



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Workshop

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Agenda

- Existing Conditions Analysis
- Public Engagement Summary
- Issues & Opportunities



Questions for the TMC:

- Any other information the TMC might need for consideration of alternatives?
- Any communities we might have missed in the first round of engagement?
- Any missed issues or opportunities along the project area?



Project Goals



Improve **pedestrian safety** by adding/upgrading crossings and filling sidewalk gaps that improve **connections to transit**



Improve **bike and small mobility connectivity** by addressing network gaps; connecting to regional trails



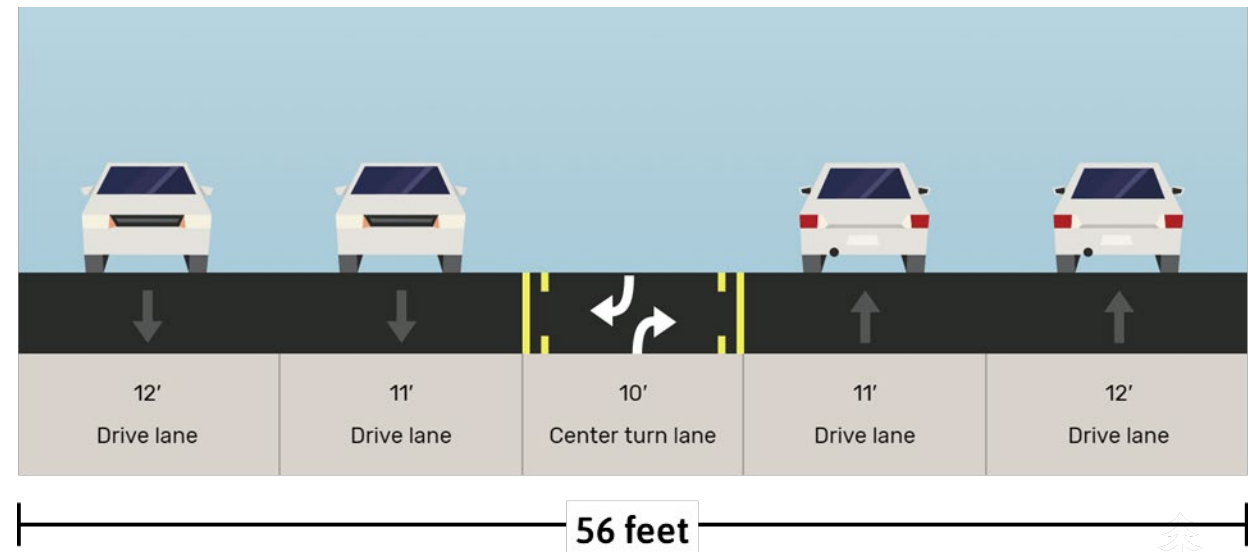
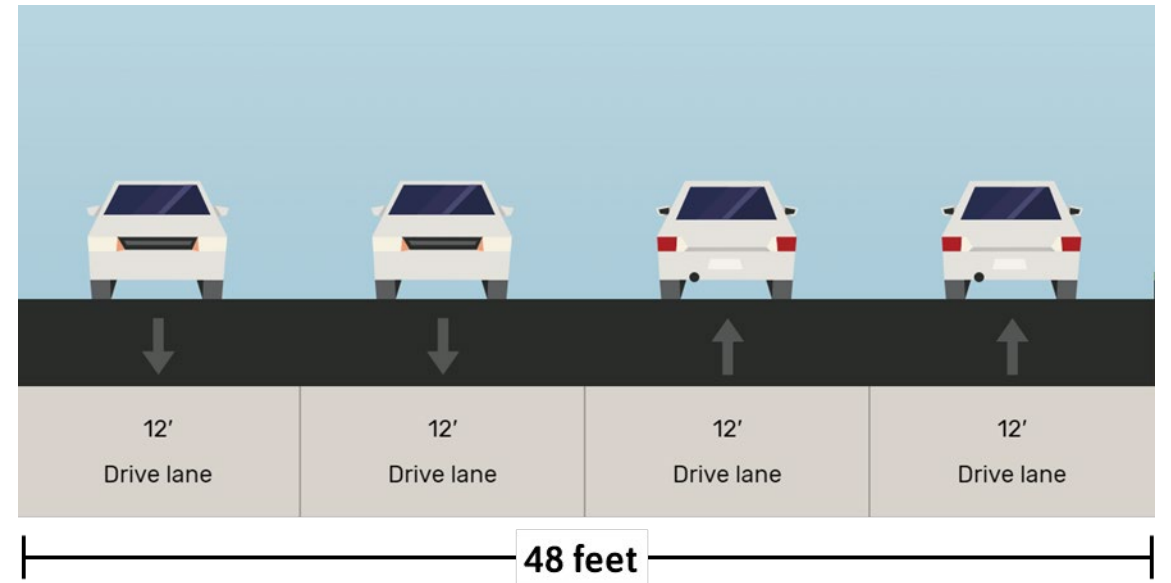
Explore **transit speed and reliability treatments** and improve **transit stop access** in anticipation for C-TRAN's Hwy 99 BRT project



Existing Conditions

Overview

- 9 to 10 foot wide travel lanes
- Majority of sidewalks less than 6 feet wide
- Two primary cross sections:
 - Two lanes in each direction left turn lane approaching major intersections
 - Two lanes in each direction and two-way left turn lane







Existing Conditions

Pedestrian network



- Transportation System Plan identifies entire project area as a **Primary Pedestrian Corridor**
- Sidewalk gaps
 - Just south of 45th Street
 - North of I-5 Interchange
- Crossing gaps that exceed 800 feet:
 - 29th and 33rd Streets
 - 33rd and 37th Streets

