



# Transportation and Mobility Commission Meeting Agenda

May 5, 2026  
4:15 PM

## City Hall Aspen Room

415 W. 6th Street | Vancouver, WA

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Meeting ID: 294 332 749 305 67

Passcode: Nt6jJ2KE

### 1. Call to Order and Roll Call

### 2. Approval of Minutes

Adoption of Minutes – April 7, 2026

### 3. Notification

**City of Vancouver Accessibility for Council and Commission Presentations Guidance** | Kate Drennan,  
Transportation  
Planning Manager

### 4. Workshop

**C-TRAN Bus Stop Prioritization Accessibility Project** |  
Taylor Eidt, Francisco Iberra, C-TRAN, Portland State  
University Student Group

### 5. Workshop

**Transportation Impact Fee Update** | Ryan Lopossa,  
Transportation Manager | Adam Argo, Principal  
Transportation

## Members

Jeananne Edwards, *Chair*

Ken Williams, *Vice Chair*

Isaac Hamann

Michelle Holder

Jay Housgard

Melanie Katz

Russell Malburg

Thinh Phan

Mario Raia

Devan Williams

### Community Development Department

415 W. 6th Street  
P.O. Box 1995

Vancouver, WA 98668  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

Planner

**6. Break 6:00 – 6:30 pm**

**7. Community Forum**

To provide public testimony, please see instructions below.

**8. Public Hearings**

**2027 – 2032 Transportation Improvement Program |**  
Kate Drennan, Transportation Planning Manager | Ryan  
Lopossa, Transportation Manager

**9. Commission and Staff Reports**

**2025 Corridor Planning Projects – Long-Term Designs**  
| Matt Hinshaw, Senior Civil Engineer, Public Works

**Adjournment**

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**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](mailto: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 Teams (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](http://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](mailto:TMC@cityofvancouver.us)



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# City of Vancouver Accessibility for Council and Commission Presentations Guidance

**Kate Drennan**

Transportation Planning Manager  
Community Development

May 5, 2026

# Accessibility in Meetings

## Overview and Purpose

These practices help ensure anyone, whether in the room or watching remotely, can follow the discussion.

Accessibility ensures all community members can follow and understand our meetings.

Includes participants in the room and those watching remotely.



# Expectations for Commissioners

## Speaking and participation

- State your name before speaking
- Speak clearly and use the microphone
- Wait to be recognized and follow speaking order
- Avoid talking over others
- Use plain language



# Expectations for Presenters

## Describing visuals and information

- Describe key information shown on slides
- Avoid phrases like 'as you can see'
- Share important details (numbers, locations, trends)
- Do not rely on visuals alone
- Pause and present at a steady pace



# Quick Reference Available



We provided quick reference sheets at your seats.



Use these as a reminder during meetings



They summarize key accessibility practices for both commissioners and presenters.





Digital accessibility at the City

Kate Drennan, Transportation Planning Manager  
Kate.Drennan@cityofvancouver.us





# MEMORANDUM

**DATE:** May 5, 2026

**TO:** Chair Edwards and Transportation and Mobility Commission members

**FROM:** Taylor Eidt, Director of Planning & Service Delivery, C-TRAN;  
Francisco Ibarra, Transit Planner, C-TRAN;  
Sierra Willems, Service Planner, C-TRAN

**RE:** **C-TRAN Bus Stop Accessibility Action Plan**

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## Meeting Purpose

To review and discuss the Bus Stop Accessibility Action Plan (BSAAP) with the Transportation and Mobility Commission (TMC) regarding:

- Project introduction and overview
- Activities and outcomes of community engagement to date
- Draft prioritization matrix and next steps

The Clark County Public Transit Benefit Area Authority (C-TRAN) is developing a Bus Stop Accessibility Action Plan (BSAAP) to guide safety, comfort, and access improvements at fixed-route bus stops across the C-TRAN network.

## Project Overview

Accessible bus stops are the foundation of a safe, reliable, and equitable transit network, and a riders first interaction with C-TRAN. Along their journey, riders may experience multiple barriers, but we know that many are experienced at the bus stop itself, including a lack of seating or shelter, inadequate lighting, or inaccessible boarding areas. Today, 66% of C-TRAN bus stops are accessible. These gaps can prevent people with disabilities, older adults, people with children or groceries, and others with mobility challenges from using transit, even when bus service is frequent and dependable.

The Bus Stop Accessibility Action Plan takes a community-based approach, building upon previous C-TRAN work to assess stop compliance to create equitable and actionable outcomes. A primary task of BSAAP is the development of a methodology and matrix to assist in prioritization of bus stop improvement investment on an annual basis. The methodology developed from this effort will be incorporated into C-TRAN's Bus Stop Guidelines and referred to actively and on an ongoing basis for both updates and prioritized lists based on inputs developed through this effort.

## **C-TRAN Bus Stop Accessibility Action Plan**

**May 5, 2026**

**Page 2 of 2**

The BSAAP will support C-TRAN's ADA Transition Plan, future stop improvements, and strengthen C-TRAN's competitiveness for state and federal funding. The work will ensure that C-TRAN is truly accessible to every community member and allows more people to connect to life throughout Clark County and beyond.

### **Action, Timeline, Next Steps**

The Bus Stop Accessibility Plan is currently collecting public feedback on investment strategies to develop a prioritization matrix. The Project team has identified the following groups as priority audiences to engage in more targeted listening sessions; people living with a disability, non-drivers, vulnerable or underserved communities, and people with unmet transportation needs.

Ultimately, the BSAAP will be a core component of the C-TRAN Stop Improvement Program, supporting access and mobility systemwide through this project. After completion, the Project will be used to directly influence investment in stop improvements.

### **Staff Contact Information**

Taylor Eidt, Director of Planning & Service Delivery, C-TRAN  
[Taylor.Eidt@c-tran.org](mailto:Taylor.Eidt@c-tran.org), 360-906-7331

### **Attachment(s):**

- TMC Presentation Slides

# C-TRAN

## Bus Stop Accessibility Action Plan

Taylor Eidt, Director of Planning & Service Delivery, C-TRAN

Francisco Ibarra, Transit Planner, C-TRAN

Michelle Auster, PSU Graduate Consultant, MURP

Zoe Beckley, PSU Graduate Consultant, MURP

May 5, 2026



***Connecting You To Life***

# Agenda

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- Project background, goals, and deliverables
- PSU consultant team introductions
- Community engagement overview
- Prioritization Matrix deep dive
- Q&A and feedback

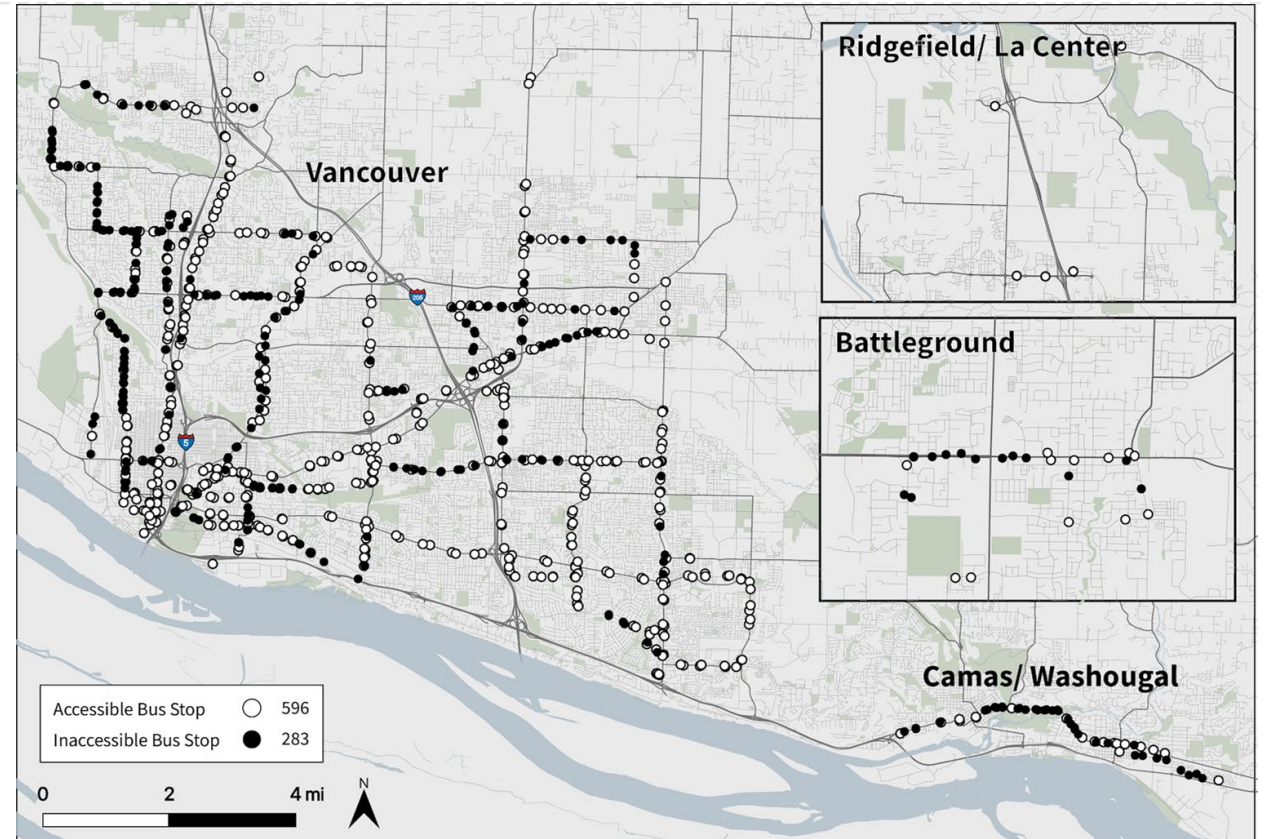


***Connecting You To Life***

# Project background

## C-TRAN's gap in accessibility

- Only 33% of C-TRAN's bus stops meet ADA guidelines
- Bus stop accessibility is a primary goal of the 2026 -2031 Strategic Plan
- Partnering with Urban and Regional Planning PSU graduate students
- Developing a Bus Stop Accessibility Action Plan (BSAAP) and Prioritization Matrix



Connecting You To Life



**Angelique Wallmann**  
Design and Client Liaison



**Michelle Auster**  
Public Involvement



**Grace Alston**  
GIS and Analysis



**Noah Crawford**  
Data and Editing



**Ryan Gallo**  
Research and Analysis



**Zoe Beckley**  
Facilitation and Equity

PSU team  
members:

***Next Stop Mobility  
Coalition***



**Connecting You To Life**

# Project goals

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## Create a BSAAP that will:

- Materially elevate and reflect the voices of priority communities;
- Create a workable and renewable long -term strategy for bus stop improvement investments; and
- Articulate the value of accessibility in public transportation infrastructure.



# Major project deliverables

## Prioritization Matrix

- Community -informed
- Perennial and responsive
- Intentional investment strategies

## Public Involvement

- C-TRAN Citizens Advisory Committee briefings
- Community -based organization listening sessions
- Public survey



# Major project deliverables, cont.

## Existing Conditions

- Demographic and economic analysis tied to the walkshed
- Quantitative and qualitative
- Community mapping

## Industry Best Practices

- Research and review of existing plans
- Peer transit agency outreach and interviews
- Findings report



# GIS analysis and methodology

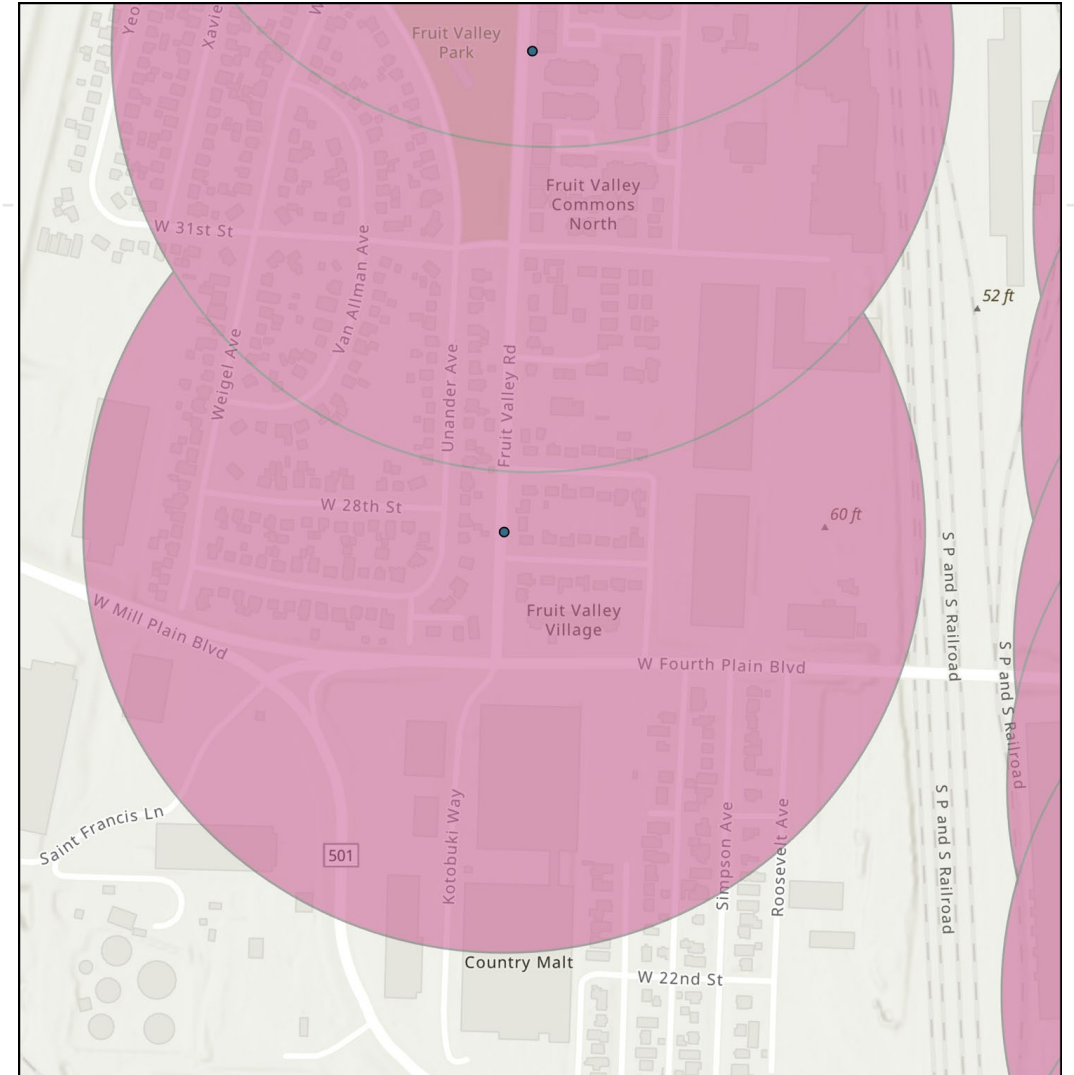
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- Each bus stop (N=878) assigned a quarter -mile “walkshed” buffer
- The walkshed became the basis for:
  - Populations served
  - Proximity to community assets or desired destinations
  - Connectivity to the rest of C -TRAN’s network
  - General stop -level environment, including various relevant datasets



# Sample walkshed

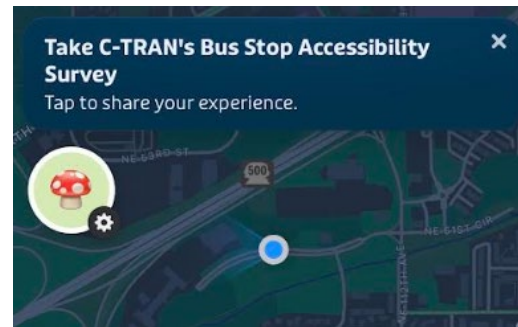
Stops near 2707 Fruit Valley Road  
Served by Route 6



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# Community engagement progress

- 96 survey responses
- 4 listening sessions
- 2 CCAC briefings



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# Prioritization Matrix

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- Measures each bus stop individually
- Three main weighted categories:
  - Experience, Equity, and Connectivity
- Current criteria and weights determined by community feedback
- 1 to 5 Scoring scale
  - Category breaks depend on topic
  - 5 means highest need
  - 1 or 5 Score for certain factors



# Stop Experience: 35%

Criteria	Data source	Scoring system
Landing pad	C-TRAN	Y/N
Lowered curb		
Marked crossing		
Sidewalk	Clark County	1-5
Traffic stress	WSDOT	1-5
Shelter	C-TRAN	Y/N
Seating	C-TRAN	Y/N
Slope	Clark County	1-5
Heat exposure		1-5
Tree canopy	Clark County	1-5



# Equity: 35%

Criteria	Data source	Scoring system
Income level	Census	1-5
BIPOC population	Census	1-5
Low-English proficiency	Census	1-5
Zero-vehicle households	Census	1-5
Community assets within walkshed	NSMC	1-5
Employment concentration	Census	1-5
Population younger than 18	Census	1-5
Population older than 65	Census	1-5



# Ridership: 30%

Criteria	Data source	Scoring system
Boardings	C-TRAN	1-5
Connects to transit center	C-TRAN	1-5
Weekend service	C-TRAN	1-5
Frequency	C-TRAN	1-5
Ramp deployments	C-TRAN	1-5
Number of routes served	C-TRAN	1-5
Average wait time	C-TRAN	1-5
Proximity to next bus stop	C-TRAN	1-5



*Connecting You To Life*

# Putting it all together

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- Each category receives an average score based on all their factors
- Total score is calculated by adding the weights to this average
- Each bus stop is ranked by how they score
  - 5 = desperately needs upgrading, 1 = very accessible
  - Tiers of priority are created to group bus stops by need
- C-TRAN will be able to continue using the matrix as conditions change



# Thank you!

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## What are your thoughts?

