

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

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

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

January 4, 2022

Time: 4:30 – 6:44 p.m.

Location: Convened telephonically, no in person attendance

CALL TO ORDER AND ROLL CALL (00:27)

The January 4, 2022 meeting of the Transportation Mobility Commission was called to order at 4:32 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Jeananne Edwards, Connor Godsil, Matt Hermen, Alexander Hubert, Leah Jackson, Mike Paine, Derya Ruggles, Ken Williams

ACTION ITEMS

ADOPTION OF MINUTES (01:55)

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

ROLL CALL VOTE:

Jeananne Edwards	Yes
Connor Godsil	Yes
Matt Hermen	Yes
Alexander Hubert	Yes
Leah Jackson	Yes
Mike Paine	Yes
Derya Ruggles	Yes
Ken Williams	Yes
Mario Raia	Yes
Eduardo Ramos	Yes

STAFF COMMUNICATIONS (03:49)

Rebecca Kennedy, Deputy Director of Community Development, provided administrative updates to the Commission. Meetings will continue in the virtual format for the foreseeable future. Staff sent out a reminder on the process for discussion at virtual meetings, to ensure the group has a shared understanding about how Commission discussion will be facilitated. Staff will also work with the City's Boards and Commissions coordinator to consider a different meeting platform with more features to facilitate discussions. Last, the 2022 TMC retreat will be in May or June this year, with more details to come.

Jennifer Campos, Principal Transportation Planner, reviewed follow up information from the December 2021 TMC meeting provided to the Commission on the Fourth Plain Safety and Mobility Project. Staff explained the memo from project consultant Parametrix that further explained level of service (LOS) and historical traffic count information on the corridor. Staff responded to a question about service for non-vehicle travelers, including pedestrians and bicyclists, indicating that the Transportation System Plan Update will address those issues. Another Commissioner asked about repurposing travel lanes on the west end of Fourth Plain for pedestrians and bicyclists. Staff responded that project happened in the early 2000s, which added turn lanes and bike facilities. Staff indicated they could look at the project documents to provide more information, as well as send the federal standards for lane repurposing. Staff also provided an overview of the report on the SR500 access restriction project and its impacts to traffic.

WORKSHOP ITEM (19:39)

Transportation System Plan Enhanced Transit Corridors Analysis (Jennifer Campos, Principal Transportation Planner; Stephanie Wright and Esther Needham, Nelson/Nygaard)

Rebecca Kennedy introduced the workshop, which will focus on how the City and C-TRAN work together to promote fast, reliable, and convenient transit.

Stephanie Wright Nelson/Nygaard, the consulting firm that is working on the Transportation System Plan (TSP) Update, presented the most recent draft of the enhanced transit network, including defining what enhanced transit means in the context of the City of Vancouver, and how this integrates with and supports the overall goals of the TSP as well as City Council goals for climate and sustainability. The presentation covered the City's role in transit, current statistics for transit in Vancouver, existing service types, access to bus stops, and the public's priorities for transit.

Esther Needham, Nelson/Nygaard, presented on the analysis and data used to identify the enhanced transit network. The analysis looked at the equity focus areas, ridership during the beginning months of the pandemic that show transit dependency, and regional projected growth in housing and employment density in 2015 and 2040. The analysis also included data on congestion as reported by C-TRAN operators.

The bullets below summarize the Commissions discussion on the proposed enhanced transit corridor network:

- Surveying transit users on specific needs and desires for transit. Staff noted C-TRAN surveys their users, and they have a citizens committee that discusses these topics. This analysis did not include surveying transit users. The Community Roundtables that the City conducted included transit users to get input and feedback.
- Job density projections and the proposed enhanced transit corridors, as well as outreach to employers. Staff responded that new employment density areas created by future job growth as predicted in the regional model were still in the lowest density category of 1-19 employees per acre and based on C-TRAN service standards likely would not qualify for increased transit service. Staff noted they would continue to look at those areas as the analysis proceeds. In response to specific comments about the need for increased transit that serves the Port of Vancouver (POV), staff noted that they are part of project technical advisory committee and are currently working with C-TRAN to address Port employee transit needs. The City is supportive of the Port and C-TRAN working together to provide transit access to those areas.

- A greater range of uses and needs for transit outside of traditional home to a work commute routes, and encouragement to improve transit routes that connect people to services and amenities in addition to worksites.
- Questions about measures to relieve congestion, such as more frequent buses, changing duration of traffic signals, different types of lanes to enter/exit a thoroughfare. The project team responded that C-TRAN has made some of those changes to address congestion, but the issue is around the tradeoff of space for transit and other users. Changing signals can also be expensive. These types of tradeoffs, and where transit supportive improvements should be prioritized, is the purpose of the ETC analysis.
- The City of Vancouver and City of Portland and connected corridors between the two jurisdictions. Staff responded there is ongoing cooperation and coordination between the transit agencies and, to a lesser extent, the cities. C-TRAN is the only transit provider in the region that serves both cities/states.
- Accessing the airport using public transit, and the need for transit from downtown Vancouver to the airport.

Staff continued the presentation, providing an update on the City's Vulnerability Index Analysis, which provides a composite social vulnerability score based on the several demographic and socioeconomic factors, and will provide the foundation for a transportation-specific Underserved Areas Analysis that is being created as part of the TSP and will inform future investment prioritization decision making. The presentation covered travel patterns using data from StreetLight, comparing the changes in traffic volumes from April to October of 2020 to volumes in 2019, as well as biking activity, transit ridership, and home based work trips.

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

- Work trips decreased due to working from home. Project staff indicated that is true, describing how StreetLight aggregates data to determine if a trip is a work trip or some other errand. Mid-day traffic volumes have increased with people who are working from home and leaving home for short periods during the day.
- Return to office in the next few months and years and effects on traffic patterns. Staff agreed some traffic will return, but many employers are moving towards flexible schedules with increased ability to work from home/virtually more of the time.
- With the pandemic, an increase in e-commerce and the affects of light freight on residential streets. Staff agreed is a big trend that will continue and is a challenge. Downtown is also seeing issues with short term parking and delivery vehicles.
- Observations that traffic volumes up in the downtown, but commuting to downtown has decreased, and questions about what that indicates. Staff suggested it could be more recreation or social trips, rather than commuting to work.
- Other trends of note include the aging of the population, implications of the great resignation, and increased sales of e-mobility vehicles. Staff noted these all could manifest in the TSP with various types of programs intended to address changes to transportation patterns and behaviors.
- Access to services outside of the traditional work and service hours. Staff indicated they could possibly sort the data by hour and will analyze it further.

Staff finished the presentation by discussing the outcomes of the community values outreach process. Key priorities for the transportation system identified through community roundtables, public outreach events, and online surveys include equitable access, reliable travel times, safety, affordability, comfort level and a desire for user friendly infrastructure, earth friendly, well maintained, and regional connectivity. When combining all feedback, the top five priorities were safe, earth friendly, reliable travel times, regional connectivity, and affordable.

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

- The definition of safety. Staff indicated the suggested definition of safe was “our transportation system keeps people safe through physical infrastructure and a culture of safe behavior”. For the community roundtables, there is recordings that include further qualitative information on their responses.
- The value of prioritizing safety within this process, as it relates to the basic needs of transportation. Staff responded that the community values will be used to weigh proposed projects. Projects that are more heavily weighted for safety might get prioritized and funded over a project that prioritized economic development, for example.

COMMUNITY FORUM (01:30:00)

Glen Yung, Vancouver resident, was present to comment on defining accessibility and equity to include access to a car and the impact on time as a resource. He provided an example of a resident who until recently did not have access to a car and would spend a day using public transit to complete their errands. He also brought up policy changes and their consequences, such as needing access to vehicle charging stations at rental properties.

Staff responded that the building and land use code does required charging stations for new developments, but it will take time for older buildings to retrofit to meet the needs of people today, and acknowledged that lack of access in the interim is a real challenge.

COMMISSION COMMUNICATION (01:37:18)

Commissioner Hubert suggested increasing C-TRAN routes from downtown Vancouver to the Portland airport. Staff responded they would share this suggestion with C-TRAN.

Commissioner Ramos asked staff about the work related to the Interstate Bridge Replacement Project. Staff responded the project is in the early stages and is gathering feedback and input from the regional partners. When the project moves to interacting with the local roads system, staff will engage the Commission, after the regional partners have agreed to a structure for the overall bridge solution and the program moves into the design phase.

ADJOURNMENT 6:44 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.



The background of the slide features a photograph of Vancouver City Hall, a modern building with a curved glass facade and brick accents. The words "VANCOUVER CITY HALL" are visible on the building's exterior. In the foreground, there are vibrant pink and purple flowers, possibly petunias, which are slightly out of focus, adding a natural and colorful element to the presentation.

