



Transportation and Mobility Commission Meeting Agenda

June 3, 2025
4:30 PM

City Hall

Aspen Room
415 W. 6th Street
Vancouver, WA

<https://us02web.zoom.us/j/85435116280>

+1 (253) 205 0468, Meeting ID: 85435116280

1. **Call to Order and Roll Call**
2. **Approval of Minutes**
3. **Workshop:**
 - a. Bike Parking Program Introduction, Olivia Kahn, Transportation Demand Management Planner, Laurel Priest, Associate Transportation Planner, Community Development Department
4. **Workshop:**
 - a. C-TRAN 2045 Plan Update, Taylor Eidt, Deputy Director, C-TRAN Capital Projects and Planning
5. **Break 6:00 – 6:30 pm**
6. **Community Forum**

To provide public testimony, please see instructions below.
7. **Workshop:**
 - a. Residential Transportation Demand Management Program Update, Olivia Kahn, Transportation Demand Management

Transportation and Mobility Commission

Members

Jeananne Edwards, *Chair*
Ken Williams, *Vice Chair*

Zack Gatton
Thinh Phan
Mario Raia

Devan Williams

Melanie Katz

Michael Moore

Isaac Hamann
David McCune

Community Development Department

415 W. 6th Street
P.O. Box 1995 Vancouver, WA
98668 360-487-7800
TTY: 711
cityofvancouver.us

8. Commission and Staff Reports

Adjournment

Community Forum Instructions

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to TMC@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the online form before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the online [form](#) before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting

City Hall is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | TTY: 711 | TMC@cityofvancouver.us



CITY OF
Vancouver
WASHINGTON

Bicycle Parking Program Update

Transportation and Mobility
Commission Workshop

June 3, 2025

Olivia Kahn

Transportation Demand
Management Planner
Community Development

Laurel Priest

Associate Transportation
Planner
Community Development

Purpose

- Provide an update on **Bicycle Parking Program**
- Gather feedback on:
 - **Priority locations to install bike parking**



Bicycle Parking Program

Overview

- Make it easy and intuitive to navigate the city and find destinations by bike / small mobility.
- Provide plentiful and secure bike / small mobility parking at or near businesses, transit, schools and more.
- Outlined in the Vancouver Transportation System Plan and the need is heard often in public engagement.
- Current funding to establish program and kickstart implementation through Washington Dept. of Commerce Decarbonization Acceleration Grant.



Bicycle Parking Program continued

Vision

- Encourage people to use active modes of transportation (bike, walk, roll).
- Support climate, safety and equity goals.
- Provide a safe and accessible short-term storage options for bicycle / small mobility.
- Proactively install bike parking in the right-of-way where we know we need it.
- Provide a clear, affordable and efficient process for people and business to request publicly-accessible bicycle parking in the right-of-way.



Roles & Responsibilities



**Community
Development**



Public Works



**Community
Members**



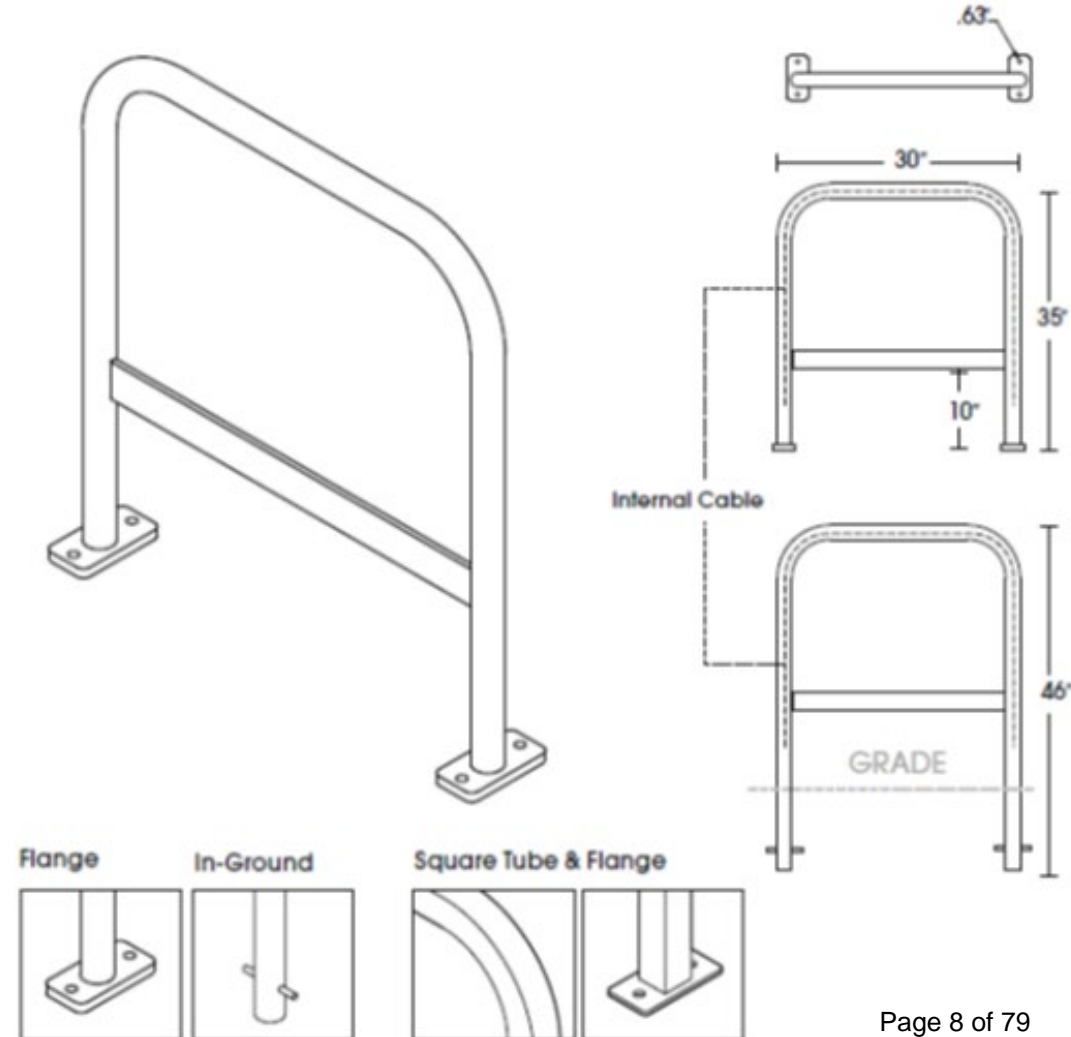
**Business
Owners**

Type of Rack Offered

HuntCo - Portland "Staple" Bike Rack



- Made of 1.5" round steel pipe
- 2"x2" square steel tubing (pipecutter proof)
- Steel horizontal flat bar for extra security
- Unobtrusive, no sharp edges or moving parts
- Requires little maintenance
- Industry best practice



Rack Location Criteria

Where can bike racks be installed in the right-of-way?

Criteria	Why?
City-owned public space within Vancouver city limits	The City can only install racks on public property
Sidewalk with 6-feet or more of clear sidewalk space remaining (or 9-feet before the rack is installed)	Maintain ADA access
Convenient, usable locations close to building entrances without impeding people walking or using wheelchair or other mobility device	Visibility from businesses and “eyes on the street” while maintaining ADA access
Adequate clearance from curb ramps, crosswalks, street furniture, driveways, sidewalk cafes, parked cars and fire hydrants	Co-exist with other sidewalk and street uses, prevent damage to personal or public property
Do not interfere with the bus stop boarding or loading	Maintain bus stop boarding and loading while promoting bike and transit trips



On-Street Bike Corrals

Where do clusters of bike racks get installed?

- Where multiple businesses exist, and foot-traffic is high
- Sidewalk width may not accommodate a rack on the sidewalk
- Reduce clutter on sidewalk (e.g., where café seating may already exist)
- At busy intersections where increased visibility is needed to improve safety for people crossing the street
- City-owned right-of-way



Let us know where you want bike racks on city-owned sidewalk or right-of-way

- Gather information and confirm with property owner or manager
- Submit the bike rack suggestion form (5-10 minutes to complete)
- Information needed to complete the form includes:
 - First and Last Name,
 - Business name / destination served
 - Existing or planned sidewalk tables and/or seating
 - Number of bike racks
 - Suggested location
 - Email and telephone number
 - Property owner/manager approval attestation
 - Additional comments and photo upload



Priority Locations to Install Bike Parking

Where we need it and where we know we can do it

- Waterfront district
 - Downtown
 - Uptown
 - Near schools
 - Near bus stops
 - Fourth Plain Blvd
 - Mill Plain Blvd
- **Where else?**





Next Steps

- Social media promotion
- Auditing locations
- Business notification
- Coordination with Public Works
- Installation



Thank You



BikeParking@cityofvancouver.us



City of Vancouver Bicycle and Small Mobility Parking Program Charter

Contents

City of Vancouver Bicycle and Small Mobility Parking Program Charter	2
Supporting Policies.....	2
Transportation System Plan.....	3
Vision	3
What are we trying to achieve?.....	3
Overview.....	3
What is the Bicycle Parking Program?.....	3
How do community members request a bicycle rack?.....	4
What are the criteria for installing a bicycle rack? And, where?	4
What is a bicycle corral? Where should they be installed?.....	4
What are the criteria for installing a bicycle corral?	4
What's the issue we're trying to solve for?.....	5
Program Goals and Initiatives	5
The Bicycle Rack Request Program.....	5
Proactive City-Installed Bicycle Rack Program	5
Adopt Bicycle Parking Ordinance	6
Partners	6
Funding Streams:.....	7
Appendix I	8
Preferred Rack.....	8
HuntCo Portland City Rack	8
Other Design Recommendations	9
APBP Essentials of Bicycle Parking: Racks for All Applications.....	9
APBP Essentials of Bicycle Parking: Racks to Avoid.....	9

City of Vancouver Bicycle and Small Mobility Parking Program Charter

Introduction

The City of Vancouver 2024–2044 Transportation System Plan update prioritizes safety, multi-modal streets, and a responsibility to facilitate community priorities. This plan is paving the way for more cyclists to use active transportation to get around the city.

The Bicycle and Small Mobility Parking Program is a tenet of the Transportation System Plan (TSP). It encourages people to use active modes of transportation by providing more available bicycle parking. The Bicycle and Small Mobility Parking program provides free bike parking in the city right of way, and updates local building guidelines to increase the amount and quality of new bicycle parking installed in our community. Providing secure short- and long-term bike storage is one way City of Vancouver can reduce congestion in high-traffic areas, boost community health, enable equitable access to our city's essential places and reduce tailpipe emissions from drive-alone car trips. This charter identifies partners, funding sources, and actions for developing this program.

Supporting Policies

Climate Action Framework

Strategy TLU-2. Shift driving trips to clean, active modes of transportation. This strategy creates a more connected, walkable and bikeable City by supporting pedestrian- and bike-friendly infrastructure.

Action item #13: Improved bicycling infrastructure in alignment with the TSP, Complete Streets program, and other relevant City plans, increase the abundance, safety and connectivity of bicycling infrastructure. Include the following activities:

- Create complete and connected networks of high-quality bicycling facilities that provide safe and comfortable routes.
- Consider and accommodate multi-modal and first / last mile needs.
- Provide City-owned bicycle racks located in the public right-of-way (ROW) in mixed-use and commercial areas.
- Promote the inclusion of amenities (e.g., showers, changing rooms, lockers) in public and private buildings to reduce barriers to habitual biking.

Strategic Plan

The 2023-2029 Strategic Plan identifies Transportation and Mobility as a key focus area. The future vision of the transportation system of Vancouver is safe, future-ready and

convenient, and offers affordable, climate-friendly options to get people where they need to be. The Strategic plan uses community indicators and performance measures to set citywide priorities and measure progress over time.

TM.CI.1: Mode split: Mode split is an important indicator for how safe and accessible non-drive alone transportation options are for community members. Increased shares of people walking, bicycling, and using transit translates to fewer greenhouse gas emissions, cleaner air, safer roadways, and decreased capital and maintenance costs.

TMPM3: Miles of new off-street shared use paths: Measure the number of new non-motorized facilities like off-street bike and small mobility paths and shared-use trails.

TMPM4: Increase the number of residents in Vancouver that live within a 15-minute walk or bike to transit facilities.

TM.PM.5: Increase in non-drive alone trips to downtown: Facilitate diverse transportation options by implementing a new Downtown Parking Plan emphasizing and increasing mode split utilization by those who live, work and/or recreate in downtown.

Transportation System Plan

The 2024-2044 TSP update includes the provision of bike parking as an important investment to accompany new bike and small mobility street improvement and new building developments.

LS3.3 Program Bicycle/Small Mobility Parking: Make the end-of-trip easy and convenient by providing plentiful and secure small mobility parking at retail, transit, schools, and other destinations.

Vision

What are we trying to achieve?

- Encourage active modes of transportation.
- Support climate, safety, and equity goals.
- Increase the number of people riding bicycles and small mobility devices for transportation in Vancouver.
- Provide a safe, consistent option for short-term bicycle storage.
- Provide a clear, affordable, and efficient process for people and businesses to request public bicycle parking in the right of way.
- Identify where public bicycle parking can be installed in the right of way by the city proactively.
- Adopt a bicycle parking ordinance into Title 20 and Title 11.2 and 11.3 land use and transportation code to encourage construction of consistent, high quality bicycle racks across the city.

Overview

What is the Bicycle Parking Program?