- Do our categories make sense?
- Are there any factors we overlooked?
- Do you agree with the weights for our categories?
  - *Stop Experience 35%*
  - *Equity 35%*
  - *Ridership 30%*



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# Transportation Impact Fee Update

**Adam Argo, AICP**  
Transportation Planning  
Community Development Department

Transportation Mobility Committee  
May 5, 2026



**Ryan Lopossa, PE**  
Transportation Division Manager  
Public Works Department

# What are Transportation Impact Fees (TIFs)?

- **Transportation Impact Fees (TIF's) ensure that new development and redevelopment pays a proportional contribution for the cost of new transportation infrastructure deemed necessary to accommodate the impact of new development within the city of Vancouver**
- **The TIF program funds improvements that add capacity to the transportation network**
- **TIFs can only be used to fund facilities that serve new growth, not for existing deficiencies**



# What are Transportation Impact Fees (TIFs) (continued)?

- **Authorized by state law (1990 Growth Management Act) as funding source for transportation improvements**
- **The City first implemented TIFs in 1996**
- **The City is updating the TIF program in coordination with the 2026 Comprehensive Plan update to ensure the program reflects the City's latest growth forecasts and infrastructure priorities**



# Sample TIF Rates by Land Use

## The impact fee is calculated by multiplying:

Weekday Average Daily Trips (ADT) generated by a proposed development

x

Cost Per Trip for Transportation Improvements in TIF District

**Example:** a new single family detached residential house located in the Cascade TIF district is charged a transportation impact fee equal to:

Weekday Vehicle Trip Generation Estimate for Detached SFDU - ITE 210 (10.0)

x

Updated Cost per Trip in Cascade TIF District (\$563.34)

x

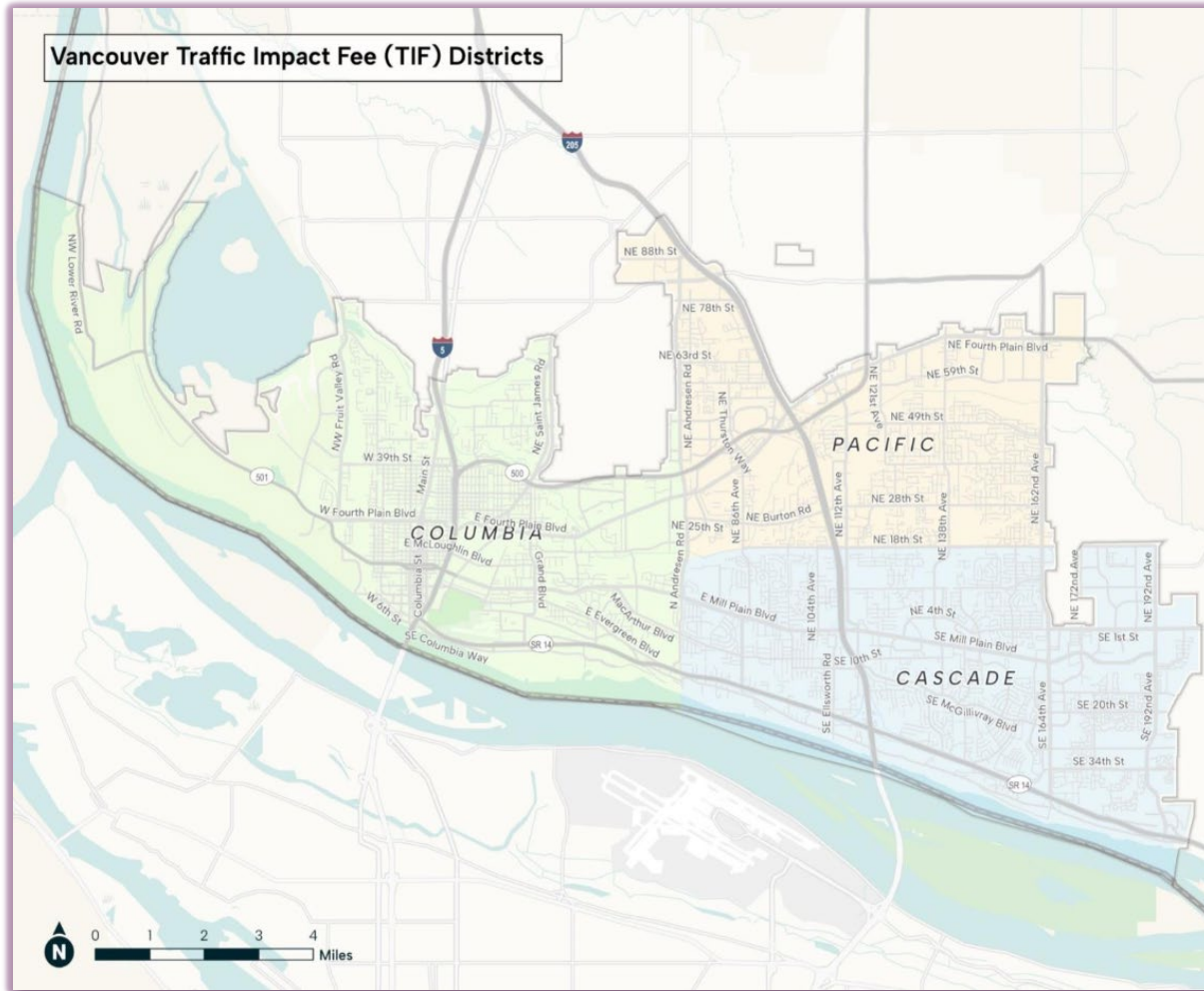
15% Tax Adjustment Factor (0.85) Pursuant to VMC 20.915.040(A)(4)

=

Transportation Impact Fee for Detached Single Family Unit (\$4,353)



# Vancouver's Current TIF Rates



- **Last Major Update:** 2015
- **Fee Calculation Basis:**
  - Based on daily trips: Documentation reference 2003 and 2023 trips by district
  - Funds about 40 projects
- **Three districts:** Columbia, Cascade, and Pacific
- **Current Base TIF Rates:**
  - \$236 per trip in Columbia
  - \$323 per trip in Cascade
  - \$420 per trip in Pacific
- **Impact Fee Schedule:**
  - Trip Generation rates based on current edition of the *ITE Trip Generation Manual*
- **Adjustments:**
  - Tax Adjustment Factor – 15%
  - Business Enhancement Factor – 30%
  - Transit Overlay District Reduction – 30%

# Why is Vancouver's TIF Program Being Updated Now?

The City's 2026-2045 Comprehensive Plan update includes new growth forecasts and an updated Capital Facilities Plan, including transportation infrastructure priorities to serve growth over the next 20 years.

In many cases, the estimates used in the current program were developed more than a decade ago and do not reflect current construction costs, updated transportation projects, or revised growth expectations.

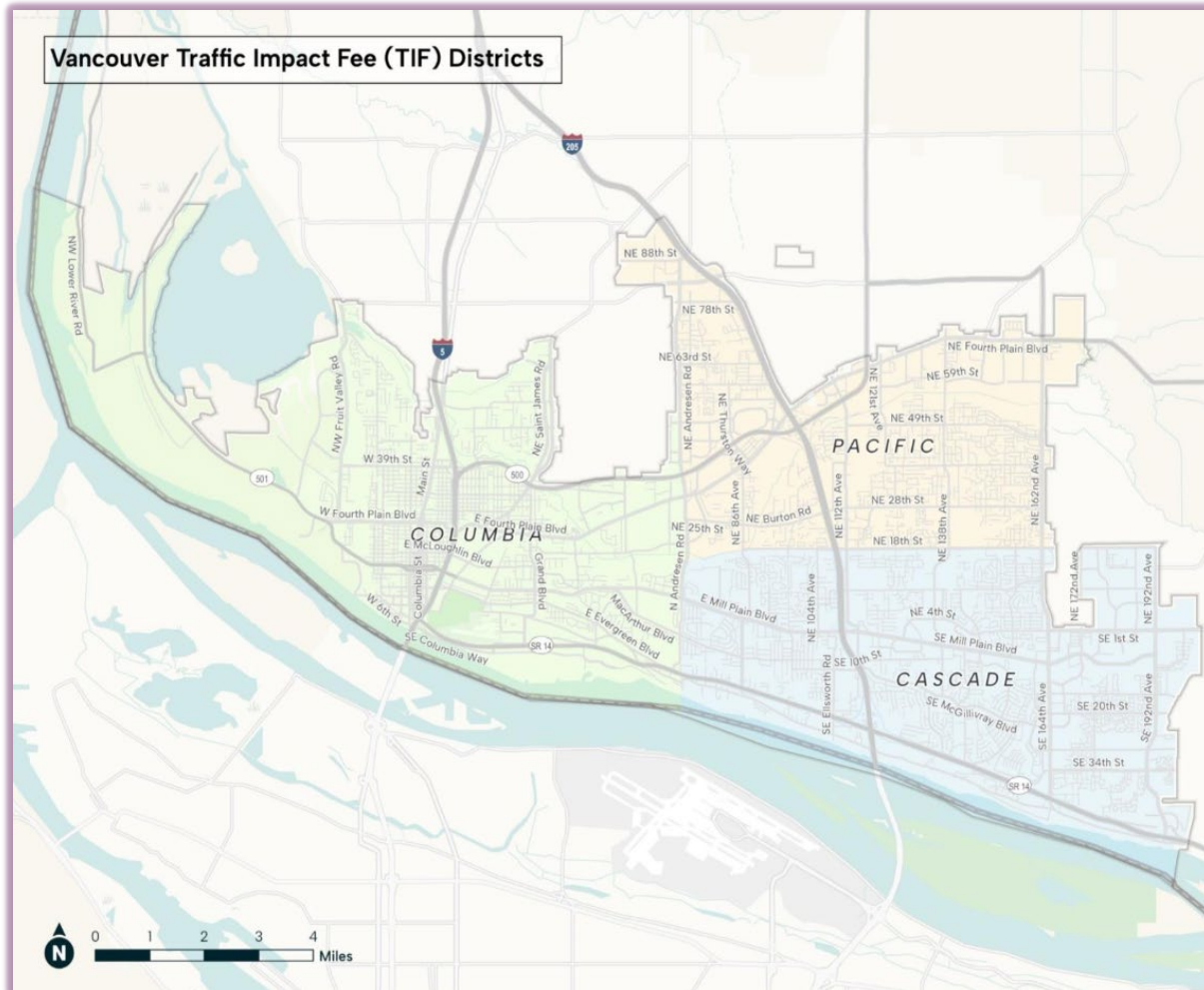
Without this update, the City risks underfunding transportation improvements needed to serve new development.



# Updates to State Law

- **E2SSB 5258 (2023):** encourages provision of condominium and townhome units (often referred to as “middle housing”) as an option for homeownership. States that impact fee schedules shall reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage and number of bedrooms, or trips generated, in the housing unit, to produce a proportionally lower impact fee for smaller housing units
- **ESSB 1337 (2023):** states that ADUs cannot be charged more than 50% of impact fee rate assessed for the primary unit
- **Senate Bill 5452 (2023):** broadens the type of infrastructure that can be funded by TIF fees to include “bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use.” Transportation-oriented trails projects outside of the right of way have been added alongside streets and roads as public facilities on which impact fees can be spent.
- **3SHB 1491 (2025):** Requires 50% reduction in impact fees for multifamily housing “within station areas or nearby transit” that qualifies for multifamily tax exemptions

# Proposed Base TIF Rates



- \$1,056 per trip in Columbia
- \$563 per trip in Cascade
- \$1,066 per trip in Pacific

## Updated fee reflects:

- Updated growth forecasts
- Updated project cost estimates
- Revised project lists



# Proposed Residential TIF Rates

Vancouver TIF District	Single-Family (Detached) ITE 210	Multi-family (Low-Rise) ITE 220	Multi-family (Mid-Rise) ITE 221
<b>Cascade</b>	\$4,353	\$2,974	\$2,136
<b>Columbia</b>	\$8,161	\$5,575	\$4,004
<b>Pacific</b>	\$8,234	\$5,625	\$4,040
<b>Citywide (Avg. Of Districts)</b>	\$6,916	\$4,725	\$2,847

Under the revised program, the proposed TIF rates are comparable to nearby jurisdictions.

