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Transforming an Urban 'Burb: Transportation Innovations in Vancouver, Washington

Anna Dearman

City of Vancouver, Washington

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Transforming an Urban 'Burb: Transportation Innovations in Vancouver, Washington

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

Friday Transportation Seminar
October 4, 2019

Anna Dearman, Senior Transportation Planner,
City of Vancouver

Presentation Overview

- About Vancouver
- Complete Streets project implementation
- Bus rapid transit in suburban context
- Waterfront redevelopment and dynamics



About Vancouver



- Chinook & Klickitat land
- Founded 1825 with Fort Vancouver trading post for Hudson's Bay Company
- Incorporated 1857
- 2018 ACS population: 183,017
 - 2nd largest city in metro
 - 4th largest city in Washington
- Model to solve regional issues

Commute Mode Choice

■ Drove alone
 ■ Carpooled
 ■ Transit
 ■ Bike
 ■ Walk
 ■ Other
 ■ Worked from home

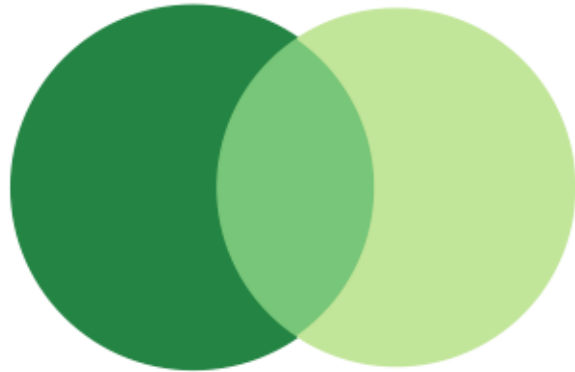


	Portland, OR	Hillsboro, OR	Vancouver, WA
Drove alone	58.5%	77.2%	74.9%
Carpooled	7.6%	6.7%	11.0%
Transit	12.0%	5.2%	3.2%
Bike	5.3%	0.7%	0.4%
Walk	5.7%	2.5%	1.3%
Other	1.2%	1.6%	0.7%
Worked from home	9.6%	6.1%	8.4%

Source: 2018 ACS

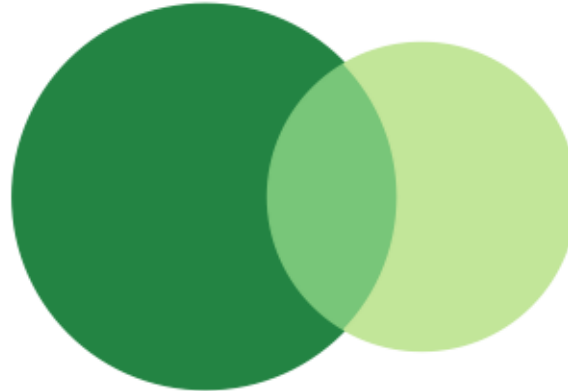
Commute Flows

Vancouver, WA



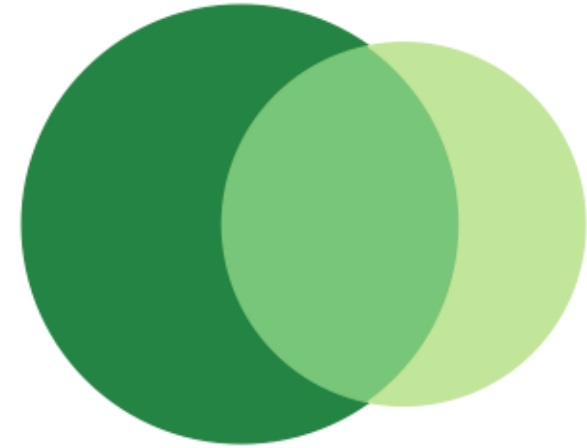
50,664 - Employed in Selection Area, Live Outside
 47,803 - Live in Selection Area, Employed Outside
 22,161 - Employed and Live in Selection Area

