CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: December 22, 2022

TO: City Council
CC: Eric Holmes, City Manager, City Manager's Office

FROM: Rebecca Kennedy, Community Development Department
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RE: **VANCOUVER TSP POLICIES AND PROGRAMS**

Introduction

The heart of the Transportation System Plan (TSP) is a set of policies, programs, and capital projects that implement Vancouver's transportation vision. Capital projects will emerge from the modal networks (walking/rolling and small mobility in particular) and will be drafted in early 2023. The focus of this memo is on the policies and programs.

The TSP will adopt a set of policies and programs that will be implemented through the comprehensive plan update, street standards update, subarea plans, concurrency, and TIF, for example. The goal is to both introduce new policies and programs and deliver them within mechanisms and processes that are already in place. Each modal element below includes policies, programs, and an approach to network development (where applicable).

Getting Around Vancouver

Each type of transportation is described below. Networks have been developed for several of these topics – these networks form the overarching policies of the TSP.

Street Network

The street network is the backbone of the city's transportation system. It is not a "mode" in the typical sense, but it is the infrastructure upon which people walk, roll, park, or drive. City streets and sidewalks account for about 20 percent of Vancouver's land area – four times the land dedicated for parks.

The community and City Council recognize that streets need to serve a multitude of users. The historic focus on car travel, however, continues to be rooted in city policies that affect the planning, design, and operation of streets. The policies and programs embedded in the 'street network' change that bias toward building multimodal streets.

Key Challenges

- Functional classification: The existing method for classifying streets is based on their function in terms of mobility, traditionally defined as vehicle speed and throughput. Functional classification remains a common framework for determining street design and operational requirements, but it does not consider land use context or modes beyond driving.
- Measuring network performance: The traditional way of defining and measuring the street network focuses on driving conditions and prioritizes fast movement between places.
- Street connectivity: Vancouver does not have a well-connected grid throughout the city. Travel is funneled onto arterial and collector streets. Neighborhood streets that are not connected to destinations (due to fences/walls or cul-de-sacs) mean those who can choose to will drive and those who do not have a car have a long, circuitous trip.
- Transportation impact fees and concurrency: The City's current methodology for evaluating project impacts and leveraging development fees is based on motor vehicle travel times and mitigations.

Network Development

A key policy associated with this mode is designating a set of complete corridors where comfortable, low-stress multimodal access and mobility is prioritized. Achieving this may require challenging tradeoffs. Complete corridors see a high demand for travel due to the presence of destinations and lack of direct parallel routes. Many are concurrency corridors, a network of streets where motor vehicle speeds and travel times are expected to stay within certain thresholds. To meet community goals, it will be critical for these corridors to provide a low-stress experience for people taking transit, walking, or using small mobility as well as driving. See Big Idea: Create Complete Corridors for information on the policies and programs that support the creation of complete multimodal corridors.

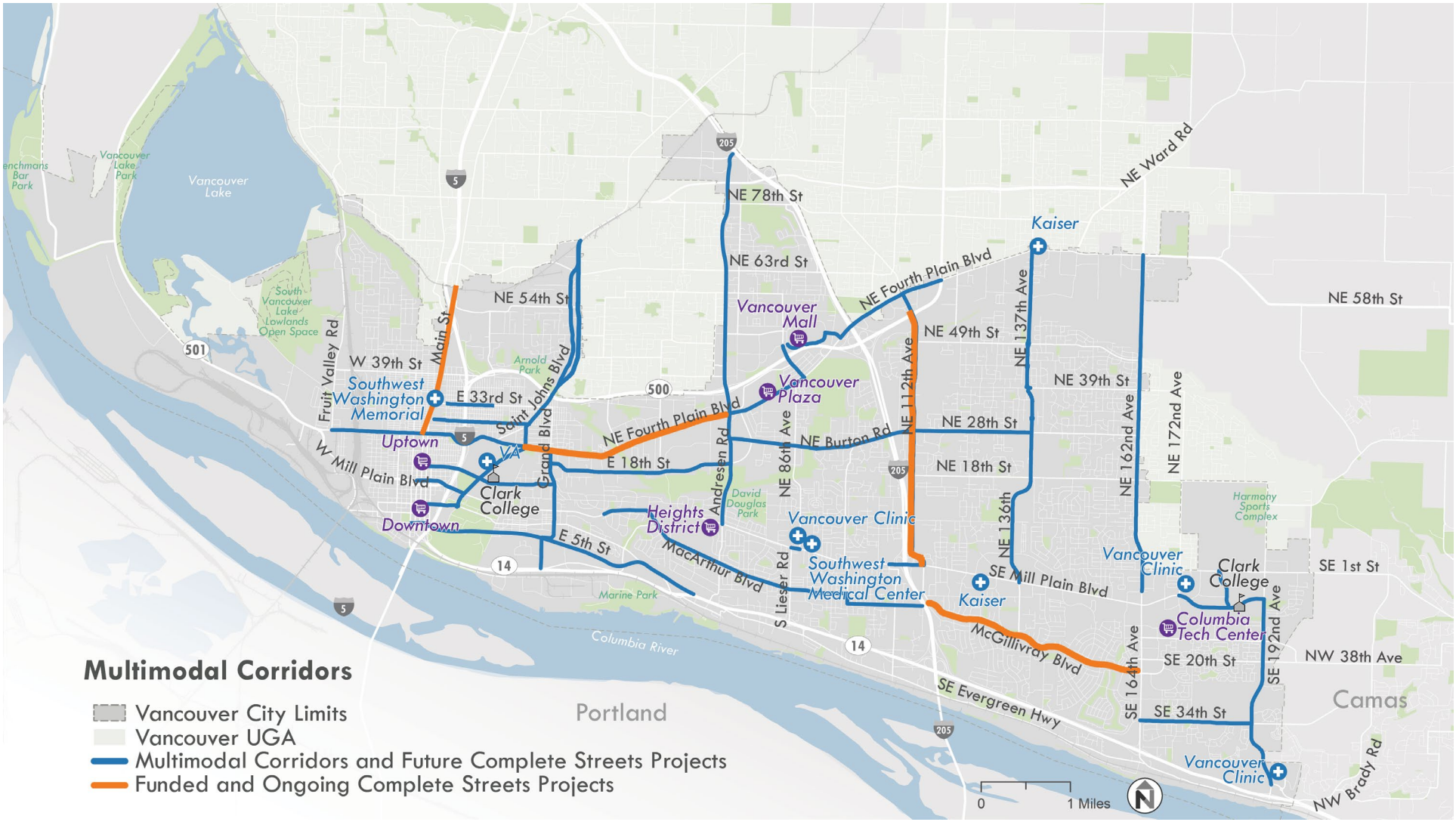
The complete corridors shown on the map in Figure 2 were identified using the process shown in Figure 1.

Figure 1 Complete Corridor Network Process

STEP	DETAILS	
Step One: Identify streets that are on all three mode-specific networks (Pedestrian, Bicycle and Small Mobility, and Transit)	▪ Saint Johns and Saint James Blvds ▪ Fort Vancouver Way ▪ Grand Blvd ▪ Fourth Plain Blvd ▪ E 18th St ▪ NE Burton Rd/NE 28th St	▪ E McLoughlin Blvd ▪ Andresen Rd ▪ NE 112th Ave ▪ NE 136th/137th Aves ▪ NE 164th/162nd Aves ▪ SE 192nd Ave ▪ SE 34th St

STEP	DETAILS	
Step Two: Add funded Complete Streets studies and other potential future Complete Streets corridors identified by the City	Funded corridors include: ▪ Main Street ▪ Fourth Plain Boulevard ▪ NE 112th Avenue ▪ McGillivray Boulevard	Planned corridors include: ▪ E 33rd St ▪ E 29th St
Step Three: Add additional important multimodal connections based on feedback from City Council and staff	▪ MacArthur Blvd ▪ E 5th St ▪ Extend Andresen Rd north to I-205	

Figure 2 Complete Corridors



Pedestrian and Small Mobility

Pedestrian Mobility

Walking, with or without the aid of a mobility device, is the most basic form of transportation.[1] Vancouver residents and visitors walk to meet daily needs, improve health, and connect to people, places, and natural areas. Even trips by bus and by car begin and end with walking. Everyone is a pedestrian at points throughout their day.

A connected, safe, and comfortable pedestrian network ensures people have equitable access and opportunity to contribute to a vibrant and healthy city. A high-quality walking network will make routes accessible for people with disabilities per the Americans with Disabilities Act (ADA).

Key Challenges

- Sidewalk gaps: Forty-four percent of Vancouver's streets are missing a sidewalk on one or both sides. Nine miles of arterial streets are missing sidewalks on both sides. Large concentrations of sidewalk gaps are present north and east of downtown, as well as in the southeast neighborhoods of the city.
- Lack of guidance on crossing spacing: Comfortable and frequent pedestrian crossings are essential for neighborhood connectivity. Some cities have adopted spacing guidelines to help prioritize the installation of new marked crossings. Vancouver does not currently have a policy dictating the maximum distance between marked crossings. In many areas of town, pedestrians have to walk more than ten minutes to get to a designated crossing.
- Highways as barriers: I-5, SR-500, SR-14, and I-205 are major barriers to mobility for people walking, rolling, and riding. At many major crossings, existing sidewalks are narrow, creating an uncomfortable experience.

Pedestrian Network Development Approach

The key overarching policy for this mode is adoption of a pedestrian network. This serves many functions including:

- Identifies the low-stress network (see LS 1 in Figure 18)
- Supports land use planning
- Can be used for capital project development and prioritization.