- *Single-family TIF Rates:*
  - Below Camas (\$7,654/unit) and Washougal (\$8,274)
  - Slightly higher than Clark County (\$5,825) and Ridgefield (\$5,733)
- *Multi-family rates:*
  - Low-rise comparable to Camas (\$4,408)
  - Low-rise higher than Clark County (\$3,849), Ridgefield (\$3,510), and Battleground (\$2,819)



# Current and Proposed TIF Rates Comparison

Vancouver TIF District	Single-Family (Detached) ITE 210		Multi-family (Low-Rise) ITE 220		Multi-family (Mid-Rise) ITE 221	
	Current	Proposed	Current	Proposed	Current	Proposed
Cascade	\$2,746	<b>\$4,353</b>	\$1,705	<b>\$2,974</b>	\$1,224	<b>\$2,136</b>
Columbia	\$2,006	<b>\$8,161</b>	\$1,246	<b>\$5,575</b>	\$895	<b>\$4,004</b>
Pacific	\$3,570	<b>\$8,234</b>	\$2,217	<b>\$5,625</b>	\$1,592	<b>\$4,040</b>
Citywide (Avg. Of Districts)	\$2,774	<b>\$6,916</b>	\$1,723	<b>\$4,725</b>	\$1,237	<b>\$2,847</b>

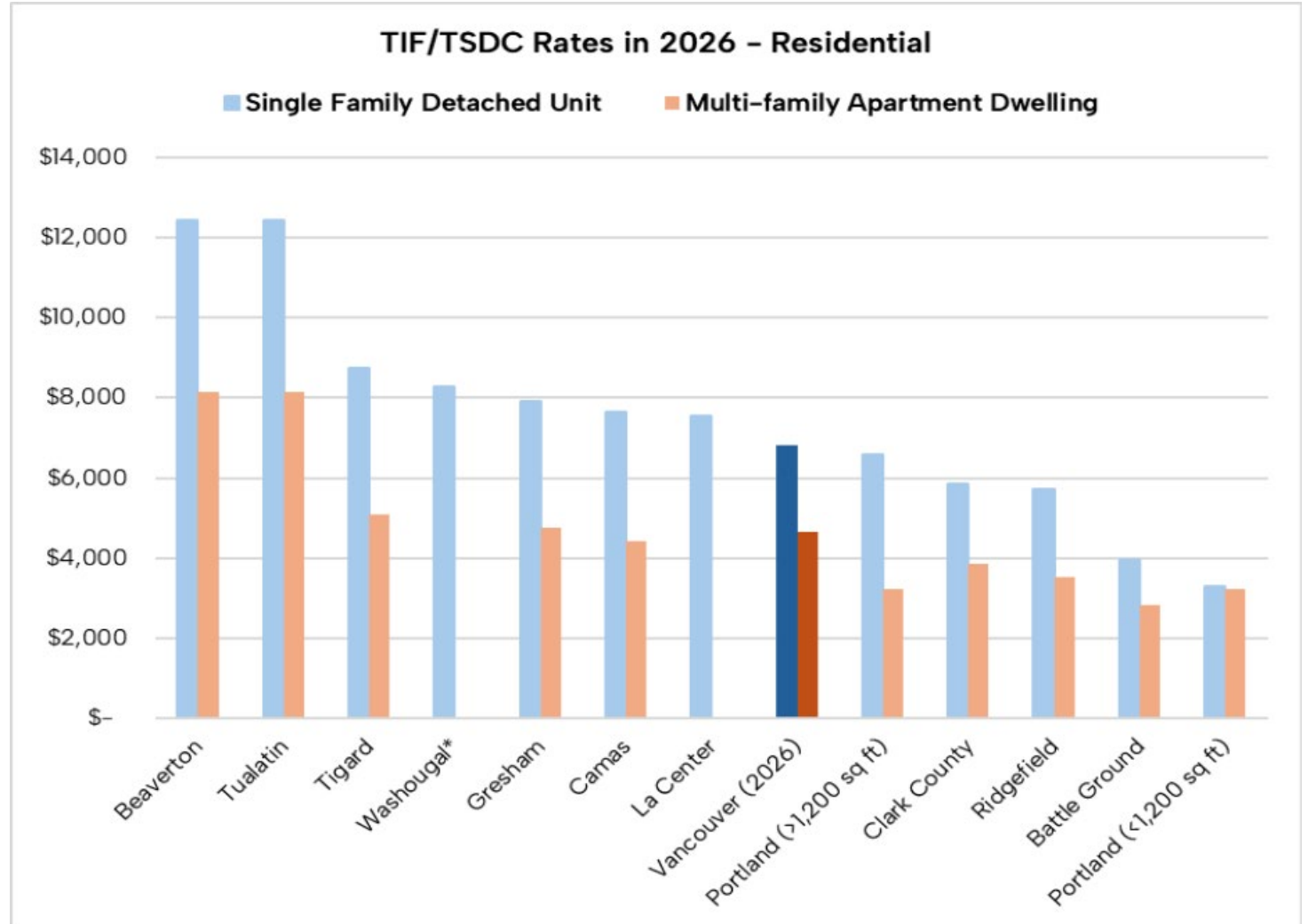


# TIF Rates in Peer Communities

- Residential TIF/System Development Charges in 2026
- Vancouver rate is based on average across the three TIF districts for costs per trip

Additional Notes:

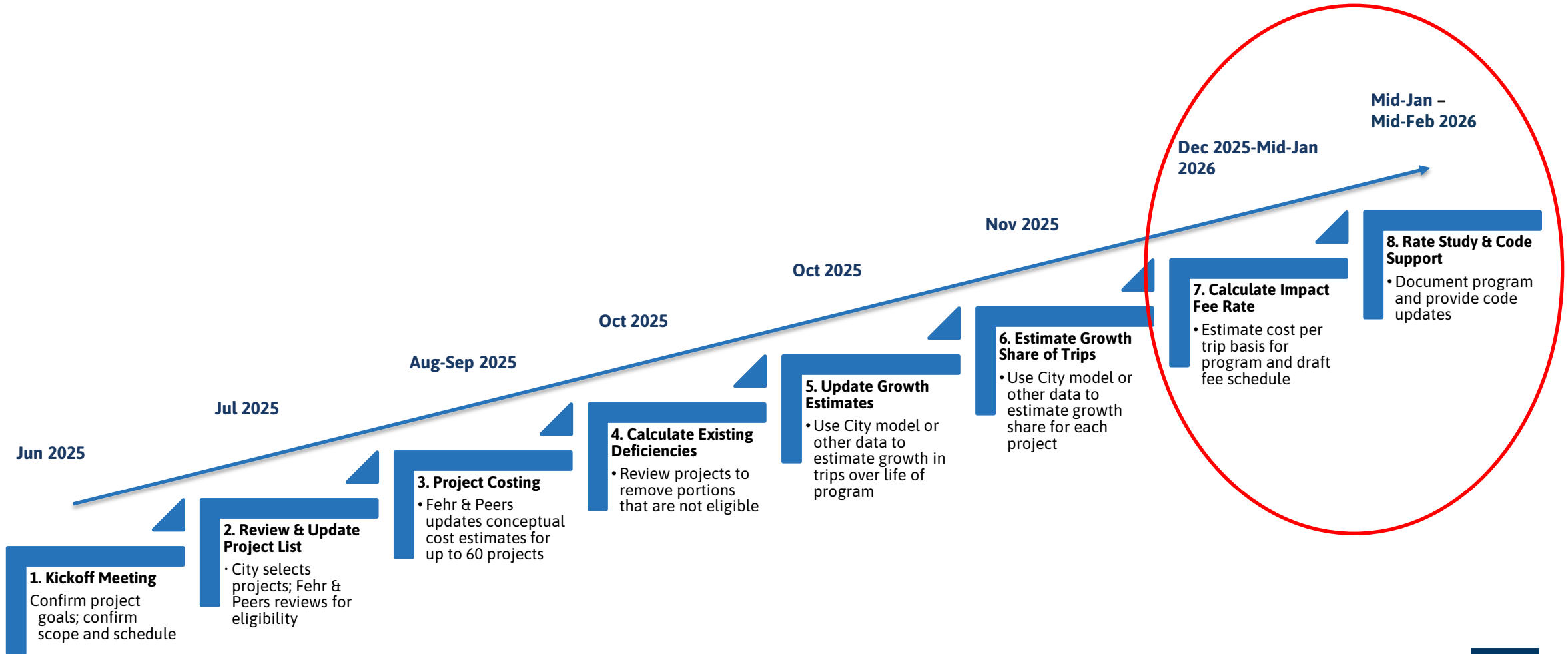
- Rates represent approximate transportation impact fees per residential unit based on the most recent publicly available fee schedules (2025–2026).
- Some jurisdictions calculate fees using trip generation or project-specific analysis rather than a flat per-unit rate, and fees may vary by housing size, district, or project characteristics.



Sources:

City transportation impact fee schedules and adopted rate studies for peer jurisdictions including Beaverton, Tualatin, Tigard, Gresham, Portland, Camas, Ridgefield, Clark County, Battle Ground, and Vancouver. Statewide comparison reference: Municipal Research and Services Center (MRSC), Transportation Impact Fee Comparison, Washington State.

# Schedule: where we're at now



# Schedule and Next Steps

- **March-April 2026:**
  - Engagement with development community and transportation stakeholders
- **May 2026:**
  - Workshop with TMC 5/5
- **June 2026:**
  - Initial City Council review of proposed updated TIF program and feedback
- **August 2026:**
  - Draft report with new proposed fee rates and draft fee schedule
  - Council considers ordinance updating TIF
  - Consideration of development feasibility/economic conditions and when the potential new rates should go into effect
  - Public Hearing 8/17
- **Winter/Spring 2027:** Potential timing of updated TIF fees taking effect; final timing TBD



# Thank you!



**Contact:**

Kate Drennan  
Transportation Planning Manager  
City of Vancouver Community Development  
Office: 360-487-7959  
[Kate.Drennan@cityofvancouver.us](mailto:Kate.Drennan@cityofvancouver.us)

Ryan Lopossa, PE  
Transportation Division Manager  
City of Vancouver Public Works  
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[ryan.lopossa@cityofvancouver.us](mailto:ryan.lopossa@cityofvancouver.us)





# Transportation and Mobility Commission

**TO:** Chair Edwards and Transportation and Mobility Commissioners  
**FROM:** Kate Drennan, Transportation Planning Manager, Community Development  
Ryan Lopossa, Transportation Manager, Public Works

**SUBJECT: 2027-2032 Transportation Improvement Program (TIP) Public Hearing**

This memo is to support the public hearing at the Transportation and Mobility Commission (TMC) for the annual update to the Transportation Improvement Program (TIP) 2027-2032. Each year the TMC is asked to make a formal recommendation to City Council to adopt the current version of the TIP. Staff has had two workshops with the TMC leading up to the public hearing for the 2027-2032 version.

**I. PRIOR COMMISSION REVIEW (IF APPLICABLE):**

- a. December 2, 2025: TMC workshop 1, 2027-2032 TIP
- b. March 3, 2026: TMC workshop 2, 2027-2032 TIP

**II. BACKGROUND AND REVIEW PROCESS:**

- a. State law requires the City of Vancouver to annually update its Transportation Improvement Program (TIP), which lists future transportation investments and level of committed funding and is required to be adopted by July 1 of each year.
- b. The Transportation and Mobility Commission enabling ordinance outlines the Commissions scope of authority and includes a formal recommendation to Council on adoption of the annual TIP update.
- c. City Council will take action on the 2027-2032 TIP during the June 15, 2026 Council meeting.

**III. SUMMARY OF ISSUE/ PROPOSAL:**

- a. Making changes to the TIP for consistency with the Transportation System Plan (TSP).
  - i. Continued process of transforming the TIP into a true 6-year plan. After adoption of the updated Comprehensive Plan in June, projects outside the 6-year horizon will reside on the Capital Facilities Plan (CFP) within the Our Vancouver 2045 Comprehensive Plan.
  - ii. Updated project prioritization using scoring tool to reflect the City's TSP and Strategic Plan priorities.
  - iii. A summary of proposed changes to this year's version of the TIP begin on page 37 (for example: projects added or removed).

P.O. Box 1995 • Vancouver, WA 98668-1995 • 360-487-8000 • TTY: 360-487-8602 •  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

To request other formats, please contact: Maricsa Acosta | [maricsa.acosta@cityofvancouver.us](mailto:maricsa.acosta@cityofvancouver.us)

- iv. Updates to the City's arterial map are listed on page 172 and largely reflect changes made to the federal functional classifications of the same roadways.
- v. The final draft of the 2027-2032 TIP can be found on the City's website: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip)

**IV. REVIEW CRITERIA AND FINDINGS:**

- a. Staff is requesting that the TMC make a formal recommendation to City Council to adopt the 2026-2031 TIP.

**Staff Contact Name**

*Kate Drennan, Transportation Planning Manager, Community Development,*

[Kate.Drennan@cityofvancouver.us](mailto:Kate.Drennan@cityofvancouver.us)

*Ryan Lopossa, Transportation Manager, Public Works, [Ryan.Lopossa@cityofvancouver.us](mailto:Ryan.Lopossa@cityofvancouver.us)*



# Transportation Improvement Program 2027-2032

Transportation and Mobility  
Commission Public Hearing

**Kate Drennan**  
Transportation Planning  
Manager  
Community Development

**Ryan Lopossa**  
Transportation Division  
Manager  
Public Works Department

May 5, 2026



# Agenda

- Review updates & highlights included in the 2027-2032 Transportation Improvement Program (TIP)
- Formal recommendation to Council for adoption



# Transportation Improvement Program (TIP)

## What are the changes for 2027-2032 TIP?

- Final TIP with projects beyond the 6-year horizon; post-Comprehensive Plan adoption the 'long-term' projects will reside on the Capital Facilities Plan.
- Updated project scoring and prioritization.
- Projects added/removed.
- Arterial map classification changes
- For more information go to: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip)



# TIP Arterial Map Changes

Roadway Segment	Current Classification	Proposed Classification
Main St. - McLoughlin Blvd. to City limits	Principal Arterial	Minor Arterial
Broadway St. - McLoughlin Blvd. to Main St.	Principal Arterial	Minor Arterial
McLoughlin Blvd. - Columbia St. to C St.	Principal Arterial	Minor Arterial
Washington St. - W 3rd St. to McLoughlin Blvd.	Principal Arterial	Minor Arterial
C St. - E 6th St. to McLoughlin Blvd.	Principal Arterial	Collector
NE St. Johns/St. James – E 33rd St. to NE 68th St.	Principal Arterial	Minor Arterial
Grand Blvd. - Fourth Plain Blvd. to Columbia House Blvd.	Principal Arterial	Minor Arterial
E Evergreen Blvd. - Columbia St. to SR 14 on ramp	Minor Arterial	Collector
NE Stapleton Rd. - Fourth Plain Blvd. to SR 500	Minor Arterial	Collector
E 18th St. - NE Andresen Rd. to NE Burton Rd.	Minor Arterial	Collector
SE 34th St. - SE 164th Ave. to City limits	Principal Arterial	Minor Arterial
NE 97th/98th Ave – SE Mill Plain Blvd to NE Burton Rd	Local Road	Collector

Note: Except for NE 97<sup>th</sup>/98<sup>th</sup> – all changes match recent Federal Functional Classification changes



# TIP: Highlights for 2027 - 2032

- Neighborhood Traffic Calming Program: funded at \$300k
- Multimodal Safety and Accessibility Investments: Upper Main Street, McGillivray Blvd, Garrison Road, and the BBC Trail Crossing on Hazel Dell
- Major Capital Projects Include:
  - The Heights: Mill Plain/ MacArthur Intersection; Grand Loop Project – design/construction
  - NE 18<sup>th</sup> Street( NE 97<sup>th</sup> Ave to NE 107<sup>th</sup> Ave): Right-of-way, design and construction
  - NE 192<sup>nd</sup> (SE 1<sup>st</sup> St to NE 18<sup>th</sup> St): preliminary engineering and right-of-way acquisition
  - NE 18<sup>th</sup> Street (NE 141<sup>st</sup> Ave to 162<sup>nd</sup> Ave): preliminary engineering
- For Project Profiles, go to: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip)





# TIP Next Steps

- TMC public hearing tonight.
- City Council public hearing for adoption of the TIP on June 15, 2026.



# TMC action

Staff is asking the Transportation and Mobility Commission to make a formal recommendation to the City Council to adopt the 2027-2032 TIP.





