



# Westside Mobility Strategy

## Community Forum #3

CITY OF  
**Vancouver**  
WASHINGTON

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

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# Agenda

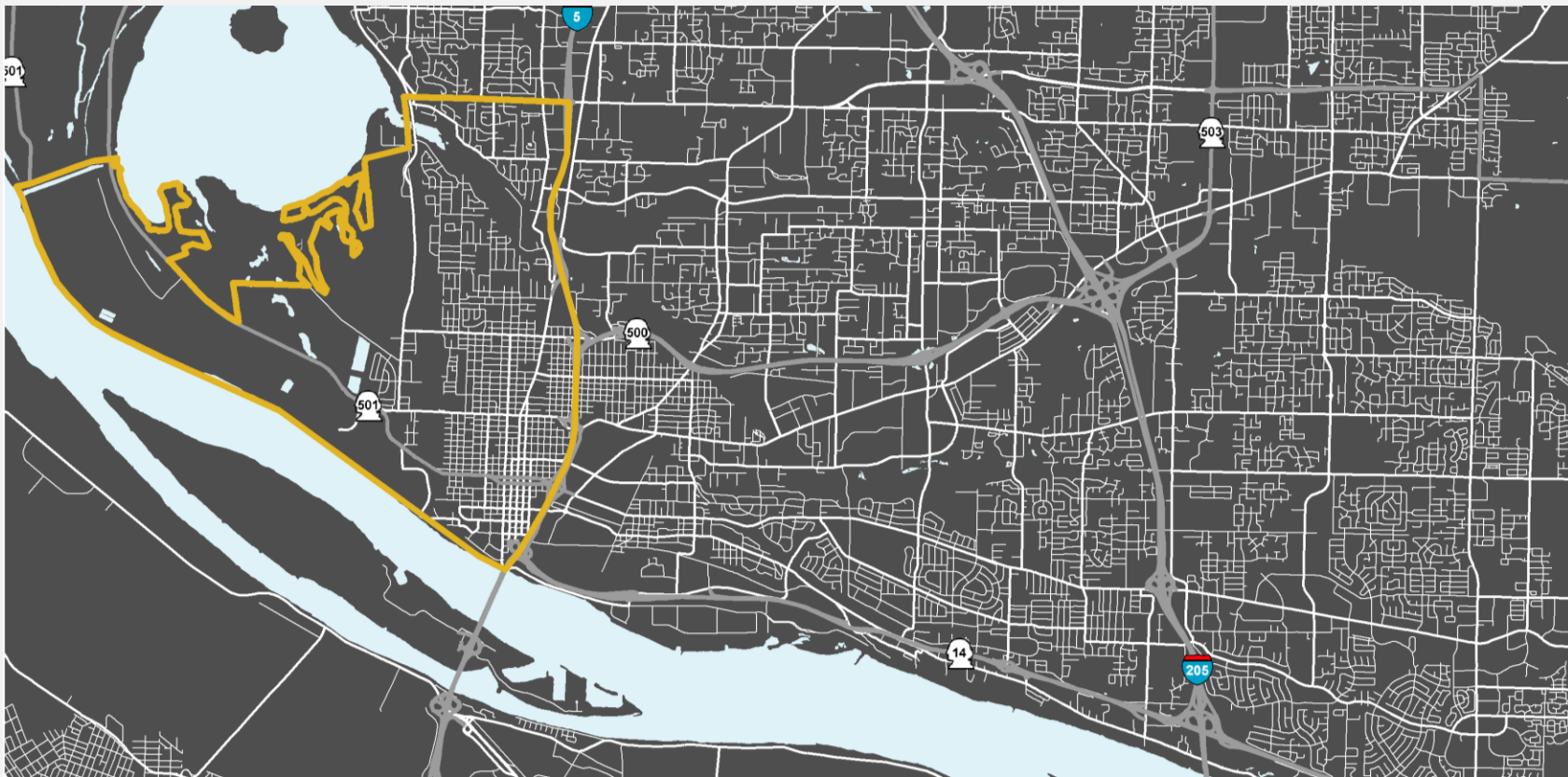
## 1. Presentation

- 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



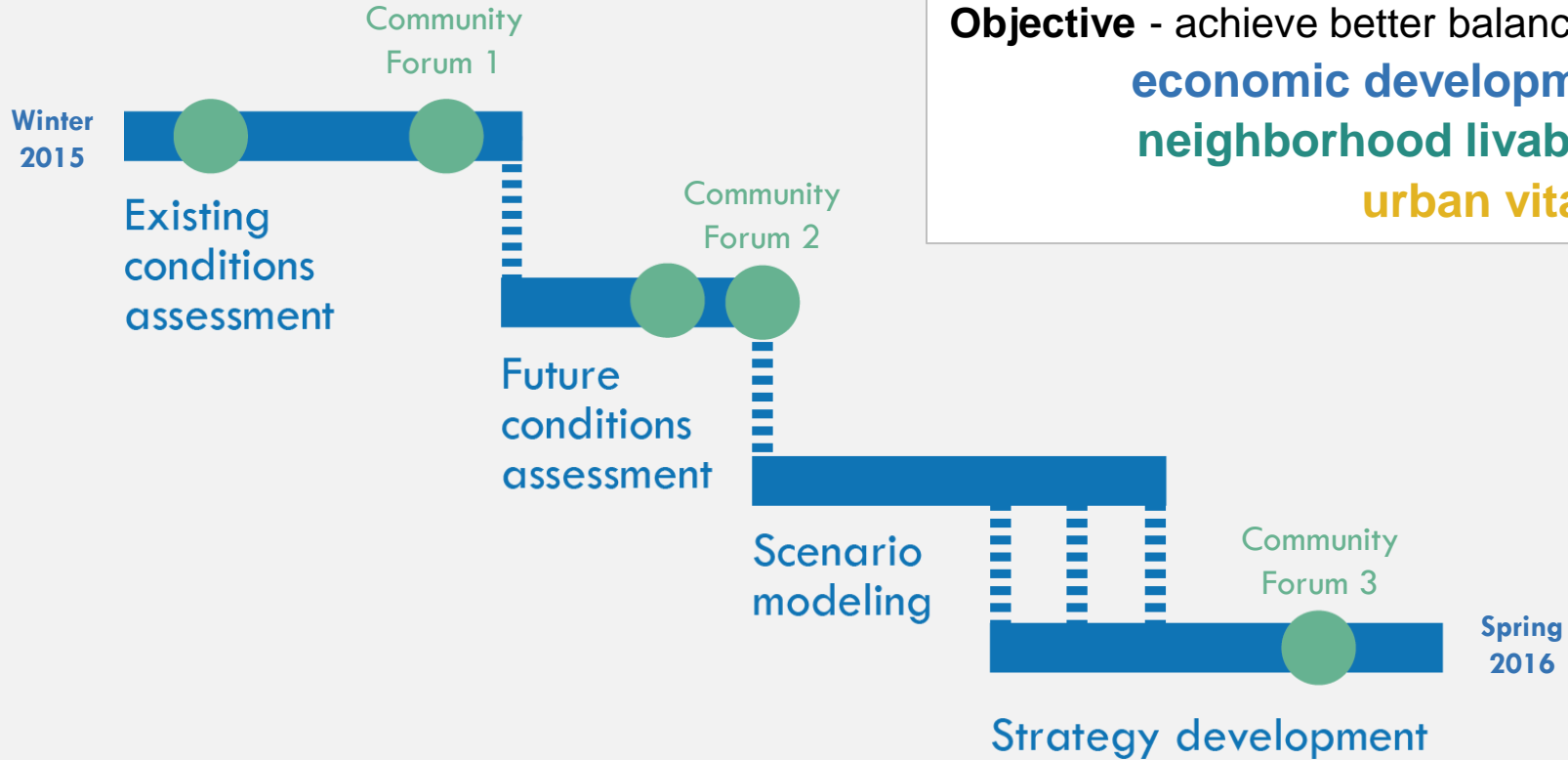