The City of Vancouver seeks to support active transportation modes and our investments in the bicycle and small mobility network by creating a bicycle parking program that is community driven, proactive, and based on high mobility areas and equity needs. The Bicycle Parking program will also support the introduction of bicycle parking code requirements and standards for new development and establish best practices for bicycle parking installation in both the public right of way (ROW) and on private property.

How do community members request a bicycle rack?

Community members can request a bicycle rack to be installed in the ROW in front of the property they own or manage. Community members can submit a bike rack request online through a web form linked to the [program webpage](#). City of Vancouver staff will review requests to evaluate if the proposed locations meet the necessary criteria.

What are the criteria for installing a bicycle rack?

- Sidewalk or other ROW must be at least 9 feet wide. This allows enough room on the sidewalk for people to walk or roll without being blocked by bikes or bike racks.
- There must be a concrete surface to securely install the bike rack.
- There is enough distance from curb ramps, fire hydrants, and bus stops.
- City staff have identified priority locations to install bike racks using the City of Vancouver equity index, proximity to transit stops and essential places.

What is a bicycle corral? Where should they be installed?

Bike corrals are groups of 3 to 12 bicycle racks installed in a vehicle parking stall on streets with high bicycle parking demand. A vehicle parking stall can be 18 to 20 feet long and 8 to 10 feet wide. Bike corrals can fit 6 to 24 bicycles in the same amount of space as one or two cars.

Bicycle corrals as a bike parking strategy have multiple benefits. Corrals can improve visibility at busy intersection corners, making street crossings safer and easier to navigate for bikes, pedestrians and side street vehicle traffic. Corrals can reduce the distance on the road that pedestrians have to cross, increase business visibility, and encourage more visitors, customers and employees to bike, walk and roll in the area.

What are the criteria for installing a bicycle corral?

- Length of established storefront.
- Type of paid parking currently allowed.
- Is the parking metered?
- Is there a moving lane of traffic next to the curb at any time of day?
- Is there a fire hydrant?

- Is there a bus stop?

What's the issue we're trying to solve for?

- Clarify the bicycle parking program request process.
- Understand current conditions of bicycle parking in the ROW, identify appropriate locations for more bicycle racks to be installed, and install more city-approved bicycle parking.
- Adopt bicycle parking requirements through Title 20 and Title 11 code updates, including bicycle parking design guidelines for developers.

Program Goals and Initiatives

Initiatives	Short Term (2 years)	Status	Long Term (5 years+)
Bicycle Rack Request Program	Install 50 community-requested bicycle racks	In progress	Install 150 additional community requested bicycle racks
Proactive City-Installed Bicycle Racks	Install 50 bicycle racks proactively	In progress	Install 150 additional bicycle racks proactively
Adopt Bicycle Parking Ordinance	Adopt a bicycle parking ordinance into Title 20 and Title 11 land use and transportation code to encourage construction of consistent, high quality bicycle racks across the city	In progress	Provide technical support for code adoption and enforcement

The Bicycle Rack Request Program

- **Request:** Create a clear and efficient process for the public to request bicycle racks and bicycle corrals for installation at their business or organization.
- Work with communications team to create a webform on the City website to request a rack or corral.
 - Create a communications and marketing plan with support from public works communications team and community development team.
 - Work with GIS to document location of racks to create an inventory of bicycle racks in the city.
- **Identify / Evaluate:** See [criteria](#) above.
- **Install:** Preferred rack brand and installation guidelines are in [Appendix I](#).
- **Celebrate:** Community Development document new rack usage and capture feedback from requestees. CDD will work with communications to photograph and share new racks on social media and communications channels.

Proactive City-Installed Bicycle Rack Program

- **Identify:** Identify high volume pedestrian and bicycle and small mobility corridors and districts that include restaurants, bars, coffee shops, yoga studios, rock climbing, gyms, grocery stores, bus stops, park & rides, essential places, etc. ‘
- **Set a goal:** Install at least 2 racks per block on each side of the street in priority locations. Install bike corrals where appropriate.
- **Outreach:** Engage businesses, property owners and organizations like the Vancouver Downtown Association to notify them of increased bicycle and small mobility parking in priority locations across the City.
- **Identify / Evaluate:** See criteria for [bicycle racks](#) and [bicycle corrals](#). Use GIS and site visits to verify sites are appropriate (9’ or more)
- **Install:** Request installation and an update from public works installation team when installation is completed.
- **Celebrate:** Document use of the new bike rack. City staff will work to photograph and share new racks on social media and communications channels.

Adopt Bicycle Parking Ordinance

- **Draft and Review:** Distribute the draft bicycle parking land use and development code for internal review and revisions.
- **Update:** Include the final bicycle parking land use and development code in the Comprehensive Plan code update.
- **Draft and Review:** Distribute the draft right-of-way (ROW) bicycle parking updates for Title 11 street and sidewalk code for internal review and revisions.
- **Update:** Include the final ROW bicycle parking code in the next Title 11 streets and sidewalks code update.

Partners

City staff have identified the following partners and collaborators to enable the bike parking program goals, vision and deliverables.

Partner / Organization	Interest / Role
CoV Public Works	Rack storage, identify locations, implementation
Vancouver Downtown Association (VDA)	Promote program, identify locations
CoV Equitable Development Team	Promote program, identify locations
CoV EPH Parking Team	Implementing the CoV downtown parking and mobility plan, identify locations
Local Businesses	Request racks, promote program

CoV Parks, Recreation, Culture	Install racks at their sites, support event bicycle parking
<u>Fort Vancouver Regional Libraries</u>	Install racks at their sites, support event bicycle parking
CoV Office of Neighborhoods	Request racks, promote program
<u>Vancouver Police Department</u>	Request racks, promote program
<u>C-TRAN</u>	Request racks, promote program
<u>Bicycle Clark County</u>	Request racks, promote program
<u>Clark County Public Health</u>	Request racks, promote program
CoV Transportation Demand Management	Rack storage, promote program, identify locations, implementation

Funding Streams:

2024 program startup funding:

- Washington State Department of Commerce Grant Low Carbon Transportation Acceleration Strategy – expires July 2025.
- CoV Community Development Department General Fund – expires January 2026.

2025 and ongoing (pending):


- Washington State Regional Mobility Grant.
- Washington State Commute Trip Reduction Formula Annual Funding.
- CoV Transportation Benefits District via Complete Streets Annual Funding.

Appendix I

Preferred Rack

The City of Vancouver has adopted the HuntCo Portland City Rack along with installation and layout guidelines recommended by the manufacturer as our bike parking design standard.

HuntCo Portland City Rack




HUNTCO
SITE FURNISHINGS

Bike racks, lockers, benches and architectural site furnishings since 1980.
Tradition & Innovation

PHONE 503.224.8700
FAX 503.274.2055

EMAIL Sales@Huntco.com
WEB Huntco.com
TWITTER @Huntcosupply

MAIL P.O. Box 10385
Portland, Or. 97296-0385

 x 2

THE CITY OF PORTLAND

The ever-classic "Staple" style bike rack is Portland City Code approved with an internal cable and flat bar for extra security. Lock it up!

CONSTRUCTION/MATERIAL OPTIONS

- 1.5" Sch. 40 Round Steel Pipe
- 2" x 2" Square Steel Tubing (Inset, Pipecutter Proof)
- Steel Flanges
- Steel Flat Bar

DIMENSIONS

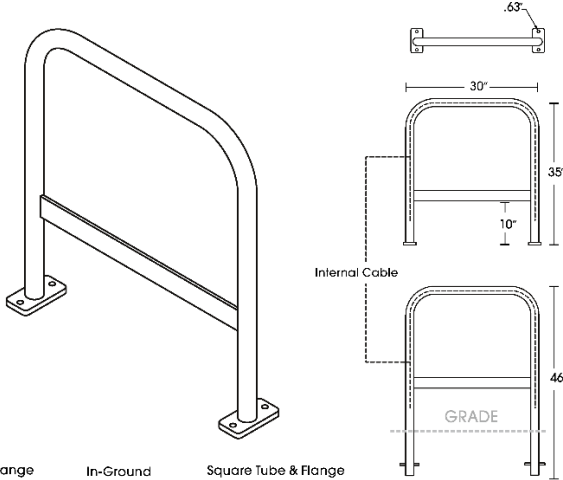
- 30" Length
- 6" Width
- 35" Height
- Custom Size Height/Length

MOUNTING OPTIONS


- Flange Mount (Shown)
 - (6) .63" Mounting Holes
- In-Ground
 - 11" Leg Extensions

FINISH OPTIONS


- T304 Stainless Steel
- #4 Satin Finish
- Hot Dipped Galvanized
- Powder Coating
- # _____
- Thermoplastic Coating
- # _____



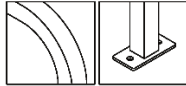
Flange



In-Ground



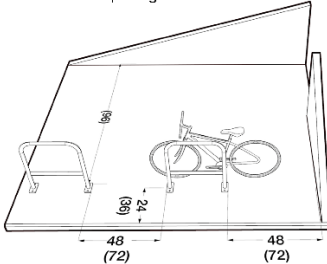
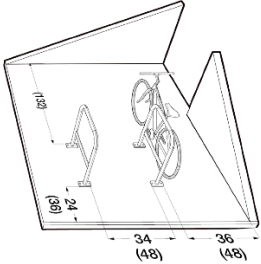
Square Tube & Flange



RECOMMENDED LAYOUT

NOTES:

- "Bike" Is 70"
- # Minimum Spacing
- (*) Recommended Spacing

CONTRACTOR: _____

JOB: _____

NOTES: _____

Manufactured in the Pacific Northwest

Figure 1: HuntCo The City of Portland Bike Rack

Other Design Recommendations

APBP Essentials of Bicycle Parking: Racks for All Applications

The Association of Pedestrian and Bicycle Professionals (APBP) bicycle parking design guidelines recommend the illustrated racks below based on their usability, efficacy, security or other design features.

BICYCLE RACK SELECTION

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.




RACKS FOR ALL APPLICATIONS	When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.	
<p>INVERTED U also called staple, loop</p> 	<p>Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.</p>	
<p>POST & RING</p> 	<p>Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.</p>	
<p>WHEELWELL-SECURE</p> 	<p>Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.</p>	

Figure 2: APBP Essentials of Bike Parking Racks for All Applications

APBP Essentials of Bicycle Parking: Racks to Avoid

The Association of Pedestrian and Bicycle Professionals (APBP) bicycle parking design guidelines discourage the use of the following racks based on their lack of usability, efficacy, security or other design flaws.

BICYCLE RACK SELECTION

RACKS TO AVOID Because of performance concerns, APBP recommends selecting other racks instead of these.








<p>WAVE also called undulating or serpentine</p>		<p>Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.</p>
<p>SCHOOLYARD also called comb, grid</p>		<p>Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.</p>
<p>COATHANGER</p>		<p>This style has a top bar that limits the types of bikes it can accommodate.</p>
<p>WHEELWELL</p>		<p>Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.</p>
<p>BOLLARD</p>		<p>This style typically does not appropriately support a bike's frame at two separate locations.</p>
<p>SPIRAL</p>		<p>Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.</p>
<p>SWING ARM SECURED</p>		<p>These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.</p>

Figure 3: APBP Essentials of Bike Parking Racks to Avoid.



MEMORANDUM

DATE: June 3, 2025

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Olivia Kahn, Transportation Demand Management Planner and Laurel Priest, Associate Transportation Planner, Community Development Department

RE: City of Vancouver Bicycle Parking Program Update

CC: Kate Drennan, Transportation Planning Manager, Community Development Department

Introduction

The 2024-2044 Transportation System Plan update includes the provision of bike parking as an important investment to accompany bike and small mobility infrastructure improvements and new building developments. This presentation provides an update on the development of the bike parking program and seeks feedback on priority locations for bicycle rack installation in the public right of way. Current funding to establish the program and kickstart implementation has been provided by the Washington State Department of Commerce Decarbonization Acceleration Grant.

Overview

The goal of the bike parking program is to encourage more people to use active modes of transportation (bike, walk, roll), support climate, safety and equity goals established in the City's strategic plan, and provide safe and accessible short-term bike and small mobility storage options. The program will advance these objectives through three initiatives: establishing a bicycle parking request program, proactively installing public bicycle racks and adopting bicycle parking requirements in the development code.

The program creates a clear and affordable process for people and organizations to request publicly accessible bicycle parking in the right-of-way where certain conditions are met. Through the program, the City staff are also researching best practices for bike parking guidance for new buildings and long-term maintenance and operations in the right of way.

The long-term vision of the program is to make navigating the city, finding destinations and securely storing bicycle and small mobility devices easy and intuitive for all users. The program seeks to provide plentiful and secure bicycle and small mobility parking near businesses, transit, schools and other high pedestrian and bike / small mobility traffic areas.

Implementation

Establishing a bike parking program charter helped City staff identify the necessary steps and partners needed to implement the program, and install bike racks both proactively in the right-of-way, and by community request. Using the program charter goals, and from input from city partners and peer cities, staff drafted criteria for locating racks in the right-of-way (ROW). This criteria are based on standards previously established by the City, peer cities that operate similar programs, and ADA requirements. City staff are currently researching bike parking design guidance for new buildings and right of way installation and maintenance as well. The location criteria for installing public bike racks in the ROW are summarized below and detailed in the program charter in full.

