





Prepared for the City of Vancouver, Washington

Downtown Access, Mobility and Parking Plan: *Focusing on People*

Existing Conditions Report

August 27, 2024

WALKER CONSULTANTS

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Existing Conditions Report with Key Findings and Preliminary Conclusions

Introduction

Plan to Implement City Policy

The City of Vancouver retained Walker Consultants to develop a plan to implement its policies of improving Downtown access, mobility, and parking for residents, businesses, and visitors. This Existing Conditions Report is a component of the Downtown Access, Mobility, and Parking Plan ("Plan").

Three assets and functions are critical to the successful implementation of City policy goals of transforming Downtown from a car-centric environment to a people-centric place. They are:

1. Access: how people get to and from Downtown
2. Mobility: how people move around Downtown
3. Parking: how people store cars with the least impact on Downtown.

The transformation is directed by City climate and transportation policies, which aim to reduce greenhouse gases and traffic congestion while meeting the needs of people and businesses.

The larger vision of City policies goes beyond climate and transportation. The goal is to create a livable place designed for people with jobs, businesses, housing and activity for residents, employees, and visitors, all within a high-functioning, easy-to-traverse, 15-minute downtown.

The policies encourage individuals to make fewer car trips by "parking once" and walking from place to place, and choosing to use transit, walk or bicycle. This Existing Conditions Report demonstrates the feasibility of achieving this, given the gently sloping downtown area and the mild climate.

Unprecedented Growth Projections Could Help Achieve City Policy

The City anticipates a dramatic increase in population, housing and jobs across the City with a large proportion of these increases downtown. Growth estimates for this area anticipate as many as 40,000 more residents, 10,000 new housing units, and 10,000 new jobs over the next 20 years. This alone compels the City to plan better access, mobility, and parking that nurtures and grows the attractive, walkable downtown emerging today.

The dual pressures of the projected population growth and City climate and transportation policies could propel downtown Vancouver's evolution and achieve the policy goal of creating a livable, walkable, and high-functioning urban center. The Plan is an essential implementation tool for realizing the critical access, mobility and parking components of these policies.

Coordinating Downtown Plans

The development of the Plan is informed by the update to the Comprehensive Plan, and when complete and adopted, the Plan will be implemented in concert with two other plans being drafted now:

- The Downtown Redevelopment Study, which identifies future opportunity areas in Downtown with a focus on the development of affordable housing
- The Economic Development Strategy, which addresses jobs and entrepreneurial opportunities

These coordinated implementation plans allow the City to address multiple interdependent aspects of Vancouver's growing downtown.

Existing Conditions Report

This Report presents research findings about how effectively and efficiently access, mobility, and parking assets currently serve people who live, work, and visit downtown. The data is presented in three sections, which are summarized in this Introduction and detailed in the attached appendices:

- Section One of this Report addresses existing downtown parking assets that could be more efficiently used and, in some cases, gradually transformed into people-serving activities and functions, such as housing and the successful Farmers' Market.
- Section Two of this Report documents current progress and future opportunities to reduce vehicular traffic and achieve increased walking, bicycling, transit ridership, and other attractive ways to get to and around downtown (mobility).
  Section Three summarizes the Public Participation outreach which identified current attitudes and choices about getting to and around downtown and explored reactions to Existing Conditions described in this Report.

The preliminary conclusions presented throughout the Report represent starting points for recommendations that will be presented in the completed Plan to help achieve adopted climate and transportation policies for creating a livable, walkable, high-functioning downtown.

How the Existing Conditions Report Was Conducted

The Existing Conditions Report findings are based on numerous information and data sources such as:

- Existing City plans, policies, and municipal codes.
- Discussions with City, C-TRAN, Visit Vancouver, and Vancouver Downtown Association staff.
- Public participation to understand perceptions and choices of the public and of people engaged with downtown.
- Field counts of parking supply and occupancy collected by Parking Services staff.
- Parking payment and enforcement data.
- Utilization data related to transit, pedestrian, and bicycle assets.
- Observations of the alignment of existing parking and mobility assets with City goals for climate, transportation, equity and inclusion, housing, and economic development.

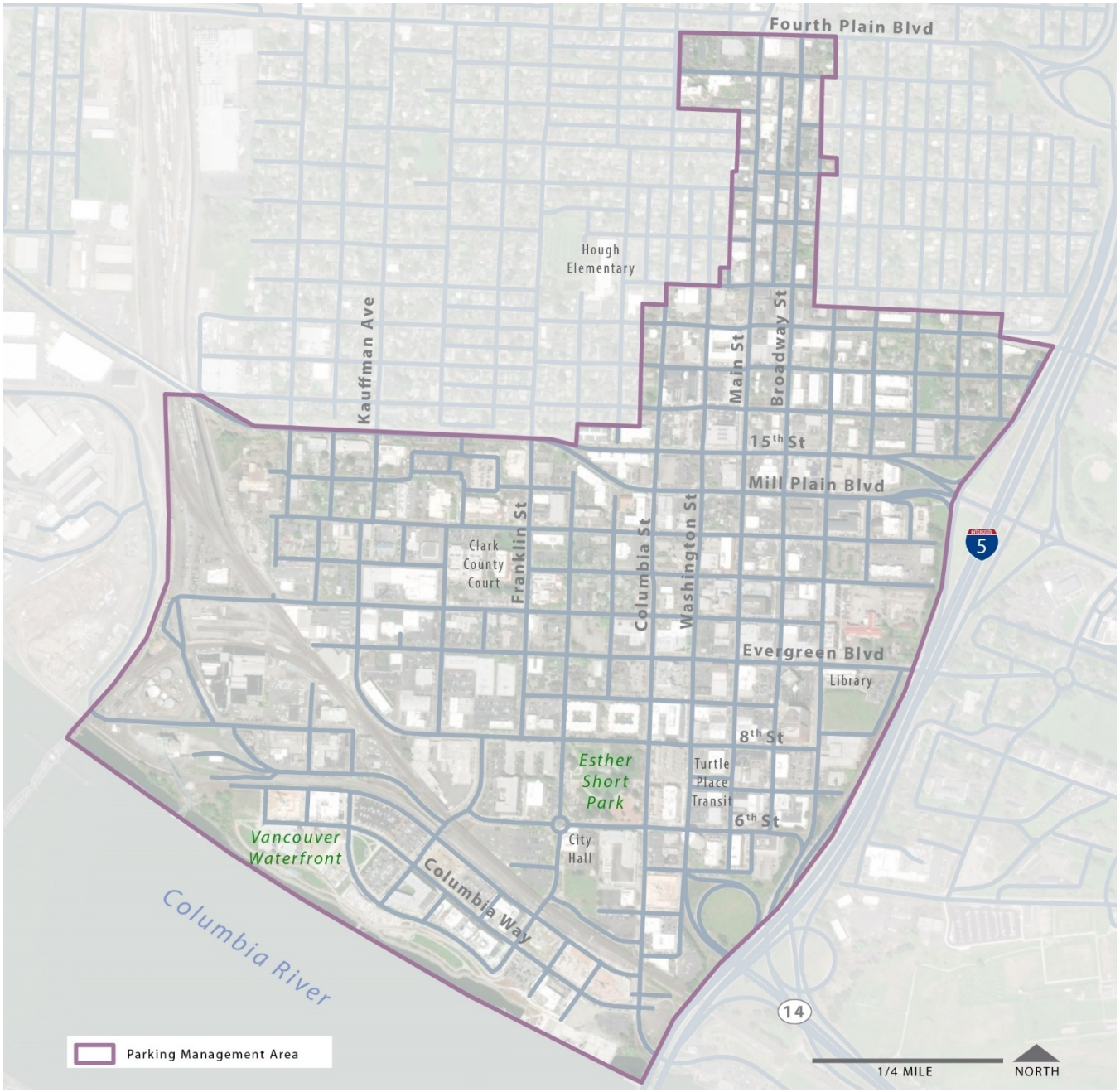
How Existing Conditions Will be Used During Implementation

This Existing Conditions Report serves as a benchmark for implementing and measuring progress on the upcoming recommendations--the deliverables that complete this Plan. The goal is to Identify and have the City across multiple departments and its partners exploit the potential of and opportunity for transforming the existing conditions.

The existing conditions summarized in this Report are supported by extensive detail in the attached appendices. They are public and available to be reviewed, discussed, and supplemented and will be updated with new information during implementation. The full body of the Report and the appendices will help staff tailor implementation appropriate to this urban center and its access, mobility, and parking assets and functions and will be developed in collaboration with stakeholders. Together City and stakeholders can create continued success in downtown Vancouver by leveraging the changes and challenges that lie ahead.

Figure 1 Vancouver's Parking Management Area (PMA) is the focus area for the Downtown Access, Mobility and Parking Plan.

The PMA and the Vancouver City Center Vision (VCCV) plan area adopted in 2007 have the same boundaries. "Downtown" is used in this Report to refer to this area.



The following section of the Report focuses on existing conditions about parking supply, occupancy, and operations. Parking is addressed first in the Report because it occupies a significant portion of Downtown land and provides opportunities for better efficiency and additional activities, off street and at the curb, which help achieve the 15-minute walkable urban neighborhood.

Parking Supply and Occupancy

The current downtown parking supply exceeds 12,000 spaces.

- An estimated 8,000 of these spaces are in privately owned off-street lots and garages
- The City owns and manages approximately 4,000 spaces in on- and off-street locations (Table 3).

Parking occupancy on- and off- street is typically moderate, as shown in Table 1 for on-street parking. This is well below the industry standard of 85% occupancy threshold, which indicates a congested parking supply where drivers circulate to find an empty space to park.[1] On any given day and at most times throughout the day, downtown Vancouver has thousands[2] of unused parking spaces. Despite occasional, geographically isolated peaks of parking use, such as at the Waterfront and the Southeast area around Esther Short Park during the weekend Farmers Market (Table 1), the need for more parking in downtown Vancouver is insignificant.[3]

Preliminary Conclusions

- The survey results presented in Tables 1 and 2 do not support the often-expressed assumption that downtown needs more parking.
- Event- and visitor-based surges in City parking demand are typical of most active downtowns where parks and meeting spaces have programmed events. Vancouver's parking occupancy numbers indicate that the parking supply is adequate even at peak use periods.
- The number of unoccupied spaces during most days and times suggests that existing parking could be better used. For example:
    - It is reasonable to assume that people can typically park several blocks away from an event and walk or use non-auto transportation modes that are available today and are expected to increase over the coming years.
    - The City could quickly and proactively direct the public to under-used parking by increasing awareness of parking near event venues and other destinations. This could be done by investing in improved information resources, signage, and wayfinding.

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[1] "A parking facility will be perceived as full at somewhat less than its actual capacity, generally in the range of 85 to 95 percent occupancy. [The range is because regular or repeat users, such as office employees, learn where spaces are likely to be available at a particular time of day and thus require less of an extra cushion than unfamiliar users.]" (Smith, Mary S. *Shared Parking*. 3rd ed. Washington, DC: Urban Plan Institute, ICSC, and National Paring Association, 2019, p. 15). As we are largely dealing with the public parking supply, which is mostly unassigned and geared towards transient users, it's best to use 85%. 75% is then an incremental reduction to denote heavy use but not yet congested conditions.

[2] The highest average on-street occupancy of 62%, measured on Wednesdays during January-March 2024, means that on average over 1,590 spaces were occupied and approximately 980 spaces were unoccupied (Table1). Accessible private parking (Table 2) exceeds 7,680 spaces, and highest occupancy was counted at 63%.

[3] The next section, Waterfront and Municipal Lot 3 Parking Occupancy states that two new garages of 800 and 1,200 spaces are expected to open within months and 369 spaces in Municipal Lot 3 are expected to close in early 2024. These changes are not included in the current supply listed in this Report but will be tracked as they occur along with other future changes.

- Shared parking agreements between private lot/garage owners and the City could distribute existing parking supply or reallocate that asset by:
    - Making some private existing parking available to the public.
    - Making some private existing parking available to certain nearby developments that have parking needs.
- Transitioning some existing private parking into other uses, such as new housing development.
- Transitioning some public on-street parking into people-serving uses such as bike racks or outdoor dining parklets.

Waterfront (City and Private) and Municipal Lot 3 (City) Parking Occupancy

Waterfront on-street parking occupancy frequently exceeds 90% (Table 1). During peak hours, people may circulate for a considerable time to find available on-street or off-street spaces. The Waterfront is expected to see continued growth in the near future:

- In late summer 2024, an 800-space garage at Grant Street and Columbia Way will open, and a 1,200-space garage is expected to open at Terminal 1 in the coming months.
- Several existing surface parking lots are for sale as of Summer 2024. They will likely be developed, reducing the parking supply.

Municipal Lot #3 has 369 parking spaces and is located at Sixth and Esther Streets in the Southeast area of downtown. It, along with other nearby parking, serves the Farmers' Market and events in Esther Short Park, the Hilton, and the Convention Center. Lot #3 will close in late 2024 as the Waterfront Gateway development project moves into site preparation and construction.

- On weekdays, this lot is open only to City staff, who will use other resources when the lot closes.
- On weekends, Vancouver Farmer's Market vendors and patrons use (and often fill) Lot #3.
- The Vancouver Farmers Market is currently seeking to secure alternative parking options nearby.

Preliminary Conclusions

The Waterfront and the Southeast Area of downtown listed in Table 1, below, are premier destinations in Vancouver and the City should:

- Continue to monitor parking occupancy and track user data.
- Use tools at its disposal, such as on-street parking pricing to:
    - Redirect parking demand to adjacent areas with significantly lower occupancy.
    - Encourage alternative modes of transportation to the Waterfront and Southeast areas.
- Identify Opportunities:
    - Negotiating shared parking agreements with private owners who have underutilized parking.
    - Improving transit/bike access downtown.
    - Developing a circulator, such as a mini vehicle, to enhance and enliven mobility in downtown
    - Branding downtown as a walkable neighborhood.

On-Street City Parking

Table 1 On-street public daytime parking occupancy* by downtown subarea, January-March 2024

Location	Average Occupancy			
	Wednesday	Saturdays	Sundays	Space Count
Northeast	55%	53%	40%	551
Southeast**	75%	77%	62%	360
Waterfront – SW	90%	90%	88%	200
Southwest – Event	46%	58%	40%	427
Northwest	47%	24%	16%	416
Uptown	61%	64%	59%	616
Whole System	62%	61%	51%	2,570

*Counts conducted by the City of Vancouver Parking Services. The City regularly counts occupancy on a subset of the total Downtown on-street parking supply; the 2,570 spaces in the counts are fewer than the total Downtown supply.
** Southeast includes Esther Short Park, the Hilton Hotel, and the Convention Center, where many events occur.

The City manages all downtown on-street parking. On-street parking occupancy in 2024 ranged from 51% to 62%, depending on the day of the week. This is well below the industry standards of 75%, which signifies heavy utilization, and 85%[4], which suggests parking for congestion and the need for potential users to circulate to find parking. The highest average on-street occupancy outside the Waterfront is 62%, measured on Wednesdays during January-March 2024. This means that, on average, over 1,590 spaces were occupied and approximately 980 spaces were unoccupied.

Preliminary Conclusions

- Current low on-street occupancy rates suggest that there is ample on-street parking downtown and that most users will be able to find parking within a few blocks of their intended destination.
- The City should consider strategies to redistribute parking occupancy from higher occupancy areas, such as the Waterfront, to underutilized areas.
- The low occupancy rates also suggest that the City could consider strategies that address diverse, curbside use for activities other than parking:
    - On-street dining or entertainment parklets
    - Bike parking racks and lockers that are easy to use
    - Loading and unloading for transit such as C-TRAN busses
    - People-centric streetscape or greenspace features
- The number of designated ADA spaces is low (24 on-street within the PMA). However, people with ADA placards may use any metered on-street space in the City for free.
- The imbalance of on-street parking occupancy, with hot spots and cold spots, suggests that the City could consider various strategies to redistribute parking throughout the downtown district such as:
    - A more formal, geographic pricing model with a “core” zone where demand is high, and users are charged a premium and a less expensive “edge” zone where demand is low. (The City’s recent price increase for high-demand street parking in the Waterfront shows that the City is already increasing rates when occupancy is regularly over the 85% threshold. (The City maintains parity

[4] See reference in footnote 1.

with private sector parking rates, too, and both high use and parity were motivations for the recent rate increase.)

- The implementation of tier-based pricing is another option that would give customers more flexibility and control over how long to park a car. Tier-based pricing allows full-day parking with the price per hour increasing over time with two-hour stays at regular rates.
- Geographic "core and edge" and tier-based pricing can work in tandem to send clear cost signals to users, encourage them to use the parking option that best meets their needs, and "park once"[5] downtown and walk between destinations.

Off-Street, Private Parking Occupancy

Table 2 Off-street private daytime parking occupancy in Downtown, April 18 and 20, 2024[6]

Location	Parking Supply			Occupancy: Thursday, 4/18/24			Occupancy, Saturday, 4/20/24		
	All Spaces	ADA	EV	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.
Central Downtown	1655	44	4	48%	49%	28%	25%	22%	19%
Columbia West Renaissance	1062	28	24	48%	63%	39%	28%	37%	53%
Esther Short	1087	53	0	59%	46%	43%	26%	25%	15%
Mill Plain Couplet	741	30	0	43%	44%	38%	21%	26%	24%
Uptown Village	1409	56	6	54%	51%	49%	33%	32%	30%
Westside Government	1733	43	0	52%	63%	50%	17%	30%	23%
Total	**7687**	**254**	**34**	**51%**	**53%**	**41%**	**25%**	**29%**	**27%**

According to an inventory prepared by Walker Consultants in April 2024, downtown has more than 7,500[7] off-street, private parking spaces. Key findings from the canvassing effort include:

- Off-street parking is greatly oversupplied throughout downtown. (See Table 2.)

[5] "Park once" is a common term in the parking industry used to mean creating parking options that may be several blocks from a person's destinations. They are convenient to use, and people are willing to walk to and from because wayfinding is logical, pricing is fair, and walking in the urban environment is enjoyable and stimulating. It is also sometimes called "walkable parking" and is often located in public, on-street parking sites on the periphery of a Downtown core. The new parking structure that will soon open in the Waterfront is an example of a private "park-once" location. People will be able to use this parking structure and then walk among numerous Waterfront and Downtown destinations.

[6] The weather during the counts was sunny and in the 70s. The Farmer's Market was active on Saturday, April 20, 2024.

[7] The project team counted readily accessible parking locations that were not restricted or hidden behind gates, locked garage entrances, or other access controls. Uncountable locations included, and are not limited to, the Hilton Hotel, Heritage Place Condominiums, and several hotels and apartment buildings on the Waterfront. The team estimates these uncounted locations hold 600-1000 parking spaces.

- Occupancy varies widely, including lots above 85% use [8] on the Waterfront and in select areas[9] elsewhere downtown. Many other lots and entire subareas never exceeded 50% use.
- Saturday was significantly less busy than Thursday, likely due to less work commuter parking.
- Several private lots were over 85% on Saturday[10] around the Farmer's Market and Waterfront.

Preliminary Conclusions

- Low to moderate occupancy suggests that many off-street parking lots could be candidates for development projects and/or shared parking agreements with the City.
- New housing, commercial, and mixed-use projects may be especially feasible if parking requirements are reduced and shared parking in nearby off-site locations is accepted by the marketplace, consumers, investors, and financiers.

Parking Payment Technology and Permits

The City has numerous uses and practices for parking and curb management. These are briefly described here to document existing conditions and the potential for improved or modified systems.

On-Street Public Parking Payment

On-street, public parking can be purchased using:

- The Parking Kitty smartphone app (Passport Parking systems), credit card, and cash pay stations that offer pay-by-plate (using Flowbird systems)[11]. City staff notes that roughly two-thirds of parking payments occur through the Parking Kitty app and one-third through the pay stations (Flowbird) and coin meters.
- Roughly 120 coin-operated meters remain on the downtown edges. The coin-operated spaces can also be purchased using Parking Kitty. The City is gradually replacing the coin meters with digital pay stations (Flowbird).

Preliminary Conclusion

- The use of a single smartphone app and physical pay stations at the curb and in the Park ‘n Go garage should serve the City well into the future. They can host different pricing models, enabling the City to respond to changing market prices and customer-accepted technology.

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[8] See footnote 2

[9] There are no definitive patterns of congested use other than at the Waterfront and during the event surges in the Southeast area of Downtown. For example, there are individual scattered lots with heavy use but no patterns of heavy use overall. The central business district has moderately high use during the weekday, as shown by Thursday counts, but still has available spaces. Even the Farmers’ Market surge was localized and not throughout Downtown.

[10] The off-street parking occupancy table does not include Municipal Lot #3, which is owned and operated by the City of Vancouver and made available for Farmers Market users on Saturdays and Sundays. On Saturday, April 20, 2024, it was highly occupied. More details about Lot #3 are provided in the full Existing Conditions Report.

[11] The City contracts for both Passport and Flowbird systems to provide customer choice and convenience and internal operating efficiency.

City-Offered On-street and Lot Parking Permits

The City sells monthly public parking permits in designated off-street lots or on-street locations. These permits offer an "all-you-can-park" option for a flat, monthly rate within the location and time restrictions of each permit. The City sells over 1,000 permits in a typical year.

The "all-you-can-park" feature of this permit directly conflicts with City policy to encourage non-driving and discourage driving and parking. Currently, a permit provides unlimited parking for the month. The more the permit is used, the lower the per-hour cost of parking. If the permit holder parks most business days of the month, the current permits are less expensive than buying daily-rate parking, so they have no incentive to switch some trips to transit, bicycle, or other non-car modes.

Preliminary Conclusion

- A discounted permit does not conform with City policy. The City should replace the current permit with one that incentivizes transit or bicycle use on a per-trip basis.
- The City could consider parking permits for low-wage employees working downtown.

Curb Management

Broadly defined, curb management is the practice of overseeing a wide range of street and curb use apart from the traditional and default use of curbside parking.

Vancouver's curbs are primarily used for parking; however, some downtown curbs are currently used for bike lanes, bike parking, bus stops, outdoor dining parklets, streetscape features, and other uses. These newer curb uses directly support City policy goals and benefit the evolving focus on downtown as a place for people. They could be expanded to selected curb locations.

Preliminary Conclusion

- Several factors suggest that the City is in a strong position to consider formalizing and expanding existing curb uses:
    - Expanding curb uses helps implement policy goals for a livable, walkable downtown
    - Current public acceptance of a range of curb uses such as parklets.
    - Public support for increasing bicycle lanes
    - Bicycle parking downtown (addressed in the next section of this Report)
    - Need for spaces for people with disabilities
    - Selected spaces are available to be repurposed because parking is over-supplied.

This concludes the first section of the Existing Conditions Report with its focus on parking. The data revealed significant parking oversupply that can be repurposed from lots, structures and curbs to help achieve the policy goals for a livable downtown focused on people.

The following section presents a forward-looking assessment of car-free access and mobility networks and C-TRAN service to and within downtown. In many cases, these networks are incomplete today. This section focuses on completing networks to truly enable safe travel without cars.

Access and Mobility Networks and C-TRAN Service

Summary of Existing Plans and Projects

Many past and ongoing planning efforts address access in and around the downtown for several modes. These plans are named in attached Appendix C. Common themes among the plans include policies to support:

- Increasing the proportion of people walking and bicycling
- Building infrastructure for complete trips to help people who are walking, biking, and rolling more easily navigate barriers to and within downtown Vancouver including:
    - The Columbia River
    - Burlington Northern & Santa Fe (BNSF) railroad tracks
    - Interstate Highway 5 (I-5)
    - Large arterial roads, such as Mill Plain Boulevard and Fourth Plain Boulevard
    - The Interstate Bridge Replacement Project that is expected to increase multimodal access to the downtown

Today, 87.4% of trips to, from, or within downtown Vancouver are by private vehicle (drive alone or carpool), compared to 7.9% walking, 1.2% biking, and 1.7% transit, according to U.S. Census data. City climate and transportation policies seek to increase the percentage of all trips that use transit, bicycle, or other transportation modes to reduce car trips. The infrastructure needed to persuade people that walking and bicycling are safe and convenient is summarized in the next sections under this Active Transportation and Transit Systems heading.

Pedestrian Network

Most of downtown has wide sidewalks, with the widest sidewalks concentrated near the Main Street corridor from Fifth Street to Fourth Plain Boulevard. Parts of downtown to the west tend to have narrower sidewalks and gaps in sidewalk continuity. The most significant sidewalk gap is on the north side of Mill Plain Boulevard between downtown and Liberty Park at 30249 Thompson Avenue, which is just beyond the railroad tracks that mark the western border of downtown.

The City has completed updates to many downtown curb ramps in recent years and recognizes this as an essential component of overall accessibility. One representative of Vancouver's disabled community commented that smoothing the path for wheelchairs smooths the path for parents with strollers, kids on small bikes, roller-skaters, and pedestrians who want to walk at night in the rain.

Preliminary Conclusion

- Complete an accessible pedestrian network
    - That provides safe, predictable, highly navigable surfaces for all users and maximizes travel for people with disabilities, adults with strollers and children, and others.
    - To achieve City policy goals of a walkable downtown where more trips are on foot.

Bicycle Network

The existing downtown bicycle network comprises several key east-west and north-south routes. They connect the downtown core to the Hough and Arnada residential areas to the north, the Waterfront to the south, the National Historic Reserve to the east, and the Amtrak Station to the west.

The strength of the existing network relies on separated bike lanes and multiuse paths that navigate significant access barriers to downtown (these barriers are listed above under Active Transportation and Transit Systems). While City transportation policies envision bikeways on many downtown streets, some planned segments have not been built.

A few major east-west arterials connect downtown to the rest of the city, such as Evergreen Boulevard, Mill Plain Boulevard, McLoughlin Boulevard, and Fourth Plain Boulevard. Implementing separated bike facilities on these corridors will be critical to increasing bike access to downtown.

Bike share programs can benefit people seeking quick ways to get around downtown without a vehicle and could be considered when there is market support for using the service and a framework for its operation on city streets. Studies show bike share can slightly reduce vehicle congestion.[12]

Preliminary Conclusion

- Complete the downtown bicycle network envisioned in City transportation policy:
    - Include separated bike lanes that increase safety and thereby encourage more segments of the population to bicycle on routes connecting downtown to areas adjacent and beyond.
    - Consider using downtown curb space to accommodate bicycle facilities, encouraging more casual and new riders as well as experienced bicyclers.
    - Support City policy goals of encouraging bicycle trips rather than car trips with a completed bicycle network.

Bicycle Parking

The project team's field observations show that publicly accessible short-term bike racks vary widely in type, and publicly accessible, secure long-term bike parking options are limited to BikeLink lockers.[13] Most of the existing newer racks are usable rings, traditional inverted U's, or "staple" racks. Many of the older racks do not provide easy locking geometries or adequate spacing from other street elements and should be considered deficient. Except along Main Street and the Waterfront, bike racks are not consistently available or conveniently located downtown. Facilities that connect bike trips to other travel modes, including major bus stops, Vine (Bus Rapid Transit lines) stations, the Amtrak station, and other public parking facilities, lack short- and long-term bike parking.

[12] The U.S, Department of Transportation estimates the bikeshare system in Washington, D.C. reduced traffic congestion by three to four percent. https://www.itskrs.its.dot.gov/2020-b01452

[13] BikeLink, a private company, offers a few bike lockers Downtown now and a nationwide network with over 300 locations.

Preliminary Conclusions

- Replace bike racks that are hard to use and add racks and lockers in high-visitation areas of downtown to expand the functional usability of the bicycle network. Incorporate this where appropriate and consider for bike facilities that use downtown curb space.
- Standardize bicycle parking equipment.

C-TRAN Service and Transit Frequency Analysis

At all times of day, the corridors with the highest C-TRAN service frequency are along the Vine (Bus Rapid Transit, or BRT) routes. These routes connect downtown to east Vancouver via East Plain and Mill Plain Boulevards. In downtown, these routes stop on Broadway and Washington Streets in the eastern half of downtown. A large portion of downtown is within a quarter mile walk of one of these stops. In 2027, C-TRAN expects to open a third BRT line connecting downtown with the Highway 99 corridor.

Both Vine routes run every 15 minutes or less during core hours of the day (approximately 7 a.m. to 8 p.m. on weekdays and 9 a.m. to 8 p.m. on weekends). According to the industry standard, headways under 15 minutes are ideal for people to use a transit service without needing to refer to a schedule for every trip. Frequent schedules allow people at a bus stop to expect a short wait time on average.

Preliminary Conclusion

- Encourage and measure bus ridership with a focus on the:
    - Two relatively new and one planned Vine Rapid Bus Transit routes that offer 15-minute or better frequency for commuters.
    - Use of other downtown bus lines that can minimize car trips, especially for residents.

Active Trip Potential

Alta Planning + Design, a consultant partner for the Parking Plan, completed the Active Trip Potential (ATP) analysis in 2024 for the “Our Vancouver” Comprehensive Plan Update. The results show that downtown Vancouver has a high share of vehicle trips under five miles. There is a moderately high potential for increasing the number of trips made by walking, bicycling, and transit. The five-mile distance is manageable on bicycle and even on foot for some people. This potential can be realized if the pedestrian and bicycle networks exist as discussed above, with:

- Continuous, safe, quality routes
- Easy navigation, especially across barriers like major arterials
- Safe, easy-to-use facilities at the beginning and end of trips, such as connections to transit and bike storage
- Discourage driving with higher parking costs and less abundant parking

The highest number of potential active trips is in the eastern part of downtown. However, the northwestern part of downtown has the highest share of potential active trips since 46% to 60% of vehicle trips have a length of five miles or less coming into and leaving downtown.

Downtown Vancouver generally has a lower ATP than the inner-ring suburban neighborhoods but a higher ATP than the outlying areas. This is likely because downtown has many destinations that don't require long vehicle trips with the need to move the car to a new parking space, and people are currently walking and biking for short trips downtown.

However, converting active trip potential to real trips without car use is considered highly correlated to improving and completing infrastructure that increases safety, such as the pedestrian and bicycle networks and bike racks addressed in the preceding paragraphs.

One example of non-car travel is the local circulator, Ryd, which served downtown Vancouver pre-pandemic. During the public participation process for this Plan, downtown stakeholders called out the former Ryd service and believed it helped encourage people to drive less between nearby downtown destinations.

Preliminary Conclusions

- Address the opportunity to increase the percentage of non-car trips to and around downtown among existing downtown stakeholders in combination with completing the pedestrian and bicycle networks and including bicycle racks and lockers.
- Focus on the eastern and northwestern neighborhoods of downtown to convert existing car trips to non-car trips.
- Support denser housing and businesses along the Bus Rapid Transit lines.[14]
- Focus on populations along the Vine Bus Rapid Transit lines.
- Explore and possibly reintroduce a downtown circulator shuttle as a mobility option.

This concludes the Existing Conditions Report section entitled Access and Mobility Networks and C-TRAN Services. It shows a critical need to (1) complete walking and bicycling networks; and (2) dramatically increase people's use of these networks and the existing and expanding C-TRAN service.

[14] The City and its community and development partners aim to create The Heights, a mixed-use neighborhood east of Downtown along Mill Plain Boulevard. It will anchor a walkable, transit-oriented community where people don't need a car to get around, are connected to Downtown with a Vine Bus Rapid Transit line and will have more transportation choices that don't require car ownership when The Heights development is completed.

The following section of the Existing Conditions Report summarizes findings of Public Participation completed between March and July 2024. This data provides an initial understanding of attitudes and choices about transportation today. It is the benchmark data from which change can be measured as the Access, Mobility, and Parking Plan is implemented in the years ahead.

