



Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

Project Update
TMC Public Hearing
October 4, 2022



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Agenda

- Project summary
- Design Options Review and Discussion
- Recommended Designs
- 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**

Project Overview

- 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 in October)

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 design options development

June 7, 2022

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

September 6, 2022

- Reviewed Phase 1 design options and heard TMC feedback

Prior Review: Council

July 19, 2021

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

December 20, 2021

- Project timeline update

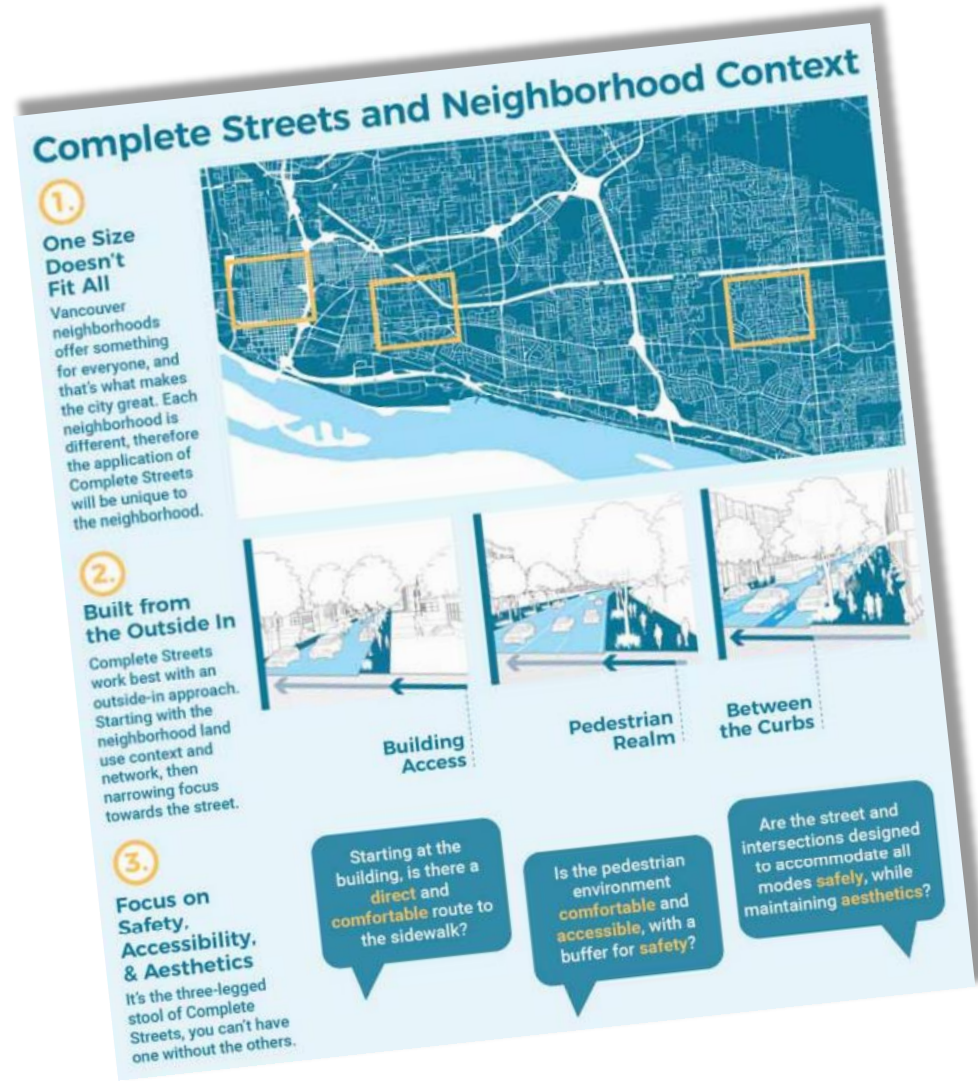
July 11, 2022

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

October 3, 2022

- Review Preliminary Recommendations for Fourth Plain Cycle Track and Fort Vancouver Way lane reconfiguration
- Outreach updates from Phase 1 and Phase 2

City of Vancouver Complete Streets Policy



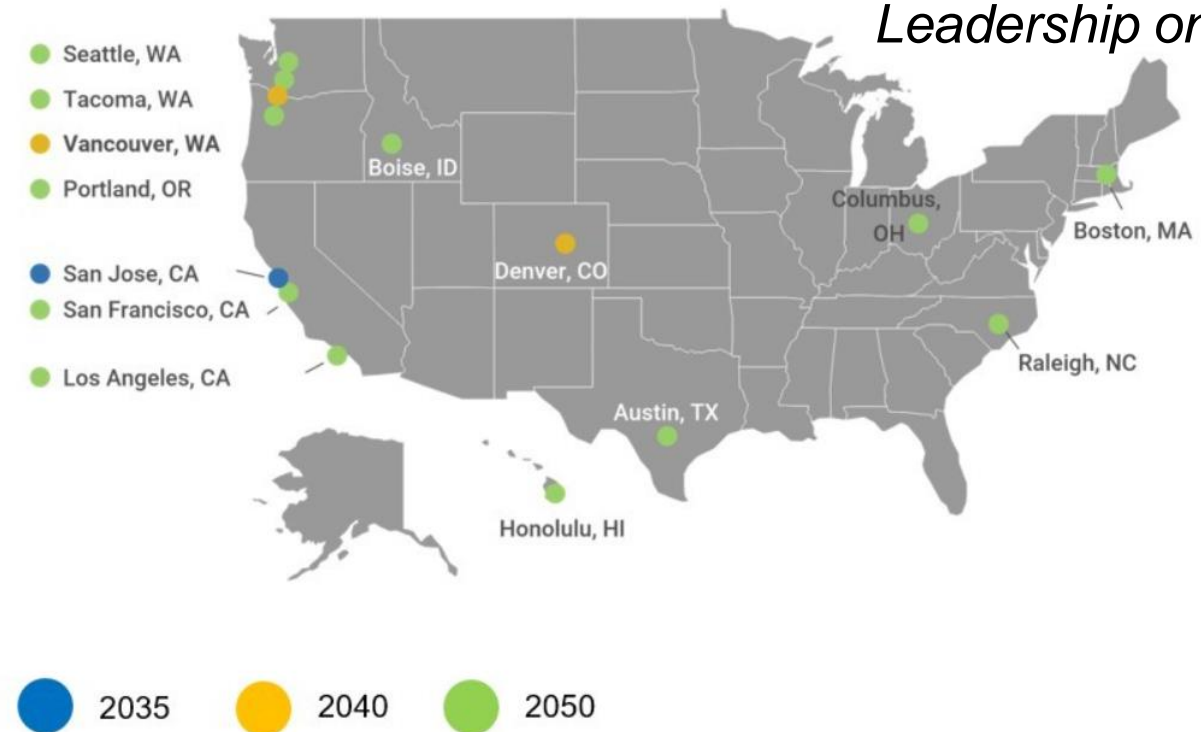
- A Complete Street is safe, comfortable & convenient for travel via automobile, foot, bicycle, & transit
- Ensures that the entire right-of-way is designed for all users
- Improves accessibility, benefits Vancouver's neighborhoods with a balanced, multi-modal transportation network that **fits the dynamics and character** of each neighborhood.
- This policy will inform the development of improvements for Fort Vancouver Way and Fourth Plain Blvd to address safety concerns and multimodal improvements

Project Context

Climate and Equity Actions

- Goals to advance **climate action goals and reduce emissions** - some of the most ambitious in the nation
- Proactive steps to address **racial equity and social justice**, using an Equity Framework to assess policy/program recommendations and **meet the needs of vulnerable populations**

Vancouver's Net Zero Emissions Target – National Leadership on Climate



Transportation System **Safety Analysis (TSSA)**

City's Transportation System Safety Analysis (2018) showed **Fourth Plain (between Andresen and Grand)** had the highest number of crashes per mile of all principal arterials in the City.

