

## FOR MORE INFORMATION

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## FAST FACTS

- Work will begin later this summer to convert Broadway to two-way traffic.
- The 7th Street Transit Center will be decommissioned.
- C-TRAN buses will run both directions on Broadway.
- Buses will no longer run on Main Street.
- The half-block north of 7th Street between Main and Washington streets may be converted, for the short-term, into a family-friendly public plaza.
- A net gain of approximately 10 parking spaces will be achieved on Broadway between 6th and 16th streets.
- Approximately 40 to 45 new parking spaces will be created on 7th Street between "C" and Washington streets.



City of Vancouver, Washington

July 2007

## Two-way Broadway heralds downtown changes

Over the past two years, much of the downtown focus has centered on the proposed Main Street improvements. While funding for Main Street is still being developed, the immediate focus has now turned to Broadway.

wide service changes and the new retail strategy being developed for Main Street. The City will host an open house on Tuesday, July 31 to review the project schedule and activities (*see insert included with this mailer*).

the short term, into a public plaza. Envisioned as a family-friendly gathering place, it could include an outdoor art gallery featuring local work. This project is being coordinated by C-TRAN, the City of Vancouver, and VDA. The long-term nature of that half-block, which is owned by C-TRAN, is linked to the Columbia River Crossing Project. Its ultimate use, possibly transit related, will be determined after that project is more sharply defined.

### New-look transit downtown

After the Broadway conversion is complete, C-TRAN will implement new bus circulation patterns through downtown Vancouver. This will include running buses both north and south on the newly converted Broadway while removing buses along Main Street. At the same time, C-TRAN will begin the process of decommissioning the 7th Street Transit Center.

### A net gain in parking

Converting Broadway to two-way traffic will result in a net gain of approximately 10 parking spaces between 6th and 16th streets. Closing the 7th Street Transit Center will create approximately 40 to 45 additional new parking spaces on 7th Street between Washington and "C" streets.

### Transforming the Transit Center

The City of Vancouver, C-TRAN, and Vancouver's Downtown Association (VDA) are working toward the goal of having no gap in activity once the Transit Center is closed. Seventh Street between Washington and "C" streets will be converted to two-way traffic with parking on the street.

The northern half-block of the Transit Center between Washington and Main streets is envisioned to be converted, for

## Inside

- Main Street revisited
- Mapping the changes
- News about news boxes
- Tracking a possible trolley

Find out more about the Broadway Improvement Project at the Tuesday, July 31 open house.

## MARK YOUR CALENDAR

Find out more about the Broadway construction project.

**Tuesday, July 31**  
4-7 p.m.

Vancouver City Hall  
Council Chambers  
210 E. 13th Street

Later this summer, work will begin on converting Broadway from one-way to two-way traffic. The project will include: road re-striping for two-way traffic; modification or removal of traffic islands; modification of traffic signals; and the addition of bus stops. The construction contract has been awarded to Civil Works Northwest. At this time, closing Broadway during construction is not expected.

The conversion of Broadway is closely linked to both C-TRAN's new system-

[www.cityofvancouver.us/Broadway](http://www.cityofvancouver.us/Broadway)

After this summer, work will begin on converting Broadway to two-way traffic. C-TRAN will then decommission the 7th Street Transit Center.

Read all about it inside.

## INSIDE

City of Vancouver  
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## PROJECT PROCESS

Broadway converted to two-way traffic.



C-TRAN system-wide service changes.



Buses off Main Street. Buses run both directions on Broadway.



Decommission 7th Street Transit Center.



# MAIN STREET

## REDISCOVERED

A NEW DIRECTION IN DOWNTOWN VANCOUVER

*The Main Street Improvement Project is much more than a construction job.*

## Main Street revisited

While the project team works to develop a funding mechanism for the Main Street Improvement Project, it will continue, over the coming year, to complete and finalize the project design.

The Main Street Improvement Project is much more than a construction job. Along with rebuilding the city's historic thoroughfare, the project team is designing the project in the context of a retail strategy that ties to all directions of the downtown core.

In the long-term, the improvements on Main Street will link with existing assets and corridors to maximize opportunities for economic vitality from Esther Short Park to Officer's Row, and from the riverfront to points north.

On Main Street itself, the project will include: changing Main Street from one-way to two-way traffic; total reconstruction of the street and pedestrian areas; public areas and street furniture; landscaping and vegetation; new street lighting; utility improvements; improvements to intersecting streets east and west of Main Street for a short distance; and removal of buses.



The project team has been assisted in its planning efforts by the 10-member community Steering Committee. Two open houses and special meetings with local business and property owners were held last summer. Newsletters (of which this is the fourth) and a project storefront display at the project consultants office (Harper Houf Peterson Righellis Inc.) at 1104 Main Street have continued to share details on the project.

## The latest news on news boxes

A long-standing issue downtown has been the haphazard placement of newspaper boxes. They create obstacles on sidewalks and unsightly clusters throughout the area.

The Main Street project team and Steering Committee have been researching options that would address these issues, be compatible with the Main Street streetscape design, and meet the needs of newspaper vendors and their customers. This process has included two productive meetings between the project team and vendors.



The most promising options include modular boxes and news box corrals. The modular box is a single unit with separate compartments for each newspaper. The corral provides a uniform look while allowing news

News box corral (top), modular box (bottom)

vendors to use their own boxes. A corral can fit four (and possibly five) newspaper boxes and provides eyelets for discreetly chaining the boxes to the corral.