# 2025-2026 Corridor Projects

**Safety and Mobility Planning Phase, Initial Design Concepts  
Transportation and Mobility Commission  
Communications Item – Long-Term Cross Sections**

**Adam Argo, Emily Benoit, Maggie Derk,**  
Transportation Planning  
Community Development Department

**Matt Hinshaw, Lesley Nebeker**  
Transportation Engineering Division  
Public Works Department

May 5, 2026

# Design Concepts

## All Three Corridor Projects are Approximately at the 10% Stage

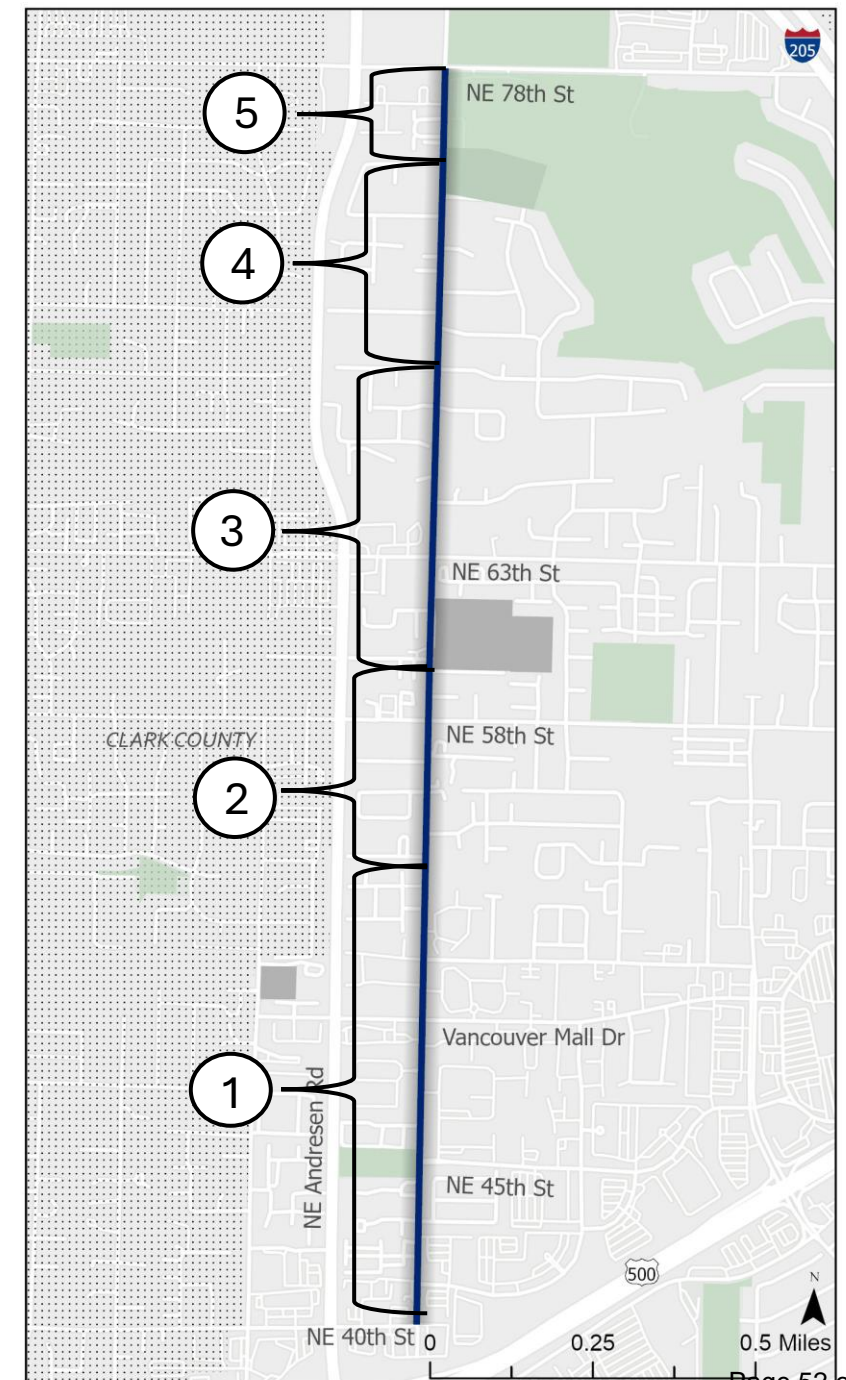
- These long-term cross sections supplement the information provided during the April 7, 2025 workshop on these corridors.
- Additional discussion regarding these cross sections is planned in the next workshop for these three corridors.
- Protected bike & small mobility lane elements (i.e. tubular markers) are not shown due to limited options in Streetmix graphics tool.
- **All graphics, dimensions, concepts and ideas presented are subject to change.**



# Northeast 72<sup>nd</sup> Avenue Corridor Segments

## Abbreviations:

- ADT = Average Daily Traffic, measured as vehicles per day
- mph = Miles per hour
- BSM = Bicycle and small mobility
- TSP = Transportation System Plan

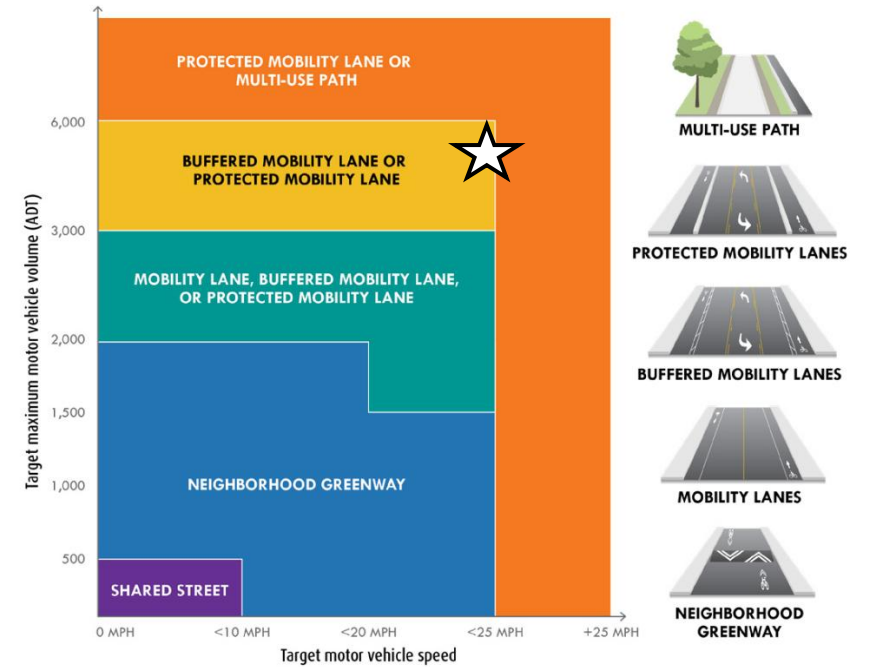
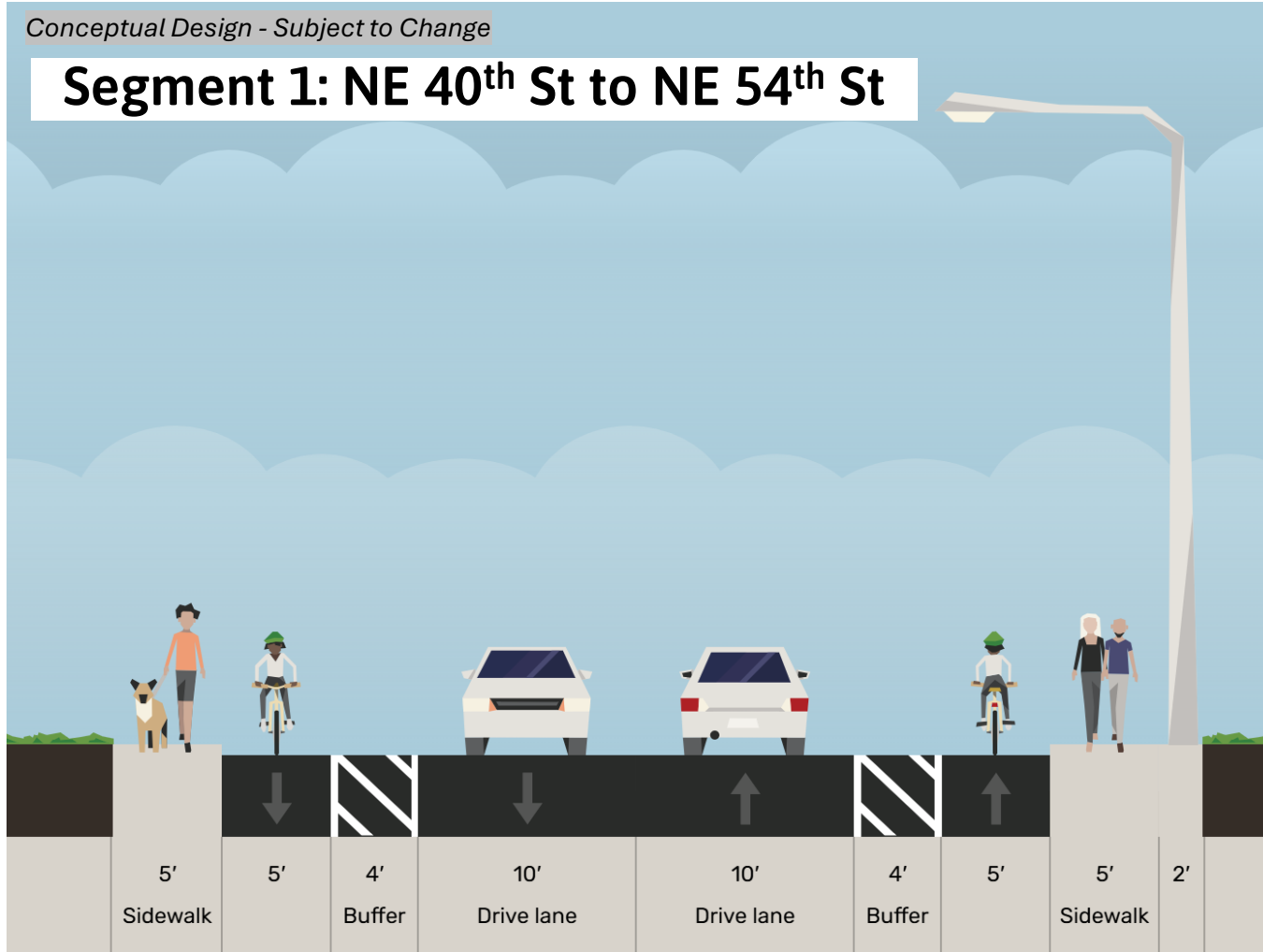


# NE 72<sup>nd</sup> Ave

## Segment 1 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

### Segment 1: NE 40<sup>th</sup> St to NE 54<sup>th</sup> St



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

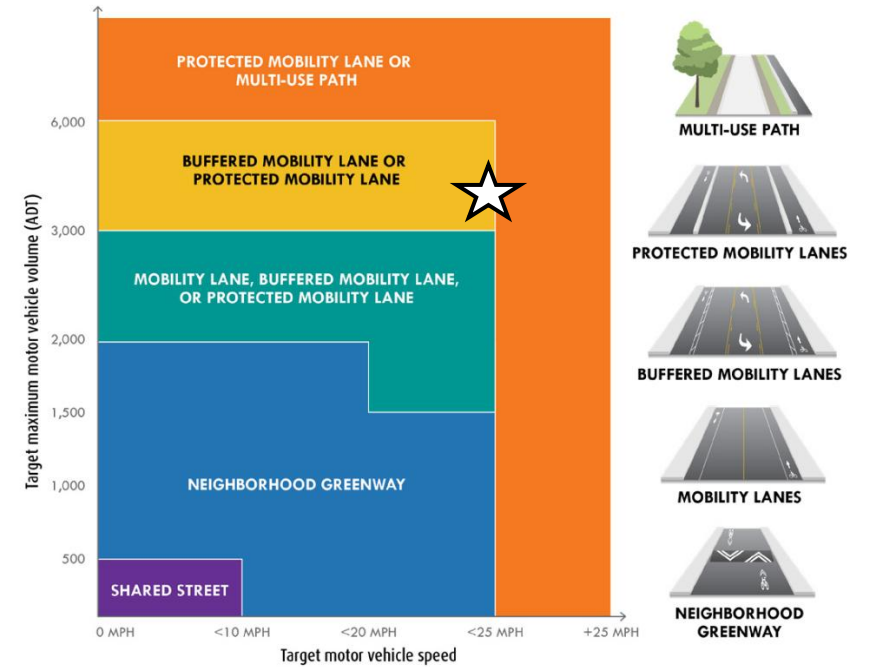
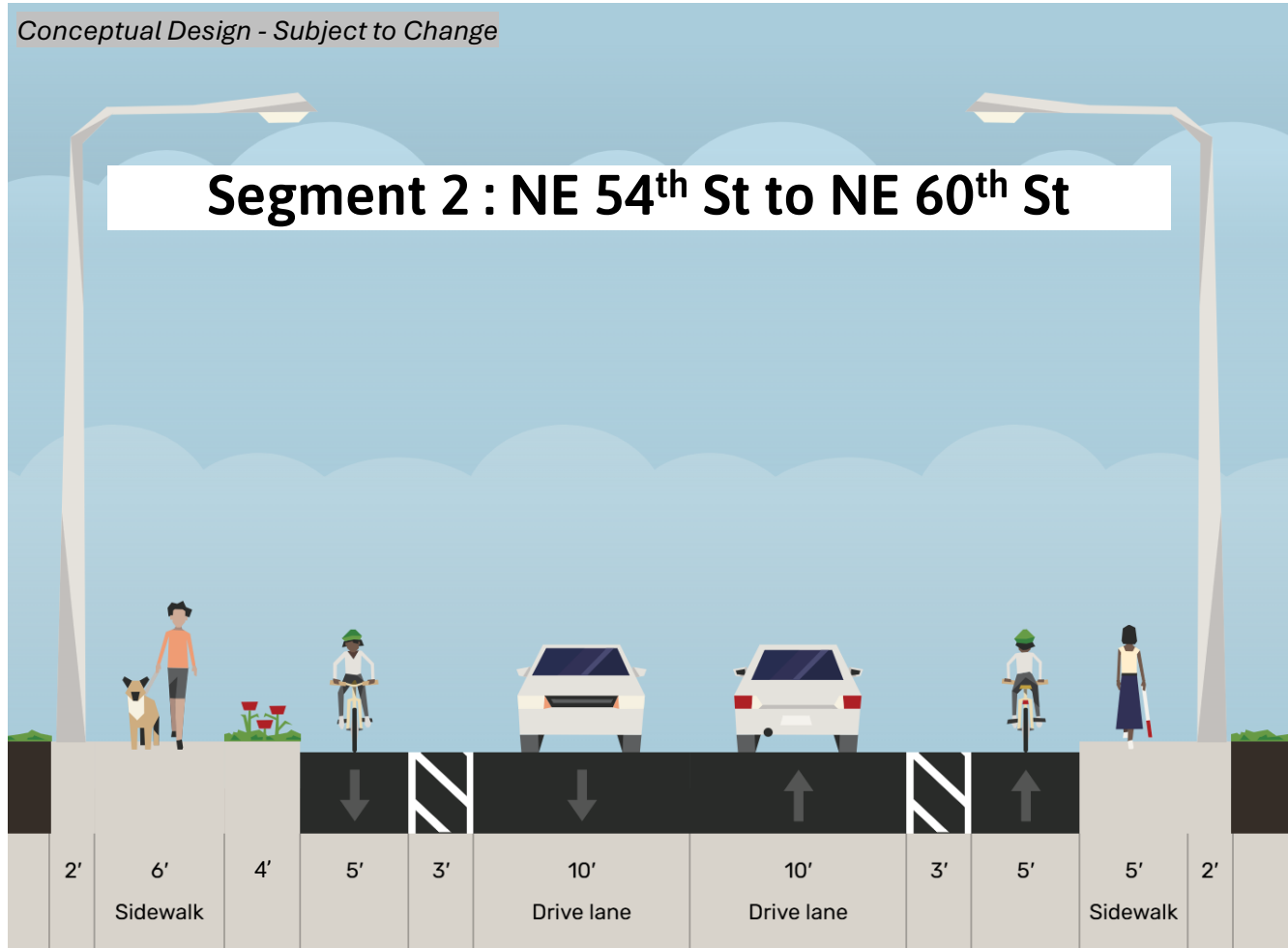
- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph



