

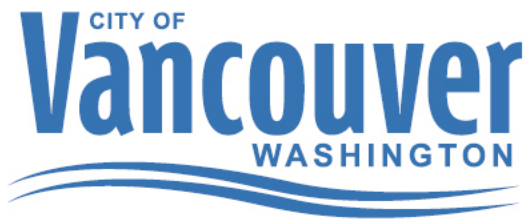


Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update

Transportation & Mobility Commission

February 7, 2023



Kate Drennan, Principal Planner, CDD, City of Vancouver
Ryan Farncomb, Consultant Project Manager, Parametrix
Adrianna Stanley, PE, Consultant Project Engineer, Parametrix

Agenda

- Project Overview and Updates
- Recommendations and Alternatives Evaluation
- Next Steps



Project Overview

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

- Considering how to **repurpose existing road space** to make the corridor safer for all
- **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
- **Identifying other potential safety improvements**

Alignment with City Strategic Priorities

Council Values	Proposed Solutions
Safety	Safety improvements along Fourth Plain repurpose road space for transit and active transportation, including Business Access and Transit (BAT) lanes, expanded buffered mobility lanes, and narrowed vehicle lanes.
Equity	Equity-focused outreach showed strong community and business support for lane reconfiguration and transit improvements; transit serves a broad group of users
Climate	Improvements reallocate road space for transit and widening mobility lanes, providing supportive infrastructure for lower-carbon travel modes.

Project Overview

- We have consulted with community members and local businesses about improving safety for all on Fourth Plain Blvd.
- Re-paving of Fourth Plain and Ft. Vancouver Way will take place in two phases:
 - 2023: Fourth Plain from F Street to Fort Vancouver Way and Fort Vancouver Way between Mill Plan and Fourth Plain
 - 2024: Fourth Plain from Fort Vancouver Way to Andresen.
- Today, the project team brings recommendations for Phase 2 – Fourth Plain between Ft. Vancouver Way and Andresen – which will be repaved in 2024 – and additional investments.

Prior Review Transportation and Mobility Commission

TMC Meeting Date	Topics	Actions
April 5, 2022	Issues and needs on Fourth Plain; traffic analysis results;	TMC feedback to inform design options
June 7, 2022	Issues and needs on Fort Vancouver Way; traffic analysis results	TMC feedback to inform design options
September 6, 2022	Reviewed Phase 1 design options	TMC feedback to inform design refinement
October 4, 2022	Evaluation of Phase 1 designs; initial updates from second phase of public outreach	TMC recommendation for Phase 1
November 1, 2022	Reviewed Phase 2 design options; reviewed full public feedback received in second phase of outreach	TMC feedback to inform design refinement

Prior Review: Council

Council Meeting Date	Topics	Actions
July 19, 2021	Reviewed project scope and goals	Funded project planning in 2021-22 budget
December 20, 2021	Updates on project timeline	None
July 11, 2022	Updates on Phase 1 public outreach	Feedback on public outreach approach and issues in both corridors
October 3, 2022	Reviewed preliminary recommendations for Fourth Plain cycle track and Fort Vancouver Way lane reconfiguration (Phase 1); Outreach updates from phase 1 and phase 2	
October 24, 2022	Reviewed design recommendations for Phase 1; Outreach updates	Approved Phase 1 design recommendations
Nov 14, 2022	Reviewed preliminary recommendations for Fourth Plain (Phase 2)	Feedback on alternatives

Project Construction Phases

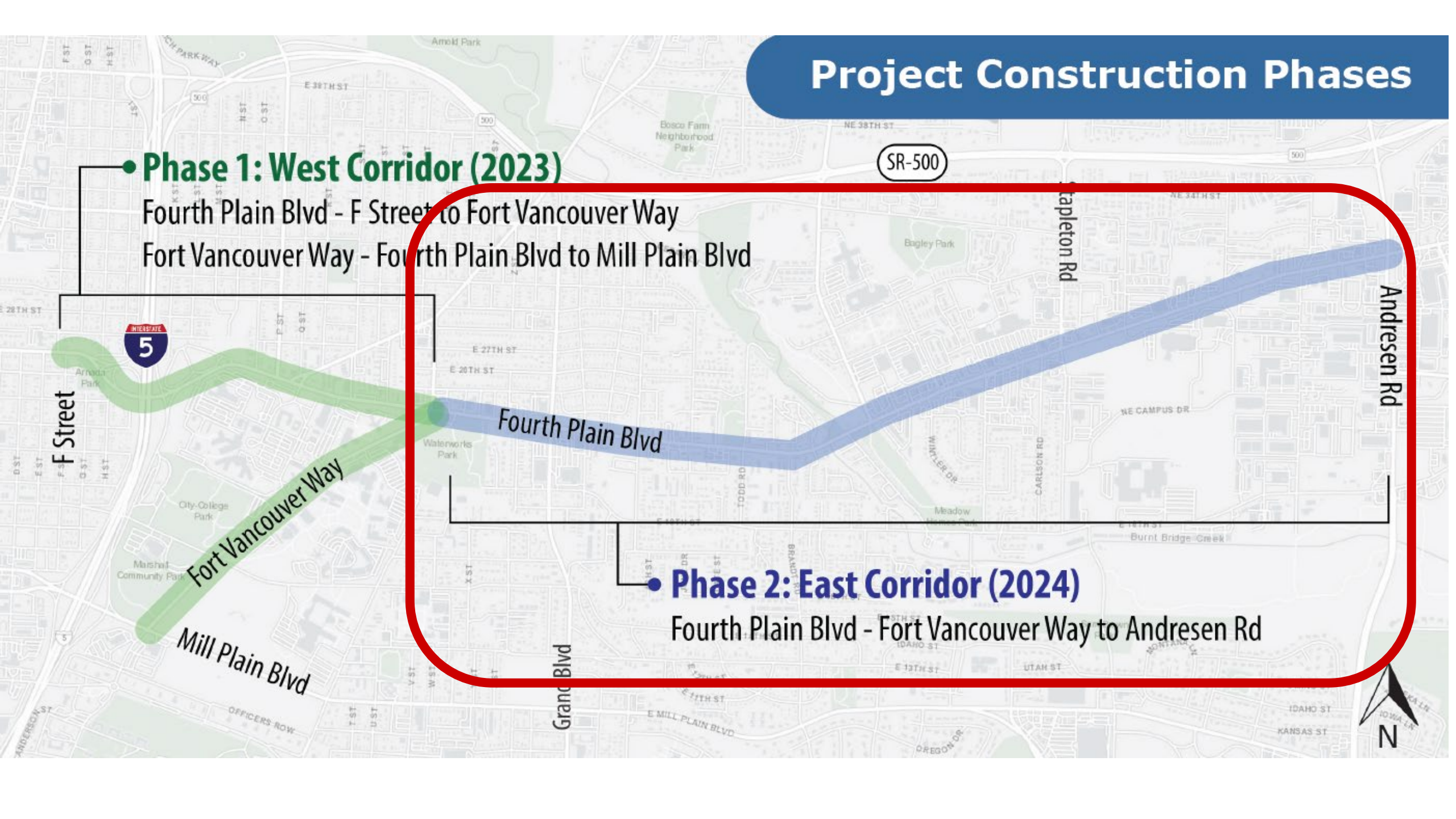
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