Project team and Steering Committee members are still reviewing this topic. The Steering Committee favors the modular box but plans to coordinate with news vendors to look at other possible solutions.

Throughout this process, the City has been working to balance the goals of the project team and downtown business community with concerns regarding First Amendment rights.

## Tracking a possible trolley

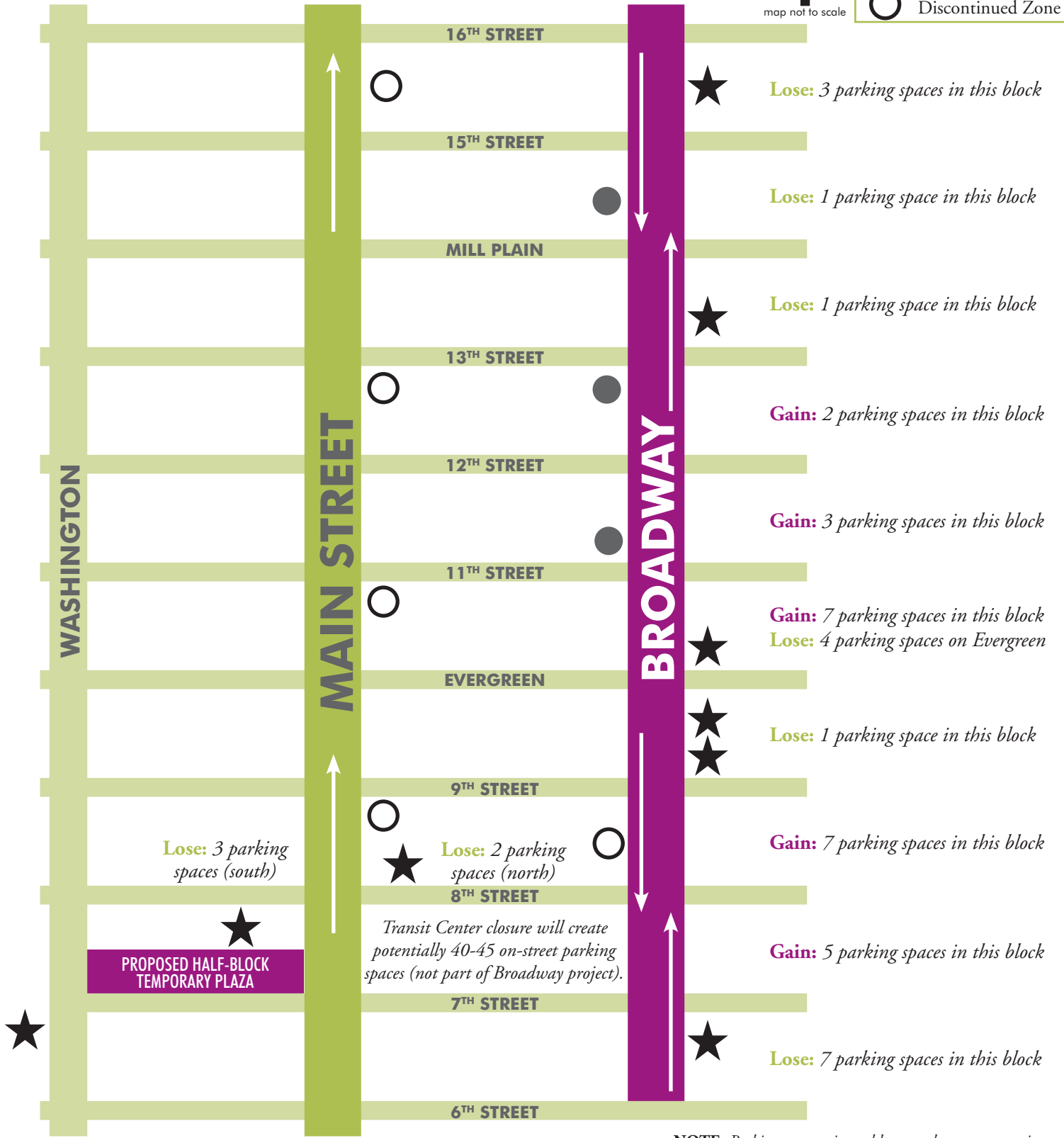
The American Institute of Architects has received a grant to explore the feasibility of a streetcar in or near downtown Vancouver. This potential project would be separate from, but could have impacts on, the Main Street project. The Main Street team will work with the trolley team to discuss concerns and develop solutions.

## Mapping the changes

### Parking additions & new bus stops

**LEGEND**

- ★ New Bus Zone
- Existing Zone to Remain
- Discontinued Zone



NOTE: Parking space gain and loss numbers are approximate.

- ETC.**
- The gain or loss of parking spaces along each block of Broadway often results from a combination of new spaces on the west side and new bus turnouts on the east. Diagonal head-in parking on the east side will be modified or removed to allow for bus stops.
  - To allow for a double bus stop between 9th and Evergreen, all diagonal parking will be removed on the east side of this block.
  - The loss of five parking spaces on 8th Street and four parking spaces on Evergreen result from the installation of new bus turnouts.
  - The potential gain of approximately 40-45 parking spaces on 7th Street results from the closure of the 7th Street Transit Center.