

Westside Bike Mobility Project

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City Council Communications

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Presentation Overview

- Project background & recommendation overview
- Summary of Phase III process
- Recommendation & next steps

Project Background

- Need for multimodal north-south corridors on west side identified for over 20 years
- Efforts to improve safety & mobility extremely challenging & divisive
- Citywide safety analysis found high risks for vulnerable road users
- Consideration for how transportation system can serve existing community, as well as anticipated growth & future economic investment
- Challenges of this project are representative of future transportation improvements—easy solutions are unlikely

Project Context

- Ongoing growth and development in Downtown, Waterfront and west of I-5
- Increasing demands on the transportation system, and the need to move more people efficiently and safely
- Opportunity to implement safety improvements as part of Pavement Program is cost-effective

Recommendation Overview

- More extensive engagement with the community did not result in consensus, revealing continued divided community interests
- Extremely challenging to implement policy while being responsive to community desires
- Consideration of how to balance goals and vision of project while responding to community interests

Alternatives

Alternative 1: Columbia Protected Bike Lanes – loss of 393 parking spaces

- Mill Plain – 45th: Protected bike lanes in both directions
- 13th – Mill Plain: Buffered bike lane northbound, sharrows southbound
- 8th-13th: Protected bike lanes in both directions

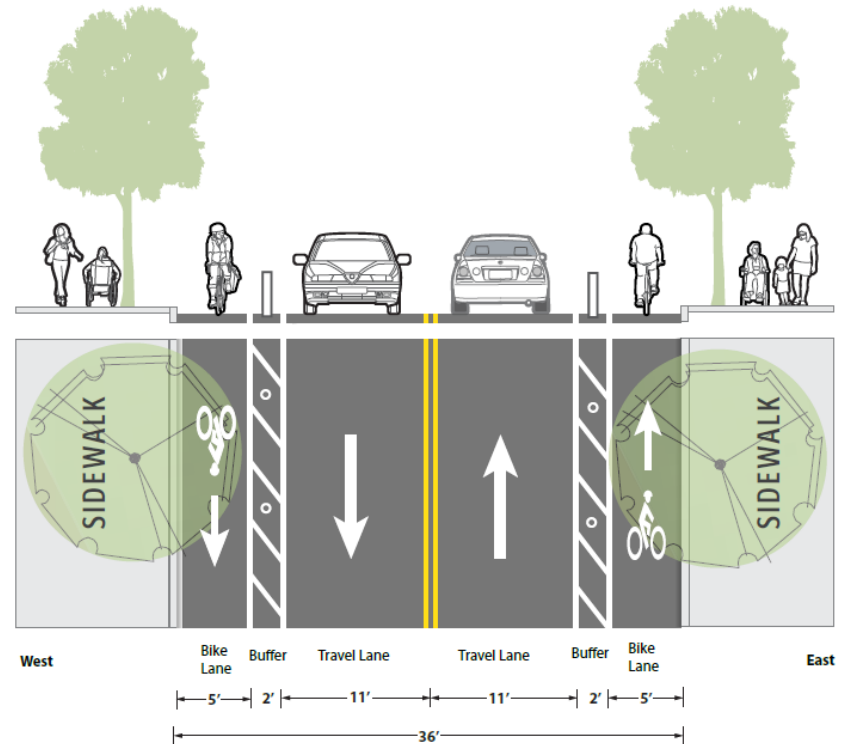
Alternative 2: Hybrid Columbia Option – loss of 223 parking spaces

- 16th – 45th: Protected bike lane northbound, sharrows southbound
- Mill Plain – 16th: Protected bike lanes in both directions
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Alternatives

