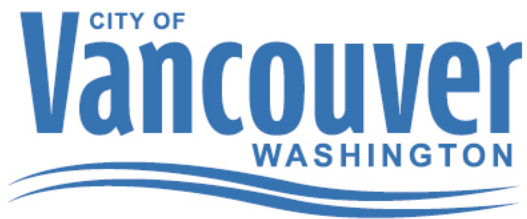




Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update

Transportation and Mobility Commission Workshop
September 6, 2022



Rebecca Kennedy, Deputy Director, CDD, City of Vancouver
Ryan Farncomb, Consultant Project Manager, Parametrix

Agenda

- Quick Reminder - what is this project about?
- Community Feedback Summary
- Alternatives Review and Discussion
- Next Steps



Prior Review

Transportation and Mobility Commission

April 5, 2022

- Discussed issues and needs on Fourth Plain Blvd
- Reviewed traffic analysis results
- Heard feedback from the TMC that informed alternatives development

June 7, 2022

- Discussed issues and needs on Fort Vancouver Way
- Reviewed traffic analysis results
- Heard feedback from the TMC that informed alternatives development

Prior Review Council

July 19, 2021

- Reviewed project scope and goal
- Funded project's planning process in 2021-22 budget

December 20, 2021

- Project scope and timeline update

July 11, 2022

- Council workshop to provide project update
- Feedback received on public outreach process, issues in both corridors

Quick reminder: What is this project about?

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, roll, ride a bike, use a small 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**

Quick reminder: What is this project about?

- We are talking with community about both Fourth Plain Blvd and Fort 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, and in 2024.
- Final decision on lane reconfigurations will be made after community feedback is heard (underway now, complete by mid-September)

Project Construction Phases

• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

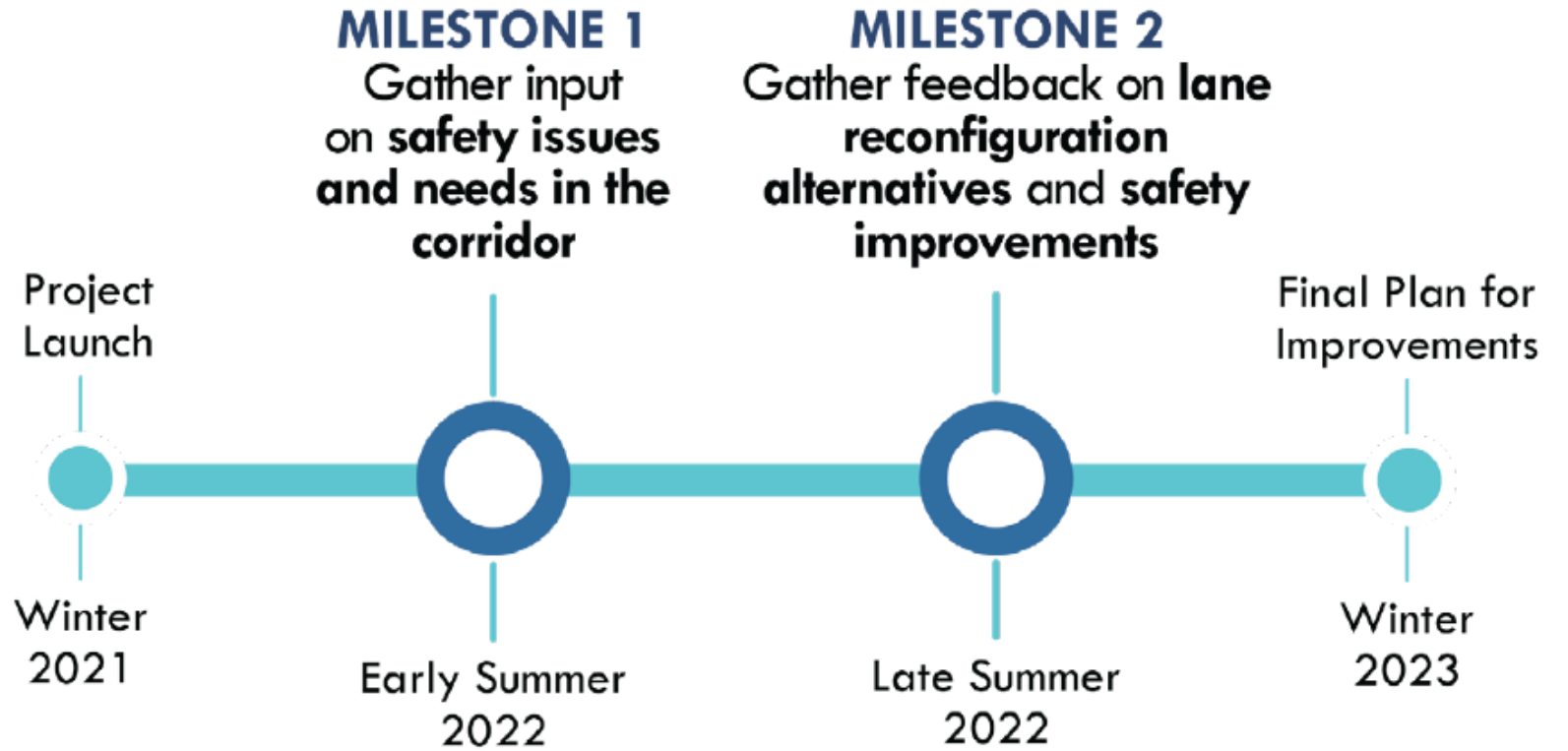
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Outreach Update



Community Feedback Summary

Engagement activities conducted:

- Flyers
- In-person corridor canvassing
- Stakeholder calls
- Tabling
- Stakeholder meetings
- Neighborhood Association meetings
- Website and online survey
- Online open house
- Social media advertisements
- Materials selectively translated to Spanish, Vietnamese, Chuukese, and Russian



Outreach events in May and June



What's your go-to way to travel Fourth Plain Boulevard? Use reactions or comments to tell us! 🚗



We're planning a road makeover to make Fourth Plain Blvd and Fort Vancouver Way safer and more comfortable – no matter how you get around. We invite you to share your ideas and weigh in via our online open house this June: <https://bit.ly/3IKFgfP>



👍❤️ Victor Caesar and 80 others

12 Comments 5 Shares

Section 3: Share Your Feedback

Now that you've learned more about the *Safety and Mobility Project*, the City would like to hear your feedback.