# Background and Context



# Background and Context



# Planning Process



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

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# Planning Process

## Community Engagement

Stakeholder interviews

Neighborhood meetings

Two community forums

Community walk & bike ride

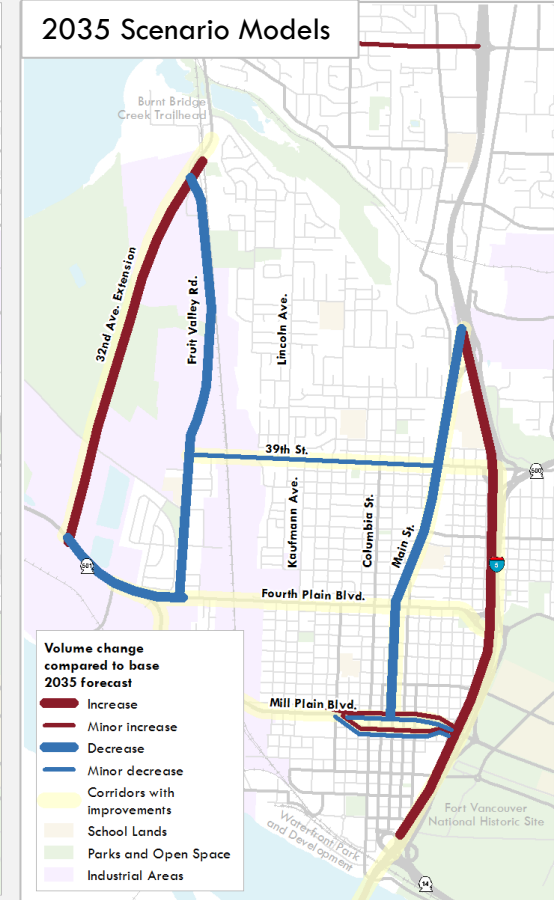
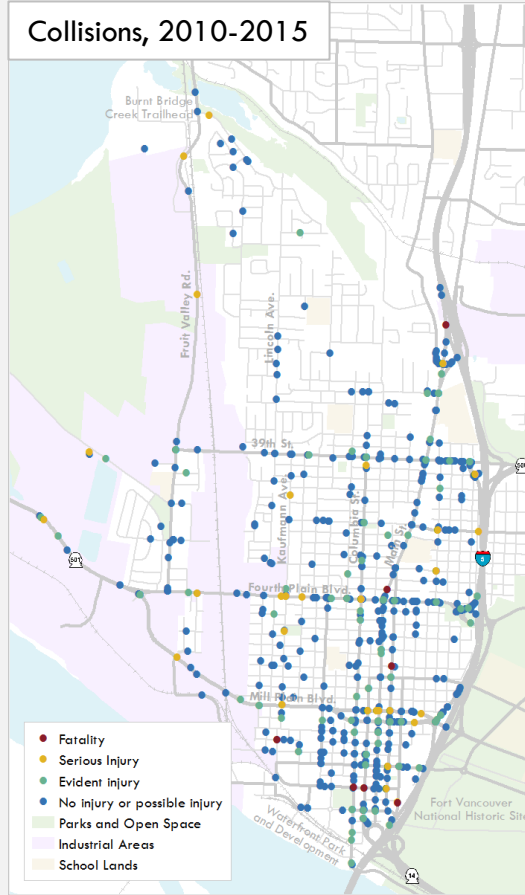
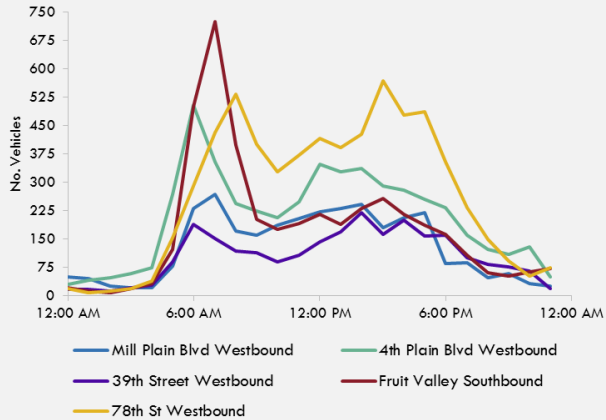
CVTV Recordings



