

Fourth Plain and Fort Vancouver Safety and Mobility Project Project Update

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Vancouver Transportation and Mobility
Commission Workshop

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Presentation Overview

- Project Update
- Ft. Vancouver Way Lane Reconfiguration Analysis
- Corridor Safety and Mobility Needs Discussion
- Draft Evaluation Framework Discussion
- Next Steps

Project Update

The Fourth Plain and Fort Vancouver 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** outside of repurposing a travel lane

Project Update

- We are talking with community about both Fourth Plain and Ft. Vancouver Way at the same time, since the two corridors are connected and serve similar users.
- Re-paving of both roads will take place in two phases, starting in 2023 then in 2024.
- No decisions about moving forward with lane reconfigurations or other improvements will be made until community feedback is heard this summer

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

F Street



Fort Vancouver Way

Mill Plain Blvd

Fourth Plain Blvd

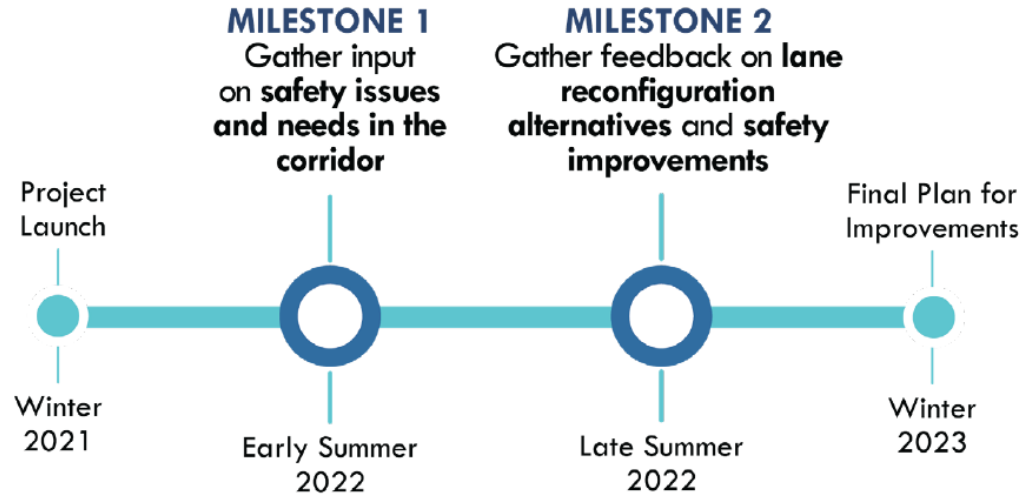
Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