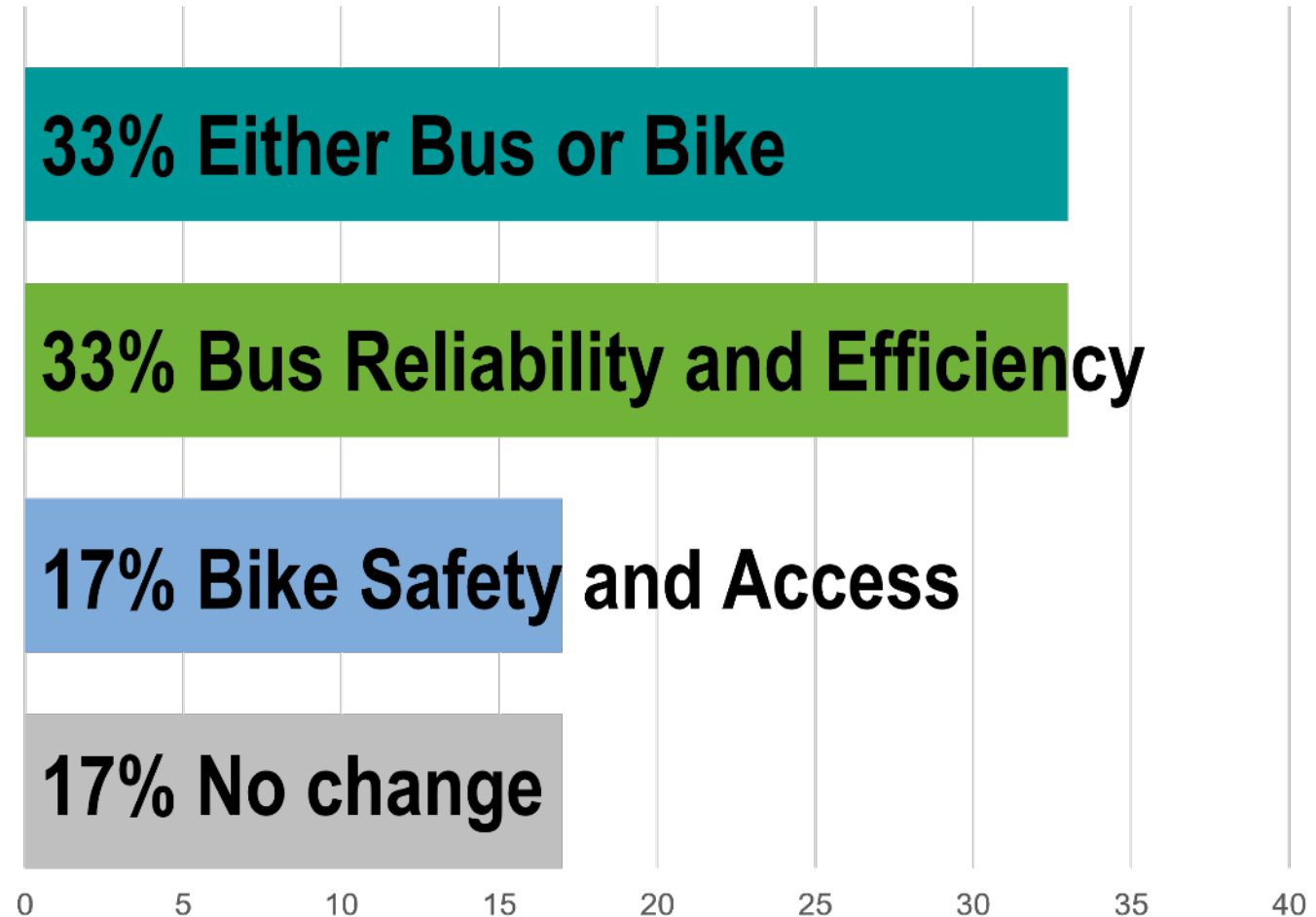
• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Community Engagement – Residents

- Phase 2 *in-person* outreach to community members at several events
- Spoke to 211 people and received responses from 162 people
- **83% were in favor of repurposing a lane**
- 1 in 3 – bus or bike
- 1 in 3 – favor bus reliability and efficiency
- 1 in 6 – favor bike safety and access
- 1 in 6 – favor no action

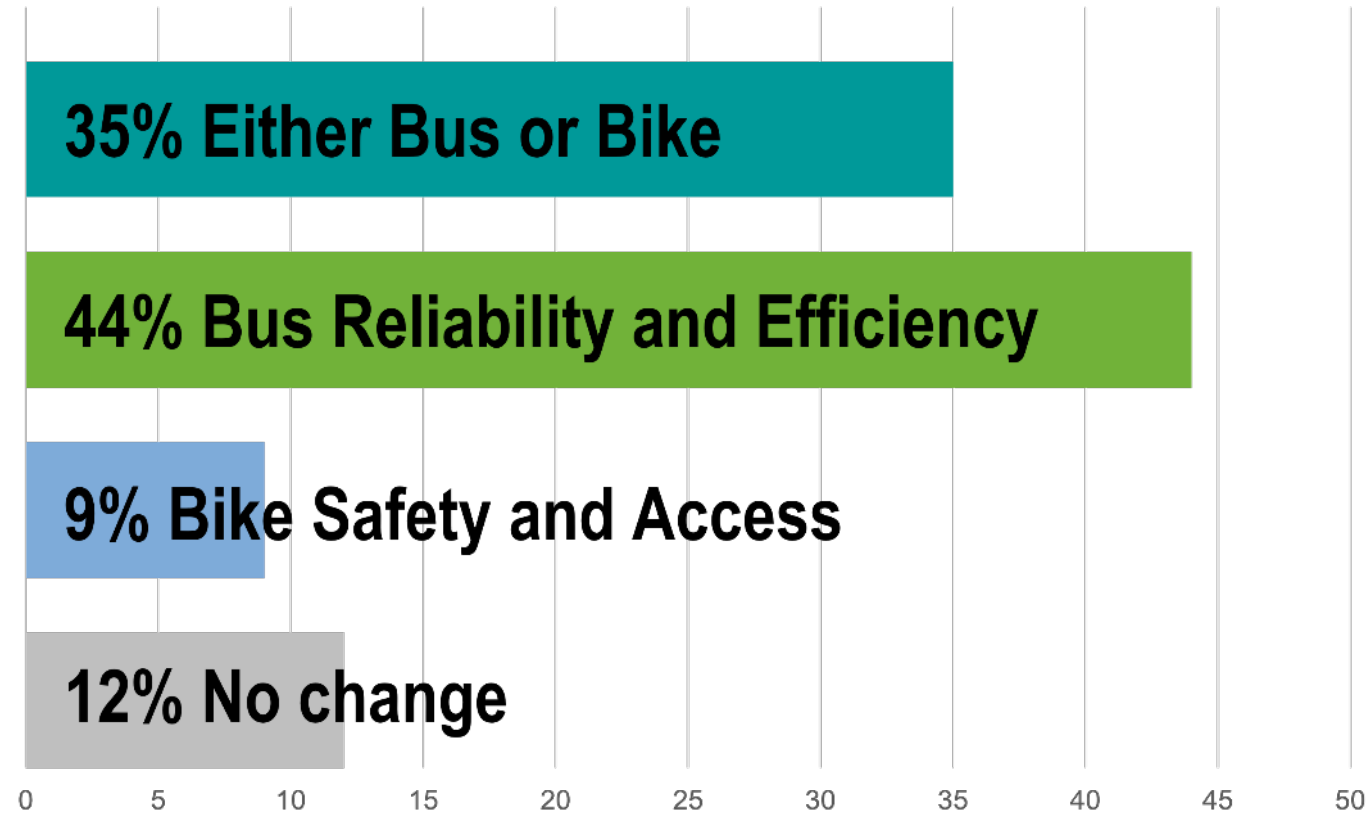


Community Engagement – Small Businesses

- Phase 2 *in-person* outreach – business canvassing, prioritizing BIPOC community businesses and organizations
- Spoke to 34 people at 28 businesses
- **88% were in favor of repurposing a lane**
- 44% – favor bus reliability and efficiency
- 9% – favor bike safety and access
- 12% – favor no change