Recommendations

- Construct refuge islands, shorten crossing distances with curb extensions, provide leading pedestrian indicator, upgrade some crossings to enhanced crossings (HAWK and RFFB signals).
- Implement dedicated bicycling facilities; colored bike boxes at intersections.
- Intersection safety improvements, install leading pedestrian interval phases
- Corridor safety improvements, reduce access points, reconfigure to 3-lane cross section

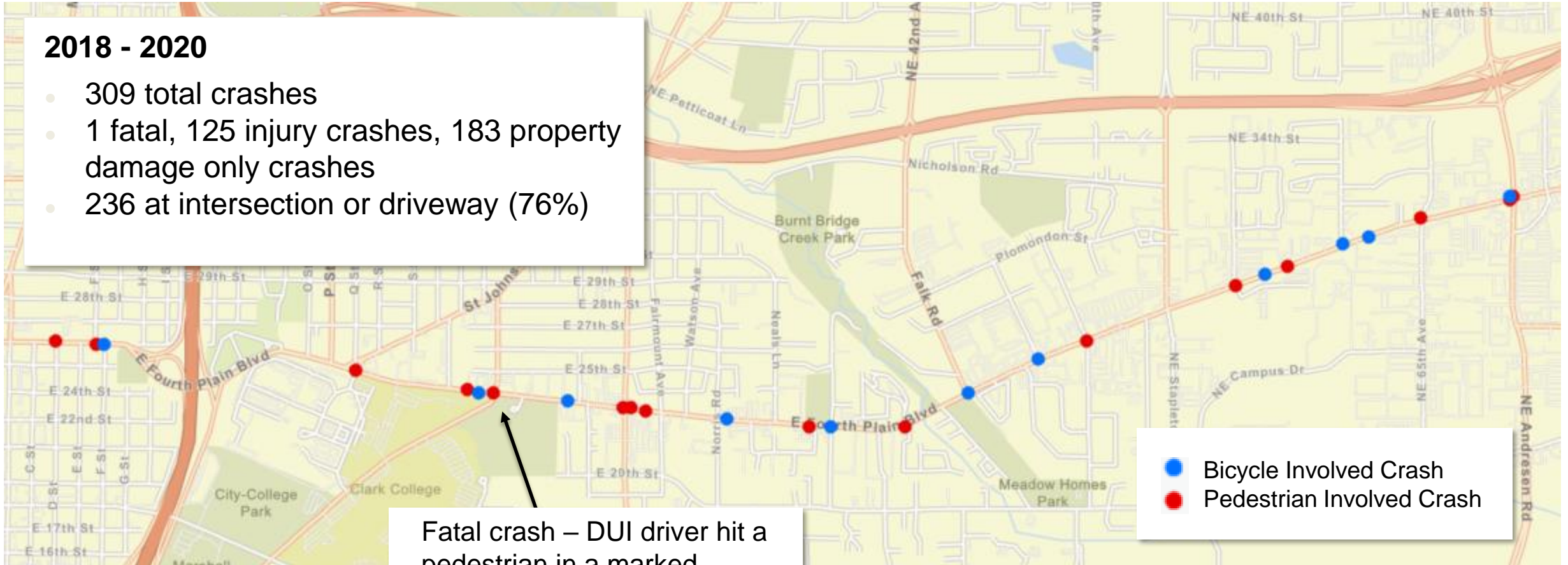
Project Context

Updated Corridor Safety Conditions

Crash data accessed through the City of Vancouver Safety Dashboard (2018 – 2020)

2018 - 2020

- 309 total crashes
- 1 fatal, 125 injury crashes, 183 property damage only crashes
- 236 at intersection or driveway (76%)



Fatal crash – DUI driver hit a pedestrian in a marked crosswalk at Fort Vancouver

Corridor Needs and Opportunities

- Five lanes of traffic
- The Vine BRT route operates in the corridor; one of C-TRAN's busiest corridors averaging nearly 2 million annual trips
- Several intersections operate at LOS D or worse
- Safety concerns in corridor, including fatal collision involving a pedestrian





Inadequate and unconnected bike lanes do not provide a continuous, safe route.



Fourth Plain is wide, and many people report drivers fail to yield to pedestrians, even in marked and signalized crosswalks.



Sidewalks in the corridor are often uncomfortably narrow and bike lanes are intermittent.

Progress to Date

- Existing Conditions Assessment
- Traffic Evaluation
- Alternatives Development
- Public Engagement

Fort Vancouver Way Traffic Analysis

	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

Project Construction Phases

• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

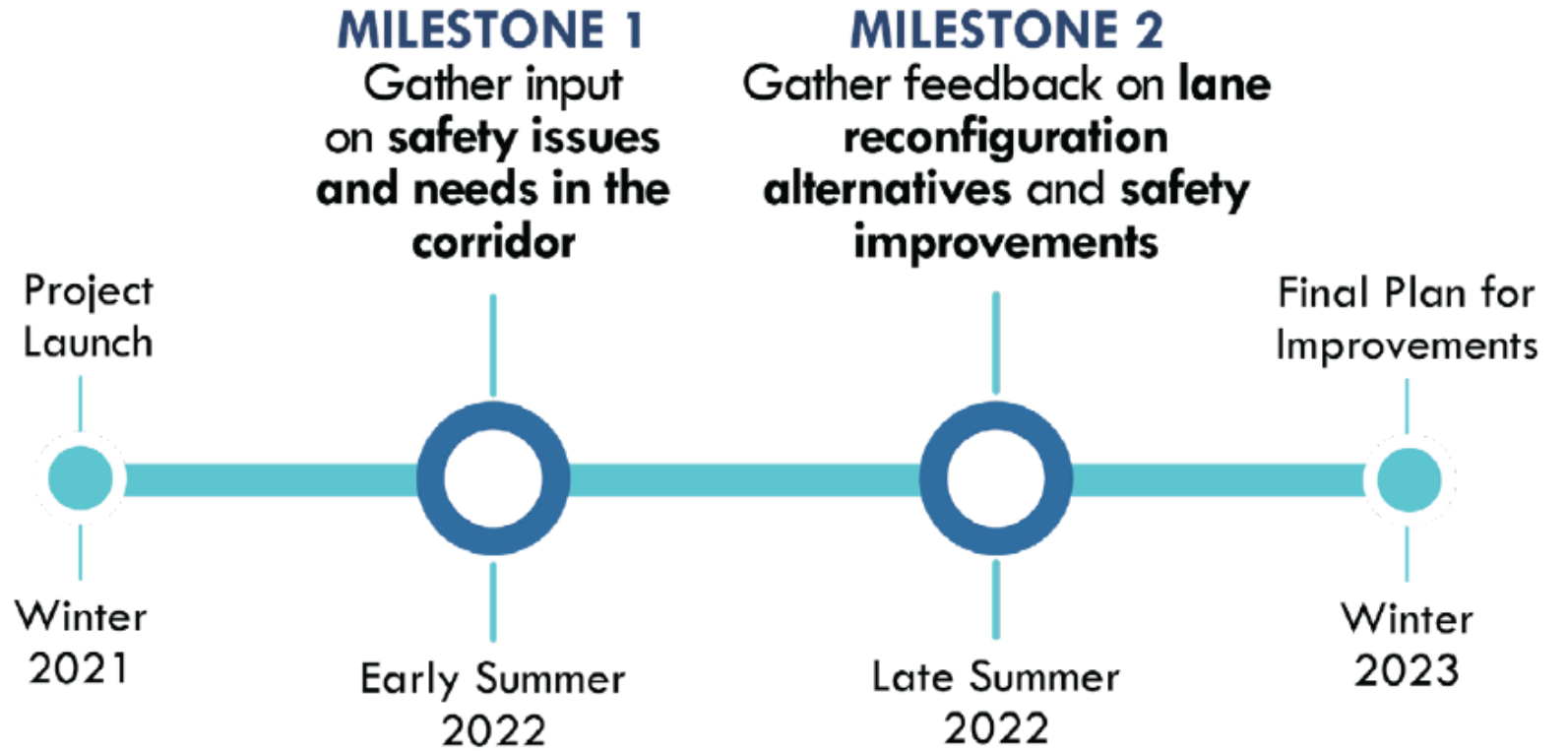
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



Outreach Update



Community Feedback Summary – Phase 1

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

What has been your experience traveling along these streets?