Installation Criteria For Public Bike Racks In the ROW

- Installation can only be on City-owned public space within Vancouver city limits, this is required because the City can only install racks on public property and does not install racks on private property.
- The location for installation can only be on sidewalks that still allow for six (6) feet or more of clear sidewalk space, or sidewalk must be nine (9) feet wide before the rack is installed. This criteria helps maintain ADA access and a clear pathway for pedestrians and others using the sidewalk.
- The location for installation should be convenient and usable. Locations should be close to building entrances without impeding access to the entrance. This provision helps preserve visibility of bikes and bike racks from businesses while maintaining ADA access.
- Locations should provide adequate clearance from curb ramps, crosswalks, street furniture, driveways, sidewalk cafes, parked cars and fire hydrants. This provision allows new bike racks in the right of way to co-exist with other sidewalk and street uses and prevent damage to personal or public property.
- Sites of public bicycle rack installation should not interfere with boarding or loading at bus stops. City staff worked with C-TRAN to understand what distances are appropriate and maintain bus stop boarding and loading simultaneously with promoting bike and transit trips.

Action, Timeline, Next Steps

Please provide feedback on the bicycle rack priority location list for bike parking installation.

Applicable review criteria

Bicycle rack priority location list

Staff contact info

Olivia Kahn

Olivia.Kahn@cityofvancouver.us

Laurel Priest

Laurel.Priest@cityofvancouver.us

Attachment(s):

Priority location list

Public program charter

C-TRAN

C-TRAN | 2045

Transportation & Mobility Commission
City of Vancouver

June 3, 2025

Taylor Eidt, Deputy Director of Capital Projects & Planning

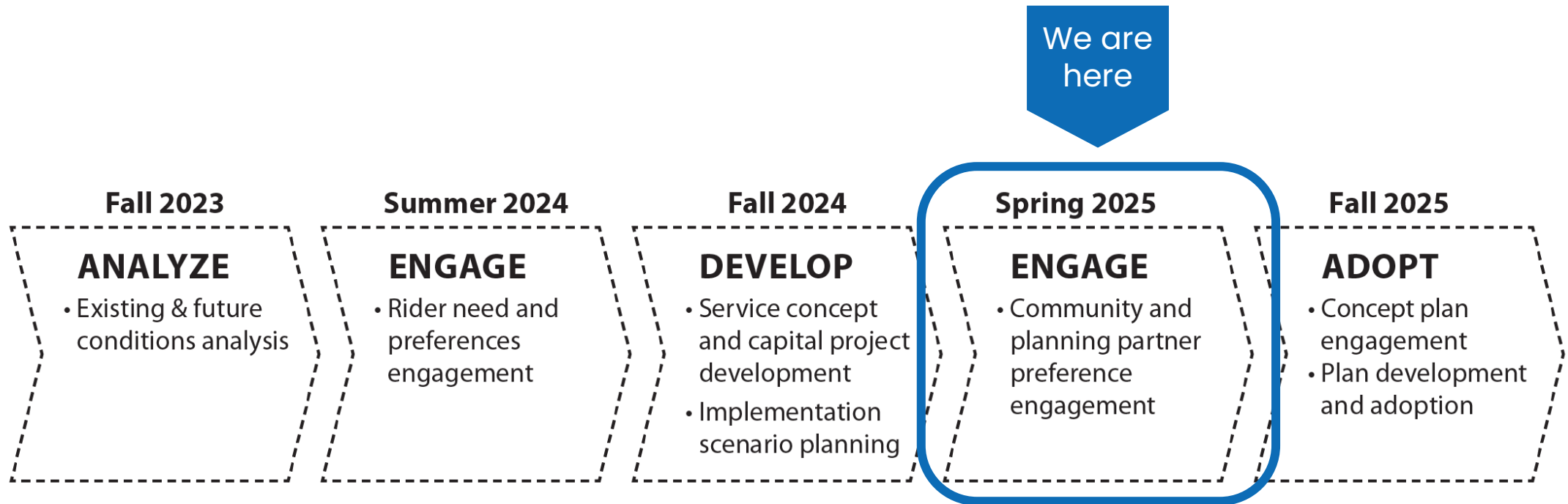


C-TRAN | 2045

Agenda

- 1 Plan Overview & Process
- 2 Progress to Date
- 3 Planning Context
- 4 System Plan Concepts
- 5 Capital Project Concepts
- 6 Funding & Implementation

C-TRAN 2045 Timeline



C-TRAN's Long-Range Transit Plan (LRTP) is a planning tool that guides C-TRAN over the next 20 years.

Improving service

Introducing new transit options

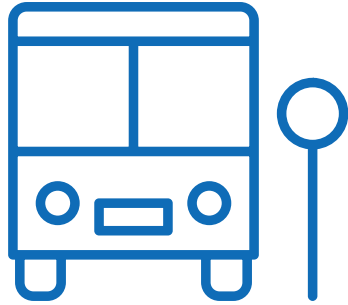
Identifying Capital Project Needs

Ensuring transit equity

Maintaining financial sustainability



Public Engagement Activities



Summer 2024

Define Needs

Identify community transit needs and preferences to develop draft plan



Fall 2024

Understand Priorities

Identify community transit priorities for final plan development



Summer 2025

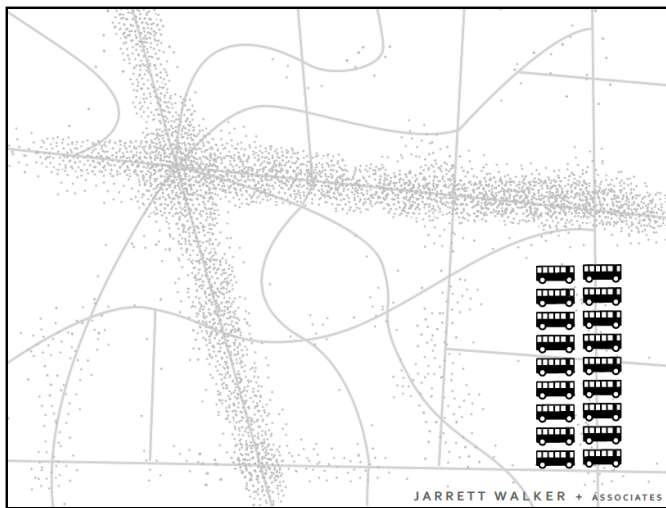
Concept Feedback

Comment on concepts, scenarios, and draft plan

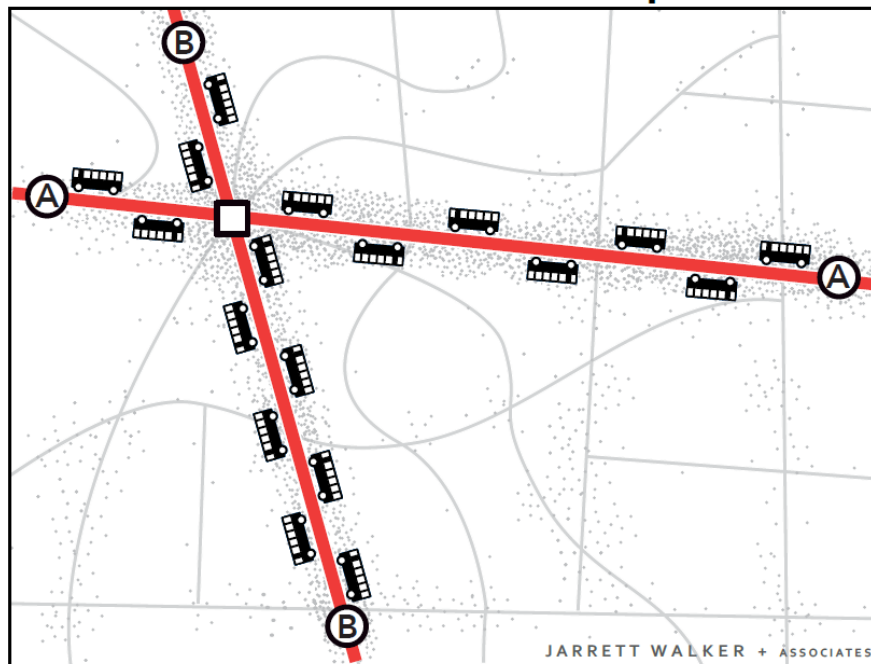
Big Ideas in the Service Vision

- **Expanding access to opportunity and newly developing neighborhoods**
- **More frequent service**
- **A more gridded network structured**
- **Better regional links to job centers**
- **Expanded weekend service with standard Saturday/Sunday schedules**
- **Consistent all-day service and span**

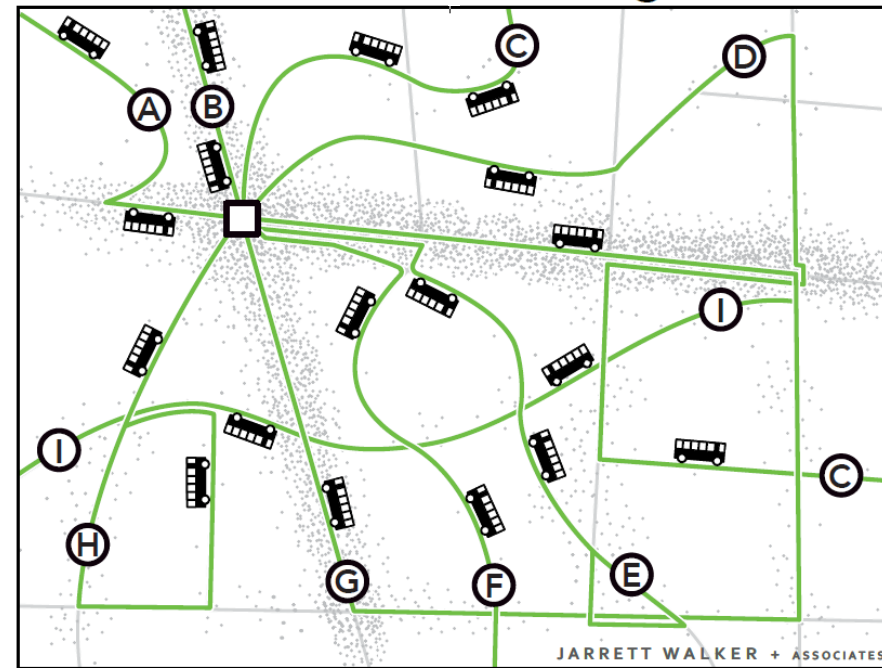
Frequency & Coverage | Ridership & Access



Maximum Ridership

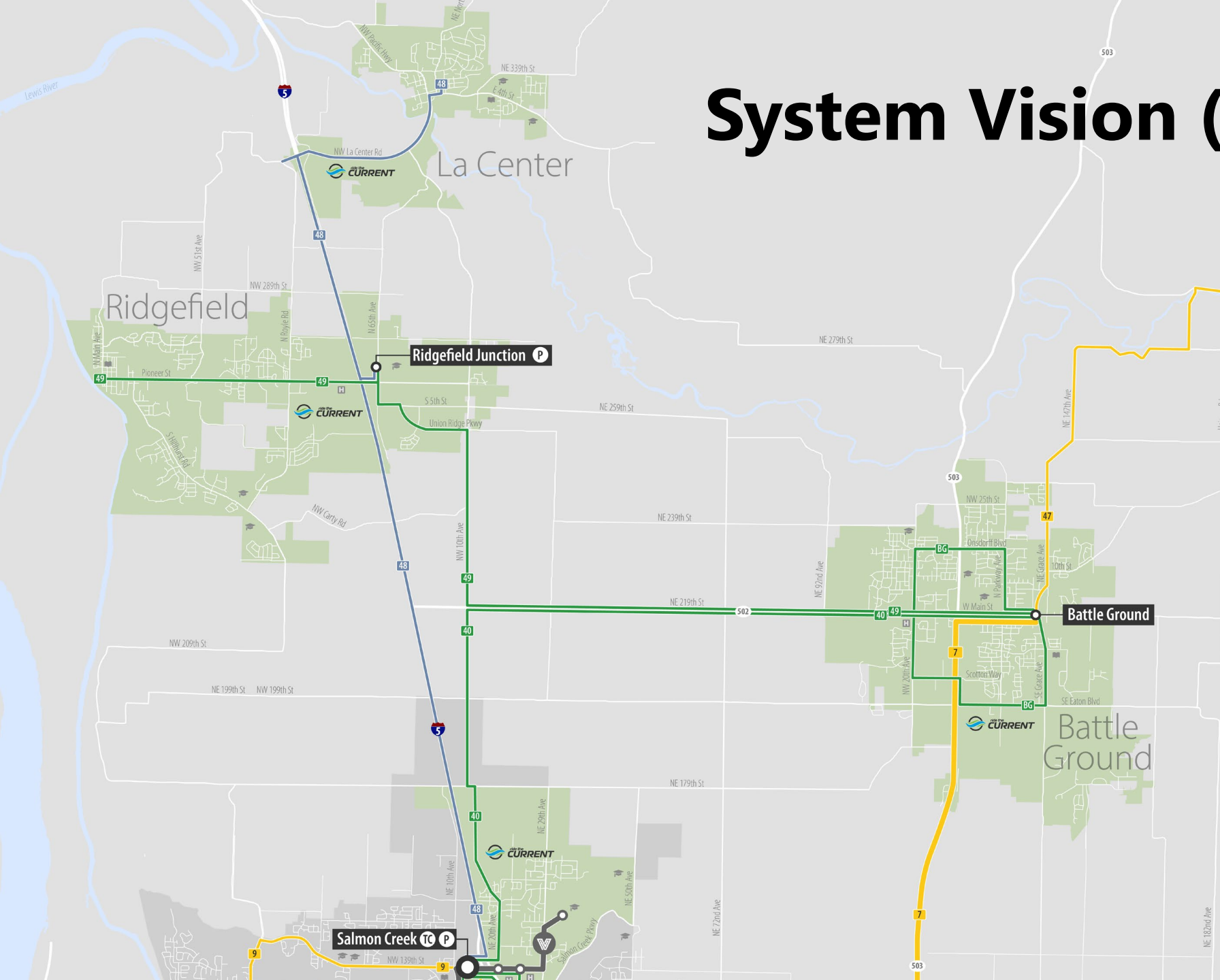


Maximum Coverage








System Vision (2045)