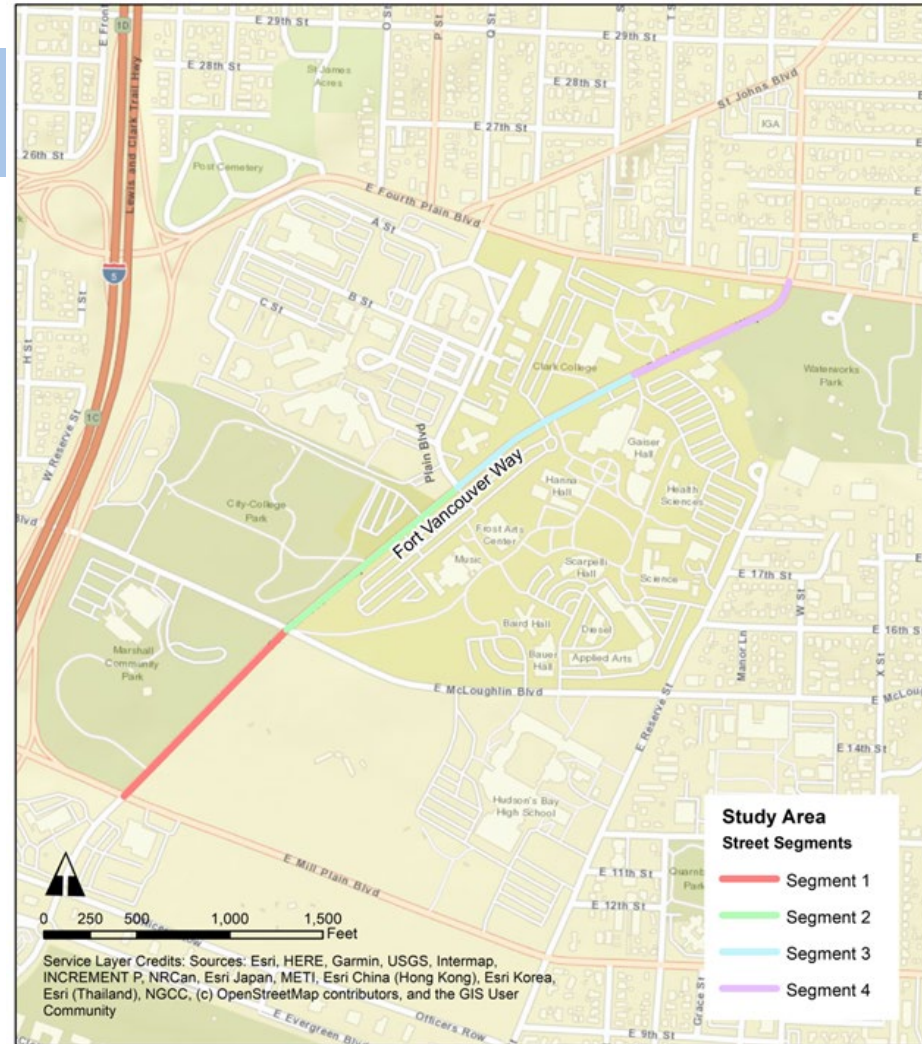
Outreach Update

Visit the project website and online open house! <http://bit.ly/bhvwa>



Focus: Ft. Vancouver

- Last time, we talked about Fourth Plain
- Tonight, we'll look at some initial analysis for Fort Vancouver Way from Fourth Plain Blvd to Mill Plain Blvd



What are the issues?

- Collisions in the corridor (especially at intersection of Fourth Plain/Ft. Vancouver Way). Five pedestrian collisions in last four years, one fatal
- Schools including Hudson's Bay High School, Clark Community College, State School for the Blind
- Many people crossing the street, speeding traffic is a concern
- The Vine bus uses this corridor, many use the bus to get to schools, hospital
- Veteran's Affairs (VA) hospital located in the corridor
- As population increases & more development occurs, safety issues may increase
- Need to address growing demand for multimodal travel

Lane Reconfiguration Analysis



7-8' 5' 11' 11' 12' 11' 11' 5' 7-8'

SE side of street

Typical Cross Section

Reminder: what is a “lane reconfiguration?”

- Lane reconfiguration = repurposing roadway space for other users
- Typically, remove travel lane(s) for people driving and create new space for people walking, riding bikes, buses, and/or freight vehicles
- Research shows they are very effective at:
 - Increasing safety for all roadway users: *20% - 50% crash reduction* based on real-world studies
 - Decreasing speeds
 - Reducing conflict points
 - Creating comfortable space for other roadway users

Lane Reconfiguration Analysis

Several different traffic measures:

- **Intersection Level of Service** (LOS) – measures delay at intersections on A to F scale
- **Queuing** – measures how long lines of traffic are at intersections
- **Travel speeds** – measures how quickly people can drive through the corridor
- **Diversion** – measures how many people would take different routes as a result of the lane reconfiguration

Lane Reconfiguration Analysis

What did we look at?

- First, looked future traffic conditions in 2040, if we didn't change anything
 - Understand congestion issues
- Also looked at existing safety concerns for all users in the corridor
 - Especially for people walking, riding a bike, or taking the bus
- Then, analyzed removing a travel lane in each direction between Mill Plain and Fourth Plain
- NOTE: team considered potential impacts from the Interstate Bridge Replacement (IBR) Program to ensure long term alignment

	No Build 2040	Alternative 2040
Description	Future traffic performance assuming the corridor stays the same as today	Remove one travel lane NORTHBOUND and SOUTHBOUND between Fourth Plain Blvd and Mill Plain Blvd
Intersection Delay and LOS	Performs acceptably and fairly similar to Existing Conditions	Very similar to “No Build”
Corridor average speed during MORNING peak hour (7:00 – 8:00 AM)	NB: 16 MPH SB: 15 MPH	NB: 15 MPH SB: 16 MPH
Corridor average speed during EVENING peak hour (4:15 – 5:15 PM)	NB: 15 MPH SB: 14 MPH	NB: 13 MPH SB: 14 MPH

