

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995

www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Alexander Hubert • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

July 5, 2022

Time: 4:03 – 8:00 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:10)

The July 5, 2022 meeting of the Transportation Mobility Commission was called to order at 4:03 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Alexander Hubert, Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

Absent: Corey Grandstaff

ACTION ITEMS

ADOPTION OF MINUTES (01:20)

Motion by Commissioner Edwards, seconded by Commissioner Paine, and carried unanimously to approve the June minutes as written.

STAFF COMMUNICATIONS (02:40)

Rebecca Kennedy, Deputy Director of Community Development, presented a draft letter from the TMC to City Council in support of the Interstate Bridge Replacement Program Modified Locally Preferred Alternative. Staff highlighted the changes that were made to the original draft based on feedback received from the Commission. Commissioner Williams addressed the idea of a tunnel and referred to the IBR reports and documents that address that option, including the barriers to that option including cost, interchange options for Hayden Island, accident management, and access to Highway 14.

Motion by Commissioner Ruggles, seconded by Commissioner Hubert, and carried unanimously to send the letter as written to City Council.

WORKSHOP ITEM (18:34)

Sidewalk Program (Ryan Miles, Public Works Street Operations Program Manager)

Rebecca Kennedy introduced the workshop. Ryan Miles presented background information of the program, including program history and funding structure, the inventory of sidewalks in the City, and the processes through which sidewalks are added or repaired. Sidewalk maintenance and improvement is the responsibility of the adjacent property owner. The City is responsible for sidewalks abutting to City owned and maintained properties, curb ramps, and transit and school routes. Staff described the

enforcement process to address sidewalk deficiencies, vegetation, or obstructions. Staff provided an overview of the sidewalk café program, and the street eats program.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Amount of time it takes from start of the complaint process to repair of the sidewalk. Staff responded that often the repair happens more quickly than the maximum allowed 5 months. The longer time allows for the owner to plan and finance the repair.
- Consideration for a citywide bond to address sidewalk repair. Staff responded they haven't been part of that discussion. Seattle did something similar a few years ago, where the City took responsibility for repair and maintenance of the sidewalks.
- The City currently has a program for housing retrofits for income-eligible households, and whether the City has considered if there could be something similar to support the repair of old sidewalks. Staff responded they thought this was financed through CDBG and HOME funds and that we would need to identify a source of funding to do something similar for sidewalks, but it is one model we can look at as an example.
- Neighborhood association assistance for sidewalk maintenance and repair. Staff responded it would be a good idea, especially to address vegetation.
- Suggestion for the sidewalk café and street eats program, when the inspection of occupancy is conducted, informing the business of the program and how to participate to encourage participation and compliance.
- For curb ramps, are there federal criteria for compliance as well as funding? Staff responded there is defined criteria for curb ramp compliance, and the federal funds that are distributed to support this flow through the State. The City does apply for grants and funding, but there isn't a dedicated program to fund repairs and upgrades for curb ramp compliance.
- The cost to infill missing sidewalks and considerations about impacts that this can have on landscaping and trees in the planning strip. Is there a process to evaluate areas where the need is more critical to infill missing sidewalks? Staff responded they have gone through a prioritization process and will focus on integrating key segments into the Transportation Improvement Program (TIP) based on the prioritized project list that comes out of the Transportation System Plan update.
- Consider using the equity index to evaluate where the need is greater.

The presentation continued with changes the City would like to implement to improve the program, including updates to the Vancouver Municipal Code (VMC), a homeowner grant program, and a City financial assistance program.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Regarding the financial assistance program and if the interest goes directly to the cost? Staff responded this program would be modeled on the City's existing Sewer Connection Incentive Program (SCIP), and payments would fund future work for the program to continue to infill sidewalks.
- Consider sharing the work and cost for repairs among neighbors who will benefit from the repaired sidewalks.

WORKSHOP ITEM (1:08:33)

SE 34th Street Safety and Mobility Project (Rebecca Kennedy, Deputy Director, CDD; Kendra Breiland, Principal, Fehr & Peers)

Rebecca Kennedy introduced the workshop and provided an overview of the project.

Kendra Breiland presented the project goals, the public outreach process, the responses to the public outreach survey and the priorities of the survey respondents. The presentation continued with the traffic analysis, looking at existing conditions, repurposing travel lanes, and modeling for traffic volumes in 2027 and 2040.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Adding of stop signs. Staff responded there are no new stop signs, but there will be intersection modifications, like repurposing lanes to go from two lanes to one.
- At the intersection with SE 164th Ave., don't see many people going straight at that intersection, most are turning left. Staff indicated they would look at the details of that part of the model. The models take a conservative look at the future of traffic and the five-year model prediction tends to be more accurate than the twenty-year model analysis.
- The impacts on streets that feed into SE 34th Street. Staff responded the intersections with stop signs show the delay on the feeder streets, rather than on SE 34th Street.

Staff continued the presentation with a summary of the traffic analysis, design elements such as buffered bike lanes, and safety enhancements such as a hawk beacon and modular bus platforms. Next steps for the project include continued community feedback, design considerations, and wrapping up the work by September so the micro-surfacing pavement treatment can occur in Summer 2023.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Prefer bike boxes at intersections rather than vehicles turning right through the bike lane.
- Anticipate the wide bike lanes will be popular for biking, so should consider narrowing the buffer by a few feet to accommodate more bike traffic.
- The process and next steps on this project. Staff responded the TMC will make a recommendation to City Council on the final conceptual design plan. Staff anticipate bringing this back in September for a vote on the final design.
- An attractive project to encourage people to get out of their cars and bike.
- If the buffer is narrowed, does it still allow for bus platforms. Staff indicated it likely would but will confirm and bring this back at the next workshop. There is flexibility to adjust the width of bike lanes and buffers and use signs to direct bike traffic to accommodate bus platforms.
- Whether traffic modeling for 2040 considers new developments and the increase in traffic from projects such as the Vancouver Innovation Center, Vancouver HQ, and Section 30. Staff confirmed that model assumes full build out of all of those developments and the traffic they will generate.

COMMUNITY FORUM

There were no members of the public present in person or online to speak during community forum.

WORKSHOP (01:53:19)

Transportation System Plan Update (Rebecca Kennedy, Deputy Director, CDD; Tom Brennan, Nelson Nygaard)

Rebecca Kennedy introduced the workshop, which focused on the draft list policies, programs, and projects the TSP will recommend, the overall project schedule, Council's recent feedback and endorsement of the projects goals including clear direction to elevate the goals of equity, safety, and climate above others.

Tom Brennan, Nelson/Nygaard, presented themes from the public input process and the draft big ideas. The first big idea is to support thriving neighborhoods through 15-minute neighborhoods, street connectivity, green streets, and community streets.

The bullets below summarize the Commissions questions and staff responses to the first big idea:

- The coordination process for other communities in the region. Staff responded the Regional Transportation Plan is coordinated through Metro and the Regional Transportation Council. They work to integrate projects and programs and manage the regional model for land use and transportation priorities. The TSP will feed into the RTP, along with the forthcoming update of the City's Comprehensive Plan and adopted subarea plans. There is an annual process where RTC works with the jurisdictions in southwest Washington to review the plans, which feed into the RTP and the regional model.
- Coordination with Clark County for this project. Staff responded the County has a seat on the technical advisory committee for this project and that City transportation planning staff work closely with the staff at the County.

The second big idea is to create complete corridors including updating street standards, using people-based metrics, adopting a vision zero policy, and an updated project delivery system.

The bullets below summarize the Commissions questions and staff responses to the second big idea:

- The coordination process to integrate other aspects of planning for placemaking and considering the experience of traveling in the community. Staff agreed that connecting services and functions is important and is part of the goal and will be part of the modal network component of the TSP. They also noted that there are ongoing maintenance and security issues to address with trails and walking paths.

Goal three is connecting people with transit, including access to transit, quality of access, enhanced transit corridors, and high quality transit to enhance land use.

The bullets below summarize the Commissions questions and staff responses to the third big idea:

- The City's approach to encourage employers to allow buses to go through business campuses. Staff responded if it's private property of the business, they would control whether buses have access to their site. The City can help to coordinate that discussion between transit and businesses.

Goal four is to build low stress networks, including standards for network density, considering all ages and abilities, pedestrian priority streets, bicycling and walking programming and staff needs, and managing motor vehicle speeds.

The bullets below summarize the Commissions questions and staff responses to the fourth big idea:

- Consider an educational component for drivers to understand how to interact with cyclists and other people in the street.
- What is the ideal width of bike lanes? Staff responded physical separation from the traffic lane is an important part for bike safety. In the past, lanes were five feet wide and the only separation between bikes and cars was a stripe on the pavement. Now, the bike lane is a minimum of five feet wide with a buffer of two feet with physical separation. This is an evolving process, and we can consider now what our bike facilities need to be like for the future, balanced with the other needs for roadway space.

Goal five is to make growth a benefit for all, including development review processes and regulations that advance transportation policies, parking management and transportation demand management strategies identified in the TSP.

The bullets below summarize the Commissions questions and staff responses to the fifth big idea:

- Safe bike parking would encourage more people to bike to places; charging infrastructure for e-bikes should be included.
- Parking management and requirements. Staff responded the recommendations in the TSP will flow into the Comprehensive Plan. Staff will continue to look at parking from both land use as well as transportation perspectives.
- The City's Transportation Demand Management program. Staff responded that the City has an existing program with several components, some of which are currently on pause and being re-evaluated. As part of this, the City manages a Commute Trip Reduction (CTR) program for all of Clark County, in alignment with the State of Washington Commute Trip Reduction Law, which impacts large employers. . Within the Transportation Planning Team, there is a dedicated Transportation Demand Management Coordinator position that manages this work. Staff are planning to expand the program to include a residential program to provide resources to people when they move regarding biking, transit, and other transportation options.
- A workshop for Commissioners from different Commissions to meet and have coordinated conversations about these big projects that have overlap with other aspects of the City.

Goal 6 is about embracing the future, including data collection and monitoring, technology for systems management, electrification of vehicles and infrastructure, and emerging mobility options.

- Plans for EV charging stations in existing buildings. Staff responded this may be more of a land use issue. Many cities are looking at dense housing and prioritizing public charging in those locations. Another strategy is identifying commercial locations and locations in the public right-of-way (ROW) that are accessible to anyone.
- Skateboarding is not allowed on streets or sidewalks, but we might consider allowing it in mobility or bike lanes as they are improved. Staff responded that's something to consider and work through how to manage people traveling on different devices and at different speeds.
- How do we create active transit corridors, how do we turn streets over to bikers and other mobility options?
- Excited to see the green wave in the list of Policies, Programs and Projects.
- Focus is often on capital improvement projects, but didn't see a lot on maintenance, budget, commitment, resources, and technology to maintain all this.
- The work we're discussing is more affordable and inclusive than highway and freeway maintenance.

COMMISSION COMMUNICATION (3:19:08)

Commissioner Jackson suggested including short segments on up and coming transportation ideas and projects.

Commissioner Williams recommended taking the tour at the Port of Vancouver. It was very interesting, informative, and useful.

ADJOURNMENT 8:00 PM

Eduardo Ramos, Chair

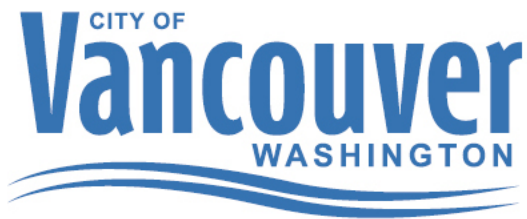
Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us



Transportation System Plan Update

Transportation and Mobility Commission
September 6, 2022



Rebecca Kennedy, Deputy Director, Community Development Department
Thomas Brennan, Consultant Project Manager, Nelson\Nygaard Consulting

Agenda

- Project Objectives
- Modal Networks
- Prioritization Framework
- Next Steps



Presentation Purpose

Update on Transportation System Plan and feedback requested

Modal Networks

- Review modal networks approach and initial findings; TMC questions and direction on approach

Prioritization

- Review draft project prioritization methodology; TMC questions and direction on approach

Prior TMC Review

Jan 5, 2021

- Intro to TSP Update

Mar 2, 2021

- Existing conditions
- Community outreach

Jun 1, 2021

- Equity analysis

Jul 6, 2021

- Collision dashboard
- Public outreach

Sep 7, 2021

- TSP refresher
- Community transportation values

Jan 4, 2022

- Enhanced transit, equity analysis update
- Opportunities (travel patterns)
- Values outreach results

Mar 1, 2022

- Draft goals framework

July 5, 2022

- Draft Big Ideas and associated Projects, Programs and Policies (PPP)

Project Objectives & Schedule



Outcomes



**Project
Development
Process**

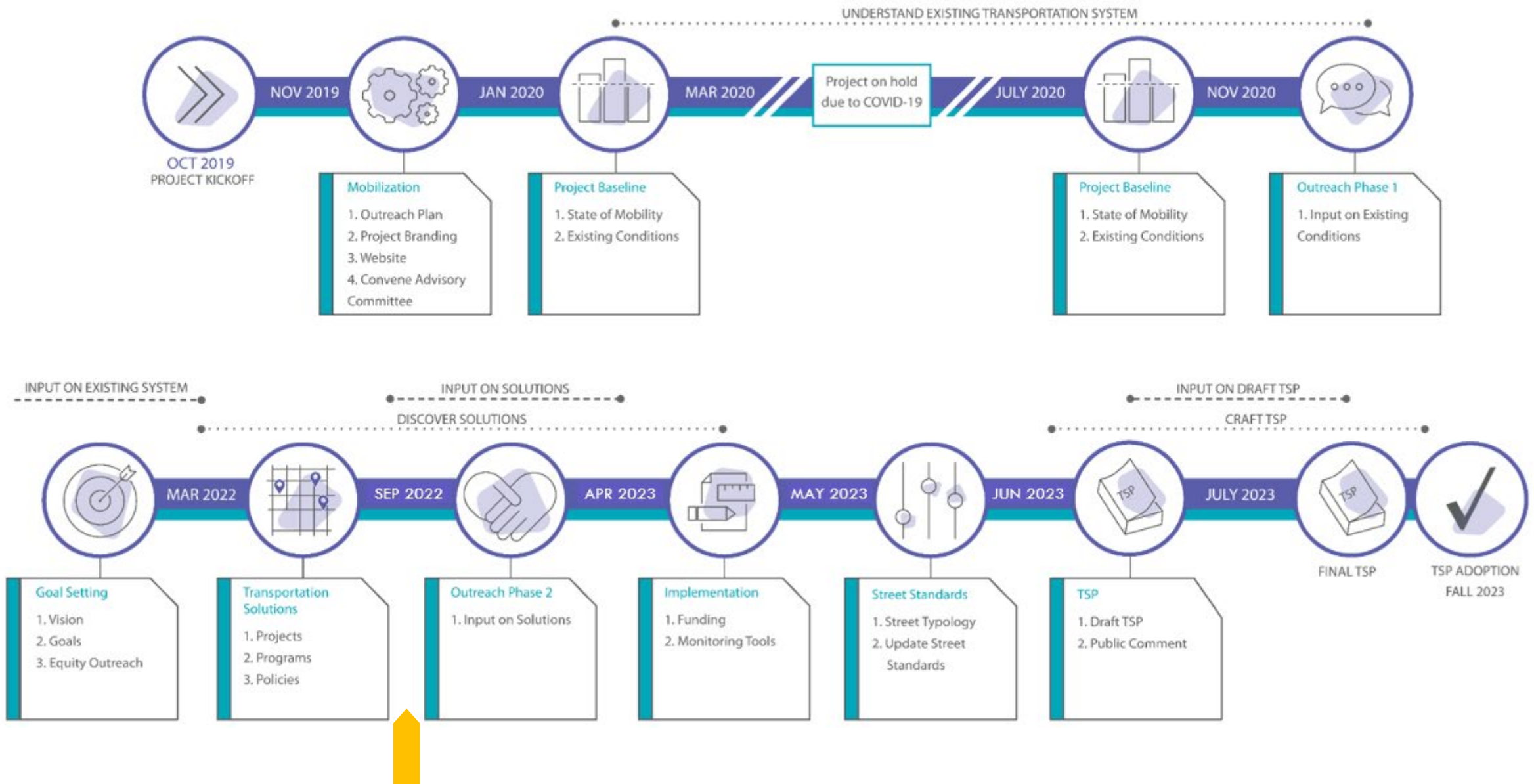


**Comprehensive
Plan Integration**

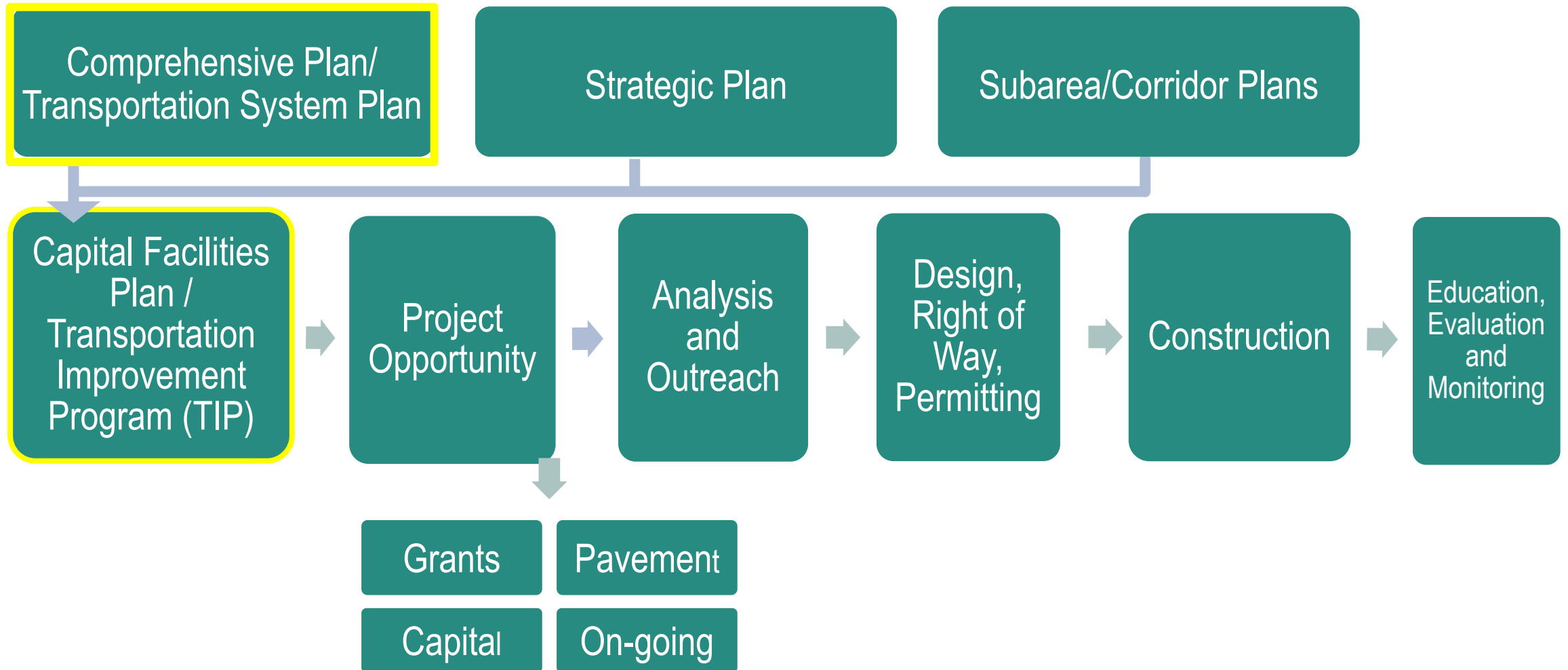
TSP Outcomes:

- Maintain quality of life in a time of growth
- Diversify transportation options
- Prioritize safety
- Respond to community priorities
- Build support for multimodal streets

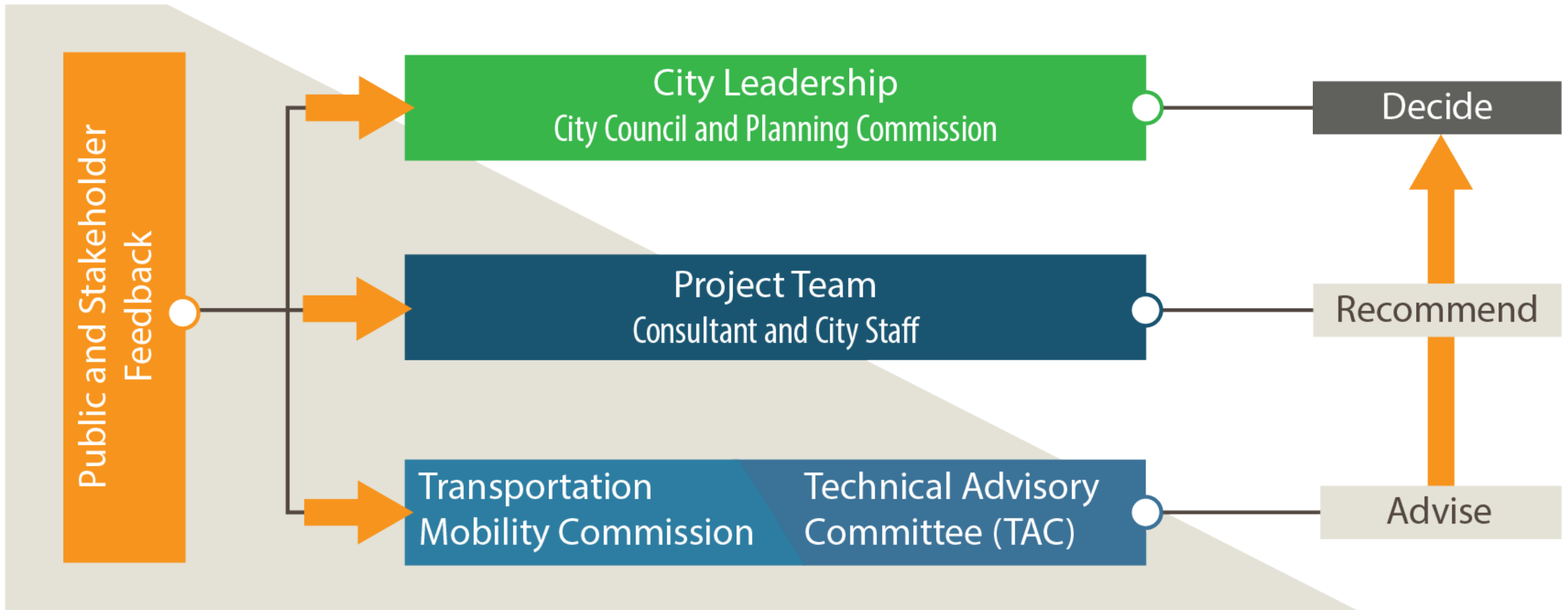




Project Development Process

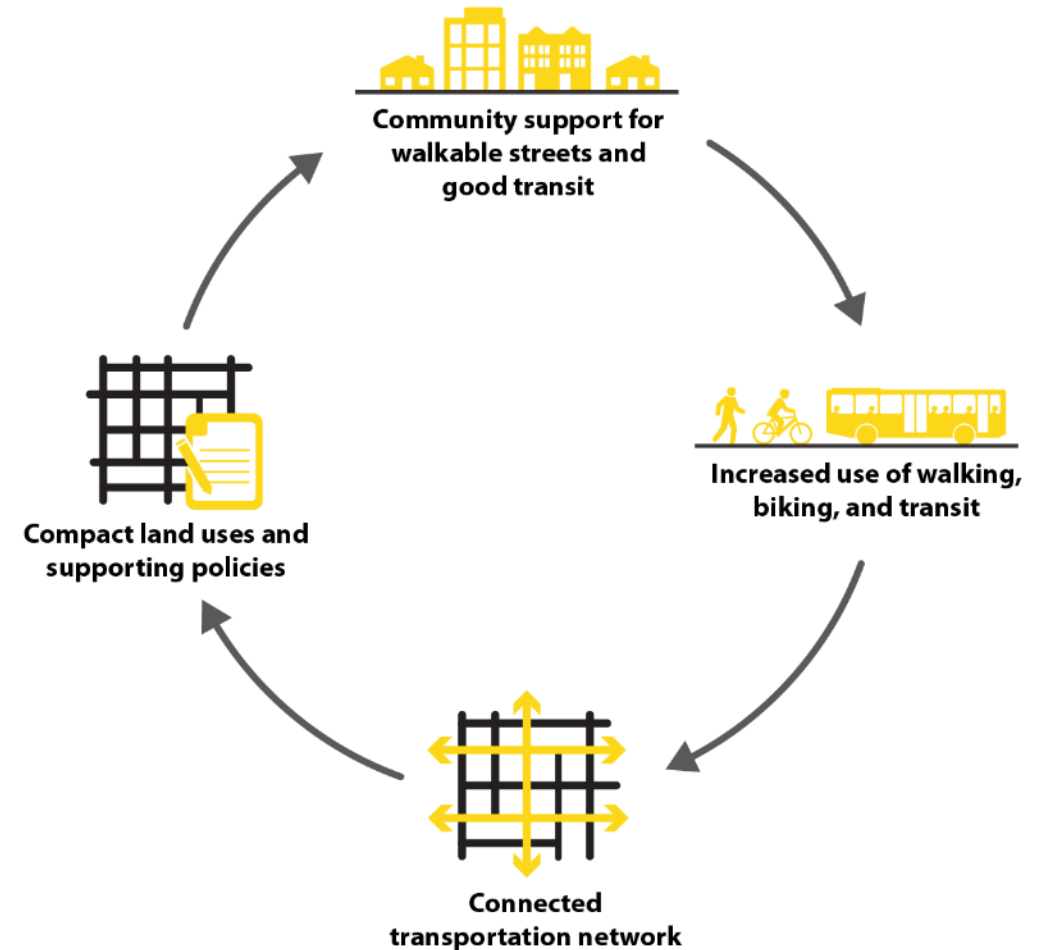


Project Groups



Comprehensive Plan Integration

- Land use and transportation must be integrated to achieve climate, equity, and safety goals
- Comprehensive Plan update process kicking off October/November 2022
- TSP timeline extended to align key aspects of Comprehensive Plan:
 - Goals, policies, programs, projects, and other implementation
 - Primary areas to focus growth (nodes)
 - Necessary land use changes to support overall vision
 - Modal networks
 - Street typology



Modal Networks



**Low-Stress Active
Transportation
Networks**



**Enhanced Transit
Network**



**Street Network and
Complete
Corridors**

Modal Networks and the TSP

- The TSP provides facility selection policies, design standards, and targets
- Designated networks define the long-term vision and lead to capital projects
- Prioritization (next section) identifies highest priority locations and determines phasing

Modal Networks

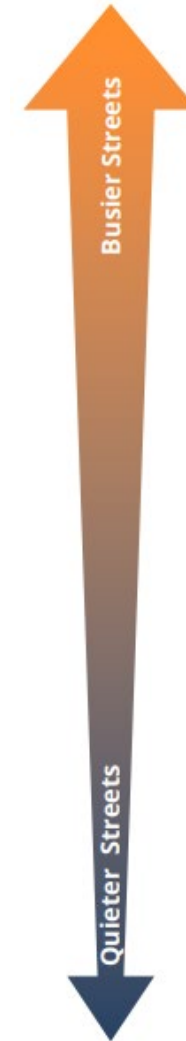
- Walking and Rolling
- Mobility (Bicycle and Small Mobility)
- Transit
- Freight (TBD)
- Complete Corridors

Low-Stress Walking & Rolling

- Objective: Ensure safe walking access to parks, schools, multimodal hubs, and other community services and destinations.
- Designated pedestrian corridors and centers help us define:
 - Where to develop facilities
 - How to select and design facilities

Low-Stress Walking – Along the Street

- **Today:** Wider sidewalks are required in downtown (12') and subarea plan areas; 5-6' sidewalks everywhere else
- **TSP Policy Framework**
 - **Facility selection:** Choose a more robust facility as traffic speed and volumes increase
 - **Design:** Require wider sidewalks in places with more pedestrian destinations and future growth areas; Expand frontage improvement requirements



WALKING FACILITIES



Low-Stress Walking – Crossing the Street

- **Today:** City Pedestrian Crossing Improvement Policy last updated in 2010
 - Location and design of crossing improvements is based partly on existing pedestrian volumes
 - Design toolbox needs update to include more recent design treatments
- **TSP Policy Framework:**
 - **Location:** Locate enhanced crossings where there are destinations; adopt desired crossing spacing maximums for corridors
 - **Facility selection and design:** Design crossings based on traffic speed and volumes, roadway width, and school zones

Walking & Rolling Network Development

- Pedestrian Centers (in development) are areas with:
 - A high density of both population and employment
 - A mix of existing and planned land uses that enable short trips between places where people live, work, play, shop, attend school, or access transit
 - The presence of essential office/retail/commercial/social destinations that people should be able to access by walking and rolling
 - Comprehensive Plan Center or Corridor designation (previously adopted and in update)

Walking & Rolling Network Development

- Pedestrian Corridors are streets with:
 - Existing C-TRAN service
 - Planned or potential future enhanced transit service
 - Concentrations of destinations
 - Existing or future Neighborhood Greenway designation
 - Comprehensive Plan Corridor designation

Draft Future Low-Stress Walking & Rolling Network

Proposed Pedestrian Network

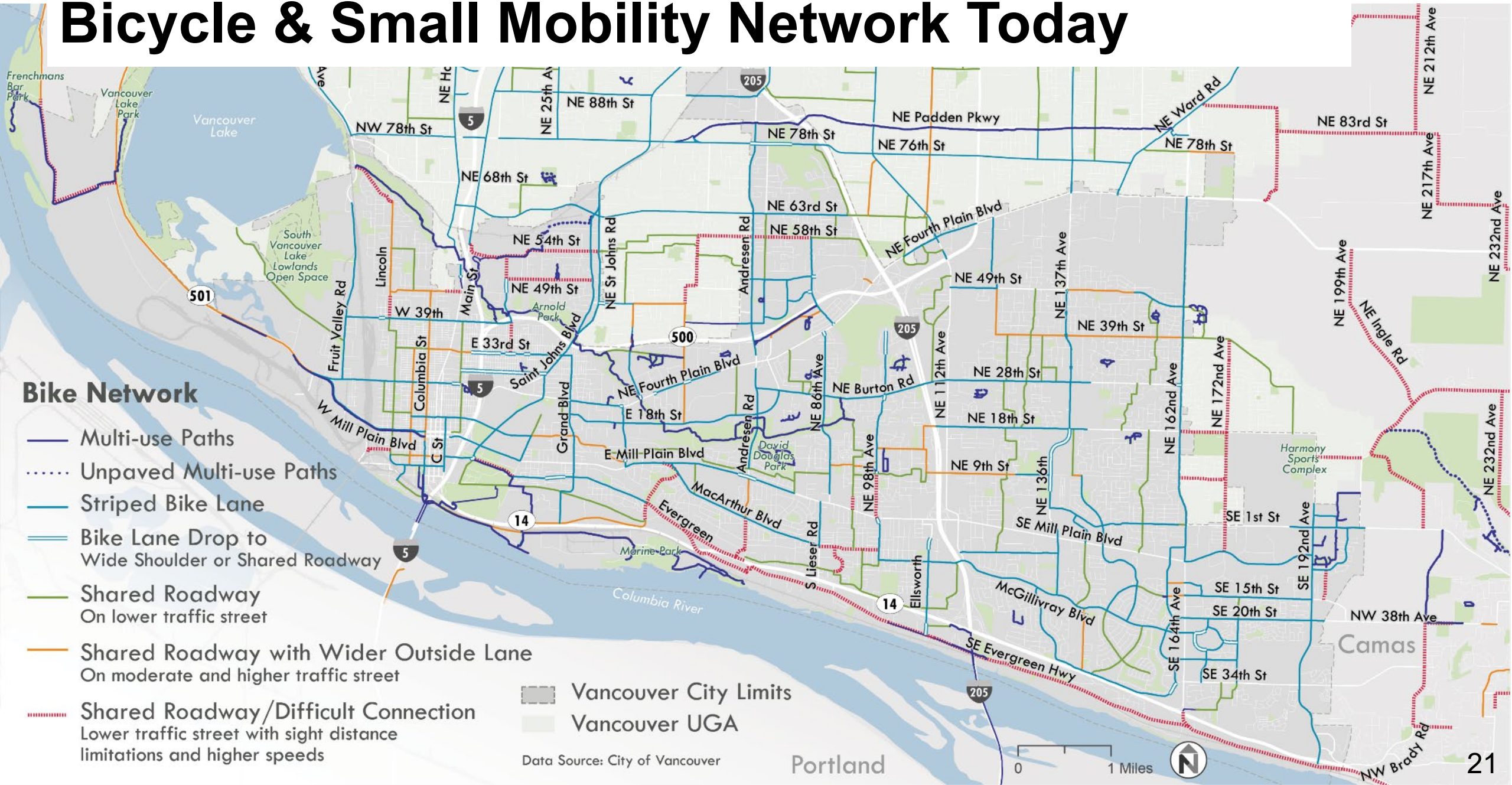
- Vancouver City Limits
- Vancouver UGA
- Pedestrian Corridors
- Neighborhood Greenways
- Pedestrian Ways



Low-Stress Mobility

- Objective: Build a well-connected, high-quality bicycle and small mobility network.
- The designated low-stress network helps us define:
 - Where to develop facilities
 - How to select and design facilities

Bicycle & Small Mobility Network Today

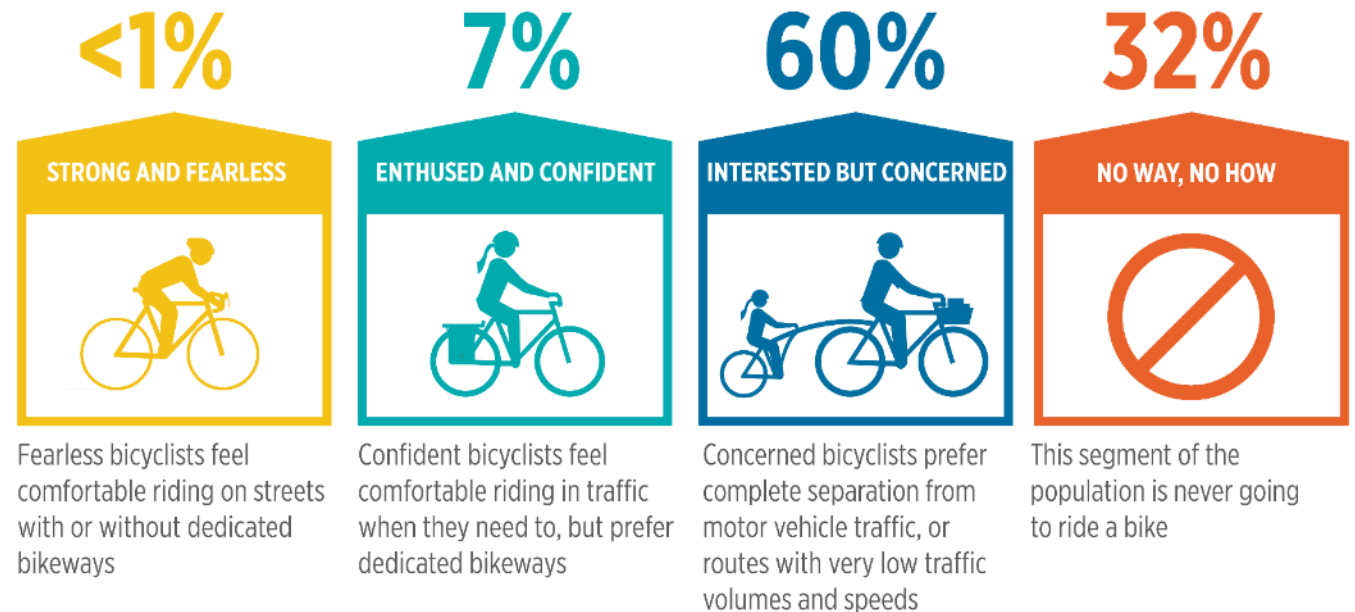


Low-Stress Bicycle & Small Mobility Network

- **TSP Policy Framework:**

- **Location:** Aim for a citywide network with a low-stress facility approximately every half mile
- **Facility selection and design:** Design facilities to be comfortable for all ages and abilities regardless of mode of travel based on the speed, volume, and width of the street

TYPES OF BICYCLISTS



This research has not yet been conducted for people who use other types of small mobility

What Does a Low-Stress Facility Look Like?

