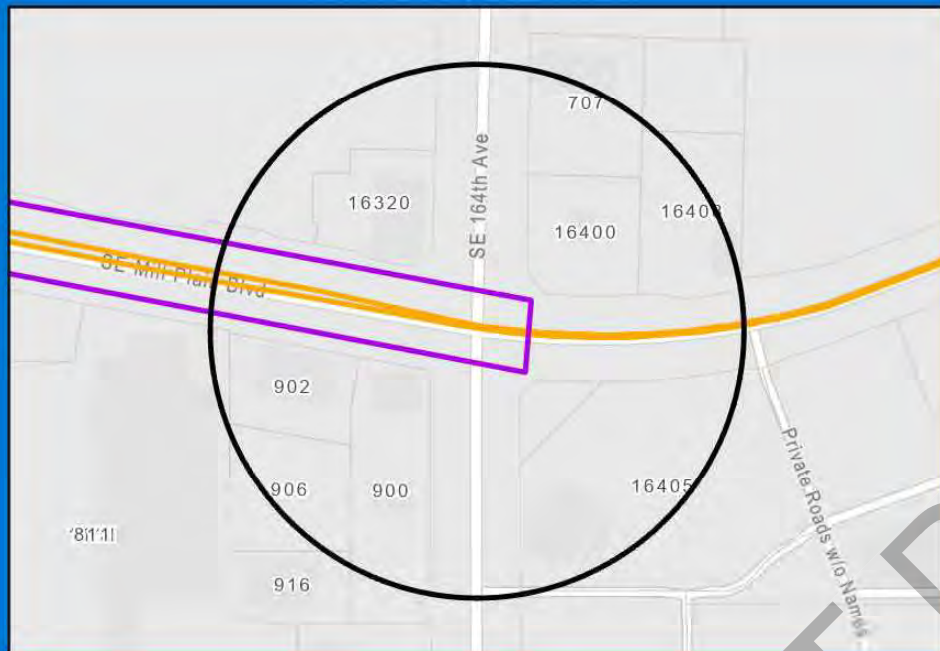
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 164th Ave. and SE Mill Plain Blvd. Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

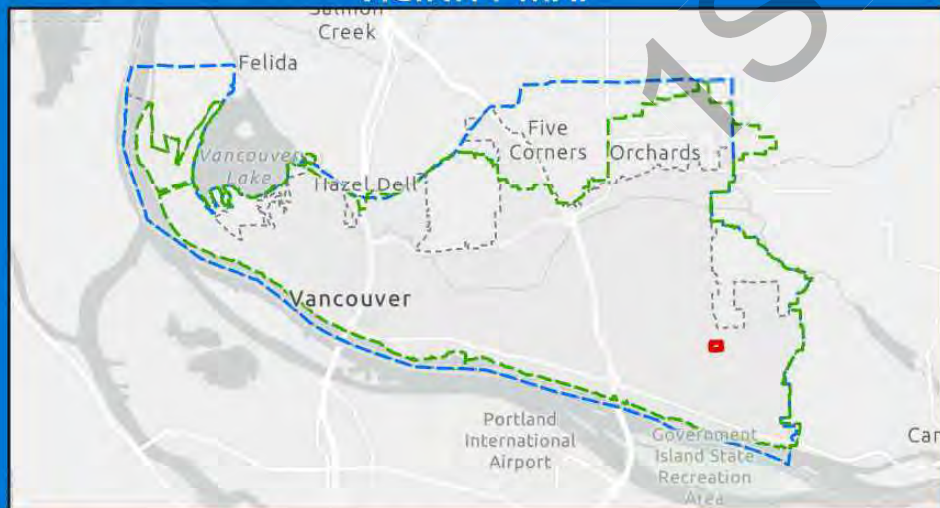
Project Description:

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

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



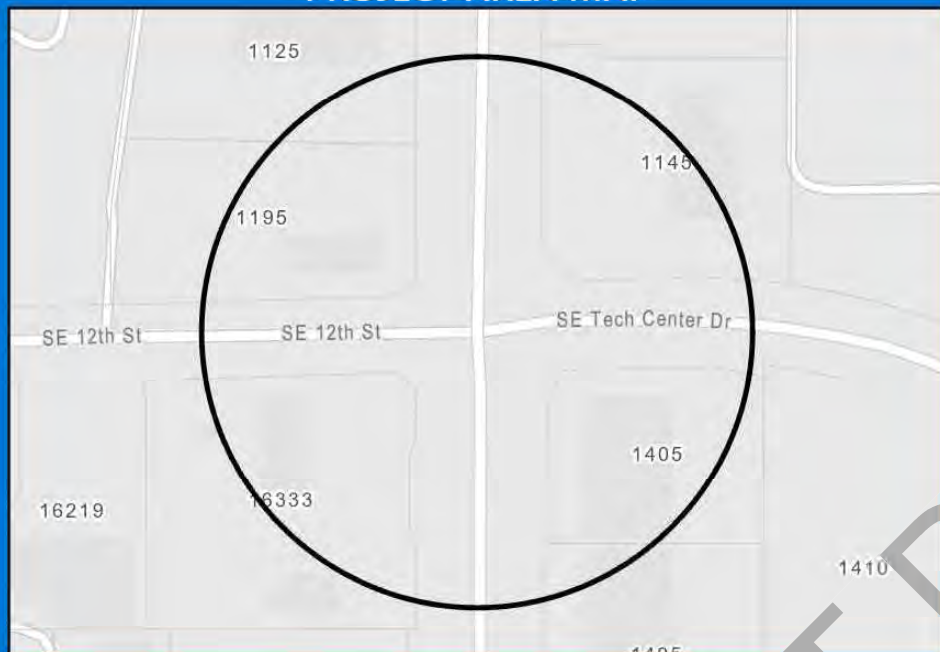
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 164th Avenue and SE 12th Street Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

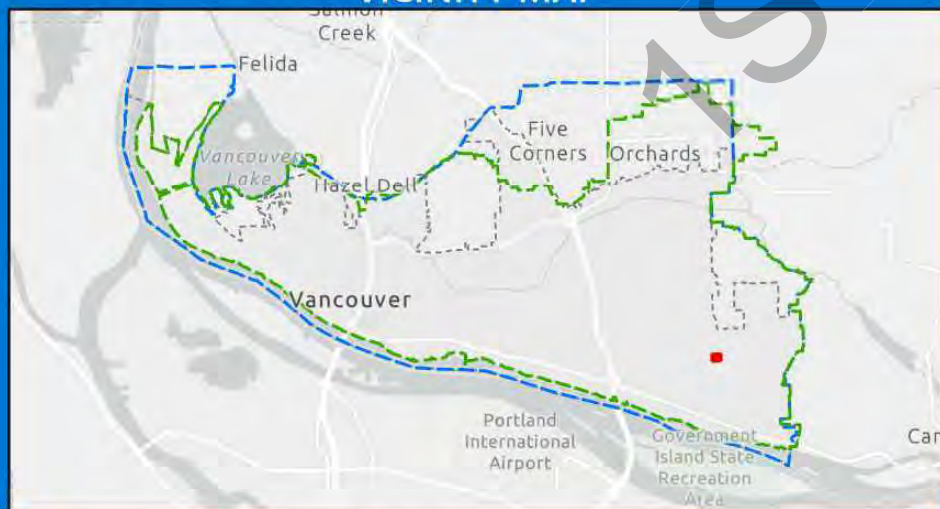
Project Description:

Increase left-turn movement capacity at intersection of SE 164th Ave. and SE 12th St. to improve overall Level of Service. Identified by staff. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



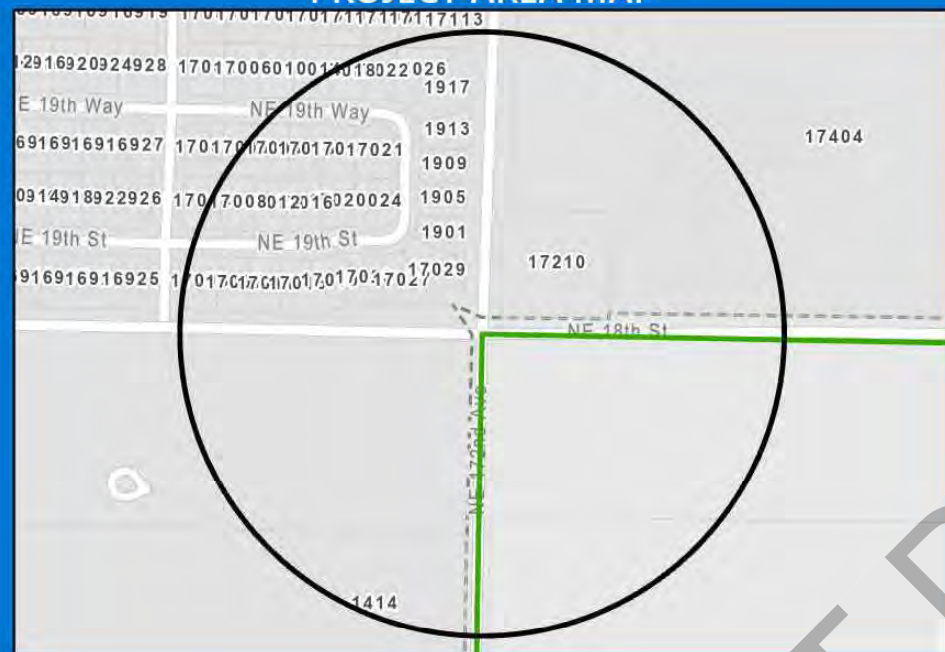
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th St. and NE 172nd Ave. Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

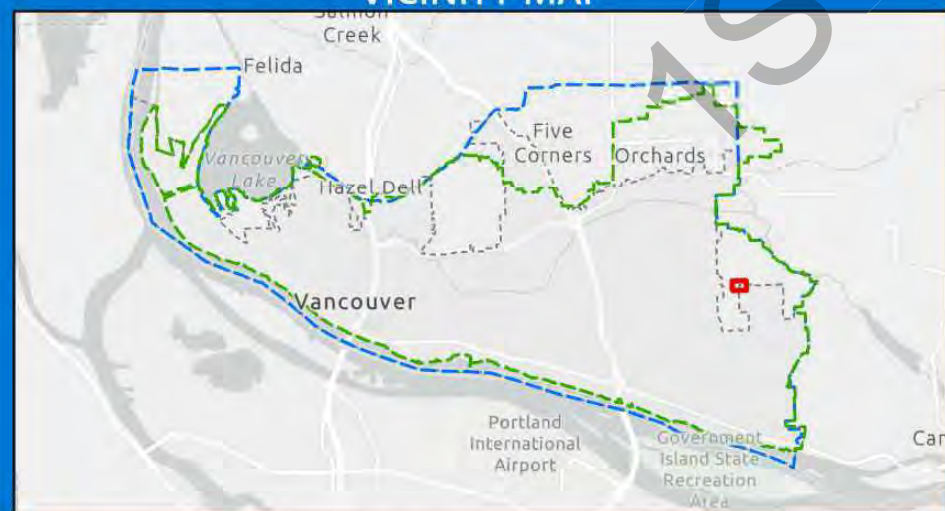
Project Description:

Install additional turn lanes and other signal improvements at the intersection of NE 18th Street and NE 172nd Avenue. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



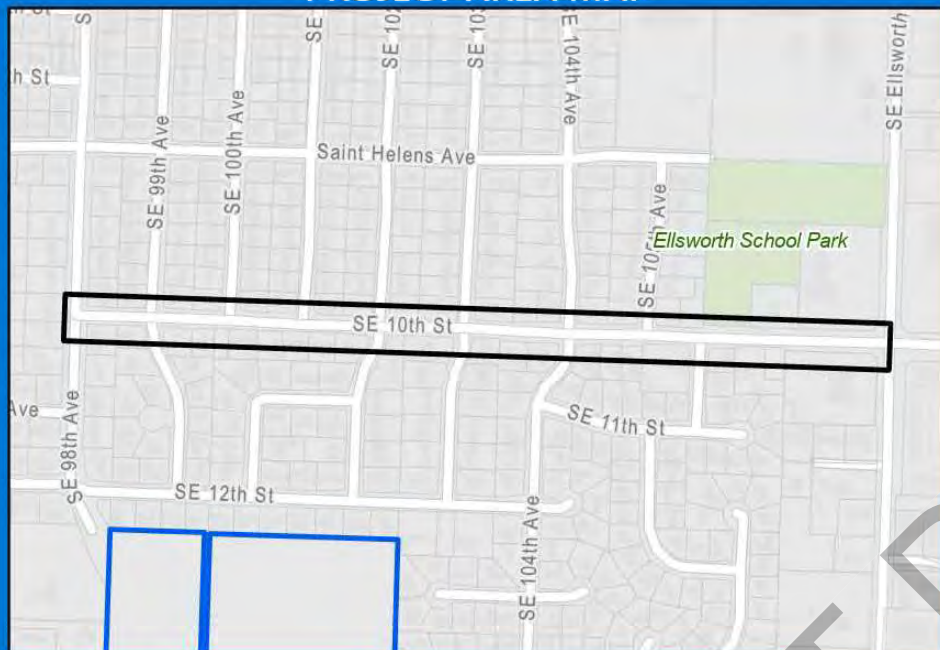
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Rd.

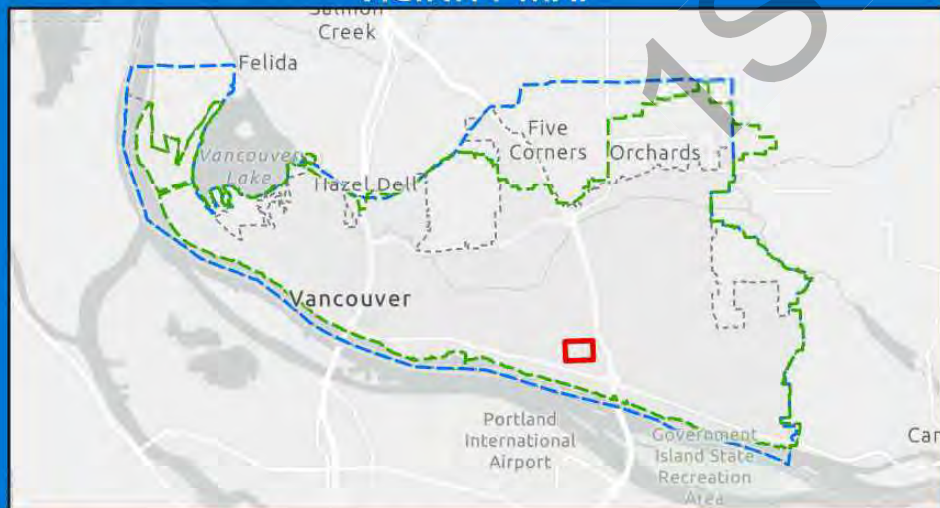
Project Extent: SE 98th Ave.

To: SE Ellsworth Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install sidewalks and ADA ramps along SE 10th Street from SE 98th Avenue to Ellsworth Road, including on the north side between Ellsworth Rd. and I-205. Identified by staff and public. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



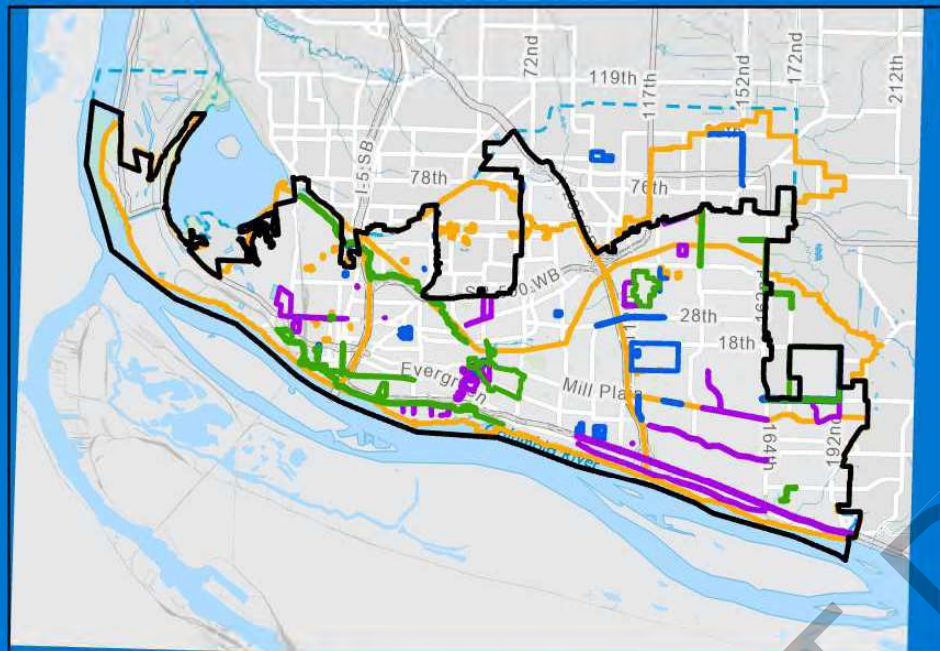
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Citywide Transportation Demand Management Program

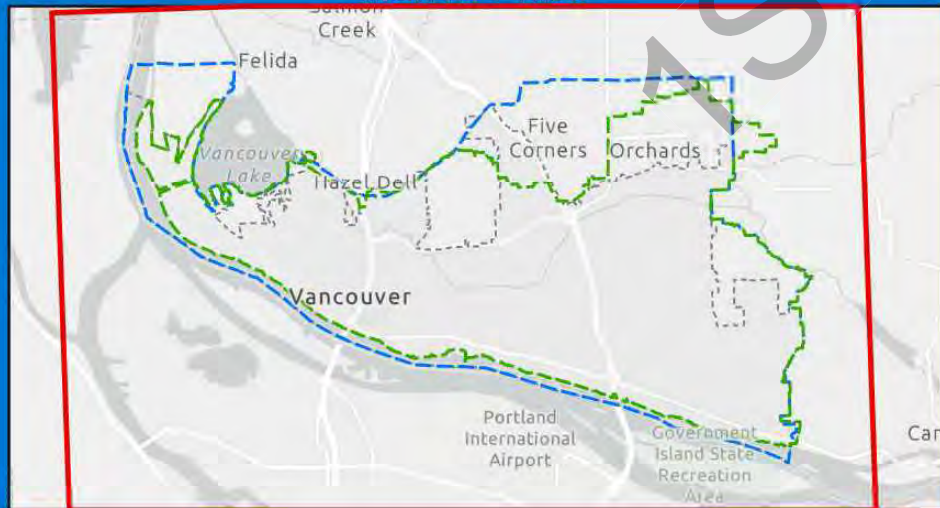
Project Extent: Citywide

To:

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Citywide program that encourages modes of travel other than single occupant vehicles. This includes: mobility lanes, pedestrian, transit, carpool, rideshare, etc. Newly dedicated local funds of \$50,000/yr. Have been exclusively funded through grants previously, which is no longer sustainable.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRG0234

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

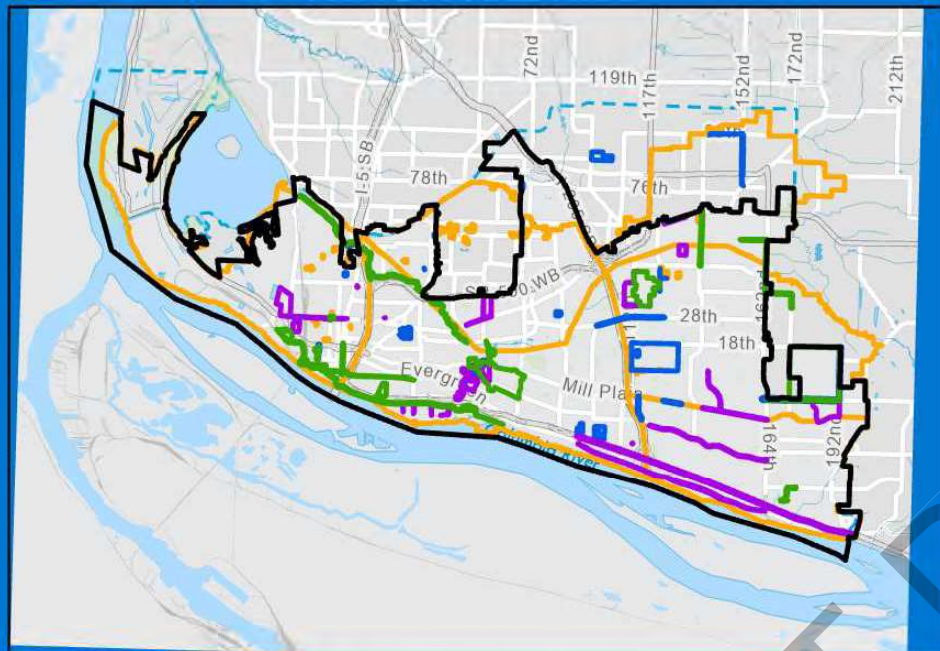


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

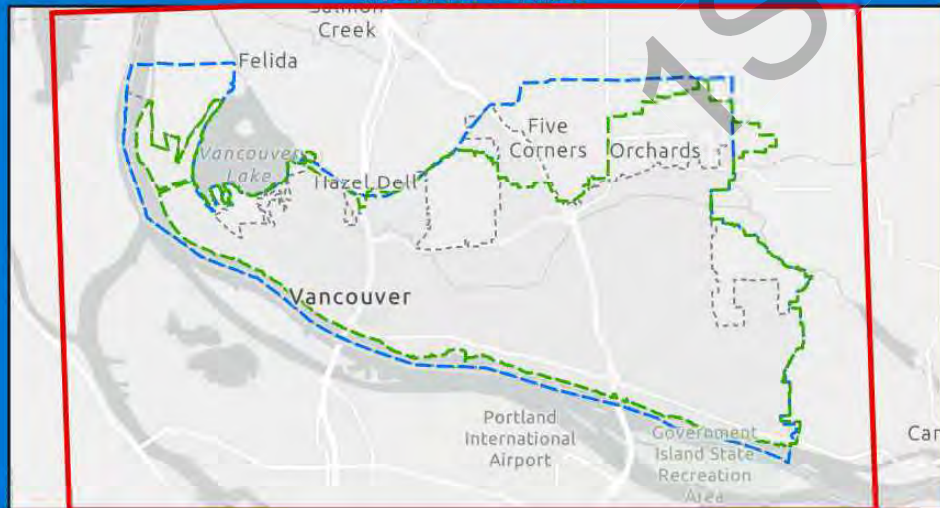
Project: Sidewalk Management Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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/yr. Budget to increase in 2026 to \$1M/yr. for proactive sidewalk infill.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRG0138

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.

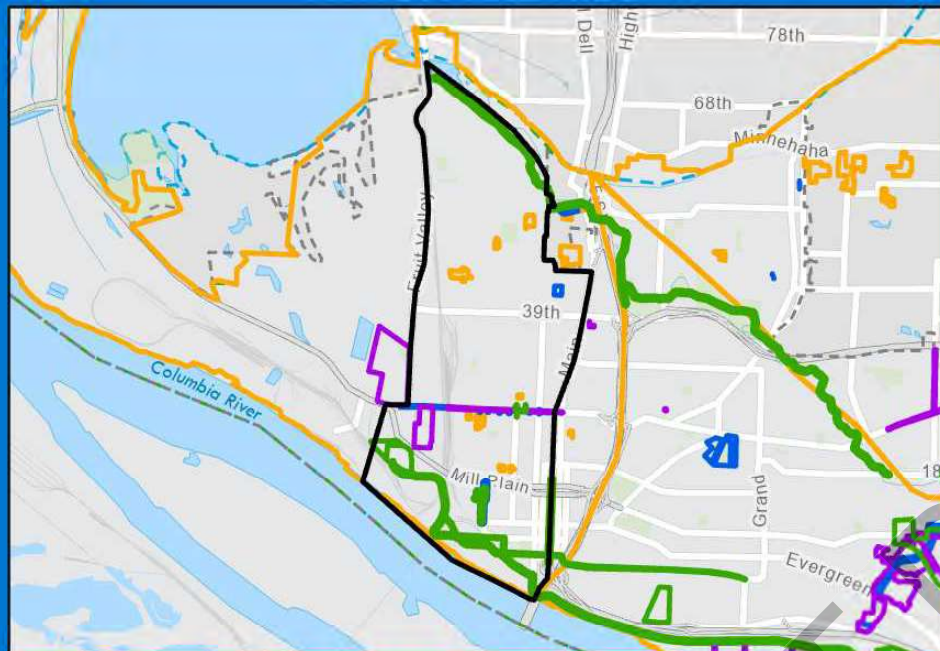


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

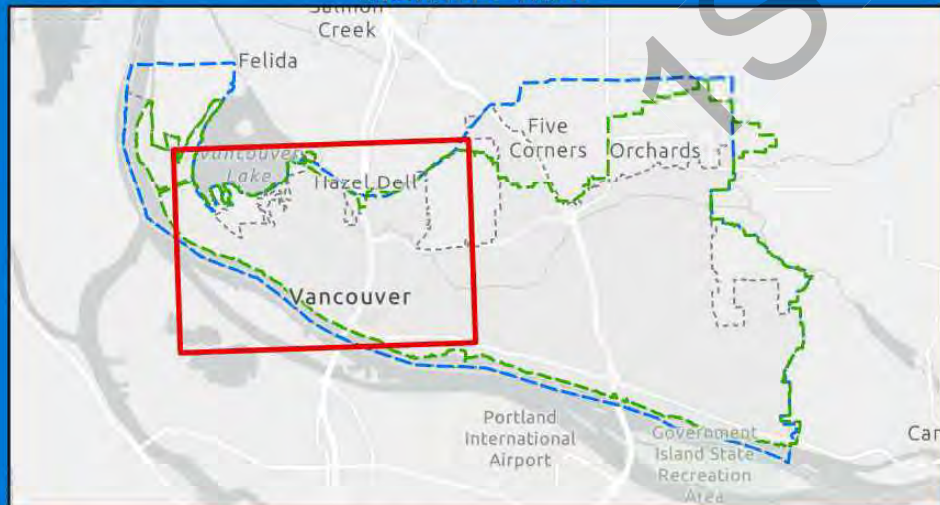
Project: Westside Bike Mobility

Project Extent: Downtown

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ072670

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



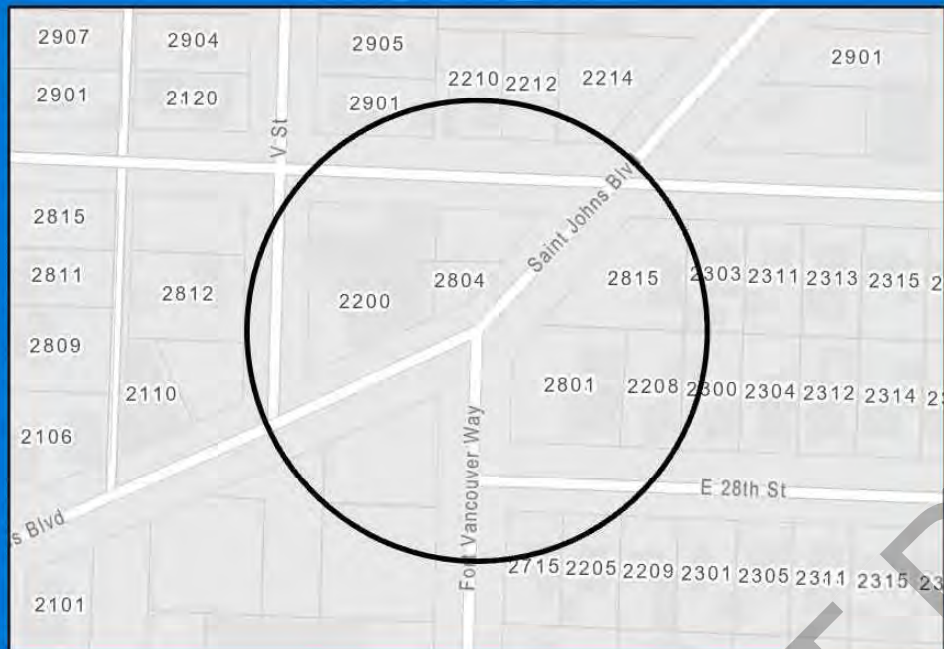
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: St. Johns Blvd. and Fort Vancouver Way Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

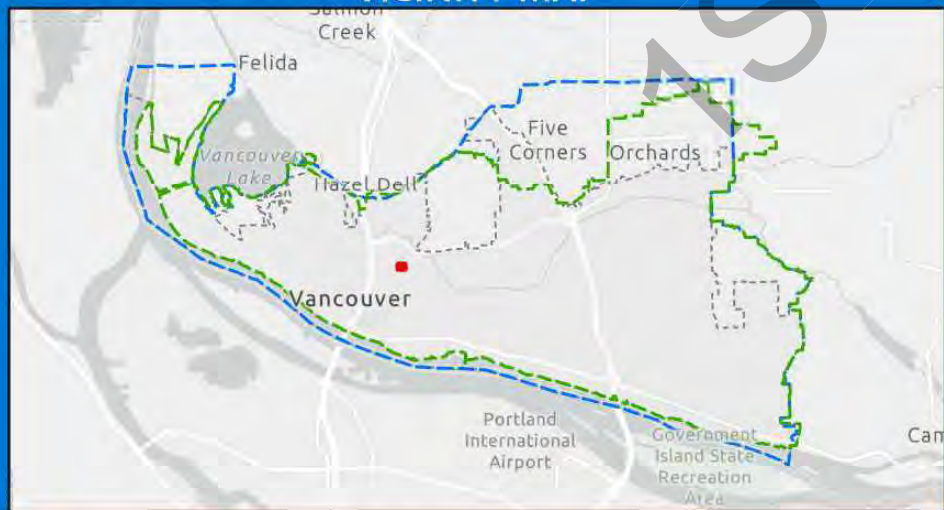
Project Description:

Install a signal at St. Johns Boulevard and Fort Vancouver Way as well as associated civil roadway improvements. Identified through the development review process. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

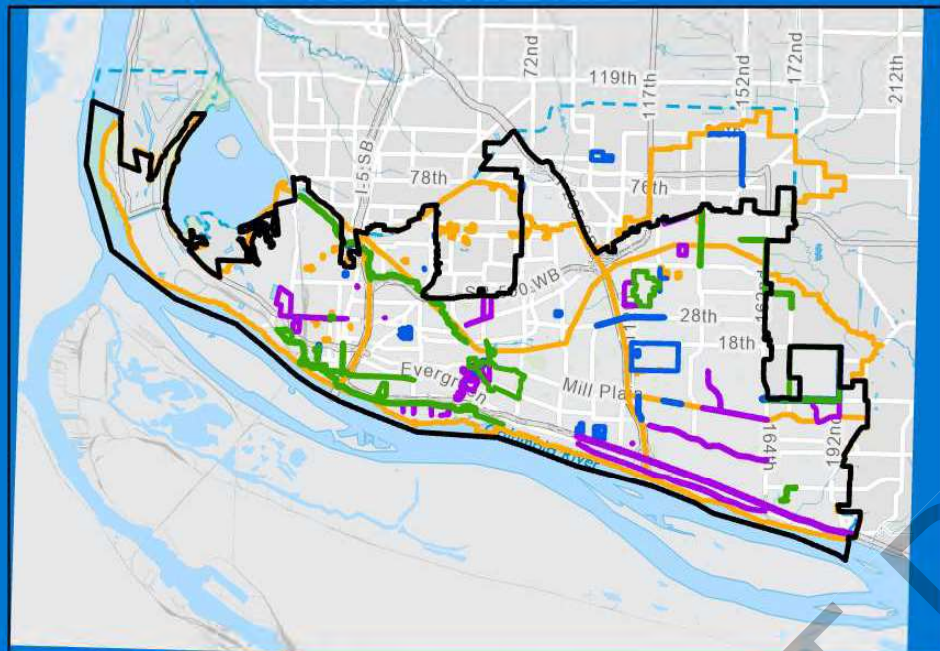


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

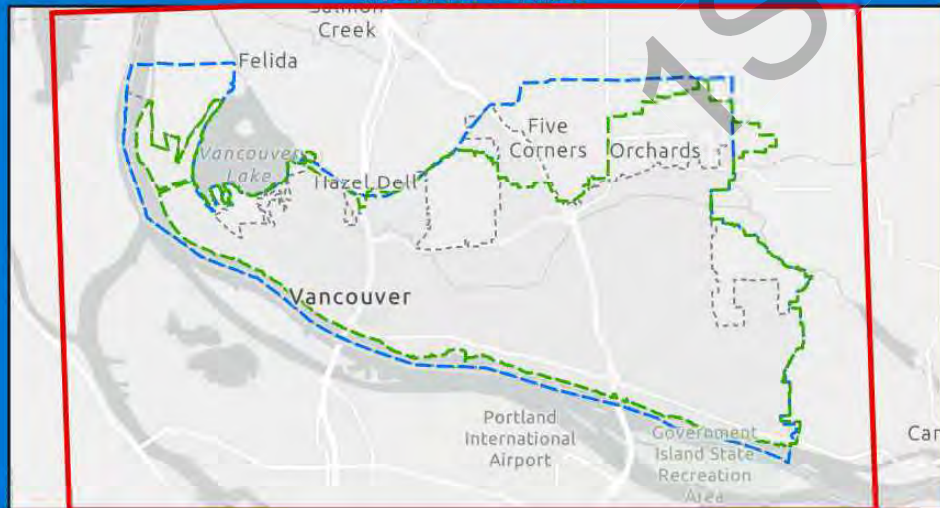
Project: Arterial Street Light Program

Project Extent: Citywide

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100786

Grant Funded:

Total Project Cost:

Start of Const. (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 Plan (CIP) document.



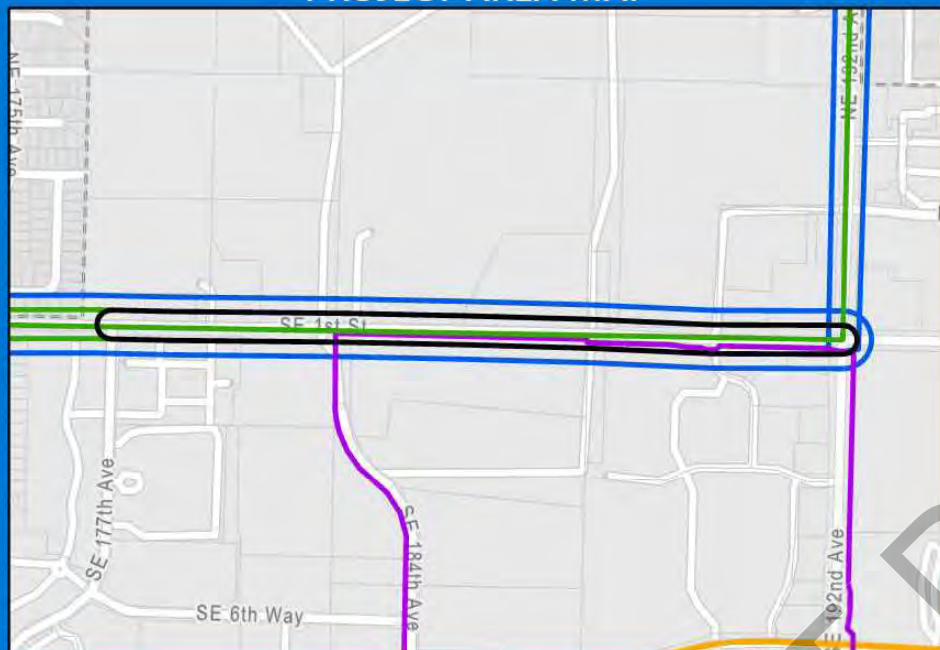
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 1st St. - SE 177th Ave. to SE 192nd Ave.