Public Participation

Transportation-related choices in Vancouver and most American cities are car-centric. To help define the gap between car-centric attitudes today and the car-free choices Vancouver policy seeks, the public participation process documented attitudes and behaviors among three target groups by:

- Reaching over 2500 people with an online survey to gauge attitudes of the public
- Listening to over fifty people across different stakeholder groups who work, live or frequently visit downtown:
    - People with disabilities
    - People in the hospitality industry, assembled by Visit Vancouver
    - Participants in the ongoing downtown Stakeholder Forum, jointly hosted by the downtown Vancouver Downtown Association and the City
- Discussing existing conditions with appointed City bodies:
    - Parking Advisory Committee (PAC)
    - Transportation and Mobility Commission (TMC)
    - City Center Redevelopment Authority (CCRA)

The record of these comments is presented in Appendix D: Public Participation Report and is summarized here.

There was a clear and expected difference between responses from the public and responses from stakeholders and members of appointed City bodies. The broad public, whose opinions were captured in a survey that skewed heavily toward stakeholders who neither live nor work downtown,[15] generally supported traditional driving and parking choices, while the small stakeholder groups and members of City committees and boards were more aligned with City goals, such as walking, outdoor dining, reducing car trips to decrease harmful climate impacts, and anticipating a dense urban downtown. The next paragraphs illustrate this difference.

Public survey responses showed the greatest support for downtown policy initiatives in the following numbers: curbside dining was desirable to 45.2% of respondents, and street safety features that could replace curbside parking were desirable to 38.7%.

General community support for active transportation choices that did not include a personal vehicle was recorded during the Transportation System Plan (TSP) outreach in the early 2020s. Respondents valued these choices because they were “safe,” “earth-friendly,” and especially useful if they offered “reliable travel times.”

Participants in small group discussions and in City committee and board meetings spoke with much greater awareness of existing conditions and city policy regarding climate, transportation, and downtown development. Participants were generally aligned with City policy, helpful in pointing out challenges, and in some cases,

[15] In addition to the significant overcount of responses from respondents who do not live or work in downtown, homeowners were also overrepresented in the survey, with 75% of responses from homeowners and only 21% of responses from renters. Currently, more than 50% of Vancouver households live in rental units.

advocating for city policy and many of the potential conclusions listed in this Existing Conditions Report. Comments from this group included:

- The parking oversupply is a clear indication that the construction of new public parking is not justified.
- The practice of "parking once" on the outskirts of downtown and walking to one or more destinations is proven and successful in many cities and creates a desirable, less vehicle-reliant environment.
- The City's understanding of parking across all of downtown could be helpful to property owners who want to better use their partly empty lots and garages.

Preliminary Conclusions

- A core group of the public that is informed about downtown and City policy direction is generally aligned with this direction and prepared to support and advocate for same. These individuals are, in many cases, already volunteers on behalf of the City or partner organizations Visit Vancouver and Vancouver Downtown Association. They and their organizations are invaluable in partnering and networking throughout the community.
- The public at large is unfamiliar with City policy on climate, transportation, and downtown and might be more receptive to non-car choices if fully informed of options and accessibility.
- A broad effort to reach people and encourage car-free choices is critical. It could include:
    - Messaging
    - Incentivizing
    - Increasing cost of driving and parking

Summary

This Existing Conditions Report is the first deliverable of the Access, Mobility and Parking Plan, due to be completed in the Fall of 2024. The Report includes findings that benchmark the starting point of this work and preliminary conclusions that foreshadow anticipated recommendations in the final Plan. The work is intended to advance City policy on climate, transportation and the evolution of downtown and addresses the anticipated major growth in population, housing and jobs.

The Existing Conditions Report clearly indicates:

- The oversupplied public and private parking is a significant asset that can be repurposed to more efficient or more appropriate use in a developing urban context.
- Opportunities to improve efficiency and customer experience accessing and parking in downtown are achievable with the existing parking assets and technology already in use and accepted by the public
- Significant portions of mobility networks are already in place and needed gaps are defined.
- C-TRAN service, especially the Vine BRT routes, are poised for increased ridership.
- Three major needs must be addressed:
    - Complete transportation infrastructure systems
    - Encourage and motivate choices for car-free travel
    - Repurpose sites off-street and at the curb that are currently over-supply parking
- Engaging City departments, partner organizations, stakeholders, and the public is critical to transforming downtown into a place for people, propelling downtown Vancouver's evolution, and achieving the policy goal of creating a livable, walkable, and high-functioning urban center.

Attachments:

Appendix A: Parking Supply and Occupancy
Appendix B: Existing City Parking Programs
Appendix C: Existing Access and Mobility Systems
Appendix D: Public Participation Report
Appendix D: Existing Conditions Photos

Appendix A: Parking Supply and Occupancy

Public Parking Inventory

The downtown public parking inventory is summarized in Table 3 below. Figure 2 is a map of the geographic subareas, including the entire Parking Management Area and several areas north of Mill Plain Boulevard, labeled "Outside," that are enforced by Parking Services but do not require payment for hourly use.

Table 3 City-operated public parking inventory - inside and outside the Parking Management Area

	VCCV Subdistrict	Parking Space Quantity		
		Street	Municipal Lots	Total
Within PMA	Uptown Village	379		379
	Government	949		949
	Central Downtown	1,696	181	1,877
	Downtown Event	328	520	848
	Columbia West Renaissance	344		344
	PMA Total	**3,696**	**701**	**4,397**
	Outside PMA	3,131		3,131
	Total	**6,827**	**701**	**7,528**

Of the 4,397 parking spaces in the Parking Management Area (PMA):

- 3,258 spaces are enforced for payment from 8 a.m. to 6 p.m., Monday-Saturday; all spaces are subject to enforcement for parking codes as needed up to 24 hours/day; the majority of the 800 spaces in garage lot 18 are subject to enforcement all hours all days; and1,028 spaces in residential areas that require no payment are enforced as needed.
- 2,091 spaces use hourly payment, and 2,306 are available for permit holders with no hourly rate.
- 24 are designated for persons with ADA placards.
- 369 spaces in Municipal Lot 3 are included in the Downtown Event counts but will be closed in late 2024.

On-Street Public Parking Occupancy

The City's Parking Services Department began tabulating on-street parking occupancy in central parts of downtown in Fall 2023 as part of a long-term effort to monitor usage. The project team analyzed these data from August 2023 through early March 2024. The exact dates of the counts are listed below each table. Counts occurred during the payment-required period on Wednesdays and during peak hours on Saturdays and Sundays, which otherwise do not require payment. The City has been conducting parking occupancy counts on only a subset of the full supply. Thus, the space counts in Tables 2 and 3 do not reflect the entire PMA/VCCV on-street parking supply. The subareas shown on the map (Figure 2) also show parking enforcement routes created by Parking Services.

Table 4 On-street public daytime parking occupancy by subarea, August-December 2023

Location	Average Occupancy			
	Wednesday	Saturdays	Sundays	Space Count
Northeast	55%	48%	44%	551
Southeast	84%	69%	62%	363
Waterfront – SW	60%	60%	56%	206
Southwest – Event	63%	51%	44%	427
Northwest	38%	28%	25%	416
Uptown	34%	34%	25%	616
Whole System	55%	48%	43%	2,579

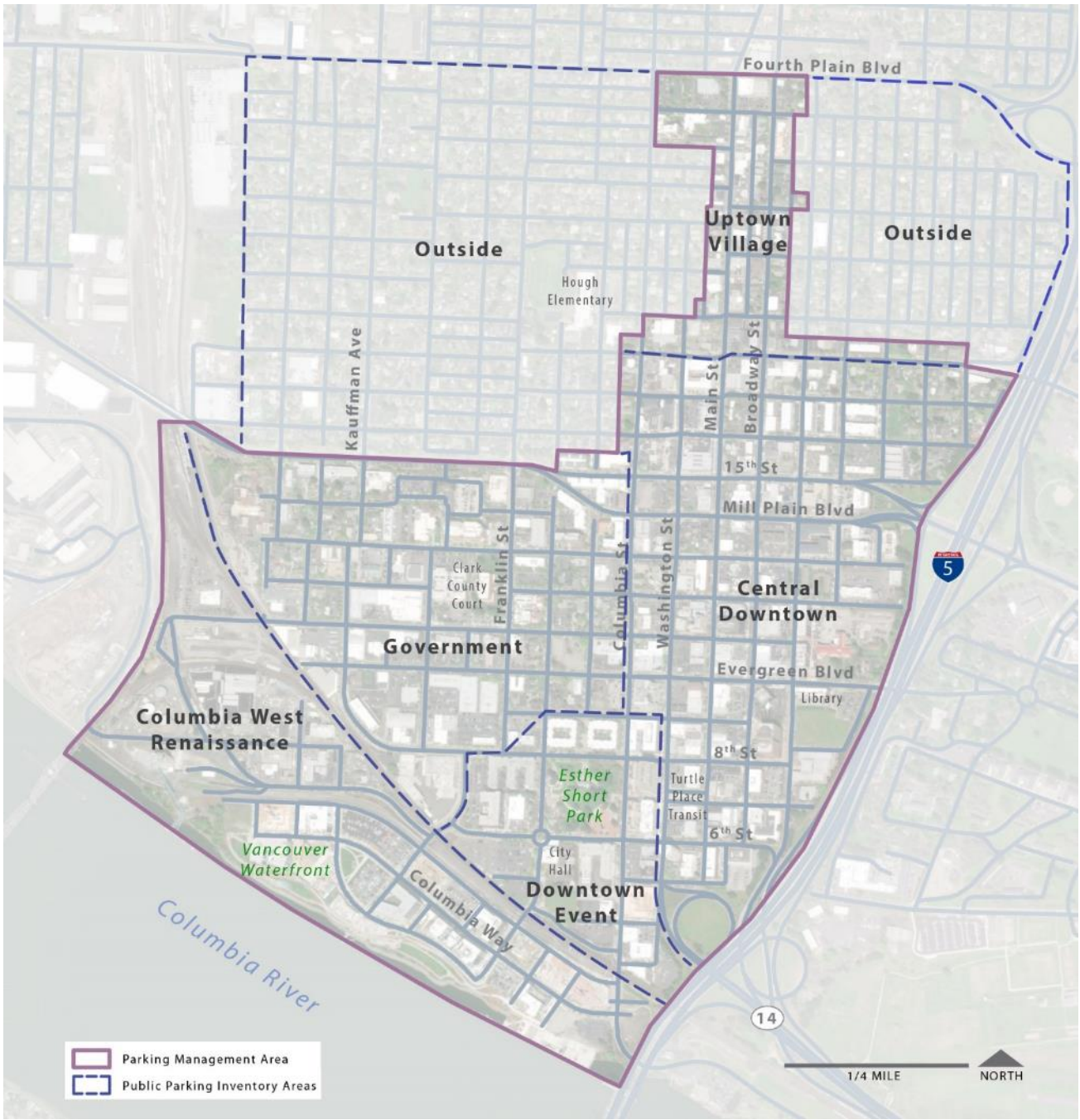
*Preliminary analysis. Data collected by the City of Vancouver. Data collection is not exhaustive of all downtown public on-street parking.
2023 collection dates include:
Wednesdays – 11/1, 11/8, 12/20, 12/27
Saturdays – 8/26, 9/2, 9/16, 9/23, 9/30, 10/7, 10/14, 10/21, 10/28, 11/4, 11/11, 11/18, 12/2, 12/9, 12/16, 12/23, 13/30
Sundays – 8/20, 8/27, 9/3, 9/10, 9/17, 9/24, 10/1, 10/8, 10/15, 10/22, 10/29, 11/5, 11/12, 11/19, 11/26, 12/3, 12/10, 12/17, 12/31
*Please note that not all locations were counted on each date.

Table 5 On-street public daytime parking occupancy by subarea, January-March 2024

Location	Average Occupancy			
	Wednesday	Saturdays	Sundays	Space Count
Northeast	55%	53%	40%	551
Southeast	75%	77%	62%	360
Waterfront – SW	90%	90%	88%	200
Southwest – Event	46%	58%	40%	427
Northwest	47%	24%	16%	416
Uptown	61%	64%	59%	616
Whole System	62%	61%	51%	2,570

*Preliminary analysis. Data collected by the City of Vancouver. Data collection is not exhaustive of all downtown public on-street parking.
2024 collection dates include:
Wednesdays –1/3, 1/31, 2/7, 2/14, 2/21
Saturdays – 1/6, 1/20, 1/27, 2/3, 2/10, 2/17, 2/24, 3/2
Sundays – 1/7, 1/21, 1/28, 2/4, 2/11, 2/25
*Please note that not all locations were counted on each date.

Figure 2 Map of the subdistricts used by the City of Vancouver for on-street parking occupancy counts



Overall, parking occupancy was moderate. Wednesdays were the fullest count day, with Saturday being lower and Sunday the lowest use day. Occupancies rarely exceeded 85%, which is the industry occupancy standard[16] used to determine if on-street parking becomes difficult for a user to find a space.

There are significant occupancy differences across subregions. Southeast, which includes Downtown between approximately Mill Plain, Daniels, 4th and C streets, experienced occupancy between 75-85% on Wednesdays and

[16] (Shoup, Donald. *The High Cost of Free Parking.* New York, NY: American Planning Institute, 2011, p. 263).

60-70% on weekends. The Waterfront—Southwest subareas regularly exceeded 85%, which aligns with anecdotal evidence that this is the busiest parking area in Downtown.

Note that the on-street occupancy data covers from August 2023 to March 2024. The Farmers Market operates on Sundays only from April to October. Thus, most Sundays counted in on-street occupancy are not Farmer's Market days. Sunday occupancy in the summer when the Farmers Market operates (and Downtown event and leisure activity is generally higher overall) could be higher than the 43% measured from August to December 2023 and the 51% from January to March 2024.

The public parking supply included spaces reserved for people with disabilities who display a special parking permit. There are several on-street parking spaces for people with disabilities, such as at the Vancouver Community Library on E Evergreen Blvd and C Street, and most City-run off-street lots contain reserved parking spaces for people with disabilities. While on-street spaces (both non-reserved and reserved for people with disabilities) are available for four hours free per day for people displaying the special placard, off-street regulations require the user to pay for parking if payment is required of all parking users.

Event and "Surge" Parking Demand

The Farmers Market operates April-October on Saturdays from 9 a.m. – 3 p.m. and Sundays from 10 a.m. – 3 p.m. From November to March, the Market operates Saturdays from 10 a.m. – 2 p.m. The Farmers Market organization estimates it draws over 12,000 visitors on summer weekends. Saturday occupancy in the Southwest, Southeast-Event and Waterfront subareas is higher than Wednesday and Sunday, suggesting that the Farmers Market (among other events) creates more Saturday parking demand in these locations.

Table 6 lists several Downtown events during Fall 2024 and Winter 2024. The occupancy rates on these days vary and are higher in some subareas and lower in others than the documented average. This confirms minor, geographically concentrated spikes in parking demand, but we wouldn't draw significant conclusions about event and surge parking use based on only three events.

Table 6 On-street daytime parking occupancy on selected Downtown event days

Subarea	10/21/23, Saturday Day of the Dead	12/9/23, Saturday Ugly Sweater Pub Crawl	1/6/24, Saturday Monsters Dance	Space Count
Northeast	36%	46%	28%	551
Southeast	32%	76%	79%	360
Waterfront – SW	57%	58%	90%	200
Southwest – Event	37%	34%	55%	427
Northwest	33%	34%	23%	416
Uptown	36%	54%	40%	616

Off-Street Parking Occupancy

Walker Consultants staff counted parking occupancy on most private off-street parking areas in the study area on Thursday, April 18, and Saturday, April 20, 2024. The counts covered private parking and did not include City-run municipal off-street parking areas. These counts occurred between 11 a.m. and 5 p.m. Most locations were counted twice or more each day. The team also did a smaller follow-up count of several off-street lots on Friday,

May 3, 2024, the results from which are presented in the Figure 9 map. The team did not count locations, including several access-restricted garages, that were inaccessible without a keycard or other access device or code. Most un-counted locations were parking garages within new apartments or hotels at the Waterfront or office buildings in the city core.

The total number of spaces counted was 7,687, of which 254 are marked for parking for people with disabilities and 34 for electric vehicle charging only. The team estimates that anywhere between 600 and 1,000 additional spaces were in locations that could not be accessed or counted.

Because the lots were not counted simultaneously—that is, one lot was counted at, say, 11:42 a.m., a second lot was counted at 2:55 p.m., and so on—the counts are grouped into two-hour brackets: 11 a.m. to 1 p.m., 1 p.m. to 3 p.m. and 3 p.m. to 5 p.m. The counts are presented in six subareas, shown in Table 7. These subarea boundaries were established in the Vancouver City Center Vision Plan (VCCV).

Key findings include:

- A plurality of lots were below 50% in every count, and a majority were below 75% in every count.
- Occupancies were steady and moderate throughout Downtown on Thursday, April 18. Occupancy percentages averaged from the low 40s to the low 50s overall. Central Downtown had lower occupancy from 3 p.m. to 5 p.m., and Columbia West Renaissance and Westside Government had early afternoon peaks above 60%.
- Occupancies were significantly lower on Saturday, April 20. Throughout the day, the percent occupancy rate averaged in the high 20s. Columbia West Renaissance was the one outlier, with occupancy increasing to 37% from 1 p.m. to 3 p.m. and 53% from 3 p.m. to 5 p.m. as visitors began to fill the restaurants, parks and destinations at the Waterfront.
- On April 18 and 20, Uptown Village had the most consistent occupancy across the daily periods. This may reflect steady, high-turnover parking use from the area's mix of residential and commercial uses.
- Central Downtown clearly shows a midday high-point (though only to 50% occupancy) and then tapering in the later afternoon as commuter workers leave.
- The Waterfront area (within the Columbia Renaissance subdistrict) is the only area where 85% occupancy was regularly observed, especially getting busier in mid and late afternoon. April 18 and 20 were sunny, mild and dry weather, likely leading to considerable Waterfront and Downtown visitation.
- The Westside Government subarea and the western half of the Mill Plain Couplet subarea, which both service the Clark County government offices and other destinations, contained many lots that were above 50% or above 75% occupancy on Thursday, April 18 and Friday, May 3.
- Parking was busy due to Farmers Market visitors on Saturday late morning near Esther Short Park, including Municipal Lot #3.

Table 7 Off-street private daytime parking occupancy, April 18 and 20, 2024

Location	Parking Supply			Occupancy: Thursday, 4/18/24			Occupancy, Saturday, 4/20/24		
	All Spaces	ADA	EV	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.
Central Downtown	1655	44	4	48%	49%	28%	25%	22%	19%
Columbia West Renaissance	1062	28	24	48%	63%	39%	28%	37%	53%
Esther Short	1087	53	0	59%	46%	43%	26%	25%	15%
Mill Plain Couplet	741	30	0	43%	44%	38%	21%	26%	24%
Uptown Village	1409	56	6	54%	51%	49%	33%	32%	30%
Westside Government	1733	43	0	52%	63%	50%	17%	30%	23%
Total	**7687**	**254**	**34**	**51%**	**53%**	**41%**	**25%**	**29%**	**27%**

The team also counted occupancy for Municipal Lot #3, which lies west of City Hall and is scheduled to be demolished in late 2024 as part of the Waterfront Gateway project. The City is interested in understanding the use of this lot, both by City employees during the week and Farmers Market vendors and attendees on weekends, to develop strategies to accommodate that parking demand, which is about to be displaced. Table 8 shows that Lot #3 is lightly used except for a morning and early afternoon Saturday peak during the Farmers Market.

Table 8 Municipal Lot #3 daytime occupancy, selected days of April 2024

Location	Parking Supply			Occupancy: Thursday, 4/18/24			Occupancy, Saturday, 4/20/24		
	All Spaces	ADA	EV	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.	11 a.m.-1 p.m.	1 p.m.-3 p.m.	3 p.m.-5 p.m.
Municipal Lot #3	360	8	0	20%	18%	18%	96%	79%	16%

The following maps (Figures 3 through 9) display occupancy percentage ranges for the counted locations. The counts were aggregated into two-hour brackets, such as Thursday, 4/18/2024, from 11 a.m. – 1 p.m., 1 p.m. – 3 p.m. and so on. The parking occupancies are classified into four categories:

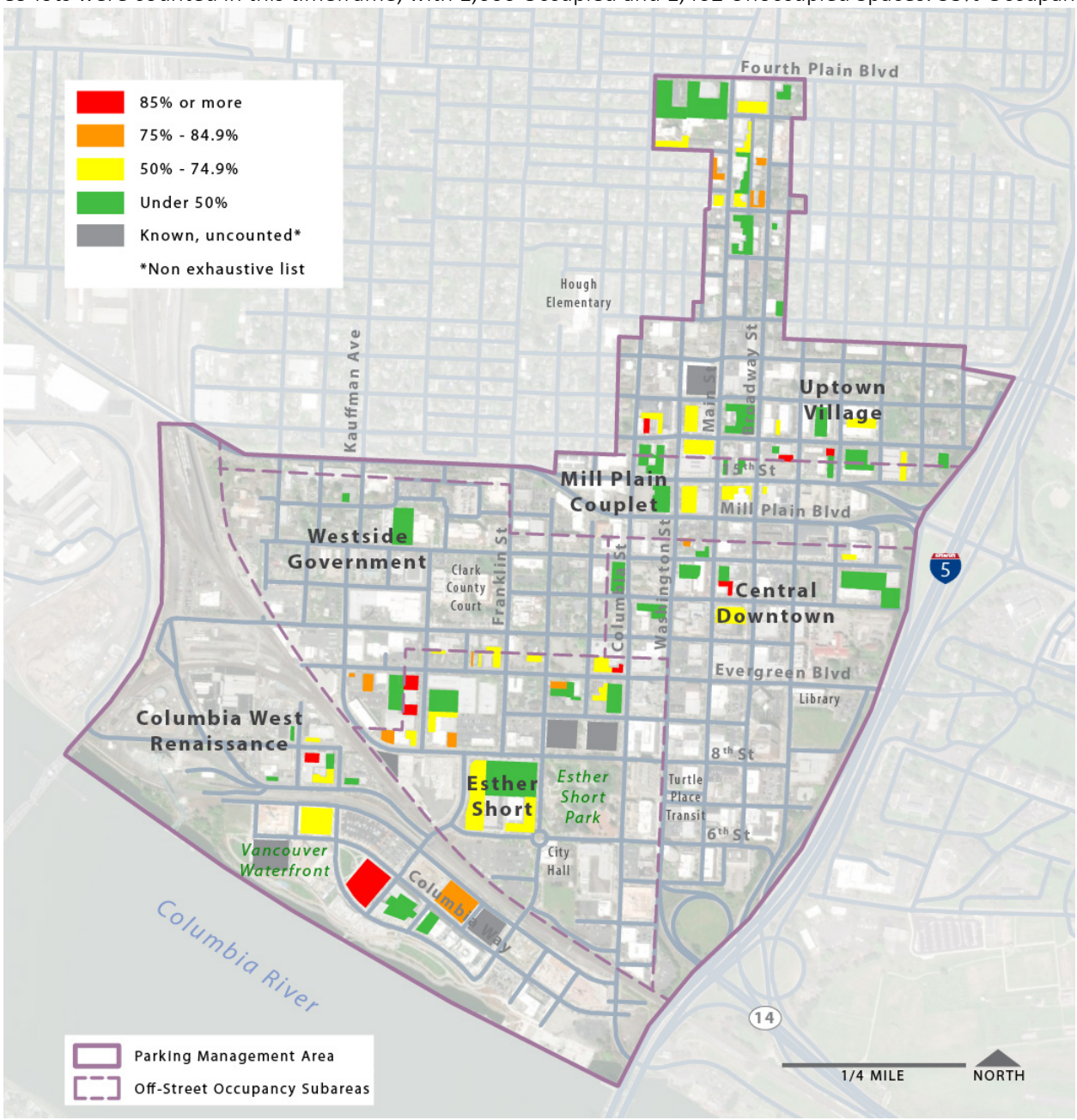
- Red: 85% or more – congested occupancy
- Orange: 75-84.9% - high occupancy
- Yellow: 50-74.9% - moderate occupancy
- Green: 0-50%– low occupancy

Only once occupancy reaches 85% or more is it functionally approaching full capacity, which means people must circulate and search for available spaces. Some parking lots can function well even when they exceed 85%

occupancy, including lots with assigned spaces or lots where the quantity of permit holders matches the number of spaces. In those cases, users are assured of finding a space. The 85% rule applies primarily to unassigned general-use parking. The following seven maps depict occupancy ranges for different lots during different periods of each counting day. Reviewed as a group, they show how much and how often parking is available at different times throughout Downtown.

Figure 3 Off-Street Parking Occupancy: Thursday, April 18, 2024, 11 a.m. - 1 p.m.[17]

89 lots were counted in this timeframe, with 1,660 Occupied and 1,462 Unoccupied Spaces: 53% Occupancy



[17] Not every location was counted within each two-hour window, so some locations are blank on each map. This note applies to all the off-street occupancy maps.

Figure 4 Occupancy, Thursday, April 18, 2024, 1 p.m. - 3 p.m.

109 lots were counted in this period, with 1,828 occupied and 1,463 unoccupied spaces: 56% use

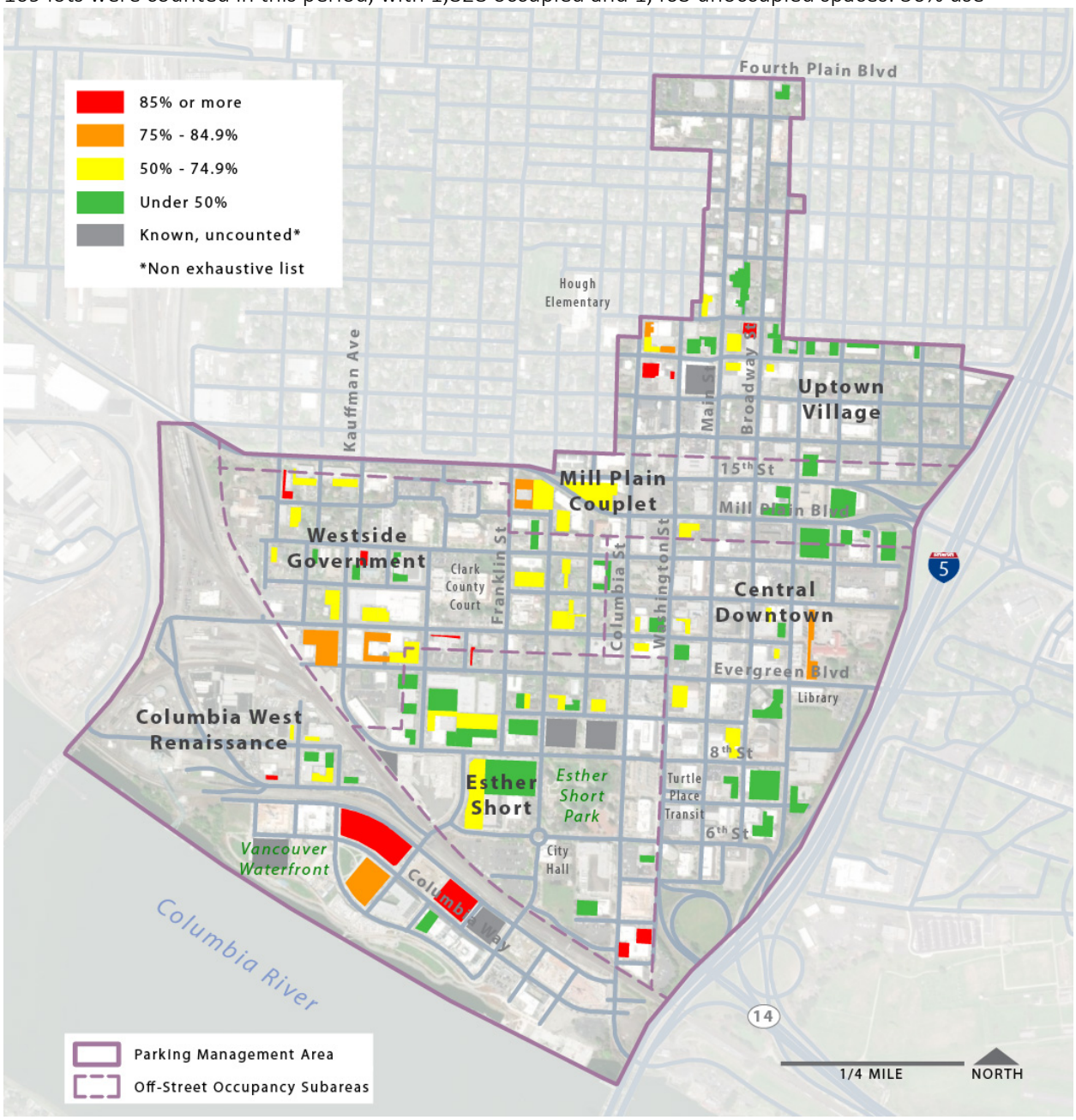


Figure 5 Occupancy, Thursday, April 18, 2024, 3 p.m. - 5 p.m.

145 lots were counted in this period, with 2,026 occupied and 2,947 unoccupied spaces: 41% use

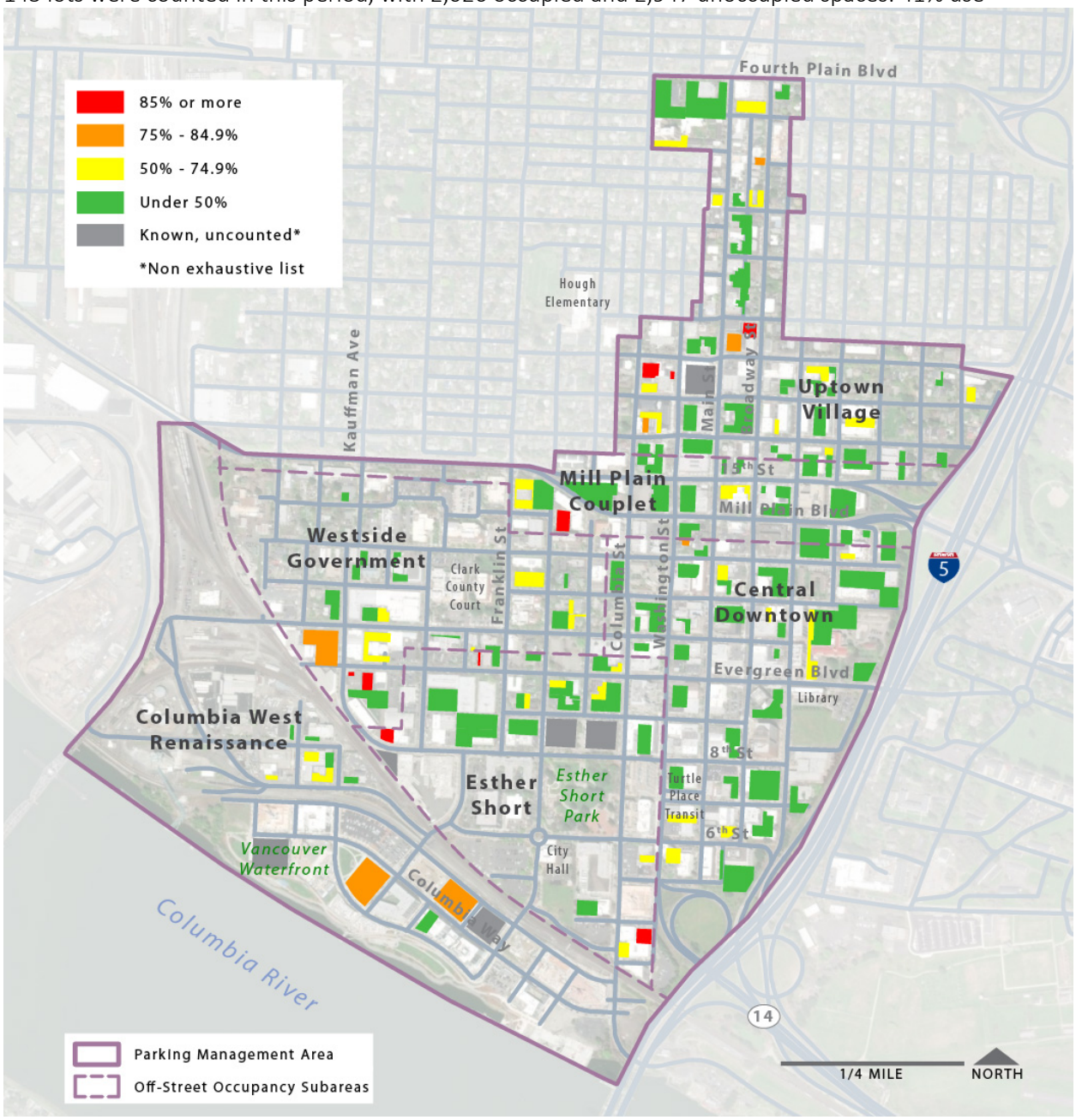


Figure 6 Occupancy, Saturday, April 20, 2024, 11 a.m. - 1 p.m.