- On streets with very low traffic volumes and speeds, neighborhood greenways combine shared lane markings, traffic calming, wayfinding signs, and crossing improvements at major streets
- On streets with high volumes and/or speeds, shared-use paths or protected lanes with a vertical separation element provide a low-stress experience
- On medium-sized streets, striped or buffered lanes can be low-stress; on larger streets they are comfortable for confident or fearless riders



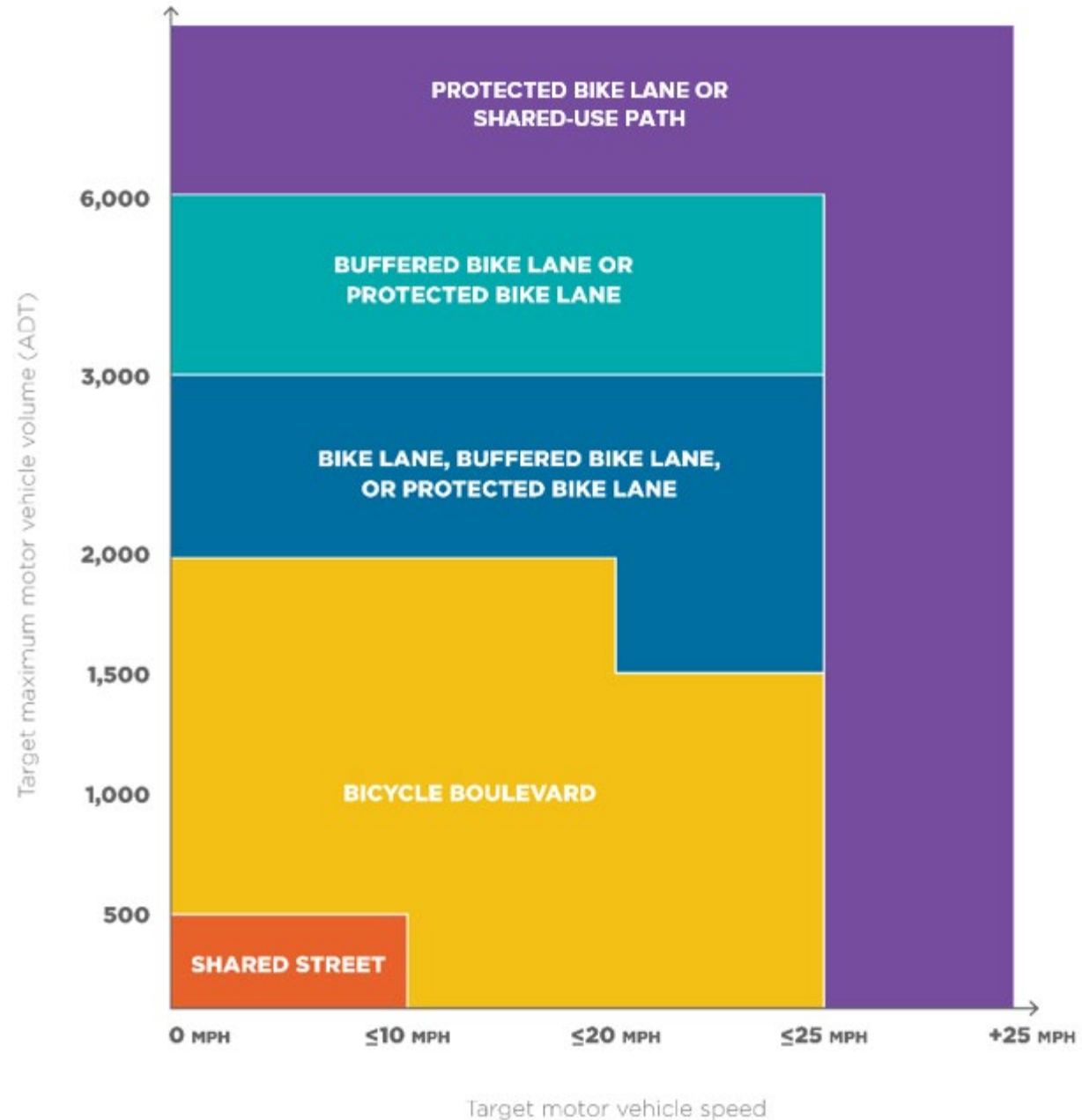
Mobility Lanes

Mobility lanes are planned and designed for both bicycles and new forms of small, electric mobility (such as scooters)



Selecting a Facility

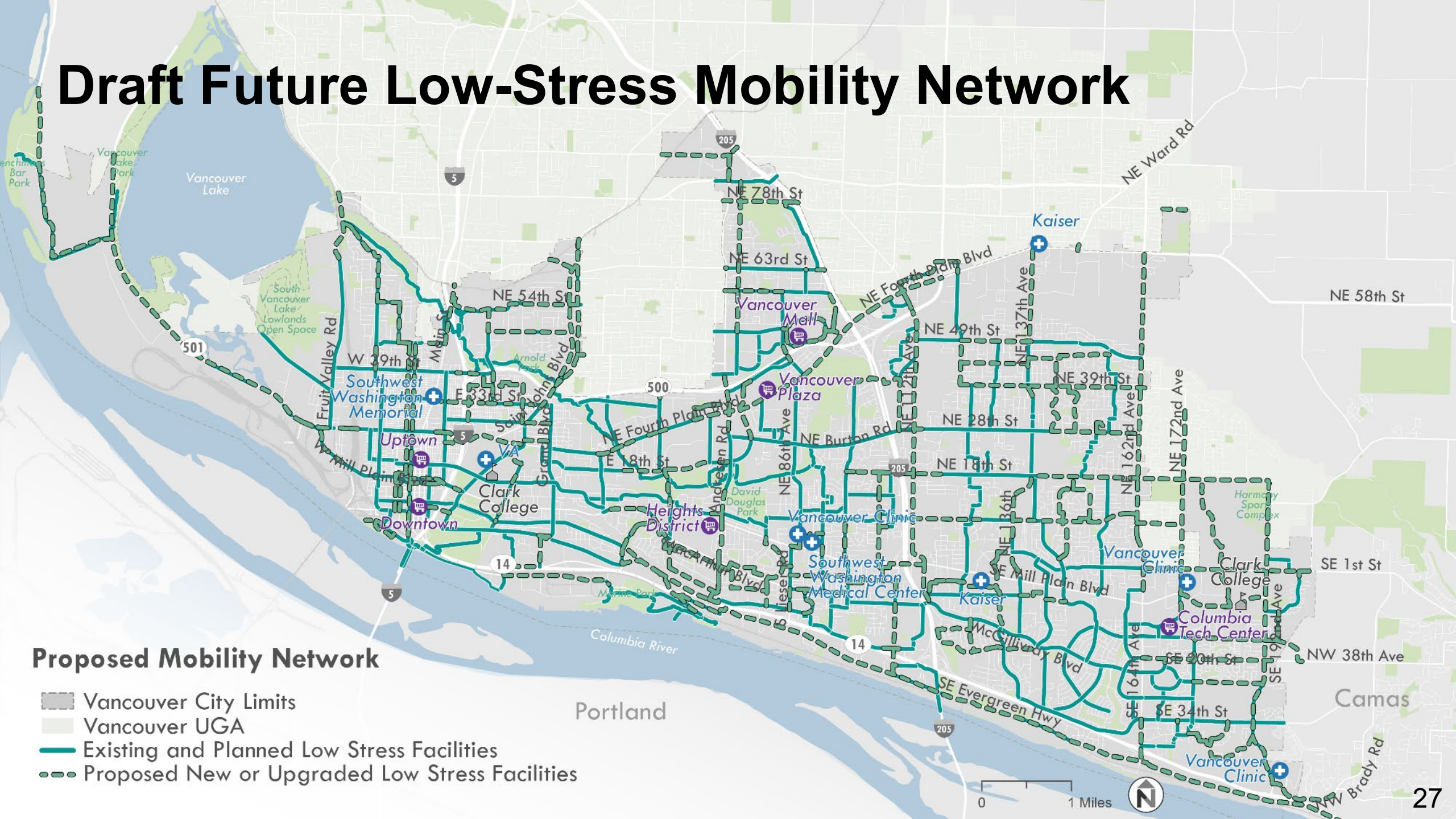
- NACTO guidance based on motor vehicle speed and volume



Low-Stress Mobility Network Development

- Determine which parts of the existing network are already low-stress
- Locate missing segments and crossings needed to create a low-stress network with approximately half-mile spacing citywide
 - Existing facilities that are high-stress
 - Places where there is no existing facility

Draft Future Low-Stress Mobility Network



Future Low-Stress Mobility Network

- 140 miles of existing low-stress facilities
- 65 miles of existing facilities that will need to be redesigned to become low-stress
- 36 miles of proposed new facilities
 - 28 miles are already low-stress neighborhood streets
 - 8 miles are major streets

Planned Projects on the Future Low-Stress Mobility Network

- Proposed new facilities on major streets
 - Fourth Plain Blvd (Project in process)
 - NE 112th Ave (Planned Complete Streets project)
- Proposed facility upgrades
 - St Johns/St James (Future Complete Streets project)
 - NE 18th St, NE 28th St, NE 192nd Ave (TIP Projects)

How will my ride improve?

Neighborhood greenways with enhanced crossings



Before



After (example)

How will my ride improve?

Protected lanes



Before

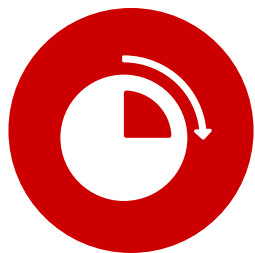


After (example)

Enhanced Transit

- Objective: Optimize transit speed, reliability and access.
- The enhanced transit network helps us define:
 - Where the City can work with C-TRAN to support transit speed and reliability
 - Where the City should focus on station access improvements like pedestrian crossings and sidewalks

Transit Roles and Responsibilities



Provide Frequent Service

✓ C-TRAN

City of Vancouver



Keep Buses Moving

C-TRAN

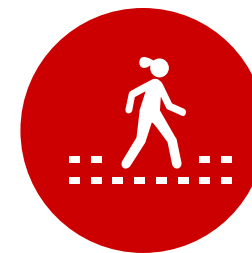
✓ City of Vancouver



Supportive Land Use

C-TRAN

✓ City of Vancouver



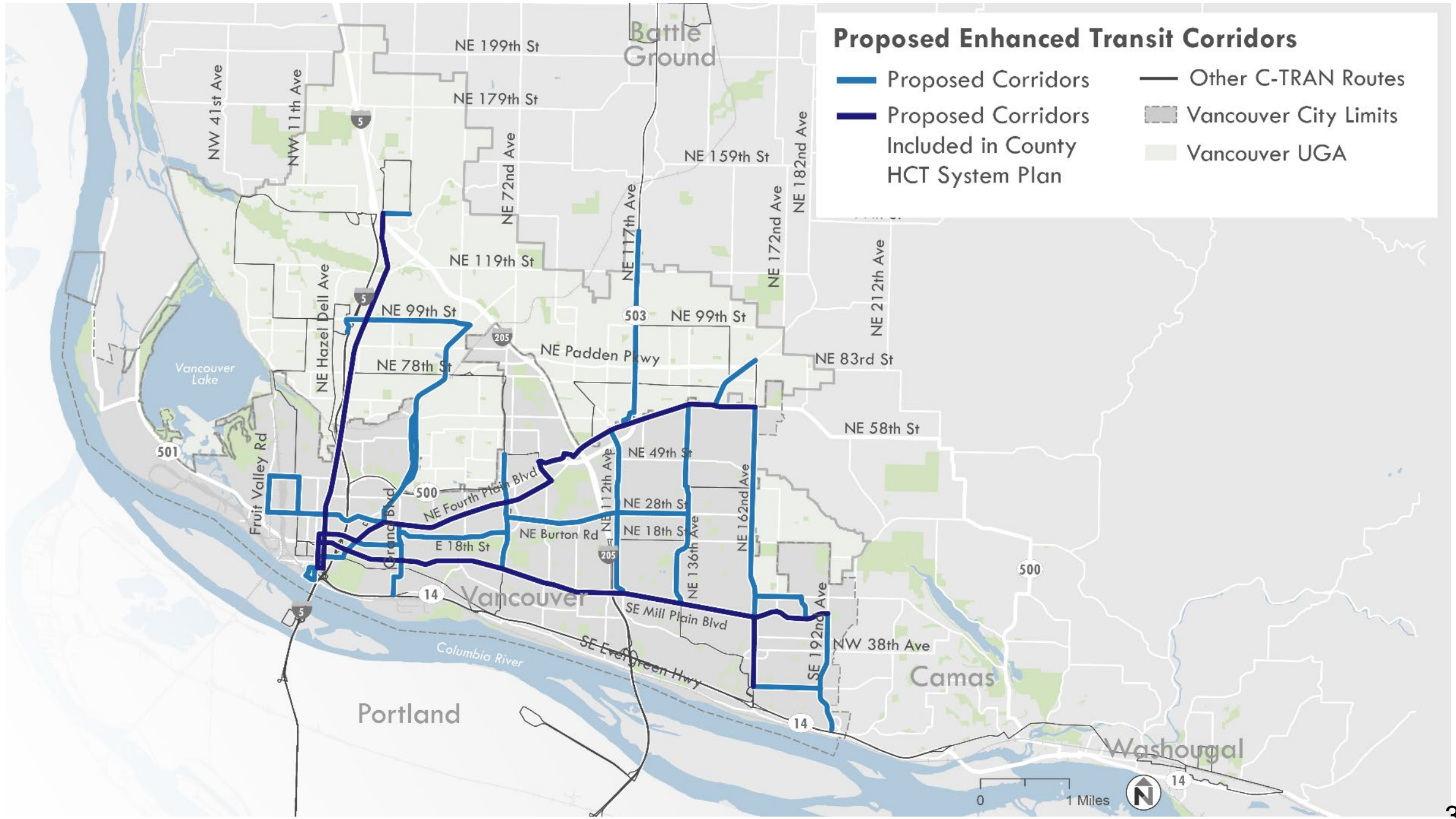
Safe, Comfortable Access

✓ C-TRAN

✓ City of Vancouver

Enhanced Transit Network Development

- Network inputs:
 - Frequent transit service
 - Equity
 - Essential trips (transit use during COVID restrictions)
 - City Equity Index
 - Regional Growth
 - Population and Employment projections
 - Local Growth Priorities
 - Centers & Corridors identified in the Vancouver Comprehensive Plan (will be updated once new centers/corridors identified through update process)
 - Congestion
 - Where buses are delayed



Complete Corridors

- Objective: Increase the number of transportation options available to people in all of Vancouver's neighborhoods.
- The complete corridor network helps us define:
 - Which corridors are critical connections for all modes
 - Where our long-term multimodal street design projects may be

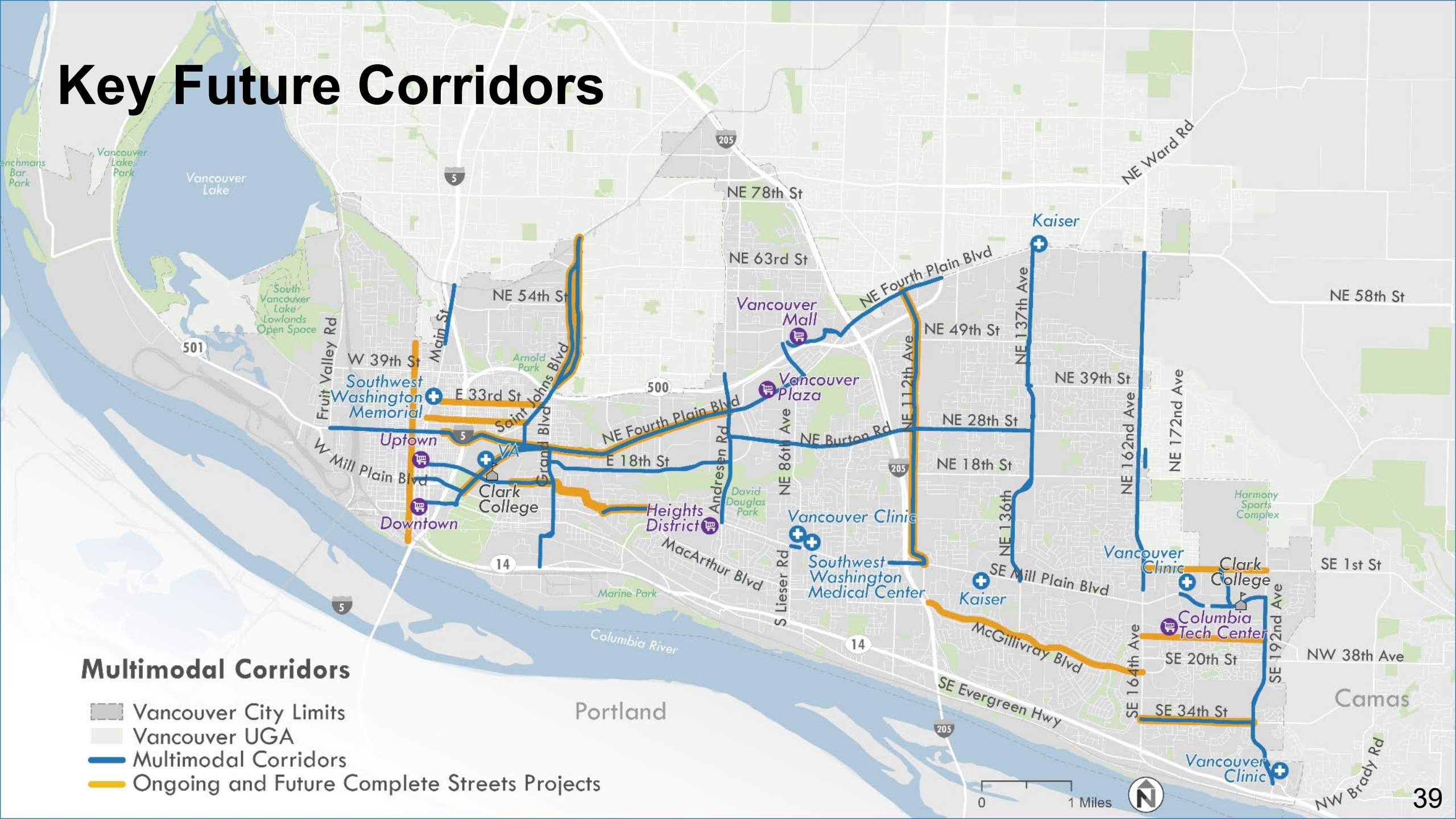
Street Network and Complete Corridors

- Complete Streets, Safety and Mobility, and TIP projects are identified for the next six years
 - Include multimodal suite of improvements
- In the next twenty years, where are Vancouver's Complete Streets and Safety and Mobility corridors?
 - Can include parallel routes for some modes, where available

