



# Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Workshop

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# Agenda

- Engagement Milestone 2 Summary
- Updated Design Concepts



# Engagement Milestone 2

## What did we do?

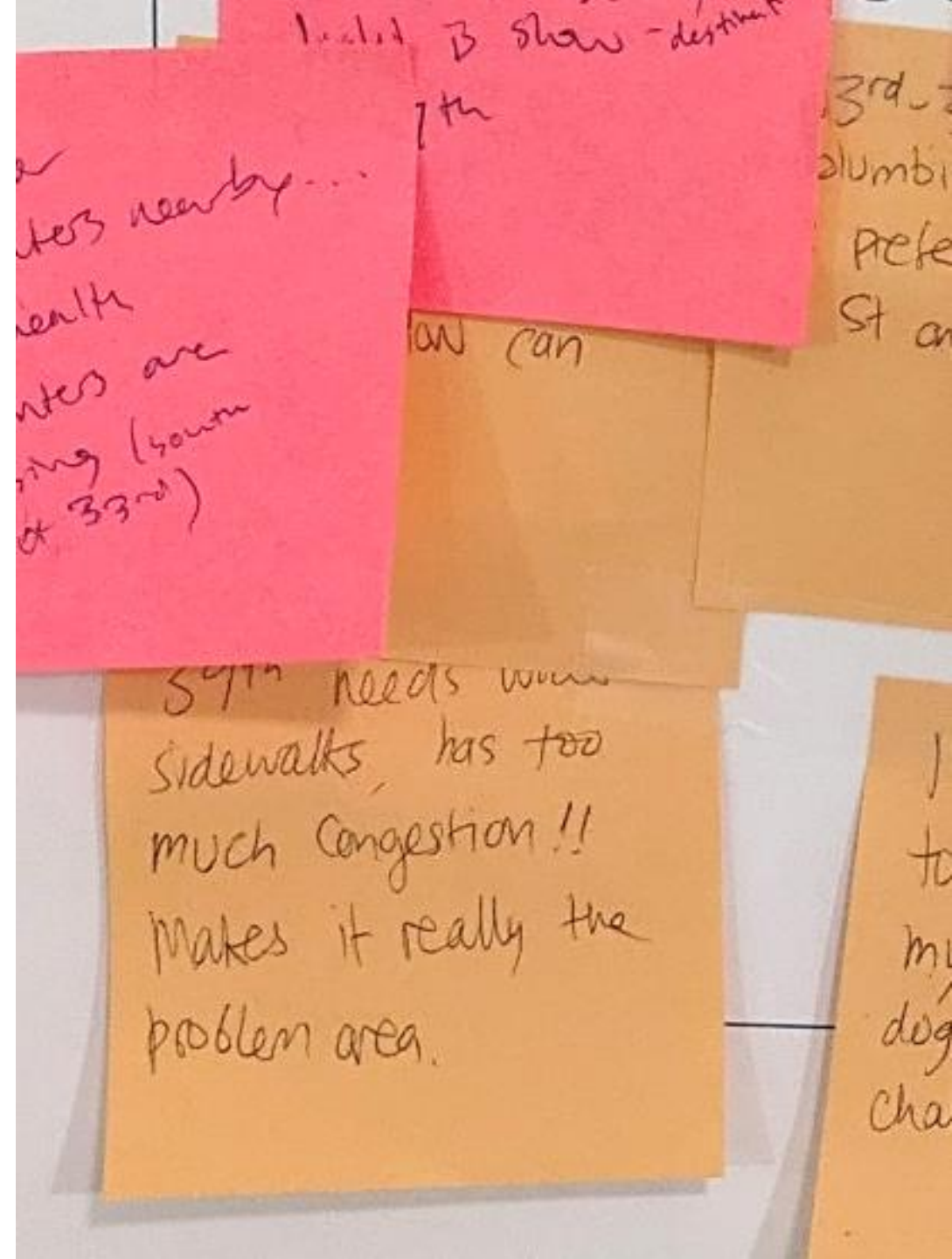
- 192 survey responses
- 2 email updates to project listserv
- 3 messages in other City E-newsletters and 1 email to CTRAN #31 and #71 riders
- 13 posts on City social media channels, 1 post on CTRAN social channels
- 1 in person open house
- 1,600 impressions from Vancouver School's PeachJar system
- 28 door-to-door visits to businesses
- Delivered 200 flyers to multi-family housing developments in the project area
- Materials in English & Spanish