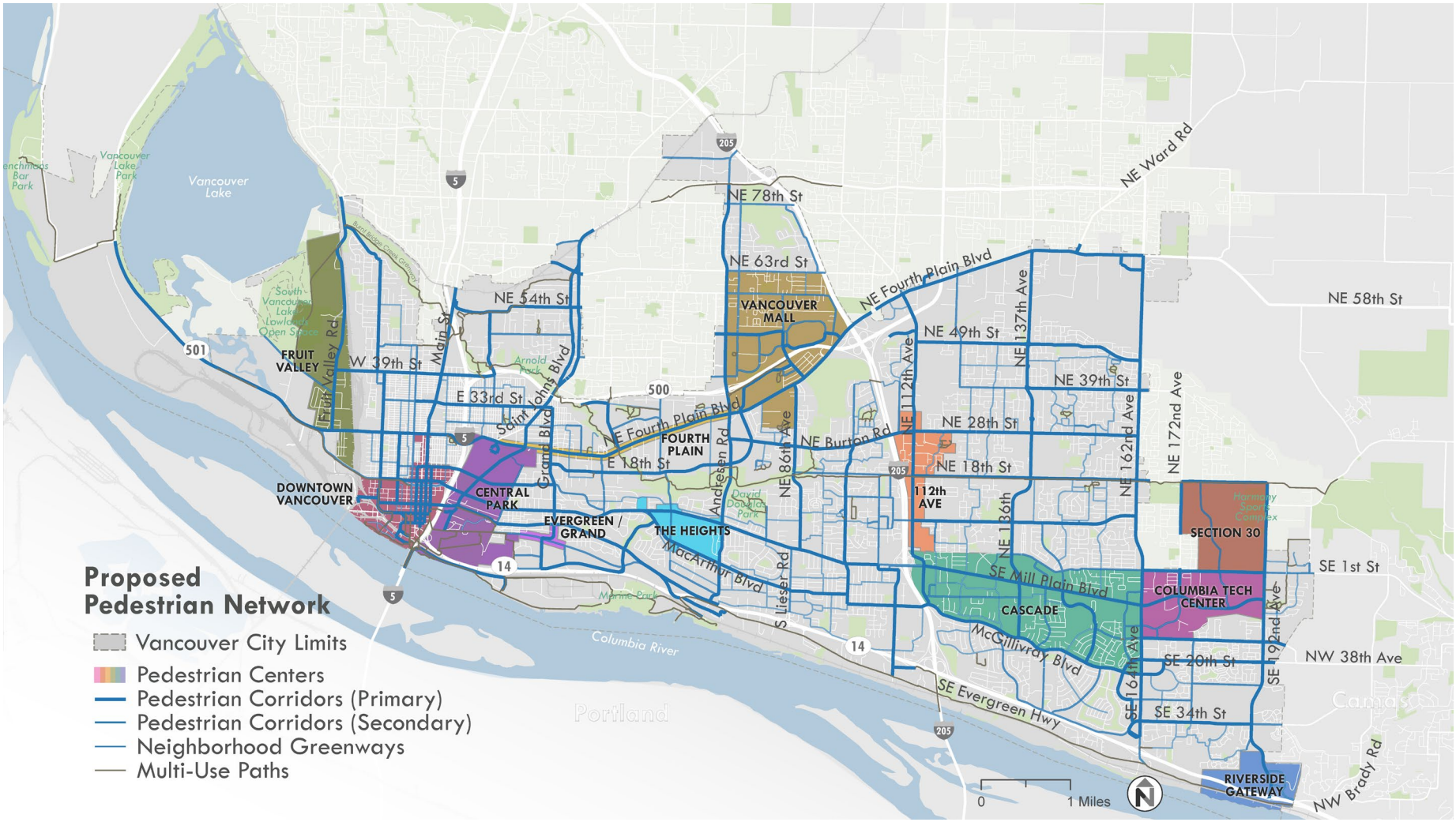
The pedestrian network was developed using the process in Figure 3 and is shown in Figure 4.

[1] This plan uses a broad definition of the terms "pedestrian" and "walking." The term "pedestrian" includes people who travel on foot, as well as people who use mobility devices such as wheelchairs. The term "walking" includes people who use wheelchairs and other mobility devices to move around the City of Vancouver.

Figure 3 Pedestrian Network Development Process

STEP	DETAILS
Step One: Identify Pedestrian Corridors and Neighborhood Greenways	▪ Primary Pedestrian Corridors: – Transit corridors – Other important east-west and north-south connections – Major trails – Connections to the interstate bridges ▪ Secondary Pedestrian Corridors: – No transit, but connect to schools and parks – Fills in network gaps, with a goal of a pedestrian corridor spaced every half-mile ▪ Neighborhood Greenways: – Neighborhood streets recommended for low-stress travel as part of the bicycle network. These streets would provide comfortable and attractive environments for pedestrians and include many of the same improvements at street crossings.
Step Two: Identify Pedestrian Centers	Pedestrian Centers were designated based on: – Comprehensive Plan Centers – Planned developments and city-designated overlays – Areas with a dense mix of residential, commercial, and/or civic land uses – Density of Essential Places (as defined by the city) – Street connectivity
Step Three: Identify projects (to be completed)	*Projects will be identified using the following data:* – *Sidewalk gap locations* – *Crossing spacing* – *ADA deficiencies*

Figure 4 Proposed Pedestrian Network with Pedestrian Centers



Small Mobility

This mode includes people riding traditional human-powered bicycles, as well as electric bicycles, electric scooters, and other small human or electric-powered vehicles that generally move slower than cars.

For bicycling to be a viable option, people must feel comfortable and safe getting around their city. For example, bike facilities that are only comfortable to the most experienced and confident riders will not encourage people of all ages and abilities to ride for daily trips. Facilities must be continuous, consistent, connected, and comfortable to encourage potential riders who may be interested but don't have the experience or confidence riding.

Key Challenges

- High-stress facilities: The city has an extensive designated bike network, but many of those facilities are shared with drivers or are narrow bike lanes on busy streets. These are high-stress.[2] The community also stated that bike lanes drop suddenly, are uncomfortable through intersections, or have large drainage gutters.
- Lack of direct routes: Major arterial and collector roads provide the most direct connections east-west and north-south across Vancouver but are high-stress routes. Accessing destinations using lower-stress alternatives often requires excessive out-of-direction travel, making bicycling time-consuming and less convenient. Vancouver does not have a network of routes parallel to direct arterials and collectors
- Few continuous neighborhood streets: In some areas of Vancouver with more suburban development patterns (especially on the east side of the city), few or no options for low-stress alternatives to high-stress routes exist. Examples of this challenge include Fourth Plain Blvd east of NE 62nd Ave and NE 112th Ave just east of I-205.
- Crossing of major roads: Even when excellent low-stress routes exist (such as shared roadways on neighborhood streets), crossing a major street can be stressful. These intersections typically do not have any traffic control.
- Highways as barriers: I-5, SR-500, SR-14, and I-205 are major barriers for people walking, rolling, and riding. At many major crossings, bicyclists are not separated from vehicle traffic.

Small Mobility Network Development Approach

The key overarching policy for this mode is adoption of a bicycle and small mobility network. This network development will serve as the low-stress network (see LS 1 in Figure 18). The network was developed using the process in Figure 5.

[2] Higher stress means higher vehicle speeds, higher traffic volumes, wider roadways with more lanes, and less space dedicated to bicycle travel.

Figure 5 Small Mobility Network Development Process

STEP	DETAILS
Step One: Determine level of stress along existing bicycle network	▪ Joined data on Level of Traffic Stress (LTS) with the City's data on existing bicycle facilities to determine where the network is low-stress (LTS 1 or 2) and where it is high-stress (LTS 3 or 4) ▪ Identified the high-stress and low-stress elements of the existing network ▪ Noted segments of the existing network the City had already determined to be "Difficult Connections" regardless of their LTS
Step Two: Locate missing segments, both high- and low-stress not previously identified	▪ Located areas where there were notable gaps in the network and identified low-stress connections where possible or high-stress connections if no other option existed ▪ Located areas where clusters of Essential Places could not be reached by the bike network and determined additional routes needed
Step Three: Bring network to half-mile density standard where possible	▪ Where possible, located areas without sufficient network density and added additional routes where possible (with a priority on low-stress connections)
Step Four: Revise network, designate facilities, and identify projects *(to be completed)*	▪ *Revised and refined this network based on City feedback* ▪ *Designated recommended facilities for segments within the network* ▪ *Next step: Identify and prioritize capital improvement projects*

Facility Selection Guidance

A critical element of the low-stress bike network is having a policy in place around facility selection (see LS 1.1 in Figure 18).

The table below (Figure 6) represents guidance from the National Association of City Transportation Officials (NACTO) on selecting bicycle facilities that provide a low-stress travel experience for all ages and abilities. This guidance considers existing street conditions such as vehicle travel speed, traffic volume, number of lanes, and operational context.

As a NACTO member city, Vancouver will adopt this policy and use it in all corridor planning and design. The recommended facility may not always be feasible due to roadway constraints, public input, or other factors. Yet aiming for an all ages and abilities standard is in line with the city's Complete Streets policy and is a high priority for the community.