# Planning Process

## Existing and Future Conditions

24 Hour Traffic Volumes, Arterial Corridors, Spring 2015

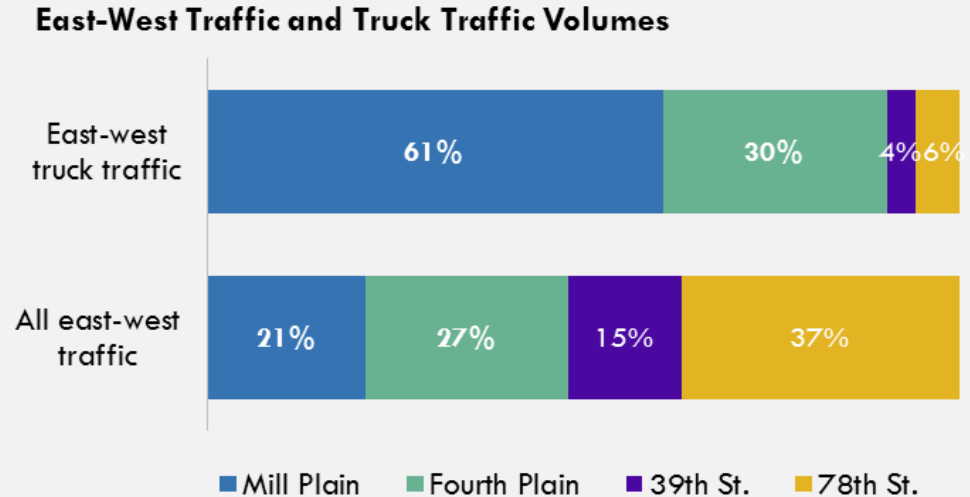




# Findings and Implications

## 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

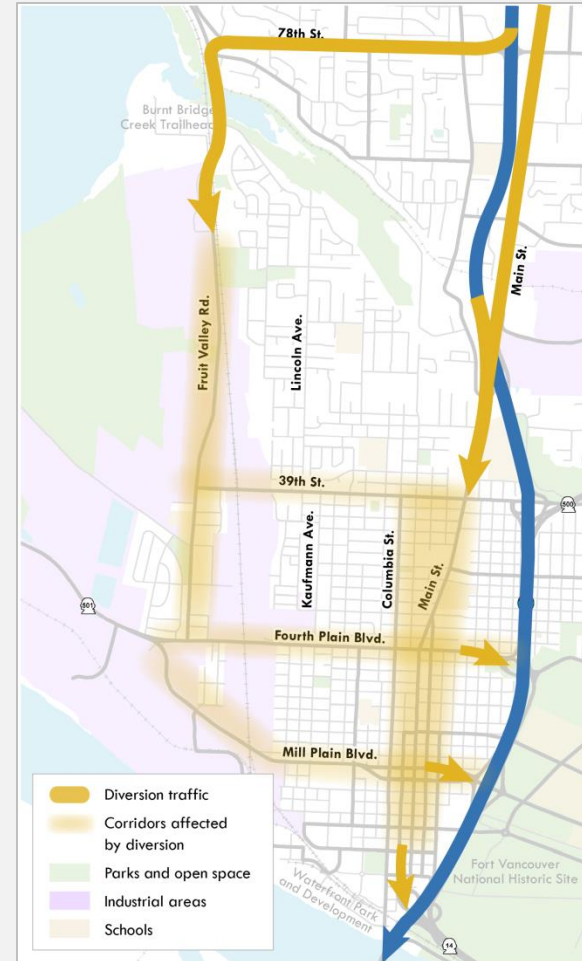


# Findings and Implications

## Diversion Traffic

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

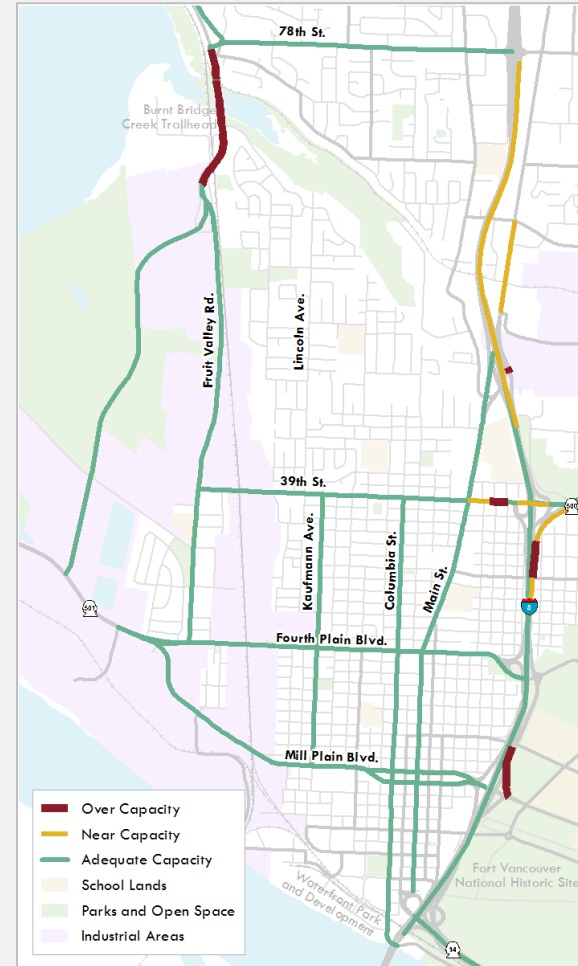
- Main Street: 1,300-2,800 vehicles per week going through downtown to get to I-5
- Fruit Valley: Highest peak traffic volumes in morning