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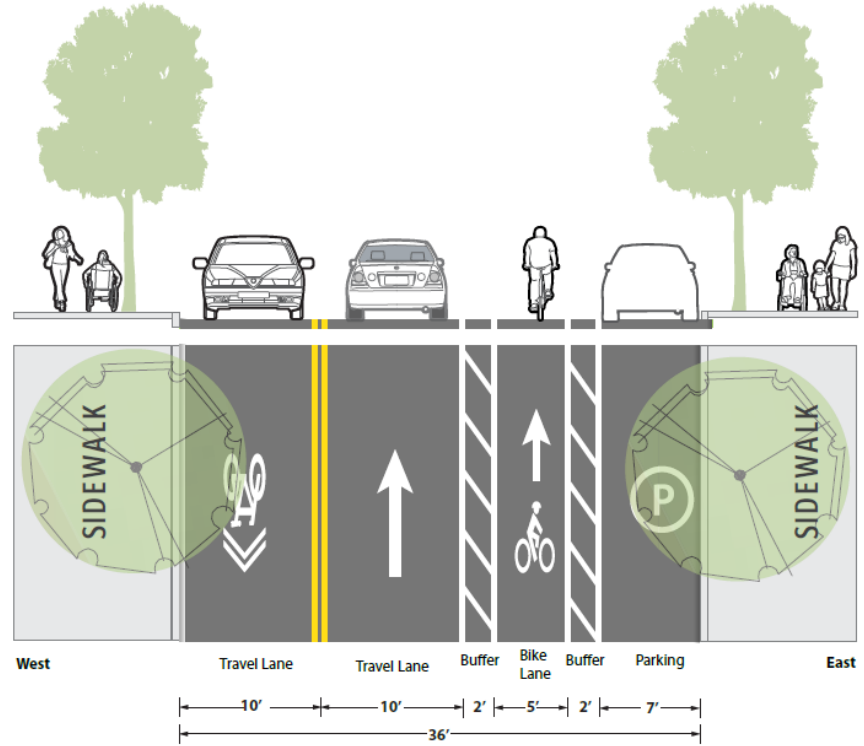
- Mill Plain – 45th: Protected bike lanes in both directions; removal of parking on both sides



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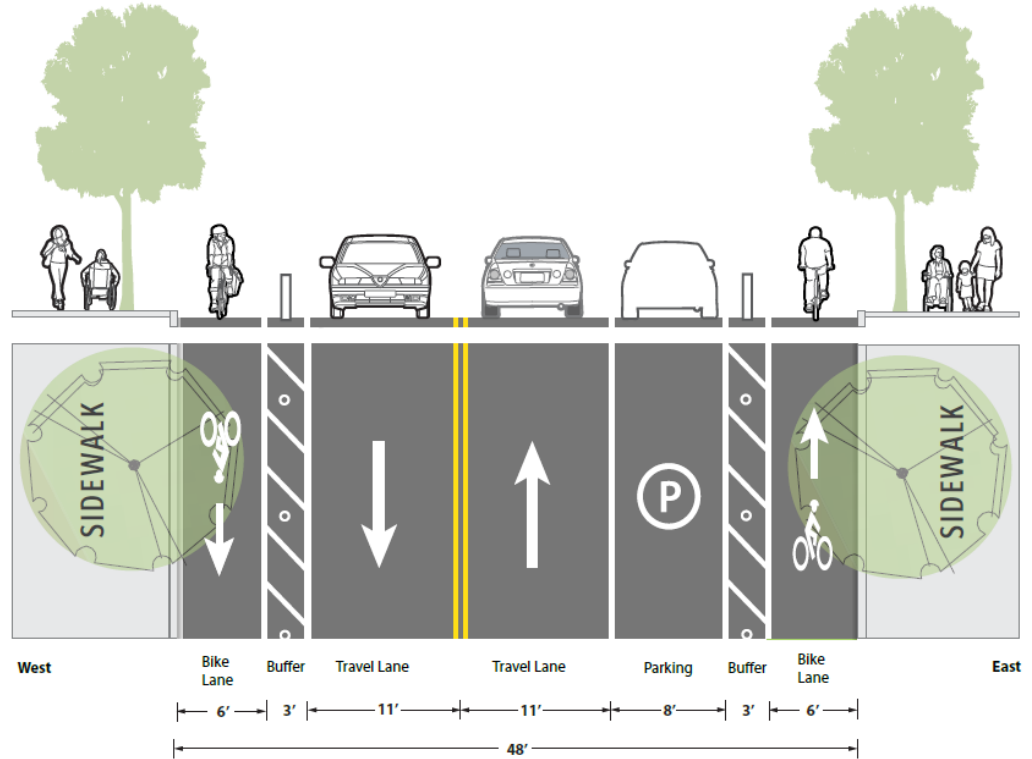
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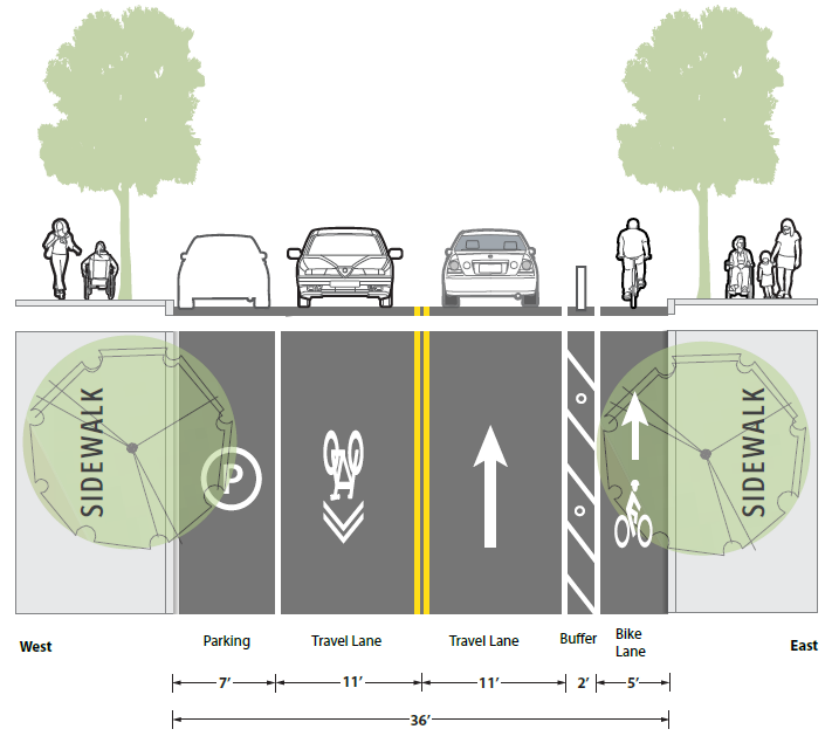
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Alternatives