Complete Corridor Network Development

- Inputs:
 - Enhanced transit network
 - Low-stress walking & rolling network
 - Low-stress mobility network
 - Twelve concurrency corridors

Key Future Corridors



Draft Prioritization Framework



**Where should we
invest?**



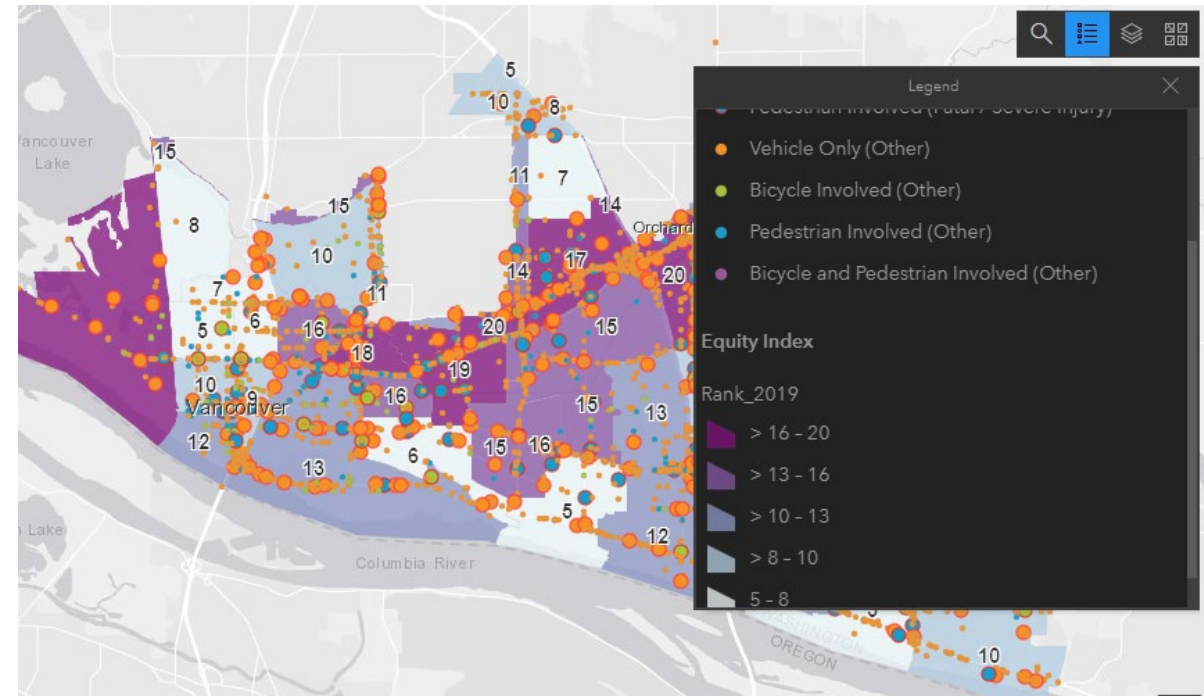
**When should we
invest?**

Prioritizing Capital Projects

- Infrastructure projects identified in the TSP will feed into:
 - Transportation element of City's 20-year Capital Facilities Plan
 - Six-year Transportation Improvement Program (TIP)
- Prioritization identifies which 20-year projects should be included in the TIP

Where should we invest?

- Project locations evaluated on:
 - Equity
 - City Equity index
 - Safety
 - Collision history
 - Transportation choice
 - Density of essential places
 - Climate
 - Future growth areas



When should we invest?

- Projects evaluated on:
 - Project cost and funding opportunities
 - Coordination opportunities
 - Interagency, pavement and sidewalk maintenance
 - Environmental and right-of-way impacts
 - Quick wins
 - Projects that fill gaps

Questions or comments?

Next Steps



**TMC
Engagement**



**Community
Engagement**

TMC Engagement

2022

October

- Review updated policy, programs, and projects, refined to reflect TMC and Council direction

December

- Public input
- Revised modal networks

2023

April

- Street typology and standards, pedestrian crossing policy

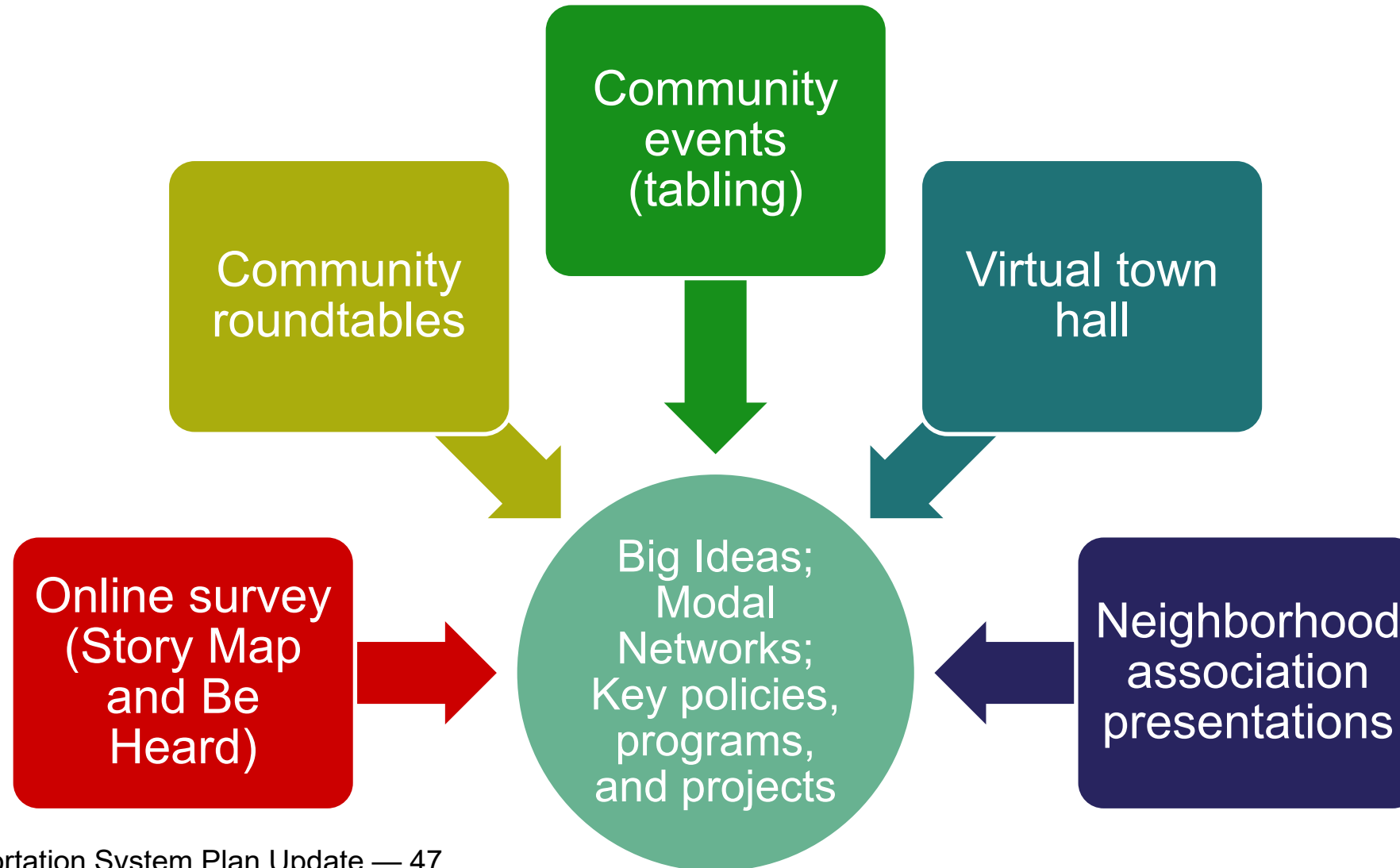
May

- Implementation, funding
- Monitoring/performance measure

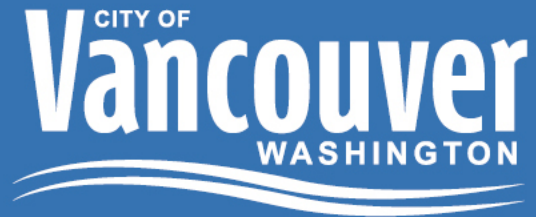
July

- Draft plan

Community Engagement, Sept/Oct 2022



Thank You



DATE: August 30, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Rebecca Kennedy, Deputy Director, Community Development; Tom Brennan, Project Manager, Nelson/Nygaard

CC: Ryan Lopossa, Chris Malone, Emily Benoit, Kate Drennan

RE: **TSP Draft Project Prioritization Framework**

Introduction

The Vancouver Transportation System Plan (TSP) will identify transportation projects, policies, and programs for the next twenty years. Infrastructure projects included in the plan will feed into the transportation element of the City's 20-year Capital Facilities Plan and into the Six-year Transportation Improvement Program (TIP). To identify which of the twenty-year projects should be included in the six-year program, the TSP includes a prioritization framework. The proposed draft prioritization framework evaluates transportation projects in two phases:

- Phase I: Geographic screening: **where** is it most important to invest in transportation infrastructure?
- Phase II: Implementation screening: **when** should investments be made?

This evaluation is intended to provide a starting point for grouping projects into near-term (TIP), medium-term, and long-term time frames. Other considerations may also influence the ultimate phasing and implementation of projects.

Phase One: Geographic Screening

The geographic screening identifies **where** in Vancouver it is most important to invest in transportation infrastructure, based on Equity, Safety, Climate and Transportation Choice goals. This geographic analysis uses existing spatial datasets and can be carried out using Geographic Information Systems (GIS). Recommended criteria for this phase of screening are:

- Equity Index score

- Crash rate and type
- Access to essential places
- Future growth

The datasets are overlaid to produce a combined score, by segment, for Vancouver’s entire transportation network. Previously planned projects are assigned a score based on the score of the street segment(s) they fall on. Shared-use paths can be assigned the score of the nearest parallel street that they provide an alternative route to. New projects can be created for the highest-priority areas by overlaying the TSP’s modal networks with the prioritized network. For example, a corridor with a high prioritization score that falls on the low-stress bicycle and small mobility network and is within a pedestrian center could become a Complete Streets project with new pedestrian crossings, new or upgraded sidewalks and curb ramps, and protected mobility lanes. Figure 1 provides a high-level summary of the proposed criteria and related goals for the geographic prioritization phase.

This phase of screening will result in three tiers of priority: high, medium, and low.

Figure 1 Proposed Geographic Screening Framework

Criteria	Description	Related TSP Goals
Equity Index score	Quantitative analysis: based on City Equity Index	Equity
Collision rate and type	Quantitative analysis: based on rate and type of injury or fatality of crashes	Safety
Access to essential places	Quantitative analysis: based on density of key destinations identified in Vancouver’s Essential Places dataset	Climate, Transportation Choice
Future growth areas	Quantitative analysis: based on projected jobs and residents from regional model and/or identified growth centers	Climate, Transportation Choice

Phase Two: Implementation Screening

The second phase of screening identifies **when** proposed projects should be implemented. The criteria in this phase are primarily qualitative, and consider factors related to feasibility, funding,

coordination, and impacts. It is anticipated that this second phase will result in projects being sorted into the following categories:

- Easy to implement
- Moderately easy to implement
- Challenging to implement

Figure 2 summarizes the proposed implementation screening criteria.

Figure 2 Proposed Implementation Screening Framework

Criteria	Description	Related TSP Goals
Cost and funding opportunities	Quantitative assessment: planning-level cost and level of existing or potential grant funding	Maintenance
Coordination	Qualitative assessment: opportunity to support another agency's project; opportunity to coordinate with pavement or sidewalk maintenance program	Regional Connectivity, Maintenance
Environmental and ROW impacts	Qualitative assessment: NEPA/SEPA and ESA requirements; impact to wetlands, habitat or aquatic resources; impact to cultural resources; need to acquire ROW	Climate
Quick wins	Qualitative assessment: project fills a gap in an otherwise continuous mobility (e.g., pedestrian, bicycle and small mobility, or transit) facility (including crossings and linear gaps of less than ¼-mile)	Safety, Transportation Choice

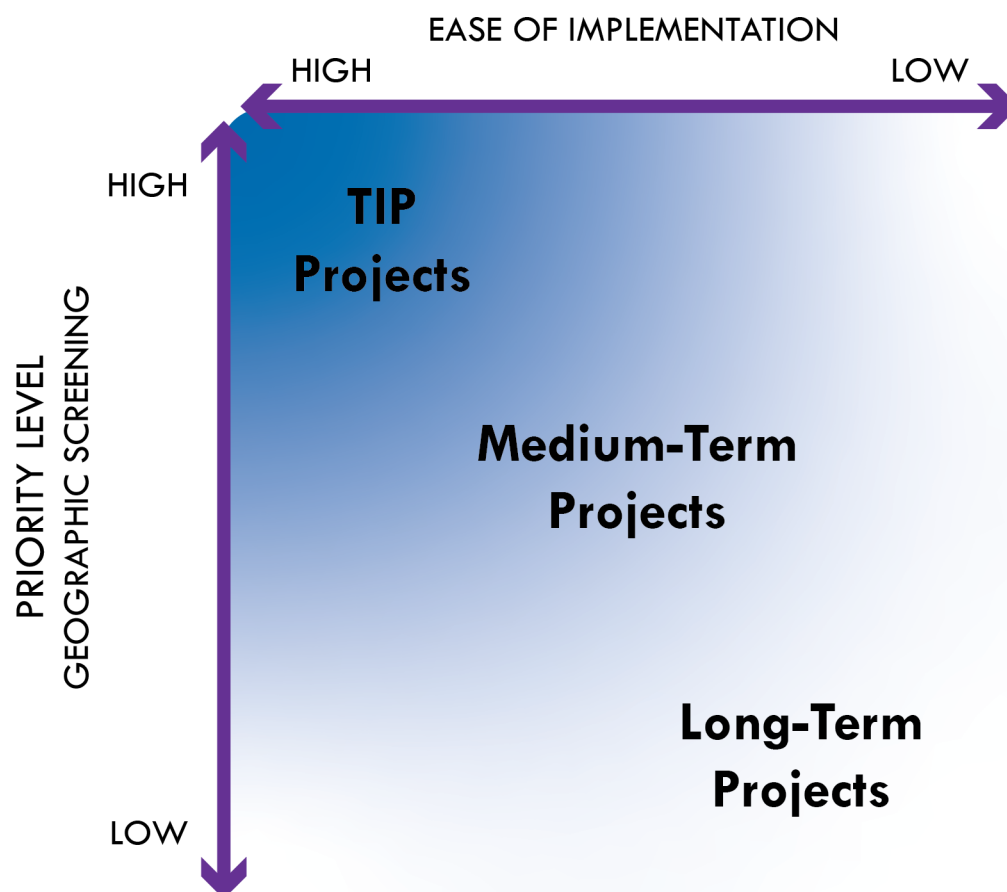
Final Prioritized Project Lists

The results of the Phase 1 and Phase 2 screening will be combined to assign all proposed transportation projects to the TIP (six-year), medium-term (six to ten year), or long-term (ten to twenty year) project list. The matrix in Figure 3 demonstrates one way this could be done. In reality, the boundaries between the project lists may not be as clearly defined. For example, projects that provide high benefits in high priority areas may be advanced into the TIP list despite implementation challenges. The graphic in Figure 4 illustrated this concept.

Figure 3 Final Project Categorization (Table)

Phase 1 (Rows) and Phase 2 (Columns) Screening Result	Easy to Implement	Moderately Easy to Implement	Challenging to Implement
High Priority	TIP	Medium-Term	Medium-Term
Medium Priority	Medium-Term	Long-Term	Long-Term
Low Priority	Long-Term	Long-Term	Remove from list

Figure 4 Final Project Categorization (Graphic)



Implementation

The City currently has in place an “interim project prioritization process” for the Transportation Improvement Program, which was developed at the request of Council and intended to provide a

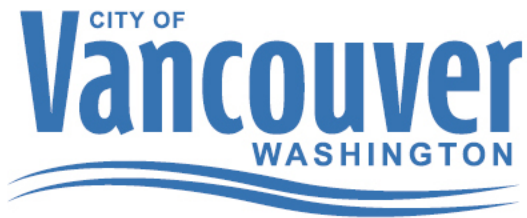
system for ranking projects while the TSP process was underway. The updated proposal outlined in this memo includes some of the key rating factors included in the interim process (e.g., equity considerations, safety data, and ability to implement, etc.), and updates it to reflect TSP goals as well as more recent analysis staff have developed in support of the City's equity toolkit. It also reflects broad based community engagement and feedback received through TSP and other project outreach.

Given the time it will take to review and develop the geospatial and other tools needed to finalize and implement the proposed new framework, staff anticipate that the interim TIP prioritization process will need to be used for one additional year, for the development of the 2024-2029 TIP that begins in fall 2022 and is completed in June 2023. The inaugural year for the new prioritization framework is anticipated as part of the 2025-2030 TIP, which will be developed starting in the fall of 2023.