# Engagement Milestone 2

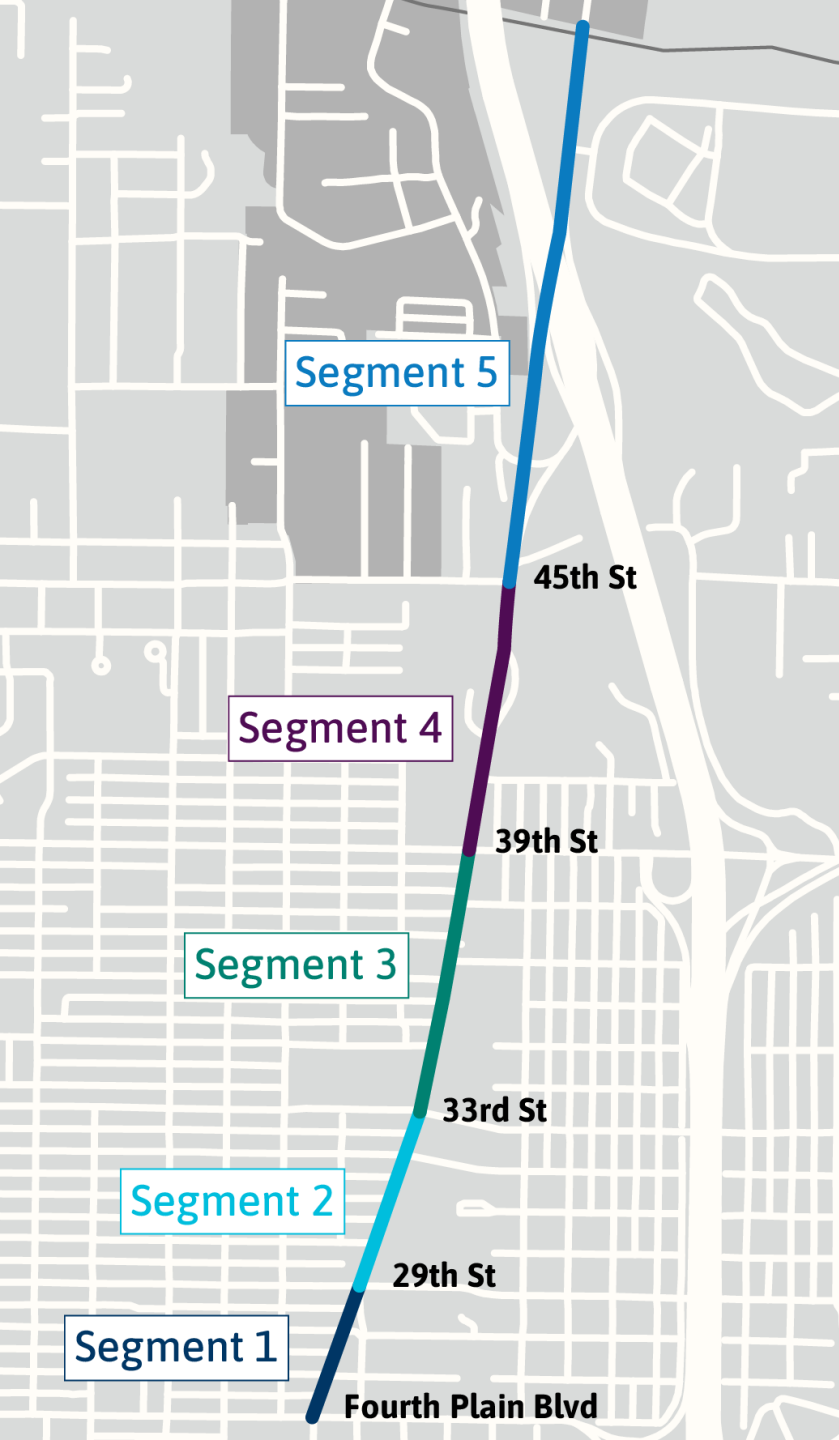
## What did we learn?

- Overall, supportive of proposed improvements
- More pedestrian improvements, particularly sidewalks and crossings
- Bike and small mobility facilities to at least 39th Street
- Concerns about congestion and traffic impacts
  - Access to businesses
  - Traffic diverting into nearby neighborhoods
- Affirmed safety on Main Street is a priority
  - Support for slower vehicle speeds
  - Emphasized safe access to schools and transit stops