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

Online engagement examples



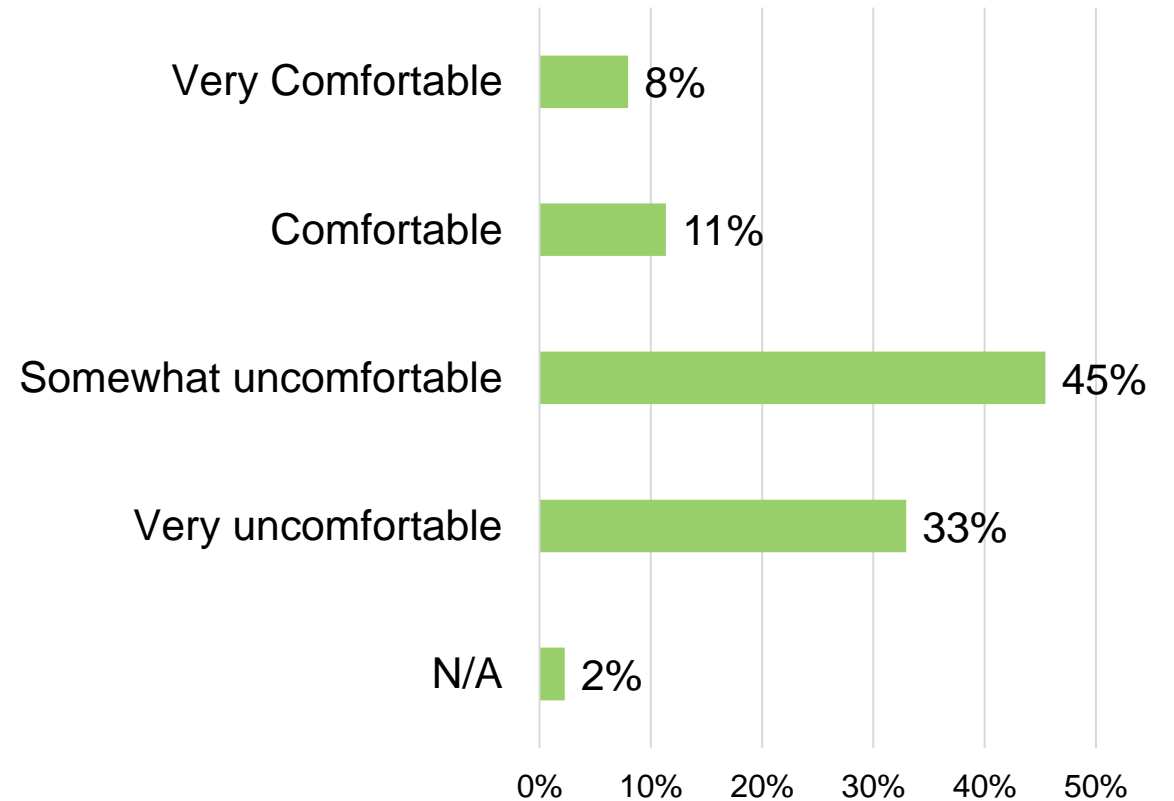
Community Feedback Summary – Phase 1

Feedback themes:

Most people feel unsafe walking and biking along both streets.

- Most respondents were either somewhat uncomfortable (45%) or very uncomfortable (33%) walking.
- Approximately 80% of respondents said they felt very uncomfortable bicycling.

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



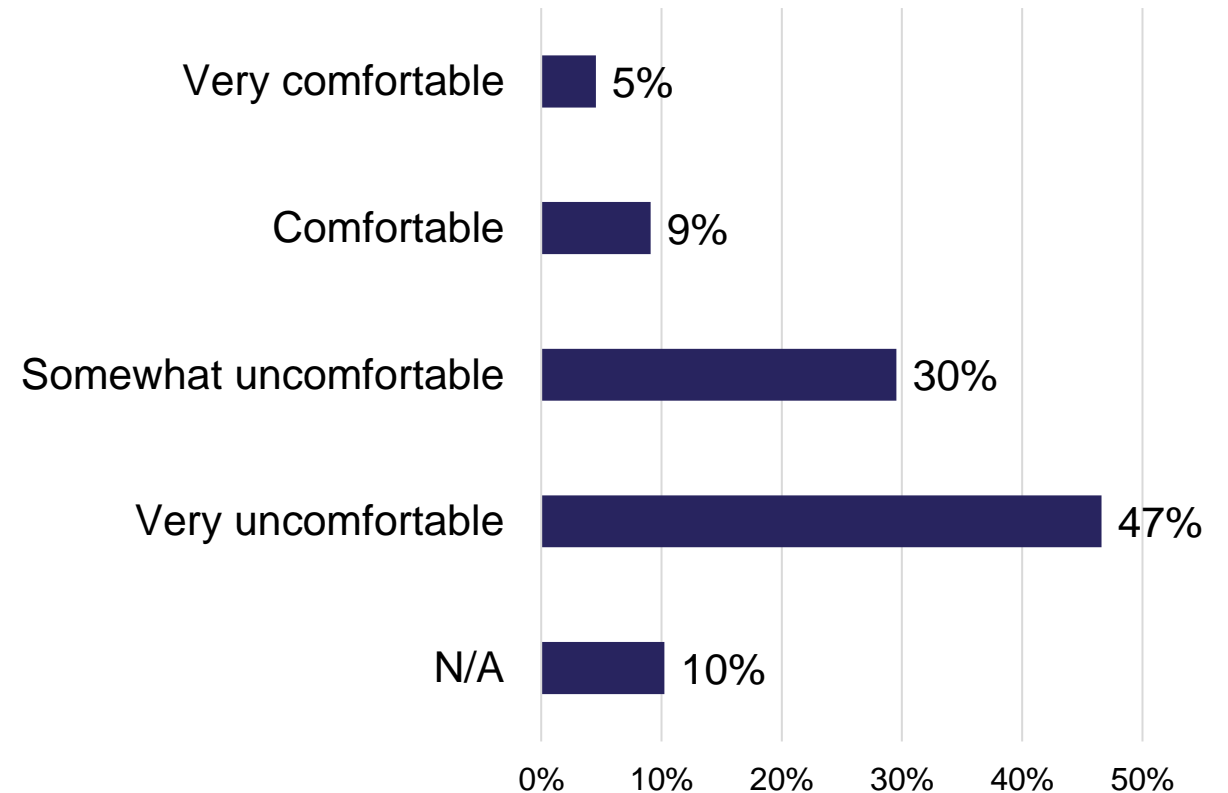
Community Feedback Summary – Phase 1

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 – Phase 1

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%)

Community Feedback –

*Phase 2 is
Happening
Now!*

- **Online open house** and BeHeard survey are now live:
<https://www.beheardvancouver.org/ourth-plain-fort-vancouver-mobility>
- **Past events:**
 - LULAC Mercado – talked to 80 people
 - Multicultural Resource Fair – talked to 30+
 - Vancouver Farmers Market
 - Focus groups – in-depth conversations about solutions



Community Feedback Summary – Phase 2

In-Person Outreach at LULAC Mercado 9/17

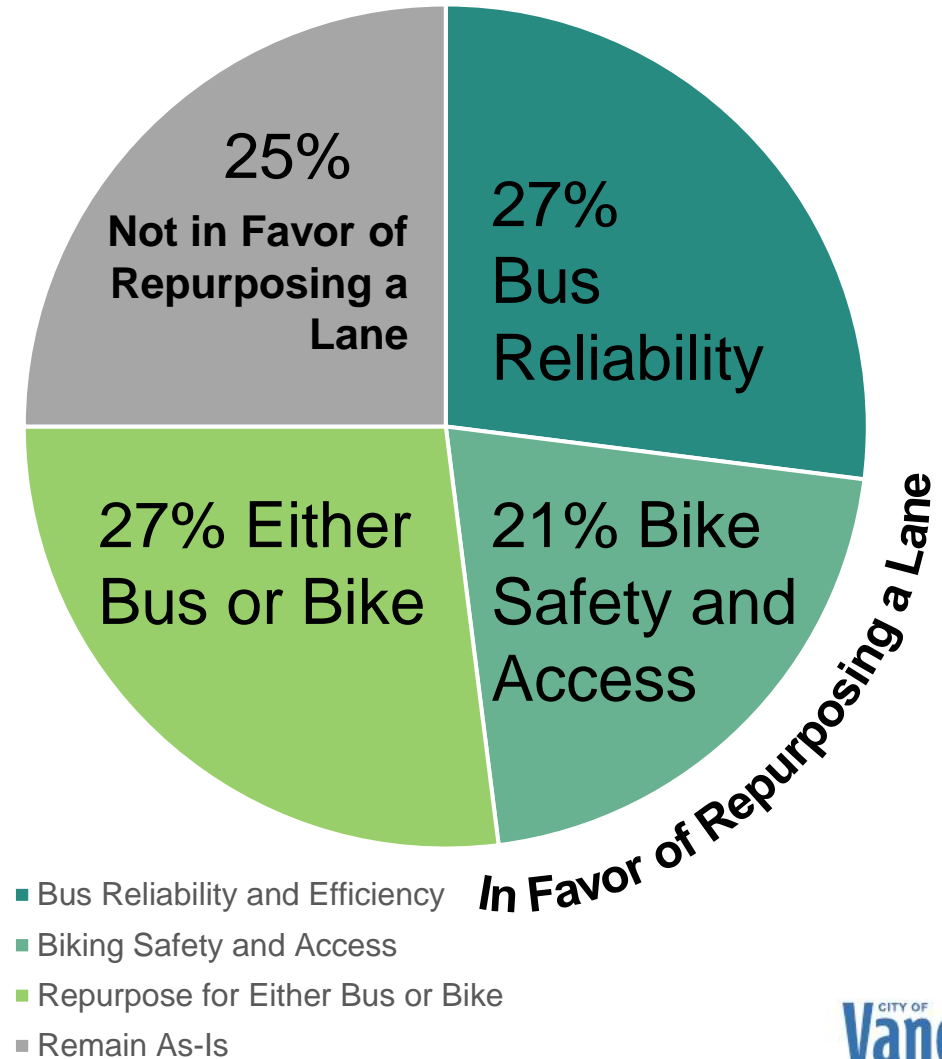
Feedback themes:

About 75% of people responded favorably for repurposing a lane.

