



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Hearing

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Agenda

- Project Overview
- Existing Conditions Summary
- Public Engagement Summary
- Final Proposed Recommendations

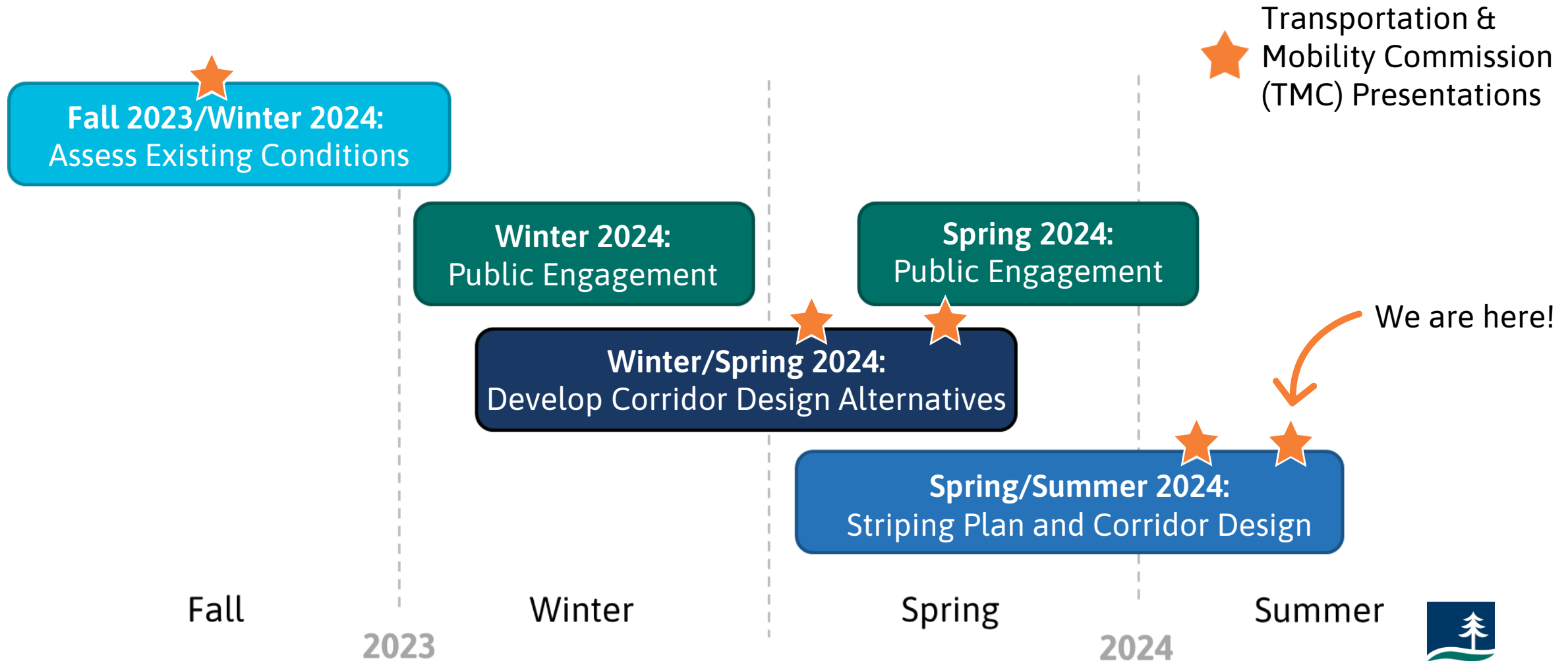


Project Overview

1. Improve **pedestrian safety** by adding/upgrading crossings and filling sidewalk gaps that improve **connections to transit**
2. Improve **bike and small mobility connectivity** by addressing network gaps; connecting to regional trails
3. Explore **transit speed and reliability treatments** and improve **transit stop access** in anticipation for C-TRAN's Hwy 99 BRT project



Project Timeline



Existing Conditions Summary

Pedestrian	<ul style="list-style-type: none">• Primary Pedestrian Corridor• Narrow or missing sidewalks• Large gaps between crossings
Transit	<ul style="list-style-type: none">• Enhanced Transit Corridor• New C-TRAN VINE service• Travel lanes too narrow to fit buses and large trucks
Bike and small mobility	<ul style="list-style-type: none">• Bike and small mobility network from 39th Street to Discovery Trail• Facilities only north of Ross Street but nearby north-south connections along F and Columbia Streets• Limited wayfinding signage



Existing Conditions Summary

Vehicles

- Most congestion at 39th Street and 33rd Street but traffic operations meet City standards
- Posted speed limit along most of the corridor is 30mph
 - North of NE Ross Street it's 40mph
 - Between 29th and 32nd Streets 20mph when school zone sign flashing

Safety

- Between 2018 and 2022:
 - Two crashes involved pedestrians
 - One involved a bicyclist
 - Three vehicle only crashes that resulted in a severe injury
- 39th Street is the highest crash intersection along the corridor
- Lack of lighting along the northern section of the project area



Public Engagement

What did we do?