# Design Concepts

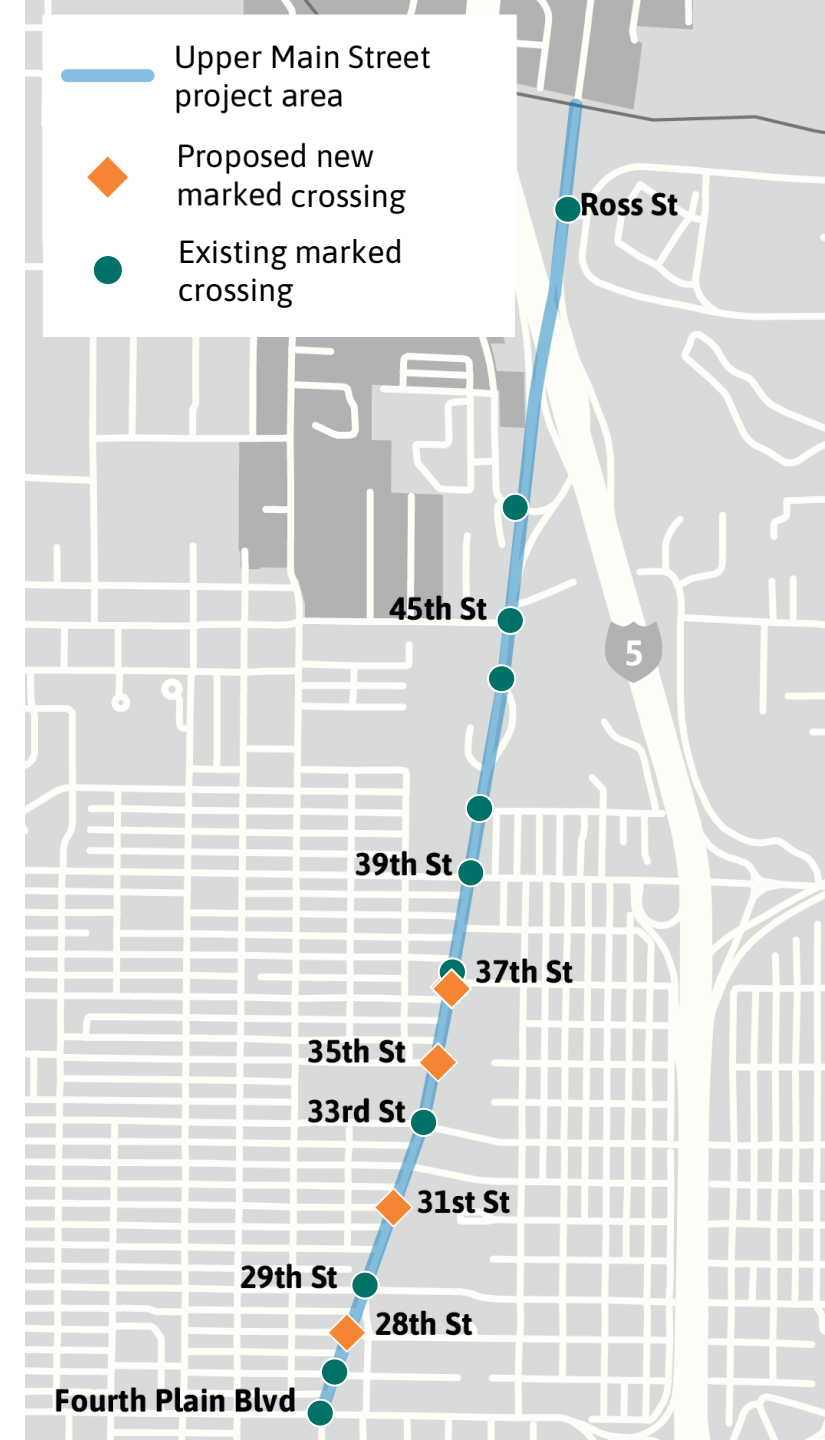
- Corridor-wide
- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits



# Design Concepts

## Corridor-wide: Marked Crossings

1. North side of 31st Street intersection  
(across from Vancouver School of Arts & Academics)
2. South side of 28th Street intersection  
(just north of Dairy Queen)
3. South side of 35th Street intersection  
(just north of PeaceHealth Medical Center)
4. South side of 37th Street intersection  
(just south of Safeway)  
*Note: would not replace the existing crosswalk on the north side of this intersection*
5. None of these



# Design Concepts

## Corridor-wide: Median Islands

1. Proposed 31st Street crossing  
(across from Vancouver School of Arts & Academics)
2. Proposed 28th Street crossing  
(just north of Dairy Queen)
3. Existing and proposed 37th Street crossings  
(just south of Safeway)
4. Proposed 35th Street crossing  
(just north of PeaceHealth Medical Center)
5. None of These



# Design Concepts

## Segment 1: Fourth Plain Boulevard to 29th Street

### Original Proposal

- Shift existing crossing at 29th Street to the south side of intersection
- Remove the northbound dedicated left turn lane and add a median island

### Feedback & Considerations

- 60% of survey respondents support or strongly support this design
- Keep both crossings
- 29th Street proposed Neighborhood Greenway
- Low traffic volumes onto 29th Street





# Design Concepts

## Segment 1: Fourth Plain Boulevard to 29th Street

### Refined Proposal

- Keep the marked crossing and rapid flashing beacon on the north side of the intersection
- Add a marked crossing on the south side of the intersection
- Replace the left turn lanes with a median island that includes cut throughs for bike and small mobility users
- Convert access to 29th Street as right-in and right-out