Hillsboro, OR

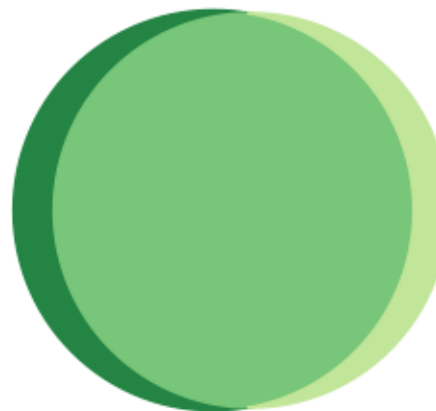


53,325 - Employed in Selection Area, Live Outside
 28,929 - Live in Selection Area, Employed Outside
 14,135 - Employed and Live in Selection Area

Portland, OR



216,248 - Employed in Selection Area, Live Outside
 101,156 - Live in Selection Area, Employed Outside
 149,762 - Employed and Live in Selection Area



Portland-
 Vancouver-
 Hillsboro MSA

129,759 - Employed in Selection Area, Live Outside
 101,637 - Live in Selection Area, Employed Outside
 831,989 - Employed and Live in Selection Area

Complete Streets Policy (2017)

The City of Vancouver will provide safe, accessible streets for users of all ages and abilities, regardless of their preferred mode of travel.

- Improve safety, accessibility and mobility with a network of complete streets
- Fit the dynamic and character of each neighborhood
- Leverage local funding with state grants to implement projects

Spa
PE

Cur

CFD
extensions to make it
easy for pedestrians
to cross streets and
access destinations

and low-stress
facilities that support
people riding bikes,
e-bikes and scooters

to encourage
slower speeds and
driver awareness of
vulnerable road users

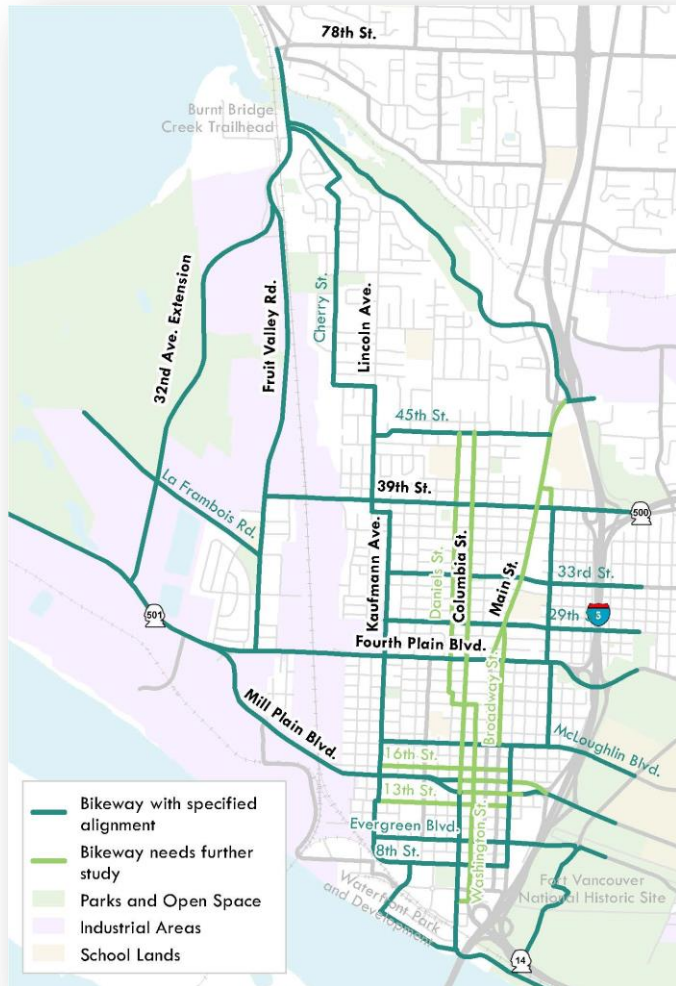
shelters, transit-only
lanes, and signal
priority to create
transit-friendly
roadways

space for shared bike
and scooter parking
that separates users
from traffic, and
keeps sidewalks clear
and safe

re,
and
public green spaces
that promote
gathering and
social interaction



Complete Streets Project Implementation



Where the rubber meets the road:
the Westside Bike Mobility Project

- Implement bike element of 2016 Westside Mobility Strategy, other policies and plans
- Goal to implement at least one north-south Complete Streets/“all ages and abilities” (AAA) bike facility

Complete Streets Project Implementation

Timeline of the Westside Bike Mobility Project

Phase I: Network Development (Fall 2018)