Alternative 2: Hybrid Columbia Option

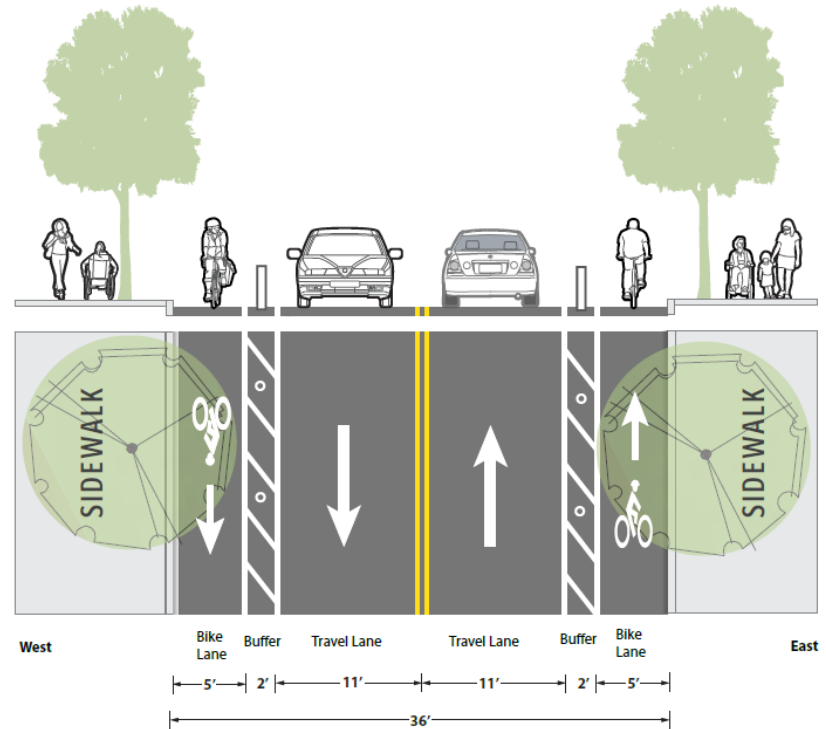
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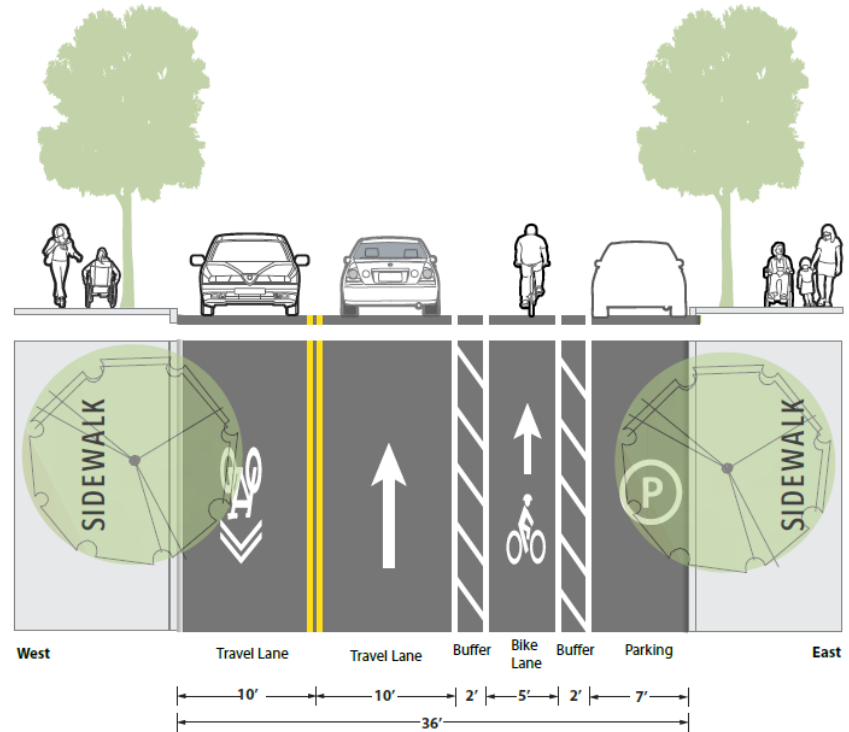
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