Yacolt






Battle Ground, La Center, Ridgefield, and Yacolt

THE VINE 
C-TRAN Bus Rapid Transit

-  # New Route
-  # Existing route with modified routing
-  # Existing route with improved service
-  # Existing route with minor service adjustments

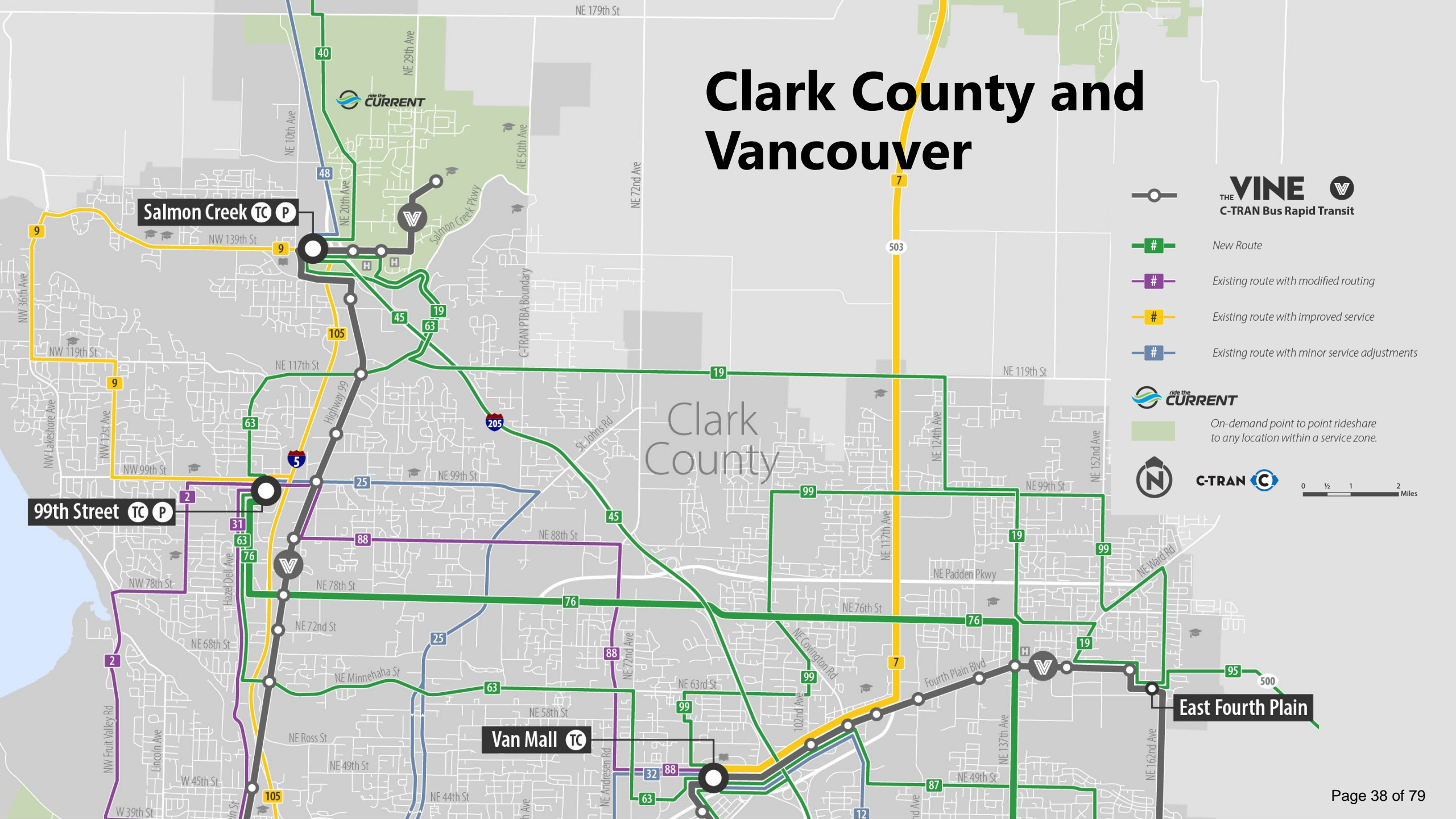
 *ride the CURRENT*

 On-demand point to point rideshare to any location within a service zone.

 **C-TRAN** 

0 1/2 1 2 Miles

Clark County and Vancouver



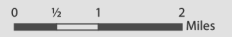
THE VINE
C-TRAN Bus Rapid Transit

- New Route
- Existing route with modified routing
- Existing route with improved service
- Existing route with minor service adjustments

ride the CURRENT

On-demand point to point rideshare to any location within a service zone.


C-TRAN





Assumes completion of Interstate Bridge Replacement Project and extension of MAX Yellow Line.

-  **THE VINE**
C-TRAN Bus Rapid Transit
-  New Route
-  Existing route with modified routing
-  Existing route with improved service
-  Existing route with minor service adjustments

 **ride the CURRENT**
On-demand point to point rideshare to any location within a service zone.

 **C-TRAN**
0 1/2 1 2 Miles

Vancouver

Van Mall TC

18th Street P

Fisher's Landing Page 99 of 79

Cross-River Service

Regional

Route 65

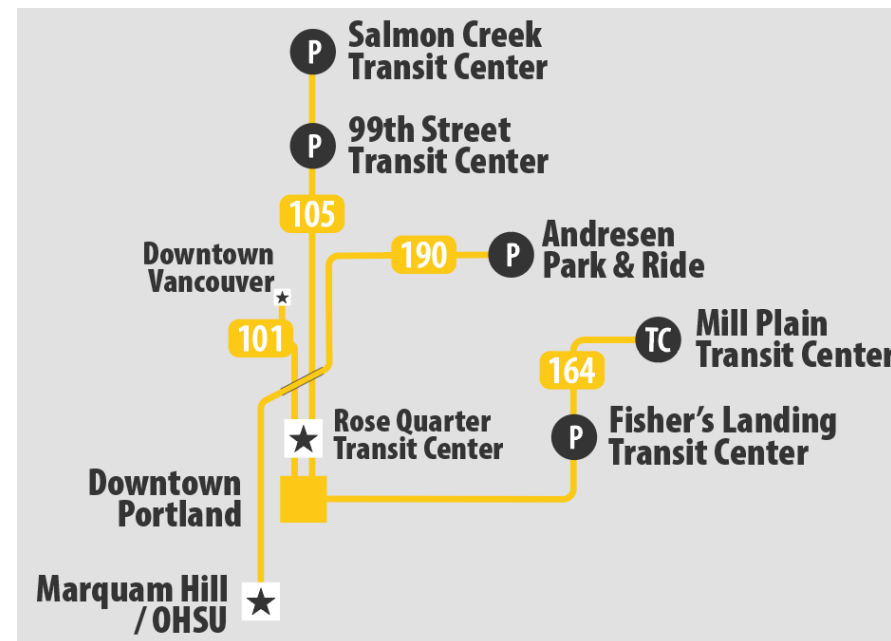
- Frequent cross-river service, connecting to TriMet and TriMet MAX

Route 67

- Airport connection
- Improve to hourly service operating 7 days a week

Express

All-day regional service patterns



Capital Projects

Transit Improvements

- Bus Plus
- Community Hubs
- Route & Stop Facilities
- Freeway Operations

Facilities, Fleet, and Technology

- Revenue Vehicles, Non-Revenue Vehicles, and Equipment
- Operations & Maintenance Facility (OMF)
- Zero Emission Transition
- Capital Facilities Maintenance
- Intelligent Transportation System (ITS) Deployment

Programs

- Shared Mobility
- Transportation Demand Management (TDM)
- Transit-oriented Development (TOD)

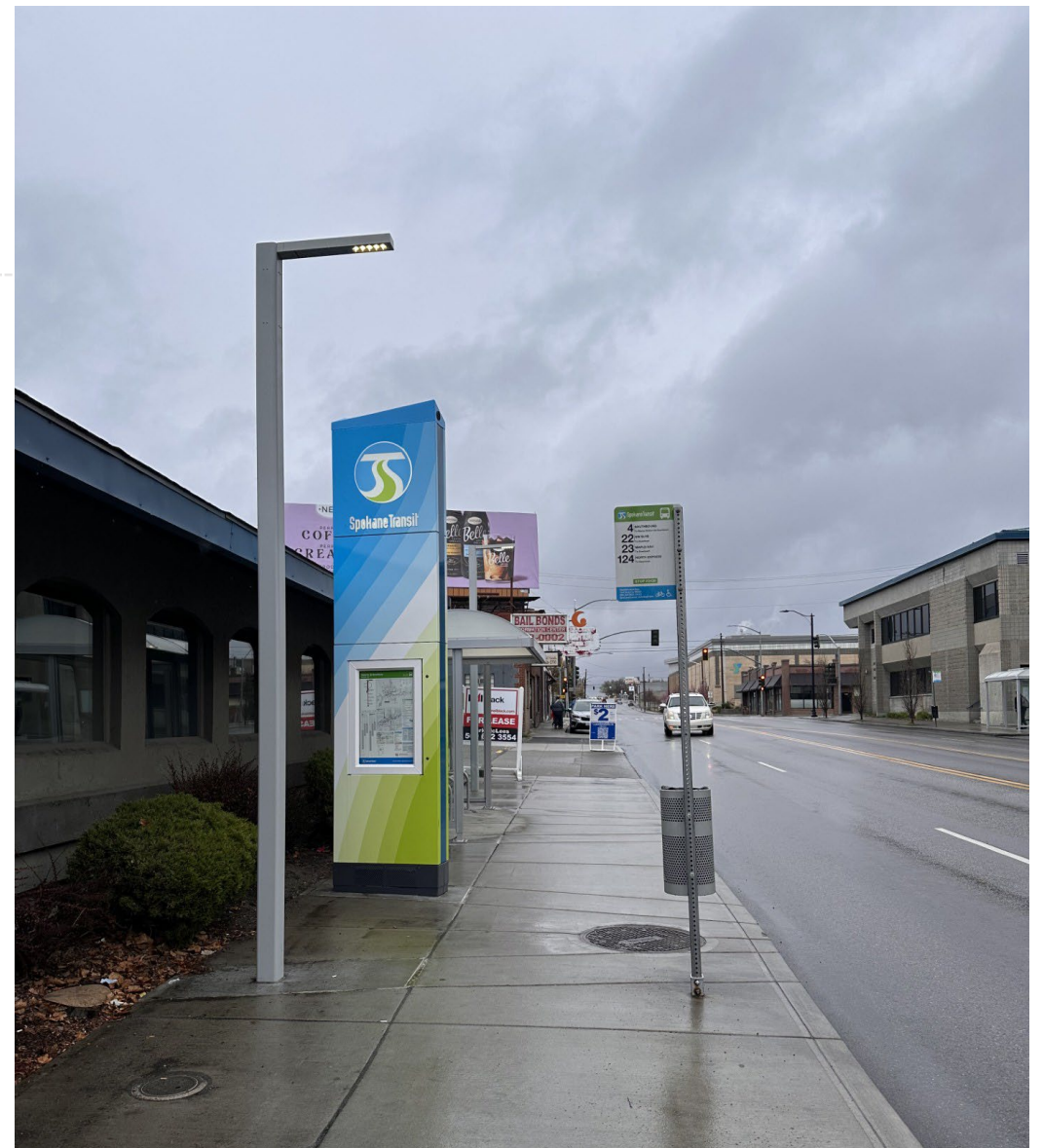
What we heard

- Bus stop improvement program for accessibility, safety, and comfort.
- Speed and reliability improvements throughout the system to help make buses more competitive.
- Technology improvements to enhance the overall rider experience.
- Operations facilities to support service expansion.

