



# Upper Main Street Safety and Mobility Project



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# Agenda

- What will the Project evaluate?
- Upper Main Street today
- Timeline and Next Steps

# Purpose & Outcome

## Purpose

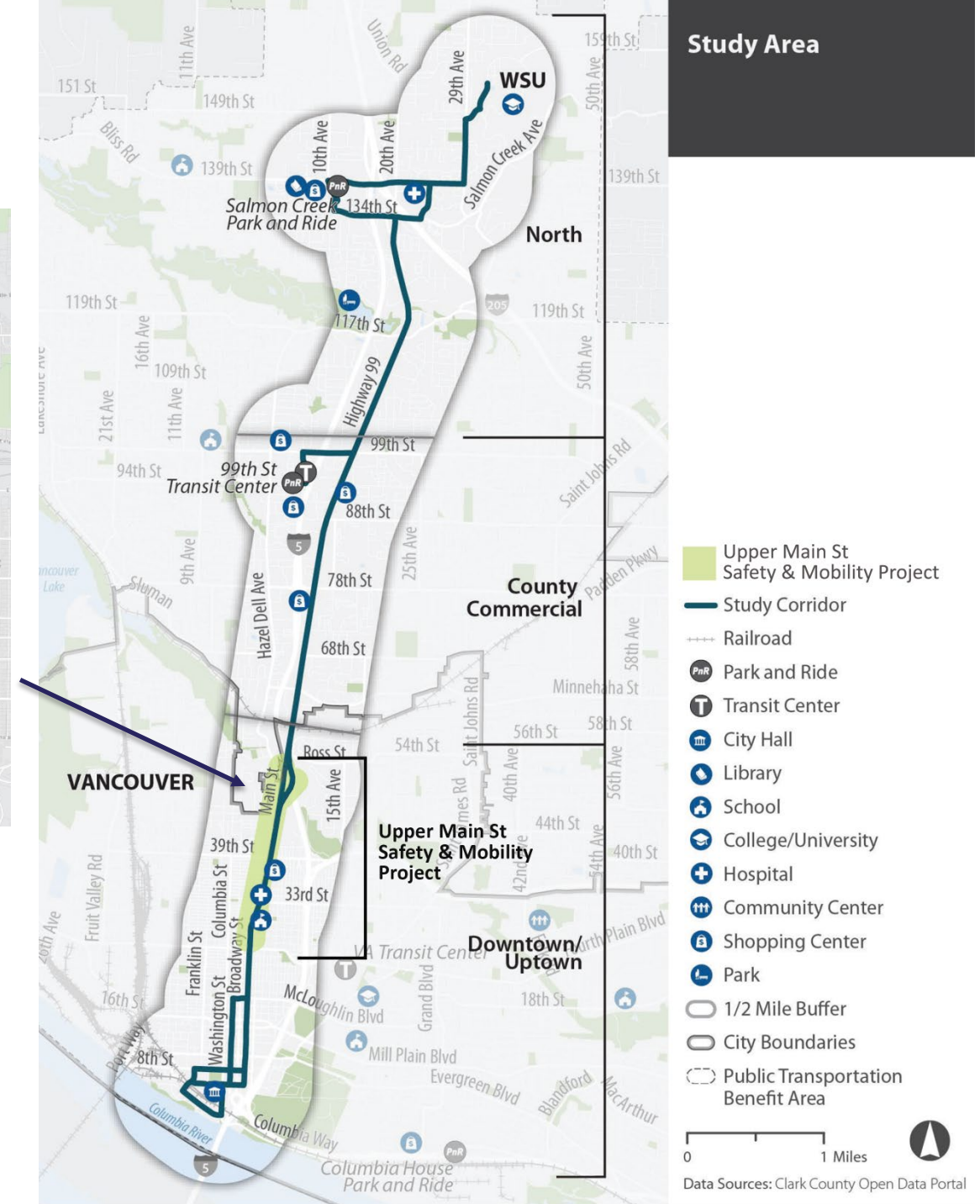
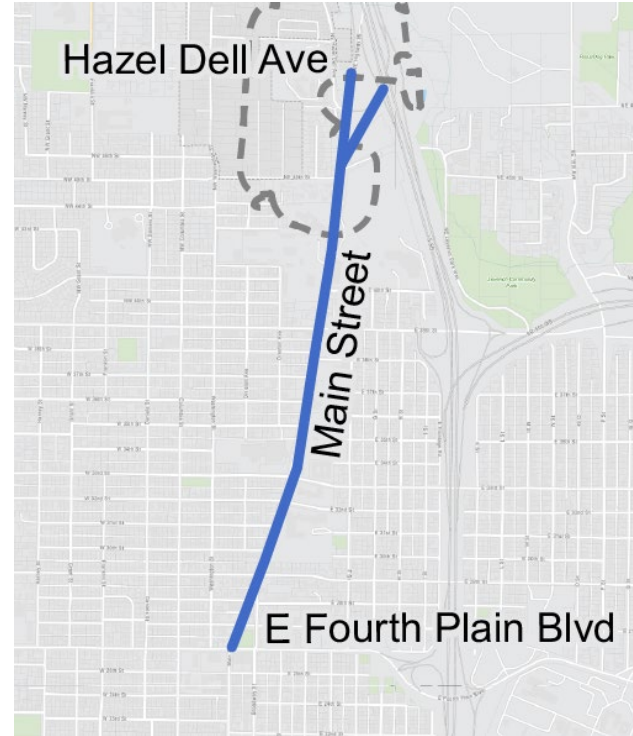
- Introduce what the Upper Main Street Safety & Mobility Project will evaluate.
- Share some highlights of the technical analysis completed so far
- Provide an overview of upcoming project milestones.

