Southwest Washington Regional Transportation Council Commute Trip Reduction Four-Year Plan Update: 2025–2029

Performance targets

1. List your region's CTR performance target(s).[25]

a. List performance targets that reflect only CTR-affected worksites.

The region adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the regional level.

b. List any additional performance targets.
None.

2. List the base value you'll use for each performance target.[26]

a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

3. Describe the method you used to determine the base value for each target.

a. Provide the source for each base value listed.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

4. Describe how you'll measure progress toward each target.

a. List the method you'll use to measure progress for each target.

We will measure progress using the 2025-2027 survey results.

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[25] *Source: The plan shall establish the jurisdiction's CTR goals and targets. (WAC 468-63-040(2)(b))*

[26] *Source: The plan's measurement methodology shall be consistent with the measurement guidelines established by WSDOT and posted on the agency's website. (WAC 468-63-040(2)(c))*

Services and strategies

5. Describe the services and strategies your region will use to achieve CTR targets.[29]

The regional CTR Plan works to support affected jurisdictions in implementing CTR in their communities while also implement strategies outlined in the 2024 Regional Transportation Plan. Strategies may include but are not limited to:

- Education to ensure transportation agencies, professional, and the public consider and understand TDM.
    - Special transportation service for efficient transportation to special events.
    - Transportation allowance for commuters rather than free parking.
    - Maximizing transit service efficiency and effectiveness.
    - Park and rides at urban fringe transit stops.
    - Vanpool programs.
    - Rideshare marketing and rideshare matching.
- Bi-state and regional commuter connections, including construction and event management and airport service.
- Micro-transit and first-last mile connections.
- High-occupancy vehicle lane preference for transit and rideshare vehicles.
- Free transit zones in commercial centers.
- Bicycle and pedestrian facility improvements.
- Bike lockers at transit stops and bike racks on transit vehicles.
- Guaranteed ride home programs to provide a limited number of free rides home non-drive-alone commuters.
- Remote work from home to avoid commute trips.
- Alternative work hours, through flex time and alternative work weeks (e.g., four 10-hour days).
- Addressing security concerns of rideshare, transit, bicycle, and pedestrian commuters.
- Parking pricing for users.
- Road pricing such as road tolls and congestion pricing.
- Mileage fees per mile, such as charges for road use and/or distance-based vehicle insurance and registration fees.
- Fuel tax increase.

Such TDM strategies will become increasingly important as travel demand in the region continues to grow and transportation investments do not keep pace. TDM strategies can help preserve transportation system capacity.

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[29] *Source: The plan shall describe what local services and strategies will be implemented to achieve the plan's goals and targets, and how these services and strategies will support the CTR programs of major employers. Strategies may include, but are not limited to: (i) Modifications of local policies and regulations, including the transportation concurrency system, street design standards, parking, and zoning; (ii) Investments in services and facilities, including transit services, nonmotorized facilities and amenities; and (RCW 70.94.527(5))(iii) Marketing and incentives. Transit agencies shall work with counties, cities and towns as a part of their six-year transit development plan established in RCW 35.58.2795 to take into account the location of major employer worksites when planning and prioritizing transit service changes or the expansion of public transportation services, including rideshare services. (WAC 468-63-040(2)(d))*

6. Describe the transportation demand management technologies your region plans to use to deliver CTR services and strategies.

Transportation demand management technologies used in the region include but are not limited to:

- Carpool matching, trip planning, and earning rewards website and platform (e.g., GetThereSWWashington.org)
- On-demand bicycle and small mobility parking facilities (e.g., BikeLink)
- Parking management mobile App
- Transit System Priority
- On-demand transit service
- Real-time transit tracking
- Highway/Bridge tolls systems

Financial Plan

7. Describe your financial plan.[33]

a. Describe the estimated average annual costs of your plan.

The average annual costs of the Southwest Washington Regional Commute Trip Reduction Plan are $195,950.