Some comments included:

- “Better sidewalks and safer crosswalks would go a long way”
- **“Our people need to get to work and many of us take the bus. I'd love to see more buses, more often.”**



Corridor Constraints

- This project 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, and a single cross section won’t be possible
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government; “in lane” bus stops for speed and reliability
 - Available funding and deadlines for use
 - Concurrency ordinances require maintaining a minimum level of traffic flow

We heard your feedback

- Emphasis on safety
- Emphasis on equity
- Strong desire for mobility lanes throughout the whole corridor and an emphasis on bike mobility
- Desire for consistent treatments along the corridor, as much as possible given variations
- Desire for placemaking and community celebration; Fourth Plain as a prosperous, vibrant place that people want to visit
- Need to address mobility within the Andresen intersection and beyond, outside of this project's area of impact
- Need for better connectivity – an expanded network of mobility lanes

Recommendations from the Project Team

Enhanced transit & mobility lane reconfiguration for 2024 repaving effort

3 new mobility-focused TIP projects for placemaking and improved bike network

New capital project to add multiuse facility along Fourth Plain between 62nd and Andresen

Recommendation 1:

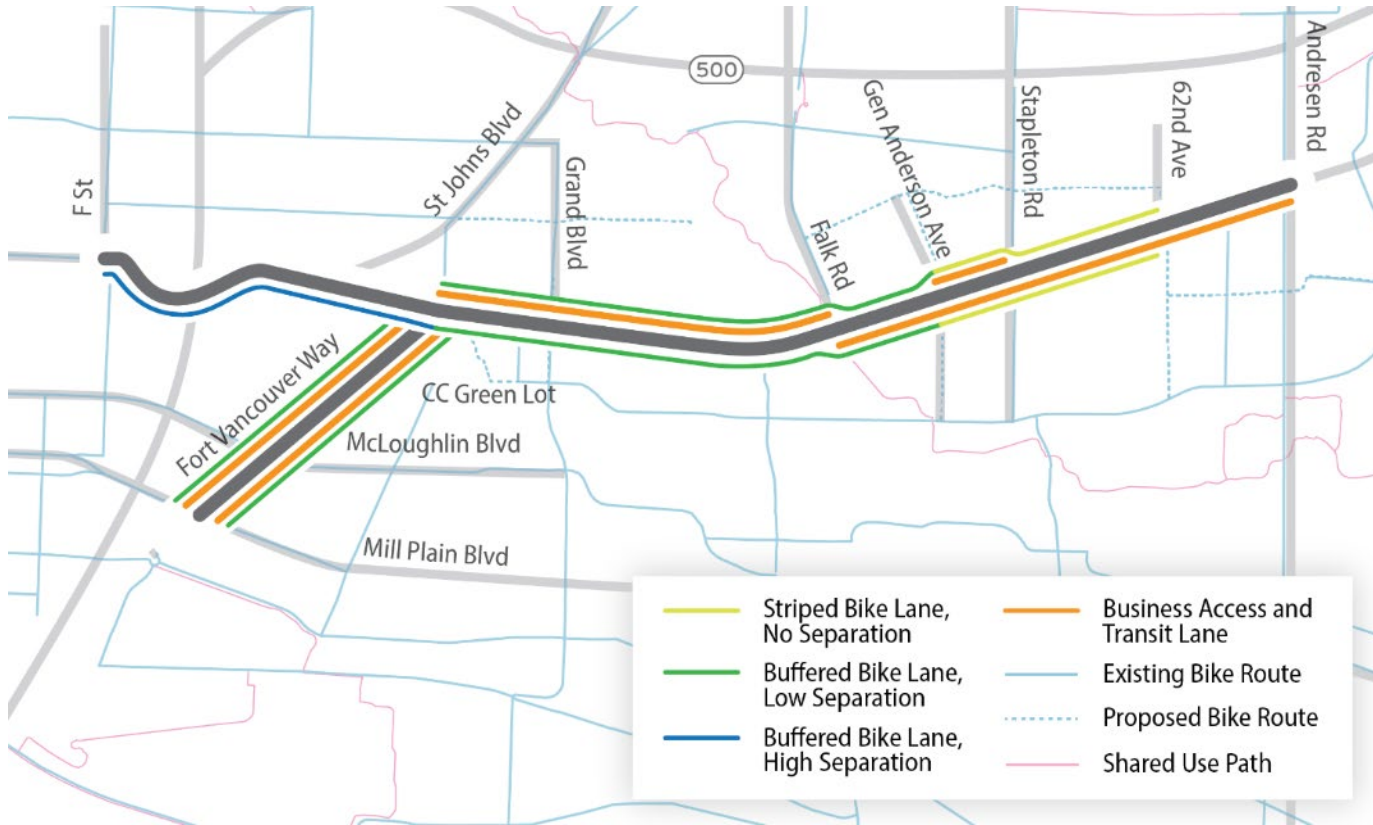
Enhanced Transit Mobility Lane Reconfiguration

- The team recommends a design for the 2024 paving project that preserves transit travel time reliability and includes improvements for mobility users.
- Design repurposes a travel lane in each direction to add a Bus Access Transit lane; westbound east of Stapleton, maintain two vehicle lanes.
- Includes buffered mobility lanes between St. Johns and Fort Vancouver Way and expanded striped mobility lane from General Anderson to 62nd Avenue.
- Vehicle lanes will be narrowed to reduce speeds and reallocate space.

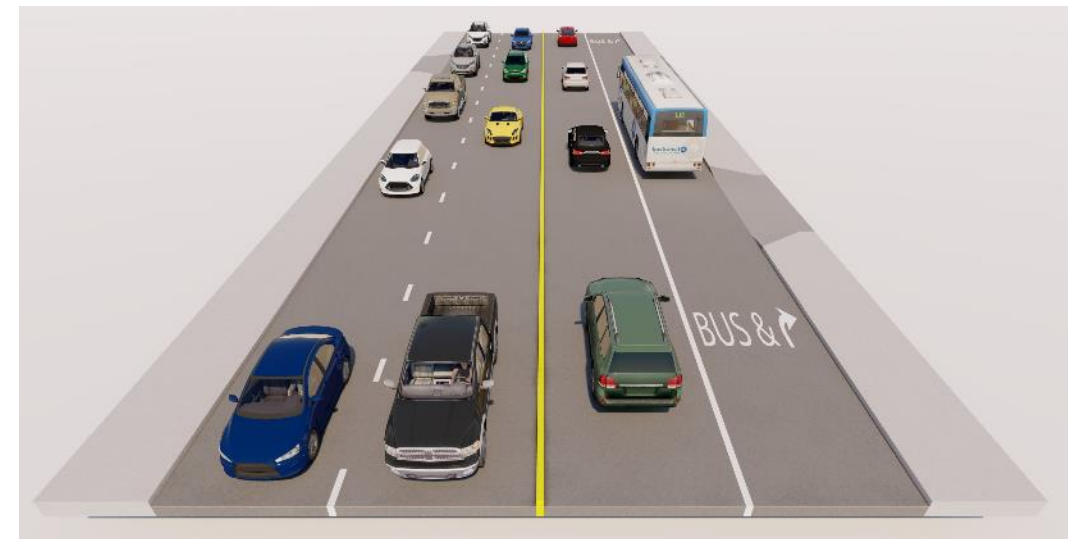
Recommendation 1: Enhanced Transit Mobility

Lane Reconfiguration

Ft. Vancouver Way to Falk, facing east



62nd to 65th, facing east



Recommendation 2:

New Mobility-focused TIP Projects for Placemaking and Expanded Bike Network


- The team recommends adding **three new capital projects** to the Transportation Improvement Program to create quality mobility lane connections to parallel east-west corridors.
 - Restripe Stapleton to add buffered mobility lanes between Fourth Plain and 18th Street.
 - Improve existing mobility lanes on 18th Street with buffers and vertical delineators, connecting to future projects on NE Burton Road.
 - Intersection street mural at Fourth Plain and Falk where Burnt Bridge Creek Trail crosses the corridor; traffic calming and celebration of culture and community of the International District on Fourth Plain.
- Evaluate appropriate traffic calming for Brandt Rd. and Grand Blvd.