# Findings and Implications

## I-5 Bridges

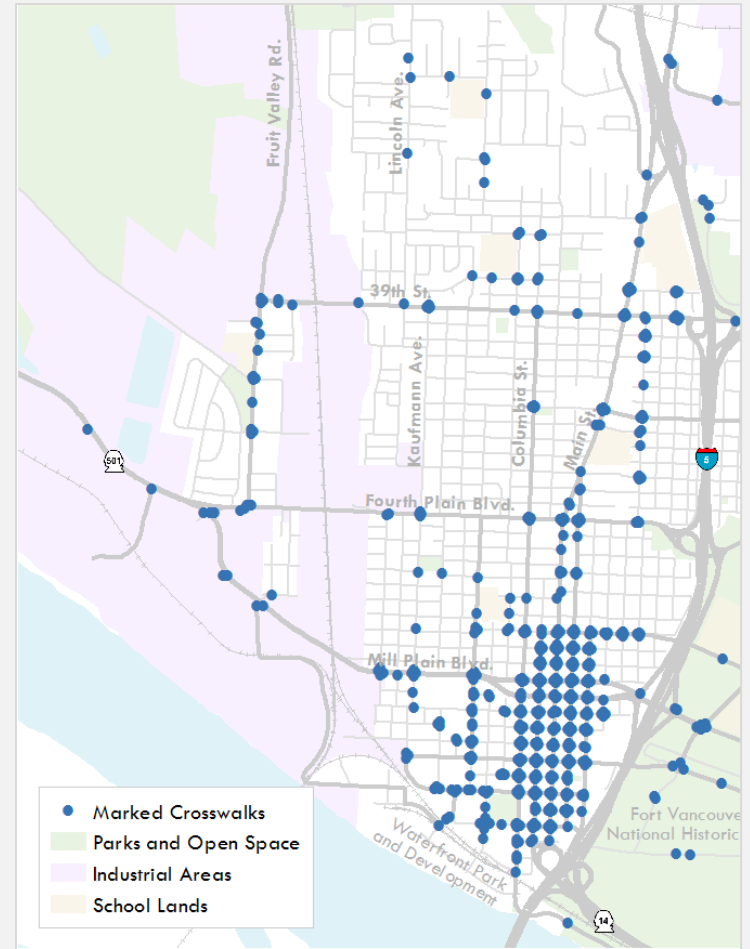
The westside street network can accommodate future growth, but - planned 2035 arterial improvements need I-5 bridge replacement and I-5 corridor improvements.



# Findings and Implications

## Pedestrian Mobility

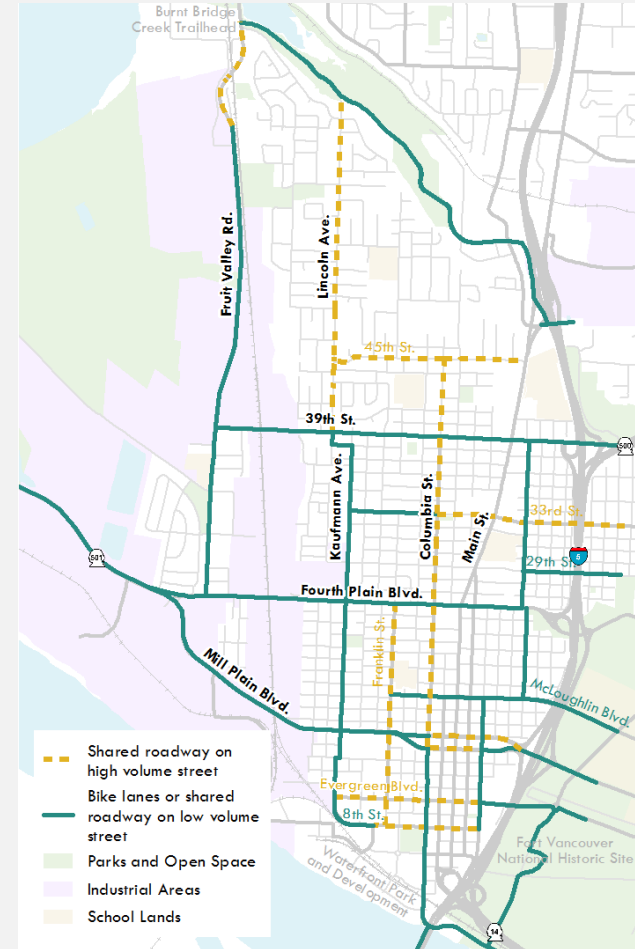
Moving north-south across the westside is challenging for all modes



# Findings and Implications

## Bike Mobility

Bicycle and pedestrian infrastructure is incomplete across the network.

