

DATE: May 31, 2022

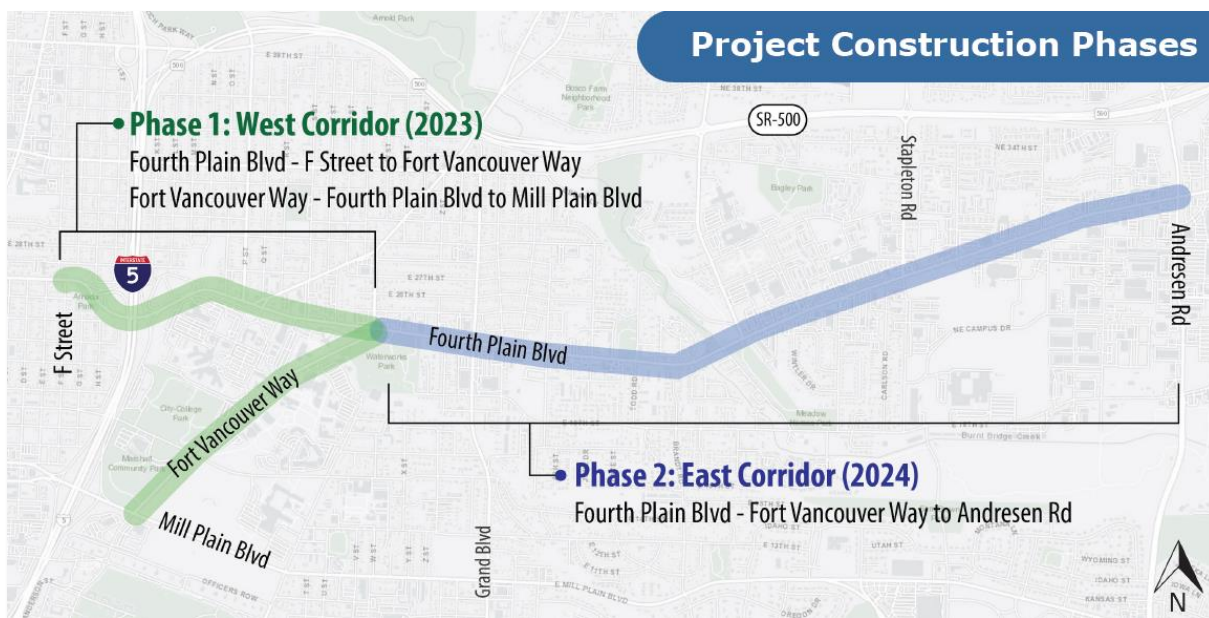
TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Rebecca Kennedy, Community Development Department

RE: Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update

Introduction

The City is advancing two important projects that help implement the City’s Complete Streets Policy: The Fourth Plain and Fort Vancouver Way Safety and Mobility Studies. These two corridors have historically high crash rates and do not provide safe or comfortable facilities for people walking, cycling, using a mobility device, or accessing transit. These projects will look at new ways to use the existing road space to make this corridor safer, which could include changing the number of lanes for driving to make more room for people biking, walking, or using the bus as well as other safety improvements such as better crossings. Improvements in both corridors are anticipated to be implemented as part of repaving projects in 2023 and 2024. Some improvements may not be able to be implemented with the paving projects and would occur as part of future corridor investments. The figure below shows the project limits and expected construction phasing.



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Work to-date

The City began work on the Fourth Plain Study in June 2021 and the Ft. Vancouver Study in January 2022. The team has completed the following tasks:

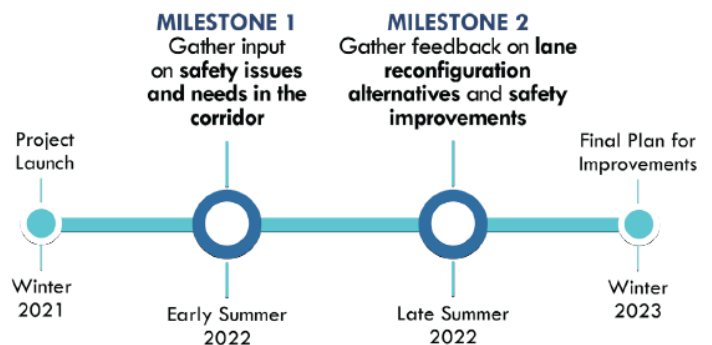
- Developed baseline traffic analysis for both corridors to understand traffic performance today and how it will likely be in the future (the “No Build” scenario).
- Conducted traffic analysis to understand the effects of potential lane reconfigurations in both corridors. This analysis helps to understand whether a lane reconfiguration would allow for vehicle mobility that continues to meet City standards. On both corridors, analysis shows that a lane reconfiguration (that removes one or more travel lanes in the corridor) is feasible and would maintain corridor travel speeds within City standards.
- Initiated a quantitative and qualitative analysis of safety data and multimodal infrastructure condition to understand the costs of not making improvements in these corridors, including the safety of vulnerable road users and the attractiveness and accessibility of modes that are not a single occupancy vehicle.
- Developed a comprehensive public engagement plan that describes how the public will be engaged and when, providing special consideration for engaging equity communities, and metrics for assessing the success of the engagement program.
- Coordinated with WSDOT, CTRAN, and RTC on the projects to keep all parties informed.
- Coordinated with City staff leading projects to make other investments in the same neighborhoods through the City’s dedication of more than \$30M in ARPA funding to the Fourth Plain corridor.

Public Engagement

The project team is starting outreach on the project this month. The goal of outreach is to not just inform the community, but to engage the corridor communities directly in decision-making about changes to the corridors. There will be two main outreach milestones:

Milestone 1, in May and June, will inform the community about the project, its purpose and goals, and what we will be asking from the public. The public will also have an opportunity to review and weigh in on the evaluation framework that will be used to guide project decision-making.

Milestone 2, later this summer, will involve deeper discussions with the community on potential lane reconfiguration and safety improvements. The project team will share different potential lane reconfiguration ideas with the community to identify the ideas that best meet the evaluation framework and community needs. In this second phase, the project team will seek direct input from the community on which investments should move forward.



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The outreach process is focused on inclusive engagement and equitable outreach. The project team will employ multiple tactics, including online open houses on the City's BeHeard site, presentations and focus group discussions with groups such as Fourth Plain Forward/other community-based organizations and neighborhood associations and flyers and staff visits to the corridor to talk with people and businesses one-on-one. The project team will be translating materials into multiple languages and multilingual staff will lead the in-person events.

Alternatives & Analysis

Based on the initial round of outreach and discussions with CTRAN, Clark College and other agency partners like schools, the team will develop alternatives and ideas for improving safety throughout the corridors. These alternatives may include repurposing an existing travel lane for use by people cycling or for the bus, crossing and other safety improvements. The team will then review alternatives using the project's evaluation framework to weigh which investments best address safety and mobility issues in the corridors and meet the needs of the community. The following questions will guide the team in evaluating alternatives, in line with the evaluation framework.

Does the alternative:

- make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?
- avoid serious negative impacts to freight and personal vehicle travel in the corridor?
- make it safer for people to walk, roll, bike, or use the bus?
- make it safer for people driving?
- support the City's goals to reduce GHG emissions?
- provide benefits or mitigate burdens to equity populations (see below) specifically?
- increase access to essential places as identified in the City's equity atlas?
- increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?

The project team will share this information with the community and provide an opportunity for people who use the corridors to provide feedback on the scoring and weigh in on which solutions should move forward.

The project team has already done work to understand whether a lane reconfiguration will negatively impact freight or personal vehicle travel in the corridor – analysis shows it will not. Additional analysis this summer and fall will help answer the other questions to move toward the best community-endorsed solutions.

Later this summer, after the first round of community engagement, the project team will develop corridor options for consideration by the community, staff, agency partners, the Transportation and Mobility Commission and the City Council, and analyze alignment with City priorities related to safety, equity, and climate action. Potential options will be discussed at upcoming workshops with the Transportation and Mobility Commission scheduled for July and September.