Figure 6 Bicycle and Small Mobility Facility Selection

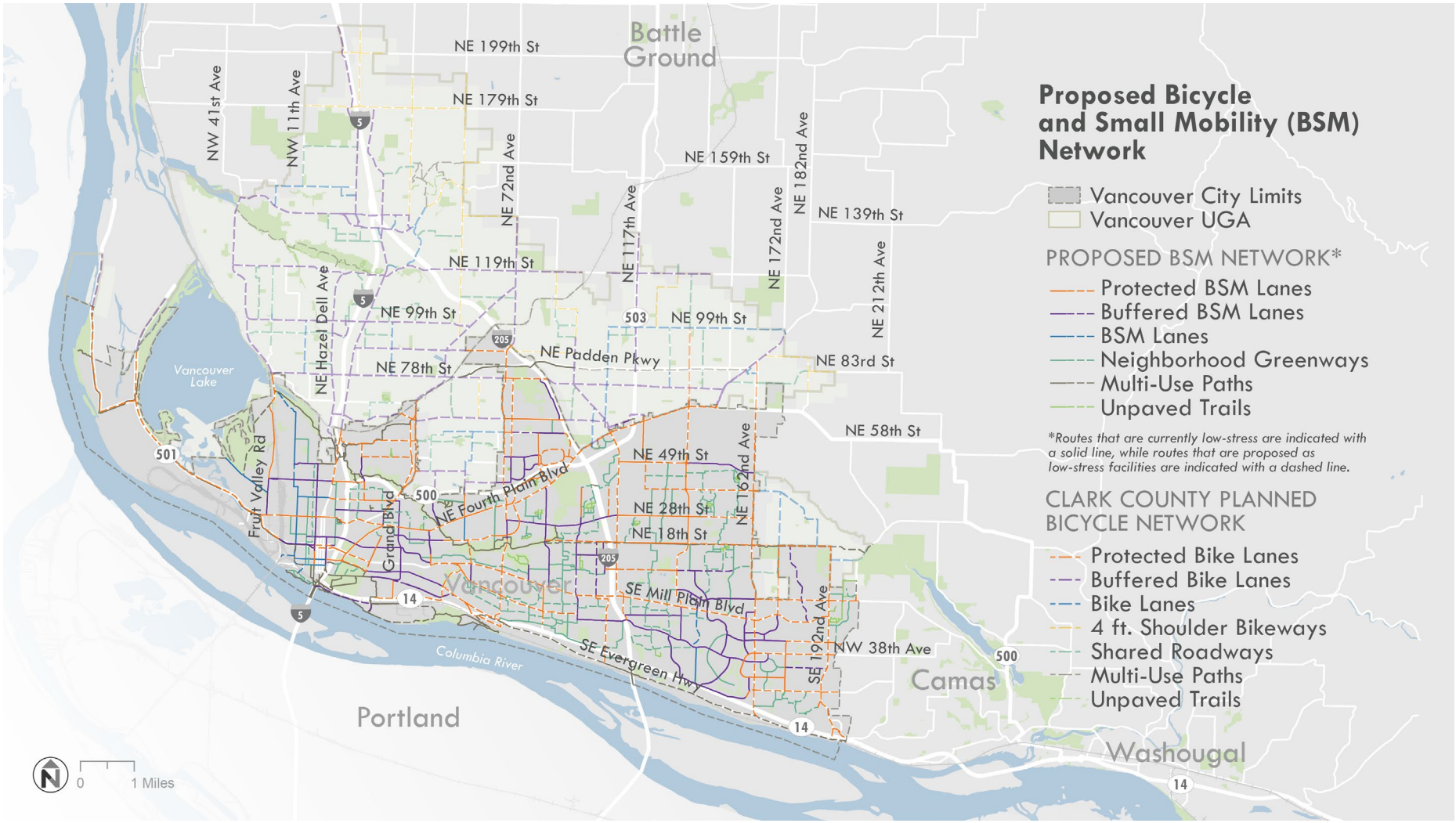
Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

Source: National Association of City Transportation Officials (NACTO)

Together, the network development process and facility selection were used to create the TSP's future bicycling and small mobility network (Figure 7). This acts as both a key policy adopted in the TSP and will also lead to capital projects that implement this network.

Figure 7 Proposed Bicycle and Small Mobility Network



Transit

Transit is a space-efficient and climate-friendly way of transporting people around the region. The city plays an important role in supporting transit, even though the city does not operate it (Figure 8).

Figure 8 City's Role in Transit

The network today includes a set of local, regional, and express routes. C-TRAN has also invested in Bus Rapid Transit and has one corridor in operation (Fourth Plain) and another in construction (Mill Plain).

Key Challenges

- City versus C-TRAN control. The city owns the infrastructure on which transit operates, but C-TRAN operates bus services.
- Impacts of COVID-19. During pandemic ridership dropped 43 percent between June 2020 and June 2019. Lower ridership has led to a decrease in C-TRAN's revenues and a questioning of the need for transit.
- Lack of coverage. Transit is not available in all city neighborhoods, like Walnut Grove. Only 38% of Vancouver's Urban Growth Area population lives within a ½ mile (10-minute walk) of a bus route running every 15 minutes during peak times.
- Access to transit. Access to transit is difficult. Vancouver's Pedestrian Crossing Improvement Policy does not provide guidance on crossings at bus stops.
  - 49 percent of all bus stops in the city are more than 200 feet from a marked crosswalk.
  - 34 percent of bus stops in the city are missing curb ramps or the sidewalk is in poor condition.
  - 7 percent of all bus stops in the city are missing a sidewalk.
- Transit priority. As traffic volumes have returned after the pandemic, buses are getting stuck in traffic and slowing down. There is little priority along the street or at intersections to make transit an option competitive to driving.

Network Development

A set of Enhanced Transit Corridors (ETC) was developed as the key transit policy that will guide investment (see T2 in Figure 17). It sets forth to C-TRAN the corridors that are a priority to the city for

investment in transit. This policy will be used in the city's prioritization of projects, and also as a communication tool for engagement with C-TRAN and the public.

Step 1: Establish transit network for analysis

A subset of C-TRAN routes was selected as candidates to become Enhanced Transit Corridors (Figure 9). Regional routes on highways, for example, do not run on city streets and are important for regional connectivity but less relevant for the TSP. Criteria were:

- Routes has a peak frequency of 30 minutes or shorter
- Route serves local streets, rather than I-5 or I-205

See Figure 10 for a map of routes evaluated for ETC.

Step 2: Identify ETC network

The following criteria was mapped and overlaid:

1. Equity. Routes and stops that retained ridership the most during the pandemic were used as indicators of corridors with a high reliance on transit. Even during stay at home orders, people taking these routes either had essential jobs or had to take transit to essential needs (doctor, grocery store, etc.)
2. Regional Growth. Household and employment projections in 2040 were used to understand where the regional will densify and may require a higher level of transit service.
3. Local Growth Priorities. The city's Comprehensive Plan has designated centers where higher levels of growth are desired.
4. Congestion. Locations of congestion point to areas where the bus needs investment in street design that will keep transit reliable.

A qualitative approach was taken to identify corridors that could benefit the most from inclusion in an Enhanced Transit Network.

Results

Figure 10 shows the resulting ETC network.