2023-2024 Multimodal Work Plan

Transportation and Mobility Commission Workshop
September 6, 2022



Rebecca Kennedy, Deputy Director, CDD
Ryan Lopossa, Streets & Transportation Manager, PW

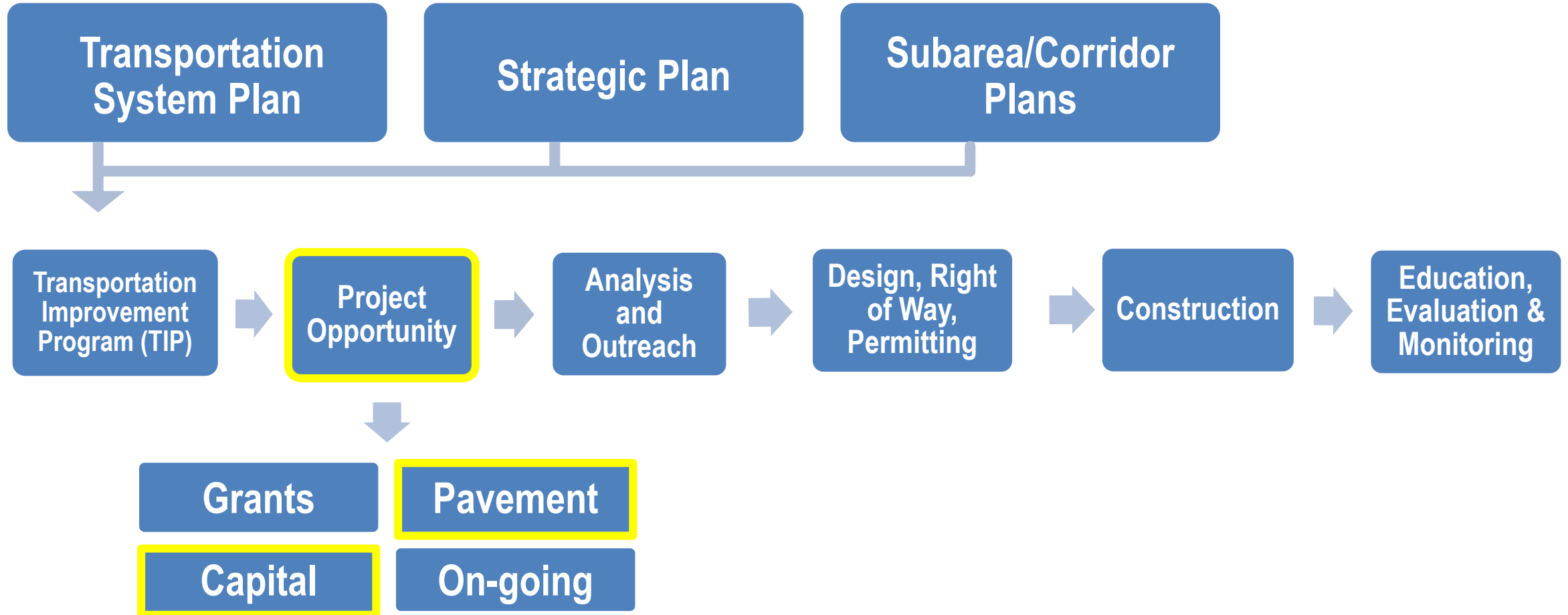
Agenda

Provide an overview of 2023-24 multimodal work plan items, including:

- Complete Streets and bike/small mobility planning projects submitted for funding through the budget process
- Projects slated for construction
- Projects TBD pending grant funding
- Projects programmed for evaluation or monitoring



Transportation Project Pipeline



Project Phasing



**Planning and
Conceptual Design
Phase**



**Right of Way and
Construction
Phase**



**Education,
Evaluation &
Monitoring Phase**

Planning and Conceptual Design Phase

* Includes projects that are underway but will continue in the next biennium, as well as new projects that will begin in the next biennium if resources are allocated through the budget process

Projects already underway that will continue in next 2023-24 biennium:

- NE 112th: Chkalov to SR-500
- McGillivray: Chkalov to 164th
- Upper Main: Fourth Plain to City Limits
- Phase II Fourth Plain Safety & Mobility Project: Ft. Vancouver Way to Andresen

Projects planned and/or submitted for funding through 2023-24 biennial budget process:

- St. Johns/St. James Couplet
- 33rd Street- F Street to P Street
- 29th Street Bikeway- Kauffman to Neals Lane
- TBD Multimodal infrastructure associated with Interstate Bridge Replacement Program

Right of Way & Construction Phase

*** Includes large capital projects that have multimodal components as well as complete streets and other multimodal access and safety projects**

- Fourth Plain pedestrian crossing enhancements (2023)
- Phase I Fourth Plain and Ft. Vancouver Way Safety and Mobility Project (2023)
- SE 34th Street Safety & Mobility Project (2023)
- NE 137th Ave- NE 49th to NE Fourth Plain (2023)
- Mill Plain mobility improvements between Brandt and MacArthur (2024)
- Jefferson Street Improvements- Evergreen to Mill Plain (2024)
- Phase II Fourth Plain Safety & Mobility Project- Ft. Vancouver Way to Andresen (2024)
- SE First Street Urban Upgrade- 177th to 192nd (Construction 2023-2024)
- 18th Street Arterial Connection – NE 97th to NE 18th (2023-2024 ROW; Construction 2025)

Grant Contingent Projects- both Planning & Design and/or Construction

Potential 23-24 Planning/Design or Construction projects if grant applications successful:

- Hazel Dell Ave/Burnt Bridge Creek Trail Crossing
- Walnut Grove Elementary Safe Routes to School improvements
- Image Elementary Safe Routes to School improvements
- Additional improvements on Fourth Plain Blvd. including improved crossings and connections to transit

**Schedules for all these projects TBD pending successful grant applications*

Education, Evaluation & Monitoring

- The City of Vancouver Complete Streets policy requires post implementation of all projects
- COV evaluation criteria requires a full year of evaluation representing all weather conditions and a range of travel times

Projects scheduled for post-implementation evaluation in the 2023-2024 Biennium:

- Finalize E. McLoughlin Corridor Safety and Mobility Project evaluation (delayed due to COVID)
- Columbia Mobility Project
- SE 34th Street Safety & Mobility Project
- Phase I Fourth Plain and Ft. Vancouver Way Safety & Mobility Project
- Mobility elements of Mill Plain Freight Improvement Project developed collaboratively with WSDOT

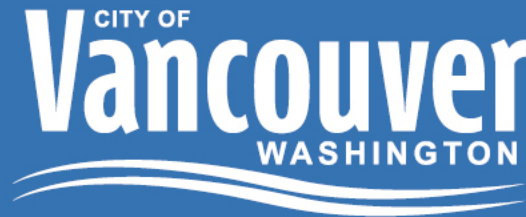
Next Steps

- Council to adopt 2023-24 biennial budget in late November
- Ongoing TMC review of current and forthcoming planning phase projects
- TMC review of project evaluations as completed
- Ongoing programmatic investments in mobility infrastructure and supporting grant and other funding requests
- Full updated project lists as part of TSP Update



Thank You!

Questions & Discussion

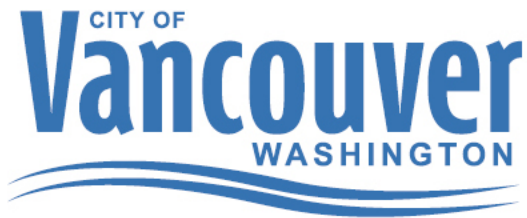




Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project

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

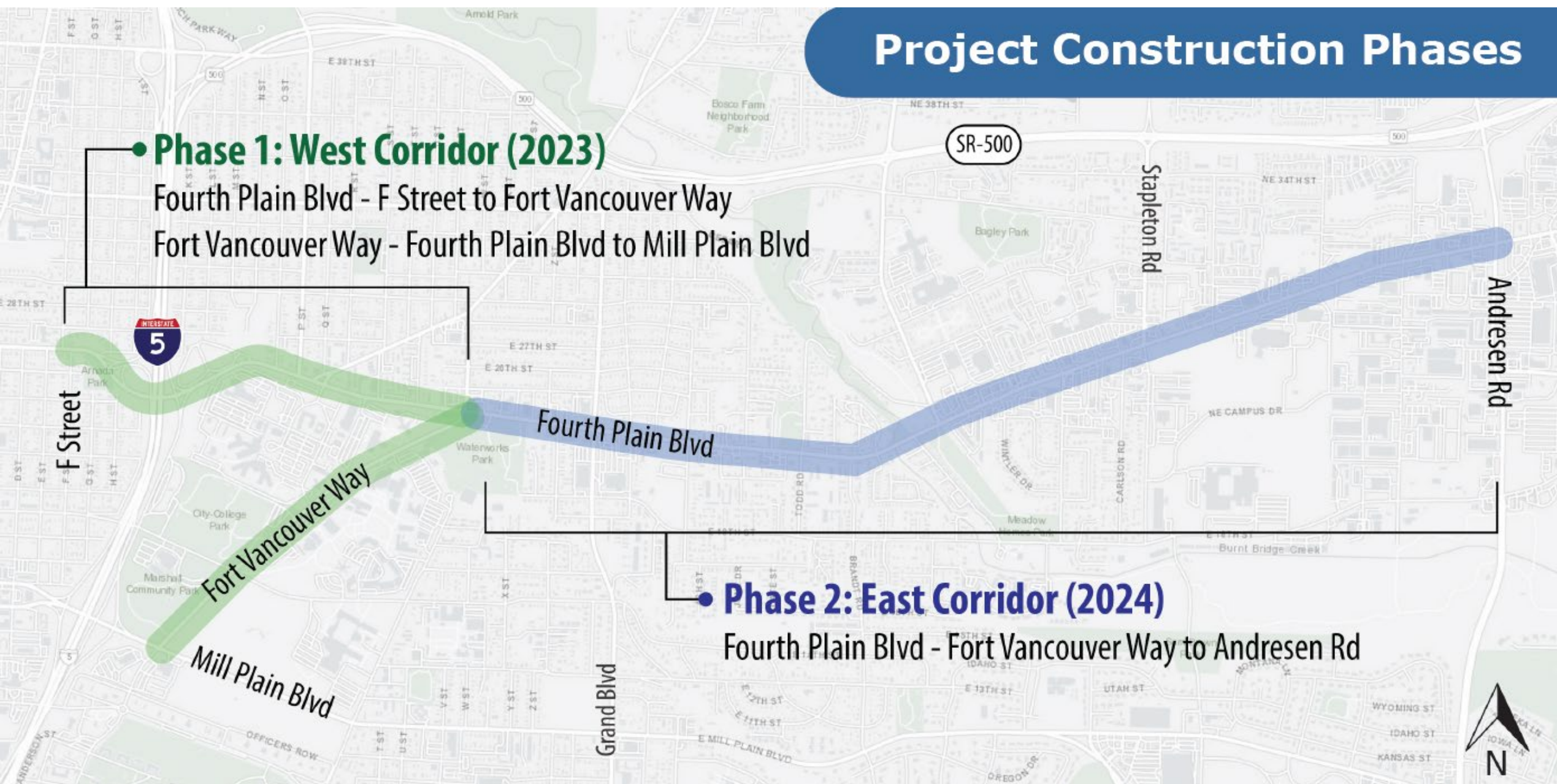
• Phase 1: West Corridor (2023)

Fourth Plain Blvd - F Street to Fort Vancouver Way

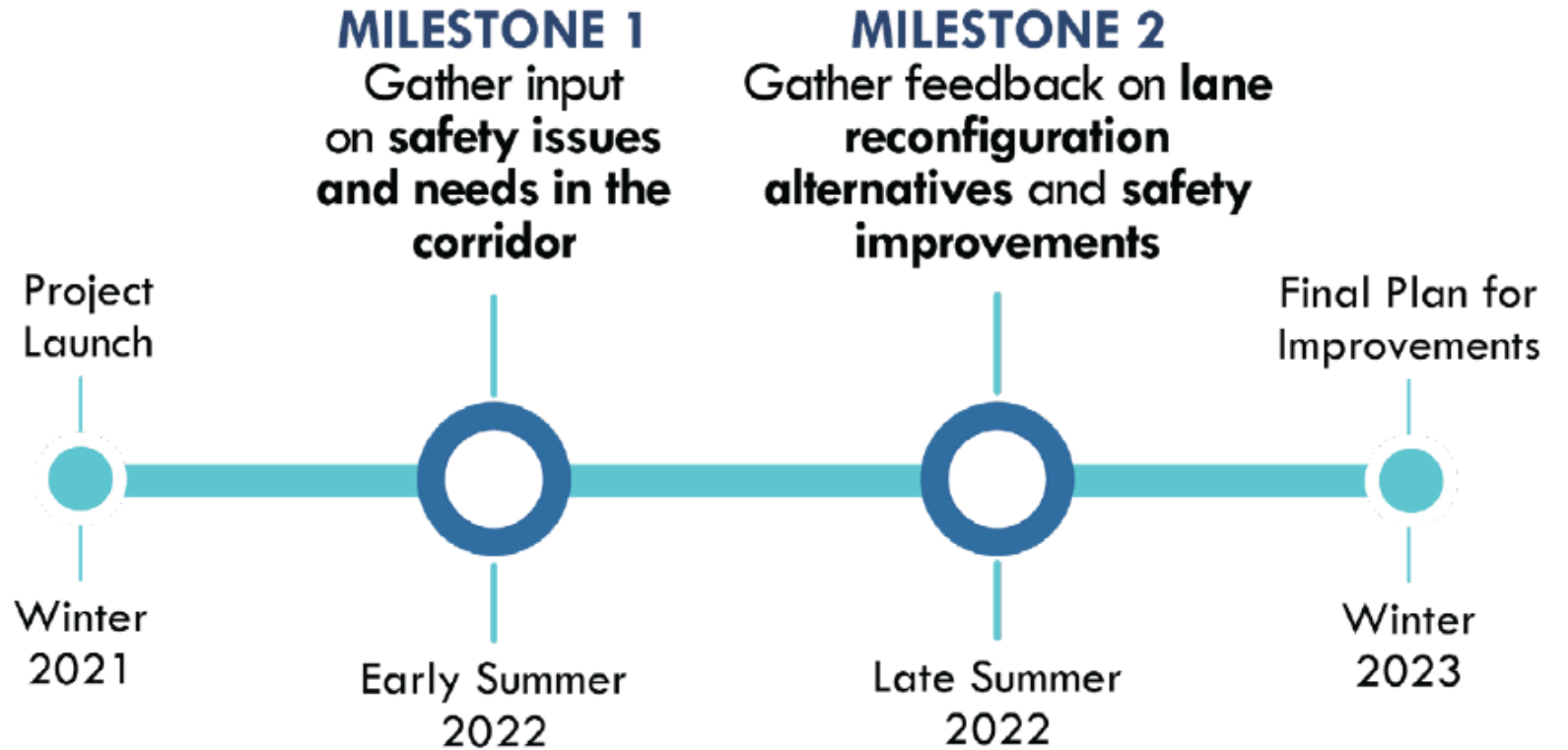
Fort Vancouver Way - Fourth Plain Blvd to Mill Plain Blvd

• 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





Vancouver, Washington City Government

June 12 · 🌐



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



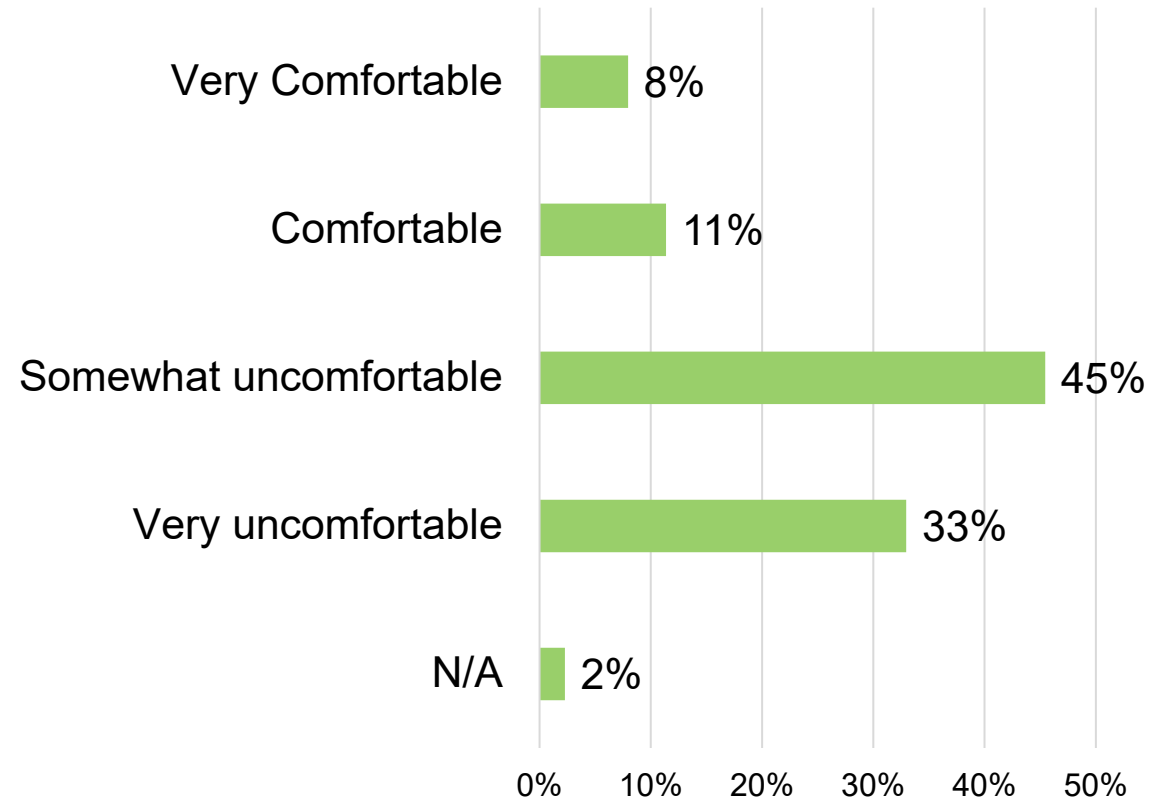
Community Feedback Summary

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?