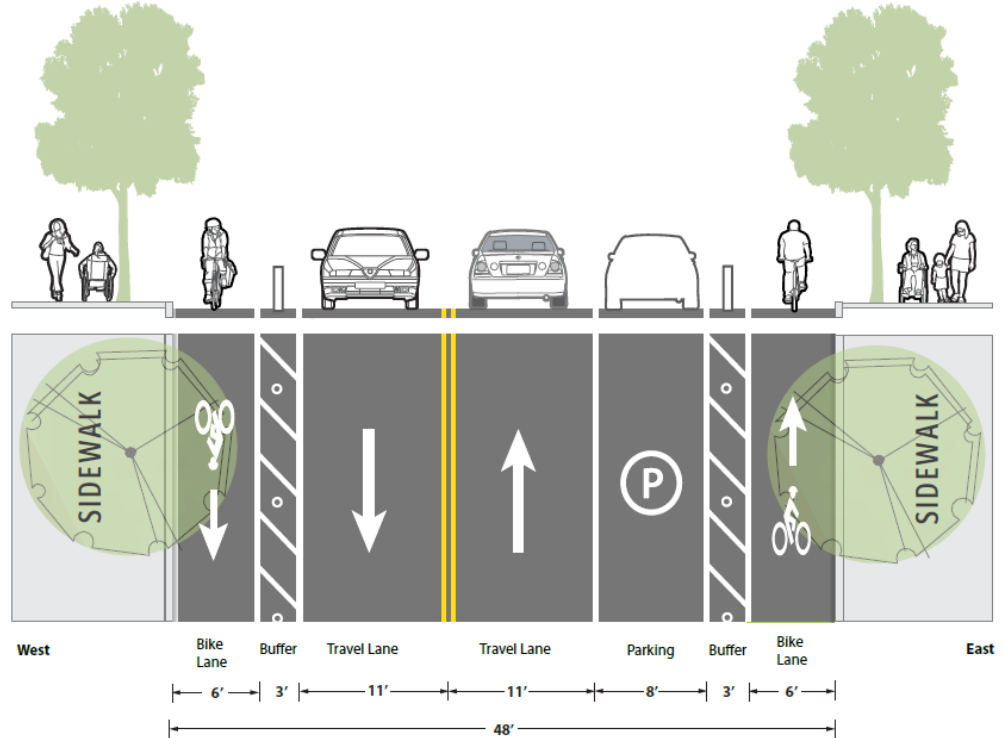
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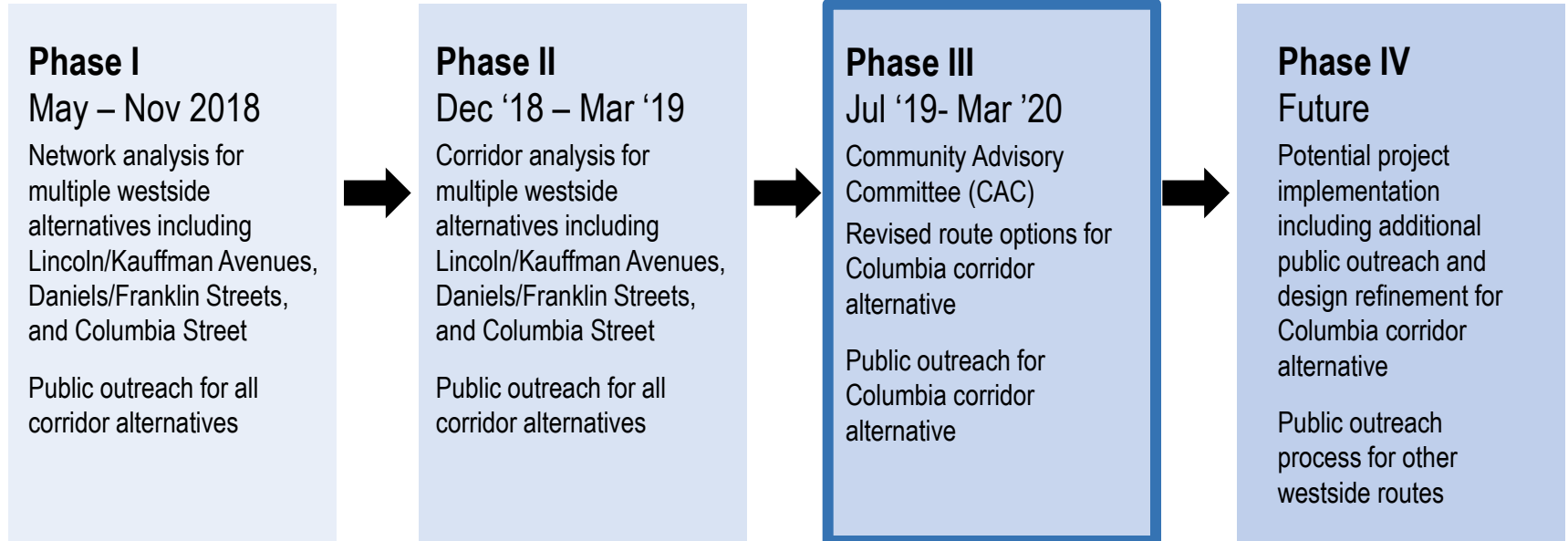
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Recommendation Overview