Transportation and Mobility Commission 2023-2028 Transportation Improvement Program

February 1, 2022

CITY OF
Vancouver
WASHINGTON

Chris Malone

Public Works Finance and Asset Manager
Department of Public Works

Presentation overview

- Transportation Improvement Program (TIP) refresher
- Review transportation project pipeline
- Review proposed updates for the 2023-2028 Transportation Improvement Program (TIP)
- Review possible revisions for future TIP updates
- Review next steps

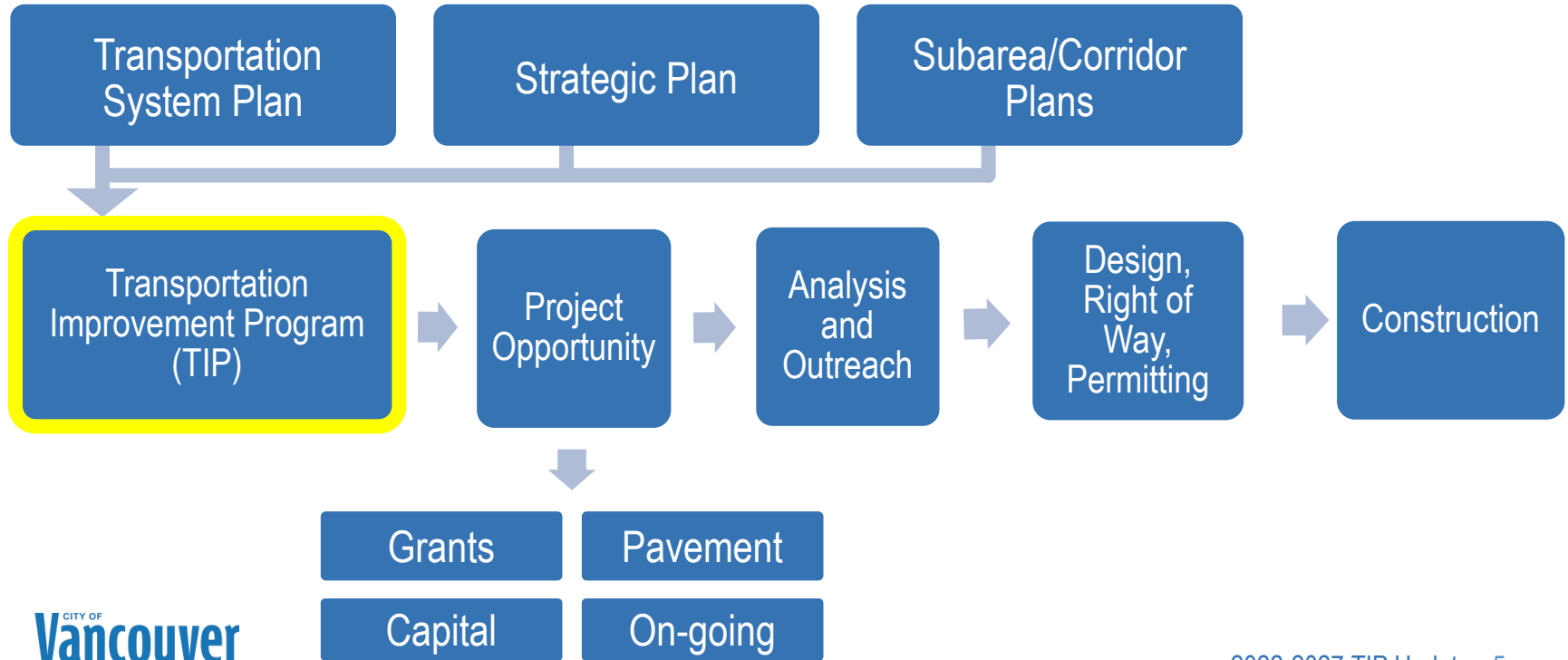
Presentation purpose

- Second touch point with the TMC for the 2023-2028 annual TIP update
- Feedback from TMC for consideration and staff review moving the TIP from first draft to final draft

Transportation Improvement Program (TIP)

- Each year the City of Vancouver prepares a Six-Year Transportation Improvement Program (TIP). We're currently updating it for 2023-28.
- Per Washington law, the TIP document is updated annually, with final City Council approval required before July 1 of each year.
- The TMC is the primary citizen oversight committee responsible for reviewing and making recommendations on the TIP.
- Each annual update of the TIP includes a funded, partially funded and unfunded list.
- The TIP divides projects into different categories including arterial improvements; active transportation; signal and lighting improvements; and ongoing.

TIP project pipeline



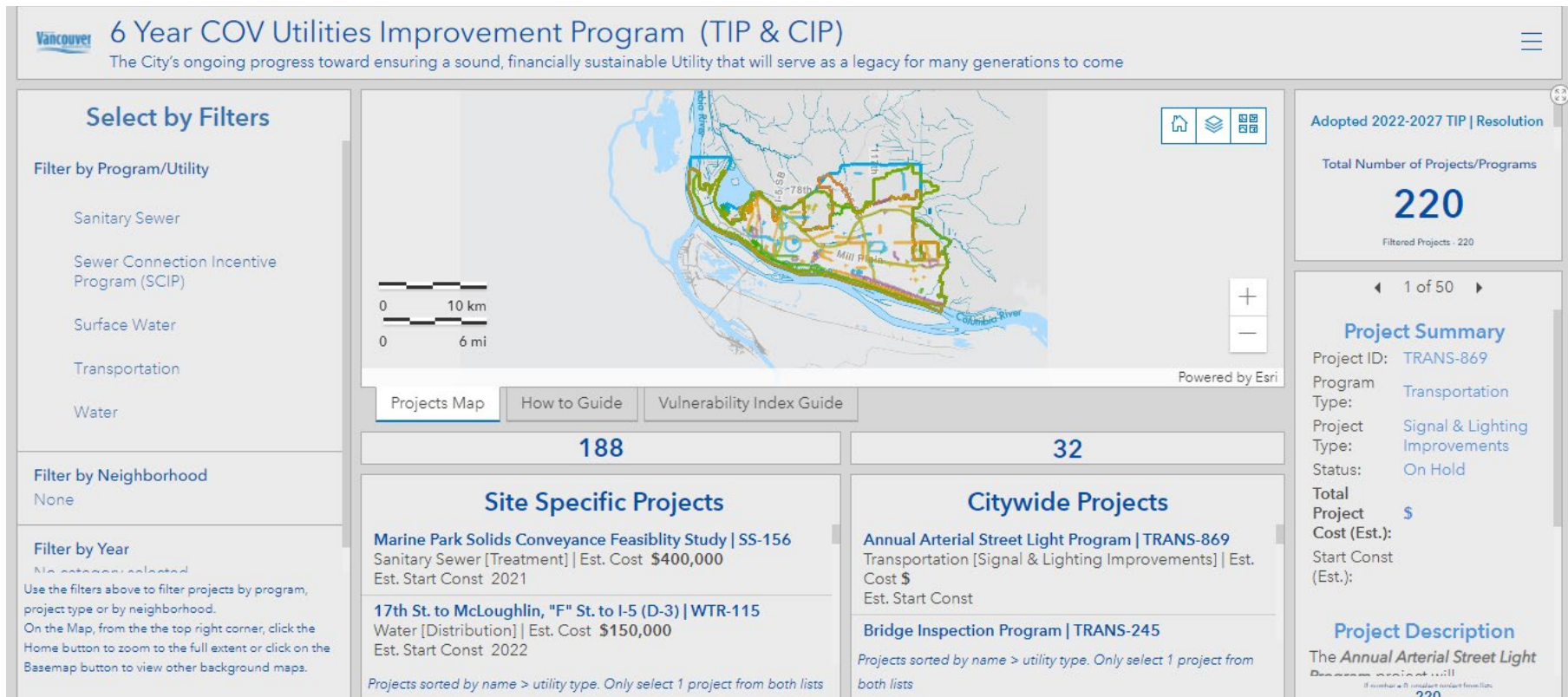
Review 2023-2028 TIP Updates

- Change “multimodal” category to “active transportation”.
- Change “capacity” category to “arterial improvements”.
- Change “traffic” category to “signal and lighting improvements”.
- Updated the scoring criteria for social equity to match the updated vulnerability index map.
- Transit is now included in the scoring criteria for congestion management.

Review 2023-2028 TIP Updates (cont.)

- Pedestrian and bicycle improvements now have a graduated scale in the scoring criteria for active transportation (0-100 lineal feet; 100-500 lineal feet; greater than 500 lineal feet).
- Confirmed that multi-use path is included in project description for 18th Street project.
- Will add text indicating that there is a large backlog of unfunded projects.
- Included a member from the Regional Transportation Council (RTC) to help score projects.