- Online surveys
- Materials in English and Spanish
- Postcards
- Project email updates
- City E-newsletters and social media
- C-TRAN email updates and social media
- Door to door visits to businesses
- Vancouver School's PeachJar system
- Presentations and discussion with community organizations
- In-person open house



Engagement

What did we learn?

Round 1

(mid-January to mid-February)

What challenges do you experience and what improvements would you like to see along Upper Main Street?

- Narrow and missing sidewalks
- More marked and safer crossings
- Gaps in bike/small mobility network
- Better wayfinding signage

Round 2

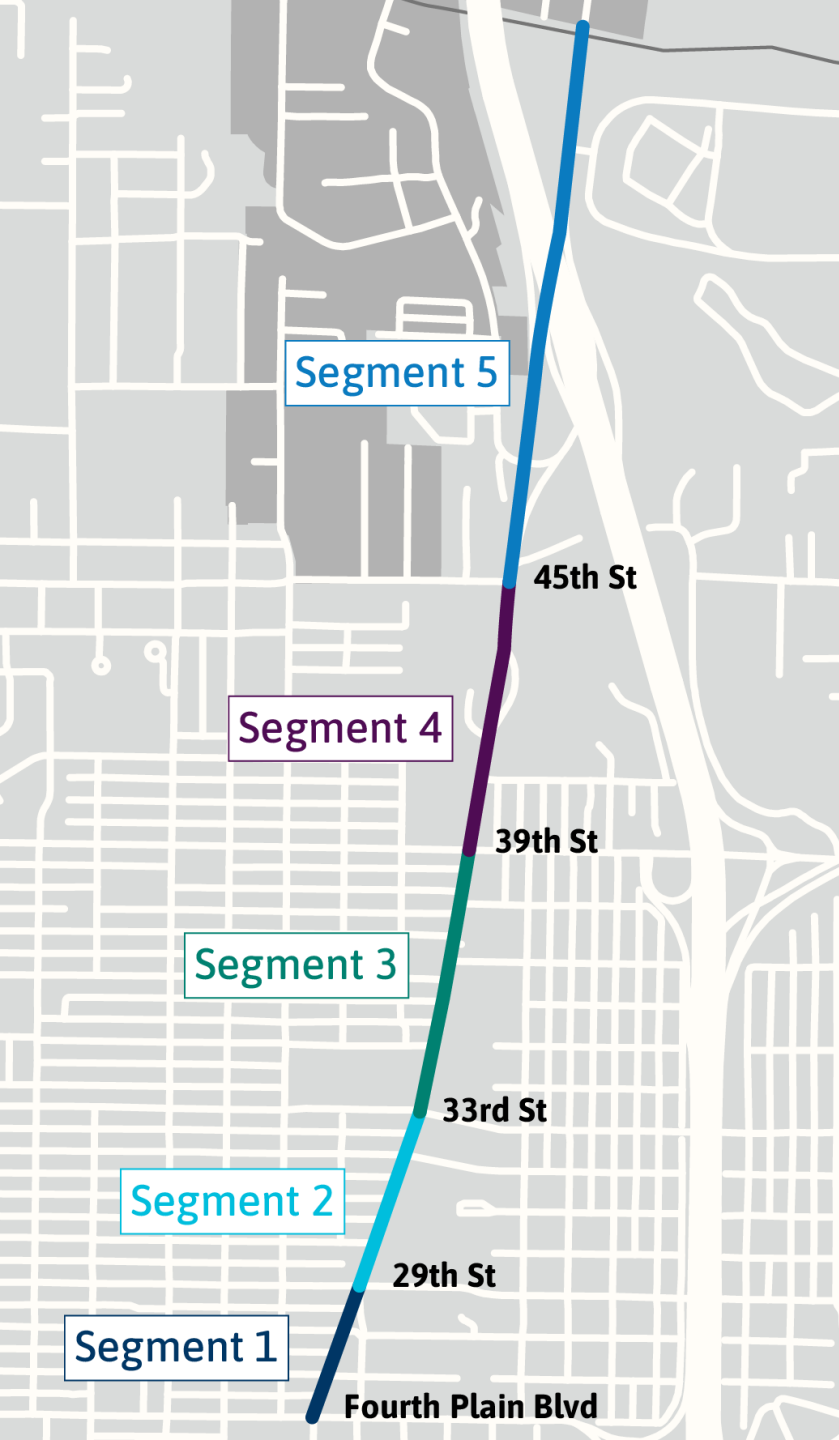
(late March to mid April)

How strongly you support the proposed recommendations along Upper Main Street?