# Design Concepts

## Segment 2: 29th Street to 33rd Street & Segment 3: 33rd Street to 39th Street

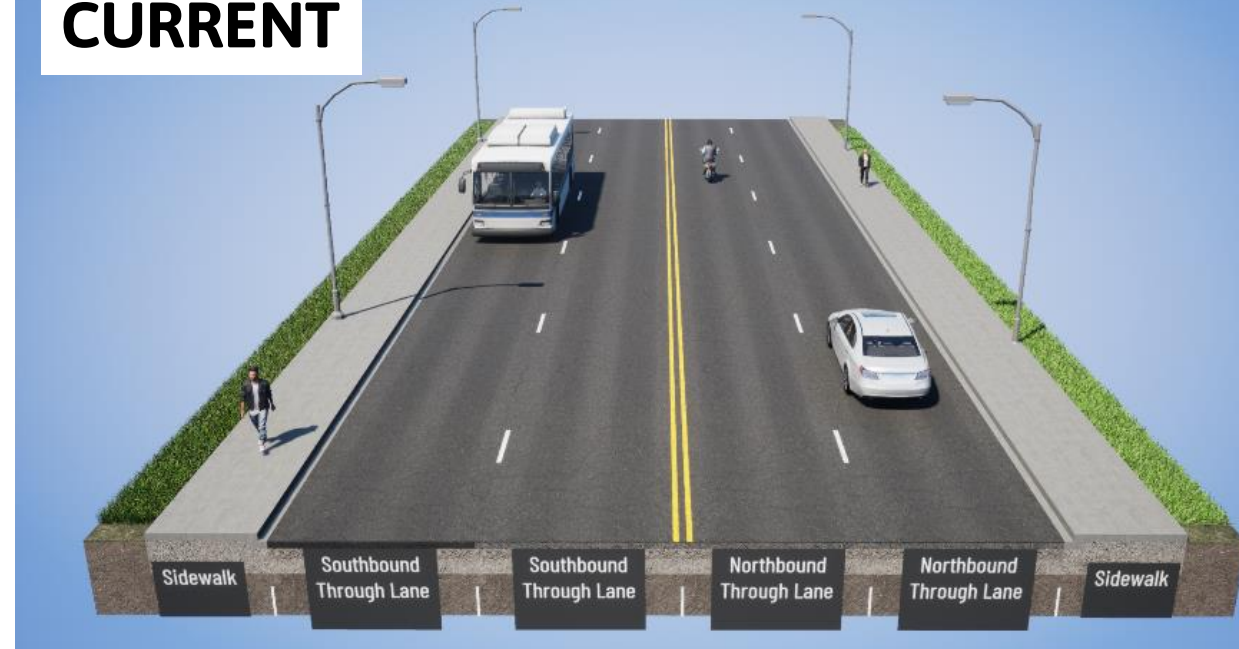
### Original Proposal

- Remove one northbound (toward I-5) through lane
- Maintain dedicated left turn lane at some intersections
- Add marked crossings with median islands at 31st and 35th Streets

### Feedback & Considerations

- 45% of survey respondents support or strongly support
- Support for wider sidewalks and more crossings; some people want mobility lanes

### CURRENT



### PROPOSED



# Design Concepts

**Segment 2: 29th Street to 33rd Street &  
Segment 3: 33rd Street to 39th Street**

## Refined Proposal

- Remove one northbound (toward I-5) through lane; replace it with median islands at marked crossings, a left turn lane or painted median
- Add new marked crossing with median island at 31st, 35th and 37th Streets
- Narrow travel lanes to 11 feet
- Widen sidewalks in the future to reflect status as primary pedestrian corridor