Activity	**Estimated average annual cost**
WSDOT CTR Formula Funding*	**$195,950**
Total	**$195,950**

*State funding allocated every two years. The next funding cycle will be in July 2025 to June 2027 and then July 2027 to June 2029. The funding is determined based on how many CTR-affected worksites are in Clark County.

b. Describe likely funding sources, public and private, to implement your plan.

Historically, RTC has provided regional federal funds (both CMAQ and STBG) to support Vancouver and Clark County transportation demand management programs. RTC supports the region in applying for Regional Mobility Grants and other state funding applicable for TDM programs. RTC will continue to provide regional federal funding opportunities to support travel options throughout the region.

[33] *Source: The plan shall describe the funding revenues from public and private sources that are reasonably expected to be available, as well as the*

Engagement

8. Describe engagement. Who did you talk to? When did you talk to them? What did they have to say? How did what they said influence the plan?.[39]

a. Who did you talk to?

The CTR program administrator organized the following engagement strategies to gather community and stakeholder input to inform the plan:

- Clark County CTR Program Feedback Survey
- Conversations with stakeholders and vulnerable groups
- Conversations with CTR-affected employers and their employees
- In-person engagement activities like tabling events, resources fairs, farmers markets and more

The topics included: opportunities and barriers to commute options, strategies and programs local jurisdictions can offer to promote non-drive-alone travel options, and general education on the CTR Program and its requirements.

b. When did you talk to them?

Engagement occurred over the course of five months between April 2024 and September 2024. The table in Appendix A lists each engagement activity, who we talked to, when we talked to them, and what they had to say.

c. What did they have to say?

In summary, community members wanted investment in safe, reliable and affordable transportation options. People that have been disproportionately impacted by the transportation system said in summary; for more details, see Appendix A:

- There needs to be safer infrastructure, including slower vehicle traffic speeds for people who want to bike, walk, carpool, or take transit to work. Owning a vehicle feels safer and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

Businesses representatives and chambers of commerce said in summary; for more details, see Appendix A:

- Safety needs to be addressed for people to feel comfortable taking travel options.
- Travel options are unrealistic for people who commute long distances.
- Want walkable communities to encourage shopping and gathering places for the community.
- Increase shuttle and circulators to bring more people downtown and to main streets.
- Concerns with Interstate Bridge Replacement impacts (construction, business access, etc.).

Local government representatives said in summary; for more details, see Appendix A:

- Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options.
- CTR could expand to people who age out of employment in our community. Offer a way for older adults to access a transportation allowance for trips to meet daily needs.
- Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org.
- Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.

C-TRAN representatives said in summary; for more details, see Appendix A:

- Employment hubs and major destinations are a strategic component of the C-TRAN 2045 transit plan.
- The Vine on Highway 99 will increase reliable and frequent transit service and create another major transit line for the region.
- Desire to increase vanpool, travel training, field trips, and subsidy options.
- Desire to increase education, marketing, mailers, social media, and in-person engagement to bolster C-TRAN ridership and GetThereSWWashington.org usage.

d. How did what they said influence the plan?

The CTR program administrator will:

- Assist employers in enrolling in C-TRAN employer transit pass program.
- Explore the CTR Program subsidizing C-TRAN employer transit pass programs.
- Support local agency staff in incorporating community feedback for slower speeds, protected and separated bicycle and small mobility infrastructure, and additional traffic enforcement.
- Support C-TRAN staff in incorporating community feedback for increase transit service in Camas, more shelters at bus stops, and more access to PDX airport.

9. Describe vulnerable populations considered and how you engaged them. Who did you talk to? When did you talk to them?

Racial or ethnic minorities: People of color or BIPOC individuals and communities are at a higher risk for poor health outcomes in response to environmental harms.

People with a disability: Transportation policy has been traditionally written by abled people and drivers. For people who cannot drive, major barriers exist to accessing daily needs and opportunity.