# NE 72<sup>nd</sup> Ave Segment 2 Long-Term (Funded) Cross Section

Conceptual Design - Subject to Change

## Segment 2 : NE 54<sup>th</sup> St to NE 60<sup>th</sup> St

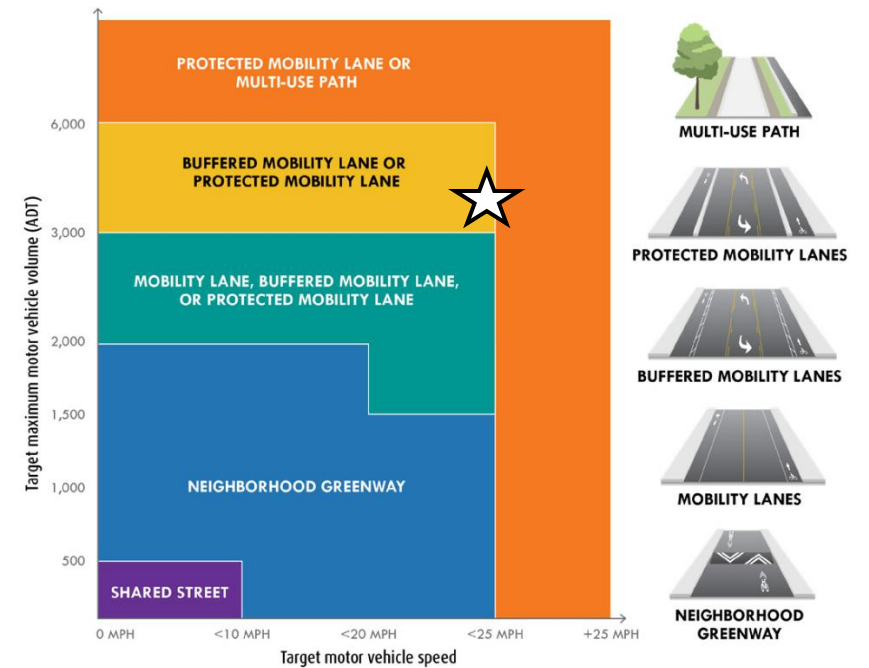
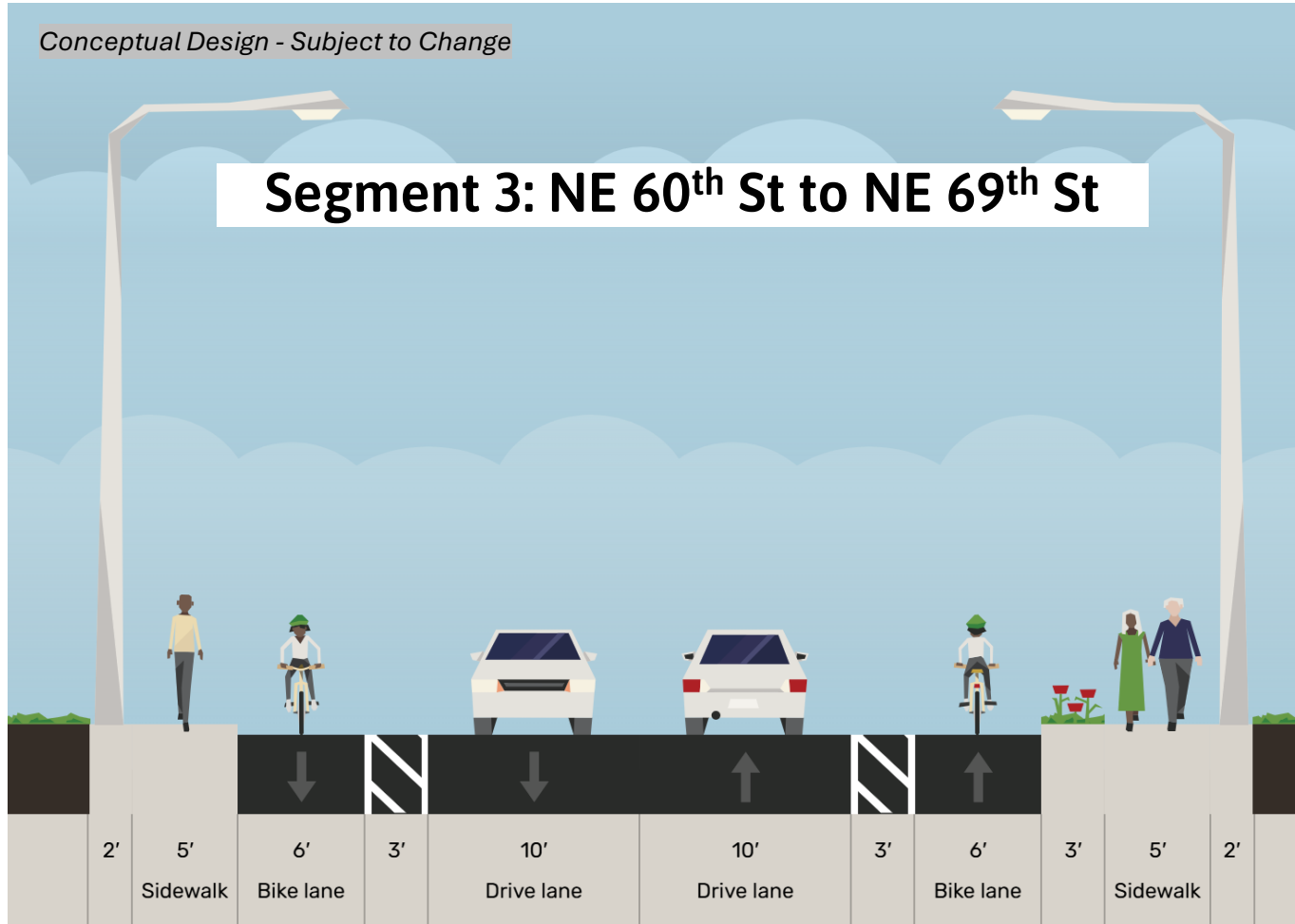


(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph



# NE 72<sup>nd</sup> Ave Segment 3 Long-Term Proposed Cross Section



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

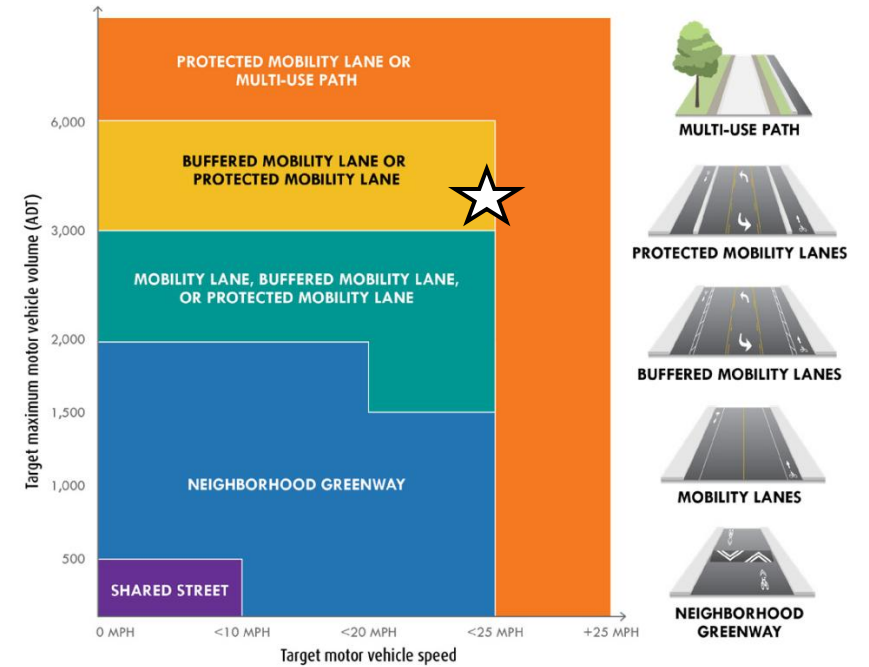
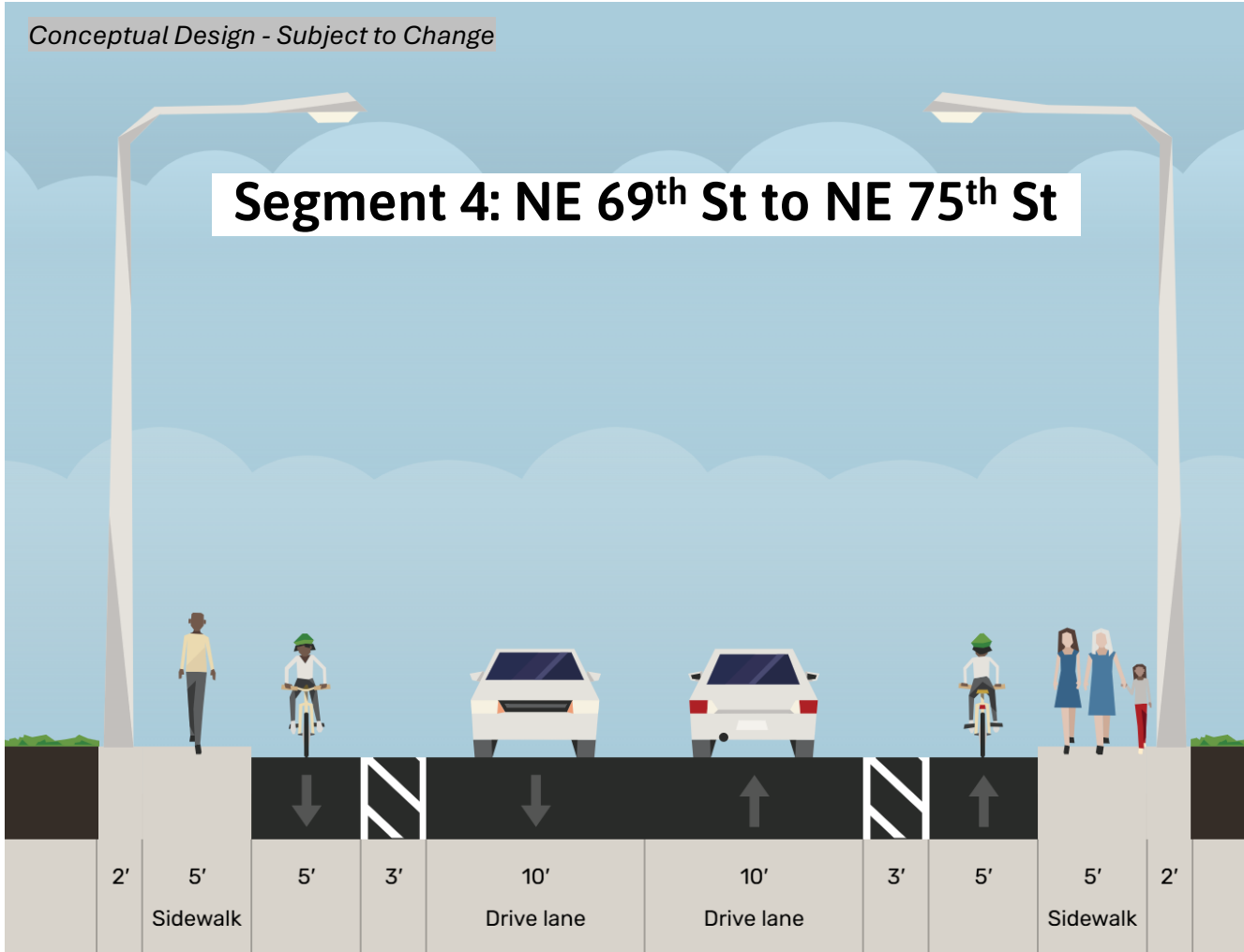
- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph
- Long term cross section will add lighting.



# NE 72<sup>nd</sup> Avenue Segment 4 Long-Term Proposed Cross Section Option A

Conceptual Design - Subject to Change

Segment 4: NE 69<sup>th</sup> St to NE 75<sup>th</sup> St

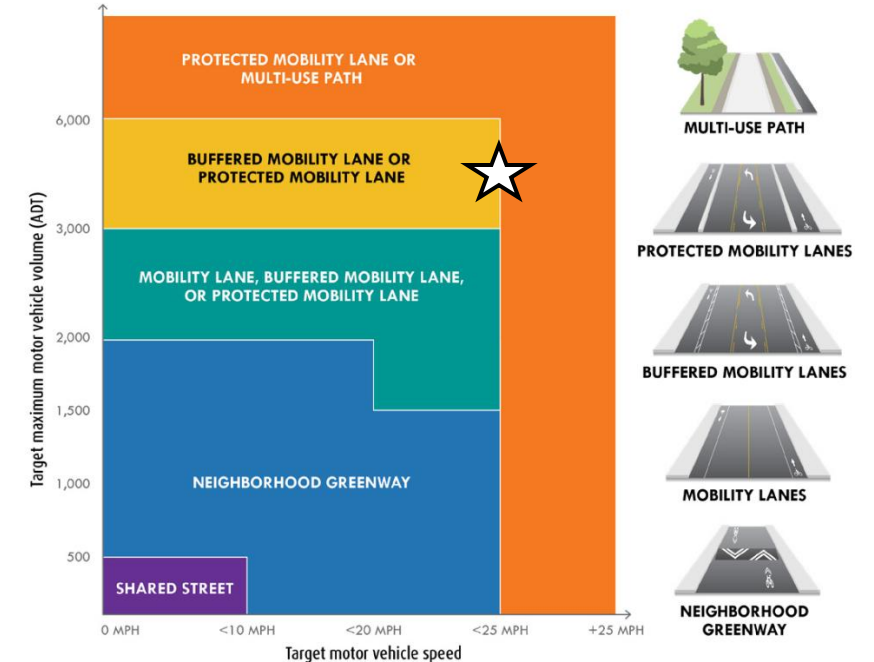
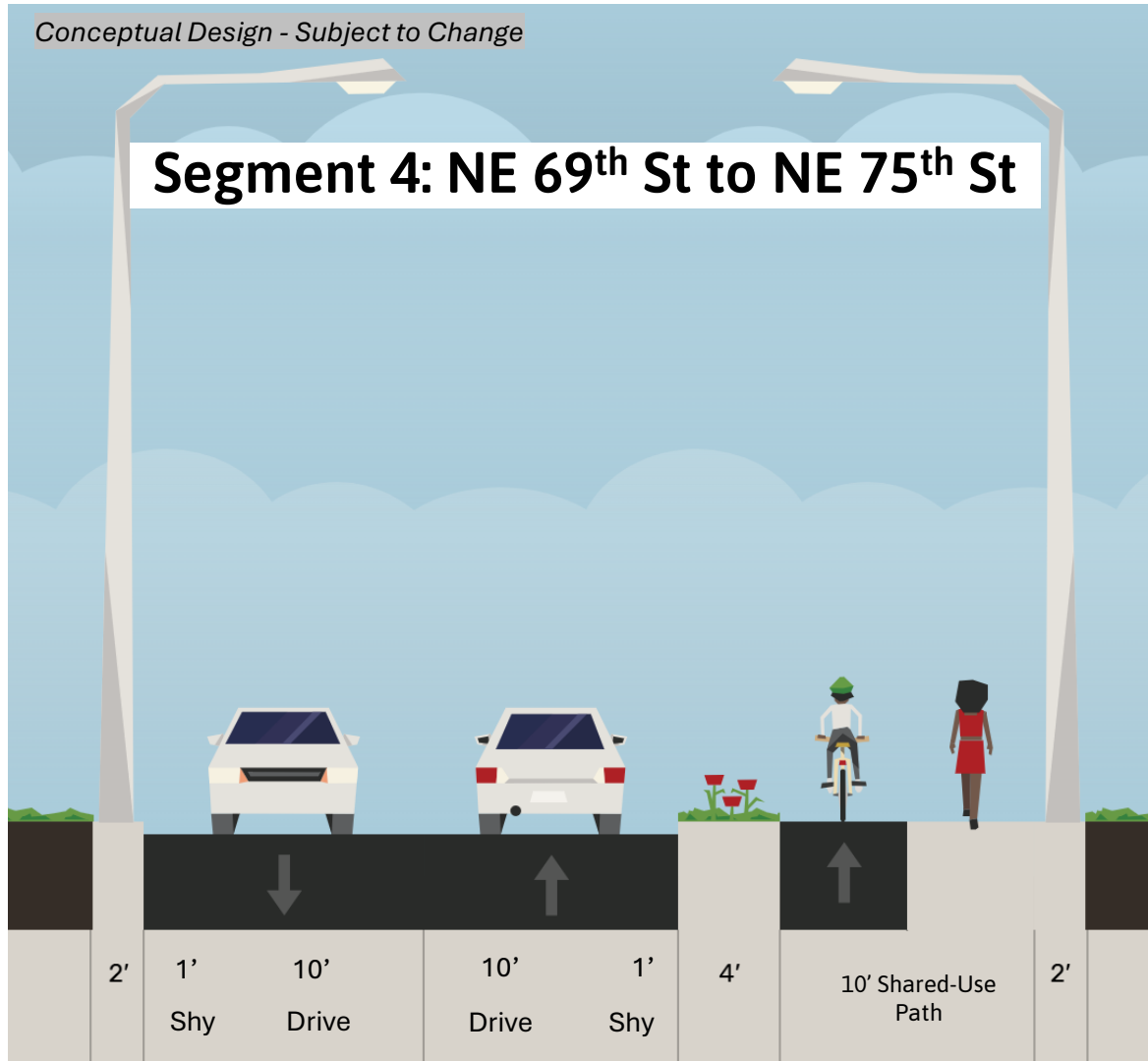


