

**Date:** August 1, 2023  
**To:** Chair Ramos and Transportation and Mobility Commission members  
**CC:** Rebecca Kennedy, Deputy Director, Community Development Department  
**From:** Kate Drennan, Principal Transportation Planner Community Development Department  
**RE:** Upper Main Street Complete Street Project

## Introduction

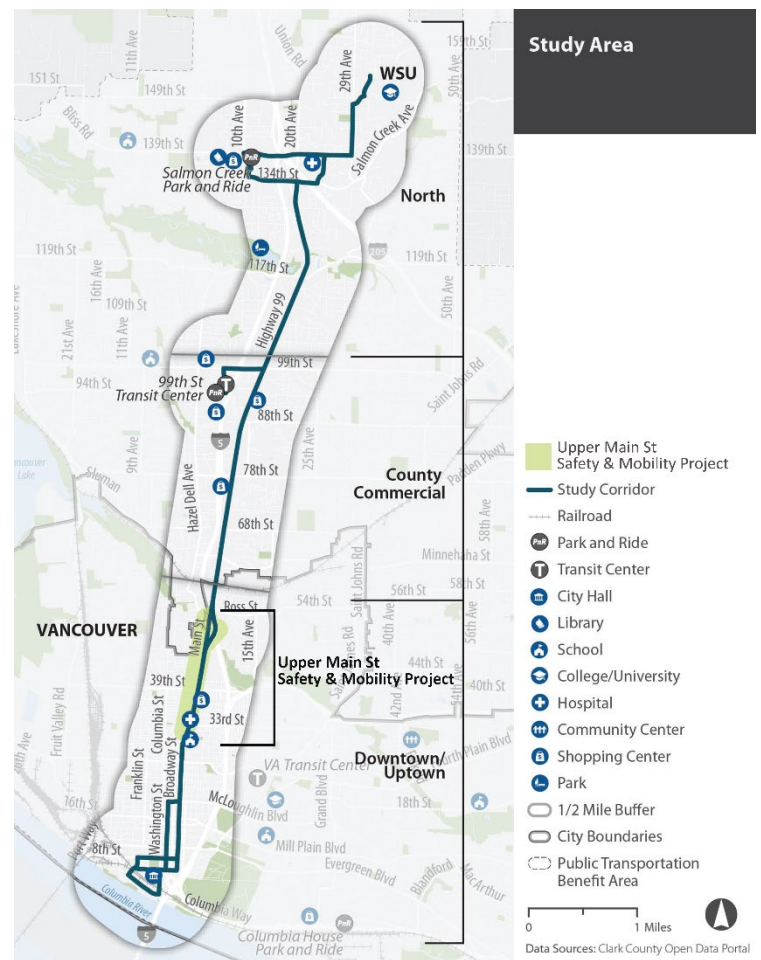
The Upper Main Street Safety and Mobility Project (Project) is evaluating potential changes to improve safety and mobility for all who travel on Main Street between Fourth Plain Boulevard and Hazel Dell Avenue. The Project will evaluate how Main Street can better meet the needs of people using transit, walking, biking, using a mobility device, and driving. This project is being completed in coordination with planned repaving in 2025, and the ongoing C-TRAN Highway 99 Bus Rapid Transit Project. The future Bus Rapid Transit (BRT) line will operate along this section of Main Street, connecting the length of Highway 99 from downtown Vancouver to Washington State University Vancouver and the Salmon Creek Park and Ride. Upper Main Street from Fourth Plain Boulevard to the Vancouver city limit has emerged as a focus of subarea planning through the Comprehensive Plan and a civic spine in the Westside Mobility Study.

This Project will advance the City's priorities of safety, equity, and climate by:

- Identifying changes that will increase safety and comfort for all users regardless of age, ability, or mode choice.
- Increase access and opportunity for all users to travel safely throughout the transportation network.
- Increase options for low- or no-emissions travel, helping to reduce transportation related emissions.

## Overview

The Upper Main Street Safety and Mobility Project area is part of the approximately nine-mile Main Street / Highway 99 BRT corridor. The transit corridor runs from downtown Vancouver at the southern extent to Salmon Creek at the northern extent. The BRT study area is a half-mile buffer (or 10-minute walk) from the corridor. This is the typical distance people will walk to high-quality transit. The Vancouver-led Upper Main Street Project will focus



# Upper Main Street Safety & Mobility

8/1/2023

Page 2 of 3

specifically on the section of Main Street between Fourth Plain Blvd and Hazel Dell Avenue (Figure 1) where repaving is slated to occur.

## Project Phase 1: Traffic Analysis

For maximum coordination with C-TRAN, the City contracted with the same traffic consultants working on the Hwy 99 BRT project to conduct a more refined traffic analysis on the Upper Main Street project area. The team looked at existing conditions for vehicle traffic in the project area, including AM and PM peak period traffic models. This analysis provides a baseline condition to assess intersection performance, congestion, and diversion stemming from backups on I-5. Pedestrian counts were also collected at crossing locations. Traffic was also modeled for years 2027 (opening year for the HWY 99 BRT line) and 2040 under the existing roadway configuration.



Figure 2 Upper Main Street Traffic Analysis Study Area

address gaps in the small mobility network, identify areas where traffic calming and other safety measures are needed to increase frequency, safety, and comfort of multimodal connections to transit and other facilities in the Project Area. This team will build on the findings from the traffic analysis work, and conduct analysis on multimodal conditions today. This will include:

- Collecting volumes of pedestrians, bicycle and other small mobility users at intersections
- Collecting transit ridership data from C-TRAN at each bus stop within project geography including alighting and delay time

The existing conditions analysis found that intersections throughout most of the study area are operating well without congestion or spillback from turning lanes today and will continue to do so in the future. There are two exceptions: Fourth Plain Blvd., where east- and west-bound left turning vehicles show moderate delay at the intersection with Main Street; and at Main Street and E 39<sup>th</sup> Street, where southbound left-turning vehicles experience delay that sometimes spills back in to the southbound inside through lane.

The next step in traffic analysis is to run the future traffic model under different lane configurations. This analysis will determine if and where lane repurposing could support safety and access to transit and active transportation along the Project area.

## Project Phase 2: Complete Streets Planning and Design

In addition to the traffic analysis being done in coordination with the C-TRAN team, the City has contracted with a consultant team to look at improvements to pedestrian facilities,

## Upper Main Street Safety & Mobility

8/1/2023

Page 3 of 3

- Documenting level of traffic stress for pedestrian and bicycle/small mobility facilities along corridor; and
- Collecting and analyzing last five years of available crash data from the City for trends and crash factors.

The project will also include stakeholder outreach and public engagement, coordination with C-TRAN on station planning, corridor design and project alternatives, and a 30% striping and design plan. The Project Team will ultimately develop alternatives for different segments on the Main Street Corridor, with a particular focus on creating safe north-south connections for bicycle and small mobility users and addressing network gaps between identified modal network facilities on F street and Columbia Street and the Discovery and Burnt Bridge Creek Trails north of NE 45th Street. The project will also focus on improvements that increase safe access to existing and new transit stations and other existing mobility facilities and could also include recommendations related to limiting vehicle diversion into residential areas.

### Next Steps

The TMC will receive more information about this project in workshops throughout Fall 2023 as the Complete Streets project kicks off in August.

### Staff Contact Info

*Kate Drennan, Principal Transportation Planner, Community Development Department*  
[Kate.Drennan@cityofvancouver.us](mailto:Kate.Drennan@cityofvancouver.us), (360)487-7959

### Attachment(s):

**Existing Conditions Calibration and Results 2022 – DKS for City of Vancouver**