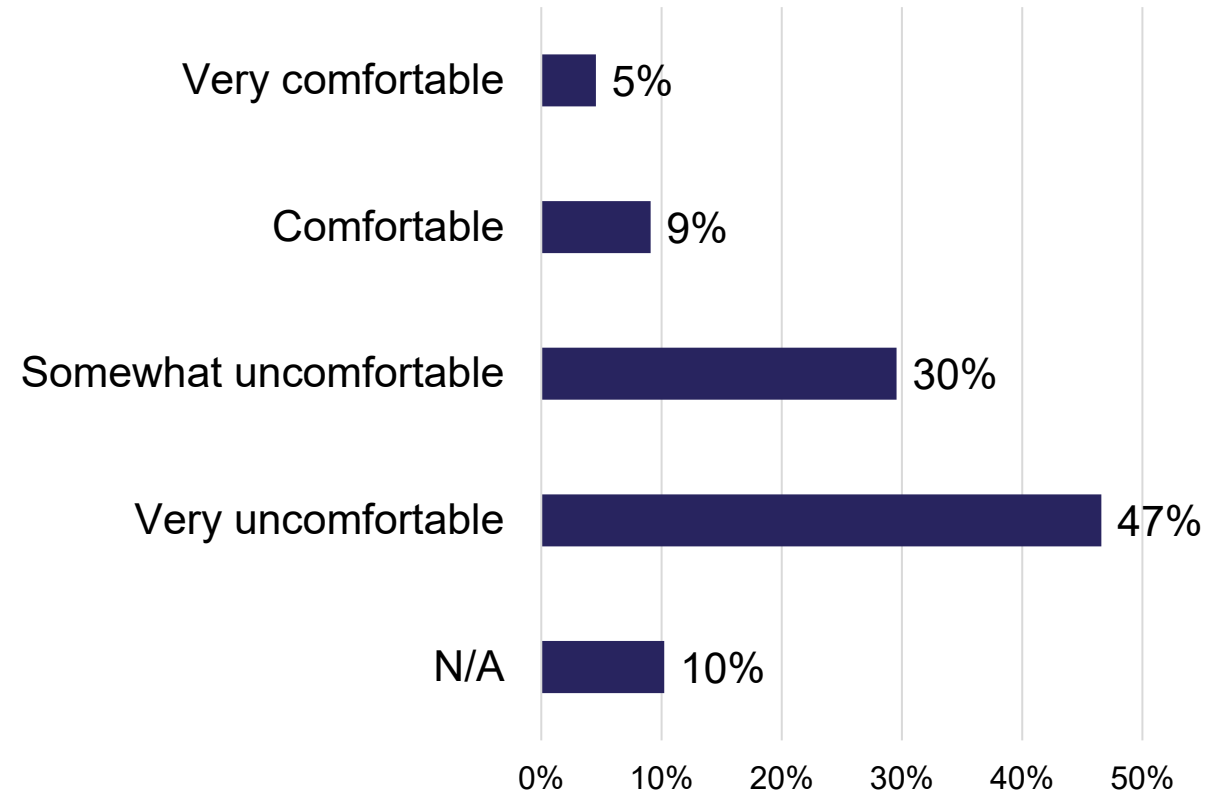
Community Feedback Summary

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

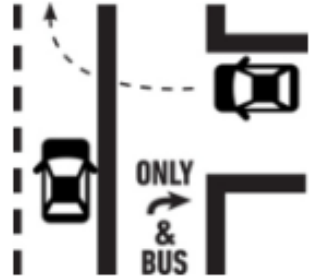
Bus Access Only

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.



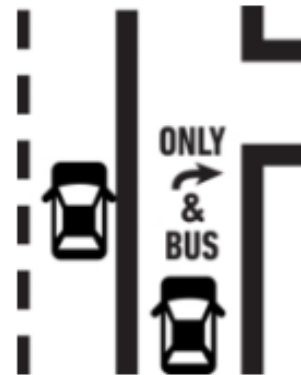
Look For Signage Indicating Lane Use

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

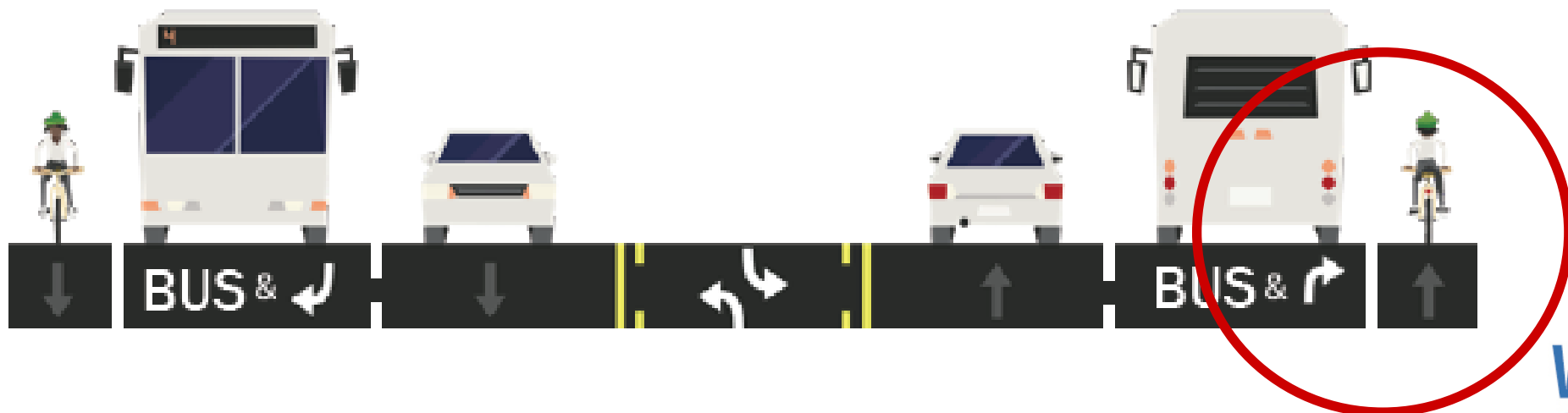
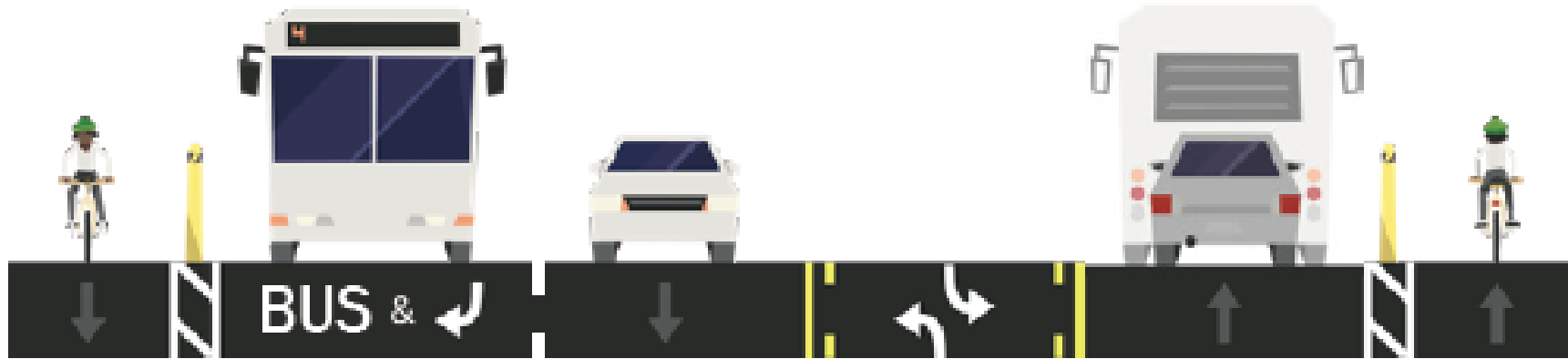
- This project can address many, but not all, corridor needs and issues.
- There are important constraints and tradeoffs.
 - **Constraints** include:
 - Must work within the existing “curb to curb” pavement. Some parts of the corridors are narrower than others.
 - Prior obligations made by CTRAN as part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

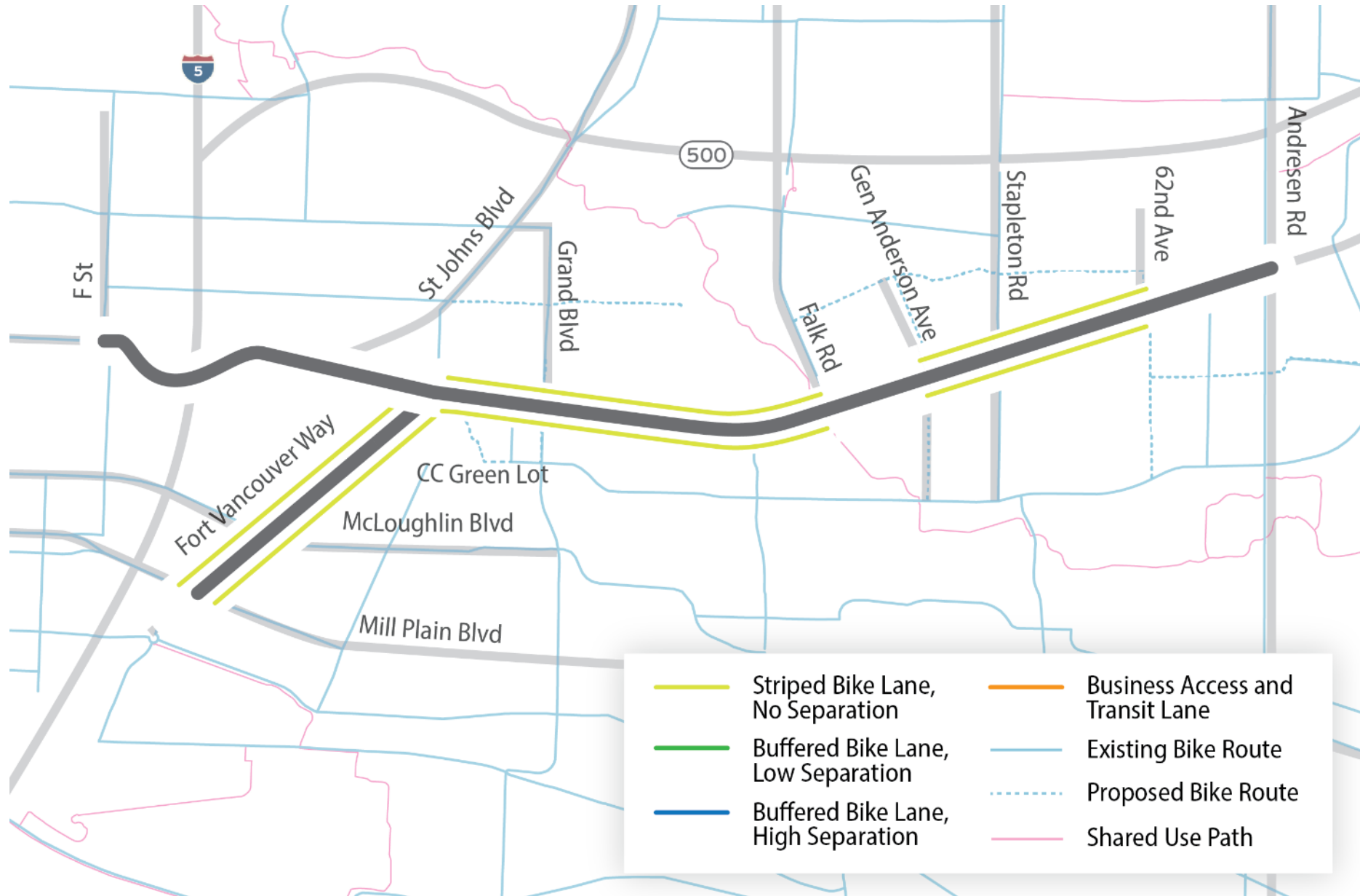


Fourth Plain east of Stapleton

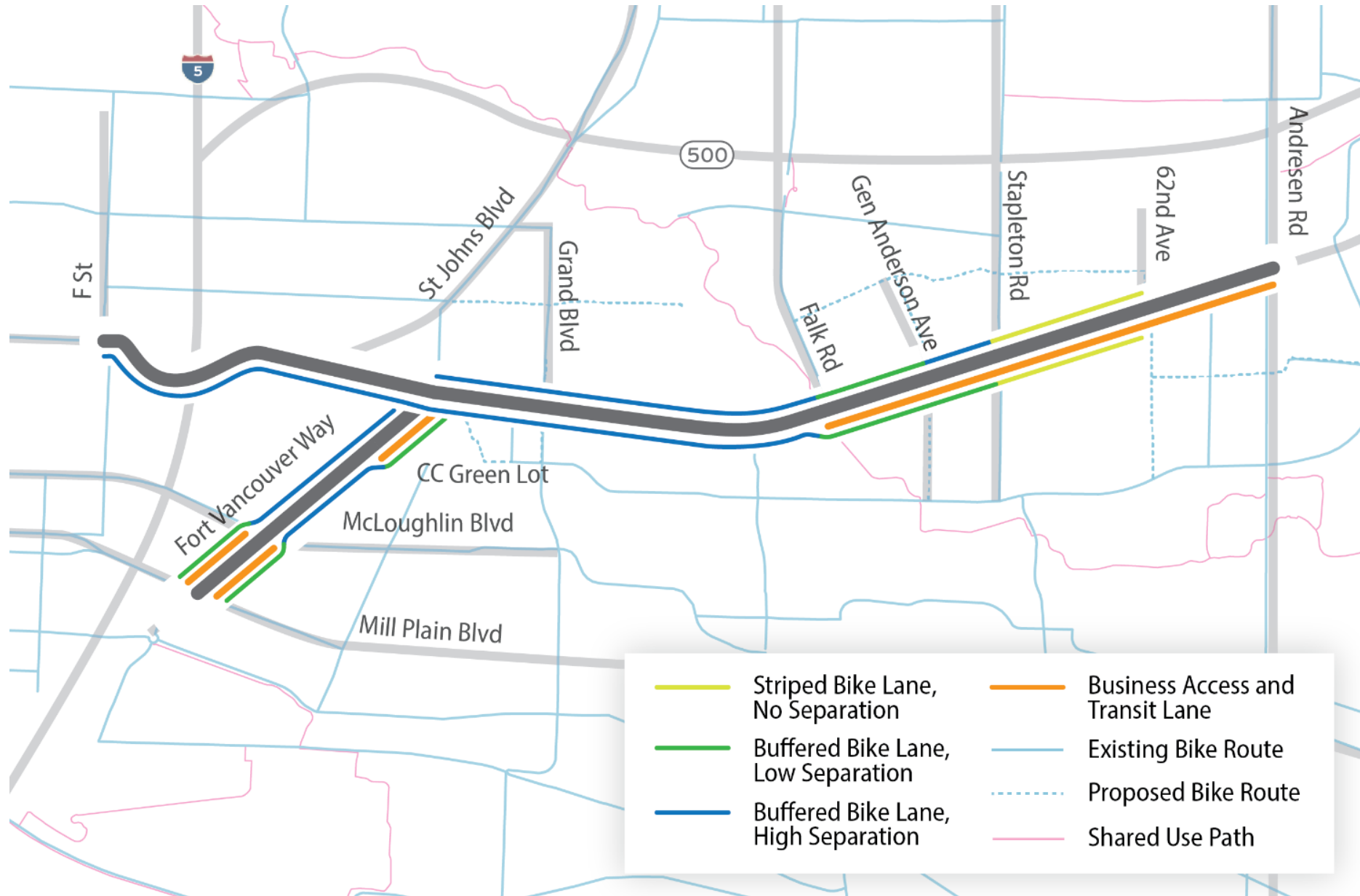
- **Transit reliability is prioritized** because of greater traffic and greater need to maintain bus travel speed and reliability.
- Corridor gets more constrained east of 62nd
- Retaining two westbound travel lanes between Stapleton and Andresen to maintain traffic mobility
- With any alternative, continuous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