Workers categorized as ALICE (Asset Limited, Income Constrained, Employed): individuals and families who work, but are unable to meet their basic needs, including food, childcare, housing, health care and transportation. These workers can be found at CTR-affected worksites and at other worksites.

The table in Appendix A lists each engagement activity, who we talked to, when we talked to them, and what they had to say.

10. Describe results of engagement focused on vulnerable populations. What did they have to say? How did what they said influence the regional CTR plan?

a. What did they have to say?

Engagement Activity	Date	Summary
Multicultural Resource Fair	June 2024	• Spoke to many families, youth, tribes, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class.
Community in Motion	July 2024	• The issue is the infrastructure. Bike lanes are unsafe. Bus stops are too far apart. We need better infrastructure. • Use social media, make transit exciting, lower the barrier, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart.
Washington State School for the Blind	August 2024	• C-Tran cancels trips A LOT and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled. • There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities. • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between.

		• Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express bus from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expanded." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine constructions and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes."
Fourth Plain Forward	August 2024	• Many concerns for low-income population in Vancouver. Including: Emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still MUST report for work and on-time. • Insufficient routes, inconsistent, community does not feel like it can rely on • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • There is a lack of trust and a lack of infrastructure that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider North to South and East to West. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal.

		• "I would love to have a bike road! Away from the danger and emissions of cars" (Really passionate about air quality. WE NEED MORE tree coverage and shade scape and native plants.) WE NEED PHYSICAL BARRIERS "Anything can be a difference in whether or not your mom comes home." Environmental barriers! • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their SAFE space, within multi-generational households, or for folks at high-stress jobs such as teaching.

b. How did what they said influence the plan?
The following results from engagement with People that have been disproportionately impacted by the transportation system influenced the plan:

- Create a subsidy or allowance for biking, walking, carpooling, vanpooling, and taking transit.
- Increase bicycle parking, including secure long-term and short-term bicycle parking.
- Shared vehicle parking programs that help reduce parking costs, especially for low-income households and vulnerable groups like students and youth.
- Increase remote work opportunities for people in the region.

11. List the results of your engagement, including results from vulnerable populations, that will be provided for consideration in the state CTR and public transportation plan; regional growth, economic and transportation plans; and comprehensive plan and transit plan updates.

The following results from engagement with vulnerable populations will be provided for use comprehensive plan and transit plan updates:

- Investment in public transit service to increase frequency, reliability, and availability.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Mixed use housing with walkable neighborhoods, close to daily needs and schools.
- Creative transit options to serve lower dense areas, increase point-to-point service, shared neighborhood vehicles and smaller transit and on-demand options.

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[39] Sources: The plan shall be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. (RCW 70A.15.4020(4))

The local jurisdiction shall invite, as appropriate, representatives of major employers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the CTR plan to participate in the development of the local CTR plan.

The state intends for the invited partners to work collaboratively with the local jurisdiction by providing data and plans and discussing opportunities, including new and reprioritized investments and policy changes, to reduce drive-alone commute trips in the jurisdiction and increase transportation access to affected major employer worksites. (WAC 468-63-040(1)(b)(i))

The plan shall include documentation from the local jurisdiction that verifies consultation with employers, transit agencies and others to develop the plan. (WAC 468-63-040(2)(f))