Spoke to 82 people.

Some comments included:

- “Would be in line with other roads in the city”
- “It would be ideal, especially for bikes”
- “Good idea...best used for bikes”
- “Will allow for more safety, give people a space if they don’t drive”
- “Very favorable for mobility for those who don’t drive”



Engagement Process Outcomes

- Important for helping City Council, TMC, City staff, and project team understand community's preferences and issues.
- Feedback directly informed design options development.
 - *Example: cycling alternatives on Fourth Plain*
- 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.

Design Options Review



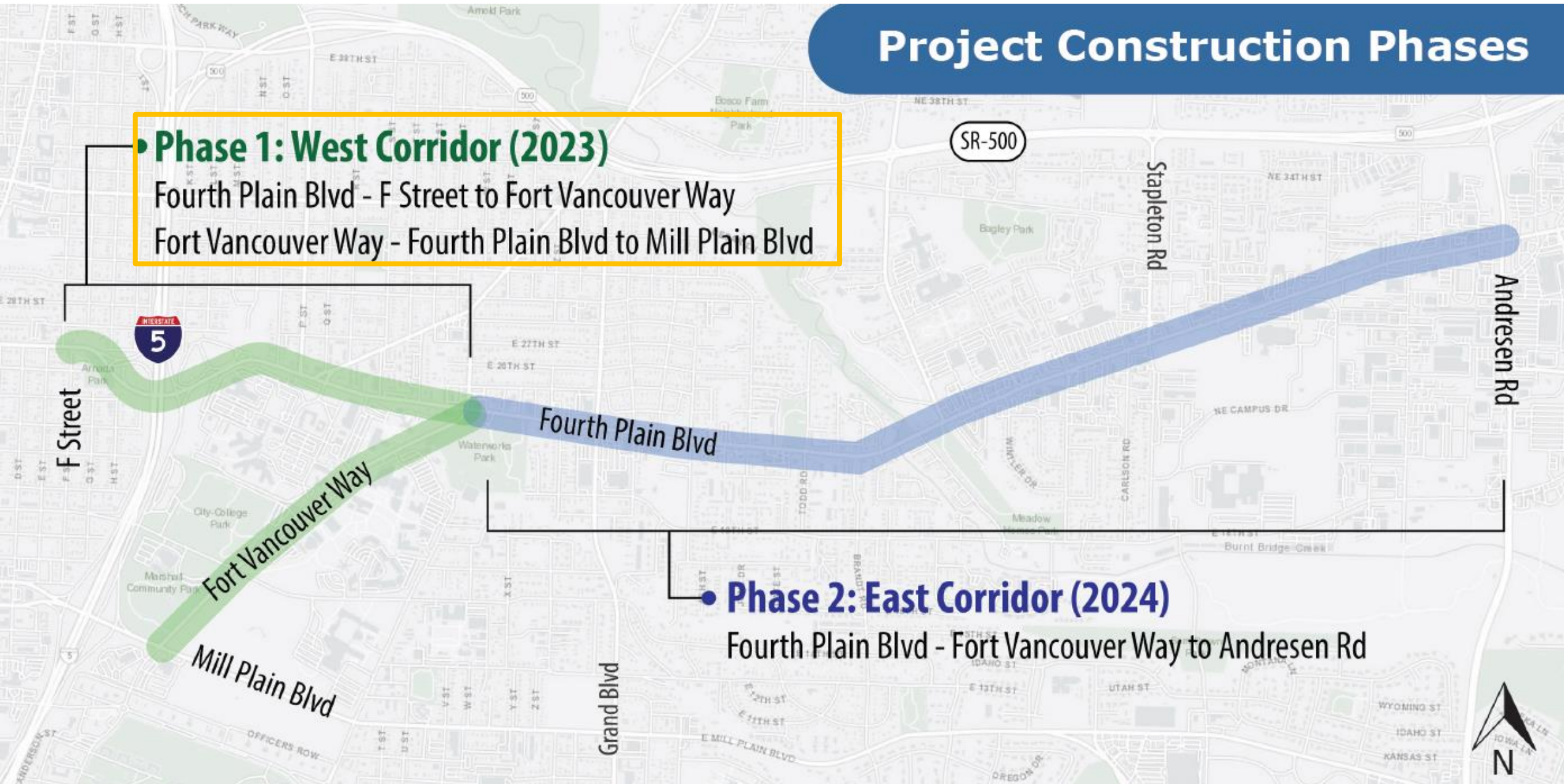
Project Construction Phases

Phase 1: West Corridor (2023)

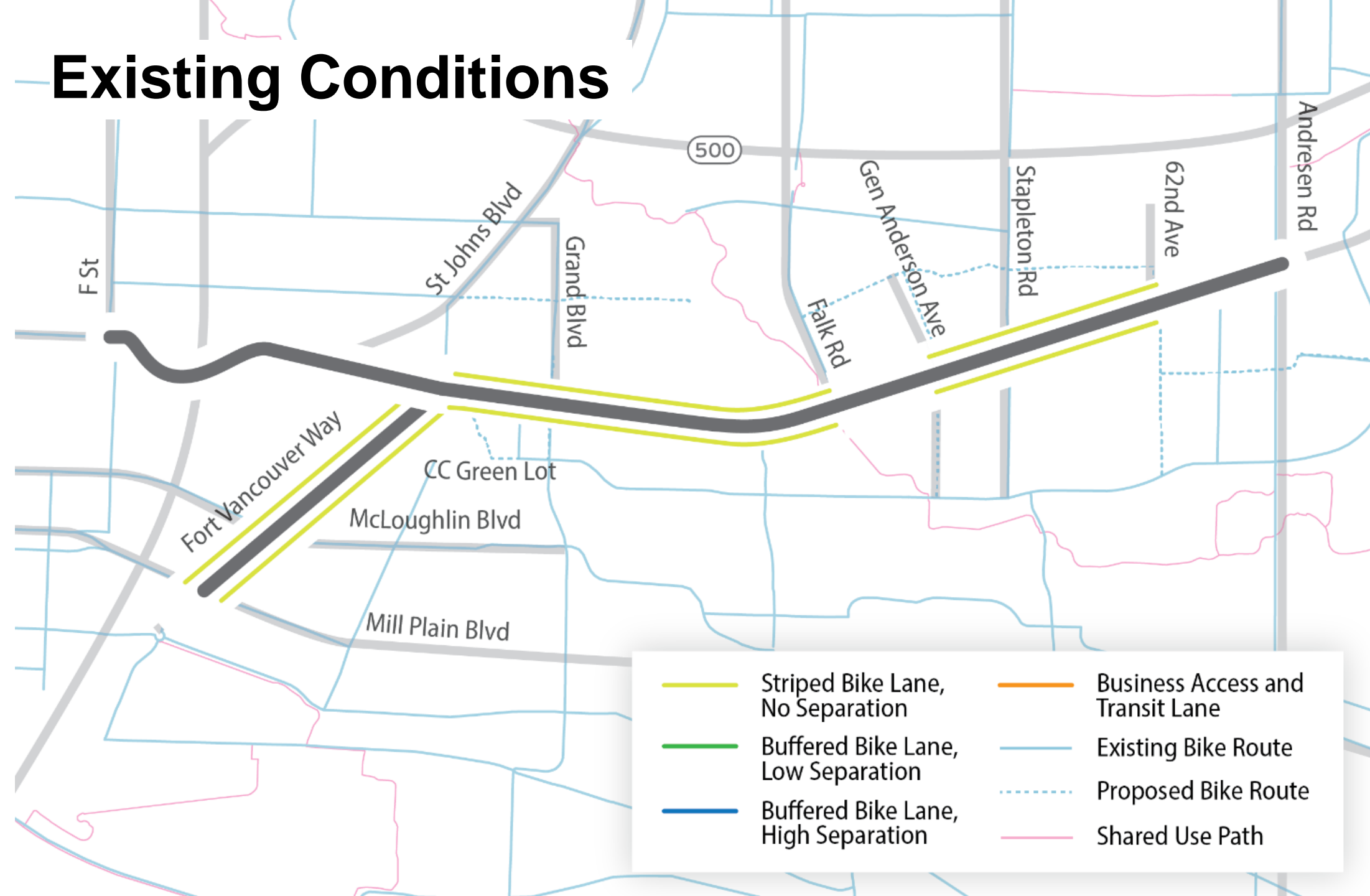
Fourth Plain Blvd - F Street to Fort Vancouver Way
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

Phase 2: East Corridor (2024)

Fourth Plain Blvd - Fort Vancouver Way to Andresen Rd



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 |

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.