Please complete the brief survey below to provide your input on current safety, access, and mobility needs along Fourth Plain Blvd and Fort Vancouver Way.

[Haga clic aquí si prefiere realizar la encuesta en español.](#)

Are there intersections along Fourth Plain Blvd or Fort Vancouver Way where crossing the street feels dangerous? If so, where?

List any places on these streets where crossing the street feels dangerous

1000

What has been your experience traveling along these streets?

1000

Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project Survey

Online engagement examples

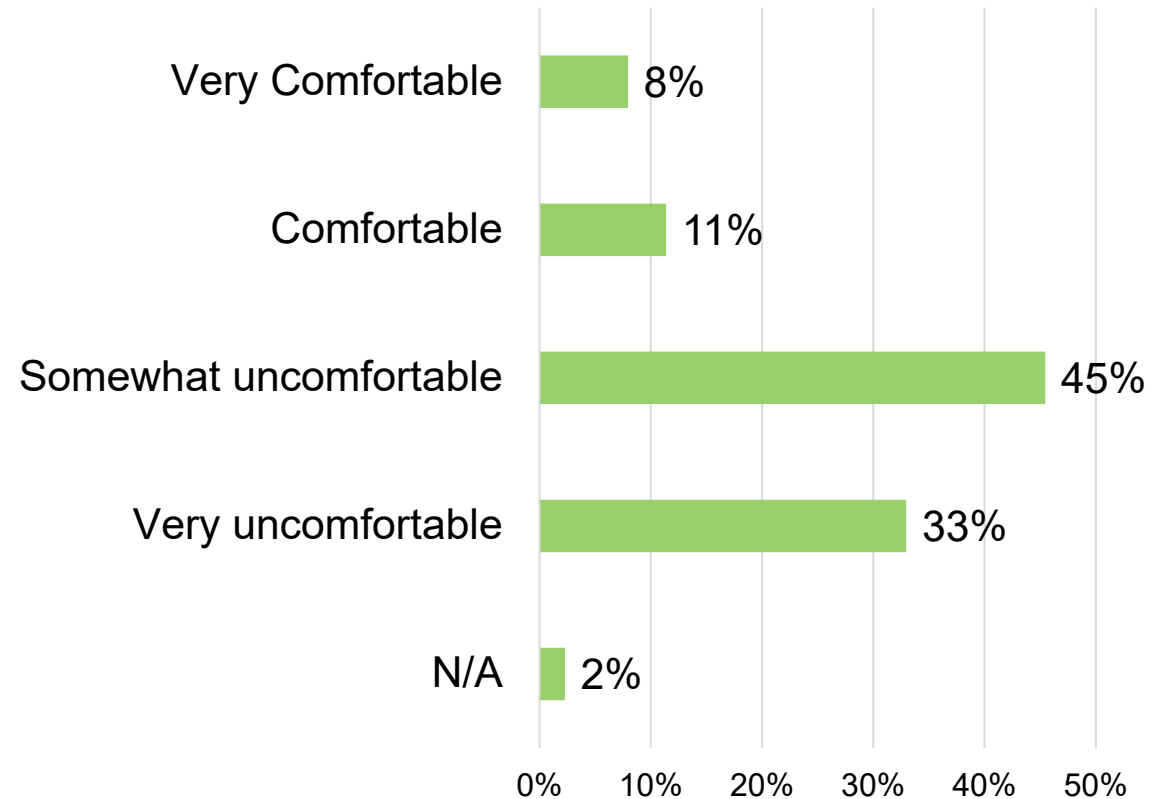
Community Feedback Summary

Feedback themes:

Most people feel unsafe walking and biking along both streets.

- Most respondents were either somewhat uncomfortable (30%) or very uncomfortable (47%) walking.
- Approximately 80% of respondents said they felt very uncomfortable bicycling.

How comfortable do you feel walking on Fourth Plain and Fort Vancouver Way?



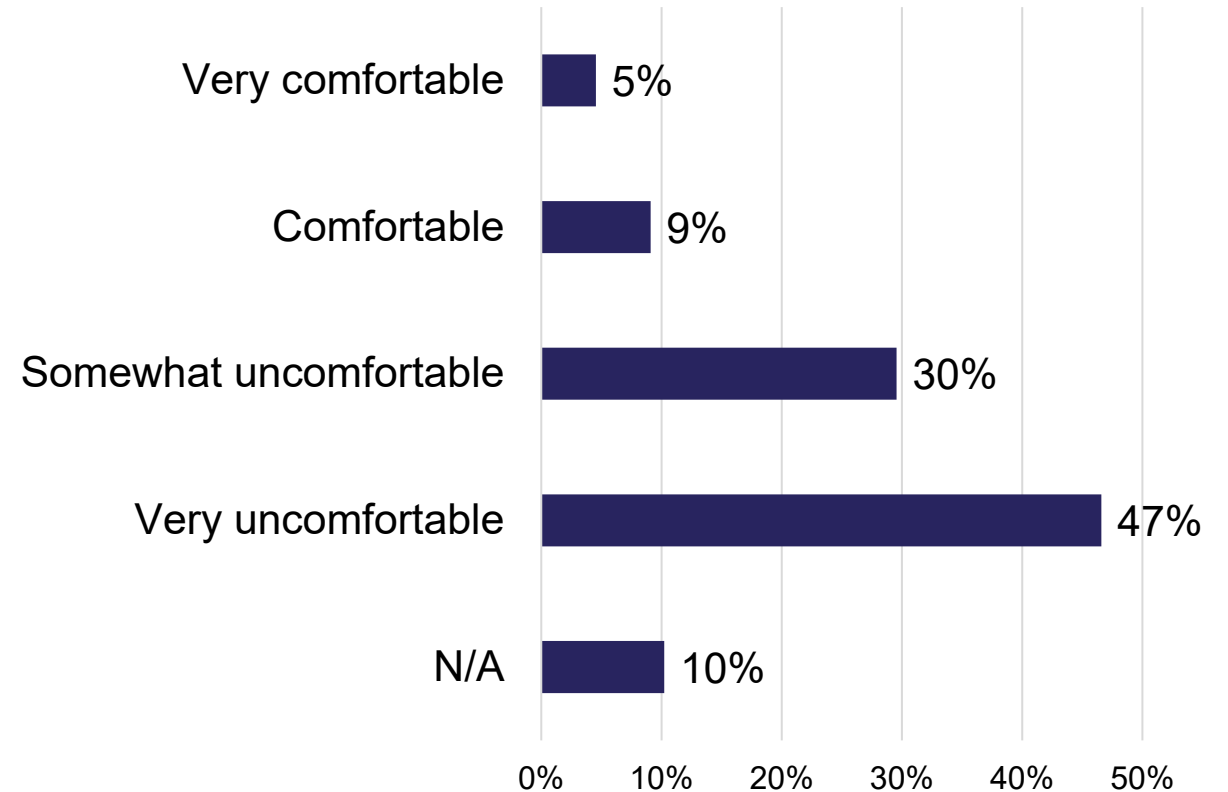
Community Feedback Summary

Feedback themes:

Most people feel unsafe walking and bicycling to access transit.