Outreach: Updated Online Dashboard



Public Outreach

- Online dashboard now available for reviewing all projects listed in the Transportation Improvement Program (also includes all utility projects included in the City's 6-Year Capital Improvement Program) www.cityofvancouver.us/tip
- Currently working to integrate the Vulnerability Index so that community members can easily see which projects are located in and near socially vulnerable areas
- Additional Targeted outreach to community-based organizations and partners serving historically excluded and underrepresented communities
- Outreach through all City channels- including neighborhood associations, newsletters, social media, etc.- in addition to TMC and Council processes

Project Updates for 2023-2028 TIP

<u>Projects Added:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Hazel Dell Ave./BBC Trail Crossing	TRANS-910	Active Transportation	New safety project added to Unfunded List
NE Padden Expressway and NE Andresen Rd. Intersection Improvements	TRANS-911	Signal and Lighting	New safety project added to Unfunded List
<u>Projects Removed:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Columbia St. and W. 13 th St. Intersection	TRANS-865	Signal and Lighting	Project completed in 2021
Mill Plain Arrival on Greet	TRANS-877	Signal and Lighting	Project completed in 2021
E. 5 th St Improvements – Ft. Vancouver Way to Reserve St.	TRANS-874	Active Transportation	Project completed in 2022
Columbia St. Safety and Mobility Project	TRANS-904	Active transportation	Project completed in 2022

Project Updates for 2023-2028 TIP cont.

<u>Other Changes:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
NE Fourth Plain Blvd – SB NE Andresen Rd	TRANS-906	Arterial Improvement	Project moved from Partially Funded to Fully Funded
W. Fourth Plain Blvd. and Franklin St. Improvements	TRANS- 866	Signal and Lighting	Project moved from Unfunded to Funded
Annual Arterial Street Light Program	TRANS-869	Signal and Lighting	Project moved from Unfunded to Funded
McGillivray and Village Loop Drive New Signal	TRANS-880	Signal and Lighting	Project renamed to McGillivray and Village Loop Drive Intersection Improvements
E. Fourth Plain Blvd. – Ft. Vancouver Way to NE Andresen Rd.	TRANS-258	Active Transportation	Project moved from Unfunded to Funded
Main St.- 5 th St to 15 th St	TRANS-495	Active Transportation	Project moved from Unfunded to Funded
SE 10 th St. Sidewalks – SE 98th Ave. to SE Ellsworth Rd.	TRANS-857	Active Transportation	Project limits revised in cut sheet for sidewalk from Ellsworth to I-205
NE 68 th St Sidewalk	TRANS-878	Active Transportation	Project moved from Partially Funded to Fully Funded

Reviewing Additional Revisions for Future TIP Updates

The following items require additional analysis and will be assessed as part of the ongoing Transportation System Plan (TSP) update and possibly included in the 2024-2029 TIP.

- Factor project costs into the scoring criteria.
- Include level of stress into the scoring criteria.
- Include climate action plan into the scoring criteria.

Next Steps for 2023-2028 TIP update

- TMC review and recommendation on 2023-2028 Transportation Improvement Program
- Meet with TMC to review changes and updates and action on formal recommendation to Council



Questions and Discussion

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

Chris Malone

PW Finance and Asset Manager

360-487-7711

Chris.malone@cityofvancouver.us

DATE: January 25, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Ryan Lopossa

FROM: Chris Malone, Public Works Finance and Asset Manager

RE: **2023-2028 Transportation Improvement Program (TIP) updates**

This memo provides background on proposed updates to the 2023-2028 TIP. Staff will be presenting this information to the Transportation and Mobility Commission (TMC) in a workshop on February 1st, 2022.

Based on feedback from the TMC during the November 2nd, 2021 workshop, staff has implemented several updates to the TIP, including:

- Change “multimodal” category to “active transportation”.
- Change “capacity” category to “arterial improvements”.
- Change “traffic” category to “signal and lighting improvements”.
- Updated the scoring criteria for social equity to reflect the most recent version of the citywide vulnerability index (see attached map).
- Transit is now included in the scoring criteria for congestion management.
- Pedestrian and bicycle improvements now have a graduated scale in the scoring criteria for active transportation (0-100 lineal feet; 100-500 lineal feet; greater than 500 lineal feet).
- Confirmed that multi-use path is included in project description for 18th Street project.
- Will add text indicating that there is a large backlog of unfunded projects.
- Included a member from the Regional Transportation Council (RTC) to help score projects and provide a regional perspective.
- Developed improved outreach and communication materials for community stakeholders, to facilitate better understanding of the purpose of the TIP, where projects are located within the City, and how it advances projects that directly serve socially vulnerable areas as well as the overall transportation network within the City. This includes an emphasis on improved outreach and communication to community-based organizations and stakeholders led-by and serving historically excluded and underrepresented groups, including but not limited to Black, Indigenous, People of Color (BIPOC) communities, low-income communities, and people with disabilities. In addition, the staff have updated the TIP interactive web map, which allows interested community members to look at projects and filter them by location, type of project

2023-2028 Transportation Improvement Program (TIP) Updates

February 1, 2022

Page 2 of 2

and soon will include the City's Vulnerability Index. The updated combined Transportation Improvement Program and Capital Improvement Program (planned capital projects for utilities) interactive web map is available here: www.cityofvancouver.us/tip

The following items were brought up by the TMC and have been included in work underway through the Transportation System Plan Update, which includes development of a more permanent prioritization process for projects included in the TIP as well as other transportation related programs. Due to additional analysis and information needed to integrate these, we were unable to include them in the TIP process this year.

- Potentially factor project costs into the scoring criteria. This may be challenging to implement because arterial improvements cost so much more than active transportation and signal improvements. Staff are investigating ranking by category and other solutions to address this.
- Potentially include level of stress analysis into the scoring criteria.
- Include alignment with the City's Climate Action Plan in the scoring criteria. Staff is waiting for policy guidance from City Council, anticipated to be available in June or July this year when the Climate Action Plan is adopted.

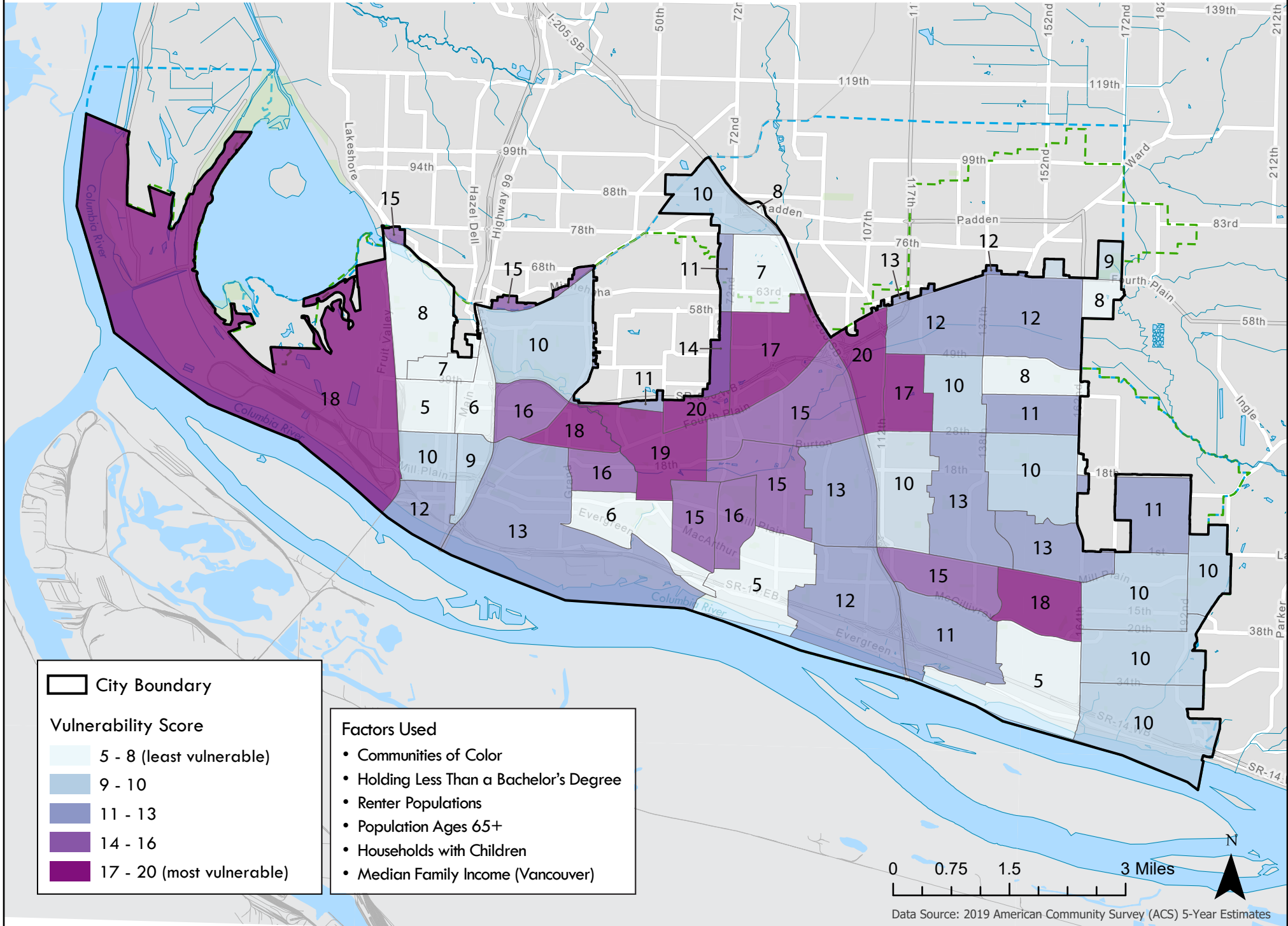
The updated project lists for 2023-2028 (which include updated project scores) are attached to this memo.