Bus Plus - Stop Elements

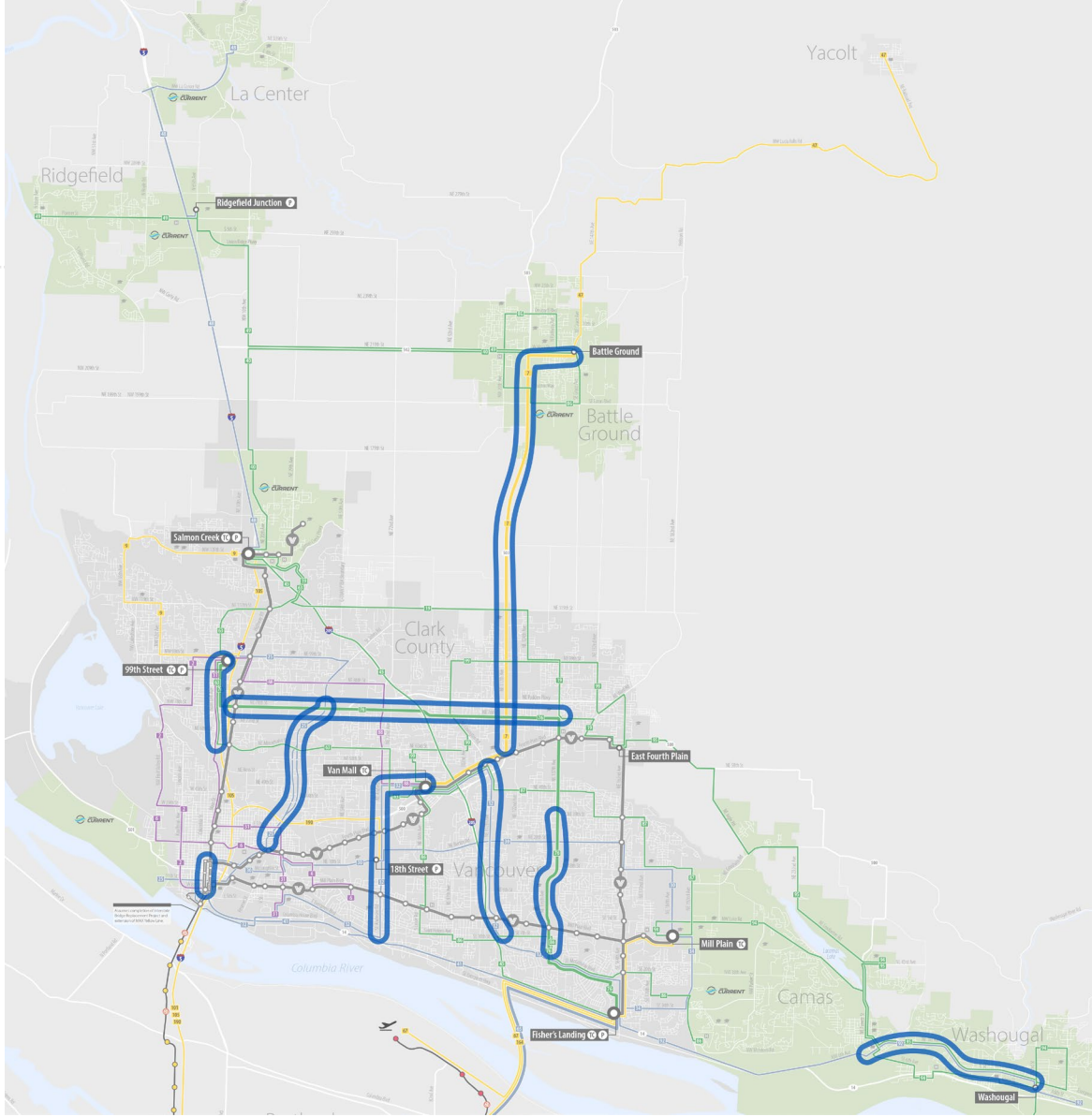
Scalable to high performance and major stops or segments.

- Shelter, seating, and garbage
- Lighting
- Enhanced signage/wayfinding and real-time information
- Sidewalk, tactile detection, and curb ramp improvements
- Bike lane integration
- Landscaping
- Raised curb



Bus Plus - Corridors

Project	Extents
SR-503/117th Avenue	Fourth Plain to Main Street (Battle Ground)
Hazel Dell Avenue	63rd Street to 99th Street
136th Avenue	SE 7th Street to NE 28th Street
Andresen Road/Van Mall Drive	Andresen - MacArthur to Van Mall Drive Van Mall - Andresen to Thurston Way
112th Avenue	Fourth Plain to McGillivray
3rd Avenue/E Street	Dallas Street to 32nd Street
St. Johns/St. James	Fourth Plain to 99th Street
76 th /78 th Street	Hazel Dell to 137 th Avenue
34 th Street	164 th Avenue to 192 nd Avenue



Route & Stop Facilities

Essential Infrastructure

- Improvements to achieve systemwide ADA compliance

Passenger Amenities

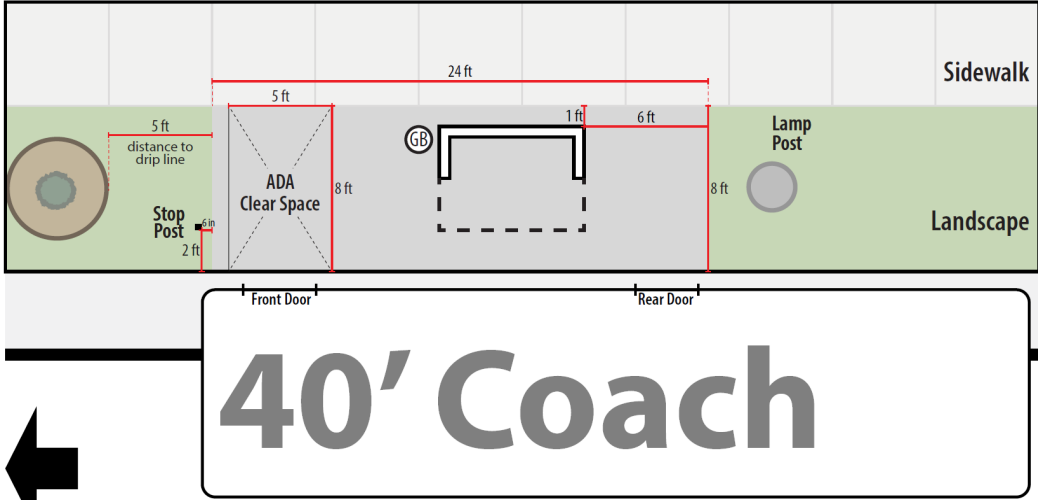
- Lighting, shelters, real-time displays, seating, wayfinding, restrooms, etc.

Spot Improvements

- Improvements to transit performance utilizing roadway treatments, transit signal priority, etc.

Service Changes

- Stop construction and modification for service changes (2025-2045)



40' Coach

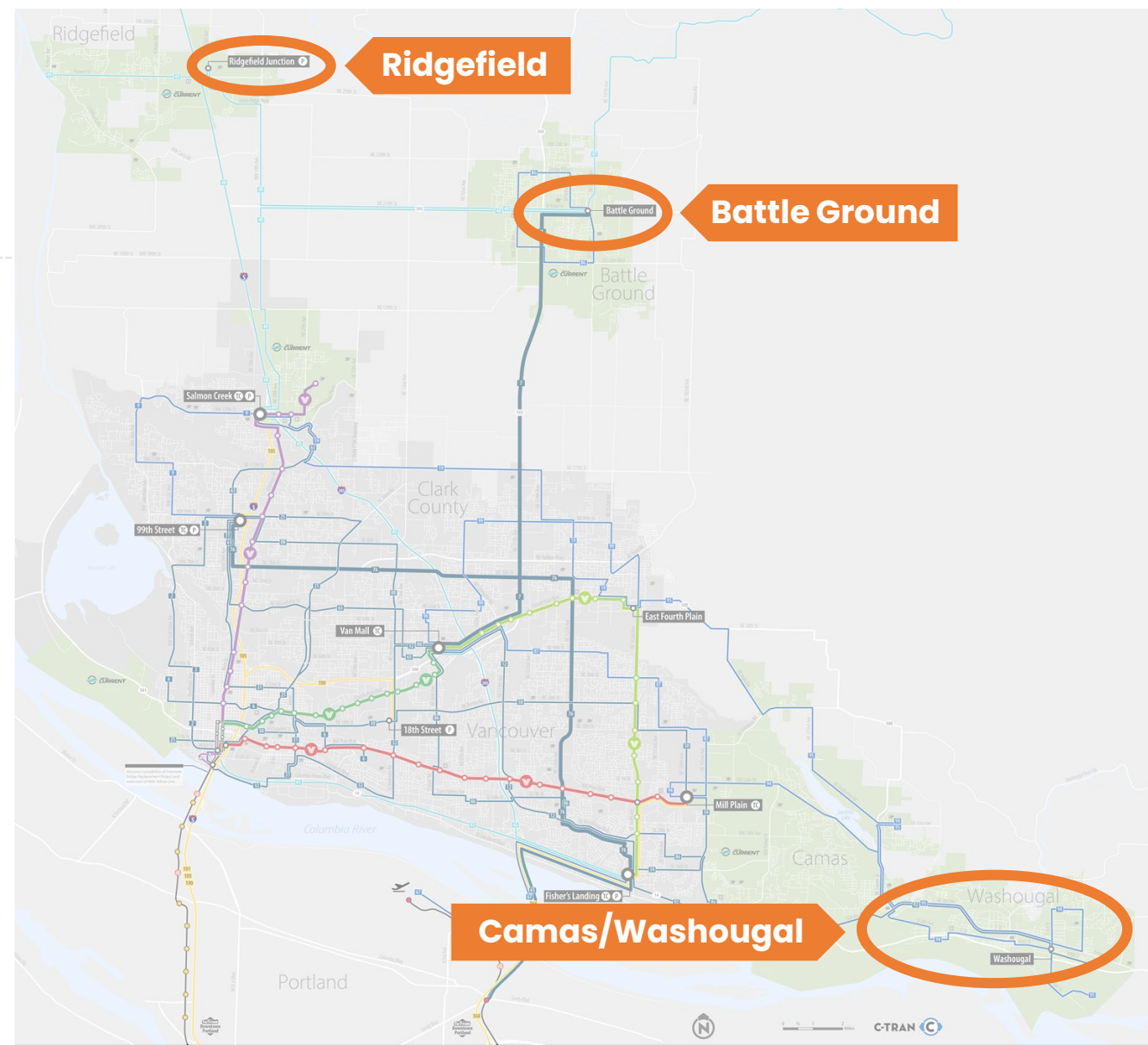


Community Hubs

Planning, design, and construction of new transfer facilities

Improved transfers, increased operational flexibility, expanded network growth

1. Battle Ground
2. Camas/Washougal
3. Ridgefield - Junction Park & Ride



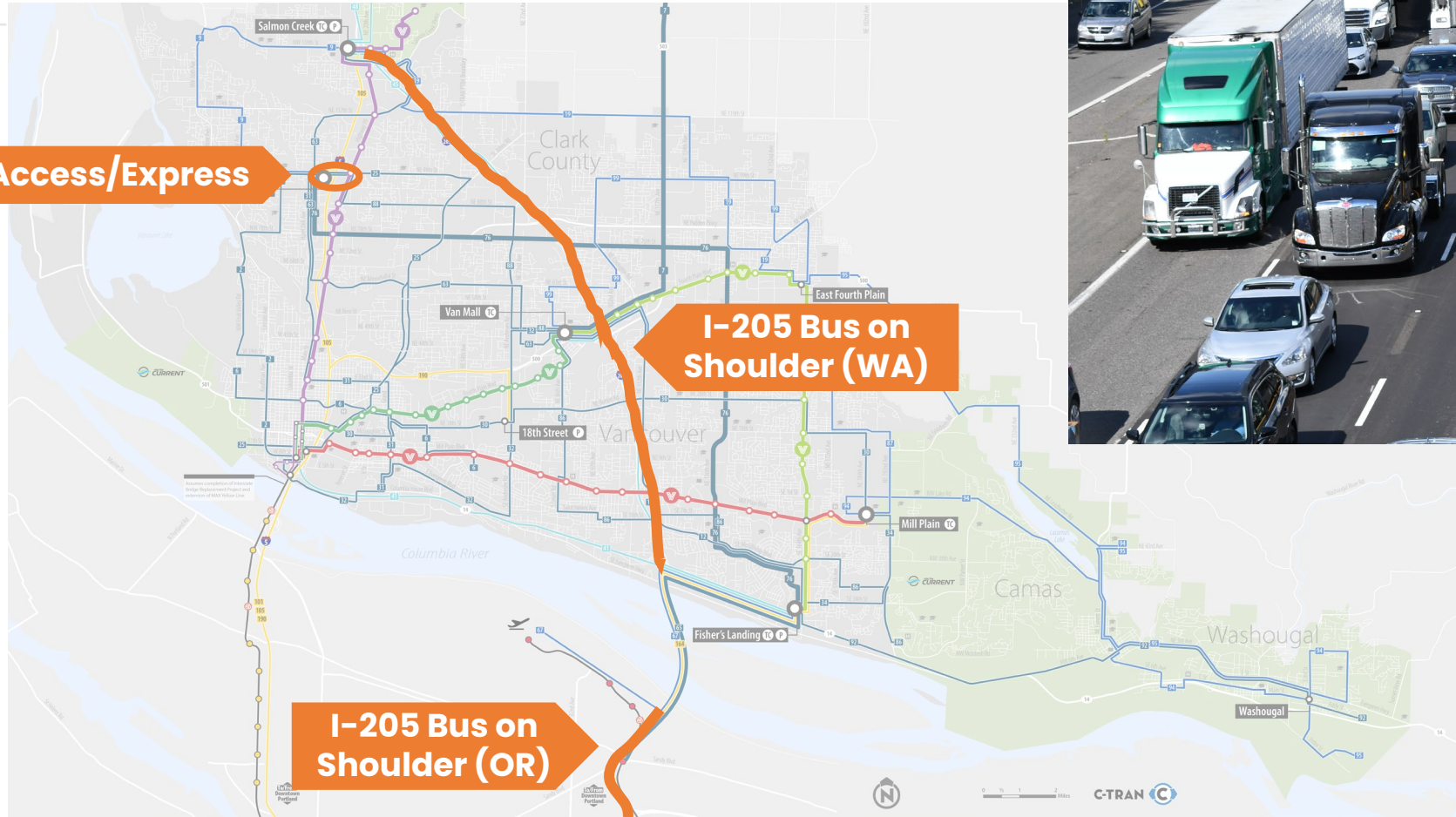
Freeway Operations



99TC Access/Express

I-205 Bus on Shoulder (WA)

I-205 Bus on Shoulder (OR)