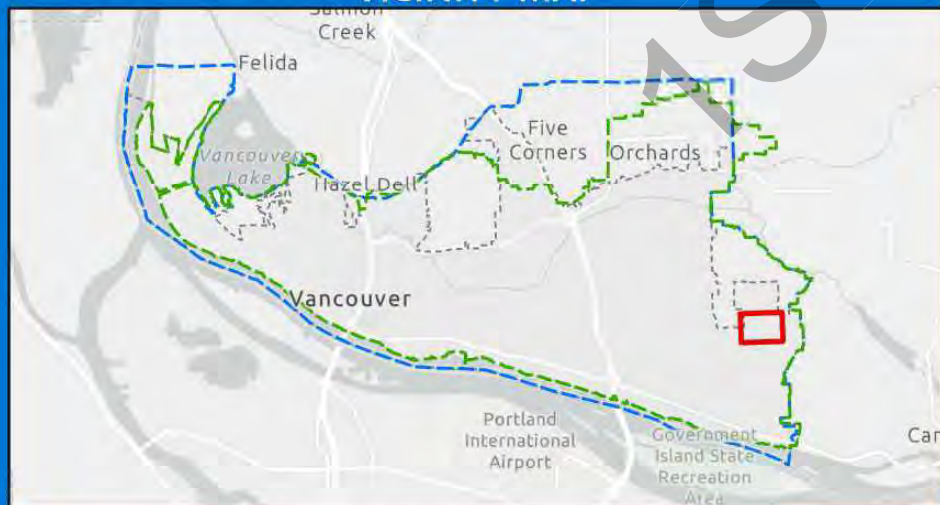
Project Extent: SE 177th Ave.

To: SE 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ072617

Grant Funded:

Total Project Cost:

Start of Const. (year): 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 Plan (CIP) document.



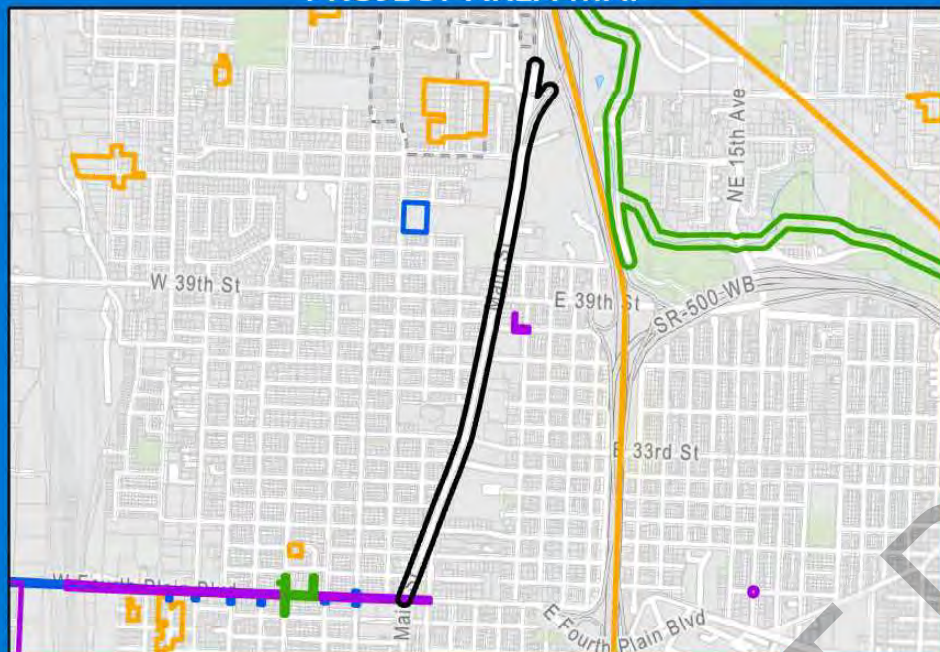
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Main Street Safety/Mobility Project - 4th Plain Blvd. to City Limits

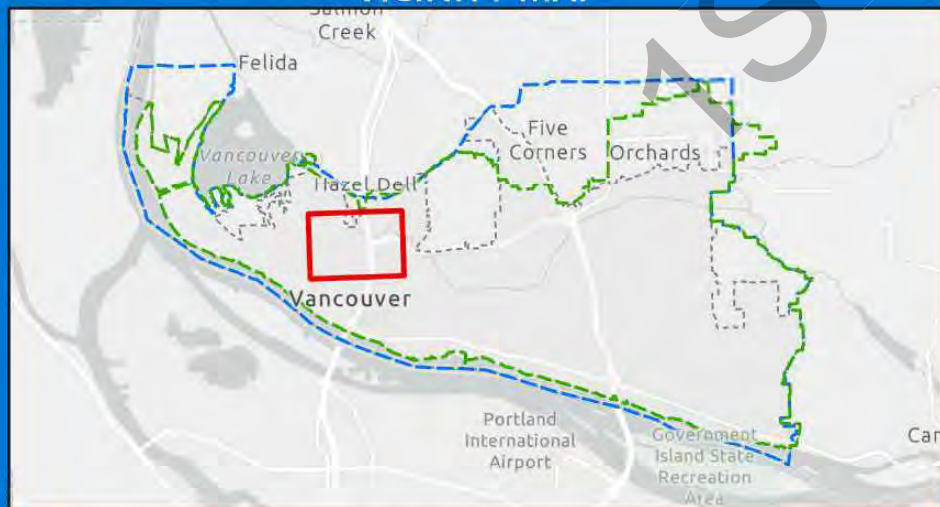
Project Extent: 4th Plain Blvd.

To: City Limits

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): 2022

*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 Plan (CIP) document.



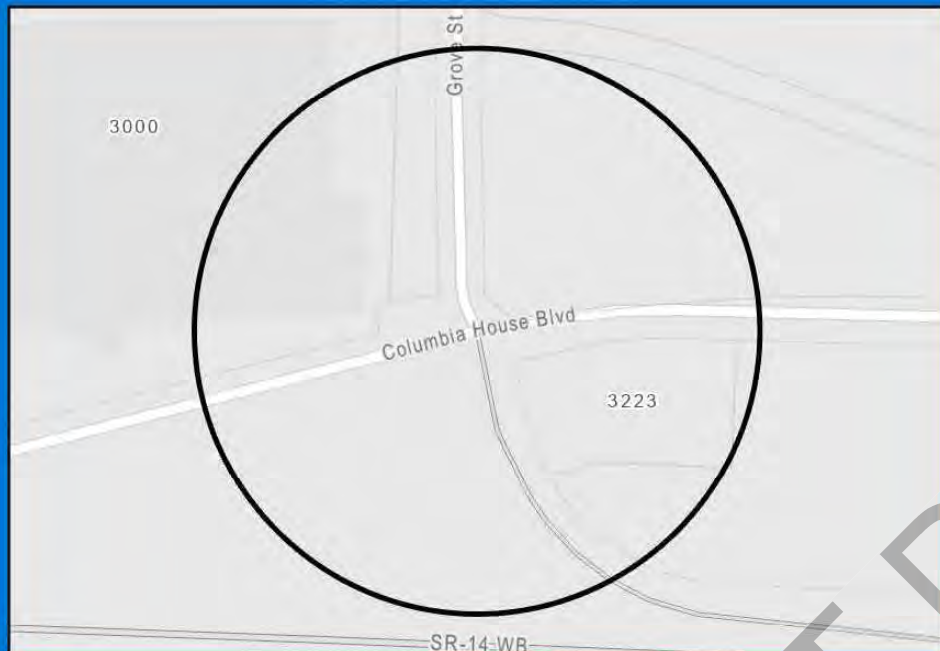
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Columbia House Blvd. and Grove St. Signal Upgrade

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

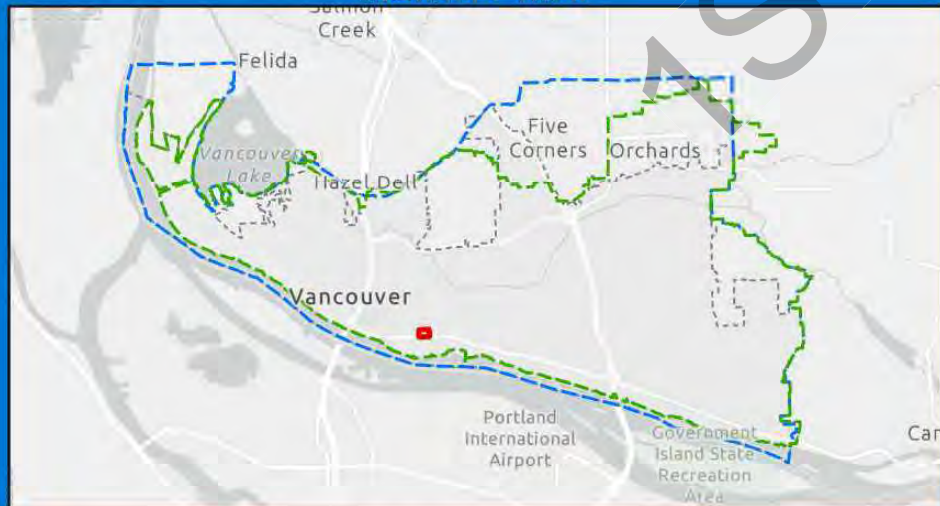
PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100352

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



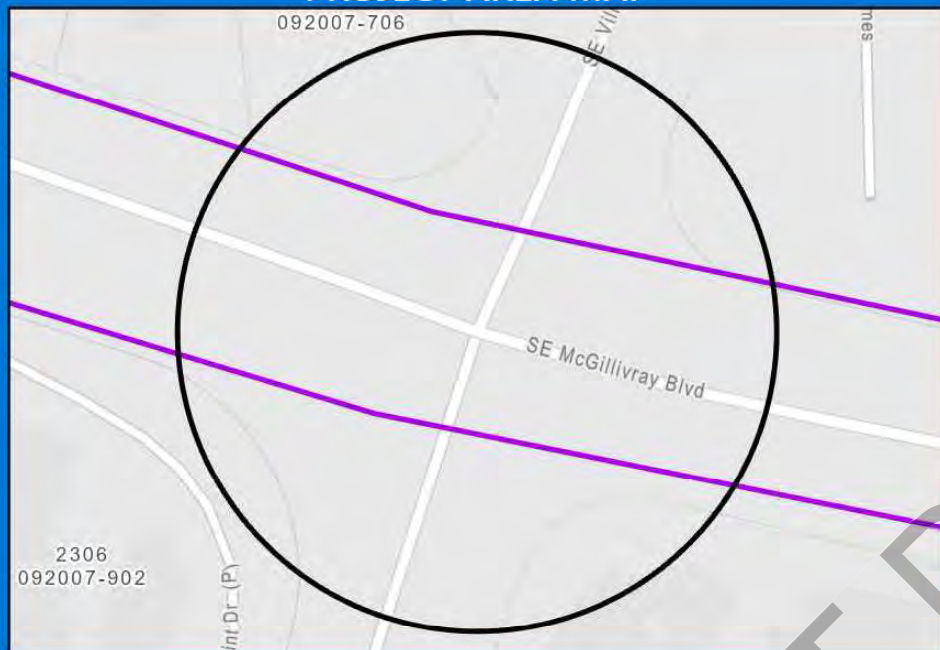
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: McGillivray and Village Loop Drive New Signal

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

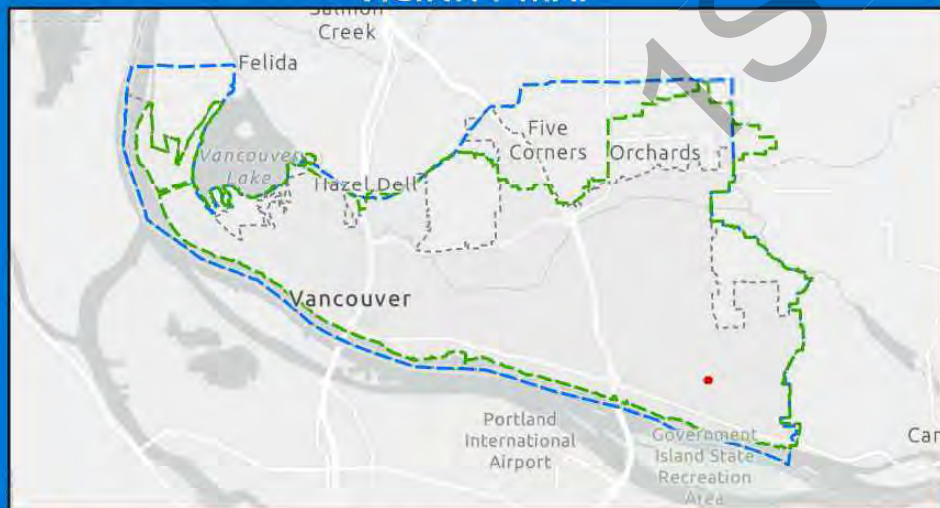
PROJECT DESCRIPTION

Project Description:

New signal at current four way stop controlled intersection. The project includes removal of the stop signs and center concrete medians and installation of a traffic signal with left turn lanes. Identified through the development review process.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

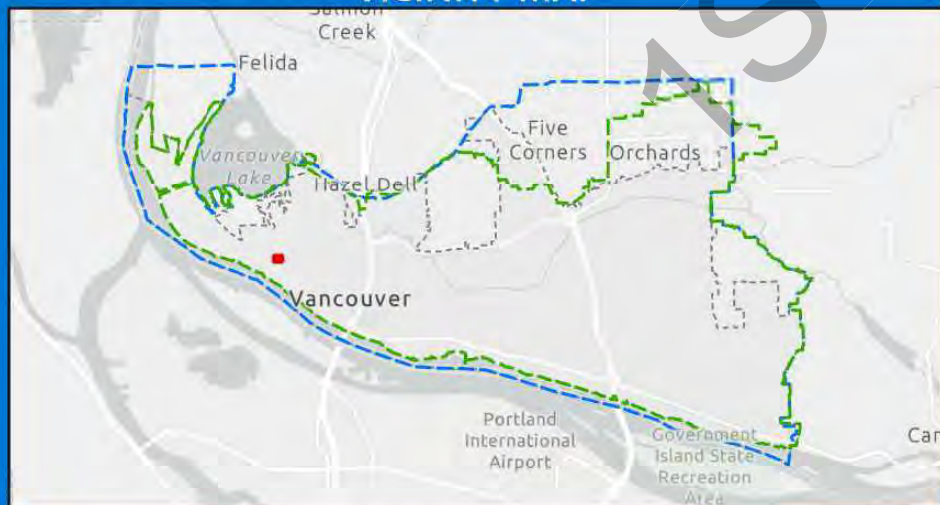
Project: NW 32nd Ave./Lower River Rd. Roundabout

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Phase 2 of the NW 32nd Ave. Freight Access project proposes a roundabout at the intersection of SR 501 and NW 32nd Ave. to improve traffic operations. Originated from Westside Mobility Strategy (2016). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



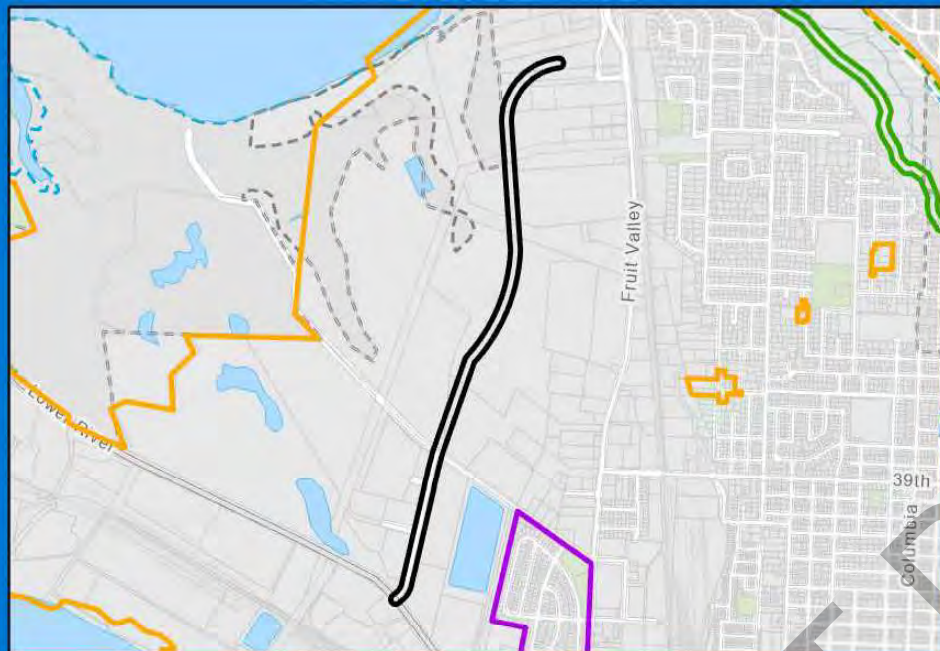
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 32nd Ave. Freight and Mobility - Lower River Rd. to NW 61st St.

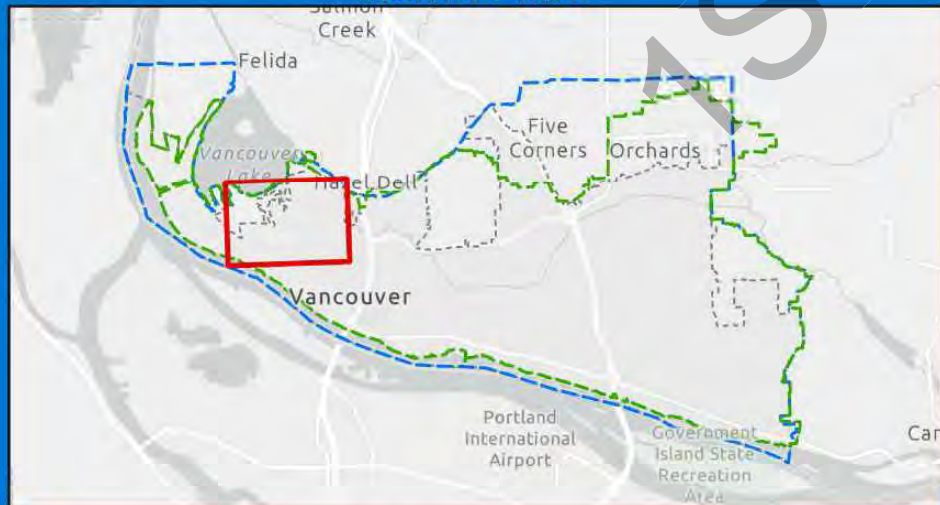
Project Extent: SR501

To: NW 61st St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



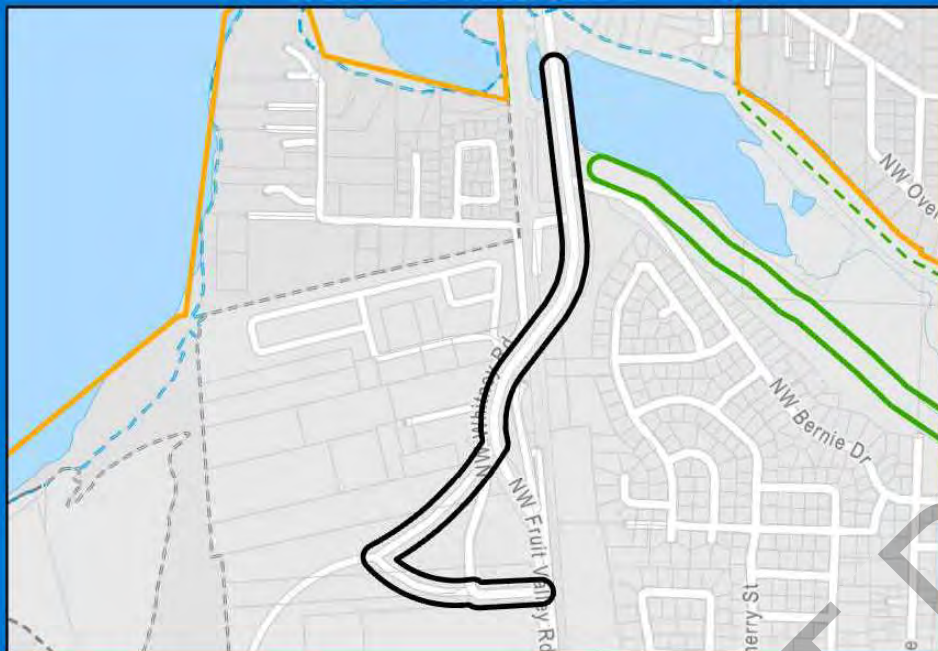
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 32nd Ave. Freight and Mobility - NW 61st St. to Burnt Bridge Creek

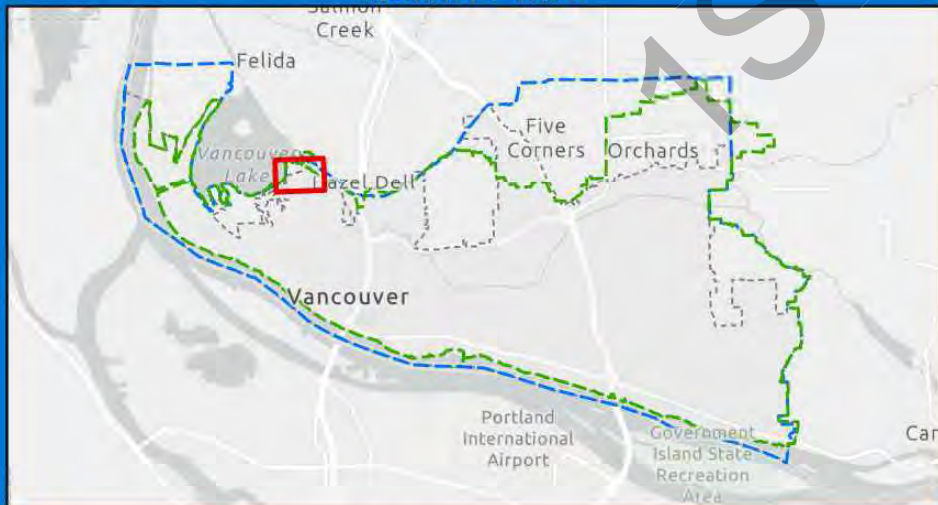
Project Extent: NW 61st St.

To: Burnt Bridge Creek

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



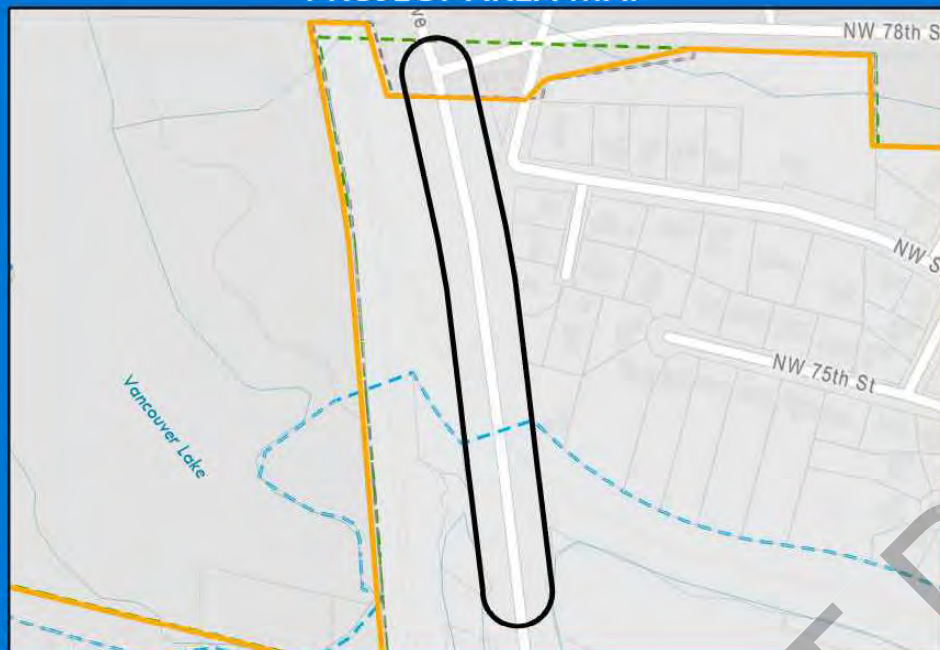
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 32nd Ave. Freight and Mobility - Burnt Bridge Creek to NW 78th St.

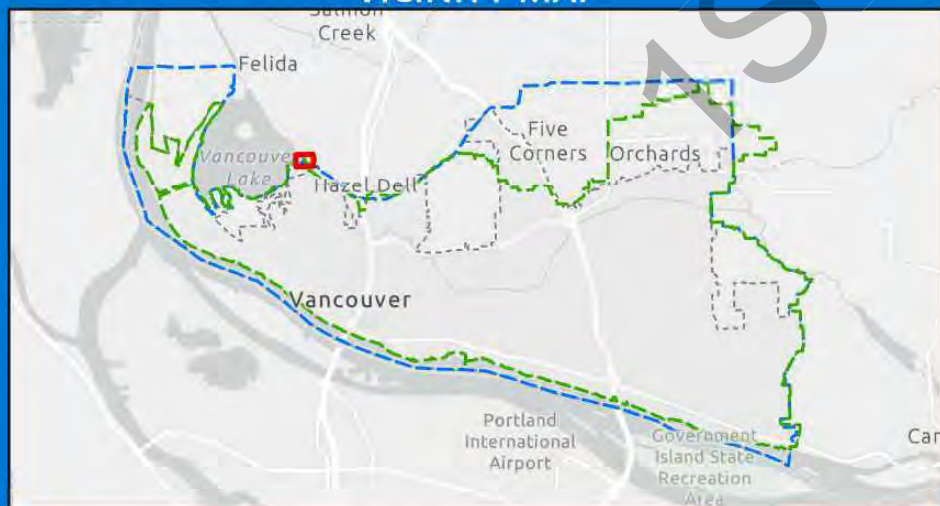
Project Extent: Burnt Bridge Creek

To: NW 78th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100665

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NW 78th St./Fruit Valley Rd./NW Lakeshore Ave. Roundabout

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

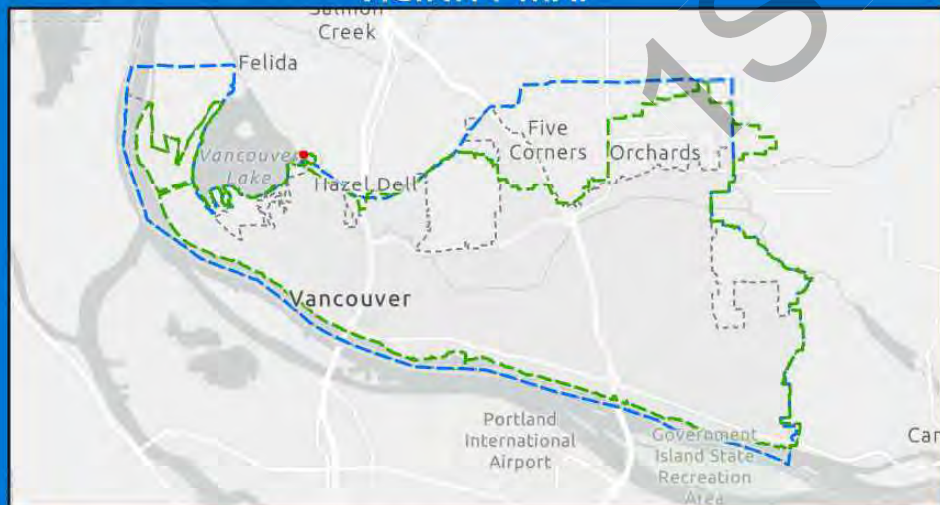
PROJECT DESCRIPTION

Project Description:

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).

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



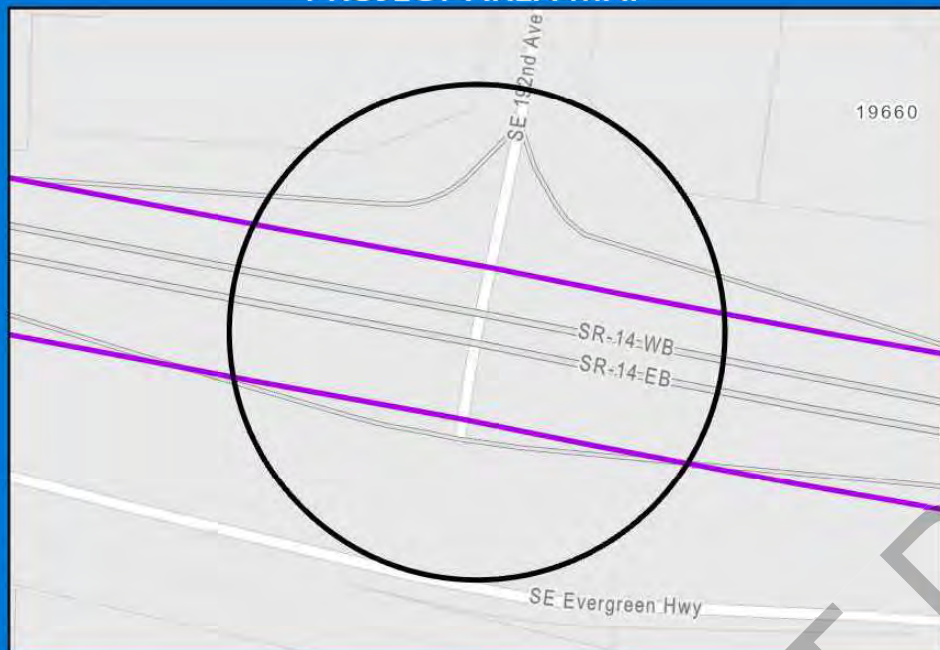
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 192nd Ave. and SR 14 Interchange Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Partially Funded

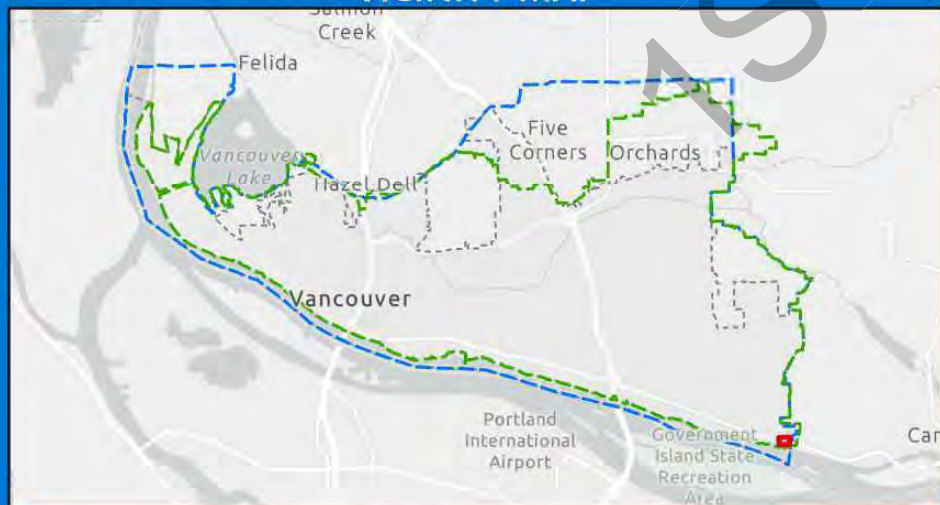
PROJECT DESCRIPTION

Project Description:

Install a new traffic signal, on the westbound on-ramp from SE 192nd Avenue to SR 14. This signal is needed to improve safety and Level of Service. Improvements triggered by proposed development in the area including the Columbia Palisades development. Partially funded by Proportionate Share money.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100443

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

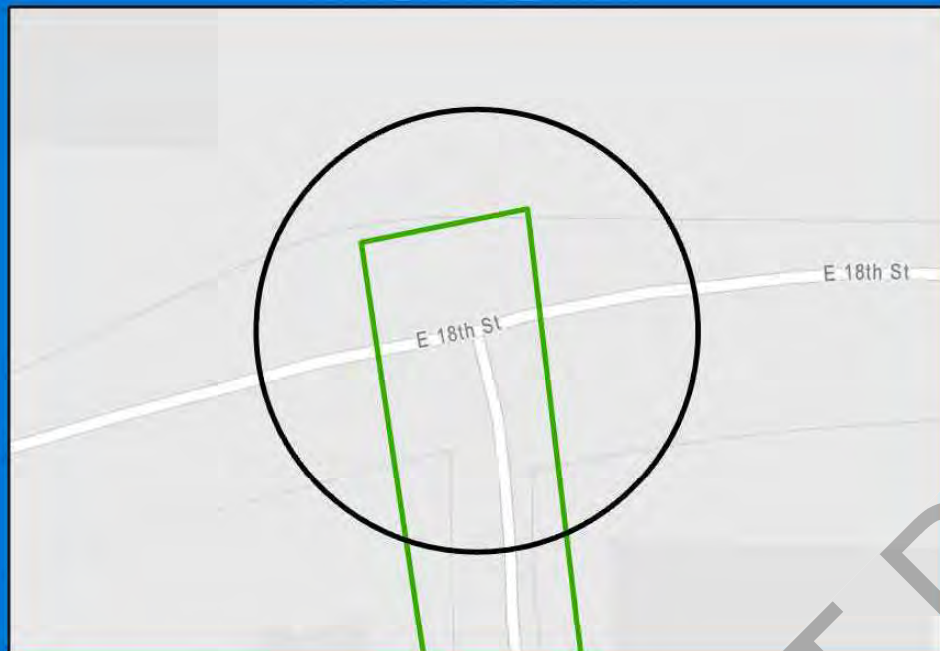


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

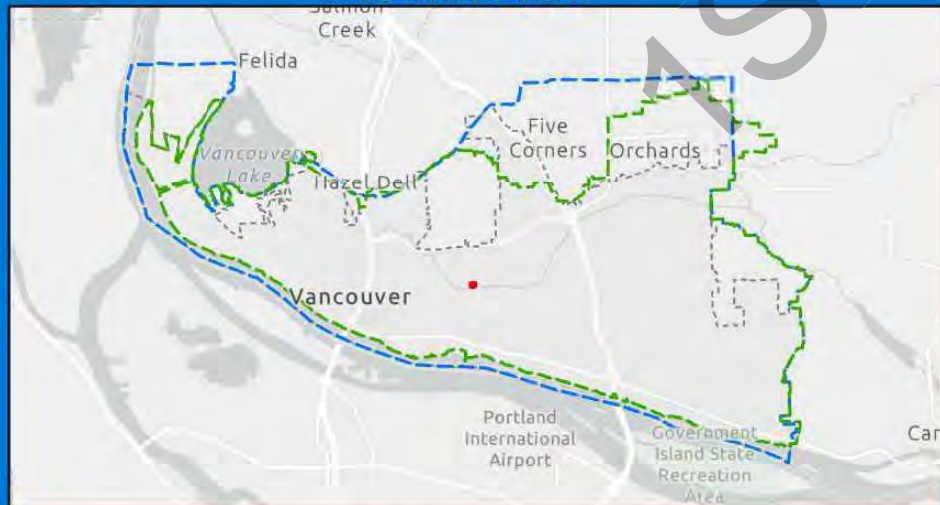
Project: NE 18th St. and N. Devine Rd. ADA Improvements

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Project improvements for improved ADA access at the intersection of NE 18th St and Devine. Funded through TRANS-844 - Multimodal Safety and Accessibility. Originated from Fourth Plain Corridor Subarea Plan (2007).