# Design Concepts

## Segment 4: 39th Street to 45th Street

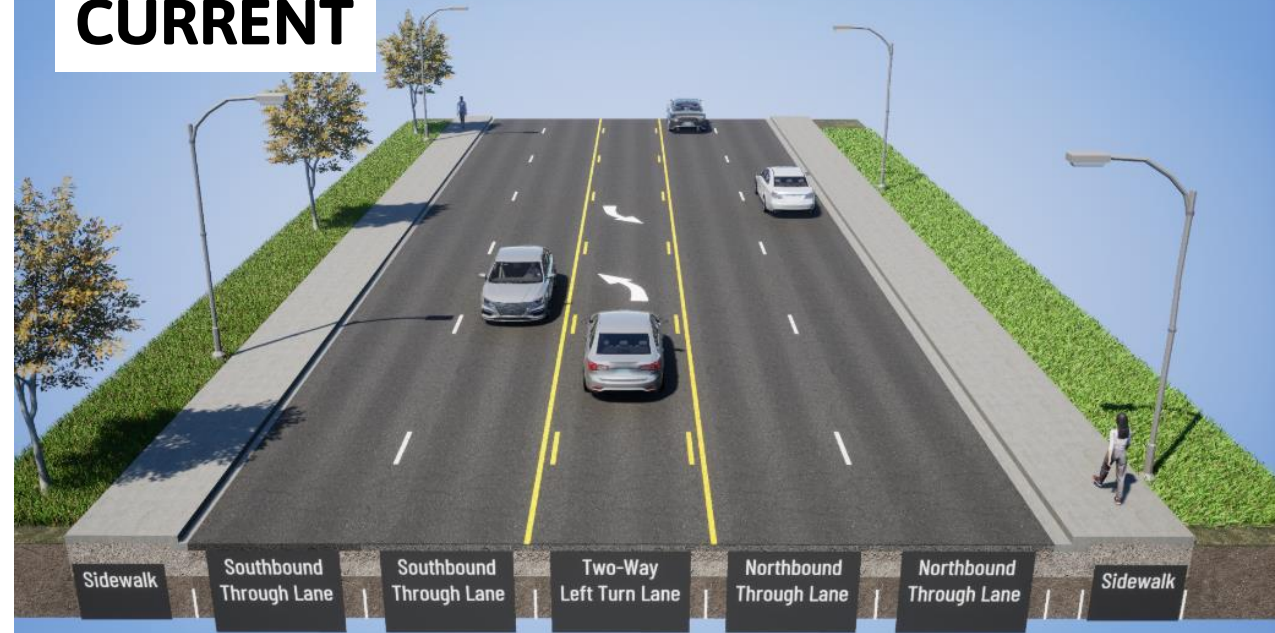
### Original Proposal

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail

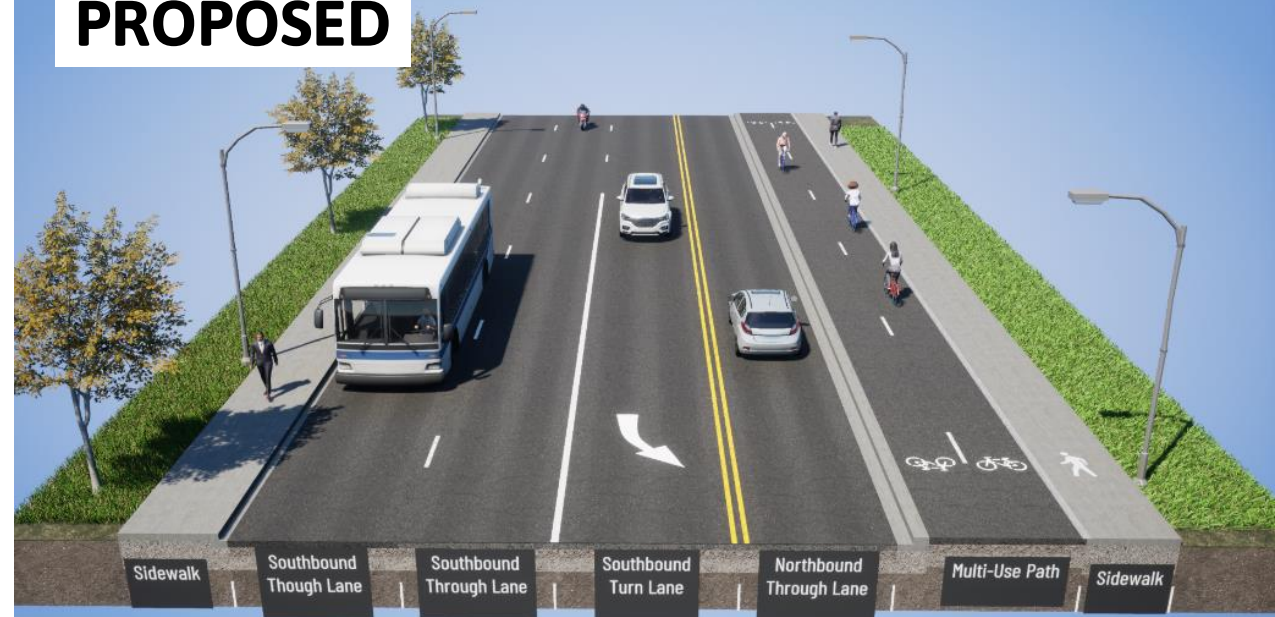
### Feedback & Considerations

- 61% of survey respondents support or strongly support this design
- Crossing 39th at F Street feels unsafe
- Extend multi-use path to 39th Street

### CURRENT



### PROPOSED



# Design Concepts

## Segment 4: 39th Street to 45th Street

### Refined Proposal – Option A

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail
- Add buffered mobility lanes along 40th Street between Main Street and F Street.
- Curb extensions at 39th and F Street to deter cut-through traffic and support future Neighborhood Greenway on F Street
- Median islands, rapid flashing beacon, and marked crossings at 39th and F Street