- Route options developed as part of Phase III Community Advisory Committee process did not generate consensus within the community
- Some CAC and community members were in favor of a compromise option
- Alternative 1 provides safest facilities-and best fits policy guidance and best practices
- Alternative 2 provides incremental improvement and responds to divided community interests

Project Process



Other north-south routes identified in Phase 1 to be implemented in future phases with additional public process

Community Advisory Committee (CAC)

- Focus on Columbia, Washington, Daniels & Franklin streets
- Consider public feedback collected during all phases of engagement
- Consider impacts to safety, mobility, accessibility, connectivity & parking
- Develop and evaluate route options, providing input to final recommendation



Community Advisory Committee (CAC)

- 55 applications received
- Review committee consisted of a member of the Planning Commission, City Communications, Public Works communications, project facilitation team & project manager
- 19 members selected
- Committee members represent business owners, neighborhood residents, service providers, community organizations, transit riders, Planning Commission, Parking Advisory Committee, pedestrians & cyclists

Community Advisory Committee (CAC)

Name	Representation
Lacey Arnold	Downtown Business Rep., Cyclist
Bill Baumann	C-TRAN Rider, Human Services Council
Merlene Converse	Hough
Alyson Day	Cyclist
Amy Elkinton	C-TRAN, Esther Short
Beth Greenberg	C-TRAN, Carter Park, School for the Blind
Jack Harroun	Planning Commission
Leah Jackson	Downtown Business, Bike/Ped Stakeholder Group (BPSG), Carter Park
Michael Kelly	Carter Park, Cyclist, Parent

Community Advisory Committee (CAC)

Name	Representation
Susan Law	Urban Forestry Commission, Carter Park, NTSA
Stephanie Lynn/Garrett Ginter	Parking Advisory Committee
Nancy McCarter	Westside Neighborhood Coalition (WNC), Hough
Judy Russel	Veterans Assistance Center (VAC)
Luke Vander Weide	Lincoln, Cyclist
Jan Verrinder	Bike Clark County, BPSG
Jennifer Ward	Lincoln, Parent, Cyclist
Farleigh Winters	Arnada, VDA, Cyclist
Glen Yung	WNC, Uptown Village Association, Hough

Community Advisory Committee (CAC)