Figure 9 Qualified Routes for Level of Service Analysis

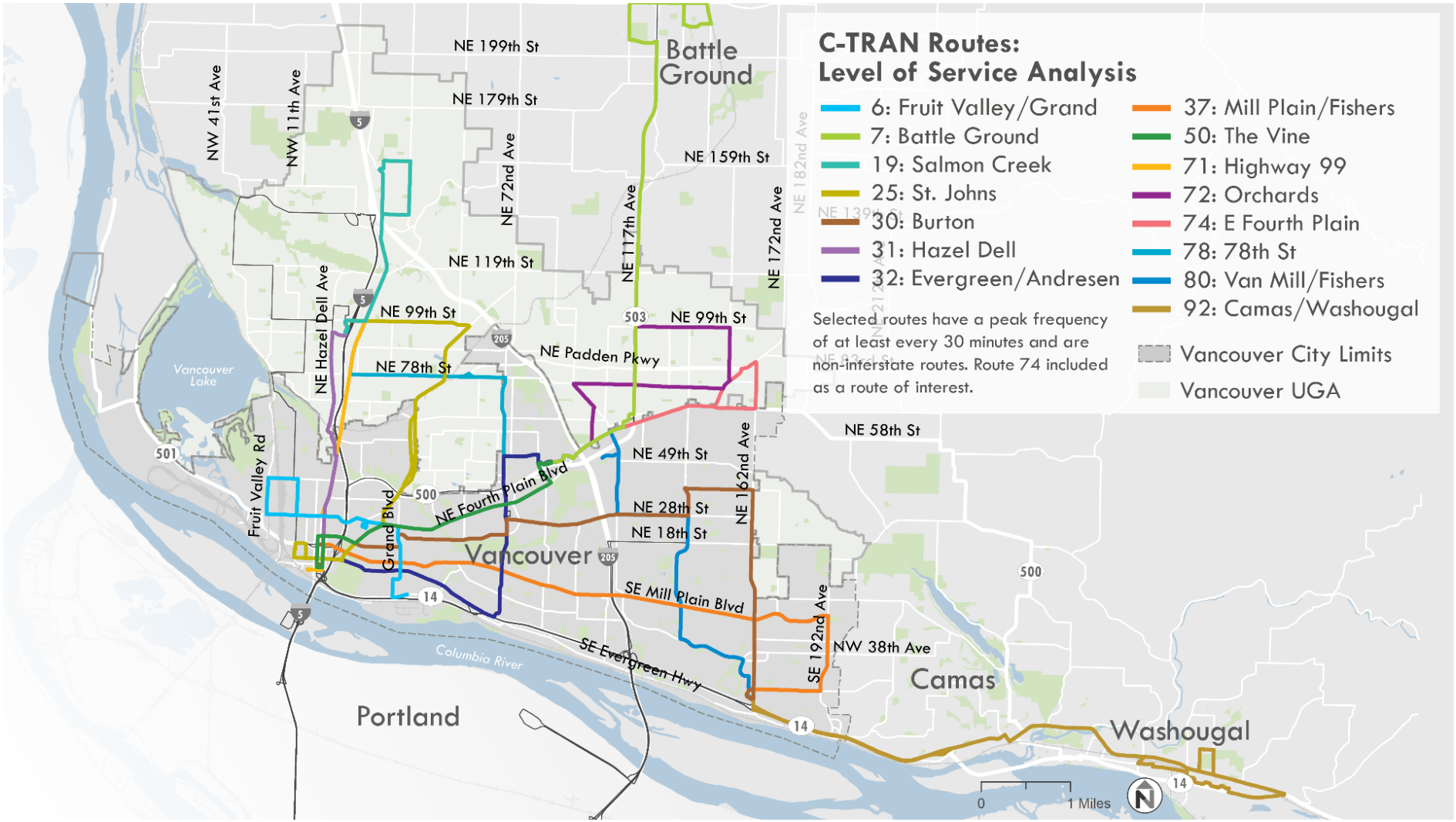
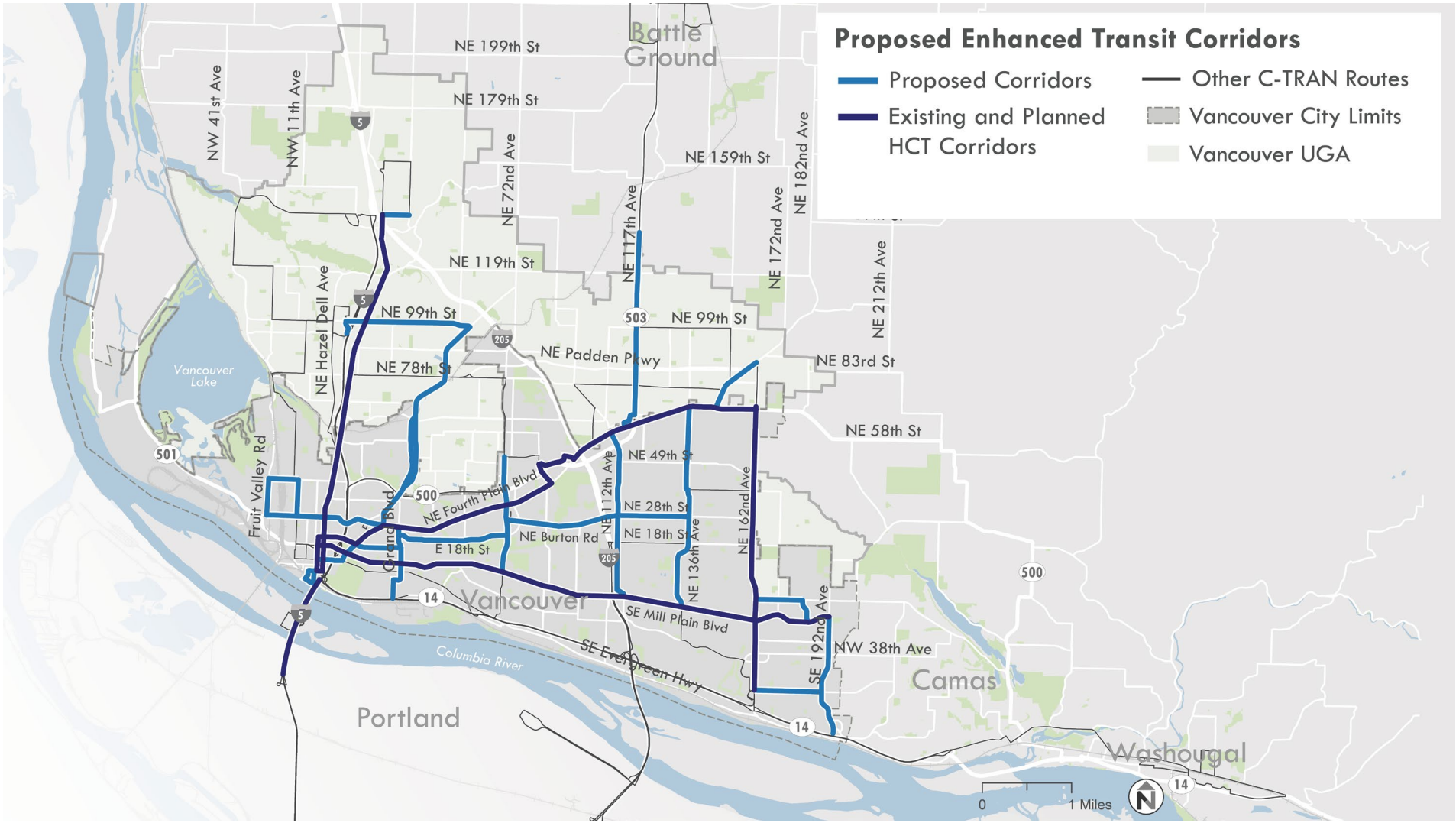


Figure 10 Proposed Enhanced Transit Corridors



Freight

Vancouver's proximity to I-5, the Columbia River, and Port of Vancouver mean the city is a critical freight destination. The freight system also supports hundreds of thousands of jobs locally and across the region.

The City of Vancouver has several key freight corridors:

- Mill Plain Boulevard (Fourth Plain Boulevard to 164th)
- Fourth Plain Boulevard (Mill Plain Boulevard to I-5, Andresen Road to 162nd Avenue
- Andresen Road (SR-500 to 88th Avenue)
- 112th Avenue (Mill Plain Boulevard to 51st Street)
- 164th Avenue/162nd Avenue (SR-14 to Fourth Plain Boulevard)
- 192nd Avenue (SR-14 to 1st Street)

Key Challenges

- Managing truck travel on city streets: The city does not have a set of designated streets for freight travel. Developing a freight network will help to improve the predictable movement of goods.
- Safety and modal conflicts: Safety challenges happen more frequently when commercial trucks interact with other modes on urban streets, especially people who walk or us small mobility. In Vancouver, streets with heavy freight movements are often the same streets where the city wants to prioritize non-driving modes.
- Congestion and bottlenecks: Bottlenecks occur on routes that experience heavy truck traffic, such as Truck Freight Economic Corridors, which affect timely movement of goods.
- Changing consumer behavior. Consumer behavior has changed, with more consumers using e-commerce rather than visiting brick-and-mortar stores. This resulted in a shift in freight distribution patterns to more point-to-point shipments from warehouses to homes and businesses, resulting in an increasing number of smaller commercial vehicles travelling on neighborhood streets.
- Urban delivery services: On-demand delivery services like Amazon Flex, Instacart, DoorDash, and UberEats mean some personal trips (e.g. to a local restaurant) are no longer necessary. But these new conveniences may also spur demand and increase vehicle miles traveled and congestion.
- Curb management. E-commerce and urban delivery mean more competition for curb space. This increased competition, combined with the human desire for convenience, means freight drivers often double park in a small mobility lane, posing safety issues.

Network Development

An update to the freight network classification is a key policy for this mode (see CC 1.3 in Figure 16). The TSP aligned freight designations with state and nationally recognized freight corridors. A freight network classification system will:

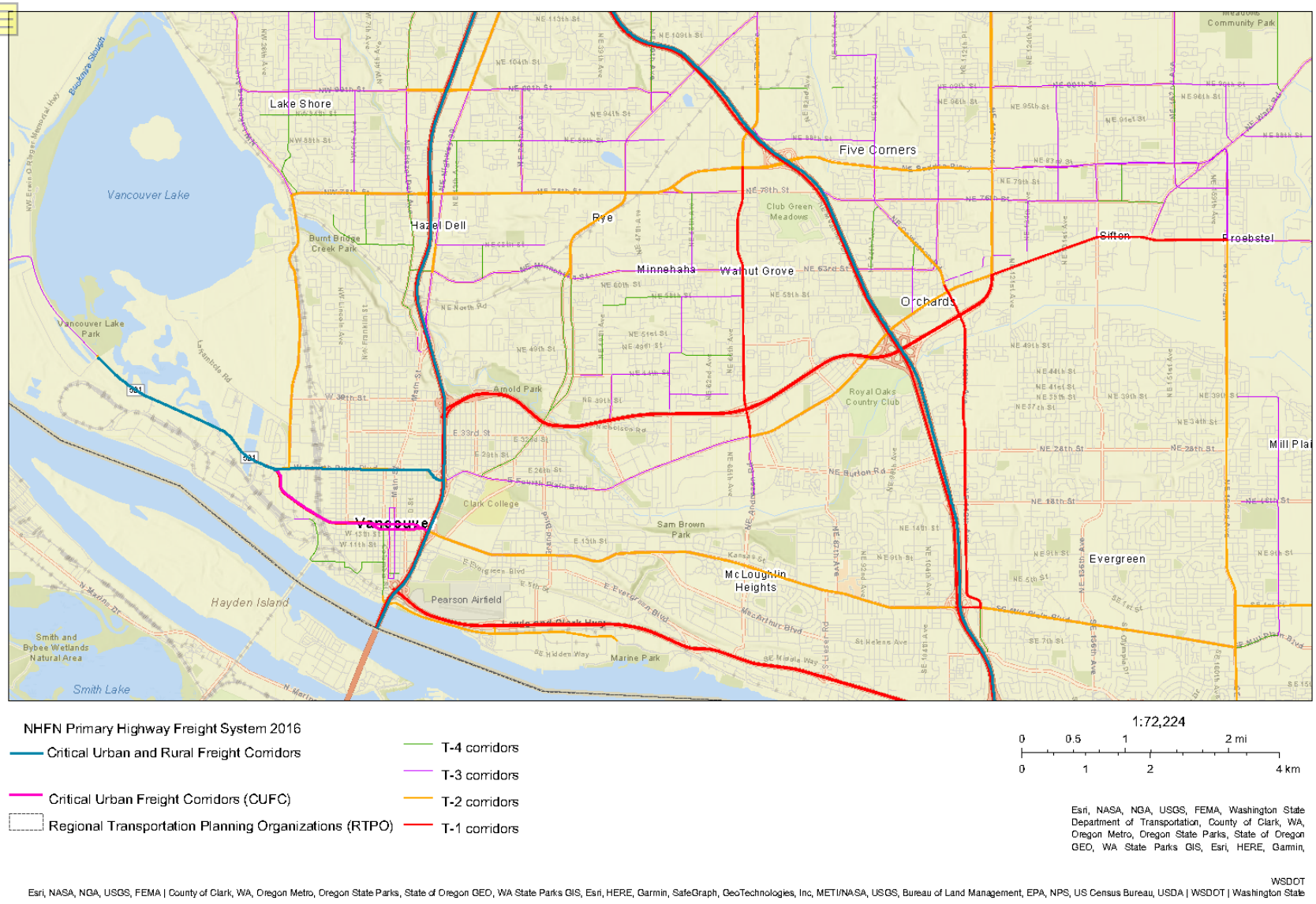
- Improve freight movement to industrial and commercial centers and explore innovative goods delivery solutions.
- Develop a hierarchy of freight designations to aid in decision-making during street design and multimodal network planning and investment.
- Identify key local freight corridors and connection hubs and develop a system for measuring performance.
- Form partnerships to improve access to goods, services, employment, and education across the region.

The network approach is described in Figure 11 and shown in Figure 12.

Figure 11 Freight Network Development

STEP	DETAILS
Step One: Existing Conditions. Identify existing freight system trends, needs, and issues on existing freight corridors in the city.	▪ Review issues, gaps, and opportunities on existing freight corridors. ▪ Consider leveraging RTC mobility datasets to identify truck movement patterns and choke points.
Step Two: Policy Review. Review existing freight policies and strategies and establish performance measures and designation hierarchy.	▪ Review relevant updates to the city's inventory of standard drawings and details. ▪ Update standards in accordance with all departmental design guidance, functional classification system updates, and proposed Municipal Code amendments.
Step Three: Inventory. Create an inventory of facilities with freight mobility issues and identify gaps in the existing freight system.	▪ Identify facilities with WSDOT freight designation. ▪ Identify causes and solutions to freight bottleneck. ▪ Implement complete corridor considerations into freight planning, development, implementation, and operations of projects as feasible.
Step Four: Draft Network. Designate facilities and identify projects. Develop strategies to address freight mobility issues.	▪ Design and implement freight projects to separate trucks from vulnerable people on the road and improve freight travel time. ▪ Identify freight projects, which may include improved safety and congestion at intersections and corridors through designating turn lanes, constructing roundabouts, traffic signal modifications, adaptive signal timing, new signals, freight signal priority, and improved sight distance for certain approaches.

Figure 12 Freight Transportation Network



Parking and Transportation Demand Management

A well-managed parking system is essential to the long-term success of Vancouver. Too little parking may stymie growth, while frustrating people who need to drive. Too much parking will take up valuable land, increase housing costs, generate vehicle trips, increase greenhouse gas emissions, and disincentivize multimodal travel.

Transportation demand management (TDM) is a suite of incentives that reduce single-occupancy vehicle trips. TDM policies and programs enhance the usability of city infrastructure. City-required and employer-based TDM efforts are essential to mitigate driving trips, meet greenhouse gas goals, address transportation inequity, and boost job satisfaction.

Key Challenges

- Policies are outdated. The Downtown Parking Plan and Commute Trip Reduction (CTR) Plan are out of date, leaving Vancouver behind best practice approaches and tools to create a convenient user experience and maximize travel choices.
- Managing future growth. Additional growth is planned throughout Vancouver, but the existing municipal code does not require TDM as part of new development. Reductions in parking minimums can incentivize TDM, but the allowed TDM options are limited and do not include the policies or programs that are most effective at reducing parking demand. The municipal code has limited directives and development flexibility to right-size new parking built and incentivize shared parking.
- Parking is costly. The cost to build, maintain, and operate parking continues to increase, with construction costs for a single garage space reaching up to $65,000. Each parking space built increases development costs, which gets passed on to future tenants and residents.
- Increasing curb demand. New technologies and services are increasing activity at the curb in downtown and high-demand areas. Management of the curb must now rationalize the demands for freight, shared mobility, passenger loading, parklets, special events, and multimodal services.
- Lack of staffing. Existing staffing levels make it challenging to advance policy reforms and implement new programs.

Network Development

An overarching policy for parking is to use land use and other policies in the TSP (Enhanced Transit Corridors, for example) to prioritize where parking reform is needed, which would be the focus of policies and program G3, G4, and G5 in Figure 19. These areas include:

- Urban Centers as designated in the Comprehensive Plan
- Complete Corridors
- Transit Overlay District
- Enhanced Transit Network
- Pedestrian Corridors and Centers

The public parking facilities in downtown are crucial to creating a mixed-use and walkable district that allows people to park once and move around with minimal vehicle trips. The existing management approach and key jurisdictions allow for proactive management of the parking system and establish a framework for extending parking management best practices beyond downtown as the city grows and evolves. This background informs how parking and transportation demand management will be addressed through future programs and policies.

Emerging Mobility

Advancements in digital technology and the need for more mobility options is resulting in a wave of innovative smart mobility options. Getting around Vancouver today and in the future will be increasingly shared, electric, connected, and, eventually, automated.

Emerging mobility, also called smart mobility, refers to transportation modes or technologies that are autonomous, connected, electric, and/or shared (ACES). The goal of a smart transportation system is to balance the environmental, economic, and social effects of mobility to produce a more sustainable and equitable transportation system. Smart mobility is not just technology developments, but an overarching concept that seeks to improve the urban transportation system as a whole, including land use integration and sustainable infrastructure development. With the work that the city is undertaking with International Data Corporation to create a Smart City plan, Vancouver has an opportunity to develop new policies and programs for the future of smart mobility.

Key Challenges

- Lack of standard policies. Vancouver has a solid foundation in network connectivity, data privacy, and cybersecurity, but tools and processes for smart mobility are not standardized. Emerging mobility options could be codified as a requirement into standard tools such as Transportation Benefit Districts.
- Equity considerations. Smart mobility services are often limited to banked customers and able-bodied riders, increasing inequity in transportation options.

POLICIES AND PROGRAMS

GOALS & BIG IDEAS

The Big Ideas within the TSP act as an organizing tool to group policies and programs in a way that meets City goals and priorities. The following tables present key policies related to each big idea. Nested under each key policy are additional policies and programs that support implementation through a variety City controlled mechanisms (e.g. development code, project prioritization, data collection and analysis, etc).

Figure 13 Goals

Figure 14 Big Ideas

Big Idea: Support Thriving Neighborhoods

Support multiple convenient transportation options and connections in all of Vancouver's neighborhoods.

Figure 15 Thriving Neighborhoods Polices and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Thriving Neighborhoods	TN 1	Key Policy ★	15-Minute Neighborhoods	Make walking and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range Planning	▪ Comprehensive Planning: Transportation ▪ Land Use and Transportation Development Review
Thriving Neighborhoods	TN 1.1	Program	Neighborhood Traffic Calming	Expand Neighborhood Traffic Calming program with additional funding to make streets feel safer for walking and small mobility.	▪ Dedicated staff time ▪ Additional funding	▪ Public Works: Community Relations, Streets & Transportation	▪ Neighborhood Traffic Safety Alliance ▪ Neighborhood Associations
Thriving Neighborhoods	TN 1.2	Program	Safe Routes to School	Develop a Vancouver Safe Routes to School (SRTS) program that enables and encourages students and families to use active and shared transportation when getting to and from school. The city will work with schools to understand student travel patterns, identify barriers to safe walking, biking and rolling, and take action to address those challenges.	▪ Dedicated staff time ▪ Promotional materials ▪ Funding for improvements	▪ Comprehensive Planning: Transportation	▪ Evergreen & Vancouver School Districts ▪ Schools and after-school programs ▪ Public Works: Streets & Transportation ▪ Health professionals
Thriving Neighborhoods	TN 2	Key Policy ★	Climate Corridors	Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Use city-owned right-of-way to create a	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Long-Range Planning, Transportation	▪ Public Works: Streets & Transportation, Urban Forestry, Surface Water Engineering