Phase 1 Design Options



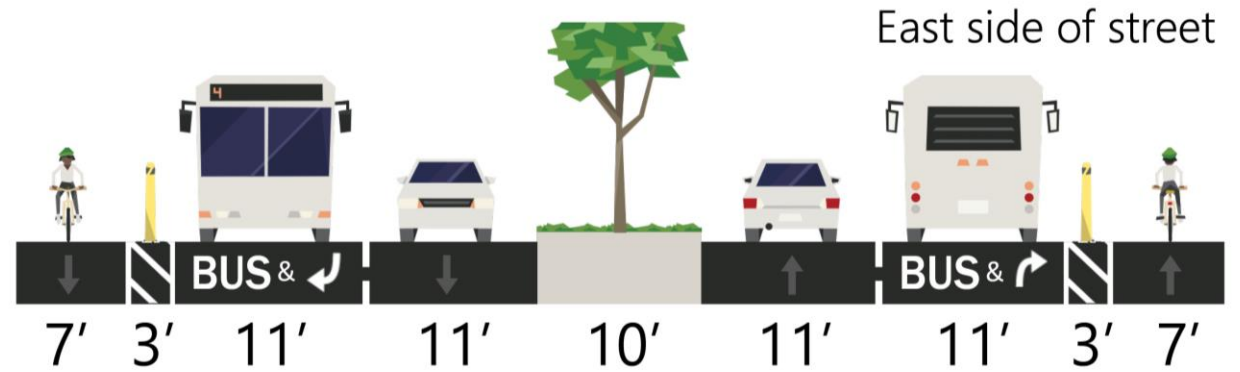
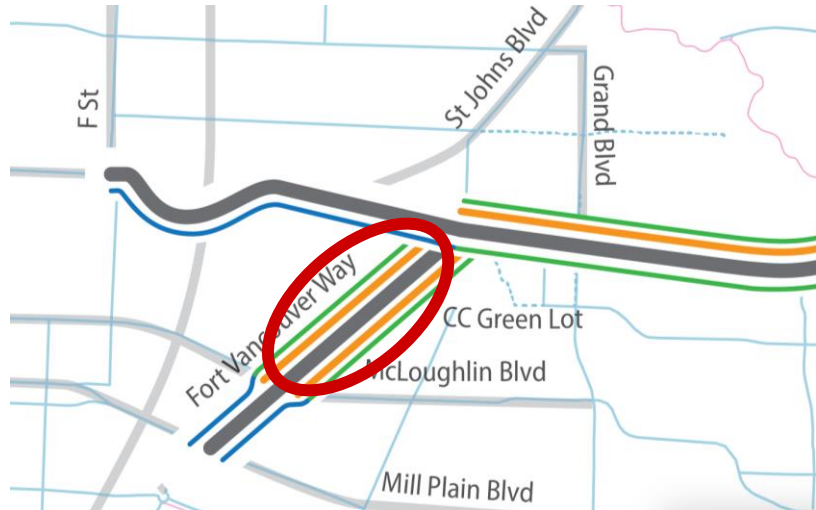
Cycle Track Concept



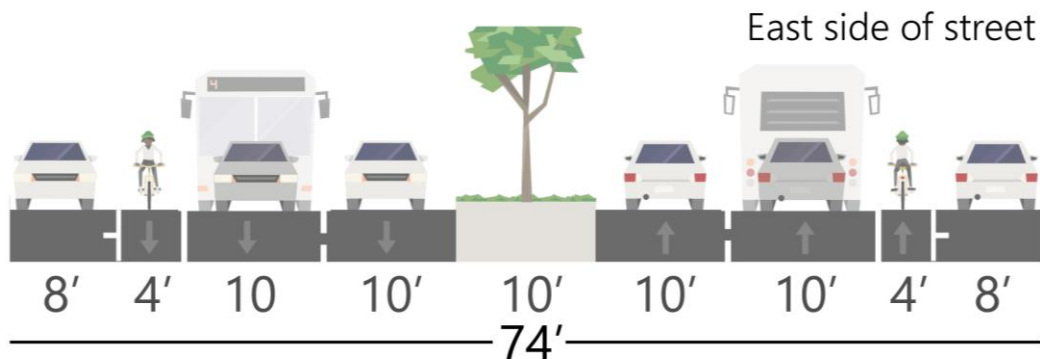
Fourth Plain Blvd
F Street to Ft. Vancouver Way

Fort Vancouver Way

McLoughlin Blvd to Fourth Plain Blvd

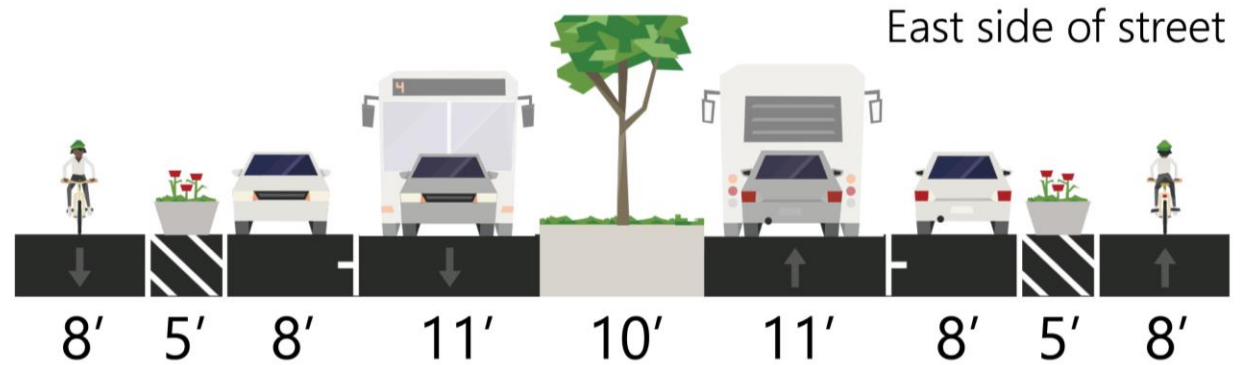


Option B-1/C-1



Existing

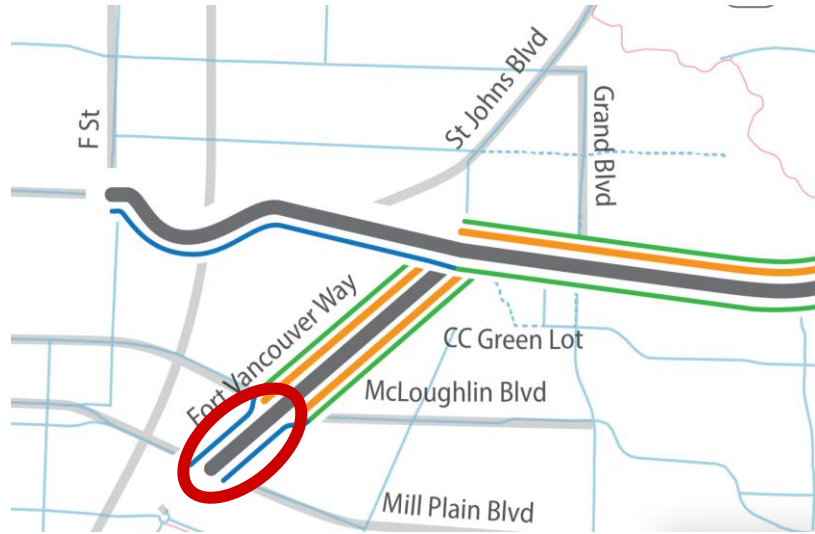
Note: Existing on-street parking is inconsistent.