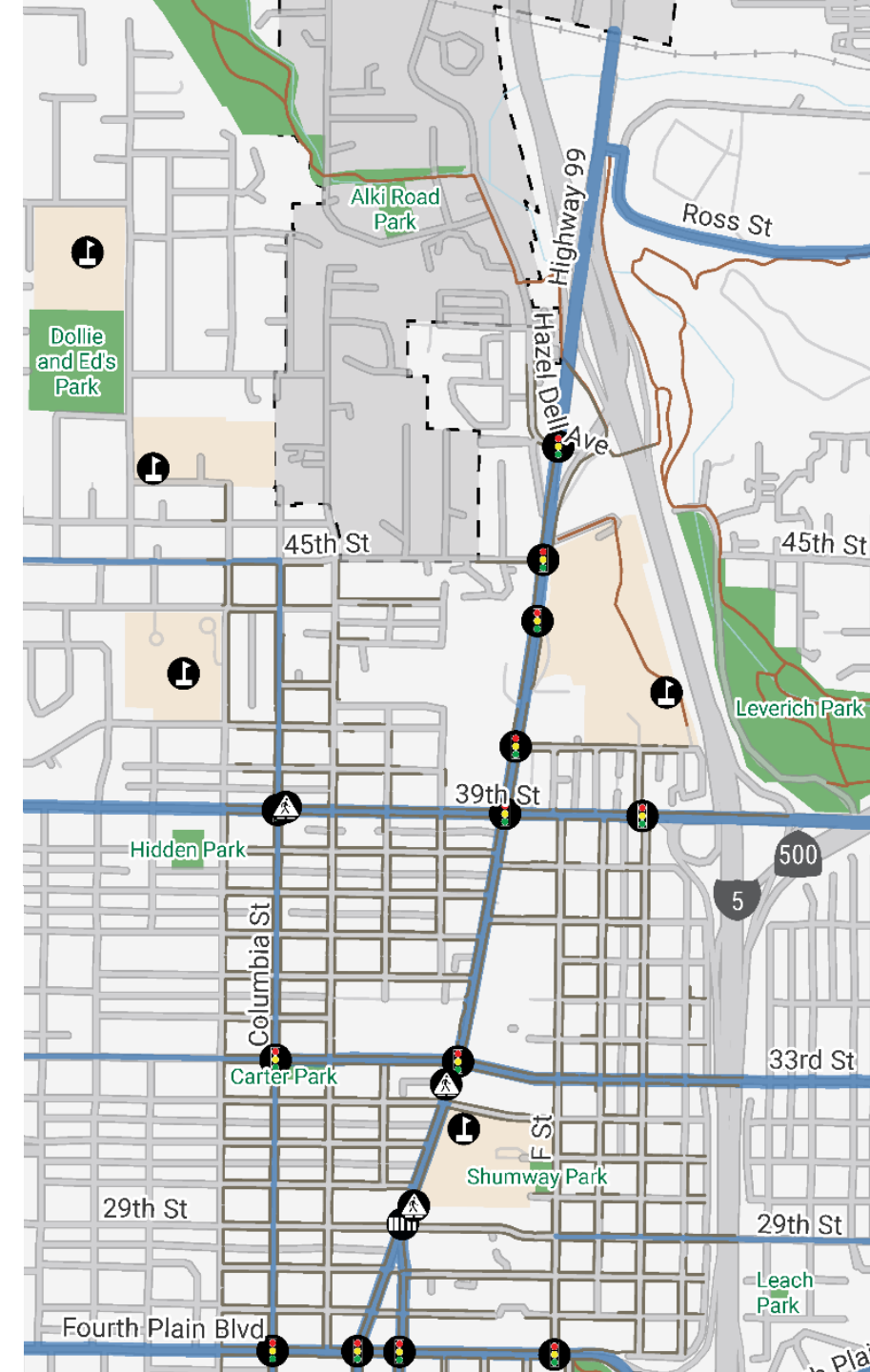
PEDESTRIAN NETWORK

Existing Facilities

-  School Crossing
-  Traffic Signal
-  Crosswalk
-  Sidewalk

Planning and Projects

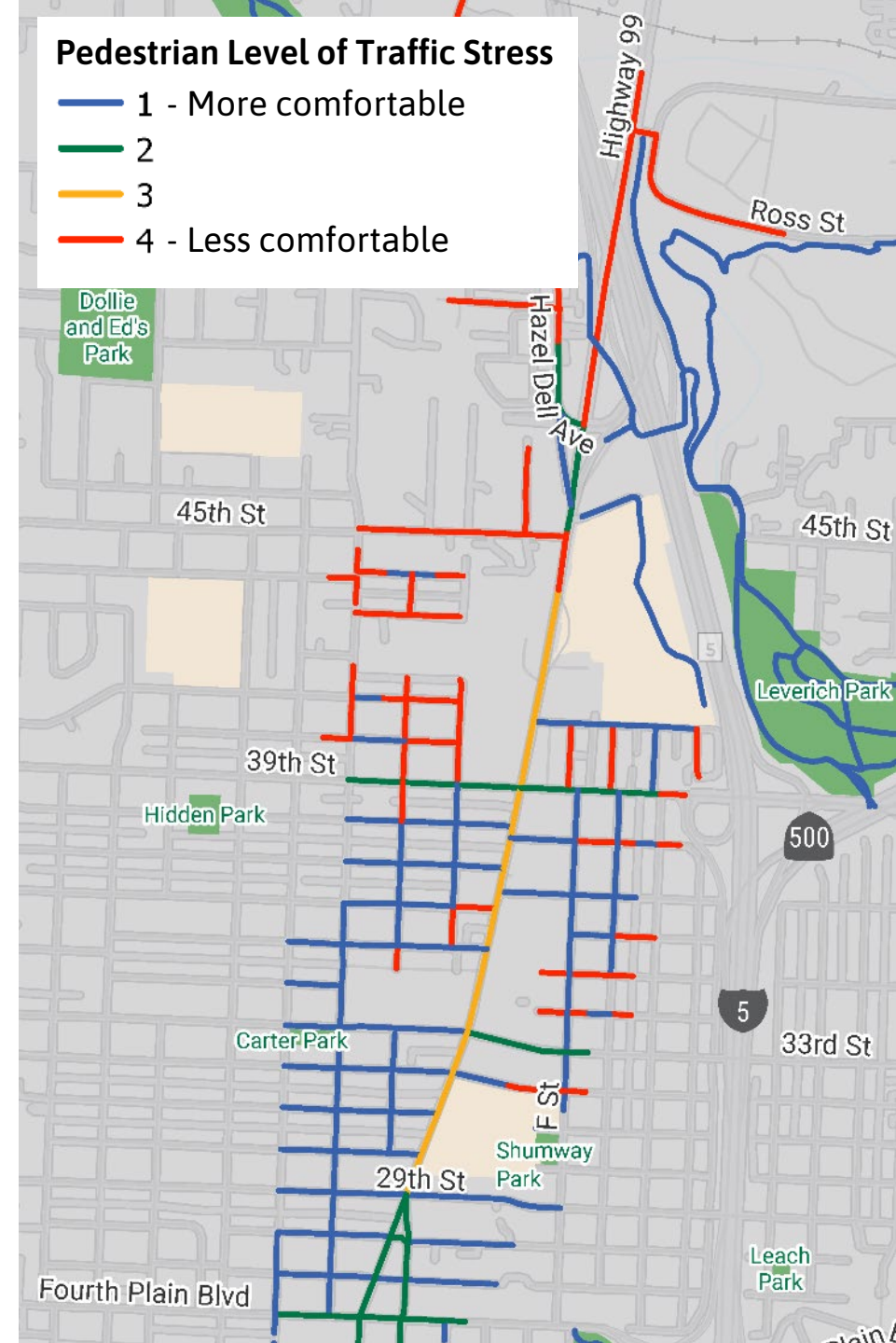
-  Pedestrian Corridor
-  Pedestrian Corridor (Tier 2)



Existing Conditions

Pedestrian level of traffic stress

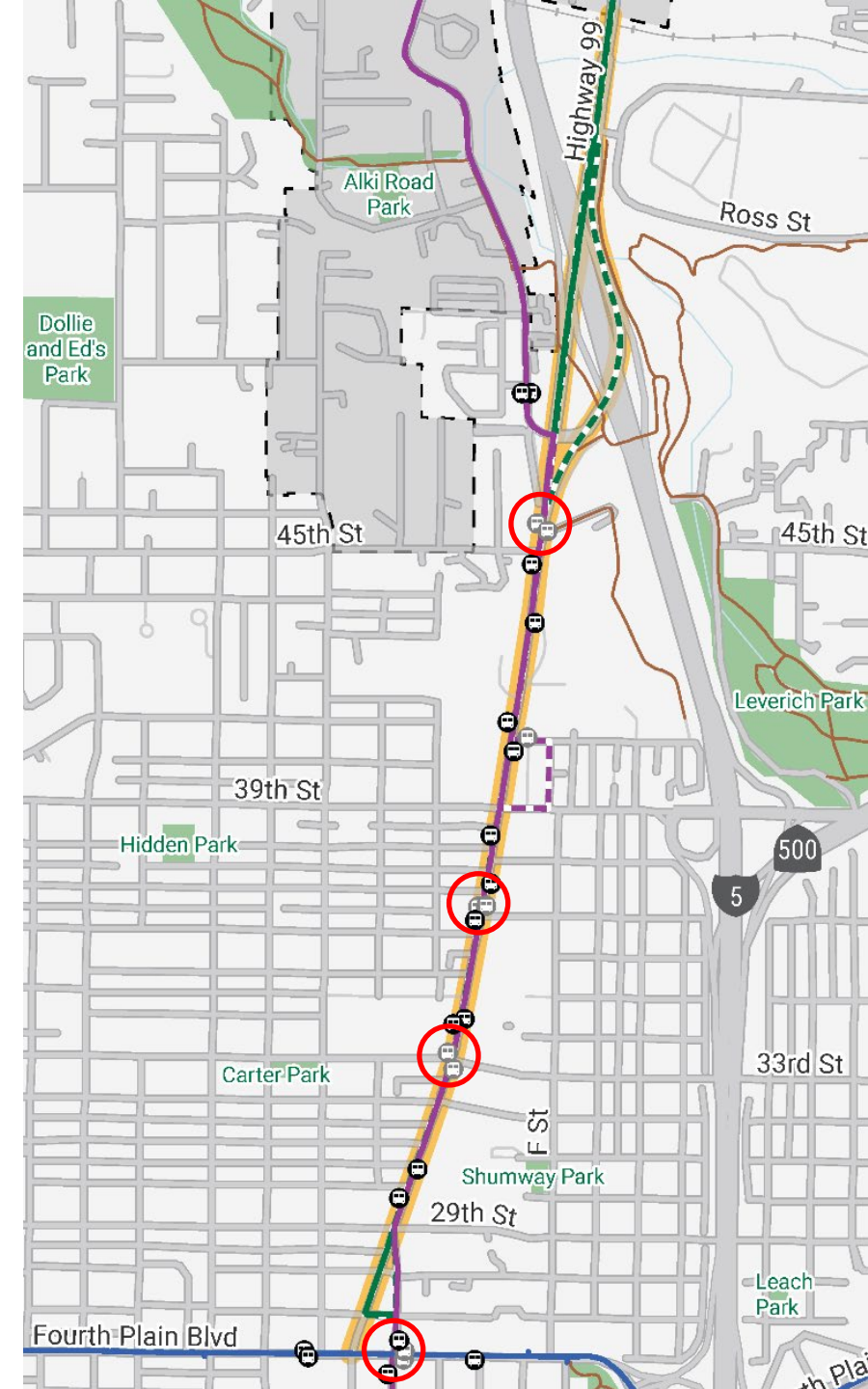
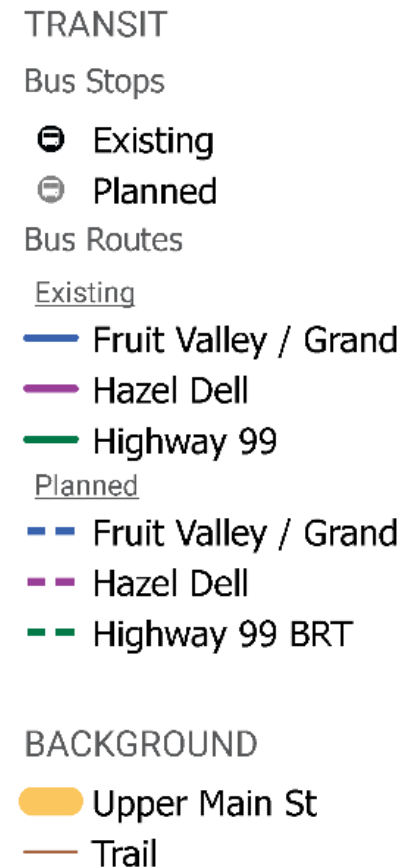
- Pedestrian Level of Traffic Stress analysis considered:
 - Posted speed limit of the roadway
 - Annual Average Daily Traffic
 - Number of vehicle travel lanes
 - Sidewalk width
- Score from one to four—the higher the score the less comfortable the facility
- Majority of the corridor scores three or four except:
 - South of 29th Street
 - Between 45th Street and Hazel Dell Ave