- Survey respondents shared they felt somewhat uncomfortable (45%) or very uncomfortable (33%) walking and bicycling to access transit.
- Only 1 out of every 5 respondents feels safe walking, biking, or accessing transit.

How safe do you feel walking or biking these streets to access transit?



Community Feedback Summary

Feedback themes:

- Most people drive, but a significant amount of people walk along these streets. Although most respondents (36%) primarily drive along these streets, 29% said they walk, 21% said they ride a bike, 14% of respondents said they rode transit.
- Respondents indicated the top three (3) most important evaluation criteria as:
 - Safety Improvements for all users (31%)
 - Mobility improvements for all users (24%)
 - Greenhouse gas reduction benefits (19%)

Engagement Process Outcomes

- Important for helping City Council, TMC, City staff, and project team understand community's preferences and issues.
- Feedback directly informed alternatives development.
- Captured corridor needs that may not be addressed by the immediate project but could be addressed in the future as funding allows.
- Helps ensure all voices are heard.
- Engagement is a two-way street: opportunity to inform and educate community about the issues and plans to address them.

Alternatives Review



Questions for the Transportation and Mobility Commission

- Based on the issues in the corridor, and bearing in mind constraints and tradeoffs, **what are the right solutions?**
- **What other ideas** should the project team consider?

Feedback from the TMC, City Council, City and CTRAN staff, and the corridor community in addition to the evaluation framework and technical analysis – will inform selection of the preferred corridor treatments.

Alternatives Review

- Based on the safety issues and feedback heard to-date, and City Council direction through the project chartering process, the project team has developed “alternatives” for Fourth Plain Blvd and Fort Vancouver Way.
 - “Alternatives” are different approaches and design elements that address needs.
- These alternatives will be reviewed by the TMC, Council, and the community before selecting the “preferred” alternative – the corridor changes that best meet safety needs and address stakeholder interests and concerns.

Background - Alternatives

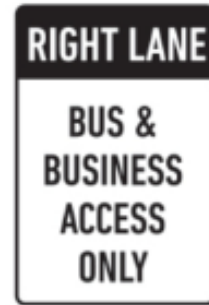
- Alternatives include different ideas for improving conditions and safety for people walking, bicycling, rolling, using the bus, and driving.
- Bicycling and small mobility improvement ideas include traditional **mobility lanes** and **buffered mobility lanes** that provide greater separation from traffic.
- Transit speed and reliability improvements include “business access and transit (BAT) lanes.”



BAT Lane

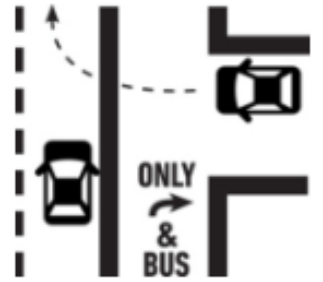
Bus Access Only

Unless when entering a business or making a turn.



Turning onto the Street from a Business

Cars should be turning into the nearest through traffic lane.



Bus Only Lane

Only buses are permitted to use this lane.



Look For Signage Indicating Lane Use

Painted words on the road or overhead signs.



Do Not Travel In the BAT Lane

Travel in this lane is limited to one city block and should be used for right turn access only.



Do Not Park in the Bus Only Lane



Background - Constraints

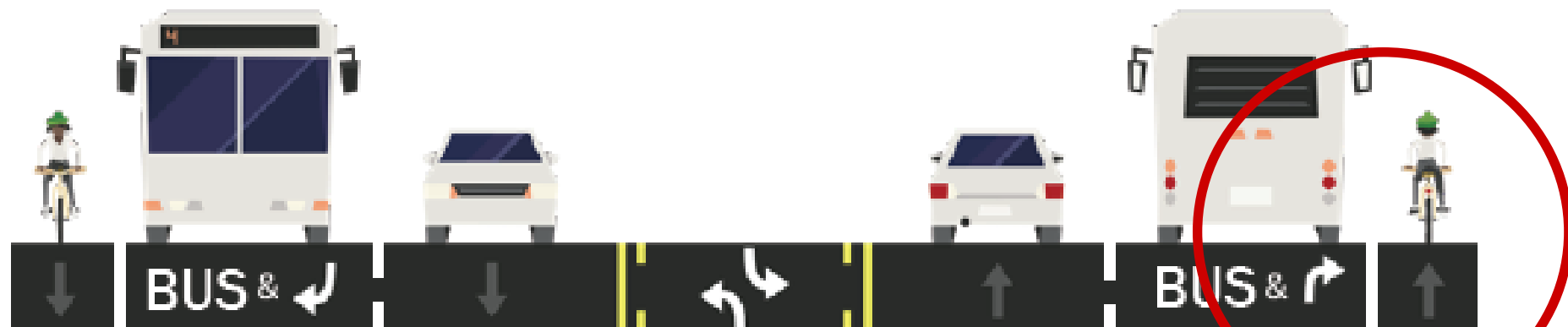
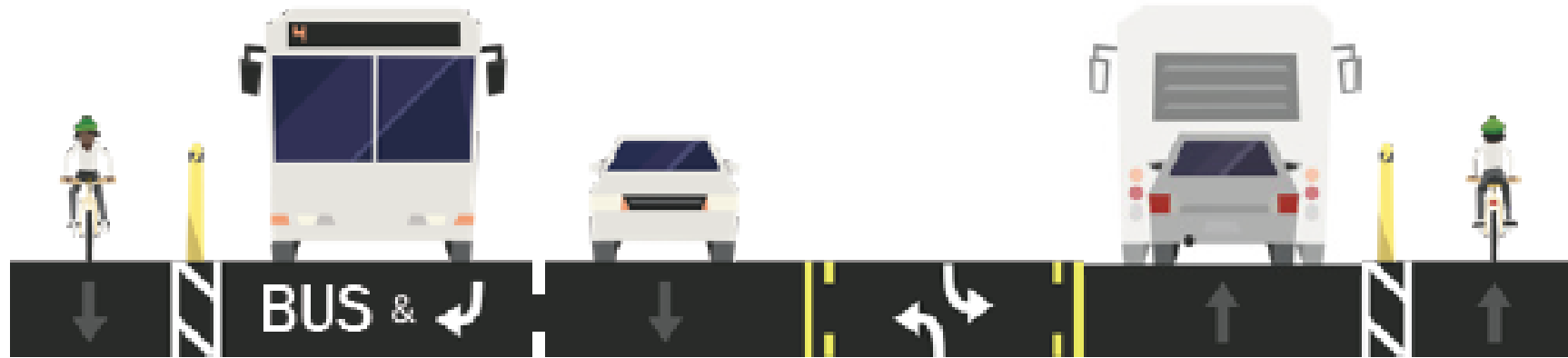
- This project can address many, but not all, corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Must work within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others.
 - Prior obligations made by CTRAN as part of the funding agreement for The Vine with the federal government.
 - Available funding.