				network of corridors that support climate adaptation and safe and healthy mobility as climate change occurs.			▪ City Manager's Office: Climate Action Framework Coordination ▪ Parks, Recreation & Cultural Services ▪ Community-based organizations ▪ Schools ▪ Public health organizations
Thriving Neighborhoods	TN 2.1	Policy	Natural Resources	Use green materials and practices when carrying out maintenance functions (asphalt alternatives, reducing pesticide usage, etc.). Incorporate naturescaping where feasible in new projects.	▪ Additional maintenance staff if more labor-intensive practices are adopted	▪ Public Works: Streets & Transportation, Surface Water Engineering, Operations & Maintenance	
Thriving Neighborhoods	TN 2.2	Program	Street Trees	Increase street tree canopy in partnership Urban Forestry and Parks, targeting high equity index areas first	▪ Funding for improvements ▪ Maintenance	▪ Public Works: Streets & Transportation, Urban Forestry	▪ Parks, Recreation & Cultural Services
Thriving Neighborhoods	TN 2.3	Program	Stormwater Management	Adopt a palette of low-impact design stormwater treatment tools that can be integrated into maintenance and capital projects. Evaluate cost and maintenance and build into project estimates.	▪ Dedicated staff time (additional maintenance staff needed to maintain swales and other retention projects)	▪ Public Works: Surface Water Engineering	▪ Public Works: Operations & Maintenance
Thriving Neighborhoods	TN 3	Key Policy ★	Community Streets	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, "streateries", open streets events, public art, and demonstration projects.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Neighborhood and business associations
Thriving Neighborhoods	TN 3.1	Program	Open Streets	Publicize permit program for resident use of streets (block parties). Work	▪ Dedicated staff time	▪ Community Development:	▪ Community-based organizations

				with community partners to develop a series of annual events that close down neighborhood thoroughfares to vehicle traffic for community use.	▪ Promotional materials	Development Review, Comprehensive Planning ▪ Public Works: Streets & Transportation	▪ Neighborhood and business associations
Thriving Neighborhoods	TN 3.2	Program	Street Art	Create a community grant program to allow murals, etc., on streets and develop a palette of materials for use in the program that meet safety requirements.	▪ Potential seed money for financial assistance of materials purchased for qualified groups (equity-focused) ▪ Potential funds for maintenance	▪ Comprehensive Planning: Transportation ▪ Parks, Recreation & Cultural Services ▪ Public Works: Streets & Transportation	▪ Public Works: Operations & Maintenance ▪ Neighborhood and business associations ▪ Community-based organizations

Big Idea: Create Complete Corridors

Create complete corridors that connect growth areas, support business, serve transit, and increase safety for all modes.

Figure 16 Complete Corridors Policies and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Complete Corridors	CC 1	Key Policy ★	Complete Corridors	Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations and include identifying parallel options.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	
Complete Corridors	CC 1.1	Policy	Street Typologies	Identify a network of street typologies and associated design elements for application in capital, maintenance, development, and planning projects. Align with functional classification/ comprehensive plan designations.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	

Complete Corridors	CC 1.2	Policy	Functional Classification Update	Update functional classifications. Reduce classifications on certain streets to provide design standard flexibility (e.g. reducing speed limits, reducing design vehicle).	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation
Complete Corridors	CC 1.3	Policy	Freight Classifications	Develop a Freight Network classification that designates where freight movements are expected and planned to occur. Freight corridors within city limits should be in alignment with state and nationally recognized freight corridors.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Street & Transportation
Complete Corridors	CC 1.4	Program	Critical Network Gaps	Identify critical network gaps for walking (including access to bus stops) and small mobility. Update bi-annually and use as a factor in TIP project prioritization.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation, Asset Management
Complete Corridors	CC 2	Key Policy ★	People-Based Metrics	Plan, design, and evaluate projects and developments using people-focused metrics that prioritize person through-put, safety and comfort. Use the metrics to evaluate facility performance and post-project evaluations.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	
Complete Corridors	CC 2.1	Policy	Traffic Impact Analysis	Update traffic impact procedures for capital and development projects to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, and TDM mitigations.	▪ Dedicated staff time	▪ Public Works: Streets & Transportation	▪ Land Use and Transportation Development Review
Complete Corridors	CC 2.2	Policy	Multimodal Concurrency Standards	Update concurrency requirements to ensure that developments and capital projects consider multimodal impacts and contribute to mode shift.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	

Complete Corridors	CC 2.3	Program	TIP Prioritization	Program projects into the TIP with a set of criteria based on equity, safety, climate, and transportation choice. Elevate projects that are in high equity index areas, serve transit stops, are near a school, are an identified critical walking or bicycling gap, or are along a high-crash corridor.	▪ Dedicated staff time	▪ Comprehensive Planning: Long- Range Planning, Transportation ▪ Public Works: Streets & Transportation	
Complete Corridors	CC 2.4	Program	Paving List	Prioritize corridors for repaving based on equity, transit use, and pavement condition.	▪ Dedicated staff time	▪ Public Works: Streets & Transportation	
Complete Corridors	CC 3	Key Policy ★	Street Standards	Adopt street standards that create comfortable, inviting multimodal streets. Integrate the latest best practices from NACTO, WSDOT, AASHTO, and MUTCD in terms of facility selection and design, traffic control, and signage and striping. Adopt into standard plans referenced in VMC Title 11.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	
Complete Corridors	CC 3.1	Policy	Multimodal Access Through Street Connectivity	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, maintenance, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points	▪ Dedicated staff time (Added capacity in grounds maintenance division to help maintain connector paths)	▪ Community Development: Development Review ▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Parks, Recreation & Cultural Services ▪ Neighborhood associations ▪ Homeowner associations
Complete Corridors	CC 3.2	Policy	Pedestrian Crossing Policy	Update pedestrian crossing policy. Make crossings plentiful, convenient, and safe. Establish maximum spacing between crossings, crossing protection needed based on street characteristics, and crossing design.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	

Complete Corridors	CC 3.3	Policy	Access Management	Update access management standards to require longer spacing between driveways serving the same destination or shared parking lots. Increase corner clearance distance. Allow one driveway to service multiple frontages.	▪ Dedicated staff time (design) ▪ Funding for improvements	▪ Land Use and Transportation Development Review	
Complete Corridors	CC 4	Key Policy ★	Vision Zero	Adopt a Vision Zero policy committing to end traffic fatalities and serious injuries on Vancouver streets by 2040. This policy would be a resolution to address the intersecting factors that lead to fatal crashes, such as unsafe behavior, alcohol and drug impairment, street design, and traffic speeds.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Roadway jurisdictions ▪ Policymakers ▪ School districts ▪ Health professionals ▪ Law enforcement ▪ Community-based organizations
Complete Corridors	CC 4.1	Policy	Lower Posted Speeds	Create speed-setting metrics that consider safety and traffic analysis and apply to facilities with a high number of crashes where speed is a contributing factor.	▪ Design, signage, and materials ▪ Dedicated staff time	▪ Public Works: Streets & Transportation	
Complete Corridors	CC 4.2	Program	Citywide Safety Program	Develop a citywide safety program with dedicated funding and a set of tools and programs to proactively address safety.	▪ Funding ▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Roadway jurisdictions ▪ Policymakers ▪ School Districts ▪ Health professionals ▪ Law enforcement
Complete Corridors	CC 4.3	Program	High-Crash Corridors	Create a process for regular updates to the Local Roads Safety Plan by analyzing existing collision data to identify the city's "high-crash corridors." Regularly update the online dashboard of the high-crash roads and apply the city's equity index to determine where historically	▪ Dedicated staff time (traffic engineering technician)	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Vision Zero working group ▪ Roadway jurisdictions ▪ Policymakers ▪ School districts

				marginalized communities are at greater risk of death and injury while traveling in their neighborhood. Use this information to prioritize investments, outreach and education to improve safety and reach our Vision Zero goals.			▪ Law enforcement
Complete Corridors	CC 4.4	Program	Street User Education	Develop a suite of programs (geared toward all travel modes) that focus on the safe use of the transportation network. This could include a wide variety of communications, safety demonstrations, and presentations at schools and public events.	▪ Dedicated staff time ▪ Funds to contract with other organizations	▪ Comprehensive Planning: Transportation	▪ Local organizations or advocacy groups ▪ Neighborhood associations ▪ School districts ▪ Schools ▪ Washington Traffic Safety Commission ▪ Vancouver Police Department
Complete Corridors	CC 4.5	Program	Automated Enforcement	Enable automated enforcement. Pilot along high-crash corridors and engage the community in evaluation of the pilot program.	▪ Technology purchase ▪ Dedicated staff to review camera tickets	▪ Public Works: Streets & Transportation ▪ Vancouver Police Department	
Complete Corridors	CC 4.6	Program	Pedestrian-Scale Lighting	Identify priority locations for pedestrian-scale lighting to increase safety, visibility, and comfort. Create maps of locations and program to fund installation. Adopt low-spectrum LEDs pointing downward in neighborhoods to reduce light pollution.	▪ Dedicated staff time ▪ Funding for improvements	▪ Public Works: Streets & Transportation	
Complete Corridors	CC 4.7	Program	Quick-Build Response	Identify locations (crossings, travel lanes, etc.) where interim safety improvements could more quickly address crash factors and concerns of residents. Develop program	▪ Dedicated staff time (for both design and implementation)	▪ Public Works: Streets & Transportation	▪ Comprehensive Planning: Transportation

				process and provide guidance for City-led "Quick Build" projects in ROW.	▪ Funding for improvements ▪ Materials (paint, bollards, etc.)		
Complete Corridors	CC 5	Key Policy ★	Project Delivery	Deliver maintenance, capital, and development projects in an effective, efficient manner with clear and transparent communication to the community.	▪ Dedicated staff time	▪ Public Works: Streets & Transportation ▪ Comprehensive Planning: Transportation	
Complete Corridors	CC 5.1	Program	Project Managers	Develop a set of project managers who can take in-house or consultant projects from planning through construction, working across CDD and PW.	▪ Dedicated staff time	▪ Public Works: Streets & Transportation ▪ Comprehensive Planning: Transportation	
Complete Corridors	CC 5.2	Program	Communications	Deliver information about transportation projects using community organizers with long-standing relationships with the community and with accessible information.	▪ Dedicated staff time ▪ Compensation for community partners	▪ Communications: Community Engagement & Neighborhoods	▪ Community-based organizations
Complete Corridors	CC 5.3	Program	Anti-Displacement	Integrate Reside Vancouver and the City's Equitable Development Framework into transportation projects.	▪ Funding for programs	▪ Comprehensive Planning ▪ Economic Prosperity & Housing	▪ Chief Marketing Office: Diversity, Equity & Inclusion Team ▪ Community-based organizations ▪ Affordable housing partners ▪ Renters

Big Idea: Connect People to Transit

Support transit use with stop access improvements, partnering with C-TRAN on bus speed and reliability, and transit-supportive land use strategies.