During the February 1 workshop, staff will be asking the TMC for additional feedback and questions on the proposed changes and updated project lists, in anticipation of a TMC public hearing for a formal recommendation on adoption of the 2023-2028 TIP that will be forwarded to City Council.

Attachment(s):

- Updated Vulnerability Index map
- Updated 2023-2028 TIP project lists
- 2022-2027 TIP to 2023-2028 TIP changes summary

City of Vancouver Vulnerability Index





SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2023-2028)

Note: All costs are in 2022 dollars. 2022 shown for reference only (6-year plan is for 2023-2028).

FUNDED PROJECTS/PROGRAMS

S C O R E						2022	2023	2024	2025	2026	2027	2028		
	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan - 2022)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
FUNDED PROJECTS/PROGRAMS														
			<u>Arterial Improvements</u>											
75	TRANS-268	SE 1st St. - SE 164th Ave. to SE 177th Ave.	Arterial Improvements	EXST \$		\$2,750,000							\$2,750,000	East City/Cascade
		Design Phase - Funded & started - from 164th to 177th		SFS \$		\$2,000,000				\$2,000,000				
		Right-of-Way Phase - Funded & started - from 164th to 177th		GRANT \$		\$6,250,000				\$6,250,000				
		Construction Phase - Funded from 164th to 177th		TOTAL \$	?	\$9,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$11,000,000	
48 new	TRANS-906	NE Fourth Plain/SB Andresen Rd. Intersection Improvements	Arterial Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$30,000	\$10,000						\$40,000	
		Right-of-Way Phase - N/A		GRANT \$		\$60,000							\$60,000	
		Construction Phase - Funded		TOTAL \$	\$0	\$90,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	
			<u>Signal and Lighting Improvements</u>											
57	TRANS-866	W. Fourth Plain and Franklin St. Intersection Improvement - Funded by TRANS-237	Signal and Lighting Improvements	EXST \$		\$50,000							\$50,000	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$								\$0		
		Right-of-Way Phase - Funded		GRANT \$		\$300,000	\$50,000					\$350,000		
		Construction Phase - Funded		TOTAL \$	?	\$350,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$400,000	
42	TRANS-908	SE Mill Plain Aerial Fiber Removal - partially funded by TRANS-237	Signal and Lighting Improvements	EXST \$		\$0	\$100,000						\$100,000	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$								\$0		
		Right-of-Way Phase - N/A		GRANT \$								\$0		
		Construction Phase - Funded		TOTAL \$	?	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
			<u>Active Transportation Improvements</u>											
47	TRANS-258	NE Fourth Plain Blvd. Safety Improvement Project - Ft. Vancouver Way to NE Andresen Rd.	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$								\$0		
		Right-of-Way Phase - N/A		GRANT \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$26,000,000		\$30,000,000		
		Construction Phase - Funded		TOTAL \$	?	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$26,000,000	\$0	\$0	\$30,000,000	
61	TRANS-495	Main St. Reconstruction - 5th St. to 15th Street	Active Transportation Improvements	EXST \$									\$0	
		Design Phase - Funded - Started		SFS \$								\$0		
		Right-of-Way Phase - N/A		GRANT \$		\$1,000,000	\$9,000,000					\$10,000,000		
		Construction Phase - Funded		TOTAL \$	?	\$1,000,000	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	
48	TRANS-854	Transportation System Plan (TSP) Update	Active Transportation Improvements	EXST \$		\$500,000	\$100,000						\$600,000	City-Wide
		Design Phase - Funded - Started		SFS \$								\$0		
		Right-of-Way Phase - N/A		GRANT \$								\$0		
		Construction Phase - N/A		TOTAL \$	?	\$500,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$600,000	
50	TRANS-871	N. Devine Rd. Sidewalk Improvements – N. Idaho St. to NE 18th St.	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$100,000						\$100,000		
		Right-of-Way Phase - N/A		GRANT \$		\$750,000	\$200,000					\$950,000		

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
(2023-2028)

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FUNDED PROJECTS/PROGRAMS

						2022	2023	2024	2025	2026	2027	2028		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan - 2022)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
FUNDED PROJECTS/PROGRAMS														
		Construction Phase - Funded		TOTAL \$	?	\$850,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$1,050,000	
70	TRANS-872	Fourth Plain Safety Improvement Project - F St to Ft Vancouver Way	Active Transportation Improvements	EXST \$		?	\$0						\$0	Vancouver/Columbia
		Design Phase - Funded -Not started		SFS \$		?	\$100,000					\$100,000		
		Right-of-Way Phase - Funded - Not started		GRANT \$		?	\$800,000					\$800,000		
		Construction Phase - Funded - Not started		TOTAL \$	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	
63	TRANS-878	NE 68th St. Sidewalk	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$450,000						\$450,000		
		Right-of-Way Phase - Not Applicable		GRANT \$			\$850,000					\$850,000		
		Construction Phase - Partially Funded		TOTAL \$	?	\$450,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000	
50	TRANS-889	NE 18th St. and N. Devine Rd. ADA Improvements	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded		SFS \$		\$400,000	\$100,000					\$500,000		
		Right-of-Way Phase - N/A		GRANT \$								\$0		
		Construction Phase - Funded		TOTAL \$	\$0	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$500,000	
59	TRANS-899	NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$350,000	\$350,000					\$700,000		
		Right-of-Way Phase - N/A		GRANT \$								\$0		
		Construction Phase - Funded		TOTAL \$	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$700,000	
53	TRANS-900	NE Fourth Plain Blvd. and Stapleton Rd. Intersection Improvements	Active Transportation Improvements	EXST \$									\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$10,000	\$15,000					\$25,000		
		Right-of-Way Phase - N/A		GRANT \$		\$50,000	\$80,000					\$130,000		
				TOTAL \$	\$0	\$60,000	\$95,000	\$0	\$0	\$0	\$0	\$0	\$155,000	

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
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FUNDED PROJECTS/PROGRAMS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Jan - 2022)	2022	2023	2024	2025	2026	2027	2028	6-Year Total	TIF Area old/new	
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures			
FUNDED PROJECTS/PROGRAMS															
			Ongoing			2022	2023	2024	2025	2026	2027	2028	6 yr. total		
	TRANS-237	Traffic Signal and Lighting Sustainability * 2022 project for citywide signal controller, CPU/software updates	Ongoing	EXST \$		\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$1,505,000	City-Wide	
				SFS \$		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,400,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$2,905,000		
	TRANS-240	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.	Ongoing	EXST \$		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$1,190,000	City-Wide	
				SFS \$		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$910,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,100,000		
	TRANS-241	Pavement Preservation Program 2022/2023 projects will preserve over 77 lane miles, and include: paving on Broadway and Columbia Streets, 31 lane miles of pavement preservation, and 24 lane miles of slurry seals. 2023 program to be similar.	Ongoing	EXST \$		\$11,000,000	\$11,500,000	\$12,000,000	\$12,500,000	\$13,000,000	\$13,500,000	\$14,000,000	\$87,500,000	City-Wide	
				SFS \$		\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$4,200,000		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$11,600,000	\$12,100,000	\$12,600,000	\$13,100,000	\$13,600,000	\$14,100,000	\$14,600,000	\$91,700,000		
	TRANS-245	Bridge Inspection Program *Includes 2022 insepctions for Federal Highways Load Ratings	Ongoing	EXST \$		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,001	\$350,001	City-Wide	
				SFS \$									\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,001	\$350,001		
	TRANS-869	Arterial Street Light Program *Funded with Energy Savings from LED Retrofi	Ongoing	EXST \$		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,001	\$1,750,001	City-Wide	
				SFS \$									\$0		
				GRANT \$									\$0		
				TOTAL \$	ongoing	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,001	\$1,750,001		
															6-year Totals
				EXST \$	Annually =	\$12,235,000	\$12,385,000	\$12,685,000	\$13,185,000	\$13,685,000	\$14,185,000		EXST \$	\$93,045,002	
				SFS \$	Annually =	\$2,270,000	\$1,505,000	\$930,000	\$930,000	\$930,000	\$930,000		SFS \$	\$8,425,000	
				GRANT \$	Annually =	\$3,160,000	\$11,980,000	\$1,000,000	\$1,000,000	\$26,000,000	\$0		GRANT \$	\$43,140,000	
				TOTAL \$	Annually =	\$17,665,000	\$25,870,000	\$14,615,000	\$15,115,000	\$40,615,000	\$15,115,000		TOTAL \$	\$144,610,002	
			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	New											
		NE Fourth Plain Blvd. and SR503	WSDOT	New											
		Mill Plain Fiber Network - Downtown to SE 192nd Ave.	C-Tran												
		Mill Plain BRT (funded)	C-Tran												
		Highway 99 BRT	C-Tran	New											
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver												