- General support for investing in safety to improve access to schools, local businesses, and transit stops
- Some wanted more improvements for people walking, biking and rolling
- Concerns about the improvements causing congestion for vehicles

Design Recommendations

- 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

Segment 1: Fourth Plain Boulevard to 29th Street

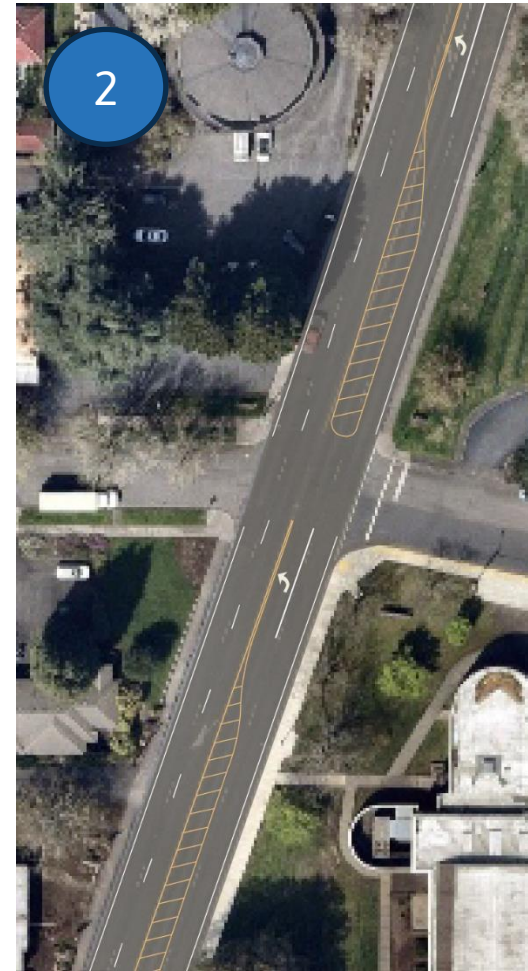
- Add a new marked crossing with a median island at 28th Street and 29th Street
- Replace the left turn lanes at 29th Street with a long median island with cut throughs for bike and small mobility users
- Convert access to 29th Street as right-in and right-out for vehicles



Design Concepts

Segments 2 and 3: 29th Street to 39th Street

- Removing a northbound lane and retaining space for left turn movements in northbound direction in Segments 2 and 3
- **Option 1:** A two-way left turn lane
- **Option 2:** Painted striped median with dedicated left turn pockets
- **Option 3:** Combining options 1 and 2 based on what's needed for each block



Design Concepts

Segment 2: 29th Street to 33rd Street

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



Design Concepts

Segment 3: 33rd Street to 39th Street

- Remove one northbound (toward I-5)
 - **33rd Street to W 38th Street:** Replace it with median islands at marked crossings, a left turn lane or painted median
 - **W 38th Street to 39th Street:** Widen travel lanes to accommodate buses and trucks
- Add a new marked crossing with median island at 35th and 37th Streets
- Add a painted shoulder and widen sidewalks in the future to reflect status as primary pedestrian corridor



Design Concepts

Segment 4: 39th Street to 45th Street

39th to 40th Street

- Remove one northbound travel lane and widen other travel lanes to accommodate buses and large trucks
- Add a southbound mobility lane on the west side of Main Street between 39th and 40th Streets.
- Add a protected two-way mobility lane from 40th to the Covington House driveway exit
- Add buffered mobility lanes along 40th Street between Main Street and F Street
- Curb extensions, median islands, rapid flashing beacon, and marked crossings at 39th and F Street