Programs

Mobility

- Shared Mobility
- Carshare
- Bike & Ride/bike parking
- Transportation Demand Management
- Jurisdictional & Community Partnerships

Transit-Oriented Development

- Transit-Oriented Development
 - Fisher's Landing
 - 99th Street Transit Center
 - Salmon Creek

Fisher's Landing Transit Center



99th Street Transit Center



Facilities, Fleet & Technology

Facilities

- 65th Ave. Operations & Maintenance Facility Improvements
- Zero Emission Infrastructure
- Capital Maintenance of Facilities

Fleet

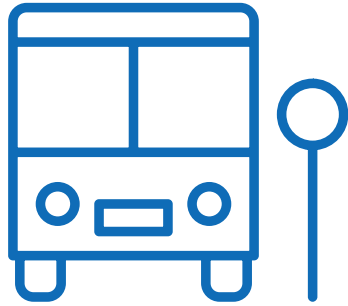
- Fleet Replacement & Expansion
- Zero-Emission Fleet Transition
- Capital Repair & Replacement

Technology

- ITS Deployment

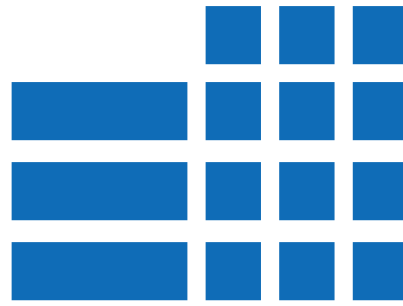


Implementation Scenarios



Mitigate

Seven-tenths of one percent (*current rate*)
2028 service cap
Future service reduction



Focus

Nine-tenths of one percent (*max authority*)
Service preservation
Ridership OR coverage growth
Supporting capital projects

New revenue needed



Enhance

Eleven-tenths of one percent *equivalent*
2045 Vision network
New bus routes
Frequency upgrades
Expanded weekend service
Supporting capital projects

Next Steps

Visit our online virtual open house at

www.c-tran.com/c-tran2045

E-mail: 2045@c-tran.com

C-TRAN is listening to community voices to plan safe, reliable, and effective transit solutions. The planning process is full of opportunities to comment on the future of C-TRAN service. Help us shape public transportation in Clark County.



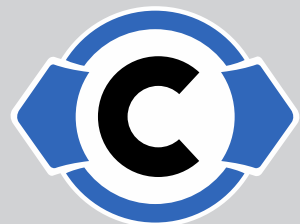
C-TRAN

Thank you!

Taylor Eidt

Deputy Director, Capital Projects & Planning

taylor.eidt@c-tran.org



C-TRAN

2045

DATE: June 3, 2025

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Taylor Eidt, Deputy Director of Capital Projects & Planning, C-TRAN

RE: **C-TRAN Long Range Plan Update, C-TRAN 2045**

Introduction

The Clark County Public Transit Benefit Area Authority (C-TRAN) is updating the agency's long-range transit plan (LRTP). C-TRAN 2045 is a collaborative process to chart the future of public transportation in Clark County during the next 20 years. C-TRAN's current long-range plan, known as C-TRAN 2030, was originally adopted in 2010 and then updated in 2016. Since that time, many of the major projects and priorities in that document have been completed. Some conditions have changed. It's time to revisit C-TRAN's future. The project will create a long-range plan that meets our community's evolving needs and provides expanded, reliable transportation options.

What is a Long-Range Transit Plan?

The C-TRAN 2045 long-range plan is intended to capture the community's collective vision and goals for public transportation in our region. It serves as a guiding document that will inform C-TRAN's future projects and priorities, including route changes, capital projects and service investments. The plan will look at existing conditions, priorities, and future investments. Ultimately, the plan will recommend service and capital projects that can help improve community mobility, laying the guide for what C-TRAN could look like two decades from now.

Understanding Our Community

This plan update considers changes in population, employment, land use and development, and demographics, to understand how service is operating within the community today and how that has changed over the last 5 years. Public feedback will be critical in understanding specific community needs and preferences. Plan analysis looked at:

- Who is using C-TRAN service and how?
- Population and employment data
- Environmental justice and socioeconomic data
- Community travel patterns
- What does the future hold?
- Future growth projections and plans

These measures indicate the market and need for public transit service in Clark County. Measures of transit need help identify and locate historically underserved populations that may utilize transit service more often, such as people of color, people that speak a language other than English, households without vehicles, people in poverty, and seniors, among others.

Understanding where these populations are located makes it possible to see whether a transit system is providing coverage equitably. Indicators such as, Likelihood of Transit Use, demonstrate where population groups with potentially great transit need are located. In Clark County, these tend to be within more dense urban areas, closer to interstate highways or along major roadways.

Locating disadvantaged populations is also a priority from a civil-rights perspective. Low-income and minority populations are specifically protected by Title VI of the Civil Rights Act of 1964. C-TRAN is required to ensure that its services do not discriminate on the basis of race, and that service changes do not disproportionately impact or burden minority and low-income populations. C-TRAN uses this analysis to determine where gaps in service may exist today, as well as where there may be a demonstrated need for new or improved service in the future.

C-TRAN System Performance

System performance is reviewed for all service types (fixed-route, C-VAN, and The Current) through several performance-based indicators including:

- Ridership and route connections across all routes, time of day, and day of week.
- Where C-TRAN service is used
- Performance and reliability issues and opportunities
- Alignment with C-TRAN Service Standards

The highest ridership locations are commonly along C-TRAN's frequent service corridors and transit centers. C-TRAN's ridership patterns have changed significantly over the last 5 years, as peak ridership periods have transitioned from traditional work-based commutes to trips occurring in the middle of the day and for different reasons.

Public Involvement

C-TRAN's public involvement process has two distinct action phases and solicits input from several different audiences. The initial phase of outreach took place in spring and summer 2024, with the second phase occurring in summer 2025. The outreach plan includes the following themes:

1. Discussion: In our efforts to build community support and encourage constituent decision making, C-TRAN is committed to providing citizens with opportunities to review and discuss various service concepts. Open discussion is on-going and plays a critical role in each aspect of the plan's development.
2. Outreach: C-TRAN uses an array of public outreach methods to target stakeholders, citizen groups, and individuals in a variety of ways. Our public process elicits participation from many people, including a significant number of our existing riders and our employees.
3. Participation: C-TRAN offers opportunities for active participation that incorporates real public dialogue and concludes with actionable results. Agency staff respond to ideas shared by the public and integrate their feedback into final decisions.

Staff use a variety of methods to present the 20-Year LRTP information to people living, working, and traveling within C-TRAN's Public Transportation Benefit Area (PTBA), soliciting public input through in-person and virtual open houses. Phase 1 identified community transit needs and preferences to inform service and capital project concepts, with in-person events in each jurisdiction C-TRAN serves. Online surveys, targeted focus groups, and engagement with targeted stakeholders supplement community feedback.

C-TRAN Long Range Plan Update

June 3, 2025

Page 3 of 3

2045 Vision

C-TRAN 2045 will develop a collaborative vision for the future of the C-TRAN fixed-route, demand response, and public transit rideshare services spanning the next 20 years. The vision will craft an outline for growth of service for the fixed route network and The Current. The plan identifies future opportunities for service growth based on rider input, community needs, and future development. These inputs guide investment in type, frequency, span, and general service operations of both existing and future service. To provide future service expansion, the plan will outline capital needs to operate service, including transit operations, facilities and fleet, technology, and program needs. To accommodate future growth, C-TRAN facilities and infrastructure must be available to meet demand. The 2045 vision provides a guide for future service, but achieving the full vision will require additional transit investment to meet demand and provide reasonable access. Through a scenario planning effort, C-TRAN 2045 outlines funding options and investments to determine achievable service levels based on fiscal constraints.

Action, Timeline, Next Steps

C-TRAN needs your input, including potential improvements that you think will help make C-TRAN work better for riders. Is more frequent transit service a priority? Where? Should earlier or later service on a particular day of the week be prioritized? Or would you like to see C-TRAN invest in on demand services or better infrastructure? What level of investment will best meet future growth and community needs?

C-TRAN 2045 will begin public engagement on the 2045 Vision Network and supporting capital projects soon. More information is available at www.c-tran.com/c-tran2045.

The C-TRAN project team is providing an update on the plan and process for the purpose of informing relevant stakeholders, gathering feedback, and identifying challenges, constraints, and opportunities.

Ultimately, the plan will guide a growth of the regional transit system, supporting mobility regionwide through. C-TRAN will continue to update the Transportation & Mobility Commission throughout the project.

Contact Information

Taylor Eidt, Deputy Director of Capital Projects & Planning, C-TRAN
Taylor.Eidt@c-tran.org, 360-906-7331

Attachment(s):

TMC Presentation



CITY OF
Vancouver
WASHINGTON

Get There Vancouver – Residential Travel Options Pilot Program

Olivia Kahn

Transportation Demand
Management Planner
Community Development

June 3, 2025

Sydney Cape

Programs Associate
Alta Planning + Design





Agenda

- Overview
- Goals
- Program areas and audience
- Participant journey
- Activities & outputs
- Outcomes
- Lessons learned
- Next steps/future of the program



Get There Vancouver

Program Overview

- Residential travel options pilot program to provide people with resources and support to bike, walk, carpool, and take the bus more often
- Program ran July 2024 – February 2025
- Funded by the 2023-2025 WSDOT Regional Mobility Grant, seeking additional funding to iterate program beyond 2025
- Program evaluation used trip diary pre- and post-survey data and qualitative data and feedback.



Pilot program goals

1. Support the use of transportation options
2. Provide community members, specifically people who have recently moved, with:
 - Custom transportation information and support
 - Events
 - Rewards and prizes
3. Help people walk, bike, carpool, and take the bus more often



Pilot program areas and audience

Near The Green Vine on Fourth Plain Blvd and The Red Vine on Mill Plain Blvd

Where:

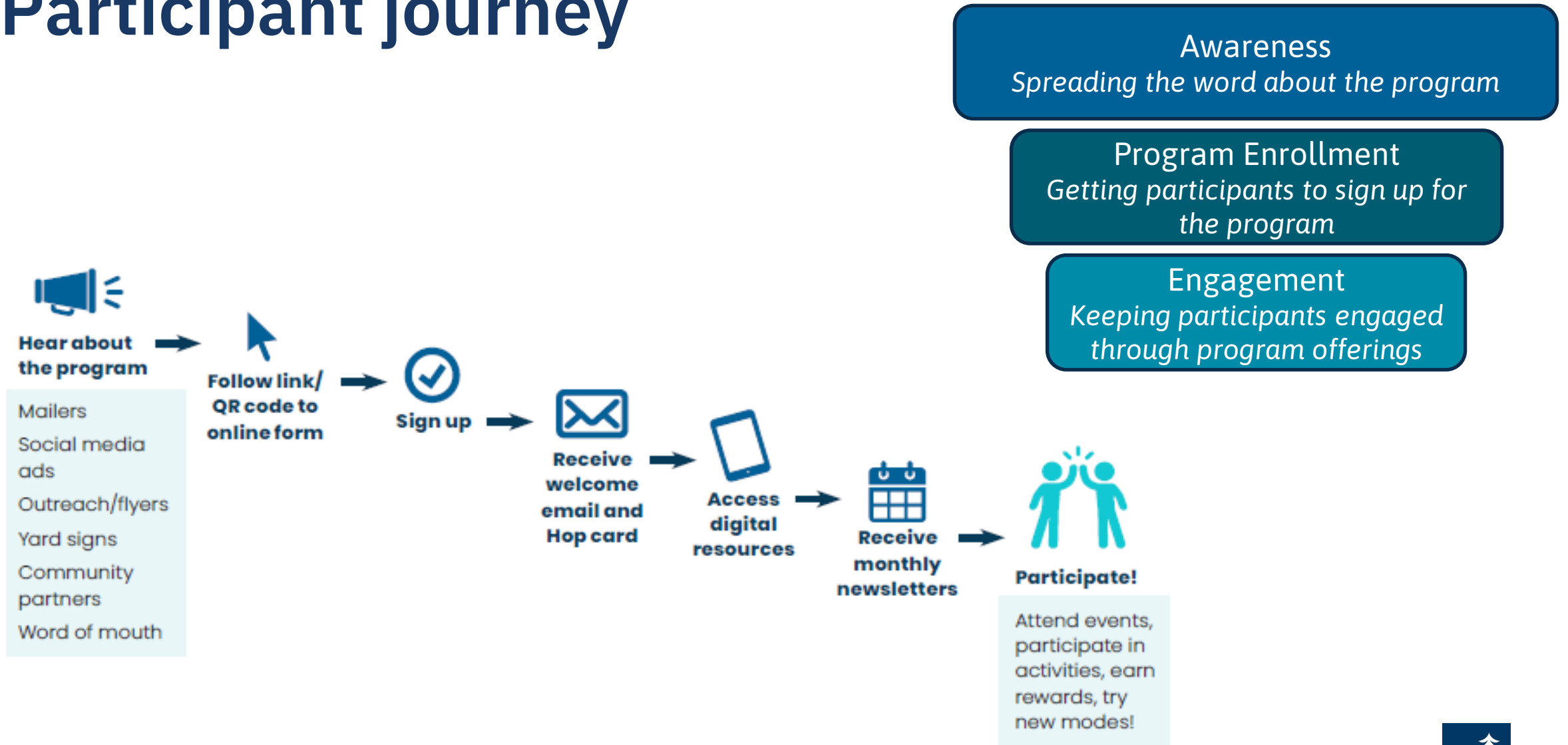
- East Vancouver + Mill Plain Blvd
- Fourth Plain Blvd