Mobility and Placemaking Recommendations

Fort Vancouver Way and Fourth Plain Blvd Safety and Mobility Project

CITY OF
Vancouver
WASHINGTON

Legend

-  Vine Route
-  Vine Station
-  Bus Route
-  Multi-Use Path
-  City-Designated Bike Route
-  Planned Bike Route



Intersection mural painting in Lloyd EcoDistrict, Portland, OR



Recommendation 3:

Capital Project for a New Multiuse Facility along Fourth Plain from 62nd to Andresen





















- Off-street multiuse facilities between 62nd and Andresen to serve mobility users
- City will coordinate with property owners to purchase right of way, relocate utilities, remove trees, other mitigation
- This is recommended for community prioritization in the forthcoming Ten-Year Investment Strategy for Fourth Plain- Fourth Plain For All: Investing in our Future- given cost and complexity and time needed

Ten Year Investment Strategy Project Recommendation



TMC Values	Proposed Solutions
Emphasis on safety for all users	Safety improvements along Fourth Plain that repurpose road space for transit and active transportation, including Business Access and Transit (BAT) lanes, expanded buffered mobility lanes, and narrowed vehicle lanes
Emphasis on equity	Equity-focused outreach showed strong community and business support for lane reconfiguration and transit improvements; transit serves a broad group of users
Strong desire for mobility lanes throughout the whole corridor and an emphasis on bike mobility	Mobility lane improvements to improve and expand the network for cyclists
Desire for consistent treatments along the corridor, as much as possible given variations	Lane reconfiguration provides as few transitions as possible, given varying road width
Desire for placemaking and community celebration; Fourth Plain as a prosperous, vibrant place that people want to travel	Intersection mural at Fourth Plain and Falk to help slow traffic and celebrate culture and community
Need to address mobility within the Andresen intersection and beyond, outside of this project's area of impact	City staff is moving this concept forward
Need for better connectivity – an expanded network of mobility lanes	Added mobility lanes on Stapleton; improvements to 18 th Street mobility lanes; new off-street multiuse facility at east end of Fourth Plain from 62 nd to Andresen

Evaluation – Fourth Plain *Fort Vancouver Way to Andresen*

Evaluation Criteria	No Action	Alternative 1 Enhanced Mobility Lane Focus	Alternative 2 Enhanced Transit Mobility Focus	Package: Hybrid Mobility and Transit Solutions
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus				
Safety improvement for all users of the corridor				
Greenhouse gas (GHG) reduction				
Equitable outcomes				
Access to businesses, jobs, services, parks and recreation, education				

Discussion

- Do the recommendations address the existing issues on Fourth Plain Blvd?
- Do you support the recommendations?
- Are there any questions/concerns?