Appendix A: List and Details of Engagement Activities

Engagement Activity	Date	Summary
Clark County Commute Coaching	October 2023 to October 2024	• Great interest in bicycle and small mobility riding and rolling. • Concerns with vehicle speeds and safe crossings. • Transit safety concerns. • Concerns with buses being canceled and the elimination of local transit routes. • Lack of knowledge and understanding of Transit App for real-time transit info. • Concerns with the verification process of the online carpool matching. • Great interest in incentives and subsidies for taking non-drive-alone modes. • Need for more information and communication about the program and benefits. • Desire for employers to provide commuter benefits to all employees, including temporary and contractors. • Desire for more bicycle parking, including secure bicycle parking that is out of the weather. • The weather and dark winters make it challenge for even all-weather bikers to continue riding. • Transit offers a time and space to rest your body and mind, and connect with your community.
TSMC Washington Employee Engagement	April 2024	• Transit safety concerns. • Concerns with buses being canceled and the elimination of local transit routes. • Concerns with the verification process of the online carpool matching. • General sentiment is that transit does not serve Camas well and people do not want to give up time to ride the bus when they can drive and park at work.
Analog Devices Employer Interview	May 2024	• Lack of frequent transit service and little awareness about The Current point-to-point C-TRAN service. • Transit safety concerns. • Interested in carpool matching for employees but no interest in charging for parking. • General sentiment is that transit does not serve Camas well and people do not want to give up time to ride the bus when they can drive and park at work.
Clark County Public Utilities Employee Engagement	April 2024	• Interest in how electric vehicles can be incorporated into the program. • Desire for EV charging. • Desire for more bicycle parking.
Multicultural Resource Fair	June 2024	• Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass.

		• People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class.
Vancouver Farmers Market	June 2024	• Concerns with speeding and traffic noise pollution. • Concerns with lack of enforcement. • Confusion about trip planning app vs web platform. • Desire for more wayfinding. • Desire for more bicycle and small mobility infrastructure like protected bike lanes and trails.
Vancouver City Council Workshop – Transportation Demand Management Programs Update	June 2024	• Interest in how TDM program incorporate accessibility. • Interest in how we can expand and sustain telework rates as they appear to be the most effective in our region for decreasing drive-alone rates. • Affirmation that employer engagement and commute trip reduction benefits and programs are critical to achieving climate, safety, and equity goals. • Desire for more programs that offer heavily subsidized or free transit passes.
Heights Bike Garden Opening	June 2024	• Provided information about Complete Streets, GetThereSWWashington.org, the Comprehensive Plan Update and bicycle safety information. • Distributed reflective ankle straps and light up reflector. • Discussed bike and pedestrian safety with event attendees, including adults and children and how various transportation projects are helping improve safety throughout the City and Clark County.
East Vancouver Neighborhood Convening	June 2024	• Neighborhood associations shared information about organization management, fundraising, collaboration on events, and more. • Neighborhood associations heard a citywide update from communications staff. The update included the travel options program, GetThereSWWashignton.org, and complete streets throughout East Vancouver.
Downtown Vancouver Parking Small Group Discussion	June 2024	• While there might be an abundance of available parking in downtown Vancouver, it feels like there is not parking for people. • Many people feel driving is the only option to get downtown; waterfront is often over 80% occupied and there is no transit service. • City is pedestrian friendly downtown, and we are ahead of some places, still a lot to do. • Enforcement for ADA parking compliance needs to be more costly. • Curb access for people using mobility devices and safe loading spaces for paratransit services. • How are ADA spaces prioritized and maintained for events in downtown. • Fix the streets/crossing to make it easier to roll / use mobility devices. • People want pedestrian only spaces, the ability for artists to perform and gather, and more accessible parking. • People want more safe and secure bicycle and small mobility parking in downtown. • Need 8 feet of clearance to unload out of an ADA vehicle (rear and ride).