Option B-2/C-2

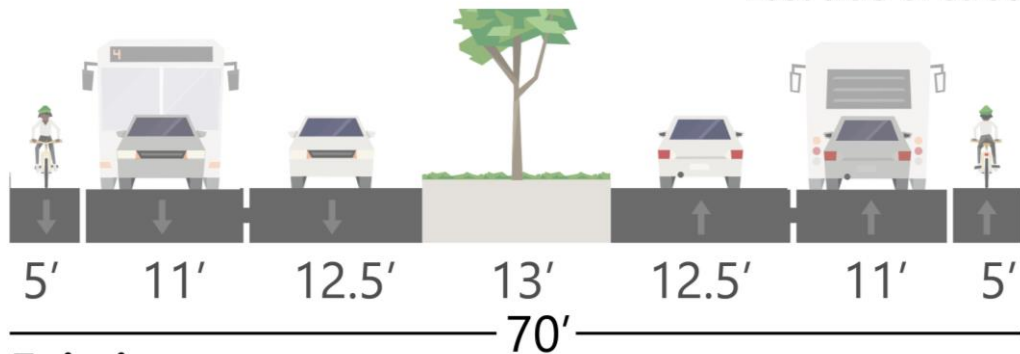
Fort Vancouver Way

Mill Plain Blvd to McLoughlin Blvd

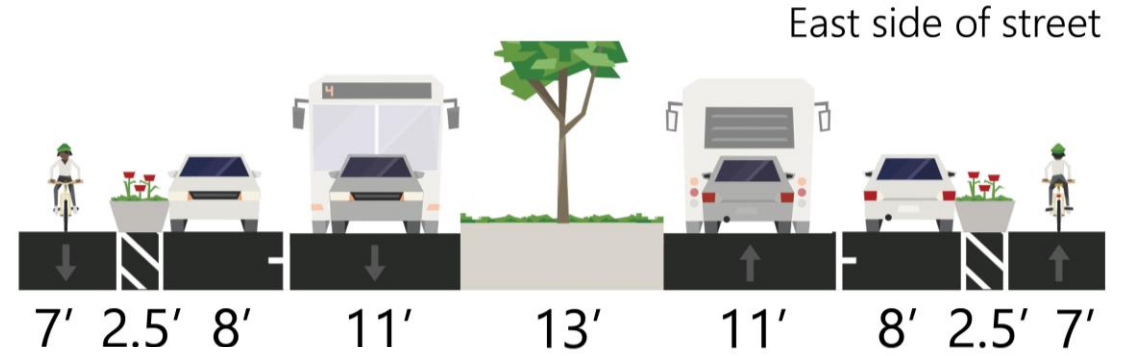


Looking north

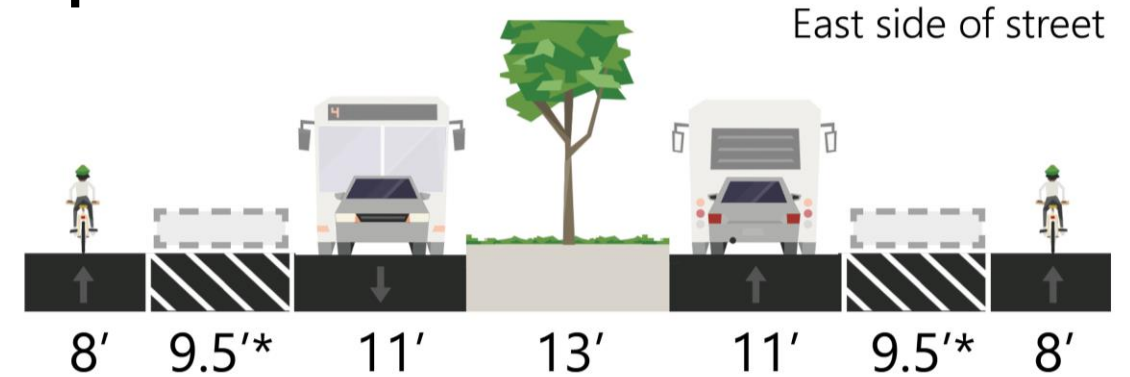
East side of street



Existing



Option A-1



Option A-2

*Buffer type and design TBD

Parking Utilization Study

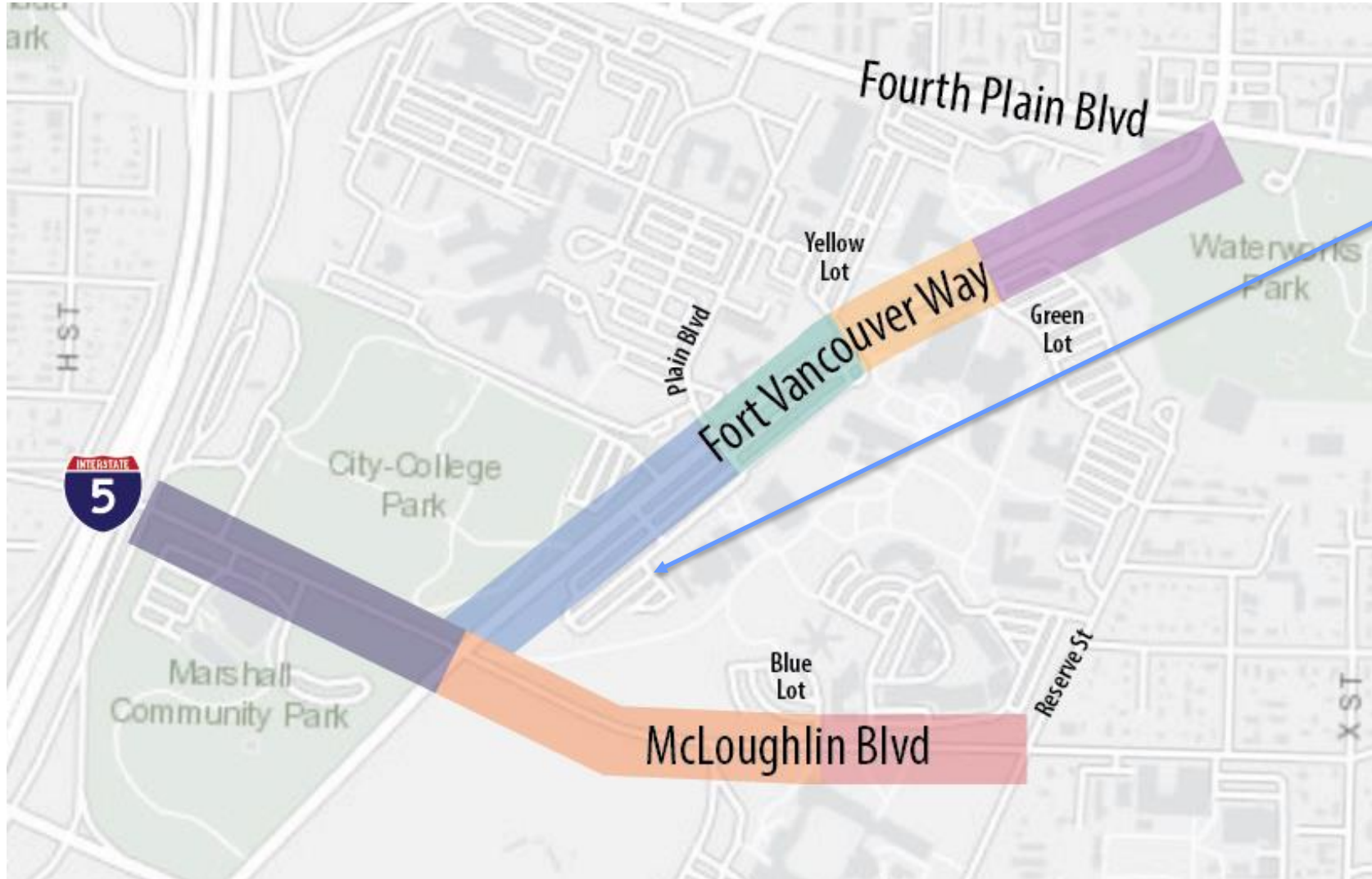
Conducted parking utilization study in mid-September

- **Fort Vancouver Way, McLoughlin Blvd, and Marshall Center Parking Lot**
- Parking utilization information was collected hourly from 8am - 6pm on Wednesday and Thursday, and from 9am – 3pm on Saturday

