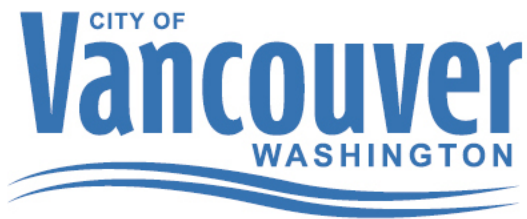




Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update
TMC Workshop
November 1, 2022



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Agenda

- Project Update
- Outreach Milestone #2 Update
- Phase 2 Design Options Review
- Next Steps



Project Overview

The Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Study is:

- **Looking at ways to make the streets safer for everyone** – including people who drive, walk, ride a bike, use a mobility device, or ride the bus
- Considering how to **repurpose existing road space** to make the corridor safer for all
- **Identifying other potential safety improvements**

Prior Review

Transportation and Mobility Commission

April 5, 2022

- Discussed issues and needs on Fourth Plain Blvd
- Reviewed traffic analysis results

June 7, 2022

- Discussed issues and needs on Fort Vancouver Way
- Reviewed traffic analysis results

September 6, 2022

- Reviewed Phase 1 design options and heard TMC feedback

October 4, 2022

- Phase 1 public hearing

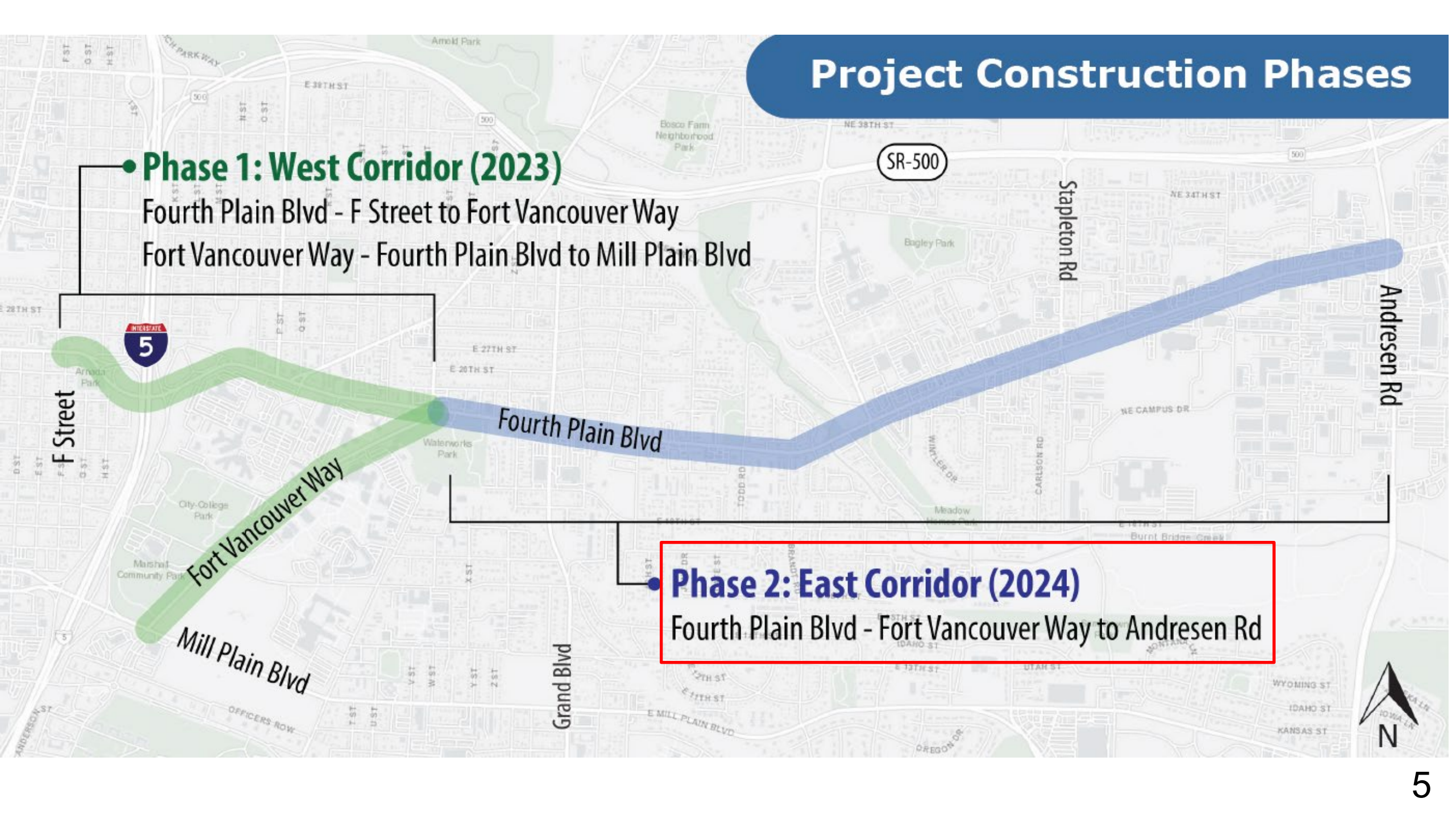
Project Construction Phases

Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Community Feedback – Milestone 2

- Online open house and survey
- Mailer to residents & businesses
- Events:
 - Fourth Plain Forward Arte en el Parque - 24 people
 - LULAC Mercado – 82 people
 - Multicultural Resource Fair – 30+ people
 - Vancouver Farmers Market – 34 people
 - Focus groups – in-depth conversations about solutions
- Business canvassing – 34 people at 28 businesses