160 lots were counted in this period, with 1,493 occupied and 3,535 unoccupied spaces: 30% use

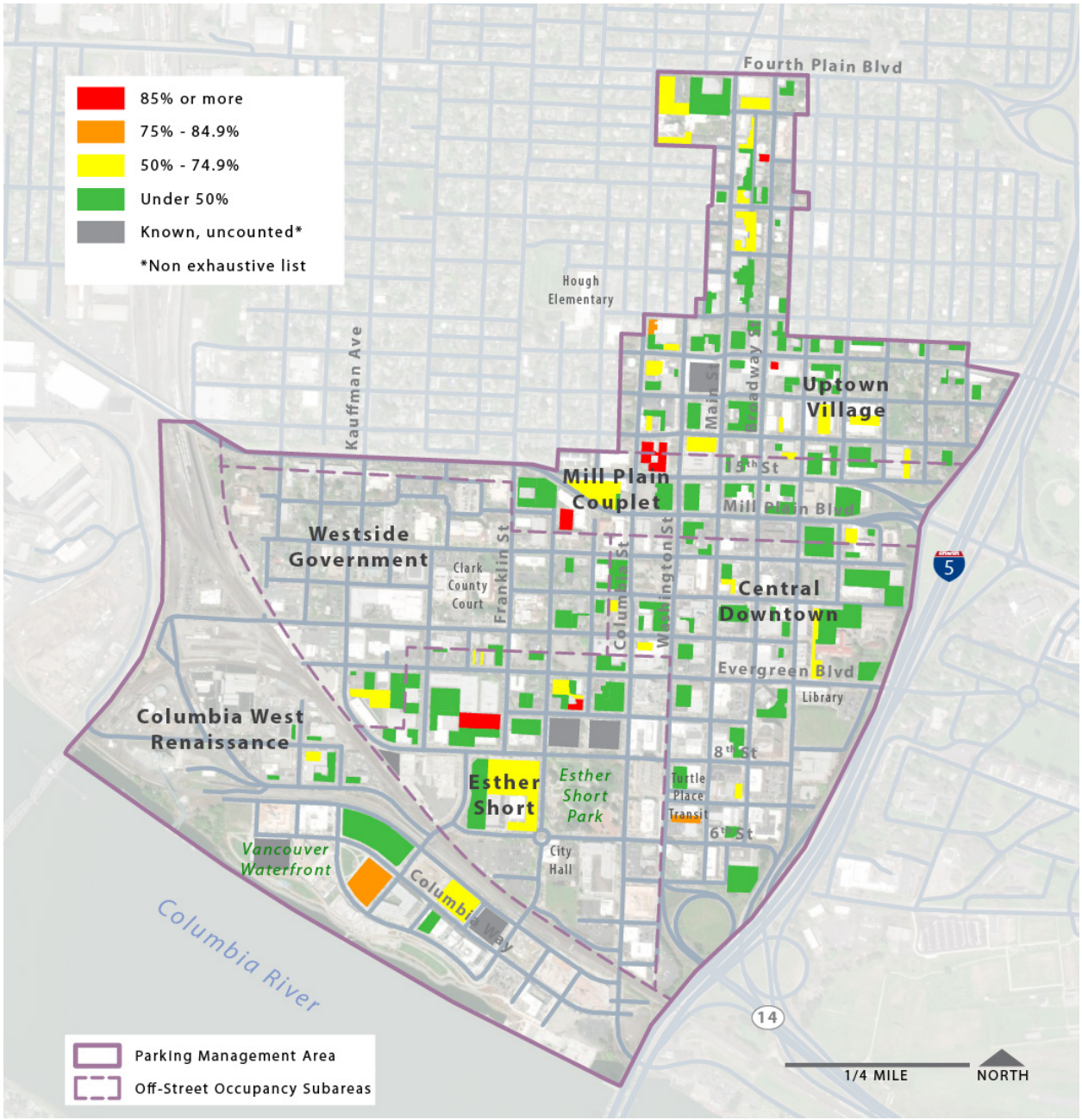


Figure 7 Occupancy: Saturday, April 20, 2024, 1 p.m. - 3 p.m.

148 lots were counted in this period, with 1,471 occupied and 2,547 unoccupied spaces: 37% use

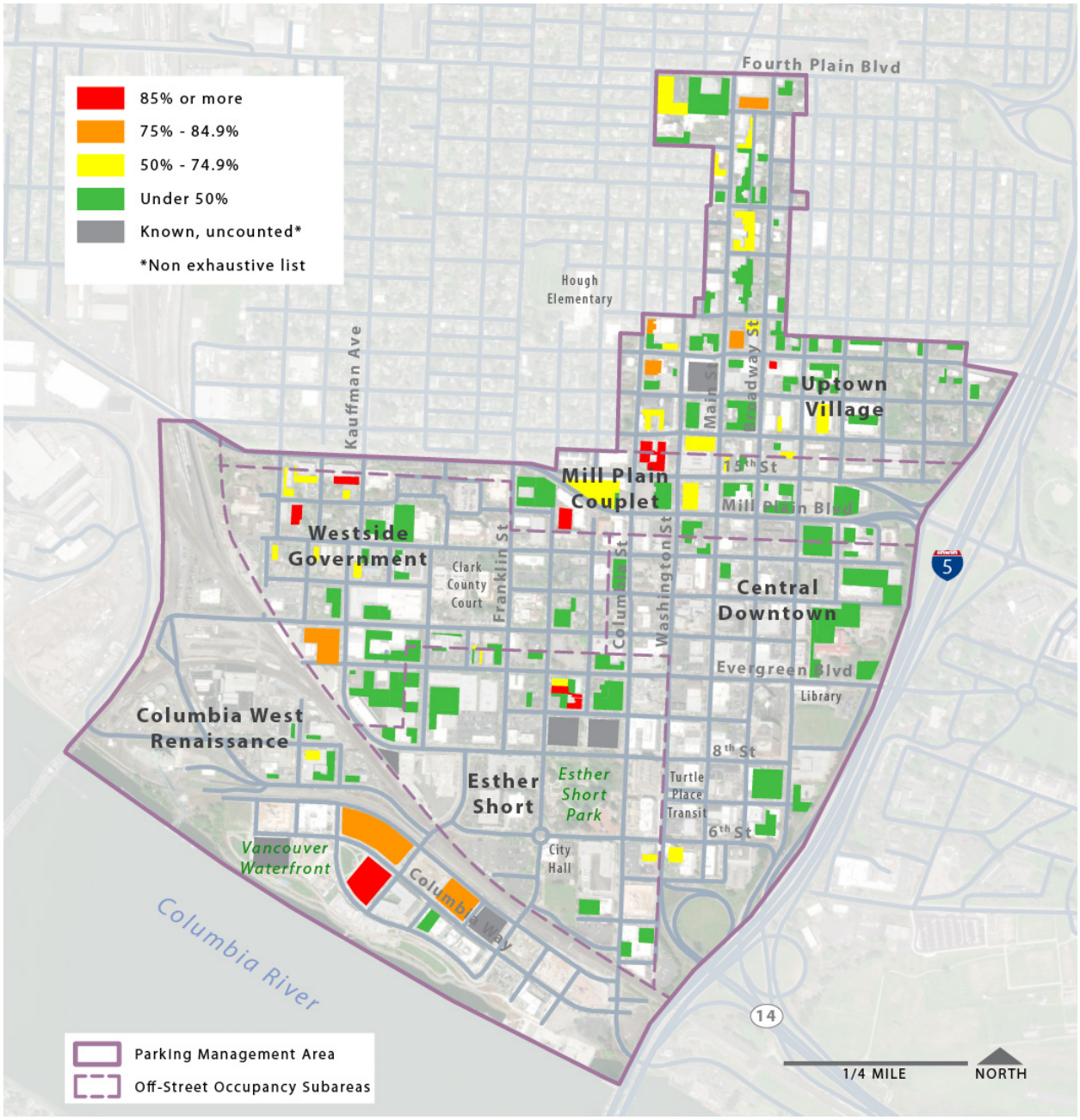


Figure 8 Occupancy: Saturday, April 20, 2024, 3 p.m. - 5 p.m.

159 lots were counted in this period, with 1,369 occupied and 3,604 unoccupied spaces: 28% use.

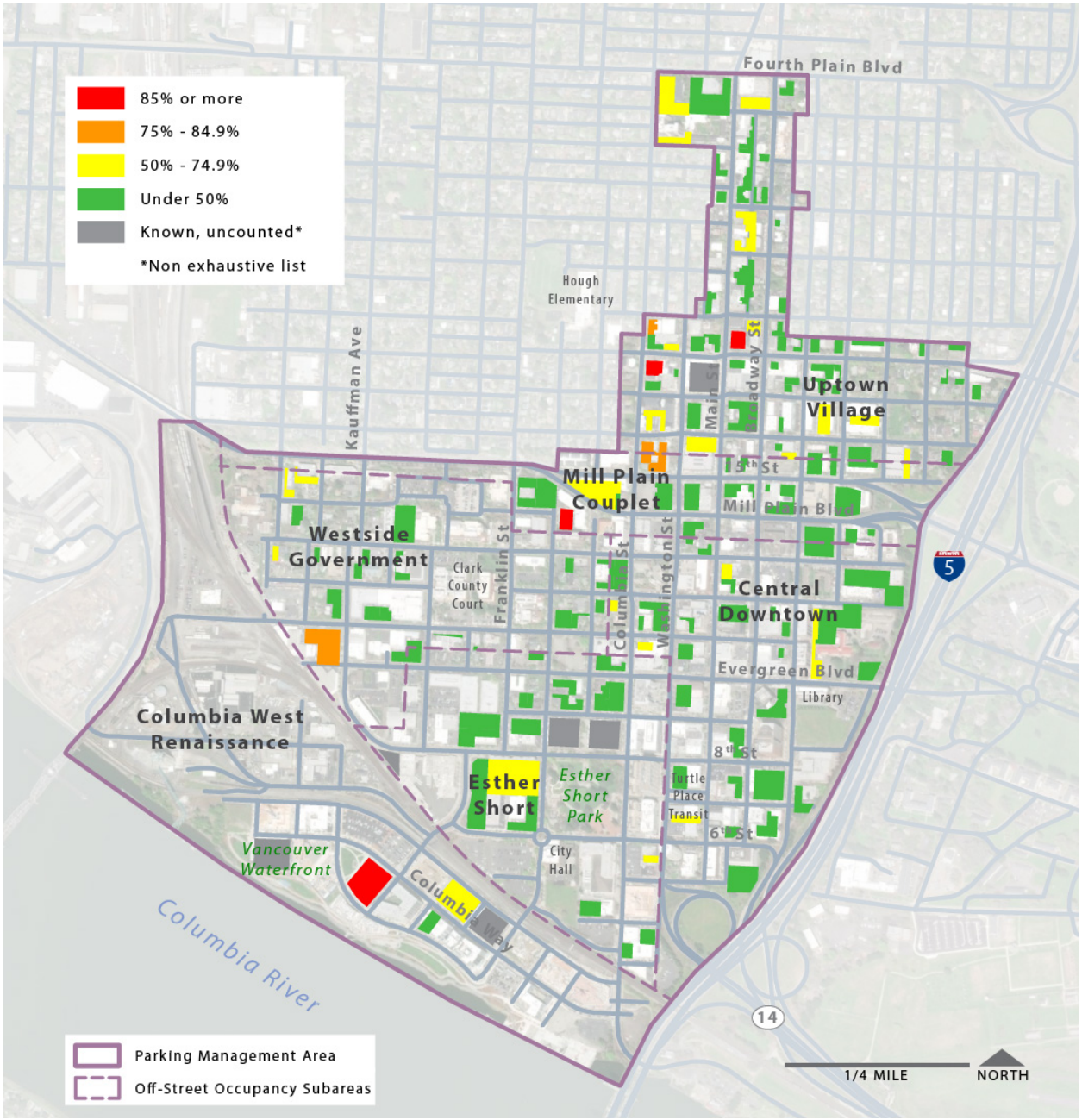
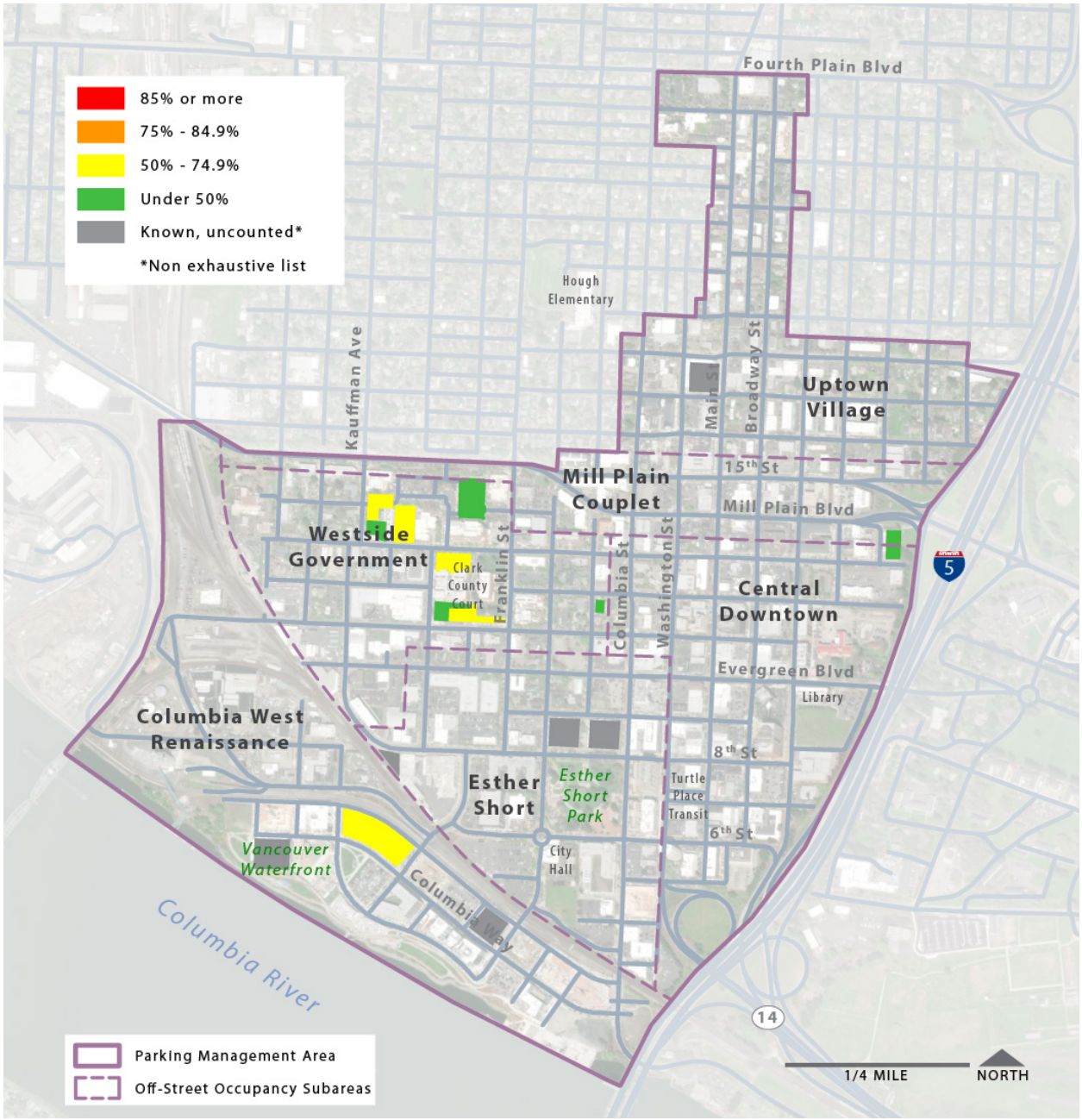


Figure 9 Occupancy: Friday, May 3, 2024, 1 p.m. - 3 p.m.

11 lots were counted in this period, with 491 occupied and 542 unoccupied spaces: 48% use



*This was an isolated spot-count of several lots around the Clark County offices and Waterfront.

This table summarizes counts for each survey timeframe, showing the occupancy for those private lots that were counted. Note: the lots counted vary by timeframe due to staffing limitations. The last entry on May 3, 2024, was a limited spot check of occupancy for several lots near the Clark County offices.

Table 9 Off-Street Daytime Occupancy by Time Bracket Periods

Timeframe	Quantity of Lots Counted	Occupied Spaces	Unoccupied Spaces	Occupancy Percentage
4/18/24, 11 a.m.-1 p.m.	89	1,660	1,462	53%
4/18/24, 1 p.m.-3 p.m.	109	1,828	1,463	56%
4/18/24, 3 p.m.-5 p.m.	145	2,026	2,947	41%
4/20/24, 11 a.m.-1 p.m.	160	1,493	3,535	30%
4/20/24, 1 a.m-3 p.m.	148	1,471	2,547	37%
4/20/24, 3 a.m.-5 p.m.	159	1,369	3,604	28%
5/3/24, 1 p.m.-3 p.m.	11	491	542	48%

Appendix B: Existing City Parking Programs

City-Operated Public Parking Supply

The City of Vancouver operates publicly accessible parking, including on-street parking, off-street lots, a parking garage paid hourly or via permit, and parking permit options in the Parking Management Area and several adjacent neighborhoods. Parking is enforced Monday-Friday, 8 a.m. to 6 p.m. Parking is free on weekends, weekdays between 6 p.m. – 8 a.m., and on certain holidays: New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Juneteenth, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Native American Heritage Day, and Christmas Day. The City offers paid parking on-street and in several off-street lots and concentrates enforcement activity in these areas. They are all within the Parking Management Area.

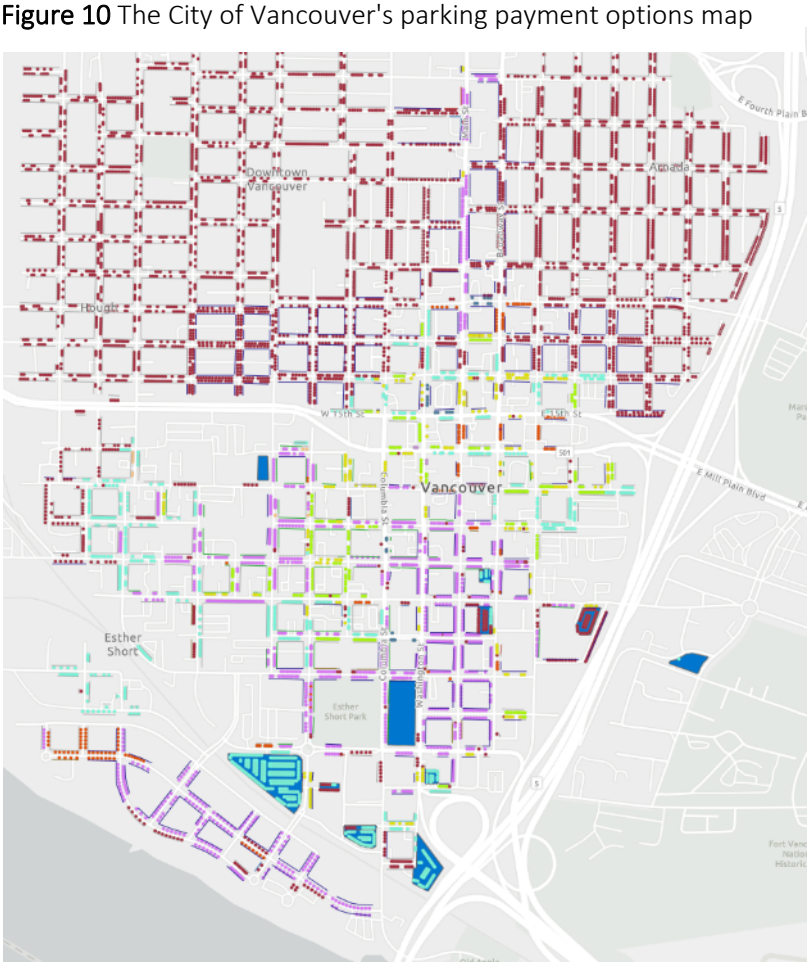
Parking Payment

Different on-street parking locations offer various payment options.

- Multi-space pay stations are available for most payment-required on-street blocks in the Parking Management Area. Multi-space stations are also the primary payment option for hourly and daily ratepayers in the Park 'N Go Vancouvercenter garage (Lot #18).
- Parking Kitty, Vancouver's online payment app, supports payment at most payment-required on-street spaces Downtown. Users enter a zone number and license plate identification to purchase short-term parking.
- On-street parking meter zones are statutorily defined in City code section 19.09.010. The City may only charge for hourly parking or issue parking permits within these zones.
- The Park 'n Go Garage accepts pay station payment only. Due to low cellular connectivity in the garage, Parking Kitty is not available.

The City maintains an online map showing public on-street and off-street parking inventory and the payment options available at each space. The dark red areas in the northwest and northeast of the map do not require hourly payment but are enforced for other violations and for reserved parking permissions. Spaces marked in other colors require payment, which can be provided via a pay station, Parking Kitty app, or coins in some locations.

Figure 10 The City of Vancouver's parking payment options map



Parking Rates

- $1.75/hour at pay stations
- $2.50/hour at pay stations in the Waterfront District
- $0.50/hour at coin-operated meters with coin payment
- $1.75/hour at coin-operated meters when paying with the Parking Kitty[18] app
- $1.75/hour in the Park 'N Go Vancouvercenter Garage (Lot #18)

Parking Permits

The City offers numerous parking permits for various users. These include permits for specific locations (such as parking lots and their subleases) and permits for users (such as carpoolers, law enforcement, and Downtown residents). Where applicable, senior discounts for permits are available.

[18] Parking Kitty is a parking payment app developed by Passport Parking for Portland, Oregon, and is now also used in Vancouver. Users select their parking geographic zone and enter their license plate number to register their vehicle for payment. Parking Kitty imposes a $0.10 per transaction fee paid by the customer.

Table 10. Municipal off-street parking options and permit rates

	Description and Permitted Users	Current Parking Rates
Lot #1 Smith Tower Lot 5th and Washington Streets	31 stalls + 2 ADA parking stalls Monthly permit parking only Permit hours: Monday-Friday, 6 a.m. – 6 p.m. except for nine dedicated spaces and ADA stall #8.	Regular monthly permit: $95/month Senior discount permit, age 62 and older: $85/month Senior Development Housing permit: $65/month
Lot #2 Evergreen Lot Evergreen & Broadway streets	51 One and two-hour FREE parking stalls 11 Monthly permit stalls 1 ADA parking stall Monthly permit hours: Monday-Friday, 8 a.m. – 6 p.m.	Regular monthly permit: $110/month General Access Senior Development Housing permit: $65/month
Lot #11 Broadway **11th & Broadway streets**	7 stalls + 1 ADA parking stall Monthly permit parking only Permit parking hours: Monday-Friday, 8 a.m. – 6 p.m.	Regular monthly permit: $110/month General Access Senior Development Housing permit: $65/month
Lot #18 Park 'n Go™ Vancouvercenter Garage 6th St. at the corner of Columbia St. **Garage Hours** Monday – Thursday: 5 a.m. – 10:00 p.m. Friday: 5 a.m. – Midnight Saturday: 6 a.m. – Midnight Sunday: 6 a.m. – 10:00 p.m.	450 stalls on level 1 and 2 shared between hourly pay station and permit holder 300 stalls on level 3 for permit holders only Permits are only available to residents and employees of Vancouvercenter.	**Permit Rates:** Regular monthly permit (LevelsP1/P2): $115/month Regular monthly permit (Level P3) $130/month Senior discount permit (Levels P1/P2), age 62 and older: $105/month **Hourly Pay Station Rates:** $1.75 per hour All day (6 a.m. – closing: $17.50 Multiple days: $17.50/day (max. 5 days)

Source: City of Vancouver

Table 11 Catalog of annual permit parking prices 2020-2024

On Street	Jan 2020	Jan 2021	Jan 2022	Jan 2023	Jan 2024
Regular	$65	$70	$75	$80	$85
Car Pool	$45	$50	$55	$60	$65

Lot 1	Jan 2020	Jan 2021	Jan 2022	Jan 2023	Jan 2024
Regular	$75	$80	$85	$90	$95
Senior Disc	$65	$70	$75	$80	$85
Senior Disc Dev	$45	$50	$55	$60	$65

Lot 2	Jan 2020	Jan 2021	Jan 2022	Jan 2023	Jan 2024
Reserved	$90	$95	$100	$105	$110
Senior Dis Dev	$45	$50	$55	$60	$65

Lot 11	Jan 2020	Jan 2021	Jan 2022	Jan 2023	Jan 2024
Reserved	$90	$95	$100	$105	$110
Senior Dev	$45	$50	$55	$60	$65

Lot 18 Garage	Jan 2020	Jan 2021	Jan 2022	Jan 2023	Jan 2024
P1/P2	$95	$100	$105	$110	$115
P3	$110	$115	$120	$125	$130
Senior Disc	$85	$90	$95	$100	$105

Source: City of Vancouver

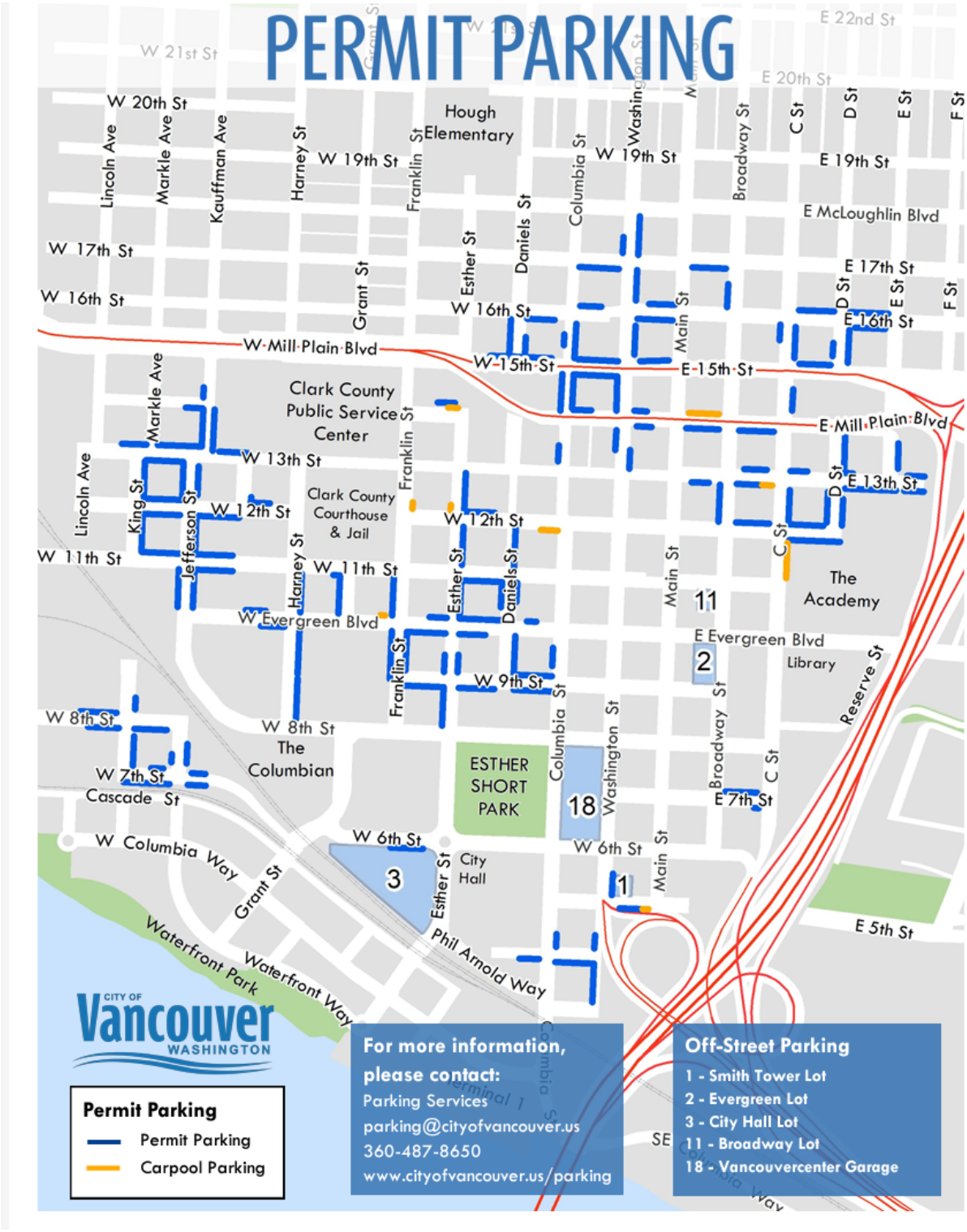
Table 12 Quantity of parking permits sold annually by type

Permit Type	2019	2020	2021	2022	2023	2024 (through April)
Carpool Street Parking	13	11	0	1	3	1
Harney Street Law Permit						40
Lot 01 - Smith Tower Surface Lot	46	43	35	45	42	33
Lot 02 - Evergreen Surface Lot	14	15	15	13	16	13
Lot 03 – 415 West Surface Lot						1
Lot 11 – Broadway Surface Lot	9	12	8	8	7	7
Lot 16	0	0	0	0	41	50
Lot 18 – Condo P1/P2	17	16	12	9	9	5
Lot 18 – Condo P3	70	58	56	42	40	30
Lot 18 – P1/P2 Bulk Holland						216
Lot 18 – P1/P2 Vancouvercenter	285	321	368	398	323	143
Lot 18 – P3 Bulk Holland						54
Lot 18 – P3 Vancouvercenter	273	186	207	219	225	143
Lot 3 – Bult 415 Tenants						54
Media Permit	0	0	0	0	3	3
Purple Hourly Wage	30	27	34	91	78	27
Purple Zone A	101	44	15	5	0	
Purple Zone B	64	31	25	22	3	3
Residential Downtown						17
Residential Zone 3A						33
Street Parking	1271	1092	1050	1113	1093	554
VPD Law Enforcement Permits						206
Visitor Zone 3A						31
TOTAL	2193	1856	1825	1966	1884	1709

Source: City of Vancouver

Several maps prepared by the City define different parking regulations and options. Figure 11 shows where permit and carpool parking are provided on-street.

Figure 11 Map of permit parking locations[19]



[19] This map is slightly outdated. According to City Parking Services staff, several small segments are no longer permit-only

Parking Enforcement and Violations

The City enforces on-street parking time limits Monday through Friday from 8 a.m. to 6 p.m. Times limits vary by location and range from 15 minutes to five hours. Fines for parking violations are defined in City Code section 19.13 and cover violations including, but not limited to expired meters, overtime parking, prohibited parking, expired tabs, and others.