Existing Conditions

Transit

- Transportation System Plan identifies entire project area as an **Enhanced Transit Corridor**
- New C-TRAN VINE service, opening 2027, will replace existing route 71
 - Within the project area, proposed VINE stations at 45th Street, 37th Street, 33rd Street and Fourth Plain Boulevard



Existing Conditions

Bike & small mobility network

- Transportation System Plan identifies **Protected Mobility Lanes** from 39th Street to Discovery Trail
- No bike and small mobility facilities on Upper Main Street except for mobility lanes north of Ross Street
- Other nearby north-south connections along F and Columbia Streets

EXISTING FACILITIES

Multi-Use Path

— Unpaved

— Paved

Mobility Lanes

— Mobility Lane

— Protected

— Buffered

Other Facility

— Shared Roadway

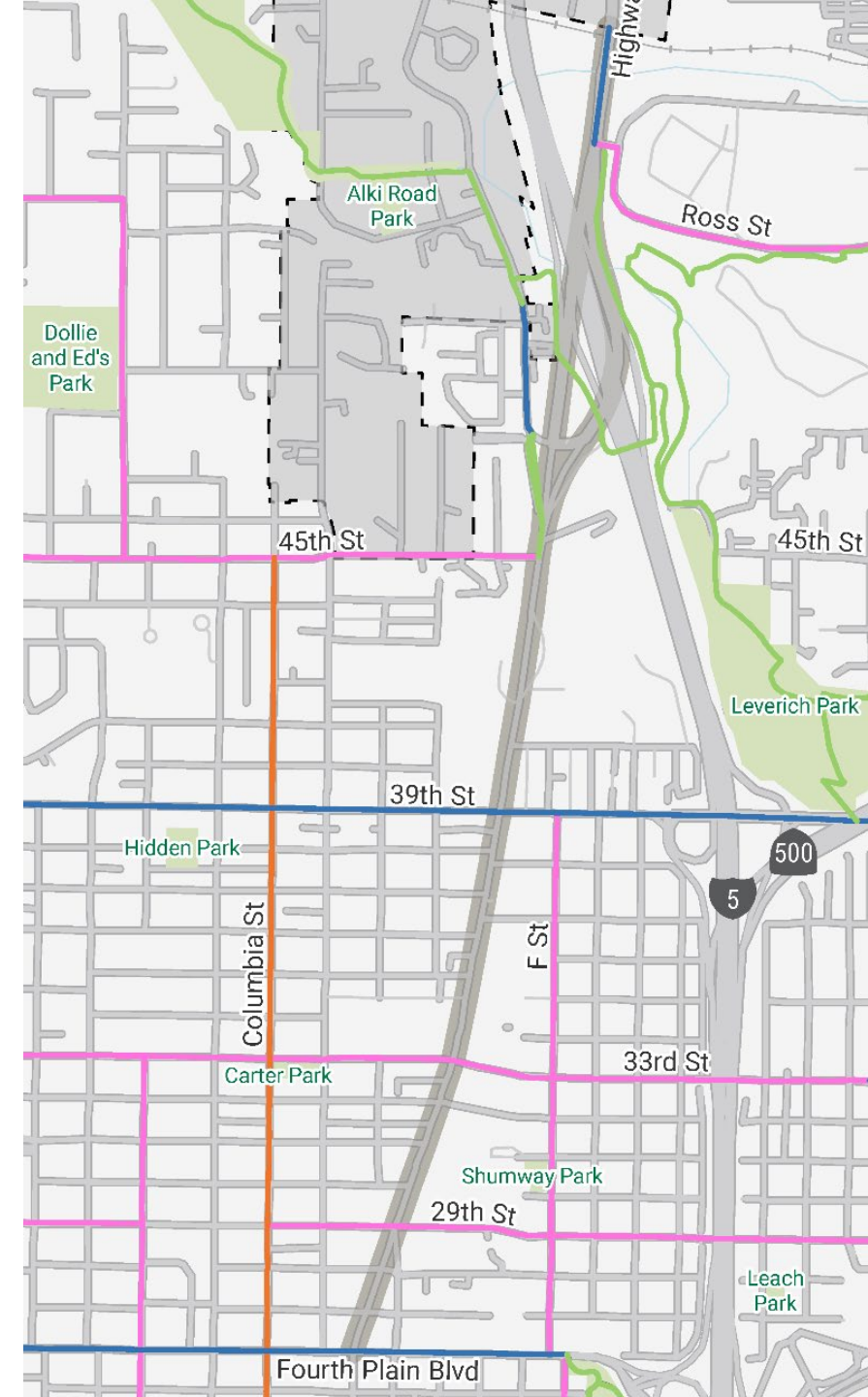
BACKGROUND

— Upper Main St

— Railroad

— Park

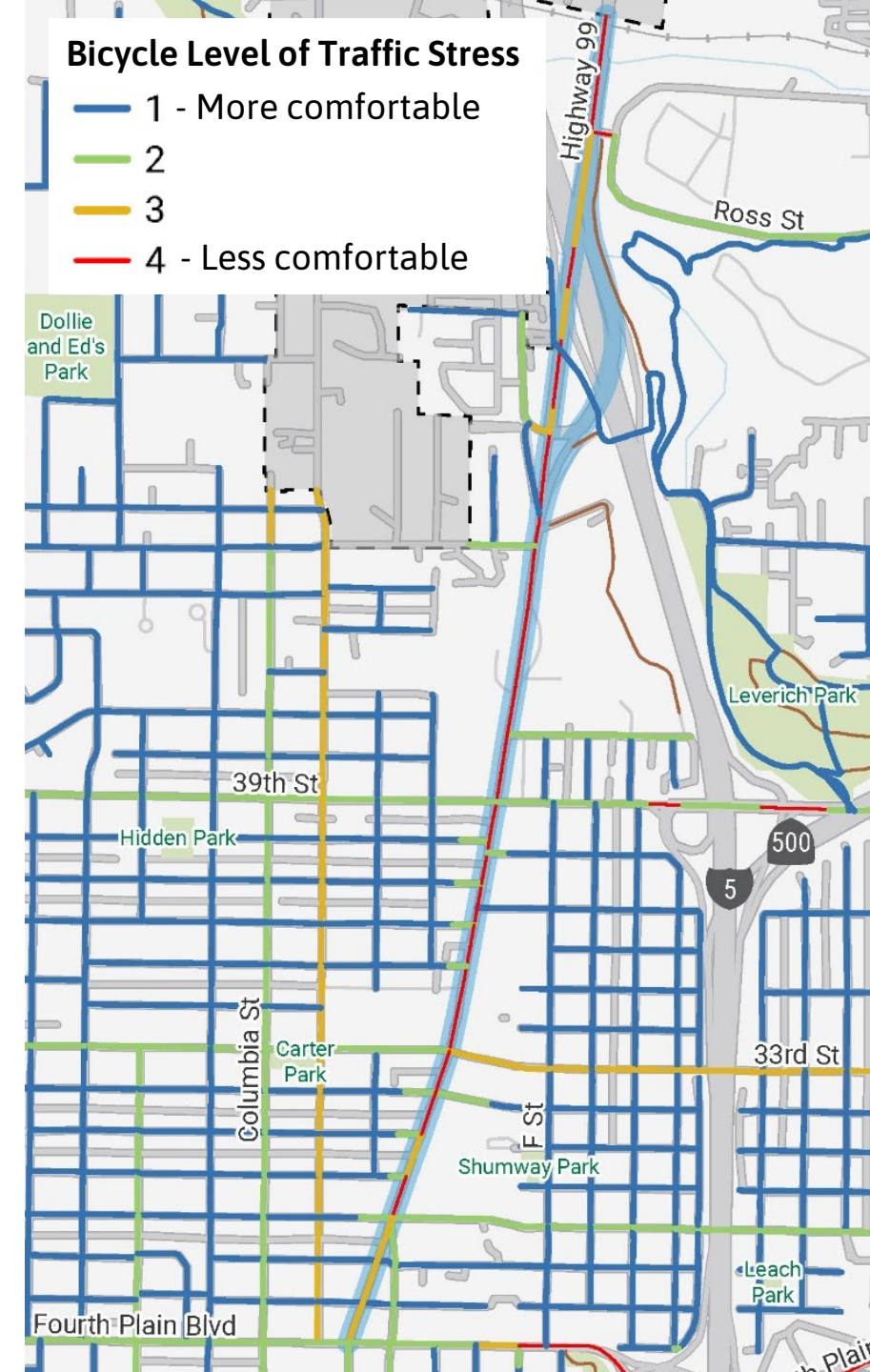
— Vancouver City Limits



Existing Conditions

Bike & small mobility level of traffic stress

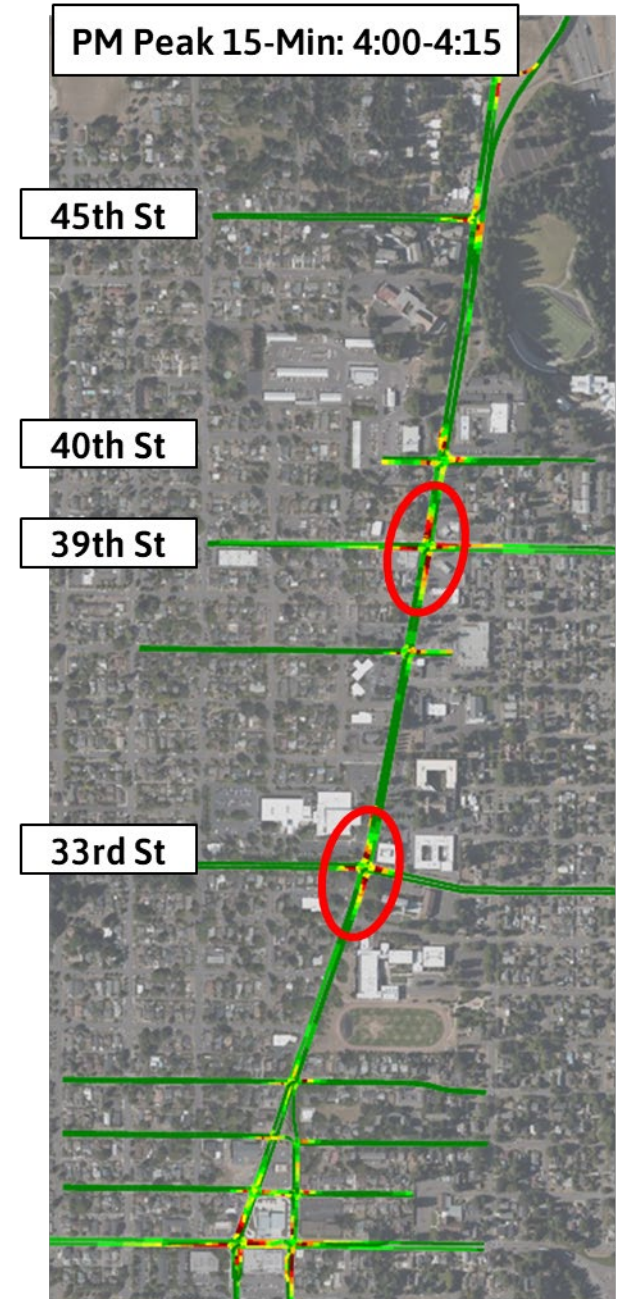
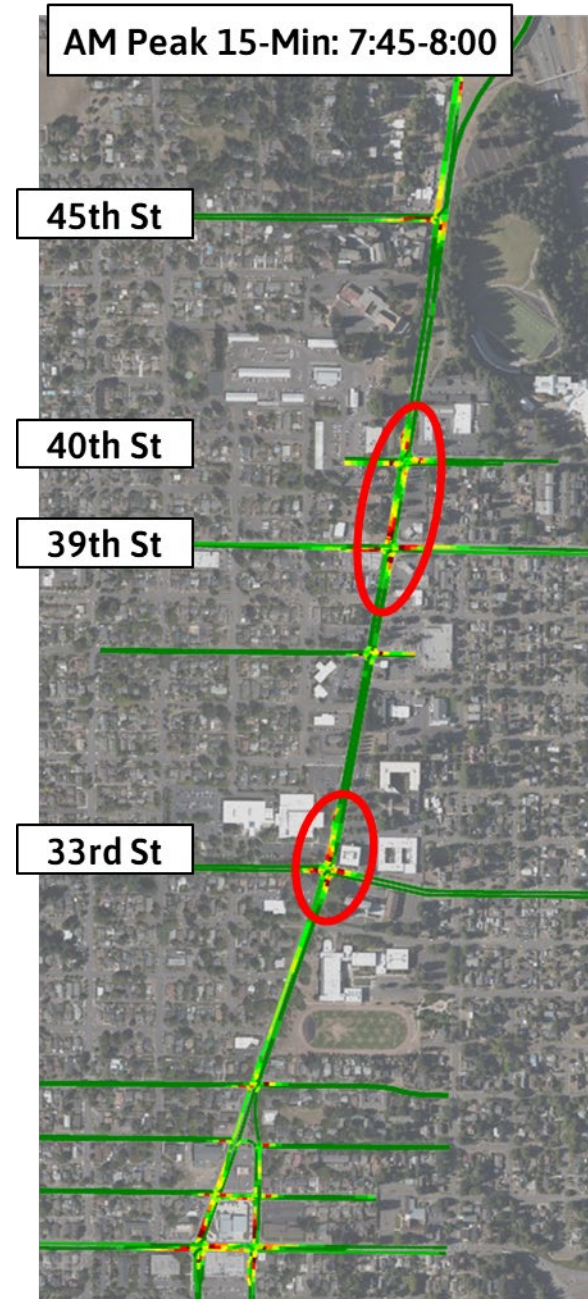
- Bicycle Level of Traffic Stress analysis considered:
 - Posted speed limit of the roadway
 - Annual Average Daily Traffic
 - Number of vehicle travel lanes
 - Quality of bicycle facility
- Score from 1 to 4—the higher the score the less comfortable the facility
- Main Street from 39th Street to Discovery Trail has a score of four
- Other nearby north-south connections along F Street and Columbia Street score one and two respectively



Existing Conditions

Vehicles

- Overall, no intersections over capacity
- Most congestion during peak periods around intersections of:
 - Main Street and 39th Street
 - Main Street and 33rd Street
- Posted speed limit is 30mph except:
 - North of NE Ross Street it's 40mph
 - Between E 29th Street and E 32nd Street when school zone sign flashing it's 20 mph



Existing Conditions

Safety

- Between 2018 and 2022
 - Two crashes involved pedestrians
 - One involved a bicyclist
 - Three vehicle only crashes that resulted in a severe injury
- Highest crash intersections along Main Street:
 - 39th Street
 - 45th Street
 - 33rd Street
 - Fourth Plain Boulevard