New Uses for Lane Spaces

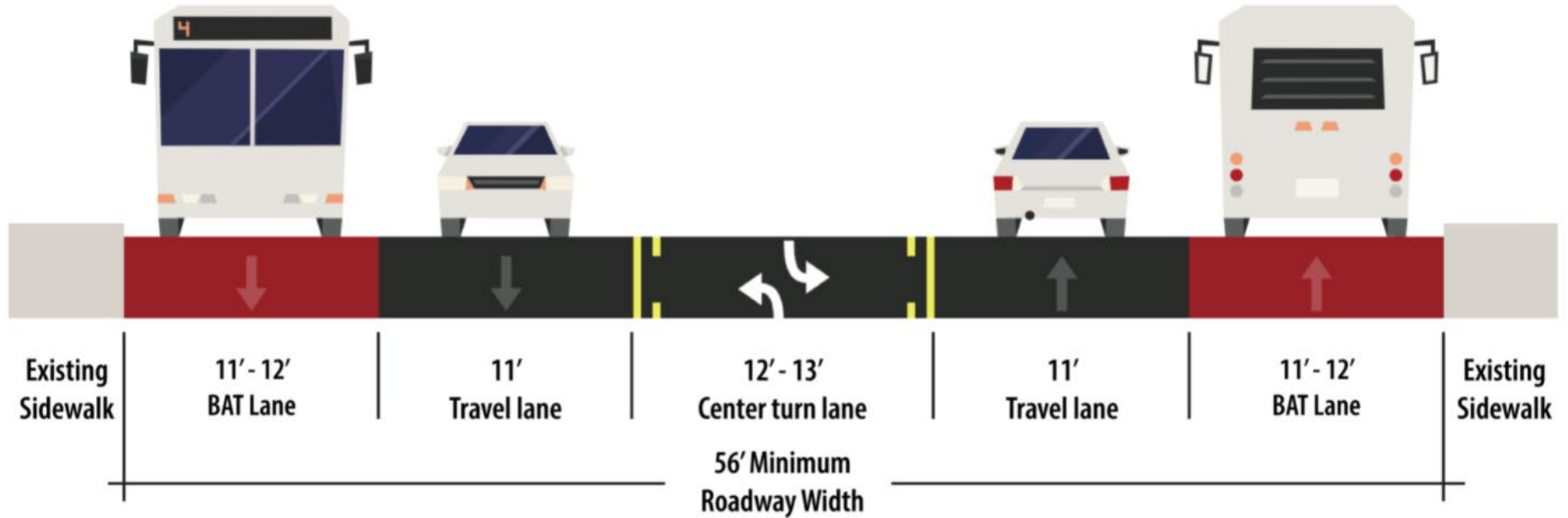
How should the City use extra roadway space on Ft. Vancouver to best serve everyone who uses the street?

Could be allocated to support:

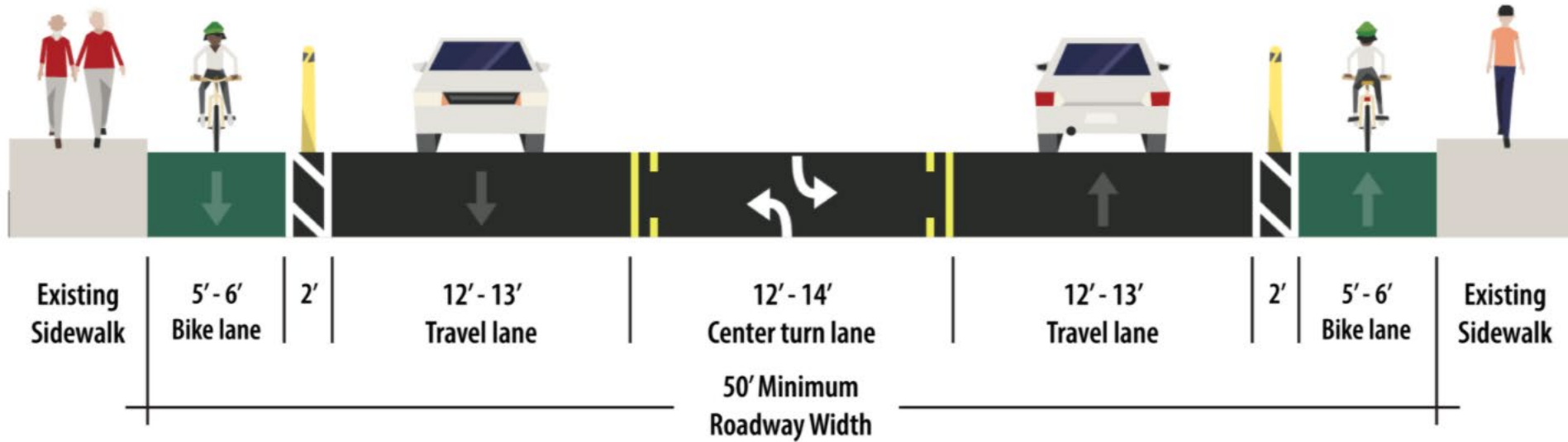
- **Transit and people riding the bus (Vine BRT is in this corridor)**
- **On-street parking spaces**
- **People walking or who use mobility devices**
- **People riding bikes**

Tradeoffs and considerations for each!

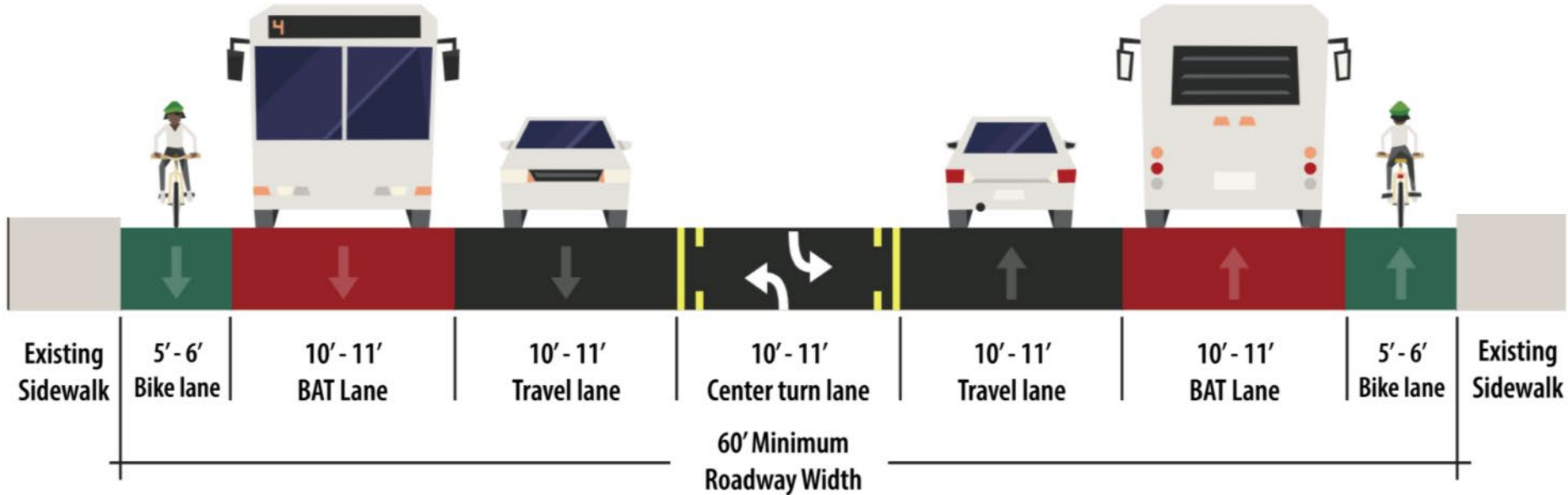
Example: Business Access and Transit (BAT) Lane