Figure 17 Connect to Transit Policies and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Connect to Transit	T 1	Key Policy ★	Access to Transit	Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes, and identify first/last mile barriers to major transit stops to address on an ongoing basis.	▪ Dedicated staff time ▪ Funding for improvements	▪ Public Works: Streets & Transportation	▪ Clark County Public Transit Benefit Area Authority (C-TRAN) ▪ Community-based organizations ▪ Transportation advocates ▪ Mobility service providers ▪ Comprehensive Planning: Transportation ▪ Washington State School for the Blind
Connect to Transit	T 2	Key Policy ★	Enhanced Transit Corridors	In coordination with C-TRAN, build a network of Enhanced Transit Corridors where higher level of transit service (frequency, hours of operation, stop amenities) are desired based on existing and future density and equity.	▪ Dedicated staff time	▪ Public Works Streets & Transportation ▪ Comprehensive Planning: Transportation ▪ C-TRAN	
Connect to Transit	T 2.1	Policy	Network of The Vine	Actively partner with C-TRAN to continue the planning and implementation of Vine corridors.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ C-TRAN
Connect to Transit	T 2.2	Policy	Speed and Reliability Designs	Identify a list of locations along Enhanced Transit Corridors where speed and reliability treatments such as signal priority, queue jumps, or bus lanes are needed to reduce	▪ Dedicated staff time ▪ Funding for improvements	▪ Public Works: Transportation, Traffic Engineering	▪ C-TRAN

				delay to bus riders. Incorporate treatments into paving, complete streets and signal upgrade projects. As a standard practice, install TSP on new signals along transit routes.			
Connect to Transit	T 2.3	Policy	Equity Corridors	Designate transit equity corridors based on high equity index locations and residential areas with high reliance on transit. Use as a criterion in project prioritization.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ C-TRAN
Connect to Transit	T 3	Key Policy ★	Transit and Land Use	Support transit through compact land uses and policies that incentivize transit use.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range Planning	▪ Community Development: Development Review
Connect to Transit	T 3.1	Policy	Transit Overlay District	Update Transit Overlay District code and extend it along Enhanced Transit Corridors. This designation allows for reduced parking.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range Planning, Transportation	▪ Community Development: Development Review ▪ C-TRAN
Connect to Transit	T 4	Key Policy ★	Microtransit	Integrate shared and emerging mobility technology and tools with C-TRAN microtransit zones to provide a suite of mobility options, especially in lower-density areas without high-frequency transit	▪ Dedicated staff time ▪ Updated technologies	▪ Comprehensive Planning: Transportation	▪ C-TRAN

Big Idea: Build Low-Stress Networks

Provide a low-stress bicycling and walking experience on key corridors that connects Vancouver's neighborhoods and destinations.

Figure 18 Low-Stress Policies and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Low-Stress	LS 1	Key Policy ★	Low-Stress Mobility Network	Adopt a city-wide low-stress long-term mobility network that prioritizes safety and comfort for people of all ages. This network is a subset of the city's larger mobility network consisting of lower-stress facilities such as neighborhood greenways and shared-use paths. The density targe for low-stress facilities is every half-mile.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Vision Zero working group ▪ Roadway jurisdictions ▪ Policymakers ▪ School districts ▪ Public Works: Streets & Transportation ▪ Parks, Recreation & Cultural Services
Low-Stress	LS 2	Key Policy ★	Pedestrian Priority Streets	Adopt a network of Pedestrian Priority streets where safety and comfort for people walking is prioritized. Assign categories (primary, secondary) based on the roadway classification, level of demand, and existing and planned land uses, and use these categories to recommend desired facilities and amenities (shade, lighting, seating, etc.).	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation
Low-Stress	LS 3	Key Policy ★	Active Transportation Navigation	Support walking and small mobility by making it easy and intuitive to navigate the city and find destinations.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation
Low-Stress	LS 3.1	Policy	Maintenance Protection	Update street standards and maintenance and protection of traffic standards to require provision of walking access during construction	▪ Dedicated staff time	▪ Public Works: Streets & Transportation	

				and bicycling access if construction impedes a mobility lane.			
Low-Stress	LS 3.2	Program	Wayfinding	Establish a citywide wayfinding system for people walking or using small mobility that connects low-stress networks and pedestrian priority corridors to essential places. The system should be designed so that it includes distances in minutes for walking and biking and should be flexible enough to be updated as new projects are completed.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation
Low-Stress	LS 3.3	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.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation	▪ Public Works Streets & Transportation
Low-Stress	LS 4	Key Policy ★	Small Mobility and Walking Programming	Complement infrastructure with robust programming that encourages and educates people about the benefits of walking and small mobility.	▪ Dedicated staff time ▪ Funds to contract with other organizations ▪ Promotional materials	▪ Comprehensive Planning: Transportation	▪ Community-based organizations ▪ Advocacy groups ▪ Neighborhood and business associations ▪ School districts ▪ Public health organizations and service providers
Low-Stress	LS 4.1	Program	Active Transportation Staffing	Increase the number of staff devoted to active transportation to deliver a robust active transportation program for a city the size of Vancouver.	▪ Additional staff and/or dedicated staff time ▪ Promotional materials	▪ Comprehensive Planning: Transportation	

Low-Stress	LS 4.2	Program	E-bike Rebate Program	Explore the creation of an E-bike rebate program focused on increasing access to E-bikes for individuals in low- and moderate-income households.	▪ Dedicated staff time ▪ Funding for rebates	▪ Comprehensive Planning: Transportation	
Low-Stress	LS 4.3	Program	Small Mobility Events	Host ongoing events focused on small mobility, such as group rides, rodeos, demonstrations of how to put your bike on the bus, safety ride scooters and other devices, etc.	▪ Dedicated staff time ▪ Funding for event costs & promotional materials	▪ Comprehensive Planning: Transportation	▪ Community-based organizations ▪ C-TRAN ▪ School districts ▪ Parks, Recreation & Cultural Services

Big Idea: Make Growth a Benefit for All

Manage growth and development to support multiple transportation options and advance climate goals.

Figure 19 Growth Policies and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Growth	G 1	Key Policy ★	Development Review	Work with development community to establish a shared set of requirements and expectations for how development can support transportation.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Land Use and Transportation Development Review	▪ Development community
Growth	G 1.1	Policy	Transportation Impact Fees	Allow TIF to be used to fund multimodal improvements	▪ Dedicated staff time	▪ Public Works: Streets & Transportation ▪ Comprehensive Planning: Transportation	
Growth	G 1.2	Policy	Frontage Requirements	Extend frontage improvements off the site of the development when there is a rational nexus between that	▪ Dedicated staff time	▪ Public Works: Streets & Transportation	▪ City Legal and General Services

				development and impacts to the transportation network.			
Growth	G 3	Key Policy ★	Citywide Parking Policy & Code	Update parking code and policies to right-size the amount of parking developed with future growth and create safe streets, compact urban form, and encourage non-driving forms of transportation.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range, Transportation ▪ Community Development: Development Review ▪ Economic Prosperity & Housing: Parking	▪ Development community
Growth	G 3.1	Policy	Parking Requirements	Reduce parking minimums in the development code and development agreements, particularly in parking reform areas where transit use, walking, and small mobility are a priority. This maximizes active uses and creates inviting places.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range, Transportation ▪ Community Development: Development Review ▪ Economic Prosperity & Housing: Parking	▪ Development community
Growth	G 3.2	Policy	Parking Design Guidance	Update off-street surface lot and parking garage design standards to require landscaping and walkways.	▪ Dedicated staff time	▪ Development Review ▪ Economic Prosperity & Housing: Parking	▪ Development community
Growth	G 3.3	Policy	Parking Capacity	Allow for shared parking as of right and provide additional reductions in parking requirements to incentivize shared parking agreements. This maximizes the use of existing resources and reduces the need for more parking.	▪ Dedicated staff time	▪ Community Development: Development Review ▪ Economic Prosperity & Housing: Parking	▪ Business organizations
Growth	G 4	Key Policy ★	Parking Management	Effectively manage on and off-street parking resources through adoption of policies, systems, and tools throughout the city.	▪ Dedicated staff time ▪ Promotional materials and signage ▪ Updated technologies	▪ Economic Prosperity & Housing: Parking	