Vehicle Collisions

- Fatal
- Minor Injury
- Serious Injury

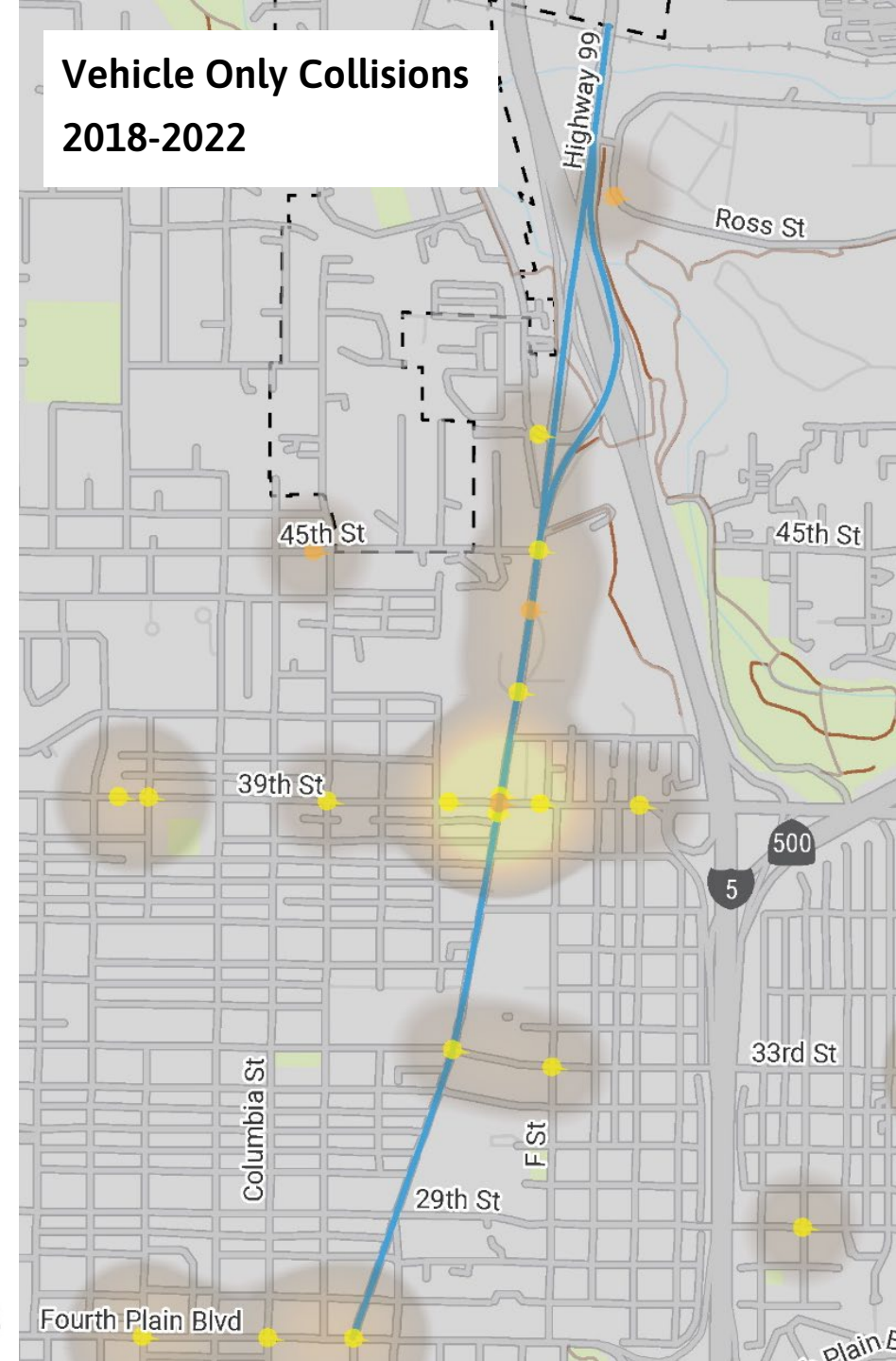
Collision Density

- Sparse
- Dense

BACKGROUND

- Upper Main St
- Railroad
- Trail
- Park
- Vancouver City Limits

Vehicle Only Collisions 2018-2022



Engagement

What did we do?

- 362 survey responses
- 99 map comments
- 5,317 postcards mailed
- 2 email updates to project listserv
- 3 messages in other City E-newsletters
- 6 posts on City social media channels
- 1 tabling event
- 1,718 impressions from Vancouver School's PeachJar system
- 10 presentations
- 40 door to door visits to businesses
- 2 languages materials were in



Engagement

What did we ask?

- What destinations people travel to
- How often and how safe/comfortable people feel using:
 - Bicycle / small mobility
 - Walking / rolling
 - Transit
 - Taxi / ride-hailing service
 - Driving / Riding in a car
- What improvements are most important
- Map for location specific comments



Engagement

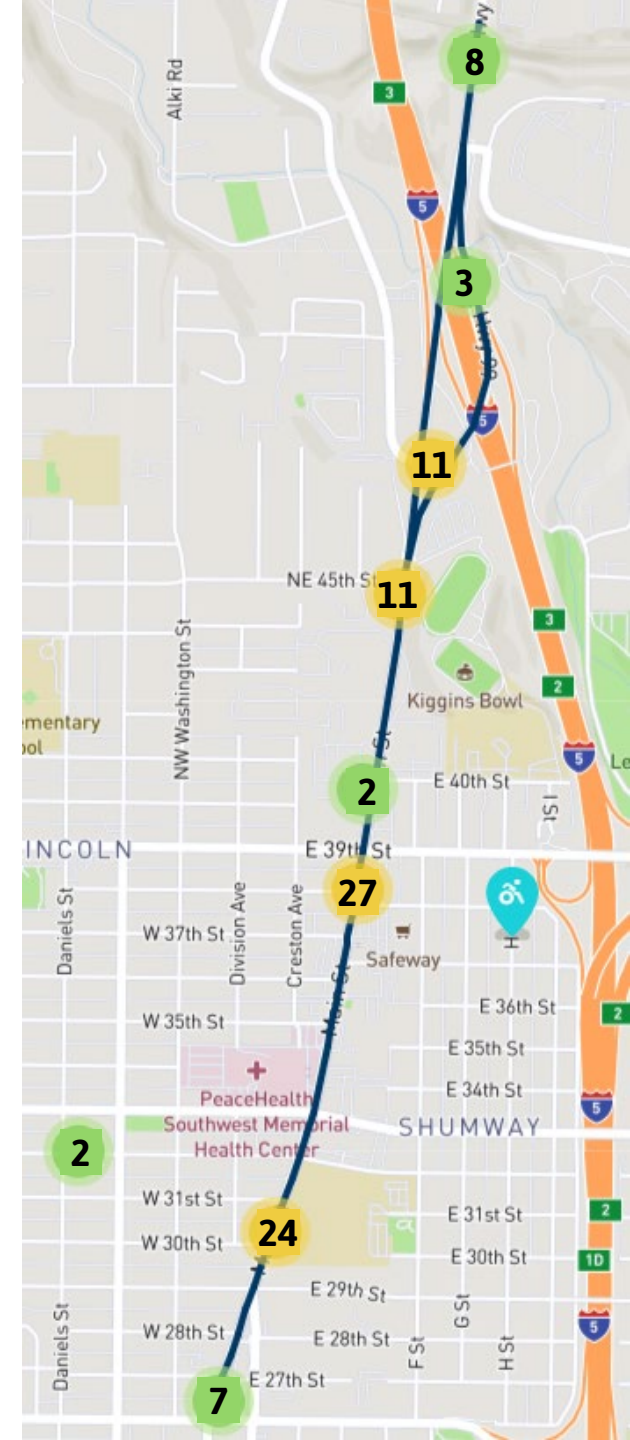
What did we learn?