Reference Slides

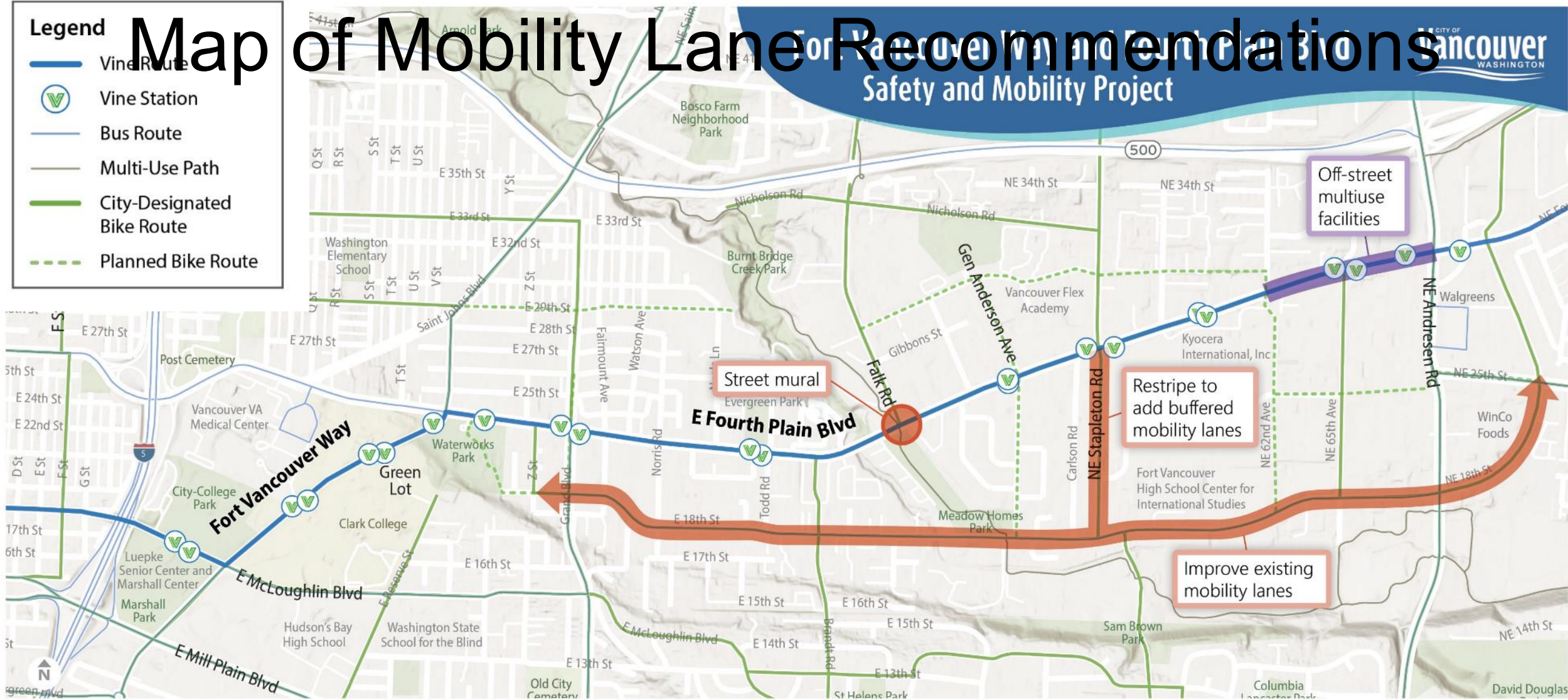


Legend

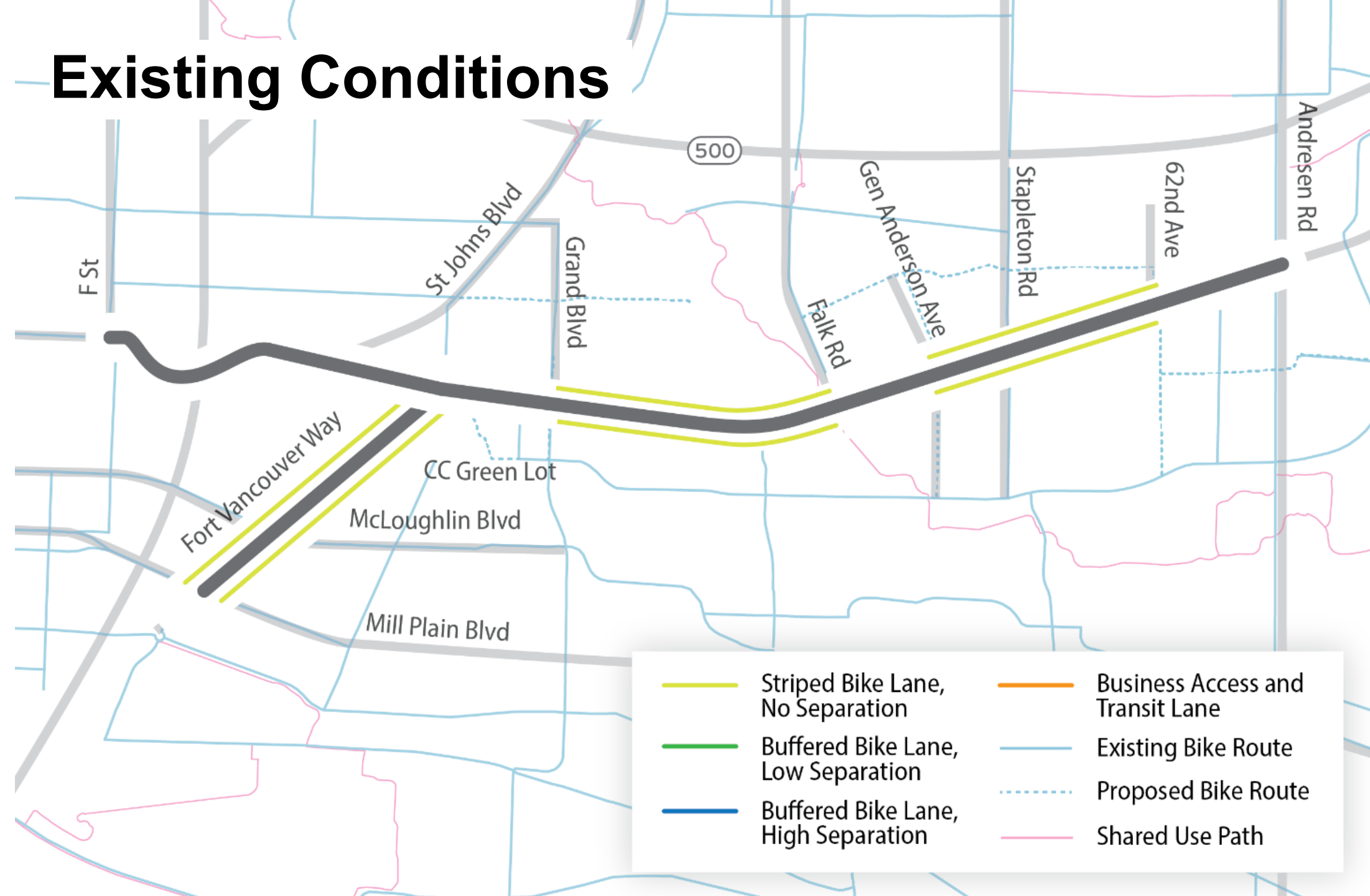
-  Vine Route
-  Vine Station
-  Bus Route
-  Multi-Use Path
-  City-Designated Bike Route
-  Planned Bike Route

Map of Mobility Lane Recommendations

Fort Vancouver Way and Fourth Plain Blvd Safety and Mobility Project



Existing Conditions

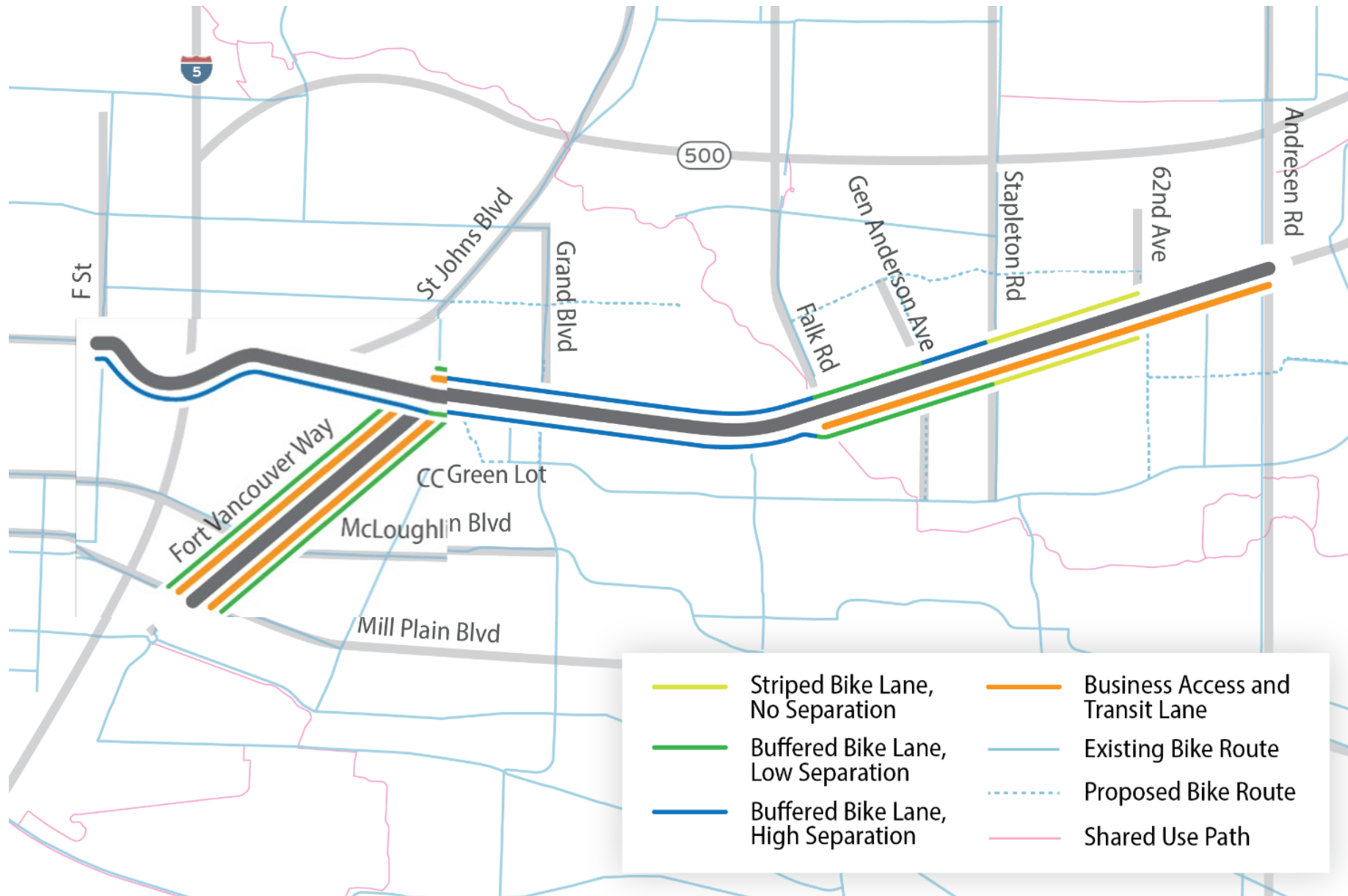


- | | | | |
|---|-------------------------------------|---|----------------------------------|
|  | Striped Bike Lane, No Separation |  | Business Access and Transit Lane |
|  | Buffered Bike Lane, Low Separation |  | Existing Bike Route |
|  | Buffered Bike Lane, High Separation |  | Proposed Bike Route |
| | |  | Shared Use Path |