Historically, the City has sought to deploy at least two parking enforcement officers during active periods during parking enforcement hours from Monday through Friday, 8 a.m. to 6 p.m. Wednesday is typically heavily staffed to carry out most coin meter collections and parking occupancy counts.[20] Parking Services also enforces the signed time limits in no-payment-required on-street spaces in neighborhoods west and east of Uptown. (These spaces are enforced but are outside the Parking Management Area).

Vancouver enforces and cites numerous parking violations. Table 6 shows each violation type's total number and fine amount from January 1, 2019, to March 31, 2024. Two violation types, Expired Tabs and No Proof of Payment, comprise most violations and fine amounts (about 57% and 60%, respectively). Expired Proof of Payment and Expired Meters are significant violation types (about 17% and 13%, respectively). The dozens of other types constitute only a tiny portion of overall violations.

In addition to Parking Enforcement Officers, Vancouver Police Officers, Vancouver Police Service Technicians, and Code Compliance Officers may issue parking violation citations. While Parking Enforcement Officers did not issue citations for most of 2020 during COVID-19, other departments may have issued citations during that time. While most parking enforcement occurs from Monday-Friday, 8 a.m. to 6 p.m. during payment-required periods, Parking Services also enforces on weekends to monitor for prohibited/improper/unauthorized parking violations such as stop signs, crosswalks, fire hydrants, driveways, alleys, expired tags, signed no parking, and unauthorized parking.

Table 12 summarizes annual parking citation collection amounts by year from 2019 to 2023. Overall collections are 52% of the citation amount issued. Table 14 presents the types, quantities, and amounts of fines from January 1, 2019, to March 31, 2024.

Table 13 Parking citations issued and collected by year

Year	Citations Issued Amount	Citations Collection Amount
2019	$1,445,045.00	$804,999.51
2020	$1,083,660.00	$393,905.77
2021	$608,560.00	$361,775.95
2022	$774,300.00	$404,317.14
2023	$608,560.00	$394,340.46
TOTAL	**$4,520,125.00**	**$2,359,338.83**

[20] Information according to email from City staff on 5/29/24

Table 14 Parking violations by type, 1/1/19 - 3/31/24

Violation Type	Count	% of Total Count	Fines	% of Total Fines
ANGLE PARKING	171	0.12%	$5,985.00	0.13%
Backed in Lot Space	43	0.03%	$1,505.00	0.03%
Carpool Permit Required	120	0.08%	$4,200.00	0.09%
City Use Zone	29	0.02%	$1,015.00	0.02%
Construction Zone	18	0.01%	$630.00	0.01%
Construction Zone Meter	52	0.04%	$1,820.00	0.04%
Disabled Access Aisle (8)	43	0.03%	$19,350.00	0.40%
Disabled Parking (9)	140	0.10%	$63,000.00	1.32%
Displayed for Sale	17	0.01%	$595.00	0.01%
Double Parking	10	0.01%	$400.00	0.01%
Driveway Access	733	0.51%	$29,320.00	0.61%
Expired Meter	9,707	6.74%	$242,675.00	5.07%
Expired Proof of Payment	15,165	10.53%	$379,125.00	7.93%
Expired Tabs	32,193	22.35%	$1,609,650.00	33.65%
Expired Tabs VPD	1	0.00%	$25.00	0.00%
Incorrect Display of Pay Rcpt	431	0.30%	$10,775.00	0.23%
Moving to Evade	558	0.39%	$19,530.00	0.41%
No Proof of Payment Displayed	49,471	34.35%	$1,236,775.00	25.85%
Obey Traffic Control Device	1	0.00%	$35.00	0.00%
Obstructing Traffic	217	0.15%	$8,680.00	0.18%
Other Violations	4	0.00%	$140.00	0.00%
Outside Marked Meter Stall	3,516	2.44%	$123,060.00	2.57%
Overtime Disabled	5	0.00%	$150.00	0.00%
Overtime In Loading Zone	807	0.56%	$28,245.00	0.59%
Overtime Lot #2	1,960	1.36%	$58,800.00	1.23%
Overtime Metered	739	0.51%	$22,170.00	0.46%
Overtime Parking Lot	553	0.38%	$16,590.00	0.35%
Overtime Parking Pay Stations	3,284	2.28%	$98,520.00	2.06%
Overtime Signed	4,051	2.81%	$121,530.00	2.54%
Parallel Parking	1,066	0.74%	$37,310.00	0.78%
Parked in a Bus Zone	38	0.03%	$1,520.00	0.03%
Parking in Alley	14	0.01%	$560.00	0.01%
Parking in Bike Lane	203	0.14%	$8,120.00	0.17%
Parking on Sidewalk/Planting Str	411	0.29%	$16,440.00	0.34%
Parking within an Intersection	96	0.07%	$3,840.00	0.08%
Pedestrian Safety Zone	1	0.00%	$40.00	0.00%
Permit Parking	5,266	3.66%	$131,650.00	2.75%
Permit Parking-2018	229	0.16%	$8,015.00	0.17%
Prohibited Parking Signed	3,748	2.60%	$149,920.00	3.13%
Prolonged Parking	1,701	1.18%	$59,535.00	1.24%
RV Trailer Semi park on street	138	0.10%	$5,520.00	0.12%
Repair Vehicle on Street	26	0.02%	$910.00	0.02%

Unattended Vehicle	33	0.02%	$1,320.00	0.03%
Unauthorized Parking-off street	5,171	3.59%	$180,985.00	3.78%
W/in 20' of Crosswalk	1,247	0.87%	$49,880.00	1.04%
Within 15' of Fire Hydrant	195	0.14%	$7,800.00	0.16%
Within 30' of Stop Sign	403	0.28%	$16,120.00	0.34%
Within 50' of Rail Crossing	1	0.00%	$40.00	0.00%
TOTAL	144,031		$4,873,820.00	

Municipal Parking Code

Chapter 19 of the City of Vancouver code defines parking regulations. Relevant code sections are described below. (This list is not exhaustive and does not include the entire parking code.) Adopting the Plan and Study could necessitate revisions to the code provisions highlighted below.

19.04 Parking Administrations

- 19.04.010: Establishes parking zones, types, and time limitations. Grants the City Manager, or their designee, the authority to determine parking type assignments by location; time limits, not to exceed ten hours; and parking price rates, in consultation with the Parking Advisory Committee
- 19.04.020: City Council may, by resolution, enlarge or reduce the parking meter zones
- 19.04.030: Defines parameters for parking meter installation and operations
- 19.04.040: Defines fee collection and distribution to the parking fund
- 19.04.050: Defines the coverage of pay stations and requirements for posting information about pay station use
- 19.04.080: Clarifies the distribution of revenue and expenses from the parking fund, which was established on January 1, 1983.
- 19.04.100: Establishes the Parking Advisory Committee to advise City Council and city staff about parking policy and program implementation

19.05.010 Downtown Parking Meter District

This section defines the geography of the parking meter zones. This section was last updated in 2014 and does not reflect the current geographic extent of parking meters and payment requirements.

19.06 Municipal Lot at Evergreen and Broadway

These code sections establish rates, use allowances, and other regulations controlling activity at this municipal parking lot.

19.07 Other Municipal Lots and Facilities

These code sections define regulations and operating conditions for the City-run municipal lots other than the Evergreen/Broadway lot.

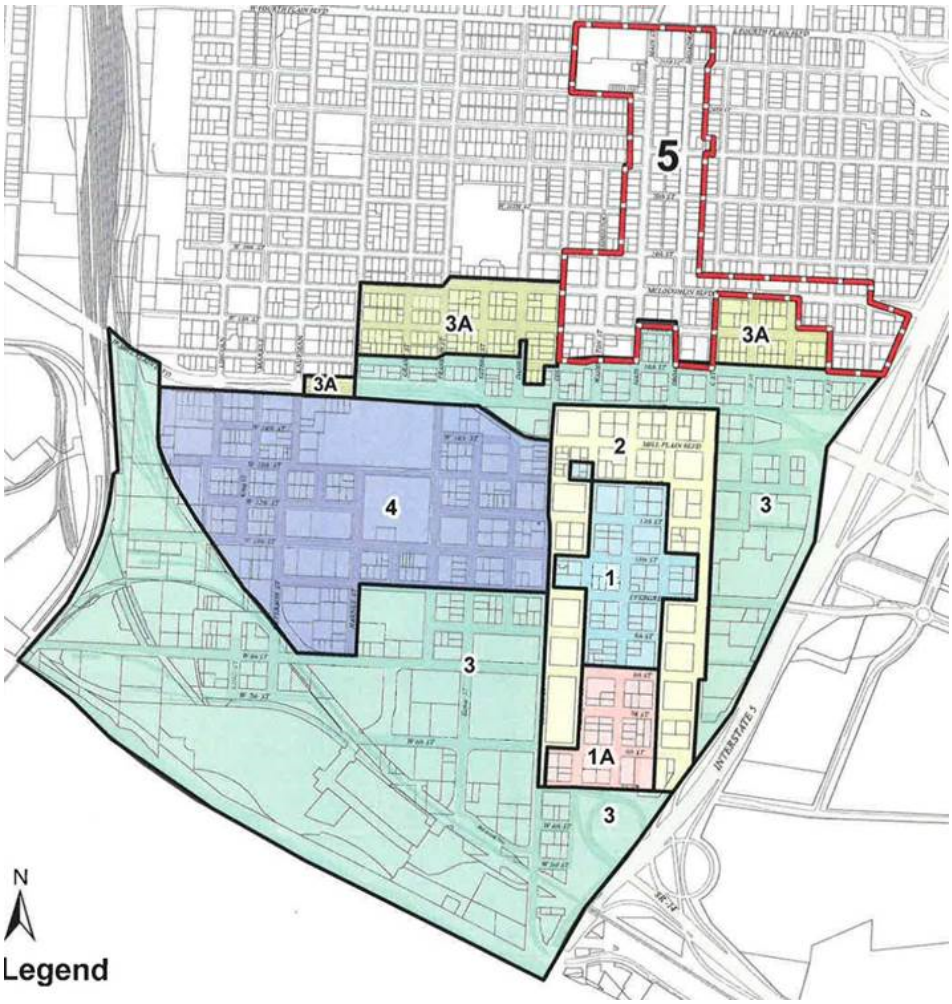
19.08 Residential Parking Permits

Establishes the geographic coverage of the “Parking Buffer Zone 3A” and defines who can qualify to obtain on-street parking permits for this zone.

19.09 Other Parking Districts and Zones

Establishes Zone 1, Zone 1A, Zone 2, Zone 3, Zone 4, and Zone 5, and describes the boundaries of those zones in writing and the Exhibit A map.

Figure 12 Exhibit A from City of Vancouver code section 19.09



19.10 Special Parking Uses of the Right of Way

This chapter describes the provisions for special-use parking, including:

- .010 Carpool parking
- .040 Parking for persons with disabilities
    - This section provides that vehicles displaying a special parking placard for people with disabilities may park for up to four hours, free, in non-reserved on-street parking spaces and nonmetered, on-street parking spaces reserved for people with disabilities.
- .050 Long-term permit parking
- .060 Media parking permits
- .070 Truck, trailer, and motor home residential street permits
- .080 Law enforcement parking permits
- .090 On-street parking reservations

19.11 Parking Rates and Fees

This chapter describes the parameters and authority for setting parking rates.

- .010 Parking Rates—This grants the City Manager, or their designee, the authority to set on-street and off-street parking rates.
- .020 Parking meter modifications—This stipulates that all one- or two-hour meters shall have a button or function to grant the first 15 minutes of use free of charge. The City has been gradually removing coin meters in recent years because they are antiquated and labor intensive, and it will eliminate this code provision after adopting the Study and Plan.
- .030 Parking meter fees designates—This section establishes parking payment hours and maximum rates in various on-street meter zones. The city may wish to eliminate or adjust the hours, time frame, and pricing maximum.
- .040 Rates in public off-street facilities—This section establishes maximum daily rates for off-street public parking and numerous provisions to guide the City in establishing rates.

19.12 Parking Prohibitions

This chapter establishes a range of parking restrictions in various specific circumstances. The subsections list is long. Several notable subsections include:

- .060 Parking while loading
- .100 Prolonged parking
- .110 Expired tabs

19.13 Parking Violations

This chapter defines a range of parking violation activity, including failure to pay, expired meter, and overtime parking. The chapter also establishes a precise catalog of fines and penalties.

19.14 Parking Violations – Administration

This chapter stipulates additional conditions for parking violations. Subsection .010 further defines a range of special parking zones, such as loading zones and construction zones, that may be specifically enforced.

Appendix C: Existing Access and Mobility Systems

Introduction

This section of the memo describes the existing conditions of transit, bicycle, and pedestrian mobility within the Vancouver City Center Vision (VCCV) area, which are the 130 blocks of the city that comprise Downtown and the Waterfront. The memo provides a baseline for developing vehicle parking recommendations by illustrating how people currently access and get around Downtown Vancouver today by other modes because parking, mobility, and access are interrelated. Understanding these modes' existing and planned futures in the VCCV is essential because supporting transit, bicycling, and walking through policy, incentives, and infrastructure can effectively reduce parking demand.

Summary of Existing Plans

The plan review provides insight into the future of mobility and access within the Vancouver City Center Vision (VCCV) area. Documenting the planned improvements will help the project team identify parking solutions that complement, rather than conflict, with previously adopted plans and policies. The project team documented relevant strategies and recommendations related to the VCCV from existing plans listed below.

Existing Plans

- Vancouver City Center Vision and Subarea Plan (City of Vancouver, 2007)
- Clark County Bike and Pedestrian Plan (Clark County, 2010)
- City of Vancouver Comprehensive Plan (City of Vancouver, 2011) (update underway for 2025)
- West Side Mobility Strategy (City of Vancouver, 2016)
- City of Vancouver Climate Action Framework (City of Vancouver, 2022)
- City of Vancouver Pedestrian Crossing Improvement Policy and Design Guide (City of Vancouver, 2023)
- City of Vancouver Bicycle Parking Guidelines (City of Vancouver, 2023)
  City of Vancouver Transportation System Plan (City of Vancouver, 2024)

Vancouver City Center Vision and Subarea Plan (2007)

Adopted in 2007, the Vancouver City Center Vision and Subarea Plan offers a vision for the 130 blocks of Downtown Vancouver facilitated by land use and transportation recommendations. Several key recommendations related to pedestrian and bicycle systems and parking are highlighted below:

Pedestrian and Bicycle Systems:

- Increase sidewalk width and remove safety and convenience conflicts on designated pedestrian streets, including 6th, 8th, Evergreen, 13th, Mill Plain/15th, and McLoughlin. Bike lane striping and signing should be provided on major bike corridors, except where motorized traffic is light.

Parking Management:

- The City's identified priority user for the public parking system is the "city center patron," the person who shops, visits, or recreates.
- Reducing parking minimums for commercial development in the Downtown, thereby encouraging tighter, more pedestrian-friendly development.
- Reducing parking minimums for residential development in the Downtown commercial zone in tandem with restrictions on residential on-street permit parking in the same zone to ensure that priority users, "city center patrons," are accommodated within the on-street supply.
- Implementing maximum parking ratios on both residential and commercial development until such time that surface parking lots are prohibited within the Parking Control District 20-630-5, to support and facilitate (a) more efficient land use and (b) integration with City goals for increased use of alternative transportation modes (i.e., transit, bike, walk and rideshare).
- Limiting the development of new surface parking facilities Downtown, recognizing the inefficiency of land use that such facilities create. Provide incentives to encourage structured parking in the Downtown to prevent excessive use of Downtown land for parking and to preserve the continuity of retail use and building frontage in the Downtown shopping area.
- Coordinating parking policies, programs, and strategies to facilitate the transition of a greater percentage of Downtown users (particularly employees) into alternative modes of access (i.e., transit, bike, walk). This will ensure that public investment in parking will (a) be prioritized for customer/visitor access and (b) reduce the overall supply of parking built utilizing public resources.

VCCV I-5 Expansion and River Crossing Goals for the Columbia River Crossing

- Enhance existing connections between the Vancouver National Historic Reserve and Downtown.
- Integrate the Heritage Way Bridge concept into the I-5 improvements project. (Note this bridge is not included in the Interstate Bridge Replacement Locally Preferred Alternative.)
- Construct a new Heritage Way pedestrian bridge across I-5 as a continuation of 7th Street. (Note this bridge is not included in the IBR LPA.)
- Enhance Evergreen Boulevard with wider sidewalks and improved way-finding signage to reinforce pedestrian linkages.

Relevant Project Recommendations

The Vancouver City Center Vision and Subarea Plan has dramatically impacted the development of Downtown Vancouver since its adoption. Although the plan is over a decade old, it still has valuable recommendations for active transportation and parking policy today, including:

- Prioritizing pedestrian realm improvements on 6th, 8th, Evergreen, 13th, Mill Plain/15th and McLoughlin.
- New bicycle parking should be located to promote the "city center patron," the person who shops, visits, or recreates.
- Improve Downtown accessibility for alternative modes (transit, bike, walk), especially for Downtown employees, to help preserve existing parking for outside patrons.
- Improve pedestrian wayfinding in Downtown.

Clark County Bike and Pedestrian Plan (Clark County, 2010)

The Clark County Bike and Ped Plan describes the state of walking and biking throughout Clark County and how the County plans to move forward with efforts to improve walking and biking.

While the VCCV subarea is within the bounds of Clark County, this Plan mainly pertains to unincorporated areas of Clark County. However, as bicycling and walking improves in areas beyond Vancouver city limits, there is the potential that more residents of unincorporated Clark County will become less dependent on vehicles. Decreased car dependency in unincorporated Clark County may reduce the share of vehicular trips to the VCCV subarea and increase the demand for other travel modes. The Bike and Pedestrian Plan describes in detail how Clark County can improve bicycle parking county-wide and potentially fund those efforts by increasing fees on vehicular parking. These tactics could be employed as part of a parking management plan for the VCCV subarea.

City of Vancouver Comprehensive Plan (2011)

The Washington Growth Management Act, established in 1990, requires jurisdictions meeting specific population and growth criteria to adopt and maintain comprehensive plans. The current Comprehensive Plan, adopted in 2011, provides comprehensive planning guidance until 2030. The city is currently updating this plan for completion in 2025.

The Vancouver Transportation System Plan is a chapter within the Vancouver Comprehensive Plan, and thus the standalone document provides additional planning guidance for the transportation network. Other components of the Comprehensive Plan have essential elements related to mobility and access in the VCCV, including:

- C-TRAN, Clark County's transit service provider, provides bus service throughout Vancouver and the VCCV service area. A portion of this service is bus rapid transit (BRT), a type of high-capacity transit (HCT) with increased frequency and other enhancements. This network is planned to radiate from Downtown Vancouver. BRT is currently available on Fourth Plain and Mill Plain Boulevards and is scheduled to start construction on Highway 99 in 2025. Expansion of the BRT system to these corridors will increase multimodal trips to and from the VCCV subarea, with the potential to make downtown Vancouver a significant node in the BRT and bus network.
- Light rail service is planned to connect Downtown Vancouver with Portland. The Comprehensive Plan anticipates these improvements and depends on transit investments and operations to support future mobility.

The Comprehensive Plan also puts forth direction for the future development of the transportation system in Vancouver, which includes the following:

- Promoting accessibility, not just mobility
- Being efficient
- Creating livable streets
- Having good connections throughout
- Supporting all travel modes
- Helping build a genuinely walkable community
- Supporting transportation and land use improvements

Westside Mobility Strategy (2016)

Adopted July 18th, 2016, the Westside Mobility Strategy (Strategy) studied how the transportation network of Western Vancouver can be improved, the bounds of which are displayed below.

Figure 13 Strategy Study Area (Westside Mobility Strategy, 2016)



The VCCV subarea is located entirely within the Strategy study area; therefore, any recommendations or projects produced due to the project may impact the VCCV study area. The Strategy cataloged information on existing land use and economic development trends, pedestrian and bicycle infrastructure, arterial roadway conditions, traffic volumes, and collisions for the Strategy area. The project also assessed future mobility conditions for 2023.

Bicycle and Pedestrian Travel

The West Side Mobility Strategy discussed the existing bicycle and pedestrian network and considered how improvements could be made to improve walking and biking. Key findings of the analysis include:

- There are gaps in the bicycle network, such as Evergreen Boulevard between C Street and Jefferson Street
- Collisions in the study area involving people who walk or bike are more common on arterial streets.

Arterial Roadways

The West Side Mobility Strategy analyzed the study area, focusing on arterial roadways such as Fourth Plain and Mill Plain Boulevards. Key findings from the analysis include:

- Fourth Plain Boulevard carries the highest traffic volumes among the area's arterials; however, the street needs additional pedestrian crossings and traffic control measures to preserve safety and livability. In the early 2000s, the roadway was transferred to the City of Vancouver's jurisdiction and reconfigured from four to two lanes. (Note: the City is implementing a complete streets project on Fourth Plain Boulevard.)
- Mill Plain Boulevard was extended in 1996 to relieve freight traffic from Fourth Plain Boulevard. The City intended to use Mill Plain Boulevard as a freight corridor while having Fourth Plain Boulevard become a

secondary freight route with livability enhancements. The northbound I-5 on-ramp from Mill Plain Boulevard was designated as overcapacity.

- Congestion on I-5 can result in regional motorists using alternate routes that pass through the VCCV subarea, including Fruit Valley Road, Main Street, and Mill Plain Boulevard. This diversion is most likely to occur during the weekday morning peak hours.
- North-south travel through the Strategy study area is more difficult than east-west travel due to signal timing.
- Arterial roadways in the VCCV subarea serve adjacent neighborhoods and play a vital role in connecting freight to the Port of Vancouver.

Relevant Project Recommendations

The following goals and recommendations of the Westside Mobility Strategy are relevant for understanding the existing active transportation needs in the VCCV. Some of these recommendations may have been partially or fully implemented since the strategy was completed.

- Mobility Goal 4: Retrofit Main Street to Promote Vitality and Safety
  - Uptown Main Street pedestrian improvements at 25th Street
  - Uptown Main Street pedestrian improvements at 20th Street
  - Main Street., 5th Street. to 15th Street. capital improvements
- Mobility Goal 5: Complete Key Connections in the Bikeway Network
  - Daniels-Washington Bikeway. (This recommendation included a proposed bikeway along Daniels and Washington Streets between the Vancouver Waterfront and points north. Bikeway Improvements were made on Columbia Street first.)
- Mobility Goal 6: Making Walking Safe and Convenient for All
  - Arterial pedestrian/bike enhanced crossing improvements
  - Restripe misaligned crosswalks
  - Existing sidewalk quality evaluation
  - Sidewalk and crosswalk infill prioritization
  - Westside/Downtown wayfinding update

City of Vancouver Climate Action Framework (2022)

The Vancouver Climate Action Framework describes strategies for how Vancouver can achieve carbon neutrality by 2040, a goal adopted by the Vancouver City Council. In 2019, the City conducted a greenhouse gas (GHG) emissions inventory, which it will use to measure success in achieving its climate goals. Notably, the inventory found that most emissions (90%) come from the transportation and travel category, and 35% come from on-road vehicles (pg. 11). The framework outlines a series of strategies and actions to reduce GHG emissions from the transportation sector.

Relevant Project Recommendations

The three strategies listed below pertain to parking and vehicle use in Vancouver.

Strategy: TLU-1. Create neighborhoods that support clean modes of transportation

Actions:

- **Concentrated development along retail and commercial corridors**. Update VMC Title 20 Development Code to increase building heights/densities; align multi-family tax exemption program (MFTE) to support higher density development in identified growth nodes.
- **Parking management plan**. Develop a city-wide parking management plan that includes right-sizing parking requirements and establishing parking densities and rates by district to support denser, walkable environments.

Strategy: TLU-2 Shift driving trips to clean, active modes of transportation

Actions:

- **Transportation demand management requirements**. Identify and implement code-based transportation demand management (TDM) plan requirements to shift driving trips to non-SOV trips. This will include tailored marketing and a mode share survey.
- **Medium- and heavy-duty truck VMT reduction**. Work with the private sector to improve routing and reduce VMT from medium and heavy-duty vehicles.
- **Curb management program**. Research and develop a curb management program that supports shared mobility options and safe, multimodal streets. This program may include establishing loading/unloading zones for rideshare and delivery, integrating bicycle and motorcycle parking, facilitating partnerships to reduce delivery trips, and potentially integrating shared mobility docking stations and autonomous vehicle loading zones.

Strategy: TLU-3. Decarbonize and electrify vehicles

- **EV infrastructure planning and implementation**. Develop and implement municipal and citywide EV infrastructure plans to promote and expand public and private charging infrastructure installation for new and existing development. At least 25% of new parking facilities must be compatible with EV charging.

City of Vancouver Pedestrian Crossing Improvement Policy and Design Guide (2023)

This Guide is the policy document for planning, engineering, and policy that determines where and how to improve crosswalks on City-owned and maintained streets to increase pedestrian safety and mobility. The policies and guidance relevant to pedestrian accessibility and parking planning in the VCCV include the following:

- The desired spacing of marked and enhanced crosswalks on the pedestrian network.
    - Roughly every two blocks (530 feet) on pedestrian corridors within pedestrian centers
    - Roughly every three blocks (800 feet) on pedestrian corridors outside of pedestrian centers
- Leading Pedestrian Intervals and Right Turn Prohibition are listed as optional elements. The Guide states that as proven, relatively low-cost interventions that improve the pedestrian experience in high-demand areas, this tool should be assertively applied in these areas.
- The Guide is silent on the relationship between on-street parking spaces and sightlines for crosswalks but does describe how curb extensions can impact the parking lane.

City of Vancouver Bicycle Parking Guidelines (2023)

The Bicycle Parking Guidelines provide comprehensive information regarding short and long-term bicycle parking. The document addresses permitting, design guidelines, rack placement, and installation recommendations.

The Guidelines reflect the current best practices in bicycle parking. However, it offers minimal discussion of e-bike charging needs and parking solutions except for an electrical outlet requirement for developments requiring more than 20 long-term bicycle parking spaces. The document also describes the bicycle parking design standards from the Vancouver Municipal Code, the most relevant of which are highlighted below:

- Entry and directional signs shall be provided by the property owner if bicycle parking facilities are not directly visible and obvious from the public right-of-way. The signs shall be used to properly direct bicyclists from the public right-of-way to the bicycle parking facilities.
- For buildings with multiple entrances, bicycle racks should be distributed proportionately at and visible from the various public entrances. Bicycle parking lockers should be located near an employee entrance.
- Bicycle parking minimums shall be provided to meet acceptable City of Vancouver standards for the Heights Mixed Use Plan District (HX) zone as listed below in table 20.670.040-5:

Table 15 Vancouver Municipal Code, bicycle parking requirements

Table 20.670.040-5 Bicycle Parking Minimums		
Uses	**Required Short-Term Bicycle Parking**	**Required Long-Term Bicycle Parking**
Residential	.05 per dwelling unit, two spaces minimum	1 per dwelling unit for buildings with 5 or more dwelling units
Commercial	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 spaces minimum
Office	1 per 25,000 sf of floor area, 2 spaces minimum	1 per 5,000 sf of floor area, 2 spaces minimum
Civic/Institutional Buildings	1 per 5,000 sf of floor area, 2 spaces minimum	1 per 15,000 sf of floor area, 2 minimum
Lodging	2 spaces minimum	1 per 10 rooms, 2 spaces minimum
Parks	1 per 5,000 sf area, 2 spaces min	none

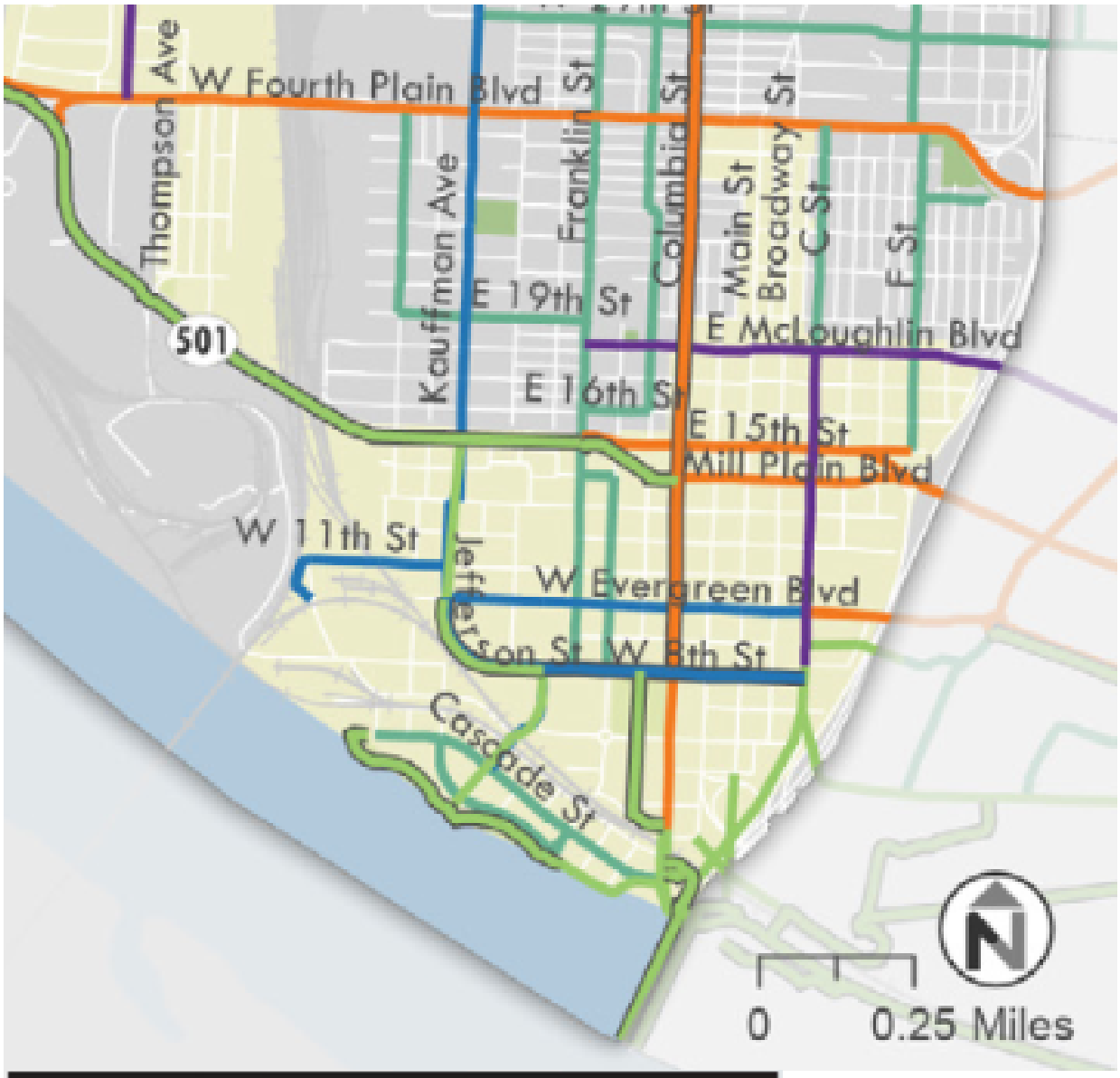
City of Vancouver Transportation System Plan (2024)

The City of Vancouver recently completed and adopted its Transportation System Plan (TSP) in January 2024. The Plan supplements the transportation element of the City's Comprehensive Plan, provides a vision for the City's transportation system, and a guide on how to get there.

TSP Bicycle and Small Mobility (BSM) and Pedestrian Projects

The active transportation elements of the TSP reflect the City's latest framework for planned pedestrian and BSM networks, policies, and programs. The TSP outlines Bicycle and Small Mobility (BSM) and walking capital projects, some of which are in the VCCV subarea. See below for the proposed bicycle and small mobility facilities to be constructed in the VCCV subarea (tan background).