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100592

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



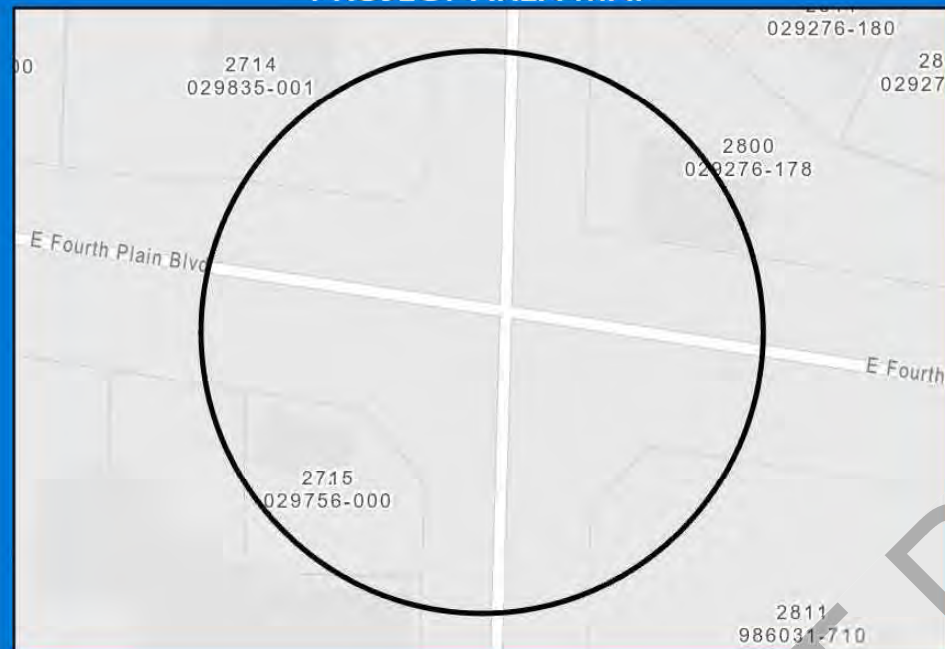
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

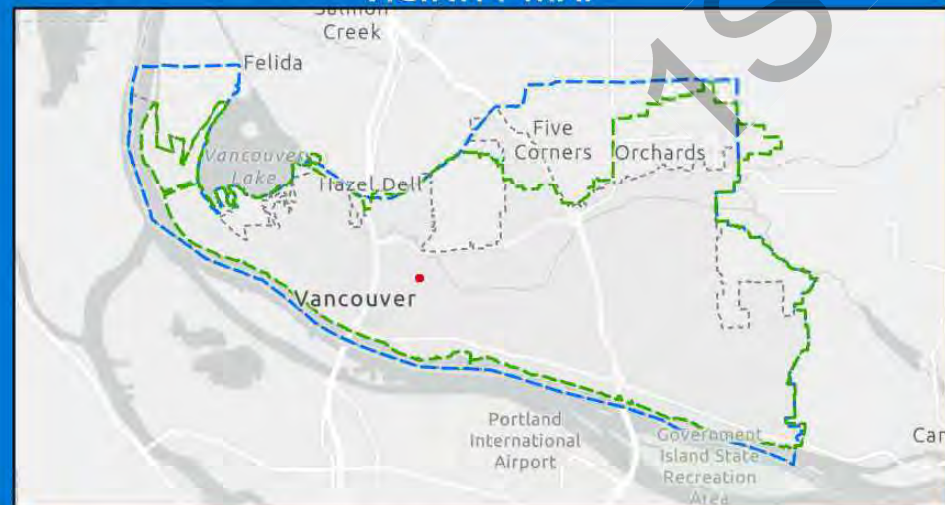
Project Description:

Increase radius of southwest corner to improve pedestrian safety and ADA access, and accommodate truck turns. Project requested by City of Vancouver Traffic Engineering. Originated from Fourth Plain Corridor Subarea Plan (2007) and Fourth Plain Forward Action Plan (2015). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



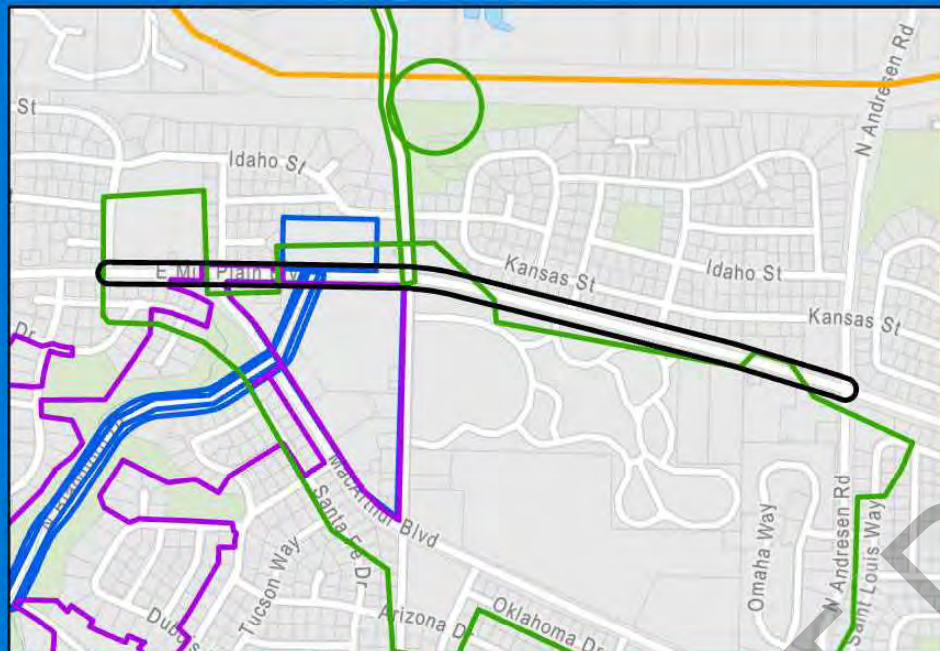
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E. Mill Plain Boulevard - Boise Ave. to N. Andresen Rd.

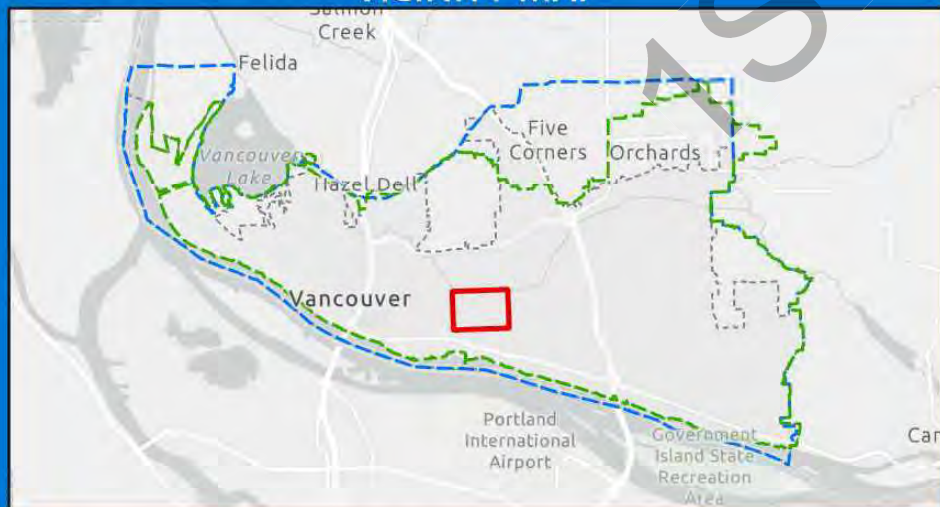
Project Extent: Boise Ave.

To: N. Andresen Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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).

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



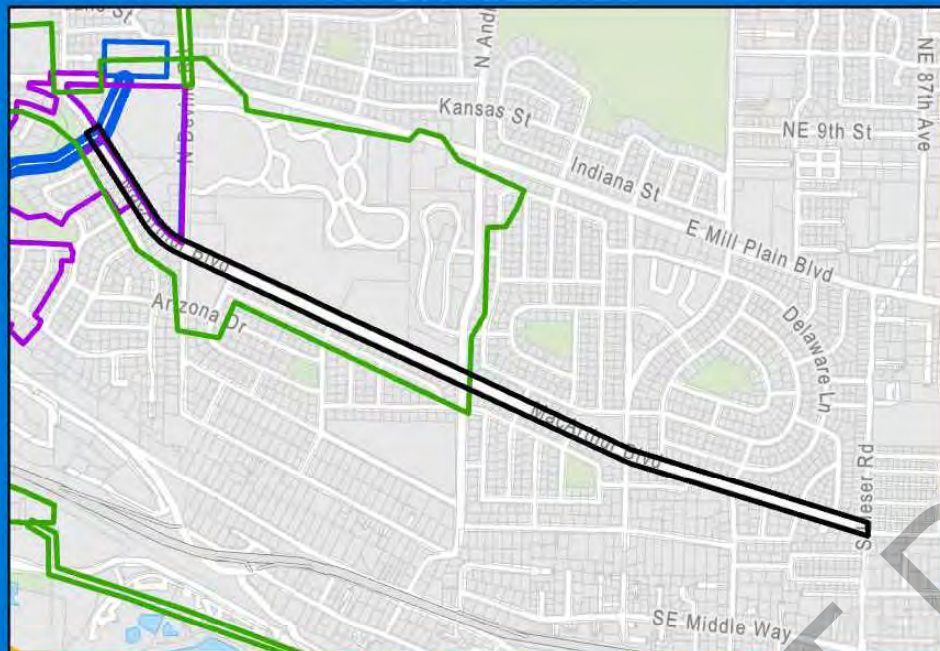
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd. - Blandford Dr. to Lieser Rd.

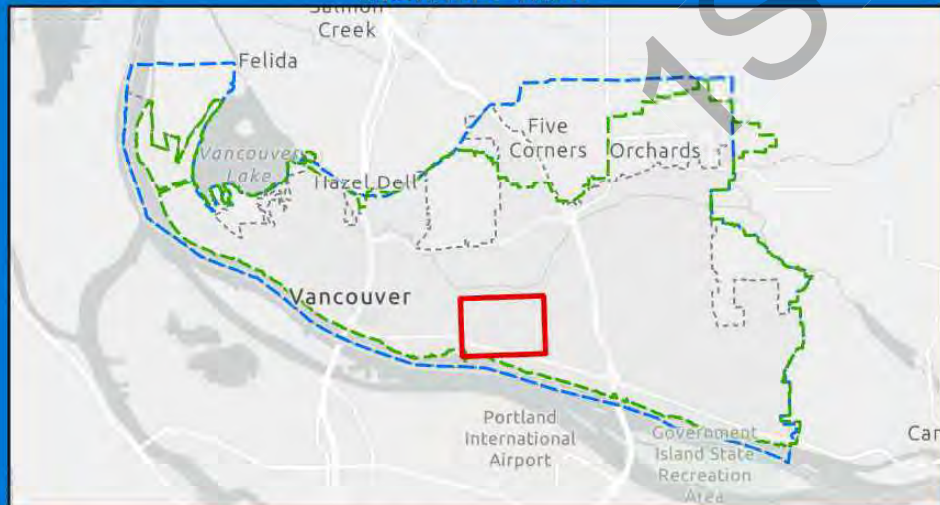
Project Extent: Blandford Dr.

To: Lieser Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



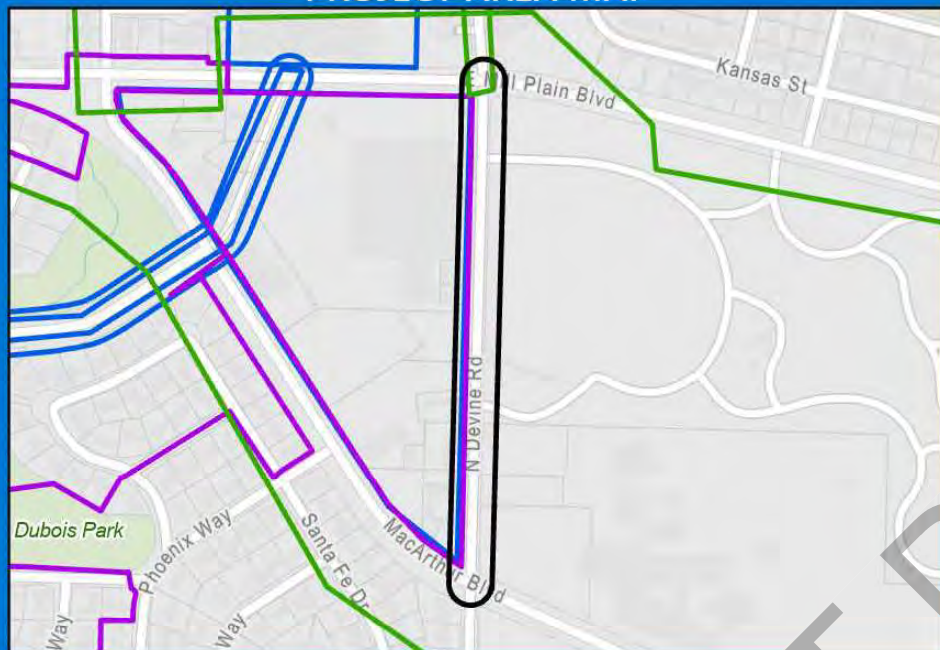
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.

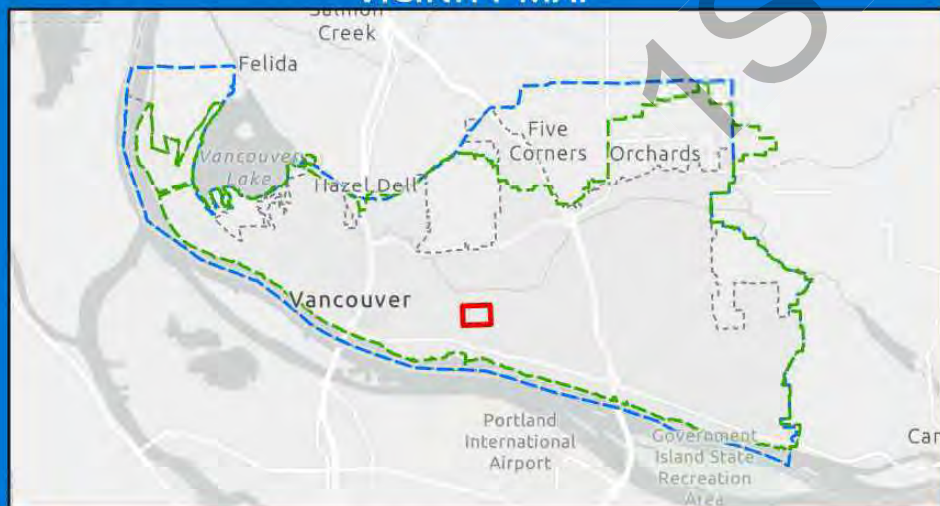
Project Extent: E. Mill Plain Blvd.

To: MacArthur Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Heights District Plan recommended roadway changes to improve safety and support multi-modal mobility, including a two-way protected mobility lane on the west side of the street, improved ADA access and sidewalks, larger planter strips, and enhanced crossings. Sidewalk improvements along Devine being constructed as part of TRANS-871. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



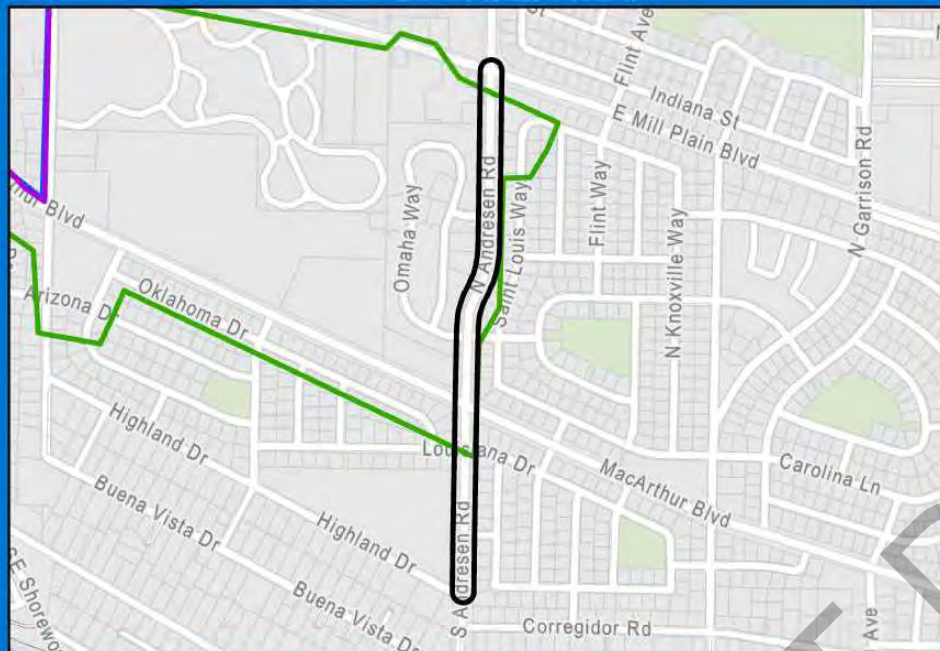
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.

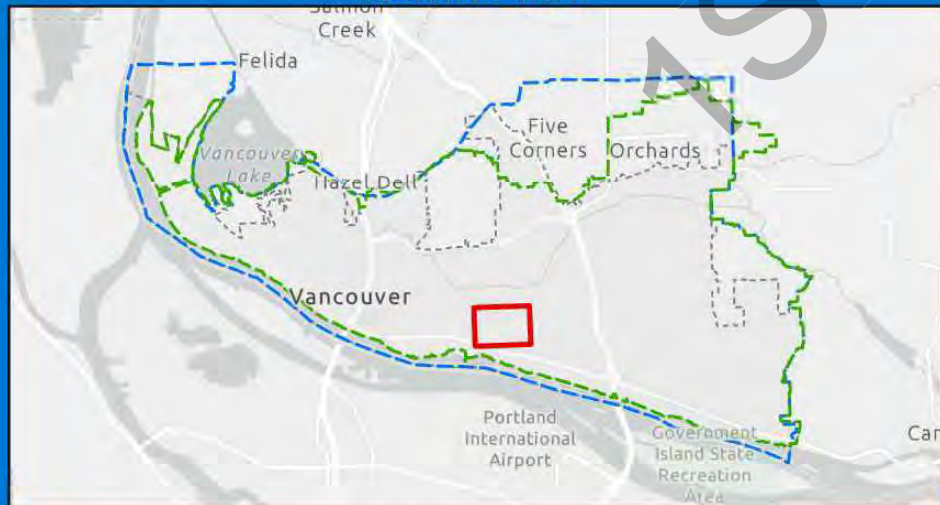
Project Extent: E. Mill Plain Blvd

To: Highland Dr.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

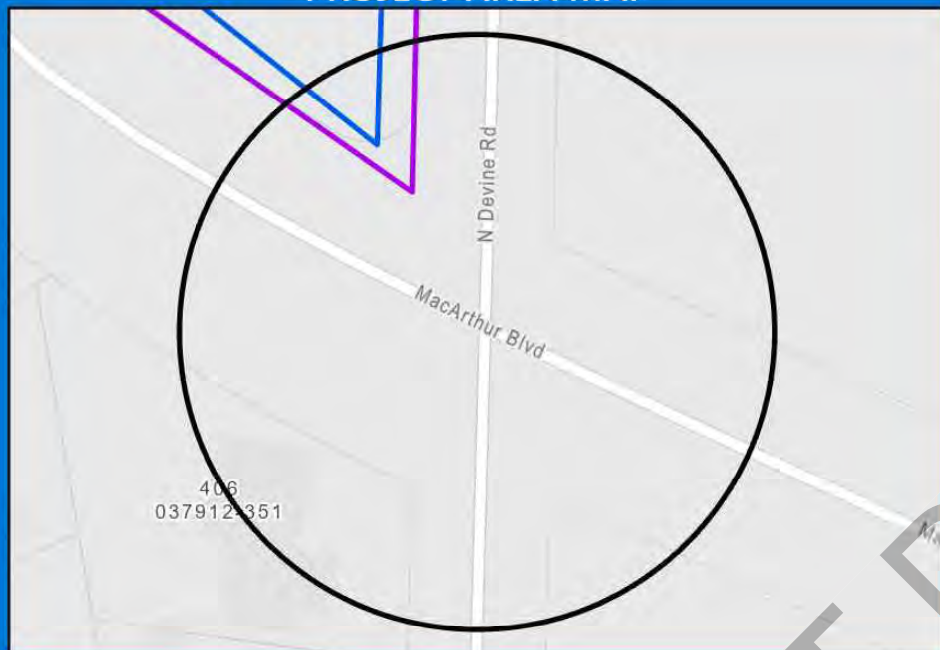


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

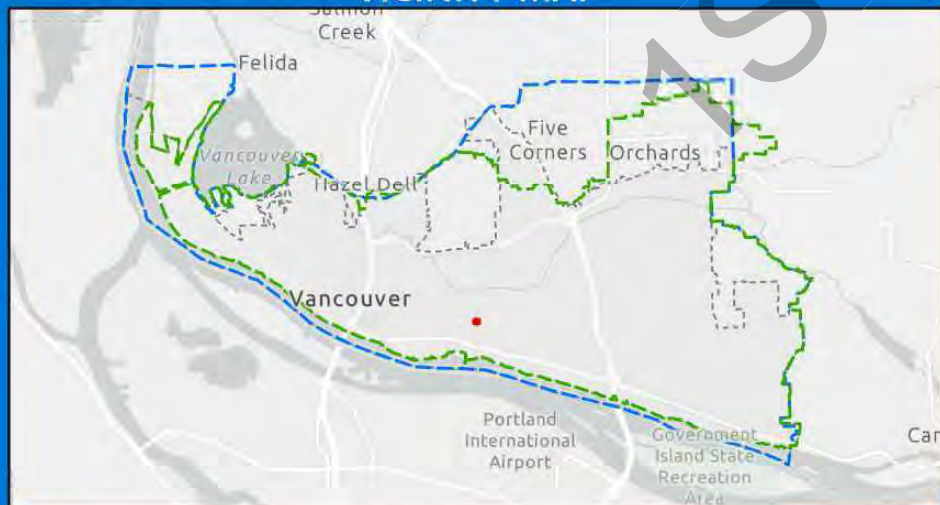
Project: MacArthur Blvd. at N. Devine Rd. Roundabout

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

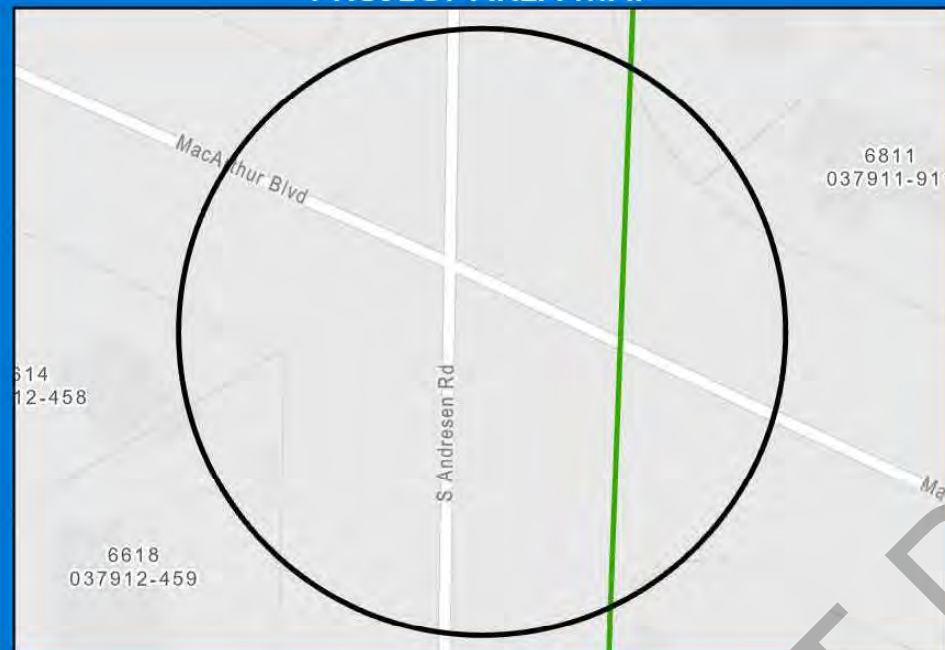


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

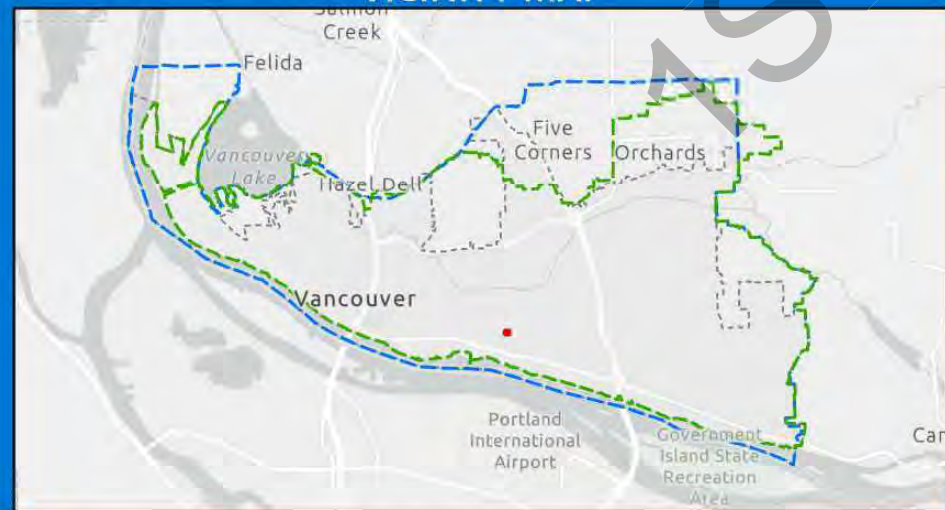
Project: MacArthur Blvd. at N. Andresen Rd. Roundabout

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



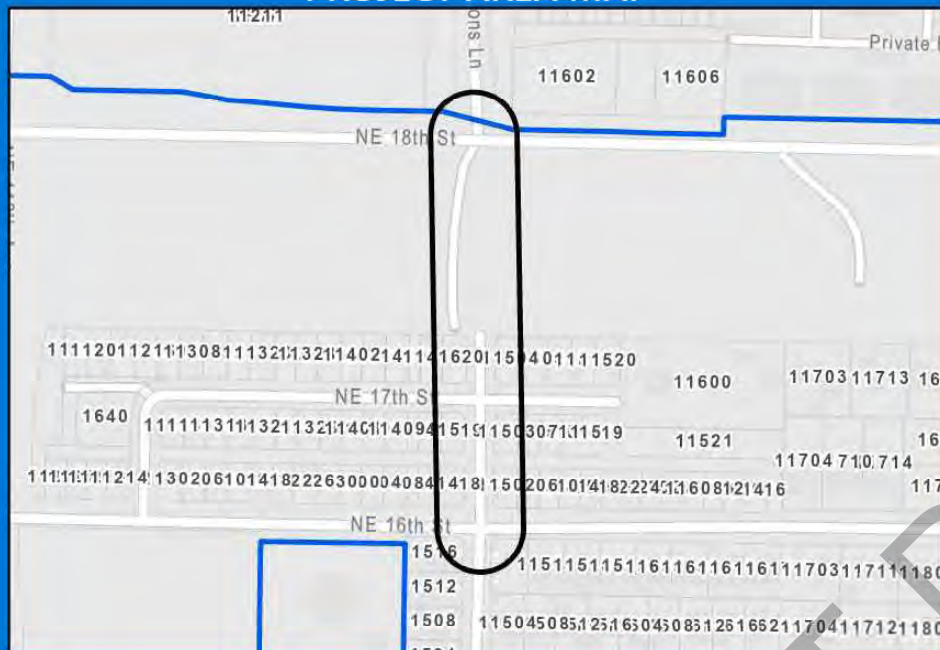
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

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

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

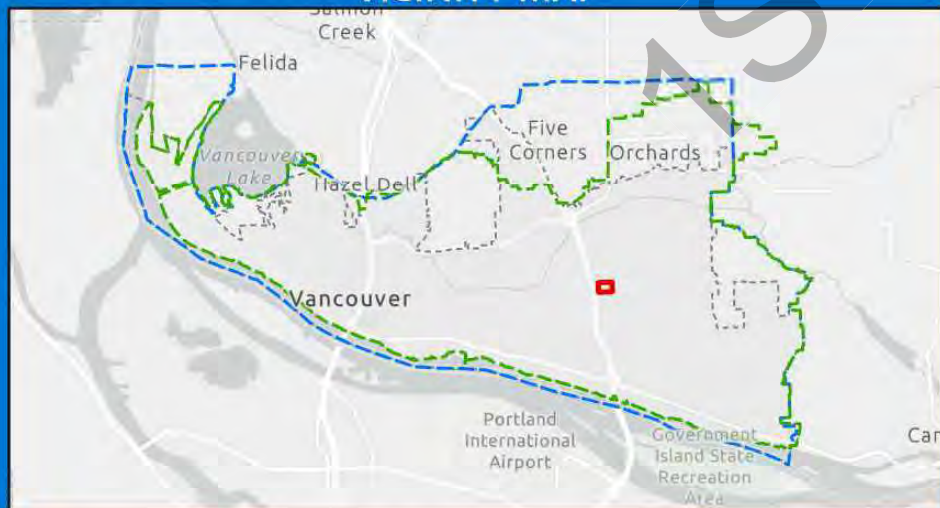
Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100386

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

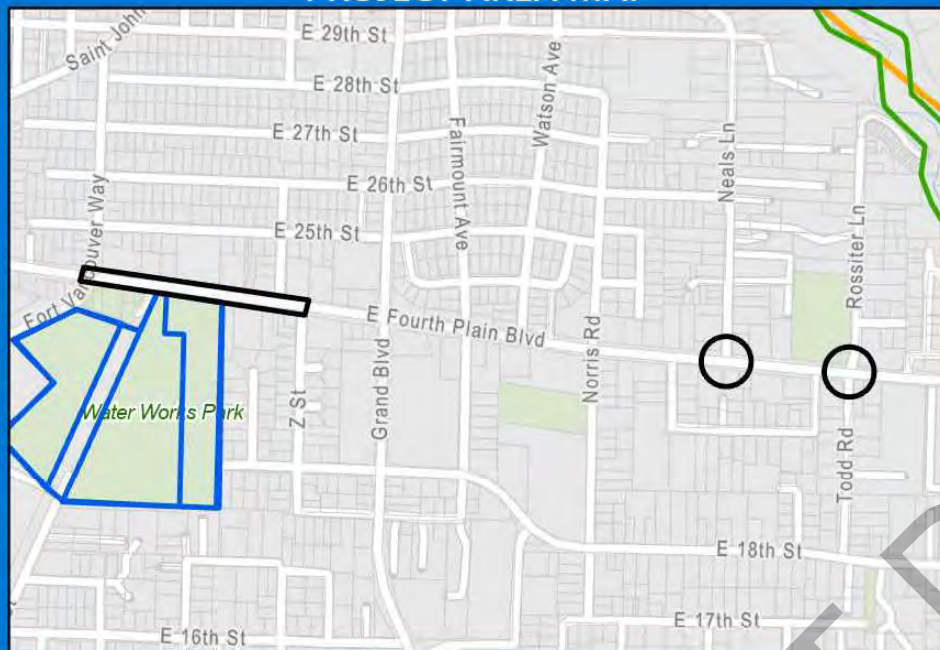


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

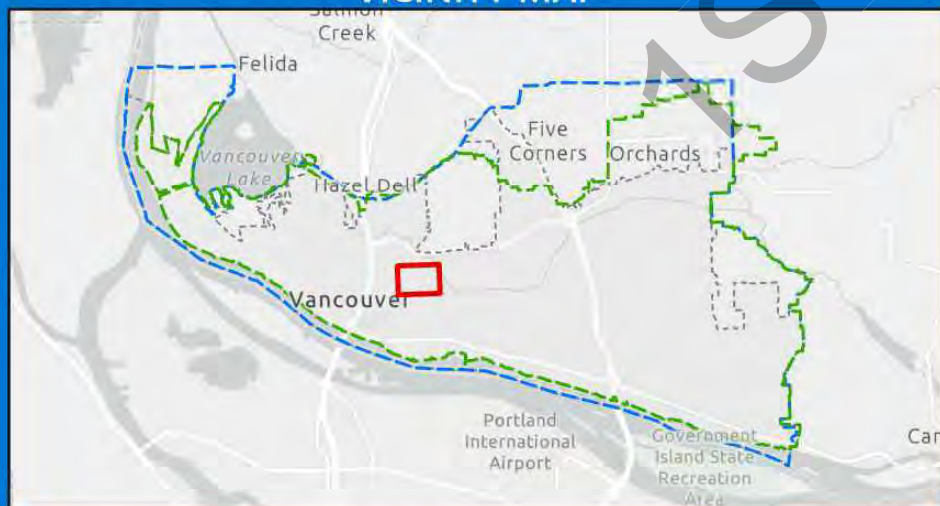
Project: NE Fourth Plain Blvd Enhanced Pedestrian Crossings

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Pedestrian and ADA accessible improvements on E Fourth Plain Blvd. east of Fort Vancouver Way. 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).

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100672

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

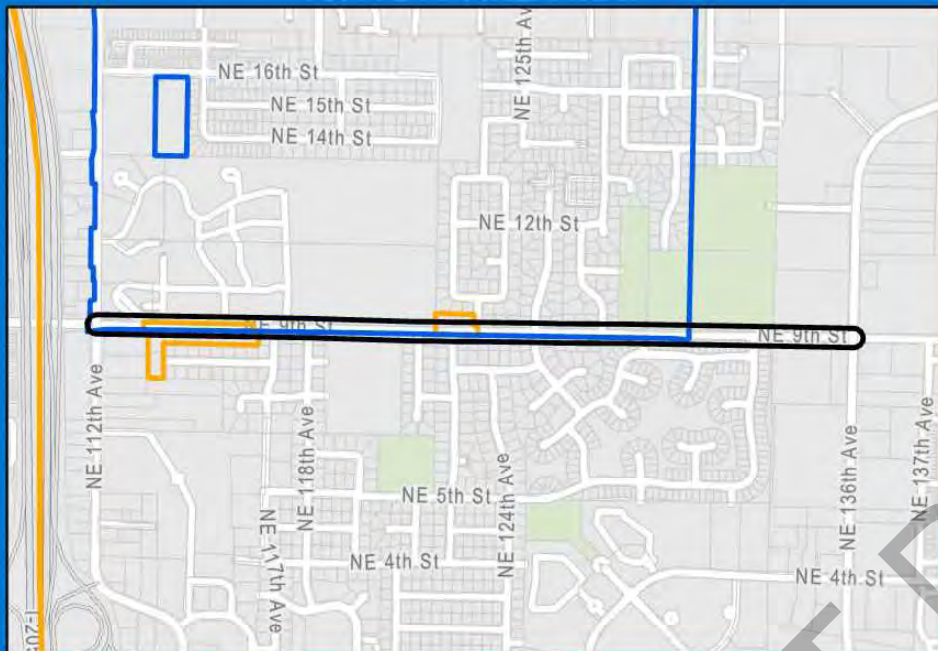
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.