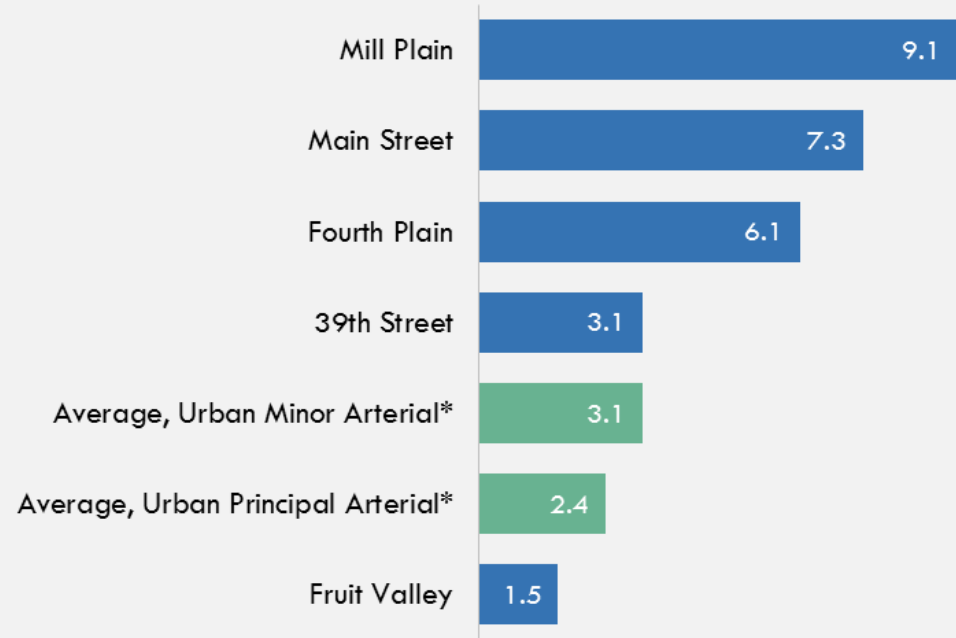


# Findings and Implications

## 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

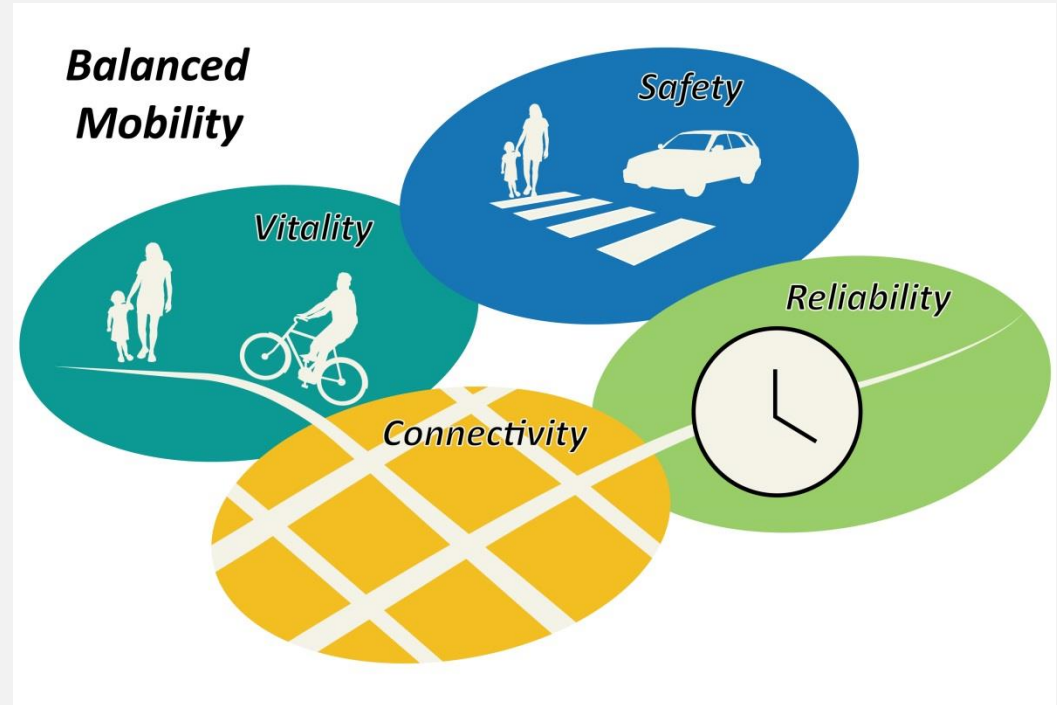


\*Comparable average from ODOT crash tables, 2013

# Findings and Implications

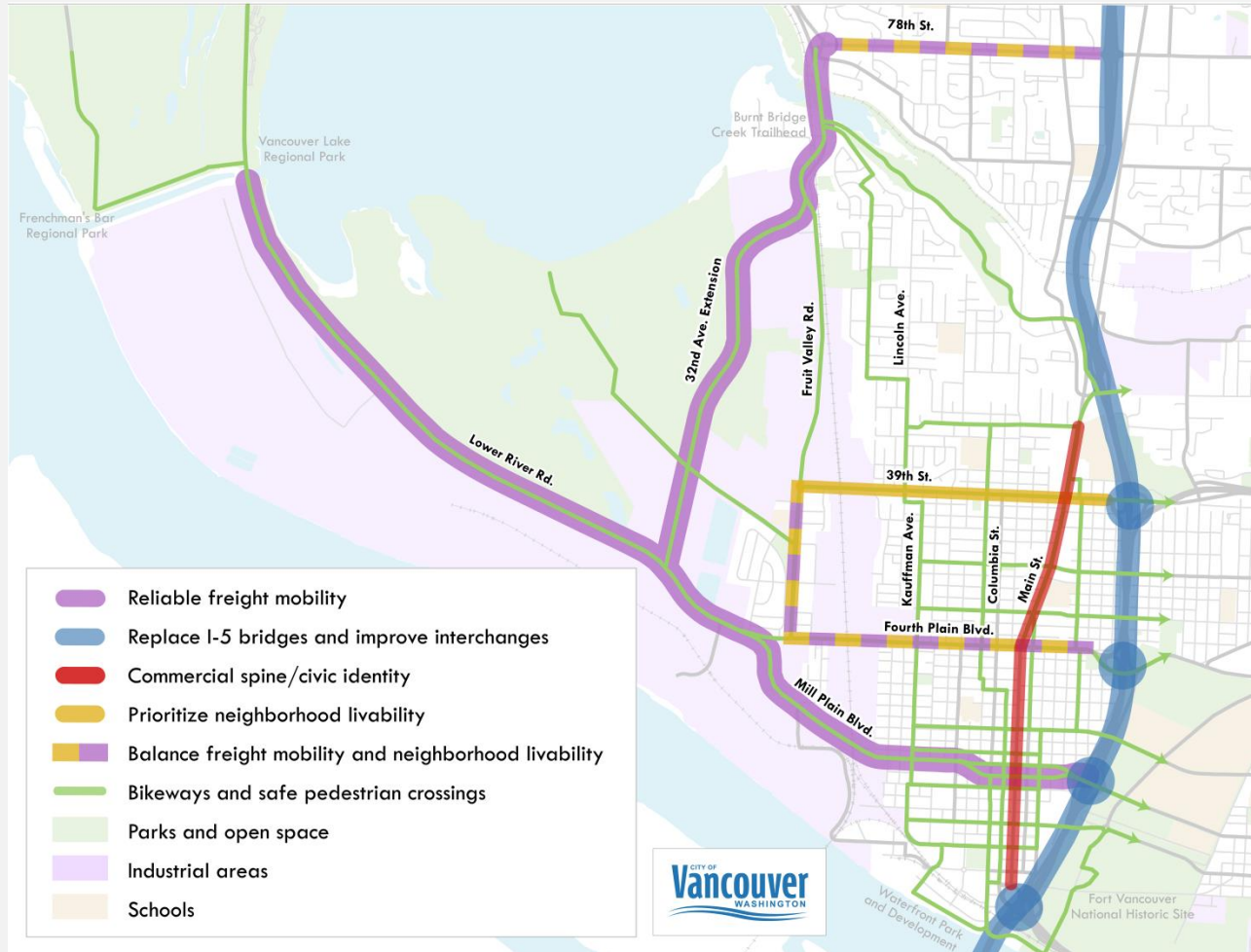
## Community Values

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





# Mobility Concept



# Mobility Goals

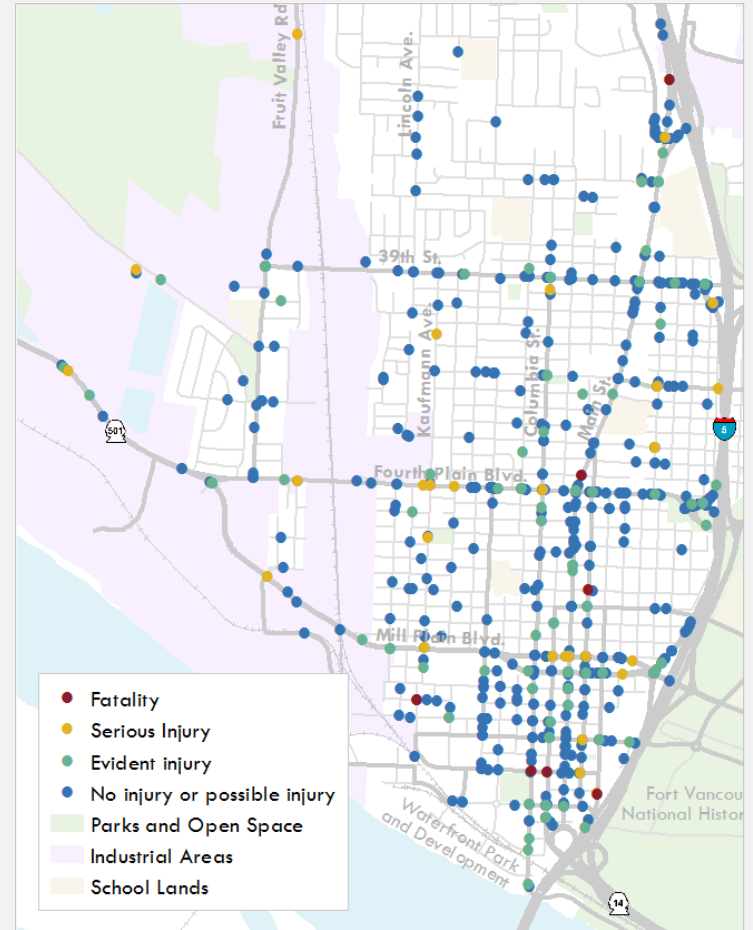
- 1 Create a Systematic Plan to Increase Safety
- 2 Manage Arterials to Preserve Neighborhood Livability
- 3 Develop Efficient and Reliable Freight Routes
- 4 Retrofit Main Street to Promote Vitality and Safety