- Data collection & technical analysis
- Outreach activities & input

Phase II: Corridor Development (Winter 2019)

- Alternatives analysis
- Design concept development
- Outreach activities & input
- **CONTROVERSY**

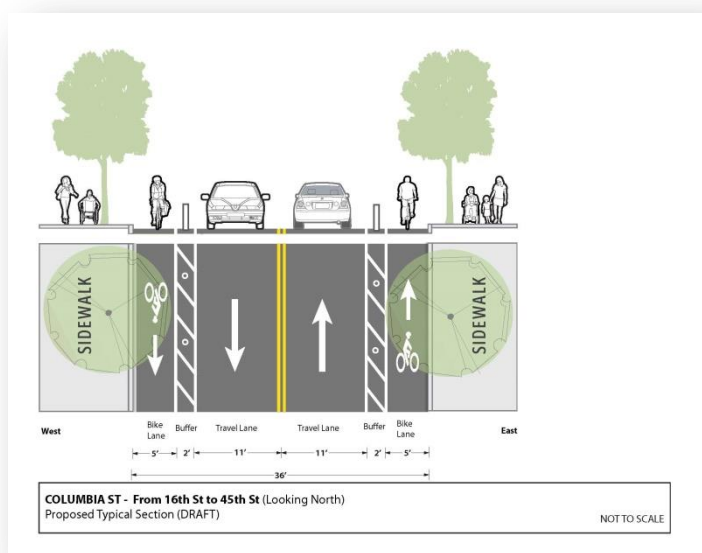
Phase III: Community Advisory Committee (Fall 2019)

- Goal: develop recommendation for multimodal improvements to one corridor within network

Complete Streets Project Implementation

Columbia Street controversy:

- Emerged from outreach and technical analysis
- Needs protected bike lanes to meet AAA
- Tradeoffs include removing parking
- Public outreach was inadequate/ineffective



Westside Bike Mobility Project

Thank you for providing input on the Westside Bike Mobility Project! We've heard from many of your neighbors that in order to feel comfortable riding their bikes, they need safer, more connected bike routes on the west side of Vancouver.

They identified Columbia Street, Daniels Street and Lincoln Avenue as potential places for better bike routes downtown. We're developing draft design concepts for these corridors, and we want to know what you think! **Share your thoughts at a coffee talk or open house:**

- Jan. 16, 4-6pm, Boomerang, 808 Main St.
- Jan. 19, 9am-12:30pm, Latte Da, 205 E 39th St.
- Jan. 23, 4-6pm, VHA open house, 2500 Main St.

Find out more about the project and **take the online survey:** www.cityofvancouver.us/bikemobility.

We hope to see you soon!

SHARE YOUR THOUGHTS
Help shape proposed new bike routes on Vancouver's Westside.

With your input, we've developed draft design concepts for proposed bike routes on the Westside. Tell us what you think at an upcoming community event or online at www.cityofvancouver.us/bikemobility

For more information or to request other formats, please contact:
Anna Dearman | (360) 487-7738 | WA Relay: 711 | anna.dearman@cityofvancouver.us
www.cityofvancouver.us/bikemobility

Westside Project Key Takeaways

- Suburbs have growing pains, change is hard
- Acknowledge project tradeoffs ASAP
- Data is important, but some don't trust it
- Community advisory committees contribute transparency, public buy-in
- Be visionary: consider multimodal improvements, context



Suburban Bus Rapid Transit: The Vine

C-Tran's The Vine BRT on Fourth Plain Boulevard:



- Launched in January 2017 to address frequent overcrowding and delays on C-TRAN's busiest transit corridor
- Region's first BRT system
- System includes longer articulated buses and level boarding platforms
- Tradeoffs: station and station area planning, "hybrid" system without dedicated lane
- Challenge of transit stigma