Community Feedback Summary – Milestone 2

In-Person Outreach | Aug – Oct 2022

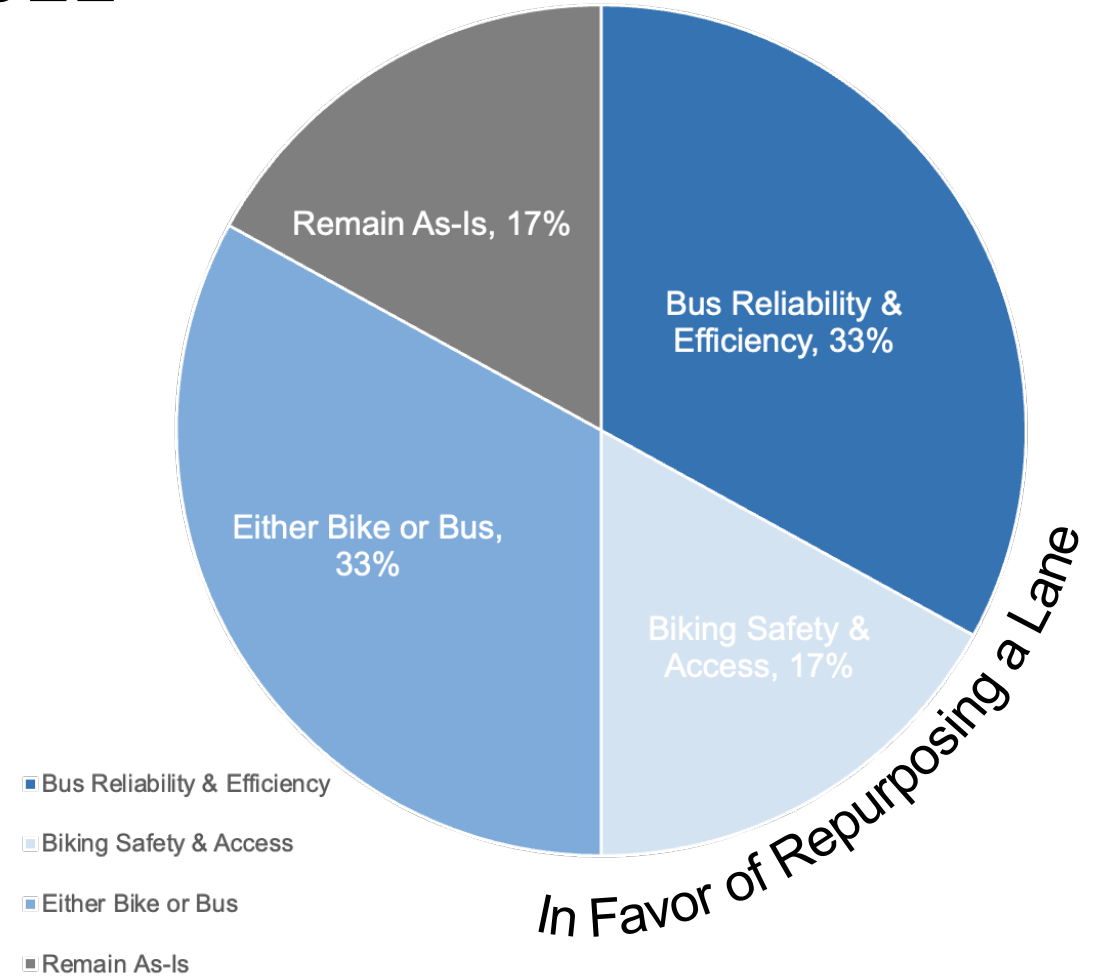
Feedback themes:

About 83% of people responded favorably for repurposing a lane.

Engaged 211+ people, 162 shared sentiment on repurposing a lane.

Some comments included:

- “Would be in line with other roads in the city”
- “Would appreciate any change that makes it safer to bike”
- “Something needs to change on these roads”
- “Will allow for more safety, give people a space if they don’t drive”
- “Very favorable for mobility for those who don’t drive”



Community Feedback Summary – Milestone 2

Business Canvassing

Spoke to 34 people at 28 businesses and organizations

Prioritized BIPOC community businesses and organizations

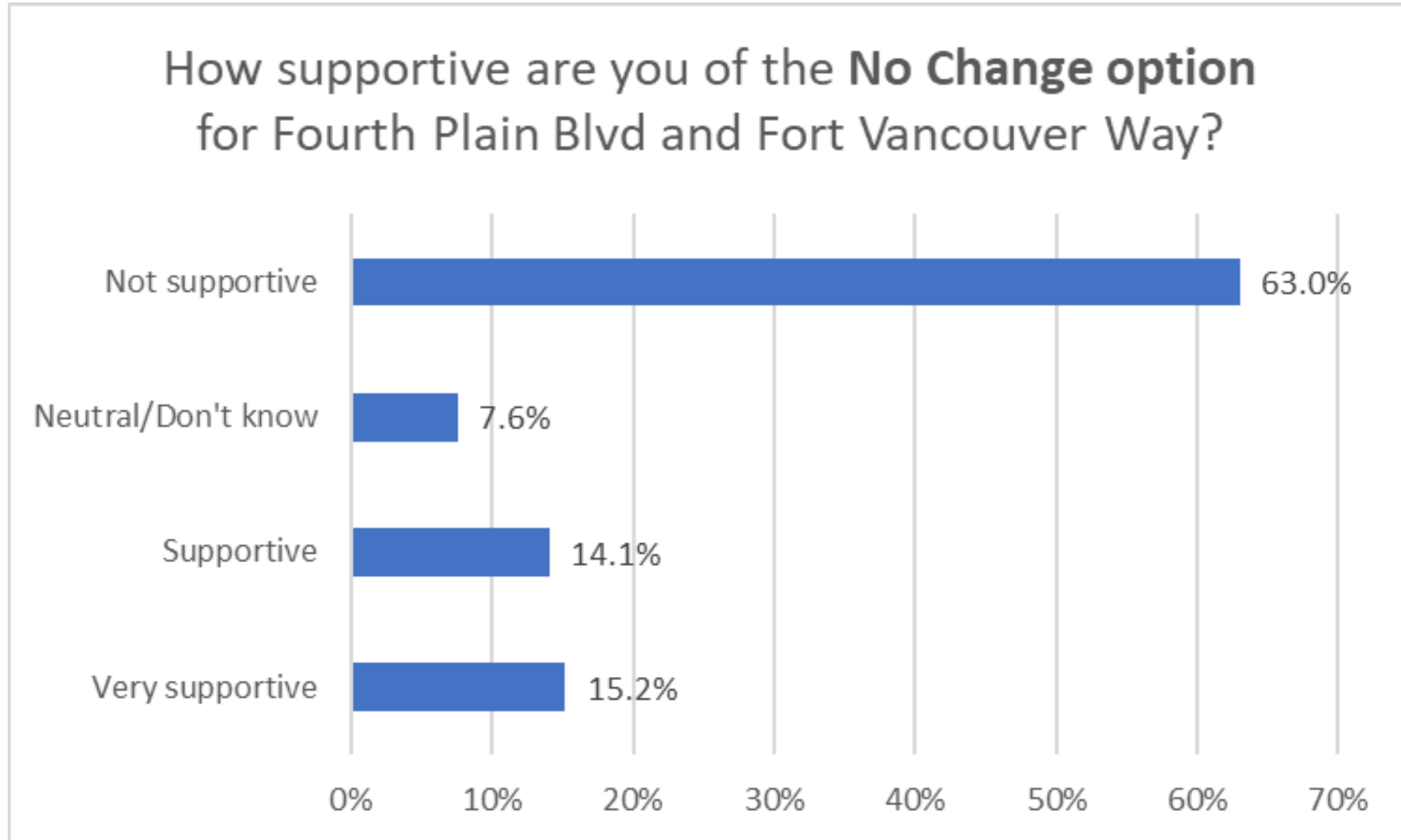
About 88% of people asked responded favorably to repurposing a lane,
with 44% favoring bus improvements and 9% favoring bike improvements.

Some comments included:

- “Better sidewalks and safer crosswalks would go a long way”
- “We never see any bikes at our business”
- "Our people need to get to work and many of us take the bus. I'd love to see more buses, more often."