(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph



# NE 72<sup>nd</sup> Avenue Segment 4 Long-Term Proposed Cross Section - Option B



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

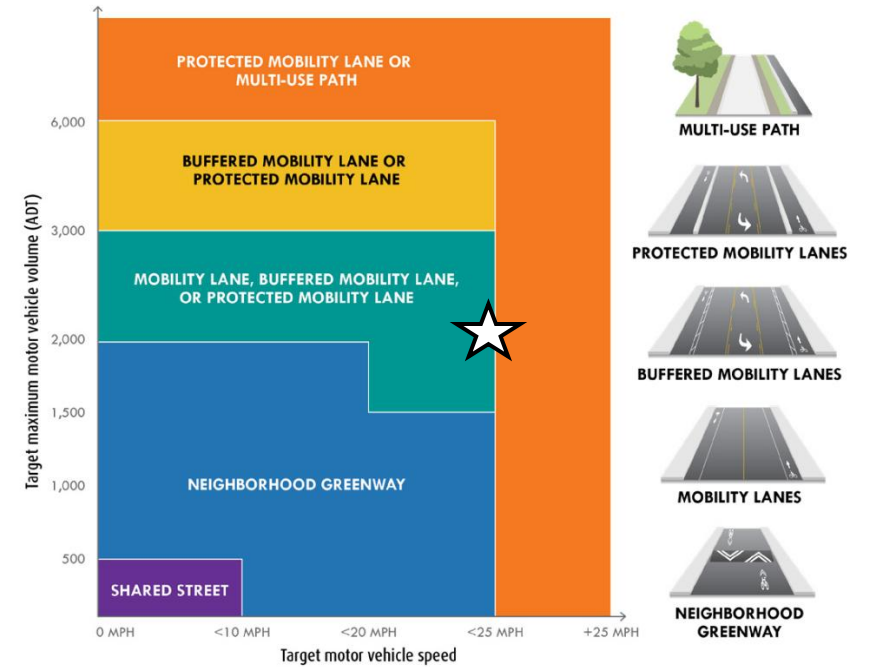
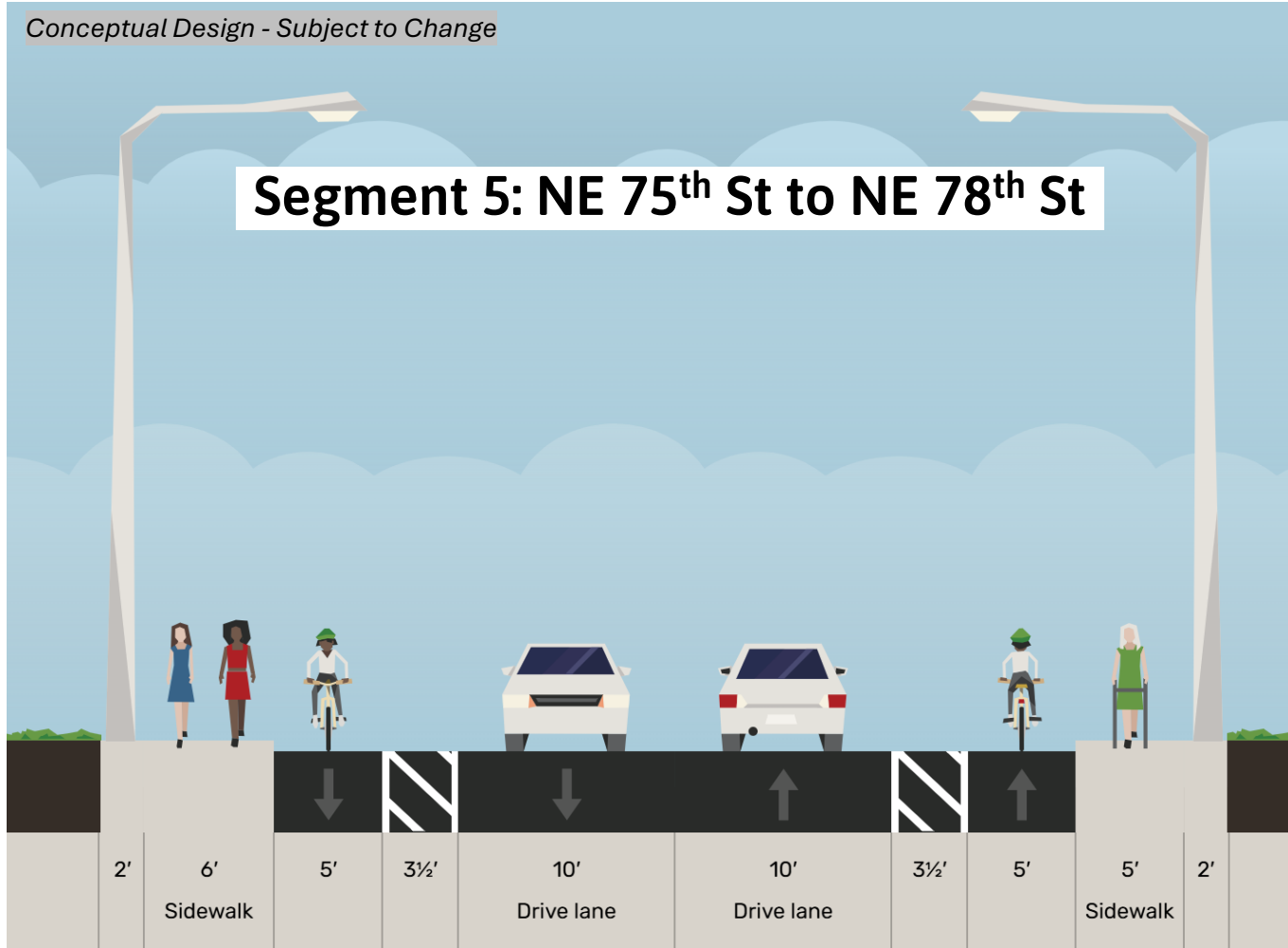
- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph



# NE 72<sup>nd</sup> Ave Segment 5 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 5: NE 75<sup>th</sup> St to NE 78<sup>th</sup> St



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

- ADT increases from north to south on the corridor, ranging from 2,200 (north end), 3,300 (middle) and 5,320 (south of NE 41<sup>st</sup> St)
- Target Speed = 25 mph



# 97<sup>th</sup>/98<sup>th</sup> Avenue

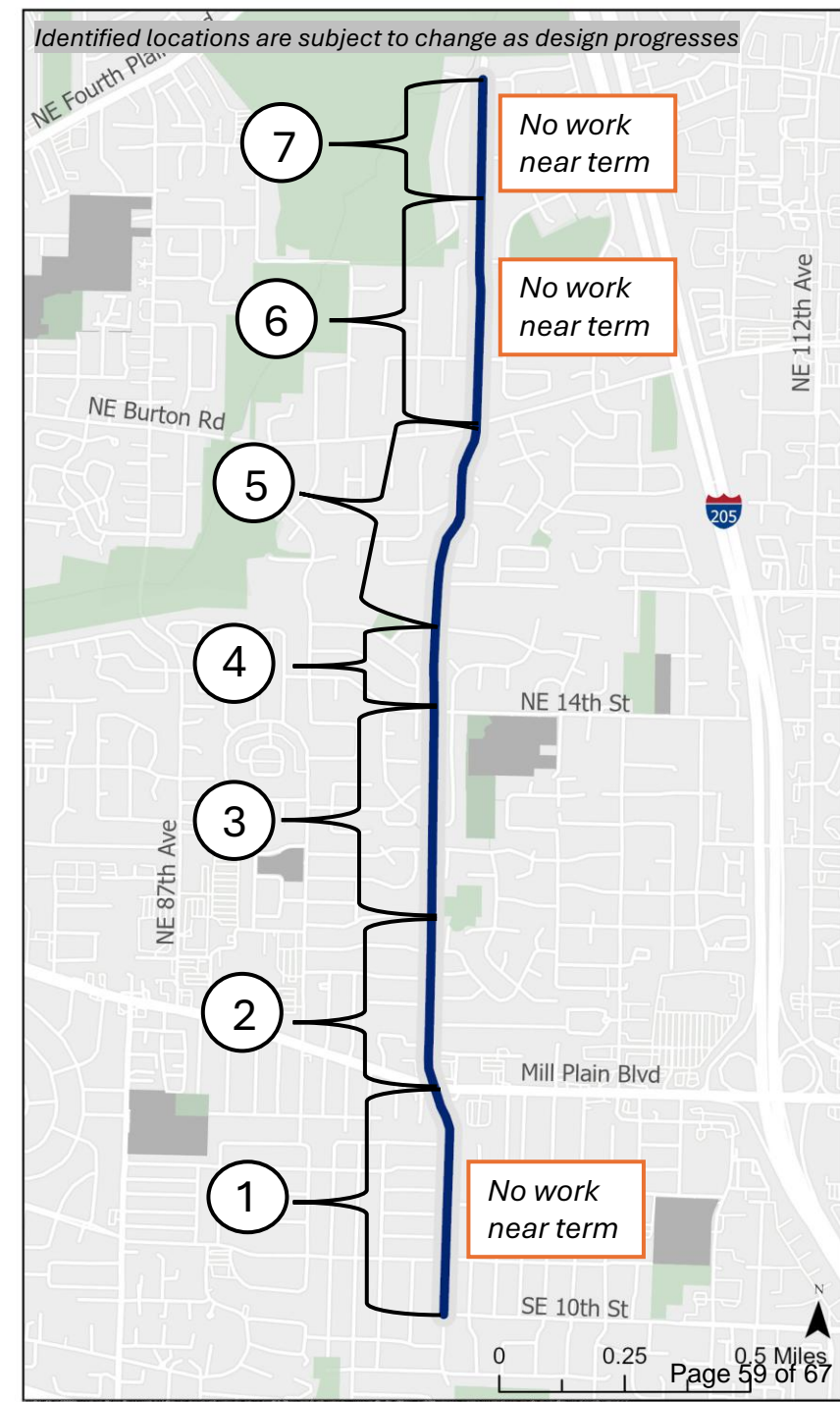
## Corridor Segments

No Near-Term Work

**Segment 1: SE 10<sup>th</sup> St to Mill Plain Blvd**

**Segment 6: NE Burton Rd to NE 34<sup>th</sup> St**

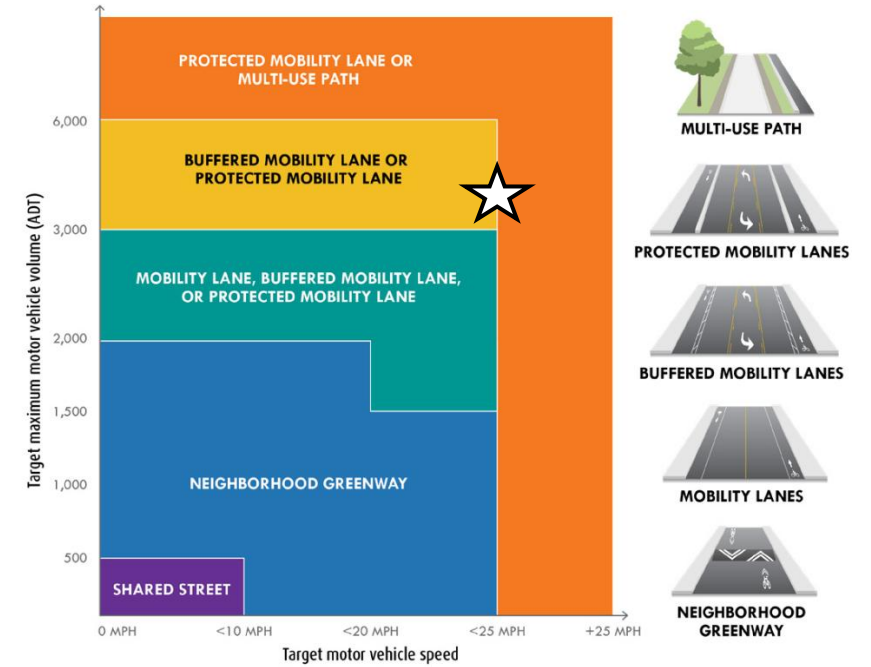
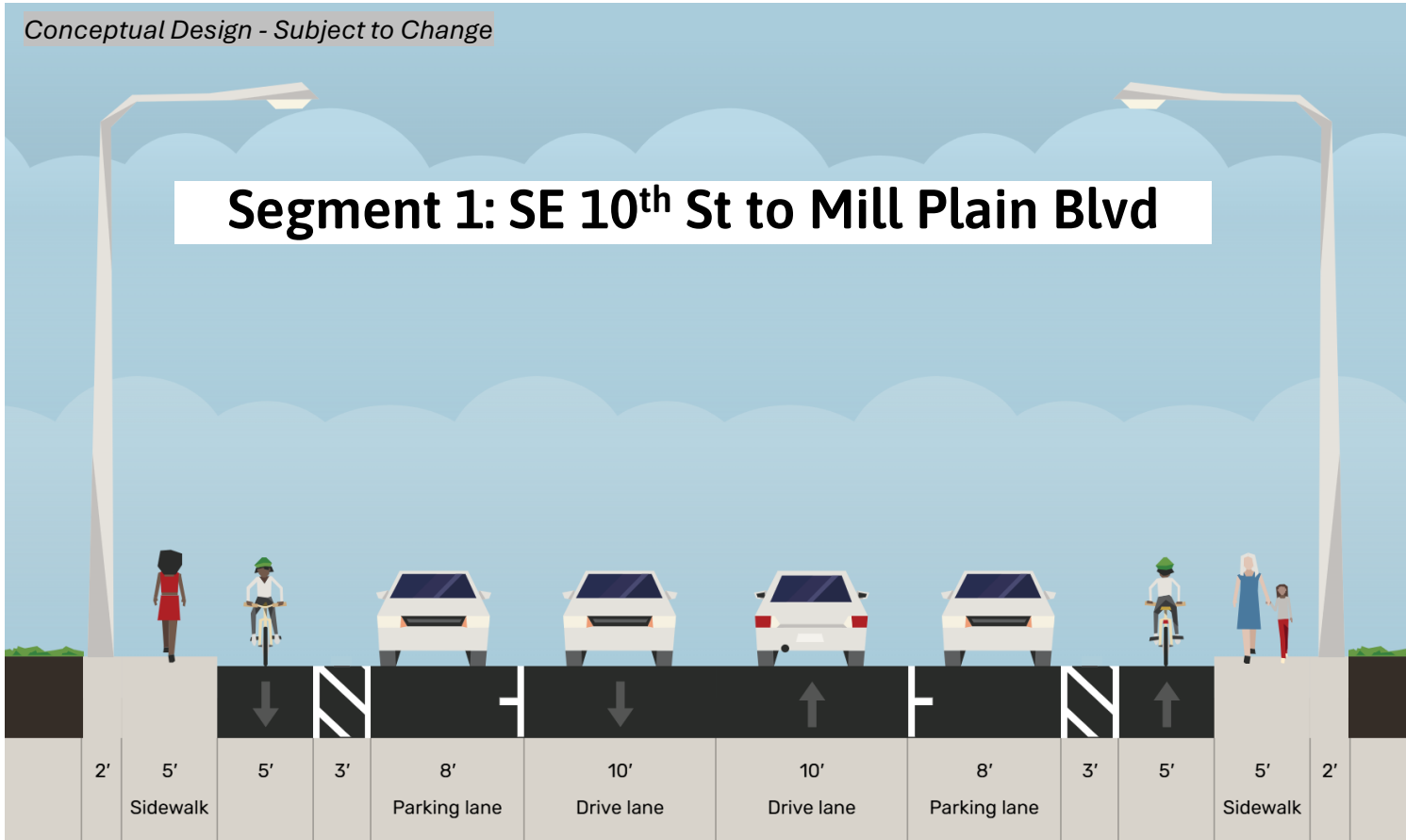
**Segment 7: NE 34<sup>th</sup> St to End**



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 1 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 1: SE 10<sup>th</sup> St to Mill Plain Blvd



