Westside Mobility Strategy
Community Forum #3

May 3, 2016
Patrick Sweeney, AICP, LEED AP
Principal Transportation Planner
Agenda

1. Presentation
   - Background, Planning Process
   - Findings and Implications
   - Mobility Concept and Strategic Recommendations

2. 10 Minutes for General Questions/Answers

3. Open House – Detailed Questions/Answers
Background and Context
Background and Context
Background and Context
Planning Process

Objective - achieve better balance of:
- economic development
- neighborhood livability
- urban vitality

- Existing conditions assessment
- Future conditions assessment
- Scenario modeling
- Strategy development

Winter 2015
Community Forum 1
Community Forum 2
Community Forum 3
Spring 2016
Planning Process
Community Engagement

Stakeholder interviews

Neighborhood meetings

Two community forums

Community walk & bike ride

CVTV Recordings
Planning Process
Existing and Future Conditions

24 Hour Traffic Volumes, Arterial Corridors, Spring 2015

Collisions, 2010-2015

2035 Scenario Models
Findings and Implications
Vehicle Mobility

The design and performance of the three main east-west arterials does not align with the role of each street in the network.
Findings and Implications
Main Street

Main Street is seen as an important destination and source of civic identity, but lacks a coherent and consistent design to fulfill that role.

- Downtown
- Uptown Village
- Upper Main
Findings and Implications
Diversion Traffic

I-5 corridor congestion is causing motorists to use westside streets that are designed for local traffic.

- Main Street: 1,300-2,800 vehicles per week going through downtown to get to I-5
- Fruit Valley: Highest peak traffic volumes in morning
Findings and Implications

I-5 Bridges

The westside street network can accommodate future growth, but planned 2035 arterial improvements need I-5 bridge replacement and I-5 corridor improvements.
Findings and Implications
Pedestrian Mobility

Moving north-south across the westside is challenging for all modes
Findings and Implications
Bike Mobility

Bicycle and pedestrian infrastructure is incomplete across the network.
Findings and Implications

Collision Rates

Mill Plain, Fourth Plain and Main Street have higher concentrations of collisions compared to regional and local averages.

Collision Rates, Arterial Corridors
Collisions per mile, 2010-2014

- Mill Plain: 9.1
- Main Street: 7.3
- Fourth Plain: 6.1
- 39th Street: 3.1
- Average, Urban Minor Arterial*: 3.1
- Average, Urban Principal Arterial*: 2.4
- Fruit Valley: 1.5

*Comparable average from ODOT crash tables, 2013
Findings and Implications
Community Values

Four community values represent what many westside residents, employees and business owners believe is most important to improving mobility.
Mobility Concept

- Reliable freight mobility
- Replace I-5 bridges and improve interchanges
- Commercial spine/civic identity
- Prioritize neighborhood livability
- Balance freight mobility and neighborhood livability
- Bikeways and safe pedestrian crossings
- Parks and open space
- Industrial areas
- Schools
Mobility Goals

1. Create a Systematic Plan to Increase Safety
2. Manage Arterials to Preserve Neighborhood Livability
3. Develop Efficient and Reliable Freight Routes
4. Retrofit Main Street to Promote Vitality and Safety
5. Complete Key Connections in the Bikeway Network
6. Make Walking Safe and Convenient for All
7. Build Partnerships for Regional Projects
8. Monitor Performance of Streets
Mobility Goal 1

Create a Systematic Plan to Increase Safety

Citywide Transportation Safety Action Plan (TSAP)
Manage Arterials to Preserve Neighborhood Livability

- Reduce freight traffic on 39th
- Manage speeds
- Enhanced Crossings on Fourth Plain and Fruit Valley Road
- Modify traffic signal timing
- Educate freight users
Mobility Goal 3

Develop Efficient and Reliable Freight Routes

- Construct 32nd Ave. Extension, Fruit Valley Rd. Bridge, Lower River Road Improvements
- Optimize Mill Plain corridor and I-5 interchange for reliable freight mobility.
Retrofit Main Street to Promote Vitality and Safety

- Manage diversion traffic and enhance safety on Upper Main
- Enhance pedestrian safety in Uptown Village
- Prioritize implementation of downtown Main St. streetscape project

Source: Federal Highway Administration, Road Diet Informational Guide
Mobility Goal 5

Complete Key Connections in the Bikeway Network

- Create a Daniels-Washington Bikeway
- Improve existing bikeways that are discontinuous or unsafe
- Integrate bikeway planning into arterial corridor improvements
Make Walking Safe and Convenient for All

- Install a series of enhanced pedestrian and bike crossings
- Modify signal timing for more predictability and safety for pedestrians.
- Build sidewalks on Lincoln Ave.
- Sidewalk/crosswalk infill/repair
Build Partnerships for Regional Projects

Build partnerships to address I-5 diversion traffic and move forward with regionally significant projects.

- Work with partners to advocate for replacement of Columbia River bridge.
- Mill Plain Corridor/I-5 interchange improvements
- Modifications to Fourth Plain/I-5 interchange merge lanes to control speeds
Monitor Performance of Streets

Continually evaluate performance of streets toward achieving mobility goals and citywide policies.

- Implement Transportation Performance Measures (TPM) program
- Report TPM results to City Council and neighborhoods every two years
Mobility Concept

Questions?
Next Steps

1. City Council Work Session on Monday, May 9th

2. Complete internal review of action plan

3. Release draft mobility strategy for public comment

4. City Council Work Session on June 6th

Project Website: [http://www.cityofvancouver.us/wms](http://www.cityofvancouver.us/wms)

patrick.sweeney@cityofvancouver.us