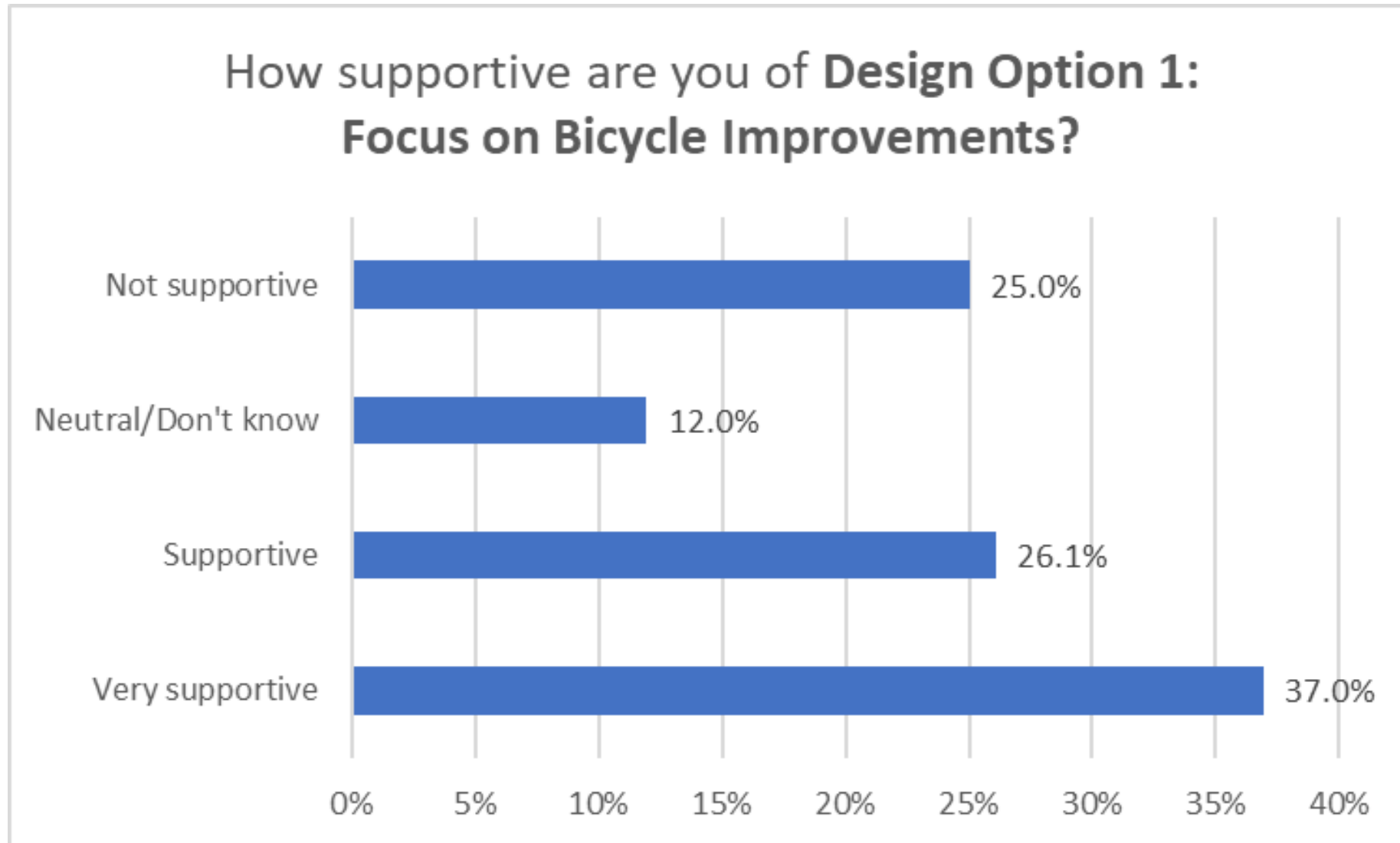
Community Feedback Summary – Milestone 2

Online Open House and Survey Results | Sept 20 – Oct 21



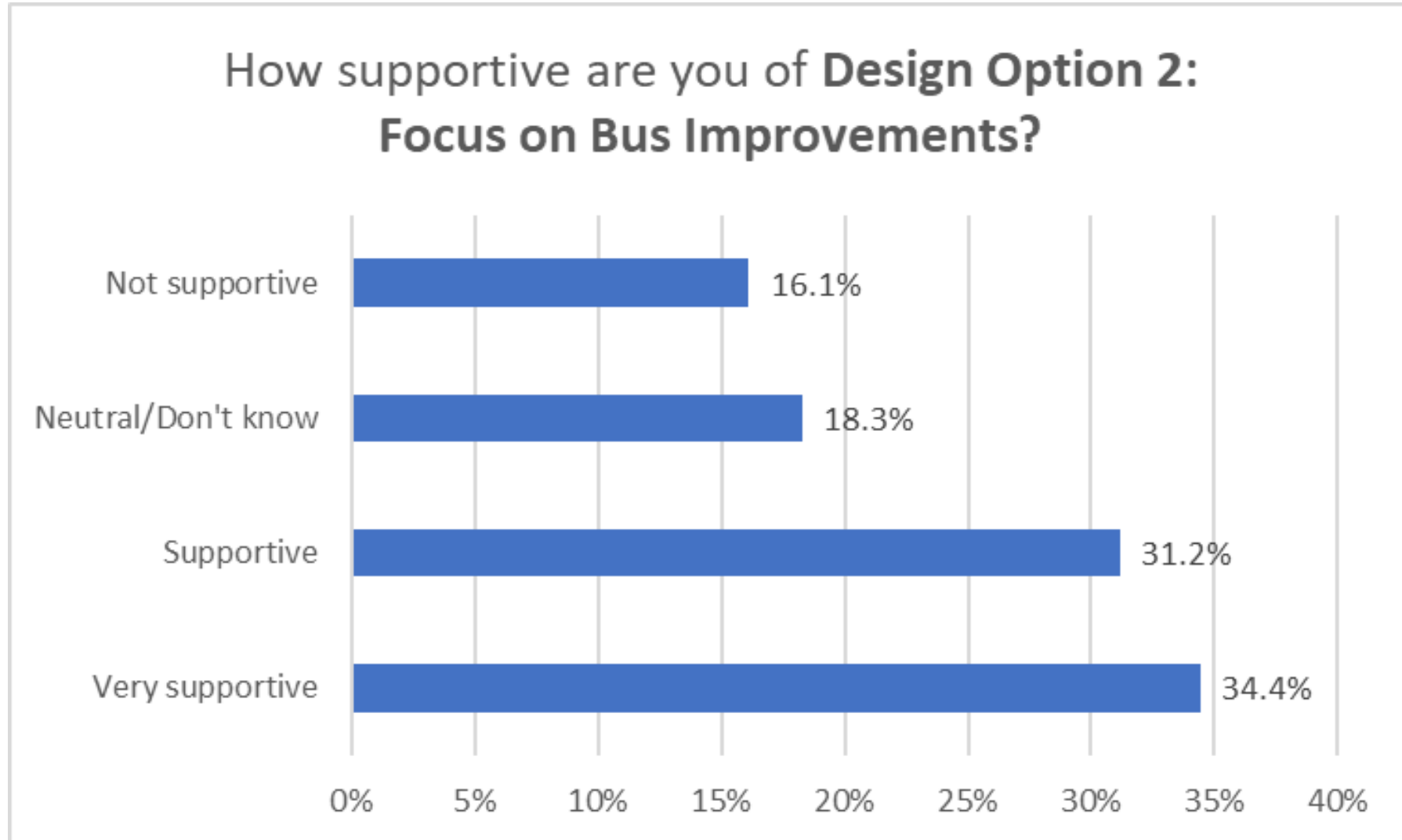
Community Feedback Summary – Milestone 2