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

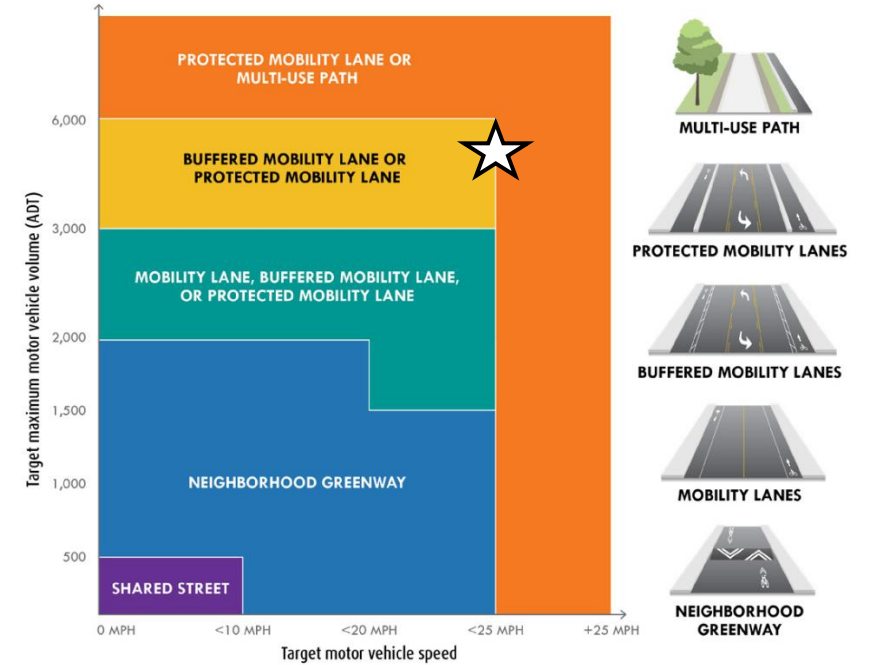
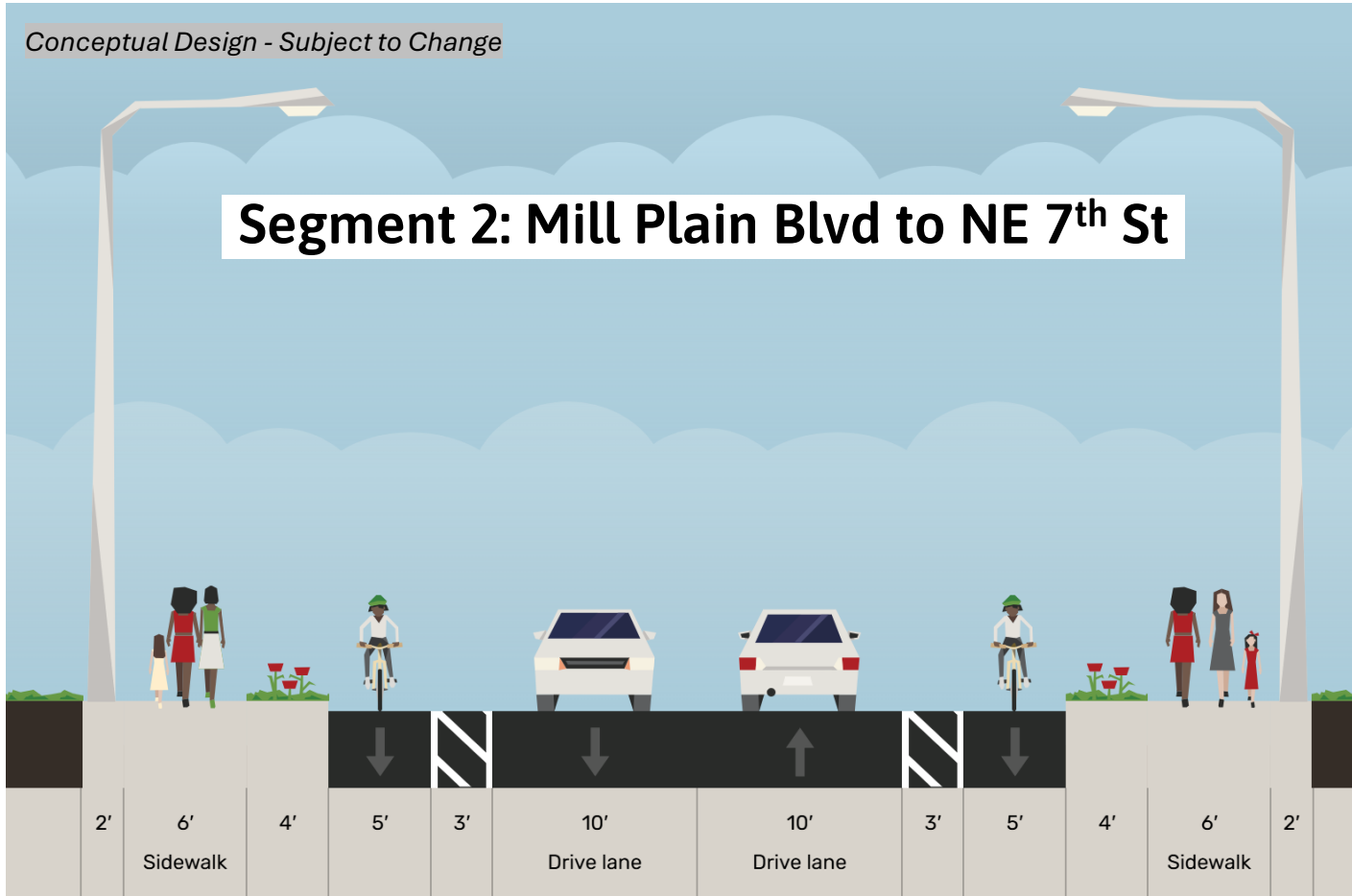
- Target speed = 25 mph
- ADT = 3,800
- Buffered BSM lane (matches TSP)



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 2 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 2: Mill Plain Blvd to NE 7<sup>th</sup> St



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

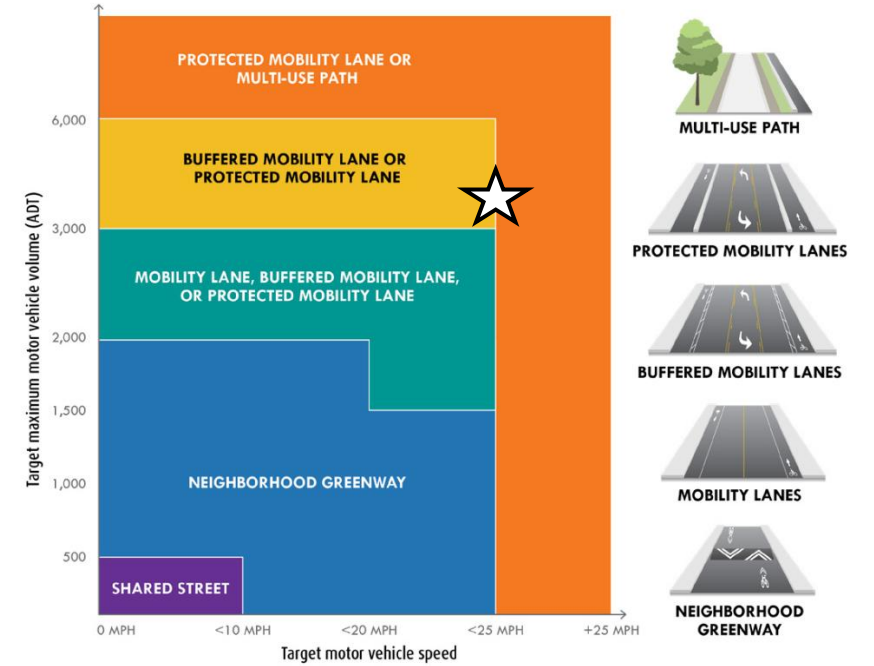
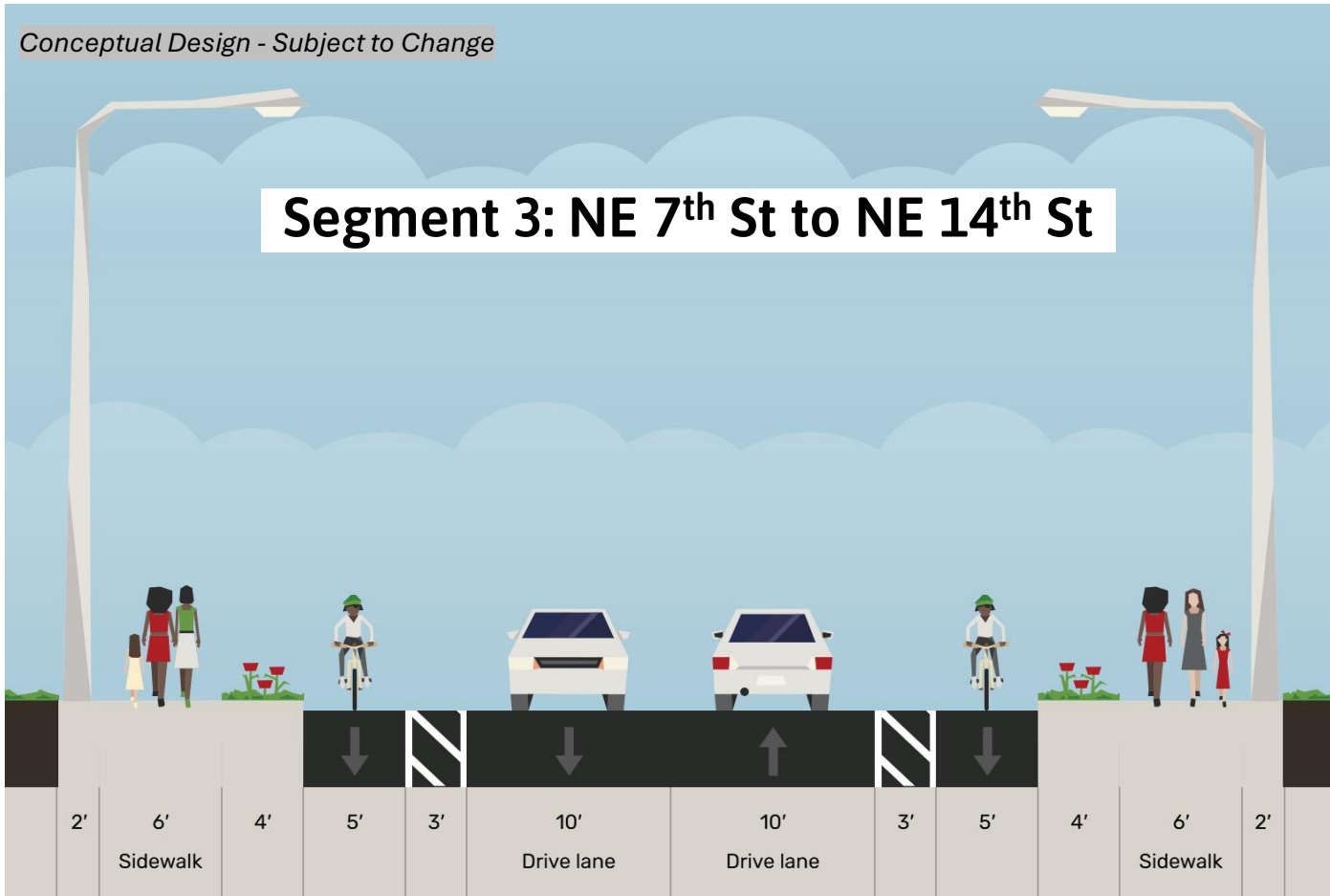
- Target speed = 25 mph
- ADT = 4,100
- Long-term: Buffered BSM lane (matches TSP)



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 3 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 3: NE 7<sup>th</sup> St to NE 14<sup>th</sup> St



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

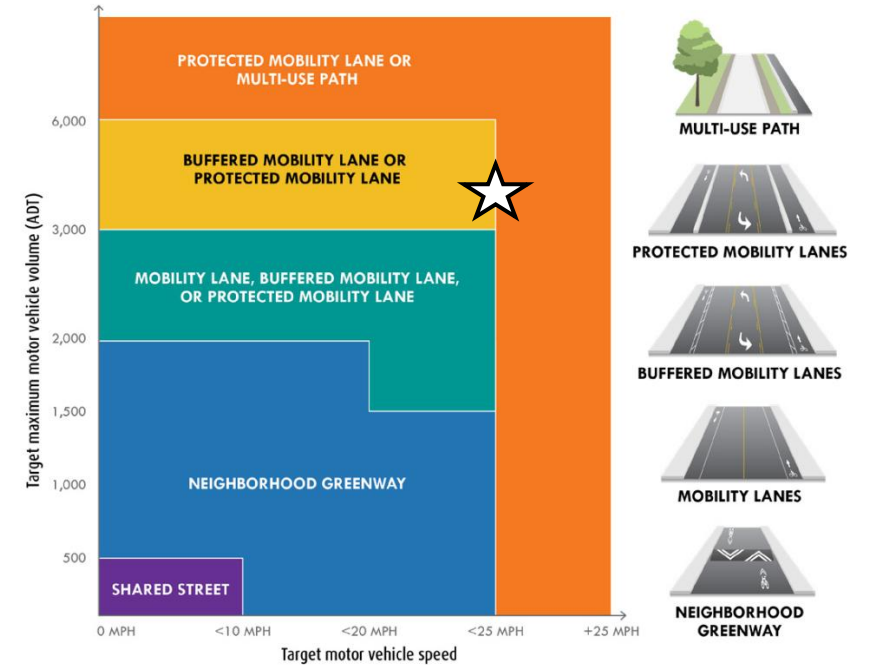
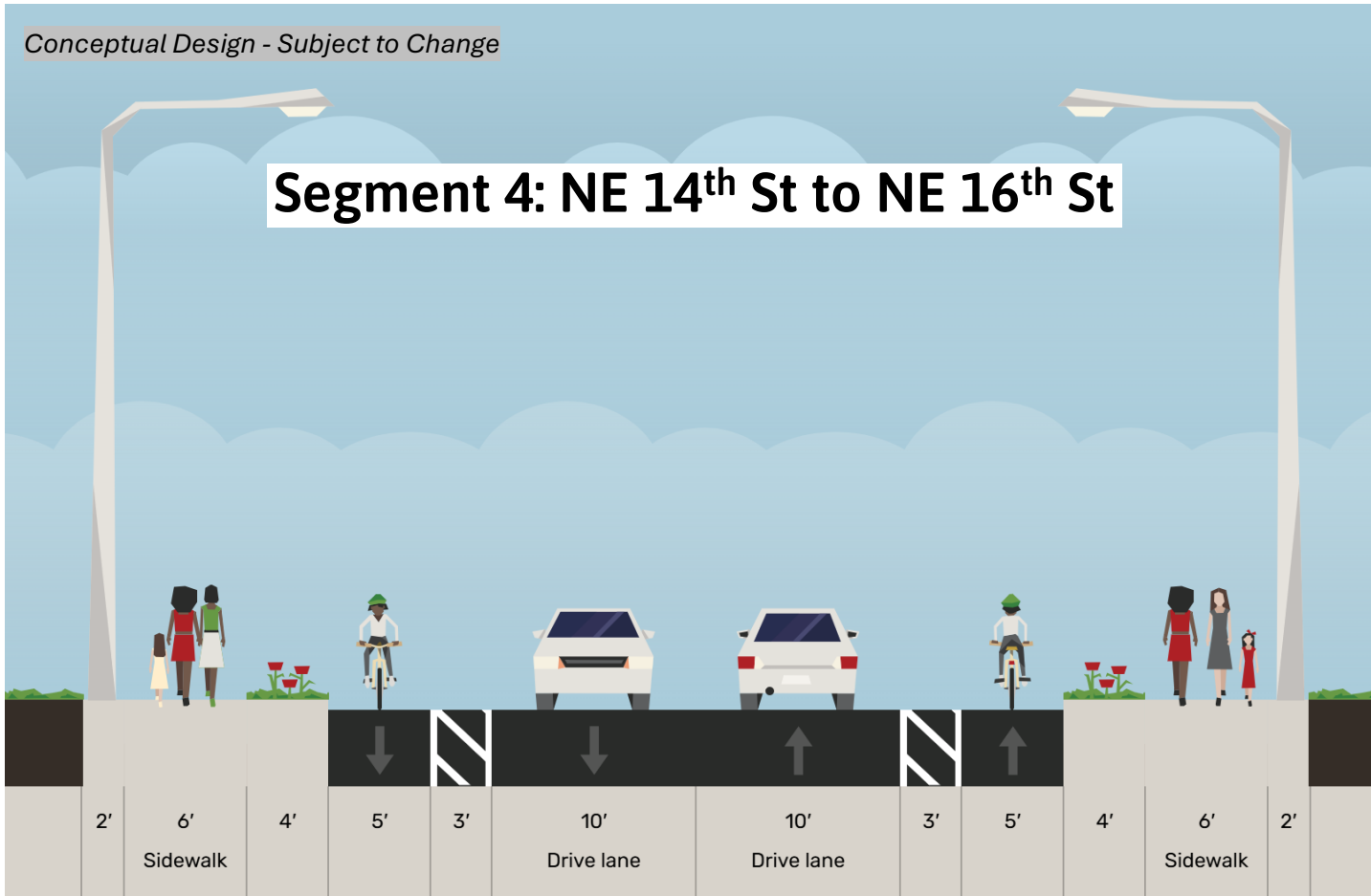
- Target speed = 25 mph
- ADT = 3,700
- Long-term: Buffered BSM lane (matches TSP)