Growth	G 4.1	Policy	Parking Operations	Operate the parking system efficiently. Adopt metrics for evaluating parking performance compared to city goals and use pricing and other tools to influence behavior.	▪ Dedicated staff time ▪ New software and technology	▪ Economic Prosperity & Housing: Parking	
Growth	G 4.2	Program	Parking Experience	Make parking highly legible and easy to understand from the user perspective. Use technology, information, wayfinding, and other strategies so people can easily find parking.	▪ New software and technology to enable vehicle detection and parking availability	▪ Economic Prosperity & Housing: Parking	▪ Public Works: Streets & Transportation
Growth	G 4.3	Program	Residential Parking	Create a residential parking program (RPP) to minimize parking spillover and support parking access for residents and their guests in high parking demand areas.	▪ Dedicated staff/ or staff time ▪ Funding for implementation materials (signs, educational materials) ▪ Additional parking enforcement staff to monitor	▪ Economic Prosperity & Housing: Parking	
Growth	G 5	Key Policy ★	Downtown Parking	For those who drive downtown, create a user-friendly, well-managed, and right-sized "park once" environment where people can walk between destinations without moving their car.	▪ Promotional materials ▪ Wayfinding and signage ▪ Dedicated staff time	▪ Economic Prosperity & Housing: Parking	
Growth	G 5.1	Policy	Downtown Parking Strategies	Adopt and implement recommendations of 2022-23 Downtown Parking Plan Update (underway), focused on six Strategy Areas: Policy, Alternative Modes, Operations, Administration of the Parking System, Communications and Awareness, and New Capacity.	▪ Wayfinding and signage ▪ New software and technology ▪ Dedicated staff time	▪ Economic Prosperity & Housing: Parking	

Growth	G 5.2	Program	Downtown Circulator	Work with C-TRAN to develop a concept for a downtown circulator between major destinations.	▪ Transit vehicles ▪ Transit operators	▪ Comprehensive Planning: Transportation	▪ C-TRAN
Growth	G 6	Key Policy ★	Transportation Demand Management (TDM)	Require transportation demand management to reduce drive-alone trips, offer all travelers more mobility choices, and incentivize behavior change to more walking, biking, carpooling, and transit trips.	▪ Dedicated staff time ▪ Promotional materials and signage	▪ Community Development: Development Review ▪ Comprehensive Planning: Long-Range and Transportation Planning	
Growth	G 6.1	Policy	TDM in Capital Projects	Require a project-specific trip reduction target and TDM program in capital projects. Tier trip reduction requirements based on a combination of land use, zone, and project size/traffic impact.	▪ Dedicated staff time ▪ Technology ▪ Funds to contract with other organizations	▪ Community Development: Development Review ▪ Comprehensive Planning: Long-Range and Transportation Planning	▪ Development community
Growth	G 6.2	Program	Commute Trip Reduction (CTR) Refresh and Expansion	The CTR program helps the city reduce drive-alone trips through employer-supported programs. A refresh and expansion of the CTR program will improve effectiveness of the program and respond to new travel patterns post COVID-19.	▪ Dedicated staff time ▪ Promotional materials	▪ Comprehensive Planning: Transportation	▪ Employers and local businesses ▪ Get There Southwest WA ▪ C-TRAN ▪ WA State Department of Transportation Commute Trip Reduction Program

Big Idea: Embrace the Future

Prepare for future mobility and data needs.

Figure 20 Future Policies and Programs

Big Idea	ID	Policy or Program	Name	Description	Implementation Framework		
					Resources Needed	City Lead	Key Partnerships
Future	F 1	Key Policy ★	Data Collection and Monitoring	Use data to track travel pattern changes over time.	▪ Technology ▪ Data products and services	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	▪ Information Technology
Future	F 1.1	Program	Active Transportation Counts	Install small mobility and pedestrian counters at key locations throughout the city and along corridors before and after complete corridor projects.	▪ Technology	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation	
Future	F 1.2	Program	Location-Based Services	Determine a vendor for purchase of travel pattern data to be used in project planning, design, and evaluation in concert with RTC.	▪ Purchase of data products and services	▪ Comprehensive Planning: Transportation	▪ Southwest WA Regional Transportation Council
Future	F 1.3	Program	Online System Dashboard	Develop a public-facing dashboard of key transportation metrics to share with the community.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation ▪ Public Works: Streets & Transportation, Asset Management	▪ Information Technology
Future	F 2	Key Policy ★	Climate Impacts	Adopt policies that will help meet the city's goal of zero carbon emissions by 2040.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range and Transportation Planning ▪ City Manager's Office Climate Action Framework	
Future	F 2.1	Policy	Mode Targets	Adopt mode targets and track annually. Set targets to a level that will drastically reduce drive-alone trips.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range and Transportation Planning	

Future	F 2.2	Policy	Congestion Pricing	Explore policy implications of demand-based charging along the city's key corridors to influence behavior.	▪ Dedicated staff time ▪ Professional services	▪ Comprehensive Planning: Long-Range and Transportation Planning	▪ Southwest WA Regional Transportation Council ▪ Public Works: Streets & Transportation ▪ Vancouver Police Department
Future	F 2.3	Policy	Vehicle Miles Traveled Reduction	Adopt Vehicle Miles Traveled as a key metric in the planning, design, and evaluation of projects, with the goal of reducing VMT.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range and Transportation Planning ▪ City Manager's Office Climate Action Framework	
Future	F 3	Key Policy ★	Technology for System Management	Embrace technology as a way of managing the transportation system without expanding capacity	▪ Dedicated staff time ▪ Updated technologies	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation ▪ Southwest WA Regional Transportation Council
Future	F 3.1	Program	Signal Modernization	Continue program to modernize signals, prioritizing Enhanced Transit Corridors, including accessible pedestrian signals, bicycle signals (if applicable), truck detection, Leading Pedestrian Intervals, and TSP on transit corridors.	▪ Dedicated staff time Technology ▪ Funding for improvements	▪ Public Works: Streets & Transportation	▪ C-TRAN ▪ Southwest WA Regional Transportation Council
Future	F 3.2	Program	Green Wave	Coordinate signals along the city's key corridors and freight routes to create a green wave. Signal timing is used to achieve steady progression and control driver speeds. Install truck detection.	▪ Dedicated staff time ▪ Technology ▪ Funding for improvements	▪ Public Works: Streets & Transportation	

Future	F 4	Key Policy ★	Electric / Autonomous Vehicles	Set city policy around EV / AV usage and role in achieving climate goals.	▪ Dedicated staff time	▪ Comprehensive Planning: Long-Range and Transportation Planning ▪ City Manager's Office Climate Action Framework	▪ Economic Prosperity & Housing: Parking
Future	F 4.1	Project	City Fleet	Convert city fleet vehicles at the time of replacement to zero-emission vehicles (ZEVs) whenever applicable and feasible and look for options to switch to lower-carbon fuels where possible.	▪ New vehicles	▪ Public Works: Operations & Maintenance ▪ City Manager's Office Climate Action Framework	
Future	F 5	Key Policy ★	Emerging Mobility	Update city policies for how shared mobility and emerging mobility vendors shall operate in Vancouver. Create data standards and sharing agreements, vendor requirements, and require equitable access to services both geographically and through reduced costs for people with low incomes.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Legal Department ▪ Parks, Recreation & Cultural Services ▪ Shared mobility companies ▪ Diversity, Equity & Inclusion staff
Future	F 5.1	Program	Mobility Hubs	Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (transit, microtransit, bike share, car share). Hubs will include placemaking, wayfinding, and information.	▪ Dedicated staff time ▪ Funding for improvements ▪ Identified ROW to locate hubs	▪ Comprehensive Planning: Transportation	▪ C-TRAN
Future	F 5.2	Program	Small Mobility and Scooter Share	Pilot a small mobility and scooter share program. Target station placement in areas with a high equity index. Subsidize membership for low-income individuals/families.	▪ Dedicated staff/ or dedicated staff time ▪ Funding for subsidy program	▪ Comprehensive Planning: Transportation	▪ Shared mobility vendors
Future	F 5.3	Program	Mobility as a Service	Sponsor a digital platform that connect residents to local mobility options and create incentives for	▪ New software	▪ Comprehensive Planning: Transportation	▪ Mobility as a service software vendors

				selecting modes and routes that limit system and environmental impacts			▪ Data management partners
Future	F 6	Key Policy ★	Curb Management	Develop policies and programs that efficiently manage valuable curb space, recognizing the high demands on this resource with changing living and shopping patterns.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation
Future	F 6.1	Policy	Dynamic Curb Management	Create a flexible and dynamic framework for managing high-demand curb spaces using tools such as technology or pricing that can change as quickly as every hour based on demand.	▪ Dedicated staff time ▪ New software and technology	▪ Comprehensive Planning: Transportation	▪ Public Works: Streets & Transportation ▪ Economic Prosperity & Housing: Parking
Future	F 6.2	Policy	Small Freight Management	Develop a small freight management set of strategies to accommodate increasing consumer demand for e-commerce and small package delivery. Incentivize use of small mobility vehicles for local deliveries.	▪ Dedicated staff time	▪ Comprehensive Planning: Transportation	▪ UW Urban Freight Lab ▪ Delivery companies ▪ Port of Vancouver
Future	F 6.3	Policy	Freight Parking and Loading	As part of parking code updates, evaluate the need for freight loading standards in commercial areas, recognizing that many deliveries continue to be made using large trucks.	▪ Dedicated staff time ▪ Funding for improvements	▪ Comprehensive Planning: Transportation	▪ Port of Vancouver