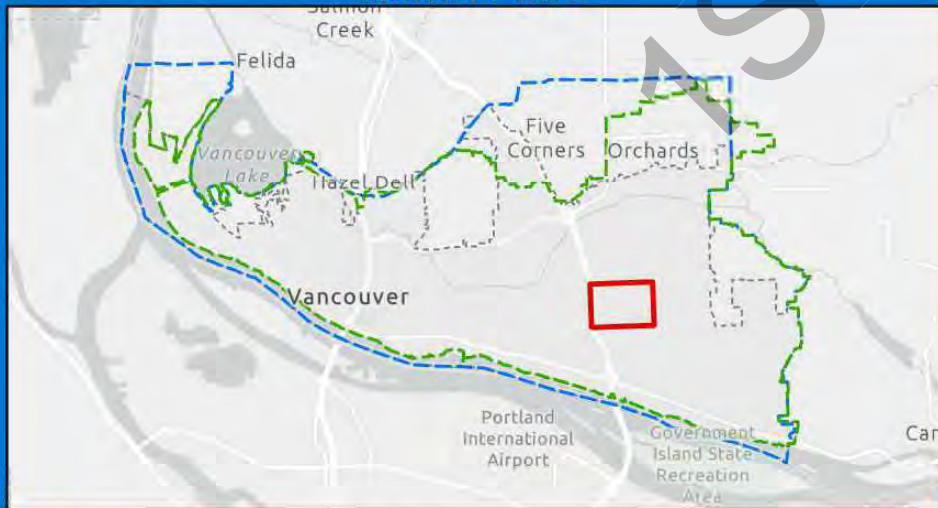
Project Extent: NE 112th Ave.

To: NE 136th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type: Active Transportation

Project Status:	Future
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Funding Status: Unfunded

PROJECT DESCRIPTION

Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

-  Sanitary Sewer Projects
-  Surface Water Projects
-  Transportation Project
-  Water Projects
-  Project Area
-  SCIP Projects
-  Sewer Utility Service Boundary
-  Water Utility Service Boundary
-  City Limits

FUNDING & SCHEDULE

Project Number:

Grant Funded:**Total Project Cost:**

Start of Const. (year):	Unknown
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*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 Plan (CIP) document.



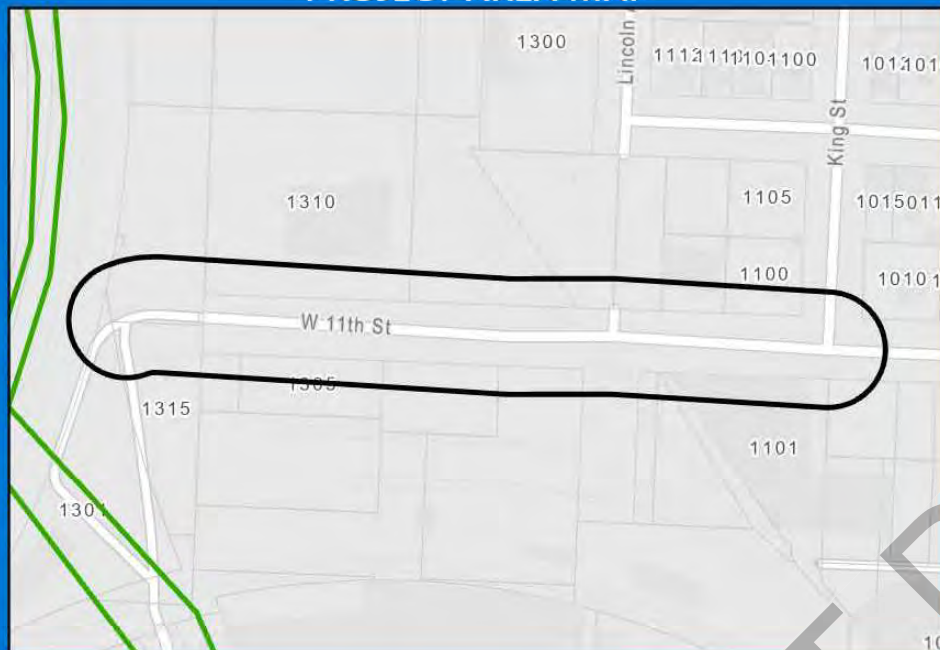
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Amtrak Multimodal Access - W 11th St

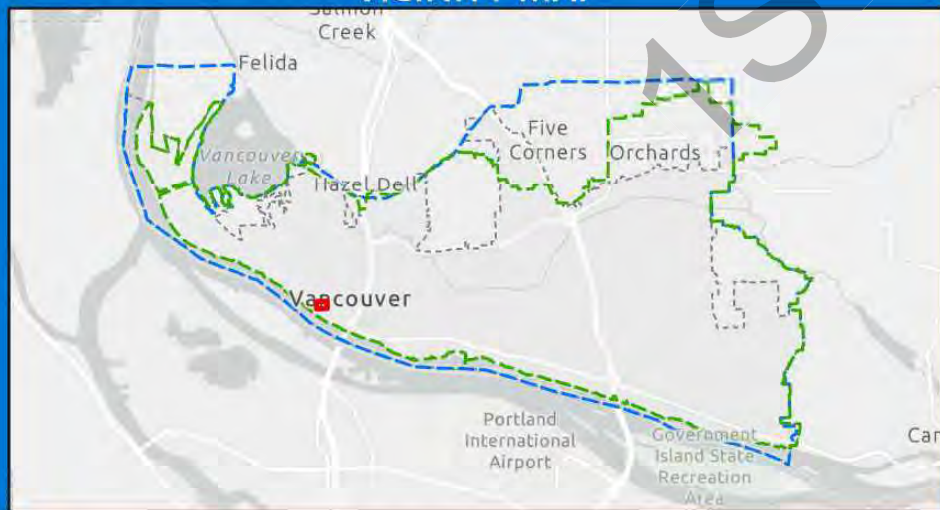
Project Extent: Hill St. (Amtrak Station)

To: King St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



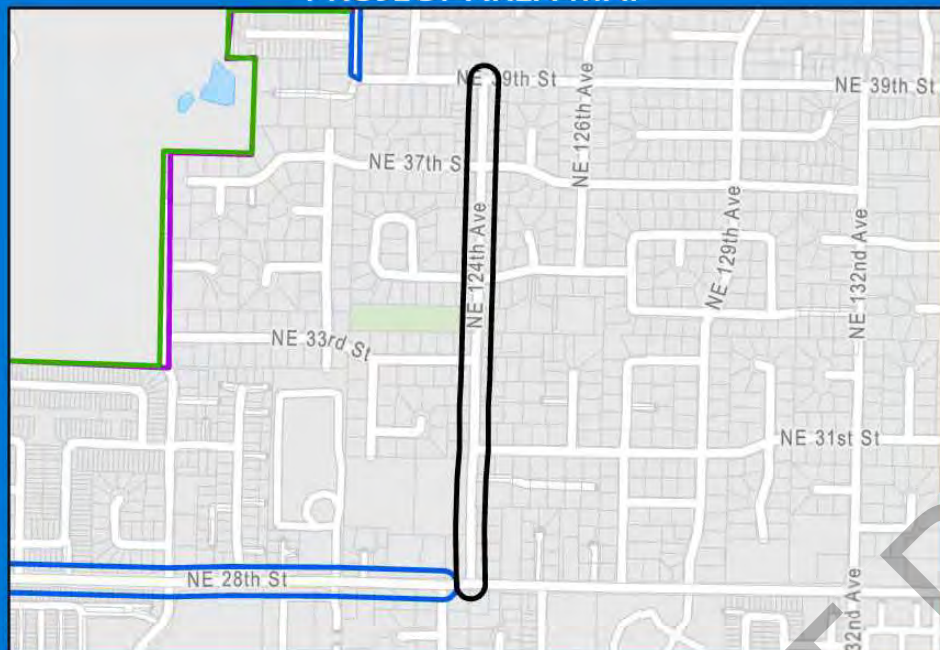
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 124th Ave. - NE 28th St. to NE 39th St.

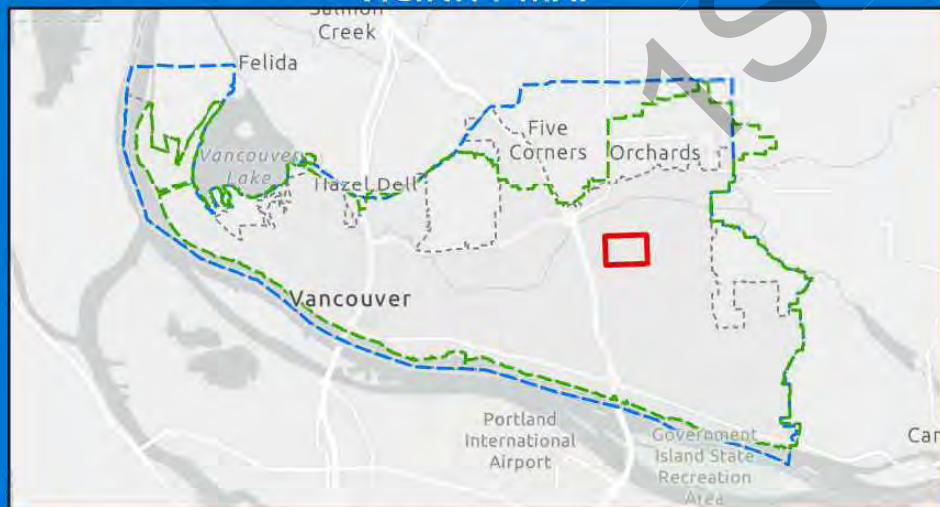
Project Extent: NE 28th St.

To: NE 39th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



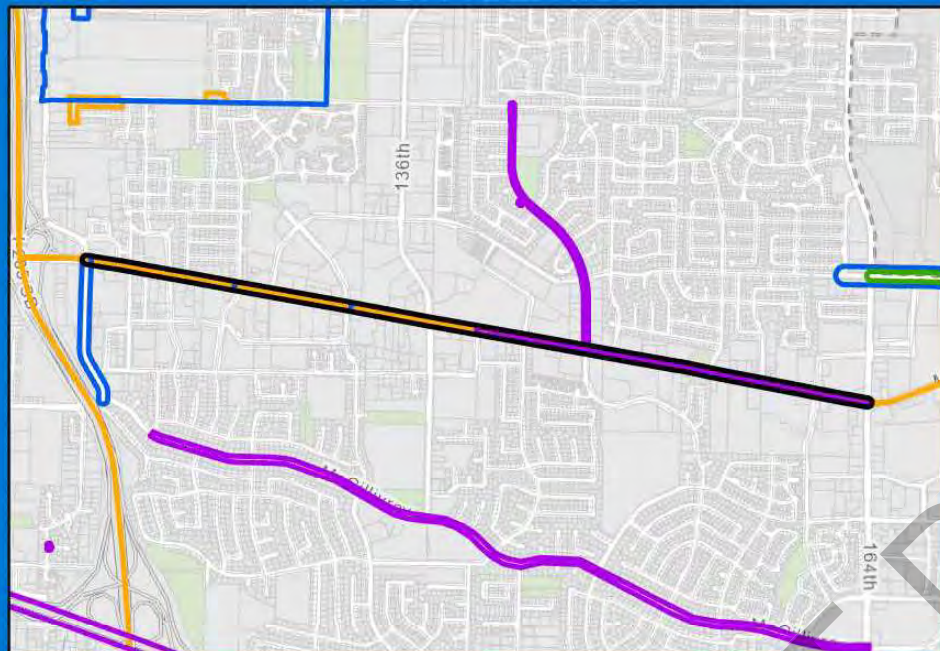
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE Mill Plain Aerial Fiber Removal

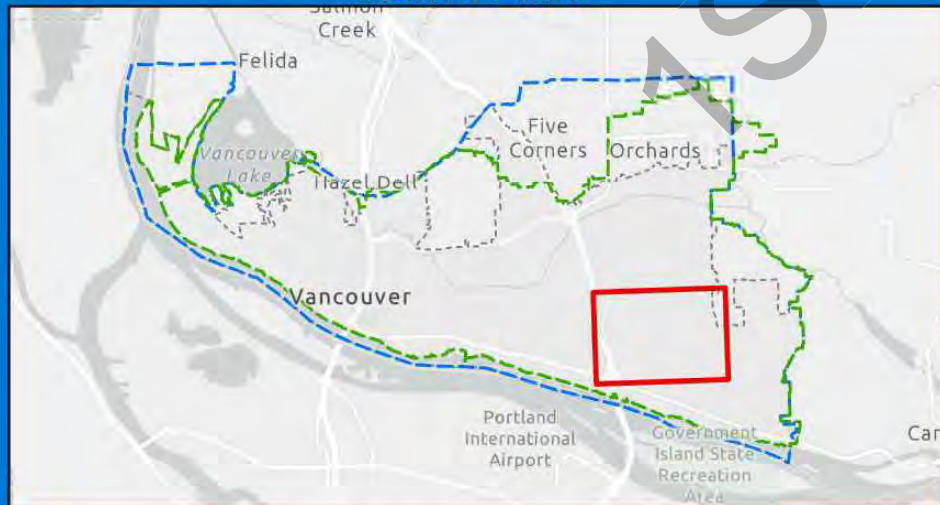
Project Extent: NE Chkalov Dr.

To: SE 164th Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Remove aerial fiber along Mill Plain, for the new C-Tran BRT project, from Chkalov 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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100662

Grant Funded:

Total Project Cost:

Start of Const. (year): 2022

*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 Plan (CIP) document.

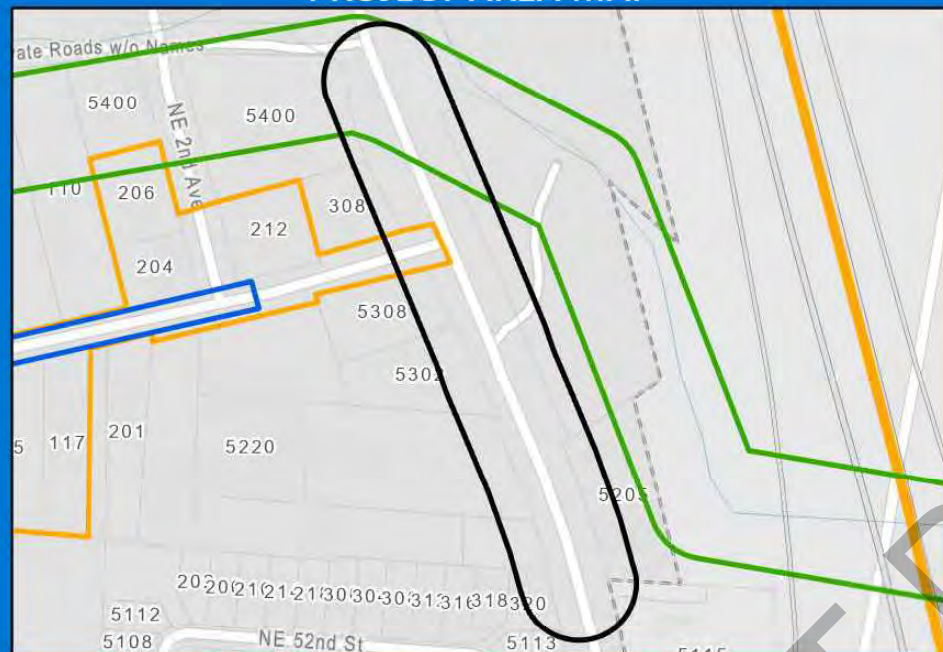


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

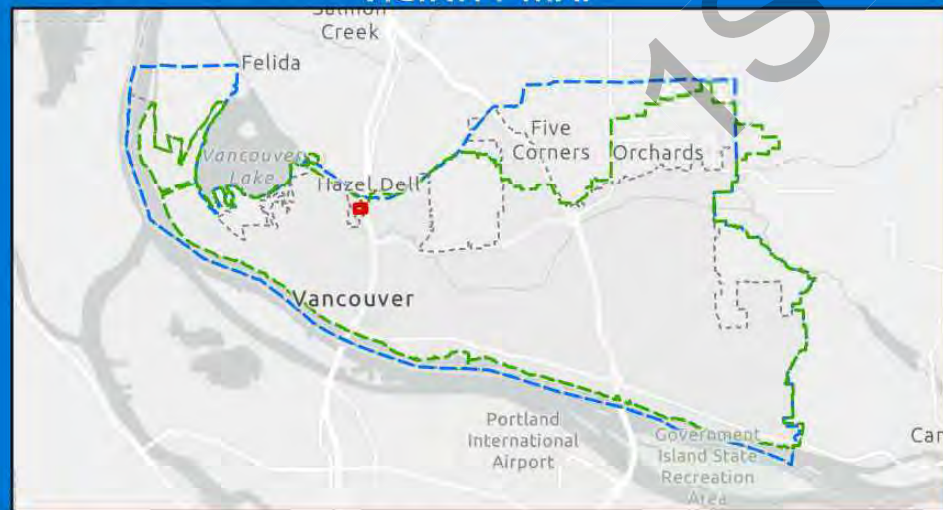
Project: NE Hazel Dell Ave./BBC Trail Crossing

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100914

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



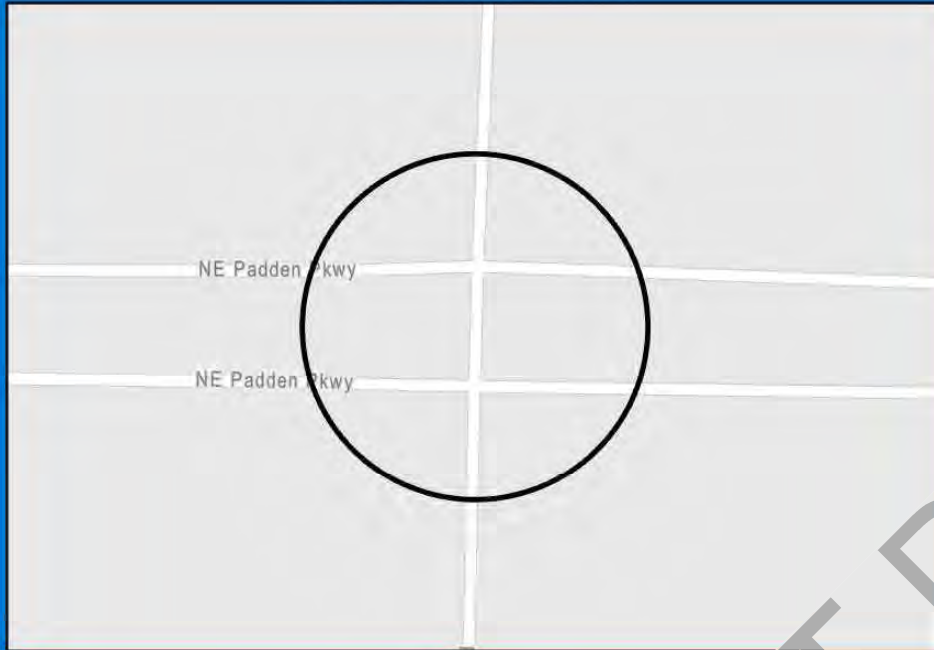
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE Padden Expressway and NE Andresen Rd. Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

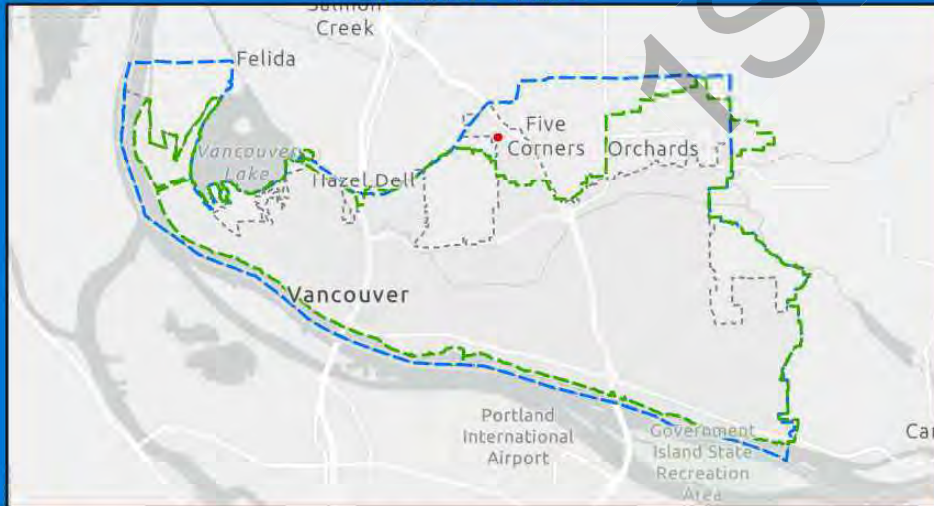
Project Description:

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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



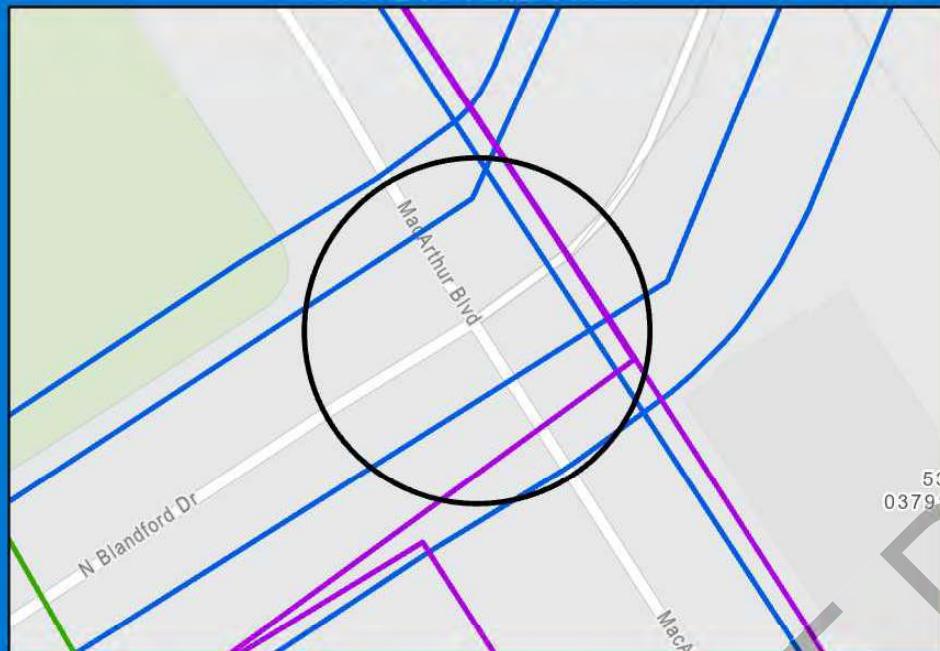
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd. and S. Blandford Dr. Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

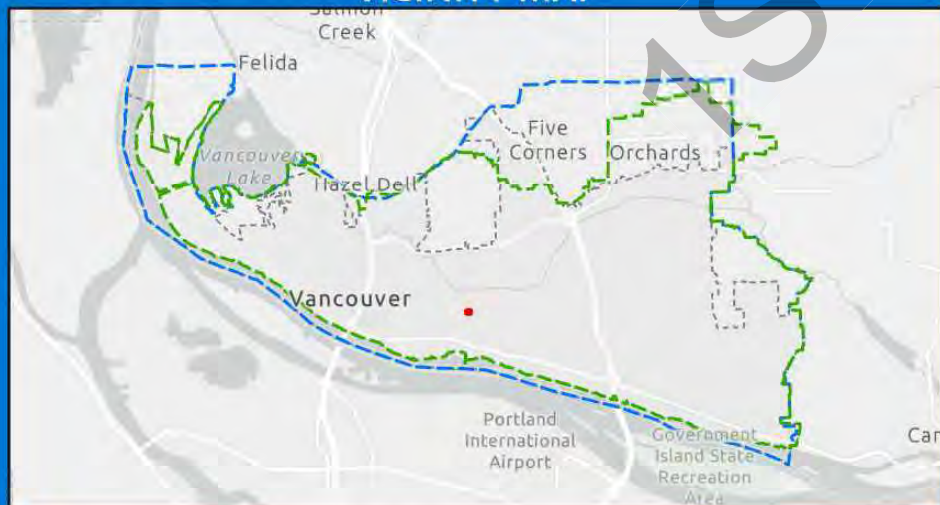
Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Originated from Heights District Plan (2020). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

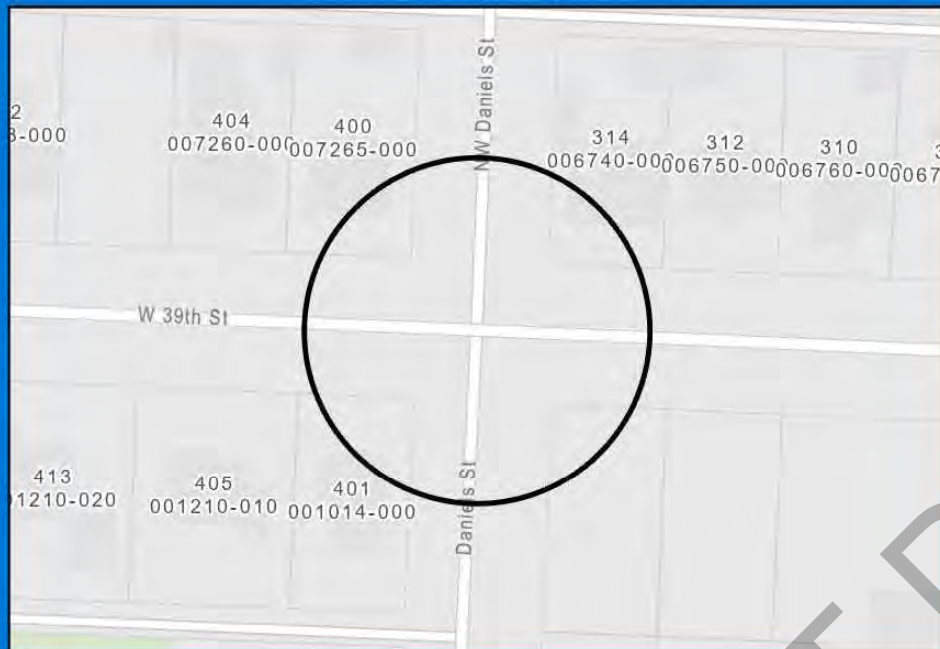


2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

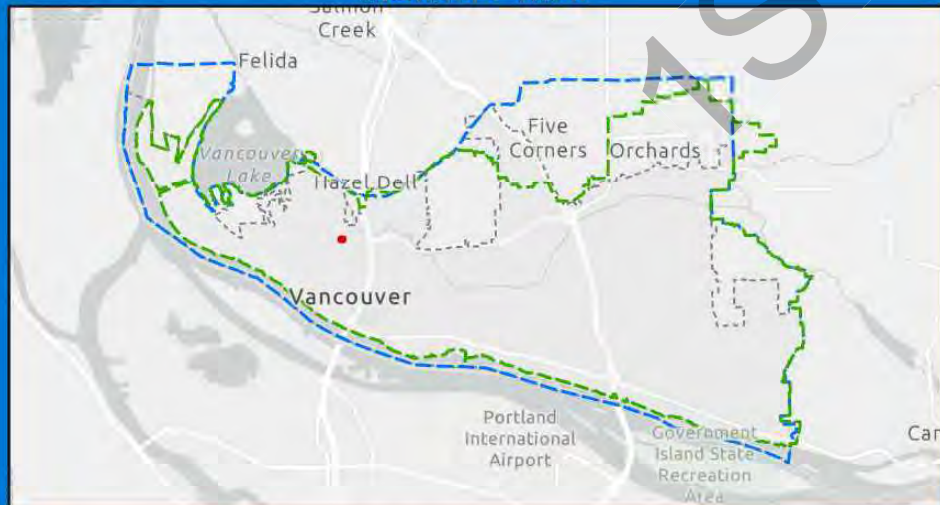
Project: 39th St and Daniels St. Pedestrian Crossing

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Identified by staff. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): 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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fruit Valley Rd. and Firestone Lane Pedestrian Crossing

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

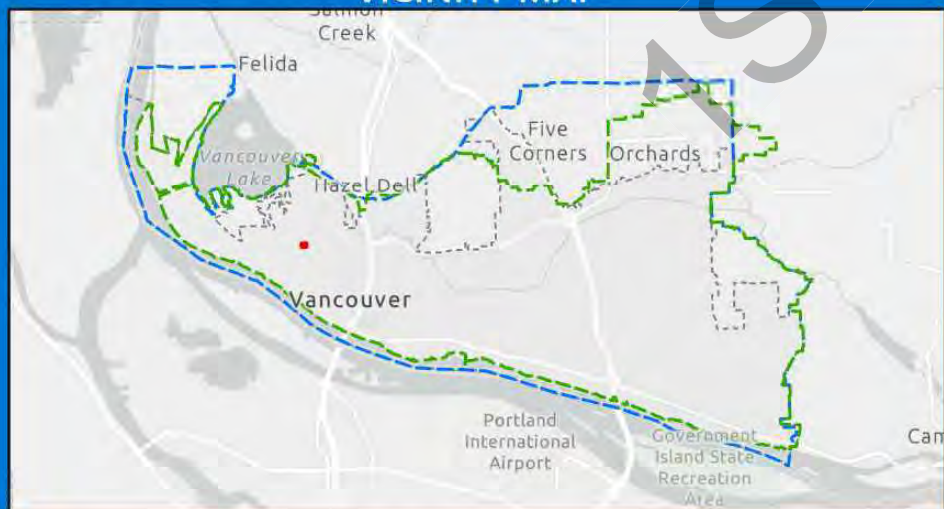
Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Originated from Fruit Valley Subarea Plan (2010). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

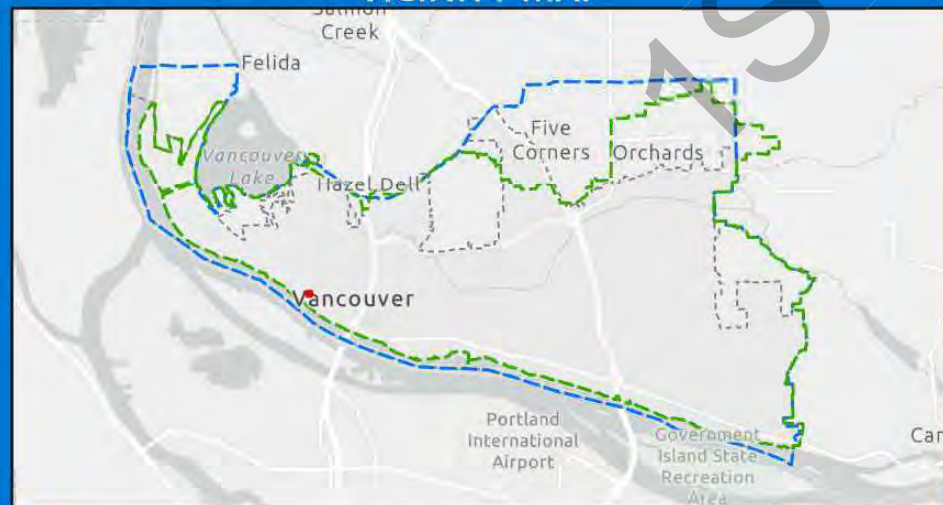
Project: W. 16th St. at NW Packing Pedestrian Crossing

Project Extent:

PROJECT AREA MAP



VICINITY MAP



To:

PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Install enhanced pedestrian crossing to improve pedestrian safety and accessibility in the area. Originated from Fruit Valley Subarea Plan (2010). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): 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 Plan (CIP) document.



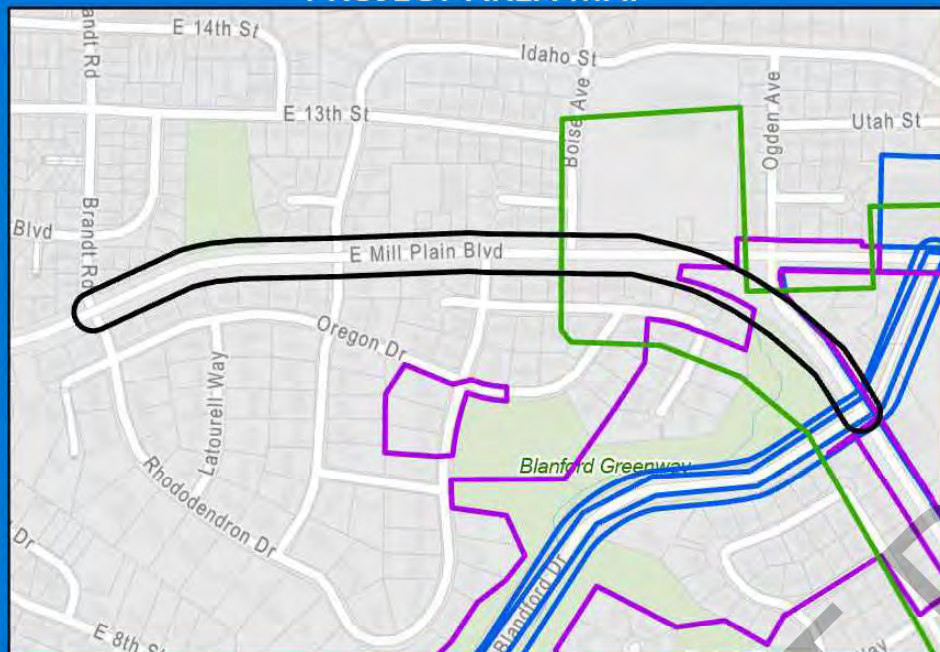
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur/Mill Plain Complete Street Project - Brandt Rd to Blandford Dr

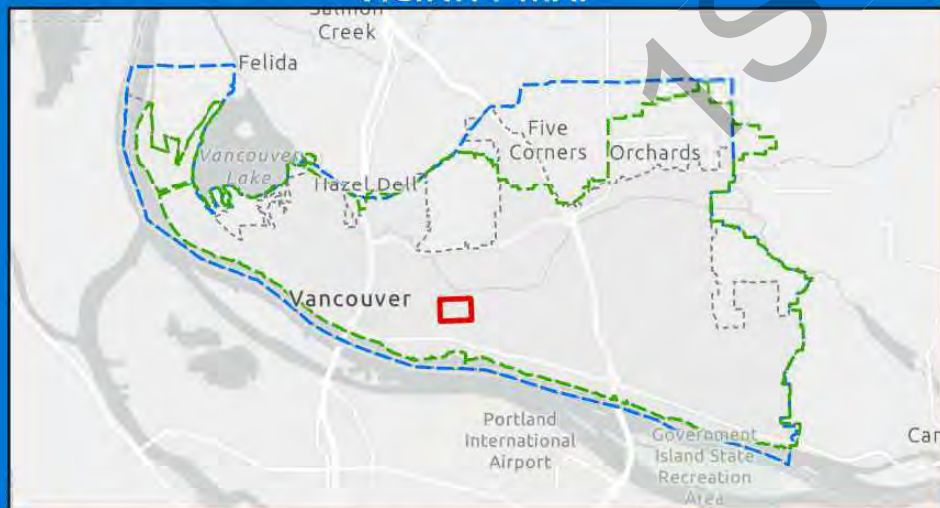
Project Extent: Brandt Rd

To: Blandford Dr

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

Installs enhanced mobility lanes and pedestrian crossing improvements along Mill Plain Blvd between Brandt and MacArthur and along MacArthur Blvd between Mill Plain and Blandford. Project includes reconfiguration of Mill Plain/MacArthur intersection and construction of dedicated bike and pedestrian facilities along the south side of MacArthur. Project originated from the East McLoughlin Area Safety Improvement Project (2019) and the Heights District Master Plan (2020).