Parking utilization showed:

- Parking use was generally "low" or "moderate"
- Segment with highest utilization was between McLoughlin and Plain Blvd.
- Most parking spots occupied were RV/trailers that remained in the same location throughout observation
- Very low usage between Yellow Lot and Fourth Plain Blvd
- Ample off-street parking options adjacent to Fort Vancouver Way

Ft. Vancouver Way – Parking Utilization Study



Fort Vancouver Way

- 41-78%
- 0-70%
- 0-14%
- 0-31%

McLoughlin Blvd

- 0-54%
- 1-44%
- 0-24%

Parking Utilization Weekend Findings

Conducted parking utilization study Saturday, Sept 26 9am - 3pm

Parking utilization showed:

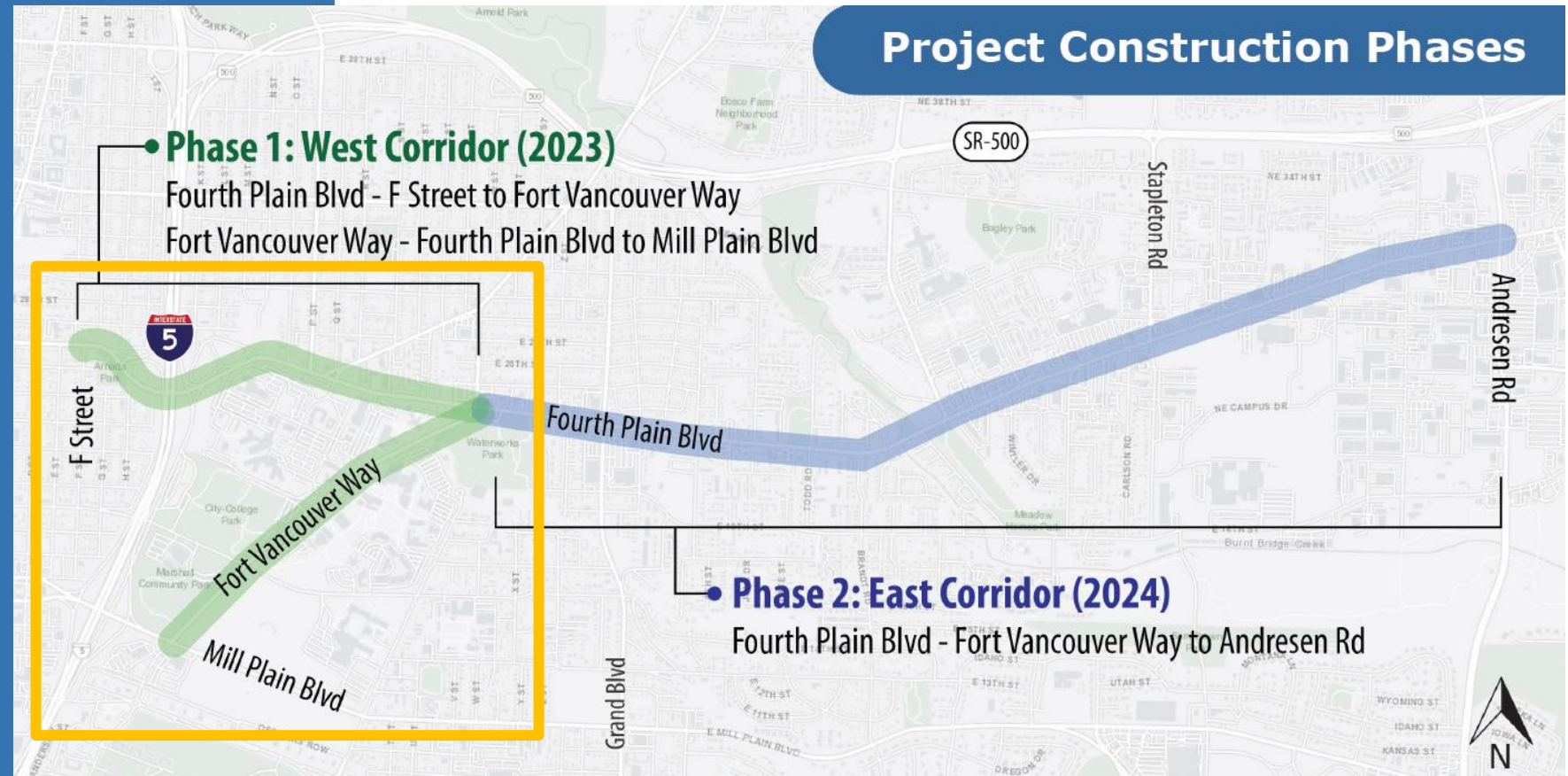
- Marshall Center lot averaged ~60% occupancy on Saturday
- Street parking on McLoughlin near Marshall Center not heavily used
- Some use during events, but largely empty
- City Parks staff note that parking areas have adequate capacity and is anticipated to meet needs of future demand at Harpers Playground
- On-street parking on Ft. Vancouver Way did not have observed use on weekends

Parking Considerations

- Our utilization study supports Clark College staff's recommendation that on-street parking is not needed along Ft. Vancouver Way and may be removed without significant parking constraints
- Marshall Center and surrounding facilities have approx. 200 total spaces and parking on south-side of McLoughlin. Four back-in spots used regularly, others along McLoughlin less frequently
- Director of Marshall Center notes that parking demand is somewhat low because of park closures and Clark College hybrid schedules
- Parks staff noted that a recent large events have not strained existing parking, and anticipate that existing lots will accommodate new visitors to Harpers Playground and will include a significant number of accessible parking spaces.

Recommendations

- Staff recommendations for Phase 1 – the western corridor segments that will be repaved in 2023.



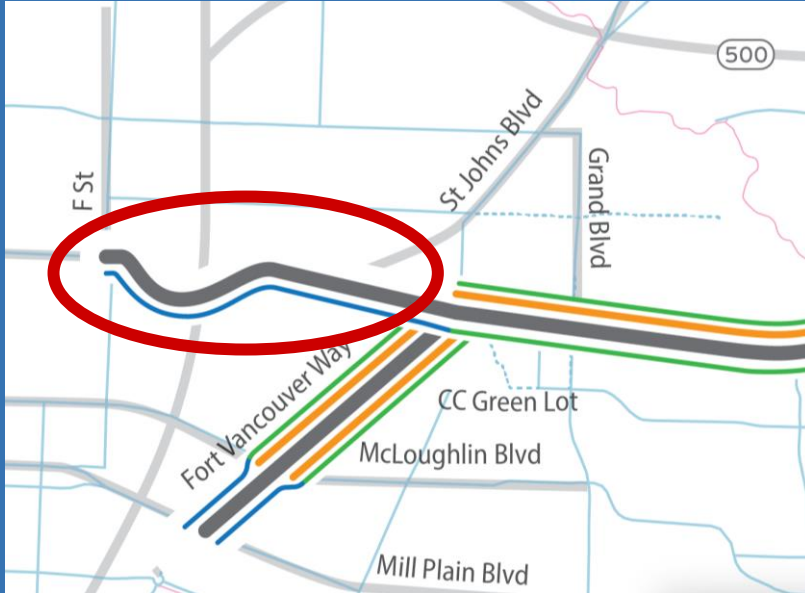
Evaluation

- Previously developed evaluation framework – Council provided comment in July
- Evaluation framework aids selection of the preferred alternatives
- Alternatives scored as follows:
 - Best addresses criterion or provides greatest benefit
 - ◐ Partially addresses criterion or is neutral
 - Does not address or poorly addresses criterion

Preliminary Recommendation

Fourth Plain, F Street to Ft. Vancouver Way

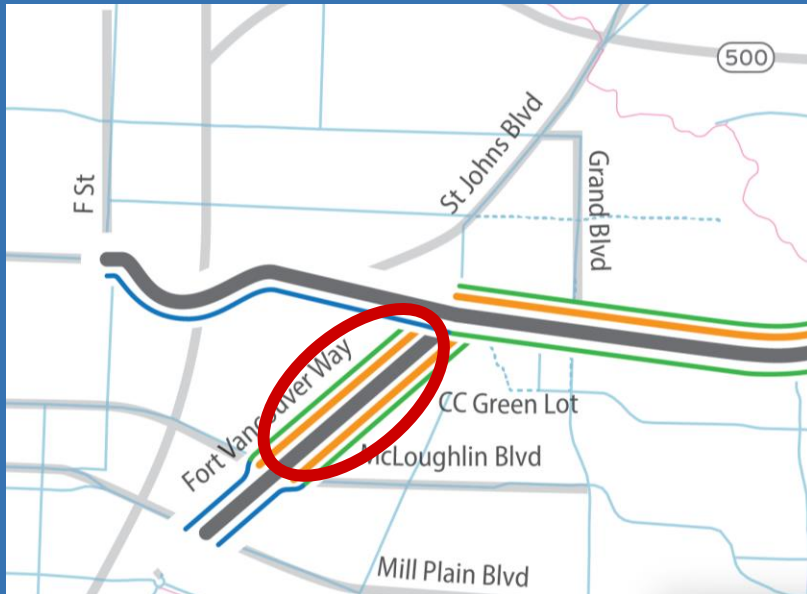
- Implement **two-way cycle track** on south side of Fourth Plain