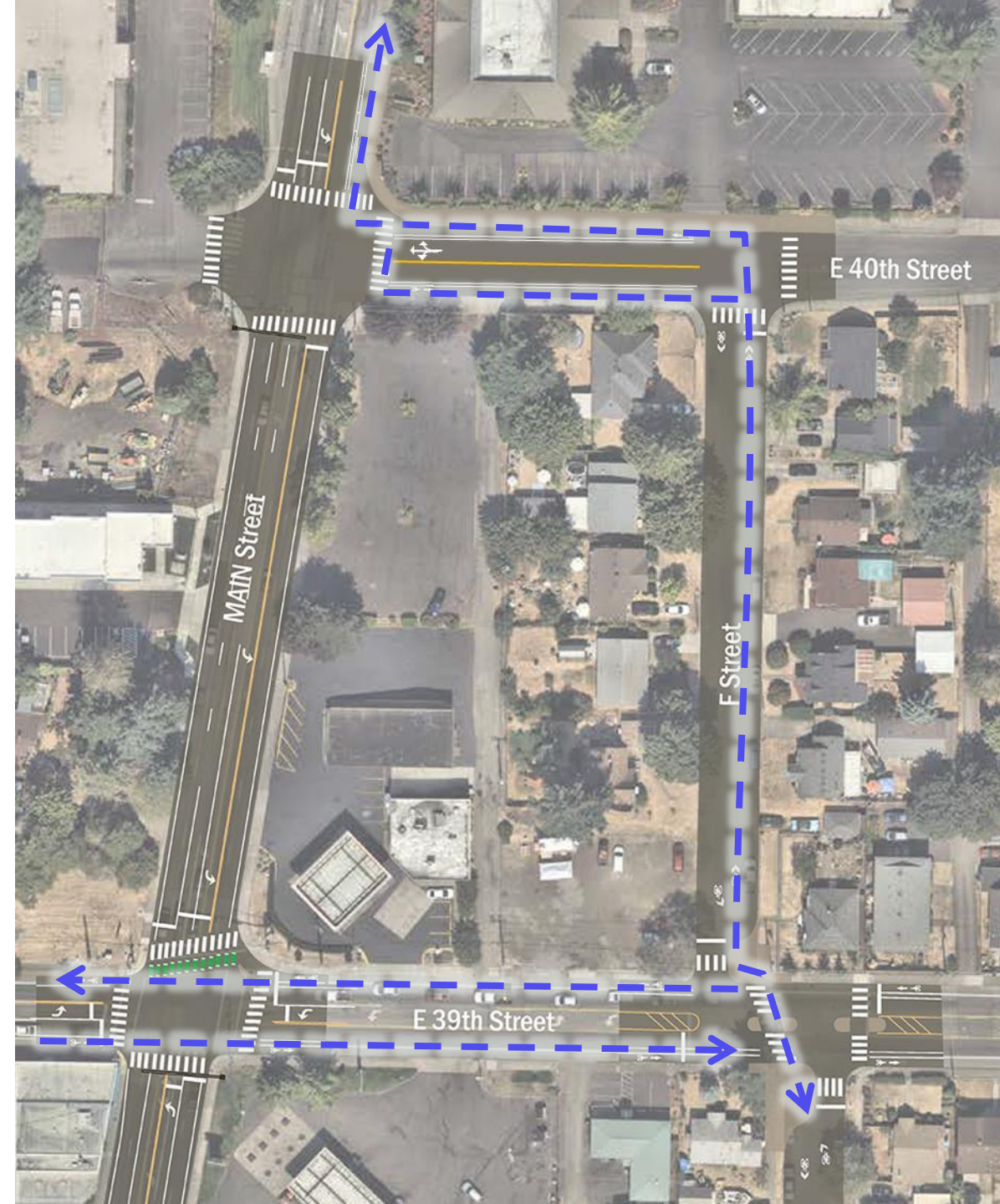


# Design Concepts

## Segment 4: 39th Street to 45th Street

### Refined Proposal – Option A

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail
- Add buffered mobility lanes along 40th Street between Main Street and F Street.
- Curb extensions at 39th and F Street to deter cut-through traffic and support future Neighborhood Greenway on F Street
- Median islands, rapid flashing beacon, and marked crossings at 39th and F Street



# Design Concepts

## Segment 4: 39th Street to 45th Street

### Refined Proposal – Option B

- Everything from Option A plus a southbound mobility lane on west side of Main Street between 39th and 40th Streets

