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# St Johns-St James Safety Project

Transportation and Mobility  
Commission Workshop

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# Project Timeline



We are finishing Phase 1 and starting Phase 2.  
We expect Phase 3 to start in the Fall.



# Existing Conditions

## Corridor Segments and Land Uses

- Primarily commercial and higher density residential, with surrounding low- and medium-density residential neighborhoods.
- Designated as a Pedestrian Corridor and has trail connections.
- Freight corridor at the northern end and industrial uses north of the project area.
- Several affordable housing developments constructed and planned in the project area.



# Existing Conditions: Collision History

## Pedestrian and Bicycle

- **Eight** collisions between vehicles and people walking (five) and biking (three).
  - Greater density of collisions near NE 33<sup>rd</sup> Street and NE 44<sup>th</sup> Street
  - Three were in a marked crosswalk and one was in an unmarked crosswalk
  - One fatal collision at Fourth Plain Blvd and Fort Vancouver Way

## Vehicle

- **39** vehicle collisions
  - Greater density of collisions at major intersections
  - Fewer collisions south of SR-500
  - Most serious injury collisions occurred in the northern part of the corridor



# Existing Conditions: Pedestrians

## Sidewalks and Pedestrian Level of Traffic Stress (P-LTS)

- The south corridor is more comfortable with the most sidewalks, fewer and narrower lanes, and slower speeds.
- The corridor over SR-500 was downgraded due to high vehicle turning movement conflicts and long crossing distances over highways ramps.
- The north corridor has sidewalk gaps, high speeds and most sidewalks are less than 6-feet wide.



# Existing Conditions: Bicycle + Small Mobility

## Mobility Lanes and Bicycle Level of Traffic Stress (B-LTS)

### Existing Facilities

Conventional striped mobility lanes varying from 4-6 feet.

### Planned Facilities

Expand protected connection to Fourth Plain Blvd, NE 49<sup>th</sup> Street, NE 54<sup>th</sup> Street and Minnehaha Street.

- The B-LTS along the corridor ranges from 2 to 4, with 1 (best) to 4 (worst).
- The north corridor has higher B-LTS of 3 and 4, as there are more and wider lanes, and more and faster moving vehicles.



# Existing Conditions: Transit

## Transit Service and Ridership

### Fixed-Routes

- #6 Fruit Valley/Grand
- #25 St. Johns
- The Vine (Green) on Fourth Plain

### Boardings

- Greatest number on weekdays: 6 NB at Fort Vancouver Way/St. Johns Blvd and 10 SB at St. James Road/52nd Street
- Weekday boardings are considerably higher than weekend boardings for all stops.



# Existing Conditions: Roadway

- **Striping:** two to four lanes, ranging from 11ft to 21ft wide
- **Pavement:** conditions range from 1 (good) to 5 (poor), St. Johns Road to be repaved
- **Crosswalks:** multiple in each segment with varying conditions
- **Driveways:** many with higher concentration in the south and middle of the corridor

Segment: Roads	Lanes	Parking
1: Fourth Plain to Fort Vancouver	1 NB, 1 SB, center turn lane	Yes/No
2: Fort Vancouver to Petticoat	2 NB, 2 SB, center turn lane	No
3: Petticoat to 49 <sup>th</sup>	2 NB, 2 SB, turn pockets	Yes
4: 49 <sup>th</sup> to Minnehaha	2 NB, 2 SB, turn pockets	Yes
5: Minnehaha to 68 <sup>th</sup>	2 NB, 2 SB, turn pockets	Yes/No





# Existing Conditions: Traffic Analysis

## Speeds, Volume and Counts

Segment: Roads	Posted Speed	Average Speed	Range of Trips
1: Fourth Plain to Fort Vancouver	25-30 mph	34 mph	3600 - 9600
2: Fort Vancouver to Petticoat	30-35 mph	34 mph	5000 - 6400
3: Petticoat to 49 <sup>th</sup>	35 mph	44 mph	9500 - 9600
4: 49 <sup>th</sup> to Minnehaha	35 mph	39 mph	8000 - 8400
5: Minnehaha to 68 <sup>th</sup>	40 mph	42 mph	6000 - 8200

- More people are walking than traveling by bicycle or small mobility device at intersections.
- Greatest number of bicyclists, small mobility users and pedestrians combined are at Petticoat Lane, at midday (11AM to 1PM), due to proximity to the Burnt Bridge Creek Trail.
- Greatest number of pedestrians only are at St. Johns Road/NE 49th Street.