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Community Feedback Summary – Milestone 2

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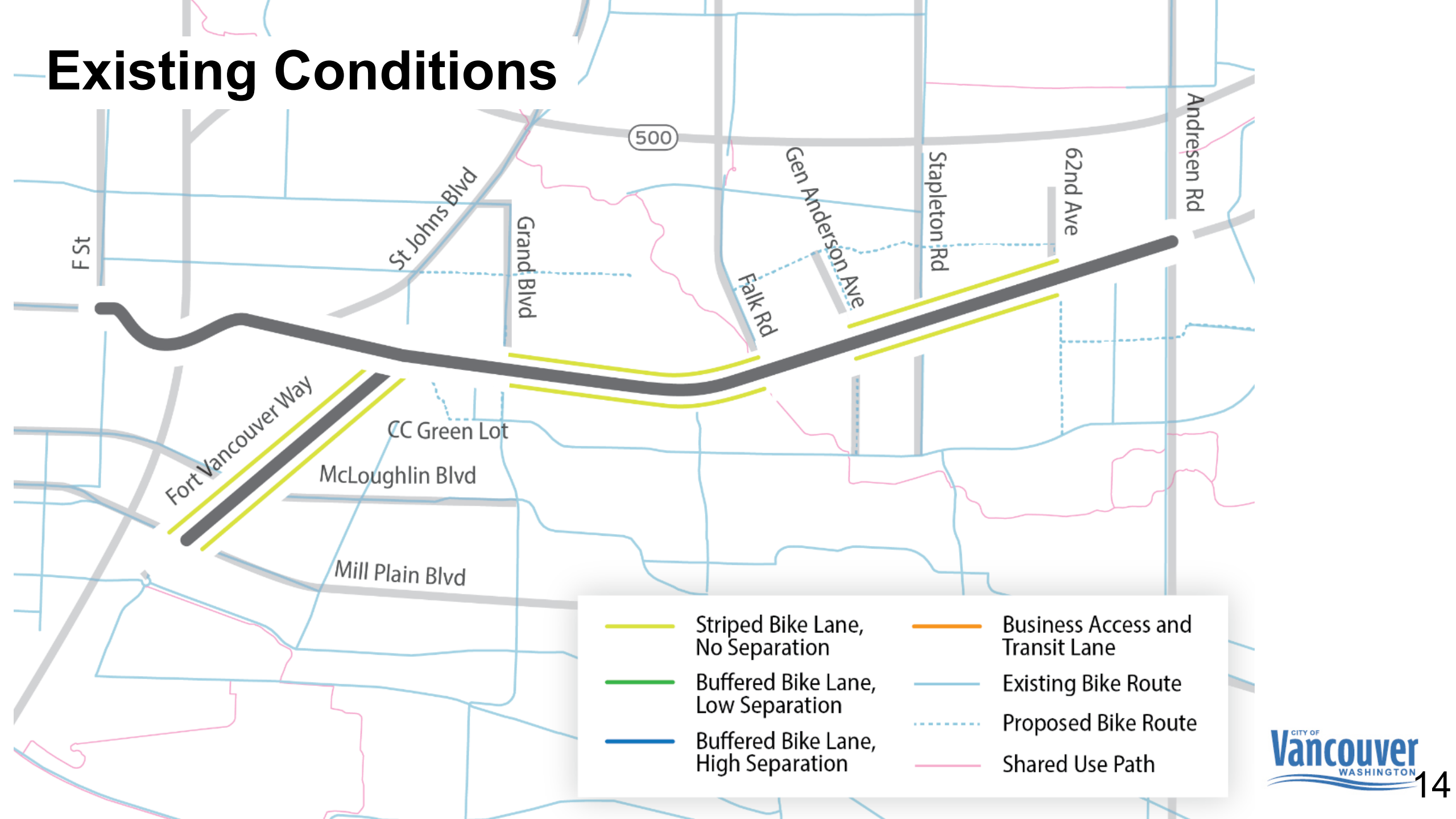
Of people who walk, bike, or roll, the top 3 priorities are:

1. Increasing physical space between cars and people walking, biking, or rolling
2. Improving pavement/repairing potholes
3. Slowing traffic (17%)