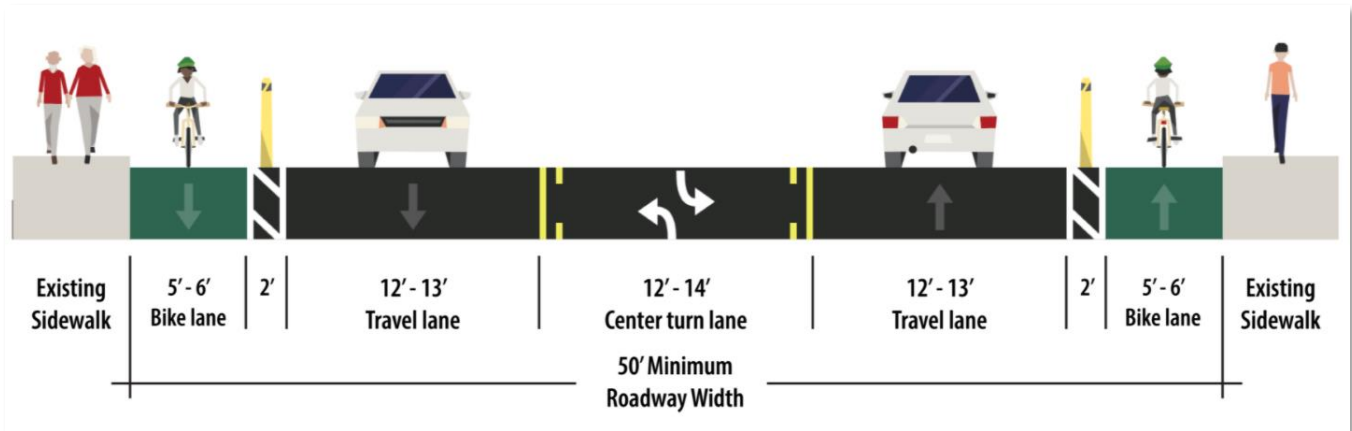


Figure 1. Example lane reconfiguration idea that would improve conditions for people riding bikes. This is an example for illustrative purposes only.

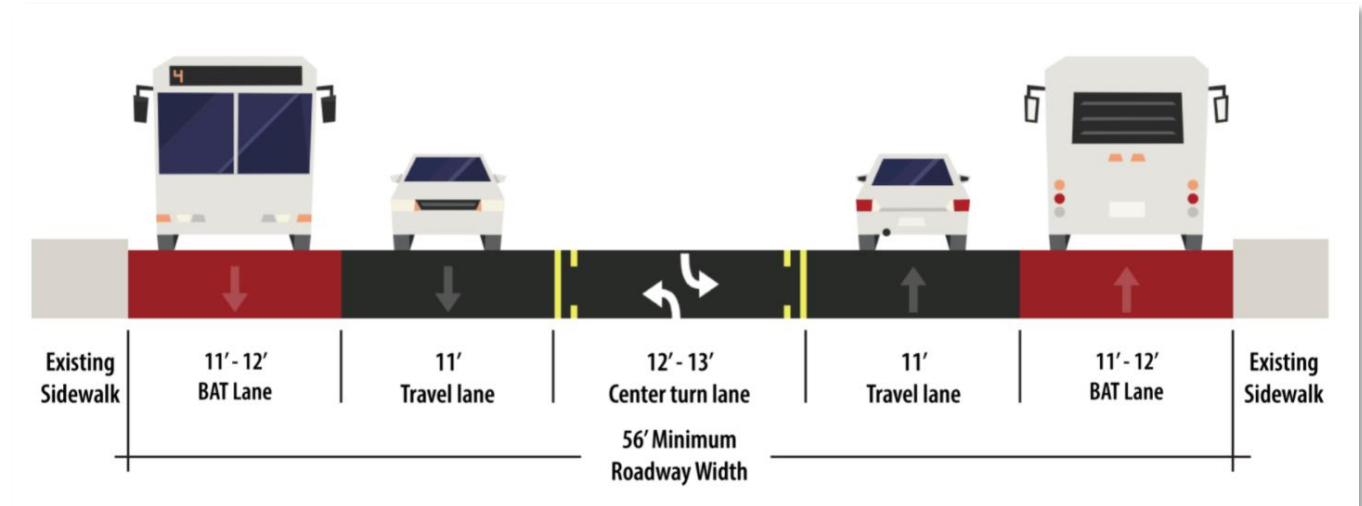


Figure 2. Example lane reconfiguration idea that would provide more space for buses and turning cars in the corridor. This is typically called a "business access and transit (BAT) lane." This is an example for illustrative purposes only.