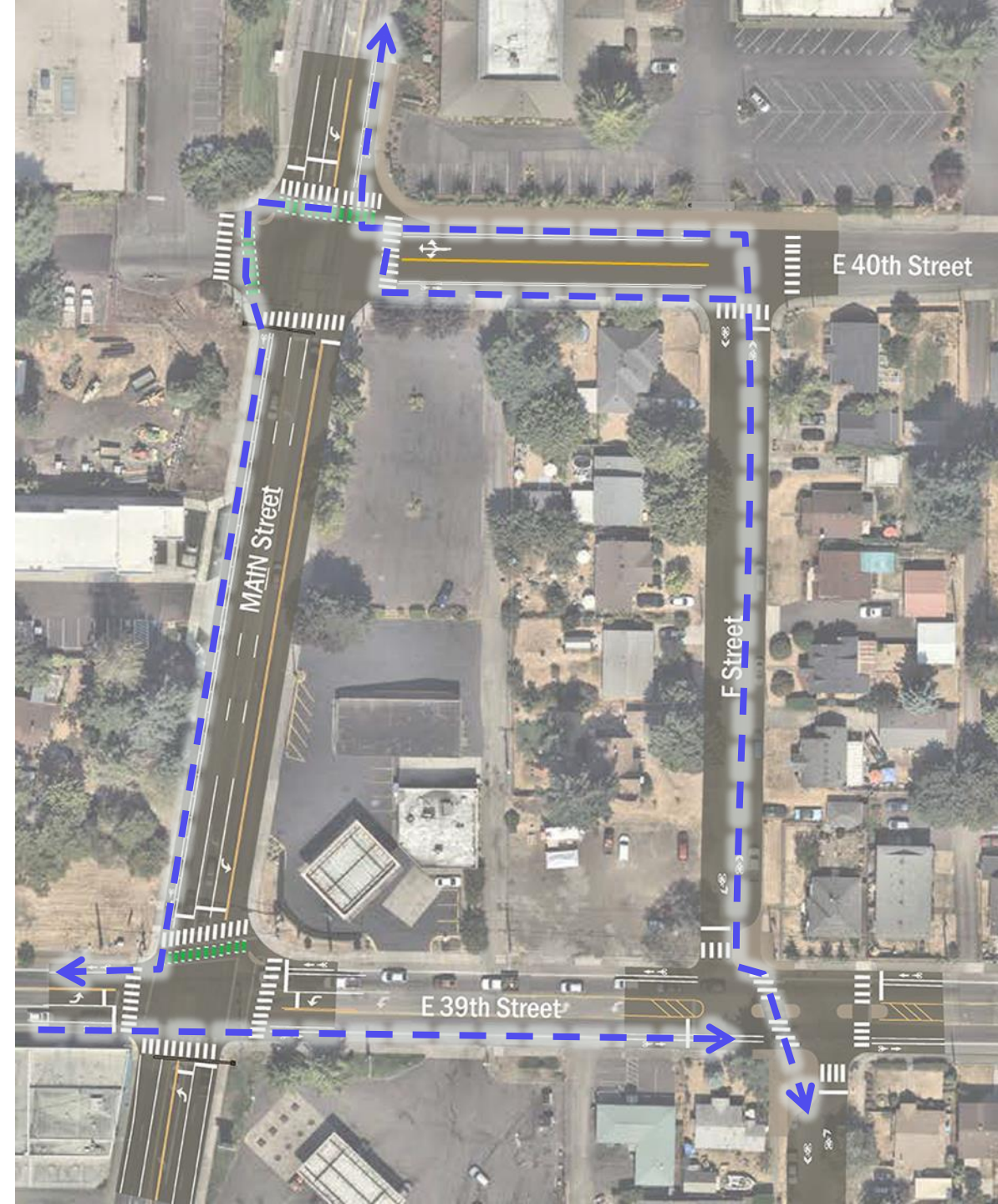


# Design Concepts

## Segment 4: 39th Street to 45th Street

### Refined Proposal – Option B

- Everything from Option A plus a southbound mobility lane on west side of Main Street between 39th and 40th Streets





# Design Concepts

## Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

### Feedback & Considerations

- Missing or uncomfortable connections
- Speeding traffic, stop sign and red light running

### Refined Proposal

- Continue separated two-way multi-use path to the Discovery Trail
- Improve the pavement quality of the west side bike and small mobility connection
- Replace and improve visibility of wayfinding signage



# Design Concepts

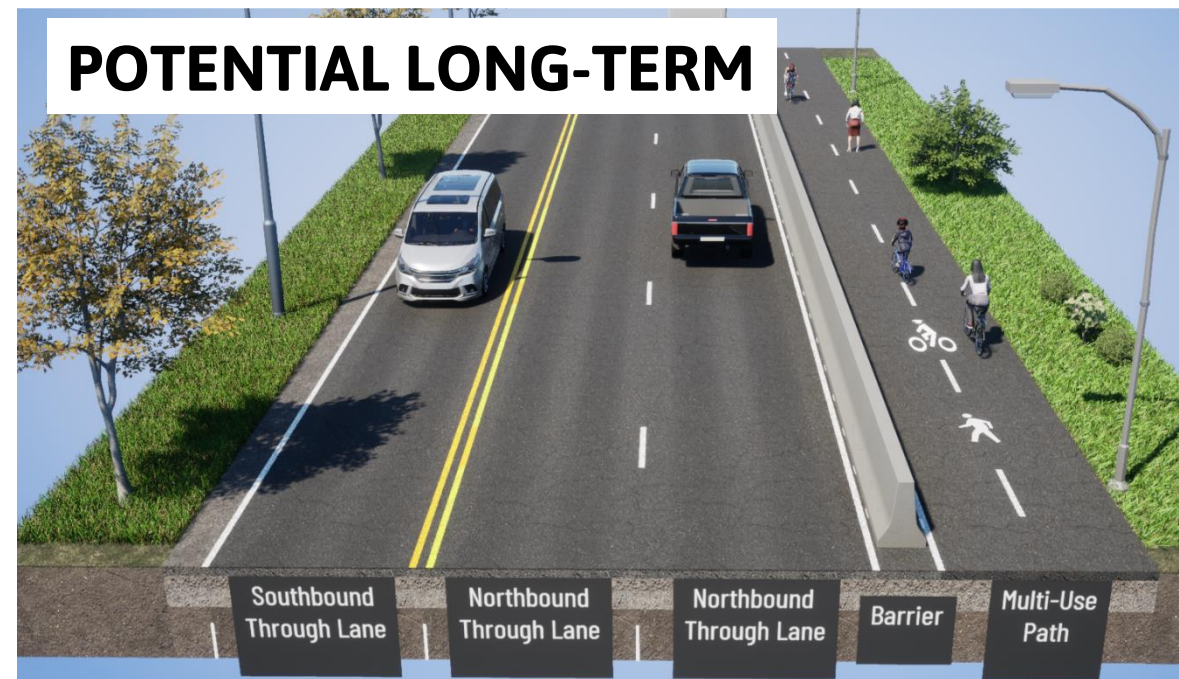
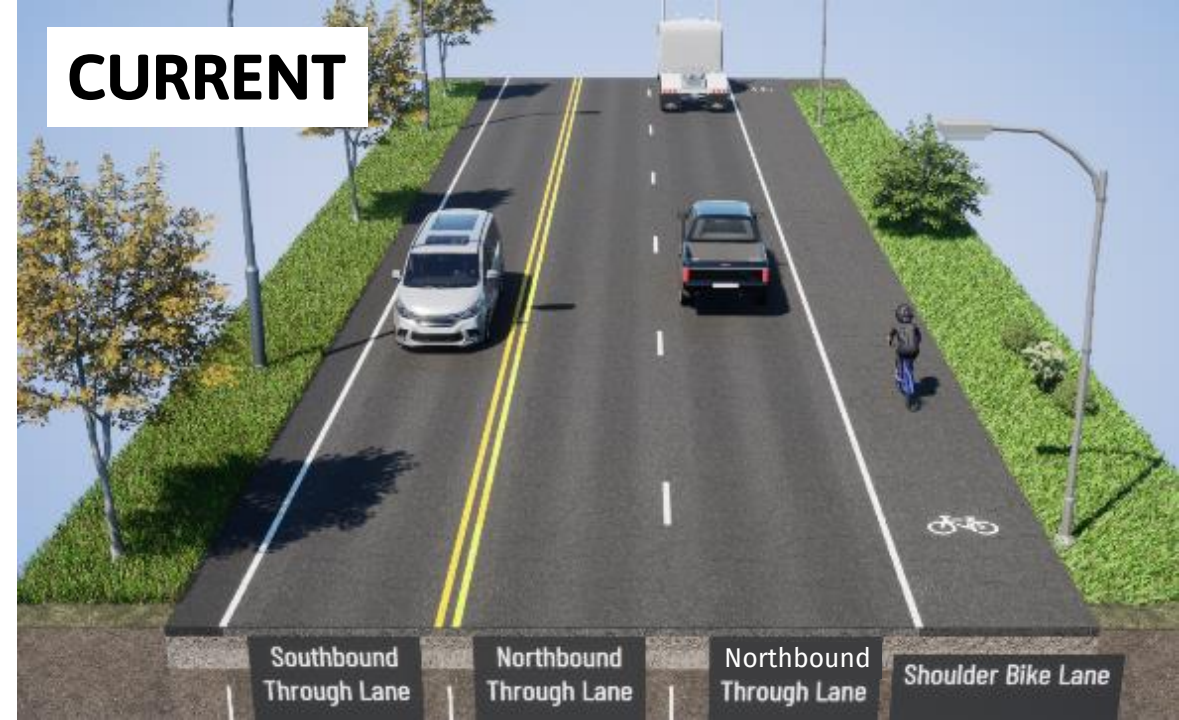
## Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