Background - Tradeoffs

Tradeoffs include how to prioritize roadway space for different users.

- **On Fourth Plain between F Street and Falk, the project team looked for mobility solutions** to facilitate connection to the Burnt Bridge Creek Trail and 18th Street.
- **On Fourth Plain east of approximately Stapleton, transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.

Fourth Plain between F Street and Falk

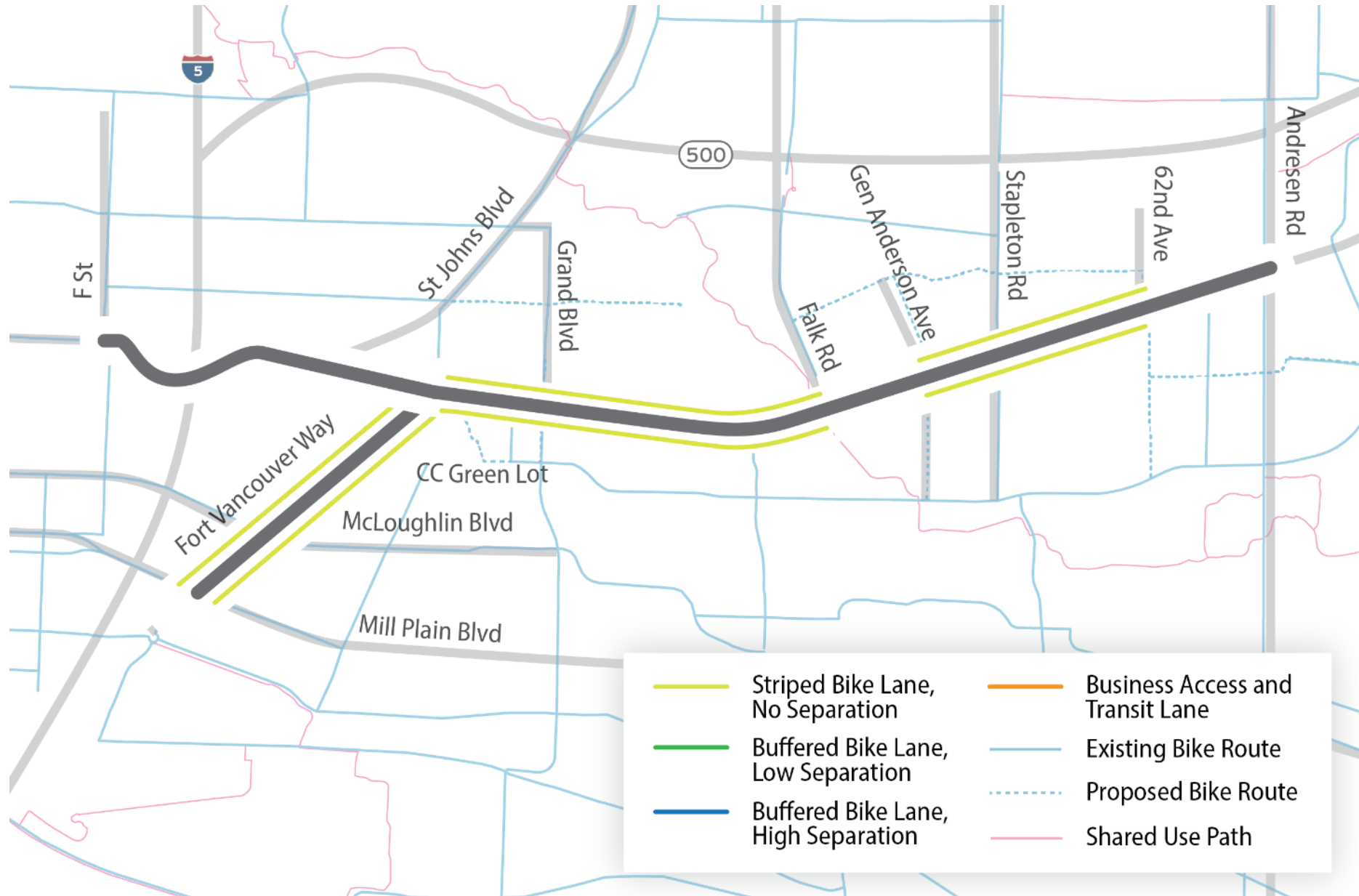


Fourth Plain east of Stapleton

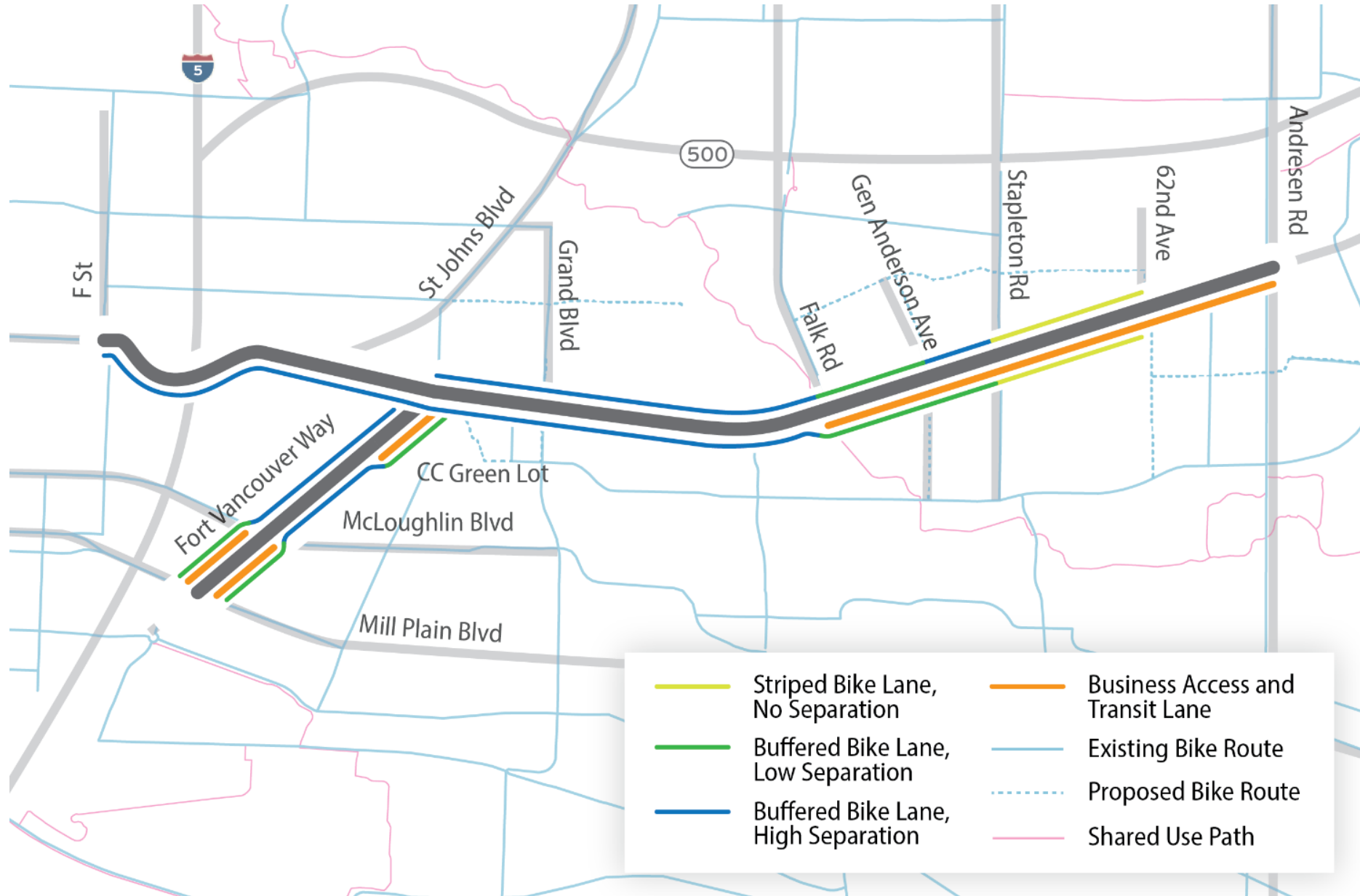
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor gets more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous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