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



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2023-2028)

Note: All costs are in 2022 dollars. 2022 shown for reference only (6-year plan is for 2023-2028).

PARTIALLY FUNDED PROJECTS/PROGRAMS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2022)	2022	2023	2024	2025	2026	2027	2028	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											
56	TRANS-275	NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Partially Funded - Not started	Arterial Improvements	EXST \$		\$0							\$0	Evergreen/Pacific
				SFS \$		\$150,000	\$3,000,000	\$5,000,000				\$8,000,000		
				GRANT \$		\$1,000,000	\$7,000,000				\$7,000,000			
				TOTAL \$	?	\$1,150,000	\$10,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$15,000,000	
63	TRANS-444	NE 18th St. - NE 142nd Ave. to NE 162nd Ave. Design Phase - Funded - Not started Right-of-Way Phase - Funded - Not started Construction Phase - Funding uncertain - Not started	Arterial Improvements	EXST \$		\$0					\$0	\$0	\$0	Pacific /Cascade
				SFS \$		\$500,000	\$250,000	\$750,000			\$500,000	\$5,000,000	\$6,500,000	
				GRANT \$		\$0					\$1,000,000	\$4,000,000	\$5,000,000	
				TOTAL \$	?	\$500,000	\$250,000	\$750,000	\$0	\$0	\$1,500,000	\$9,000,000	\$11,500,000	
55	TRANS-527	NE 18th St. - NE 97th Ave. to NE 107th Ave. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funding uncertain - Not started	Arterial Improvements	EXST \$									\$0	Evergreen & E. City/ Pacific & Cascade
				SFS \$		\$500,000	\$600,000			\$9,000,000			\$9,600,000	
				GRANT \$		\$385,000	\$250,000			\$4,800,000			\$5,050,000	
				TOTAL \$	?	\$885,000	\$850,000	\$0	\$0	\$13,800,000	\$0	\$0	\$14,650,000	
61	TRANS-531	Jefferson St. - W. Evergreen to W. Mill Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Not started Construction Phase - Funding uncertain - Not started	Arterial Improvements	EXST \$									\$0	Vancouver/Columbia
				SFS \$		\$500,000	\$500,000		\$1,000,000	\$1,000,000			\$2,500,000	
				GRANT \$		\$0			\$3,900,000	\$1,500,000			\$5,400,000	
				TOTAL \$	?	\$500,000	\$500,000	\$0	\$4,900,000	\$2,500,000	\$0	\$0	\$7,900,000	
65	TRANS-870	SE 1st St. - SE 177th Ave. to SE 192nd Ave. Design Phase - funded by developer Right-of-Way Phase - Funded by developer Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$		\$0	\$4,000,000						\$4,000,000	East City/Cascade
				SFS \$		\$200,000							\$0	
				GRANT \$		\$0	\$7,000,000	\$1,000,000					\$8,000,000	
				TOTAL \$	?	\$200,000	\$11,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$12,000,000	
57	TRANS-898	NE 115th Ave. - NE 16th St. to NE 18th St. Design Phase - not funded Right-of-Way Phase - Funded by developer Construction Phase - Unfunded - Not started	Arterial Improvements	EXST \$	Developer \$	\$200,000	\$50,000						\$50,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	?	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
			Signal and Lighting Improvements										\$0	
35	TRANS-851	NE 192nd Avenue & NE 13th Street Intersection Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$25,000	\$35,000						\$35,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	
53	TRANS-879	Columbia House Blvd. and Grove St. Signal Upgrade Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$0	\$25,000						\$25,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
52	TRANS-888	NE 192nd Ave. at SR 14 Interchange - Traffic Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Signal and Lighting Improvements	EXST \$	Developer \$	\$0	\$25,000						\$25,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2023-2028)

Note: All costs are in 2022 dollars. 2022 shown for reference only (6-year plan is for 2023-2028).

PARTIALLY FUNDED PROJECTS/PROGRAMS

						2022	2023	2024	2025	2026	2027	2028		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2022)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Active Transportation Improvements										\$0	
51	TRANS-740	Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd. Design Phase - Fully funded by citizen group - Started Right-of-Way Phase - Partially Funded Construction Phase - Partially Funded	Active Transportation Improvements	EXST \$		\$100,000							\$0	East City/Cascade
				SFS \$		\$0	\$500,000					\$500,000		
				GRANT \$		\$0	\$500,000					\$500,000		
				TOTAL \$	?	\$100,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
50	TRANS-843	Evergreen Hwy. Pathway - Weber Arboretum to SE 100th Court Design Phase - Funded - Started Right-of-Way Phase - Funded -Started Construction Phase - Unfunded - Not started	Active Transportation Improvements	EXST \$		\$100,000	\$25,000						\$25,000	East City/Cascade
				SFS \$		\$0						\$0		
				GRANT \$		\$0						\$0		
				TOTAL \$	?	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
			Ongoing										\$0	
	TRANS-421	Pavement Reconstruction Program	Ongoing	EXST \$		\$0							\$0	City-wide
				SFS \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
	TRANS-844	Multimodal Safety and Accessibility Sub projects will focus on targeted safety improvements, see project sheet for details.	Ongoing	EXST \$		\$0							\$0	City-wide
				SFS \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
	TRANS-859	Sidewalk Management Program	Ongoing	EXST \$		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	City-wide
				SFS \$	No SFS \$\$	\$0						\$0		
				GRANT \$		\$0						\$0		
				TOTAL \$	ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	
														6-year Totals
				EXST \$	Annually =	\$925,000	\$4,660,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	EXST \$	\$7,160,000
				SFS \$	Annually =	\$3,850,000	\$6,850,000	\$7,750,000	\$3,000,000	\$12,000,000	\$2,500,000	\$7,000,000	SFS \$	\$39,100,000
				GRANT \$	Annually =	\$1,385,000	\$14,750,000	\$1,000,000	\$3,900,000	\$6,300,000	\$1,000,000	\$4,000,000	GRANT \$	\$30,950,000
				TOTAL \$	Annually =	\$6,160,000	\$26,260,000	\$9,250,000	\$7,400,000	\$18,800,000	\$4,000,000	\$11,500,000	TOTAL \$	\$77,210,000