		• Need notification of curb repair/redesign/maintenance. • Be mindful of what all is on the curb (sandwich boards, etc.) and where the bike racks are placed, do they make the sidewalk inaccessible to people with a mobility concern.
C-TRAN	July 2024	• Weigh the proximity of employers and transit services. • Target the main corridor employers such as Main St, Mill Plain, and Fourth Plain • Highway 99 Outreach • Invest in Education and Outreach • Travel Options Brochure (GTSWWa) • Education on the Transit App • Increase Vanpool groups. • Coupons and subsidized passes for rideshare. • Alleviate the uncertainty through social media. • Use the Travel Training program. • Support our mission to ramp up ridership. • Mailers, Face-to-face engagement, field trips and more engagement. • Add GTSWWa Information on C-TRAN website. • GTSWWa Channel Card in C-TRAN
Downtown Camas Association	July 2024	• We need more carpool parking, affordable parking for customers, light rail from Portland, more frequent transit to Downtown Camas, shuttles for events, and in general more positive messages around transit. • Port of camas/ Washougal lost business because of lack of transportation especially at early/ late hours for swing staff. • 'Leak to Vancouver' shopping and dining because it is easier to go West than it is to go South to Downtown Camas • We need to focus on where we can we make the most impact on people's commutes. For example, transit to the Port of Vancouver, major events like the Farmers Markets, and major employers and commercial districts. • Need more engagement at community events to spread information and include in newsletters.
Community in Motion	July 2024	• The issue is the infrastructure. Bike lanes are unsafe. Bus stops are too far apart. We need better infrastructure. • Use social media, make transit exciting, lower the barrier, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart.
Chamber of Commerce	July 2024	• C-TRAN cancels trips A LOT and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled. • There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities.

		• Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express bus from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expanded." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine constructions and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes."

Summer Fest Picnic in the Park	July 2024	• Community engagement with many individuals and families highlighting travel options, IBR, C-TRAN youth opportunity pass, New Movers Program, bike safety, and asking folks about their commutes.
		• Many expressed excitement for the C-TRAN youth opportunity pass, not knowing their kids could ride public transit for free. And many adults were eager to know how to utilize HOP pass and Mobile Wallet to pay their bus fare.
		• Many expressed a desire for a bridge or a ferry on either side of I5, Troutdale to Camas and St. Helens to Ridgefield.
		• Community comments:
		  ○ Bike/ Bus lanes underutilize the space
		  ○ More light rail and streetcar to outer towns and Portland would be helpful (but not just to Downtown)
		  ○ More carpool lanes
		  ○ Charging stations at Libraries
		  ○ Free Public Transit
		  ○ Pothole Repair: We had one person asking where to file a claim against the city for a pothole that hurt their car
		  ○ More cleaning and sidewalk maintenance
		  ○ 'The Current' is confusing and isn't consistent to its location jurisdiction. (Maybe needs better comms)
		  ○ Bike Lane barriers zebra zicalas are "overrated, overpriced, and dangerous to bikers"
		  ○ City needs to update cycling maps (2019)
		  ○ Community wants more sharrows and more wayfinding signs
		  ○ Feedback card that says "second chance housing options, more unique veteran

		programs, and shelters for whole families and pets” • Overall, very good engagement, gave out lots of waters and prizes. Connected with realtors about New Movers program, and families about the Vancouver Heights Bike Garden. Hoping for more little cyclists to join the ranks.
CTR Employer Small Group Discussion	July 2024	• Top priority for ETCs in attendance was equity ((ensuring all members of our community have adequate, safe access to commute options). • Their second priority was transportation safety with traffic congestion being a close third. • ETCs top priority investment from local jurisdictions was to support employers with telework and hybrid work options. Their second top priority was for local jurisdictions to build more safe infrastructure for walking and biking. • When asked what would help people drive-alone less, ETCs in attendance said overwhelmingly more frequent, reliable, and accessible public transit service. • When asked what would get people to talk commute options more, ETCs in attendance said a cash stipend for not driving-alone to work.
Rose Village Neighborhood Picnic	August 2024	• Staff attended the Rose Village Neighborhood Association Picnic in the Park event. • We met with many community members, organizations, and religious groups. • These included: Volunteers and patrons of River City Church. Organizers of Fourth Plain Forward and the Board of Rose Village Neighborhood Association, Karen Morrison from Odyssey World, Vancouver Bee Project, many neighbors within Rose Village. • Parking concerns in Fruit Valley • We spoke to Marie Gluesenkamp-Perez about the TMC Community Forum. • We spoke with MANY neighbors about the Current as their (one and only) public transportation option in their neighborhood but many seemed excited about the prospect of a $1 uber. • We spoke with one community member who drives and uses a mobility aid who would like to take public transit more but there is a massive hill on 39th st to get to the closest bus stop and a lack of sidewalks in their neighborhood. So they often opt to drive instead. 29th and 33rd st underdeveloped "sharrows" were brought up along with high speeds of vehicles through those corridors creating an unsafe experience for bikers and their families. • Mark, a board member, was disappointed at the removal of C-TRAN routes from and around Rose Village including route 240 along with several others.
City of Camas	August 2024	• Align with TSP to provide more multi-modal access; want people to make short trips by biking, walking, rolling, and taking transit.

		• Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options. • Remove barriers for ADA access. • Camas workers commuting to and from Vancouver, Portland need better travel options. • Good network of property for commuting and recreational use, North Shore Construction, and land use. A lot of people recreate in Camas using bike trails for recreation but not commuting, why? • Stipend for retirement funds for generations closer to retirement for carpool/ transit users. • Invest in community activities in lieu of working from home; invest in community events to spread the word about travel options. • Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org. • Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.
Vancouver Downtown Association	August 2024	• Safety; making sure all folks have safe, accessible, direct routes and wider sidewalks with reliable, consistent, and convenient transportation. • Education and culture shift; Educate and target suburban community in region. • Offer a free trial to taking travel options. • Carpool matching and incentives. • More rural direct access for community member that live farther from daily needs.
Clark Bicycle & Ped Advisory Committee	August 2024	• Safety and major concern for high injury bike/ ped networks. There is a lack of protected places to ride your bike, so a lot of people are riding right next to cars going a high speed. This creates a high-stress network for people biking and walking, and driving, • We need more safe and comfortable infrastructure. • There is a lack of connectivity in the street network and funneling traffic to major roadways, which creates a safety and congestion concerns. • We need more bicycle parking in Clark County. • There needs to me more education of travel options to community members. Mailers, marketing, event invites, school-based education, and more.
Washington State School for the Blind	August 2024	• C-TRAN cancels trips A LOT and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled. • There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities. • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially

		those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express bus from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expanded." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine constructions and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes."
National Night Out	August 2024	• People were receptive to the message, although their community isn't as well connected. Some groaned at the idea of walking to the bus stops, which are a few blocks away. Neighborhood is quite spread out, little reason to explore. • The Get There bags are by far the most popular swag item! It is hard to convince older folks to try transit, even when they've taken it in the past. • Talked to many neighbors and connected over transit, cycling, and construction happening around their neighborhood. Heard a lot of interest from the younger generation and from folks wanting to try cycling/ transit collaboration. • Folks frustrated by lack of connection to Portland (especially the minimal service of the #67 PDX bus from Fisher's to the airport) and Camas and overall lack of reliable service. • Lots of concern about safety
Harney Heights Neighborhood Association Summer BBQ	August 2024	• As a community that is closer to transit options like the RED and GREEN, many were more receptive to discussions about using it. A reoccurring issue, which came up 3 times at this event, was folks who work evening or night shifts. "I'm pretty excited about Vancouver, I've got to say", someone said when we discussed how much has changed on the waterfront and the new rapid transit. • Burnt Bridge Trail continues to be a sticky topic. We gave out the most literature by far at this event! Getting more up to date cycling maps and having a simple C-TRAN map in general might be good to give out.
Clark County Commute Options Feedback Survey	July to August 2024	• Advertised to CTR employers, through GetThereSWWashington.org, via stakeholder outreach, and on social media. • 252 survey responses collected over one month. Two survey responses were in Spanish. • Most survey responses were from people who work in Vancouver, which makes sense since that is where most