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100336

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



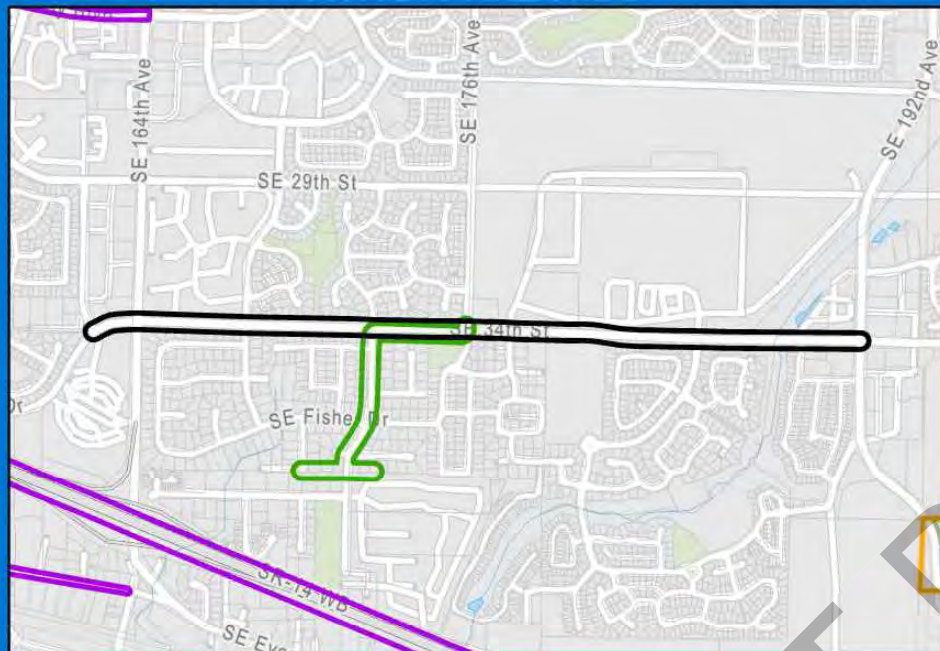
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 34th Street Complete Street Project - 162nd Ave. to 192nd Ave.

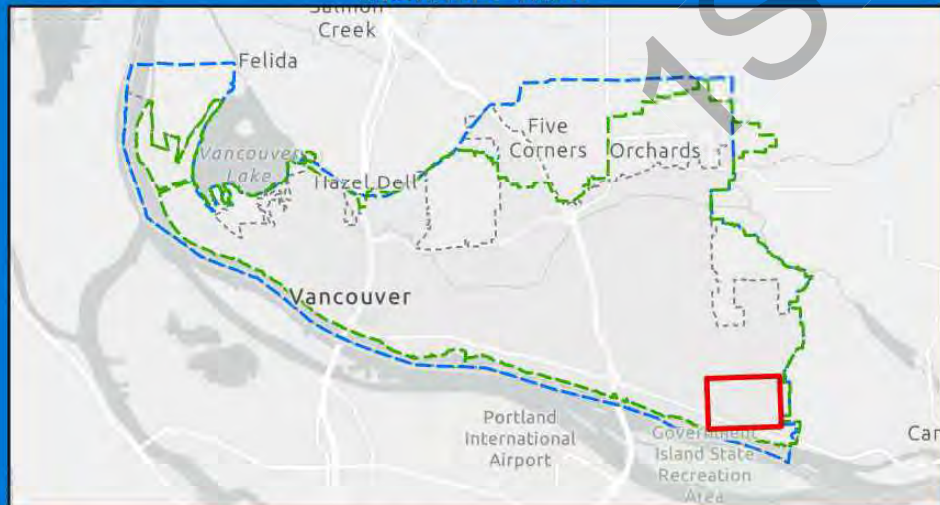
Project Extent: 162nd Ave.

To: 192nd Ave.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100889

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



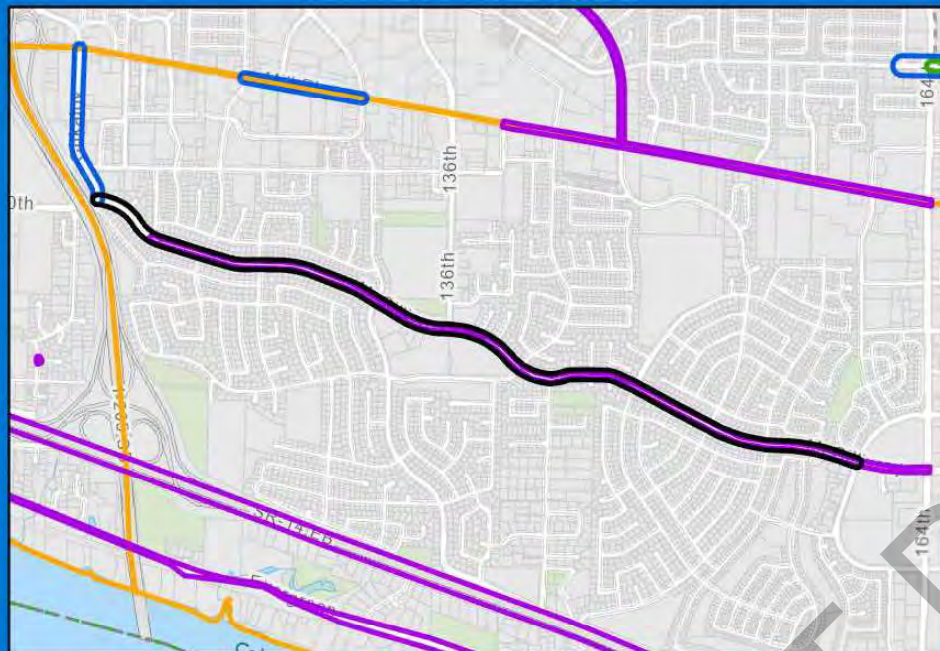
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: McGillivray Complete Street Project - Chkalov Dr. to Village Loop

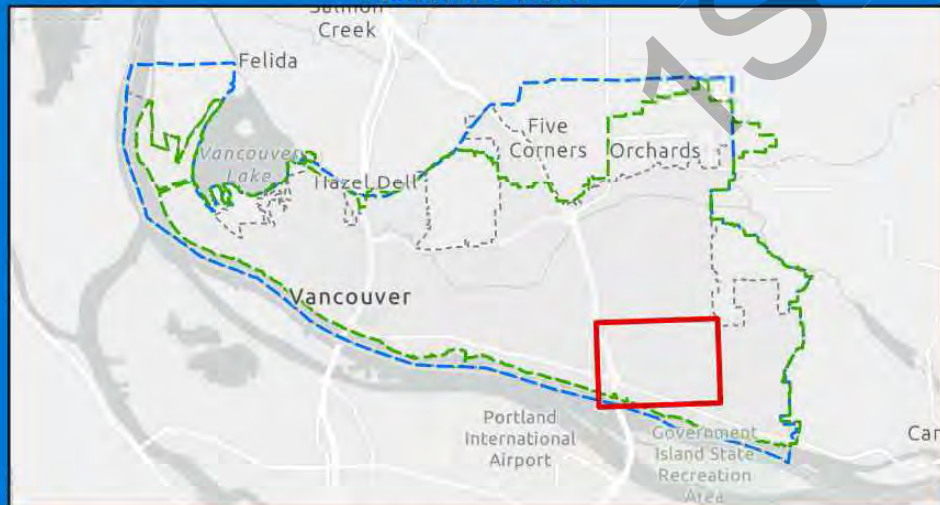
Project Extent: Chkalov Dr.

To: Village Loop

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100802

Grant Funded:

Total Project Cost:

Start of Const. (year): 2025

*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 Plan (CIP) document.



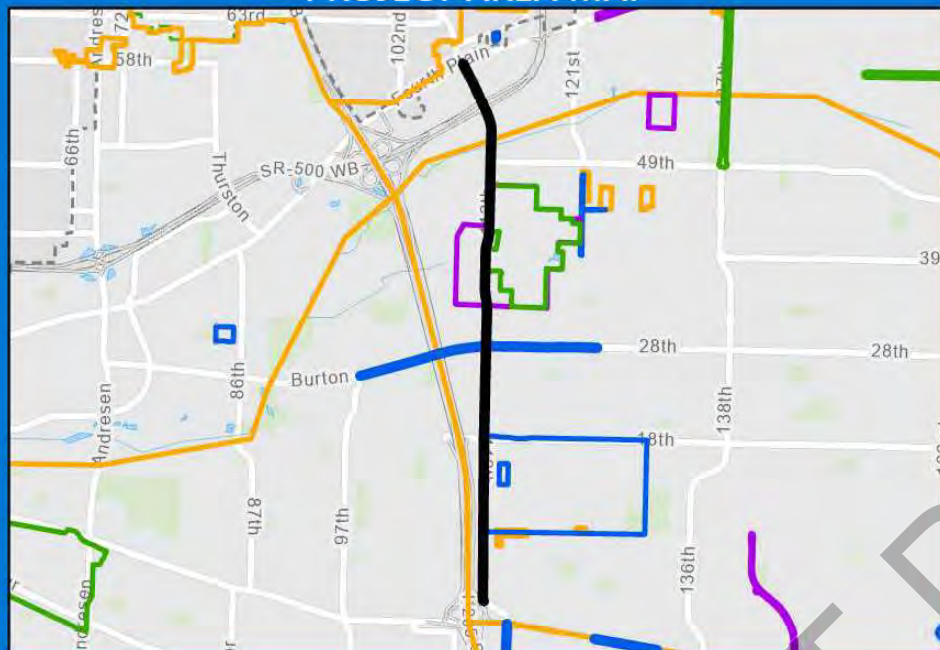
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 112th Avenue Complete Street Project - Chkalov Dr. to Fourth Plain Blvd.

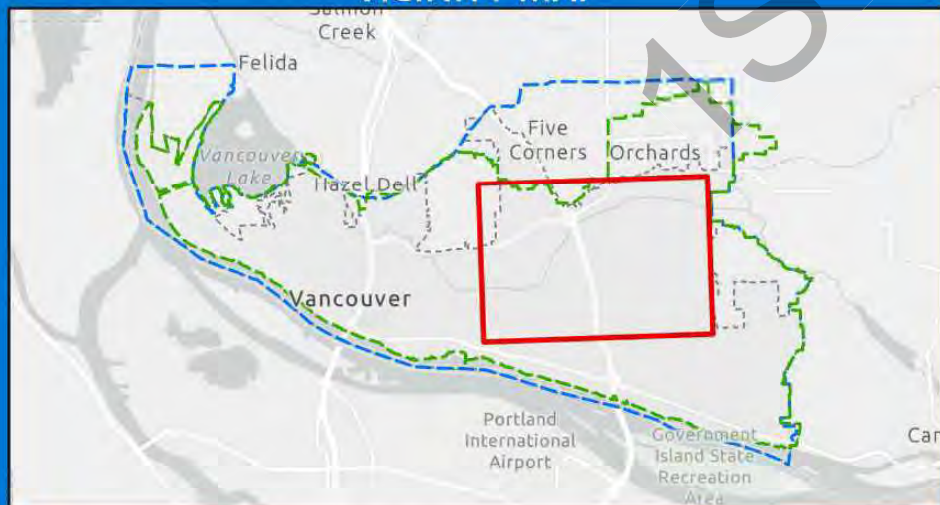
Project Extent: Chkalov Dr.

To: Fourth Plain Blvd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100923

Grant Funded:

Total Project Cost:

Start of Const. (year): 2025

*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 Plan (CIP) document.



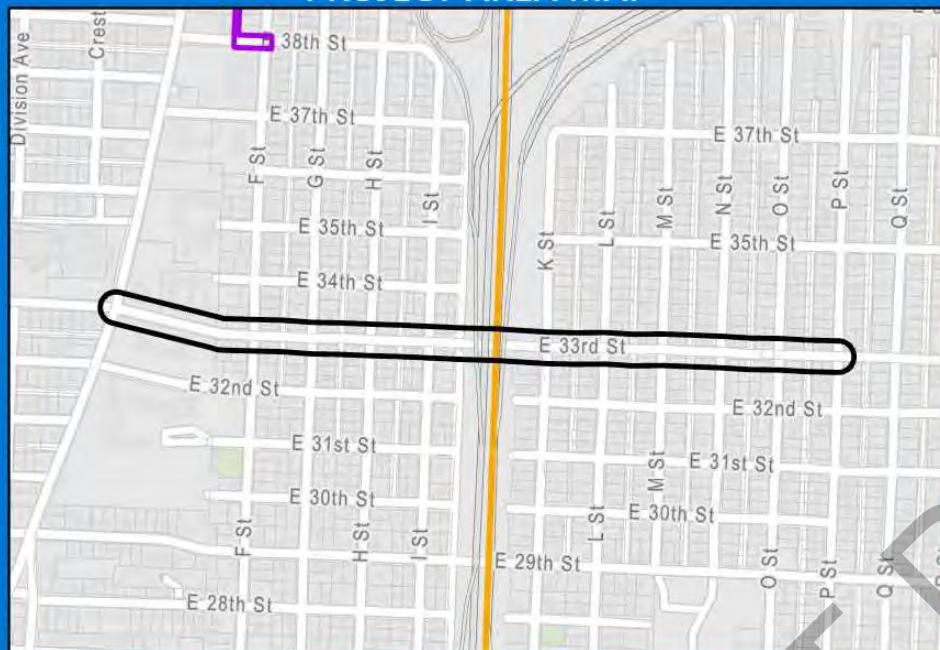
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E 33rd Street Complete Street Project - Main Street to P Street

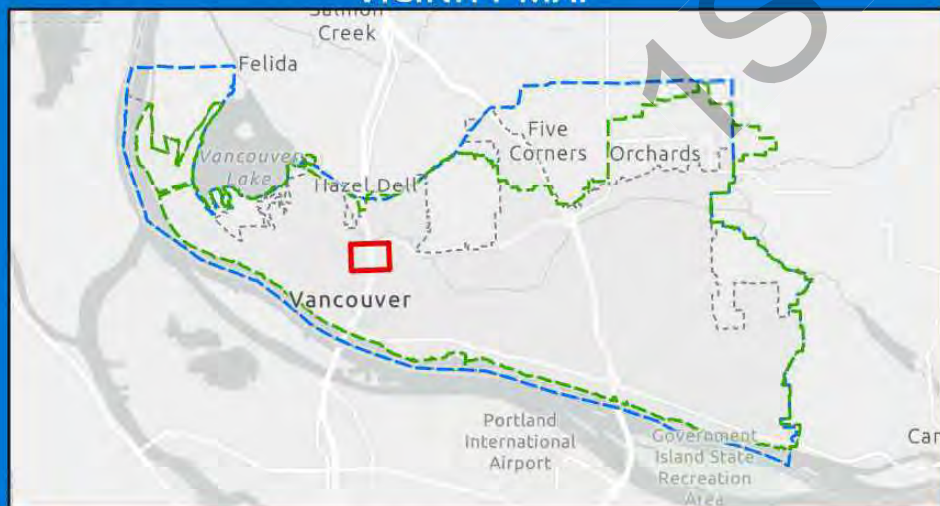
Project Extent: Main Street

To: P Street

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
MEDIUM

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100803

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



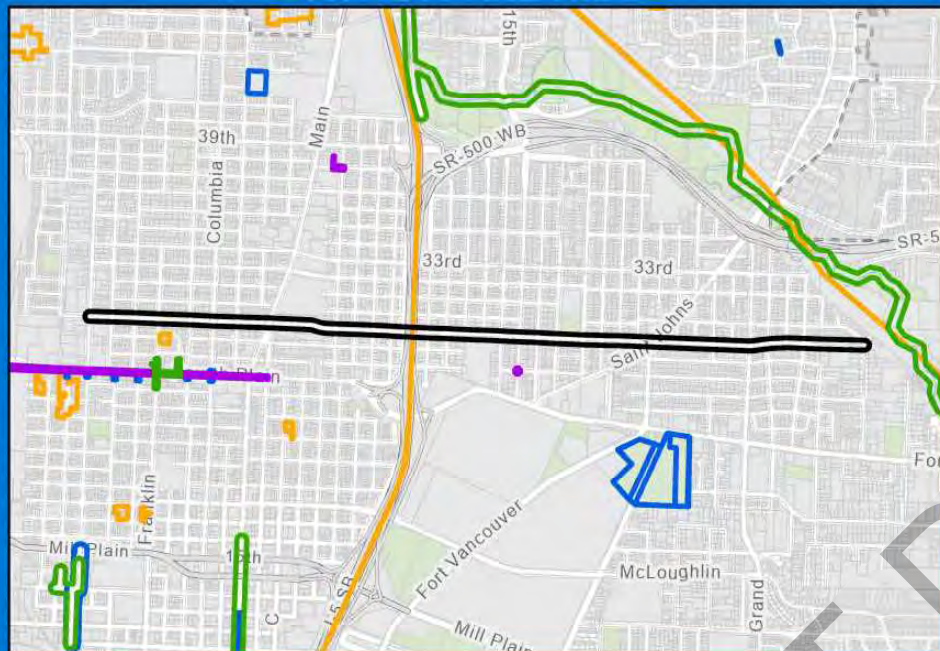
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E 29th Street Complete Street Project - Kauffman Ave. to Neals Ln.

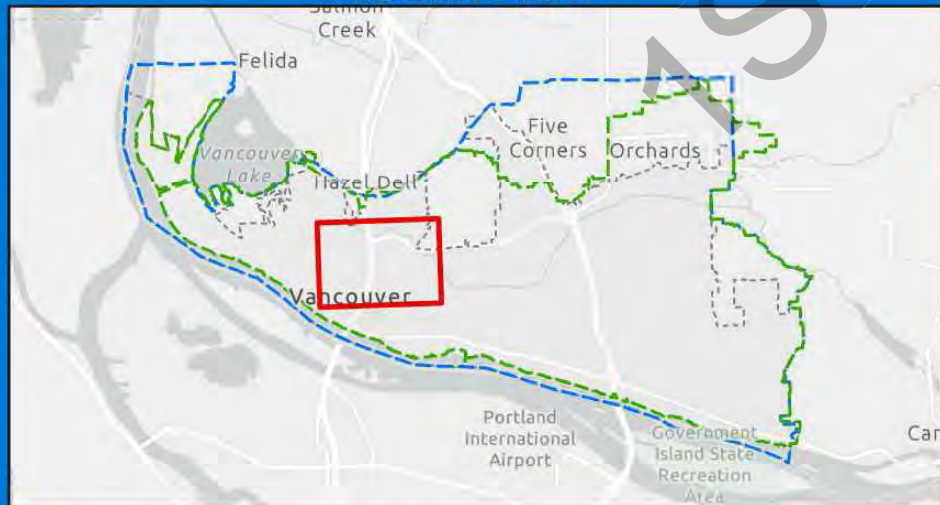
Project Extent: Kauffman Ave.

To: Neals Ln.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100804

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



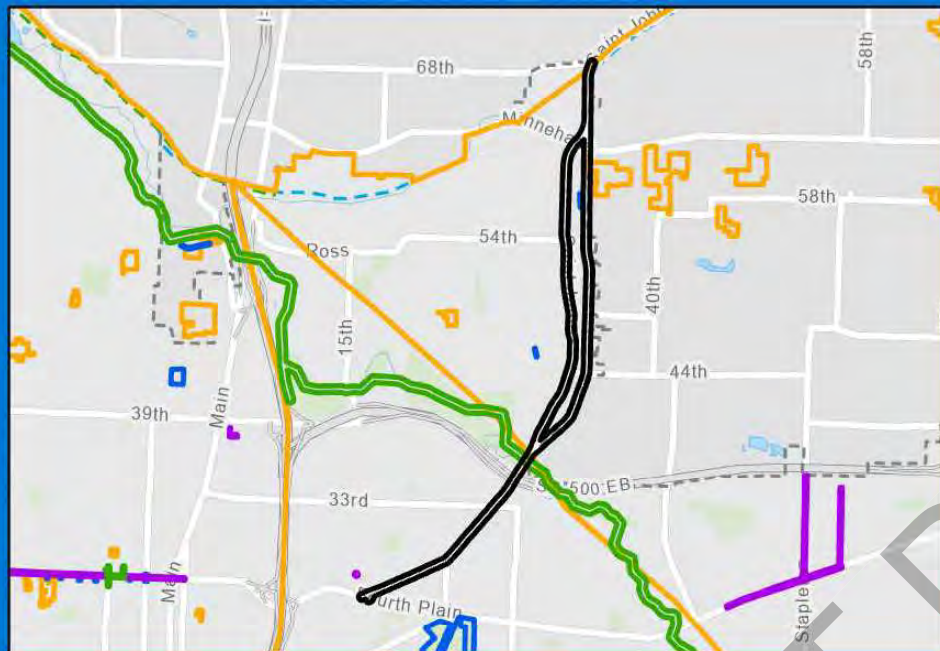
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: St. Johns/St. James Complete Street Project - Fourth Plain to City Limits

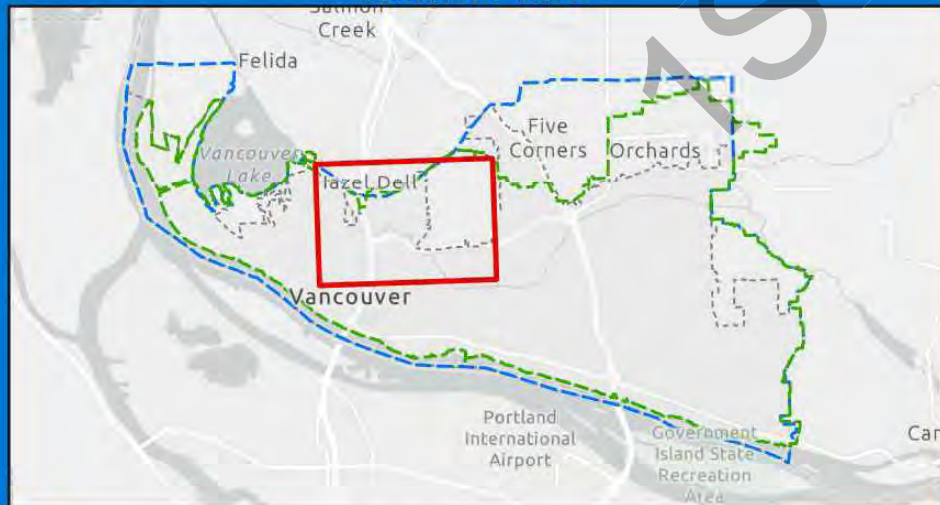
Project Extent: Fourth Plain

To: City Limits

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

Project Description:

The St. Johns/St. James Complete Street Project will explore a major street retrofit on NE St James Rd and NE St Johns Rd as well and a land use and built form strategy for the commercial corridor portion of the couplet. These streets have documented safety issues and vulnerable street users and connect to existing project that will improve Ft. Vancouver Way. This was also identified as a key neighborhood serving business district through the City's initial commercial corridor analysis as an area that need regulatory and other updates and that is ripe for investment. Identified by staff.

Project Priority Score:
LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100805

Grant Funded:

Total Project Cost:

Start of Const. (year): 2029

*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 Plan (CIP) document.



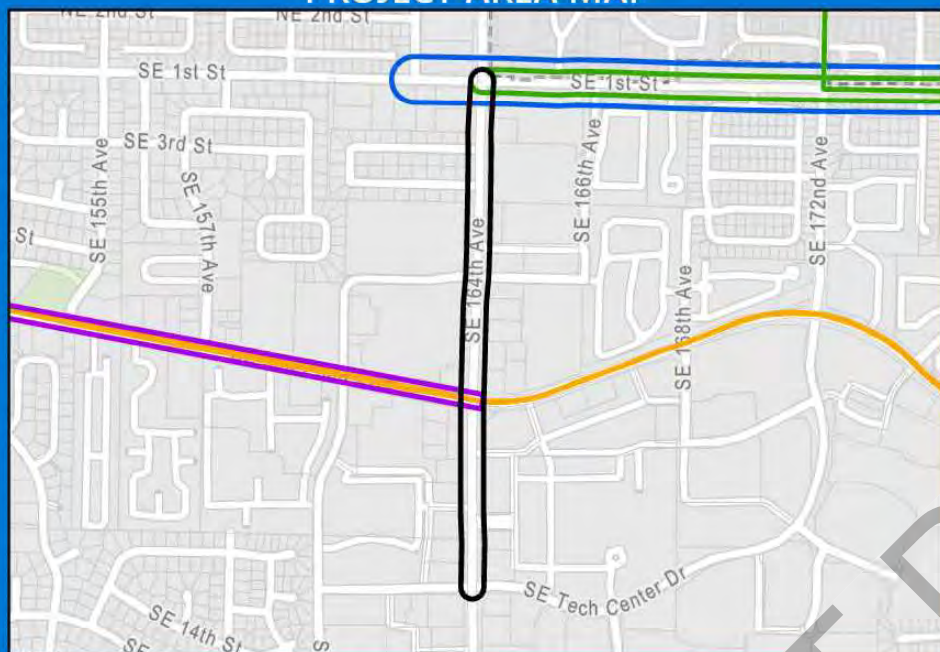
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 164th Ave. Safety/Mobility Improvements - Tech Center Dr. to SE 1st St.

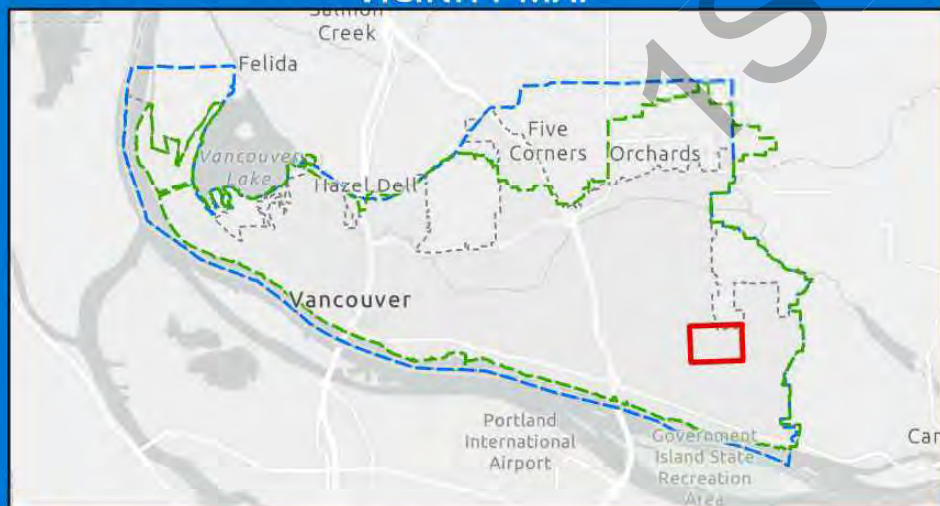
Project Extent: Tech Center Dr.

To: 1st St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



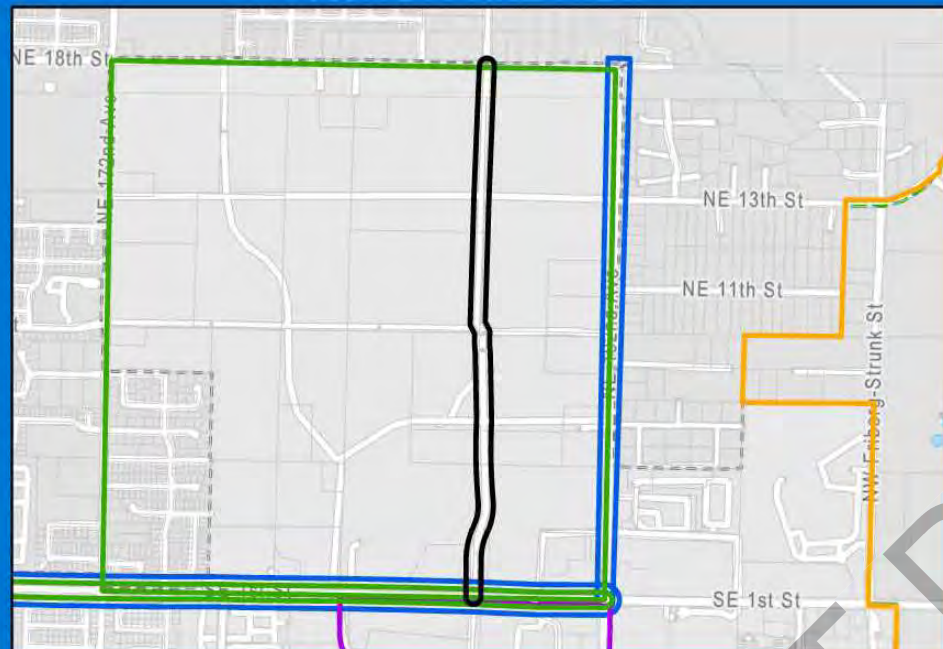
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 187th Ave. - SE 1st St. to NE 18th St.

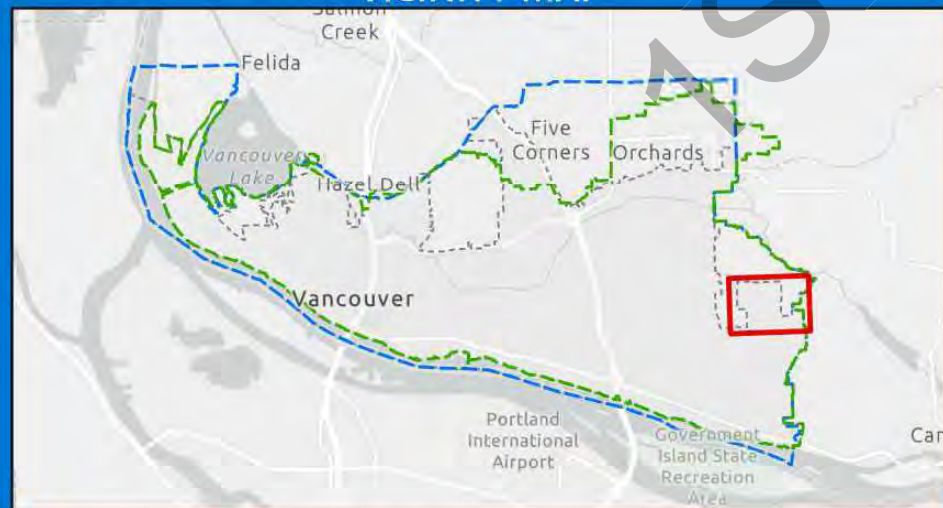
Project Extent: SE 1st St.

To: NE 18th St.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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.

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



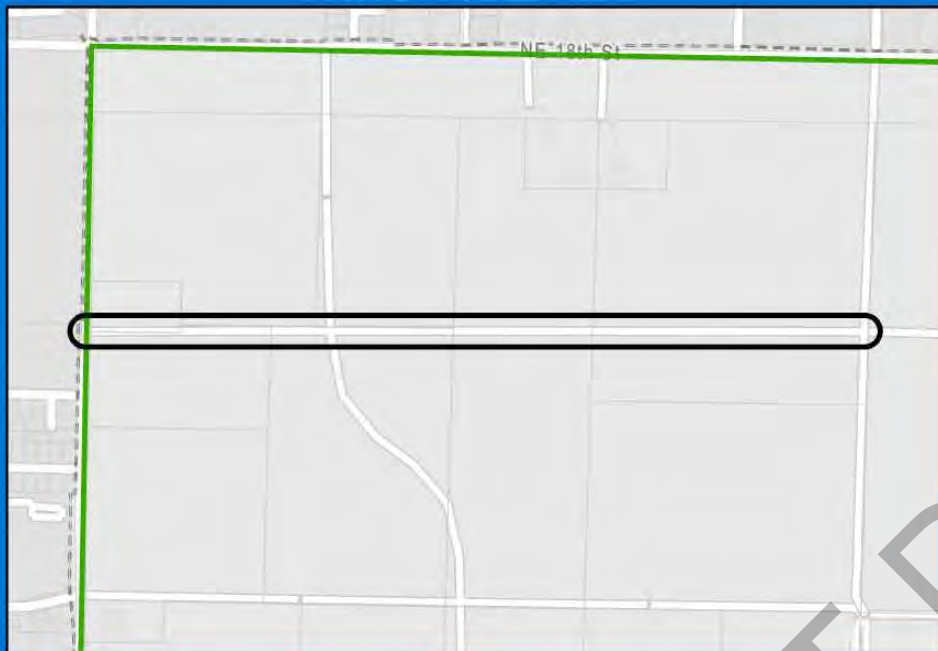
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 13th St. - NE 172nd Ave. to NE 187th Ave.

Project Extent: NE 172nd Ave.

To: NE 187th Ave.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

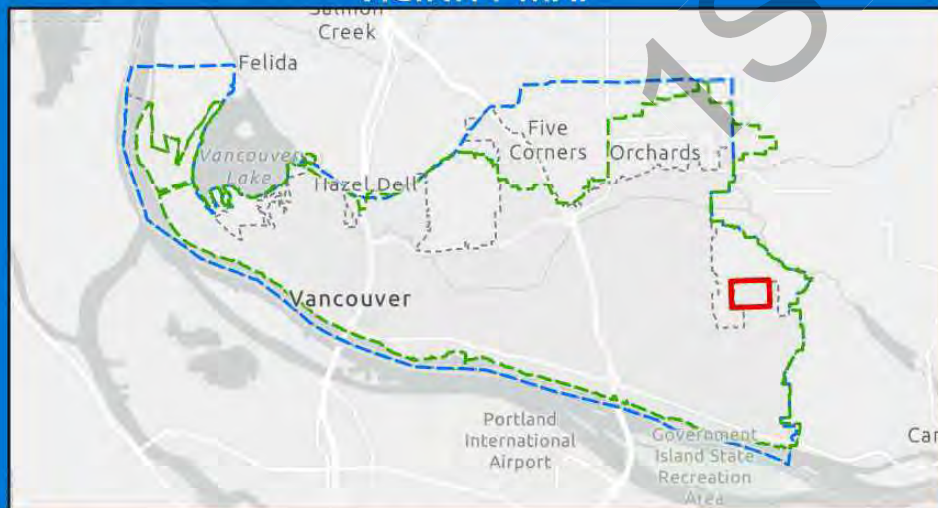
Project Description:

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.