Most important improvements

1. Addressing potholes, road striping, etc.
2. Adding more sidewalks to fill existing gaps
3. Adding more crosswalks or other features to make crossings safer

Most common locations on comment map

1. 39th Street
2. 45th Street
3. 29th/30th Street
4. NE Hazel Dell Avenue



Issues

- Narrow sidewalks directly adjacent to traffic, missing in some locations and not accessible for everyone
- Large crossing gaps between 29th and 33rd Streets, and 33rd and 37th Streets
- Narrow travel lanes are difficult for buses and large trucks
- Bike and small mobility network gaps in the northern section of the project area
- Wayfinding signage to off street paths is limited and hard to locate
- Main Street and 39th Street is the highest crash location along the project corridor
- Most traffic congestion at 39th Street and 33rd Street intersections
- On and off ramps to I-5 and wide roadway in the northern end of the project area contribute to higher travel speeds



Opportunities

45th Street to City Limits

Enhanced crossing, two-way protected mobility lane, more wayfinding signage, more lighting

39th Street to 45th Street

Reduce number of travel lanes, two-way protected mobility lane, more wayfinding signage, New VINE stop

33rd Street to 39th Street

Reduce number of travel lanes, redesign and signal timing at 39th Street

29th Street to 33rd Street

New crossings, remove dedicated turn lanes

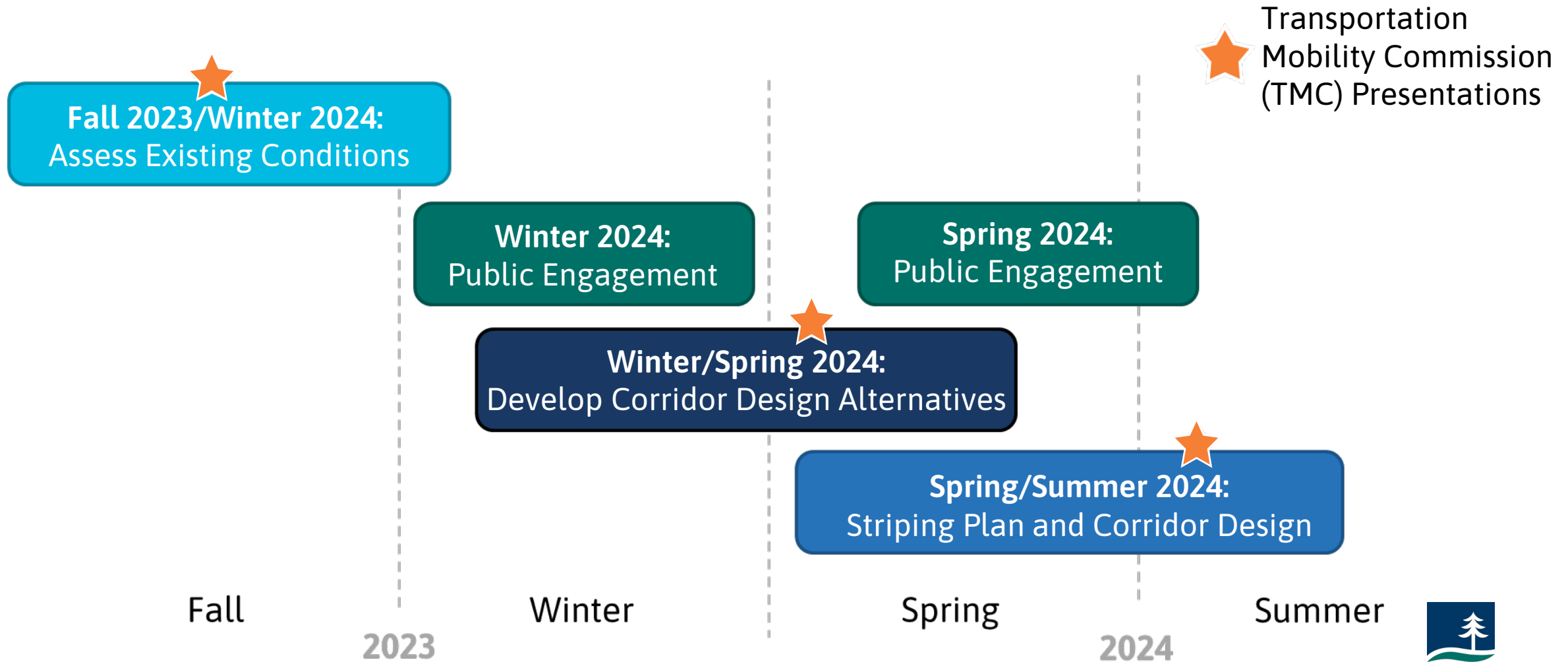
Fourth Plain Boulevard to 29th Street

New crossings, remove dedicated turn lanes



Next Steps

Project Timeline



Questions?



Thank you!



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