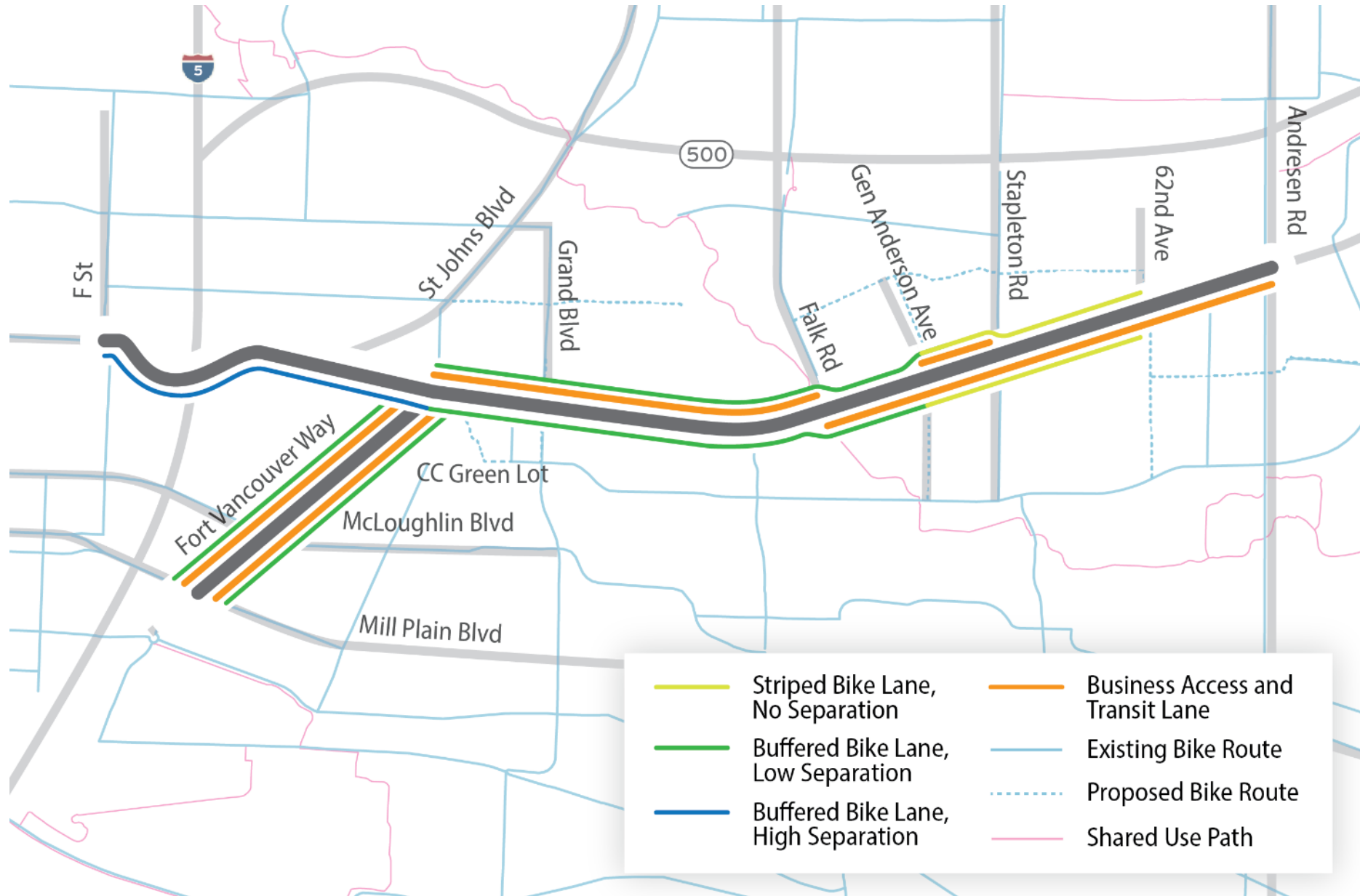
Existing Conditions

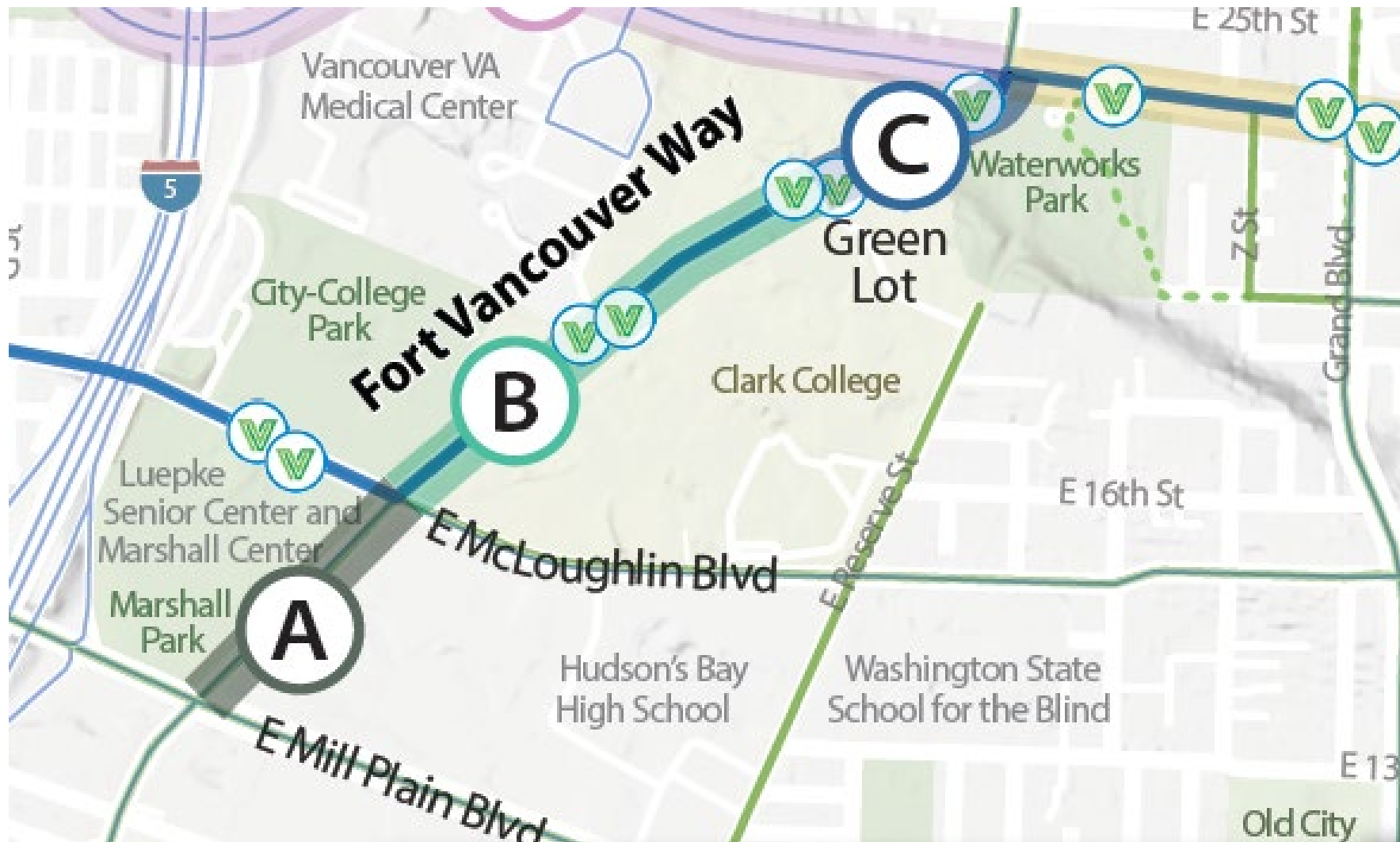


Alternative 1



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
- V 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



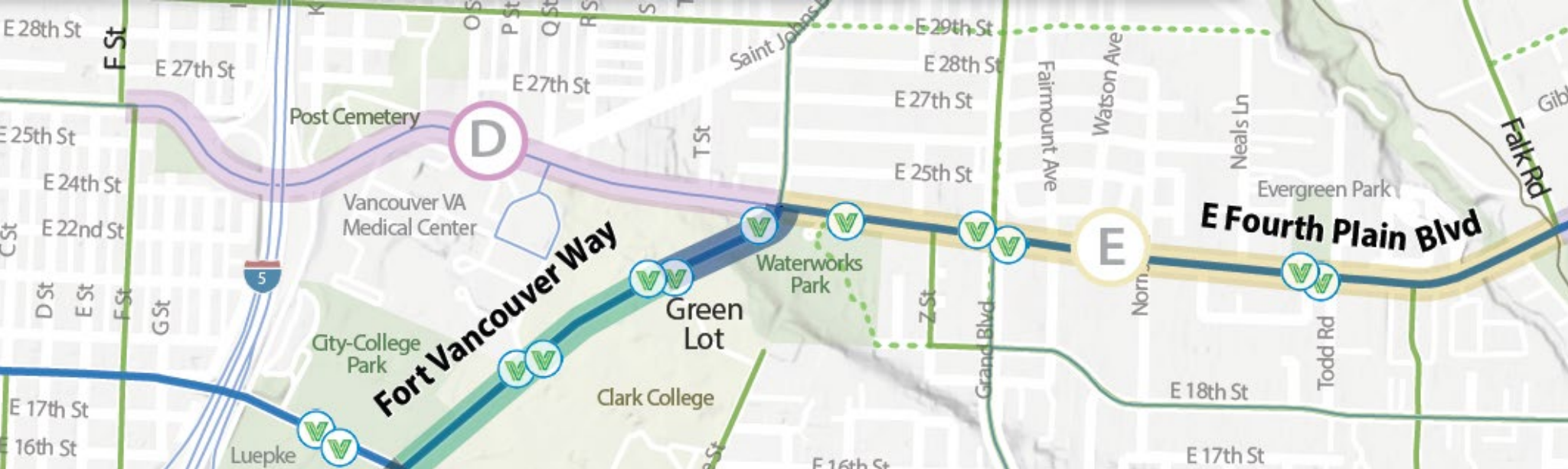
Fort Vancouver Way



Alternative C-1



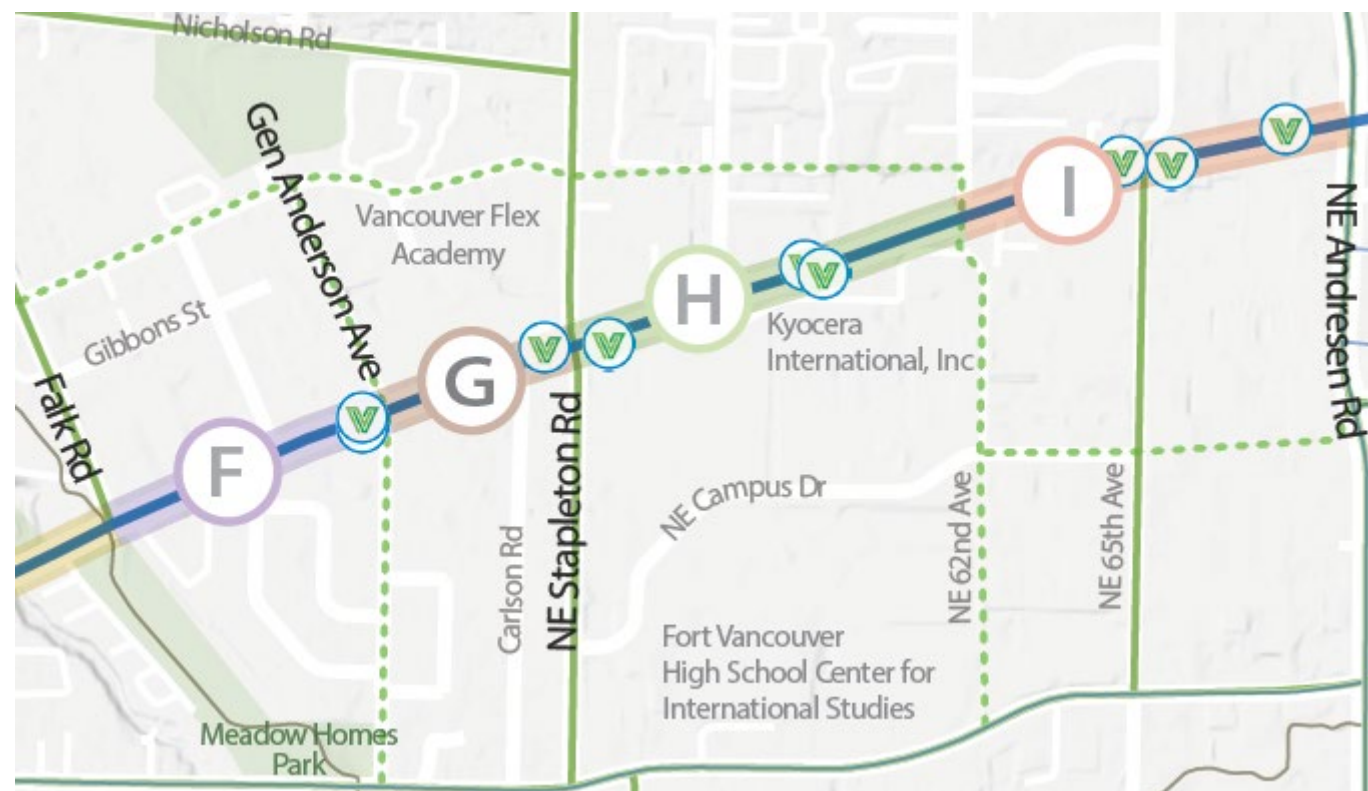
Alternative C-2



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

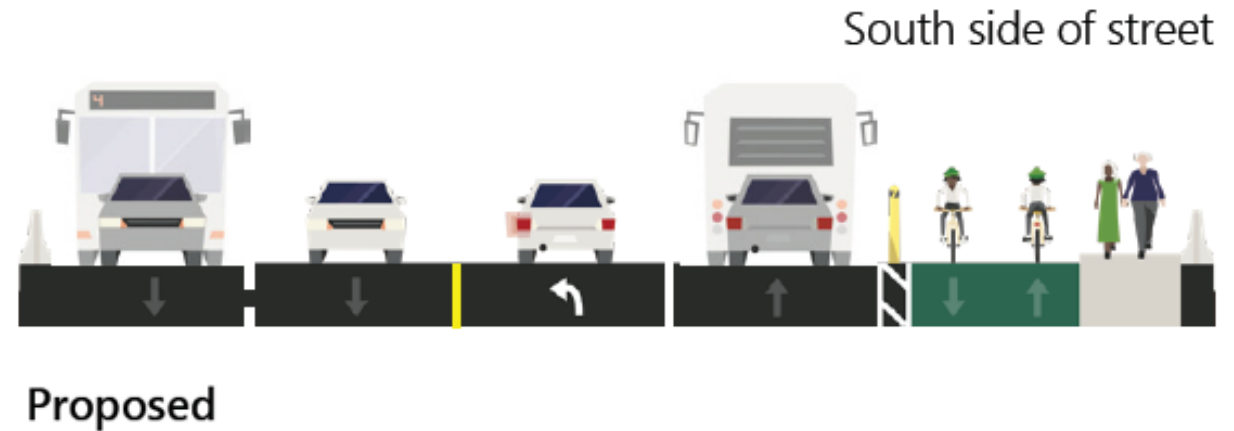
Fourth Plain Segments

- 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



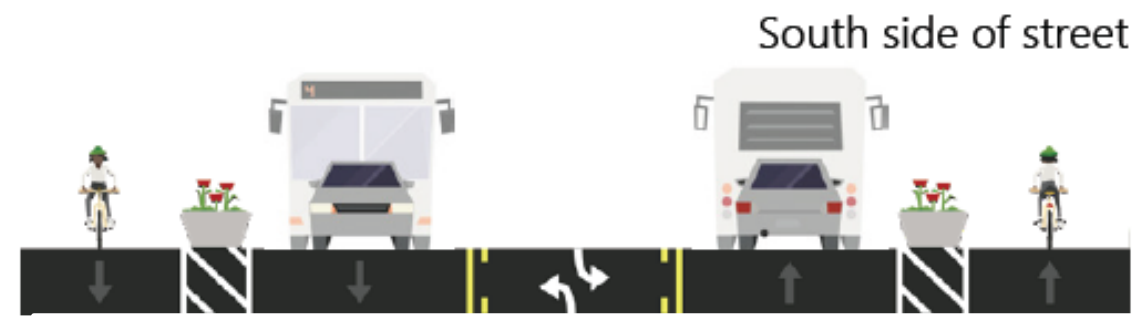
D F St - Fort Vancouver Way

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

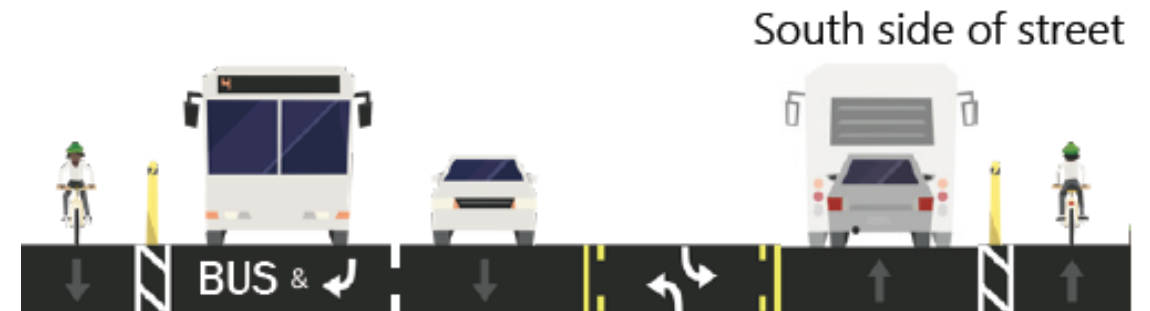


E Fort Vancouver Way - Falk Rd

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



Alternative E-1



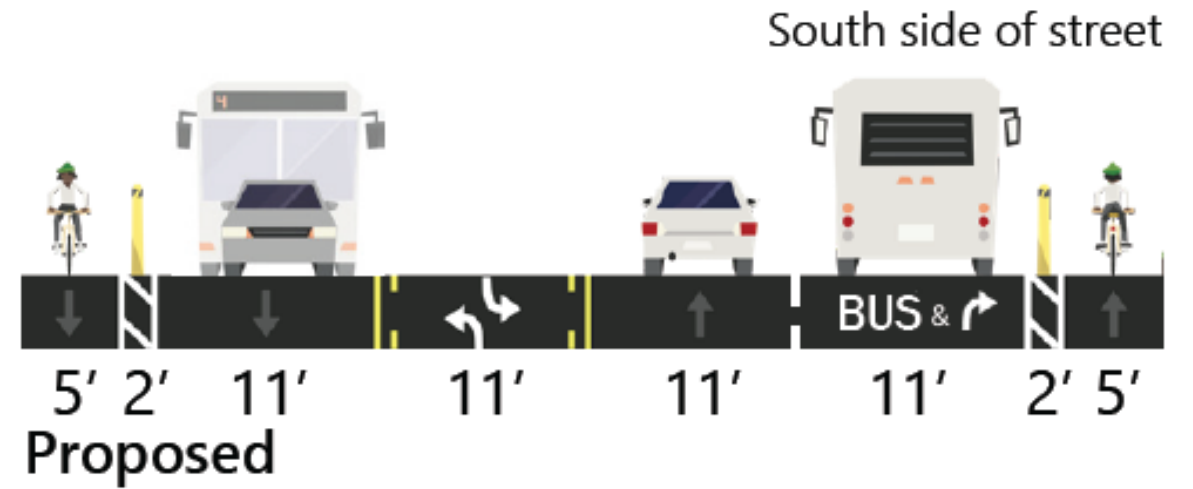
Alternative E-2



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.

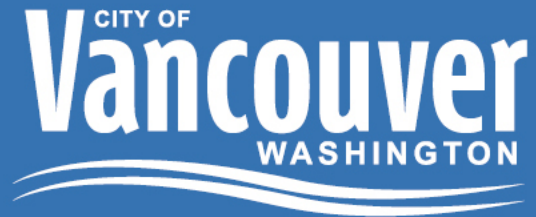
Next Steps

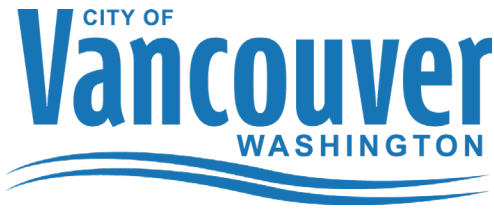
- Next phase of outreach is underway! Website updates, an online open house, and multiple in-person events are planned.

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





MEMORANDUM

DATE: August 28, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

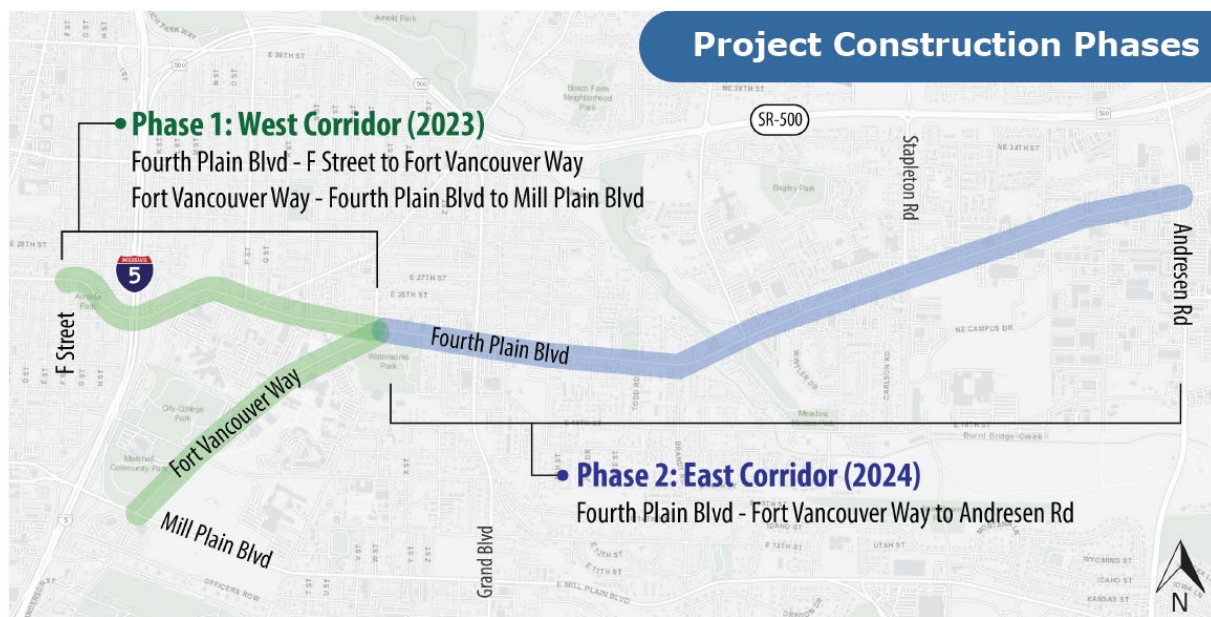
FROM: Rebecca Kennedy, Emily Benoit, Community Development Department; Ryan Farncomb, Parametrix

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.

