

Freight Mobility Plan

Goal 10:

To facilitate the provision of a multi-modal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the downtown Vancouver planning area.

Objective 10.1:

To promote accessibility to a range of transport modes that will fulfill the needs of freight shippers.

Objective 10.2:

To promote the safe transport of goods to, from and within, the downtown Vancouver planning area.

Objective 10.3:

To encourage the development of efficient inter-modal freight transfer facilities to increase transportation related business opportunities.

Objective 10.4:

To minimize the negative impacts associated with freight movement in the downtown Vancouver planning area.

Introduction

In today's downtown Vancouver street system, truck traffic circulates in a somewhat random fashion throughout downtown, as many trucks destined between the Port/Industrial area and I-5 are not well directed or meander through downtown streets trying to find their ultimate destination. These operation conditions are magnified while the Mill Plain Extension project is under construction. The goal of the Plan is to identify and direct trucks to the appropriate functionally classified streets, designated as signed truck routes, in order to keep freight traffic out of the downtown grid except for local deliveries.

The Mill Plain Extension Project is a multi-modal, arterial roadway that improves access into the Port of Vancouver Industrial area and Vancouver Lake Lowlands. The first phase of that three-phase project is now complete. The entire project is scheduled for completion in fall of 2000. This new roadway will provide improved direct access for the heavy industrial users, and along with improved signage, and will help to keep freight traffic off the local streets in downtown Vancouver. Improved access and connections for local truck deliveries and access to the industrial area in the vicinity of the Boise Cascade Property, and east of Jefferson Street is necessary to keep truck traffic from meandering through downtown to their final destinations. The following section lists the findings and recommendations for improving the mobility for freight and goods movement in and around downtown.

Findings and Recommendations

Major Freight Routes

Jefferson and Kaufman should be designated and signed as a major truck route to provide access to local industrial properties in west downtown. The Jefferson/Kaufman connection will provide a direct linkage to the Mill Plain Extension and help to discourage freight traffic from using downtown streets to access either the Interstate and/or the west-end industrial properties.

Minor Freight Routes

Washington, Columbia and 8th Streets should be designated as minor truck routes to provide access to the Boise Cascade property as well as local deliveries in and around downtown Vancouver.

Implementation Strategies

- Consistent with the recommended street classification policy in *Chapter 5 – Street Classification*, designate, sign and enforce; 1) Jefferson and Kaufman streets (south of Mill Plain) as a major truck route. 2) Washington, Columbia and 8th Streets (south of 15th Street) as minor truck routes.