Who:

- Adult residents who have moved in the past year (July 2023-2024)
- All other adult residents



Participant journey



Activities & outputs - awareness

- 3 separate mailers sent to 30,202 households
- 300 flyers, 230 yard signs, and 550 maps were delivered to partner
- Tabled at 11 community events, engaging with nearly 300 attendees
- Materials and program offered in 3 languages: English, Spanish and Russian



Activities & outputs - enrollment

- 10,651 website visits
- 1,259 participants



Activities & outputs - engagement

- Distributed 832 maps and 1,260 rack cards to participants
- Co-hosted 3 custom events/transit adventures
- 1 promotional activity (Café Quest)



Pilot program desired outcomes

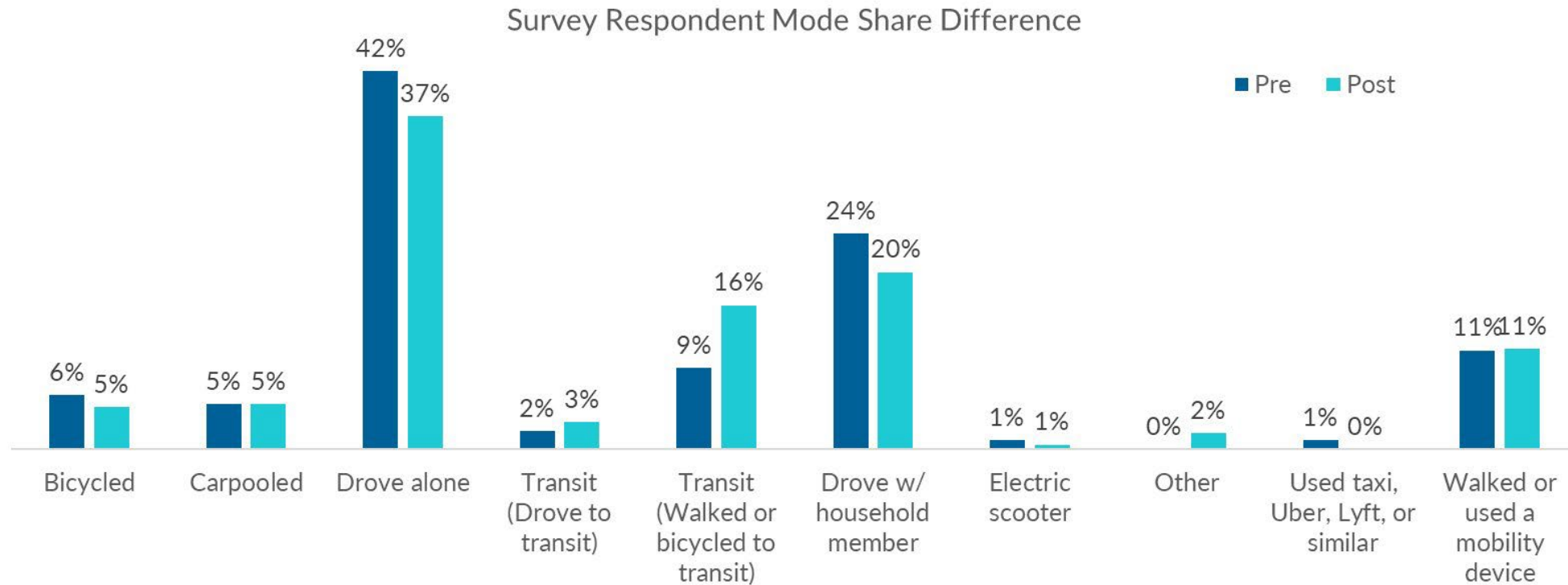
- Increased use of travel options
- Reduce vehicle trips and vehicle miles traveled (VMT)
- Increased confidence, knowledge and desire in using travel options
- Reduced concerns/barriers for using travel options
- Increased sense that using travel options is a community norm in Vancouver



Outcomes

Increased use of travel options

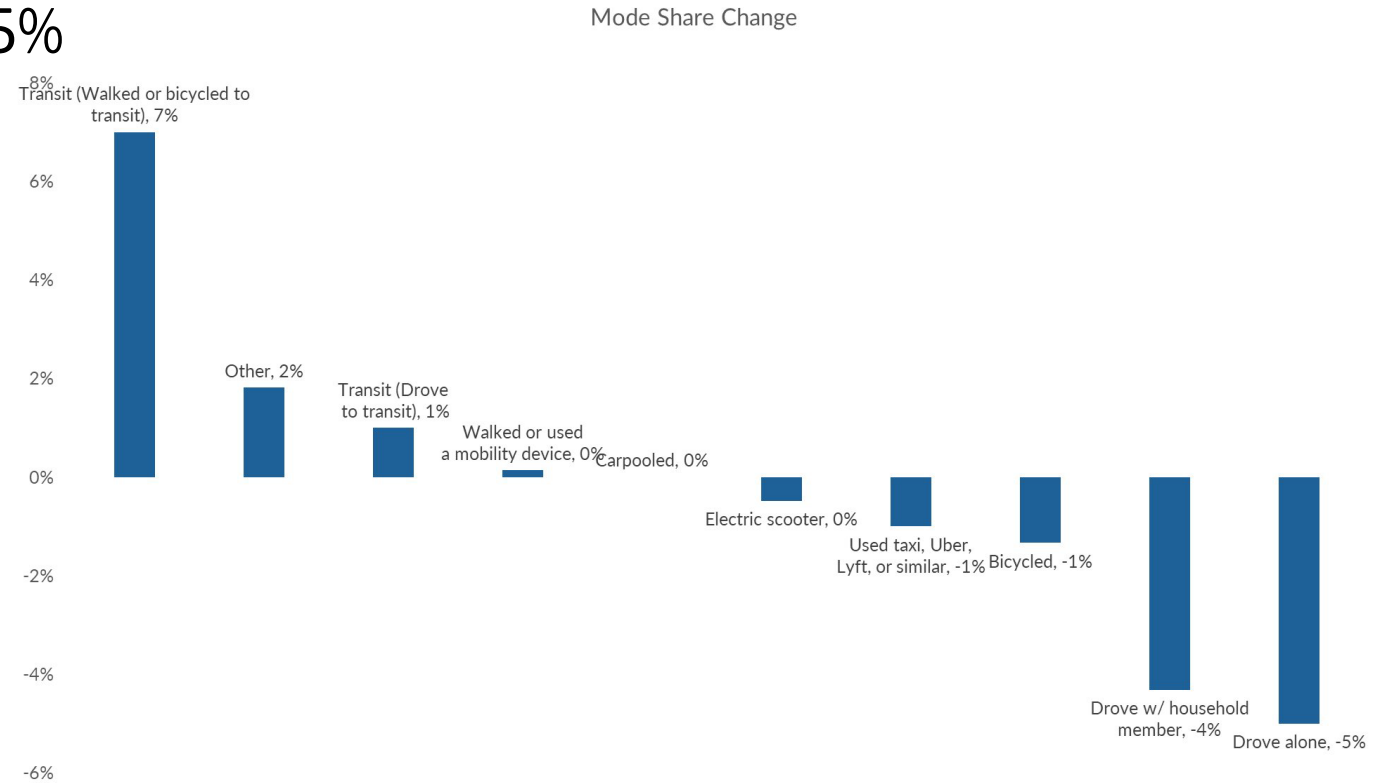
Using transit increased by 7%



Outcomes

Reduced vehicle trips and vehicle miles traveled (VMT)

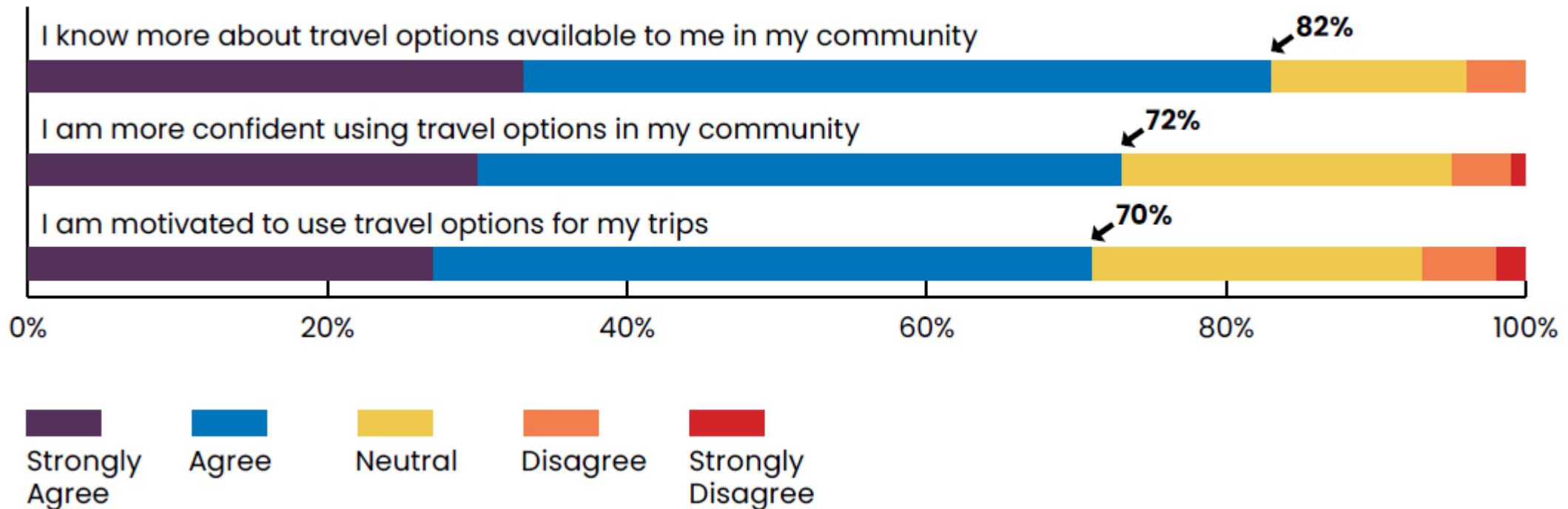
Drive alone trips decreased by 5%



Outcomes

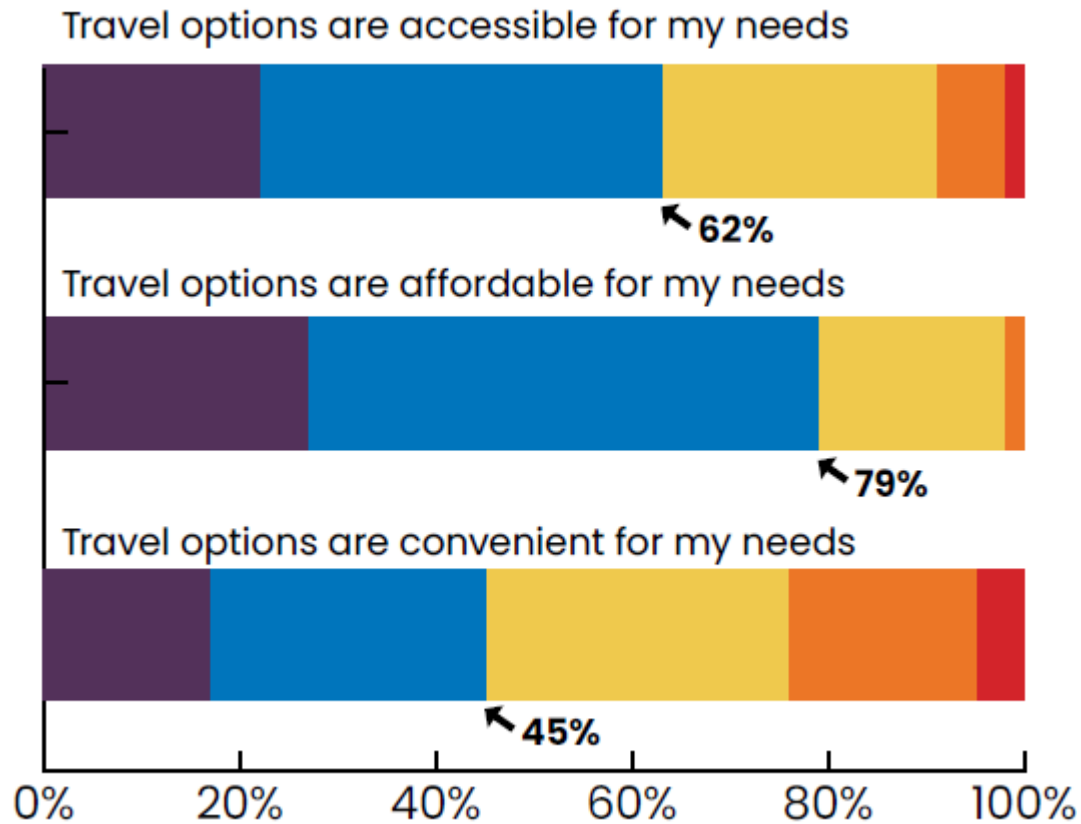
Increased confidence, knowledge and desire in using travel options

82% now know more about alternative travel options available to them in their community.