# Current Level of Service

## Existing Conditions

**When driving on the corridor, most intersections:**

- Don't experience delay during morning and evening peak hours.
- Don't have cars wait more than a light cycle to proceed.



# Future Level of Service

## Future Years 2028 and 2040

Compared to the Existing Conditions:

- Majority of intersections operate at **acceptable levels of service** for cars in the morning and evening peak hours.
- Most intersections have **available storage capacity** to travel through intersections during a light cycle.



# Opportunities and Constraints

The corridor is a critical connection and utilized by many different types of travelers and modes. There are a variety of trip purposes along a range of land use contexts.

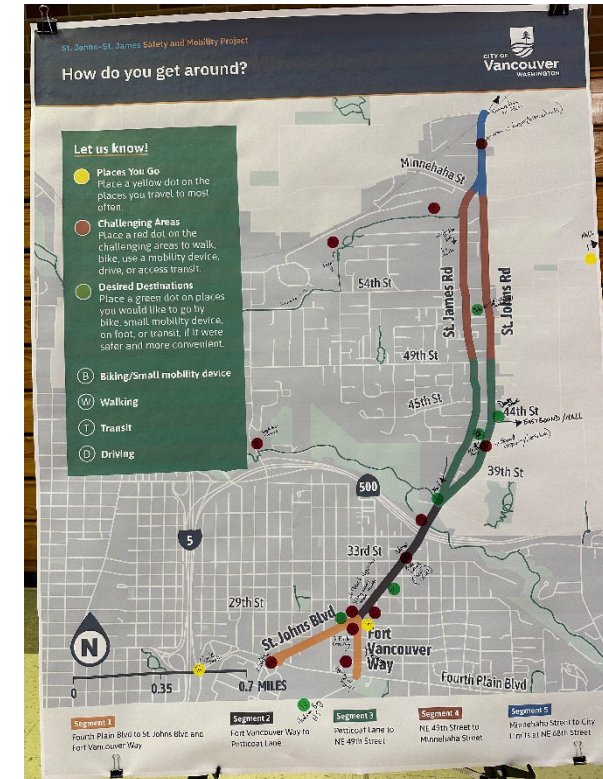
Segment: Roads	Opportunities	Constraints
1: Fourth Plain to Fort Vancouver	Intersections of Fort Vancouver Way/St. Johns Blvd and St. Johns Road/Fourth Plain Blvd	Multiple off-set intersections and many driveways increase conflict points and poor sightlines
2: Fort Vancouver to Petticoat	Connections to other Complete Streets projects and trails	Slip lane at E 33 <sup>rd</sup> Street and interchange bridge over SR-500
3: Petticoat to 49 <sup>th</sup> 4: 49 <sup>th</sup> to Minnehaha	Implement countermeasures identified, increase visibility, one-way traffic conflict reductions	Many driveways makes it difficult for continuous protection
5: Minnehaha to 68 <sup>th</sup>	Future trail connection and users, vacant parcel repurposing	Railroad crossing, freight traffic, County facility transition



# Community Engagement: Phase 1

## Communication and Activities

- **BeHeard** Project Webpage
- **Online Survey** in English, Spanish and Russian
- **In-person Open House** at Discovery Middle School on April 17, 2023
- Project **Update Email** to Listerv
- **Outreach** to Schools, Neighborhood Associations, Businesses and Faith Institutions



# Community Engagement: Phase 2

## Planned Next Steps

1. Share proposed design elements and options
2. Share information on the evaluation process, short versus long term recommendations
3. Solicit feedback from the public, stakeholders and partners

## Expected Outreach Activities

- Community Conversations
- Partner Interviews
- Online Surveys on BeHeard
- Project Update Email
- Tabling Events
- Transportation and Mobility Commission





# Next Steps

- Community Engagement Phase 1 Summary Report
- Internal and External Design Opportunities Discussions
- Design Options Development and Evaluation
- Design Workshop in Fall with Transportation and Mobility Commission





# QUESTIONS

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