Phase 2 Design Options Review



Existing Conditions



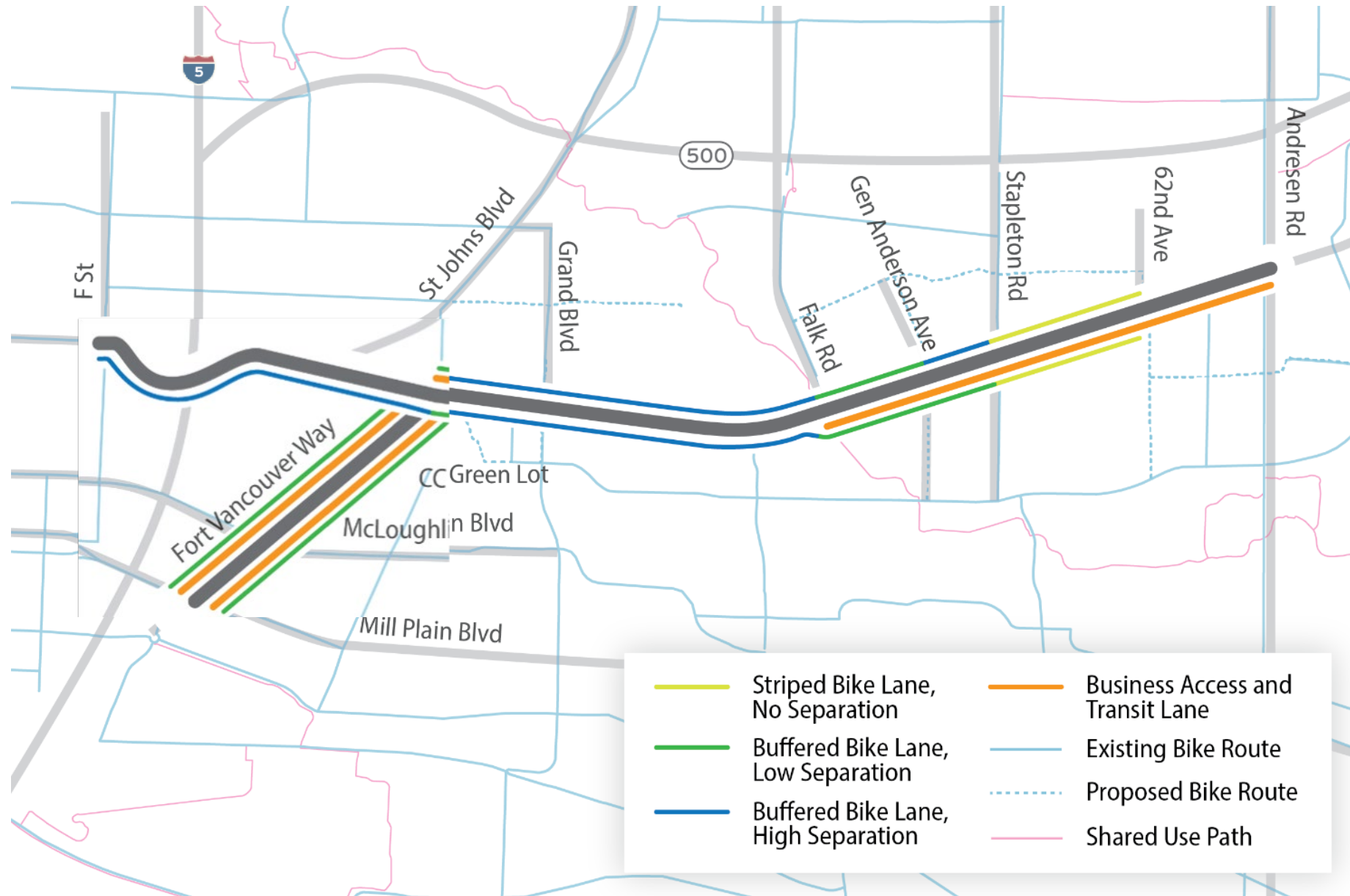
Traffic Analysis – quick reminder

	Existing Conditions	2040 “No Build”	2040 Alternative 4
Corridor average speed during MORNING peak hour (7:30 – 8:30 AM)	EB: 24 MPH WB: 24 MPH	EB: 23 MPH WB: 23 MPH	EB: 24 MPH WB: 23 MPH
Corridor average speed during EVENING peak hour (4:00 – 5:00 PM)	EB: 23 MPH WB: 22 MPH	EB: 22 MPH WB: 21 MPH	EB: 22 MPH WB: 21 MPH

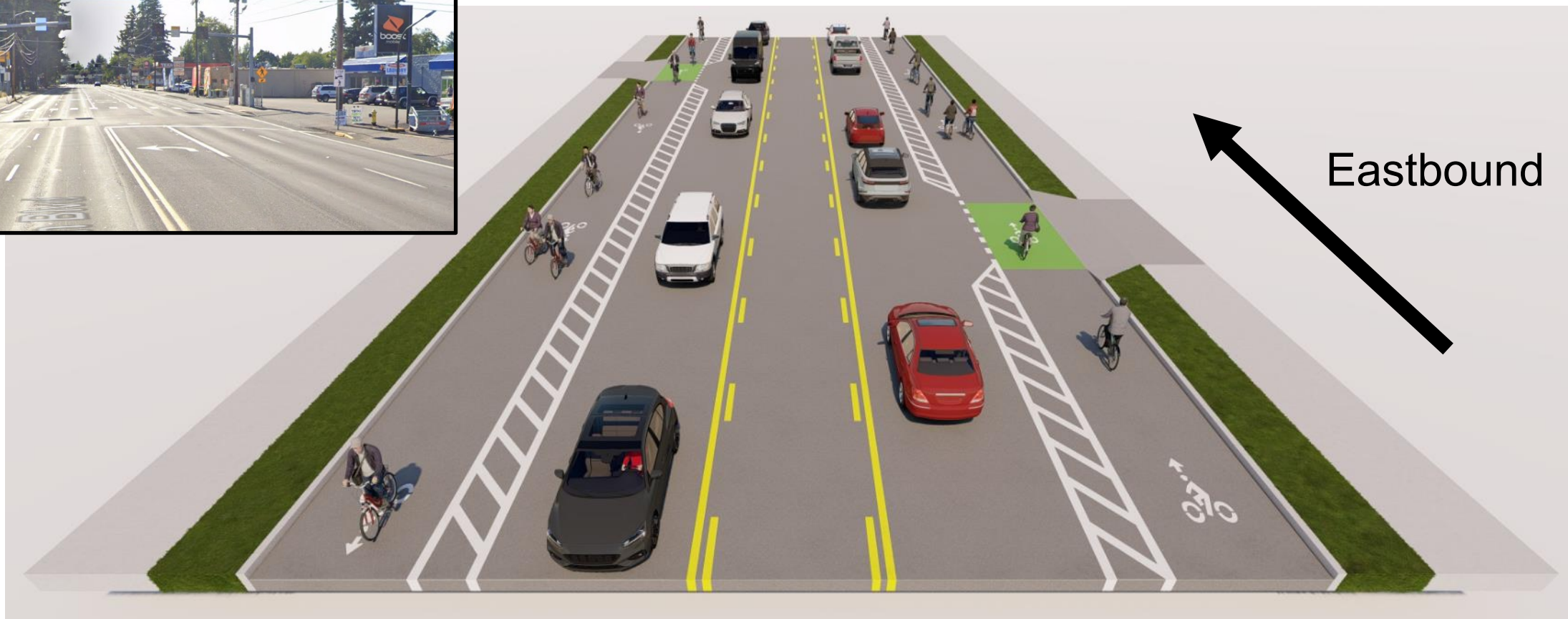
Corridor Constraints

- This project by itself can address many, but not all, corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Working within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others.
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government.
 - Available funding.
 - Maintain two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility.