Figure 14 TSP bicycle and small mobility and pedestrian projects



Zone 1

Proposed Bicycle and Small Mobility (BSM) Network

TSP Built	TSP Proposed	
		Protected Mobility Lanes
NA		Buffered Mobility Lanes
		Mobility Lanes
NA		Neighborhood Greenways
		Multi-Use Paths
		Unpaved Trails

CLARK COUNTY PLANNED BICYCLE NETWORK

- Protected Bike Lanes
- Buffered Bike Lanes
- Bike Lanes
- 4 ft. Shoulder Bikeways
- Shared Roadways
- Multi-Use Paths
- Unpaved Trails

The TSP recommends the following bicycle and small mobility network facilities in the VCCV subarea.

Multiuse Paths

- Jefferson Street between W Evergreen Boulevard and Mill Plain Boulevard
- Grant Street between Waterfront Way and W 8th Street
- west side of I-5 between Interstate Bridge and W 8th Street
- across I-5 between C Street and Fort Vancouver
- across I-5 between 8th Street and E 5th Street
- between the eastern terminus of Vancouver Waterfront Trail to Interstate Bridge
- Columbia Street between Phil Arnold Way and Interstate Bridge

Neighborhood Greenways

- Franklin Street between W 8th Street and 33rd Street
- 19th Street
- Lincoln Avenue between 19th Street and W Fourth Plain Boulevard
- Esther Street between Mill Plain Boulevard and W 8th Street
- W 14th Street between Franklin Street and Esther Street.
- W 29th Street from Kauffman Avenue to I-5
- F Street between E 15th Street and E 39th Street
- Cascade Street between Waterfront Trail and Columbia Street

Mobility Lanes

- Evergreen Boulevard between Kauffman Avenue and C Street
- W 11th and Hill Streets between the railroad and Jefferson Street

Buffered Mobility Lanes

- C Street between 8th Street and E McLoughlin
- E McLoughlin Boulevard between Franklin Street and I-5
- Evergreen Boulevard between C Street and I-5
- Columbia Street between Phil Arnold Way and W 8th Street
- Mill Plain Boulevard between Columbia Street and I-5
- E 15th Street between Mill Plain Boulevard and I-5.

TSP Policies and Programs

The TSP includes potential parking management policies and programs that can work in tandem to manage transportation demand and help the City better incorporate future growth. Nearly half of city-managed off-street parking spaces are unoccupied on a typical weekday, and over one-third of on-street parking spaces are unoccupied on the average weekday (pg. 29). The Downtown parking management study should employ and operationalize these policies to help achieve the goals of the TSP:

- Access Management Policy CC3.3: Update access management standards to require longer spacing between driveways serving the same destination or shared parking lots. Increase corner clearance distances. (pg. 33)

- Transit Overlay District Policy T3.1: Update the Transit Overlay District code and extend it along Enhanced Transit Corridors. This designation allows for reduced parking requirements in developments. (pg. 35)
- Citywide Parking Policy & Code Key Policy G2 Update parking code and policies to right-size the amount of parking developed with future growth, create safe streets, promote compact urban form, and encourage non-driving forms of transportation. (pg. 39)
- Parking Requirements Policy G2.1 Reduce parking minimums in the development code and development agreements, particularly in parking reform areas where transit use, walking and rolling, and small mobility are a priority. This maximizes active uses and creates inviting places. (pg. 39)
- Parking Capacity Policy G2.3: Allow for shared parking and additional reductions in parking requirements to incentivize shared parking agreements. This maximizes the use of existing resources and reduces the need for more parking. (pg. 39)
- Downtown Parking Key Policy G4 For those who drive Downtown, create a user-friendly, well-managed, and right-sized "park once" environment where people can walk or roll between destinations without moving their car. (pg. 39)
- Parking Management Key Policy G3 Manage on and off-street parking resources by adopting policies, systems, and tools throughout the city. (pg. 39)
- Parking Operations Policy G3.1 Operate the parking system efficiently. Adopt metrics for evaluating parking performance compared to City goals and use pricing and other tools to influence behavior. (pg. 39)
- Parking Experiencing Program 3.2 Make parking highly legible and easy to understand from the user's perspective and make technology, information, wayfinding, or other strategies so people can easily find parking. (pg. 39)
- Residential Parking G3.3 Study the expansion of a residential parking program (RPP) to minimize parking spillover adjacent to metered areas and support parking access for residents and their guests in high parking demand areas. (pg. 39)
- Downtown Parking Strategies Policy G4.1 Adopt and implement recommendations of the 2024 Downtown Parking Plan Update, focused on six Strategy Areas: Policy, Alternative Modes, Operations, Administration of the Parking System, Communications and Awareness, and New Capacity. (pg. 39)
- Downtown Circulator Program G4.2 Work with C-TRAN to develop a concept for a Downtown circulator between major destinations. (pg. 39)
- Mobility Hubs Program F5.1 Identify locations for mobility hubs – place where multiple forms of transportation are linked in service (transit, microtransit, bikeshare, etc.) (pg. 41)
- Curb Management Policy F6 Develop policies and programs to manage valuable curb space more effectively (pg. 41)
- Small Freight Management Program F6.2 Develop strategies to support the use of small freight vehicles and routes to serve urban deliveries (pg. 41)
- Freight Parking and Loading Program Create a more flexible framework for managing the curb to provide a range of delivery vehicle sizes and travel patterns (pg. 41)

Summary of Projects Underway

Several significant projects that could affect Downtown are underway or in advanced planning.

Projects Underway

- Lower Main Street Project ("Main Street Promise") (City of Vancouver)
- Interstate Bridge Replacement (IBR) Locally Preferred Alternative (LPA) (WSDOT, ODOT,)
- Upper Main Street Project and C-TRAN Highway 99 Bus Rapid Transit (City of Vancouver, C-TRAN)

Lower Main Street Project ("Main Street Promise")

The Lower Main Street Project proposes changes to Main Street between 5th and 15th Street, aiming to make Main Street safer, more accessible, and connected. The project underwent planning from 2022-2024 and is expected to be in construction from 2025-2026. The proposed improvements include:

- Increase safety for people and vehicles
    - Widen sidewalks and enhance pedestrian crossings
    - Add new LED streetlights to improve visibility
    - Rearrange parking to improve sightlines
    - Address potholes, crumbling sidewalks, and uneven pathways
    - Modify existing traffic signals
    - Curb-less streets to increase access and help slow traffic
    - Extended and ADA-compliant sidewalks
    - Tactile sidewalk treatments and audible crossings for visually impaired community members
    - Pedestrian-scale lighting to illuminate sidewalks
    - Enhanced intersections and crosswalks
    - More bicycle parking
    - New traffic bumps to reduce vehicle speed
    - Parallel parking to improve visibility for drivers and pedestrians
- Welcome visitors and support Main Street businesses
    - Increase opportunities for sidewalk commerce (i.e., outdoor seating for restaurants)
    - Improve pedestrian connections to the Waterfront, Esther Short Park, and Historic Reserve from Main Street
    - Encourage community gathering on Main Street and occupancy of outdoor space through the integration of outdoor spaces, street furniture, art, landscaping, restaurant seating, and decorative lighting
    - Improve aesthetics while honoring the history and character of Main Street
- Improve infrastructure
    - Upgrade the water lines, sewer lines, and stormwater facilities
    - Repave and restripe Main Street

The Lower Main Street Project will slow vehicles and improve its function as an attractor of active trips. The project's renderings include shared roadway markings (sharrows). The designs also appear to maintain some of the existing street parking. The proposed improvements will offer more curb space, increasing the potential for additional bike parking along Main Street. Future transportation plans should designate Main Street between Columbia Way and 15th Street as a neighborhood greenway.

Interstate Bridge Replacement (IBR) Modified Locally Preferred Alternative (LPA) (WSDOT, ODOT)

The IBR Program Modified Locally Preferred Alternative is the latest publicly available design information regarding the interstate bridge replacement project.[21] While it is not the replacement bridge's final design, it is an agreed-upon set of components that will be further evaluated through the environmental review process. The IBR project planning began in 2019, and construction could begin as soon as 2026, depending on numerous design and funding benchmarks that remain pending. The IBR LPA includes several important elements related to mobility and access in the VCCV, including:

- Transit improvements to accompany the replacement of the I-5 bridge between Vancouver and Portland. An extension of the light rail system from the Portland Expo Center in Portland to Evergreen Boulevard in Vancouver, along with associated transit improvements.
- The addition of a zero-emission express regional bus on the shoulder across the bridge.
- A variety of improvements for people who walk, bike, and roll throughout the program area.
- Variable rate tolling for motorists using the river crossing as a demand management and financing tool.

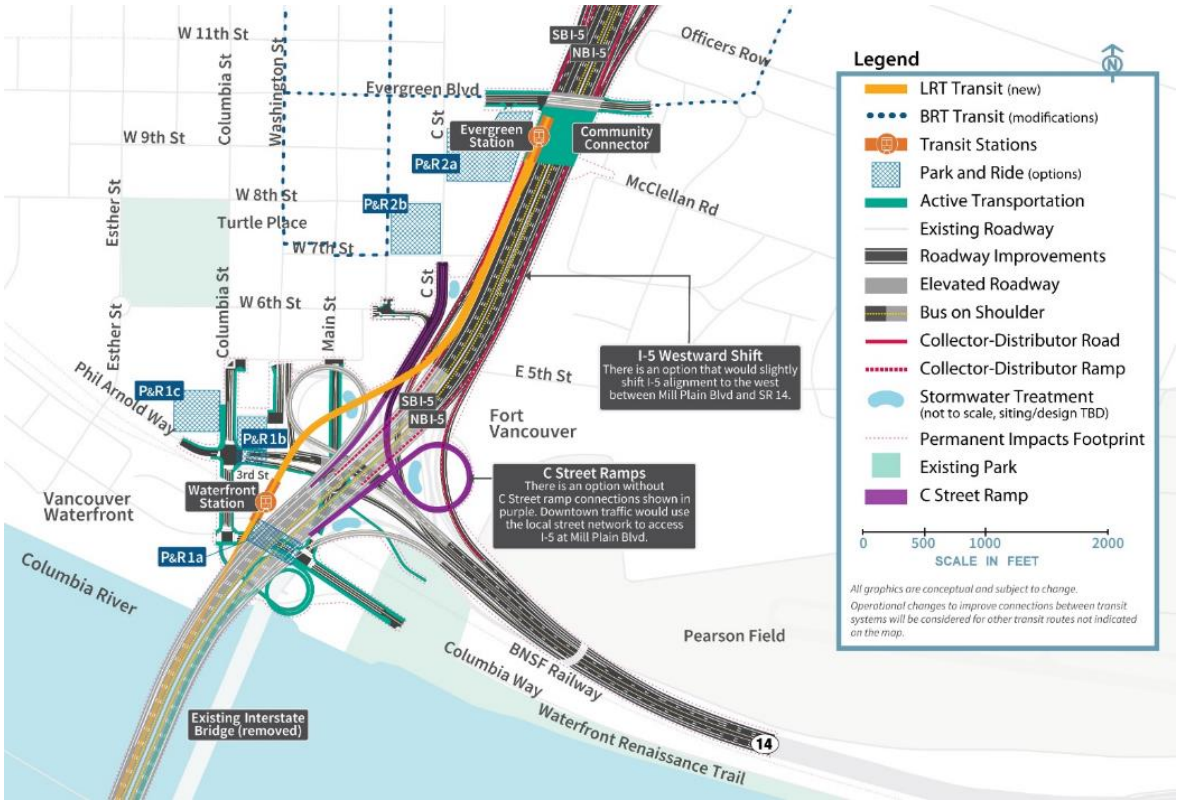
The IBR project will affect both I-5 interchanges in the VCCV. Notable changes include a new connection between Downtown Vancouver and the Waterfront at the southernmost exchange. In the modified LPA, Main Street would extend further south beneath I-5 and the BNSF Railroad and connect to a realigned portion of Columbia Way at the Vancouver Waterfront.[22] Improvements to Columbia Street and Washington Street are also proposed.

The IBR program will change mobility and access for Downtown Vancouver, with implications for transit, active transportation, and parking. In summary, these include:

- An extension of TriMet's MAX Yellow Line service along I-5 into Vancouver. This extension would add new stations in the Vancouver Waterfront area, at Evergreen Boulevard in Vancouver, and on Hayden Island. As the northernmost light rail station, the Evergreen location would likely become a city/regional mobility hub location with connections to transit. Express bus service on dedicated bus-on-shoulder lanes between Vancouver and Portland and investments in transit stations and park-and-ride facilities are also being explored to improve local accessibility and regional multimodal connectivity.
- Potential park-and-ride location options near proposed light rail station locations
- The IBR program offers improved access to Downtown via bicycle with new connections and facilities along Columbia Street, Main Street, and Evergreen Boulevard, emphasizing the importance of these connections.
- The IBR project includes a Community Connector cap over the highway, which would be a new pedestrian and transit space between Downtown and the Vancouver National Historic Reserve.
- the IBR LPA includes a C Street southbound I-5 on-ramp.

[21] IBR Modified LPA. Interstate Bridge Replacement Program. 2024. https://www.interstatebridge.org/nextsteps
[22] Washington | Existing Conditions and Proposed Investments. Interstate Bridge Program. 2024. Image from https://youtu.be/S0ci8ebkH_8?si=9xOhpJF4ndolxrx_

Figure 15 Interstate Bridge Replacement active transportation concepts



Upper Main Street Project and C-TRAN Highway 99 Bus Rapid Transit

The Upper Main Street Project is currently underway with no finalized designs. However, the project will evaluate how Main Street can better meet the needs of people using transit, walking, biking, using a mobility device, and driving. This project is coordinating with planned paving work in 2025 and the C-TRAN Highway 99 Bus Rapid Transit Project.

The new Vine BRT line on Highway 99 is expected to bring two new stations to Downtown Vancouver and will provide access to Highway 99, a central north-south corridor with a terminus at the Vancouver Waterfront. Service begins in 2027.

The Upper Main St project will occur along Main Street between Fourth Plain Boulevard and the northern city limits, impacting areas directly north of the VCCV subarea (the C-TRAN Highway 99 Bus Rapid Transit line will continue north to WSU Vancouver). If mobility enhancements are constructed through this project, it may result in improved multimodal connectivity between the VCCV subarea to areas north and may also increase the mode-share of multimodal trips to VCCV.

Mode Split

The section documents the existing transportation mode split within the project area.

Methodology

The project team used trip tables from the analytics platform Replica Places to access current mode splits for trips

Findings

Table 16 Mode split of person trips to, from, or within Downtown Vancouver. (Replica Places, 2023)

Mode	Share of Person-Trips
Private vehicle (drive alone or carpool)	87.4%
Walk	7.9%
Public transit	1.7%
Bike	1.2%
Taxi/TNC	0.9%
Other	0.7%

Active Transportation Existing Conditions

Pedestrian Network

Most of Downtown has wide sidewalks, with the widest sidewalks concentrated near the Main Street commercial core. Parts of Downtown to the west tend to have narrower sidewalks. Indeed, this is where most of the sidewalk gaps exist as well, with the largest sidewalk gap being on the north side of Mill Plain Boulevard between Downtown and Liberty Park). While many curb ramps have been updated within the VCCV in recent years, they are still not fully ADA-compliant despite being an essential component of overall accessibility.

Gaps in the Pedestrian Network

The project team identified several gaps in pedestrian accessibility within the VCCV:

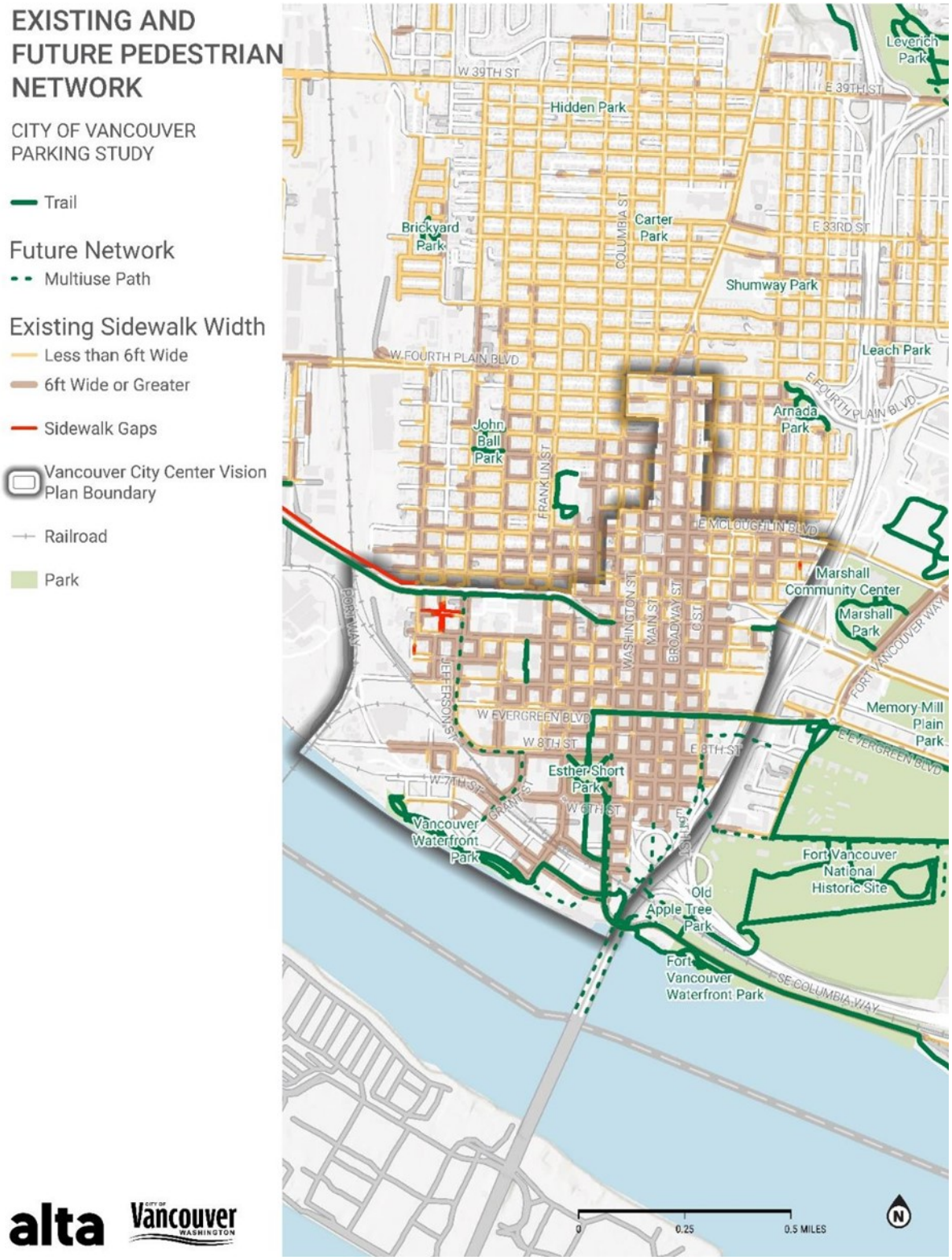
- Missing sidewalks on the north side of Mill Plain Boulevard between the VCCV boundary and Liberty Park.
- Wider sidewalks are needed on Evergreen, Mill Plain Boulevard, McLoughlin Boulevard, and Fourth Plain Boulevard across I-5 when they are reconstructed, preferably with landscaped buffers, as these are critical pedestrian corridors.
- New pedestrian facilities may be needed on the east side of I-5 to connect Fort Vancouver Way to the proposed Community Connector across I-5 at Evergreen Boulevard (see IBR LPA).

- Wider sidewalks on Upper Main Street would improve community access to the Uptown commercial area in the VCCV.

The City Center Vision and Subarea Plan (2007) identified the following gaps:

- Sidewalk width, safety, and convenience conflicts on designated pedestrian streets, including 6th, 8th, Evergreen, 13th, Mill Plain/15th, and McLoughlin.
- Existing connections between the Vancouver National Historic Reserve and Downtown could be improved.
- Evergreen Boulevard could be improved with wider sidewalks and improved way-finding signage to reinforce pedestrian linkages.
- The Transportation System Plan (2024) identified the following gaps: Multiuse path along Jefferson Street between W Evergreen Boulevard and Mill Plain Boulevard
- Multiuse path in the following locations:
- Along west side of I-5 between Interstate Bridge and W 8th Street
- Between the eastern terminus of Vancouver Waterfront Trail to Interstate Bridge
- Along Columbia Street between Phil Arnold Way and Interstate Bridge

Figure 16 Existing and future pedestrian network



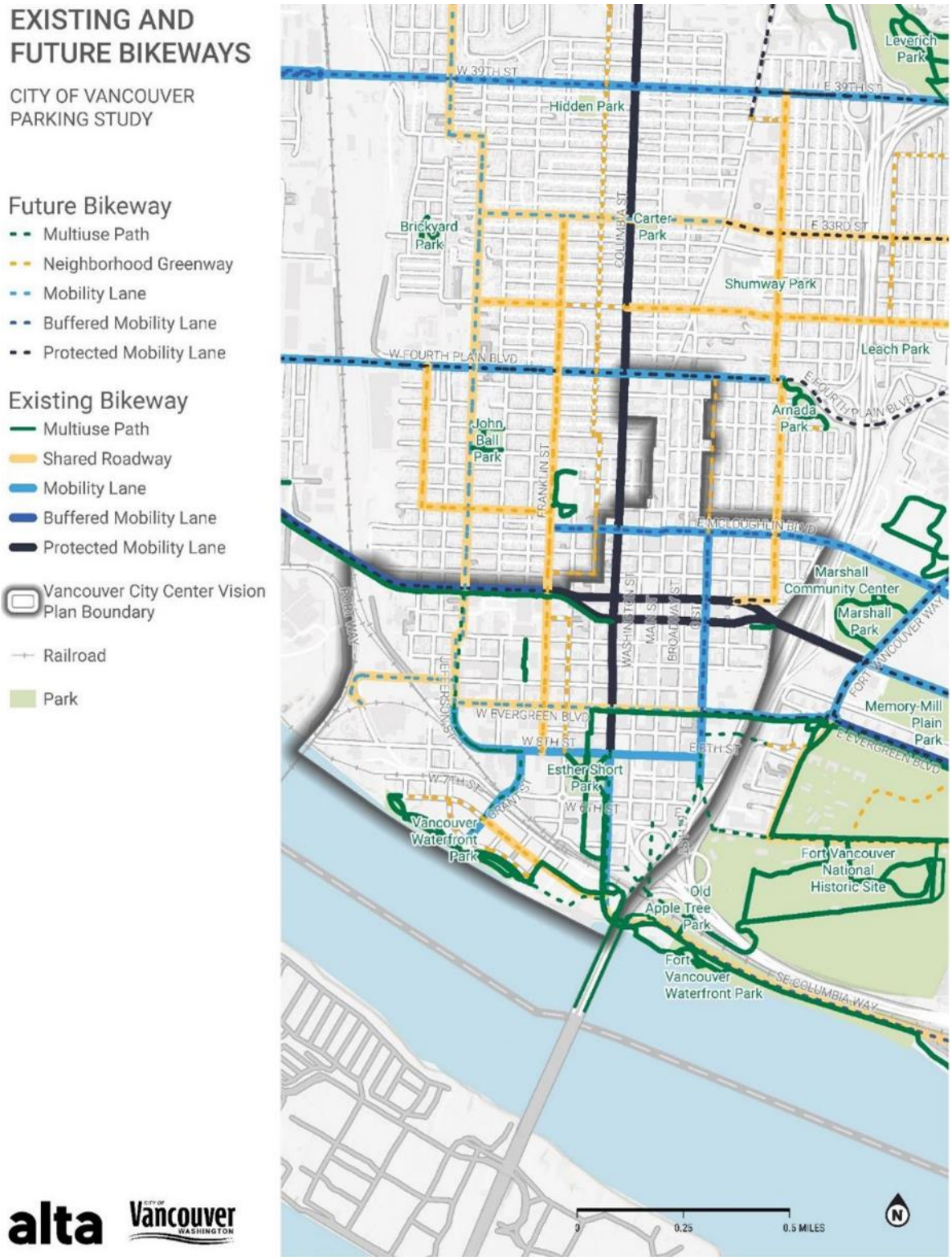
Bicycle Network

The existing bicycle network within the VCCV comprises several critical east-west and north-south routes that connect the Downtown core to both residential areas to the north, the Waterfront to the south, and the National Historic Reserve to the east. The strength of the existing network resides in separated bike lanes and separated multi-use paths that navigate significant access barriers to Downtown, such as the BNSF Railway, I-5, and Mill Plain Boulevard.

The VCCV is connected to the rest of the city by a few major east-west arterials, such as Evergreen Boulevard, Mill Plain Boulevard, McLoughlin Boulevard, and Fourth Plain Boulevard, so implementing plans for separated bike facilities on these corridors will be important to increasing bike access to the study area.

While Columbia Street provides the most robust north-south bicycle connection, several shared roadways and bike lanes, such as Jefferson Street/Kauffman Ave, Franklin Street, C Street, F Street, and Fort Vancouver Way, also provide key connections. The map below shows the existing and planned bicycle network according to data from the City of Vancouver.

Figure 17 Existing and future bikeways



Gaps in the Bicycle Network

The planned bikeways in and around the VCCV will improve access and mobility to Downtown. However, there remain several additional gaps within the VCCV's bicycle network:

1. Connectivity across Mill Plain Boulevard is not seamless. C Street at the intersections of 15th Street and Mill Plain Boulevard lacks bike boxes and two-stage turn boxes.
2. Connectivity across Fourth Plain Boulevard at F Street is unsuitable for riders of all ages and abilities. The offset intersection of F Street and Fourth Plain Boulevard creates a challenging path for people biking and lacks infrastructure to help them navigate that transition.
3. Intersection designs that prioritize safety for people walking and biking. Despite having many bikeways within the VCCV, there are no protected intersections.
4. While the Vancouver TSP calls for C Street south of Evergreen Boulevard to be a bikeway, the IBR LPA includes an on-ramp connecting to C Street. Future bikeway facility transitions should be carefully considered to avoid conflicts with I-5 traffic. A connection between C Street and Main Street (via 8th Street) allows new direct access between the waterfront and Downtown.
5. Evergreen Boulevard between Fort Vancouver Way and Jefferson Street lacks adequate bike facilities today, and plans call for a mix of multi-use paths, bike lanes, and separated bike lanes across that extent. There may be an opportunity to consolidate these proposed bike facility types into a single continuous facility on Evergreen Boulevard. However, this remains a significant gap in the bike network.
6. The VCCV does not have micro-mobility services (bike share or scooter share programs), creating a gap in residents' overall mobility.

The West Side Mobility Strategy identified the following gaps in the bicycle network:

- Daniels-Washington Bikeway. (This recommendation included a proposed bikeway along Daniels and Washington Streets between the Vancouver Waterfront and points north. Bikeway Improvements were made on Columbia Street first.)

The Transportation System Plan identified the following gaps in the bicycle network:

Neighborhood Greenways

- Franklin Street between W 8th Street and 33rd Street
- 19th Street
- Lincoln Avenue between 19th Street and W Fourth Plain Boulevard
- Esther Street between Mill Plain Boulevard and W 8th Street
- W 14th Street between Franklin Street and Esther Street.
- W 29th Street from Kauffman Avenue to I-5
- F Street between E 15th Street and E 39th Street
- Cascade Street between Waterfront Trail and Columbia Street

Mobility Lanes

- Evergreen Boulevard between Kauffman Avenue and C Street
- W 11th and Hill Streets between the railroad and Jefferson Street

Buffered Mobility Lanes

- C Street between 8th Street and E McLoughlin

- E McLoughlin Boulevard between Franklin Street and I-5

Protected Mobility Lanes

- Boulevard between C Street and I-5
- Columbia Street between Phil Arnold Way and W 8th Street
- Mill Plain Boulevard between Columbia Street and I-5
- E 15th Street between Mill Plain Boulevard and I-5.

Bike Parking: Field Observation Key Takeaways

Overall Short-term Bike Parking Facilities

- Publicly accessible short-term bike racks vary widely in type. While most of the newer racks are either rings or traditional inverted-U or "staple" racks, many of the older racks do not provide easy locking geometries or adequate spacing from other street elements.
- Bike corrals are available on and near Main Street but were not observed in other locations. The waterfront area has several small corrals that offer a maximum of three or four racks.
- Many new bike parking racks along the waterfront offer sufficient locking ability (two points of contact), but they vary in style (some are circular, some are rectangular of multiple varieties).
- None of the observed bike racks are covered.
- None of the observed bike racks offer electric charging.

Overall Long-term Bike Parking Facilities

- BikeLink, a private long-term bike parking company, offers long-term storage at a handful of locations Downtown. The bike lockers are adequately positioned on the sidewalks so as not to block pedestrian movement. Using these facilities requires membership and costs $.05 per hour.

Bike Parking by Location

Key Destinations

- Only short-term parking was observed at crucial public destinations such as the library, city hall, the waterfront, and Esther Short Park.
- There is no bike parking at some key destinations:
    - the Amtrak station, despite adequate space for both short-term and long-term facilities.
    - the Courthouse, and very little in the surrounding area.in front of the City's public services building. There is a corral at the entrance to the garage north of the building, but this is hard to find and could be improved with signage.

Downtown Core and Waterfront

- Generally, there is a good supply of bike parking in the Downtown core along Main Street. There is at least one rack per block face and typically corrals or mini corrals every couple of blocks. Here, much bike parking consists of a brown historic decorative staple, which is likely insufficient for most bikes. However, the new decorative turquoise staples are sufficient for most bikes.
- Generally, bike parking drops off north of Evergreen and even more north of Mill Plain (except Main Street, which has bike parking along the whole corridor)

- The areas with the most bike parking were Main Street south of Evergreen Boulevard and at the waterfront, with approximately one or two racks per block face.
- Ring rack designs were used throughout the waterfront. Each entrance to the park has at least two racks, but there were mixed numbers of racks at commercial storefronts. Some blocks with multiple high-traffic stores only have one rack.
- Columbia Street, one of the central commercial corridors, has almost no bike parking despite having a protected bike lane and destinations along it.

Transit Stops

- There is no bike parking at any of the observed Vine Stations. This is a gap in facilitating multimodal travel.
- There is no bike parking at Turtle Place despite lots of space within the plaza. However, there are a few staples along 7th. More bike parking will be needed here if this location is to become a mobility hub.

Bike Parking Gaps

- In many instances, the public bike parking on private property offered at many businesses fails to adhere to the city's bike parking design guidelines.
- Except along Main Street and the waterfront, bike racks are not available consistently and conveniently located within the VCCV.
- Short—and long-term bike parking lacks multimodal connections, including major bus stops, VINE stations, the Amtrak station, and other public parking facilities.
- Many major bikeways, such as Columbia Street and at intersections of protected mobility lanes, lack short-term parking.
- City Government buildings lack covered bike parking corrals for visitors, though Vancouver City Hall provides an interior secure bike storage room for employees.
- There are no public bike parking facilities that offer e-bike charging in the VCCV.

Transit Frequency Analysis

Methodology

To conduct the frequency analysis, the project team used the C-TRAN GTFS feed as of April 2024 and ArcGIS Pro tools to calculate the average number of runs per hour by stop for the following day parts:

- PM Peak: Weekdays, 3 p.m. - 7 p.m.
- Midday: Weekdays, 11 a.m. - 2 p.m.
- Saturdays: 11 a.m. – 2 p.m.

This analysis resulted in a stop-level dataset with frequency attributes for each day part. The project team then used the Calculate Transit Service Frequency tool in ArcGIS Pro to visualize frequency in Downtown Vancouver.