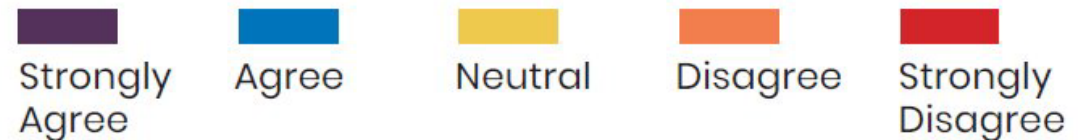


Outcomes

Reduced concerns/barriers for using travel options



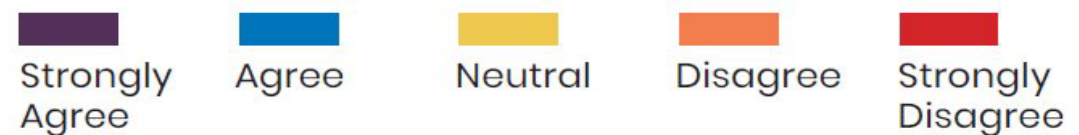
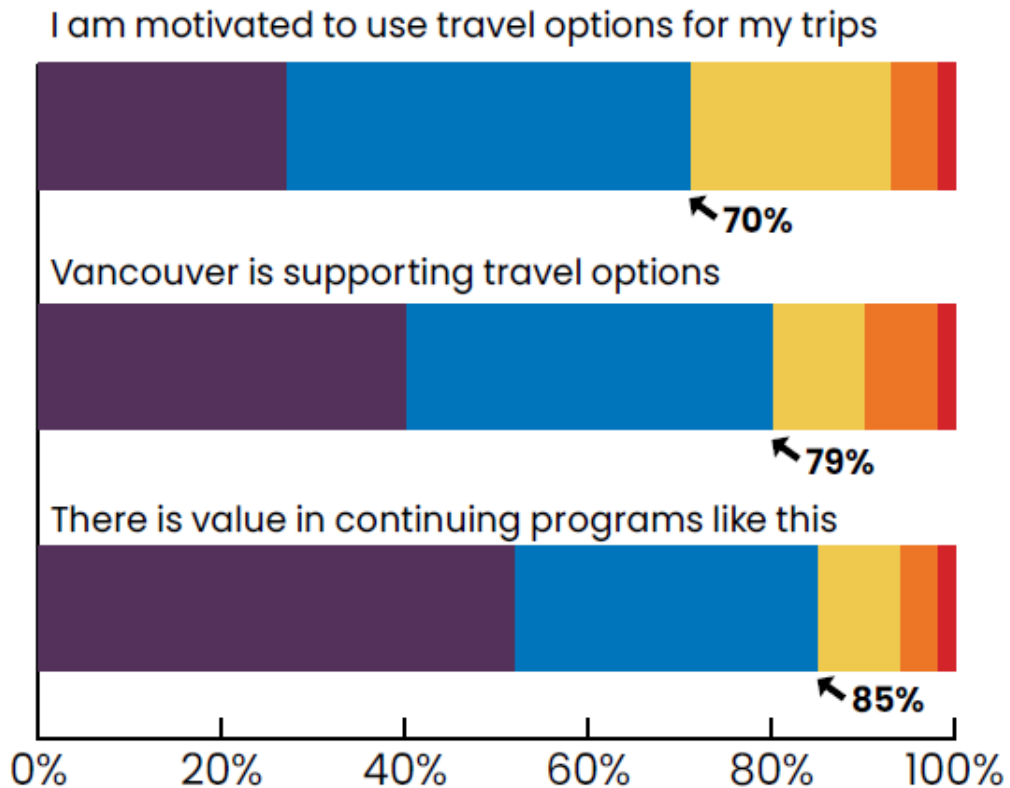
62% of respondents find travel options accessible for their needs.



Outcomes

Increased sense that using travel options is a community norm in Vancouver

85% of respondents believe continuing programs like Get There Vancouver would be valuable.



Key lessons learned

- Mailers are effective, but costly
- Community-based organizations are valuable outreach partners
- Hop cards were a successful incentive to join the program, but fulfillment was a big lift
- Custom events were a good way to engage participants, but were costly
- Lower-effort campaigns, like the Café Quest, can be effective



Recommendations for future programs

- **Pair with new services:** Employing TDM programs alongside future transit or travel options service or access improvements can serve as an interest point for participation
- **Focus on new residents:** Additional research and consideration should be given to the timeframe and audience of move-related interventions
 - I.E: Focus on the timeframe before or just after a move and people who have moved outside of their neighborhood





Future of program

- Contract and grant ends June 30
- Post-program celebration happening June 9 – you're invited!
- Seeking additional grant funding to fund future of program



Thank You



Olivia.Kahn@cityofvancouver.us | 360-487-7939 | getthereswwashington.org/gtv





MEMORANDUM

DATE: June 3, 2025

TO: Chair Edwards and Transportation and Mobility Commission members

FROM: Olivia Kahn, Community Development

RE: **Get There Vancouver Residential Travel Options Program**

CC: Kate Drennan, Community Development

Introduction

The City of Vancouver residential TDM pilot program, called “[Get There Vancouver](#)”, provided people who recently moved and long-term residents with travel options resources and support. The Get There Vancouver pilot operated from July 2024 to February 2025 in two program areas and was evaluated for future program establishment and funding recommendations.

Get There Vancouver programs areas were neighborhoods within a half mile of The Vine transit service on Fourth Plain and Mill Plain, east of Interstate 5 and west of Interstate 205, and neighborhoods near Fisher’s Landing Transit Center in southeast Vancouver.

Overview

The pilot program areas were chosen because of the robust, high quality travel options including high-frequency and capacity transit, protected bicycle and small mobility infrastructure, and other new capital investment. Likewise, they are areas with density, mixed-used housing, and new housing development. These pilot program areas were informed by the City’s Equity Index, C-TRAN’s likelihood to ride transit analysis, and other transportation and land use indicators. The pilot program specifically engaged people who recently moved and all households within the two program areas. Based on American Community Survey (ACS) for languages spoken at home, Get There Vancouver was available in three languages: English, Spanish, and Russian.

The pilot program had five main goals:

1. Increase the use of travel options
2. Reduce vehicle trips and vehicle miles travelled (VMT)
3. Increase confidence, knowledge, and desire in using travel options.

4. Reduced concerns/barriers for using travel options
5. Increase the sense that using travel options is a community norm in Vancouver.

Implementation

The project team outlined a participant journey for people who signed up for Get There Vancouver. The participant journey was built from an outcome-based engagement framework focused on three actions:

1. Build awareness
2. Encourage sign-ups
3. Engage participants

Program participants heard about the program through household mailers, social media ads, yard signs, flyers, and print materials, e-newsletters, and community partners who helped share information about the program. Participants were directed to the sign-up form where they were asked to provide information about how they currently get around and then added to the contact list for future communications. The program had 1,259 participants sign up and each participant was sent a welcome email and offered a physical Hop card loaded with a regional day pass to use on The Vine and other C-TRAN buses and TriMet. Of the 1,259 participants that signed up for the program, 1,207 requested a free regional day pass Hop card. After signing up, participants were sent ongoing communications where they were encouraged to attend events, participate in activities, earn rewards, and try new modes of travel.

Developing program partnerships to build trust within the community and spread the word about Get There Vancouver was key to success. Key partners included C-TRAN, Fourth Plain Community Commons, neighborhood associations, multi-family housing and apartment complexes, and other community-based organizations. Partner coordination included sharing the program through existing channels, offering Get There Vancouver to table at an existing event, or collaborating with program staff to host a custom event. The program offered community partners compensation and multiple ways to engage to allow them to choose their own engagement level given their capacity and time.

The program sent three separate mailers to 30,202 households, handed out 300 flyers and 550 maps to partners, and posted 230 yard signs across the two program areas. The project team tabled at 11 community events and spoke to nearly 300 attendees about the program. Participants requested 832 maps and 1,260 racks cards. While 1,259 participants signed up for Get There Vancouver, the website was visited 10,651 times throughout the pilot program.

The pilot program offered different activities like transit group rides, neighborhood walks, travel training, promotions, and more to engage and educate participants. At the launch of the program, the team invited select partners to collaborate and co-host customized community events. The custom community events were intended for program participants, but open to anyone in the program area. In exchange for a \$2,000 stipend, partners assisted with event planning, outreach, and participation. The project team partnered with Fourth Plain Community Commons, Harney Heights Neighborhood Association, and Bagley Downs Neighborhood Association to host three unique events. Each event featured a guided transit ride to a fun destination, designed to create a positive transit experience for participants. Attendees also had the opportunity to play “Bus Bingo,” an interactive game that encouraged riders to observe their surroundings and mark off items as they traveled on The

Vine, with a chance to win a Visa gift card.

To deepen engagement among existing participants, the project team launched a fun winter promotion to encourage participants to try different modes, including taking transit, biking, walking, rolling, and carpooling, while visiting local businesses. The project team partnered with local cafes to offer incentives and increase customer visit to their businesses. To be eligible for prizes, participants had to be registered with the program, visit at least one participating business, scan the QR code on the promotional poster at the location, and submit a form entry specifying which mode they used to get there. Each additional visit to a participating cafe earned them a bonus raffle entry into a drawing for one of five \$50 gift cards to a participating cafe of their choice. The promotion was active from Jan. 6 to Feb. 16, 2025. A total of nine local cafes participated in the Cafe Quest and 99 total participants scanned the QR code 169 times.

Outcomes

The pilot program concluded in February 2025 and the project team then began evaluation from March to June 2025. The program goals were measured through pre- and post-participant surveys, offered in English, Spanish, and Russian. The pre-program survey was established at the start of the program and completed by participants on a rolling basis as they signed up. The post-program survey was distributed to participants at the end of the program. Both surveys included trip diary questions designed to measure mode split and VMT.

Of the 1,259 program participants, 568 (45%) completed the pre-program survey's optional demographics questions intended to understand who the program was reaching. Compared to the overall demographics of the City of Vancouver, program participants were 14% more likely to be between the ages of 40 and 64. They were also more likely to experience a disability (30% of participants vs. 18% of the city's population), which may be partially attributed to their older age. In terms of racial identity, participants were 5% more likely to identify as white than the general Vancouver population (76% vs. 71%). Characteristics of pre-program survey participants include:

- Age: The largest age group is 40 to 64 (44%), followed by 65 and older (32%).
- Disability: 30% experience a disability.
- Race: 76% are white.

Of the 129 post-program survey respondents, 46 completed the optional demographics questions. Characteristics of the post-program survey respondents largely aligned with the characteristics of all participants, with the most notable differences being a higher percentage of white and employed full-time survey respondents. Characteristics of post-program survey participants include:

- Age: The largest age group is 40 to 64 (46%), followed by 65 and older (35%).
- Disability: 31% experience a disability.
- Race: 88% are white.

The post-program survey reveals that progress was made toward the program's desired outcomes. While overall positive, the benefits of the program vary across the desired outcomes. Below is a summary of the five desired outcomes and the progress made toward them:

- Using transit increased by 7%.
- Drive-alone trips decreased by 5%.

- 82% now know more about alternative travel options available to them in their community.
- 62% of respondents find travel options accessible for their needs.
- 85% of respondents believe continuing programs like Get There Vancouver would be valuable.

For more details on the outcomes, review pages 22 to 28 in the Final Report.

Lessons Learned

The engagement process and program implementation offered several lessons learned. Primarily, the key lessons learned from the pilot program include but are not limited to:

- Mailers are effective, but costly
- Community-based organizations are valuable outreach partners
- Hop cards were a successful incentive to join the program, but fulfillment was a big lift
- Custom events were a good way to engage participants, but were costly
- Low-effort campaigns, like the Café Quest, can be effective

Additional details on lessons learned can be found on pages 29 to 31 in the Final Report.

Recommendations for Future Programs

The findings from the program evaluation support the pilot program’s goals. Participants who engaged with the program increased their knowledge confidence, and use of travel options for everyday trips. The outcomes highlight the value of continued investment in individualized and community-based TDM programs. As the City of Vancouver advances its TDM efforts to align with policy goals and address community needs, TDM programs should be considered a proven tactic.

The success of the pilot program suggests that residential or neighborhood-focused TDM programs are an effective way to engage Vancouver residents to try new or improved travel options, such as bus rapid transit. The city should consider employing TDM programs alongside future transit or travel options service or access improvements. New services or access improvements can serve as an entry point for TDM program. TDM programming can capitalize on community engagement that occurs during service planning or construction.

Findings from the pilot program also suggest that TDM programs focused on new residents may be an effective way to increase travel options among residents who have recently moved. The city should consider a new resident-focused TDM program that provides travel resources and incentives for people who have recently moved.

Background

In 2021, the city applied for a WSDOT Regional Mobility Grant (RMG) to expand current programs to reach more people where they live, particularly people who recently moved. Research shows that people are more likely to try something new when they are in a moment of life change and moving home or work locations naturally creates new travel patterns. The City of Vancouver received \$421,000 in grant funds to pilot a residential program in two program areas: Fourth Plain and East Vancouver/Mill Plain.

Program staff are actively seeking additional grants to continue to fund the pilot program and/or iterate the program in the future. Staff applied for a 2025-2027 Regional Mobility Grant to specifically continue offering transit passes to households in Vancouver and expect to hear from WSDOT in July 2025 on if the grant is awarded.

Action

Staff requests the Transportation Mobility Commission to promote the program to their constituents.

Staff Contact

Olivia Kahn | Transportation Demand Management Planner
City of Vancouver
Community Development Department (CDD)
Office: 360-487-7939

Attached is a slide deck developed for the Transportation Mobility Commission to describe more about the program. For more information about Get There Vancouver, visit [Be Heard](#).

Attachment(s):

- Get There Vancouver – Residential Travel Options Pilot Program PowerPoint
- DRAFT Residential Transportation Demand Management Pilot Program Final Report
- Data-Driven Solutions for Growing Transportation Needs White Paper