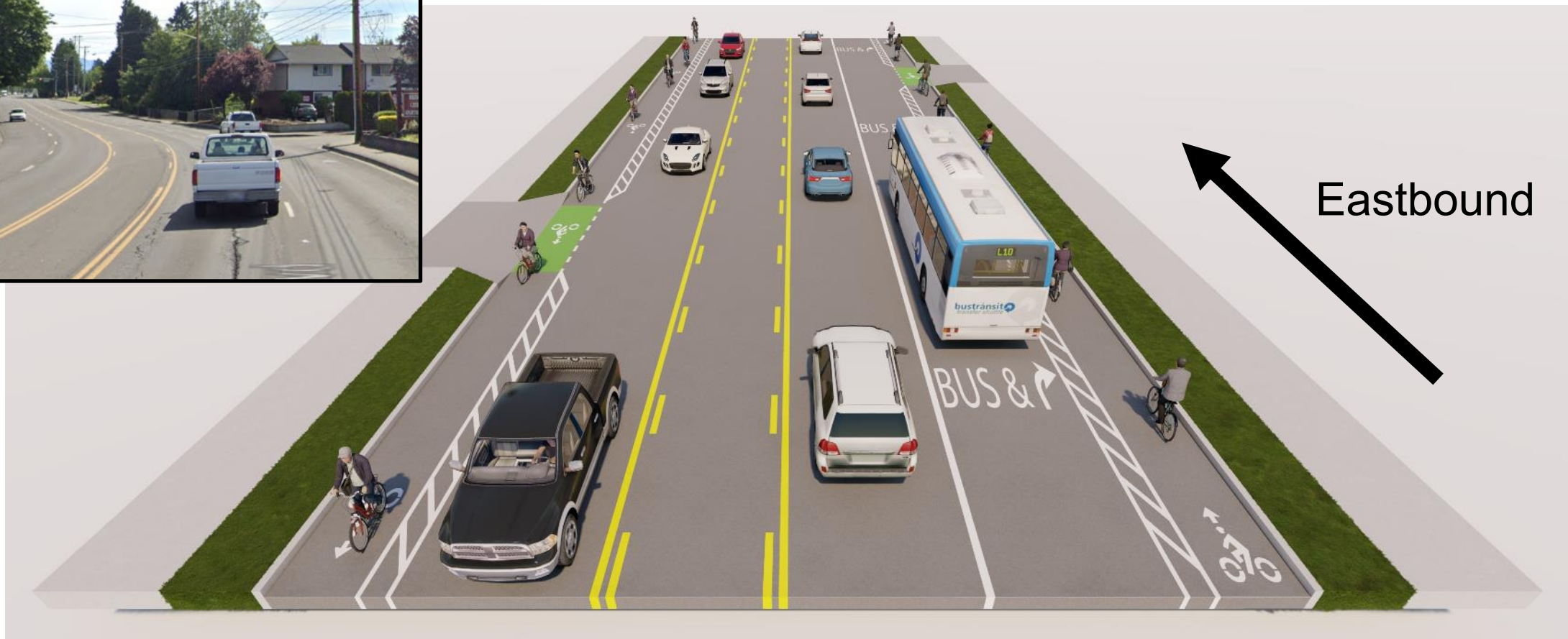
Phase 2 Alternative 1: Enhanced Mobility Lane Focus



Ft. Vancouver Way to Falk Road



Falk to Stapleton



Stapleton to 62nd

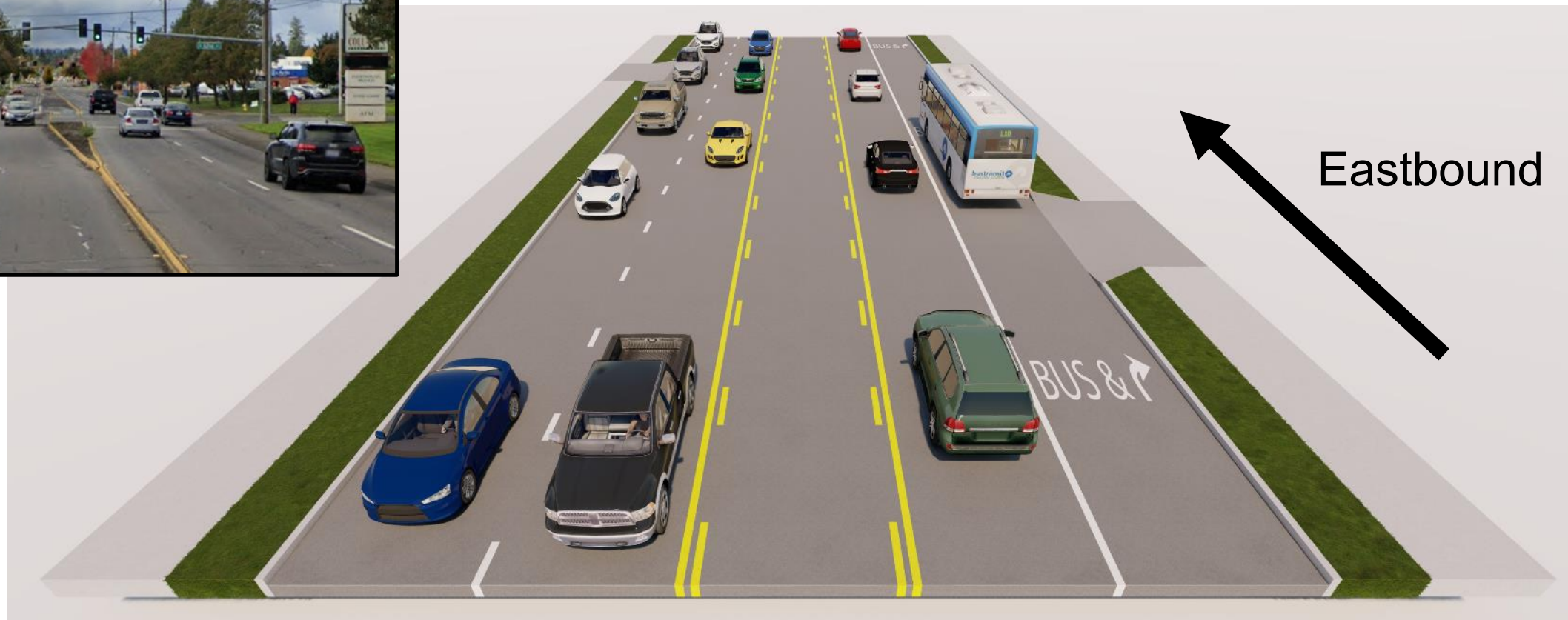
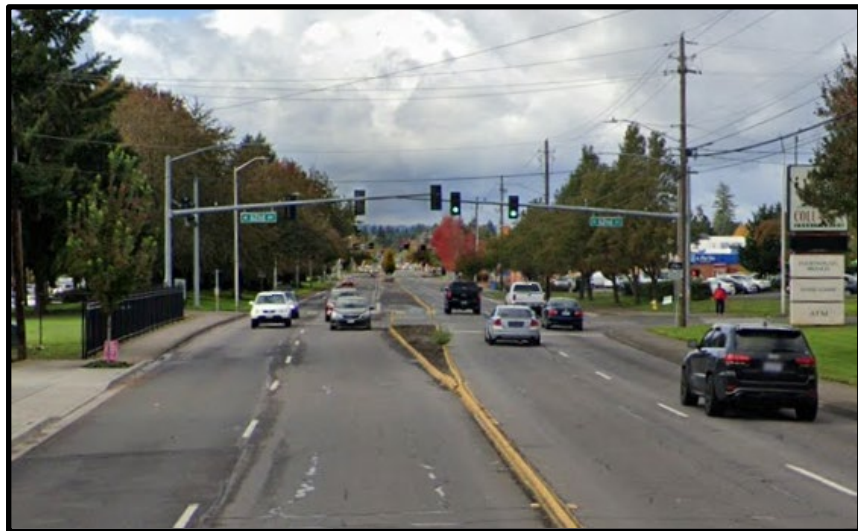