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th Street and NE 187th Avenue Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

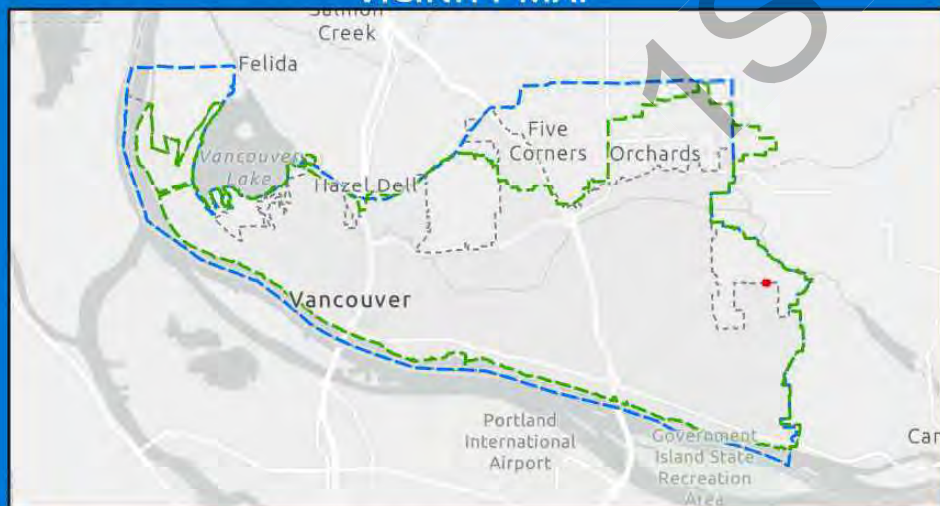
Project Description:

The NE 18th Street and NE 187th Avenue Intersection Improvements will include a signalized intersection and an all legs expansion to provide left-turn lanes. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 18th Street and NE 179th Avenue Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

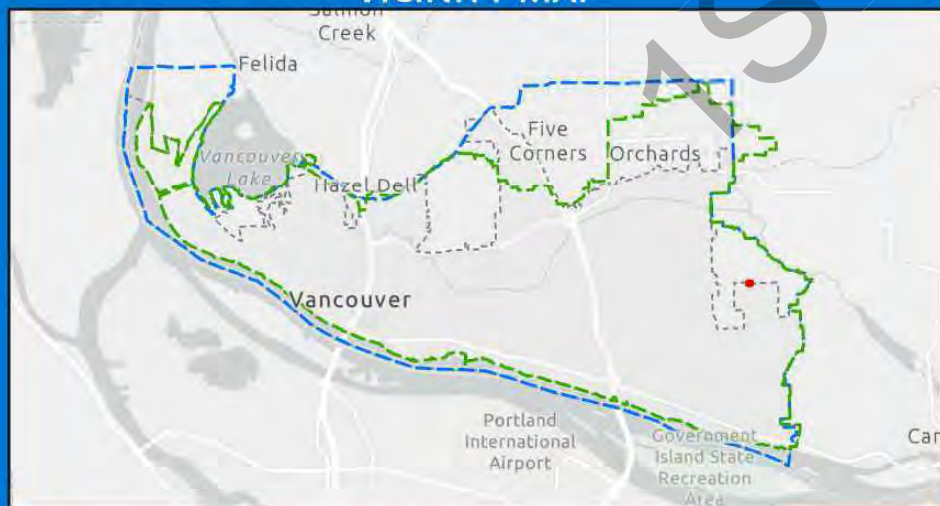
PROJECT DESCRIPTION

Project Description:

The NE 18th Street and NE 179th Avenue Intersection Improvements will include a signalized intersection and an all legs expansion to provide left-turn lanes. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



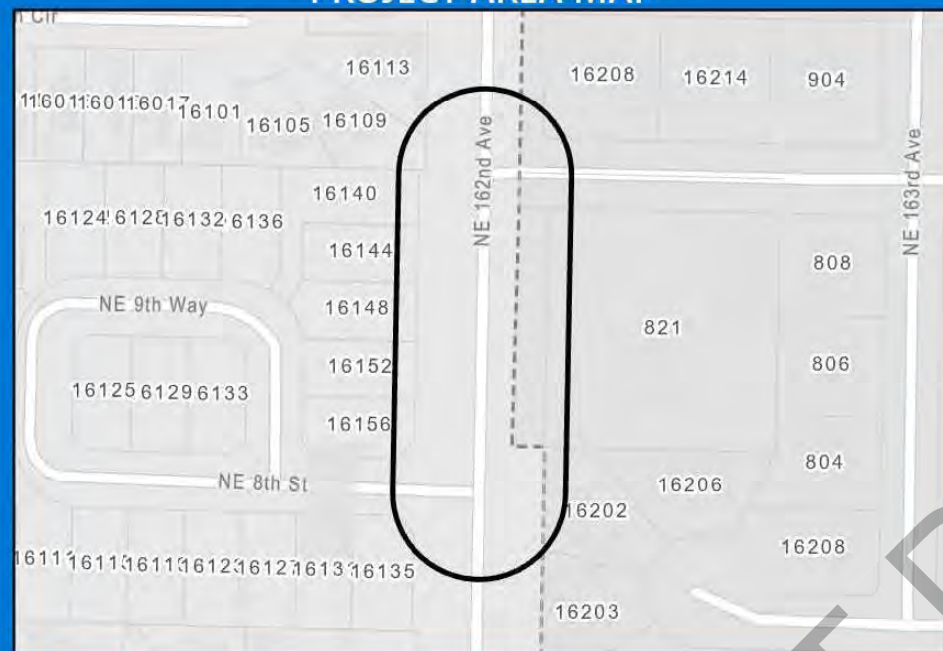
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 162nd Avenue and NE 9th Street Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

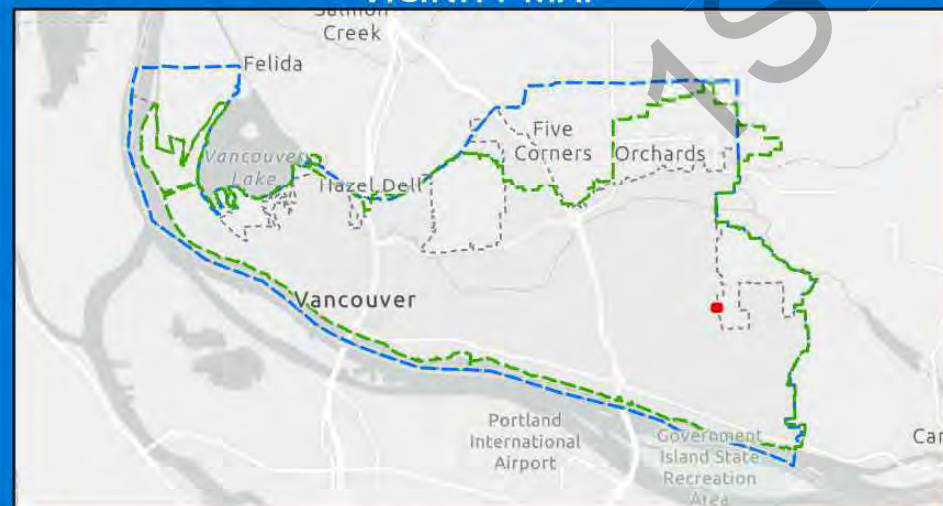
Project Description:

The NE 162nd Avenue and NE 9th Street Intersection Improvements will include a signalized intersection and the east leg of the intersection will be striped to provide a westbound left-turn lane. This project is taking on the recommendations from the Section 30 Traffic Study. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



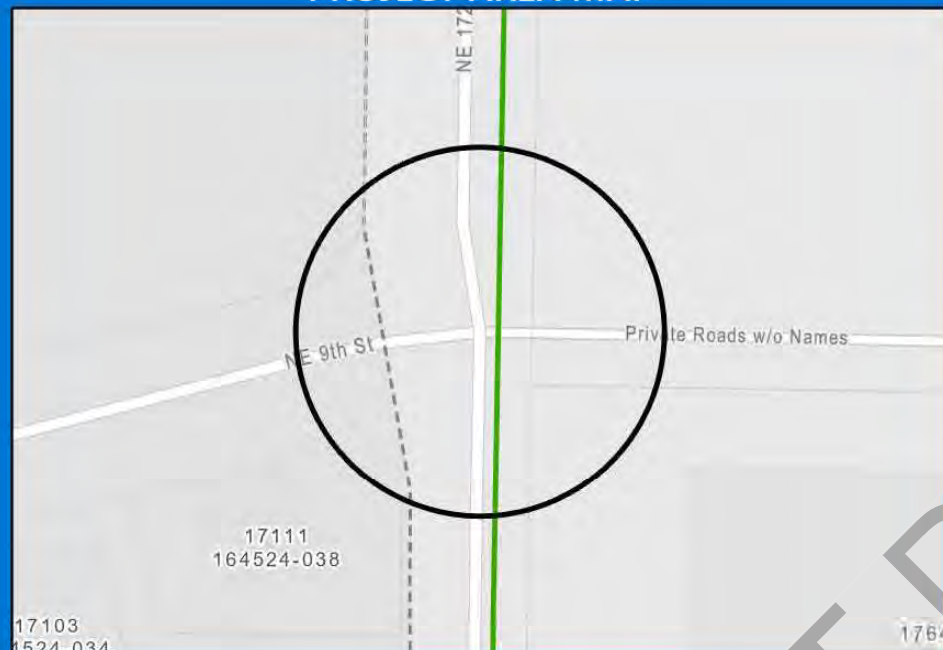
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: NE 172nd Avenue and NE 9th Street Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

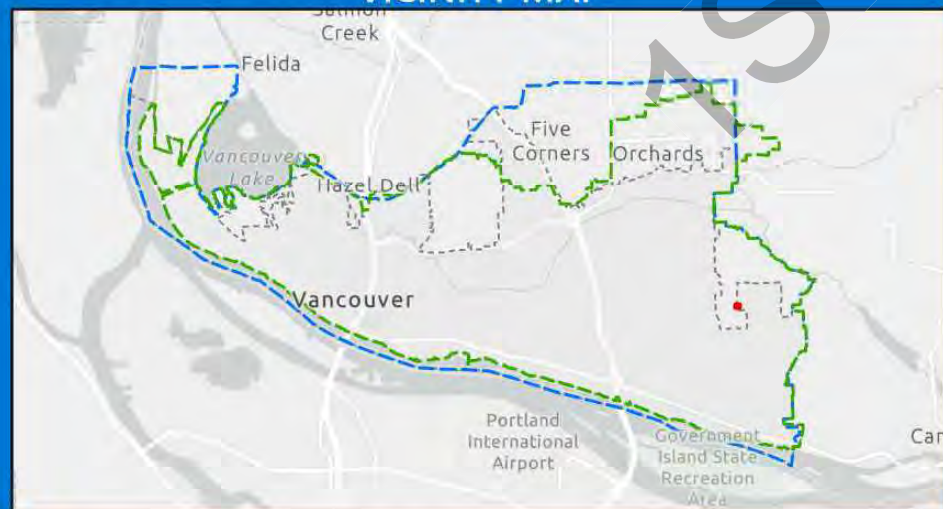
Project Description:

The NE 172nd Avenue and NE 9th Intersection Improvements will include a signalized intersection or a single lane roundabout. This project is taking on the recommendations from the Section 30 Traffic Study. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



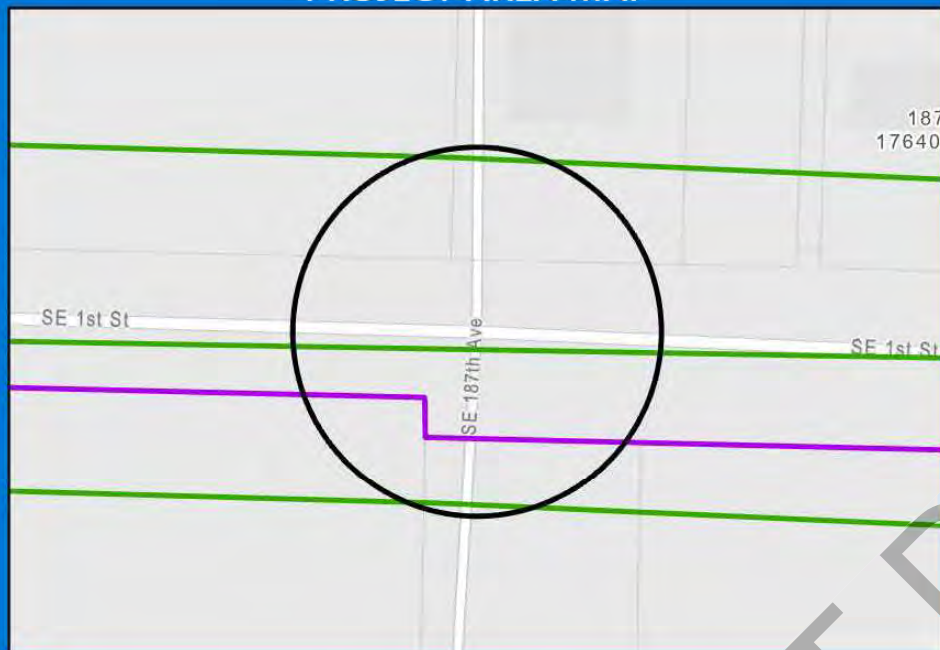
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 1st Street and SE 187th Avenue Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

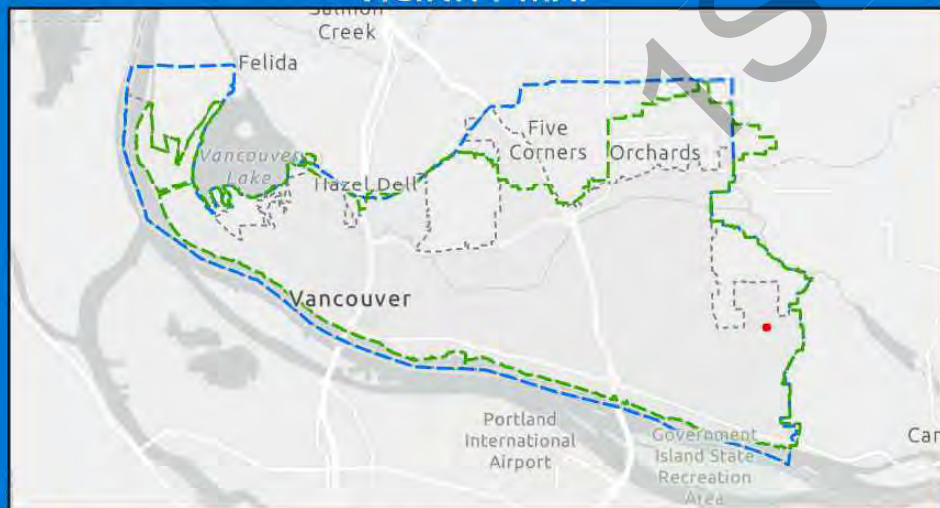
PROJECT DESCRIPTION

Project Description:

The SE 1st Street and SE 187th Avenue Improvements will include a signalized intersection or a single lane roundabout. This project is taking on the recommendations from the Section 30 Traffic Study.

Project Priority Score:
LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



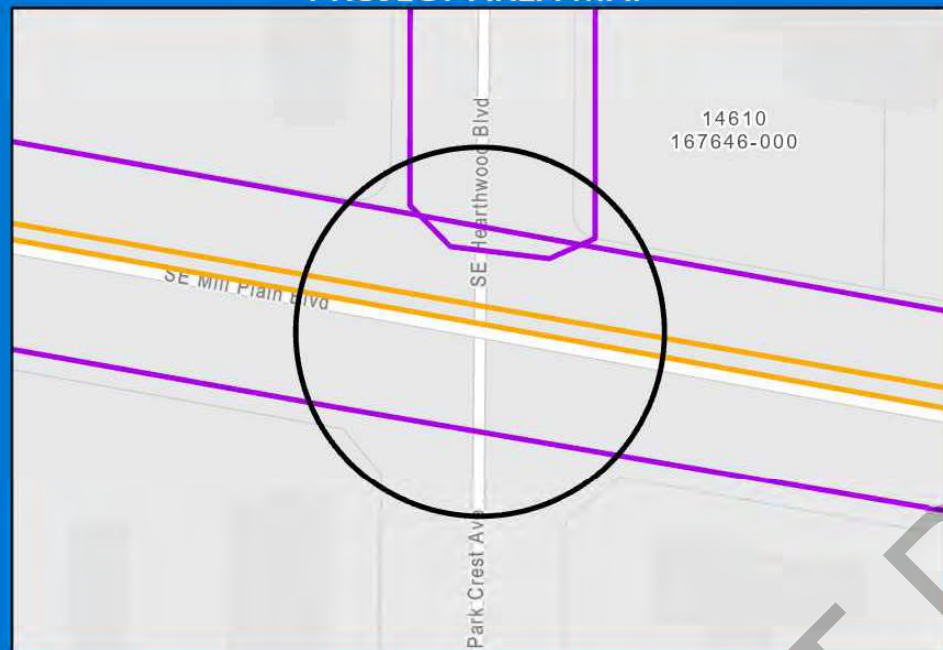
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Mill Plain Blvd. and Hearthwood Blvd. Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

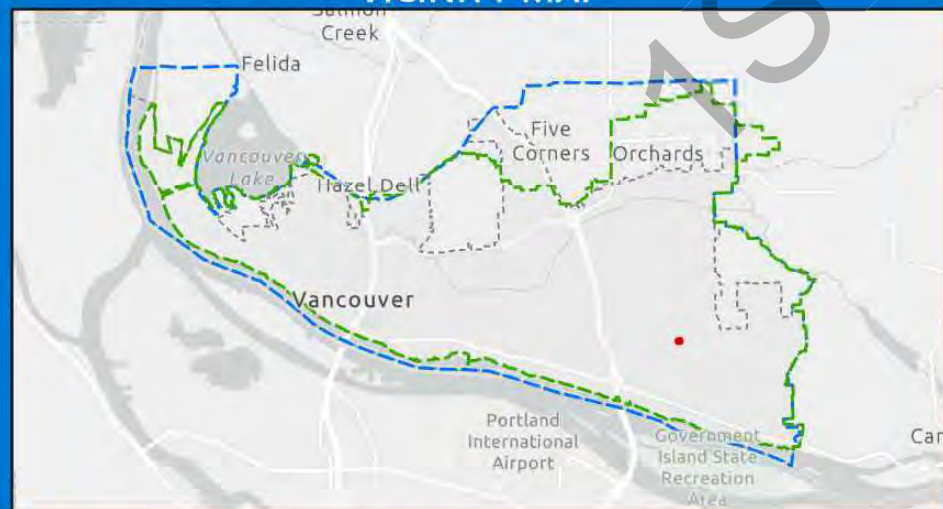
Project Description:

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).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



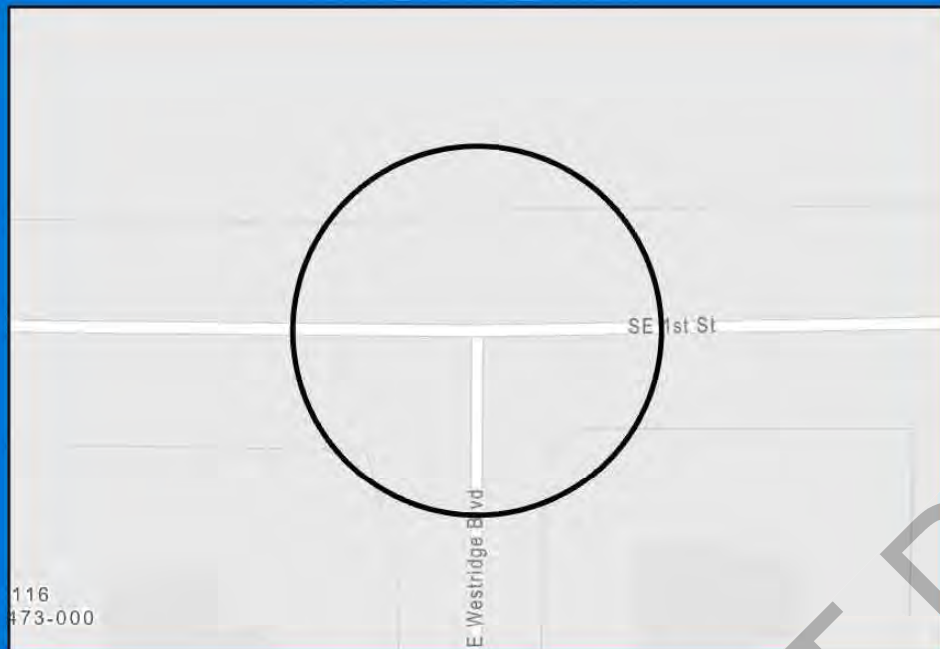
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE Westridge Blvd. and SE 1st Street Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

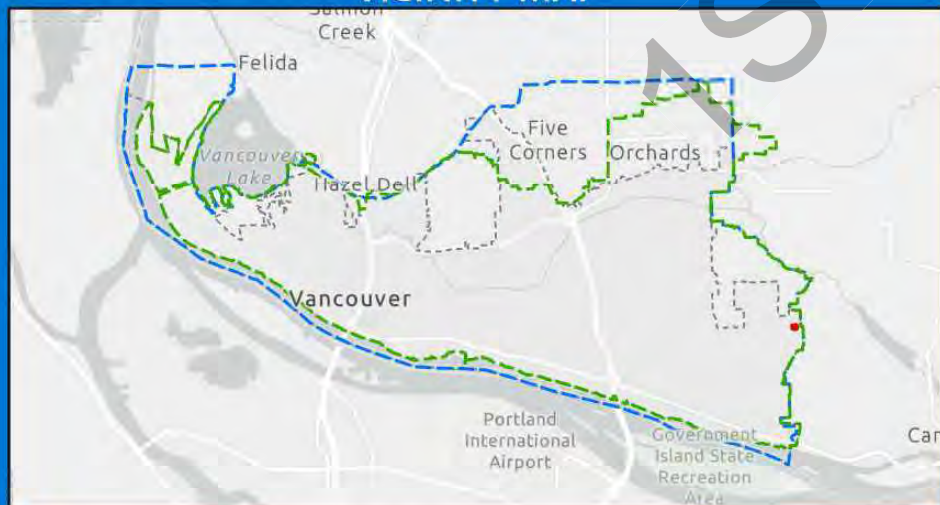
Project Description:

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

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



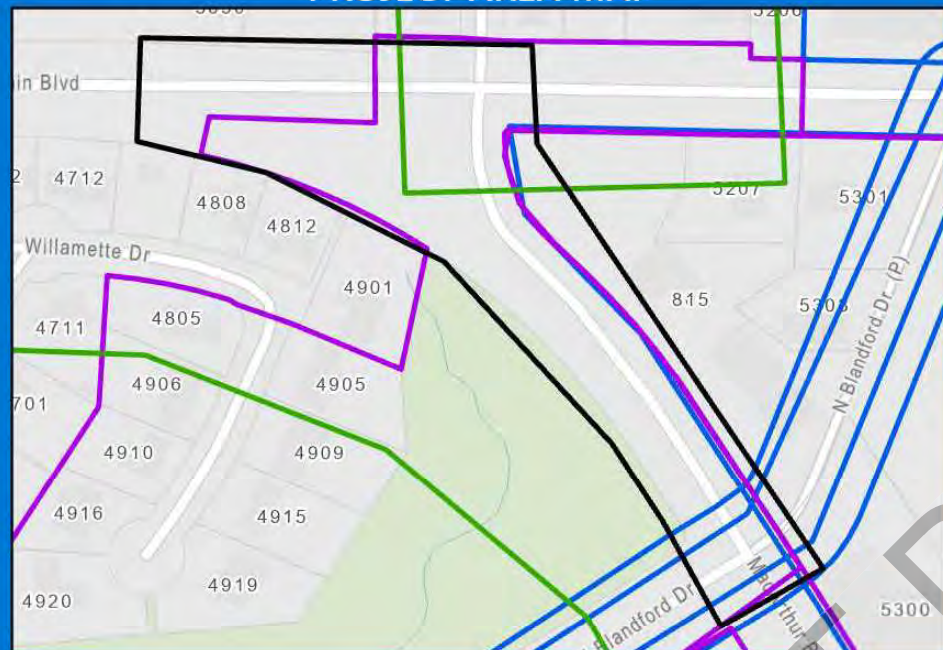
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: MacArthur Blvd. - Mill Plain to Blandford Dr.

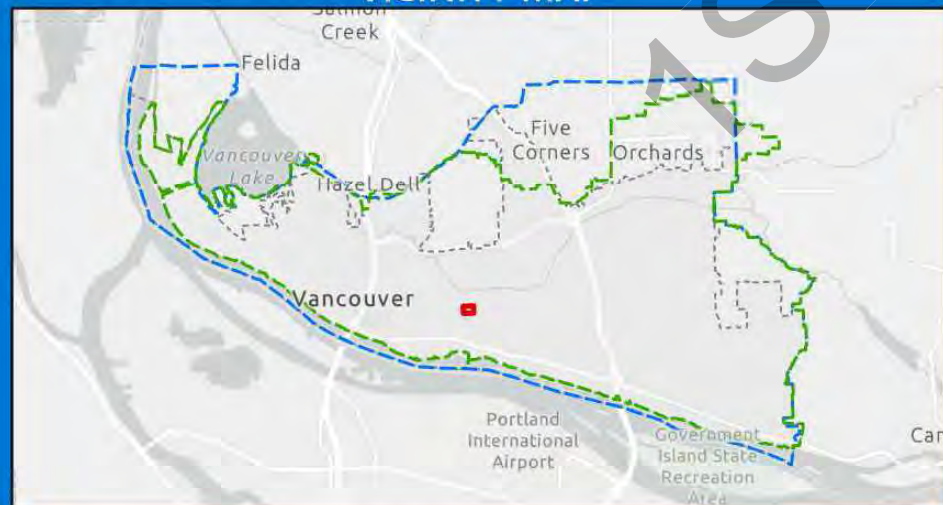
Project Extent: E Mill Plan Blvd.

To: Blandford Dr.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

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).

Project Priority Score:

LOWEST

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): 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 Plan (CIP) document.

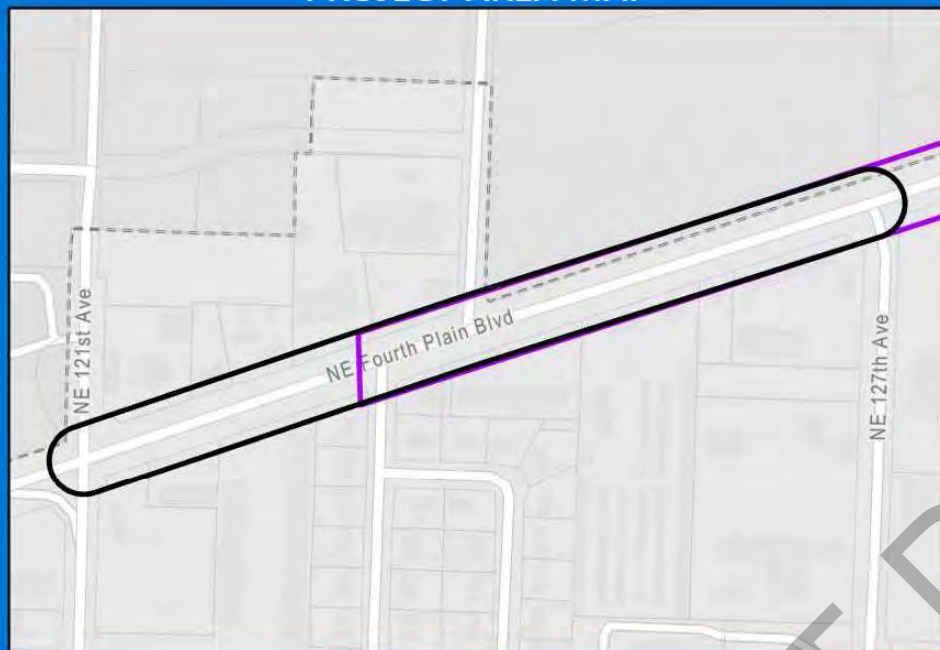
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Boulevard Safety and Mobility - 121st Ave. to 127th Ave.

Project Extent: 121st Ave

To: 127th Ave

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

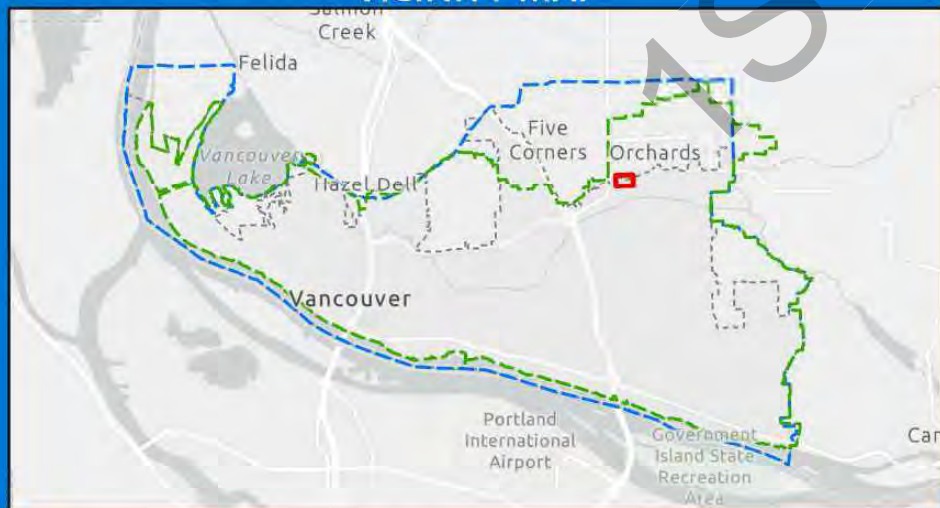
Project Description:

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 via 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. (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



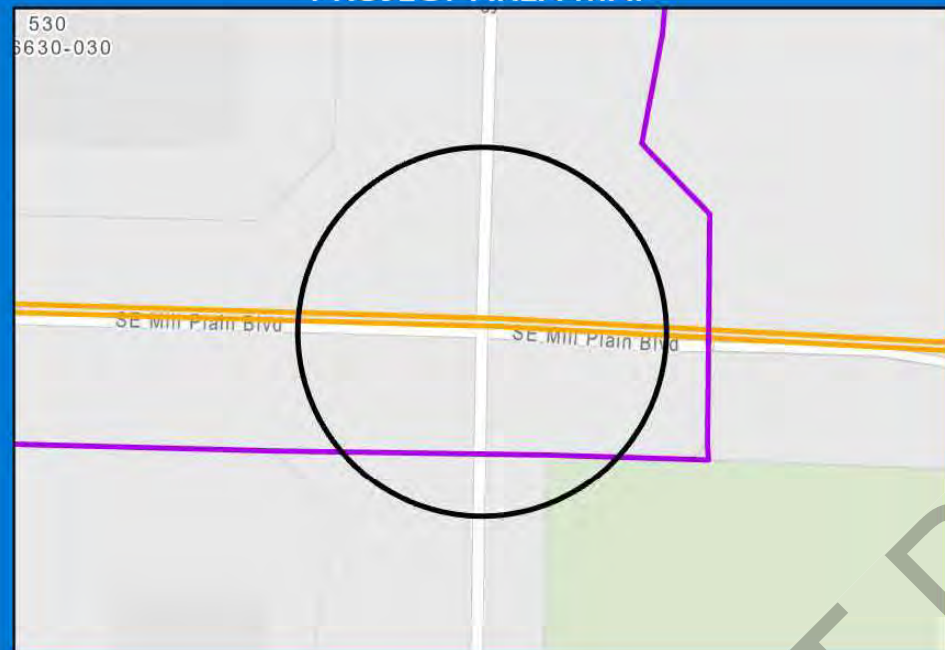
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: SE 192nd Ave and Mill Plain Blvd. Intersection Improvements

Project Extent:

To:

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Signal & Lighting Improvements
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

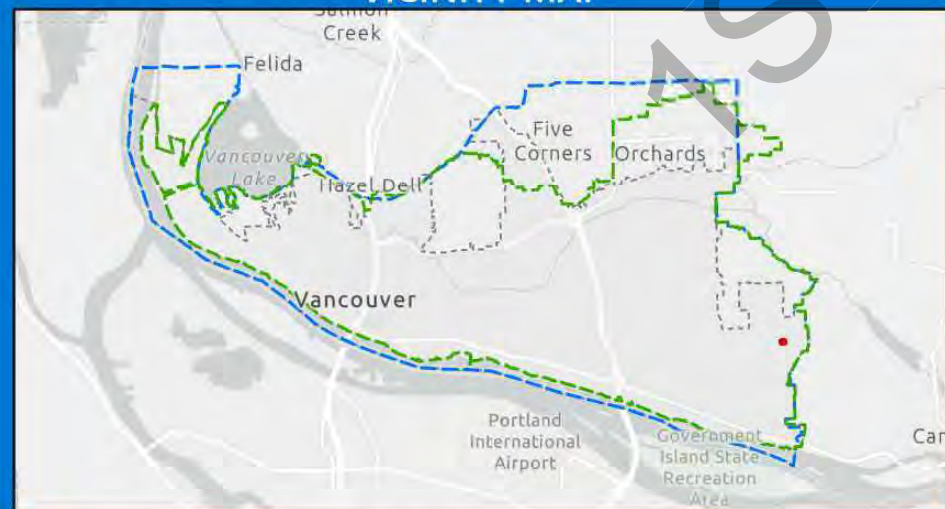
Project Description:

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. Originated from Transportation System Safety Analysis (2018) and Local Road Safety Plan (2022). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



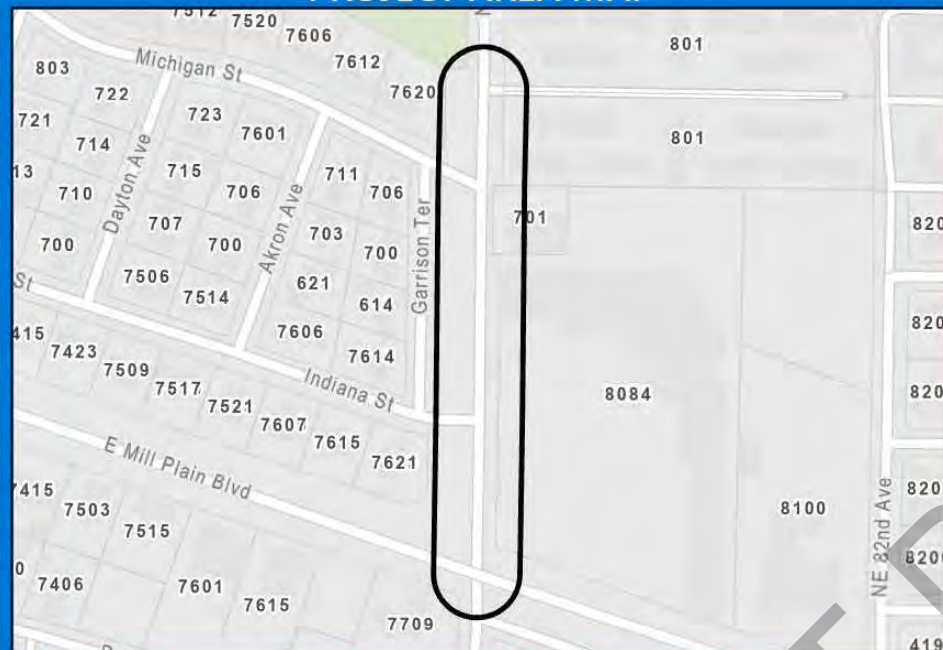
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Garrison Rd. Sidewalk Improvements - Mill Plain Blvd. to David Douglas Park

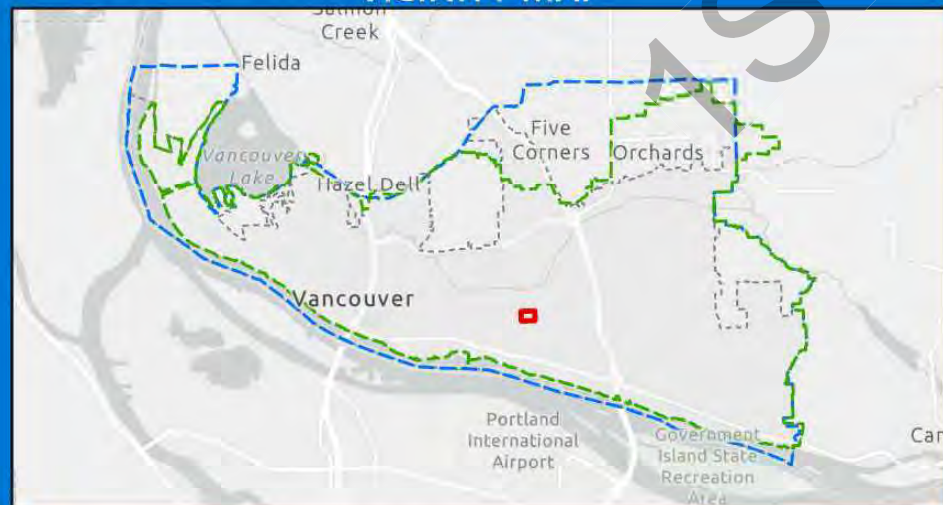
Project Extent: Mill Plain Blvd.

To: David Douglas Park

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Active
Funding Status:	Funded

PROJECT DESCRIPTION

Project Description:
Install sidewalks and ADA ramps along Garrison Rd. from Mill Plain to David Douglas Park. Identified by staff and public.

Project Priority Score:
Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number: PRJ100922

Grant Funded:

Total Project Cost:

Start of Const. (year): 2024

*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 Plan (CIP) document.