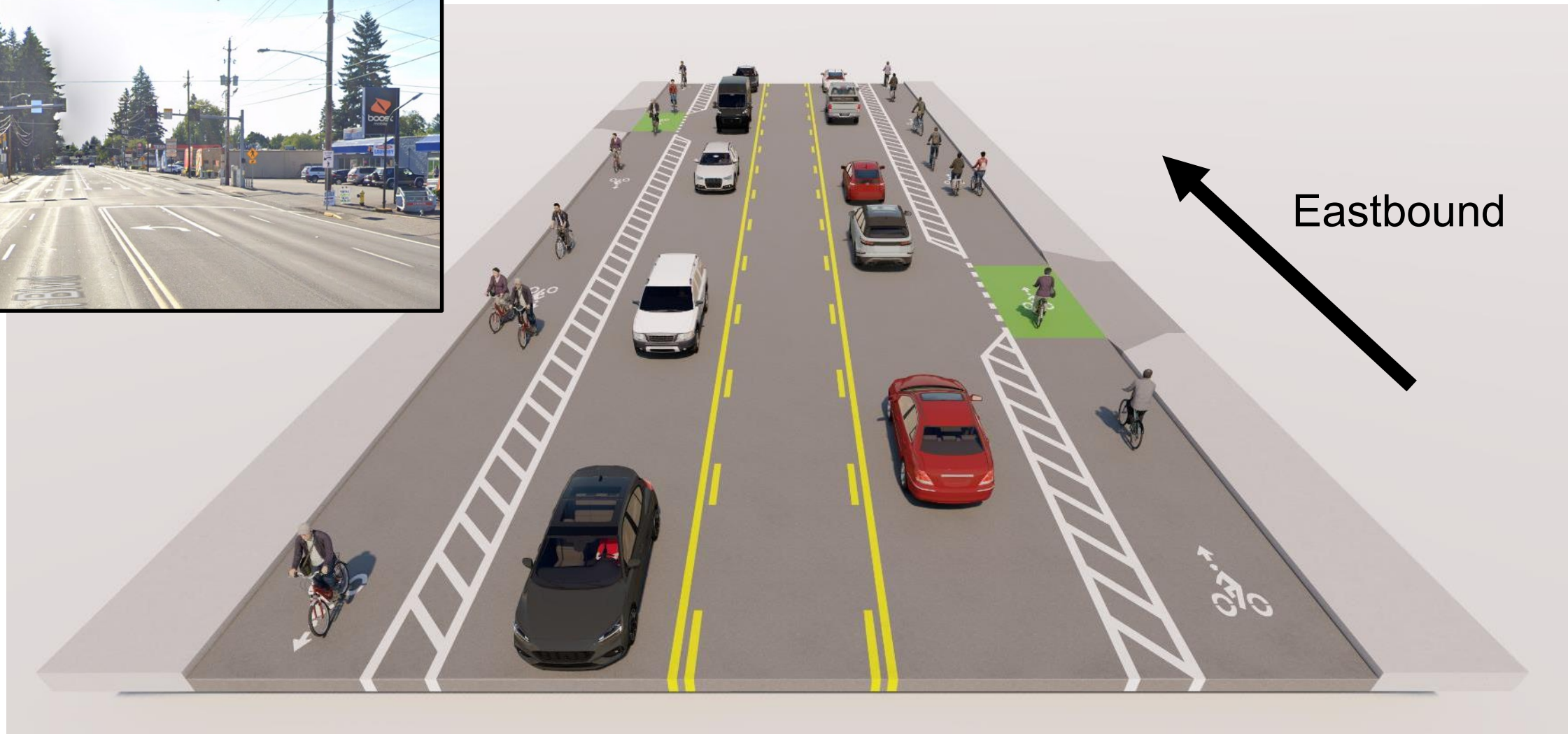
Traffic Analysis – quick reminder

	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

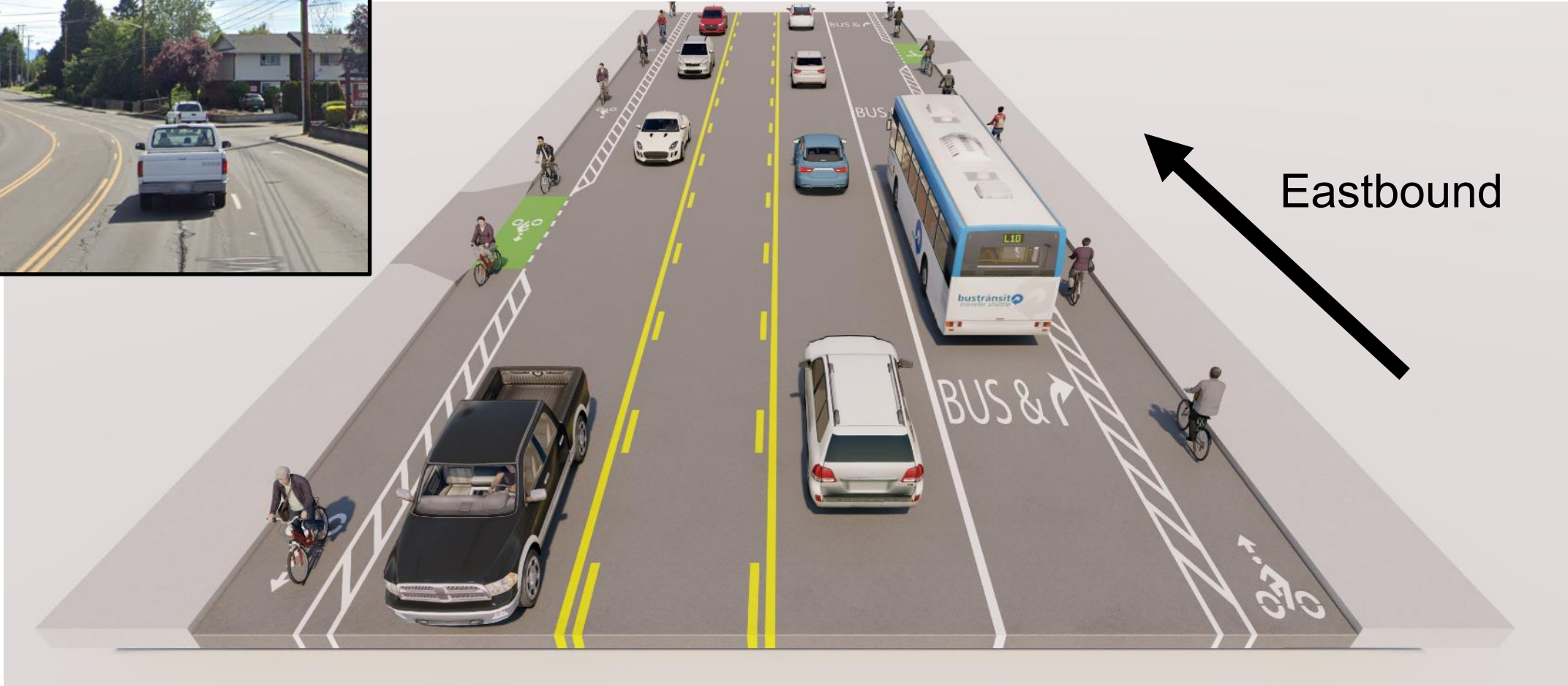
Alternative 1: Enhanced Mobility Lane Focus