						2023	↔	2028		
RANK	Project ID	Project Name	Project Type	Phase	Spent to Date - (Feb, 2022)				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS/PROGRAMS										
			Arterial Improvements							
	TRANS-274	NE 28th St. - NE 142nd Ave. to NE 162nd Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10-12 mill	Evergreen/Pacific
	TRANS-279	NE 49th St. - NE 122nd Ave. to NE 137th Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$9-11 mill	Evergreen/Pacific
	TRANS-281	NE 18th St. - NE 87th Ave. to NE 97th Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$14-16 mill	Evergreen & East City/ Pacific & Cascade
	TRANS-349	NE 18th St. - NE 164th Ave. to NE 192nd Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$18-20 mill	Evergreen & East City/ Pacific & Cascade
	TRANS-583	NE 87th Ave./ Lieser Rd. Realignment	Arterial Improvements	Total	\$0	←	No Funding	→	\$5-6 mill	Vancouver/Cascade
	TRANS-607	NE 192nd Ave. - SE 1st St. to NE 18th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$20 mill	East City/Cascade
	TRANS-680	Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening	Arterial Improvements	Total	\$0	←	No Funding	→	\$25-30 mill	Vancouver/Columbia
	TRANS-712	NE 59th St. - NE 147th Ave. to NE 162nd Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$7-9 mill	Evergreen/Pacific
	TRANS-716	NE 9th St. - NE 172nd Ave. to NE 192nd Ave.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10-12 mill	East City/Cascade
	TRANS-717	NE 182nd Ave. - SE 1st St. to NE 18th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$12-14 mill	East City/Cascade
	TRANS-718	NE 162nd Ave. - SE 1st St. to NE 9th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$11-13 mill	East City/Cascade
	TRANS-719	NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$2-3 mill	East City/Cascade
	TRANS-825	NE 54th Street - NE 15th Ave. to NE Saint James Rd.	Arterial Improvements	Total	\$0	←	No Funding	→	\$14 mill	Vancouver/Columbia
	TRANS-826	NE 104th Avenue - SE Mill Plain Blvd. to NE 14th Street	Arterial Improvements	Total	\$0	←	No Funding	→	\$10-12 mill	East City/Cascade
	TRANS-827	NE 104th Avenue - NE 14th Street to NE 18th Street	Arterial Improvements	Total	\$0	←	No Funding	→	\$10-12 mill	East City/Cascade
	TRANS-847	SE 164th Avenue and SE Mill Plain Blvd. Intersection Improvements	Arterial Improvements	Total	\$0	←	No Funding	→	\$5 mill	East City/Cascade
	TRANS-883	NW 32nd Ave./Lower River Rd. Roundabout	Arterial Improvements	PSE	\$0				\$2 mill	Vancouver/Columbia
	TRANS-884	NW 32nd Avenue - Lower River Rd. to NW 61st St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$64 mil	Vancouver/Columbia
	TRANS-885	NW 32nd Ave./Fruit Valley Rd.	Arterial Improvements	PSE	\$0				\$49 mil	Vancouver/Columbia
	TRANS-886	Fruit Valley Rd. - Burnt Bridge Creek to NW 78th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10 mil	Vancouver/Columbia
	TRANS-887	NW 78 th Street/Fruit Valley Rd./NW Lakeshore Ave Roundabout	Arterial Improvements	PSE	\$0				\$2 mill	Vancouver/Columbia
	TRANS-891	E. Mill Plain - Boise Ave. to N. Andresen Rd.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10 mil	Vancouver/Columbia/Cascade
	TRANS-892	MacArthur Boulevard - E. Mill Plain Blvd. to N. Andresen Rd.	Arterial Improvements	Total	\$0	←	No Funding	→	\$15 mil	Vancouver/Columbia/Cascade
	TRANS-893	N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.	Arterial Improvements	Total	\$0	←	No Funding	→	\$4 mil	Vancouver/Columbia/Cascade
	TRANS-894	N Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10 mil	Vancouver/Columbia/Cascade
	TRANS-907	NE 124th Ave. - NE 28th St to NE 39th St.	Arterial Improvements	Total	\$0	←	No Funding	→	\$10 mil	East City/Cascade
new	TRANS-911	NE Padden Expressway and NE Andresen Rd. Intersection Improvements	Arterial Improvements	Total	\$0	←	No Funding	→	\$10 mil	East City/Cascade
			Signal and Lighting Improvements							
	TRANS-363	SE 136th Ave. at SE 7th St.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.2-0.5 mill	East City/Cascade
	TRANS-603	MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$3.5 mill	Vancouver/Columbia
	TRANS-722	St Johns Blvd. and NE 68th St.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.5-1 mill	Vancouver/Columbia
	TRANS-723	SE 20th St. and SE 176th Ave.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.5-1 mill	East City/Cascade
	TRANS-746	SE McGillivray Blvd. and SE 166th Ave.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$1M	East City/Cascade
	TRANS-818	NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$1-2 mill	Evergreen/Pacific
	TRANS-819	NW Fruit Valley Rd. at La Frambois Rd.	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.5-1 mill	Vancouver/Columbia
	TRANS-839	NE 152nd Ave. and NE Fourth Plain Blvd. Signal	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.5-1 mill	Evergreen/Pacific
	TRANS-848	SE 164th Avenue and SE 12th Street Intersection Improvements	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.5-1 mill	East City/Cascade
	TRANS-856	NE 18th Street and NE 172nd Avenue Intersection Improvements	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.3-0.5 mill	East City/Cascade
	TRANS-867	NE 162nd Avenue and NE 34th Street Signal	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.3-0.5 mill	Citywide
	TRANS-868	St. Johns Blvd. and Fort Vancouver Way Intersection Improvements	Signal and Lighting Improvements	Total	\$0	←	No Funding	→	\$0.3-0.5 mill	Citywide

						2023	↔	2028		
R A N K	Project ID	Project Name	Project Type	Phase	Spent to Date - (Feb, 2022)				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS/PROGRAMS										
	TRANS-880	McGillivray and Village Loop Drive Intersection Improvements	Signal and Lighting Improvements	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-895	MacArthur Blvd. at N. Devine Rd. Roundabout	Signal and Lighting Improvements	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-896	MacArthur Blvd. at N. Andresen Rd. Roundabout	Signal and Lighting Improvements	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0	←	No Funding	→		
		Active Transportation								
	TRANS-741	Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.	Active Transportation	PSE	\$0				\$7 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-742	Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits	Active Transportation	PSE	\$0				\$7 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-857	SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Road	Active Transportation	PSE	\$0				\$1-2 mill	Evergreen/Pacific
				Total	\$0	←	No Funding	→		
	TRANS-858	Citywide Transportation Demand Management Program	Active Transportation	PSE	\$0				\$.5 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-861	Westside Bike Mobility - TRANS-904 implements portions of this project	Active Transportation	PSE	\$0				\$.75 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-873	Main St. Safety Improvement Project - N. 39th St to Hazel Dell Ave.	Active Transportation	PSE	\$0				\$.75 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-882	MacArthur Blvd. and E. Mill Plain Blvd. Multimodal Improvements	Active Transportation	PSE	\$0				\$.5 mil	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-890	NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner	Active Transportation	PSE	\$0				\$.7 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-903	NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.	Active Transportation	PSE	\$0				\$.5 mil	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-905	Amtrak Multimodal Access	Active Transportation	PSE	\$0				\$10 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
new	TRANS-910	Hazel Dell Ave./BBC Trail Crossing	Active Transportation	PSE	\$0				\$1 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
			Other							
	TRANS-836	E. Evergreen Blvd. Bridge over S. Blandford Dr.	Safety	PSE	\$0				\$15-20 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-838	Evergreen Highway Pavement Project	Reconstruction	PSE	\$0				\$40-50 mill	East City/Cascade
				Total	\$0	←	No Funding	→		

Transportation Program TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2022-2027) to this year's 6-year project list (2023-2028). The changes are segmented by: projects removed; projects added; and other changes.

<u>Projects Removed:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Columbia St. and W. 13 th St. Intersection	TRANS-865	Signal & Lighting	Project completed in 2021
Mill Plain Arrival on Greet	TRANS-877	Signal & Lighting	Project completed in 2021
E. 5 th St Improvements – Ft. Vancouver Way to Reserve St.	TRANS-874	Active Transportation	Project completed in 2022
Columbia St. Safety and Mobility Project	TRANS-904	Active Transportation	Project completed in 2022

<u>Projects Added:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Hazel Dell Ave./BBC Trail Crossing	TRANS-910	Active Transportation	New safety project added to Unfunded List
Fort Vancouver Way Complete Street		Active Transportation	
NE Padden Expressway and NE Andresen Rd. Intersection Improvements	TRANS-911	Signal & Lighting	New safety project added to Unfunded List

<u>Other Changes:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
NE Fourth Plain Blvd – SB NE Andresen Rd	TRANS-906	Arterial Improvements	Project moved from Partially Funded to Fully Funded
W. Fourth Plain Blvd. and Franklin St. Improvements	TRANS-866	Signal & Lighting	Project moved from Unfunded to Funded
Annual Arterial Street Light Program	TRANS-869	Signal & Lighting	Project moved from Unfunded to Funded
McGillivray and Village Loop Drive New Signal	TRANS-880	Signal & Lighting	Project renamed to McGillivray and Village Loop Drive Intersection Improvements
E. Fourth Plain Blvd. – Ft. Vancouver Way to NE Andresen Rd.	TRANS-258	Active Transportation	Project moved from Unfunded to Funded
Main St.- 5 th St to 15 th St	TRANS-495	Active Transportation	Project moved from Unfunded to Funded
SE 10 th St. Sidewalks – SE 98th Ave. to SE Ellsworth Rd.	TRANS-857	Active Transportation	Project limits revised in cut sheet for sidewalk on north side from Ellsworth to I-205
NE 68 th St Sidewalk	TRANS-878	Active Transportation	Project moved from Partially Funded to Fully Funded
<u>Other:</u>	<u>Project Type:</u>		<u>Comments:</u>
Non-City Projects Added			
NE 39 th St. and I-5 NB on ramp widening	Arterial Improvements		WSDOT
NE Fourth Plain and SR503	Arterial Improvements		WSDOT
NE Highway 99 BRT	Arterial Improvements		C-Tran
Non-City Projects Removed			
NE Mill Plain Blvd. and I-5 Interchange Improvements	Arterial Improvements		WSDOT – Project Completed
Mill Plain Blvd. (Port of Vancouver to I-5) Improvements	Arterial Improvements		WSDOT – Project Completed
Hazel Dell Ave./BBC Trail Crossing	Active Transportation		Moved to City of Vancouver UNFUNDED list