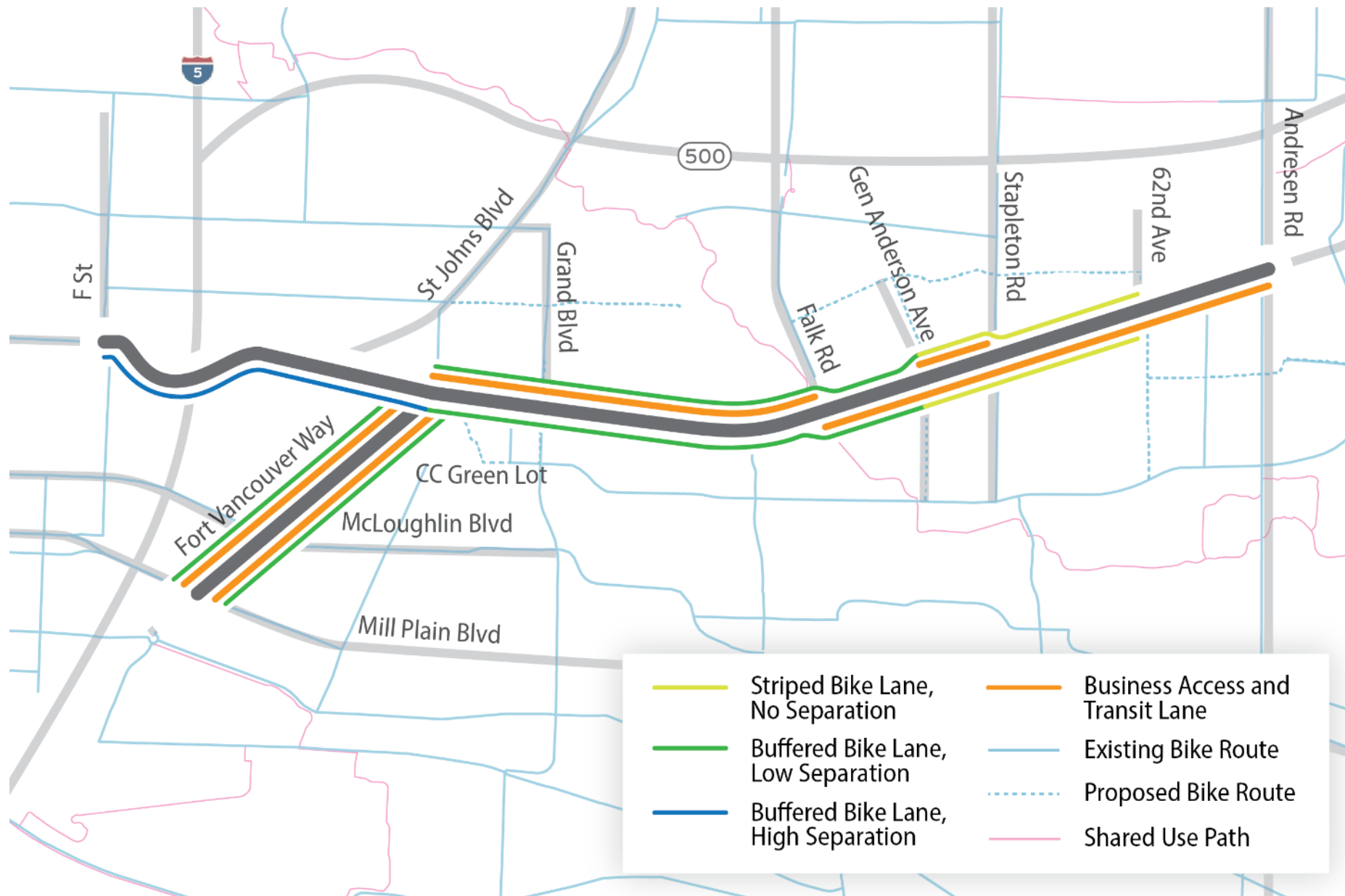
Existing Conditions



Alternative 1



Alternative 2





Fort Vancouver Segments

- A** Mill Plain Blvd - McLoughlin Blvd
- B** McLoughlin Blvd - CC Green Lot
- C** CC Green Lot - Fourth Plain Blvd

Legend

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

Fort Vancouver Way between Mill Plain and Fourth Plain

A Mill Plain Blvd - McLoughlin Blvd

Existing: two travel lanes in each direction + mobility lanes



Fort Vancouver Way



Proposed

B McLoughlin Blvd - CC Green Lot

Existing: two travel lanes in each direction + mobility lanes + on-street parking



Fort Vancouver Way



Alternative B-1



Alternative B-2

CC Green Lot - Fourth Plain Blvd

Existing: two travel lanes in each direction + mobility lanes + on-street parking