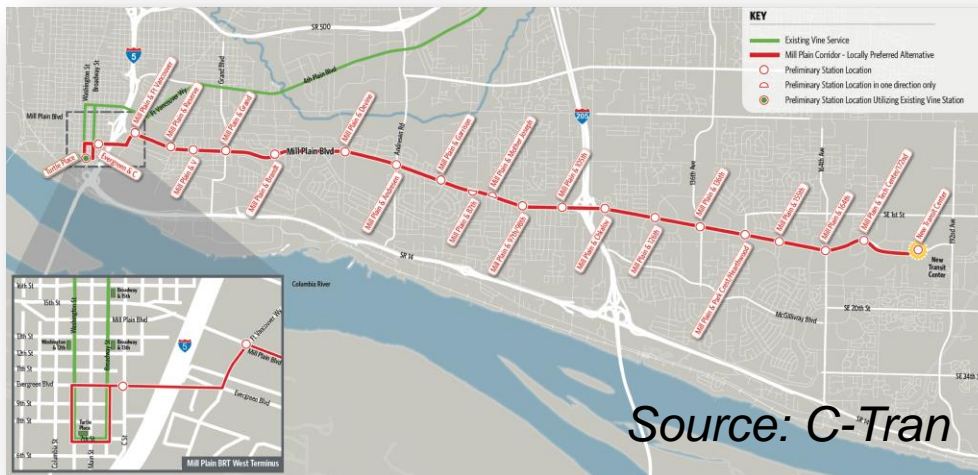
Fourth Plain The Vine BRT Key Takeaways

- Funding limitations constrain scope of project and related enhancements
- City needs to engage more intentionally as a partner in identifying and leveraging resources
- Don't let the perfect be the enemy of the good



Mill Plain The Vine BRT Key Considerations

- Goals: ensure stations don't interfere with sidewalk and bike facility uses, pursue curb ramp upgrades and other station area enhancements
- Tools: Multi-Family Tax Exemption (MFTE), grant pursuits for associated improvements



Vancouver Waterfront Development



- Former Boise Cascade paper mill
- Master plan developed by Columbia Waterfront, LLC (Gramor), the City, Port of Vancouver and community members
- Mixed use with 3.3K residential units, 1M SF office, retail space
- 7 acres public park land



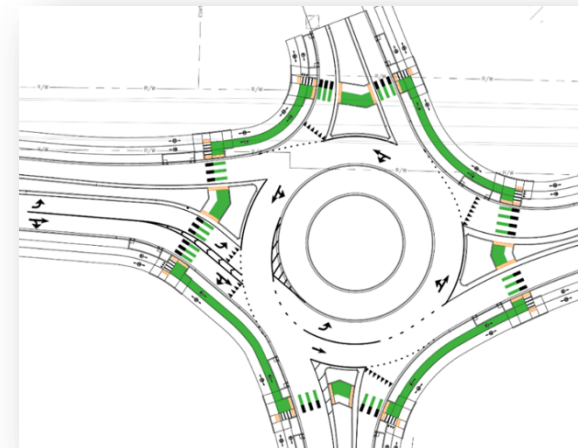
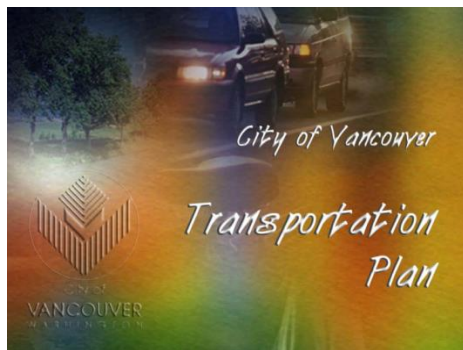
Waterfront Access Project

- 30:1 public/private investment ratio
 - Total costs \$38.6 million
 - 2,500 new permanent jobs
 - \$238.1 million in new state & local taxes over 20 yrs.
- Extensive road, rail & utility work:
 - Reconstruct BNSF rail berm
 - Extend Esther & Grant Streets
 - Close at-grade crossing



Other Vancouver Transportation Projects

- Ongoing Complete Streets program & roadway retrofits
- Transportation System Plan update
- Transportation and Mobility Commission
- Micromobility pilot?
- SE 1st Street BUILD grant pursuit
- Parking occupancy study



Key Takeaways

- Suburbs are urbanizing—this means growing pains
- Engage community advisory committees
- Work closely with partners to maintain project integrity
- Need advisory body appropriate to scope and scale of transportation activities



Source: Portland Tribune



Source: Columbian



Thank you! Questions?

- Anna Dearman, anna.dearman@cityofvancouver.us, 360-487-7738
- www.cityofvancouver.us/ced/page/transportation-planning