Findings

Transit Frequency and Ridership

The following Table and three heat maps display transit service frequency in Downtown Vancouver. At all times of day, the corridors with the highest transit frequency are along the Vine BRT corridors on Broadway and Washington Streets. These corridors are on the eastern half of Downtown, and a large portion of the study area is within a quarter mile walk of one of these stops. **Error! Reference source not found.** displays Vine BRT frequencies. Stops along East Evergreen Boulevard and Fort Vancouver Way are also reasonably well-served. (The text resumes on page 60.)

Figure 18 Vine BRT frequencies

Vine line	PM peak headway	Midday headway	Saturday headway
Mill Plain (Red Line)	15 min	15 min	15 min
Fourth Plain (Green Line)	12 min	12 min	15 min

Frequency is much lower west of Washington Street and south of 6th Street, with most stops served by only 30-minute headways on weekdays, including peak hours, and 60-minute headways on Saturdays. Areas west of Franklin Street are more than a quarter mile from the frequent transit corridor. Routes 2 and 25 provide the primary service in this area, but the former offers hourly service on weekdays only. The Waterfront area is also sparsely served, providing service only by Route 71, though a VINE bus extension is planned in the Waterfront.

Figure 19 Midday transit frequencies

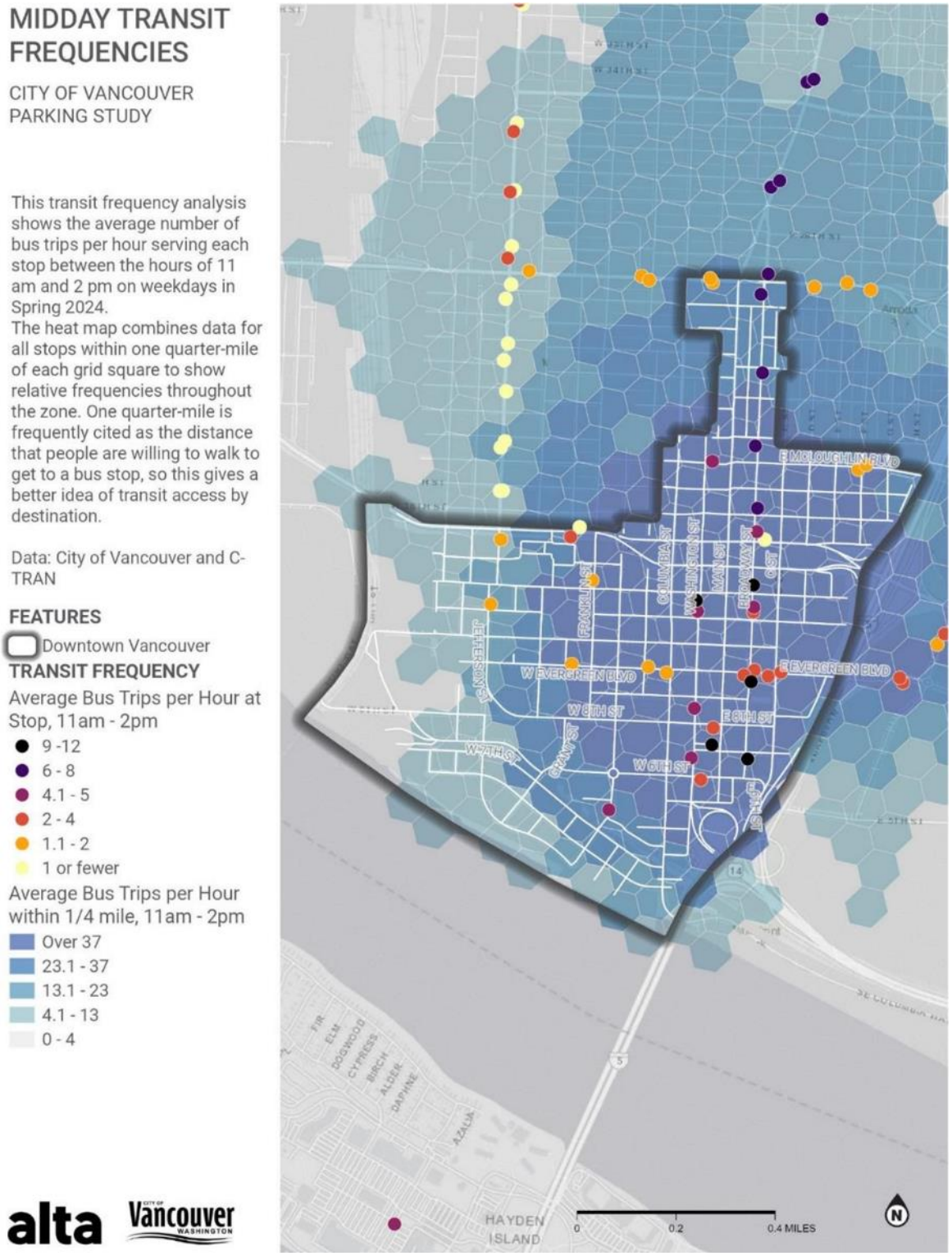


Figure 20 PM peak transit frequencies

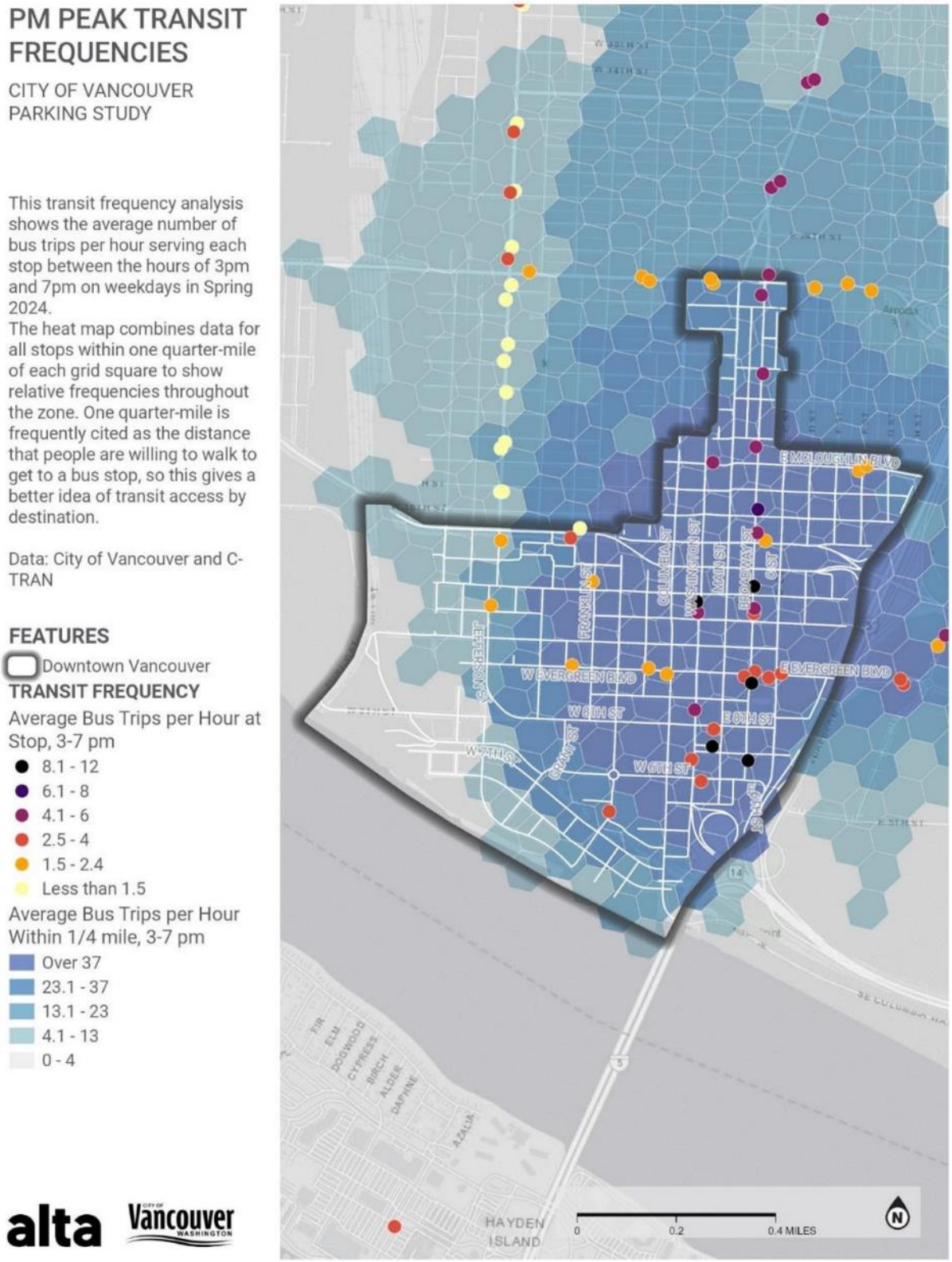
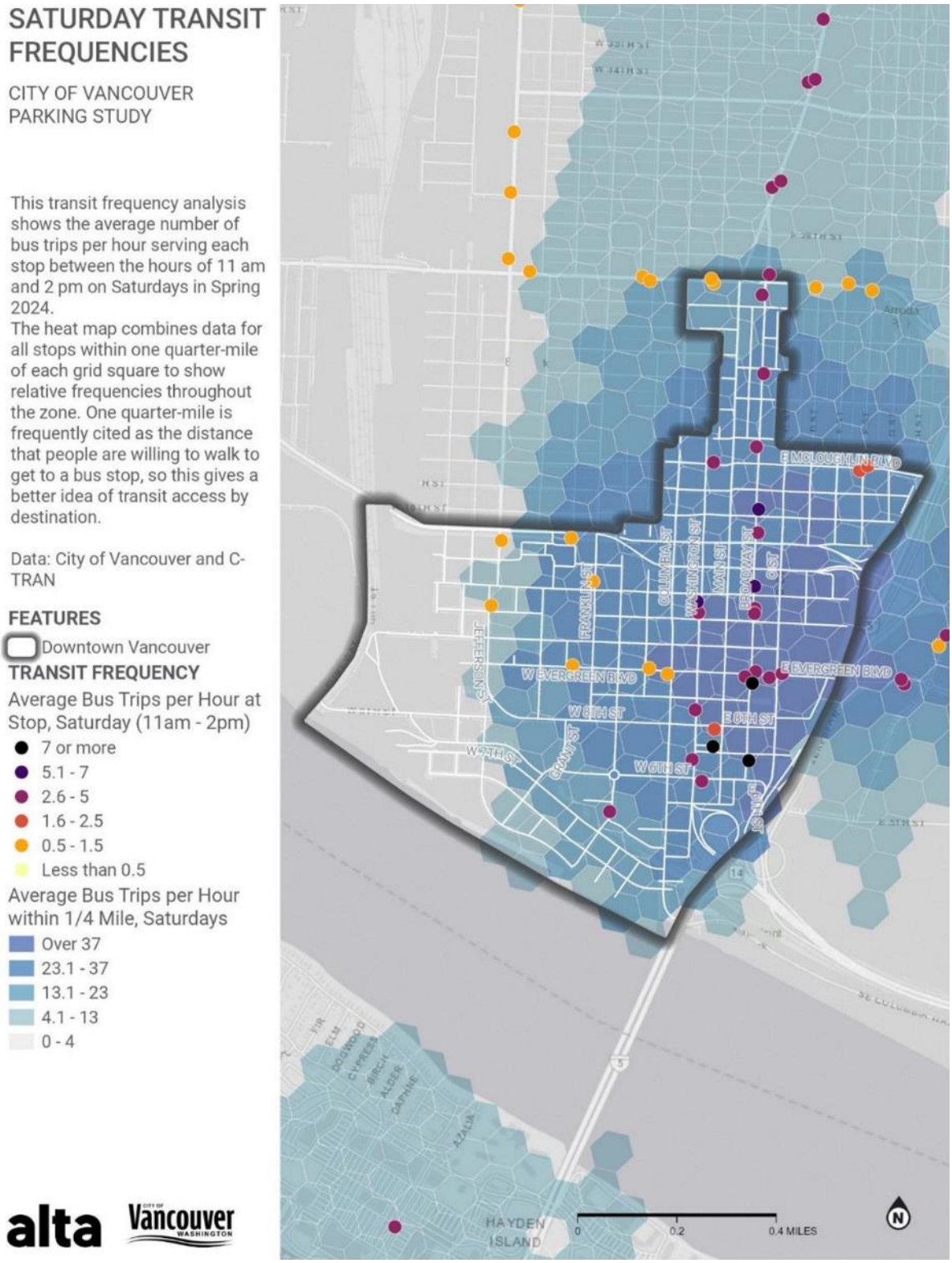


Figure 21 Saturday transit frequency



Active Trip Potential Analysis

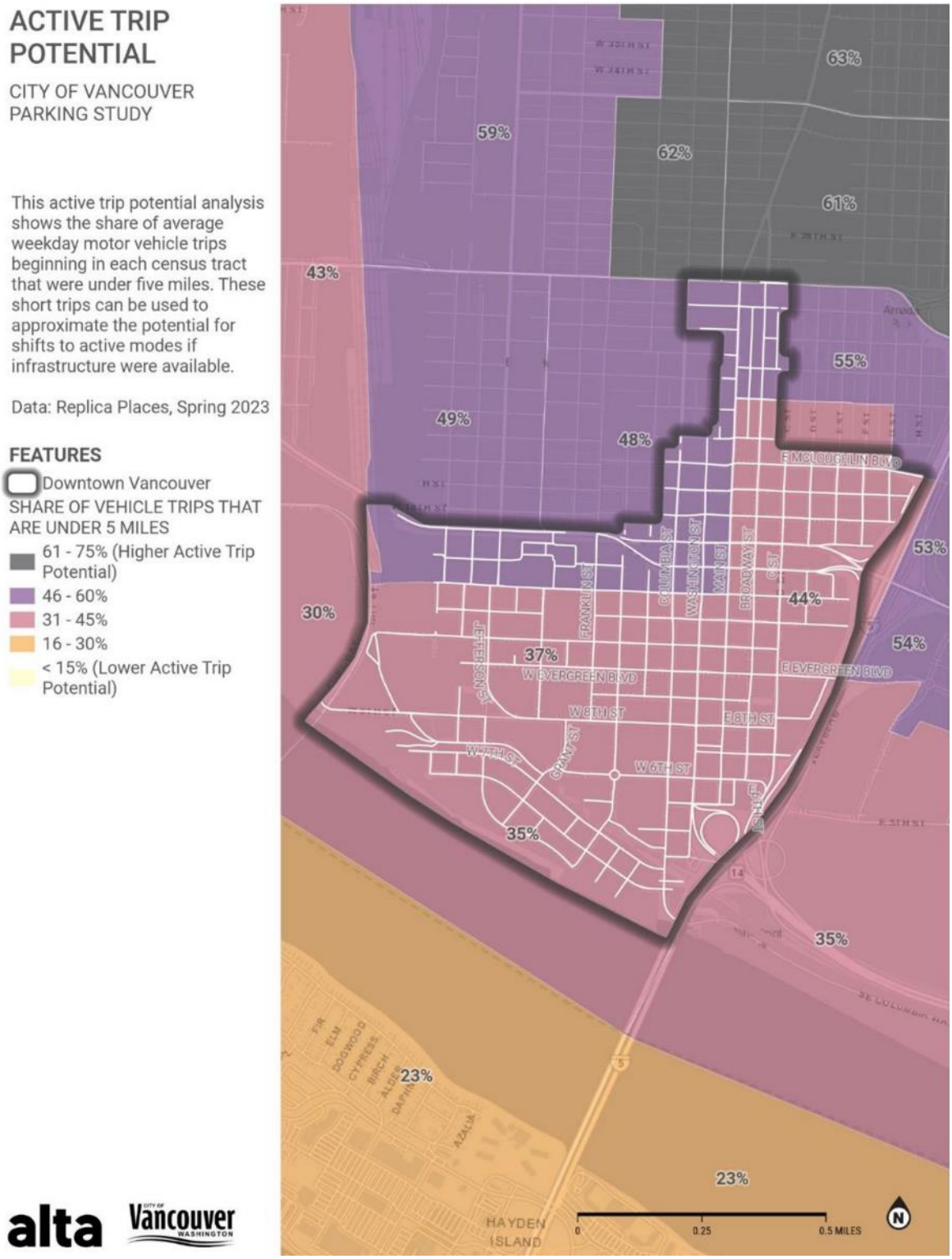
Share of Short Trips

Alta Planning and Design completed the Active Trip Potential (ATP) analysis in 2024 for the Our Vancouver Comprehensive Plan update project. The results show that downtown Vancouver has a high share of vehicle trips under five miles and, therefore, has a moderately high potential for increasing the number of trips made by active modes.

The highest ATP in terms of the number of potential active trips is in the eastern part of the study area. However, the northwestern part of downtown has the highest share of potential active trips, with between 46 and 60% of vehicle trips being under five miles.

In general, downtown Vancouver has a lower ATP than the inner-ring suburban neighborhoods but a higher ATP than the outlying areas. This is likely because many downtown destinations are close enough that long vehicle trips are not needed because people may be walking and biking for such short trips already because it is more convenient and practical than driving

Figure 22 Active Trip Potential



Appendix D: Public Participation Report

Public Participation: What we Learned

From March to July 2024, the project team has had insightful engagements and discussions with community members through numerous activities. Over 2,500 people took the first project survey, which was available from early May to early June 2024. Over 50 people spoke with us directly through three small group discussions in June. In each small group discussion, the project team presented information about the project and described certain strategy areas they will develop. The team then heard from community members about their transportation habits and needs and what opportunities they saw for Downtown Vancouver.

The project team has also met three times with the Parking Advisory Committee, once with the Transportation and Mobility Commission (on April 2, 2024, with a second meeting planned for September 3), and twice with the Center City Redevelopment Authority (in January 2024 with City staff presenting, and on July 18, 2024, with City and consultant staff presenting.

Takeaways for Strategy Development

Opportunities to tap the parking oversupply

People want flexible, convenient parking options distributed around Downtown. After seeing the parking occupancy data showing moderate parking use, most community members accepted the premise that the City does not need to build more parking spaces but that existing parking could be better managed and made available to a wider range of users. The Plan will include strategies the City and other Downtown destination managers may consider creating shared parking arrangements that make better use of the existing parking supply without building new parking spaces.

Wayfinding and parking user support

Community members acknowledged that some Downtown parking areas, such as the Waterfront, are highly congested while other areas mere blocks away remain lightly used. People supported the idea of improving guidance and wayfinding to parking options, using tools ranging from basic signage to phone app maps to different tiers of parking pricing to shape geographic demand.

More sophisticated parking pricing

The project team did not ask detailed pricing questions in the survey or small group discussions but gleaned that people are amenable to pricing parking to guide people toward lower-demand areas, promote availability in higher-demand areas, and offer more flexibility with time limits. The Plan will describe geographic and time-based pricing models that may be suitable for helping the City manage parking and meet broader goals to reduce driving, cut emissions, and minimize the impact of driving on creating walkable urban communities.

Streets for more than just cars

Over 70% of people expressed that street curbsides should remain a key place to provide parking. This Plan acknowledges that and will develop recommendations for keeping street parking appropriately, but not overly, supplied. Digging deeper, though, community members recognize that street parking is oversupplied and that, in

some locations, it could be better used as outdoor dining restaurants, bike lanes and bike parking, bus lanes, transit stops, landscape areas, traffic calming features, loading zones, and expanded people-serving uses. This Plan will include a preliminary curb management framework for the City to consider how to implement and manage more nuanced curb uses.

More mobility options

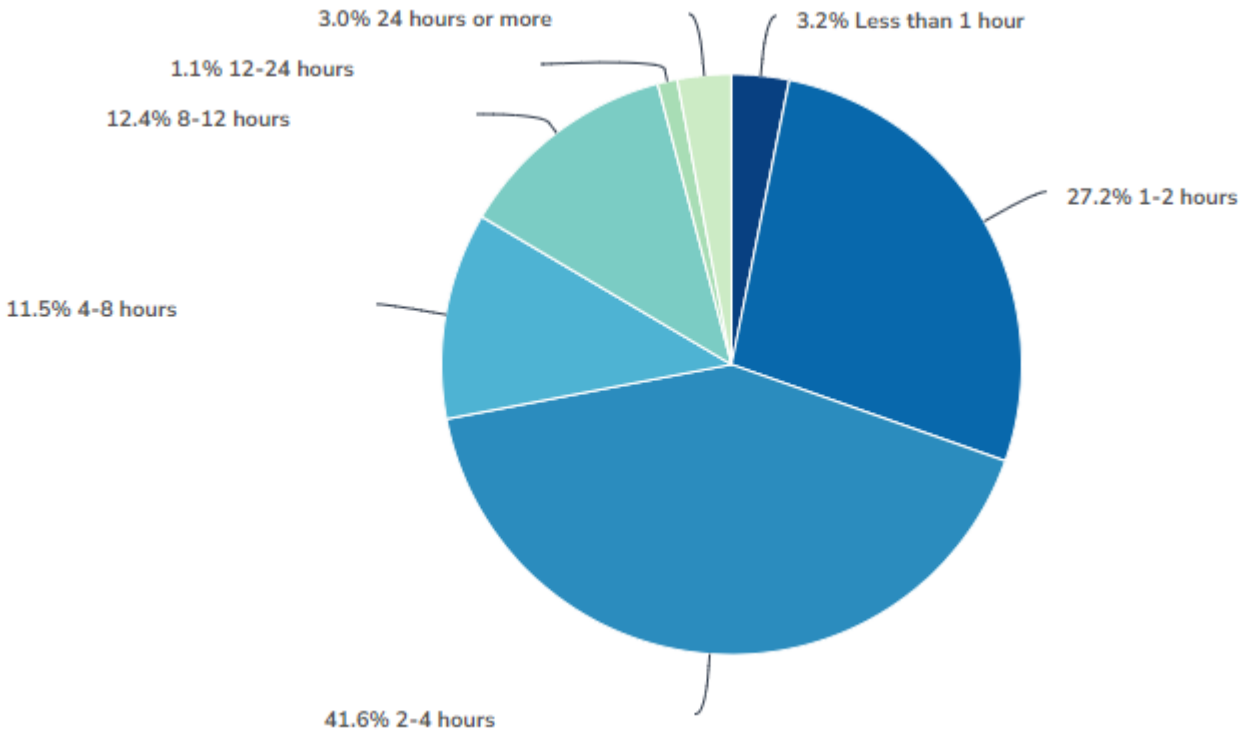
People in Vancouver want more mobility options. They expressed this during the public participation process for the Transportation System Plan, which lays out ambitious non-driving transportation goals and projects. Likewise, during this Parking Plan, people reflected that an over-reliance on driving and parking is detrimental to adding active transportation infrastructure and creating more dense, mixed-use neighborhoods. This Plan will describe how better parking and curb management can free up space for better active transportation facilities and land for development. Most specifically, the Plan will describe the potential for mobility hubs in Downtown as locations where multiple transportation options link together to expand peoples' trip choices.

A Brief Summary of Input from Public Participation Activities

Community Survey #1

Some of the total responses include:

- Most people use a personal car for their downtown trips. About 10% of people walk as their primary way of getting around. A small percentage of people bicycle or use transit.
- When Downtown, 75% of people sometimes use paid street parking, 60% sometimes use free street parking, and 47% sometime use a free parking lot at their workplace or the business they are visiting.
- People's arrival times downtown are well distributed. 28.6% usually arrive between 8:00 a.m.-noon, 24.2% between noon-3 p.m., and 28.3% between 3:00–6:00 p.m.
- Over two-thirds of downtown visits are under four hours. The chart below shows responses to the question, "When you're in downtown Vancouver, how long is your typical stay?"



- 13.5% of respondents live downtown, and 30% work downtown, meaning most people answered from the perspective of being Downtown visitors.
- Over 60% of respondents listed making parking easier and easier for people who shop, dine, and visit downtown businesses to park as their top priority.
- 32.6% of people listed making walking, rolling, or cycling easier Downtown as a priority.

- The convenience of driving, especially having control of your travel time, was a key reason many people selected for choosing to drive most or all trips.
- Vehicle parking was the most selected priority for curb uses. Over a third of people prioritize outdoor dining areas and walking routes, such as wider sidewalks and curb extensions.

Small Group Discussions

People with Disabilities Small Group Discussion

Six people joined this online discussion for 90 minutes on June 17, 2024. Key comments included:

- Thinking about the disability community during transportation and parking planning will lead to improvements that benefit everyone.
- The details matter, such as making sure the screen on a parking meter is low enough that people in a wheelchair can see it.
- Safe, complete routes are vital, and when fully connected, safe routes can't be created, cities need more "safe space" refuges to take a break while using transit, walking, rolling, or biking.
- Handicap-accessible parking is important, but don't forget about accessible curb spaces for quick drop-offs and pickups of people.
- For many people (disabled or not) driving is not an option; Vancouver needs to plan transportation through the eyes of people who must use other modes.

Hospitality and Tourism Small Group Discussion

Ten people joined this in-person, 90-minute discussion on June 17, 2024. Key comments included:

- Vancouver is growing, physically and reputationally. People want to live here and visit.
- Parking options such as employee parking passes are confusing and prone to abuse; respondents also noted that employees need cheap and convenient parking options near their workplace.
- Wayfinding is vital for daily downtown users and first-time visitors. Wayfinding means not just signs on the street, but clear information people can get before their trip begins.
- Some events, such as the Farmers Market, draw thousands of visits and are getting busy enough that parking is becoming an impediment to people wanting to attend.
- More nuanced and well-managed curb uses can provide options for the wider variety of people now coming downtown. Ideas range from free 15-minute parking zones to more outdoor dining patios to better bus stops and shelters.

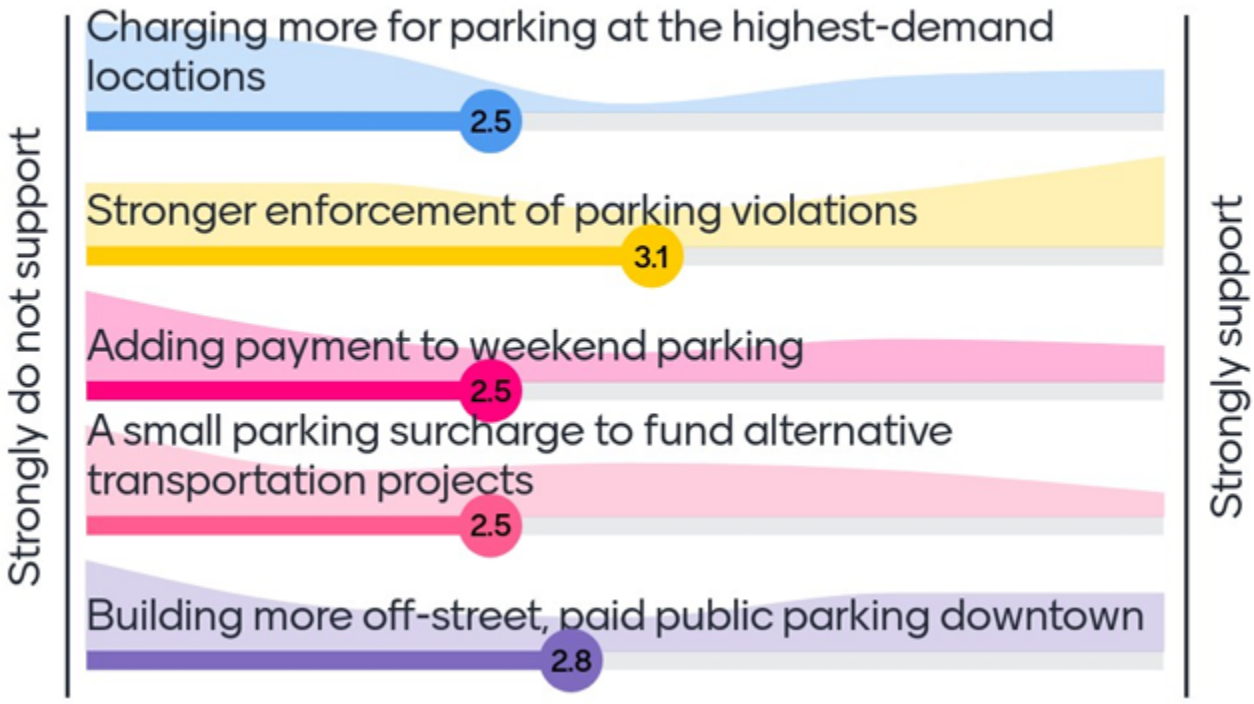
Downtown Stakeholders Forum

The project team presented in person at the monthly Stakeholders Forum on June 18, 2024. Up to 38 people participated in-person or online in the event and responded to questions through the Mentimeter live polling platform the team used. Key responses and comments included:

- Personal car use was the primary way people get around downtown, with walking or rolling also a popular option.
- 30 of 38 respondents say they can usually park within two blocks of their destination when they drive.

- People favored improving public transportation and bicycle routes to encourage non-driving ways of getting to and around downtown.
- In a specific question about mobility strategies, people responded favorably to ideas for a circulator shuttle, improved parking wayfinding to reduce circulating, and a bike-share or scooter share system.
- Other ideas people had to encourage less driving include more bicycle parking, car-free or car-light streets, providing parking more on the edges of downtown then having people walk to the core.
- People support pricing parking to influence demand but are also worried about alienating low-income residents and workers who rely on their cars for mobility.
- People like the idea of special parking operations during events, such as using shared parking lots to fit surging parking demand and running shuttles between distant parking and the event locations.
- Alternative curb uses people support include more outdoor dining parklets, curbside bike lanes, and bike parking.
- Forum attendees broadly supported using more wayfinding types, including static signs and parking occupancy boards, to help people more quickly find available parking.
- When asked to "Please indicate your level of support for these parking management and supply practices", people rated each option roughly with moderate support. Stronger parking enforcement and building more off-street paid parking were the two most popular options.

Figure 23 Screenshot of Mentimeter results from Downtown Stakeholders Forum



Scoring Key: Downtown Stakeholders Forum – Audience Reponses, July 18, 2024

Strongly do not support	0 points
Strongly do support	5 points

Commission and Committee Meetings

Transportation and Mobility Commission

The project team presented the early work to the TMC on April 2, 2024. This was to introduce the project and preview some of the topic areas that would be explored through the plan. Notes from the meeting are below.

Discussion Questions:

1. How do you see parking and curb management as relevant to your overall transportation and mobility goals in Vancouver?
2. What existing parking and curb conditions should we keep front of mind?
3. What study and plan outcomes are most important to you?
4. What topics introduced today, excite you most about this Study and plan?

Commissioner Comments/Questions:

- The Plan needs to focus on climate along with parking.
- How can we better manage equity in terms of ADA parking? It seems like we are currently asking, "Can you afford to park there?" when we should be asking, "Do you need to park there?" Designate parking for specific populations instead of just charging more for convenient parking. We shouldn't further discourage people from coming downtown.
- Waterfront parking is a big issue for employees.
    - It'd be nice to see commute reduction/employee benefits for employees working downtown for small and large employers.
    - It is important that the benefits reach the employees, the group with this need, rather than the business owner.
- Freight loading/unloading in bike lanes is an issue for cyclists.
- Is a CTRAN waterfront trolley, perhaps with a dedicated route, possible, or the connector, Ryde that operated before the pandemic? It would work well as a connector and create a great identity for Vancouver.
- Metrics, quantitative and qualitative are important for progress and to assess whether the plan itself is good and achieving desired results. This is especially true where changes are happening such as the Main Street Promise.
- An efficient connection is important to reduce auto trips downtown.
- Bike and pedestrian connections to downtown are key because there aren't many east-west connections across I-5 currently.
- Amtrak is an important service, and connectors to Amtrak are needed.
- The Plan needs to address inactive lots downtown, since many sit empty.