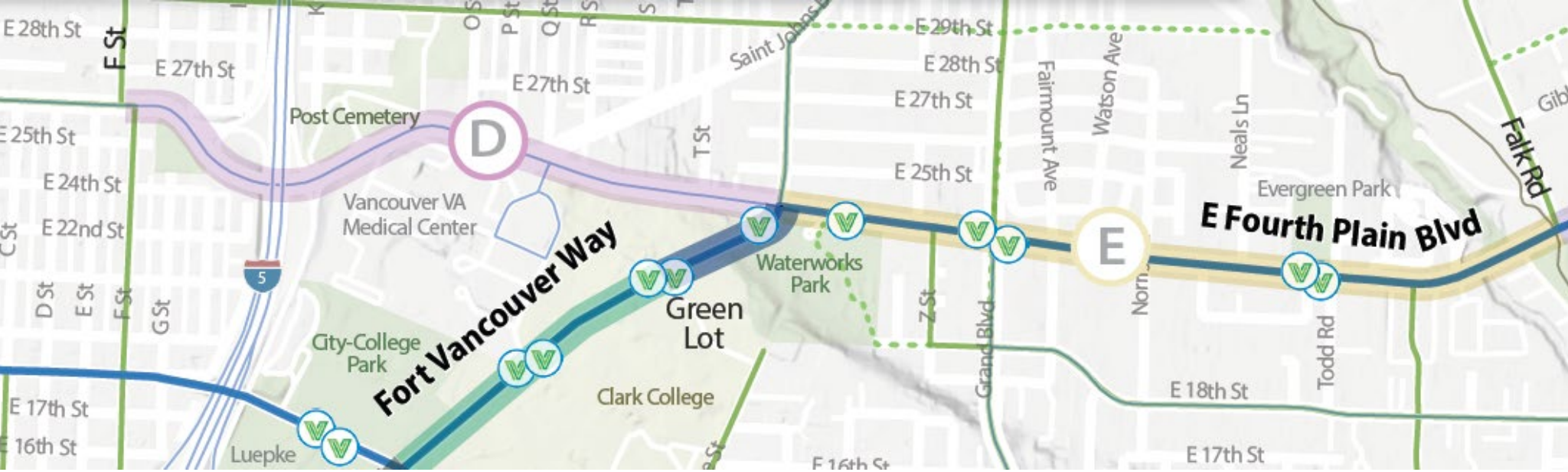
Fort Vancouver Way









Alternative C-1



Alternative C-2

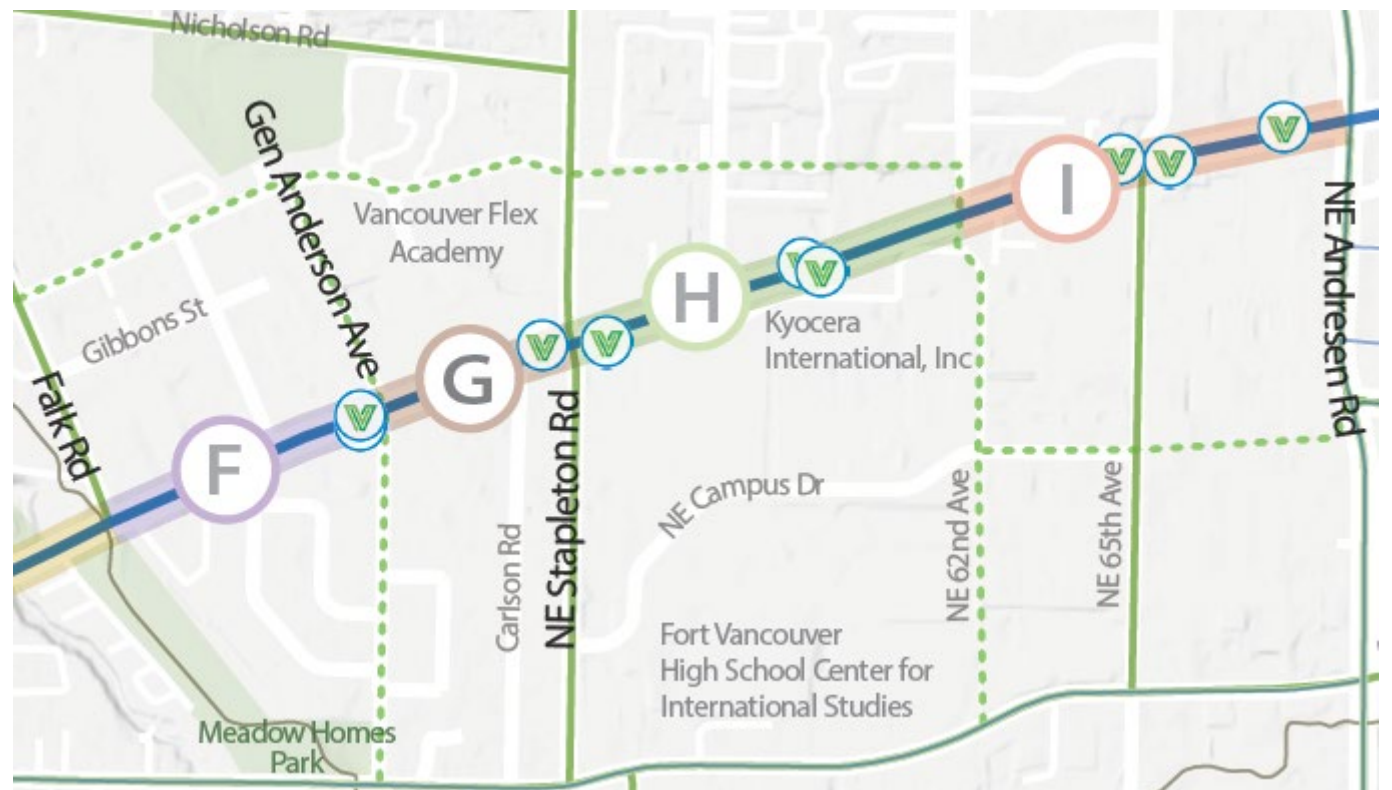


Legend

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

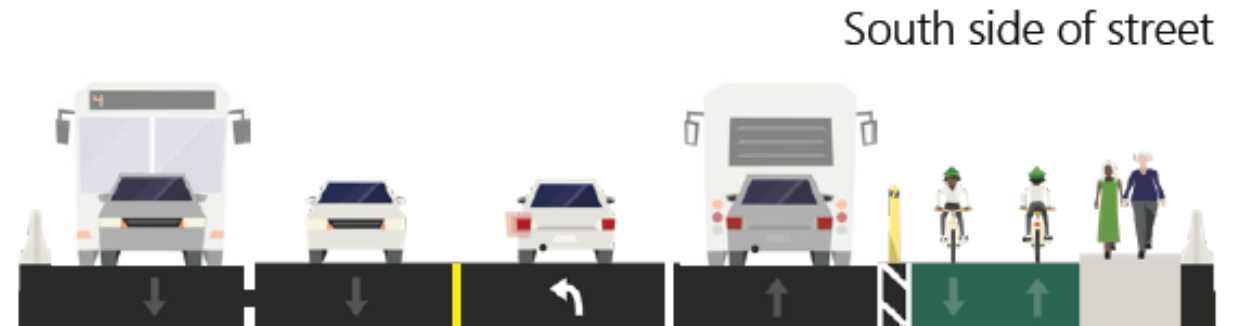
Fourth Plain Segments

-  D F St - Fort Vancouver Way
-  E Fort Vancouver Way - Falk Rd
-  F Falk Rd - Gen Anderson Ave
-  G Gen Anderson Ave - Stapleton Rd