- Meeting 1: CAC charter, review project to date & Complete Streets Policy
- Meetings 2 – 3: Technical overview & design alternatives
- Meetings 4 – 5: Explore route options
- Meetings 6 – 7: Develop evaluation criteria & review route options
- Meetings 8 – 9: Design considerations, tradeoffs, mitigation; review community feedback; evaluation

Route Options

1. Columbia: Protected bike lanes in each direction
2. Columbia/Washington: Couplet with one-way protected bike lanes
3. Columbia/Daniels: Neighborhood greenway, bike lane couplet
4. Daniels/Washington: Neighborhood greenway with two-way protected bike lanes
5. Daniels/Franklin: Neighborhood greenway with two-way protected bike lanes
6. Franklin: Neighborhood greenway with two-way protected bike lanes

Route Options

- Additional route options were developed to address potential parking impacts identified with original Columbia alternative in residential, business, and Veterans Assistance Center area
- Routes introduced one-way bike facilities, predominantly neighborhood greenway routes & more out of direction travel for people riding bikes
- Intent to provide routes that different groups could come to consensus on by compromising on certain tradeoffs

Public Outreach

- Open house January 8 (150 participants)
- Coffee talks: January 14 at Latte Da, January 15 at Relevant Coffee (60 participants total)
- Online open house January 8 through February 21 (250+ responses)
- Presentations to 9 community organizations: Hough, Carter Park, Lincoln & Esther Short neighborhood associations; Uptown Village Association; Vancouver's Downtown Association; Neighborhood Traffic Safety Alliance; Bike Ped Stakeholder Group; Clark Communities Bicycle and Pedestrian Advisory Community

Public Outreach

- 7,000 postcards to residents & businesses between 45th Street, Main Street, the waterfront & Lincoln/Kauffman Avenues
- Flyers
- Email newsletters, outreach emails, neighborhood newsletters
- Social media (Nextdoor, Facebook, Instagram & Twitter)
- City website, Be Heard Vancouver website, Community Calendar
- Press release

CAC Summary

- Tension between providing a direct and safe route versus desire to maintain on-street parking and existing neighborhood look and feel
- Divided support for Columbia option as well as Daniels/Washington or Daniels/Franklin option
- Interest in design compromise that provides bike route while maintaining on-street parking
- Interest in providing multimodal improvements in addition to bike facility: sidewalk improvements, traffic calming/speed reductions, street trees

Public Outreach Summary

- Parking impacts remains a key issue
- Each route option has benefits and drawbacks for different user groups
- Community members appreciated having multiple route options to review
- Residents expressed a desire for a compromise solution that provides safe bicycle facilities while mitigating impacts such as parking loss
- Strong request for education, outreach, and enforcement

Alternative 1

Alternative 1: Columbia Protected Bike Lanes

- Meets the full intent of the City's Complete Streets policy by providing a safe, equitable, and accessible facility
- Provides the safest facility out of the six route options
- Most directly connects people traveling in the corridor to desired destinations
- Has the most parking impacts – 393 spaces

Alternative 2

Alternative 2: Hybrid Columbia Option

- Incremental approach to improving safety in the corridor
- Does not provide a safe facility for all users; protected facilities for people riding bikes in only one direction
- Would require out of direction travel for people not comfortable sharing the road heading southbound onto unimproved facilities
- Attempts to balance competing needs in the corridor
- Would result in the loss of 223 parking spaces

Recommendation

For Both Alternatives:

- Reduce speed limit to 20 mph
- Maintain speed bumps between McLoughlin & Fourth Plain, add speed cushions between 16th & 45th as appropriate
- Remove traffic circle at 24th, maintain pedestrian refuges at 41st & 44th
- Plant additional street trees
- Maintain existing crosswalks, add crosswalks as appropriate

Recommendation

For Both Alternatives:

- Provide bike boxes for southbound sharrows at signalized intersections (where applicable)
- Ensure protection for bike lane fits the neighborhood context while being low maintenance
- Monitor & evaluate project performance, making adjustments as necessary

Recommendation

- City cannot make improvements to private property that are unavailable to the public at large
- Look at opportunities to improve alley accesses
- Add loading zones on side streets for USPS delivery and other service providers
- Add ADA parking spaces in residential areas

Next Steps

Implement Council directed alternative with repaving projects:

- 2020: 15th – 33rd
- 2021: 33rd – 45th & Columbia Way – 15th
- Conduct outreach process for neighborhood greenway on Daniels and other west side bike routes as funding becomes available (likely 3 – 5 years or more)

Questions and Discussion

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