Alternative 1 – Fort Vancouver Way to Falk Road



Alternative 1 – Falk to Stapleton



Alternative 1 – Stapleton to 62nd



Fourth Plain east of Stapleton

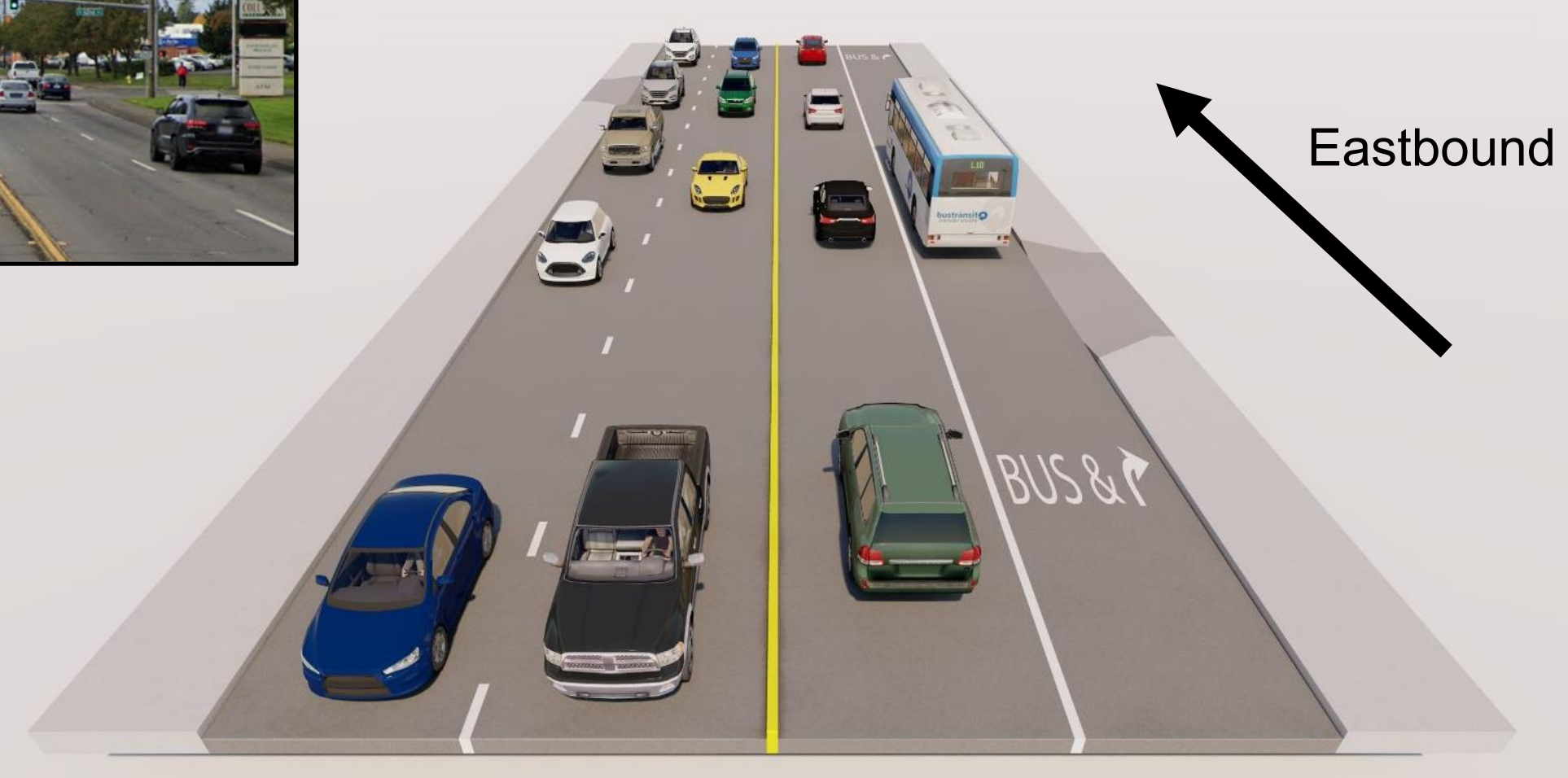
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor is more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous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