-  H Stapleton Rd - 62nd Ave
-  I 62nd Ave - Andresen Rd



D F St - Fort Vancouver Way

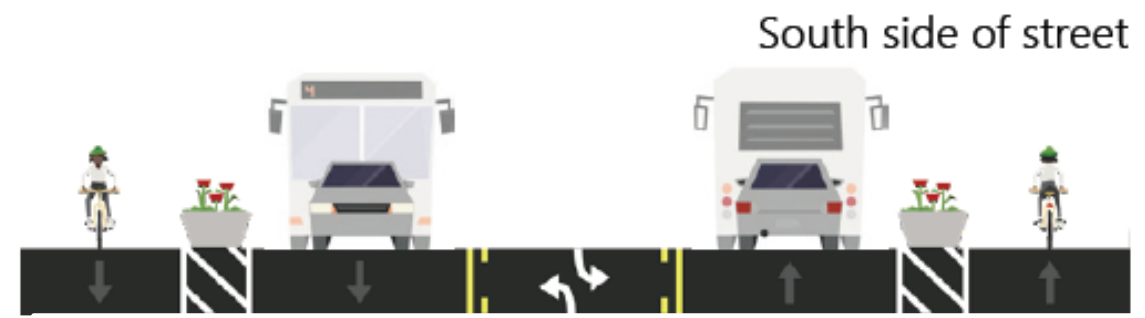
Existing: two travel lanes in each direction + turn lane + sidewalk on south side



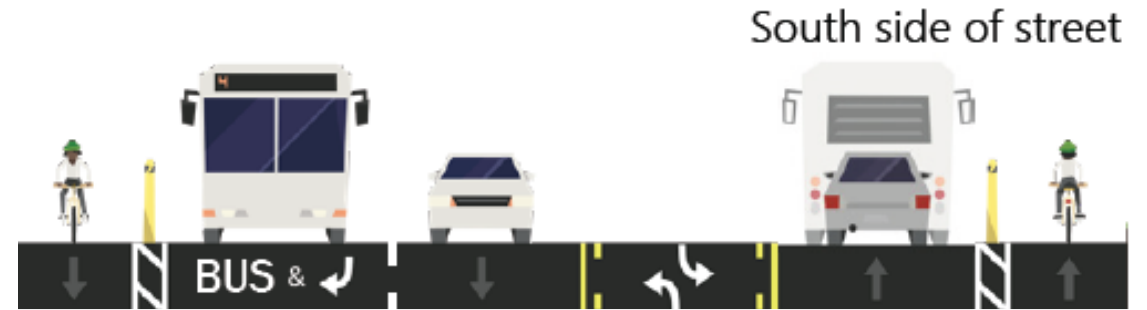
Proposed

E Fort Vancouver Way - Falk Rd

Existing: two travel lanes in each direction + turn lane + mobility lanes (not continuous)