Fourth Plain east of Stapleton

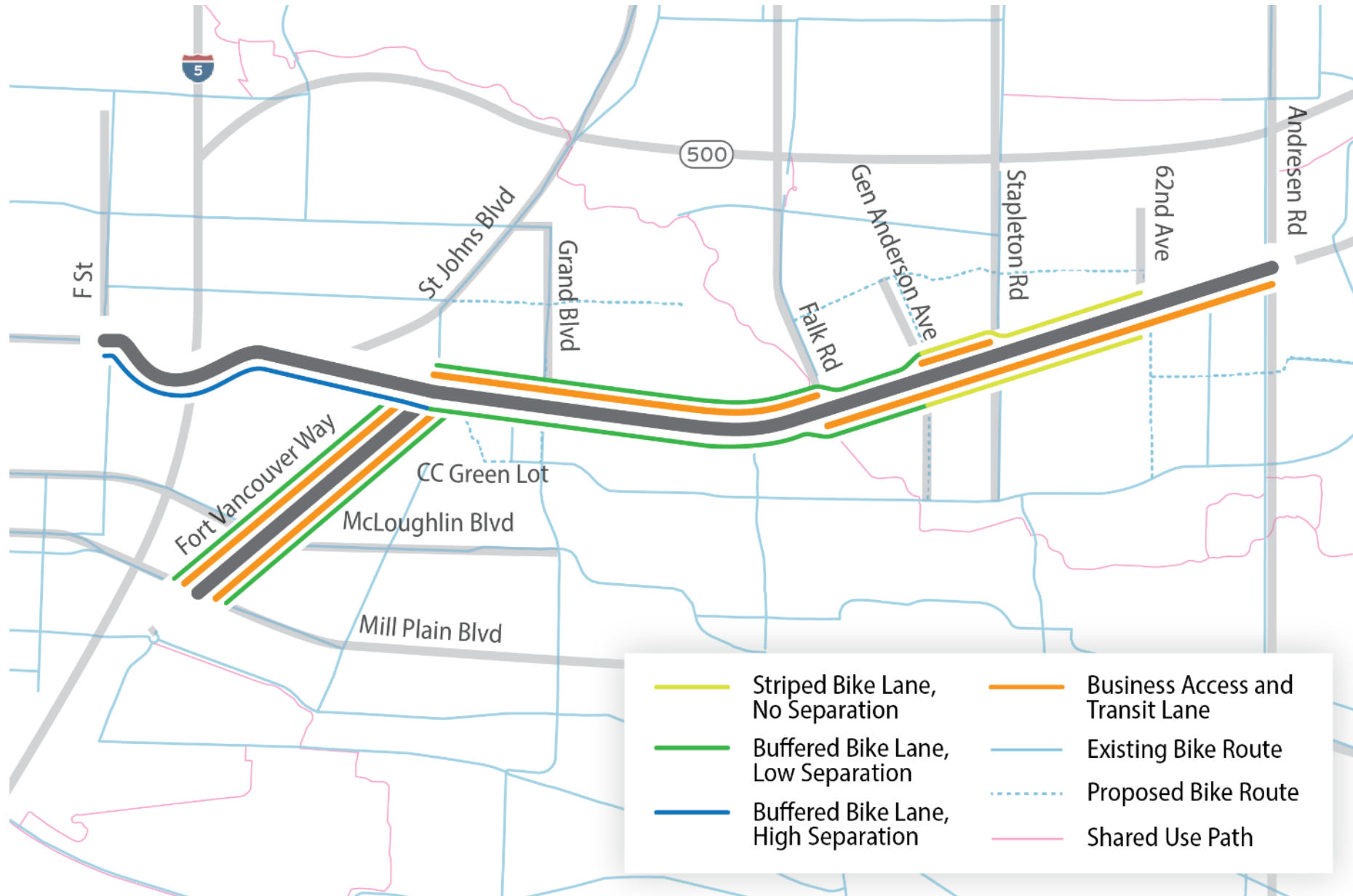
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor is more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous bicycling facilities would be included on Fourth Plain corridor from F Street to 62nd Ave