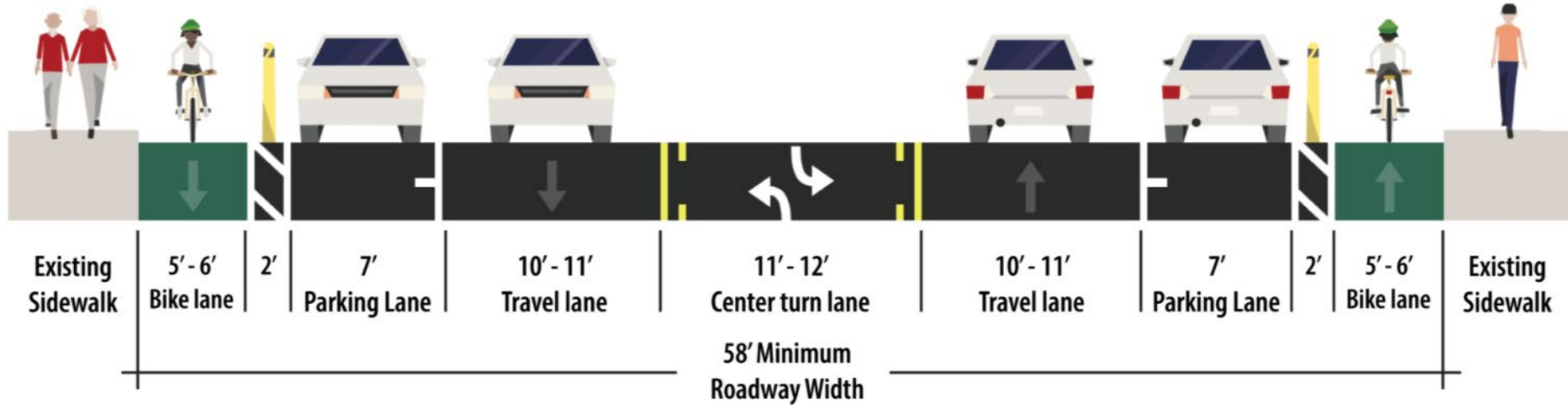
Example: Bike Lanes Protected with Physical Barrier



Example: Bike Lanes and Transit Lanes



Example: Protected Bike Lanes with On-Street Parking



Corridor Safety and Mobility Needs Discussion

- What do you think of these different ideas?
- What other ideas do you have? What other issues are there that should be addressed?
- What else would you want to know?

Evaluation Framework

- We've developed a set of criteria we will use to evaluate improvement ideas for Fourth Plain and Ft. Vancouver
- These criteria are part of our outreach – the community will weigh in (go to the project's online open house to provide feedback!)
- After we've reviewed the criteria, we'd appreciate your feedback and thoughts



**Link to online
open house**

BeHeardVancouver.org

Criteria	Questions the team will ask	How will we measure it?
<p>Mobility improvement for people walking, using a mobility device, bicycling, or using the bus</p>	<p>Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?</p> <p>Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?</p>	<p>Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.</p> <p>Traffic analysis to understand if alternative would result in personal vehicle mobility that does not meet city standards.</p>
<p>Safety improvement for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus</p>	<p>Does the alternative make it safer for people to walk, roll, bike, or use the bus?</p> <p>Does the alternative make it safer for people driving?</p>	<p>Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.</p> <p>Alternative would improve safety for people driving by applying known safety countermeasures.</p>

Criteria	Questions the team will ask	How will we measure it?
Greenhouse gas (GHG) reduction benefits	Does the alternative support the City's goals to reduce GHG emissions?	Degree to which alternative supports mode shift, based on results from regional travel model.
Equitable outcomes	Does the alternative provide benefits or mitigate burdens to equity populations (see below) specifically?	Direct benefit or reduced burden to identified equity populations living or working within the corridor (within ¼ mile of both streets).
Access to businesses, jobs, services, and educational opportunities	<p>Does the alternative increase access to essential places as identified in the City's equity atlas?</p> <p>Does the alternative increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?</p>	Degree to which alternative support increased access to businesses and services, based on improvements in transportation safety and comfort for all users in the corridor.

Next Steps & Timeline

- Outreach happening right now! Please help us get the word out: <http://bit.ly/bhvwa>
- More outreach later this summer
- Developing lane reconfiguration ideas further
- Additional outreach related to ARPA funding this fall
- Aiming for final decisions on corridor improvements this fall



**Link to online
open house**

Questions and Discussion

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<https://www.cityofvancouver.us/cdd/page/fourth-plain-safety-and-mobility-project>