Suggestions/Action Items:

- Address ADA parking
- Address waterfront parking
- Support downtown restaurant workers and others without existing commute programs
- Address freight unloading in bike lanes in curb management
- Want more transit options within downtown, as well as a solid feeder source to make not driving efficient

- Share public engagement results with the TMC after work is started
- Get data about how people are getting around downtown and collect data that can be compared every few years to check for behavior change
- Address empty lots with shared-use partnerships

Parking Advisory Committee

The Parking Advisory Committee has met three times and will meet one more time for this project.

- March 13, 2024, to introduce the project and discuss the PAC's role
- May 8, 2024, for a workshop session on the vision, goals, and principles for parking management in the City of Vancouver. The outcomes of this meeting are available which documents this project's progress with reviewing and revising those guiding parking topics.
- July 18, 2024, to discuss parking and curb management concept strategies. Key points made by PAC members during this meeting include the following.
    - PAC members were unsurprised by the parking oversupply and generally low- to moderate-occupancy counts. Several members remarked on the low off-street occupancy on weekdays and weekends.
    - PAC members understood and were unsurprised that in survey #1, many community members prioritized convenient and plentiful parking as a major desire for downtown. Members acknowledged that such questions don't expose all the tradeoffs to people.
    - The PAC chair noted that the survey question about willingness to pay more for parking in higher-demand areas (which received low support) did not point out that higher prices can help create parking availability, which is also strongly desired.
    - Members supported the direction of all five core strategy areas discussed, including:
        - "Core and edge" pricing and "tier-based" duration pricing
        - Continuing the City's effort to consider and implement weekend pricing either downtown-wide or in a downtown subarea and either on Saturdays or Saturdays and Sundays
        - Increasing the presence and utility of numerous parking and pedestrian wayfinding improvements
        - The City of Vancouver is seeking to obtain more public parking supply opportunistically by entering into sharing agreements with private parking owners who have an oversupply
        - Gradually reforming the parking permit options to make them less "all you can park" buffet-style monthly permits and more as day passes; this can still offer discounts and bespoke pricing for certain users if the City desires

City Center Redevelopment Authority

On July 18, 2024, the City and consultant staff presented a brief outline of the project's existing conditions and preliminary strategies to the City Center Redevelopment Authority (CCRA). Notable comments by CCRA Board Members include the following.

- Surprise at the significant parking oversupply and agreement that it provides leeway for new development and repurposing City streets and parking assets for other uses.
- Members were surprised to find over twice as many off-street private parking spaces downtown as total public on- and off-street spaces; they did not expect such a large difference.

- Support for more sophisticated wayfinding tools, including use of apps, signage, and availability guidance systems.
- Agreement that private-private and public-private parking sharing agreements should be encouraged and pursued by the City to help more efficiently use the existing parking supply.
- No major comments or concerns about geographic “core and edge” or “tier-based” pricing scheme ideas; though the team could only briefly and quickly focus on this topic.
- Support a more flexible and elegant curb management strategy for downtown streets to accommodate and support the curb use needs of a broader range of patrons, residents, and businesses.

Public Participation Input

Survey 1

The first survey was available from April 29, 2024, to June 9, 2024, and asked respondents to share their experiences traveling downtown and what they cared most about for parking and curb management. Overall, 2,528 people took the survey.

The survey was available in English, Spanish, Russian & Chuukese. A total of 21 people took the survey in a language other than English, primarily Spanish. While that is a small percentage of the survey responses, please note over 30% of total respondents reported that they speak a language other than English. See question 18 for more language information. Responses in languages other than English were cross-tabulated against the full results to check for differing opinions among non-English speaking communities. Most results were like the full results, but differing opinions are noted below.

Survey 1 Distribution

Advertising

The City advertised the survey through the project page on its BeHeard website, sharing it with partner organizations and its social media pages.

City Partners

The City shared the survey information with partner organizations to reach more specific networks. These organizations shared the survey link on their social media pages and through their email listservs.

Vancouver Downtown Association (VDA)

VDA advertised the survey in emails to 4,100 constituents, featured it on the website's homepage, and posted it on Facebook and Instagram. It also used sponsored Facebook ads that targeted seven downtown Vancouver zip codes.

Social Media

The City posted two organic posts on Facebook and Instagram, each directing people to the survey, throughout the open survey period. Each post received hundreds of likes and comments, and many parking opinions were expressed.

They also purchased two Facebook ads, one in English and one in Spanish, which received the following clicks:

- Spanish: 197 clicks
- English: 1,378 clicks

Figure 24 Screenshot of Social Media post promoting the survey



Survey 1 Results

1. Do you live in the downtown Vancouver area shown on the map above?

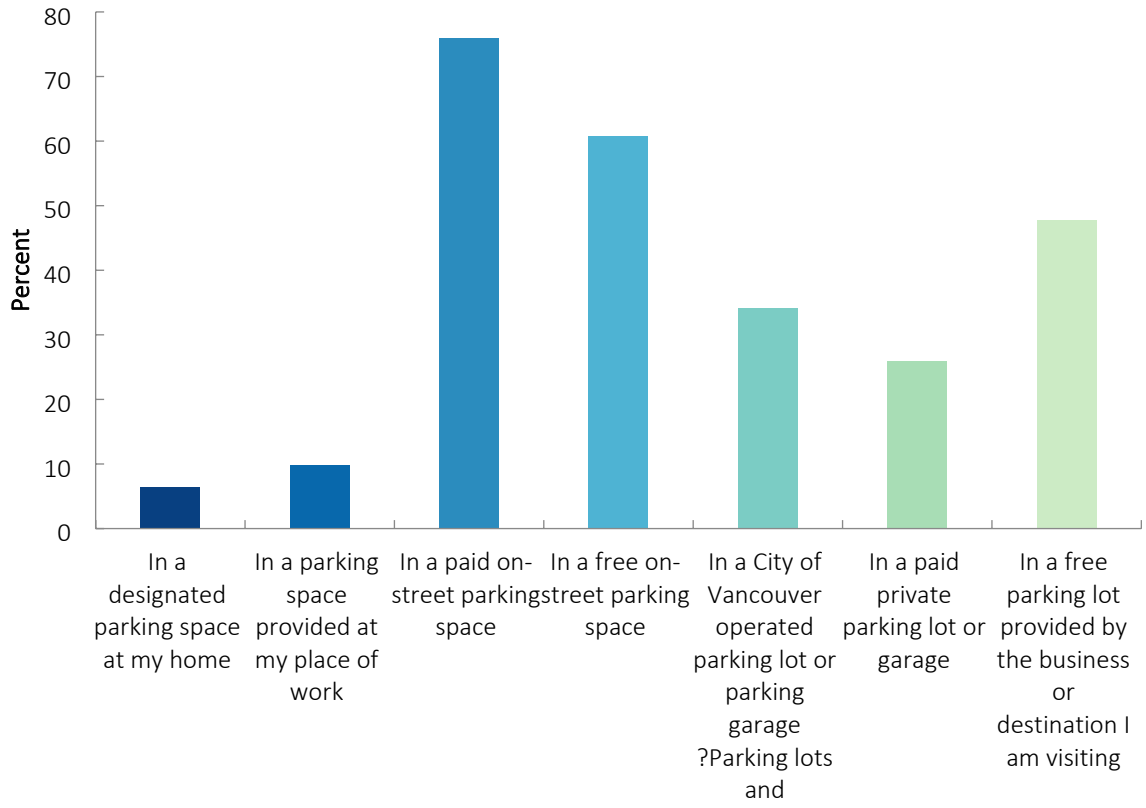
Value	Percent	Count
Yes	13.6%	337
No	86.4%	2,149
	Totals	2,486

2. How often do you use each of the following transportation methods when you're in downtown Vancouver?

	Never		1-10 times a year		1-4 times a month		1-2 times a week		3-4 time a week		5 or more times a week		Response Count
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	
Walk, use a wheelchair or assistive device	663	27.4 %	470	19.4 %	498	20.5 %	288	11.9 %	241	9.9%	264	10.9%	2,424
Bicycle	1,793	75.1 %	332	13.9 %	107	4.5%	91	3.8%	45	1.9%	20	0.8%	2,388
Small mobility device like a scooter	2,263	95.2 %	62	2.6%	28	1.2%	11	0.5%	7	0.3%	7	0.3%	2,378
Public transportation	1,918	80.3 %	302	12.6 %	80	3.3%	40	1.7%	27	1.1%	22	0.9%	2,389
Personal vehicle alone (car, truck, or van)	63	2.5%	386	15.5 %	624	25.1 %	448	18.0 %	398	16.0 %	567	22.8%	2,486
Carpool with one or more other people (car, truck, or van)	1,052	44.0 %	579	24.2 %	433	18.1 %	185	7.7%	99	4.1%	43	1.8%	2,391

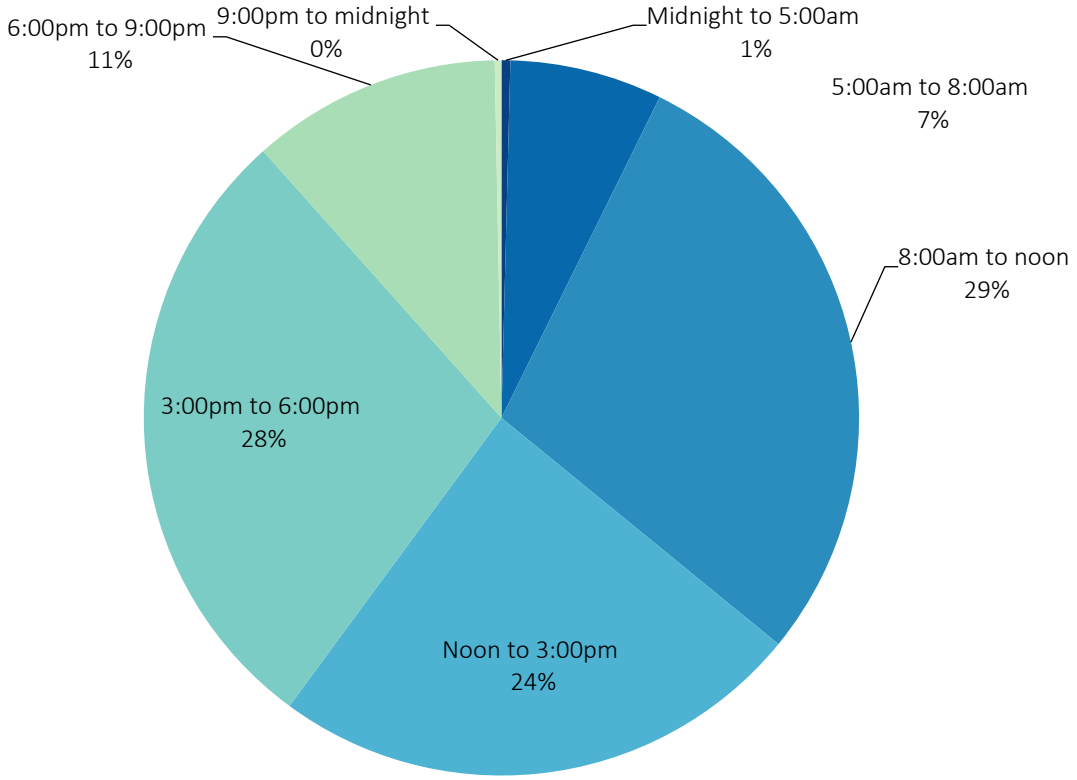
Taxi or ride hailing (Uber, Lyft, etc.)	1,673	70.1 %	596	25.0 %	88	3.7%	21	0.9%	5	0.2%	4	0.2%	2,387
Motorcycle	2,269	95.3 %	65	2.7%	23	1.0%	10	0.4%	10	0.4%	4	0.2%	2,381

3. Where do you park your car when you're in downtown Vancouver? (Select all that apply)



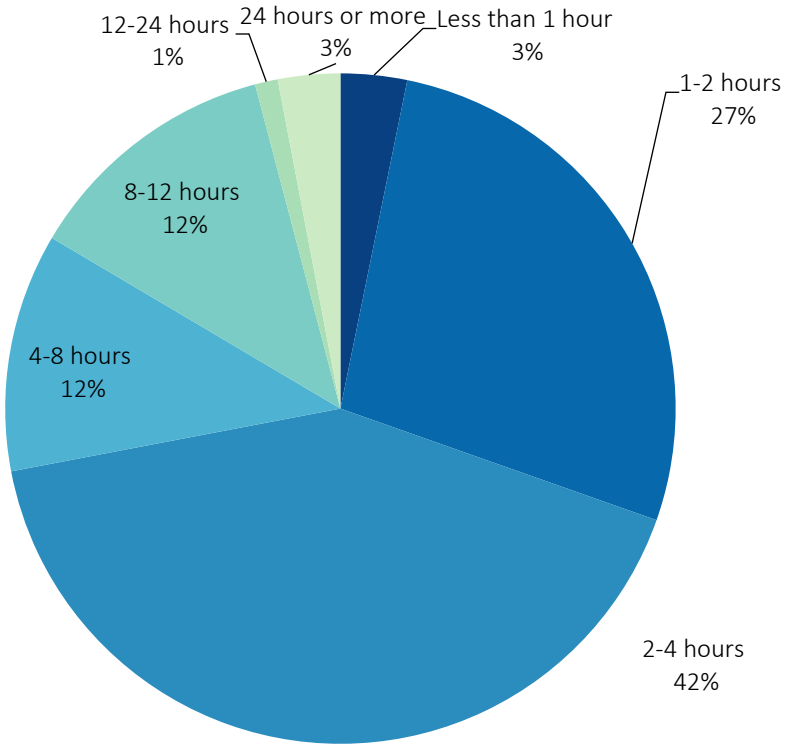
Value	Percent	Count
In a designated parking space at my home	6.4%	157
In a parking space provided at my place of work	9.9%	241
In a paid on-street parking space	75.9%	1,853
In a free on-street parking space	60.8%	1,485
In a City of Vancouver operated parking lot or parking garage*?* ***Parking lots and garages operated by the City of Vancouver include:*** ***Lot #1 Smith Tower Lot*** ***Lot #2 Evergreen Surface Lot*** ***Lot #3 City Hall West Lot*** ***Lot #11 Broadway Lot and*** ***Lot #18 Vancouver center Garage (also known as Park N Go)***	34.2%	835
In a paid private parking lot or garage	26.0%	635
In a free parking lot provided by the business or destination I am visiting	47.7%	1,166

4. When you're in downtown Vancouver, what time of day do you typically arrive? If you come to downtown Vancouver at various times of the day depending on your needs, please select the time option that you think you come most often.



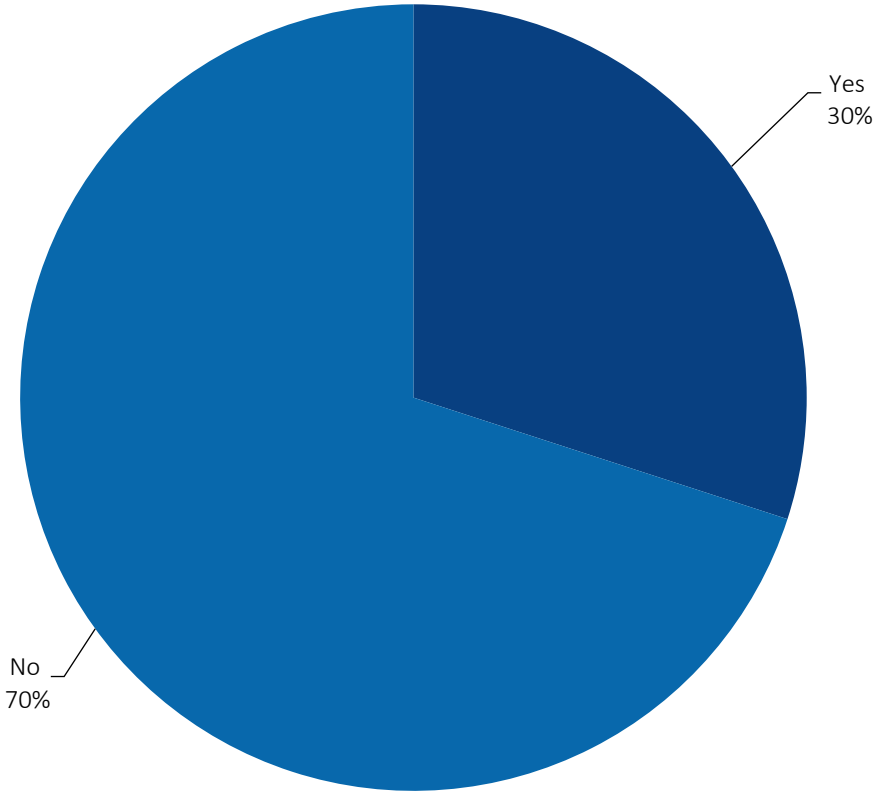
Value	Percent	Count
Midnight to 5:00am	0.4%	10
5:00am to 8:00am	6.9%	172
8:00am to noon	28.6%	710
Noon to 3:00pm	24.2%	599
3:00pm to 6:00pm	28.3%	701
6:00pm to 9:00pm	11.3%	279
9:00pm to midnight	0.3%	8
	Totals	2,479

5. When you're in downtown Vancouver, how long is your typical stay?



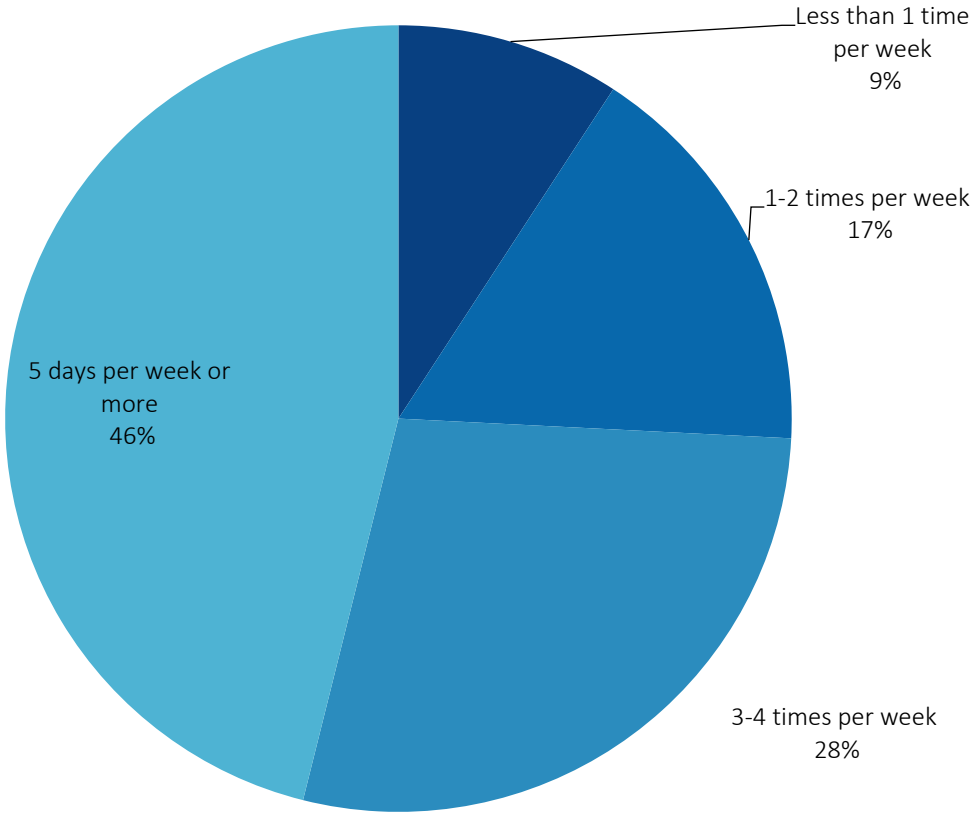
Value	Percent	Count
Less than 1 hour	3.2%	79
1-2 hours	27.2%	676
2-4 hours	41.6%	1,034
4-8 hours	11.5%	285
8-12 hours	12.4%	308
12-24 hours	1.1%	27
24 hours or more	3.0%	74
	Totals	2,483

6. Do you ever commute to a workplace in the downtown Vancouver area shown on the map below?



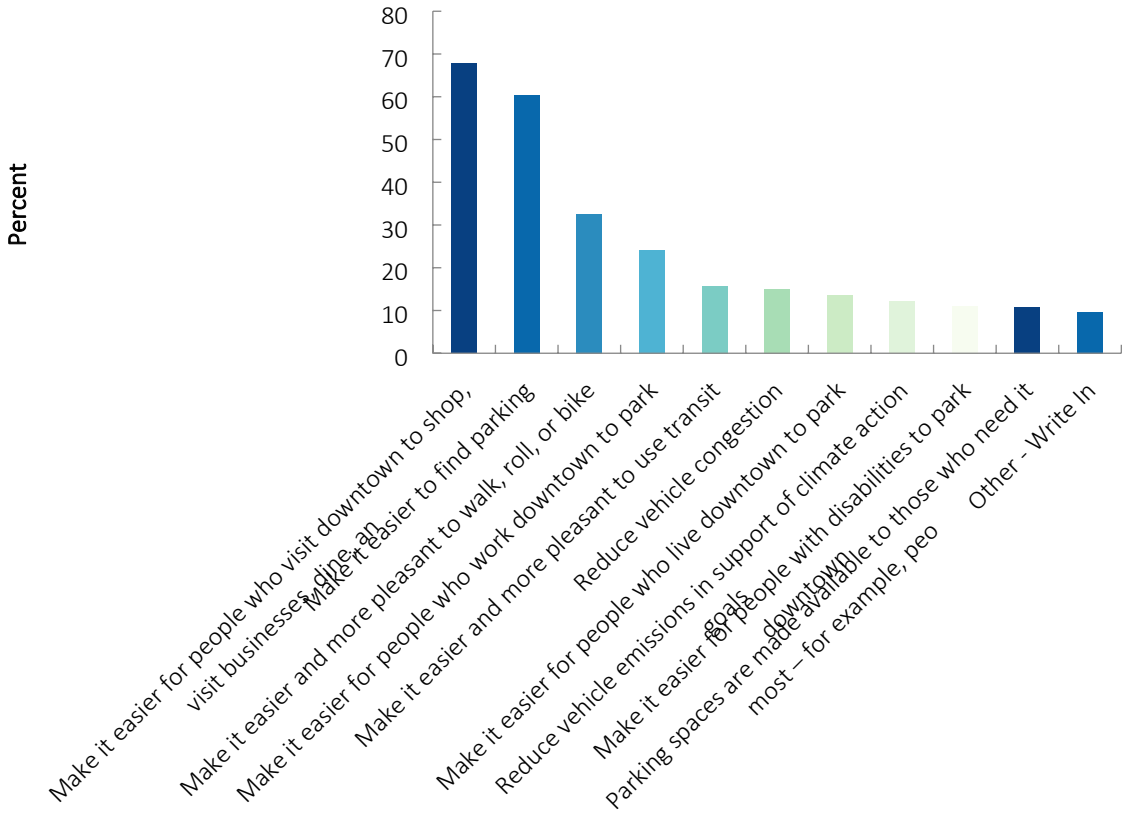
Value	Percent	Count
Yes	30.0%	715
No	70.0%	1,667
	Totals	2,382

7. How frequently do you travel to your workplace in downtown Vancouver?



Value	Percent	Count
Less than 1 time per week	9.2%	64
1-2 times per week	16.6%	116
3-4 times per week	28.1%	196
5 days per week or more	46.1%	321
	Totals	697

8. Please choose your top three priorities when it comes to downtown Vancouver transportation.



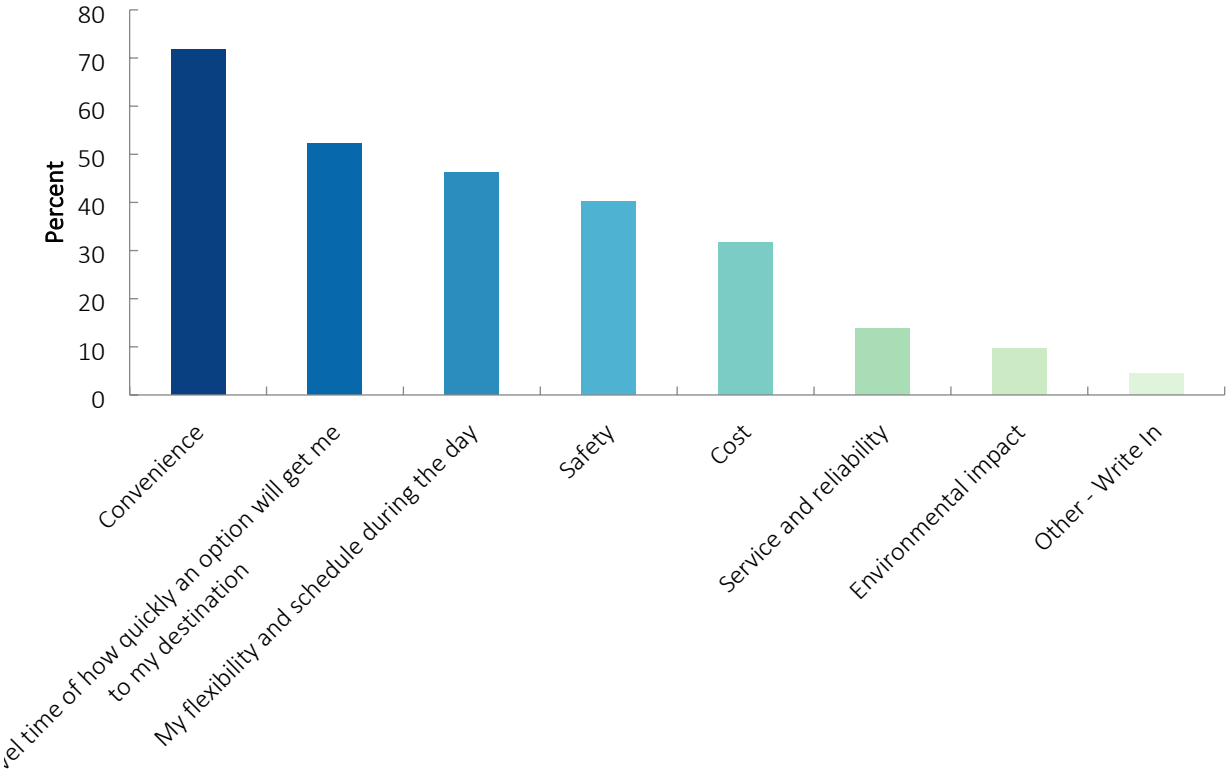
Value	Percent	Count
Make it easier for people who visit downtown to shop, visit businesses, dine, and recreate to park	67.8%	1,624
Make it easier to find parking	60.4%	1,446
Make it easier and more pleasant to walk, roll, or bike	32.6%	780
Make it easier for people who work downtown to park	24.1%	578
Make it easier and more pleasant to use transit	15.7%	376
Reduce vehicle congestion	15.0%	360
Make it easier for people who live downtown to park	13.5%	323
Reduce vehicle emissions in support of climate action goals	12.1%	290
Make it easier for people with disabilities to park downtown	11.0%	264
Parking spaces are made available to those who need it most – for example, people with disabilities.	10.8%	258
Other - Write In	9.7%	233

A summary of responses from the Other- Write in box is summarized below:

- Many respondents asked for free (59) and more affordable parking (28).
- Some asked to improve the payment system for parking, including switch all paid parking to Parking Kitty, improve the screens, and make sure the payment kiosks are properly accepting debit/credit payments (10)
- Some asked to bring back 15-minute free parking spaces or introduce more loading/drop-off zones (12)
- Many people noted that there needs to be more parking spaces, and that they would like to see more garages (22) or monthly/permit parking options (11)

- Many reiterated the choices in the survey:
    - Make it easier to find parking (23)
    - Make it easier and more pleasant to walk, roll, or bike (16)
    - Make it easier and more pleasant to use transit (11)
    - Make it easier for people who work downtown to park (15)
    - Make it easier for people who visit downtown to shop, visit businesses, dine, and recreate to park (11)
- Key written comments:
    - "It's astonishing that the Parking lots the city put in the waterfront are only one level, they need to be built up toad more parking in the same amount of space."
    - "There really needs to be more options for affordable, reliable parking for the MANY minimum wage workers that work on the waterfront. An essentially $2+/hour reduction from minimum wage pay is a massive loss (over 10%) and super inequitable/burdensome to the folks that make the waterfront a destination."
    - "New apartments that go up should be able to accommodate parking for those that are going to live there instead of making them rely on a city parking permit with the limited spots available."
    - "Make it easier for accepting debit and credit cards, especially at the waterfront. I had to try 22 times before it took."

9. Which of the following factors are most important to you when deciding how to get to downtown Vancouver? Please choose the top three factors that influence your travel decisions.



Value	Percent	Count
Convenience	71.7%	1,709
Travel time of how quickly an option will get me to my destination	52.2%	1,243
My flexibility and schedule during the day	46.3%	1,104
Safety	40.3%	960
Cost	31.7%	756
Service and reliability	13.9%	331
Environmental impact	9.6%	229
Other - Write In	4.5%	107

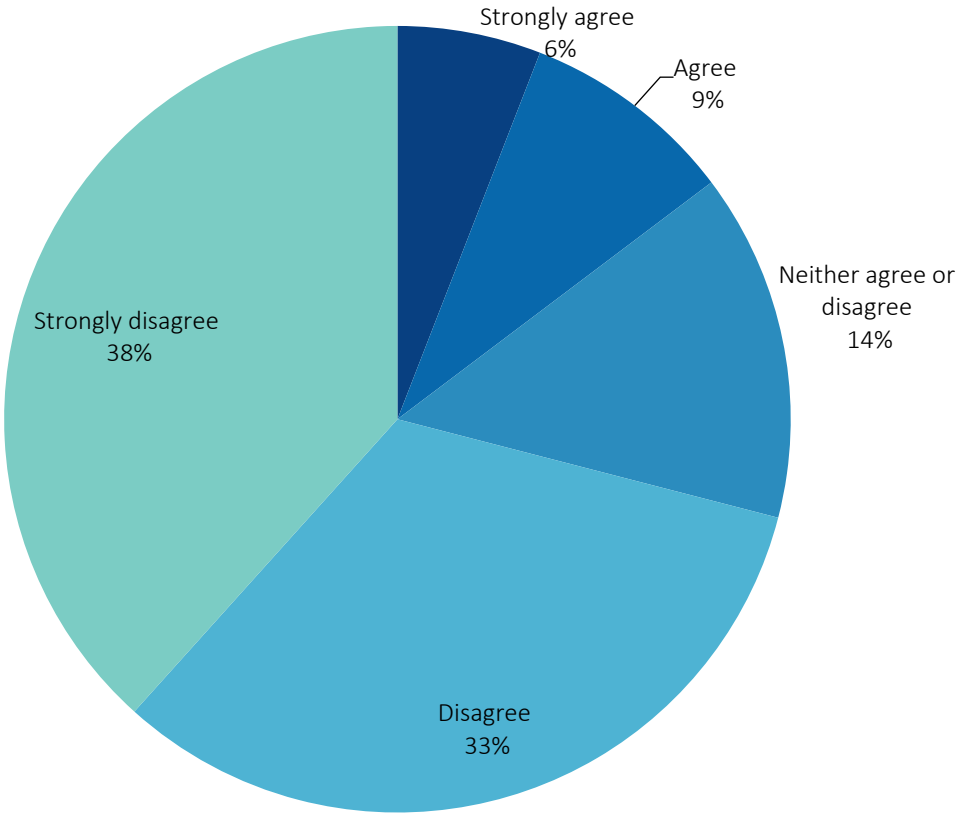
Respondents who took the survey in a language other than English selected Safety as the most important factor.