		employment is in Clark County. 32 respondents said they lived in Oregon and 100% of them said they worked in Vancouver. 22 respondents said they lived elsewhere, most likely in North Clark County. • People who responded to the survey primarily live in Vancouver but the distribution across Camas, Oregon, unincorporated Clark County, and elsewhere is relatively even. Among survey responses, the least live in Washougal. • When asked their gender, 57% responded female, 37% male, and 1% said non-binary. The remainder said prefer not to answer. • When asked their race or ethnicity, 72% responded white, 3% Hispanic/Latino and White, 3% Hispanic/Latino, 3& Black/African American, 3% Asian, 1% American Indian & Alaska Native and White, 1% Native Hawaiian & Pacific Islander, and 1% Asian and White. The remaining 11% said prefer not to answer. • When asked their household income, 46% said $100,000 or more. 8% said below $50,000. 33% said between $50,000 and $100,000. The remaining 11% said prefer not to answer. • When asked their primary commute mode, 39% said drive-alone, 36% said remote work, 8% said bicycling, and 6% said carpool or transit. Walking, e-biking, and compressed work weeks made up about 2% each. The remaining respondents said other. • Respondents said traffic congestion, climate change, and equity are the top three most important community issues cities, counties, and regions should consider in their commute trip reduction plans. While traffic congestion has the greatest number of responses as the top issue, it is only a top priority for drive-alone and remote work respondents. Climate change is the top priority for all other respondents that bike, carpool, e-bike, take transit, and walk as their primary commute mode. • Nearly half of respondents said they want cities, counties, and regions should consider how to support employers with telework and hybrid work options in their commute trip reduction plans. A third of respondents said they wanted cities, counties, and regions to run programs and provide incentives to reduce car trips as their top choice. Another 11% said their top choice was to build more safe infrastructure for walking and biking. • Looking at investment by respondent primary commute mode shows that people using active transportation overwhelmingly want local jurisdictions to run programs or provide incentives to reduce car trips and to build more safe places to bike and walk. Drive-alone respondents also want more safe places to bike and walk, but what they desire more is support for telework and hybrid work and programs and incentives to reduce car trips. Vancouver

		• Climate change is the primary concern for people who work in Vancouver and responded to the survey. • Traffic congestion is the primary concern for people who live in Vancouver and responded to the survey. • People who live in Vancouver and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the city to run programs or provide incentives to reduce car trips. Finally, many people want to see more investment in safe infrastructure for walking and biking in Vancouver. Camas • Traffic congestion is the primary concern for people who work in Camas and responded to the survey. • Climate change and traffic congestion are tied as the primary concern for people who live in Camas and responded to the survey. • People who live in Camas and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the city to build more safe infrastructure for walking and biking. Many respondents also want the city to invest in programs and incentives to reduce car trips. Clark County • Traffic congestion is the primary concern for people who live and work in unincorporated Clark County and responded to the survey. Climate change is second for people who live in unincorporated Clark County. • People who live in unincorporated Clark County and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the county to invest in programs and incentives to reduce car trips. Washougal • Traffic congestion is the primary concern for people who live in Washougal and responded to the survey. • People who live in Washougal and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options.
Art & Nature Walk in Park	August 2024	• The bulk of the people we spoke to weren't from the Bagley Downs Neighborhood. This made it a bit difficult to discuss their transit and walking options easily. Still, we were able to talk to recent movers and handed out a lot of flyers to Spanish speaking individuals. Sentiment was quite positive; many folks were happy to learn that kids rode free on C-TRAN. • Placement is key, and it might have been wise to advocate for a spot near the neighborhood association table. This could have attracted more local folks to talk to.
Fourth Plain Forward	August 2024	• Many concerns for low-income population in Vancouver. Including: Emotional weight/ added stress

		of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still MUST report for work and on-time. • Insufficient routes, inconsistent, community does not feel like it can rely on • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • There is a lack of trust and a lack of infrastructure that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider North to South and East to West. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars" (Really passionate about air quality. WE NEED MORE tree coverage and shade scape and native plants.) WE NEED PHYSICAL BARRIERS "Anything can be a difference in whether or not your mom comes home." Environmental barriers! • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their SAFE space, within multi-generational households, or for folks at high-stress jobs such as teaching.