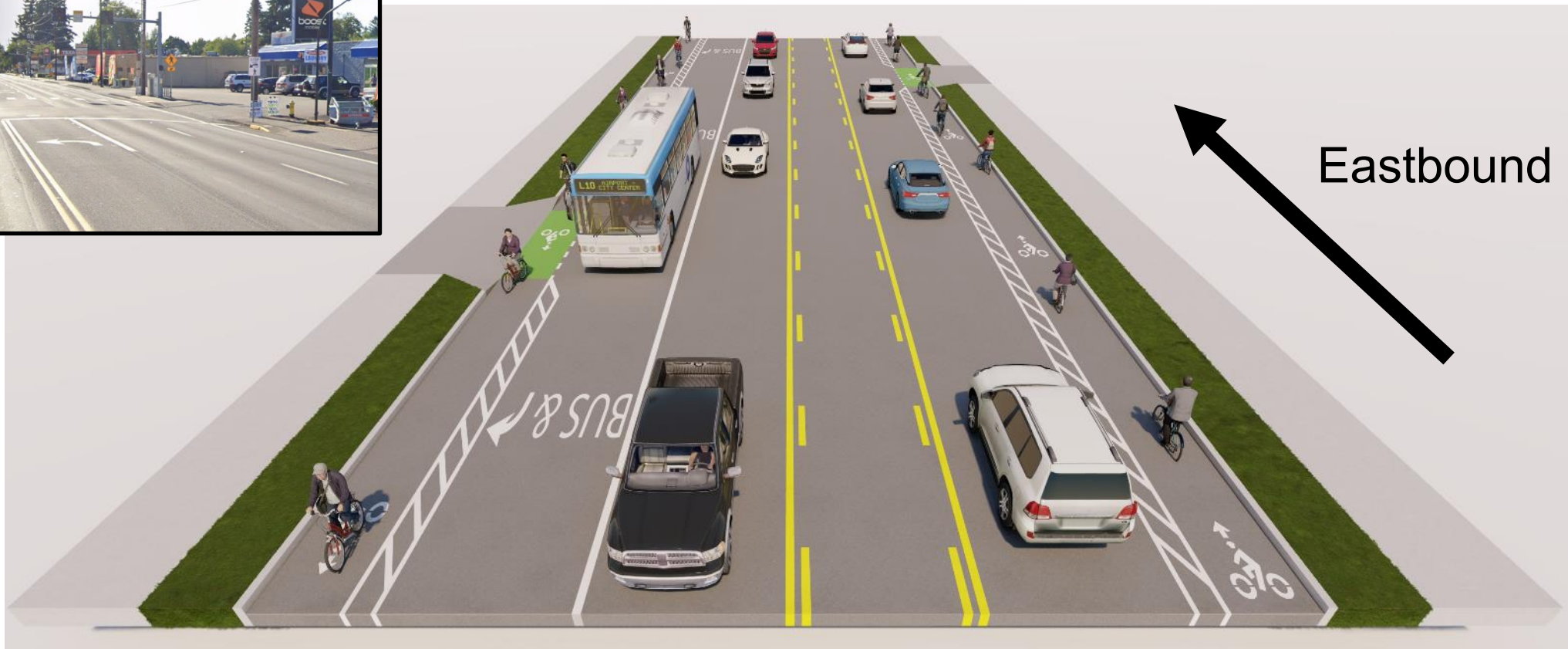
62nd to Andresen



Phase 2 Alternative 2: Enhanced Transit Mobility Focus

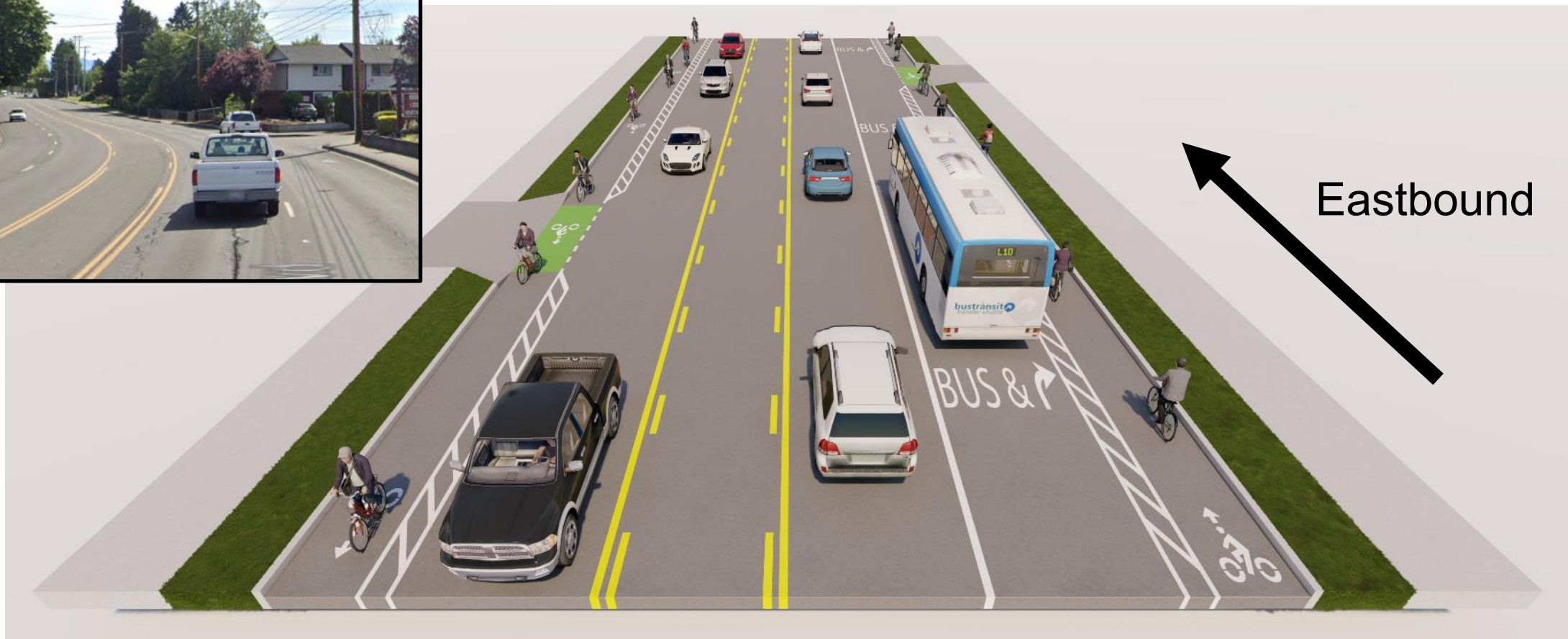


Ft. Vancouver Way to Falk Road



Eastbound

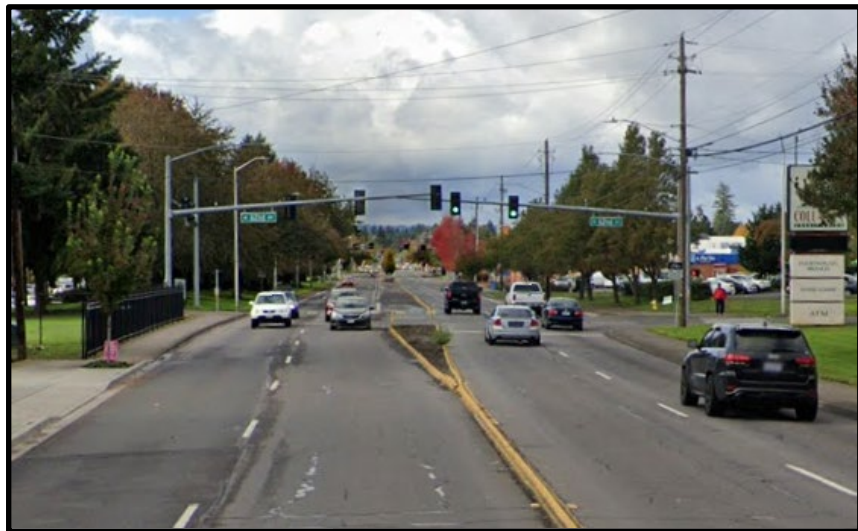
Falk to Stapleton



Stapleton to 62nd



62nd to Andresen



Alternatives Comparison Summary

Segment	Alternative 1 – Mobility Lane Emphasis	Alternative 2 – Transit Mobility Emphasis
Ft. Vancouver Way to Falk Road	Enhanced buffered mobility lanes	BAT lane westbound Buffered mobility lanes
Falk to Stapleton	BAT lane eastbound Buffered mobility lanes (enhanced buffer in places)	BAT lane eastbound Short BAT lane westbound Buffered mobility lanes
Stapleton to 62nd	BAT lane eastbound Mobility lanes	BAT lane eastbound Mobility lanes
62 nd to Andresen	BAT lane eastbound No mobility lanes	BAT lane eastbound No mobility lanes

Discussion

- Given constraints and considering public feedback, how should the City best allocate lane space to meet community needs?
- What else should the team consider or think about?
- Which alternatives do you think are best? Why?

Next Steps

- City staff will continue discussions with TMC, CTRAN, and WSDOT.
- **Will return to TMC and Council to discuss Phase 2 in-depth** (Fourth Plain from Ft. Vancouver Way to Andresen).

Thank You