A summary of responses from the Other- Write in box is summarized below:

- Most respondents said the ability to find parking is their top factor that influences travel decisions (21)
- Some included weather (7), walkability/bike-ability (7), and ability to find free parking (7) as factors influencing their travel decisions
- Some reiterated the choices in the survey, including convenience (9), safety (8), and my flexibility and schedule during the day (4)
- Weather
- Some noted that they must drive because there are no transit options where they live to get downtown (5)

- There were also a variety of unique comments as write-ins
- Key written comments
    - “Avoiding busy streets and crowded parking. Because I’m disabled, I usually must drive downtown. That determines how I get there.”
    - “Comfort. Not needing to deal with the elements by walking, biking, or being stuffed into public transportation.”
    - “I have limited walking mobility so need parking available. I can’t ride a bike or walk but still like to visit downtown businesses.”
    - “I live in a rural county and work downtown. There is no public transit, and very few options even to pay to park at busy times.”
    - “Public garage for waterfront, need available knowledge of garages.”

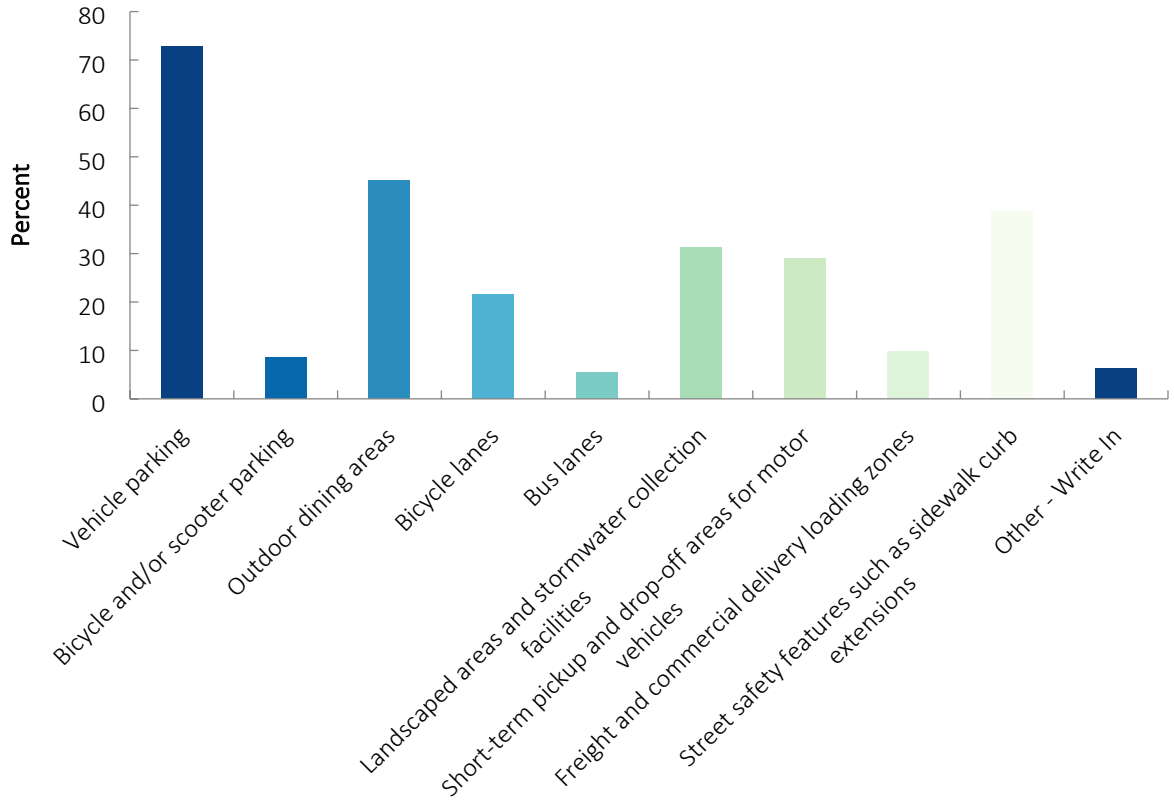
10. To what extent do you agree with the following statement: Parking should cost more when demand for parking is high.



Value	Percent	Count
Strongly agree	5.9%	141
Agree	8.8%	210
Neither agree nor disagree	14.3%	341
Disagree	32.6%	775
Strongly disagree	38.3%	912
	Totals	2,379

Respondents who took the survey in a language other than English had a little more agreement that parking should cost more when demand for parking is high than the total respondents. Only about half said *disagree* or *strongly disagree* compared to 71% of total respondents, and 25% strongly agreed compared to 6% of total respondents.

11. Please choose the top three uses you would like prioritized for the street curbsides in downtown Vancouver:



Value	Percent	Count
Vehicle parking	72.9%	1,721
Outdoor dining areas	45.2%	1,066
Street safety features such as sidewalk curb extensions	38.7%	914
Landscaped areas and stormwater collection facilities	31.2%	737
Short-term pickup and drop-off areas for motor vehicles	29.1%	688
Bicycle lanes	21.6%	510
Freight and commercial delivery loading zones	9.9%	234
Bicycle and/or scooter parking	8.5%	201
Other - Write In	6.2%	147
Bus lanes	5.5%	130

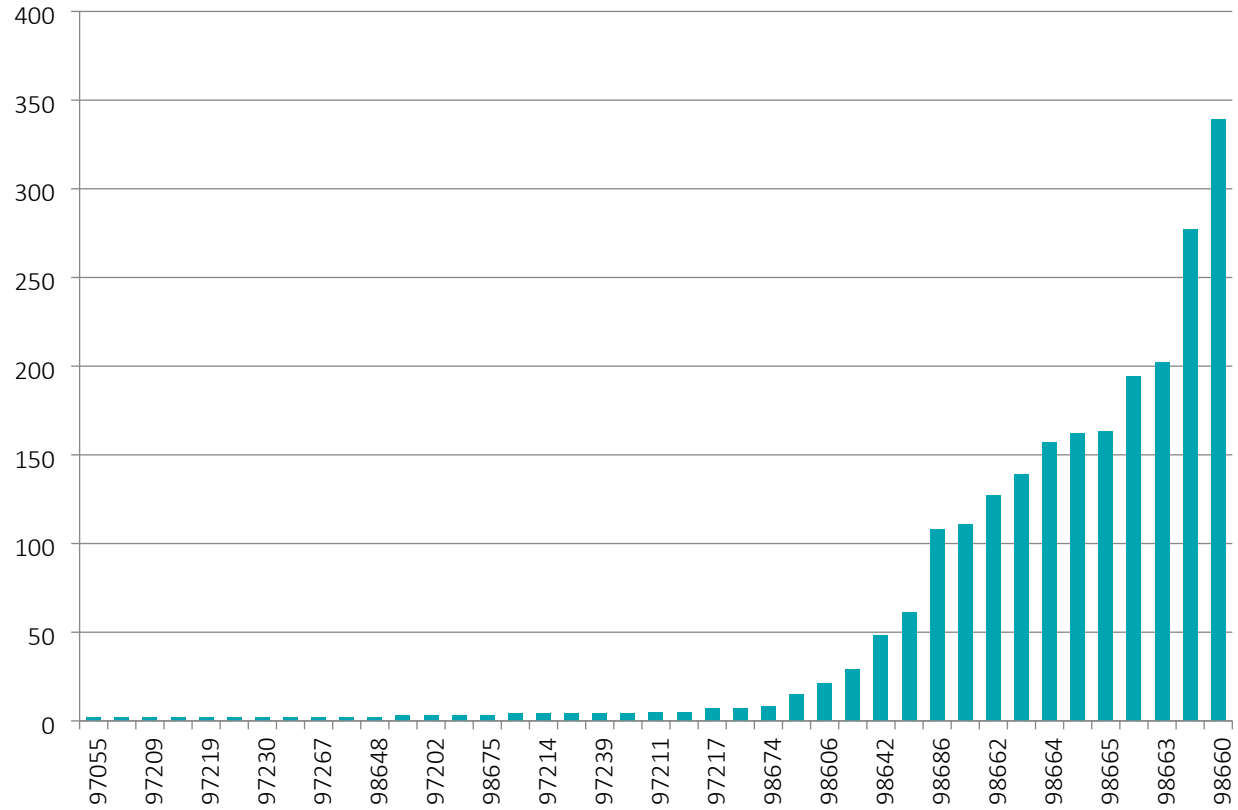
A summary of responses from the Other- Write in box is summarized below:

- Most respondents reiterated that vehicle parking should be prioritized for street curbsides (61)
- Many people noted that they choose to drive because of how unsafe it feels to walk; wish for more crosswalks and other safety improvements (23).
- Many called out free parking as a priority (18).
- Many called out the need for more ADA parking and accessibility (21)
- Some respondents said that addressing safety, trash, and homelessness impacts their ability to park and/or enjoy downtown (13)
- Key written comments:

- “Additional disability parking and sidewalk maintenance to better accommodate those of us who use mobility devices.”
- “Additional residential/permit parking options.”
- “Cheaper daily parking rates for employees who work at the new waterfront area.”
- “Clear parking zones on parking signs.”
- “Convenient park and ride to downtown to access bussing.”
- “Free short-term parking when stopping for 5 minutes to pick something up.”
- “There needs to be a parking garage like the one near Ester Short Park at other locations, maybe one at the north end and another in the middle if parking on the street is restricted. This would also allow for bike lanes and some of the other suggestions.”
- “Welcoming, user friendly, inviting, low cost and free parking. The residents that live downtown should have been provided with necessary parking by the developers. Consumers need to be the number one concern for locals and tourists. If you don't keep this in mind the business will die out. We see this so much in our vehicle travels. Born and raised here it's a very sad thing that you can't hardly find any affordable stores, mostly expensive boutique style. The commissioners are developing our town away.”

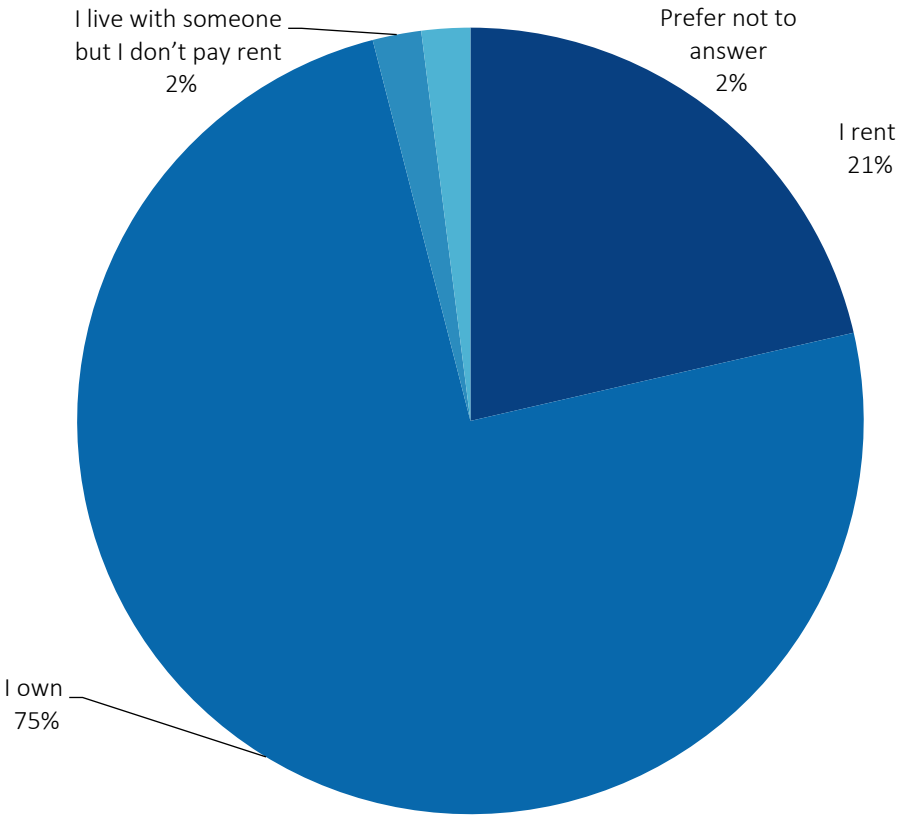
Survey 1 Demographics

12. What is your home zip code?



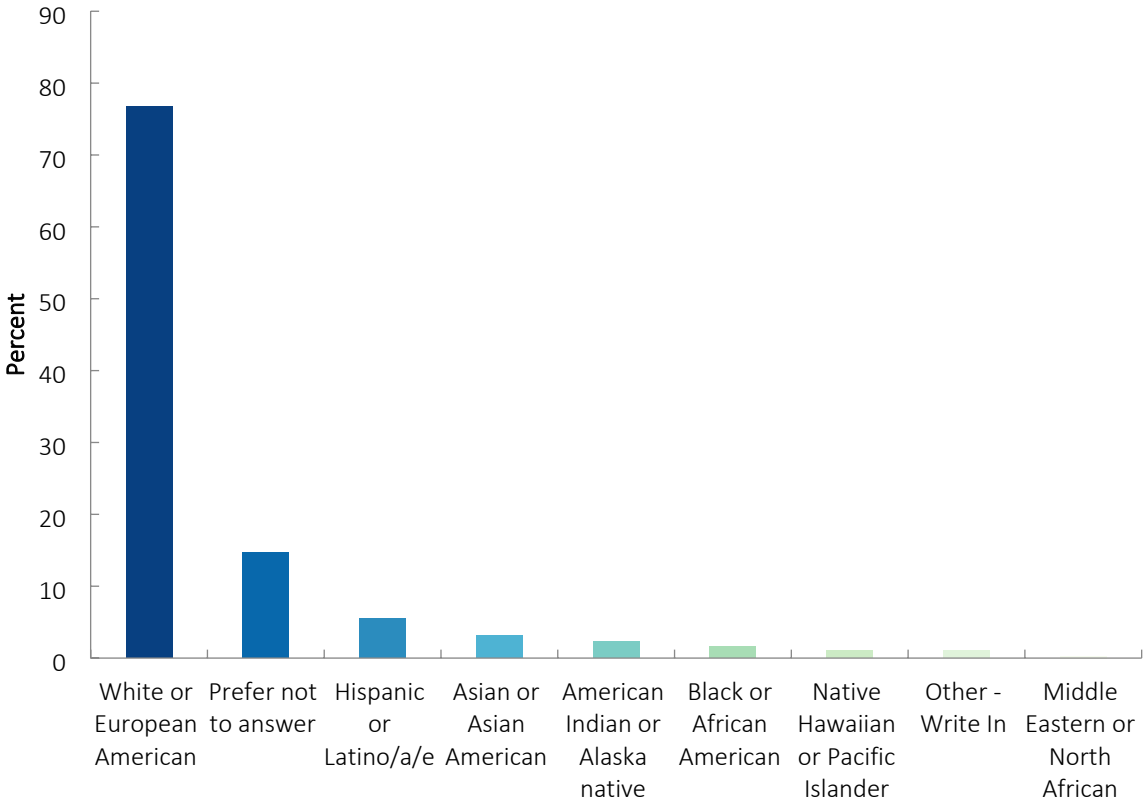
Note: Only zip codes that had more than one response are shown.

13. Which of the following best describes your current housing situation?



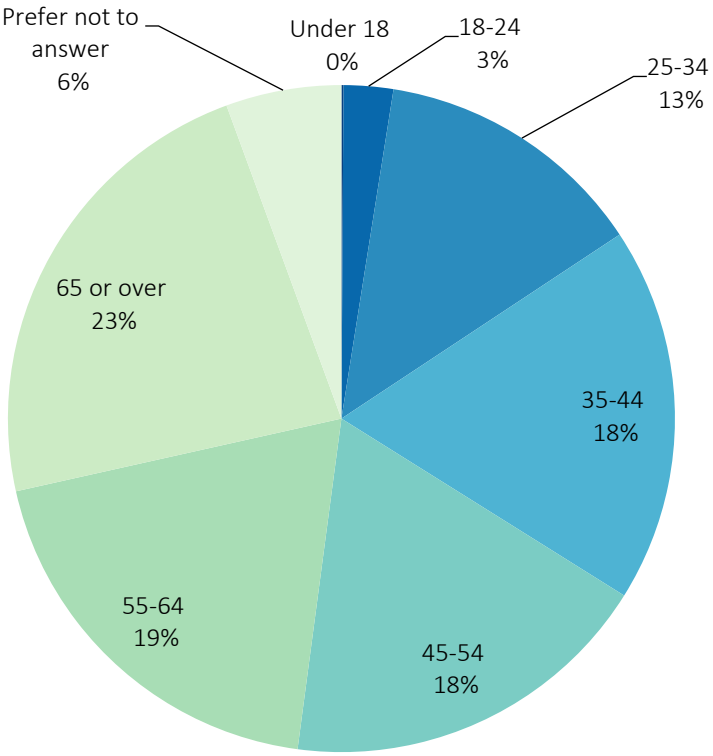
Value	Percent	Count
I rent	21.4%	499
I own	74.6%	1,744
I live with someone but I don't pay rent	2.0%	47
Prefer not to answer	2.0%	47
	Totals	2,337

14. What is your race or ethnicity? (Select all that apply)



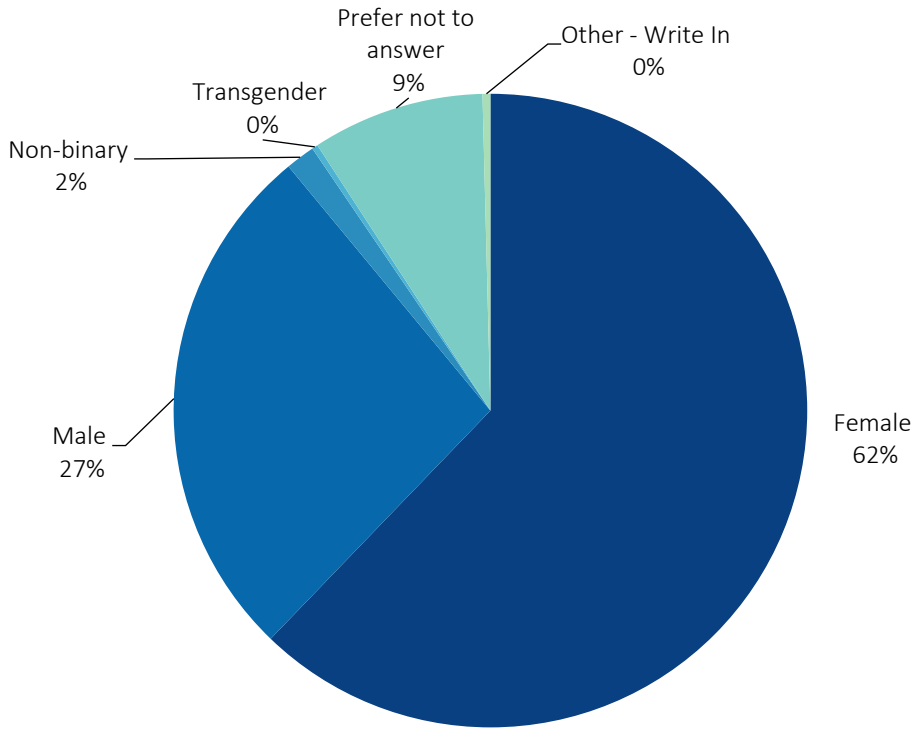
Value	Percent	Count
White or European American	76.8%	1,772
Prefer not to answer	14.7%	340
Hispanic or Latino/a/e	5.5%	127
Asian or Asian American	3.1%	71
American Indian or Alaska native	2.3%	54
Black or African American	1.6%	37
Native Hawaiian or Pacific Islander	1.0%	24
Other - Write In	1.0%	24
Middle Eastern or North African	0.3%	8

15. How old are you?



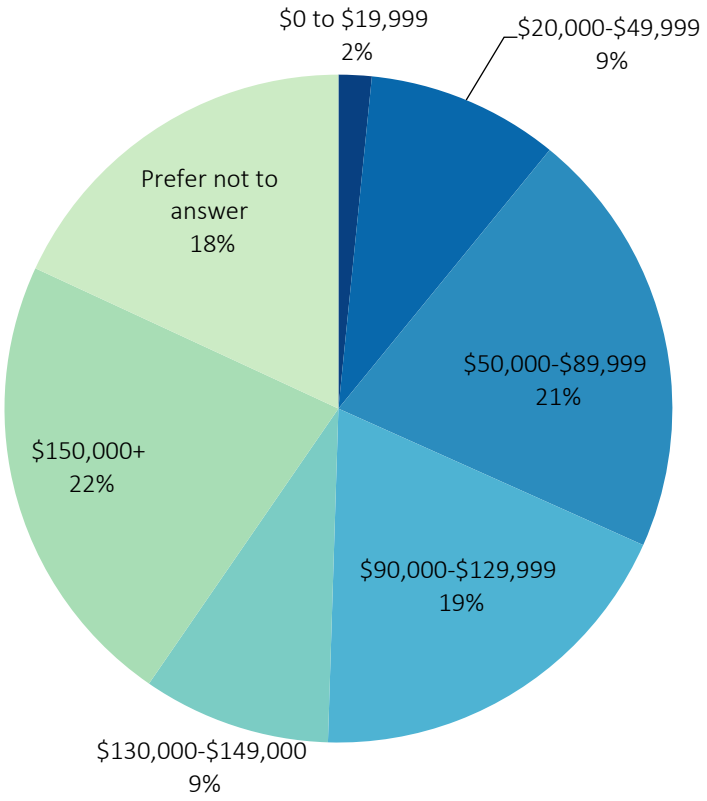
Value	Percent	Count
Under 18	0.1%	2
18-24	2.4%	56
25-34	13.2%	308
35-44	18.2%	423
45-54	18.2%	425
55-64	19.4%	451
65 or over	22.9%	534
Prefer not to answer	5.6%	130
	Totals	2,329

16. What is your gender identity or expression?



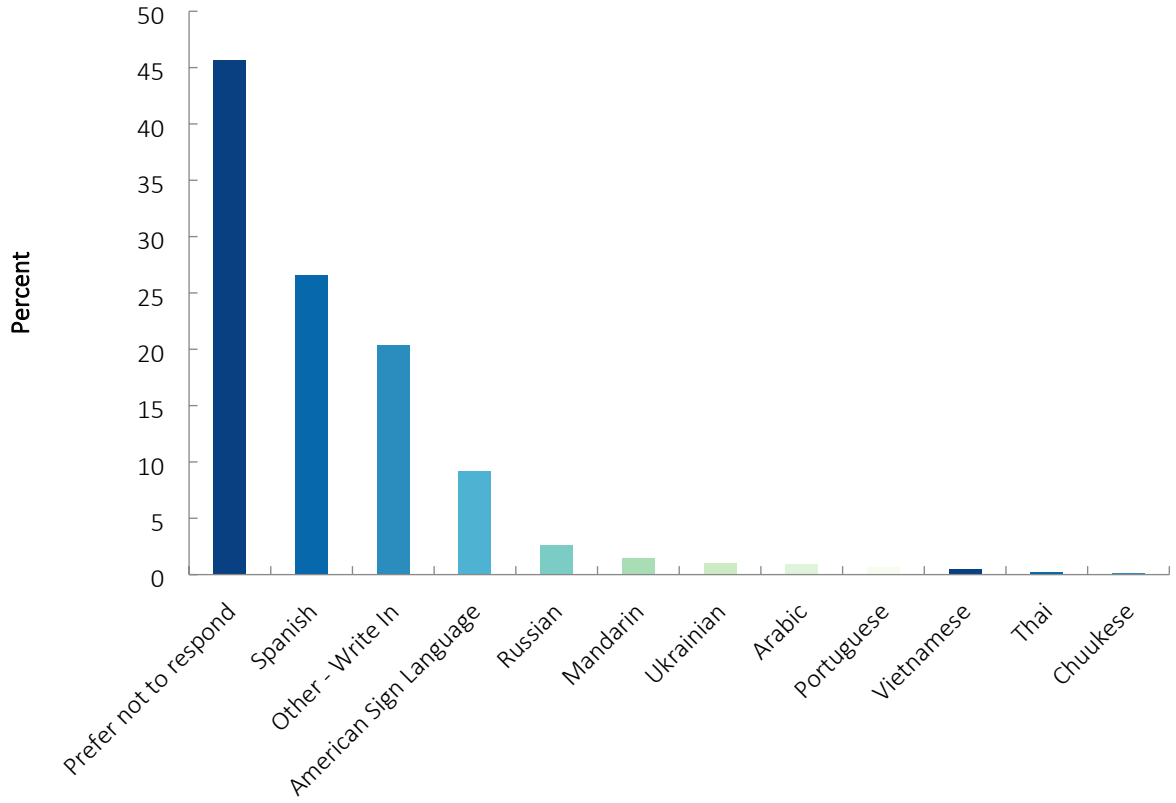
Value	Percent	Count
Female	62.2%	1,433
Male	26.8%	617
Non-binary	1.5%	34
Transgender	0.3%	8
Prefer not to answer	8.8%	203
Other - Write In	0.4%	9
	Totals	2,304

17. What is your total household income?



Value	Percent	Count
$0 to $19,999	1.6%	38
$20,000-$49,999	9.3%	215
$50,000-$89,999	20.8%	480
$90,000-$129,999	18.8%	435
$130,000-$149,000	9.1%	211
$150,000+	22.3%	515
Prefer not to answer	18.1%	419
	Totals	2,313

18. What languages do you speak other than English? (Select all that apply)



Value	Percent	Count
Vietnamese	0.5%	5
Ukrainian	1.0%	9
Thai	0.2%	2
Spanish	26.6%	242
Russian	2.6%	24
Prefer not to respond	45.7%	416
Portuguese	0.7%	6
Other - Write In	20.4%	186
Mandarin	1.5%	14
Chuukese	0.1%	1
Arabic	0.9%	8
American Sign Language	9.2%	84

Disability Community Meeting: Downtown Parking Plan

Summary of June 17,2024, Downtown Parking and Mobility Conversation[23]

- While work still needs to be done, the overall experience of travelling in a wheelchair has improved throughout the community, including downtown
- Accessible parking options are limited
    - Specific comments regarding the lack of parking around Esther Short for events and Farmers Market; lack of parking near St. James on Washington Street
    - Some of this lack of availability is due to people without placards parking illegally. Support for increased fines and enforcement of regulations.
    - Keep in mind the destination – an accessible spot that's blocks away from a person's destination is not accessible after all.
    - Support for the effort to work with local business owners to use private lots on weekends/when not in use
    - "Empathetic" signage and marketing campaigns can help curb abuse/misuse of accessible parking spots
- Parking pay meter accessibility could be better
    - Stickers on meters face up and are not at an accessible height for someone in a wheelchair
- Pickup and drop off locations continue to be an issue, particularly for those who are loading in/out wheelchairs or mobility devices (this was a frequently shared comment during engagement on previous projects)
    - As a result, driver often drop people off in locations such as downtown parking lots, as opposed to designated drop-off areas
- Poorly maintained sidewalks and cobble streets are busting people's chairs. This can have a profound impact on community members' mental health or discourage them from visiting certain locations.
    - In addition to cracked sidewalks, uneven pavement and areas with asphalt, including spaces around street trees, present hazards for people who use mobility devices
- Bus service does not always take folks exactly where they want to go; for example, people may still need to travel a few blocks to get to their destinations.
    - There may be benefit in mapping these locations (identifying high-priority routes between drop-off locations and major destinations landmarks) to improve wayfinding
- Bus service may need to be expanded to meet the needs of more downtown visitors
    - There is interest in bringing bus service back to the Waterfront, something that C-TRAN staff have also spoken about.
    - Bus system is "good but not great" and is at the "tipping point" of not working for disabled folks needing to use it for most of their transportation needs
- Wherever we can create a blueprint and reuse that around the city at other locations, we should increase the predictability of how to access a particular type of space for someone who is blind
    - Example given that parklets are all designed differently and create a mobility hazard for blind folks

[23] Notes prepared by Jen Dugger Spalding, City of Vancouver ADA Coordinator

Discussion Topics Details

Other uses for sidewalks (Support in favor of the following):

- More community garden spaces, edible fruit trees, dedicated areas for buskers
    - Comment: There's an ongoing discussion to add a few small community gardens in the core downtown. Challenges include property permissions and addressing urban stress / vandalism aspects. Those interested in the project can email: Ambassador@vdausa.org)
    - Seattle Center Garage has a community garden for the Uptown neighborhood. It is on the top floor; you can see it on Google Maps.
- Safe places for bikes in the community
- Curb-less configurations
- Future planning for closing the street, where are the spaces, what's the side street parking like, off-loading areas
- More artists!
- Pedestrian only streets
- Covered areas (Flexible covered sidewalks in Iraq)

Across conversations for the Comp Plan, Heights District, Main Street Promise and Waterfront Gateway, community members also recommended that the City:

- Implement universal design guidelines from the American Society of Landscape Architects or other organizations, including:
    - Textured paving and textured transitions, helping people understand where they are on the street
    - Accessible sidewalks, free of obstructions, such as major cracks or rises in the pavement
    - Accessible wayfinding, including signs with braille or scannable QR codes for people with low vision
    - Public spaces that are comfortable for people using a mobility device, including seating options that can accommodate multiple users, for example someone in a wheelchair or mobility scooter at the same table as someone sitting on a bench
    - Creating DeafScapes, which design street spaces to better meet Deafspace design guidelines
    - Use colors that help reduce glare and minimize overstimulation for neurodivergent community members
- Expand use of accessible pedestrian signals throughout the city; blind community members have reported that crossings with audible walk indicators make it easier and safer to visit downtown
- The need for dedicated pickup and drop-off locations for folks using van services, such as C-TRAN's C-VAN or vehicles from Community in Motion
- Offer more thoughtful alternate routes when streets are blocked by construction; crossing unexpectedly is often not possible for people using a mobility device; notices at intersections were recommended to let people know that the street ahead was not navigable

General Comments:

- You need 8 ft clearance from accessible vans and most people have right entrance to the car but some have rear entrance. Really difficult to get people out of the vehicle. Consider where the ramp is because if it's not close, it's difficult. Notifications of construction and how it's going to impact them is critical.
- Intersections need to be uniform; use the feedback from mobility impaired individuals to help make these intersections
- Lower buttons downtown (like what we've done in newer places) that are so hard to reach than
- For everyone involved in planning, do a week without driving so you can get to know how hard it is.

- South Korea has a solar panel bike highway.
- Amsterdam and Rome are very walkable, have good parking options, we should look to them
- Would it be appropriate to include the availability of public restrooms while developing the parking/accessibility plan? What is happening with the restrooms going away at C-TRAN transit centers
- Parking garages need to be clearly marked and brightly lit
- Remind businesses to keep their A frame signage out of the way
- Address areas of high ADA need - Example, assisted living centers, seniors' places, etc.
- Question for speaker: Which bike racks are in the middle of the sidewalk? They all should be to the side and allow the required space.
- Have a feedback and reporting mechanism for accessibility issues.
- Question: Are there plans for seating / rest spots to help people with mobility impairments can rest? I know the Main Street Promise designs includes street amenities.

Appendix E: Existing Conditions Photos

Figure 25 Off-street and on-street parking options are available throughout Downtown



Figure 26 Street parking in the Waterfront, which is one of the busier parking areas in Vancouver



Figure 27 Some street parking spaces have been converted into outdoor dining parklets



Figure 28 Trucks often use street travel lanes to park for freight deliveries



Figure 29 Example on-street parking regulations for permit parking



Figure 30 The City operates hundreds of spaces in the Park ‘N Go Garage



Figure 31 A new 800-space parking garage will open in the Waterfront in August 2024



Figure 32 Several parking lots on the Waterfront are for sale and could become developments



Figure 33 Most on-street parking can be purchased with the Parking Kitty app or paystation



Figure 34 Some private parking owners require payment for public-use parking in their lot



Figure 35 A new bicycle lane on E 15th Street with parking protection



Figure 36 Downtown wayfinding signs including parking information



Figure 37 Short-term curb space for hotel loading



Figure 38 Short-term curb space for restaurant pickup



Figure 39 Curb sign markings for a 2-hour parking space that requires payment



Figure 40 Parking regulations in some City-run lots are difficult to interpret