- 5 Complete Key Connections in the Bikeway Network
- 6 Make Walking Safe and Convenient for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

## Mobility Goal 1

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# Create a Systematic Plan to Increase Safety

## Citywide Transportation Safety Action Plan (TSAP)



## Manage Arterials to Preserve Neighborhood Livability

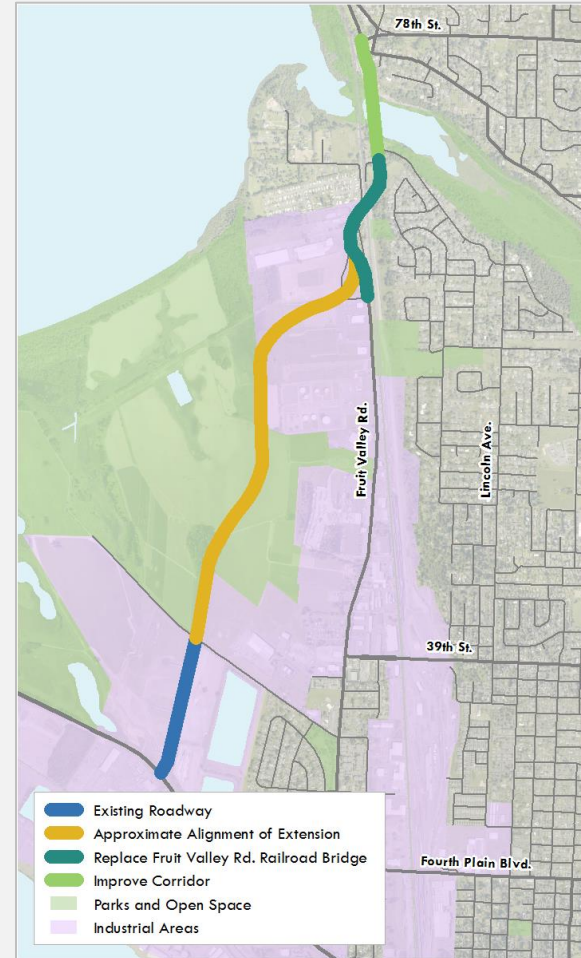
- Reduce freight traffic on 39<sup>th</sup>
- Manage speeds
- Enhanced Crossings on Fourth Plain and Fruit Valley Road
- Modify traffic signal timing
- Educate freight users



Source: National Association of City Transportation Officials, *Urban Street Design Guide*