## Target Outcome

- Identify additional information needed to support upcoming decisions.



# Project Study Area



# Project Phases



## Phase 1: Analyze The Corridor

Evaluate how Main Street operates and how people use it today by conducting traffic analysis and partnering with C-TRAN in advance of the HWY 99 BRT line.

## Phase 2: Develop Options

Develop design options that incorporate safety elements to address what we hear from the community and learn from the traffic analysis.

## Phase 3: Design Improvements

A preferred option design will be selected based on feedback from the community and in alignment with the Evaluation Framework.

# What is analyzed?

## Driver Experience

- Delay at intersections
- Travel time between E 29<sup>th</sup> Street and Hazel Dell Avenue
- Queuing at intersections

## Safety

- Historical Crash Data
- Speed

## Bicycle & Pedestrian Experience

- Gaps in existing infrastructure
- Links between Burnt Bridge Creek and Discovery trails and N-S mobility facilities on F and Columbia Streets
- Comfort traveling on or parallel to the corridor
- Crossing distances and infrastructure

## Other

- Transit demand and service performance along the corridor

# Existing and Future Vehicle Traffic and Level of Service

All intersections showed acceptable levels of operations, with most areas under capacity and queue lengths at acceptable levels today.

Future traffic is unlikely to worsen thanks to operational improvements and bottleneck relief on I-5 through the Interstate Bridge Replacement (IBR) Program, and little forecasted growth directly on the corridor. However, some delay and queueing occur today at:

- Main St and Fourth Plain Boulevard: east and westbound left turning vehicles showed moderately high (LOS E) delay, and eastbound queues occasionally extend past Columbia Street during the PM peak.
- Main Street and E 39th Street, southbound left turning vehicles showed moderate to high (LOS D/E) delay, where the queue may spill back into a through lane during AM and PM peaks, resulting in vehicle congestion through the 40th Avenue traffic signal.



# Pedestrian and Bicycle / Small Mobility

## Sidewalks and Crossings

The street network within the project area has high sidewalk coverage. Gaps in the sidewalk network are on:

- 36th Street west of Main Street
- East side of Main Street by Kiggins Bowl.

The City will use the Pedestrian Crossing Policy in the TSP to shape the discussion around the installation and placement of new crossings.

## Access to Transit

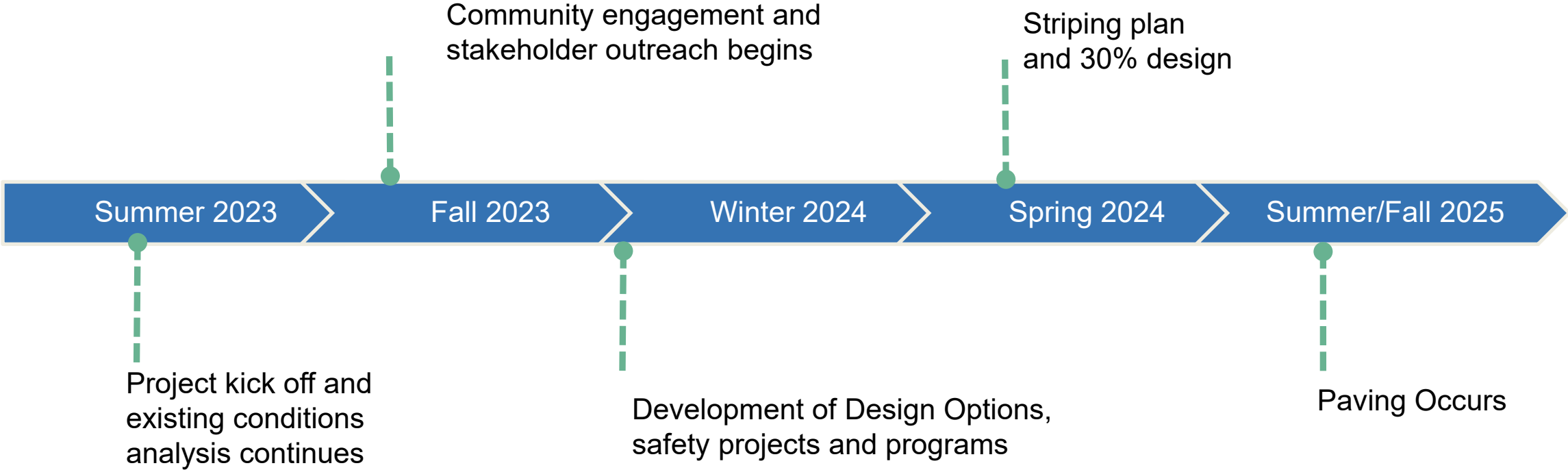
The project will look to improve access to new Hwy 99 BRT transit stations

## Bike and Small Mobility

- Providing safe connections between the Burn Bridge Creek and Discovery trails to existing nearby parallel routes on Columbia Street and F street
- Ensuring that parallel routes have safe and comfortable facilities and crossings
- Exploring traffic calming, diversion prevention, wayfinding and other improvements



# Upper Main Street Safety & Mobility Project Timeline



# Next Steps

- Complete traffic analysis task with lane configuration alternatives
- Continue coordination with C-TRAN Hwy 99 BRT Project
- Kick-off Complete Streets planning phase
- Design public engagement and outreach plan
- Multimodal existing conditions assessment

Next Workshop: October 2<sup>nd</sup>

# Thank You