SE 34th Street Safety and Mobility Project

VANCOUVER
CITY HALL



February 1, 2022

Transportation and Mobility Commission

Jennifer Campos, Principal Transportation Planner

Presentation Overview

- Project Overview
- Design Considerations
- Community Engagement
- Next Steps

Project Overview



SE 34th Street will have a microsurfacing treatment in 2022 from SE 164th Avenue to SE 192nd Avenue. The pavement project will provide an opportunity to evaluate potential changes to the street to improve safety, mobility, and accessibility.



Project Scope

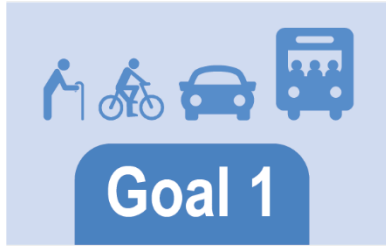
1. Complete a traffic analysis along the corridor
2. Develop and implement a comprehensive public outreach process
3. Develop potential design alternatives and potential improvements



Complete Streets Goal

Complete a public outreach and design alternative process will improve safety, mobility, and equity on the SE 34th Street corridor in preparation for the 2022 pavement project

Project Overview



Improve comfort and mobility for all users

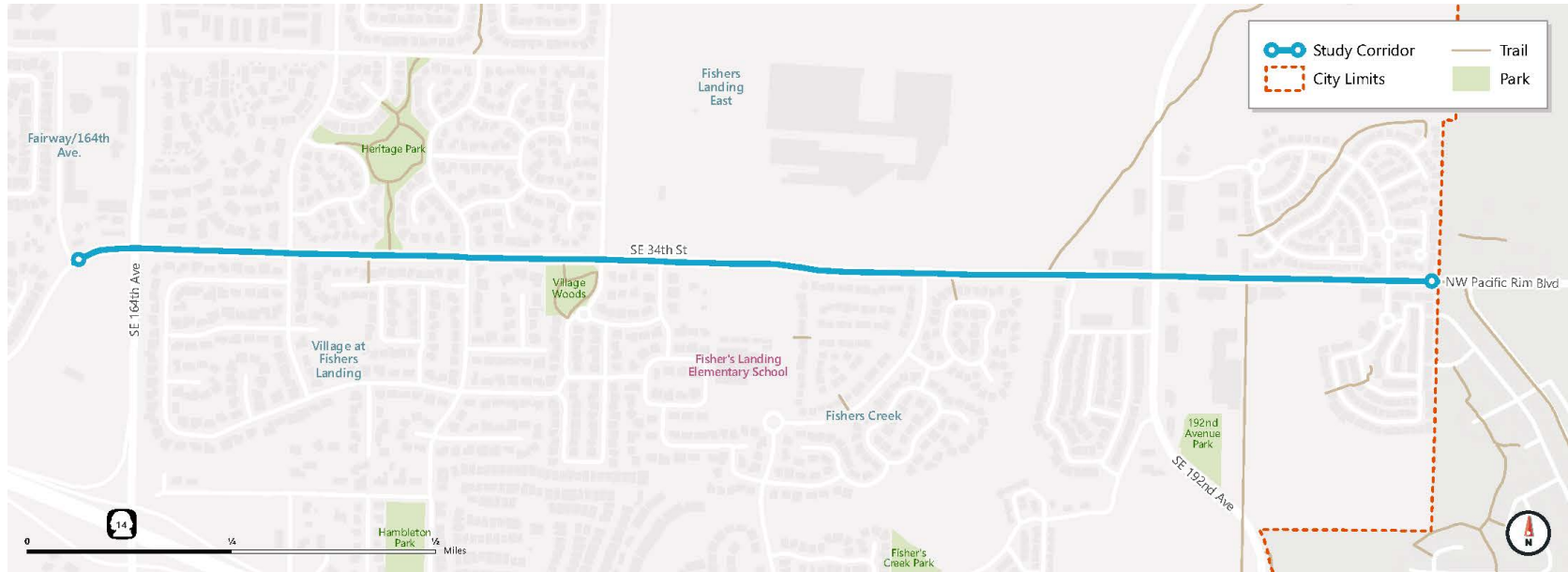


Prioritize safety for all users

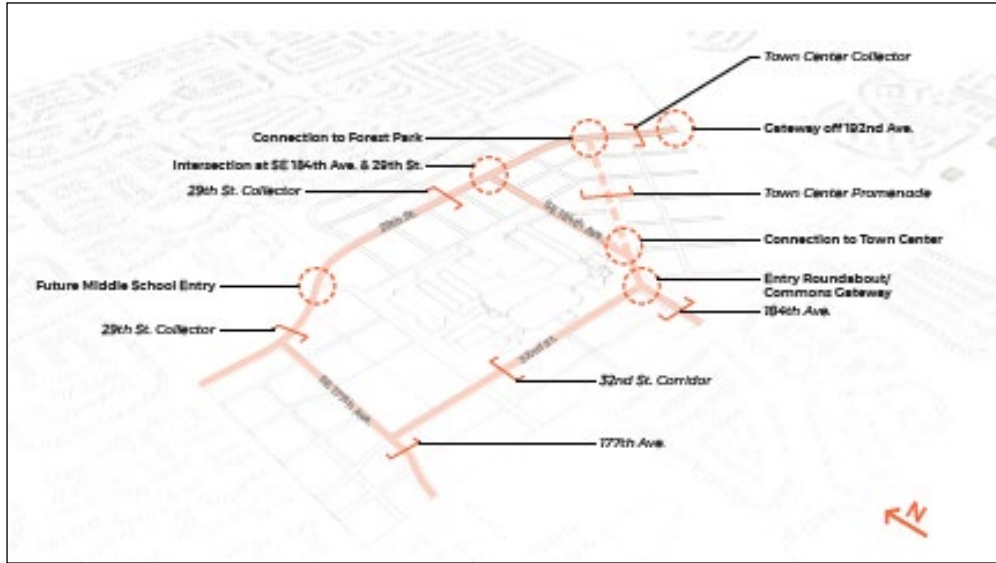


Facilitate near-term implementation

Project Overview



Project Overview



Project Overview



Average Daily Traffic (ADT): 7,000 – 13,000



Posted Speed Limit: 40 MPH



Travel Lanes: 4 lanes and 4 lanes with a center turn lane

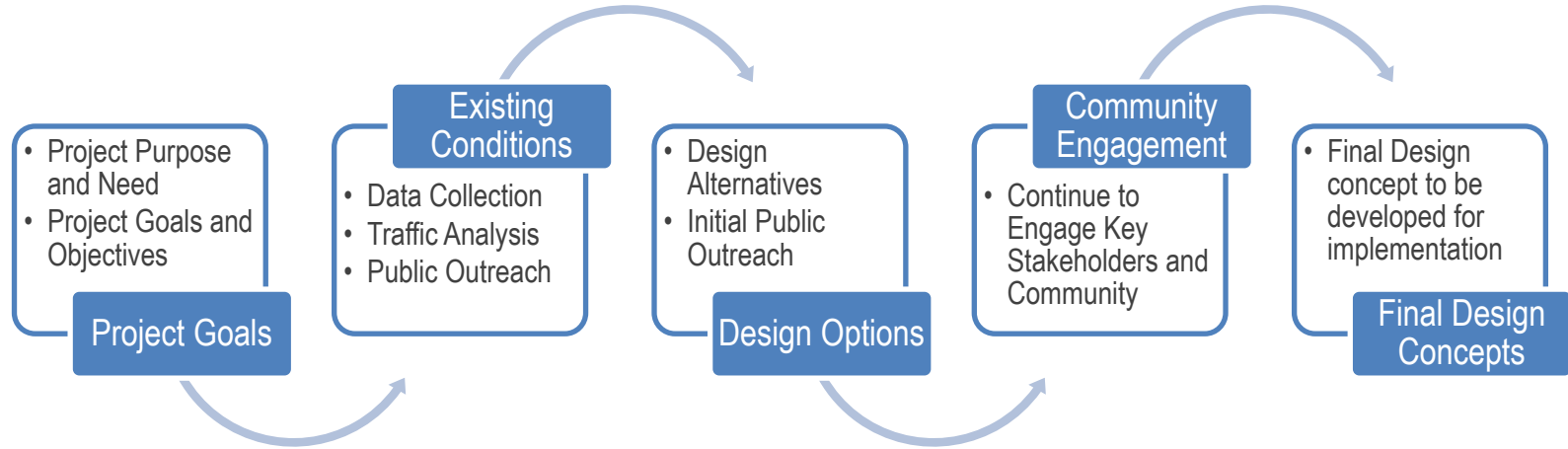


Collisions: 67 total crashes; 1 was someone walking (May 2015 – May 2021)