Alternative E-1



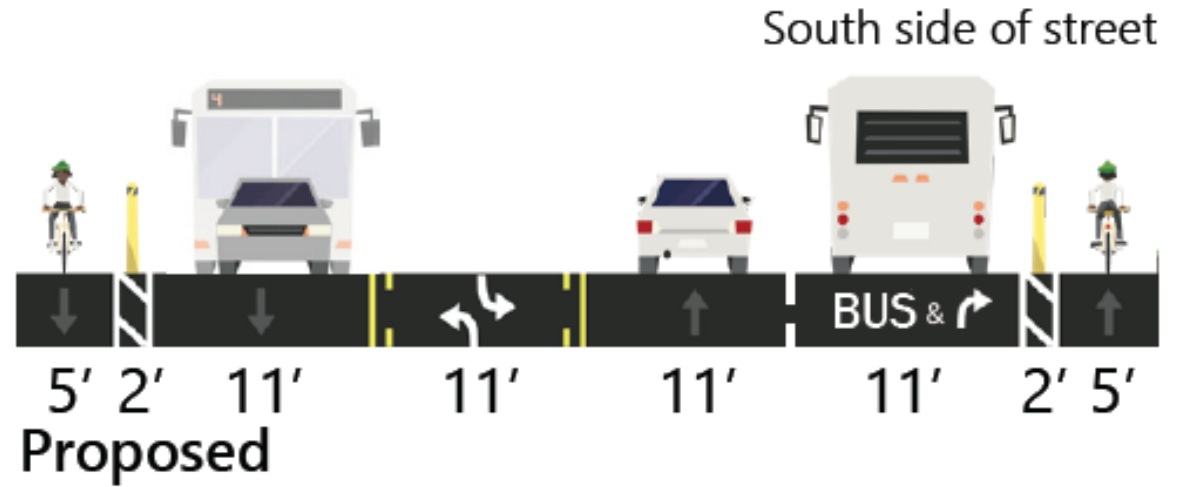
Alternative E-2



Design Constraint Alternative

F Falk Rd - Gen Anderson Ave

Existing: two travel lanes in each direction + turn lane





Gen Anderson Ave - Stapleton Rd

Existing: two travel lanes in each direction + turn lane + mobility lane



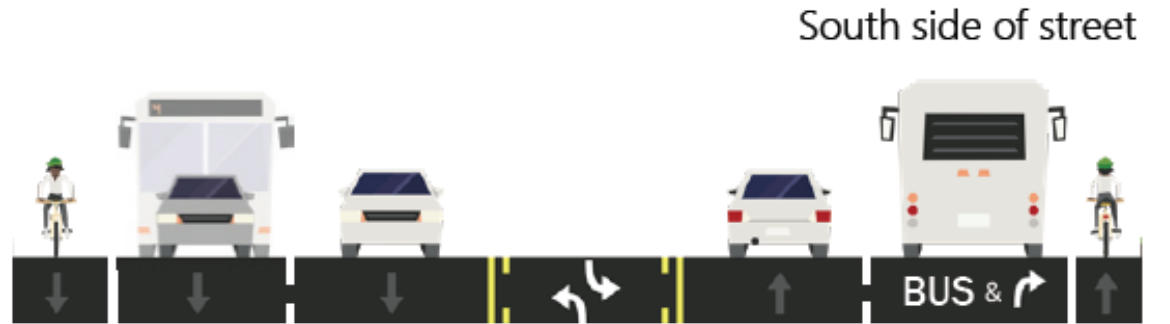
Alternative G-1



Alternative G-2

Stapleton Rd - 62nd Ave

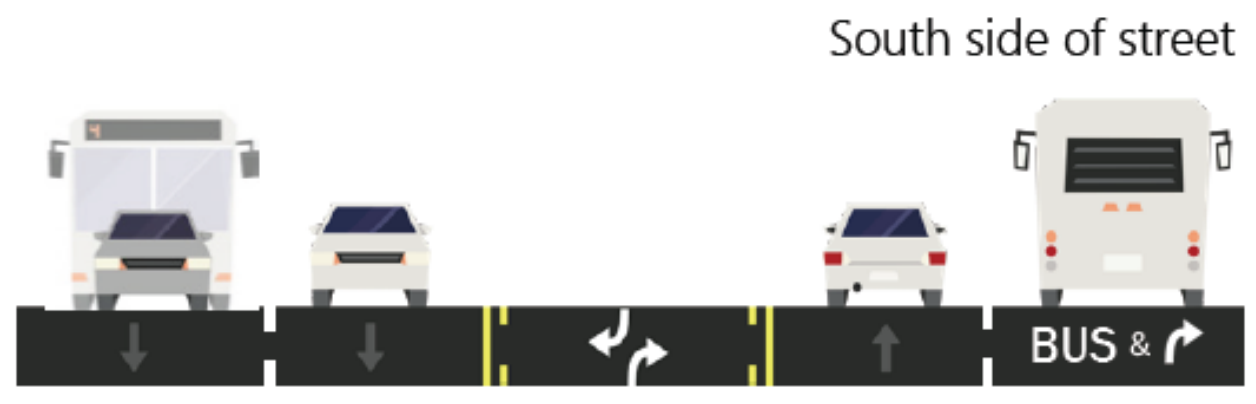
Existing: two travel lanes in each direction + turn lane + mobility lanes



Proposed

I 62nd Ave - Andresen Rd

Existing: two travel lanes in each direction + median/turn lane



Proposed

Key Decisions

Ft. Vancouver Way

- Desire/need for on-street parking
- Emphasis on transit priority lanes or bicycling/rolling facilities with even greater separation from traffic

Fourth Plain Blvd (Ft. Vancouver Way to Andresen)

- Tradeoff between bicycling/rolling facilities and transit priority lanes
- Transit operating constraints may affect bicycling/rolling facilities
- East of 62nd, no mobility lanes proposed due to narrow corridor and need to prioritize transit reliability

Other Improvement Needs

Based on prior planning, TMC feedback, and public engagement, the following additional needs have been identified. These may be advanced as funding allows.

- Corridor beautification/streetscape enhancements (landscaping, public art, street trees)
- Additional marked crossings
 - NOTE: City has funded two new improved crossings at Neals Lane and just east of Ft. Vancouver Way
- Sidewalk widening
- Improved streetlighting
- Traffic calming on Fourth Plain
- Traffic calming on nearby routes to address potential traffic diversion. The City will evaluate conditions post-implementation to determine if additional tools are needed to address diversion.

Next Steps

- Next phase of outreach is underway! Website updates, an online open house, and multiple in-person events are planned.

www.BeHeardVancouver.com

- City staff will continue discussions with City Council, CTRAN, and WSDOT.
- Refine alternatives based on feedback and determine the final preferred alternative in October.
- Implementation would happen in two phases in 2023 and 2024.

Thank You