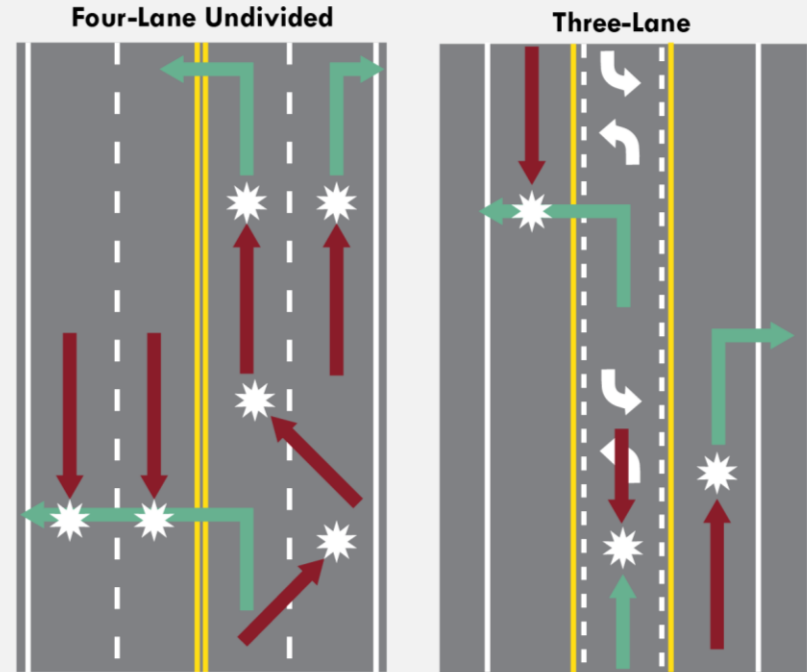
# Develop Efficient and Reliable Freight Routes

- Construct 32<sup>nd</sup> 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

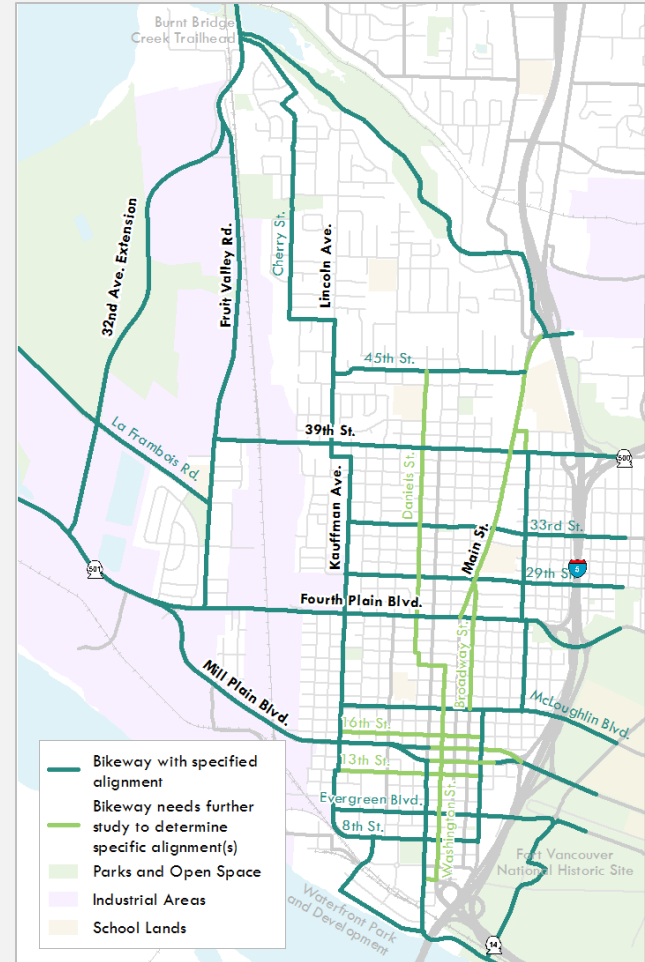
- Manage diversion traffic and enhance safety on Upper Main
- Enhance pedestrian safety in Uptown Village
- Prioritize implementation of downtown Main St. streetscape project



Source: Federal Highway Administration, *Road Diet Informational Guide*

# Complete Key Connections in the Bikeway Network

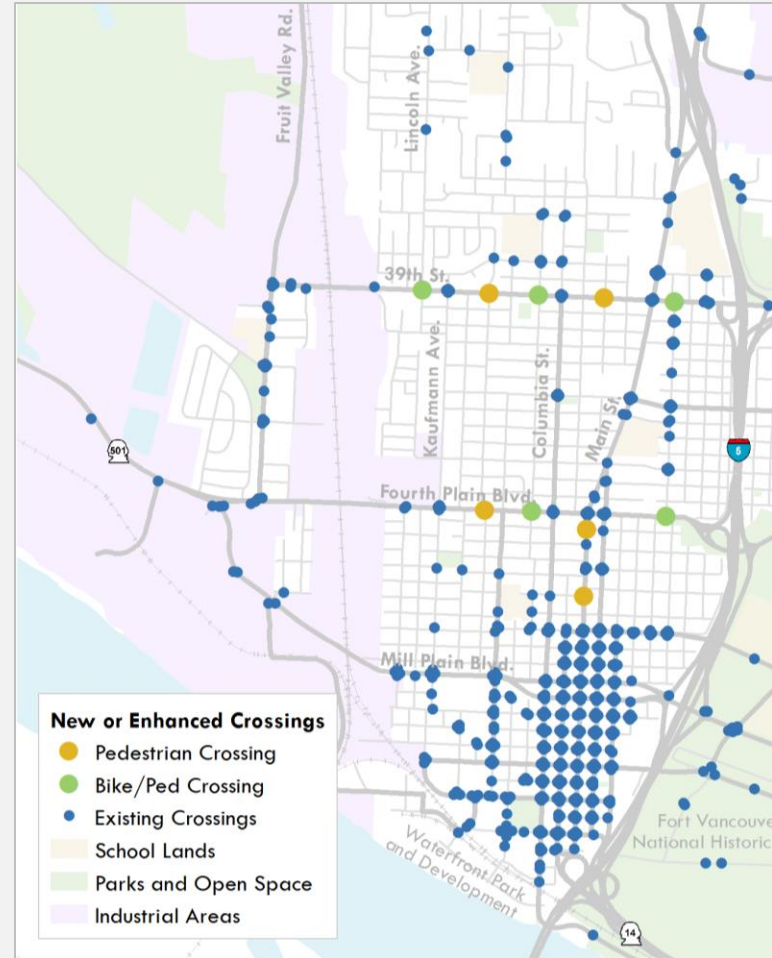
- Create a Daniels-Washington Bikeway
- Improve existing bikeways that are discontinuous or unsafe
- Integrate bikeway planning into arterial corridor improvements



