



Background and Policy Principals

This section summarizes the transportation goal statement and policies and strategies that provide the policy framework in support of the Downtown Vancouver Transportation System Plan. These policies and strategies were developed following the detailed multi-modal analysis and defined specifically to integrate the City's vision for downtown with the City's general growth management and mobility policies in the Comprehensive Plan.

Comprehensive Transportation Policies

The Downtown Vancouver Transportation System Plan (TSP) contains the city's new transportation goals, objectives, policies, and implementation strategies. The main emphasis of these goals and policies is to guide the city's transportation-related decisions with a firm policy background in areas such as: overall system design, economic development, multi-modalism, growth management, regional mobility, connectivity, circulation, efficiency, safety, accessibility, neighborhood livability, aesthetics, and community involvement.

Goal 1:

To provide a balanced, multi-modal transportation system for the downtown Vancouver planning area that supports the safe, efficient movement of people and goods.

• **Transportation System Plan**

Policy 1.1: The Downtown Vancouver Transportation System Plan incorporates the goals, objectives, policies, implementation strategies, plan maps, and project lists to guide the provision of transportation facilities and services in the downtown Vancouver planning area. The Downtown Vancouver Transportation System Plan shall serve as a component of the “Mobility Element” of the *Vancouver Comprehensive Plan*, and contain the following sections:

- Street System
- Transit System
- Local Street Connectivity
- Transportation Demand Management
- Transportation System Management
- Parking Management
- Bicycle System
- Freight Movement
- Pedestrian System
- Transportation Finance

Policy 1.2: The Downtown Vancouver Transportation System Plan shall be updated as necessary to remain consistent with city-wide, regional and statewide plans.

• **Connectivity and Circulation**

Policy 1.3: The vehicle, transit, bicycle, and pedestrian circulation systems shall be designed to connect major activity centers in the downtown Vancouver planning area, increase the overall accessibility of downtown, as well as provide access to neighborhood residential, shopping and industrial areas, the Columbia River waterfront, Officer’s Row and local schools.

Policy 1.4: The existing grid network of streets in downtown Vancouver shall be preserved and enhanced.

• **Supportive of General Land Use Plan Designations and Development Patterns**

Policy 1.5: The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the *Vancouver Comprehensive Plan*. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand - both short-term and long-term planned uses.

Policy 1.6: The City of Vancouver shall encourage the expansion of transit services within and beyond the downtown area.

• **Regional Mobility**

Policy 1.7: A balanced system of transportation facilities and services shall be designed for the downtown Vancouver planning area to accommodate the regional mobility needs of residents, businesses, and industry.

• **Multi-Modal Transportation System**

Policy 1.8: The transportation system for the downtown Vancouver planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes.

• **Growth Management**

Policy 1.9: The construction of transportation facilities in the downtown Vancouver planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City’s level of service standards and concurrency policies.



Policy 1.10: Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the downtown Vancouver planning area may be required as a condition of approval for land divisions or other development permits.

- **Transportation System Efficiency**

Policy 1.11: The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the downtown Vancouver planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are undertaken.

Policy 1.12: The Downtown Vancouver Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, bicycling, etc.

- **Transportation Safety**

Policy 1.13: The City of Vancouver shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.

- **Public Safety**

Policy 1.14: The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the downtown Vancouver transportation system.

- **Accessibility for Persons with Disabilities**

Policy 1.15: The downtown Vancouver transportation system shall be designed with consideration of the needs of persons with disabilities by meeting the requirements set forth in the *Americans with Disabilities Act* (ADA).

- **Economic Development**

Policy 1.16: Supportive of the mobility needs of businesses and industry, the downtown Vancouver transportation system shall consist of the infrastructure necessary for the safe and efficient movement of goods, services, and people throughout the downtown Vancouver planning area. The Downtown Vancouver Transportation System Plan shall include consideration of ways to facilitate and manage the intermodal transfer of freight.

Policy 1.17: The Downtown Vancouver Transportation System Plan shall promote methods that downtown employers can utilize to: better facilitate employee commuting; to encourage employees to use alternative commute methods to the single occupancy vehicle; and, to decrease the need for off-street parking.

- **Livability**

Policy 1.18: Transportation facilities in the downtown Vancouver planning area shall be designed and constructed to mitigate noise, energy consumption, neighborhood disruption, economic losses to the private or public economy, and social, environmental or institutional disruptions, and to encourage the use of public transit, bikeways, sidewalks, and walkways.

- **Aesthetics and Landscaping**

Policy 1.19: Aesthetics and landscaping shall be a part of the design of Vancouver's downtown transportation system. Landscaping, and, where appropriate and financially feasible, public art, shall be included in the design of transportation facilities. Various landscaping designs and materials shall be utilized to enhance the livability in the area of a transportation project.

- **Intergovernmental Coordination and Consistency**

Policy 1.20: The City of Vancouver shall coordinate its transportation planning and construction efforts with those of the Southwest Washington Regional

Transportation Council (RTC), the Washington State Department of Transportation (WSDOT), C-TRAN, Clark County and the Port of Vancouver. Vancouver’s transportation plans will be consistent with those developed at the regional and state level. The *Metropolitan Transportation Plan for Clark County* (MTP) shall be adopted as a component of the *Vancouver Comprehensive Plan* by reference.

Policy 1.21: There is significant, unmet travel demand in the I-5 Corridor. I-5 experiences high levels of congestion and, without significant capacity improvement will continue to worsen. I-5 congestion is a significant barrier and impediment to downtown Vancouver accessibility, and left unabated could jeopardize the City’s vision. The City of Vancouver shall continue to coordinate with WSDOT, ODOT, RTC, METRO, C-TRAN and Tri-Met to ensure that I-5 congestion issues are adequately addressed.

• **Mode-Share Targets**

Policy 1.22: The *Downtown Vancouver TSP* is a multi-modal plan that identifies several projects, policies and strategies to manage growth and meet the City’s transportation needs. The combination of transportation demand management (TDM), transit, bicycle and pedestrian system plan improvements will result in even greater use of alternative travel modes to the single-occupant vehicle for trips into, from and within the downtown Vancouver planning area. Consistent with the *Metropolitan Transportation Plan for Clark County* and the findings of the *Downtown Vancouver TSP*, the City shall utilize the following mode-share targets to help guide development of the City’s future transportation system:

| Mode | Trips Within Downtown Vancouver | Trips To/From Downtown Vancouver |
|-------------|---------------------------------|----------------------------------|
| Drive-Alone | 72% | 71% |
| Ride-Share | 3% | 12% |
| Transit | 6% | 12% |
| Bike | 4% | 3% |
| Walk | 15% | 2% |