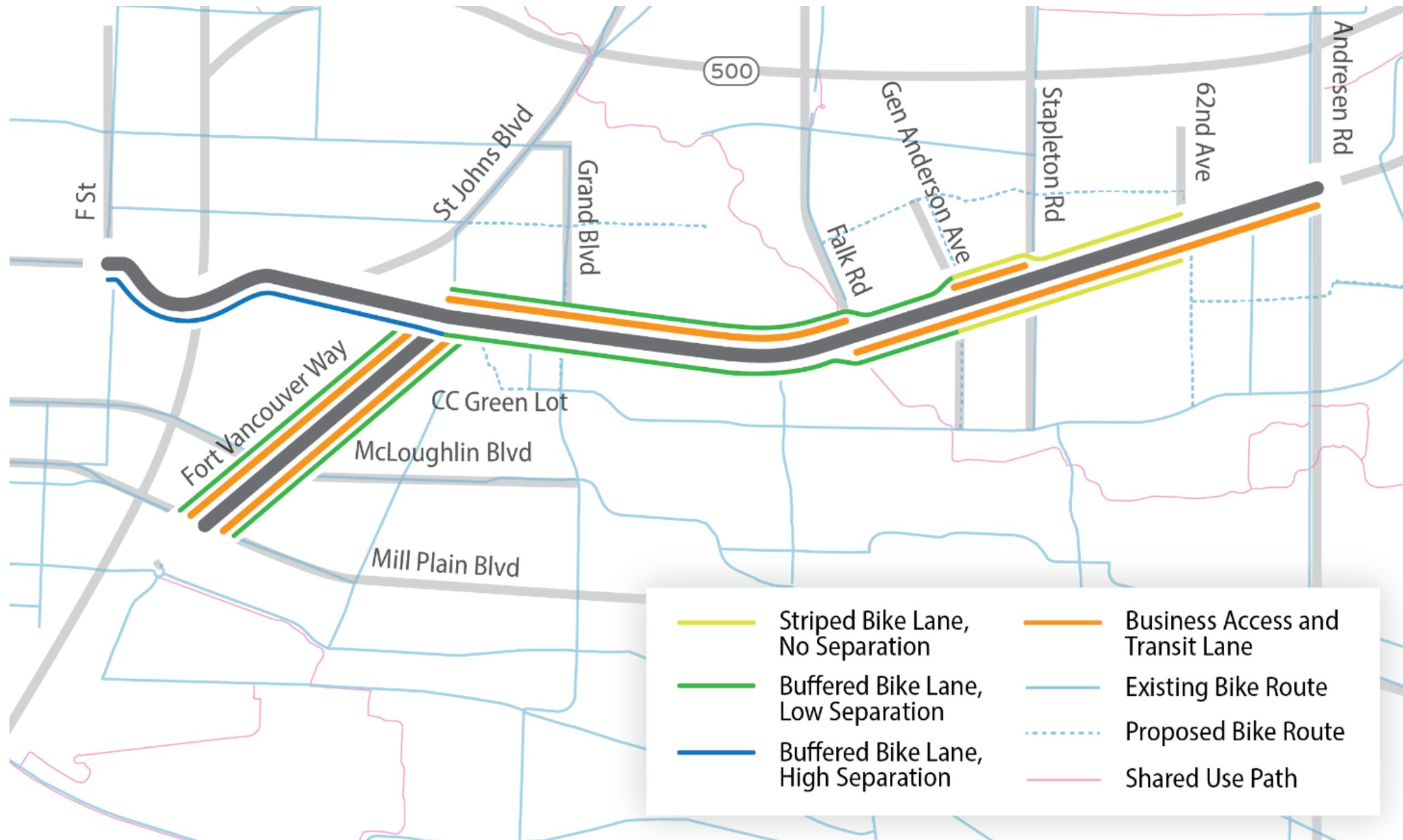
Alternative 1 – 62nd to Andresen



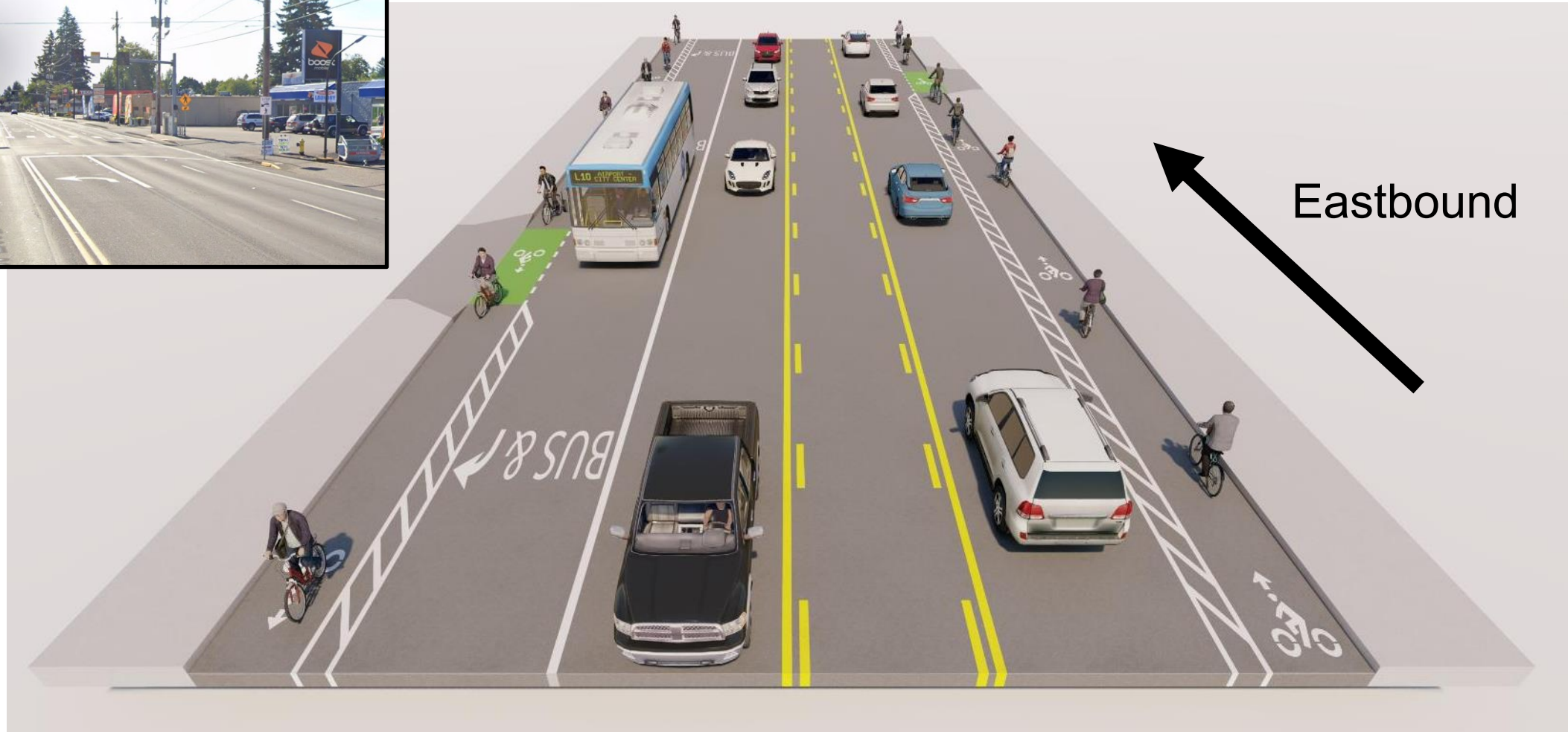
The roadway cross section in this segment varies, and includes a concrete median, intermittent center turn lane, and two long turn pockets for 65th Ave and Andresen.



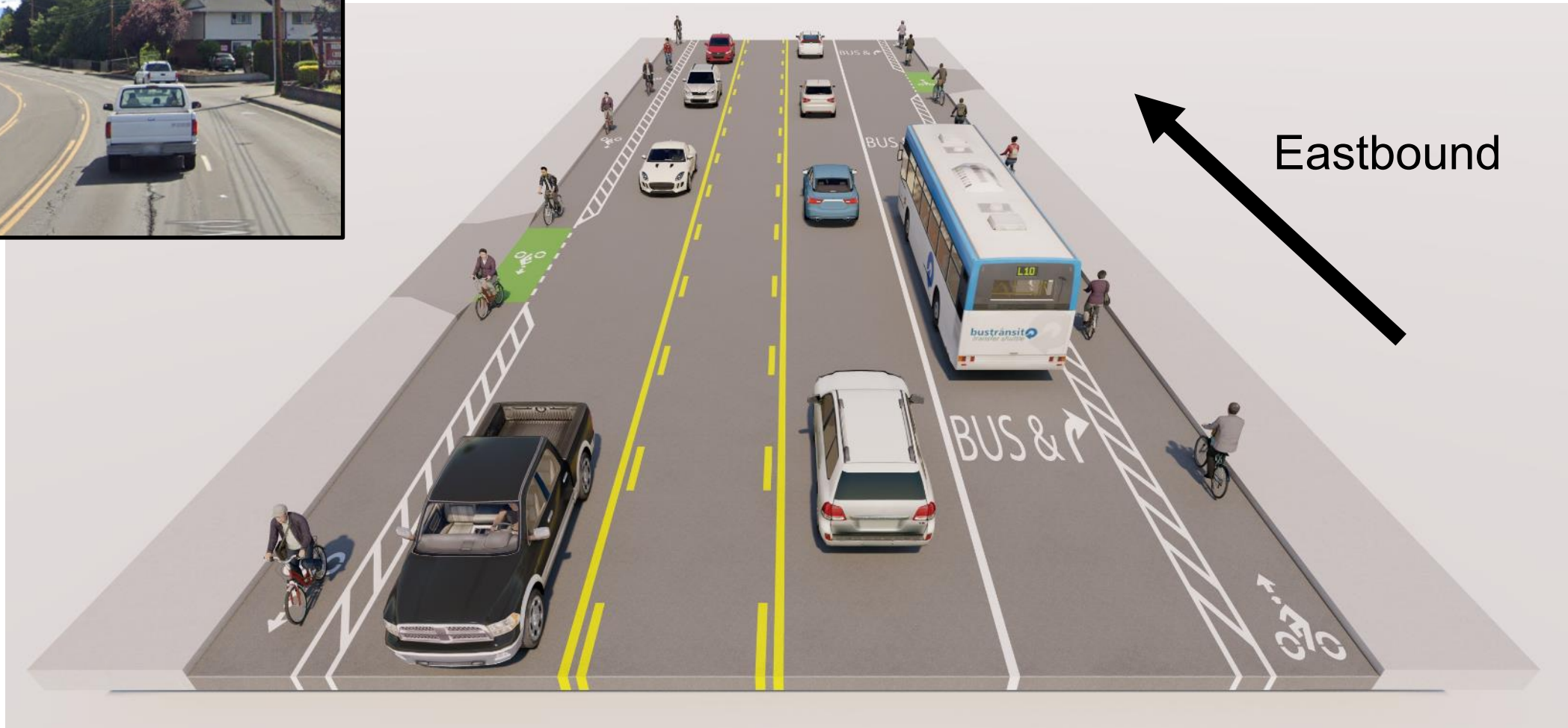
Alternative 2: Enhanced Transit Mobility Focus



Alternative 2 – Ft. Vancouver Way to Falk Road



Alternative 2 – Falk to Stapleton



Alternative 2 – Stapleton to 62nd



Alternative 2 – 62nd to Andresen



The roadway cross section in this segment varies, and includes a concrete median, intermittent center turn lane, and two long turn pockets for 65th Ave and Andresen.