Fourth Plain and Ft. Vancouver Way Traffic Safety and Mobility Projects - Update
August 28, 2022
Page 2 of 4



Work completed since last project discussion with TMC in June 2022

- Held outreach in June and July, including in-person and online methods. Please see the separate “Outreach Milestone #1 Public Involvement Summary” for details on the activities and feedback received.
- Developed initial “alternatives” for the Fourth Plain and Ft. Vancouver corridors. “Alternatives” are different lane reconfiguration approaches that address needs and issues, and that consider constraints and tradeoffs in the corridor.
- Coordinated with WSDOT, CTRAN, and RTC on the projects to keep all parties informed and hear feedback on alternatives.
- Held a workshop with the City Council in July to update the Council on progress to-date and hear feedback.

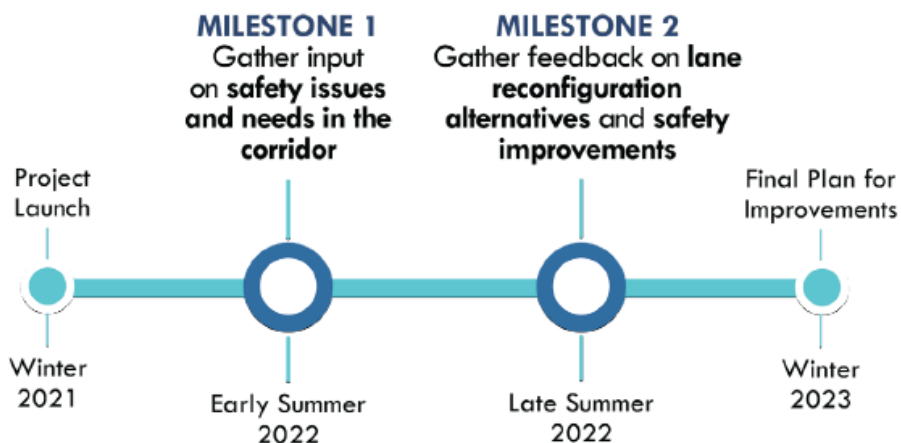
Public Engagement

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 are two main outreach milestones:

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

August 28, 2022

Page 3 of 4



Milestone 1, occurred in May and June 2022 and were primarily intended to inform the community about the project and its purpose and goals, and hear feedback on needs and issues.

Milestone 2, in September 2022, will involve deeper discussions with the community on potential lane reconfiguration options and safety improvements. The project team is sharing lane reconfiguration concepts with the community to identify the ideas that best meet the evaluation framework and community needs.

Alternatives & Analysis

The project team has developed alternatives for the Fourth Plain and Fort Vancouver corridors. These alternatives will be reviewed with the TMC on September 6th, 2022. The alternatives reflect prior feedback received from community and agency stakeholders, and reflect technical analysis conducted previously. After the TMC has reviewed alternatives and community outreach is complete at the end of September 2022, City staff will evaluate and recommend a preferred alternative for the Fourth Plain and Fort Vancouver corridors for review by the City the TMC and City Council in early October. The evaluation framework previously reviewed by the TMC will serve as the main evaluation tool in combination with stakeholder feedback.

It is important to note that any lane reconfiguration alternatives selected must reflect constraints in the corridor which in some cases may lead toward selecting one alternative over another. The primary constraints are the width of the existing corridor (from curb to curb) and agreements that CTRAN has with the Federal Transit Administration which specify how The Vine BRT system must operate in the corridor.

It is important to note also that the lane reconfiguration alternatives would address many corridor needs, but not all needs identified. The project team has been keeping track of other issues and concerns from community input that may be addressed through other funding programs. These other needs include;

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

August 28, 2022

Page 4 of 4

- Corridor beautification/streetscape enhancements (landscaping, public art, wayfinding, street trees)
- Additional marked crossings. The City is already funding two new improved crossings at Fourth Plain Blvd at Neals Lane and just east of Fort Vancouver Way
- Sidewalk widening
- Improved streetlighting
- Traffic calming on Fourth Plain Blvd
- Traffic calming on nearby routes to address potential traffic diversion. The project team has conducted traffic modeling which shows relatively minor traffic diversion risks on streets close to Fourth Plain Blvd and Fort Vancouver Way. The City will evaluate conditions post-implementation to determine if additional tools are needed to address diversion.

TECHNICAL MEMORANDUM

DATE: July 13, 2022
TO: City of Vancouver
FROM: Ryan Farncomb
SUBJECT: Revised Evaluation Framework
PROJECT NAME: Fourth Plain and Ft. Vancouver Way Safety and Mobility Projects

This Evaluation Framework will be used to assess lane configuration/reconfiguration alternatives and other safety or mobility improvements to the Fourth Plain and Fort Vancouver Way corridors. This is an initial framework that will be reviewed with the public during the first phase of outreach and refined based on feedback. The corridor community will both (1) inform this framework and (2) provide input on the alternatives later in this process that directly informs the selection of the preferred alternatives. This initial framework is informed by the findings and goals from prior studies and plans, including the Transportation System Safety Analysis (TSSA), Fourth Plain Forward Pedestrian Safety and Access Implementation Strategy, the Fourth Plain Forward Action Plan, City's Complete Streets Policy, and ongoing Vancouver Moves projects.

Finally, this framework will be used to evaluate alternatives for both the Fourth Plain and Fort Vancouver Way projects.

Evaluation Framework

Criteria	Questions the team will ask	How will we measure it?
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?	Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.
	Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?	Alternative maintains or improves transit travel time reliability.
		Alternative would meet traffic mobility standards on Fourth Plain.
		Alternative minimizes diversion to local streets or diversion is mitigatable.
Safety improvement for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus	Does the alternative make it safer for people to walk, roll, bike, or use the bus?	Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.
	Does the alternative make it safer for people driving?	Alternative would improve safety for people driving by applying known safety countermeasures.
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.

Criteria	Questions the team will ask	How will we measure it?
Equitable outcomes	Does the alternative provide benefits or mitigate burdens to equity populations (see below) specifically?	Direct benefit (reduced transportation costs) or reduced burden to identified equity populations living or working within the corridor (within ¼ mile of both streets).
Access to businesses, jobs, services, parks and recreation, and educational opportunities	Does the alternative increase access to essential places as identified in the City's equity atlas? Does the alternative increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?	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.

Based on the discussion in the *Fourth Plain Public Engagement Plan* and the City's *Equity Index*, this evaluation framework defines equity populations as:

- People who have low-incomes
- People who belong to a racial or ethnic minority group
- Households that speak English less than "very well", including Spanish, Chuukese, Vietnamese, and Russian speaking communities along the corridor
- People living with a disability, including those who use mobility devices and people with low vision and/or hearing
- Households without access to a personal vehicle, who depend on public transportation, walking, using a mobility device, or bicycling to meet their daily needs
- Households with children
- Other equity populations that have been historically underserved by transportation investments, including people of color, homeless and/or houseless individuals, youth (<18), older adults (65+), LGBTQ communities, refugees, persons who are unemployed or experiencing financial hardship, and people with limited access to economic opportunities (for reasons such as immigration status, educational attainment, disability, health limitations, or otherwise)
- People who rent their home

TECHNICAL MEMORANDUM

DATE: August 23, 2022
TO: Rebecca Kennedy, Emily Benoit, William Cooley, City of Vancouver
FROM: Kayla Dunn, Monica Santos-Pinacho, PointNorth Consulting
Eddie Montejo, Parametrix
SUBJECT: Milestone 1 Direct Outreach Summary – **Final** Report
PROJECT NAME: Fourth Plain and Fort Vancouver Way Safety and Mobility Project

OVERVIEW

The City of Vancouver is studying ways to improve safety, mobility, and comfort on both Fourth Plain (from F Street east to Andresen) and Fort Vancouver Way (from Fourth Plain to Mill Plain). This project will look at ways to make these streets safer for all users regardless of how they choose to travel.

The public outreach team is planning and conducting ongoing direct outreach activities to share information and solicit feedback regarding lane reconfiguration alternatives in the Fourth Plain Boulevard and Fort Vancouver Way corridors under the City's Vancouver Moves Complete Streets Projects. Community engagement will be conducted in two milestones: Milestone 1 outreach activities began in May 2022 and will conclude when Milestone 2 starts in August 2022.

Community feedback received through direct outreach activities in Milestone 1 has been collected, analyzed, and summarized in this report.

Objectives

- Share information with community members and stakeholders about upcoming option for lane reconfiguration under consideration by City of Vancouver
- Encourage community members to provide feedback about their priorities through the following engagement opportunities:
 - Online survey
 - Online open house
 - Stakeholder meeting
- Build rapport with stakeholders for future engagement happening later this year

OUTREACH SUMMARY

Methods

- **Project Flyer:** A project flyer summarizing general information about the project was developed in English, Spanish, Vietnamese, Chuukese and Russian. The flyer also invited community members to visit and stay engaged via the project BeHeard site, Online Open House, and survey.
- **Canvassing:** The team conducted in-person visits along the corridor to engage directly with residents at businesses, organizations, and apartment buildings identified as priority stakeholders.

- **Phone and email outreach:** The team contacted 38 priority-identified stakeholders to introduce the project, share information, and offer stakeholder meetings for deeper dives on project scope and timeline.
- **Tabling:** The team hosted an informational table at two public spaces to share details about the project, ask for community member feedback, and build rapport for future engagement.
- **1:1 Stakeholder meetings:** The team held meetings with two stakeholder organizations interested in receiving a detailed project briefing, providing detailed feedback and expressing interest in participating in a future focus group.
- **Neighborhood association meetings:** The team attended 5 neighborhood association meetings along the corridor in June 2022 to share information about the project and ask for community member feedback.
- **BeHeard Website and Survey:** beheardvancouver.org/fourth-plain-fort-vancouver-mobility was published to share general project information with the public and to gather ongoing community feedback. *Survey #1: Safety Issues and Corridor Needs* was published in English and Spanish on the BeHeard website in May 2022. As of this writing, over 800 community members have visited the BeHeard site and 77 participants submitted a survey.
- **Online Open House and Survey:** In May, an online open house was also published at storymaps.arcgis.com/stories/ to share interactive project information with the general public. The site also provided an alternative way to submit *Survey #1*. As of this writing, more than 250 people visited the online open house and 18 submitted a survey.
- **Social Media and Advertisements:** Social media advertisements on Facebook, NextDoor, Instagram, and Reddit were used to help drive community members to the BeHeard site. Social media accounted for approximately 35% of all traffic sources to the BeHeard site.

Direct Engagement Activities

An overview of the direct engagement activities conducted between May and July 2022 are summarized in Table 1 below.

Table 1. Milestone 1 Direct Engagement Activities Summary - May - July 2022

ACTIVITY	DATES	LOCATION / GROUP	TOTAL REACHED
Tabling	May 21	Downtown Vancouver Farmers Market	120+
	May 31	Clark College campus	
	July 9	LULAC Grows Mercado	
Canvassing	May 24	West project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	44
	May 26, 27 June 23	East project corridor (Fort Vancouver to Andresen)	
Phone and email outreach	June 1-30	Priority identified stakeholders including: • BIPOC-owned businesses • Transportation & mobility organizations • Residential apartment complexes • Community-based organizations • Social services providers	38

1:1 Stakeholder meetings	June 22	Recovery Café Clark County The Marshall Center	2
Neighborhood Association Meetings	June 2 – June 29	• Shumway, June 2 • Arnada, June 9 • Maplewood, June 16 • Rose Village, June 28 • Fourth Plain Village, June 29	5
BeHeard Website	Launched May 18	Online	800+ visitors
Online Open House	Launched May 18	Online	250+ visitors
Survey #1	May 18 – July 15	Online via BeHeard page and Online Open House	95 surveys

THEMES AND FINDINGS

The following sections detail the themes and findings of both in-person and online outreach done as part of Milestone #1 (Summer 2022).

In Person Outreach

Questions

The outreach team prioritized asking the following three questions during each engagement effort with members of the community:

- What has been your experience traveling along Fourth Plain Blvd or Fort Vancouver Way?
- Are there any intersections on these streets where crossing feels dangerous? If so, where?
- How would you like to see these streets improved?

Themes and Feedback

- **Strong desire to address dangerous travel experience in the corridor.** Travelers in this area feel that speed, congestion, and aggressive traffic create a highly dangerous experience when travelling on these streets, regardless of mode choice. There is a strong desire in the community to address these problems, which include:
 - Crosswalks are not trustworthy because drivers disregard crosswalk
 - Sidewalks are too narrow to be a barrier from speeding vehicles
 - Not enough street lighting
 - Long travel times through Fourth Plain due to congestion, leading to poor driving behavior and more accidents
 - “There is a lot of death on Fourth Plain Boulevard.”
 - Enforcement is needed to address speeding and dangerous crosswalk violations
 - Drivers drive through red lights; very dangerous for children in the community
 - “We need ways to ensure safety for our children.”

- **Residents and commuters alike believe it is not a bike-friendly area.** This area is not perceived as bike-friendly due to lack of bicycle infrastructure. Most people expressed that they would never consider riding a bike on the current configuration of these streets. Some of the most common reasons noted include:
 - Bicyclists use the sidewalks because the road feels unsafe
 - Lack of protection from speeding vehicles
 - Existing bike lanes are insufficient
- **Overall unwelcoming perception of the area from travelers.** The atmosphere of the area feels unwelcoming to travelers due to the poor condition of buildings and lack of greenery.
 - Buildings look abandoned and uncared for
 - Nothing pleasant to look at as a pedestrian
 - “Please make this area worth walking through.”
 - Difficult to find waste or recycling bins so garbage is in the streets
 - Not enough lighting on streets
- **Safety is a key concern in certain areas of the corridor.** There are several intersections and locations in the project area where crossing feels unsafe. Most community members expressed a strong desire for pedestrian safety improvements and reduced vehicle speeds. Several also expressed a strong desire for improved traffic control at intersections and specified the following locations as problematic:
 - Andresen & Fourth Plain Blvd
 - Todd & Fourth Plain Blvd
 - Neals & Fourth Plain Blvd
 - Norris & Fourth Plain Blvd
 - Fairmount & Fourth Plain Blvd
 - Grand & Fourth Plain Blvd
 - Fort Vancouver Way & Fourth Plain Blvd intersection
- **Concern with “lane reconfiguration” language.** Some people expressed concern about the term “lane reconfiguration” and a desire to learn more about what that may look like on these streets specifically. Of this group, some expressed opposition to the idea of reducing the number of lanes, opining:
 - “There’s way too much traffic here to handle fewer lanes.”
 - “Do not do a road diet – it would jam up traffic and be a very bad idea.”
 - “Fewer lanes would never work in this area.”
- **Perceived lack of investment in the area keeps people away and unengaged.** Some people expressed strong negative feelings about the City’s level of responsiveness to non-traffic safety issues in this area. Of this group, many people cited an unwillingness to discuss traffic solutions until the City first addresses safety issues related to crime, houselessness, and a perceived lack of law enforcement response in this area.
 - “There is so much crime and houseless activities in this area. I avoid Fourth Plain at all costs.”
 - “Feels like the City does not care about us.”
 - “I try not to use this road because it is stressful.”
 - More law enforcement is needed day and night to respond to calls regarding crime and address street racing

Online Outreach

Questions

The online survey asked participants to share how they typically travel along Fourth Plain Blvd and Fort Vancouver Way, safety issues along these corridors, and to weigh in on the project evaluation criteria. The questions were:

- 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?
- Do you have any ideas for improving these streets?
- How comfortable do you feel walking on Fourth Plain and Fort Vancouver Way?
- How safe do you feel walking or biking these streets to access transit?
- Which of the following are ways do you travel on Fourth Plain and Fort Vancouver Way? (Drive, Walk, Ride a Bike, Transit, Other)
 - If you checked multiple options above, what is the main way that you travel these streets?
- How often do you travel these streets?
- Any other thoughts?
- Are these the right evaluation criteria for assessing potential safety and mobility improvements on Fourth Plain Blvd and Fort Vancouver Way?
- Which of the evaluation criteria are most important to you? Select the top three (3) evaluation criteria that are most important to you.

Themes and Feedback

- **Most people feel unsafe walking and biking along Fourth Plain Blvd and Fort Vancouver Way.** Most respondents were either somewhat uncomfortable (30%) or very uncomfortable (47%) walking these streets. Approximately 80% of respondents said they felt very uncomfortable bicycling along these streets.
- **Most people feel unsafe walking and bicycling *to access transit* in the corridor.** Survey respondents shared they felt somewhat uncomfortable (45%) or very uncomfortable (33%) walking and bicycling on Fourth Plain Blvd and Fort Vancouver Way to access transit.
- **Generally, only 1 out of every 5 respondents feels safe** walking, biking, or accessing transit along Fourth Plain Blvd or Fort Vancouver Way.
- **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, and 14% of respondents said they rode transit.
- **Most survey respondents (74%) agree that the draft evaluation criteria are right for assessing safety and mobility improvements along these streets.** Respondents indicated the top three (3) most important evaluation criteria as:
 1. Safety Improvements for all users (31%)
 2. Mobility improvements for all users (24%)
 3. Greenhouse gas reduction benefits (19%)

A summary of the individual survey responses is provided as Appendix A.

WHAT'S NEXT

The project team will use this feedback to inform design options that address the needs of the community. The options will be shared with the community during Milestone 2 of public engagement activities later this summer/early this fall as the project team steps back out into the community to solicit actionable feedback and preferences on lane reconfiguration options.