Facilities: Several mid-block pedestrian crossings; no dedicated bicycle facilities; attached sidewalks; center median, transit service

Project Overview



Design Considerations



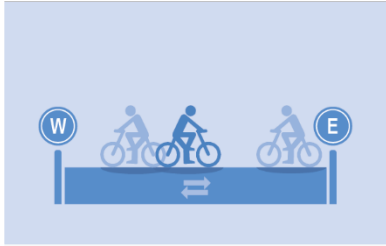
Travel Lane Repurposing: Traffic analysis and design alternatives could consider the potential of repurposing a travel lane to add other facilities such as bicycle facilities, shared bicycle/walking facility, parking, etc.



Safety Improvements: Traffic analysis and design alternatives could consider safety improvements for all users including signal modifications, access management, pedestrian crossing improvements, etc.

Design Considerations

To improve comfort and mobility for all users, improvements could..



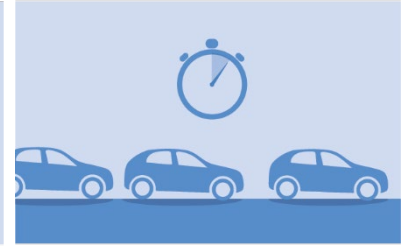
Create an east-west connection for people biking, rolling and using mobility devices



Improve access to existing transit service



Add aesthetic amenities



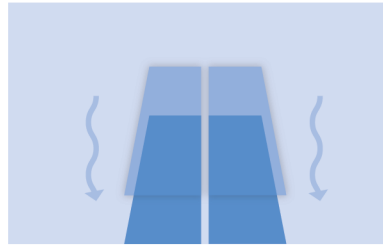
Not substantially add to driver delays

Design Considerations

To **facilitate near-term implementation**, improvements could...



Leverage low-cost solutions



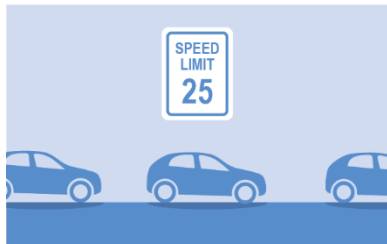
Be implemented with the planned overlay



Be eligible for outside funding

Design Considerations

To **prioritize safety for all users**, improvements could...



Use traffic
calming to lower
speeds



Improve locations
with high number
of crashes or
conflict points



Support safe
pedestrian
crossings near
key destinations

Community Engagement



Guiding Principle

Implement an inclusive outreach process that focuses on involving traditionally excluded community members



Key Stakeholders

VIC Developers
C-TRAN
Evergreen School District
Businesses
Neighborhoods
System Users



Primary Tools

Stipends
Small Groups
In-person Opportunities
On-line and Social Media
Clear Messaging

Community Engagement

	Touchpoint #1	Touchpoint #2
Timeline:	February 2022	March 2022
Event:	BeHeard Online Open House	BeHeard Online Open House Stakeholder Listening Sessions
Goal:	Share project overview and identify potential safety issues	Share analytical findings and design options
Outcome:	Understand community concerns	Understand community concerns and determine additional needs

Next Steps

- January through February 2022 – Gather Community Feedback & Analyze Options
- March 2022 – Identify Potential Improvements & Design Concepts
- April 2022 – Safety & Mobility Study Concludes
- Summer 2022 – Pavement Microsurfacing Treatment
- Summer 2022 through summer 2023 – Implementation of other capital improvements
- Ongoing throughout project: communication and information sharing with community and project stakeholders

Questions and Discussion

Jennifer Campos, Principal Transportation Planner

jennifer.campos@cityofvancouver.us or 360-487-7728

<https://www.cityofvancouver.us/se-34th-street-safety-and-mobility-project>



DATE: January 25, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Jennifer Campos, Community Development

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

In the 2021-22 biennial budget process, four roadway segments were approved for funding as part of the City's ongoing Complete Streets Program, and a fifth project was added via an interim process. The resources provided for these projects are to study potential safety and mobility improvements that could be completed in partnership with upcoming pavement work on the different street segments. The five streets include:

1. Fourth Plain Boulevard - Main St to Andresen Rd, 2023
2. SE 34th Street - SE 162nd Ave to SE 192nd Ave/city limits, 2022
3. Fort Vancouver Way - Mill Plain Blvd to Fourth Plain Blvd, 2023
4. NE 112th Avenue - Chkalov Dr/SE Mill Plain Blvd to NE Fourth Plain Blvd./city limits, 2024
5. SE McGillivray Boulevard - Chkalov Dr to SE 162nd Ave, 2024

There are three major overriding Complete Streets goals for these projects, with more specific goals developed for each individual project based on the context of each one and different safety and mobility needs. These three major goals include:

- Complete a community outreach and design alternative process that identifies improvements to advance safety, mobility, and equity in each corridor segment in preparation for pavement treatment planned for the coming years.
- Analyze each project to identify a suite of safety and mobility improvements that can be applied to each individual corridor, including potentially repurposing a travel lane in each direction and adding other safety enhancements such as traffic signal modifications, pedestrian crossing and lighting improvements, traffic calming, and street tree enhancements.

- Include stakeholder engagement with impacted groups as appropriate, including residents, businesses, corridor users, neighborhood associations, community-based organizations, historically excluded and underserved communities, and the Transportation and Mobility Commission.

The focus of the workshop today is the SE 34th Street Safety and Mobility Project, which is intended to improve safety and mobility for all users of the corridor between SE 164th and SE 192nd Avenues, regardless of how they choose to travel. The project includes community engagement, analysis, design, and implementation through forthcoming pavement treatment.

The project will evaluate potential changes to the street to improve safety and mobility for all users. It will consider repurposing a travel lane in each direction to add mobility lanes for people walking, biking, rolling, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers. It will also include a community engagement process to inform right-of-way use and design decisions and improve equity, safety, and mobility along the SE 34th Street corridor.

The project analysis will aid in developing and evaluating potential design concepts that improve safety and mobility, and final concepts will be incorporated into pavement treatment scheduled for summer of 2020. Pavement treatment will include striping and signing included in the final design concept, with other capital improvements likely to occur the following year.

Along with the overriding Complete Streets project goals, several corridor specific goals have been identified for the SE 34th Street project process:

1. Goal 1: Improve comfort and mobility for all users, regardless of how they choose to travel
 - a. Provide an east-west connection that serves cyclists of all ages and abilities
 - b. Improve accommodations for existing transit, as well as future planned service
 - c. Add landscaping, art or other amenities to the corridor
 - d. Avoid adding substantial delays to people driving
2. Goal 2: Prioritize safety for all users
 - a. Improve corridor safety by reducing driver speeds
 - b. Address identified conflict points/collision locations
 - c. Support safe pedestrian crossings especially around schools, retail hubs, transit stops, and the Vancouver Innovation Center campus
3. Goal 3: Make improvements quickly & efficiently
 - a. Use low-cost solutions
 - b. Maximize efficiency of pavement treatment opportunity
 - c. Utilize eligible grants, impact fees, or state/federal investment

Pavement treatment is currently scheduled for summer 2022, which requires that project analysis and design concept development are completed by April of this year, which is just a few months away. In order to meet this timeline, the following project schedule has been developed:

- January through February 2022 – Gather Community Feedback & Analyze Options

SE 34th Street Safety and Mobility Project

01/25/2022

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- March 2022 – Identify Potential Improvements & Design Concepts
- April 2022 – Safety & Mobility Study Concludes
- Summer 2022 – Pavement Microsurfacing Treatment Starts
- Summer 2022 through summer 2023 – Implementation of other capital improvements

During the February 1st workshop, the TMC will receive an overview of the SE 34th Street Safety and Mobility Project, goals, design considerations, and the community engagement process. Staff will come back to the TMC on April 5th to review design concepts to improve safety and mobility on the corridor.

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