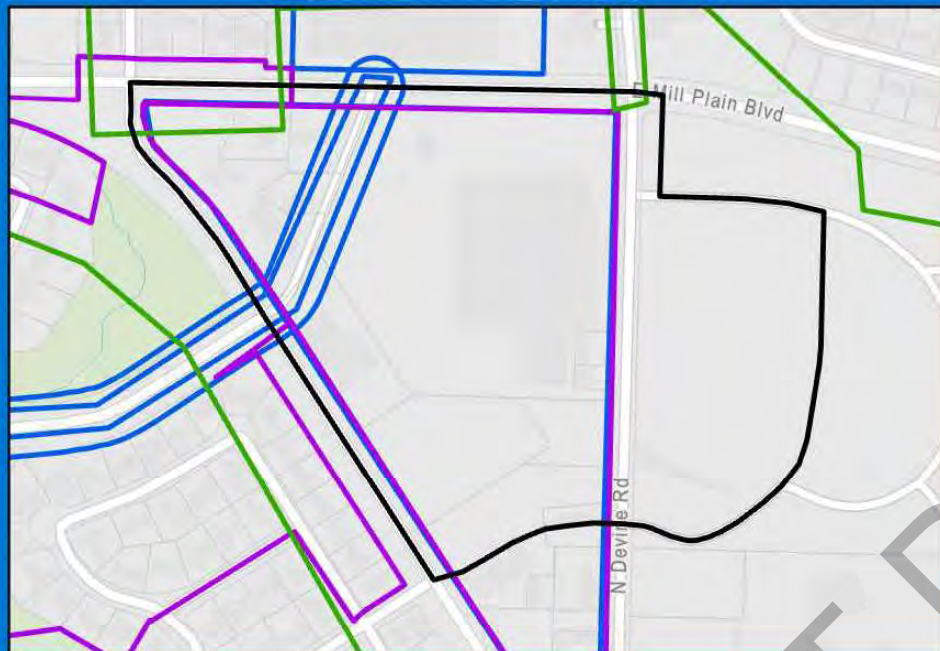
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Heights Grand Loop - Devine Rd. to MacArthur Blvd.

Project Extent: Devine Rd.

To: MacArthur Blvd.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Arterial Improvements
Project Status:	Active
Funding Status:	Partially Funded

PROJECT DESCRIPTION

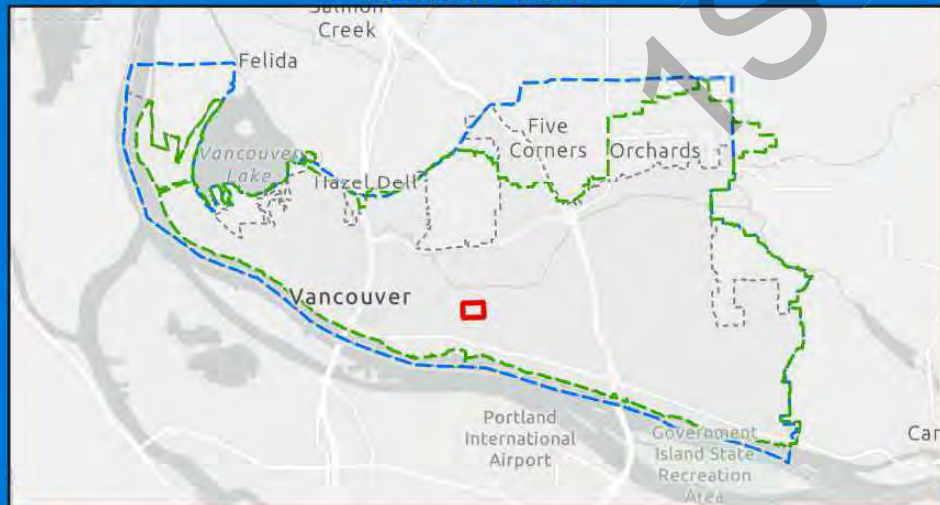
Project Description:

Pursuant to the Heights District Master Plan, construct a network of street, pedestrian and mobility improvements that form a loop around the central core of the Tower Mall Redevelopment Area, providing connections between MacArthur Blvd, Devine Road and Mill Plain Blvd. Project originated from the Heights District Master Plan (2020).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): 2025

*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 Plan (CIP) document.



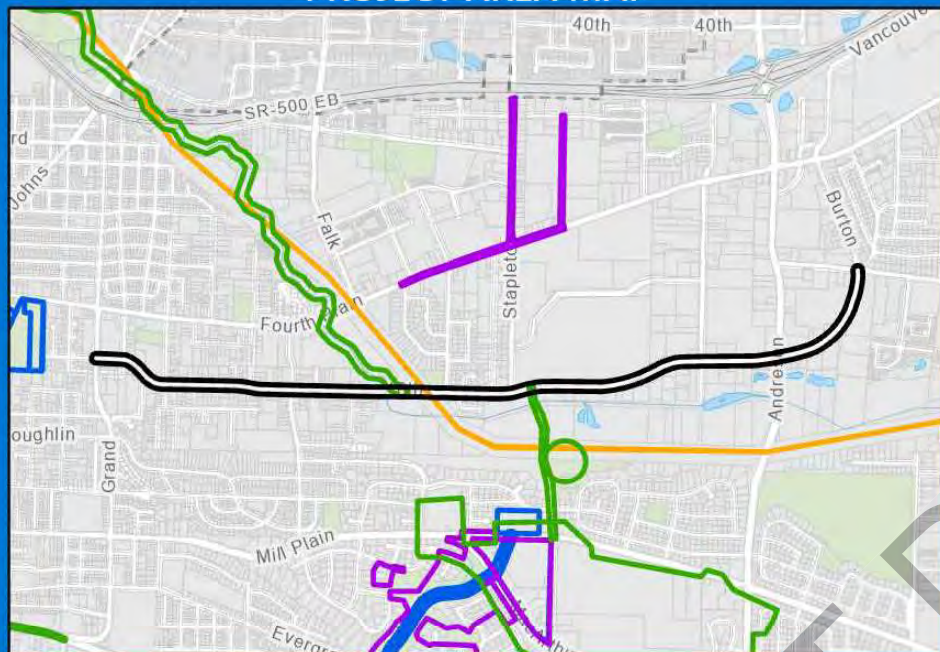
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: E 18th Street Mobility Lane Improvements and Traffic Calming - Grand Blvd. to NE Burton Rd.

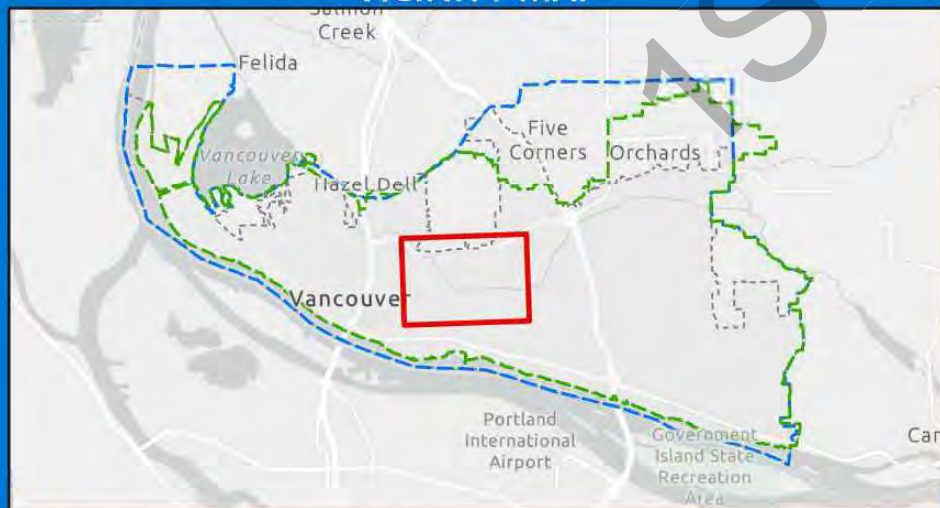
Project Extent: Grand Blvd.

To: NE Burton Rd.

PROJECT AREA MAP



VICINITY MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Unfunded

PROJECT DESCRIPTION

Project Description:

Improve safety and comfort of mobility lanes on E 18th Street between Grand Blvd. and NE Burton Rd. through the addition of a buffer zone and vertical elements where feasible. Explore narrowing existing travel lanes to slow vehicle traffic and create space for buffer, as well as other traffic calming treatments. This project originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023). (Outside 6-year horizon)

Project Priority Score:

Funded and unfunded projects outside the 6-year horizon were not scored.

LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.



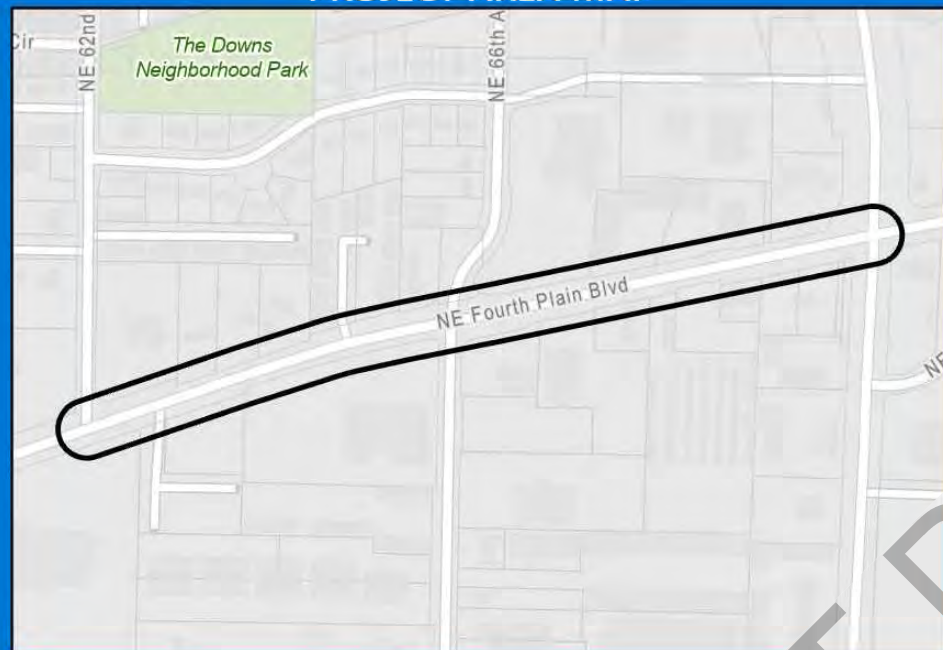
2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Project: Fourth Plain Blvd. Multiuse Path - E 62nd Ave. to Andresen Rd.

Project Extent: E 62nd Ave

To: Andresen Rd.

PROJECT AREA MAP



PROJECT SUMMARY

Project Type:	Active Transportation
Project Status:	Future
Funding Status:	Partially Funded

PROJECT DESCRIPTION

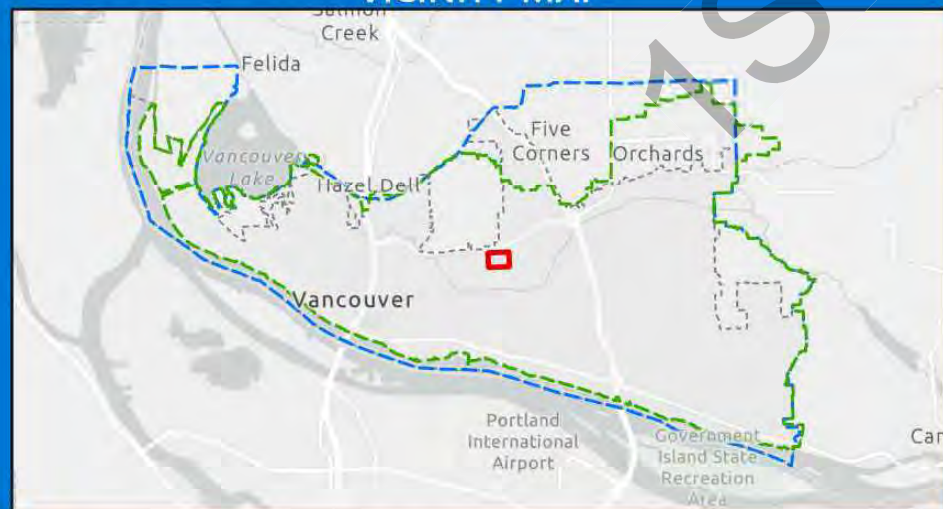
Project Description:

Build an off-street multiuse facility between NE 62nd Avenue and NE Andresen Road to serve mobility users traveling along the corridor. Expand existing sidewalk on either north or south side of the road at the back of sidewalk to create additional space to be share with other mobility users. Use emblems or materials to differentiate between pedestrian and mobility user zones. This project originated in the Fourth Plain and Fort Vancouver Way Safety and Mobility Project (2023).

Project Priority Score:

LOWEST

VICINITY MAP



LEGEND

Sanitary Sewer Projects	SCIP Projects
Surface Water Projects	Sewer Utility Service Boundary
Transportation Project	Water Utility Service Boundary
Water Projects	City Limits
Project Area	

FUNDING & SCHEDULE

Project Number:

Grant Funded:

Total Project Cost:

Start of Const. (year): Unknown

*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 Plan (CIP) document.

Arterial Map Update



STREETS - ARTERIAL CLASSIFICATION CHANGES	
New Designation:	Recommendation
None at this time	
Redesignation:	
None at this time	
Other:	
None at this time	

1ST DRAFT

NEED UPDATE



**ARTERIAL STREET SYSTEM
AND
CLASSIFICATION**

EXISTING PROPOSED

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR ARTERIAL

HEARING DATE: June 26, 2023
ADOPTION DATE: June 26, 2023
RESOLUTION NO: M-4235

- STATE ROADWAYS
- CORRIDOR / PLAN AREA OVERLAY
- CITY LIMITS
- CITY URBAN GROWTH BOUNDARY



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

UPDATE AS NEEDED

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

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.

ADA

Americans with Disabilities Act

ADT

Average Daily Traffic

AIP

Arterial Improvement Program (TIB funding Program)

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).

BBC

Burnt Bridge Creek

Biological Assessment

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

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.

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.

CIP

Capital Improvement Program

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

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.

CTL

Center-Turn Lane

C-TRAN

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

CWP

Clean Water Program

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.

HAWK beacon

High intensity activated sidewalk (HAWK) beacon is a traffic control device used to stop traffic and allow pedestrians to cross safely.

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.

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.

MVFT

Motor Vehicle Fuel Tax

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.)

PCI

Pavement Condition Index (PCI) provides a snapshot of the pavement health of a road. It is measured on a scale of 0 to 100 (where 100 means a newly paved road).

Peak Hour

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

PE

Preliminary Engineering

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.

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

RRFB

Rectangular Rapid Flashing Beacons

RTC

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

Right-of-Way/ROW

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

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 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 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.

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).

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

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.

WW&RP

Washington Wildlife and Recreation Program

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.

1ST DRAFT

For additional information, please visit the following webpages:

- www.cityofvancouver.us/TIP
- 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.

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To request other formats, please contact:
Vancouver Public Works
360-487-7130 | TTY: 360-487-8602
betterstreets@cityofvancouver.us





Neighborhood Traffic Calming Program 2024

Transportation & Mobility Commission

Emily Benoit

Senior Transportation Planner
Community Development Department
March 6, 2024

Traffic Calming

What is it? Why do we do it?

What

- Physical and visual cues in and along a street
- Roadway design without traffic control devices (signals, stop signs, enforcement)

Why

- Encourage driving at slower speeds
- Reduce number and severity of crashes
- Improve safety and levels of traffic stress



Transportation and Mobility Commission

What is the TMC's role in relation to the Program?

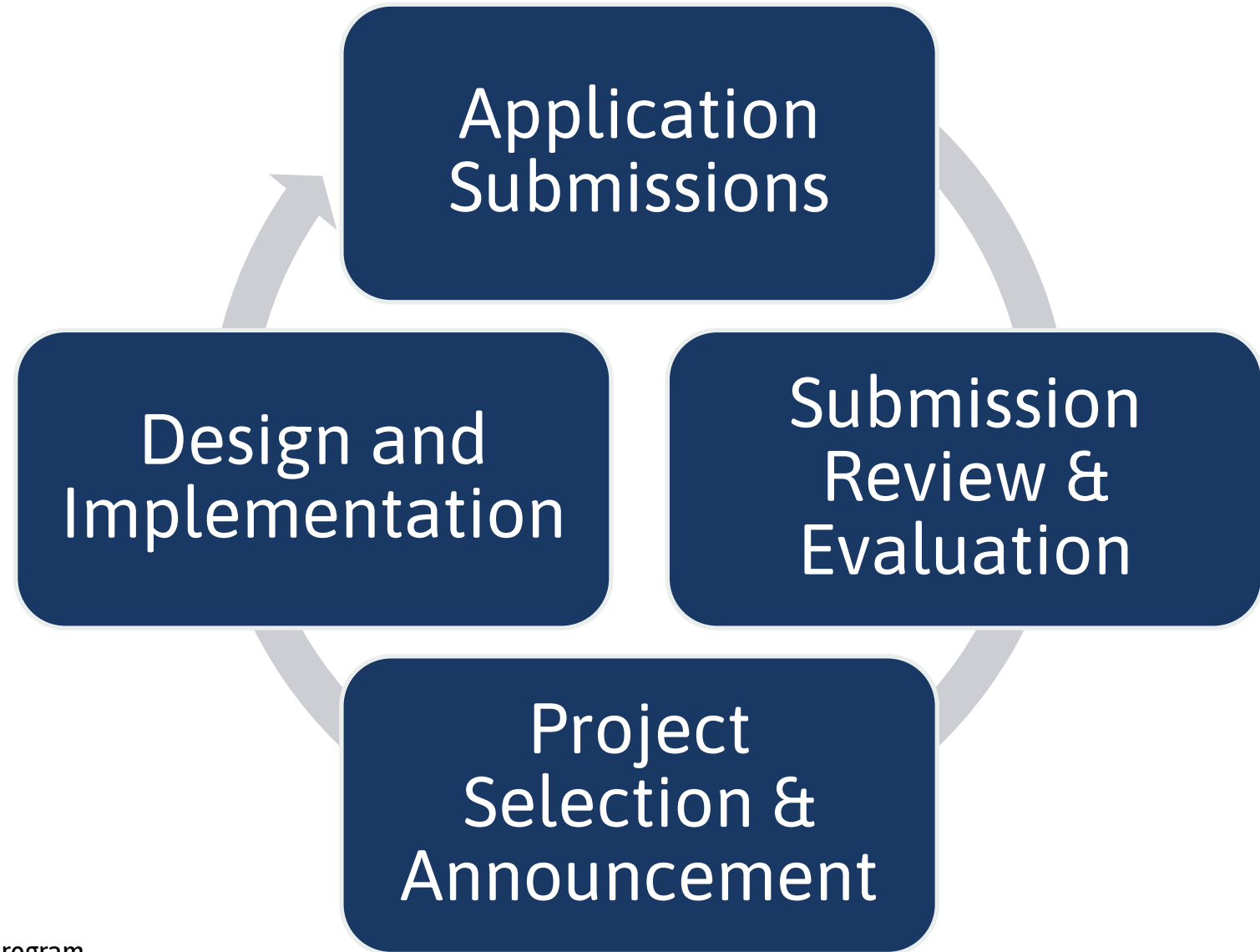
Advise and support efforts to create and maintain a transportation system that enhances the economic, social and environmental quality of life in the City.

- The Neighborhood Traffic Calming Program increases neighborhood safety and community engagement in the transportation system.
- The TMC reviews and provides guidance on all transportation programs; NTCP updates will come to the TMC for review and feedback.



Program Overview

Milestones



Review and Evaluation

Completed by the Program Team

Phase 1

- Must be located within City of Vancouver
- Cannot be a primary arterial
- Community member submitting must be a project proponent
- Street is not currently part of another planned City project

Phase 2

- Traffic speed and volume counts
- Existing mobility lanes and sidewalks
- Proximity to schools and bus stops
- Collision history



Project Element Examples

Speed Tables, Islands, Signing, Striping

NE 9th Street and 139th Avenue



SE 195th and 15th



NE Countryside Drive and 12th Street



NE Hearthwood Boulevard



Next Steps

For the 2024 Program

- Submission period closed February 29
- Currently in the Review & Evaluation stage
- Anticipate Project Selection this summer
- Anticipate Implementation next year





MEMORANDUM

DATE: March 5, 2024

TO: Transportation and Mobility Commission

FROM: Emily Benoit, Senior Transportation Planner, Community Development Department

RE: **Neighborhood Traffic Calming Program – 2024**

CC: Rebecca Kennedy, Deputy Director, Community Development Department;
Kate Drennan, Transportation Planning Manager, Community Development Department

Program Purpose

The City's [Neighborhood Traffic Calming Program](#) (NTCP) offers community members the opportunity to champion projects that reduce residential speeding through traffic calming measures and improve livability on neighborhood streets. The NTCP considers community-identified projects through a competitive selection process for funding and implementation.

What is Traffic Calming?

Traffic calming is a way to add physical and visual cues in and along a street to encourage drivers to travel at slower speeds. The design of the roadway can help to slow driver speeds without relying on traffic control devices such as signals, stop signs and enforcement. Traffic calming elements can include, but are not limited to, vertical elements like speed tables or raised intersections, roadway narrowing or chicanes, traffic circles, or radar feedback signs. Traffic calming can reduce the number and severity of crashes, improve safety and levels of traffic stress for all road users, and create more livable and accessible streets. These outcomes align with City Council's values of safety, equity, and climate.

Transportation and Mobility Commission's Role

The role of the Transportation and Mobility Commission (TMC) is to advise on and support efforts to create and maintain a transportation system that enhances the economic, social and environmental quality of life in Vancouver now and in the future. Specifically, the TMC bylaws require that it review all transportation programs, including the NTCP. The TMC does not rank projects, as this process is well defined in program guidelines, but will receive annual updates and review and provide feedback on periodic changes and refinements to program guidelines when they occur. In addition, projects that increase neighborhood safety and community engagement in the transportation system are relevant to the TMC's overall role and existing work.

Program Overview

Implementation of the NTCP requires interdepartmental and community collaboration. Community members submit roadway safety concerns to the NTCP. These submissions are reviewed and evaluated by City staff in two phases. The first phase reviews projects for the eligibility criteria listed here:

- Project submission locations must be within the City of Vancouver. Projects outside the City limits will not be considered.
- Each project location must have a community member to champion the project through the review and selection process. A project location will not be considered without a project proponent.
- Infrastructure projects, where traffic calming elements might be added within the street right-of-way, are limited to residential and collector arterial streets.
- Principal arterial streets are not included in the program. Principal arterials are reviewed, evaluated and considered through other City programs.
- Project submission locations are not on streets with existing NTCP projects or planned future roadway projects.

Submissions that meet the initial eligibility criteria are moved to the second phase to collect vehicle speed and volume counts. For submissions meeting the speed and volume thresholds, further analysis is conducted to determine the presence of sidewalks and mobility lanes, vicinity to schools and bus stops, and collision history. This evaluation results in a score to determine the top-ranked projects for selection.

The program milestones for the NTCP are:

- Application Submissions by Community Members
- Submission Review and Evaluation by Program Staff
- Project Selection and Announcement
- Design and Implementation by the Public Works Department

Next Steps

The submission period for the 2024 NTCP closed on February 29. The Program Team is now in the submission review and evaluation stage. Project selection is anticipated for this summer, with project implementation scheduled for 2025.

Attachments

Neighborhood Traffic Calming Program Overview and 10-Year Anniversary Memo
(November 2023)

MEMORANDUM

Date: November 7, 2023

To: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director Community Development; Ryan Lopossa, Transportation Division Manager Public Works; Kate Drennan, Principal Transportation Planner Community Development

From: Laurel Priest, Associate Transportation Planner, Community Development; Brooke Porter, Communications Specialist, Public Works; Emily Benoit, Senior Transportation Planner, Community Development

RE: Neighborhood Traffic Calming Program Overview and 10-year Anniversary

Program Overview

The City's [Neighborhood Traffic Calming Program](#) (NTCP) offers community members the opportunity to champion projects that reduce residential speeding through traffic calming measures and improve livability on neighborhood streets through a competitive selection process for funding and implementation.

Program Background

The NTCP started as a pilot project in partnership with the [Neighborhood Traffic Safety Alliance](#) (NTSA) in 2001. The pilot started with \$2 million in funding over two years. This pilot continued until 2009 and funded over 60 projects with over 50 neighborhood associations participating.

In 2010, the NTCP was phased out due to limited resources and budget shortfalls. During this time, City staff continued to look for innovative ways to help neighborhoods throughout Vancouver address traffic and speeding concerns. Working in close collaboration with the NTSA, the City launched a revitalized Neighborhood Traffic Calming Program in 2013 to implement projects that are cost effective and low maintenance.

Program Funding

Funding for the NTCP is available through a combination of Real Estate Excise Tax (REET), Transportation Benefit District (TBD) fees and multiple other revenue sources, providing a 2023 approximate budget of \$300,000. Project costs are coordinated through several different strategies and partnerships within City departments to maximize cost efficiencies.

What is Traffic Calming?

Traffic calming is a way to add physical and visual cues in and along a street to encourage drivers to travel at slower speeds. The design of the roadway slows driver speeds without relying on compliance with traffic control devices such as signals, stop signs and enforcement. Traffic calming can reduce the number and severity of crashes and improve safety and levels of traffic stress for all road users, creating more livable and accessible streets. This aligns with [City Council's values](#) of safety, equity, and climate.

Program Flow

Implementation of the NTCP requires interdepartmental and community collaboration at every stage. Community members submit roadway safety concerns for the NTCP, which are reviewed and evaluated by both City staff and the NTSA, combining scores to determine the top-ranking projects.

Below is a high-level summary of the program steps that occur over the course of the year. For a full description of the entire NTCP process, see the [Program Overview Brochure](#).

1. New Project Submissions (January-February)
2. Internal Submission Review and Evaluation (March-May)
3. NTSA Review and Evaluation (June-September)
4. Selected Projects Announced (October)
5. Selected Project Implemented (Typically the next year)

A Decade of Neighborhood Traffic Safety

This year marks 10 years of the revitalized NTCP. To celebrate the 10-year anniversary, the NTCP Team created an interactive [10-year Retrospective StoryMap](#) documenting the last decade of projects selected and implemented across the City. To date, the NTCP has funded approximately 40 safety and traffic calming projects. The StoryMap is intended to be an educational and celebratory summary showing the widespread safety benefits provided by the NTCP during the past 10 years.

2023 Program

In 2023, the NTCP continues to offer community members the opportunity to champion projects that reduce speeding and improve residential roadway safety. There were 98 submissions. Many submissions this year included several complex and lengthy streets, meaning the traffic calming elements and design could take longer to determine and coordinate with existing City work. Additional projects could be selected based on ranked order if funding is available.

The top eight projects were scored with equal value from the City and NTSA and the top two projects were selected for funding, which was announced at the October NTSA meeting:

- NE 72nd Ave between NE 63rd St and NE 78th St (Green Meadows Neighborhood Association)
- NE 39th St between NE 137th Ave and NE 162nd Ave (Parkside, Burnt Bridge Creek and Parkway East Neighborhood Associations)

Each year, the NTCP Team assesses the program to make improvements, such as streamlining the application and review processes, and are also collaborating to determine opportunities to expand the scope and reach of the NTCP in the future.

2024 Program

The application period for the 2024 NTCP will be open January 1, 2024 to February 29, 2024. Information about applying will be available on the [program webpage](#) and the Project Team can be contacted at TrafficCalmingProgram@cityofvancouver.us.

From: [Karl Young](#)
To: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City Council](#)
Subject: Enthusiastic support of the upgrades to McGillivray and 34th Street!
Date: Monday, February 12, 2024 10:45:32 PM

Some people who received this message don't often get email from karl.s.young@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Project Planners and TMC!

I am SO excited by your plans for biking improvement! I'm sorry I missed the comment period before the recent meeting, I wanted to voice my support so here's an email!

I moved to Vancouver last summer and live on 11th street near McGillivray and Chakalov. I bike daily to work at nLIGHT (next to Discovery Highschool) so I use almost all of McGillivray and avoid 34th by jogging up to 20th. My goal is to bike to work > 200 days per year, and so far I'm on track!

All the plans I've seen to improve McGillivray look great. Reducing to 1 lane is A+++. I'm not sure if a left side or right side bike lane is better. I'm excited to use either one!

The current scary things about biking on McGillivray are:

- getting squeezed between parked cars and a car driving in the right hand lane. This is worse on curves where cars tend to drift out of their lanes.
- crossing 4 lane wide 4-way stop intersections with unpredictable cars. I see cars run stop signs at least once a week.

I think your plans have a good chance of fixing both of these!

I don't currently bike on 34th because it feels like a death trap. The only way it feels even a little safe is to ride on the sidewalk. I don't like doing so because it disrupts walkers, is slower, and is an uncomfortable ride. I would love to be able to use 34th; it would reduce my commute!

A couple questions if you have time:

1. It seems like 11th street could see extra traffic trying to cut through from McGillivray to Mill Plain. Can speed bumps be added to 11th? What about bike lanes and sidewalks?! We would love to see a sidewalk + bike lane added to one side of 11th and the street narrowed. :-D
2. Are there plans to add sidewalks to McGillivray on the west end where there aren't any? We have a 2 and 5 year old and would love to be able to go on safe walks!
3. What about roundabouts on McGillivray? Have these been considered? I like them for cars, but am not sure how well they work for bikes.

Thank you for all your hard work planning these projects! Thank you so much for working to enable biking, walking, and other non-car ways of getting around. I am very grateful,

Karl Young, PhD

12000 block SE 11th Street,
Vancouver WA

From: [Jim](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Proposed McGillvray Stupidity
Date: Monday, February 12, 2024 2:51:11 PM

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Rather than ruining McGillvray for everyone, why don't you take the taxpayer funds and go back and fix the cycling and pedestrian aberration the city created on ST. Helens St. between 98th and Lieser, way back when.

As a regular cyclist (1-2 times / week) and and auto driver (8 / week) on McGillvray, I suggest that the proposers of this plan watch an old movie..."Idiocracy", as they should recognize themselves. But, feel free to use all the money you collect from the elite cycling community in user fees, to upgrade any or all the facilities we enjoy. Fix the potholes, repaint the lines, rake the leaves and as the old editor at the Columbian used to say; "Don't do stupid things".

Jim Williamson
1016 SE 101st Ave
(360) 281-4947
CC: The Columbian

From: [Bob](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th St & McGillivray Blvd Citizen Feedback
Date: Wednesday, February 7, 2024 12:49:12 PM

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Hello all,

It appears that these road projects (34th St & McGillivray Blvd) are going forward without proper design and planning. Here is my citizen feedback as a regular user of both these roads.

1. Since one of the goals is increased safety, how about y'all start by enforcing the laws already in existence! Every single time I use one of these roads, or am on the sidewalk or bike lane, I see illegal....let me repeat, ILLEGAL driving and maneuvers from automobiles and bikes. Safety would improve 10X by just enforcing existing laws. And guess what, that is practically free! Vancouver is the worst city I have lived when it comes to traffic laws being broken, every single time I am out I see laws being broken because they don't get enforced, even the police regularly break them (already sent that feedback to Chief Mori).
2. Reducing vehicle lanes is going to have a consequence that I have yet to see listed anywhere...road rage. Driver's are going to be mad they can't get by a bus, car, truck, etc., and will then go extra fast on a side street to make up for it. So all that does is move the problem from one street to another. 176th Ave already has regular and daily races going up and down the street, easily 100+mph. Plus, has anyone accounted for the thousands of additional cars that will hit 34th St from the development coming at the VIC?
3. What is the plan for emergency vehicles that need to travel the proposed single lanes? Vehicles will have minimal ways to move over to let them pass or will cut off bicycles during their attempt if there isn't a curb separating the bike lane from vehicle traffic.
4. SOLUTION FOR 34TH.... For a large section of 34th, there is a very wide median that could be used for traffic. Yes, it would mean taking out tree's and what is a relatively pretty buffer between traffic, but aren't people's lives more important than a small section of tree's? Then in areas that don't have that buffer, make it clear that bicycles have right of way in the lane, which is already law on most streets. There is already sidewalks on that entire section if I remember correctly. And don't forget to enforce the traffic laws.
5. SOLUTION FOR MCGILLIVRAY... McGillivray has a bike lane through a large section, that works well. What is missing is sidewalks in various sections. Just put in sidewalks so people don't have to walk in the parking area or bike lane. And don't forget to enforce the traffic laws.

This is just a sample of the problems or solutions that could be done. Now I hope y'all are listening, though I have my doubts.

Bob
Concerned citizen

From: [Dave M](#)
To: [Dave M](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th St and McGillivray plans
Date: Wednesday, February 7, 2024 3:39:23 PM

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Hello,

I am totally opposed to narrowing SE 34th and Mc Gillivray streets; I am opposed to changing them in any way.

For over 35 years I have either driven or walked along both SE 34th street and Mc Gillivray, nearly every single day.

This value of these streets is that they allow efficient movement of traffic, 99% of which is vehicular, and it is this efficient movement of vehicular traffic which contributes to the economic health and vitality of our community and which also generates tax revenue. Pedestrian and bicycle traffic is largely recreational and is in very low volume: I have personally observed on these streets fewer than a dozen pedestrians or bicyclists in any given hour and it has been this way for a long time.

For pedestrian safety, 34th street is one of the safest streets in Vancouver: at some points the sidewalk is 15 feet or more from the curb; in other places the sidewalk is shielded from the road by trees. In other places, the sidewalk is no different or closer to the curb than that of any other street in the city. Bicyclists have wide dedicated pathways on SE 20th street and other closer streets to choose from.

Narrowing SE 34th and McGillivray will increase the frustration of drivers and thereby decrease safety. This is exactly what happens when a lane on the freeway or a highway is shut down.

We should not transform SE 34th and McGillivray such that 99% of its users are adversely affected on behalf of 1%. Certainly not without a vote of the people. Also, these decisions should not be made by people who do not live in the immediately affected area.

Therefore, I oppose any changes to these streets.

Dave Munroe
17304 SE 34th St.
Vancouver, WA 98683

360-901-5177

From: [Cynthia Carter](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd street project
Date: Monday, February 12, 2024 11:34:12 AM

Some people who received this message don't often get email from cyndikcarter@gmail.com. [Learn why this is important](#)

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I live 12010 SE McGillivray Blvd. I have read and have seen your proposals on the alteration plans. These plans DO NOT address the issues on our streets. All your plans will do is cause further congestion and make it impossible for homeowners to park in front of our houses, back out of our driveways, and back into our driveways without blocking the road. Furthermore the speed issue is not being addressed. Speed bump are not in the new plans. People will still drive fast. I have noticed the average speed in 35 mph. I have seen a fair amount of cars going 45 to 55 mph. I know this because I live right by the speedometer speed limit sign. Moreover the crosswalks are not truly being addressed either. There needs to be more friendly crosswalks for our children and pedestrians. The crosswalks that flash when a pedestrian is actually trying to cross would work wonders. Moreover, a turnabout at blairmont, 136th, and village loop would help those high congestion areas, slow vehicles down and help pedestrians too. Though there are bikers traveling on McGillivray, the current bike lane seems efficient. I wouldn't even be opposed to actual sidewalks being installed where there currently are not any. This would make it safer for pedestrians.

Please redesign the current plans to ones that actually make sense and find one that is a better alternative

Homeowner and tax payer,

Cynthia Carter
1201 SE McGillivray Blvd
Get [Outlook for iOS](#)

From: [Alisa Sloan](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray changes
Date: Monday, February 12, 2024 11:58:11 AM

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Hello! I was reading about plans to alter McGillivray and remove the existing boulevard design and the center islands and trees, and in repsonse to that, I have to say, "Noooooooooooo!"

If you don't live in the neighborhood or drive the street regularly, you may not see it how the locals see it.