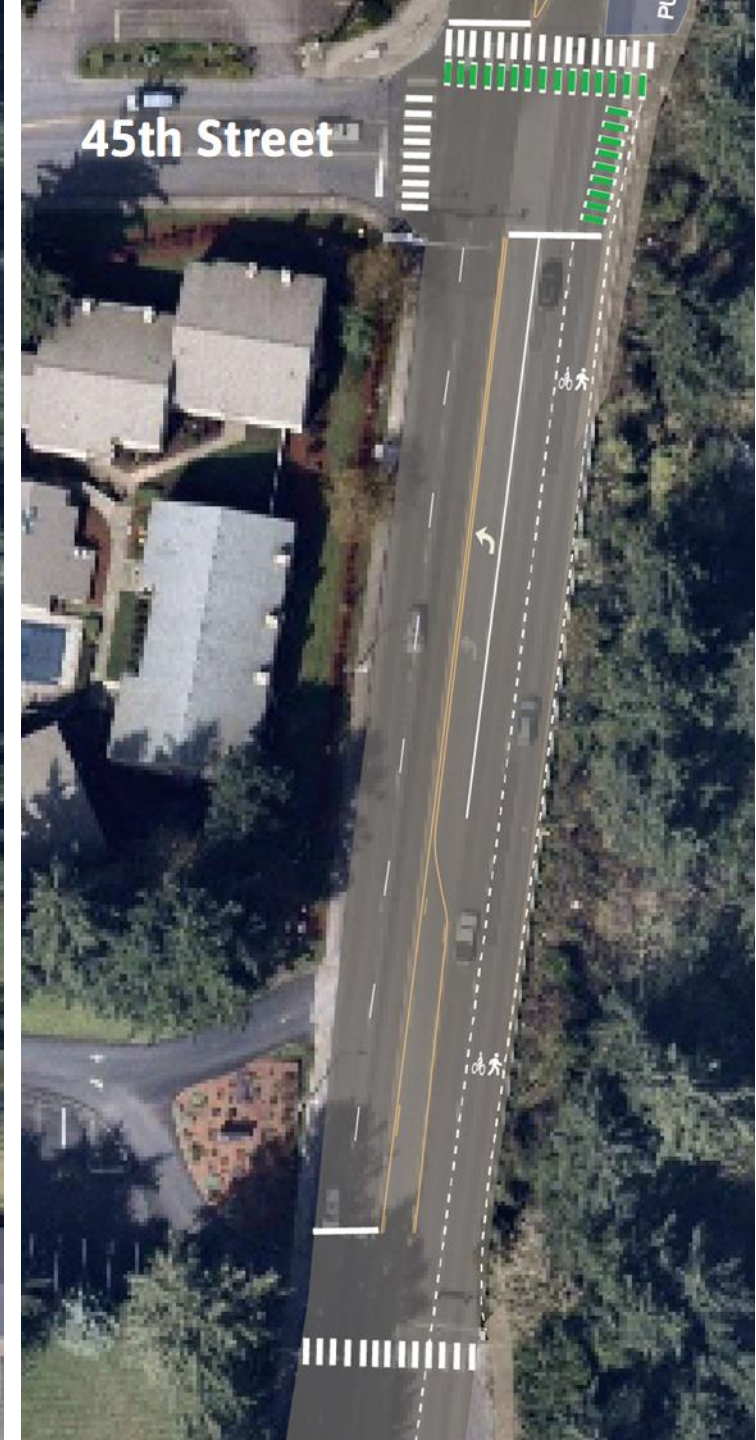


Design Concepts

Segment 4: 39th Street to 45th Street

Covington House to 45th Street

- Two-way protected mobility lane becomes a protected multi-use path for pedestrians, people biking and using small mobility devices until 45th Street



Design Concepts

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

45th Street to I-5 interchange

- At 45th Street, multi-use path will ramp up and behind the VINE station and connect to the Discovery Trail
- Improve pavement quality of the westside connection to the Burnt Bridge Creek trail
- Replace and improve visibility of wayfinding signage



Design Concepts

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

Potential Long-term Capital Project

- Continue to develop long-term design concept from NE Ross Street to the northern City limit
- Require close coordination with Clark County to ensure seamless connection



Questions?



Action / Recommendation

The Project Team recommends the proposed project designs and investments for Main Street, to be implemented through scheduled pavement work in 2025 and beyond for future roadway segments, and through future capital projects and the transportation improvement program as funding becomes available.



Next Steps

- **Summer-Fall 2024**– Project planning is handed off to engineering and civil to create technical striping plan.
- **Early 2025** - C-TRAN Purple Vine construction begins.
- **Summer/Fall 2025** – Upper Main Street paving project and near-term investments are installed.
- **Fall 2026** – Complete street project evaluation and monitoring begins.
- **2027** – C-TRAN Purple Vine begins operation.



Thank you!



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