Evaluation – Fourth Plain

Criteria	No Build (do nothing)	Cycle Track Concept
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	<input type="radio"/>	<input checked="" type="radio"/>
Safety improvement for all users of the corridor	<input type="radio"/>	<input checked="" type="radio"/>
Greenhouse gas (GHG) reduction	<input type="radio"/>	<input checked="" type="radio"/>
Equitable outcomes	<input type="radio"/>	<input checked="" type="radio"/>
Access to businesses, jobs, services, parks and recreation, education	<input type="radio"/>	<input checked="" type="radio"/>

Preliminary Recommendation



Ft. Vancouver Way between McLoughlin and Fourth Plain

- Prioritize cycling and transit modes
- Add buffered mobility lanes and BAT lanes
- Remove on-street parking north of McLoughlin

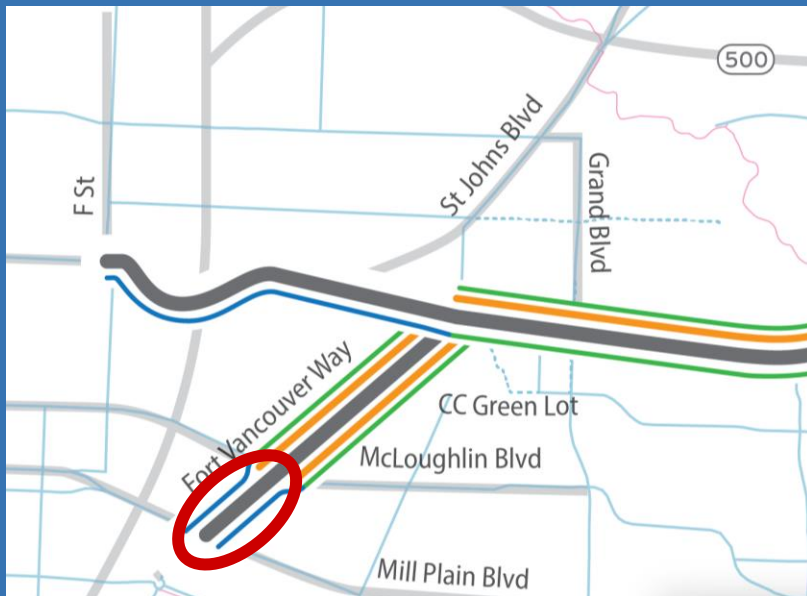


Evaluation – Ft. Vancouver Way

McLoughlin to Fourth Plain

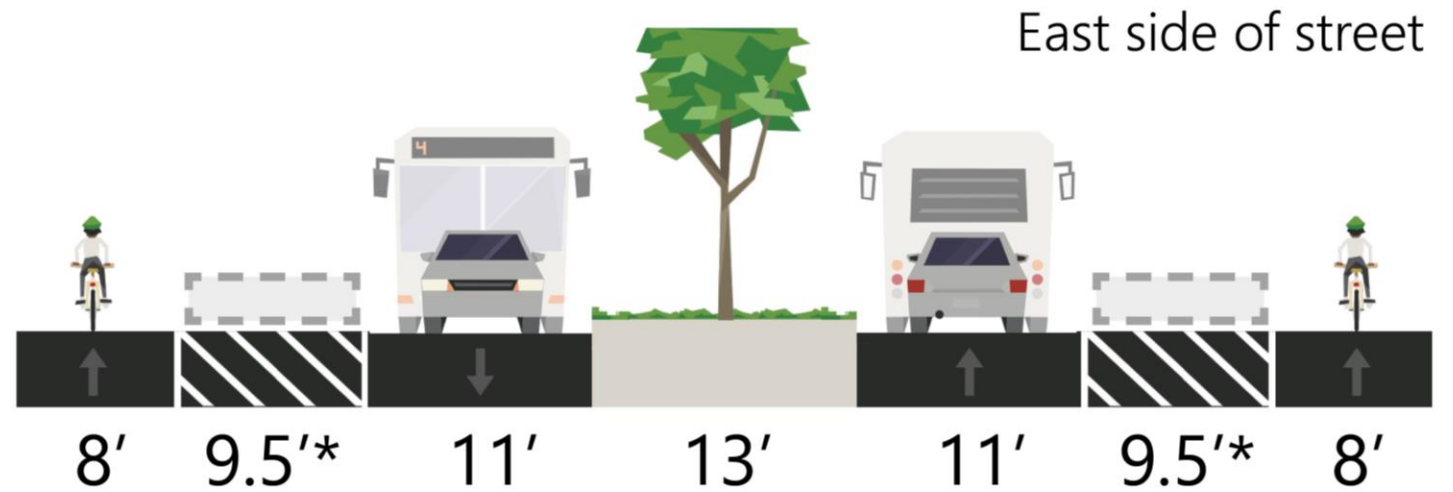
Criteria	No Build (do nothing)	Option 1 Mobility lanes and transit priority emphasis	Option 2 On-street parking emphasis and mobility lanes
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	○	●	◐
Safety improvement for all users of the corridor	○	●	●
Greenhouse gas (GHG) reduction	○	●	◐
Equitable outcomes	○	●	●
Access to businesses, jobs, services, parks and recreation, education	○	●	●

Preliminary Recommendation



Ft. Vancouver Way Between Mill Plain and McLoughlin

- Add buffered mobility lanes between Mill Plain and McLoughlin



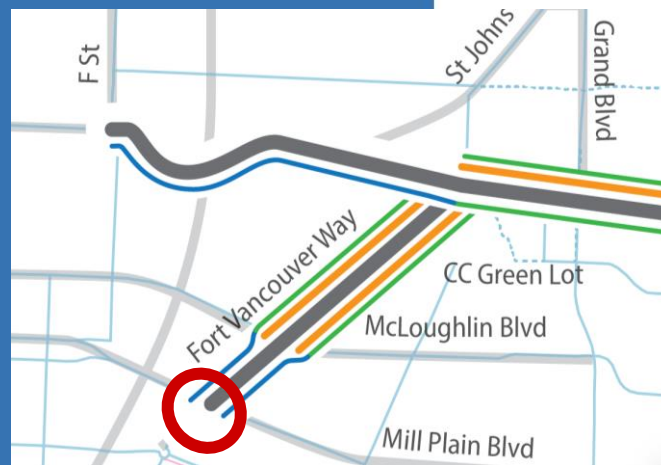
Option A-2

*Buffer type and design TBD

Preliminary Recommendation

Ft. Vancouver Way Between Mill Plain and McLoughlin

- Retain two “receiving lanes” for left turns from Mill Plain onto Ft. Vancouver Way, then transition to buffered mobility lane



Evaluation – Ft. Vancouver Way

Mill Plain to McLoughlin

Criteria	No Build (do nothing)	Option 1 On-street parking emphasis and mobility lanes	Option 2 Mobility lanes priority
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Safety improvement for all users of the corridor	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Greenhouse gas (GHG) reduction	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Equitable outcomes	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Access to businesses, jobs, services, parks and recreation, education	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

Project Team Recommendation

Based on the findings in the staff report and information presented here, staff recommends that the Commission forward a recommendation to the City Council to advance the following design concepts for Phase I of this project:

- Alternative 1 on Fourth Plain between F Street and Fort Vancouver Way (south side cycle track)
- Alternative 2 on Fort Vancouver Way between McLoughlin and Fourth Plain (remove parking, add BAT lane and buffered mobility lanes)
- Alternative 2 on Fort Vancouver Way south of McLoughlin to Mill Plain (repurpose travel lane for wide-buffered mobility lane on each side, with a taper from two receiving travel lanes on the northbound side of the south end of the segment)

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