Removing the trees and widening the street would eliminate all of the charm, and seems like it would invite MORE TRAFFIC and faster travel speeds.

Most of all, I would hate to see all those homeowners who are provided a little shade cover and privacy have their homes suddenly exposed to two-way traffic. It's not good for mental health and I don't think it's safe for children or pets.

Please leave the road as-is! Maybe fix a few potholes but that's it!

Thank you for your consideration,

Alisa Sloan

From: [Tessa Hansen](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray
Date: Monday, February 12, 2024 9:28:46 AM

[You don't often get email from teshadawn@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello, I live off of McGillivray. My family and neighbors are very concerned about the fact you want to change the street. We all believe McGillivray street is perfect the way it is. Please leave it alone!!

Thank you!!
Tessa Hansen
Sent from my iPhone

From: pauldella151@gmail.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillvray Blvd street : proposed modifications
Date: Monday, February 12, 2024 12:52:07 PM

[You don't often get email from pauldella151@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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To the decision makers within the City of Vancouver WA:

I have heard from numerous sources in my neighborhood and from the website posted on yard signs labeled "Save this Street" along Mc Gillvray Blvd that a proposal to remove one lane in both directions (east and west) is seriously being considered. As a homeowner who owns homes near this street I want to convey my strong opposition to this proposal. Removing one lane of vehicular traffic along this street will result in traffic congestion because of significant capacity reduction which is not a positive development for the people living or using this street near where they live. It will reduce the livability of the neighborhoods that are served from this arterial street and degrade the capability of this street to serve these neighborhoods. STOP THIS PROPOSAL FROM HAPPENING. It is ill advised and will create more problems than it solves. Leave McGillvray BLVD as it is now.

Paul Della
12317 SE 19 th Way
Vancouver Wa 98683
Sent from my iPhone

From: [Nick Marshack](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Mcgilvery street
Date: Friday, February 9, 2024 3:23:29 PM

[You don't often get email from namarshack@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello and thank you for taking the time to read this email, I really appreciate it.

I live off of mcgilvery and I do agree that we should change it up but I am not a fan of the idea of making it a two lane road. It is a very busy street for the people that live on and off of it.

I used to hate roundabouts but I have come to love them. I think we should incorporate them on mcgilvery. Definitely at se village loop.

We should also install blinking yellow lights at all crosswalks.

These are my ideas but I will say this. I absolutely hate the idea of making it a 2 lane road.

Thank you for your time and I know no matter what happens to mcgilvery the decision that is made will upset some one that uses that road and I am sorry for that.

Thanks again.

Nick marshack
Sent from my iPhone

From: [Terry LaVonne Smith](#)
To: [Lopossa, Ryan](#); [Benoit, Emily](#); [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: savevancouverstreets@gmail
Subject: Proposed negative changes to 34th Street
Date: Thursday, February 8, 2024 12:48:57 PM

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We were recently informed by the group "Saveourstreets" regarding the proposed changes to 34th St. I believe according to your website this is called "SE34th Street Safety and Mobility Project". Why weren't the neighborhoods along 34th notified and given chance to comment? (Website says comment period is over!) We have lived in our Fisher Landing neighborhood for 9 years, we get plenty of solicitors but nothing from the city regarding this proposal.

You say it will increase mobility? Whose? I'm sure you have traffic counts for this area, what about the future development of the Hewlett Packard area that is in the works. I would like to see a comparison of the number of vehicles traveling 34th compared to bicyclists, bus ridership and dog walkers. What is the ridership on CTRAN?

Have you had any complaints regarding mobility on 34th?, wait until you put this into effect. If we need better crosswalks, okay! But to reduce this street from 2 lanes down to one for normal traffic is absolutely ridiculous. I'm sure there are more pressing issues to be spoken to rather than creating a new one. Will this be voted on by the City Council? Or had it been already?

My wife and I are strongly opposed to these proposed changes.

Sincerely,

Terry and LaVonne Smith
17107 SE Fisher Drive
Vancouver, WA 98683

Sent from [Mail](#) for Windows

From: [Patrick Mahedy](#)
To: [Benoit, Emily](#)
Cc: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Re: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix
Date: Wednesday, February 7, 2024 11:02:45 AM
Attachments: [image001.png](#)
[image.png](#)
[image.png](#)

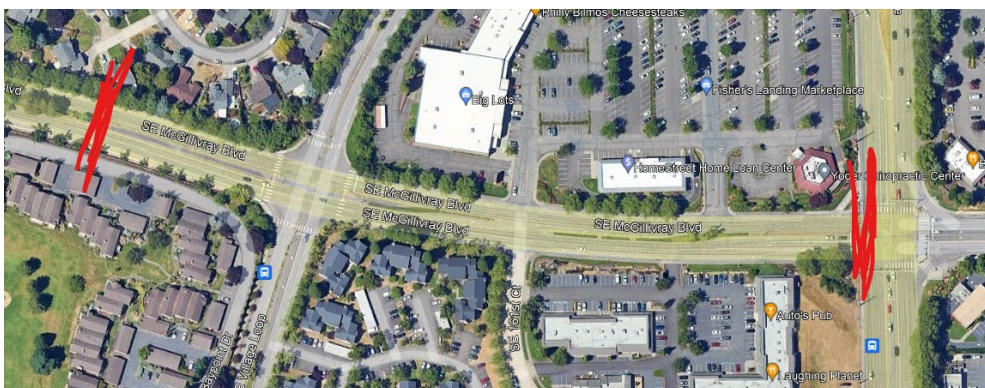
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Thanks Emily,

I do now see that the table footnote says a signal/roundabout is assumed at SE Village Loop & SE McGillivray Boulevard in 2035 and 2045 even though those LOS tables 7 & 12 refer to the Control type as AWSC. Control type should probably be updated to roundabout in those tables, especially if something like SIDRA analysis is being used for the delay figures being reported.

It's odd to not publish a Traffic Analysis Report/this report without an appendix, especially when the Existing Conditions report has one. I still suspect something is wrong with the 2035/2045 analysis at SE Chkalov Drive & SE McGillivray Boulevard, there is no footnote for this intersection in the tables indicating changes to the model. When ADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM WBT queue of 720ft/425ft/525ft respectively and PM delay of 31s/24s/27s respectively.

The report Conclusions state that, "As design options are refined, opportunities to minimize increases in delay experienced by drivers while providing necessary safety and mobility improvements for other users should be considered." I would propose the compromise between users of keeping two lane cross sections with wide bike lanes and no parking on the SE McGillivray Boulevard approaches to SE Village Loop & SE McGillivray Boulevard and SE Chkalov Drive & SE McGillivray Boulevard as these simple changes would reduce the total increase in intersection delay caused by the project by ~50% in the 2025 with Project condition. This change will also delay a signal/roundabout being warranted at SE Village Loop and those funds could be used instead for the more urgent need which is to improve 136th which is peak hour warranted for a signal in the 2025 with Project condition and which has many more Safe Routes to School users than SE Village Loop.





Sincerely,

Patrick Mahedy
B.S., Civil Engineering
Oregon State University
[503-550-4156](tel:503-550-4156)

On Wed, Feb 7, 2024 at 12:15 PM Benoit, Emily <Emily.Benoit@cityofvancouver.us> wrote:

Good morning Patrick,

Thank you for pointing out the calculation error in the Future Conditions Report. We have rectified the error in the [Future Conditions Report](#) and there is not an appendix for this report.

For both 2035 and 2045 the model assumes changes to intersection control to maintain operations under the With Project Scenario. This is stated in the Table Notes for Table 7 2035 LOS Summary (pg18) and Table 12 2045 LOS Summary (pg 28). Also, this change to intersection control to maintain operations under the With Project Scenario is included in the [McGillivray Staff Report](#) to the Transportation and Mobility Commission for longer term recommendations for the corridor outside the scope and timeline of this Safety and Mobility Project.

Thanks!

Emily Benoit (she/her)

Senior Transportation Planner
City of Vancouver

Community Development Department
cityofvancouver.us

From: Patrick Mahedy <mahedyp@gmail.com>
Sent: Tuesday, February 6, 2024 9:15 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>
Cc: City Vancouver Moves <vancouvermoves@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>
Subject: Re: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix

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Hello Emily,

I see an updated report was posted today with fixes to Table 7: 2035 LOS Summary. When will the appendix be available?

I suspect something is wrong with the 2035/2045 analysis at SE Chkalov Drive & SE, unless there is some improvement in the model that isn't mentioned in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM WBT queue of 720ft/425ft/525ft respectively and PM delay of 31s/24s/27s respectively.

I suspect something is wrong with the 2035/2045 analysis at SE Village Loop & SE McGillivray Boulevard, unless there is some improvement in the model that isn't mentioned

in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM delay of 19s/10s/10s respectively.

Thank you,

Patrick Mahedy

B.S., Civil Engineering

Oregon State University

[503-550-4156](tel:503-550-4156)

On Fri, Feb 2, 2024 at 2:04 PM Patrick Mahedy <mahedyp@gmail.com> wrote:

Hello Emily,

Is there a more up to date copy of the future conditions report available to the public than this one? <https://www.beheardvancouver.org/17338/widgets/63484/documents/50671> Is an appendix available for this report?

There are very glaring mathematical errors in the Delta columns of Table 7: 2035 LOS Summary that could lead to corrections in the summary memo to the TMC for the public hearing on 2/6.

Table 7. 2035 LOS Summary

ID	Intersection	Control	2035 No Build				2035 With Project				Delta	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	Delay (Seconds)
1	SE Chkalov Drive & SE McGillivray Boulevard	Signal	14	B	21	C	15	B	24	C	+1	+3
2	SE 119th Avenue & SE McGillivray Boulevard	SSSC	1	A	2	A	17	C	35	E	+3	+19

+16+33

Thank you,

Patrick Mahedy

B.S., Civil Engineering

Oregon State University

[503-550-4156](tel:503-550-4156)

From: [Joe Ballentine](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Safety and Mobility Commission Comments
Date: Tuesday, February 6, 2024 8:07:18 PM

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My name is Joe Ballentine and I would like to comment on the McGillivray Blvd Safety and Mobility Project - I've lived in Cascade Park just off McGillivray for a dozen years and really enjoy driving on McG virtually every day. The Boulevard is one of the great joys of living in this neighborhood.

This plan on McG threatens that usage for myself and most of my neighbors. I'll mention in my opening comments, that I really feel this mobility plan is a gross overcorrection for a situation which hardly needs any attention, given the minimal bike and pedestrian traffic on McG... but it is an imposition on a LOT of local taxpaying drivers like myself while only benefitting a very small minority of users. I think the maxim which should be applied here is the tried and true "If it ain't broke don't fix it!"

But that being said if the governmental agencies involved feel compelled to make changes, I would like to point out that the biggest impact in terms of driver delay is at Chkalov and between Village Loop and 164th, this could be mitigated by keeping two traffic lanes between the latter 2 and a one or two block buffer at Chkalov, sacrificing parking in those sections in order to maintain two lanes AND a wide enough bike lane. No one really parks in those sections anyhow.

I will point out that I feel the commercial section between Village Loop and 164th is critical since when headed east, you have north and southbound traffic on Village Loop merging with McG traffic to 164th - and when headed west you have 2 full lanes of cars coming from business districts along 164th and turning into McG - but then fewer continuing on McG - with a certain percentage turning off north or south on Village Loop.

I'll make my best case. If it ain't broke don't fix it!

thanks again

joe

From: [KEVIN HOLBOKE](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Streets
Date: Sunday, February 11, 2024 1:05:15 PM

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Please do not reduce our streets to one lane... This is not only short-sided, but problematic for the neighborhoods. This is not why we voted you all into office! If we start doing this to our streets then votes will not come your way.
Please don't turn us into Portland...

[Kevin Holboke](#)

[Reynolds Middle School Health/PE](#)

[MA Education](#)

[BS Exercise Science](#)

"Physical fitness
is not only one of the most important keys to a healthy body, it is the basis of
dynamic and creative intellectual activity."
[John F.
Kennedy](#)

From: [Rosie Mccuistion](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Changing McGillivray blvd!
Date: Wednesday, February 14, 2024 10:00:25 PM

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Ms. or Mr: Us home owners do not want any changes done! This will affect our home value and we should be able to vote on this change! What is this a dictatorship! What right does the City Commission have to vote and not us!!!!!! Somebody got a nice contract to this hey!???

Rosemary McCuistion-14710 SE MCGILLIVRAY BLVD, VANCOUVER WA 98683!! Are we in Russia with no rights!?? We pay taxes hey but no right!?? Rich bikers hey!!

From: [steve beaty](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Bl.
Date: Tuesday, February 13, 2024 6:29:25 PM

Some people who received this message don't often get email from jean.beaty68@gmail.com. [Learn why this is important](#)

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We drive McGillivray Bl. several times per week. It is absolutely a waste of our taxpayer money and a disservice to the locals to turn this into a 2-lane road. There is plenty room for bikers. If there is an accident with bikers it is due to driver negligence and traffic speed enforcement is the answer. It will be more difficult for residents to pull out onto the blvd from their driveways, which will result in more accidents. Add sidewalks where needed, but please do NOT waste our taxes making this road more difficult for drivers. I can see it now. I will be driving down that road at a safe speed and those wanting to go faster will be on my bumper, stressing me out. Traffic will be backing up. That is definitely not an improvement.

Please, do not waste my money on making this road less serviceable to auto traffic. Please leaves it as 4 lanes.

Steve and Jean Beaty
2109 SE 99 Ct.
Vancouver, WA 98774
Sent from [Mail](#) for Windows

From: [Nathan Furnanz](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd - please reconsider proposed changes to remove lanes.
Date: Tuesday, February 20, 2024 8:53:30 AM

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Hi,

I'm writing to voice concerns about proposed changes to McGillivray Boulevard to remove a vehicle lane and widen the bike lanes.

My family and I live off McGillivray and frequently travel this route. McGillivray is heavily used during peak hours and the removal of a lane would make it largely un-travelable given the number of stop signs and local traffic this road undergoes. There are many homes, apartment complexes, and neighborhoods that must utilize this route. **Everyone that I have spoken to about this is greatly opposed to the idea!** And yet the town does not seem to be considering its citizens real-world needs regarding this matter. There is already a decently wide bike lane on this road, which is hardly utilized.

Removing a lane and widening the bike lane is not only a huge waste of tax-payer's dollars, it is in direct opposition to what local citizens want and need. This plan will create significant traffic congestion and frustration for those of us who must use this road regularly and provides no real benefit as there is already a wide bike lane in both directions on this route.

Please listen to your voters and cancel plans to remove a lane from McGillivray Blvd.

Thank you for your time,

Nate

--

Sincerely,
Nathaniel Furnanz
619-929-5054

From: [MDJ](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); repkevinwaters@updates.leg.wa.gov; senlyndawilson@updates.leg.wa.gov; reppaulharris@updates.leg.wa.gov; repmariegluesenkamp-perez@mail8.housecommunications.gov
Subject: McGillivray Redesign Project - Opposed
Date: Friday, February 16, 2024 10:03:40 PM

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To My Representatives in Local and State Government,

There are so many things to address with this whole modernization of McGillivray Road project and manner in which it appears to have been advanced. I'll keep it succinct!

1. The original meeting where the decision to focus on McGillivray (and 34th) was not published to residents through means that would ensure maximum input - that frankly is a violation of our trust. Subsequent meetings and attending agenda also have not been shared through US mail service, limiting attendance to those who are actively involved in legislating for these changes. We already receive emails from our state representatives (thank you) and would expect no less from our local government officials. Someone should share those contacts with the city/county to ensure effective communications are achieved.
2. The appointment of individuals with a clear intent to advance an agenda which is specific to "greening" our culture, translating to enforcement of Mass Transit and other mechanisms that reduce traffic in favor of transportation that does not match the needs of our community which is primarily populated by established and retired citizens, is again a violation of our trust.
3. Applying for and obtaining a grant which "must be spent" and contains hooks that require full expenditure to qualify for future grants may actually fall within the scope of misuse of government funds. Grants should only be acquired for projects that have already received sufficient public input and support to ensure the grant is used as intended. Spending money for the sake of qualifying for future money is borderline fraud but is definitely a misuse of those funds.
4. As a community, many have spoken about how the proposed changes to McGillivray will not achieve the intended goals. My focus will be on the impacts this proposal will create.
 - a. Traffic patterns will be impacted - negatively. This is supported by examining the traffic and the number of vehicles which use McGillivray daily.
 - b. Reducing to one lane will not so much impact the flow as it will impact the residents who will be further endangered by those who will continue to use this road as a "fast" bypass to Mill Plain and SR-14. This is especially true for those of us who actually live on McGillivray.
 - c. The drivers who exceed the speed limits and ignore stop signs will continue to

do so. The only way to reduce speeds, improve safety is to use those tools which have proven to be successful - proper law enforcement and appropriate penalties. Inattentive driving is a major issue and this redesign will not fix that.

d. Increasing/expanding lanes for bikes and pedestrians on a road that is frequented by transits through our neighborhood is going to increase the dangers to all who use the road.

e. McGillivray is being used by many as a primary route to/from I-205 from/to 164th and beyond, avoiding traffic, police and lights found on Mill Plain and traffic found on SR-14. This needs to be addressed immediately as these transits are often speeding and frequently ignore the stop signs (or barely acknowledge by slightly slowing for them). These same drivers are often rude, tailgating, distracted or weaving through traffic exposing those who are obeying traffic laws to greater risk. This will not change under the proposed renovations - if anything they will increase risks to these new lanes as inattentive/fast driving does not respect a painted line. A true traffic survey and assessment would reveal these issues quickly.

f. The funds used to "improve" McGillivray (basically changing the paint on the pavement) could/would be better used and more effective at improving the situation by spending those (additional) funds on a few more patrols at various points along the road to deal with the violations that occur far to frequently.

Before COVID, our street was patrolled regularly with traffic stops that addressed all of the safety issues. The frequency of ticketing should not be ignored as it is a demonstration of the need to increase the frequency of patrols. Bikers and pedestrians use McGillivray often in the summer. The lanes that exist are appropriate to the amount of use as are the sidewalks. Adding additional dedicated lanes for both will not separate them from the traffic risks. If anything, this will put these groups at far greater risk to inattentive drivers and those who are already disregarding the established speed limits and traffic control systems. The decline in frequency of patrols has been noticed and those intent on breaking the laws are increasing their activities.

Signs were posted advising us of a web link (<https://www.savevancouverstreets.com/>) which we only discovered on 2/14 informing us of the site which has provided a date for the meeting and a notice that comments were due by noon on February 6th, an already expired date, which is indicative of intent to limit feedback and public discussion.

In short, I am fully against the redesign of an effective and primary neighborhood road and am sincerely disappointed in our leadership for not obtaining representative feedback before proceeding with obtaining a grant for this proposed change. Further, the short (expired) opportunity to submit feedback has presented an appearance of intent to deceive or at a minimum a purposeful manipulation of opportunity to force an intended action before those who would be impacted can process and submit argument or responses.

Please stop this nonsense, act as the majority impacted support and govern responsibly. Our tax dollars are not a personal bank account to further your goals or support programs that are factually not proven. Use our tax dollars for their intended

purpose and only change that purpose when a majority of the affected population supports it.

Respectfully,

Mark Jones

From: [Suresh Kevin Nayar](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: McGillivray street
Date: Monday, February 19, 2024 9:31:49 PM

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Hi there,

Hope you are doing well. My name is Kevin Nayar and I am a surgeon who moved from Boston with my wife to Vancouver. We have lived here for two years now and could not be happier. Vancouver is everything we had been looking for and we recently purchased our first house in the Bella Vista neighborhood near the Cascade Park region.

My new neighbors recently shared their concerns with the McGillivray Boulevard Safety and Mobility Project and encouraged me to reach out to the city to share my opinions as well. I have reviewed both design options in detail and appreciate the time and effort spent constructing them.

Every day I commute using McGillivray along the path of this proposed plan, driving to both PeaceHealth and Legacy Salmon Creek hospitals. Personally, I find there are relatively few drivers who exceed the speed limit, and if so, it is usually no more than 5 MPH. There also already exist many stop signs along the way as well as speed monitors that moderate drivers' speeds. Further there are already sidewalks and bicycle lanes across much of the stretch for this proposed path.

While a thoughtful proposal, I feel that restricting these roads to one lane of traffic will result in more congestion which can inadvertently make new problems on McGillivray as well as the surrounding neighborhoods.

While we are keeping an open mind, myself as well as my neighbors worry that these newly created problems may be worse than the current concerns.

We also feel that the financial resources of the city could be best spent elsewhere.

Happy to discuss further over phone or in person.

Have a great week and take care,
-Kevin Nayar
641-821-9089

From: [Tamira Hite](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: SE 34th Street Safety and Mobility Project - Community Feedback
Date: Wednesday, February 14, 2024 5:28:20 PM

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This email is being sent to the Mayor, Mayor Pro Tem, City Council, Transportation and Mobility Commission, Ryan Lopossa and Emily Benoit:

I'm writing to voice my concern and feedback for the SE 34th Street Safety and Mobility Project. We are residents in the Village at Fishers Landing just off SE 34th Street and SE 168th Avenue and travel SE 34th daily. We have seen the amount of traffic on that road over many years, especially during commute hours.

We have reviewed your proposed plan of reducing 4 lanes to 2 lanes and have the following comments / concerns that we would like addressed:

- You state that this improvement will “not substantially add to driver delays over the next 10 years”. How is that going to work when you are reducing the street in half. Given the current traffic flow, we don't see how this statement can be true. There are already current delays with the existing structure, especially west bound on SE 34th and turning left onto 164th. Now there are 2 dedicated left turn lanes that always back up with multiple cars in each lane, sometimes as far back as SE 168th.

<!--[if !supportLists]-->○ <!--[endif]-->Have your traffic survey team members observed this first hand?

○ <!--[endif]-->Do they travel this route on a regular basis? Will the city provide an open forum to share the results of any traffic studies done to explain their position?

Emergency vehicles: how will this work with the “vertical barriers” that are in the city's current design? How will cars be able to pull over to let emergency vehicles pass? We don't see the logic at all in this approach

<!--[if !supportLists]-->• <!--[endif]-->Larger mobility lanes: why do these need to be so large? We don't agree that we need to provide space to allow "riding side-by-side". Why can't people take SE 20th or SE 15th for their "mobility routes" since these streets already are set up for it.

<!--[if !supportLists]-->• <!--[endif]-->Buses stopping in the travel lane – this IS A REALLY BAD IDEA!!! This will no doubt cause traffic delays and we don't understand the city's "logic / statement" that says it won't. We would like to have someone explain this to us in further detail (layman terms). The buses need to be able to pull off to the side in order to minimize traffic back up.

<!--[if !supportLists]-->• <!--[endif]-->Traffic volume with VIC development: The VIC developers state that they have done a traffic study and that this area won't be impacted with issues. How is that going to work when they anticipate over 800 high density housing units to be in this area? We know they are going with the "20 minute neighborhood concept" but quite frankly, people will have to leave that area for health care, groceries, employment, other shopping needs that can't be met within its walls.

<!--[if !supportLists]-->• <!--[endif]-->Traffic studies: what dates were these done? I certainly hope not during COVID as that provides a very skewed view. We are frontline workers and did not have the remote work option available, so commuting daily from our home to Salmon Creek and downtown Portland is a necessity in our household.

<!--[if !supportLists]-->• <!--[endif]-->We are NOT Portland!!! Vancouver is a bedroom community and there are many senior citizens among others residents here who rely on car transportation for their daily needs. Please try to understand this. This is NOT an "if you build it, they will come" scenario.

In closing, we were on a community phone meeting in spring 2023 with the city where all residents on that call WERE NOT in support of this design without some type of modification. We even asked the city if they were really going to take our feedback into consideration or just providing lip service. It seems that the latter is the approach the city is taking and that is very disheartening given that we are the taxpayers funding this.

Please listen to the communities' concerns and address them. It would be nice to come together to modify the design plan that makes more sense for those of us who will be traveling these streets and impacted on a daily basis.

Thank you for listening.

Dennis & Tamira Hite

16515 SE Fisher Drive

Vancouver WA 98683

Phone: 360-601-6999 (Tamira),, (503) 849-5649 (Dennis)

Email: thite4@yahoo.com

From: [Jennifer Ewing](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vancouver Street Changes
Date: Thursday, February 15, 2024 8:56:39 PM

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I am writting to inquire about the city removing vehicle lanes on Mcagilivray and 34th street.

Isn't the community supposed to be involved in these kind of major changes?

What is the reason for this change? I'm not sure how this will help improve our city.

Is it's purpose is to prioritize bicyclists over vehicles?

If bicyclists have the right of way, how will busses, delivery trucks and mail vehicles yield to the bikes? Are they expected to stop in the middle of the street? Or are they allowed to park in the bike lane? And if a bus or truck is stopped in the bike lane, won't the bike have to merge into the vehicle lane to continue on their path anyway? They rarely follow traffic laws so I doubt they will stop and wait for the bus to drive away.

Were any options considered to add bike lanes without removing vehicle lanes?

And the most important question is how will this impact vehicle traffic? With all the new housing construction happening, more and more residents will be moving to Vancouver. These roads are main ways to the different sides of town. Taking away a vehicle lane will have a major impact.

Thank you for your time,

Jennifer Ewing
1911 SE 159th Place
Vancouver 98683

From: [Sarah Kennison](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vancouver streets
Date: Wednesday, February 14, 2024 1:43:27 PM

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Hello,

I am a tax paying citizen and resident of this city and would like you to know I completely disagree with your idea and project to eliminate a lane on McGillivray Blvd or any other street for that matter. This is not Portland so please think like the ideals of Vancouver citizens and get our feedback and listen to us, do not railroad us with YOUR ideas. If you remove a lane from that street you will only create congestion.

Thank you for your time,
Concerned citizen

From: [SCOTT OREM](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Re; SE McGillivray Blvd., SE 34th Projects
Date: Tuesday, February 20, 2024 5:00:21 PM

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Hellow,

Why have Vancouver leaders followed Portland's lead?
Do you not see what Portland has become? People are moving out.
Dare to be different and stand to a higher standard.

I was born in Portland in 1962. I grew up in SW Portland. In 1987 I started my own family and moved to Vancouver in 1989 to get out of Portland. I could see where they were going and didn't want to raise my boys there.

Fast forward to today. Now with mostly the help of the City Council we are well on the road to be another PORTLAND. Keep down the road you are on (as a collective) and people (like Portland) will begin to leave Vancouver. Not on your watch, but soon. The City Council for years now, has and is laying the groundwork for a mass exodus.

Case in point. Take the SE McGillivray Blvd., SE 34th Projects. If you want to make these corridors safer, enforce the speed laws with Police presents. Every time a Police vehicle is parked near SE McGillivray Blvd. Everyone and I mean everyone slows to at least 25mph. I have lived right off McGillivray Blvd for the last 35yrs. I walk or bike and drive SE McGillivray Blvd. every day. Never in my 35yrs have I had an issue with cars while walking, riding or driving. I have seen plenty of people stopping where there isn't a STOP sign and I have witnessed drivers running STOP signs. We all see this everywhere and everyday. The SE McGillivray Blvd., SE 34th project is not a safety improvement. This is not to improve traffic. This is to cater to a very small group of individuals who are being used by someone to move an agenda forward.

You and I know how this works. Nothing is going to change the leadership's mind on this project. The deal is done. No matter what the community out cry is. City leadership fulfill the city by laws with community meetings and outreaches.

Whatever will be, will be.

Good luck to you. And may you live and work to a higher standard,

--

Scott Orem
503-781-1047 Direct

From: [John Burke](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [Denise M Burke](#)
Subject: McGillvary Blvd Plans
Date: Wednesday, February 21, 2024 4:16:41 PM

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Dear Council Members and Vancouver TMC:

My wife and I both are **vigorously opposed** to the plans the City is proposing for McGillvary Blvd.

We are 33 year residents of Vancouver. We use McGillvary every day we are in Vancouver.

Personally I have ridden bicycles extensively on McGillvary and see absolutely no need to change the street. **Do you have any bicycle accident data to back up the need for a change?**

Washington State Law allows counties to enact speed cameras for the purpose of enforcing the speed limit. **Does Clark County / City of Vancouver have any proposals for such action? That is certainly was it need on McGillvary**

Forcing two lanes to one will almost certainly hugely increase tailgating. **Have you ever been rear ended in a traffic accident?** You can see it coming and have absolutely no way to avoid it. In 58 years of driving, I have had but one accident - being rear ended on guess what? The I5 Bridge.

I join many many other residents in opposition. You will make McGillvary more dangerous than ever by reducing traffic to 1 lane.

Lastly - the road has never been in worse condition than now.

John & Dnise Burke

--

John S. Burke
JSBinPNW@gmail.com
(360) 487 0661 cell

From: mark.christopher@comcast.net
To: [Nischik, Julie](#)
Subject: March 5th 2024 Public comments
Date: Wednesday, February 28, 2024 5:43:33 AM
Attachments: [TMC Letter Dtd 2-28-24.pdf](#)

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Julie,

Will you please add the attached to the public comments section please?

MAC

Christopher
P.O. Box 872134
Vancouver, WA 98684

February 28, 2024

City of Vancouver, WA
Transportation Mobility Commission

Reading the Public Comments for this meeting, 32 to date. 31 are opposed to the McGillivray plans and 1 in favor. This seems in line with public sentiment in general.

The McGillivray program for the cities part seemed to be one of getting the project approved at all costs. Having learned of this program personally only 9 weeks ago and through public record requests, several of which are still ongoing it appears that much of this was done not in haste, but sloppily in general as if the conclusions were already drawn but needed some signatures along the way. The attached "Small Business and Organization Outreach" report obtained from the planning department demonstrates some of the way this program was handled in general. Of the business listed on the outreach report, less than 50% were contacted and the contact consisted only of leaving a flyer. No management or principals were engaged. This is no different than the poor handling of the 13% of Vancouver who live on McGillivray who were not contacted prior to the city drawing up the plans to remove a travel lane.

I would ask that the Commission reconsider its approval of the McGillivray project until such time as a thorough review of the tactics and methods of the planning department can be reviewed.

Business / Organization Name Address	Contacted	Flyers delivered
Firstenburg Community Center 700 NE 136th Ave		x
Cascade Park Community library 600 NE 136th Ave, Vancouver, WA 98684		x
The Springs 516 SE Chkalov Dr		x
Jerusalem café 516 SE Chkalov Dr #45		x
Jorge's Bakery 5016 SE Chkalov Dr		x
Pho Family 516 SE Chkalov Dr ste 33, Vancouver, WA 98683		x
NYC Pizzeria 516 se chkalov Dr		x
Vision Center 516 SE Chkalov DR		x
Thai Terrace 516 se Chkalov Dr		x
808 Growlers and Grub 516 se Chkalov Dr		x
IQ Credit Union 615-A SE Chkalov Dr Suite 1, Vancouver, WA 98683		x
Creative Nails 615 SE Chkalov Dr		x
New Seasons Market - Fisher's Landing 2100b SE 164th Ave #101, Vancouver, WA 98683		x
Mud Bay Pet Supply 2100A SE 164th Ave, Vancouver, WA 98683		x
Philly Bilmos 2100 SE 164th Ave, Vancouver, WA 98683		x
10 Nails 2100 SE 164th Ave Suite D-103, Vancouver, WA 98683		x
Hi Tech Dry Cleaners 2100 SE 164th Ave, Vancouver, WA 98683		x

Christopher
P.O. Box 872134
Vancouver, WA 98684

Pho Le 2100 SE 164th Ave Suite D-109, Vancouver, WA 98683	x
The Barbers (Fisher's Landing) 2100 SE 164th Ave, Vancouver, WA 98683	x
Trader Joe's 305 Chkalov Dr	
Breakfast at Valeries 516 SE Chkalov Dr Suite 1, Vancouver, WA 98683	
Cascade village ace hardware 516 SE Chkalov Dr #21, Vancouver, WA 98683	
Islamic center of Clark county 519 SE 116th Ave Suite 3, Vancouver, WA 98683	
Mill Plain Kindercare 622 SE 117th Ave, Vancouver, WA 98683	
Must Love Kids Pediatric Dentistry 601 SE 117th Ave Suite 150, Vancouver, WA 98683	
Cascade Inn Assisted Living Community 11613 SE 7th St, Vancouver, WA 98683	
East Vancouver Community Church 12415 SE 7th St, Vancouver, WA 98683	
Chuck's Produce and street market 13215 SE Mill Plain Blvd, Vancouver, WA 98684	
Larson's Bakery 13411 SE Mill Plain Blvd, Vancouver, WA 98684	
BatCave Game Store 13215 SE Mill Plain Blvd #C9, Vancouver, WA 98684	
Round Table Pizza 13503 SE Mill Plain Blvd Ste1 1, Vancouver, WA 98684	
Sushi Hana 13503 SE Mill Plain Blvd B6, Vancouver, WA 98683	
Craft Warehouse 13503-A SE Mill Plain Blvd, Vancouver, WA 98684	
Safeway 13719 SE Mill Plain Blvd, Vancouver, WA 98684	
Church of Latter Day Saints 13600 SE McGillivray Blvd, Vancouver, WA 98684	
Evergreen Dance Academy 2100 SE 164th Ave Suite D-111, Vancouver, WA 98683	
Tasty Pot Taste of Asia 2100 SE 164th Ave A109, Vancouver, WA 98683	
Auto's Pub 16209 SE McGillivray Blvd, Vancouver, WA 98683	
Cecil's Barber Shop 16209 SE McGillivray Blvd d, Vancouver, WA 98683	x
Laughing Planet 16209 SE McGillivray Blvd, Vancouver, WA 98683	
Margarita Factory 14415 SE Mill Plain Blvd #110b, Vancouver, WA 98684	
Touchmark at Fairway Village 2911 SE Village Loop, Vancouver, WA 98683	
Mountain View Ice Arena 14313 SE Mill Plain Blvd, Vancouver, WA 98684	

You will see that grocery stores, churches, kindergartens, restaurants Etc were not only not contacted, but they also weren't even left flyers on the program. This is the same way the residents were treated by the planning department.

Kindest Regards,
MAC

From: [Won Ton Wookie](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#)
Subject: McGillivray street project
Date: Tuesday, February 27, 2024 2:04:09 PM

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I want to say that I like the plan to give bicyclists, pedestrians, and others a safer environment on this project. I hope you can break ground by June!

--

Ron

From: mitch.wheeler@gmail.com
Subject: Save McGillivray
Date: Sunday, March 3, 2024 6:37:28 PM

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We are against the proposed changes to McGillivray for a number of reasons, Traffic congestion being the primary reason.

This change only benefits one group of people, those that ride bicycles.

Donna & Mitch Wheeler
(360) 256-1695 (home)
(360) 634-1417 (Donna)
(360) 358-5168 (Mitch)

From: [Nalina Bauer Tran](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: Single lane, SE 34th St
Date: Wednesday, February 28, 2024 3:58:06 PM

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Greetings,

I have reviewed the lane designs planned for SE 34th St. I understand the intent is to add a designated mobility lane, based on community feedback. However, our community, who would be impacted by this change, hasn't been consulted with regarding this change. Upon review, reducing the lanes from two to one will likely cause the following issues:

Increased traffic congestion

Reduced ability for Emergency vehicles to navigate traffic

School bus route delays

Garbage and recycling routing issues

Cutting through neighborhoods to avoid traffic from reduced lanes

Mail delivery issues

Safety lights concerns

Affecting homes with driveway access

These are just some of the negative impacts that reducing the lanes on 34th will cause. It appears the negative impact outweighs the benefits.

I implore you to take another look into this project. What will be done to avoid these concerns?

I look forward to hearing from you.

Regards,

Nalina Bauer Tran

[Sent from Yahoo Mail for iPhone](#)