### Feedback & Considerations

- Missing or uncomfortable connections
- Consistency with County facilities

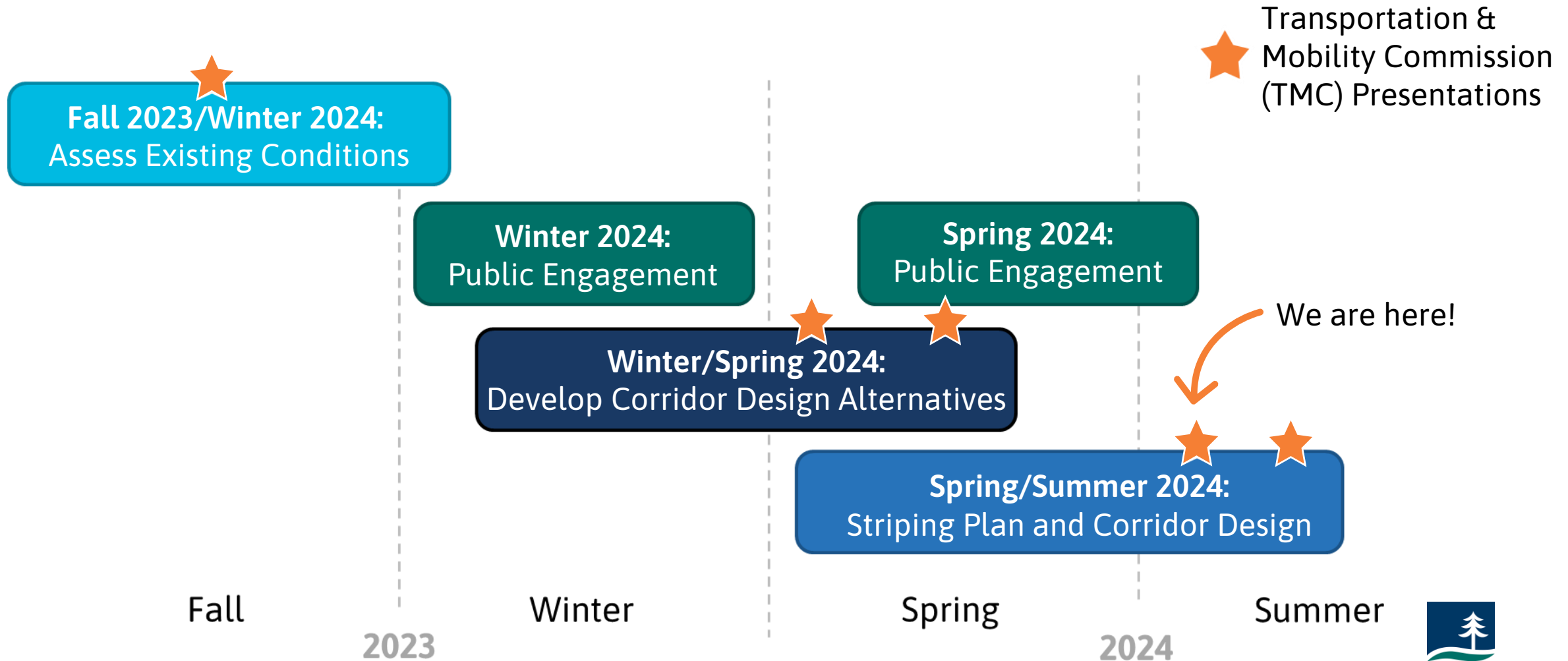
### Potential Long-term Capital Project

- Shift travel lanes west and add a separated two-way multi-use path from NE Ross Street to city limits
- Would require new crossing north of city limits to connect SB riders with two-way path
- Need agreement with Clark County to ensure there is a consistent and comfortable mobility lane treatment



# Next Steps

## Project Timeline



# Thank you!



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