## Mobility Goal 6

# 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.**

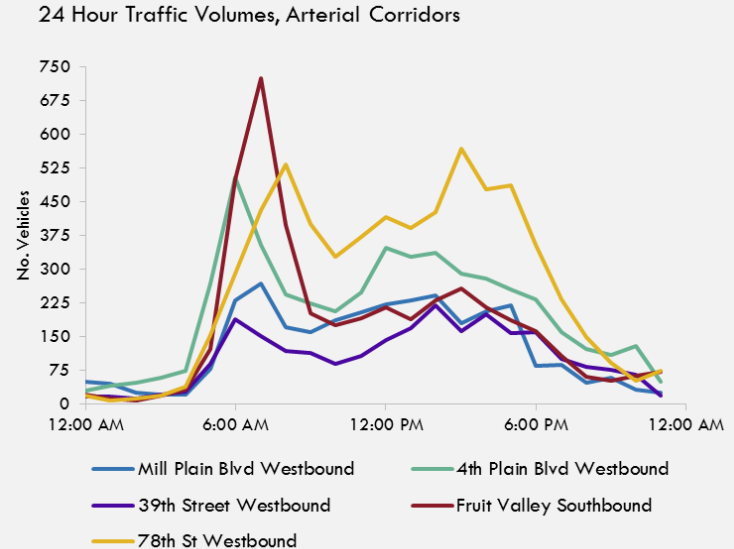
- Work with partners to advocate for replacement of Columbia River bridge.
- Mill Plain Corridor/I-5 interchange improvements
- Modifications to Fourth Plain/I-5 interchange merge lanes to control speeds



## Monitor Performance of Streets

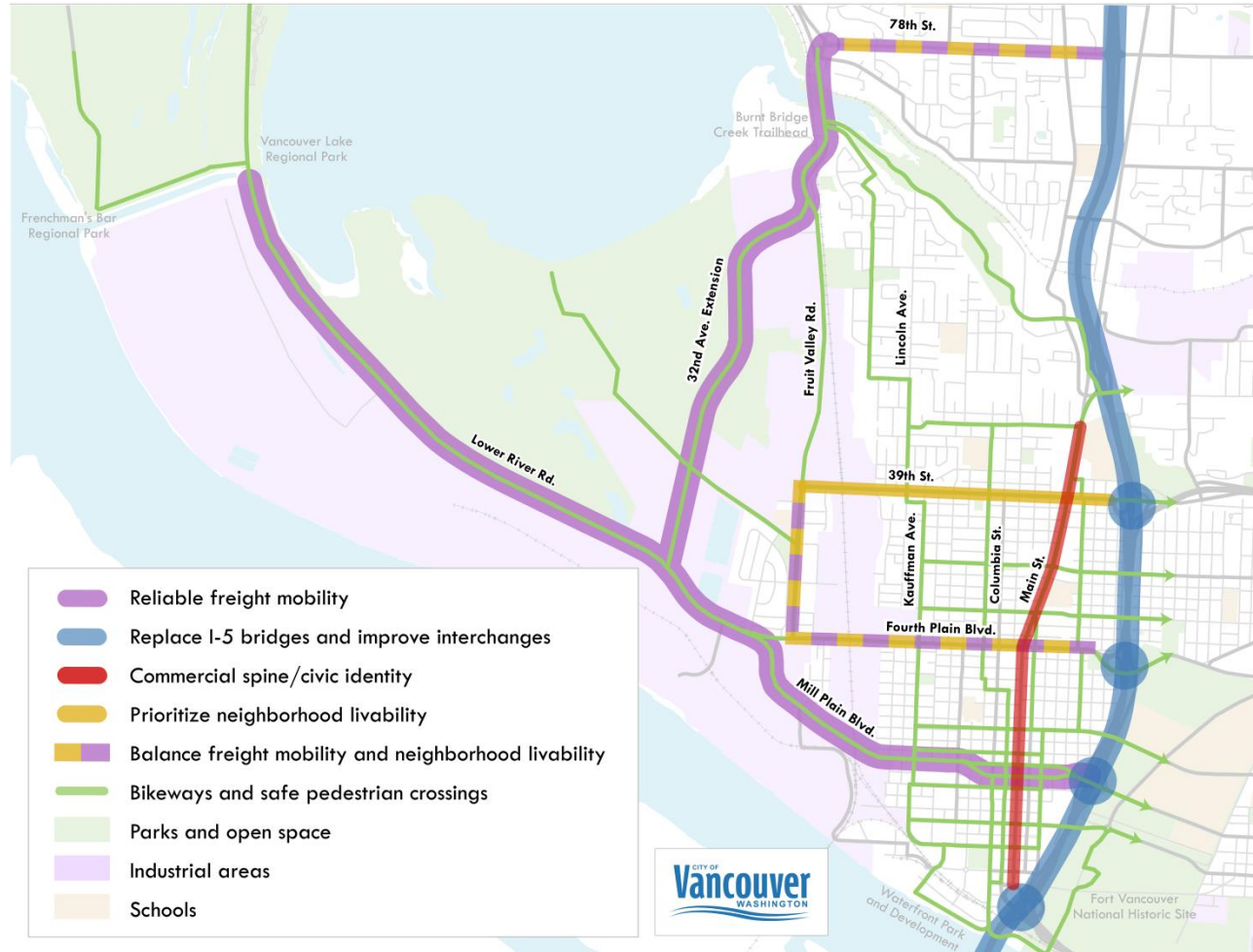
Continually evaluate performance of streets toward achieving mobility goals and citywide policies.

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



# Mobility Concept

Questions?



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## 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>  
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