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 4 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 4: NE 14<sup>th</sup> St to NE 16<sup>th</sup> St



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

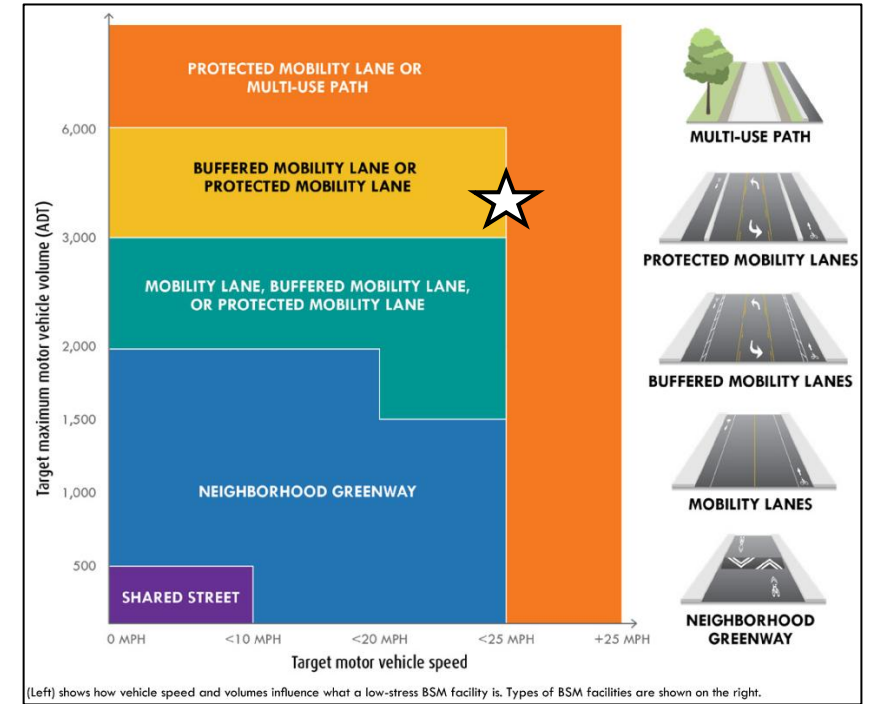
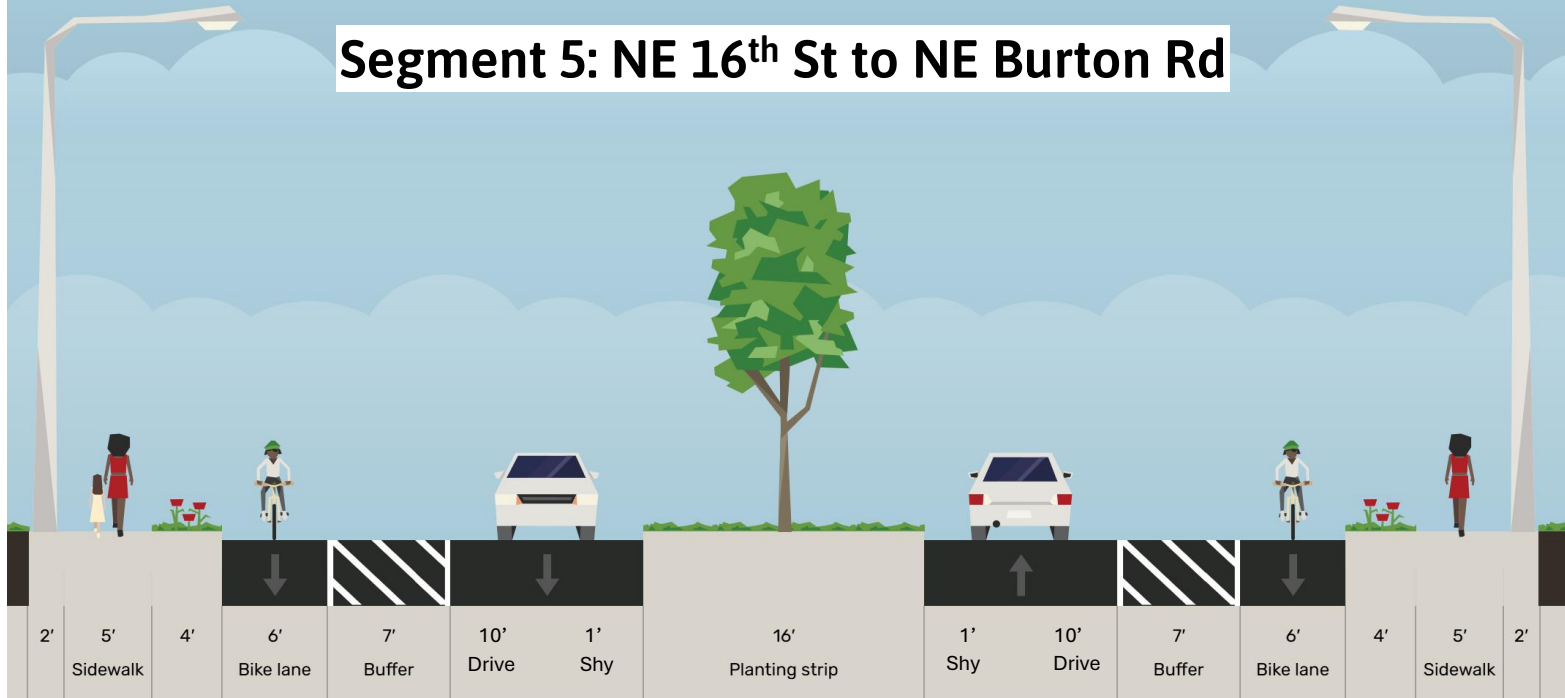
- Target speed = 25 mph
- ADT = 3,800
- Long-term: Buffered BSM lane (matches TSP)



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 5 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 5: NE 16<sup>th</sup> St to NE Burton Rd



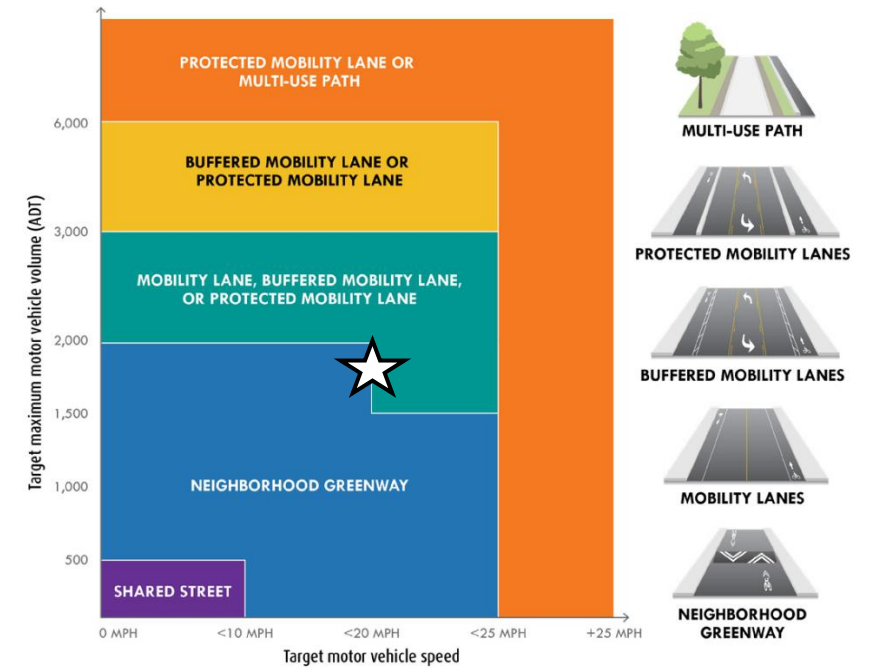
- Target speed = 25 mph
- ADT = 3,800
- Long-term: Buffered BSM lane (matches TSP)



# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 6 Long-Term Proposed Cross Section

NE Burton Rd to NE 34<sup>th</sup> St.

- Conceptual Options being Analyzed:
  - Make no changes to the existing cross section.
  - Implement a parking protected bike lane.
  - Reallocate parking to implement a multimodal sidepath at roadway grade or a sidewalk.
  - Retain stormwater facilities.



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

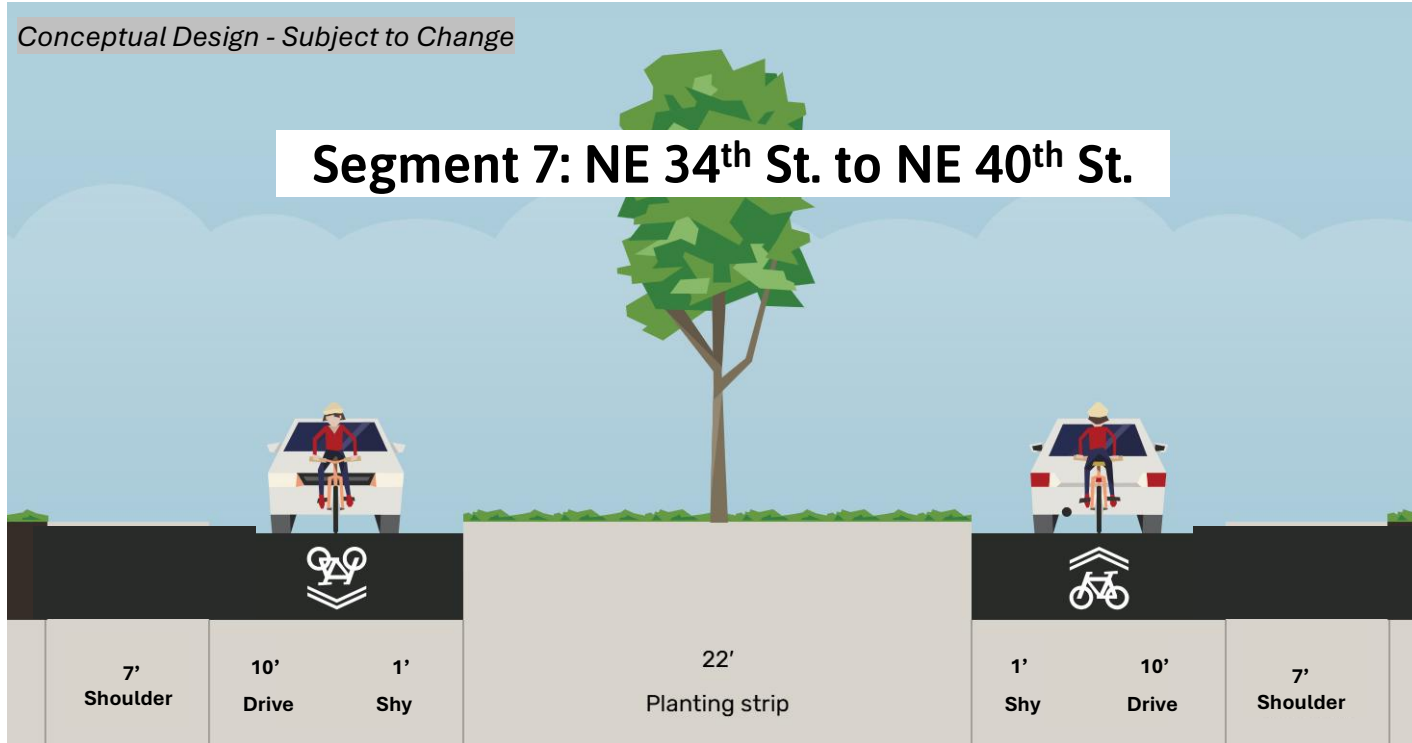
- ADT = 1,800
- Long-term: Buffered BSM lane (matches TSP)
- Target Speed = 20 mph



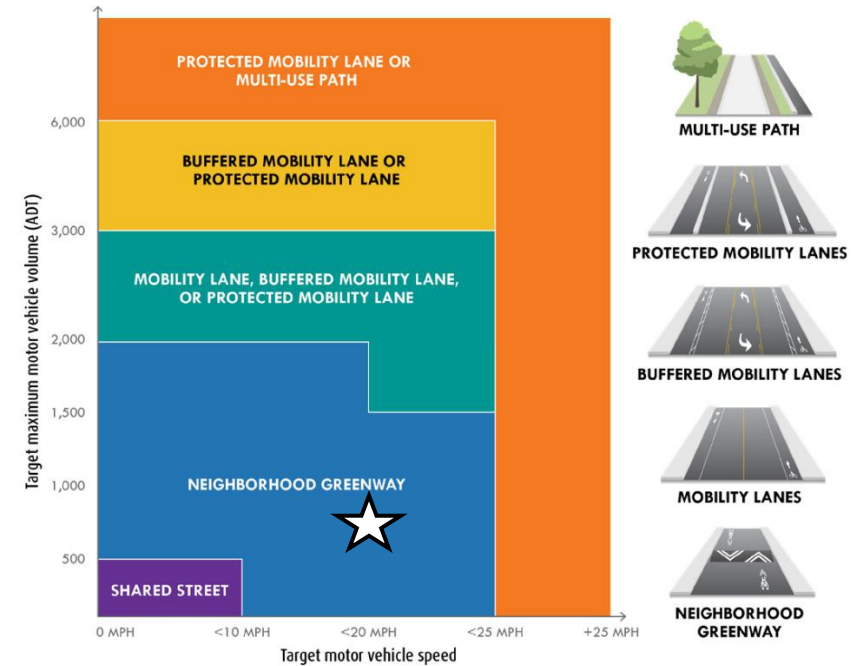
# 97<sup>th</sup>/98<sup>th</sup> Avenue Segment 7 Long-Term Proposed Cross Section

Conceptual Design - Subject to Change

## Segment 7: NE 34<sup>th</sup> St. to NE 40<sup>th</sup> St.



- Conceptual Options being Analyzed:
  - Make no changes to the existing cross section.
  - Reallocate parking to implement a multimodal sidepath at roadway grade or a sidewalk.
  - Retain stormwater facilities.



(Left) shows how vehicle speed and volumes influence what a low-stress BSM facility is. Types of BSM facilities are shown on the right.

- ADT = 750
- Long-term: Neighborhood Greenway (sharrows)
- Target Speed = 20 mph
- Existing lighting not shown.



# Northeast 86<sup>th</sup>/87<sup>th</sup> Avenue

## Long-Term Corridor Segments

- Most segments have existing right of way sufficient for the long-term cross section.
  - Near-term same as long-term for this corridor.
  - See April workshop materials for near-term cross sections.
- No significant long-term roadway widening work planned for the corridor.
- Target speed = 25 mph
- ADT = 8,000 - 10,000
- Protected BSM lane (matches TSP) applicable to Segments 2-7.
- See April workshop materials for discussion on Segment 1's Neighborhood Greenway concept.

