



Upper Main Street Safety & Mobility Project

Final Recommendations

September 2024

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1. Introduction

The Upper Main Street Safety and Mobility Project explored ways to address safety and mobility for all people using Main Street from Fourth Plain Boulevard and the northern city limits (just south of NE 63rd Street / Minnehaha Street). The study identified how to connect existing and planned facilities on nearby Columbia and F Streets, new transit stations and key destinations along Main Street (see Figure 1).

The project is coordinating with:

- **Planned pavement work in 2026** between 37th Street to the city limits (not including the I-5 interchange area). This allows the City to maximize investments in street maintenance, by aligning the paving and striping work with a thoughtful design process that specifically addresses the corridor's safety and mobility needs.
- **C-TRAN's new bus rapid transit route**, known as The Vine on Highway 99, connecting Salmon Creek and Hazel Dell with downtown Vancouver and the waterfront. Construction is scheduled to begin in 2025 and includes three new stations along Upper Main Street at 33rd Street, 37th Street and 45th Street.



Figure 1. Upper Main Street Project Extents

1.1 Project Goals

Vancouver's Transportation System Plan (TSP) designates Upper Main Street as a "Primary Pedestrian Corridor" and an "Enhanced Transit Corridor." A portion of the project area, from 39th Street to the Discovery Trail, is on the City's Bike and Small Mobility network. These designations helped inform the project goals, which include:

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 Highway 99 Bus Rapid Transit (BRT) project.

1.2 Process

The Project had three phases:

- **Phase 1 – Assess Existing Conditions (fall 2023 – winter 2023/2024):** The project team evaluated how Upper Main Street operates and gathered input on how people travel on the corridor today. During this phase, the project team met twice with the Transportation and Mobility Commission (TMC) in August and October 2023.
- **Phase 2 – Develop corridor design alternatives (winter 2023/2024 – spring 2024):** The project team used information gathered during Phase 1 to develop preliminary design options and sought community feedback on how well these options addressed transportation needs along Upper Main Street. During this phase, the project team met twice with the TMC in March and April 2024.
- **Phase 3 – Striping Plan and Corridor Design (spring 2024 – summer 2024):** With input from community, the TMC and additional technical analysis, the project team refined the design options. The final meeting with the TMC took place in July 2024 and the TMC voted to implement the proposed project designs and investments for Upper Main Street through scheduled pavement work in 2026 and beyond for future roadway segments.

See Figure 2 for a project timeline.

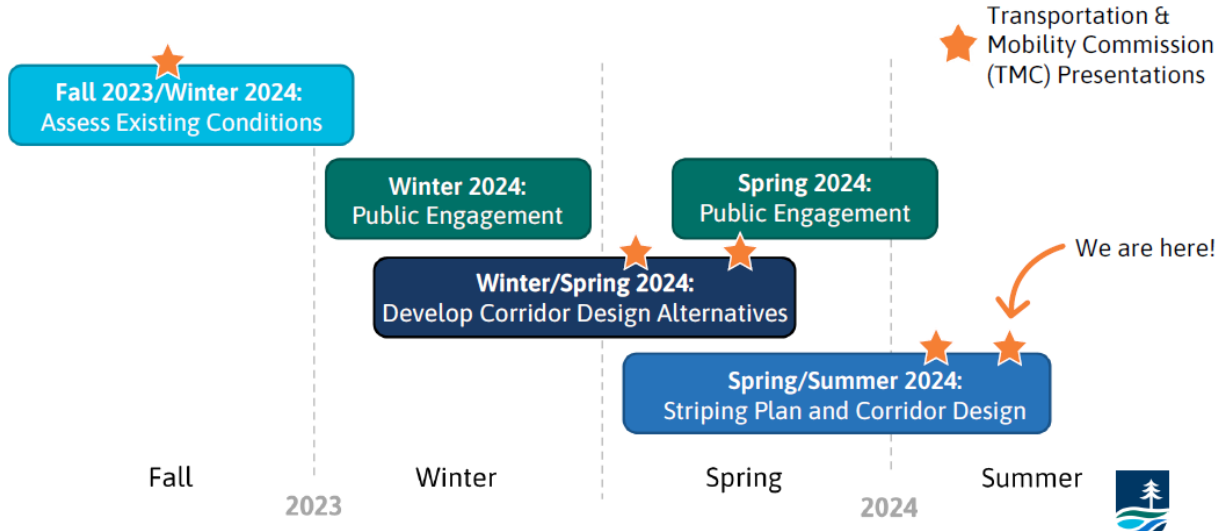


Figure 2. Project Timeline

1.3 Needs and Issues Summary

The first phase of the project included an Existing Conditions Analysis, which gathered various data to understand the current operations and conditions of Upper Main Street for all transportation user groups. To supplement this technical analysis, the project team gathered community input through two rounds of public engagement. This information provided a basis for determining potential treatments for the corridor and included the following key findings:

- **Pedestrian:** The 2024 Transportation System Plan (TSP) identifies the entire Upper Main Street project area (from Fourth Plain Boulevard to the northern city limit) as a Primary Pedestrian Corridor. Most sidewalks along the project area are less than six feet wide and are directly adjacent to traffic. Sections of Upper Main Street that do not meet our pedestrian crossing policy (marked crosswalk every 800 feet) are between 29th and 33rd Streets, and 33rd and 37th Streets. Community members expressed interest in wider sidewalks and improved crossings near Vancouver School of Arts and Academics, Main and 39th Street and Main and 45th Street.
- **Transit:** The 2024 Transportation System Plan (TSP) identifies the entire Upper Main Street project area (from Fourth Plain Boulevard to the northern city limit) as an Enhanced Transit Corridor. There are four proposed BRT stations near the project area at Fourth Plain Boulevard, 33rd Street, 37th Street and 45th Street. In some locations the lane widths are between nine and ten feet wide, which is not the preferred width for C-TRAN bus operations.
- **Bike and Small Mobility:** Main Street from 39th Street to the Discovery Trail is a part of the TSP Bike and Small Mobility Network. Most of the Upper Main corridor lacks bicycle and small mobility facilities, except for a mobility lane along the most northern section between Ross Street and the northern city limits.

- **Vehicle:** The number of travel lanes and width of travel lanes varies along the corridor. Overall, no intersections along Upper Main Street are over capacity but the intersections with the most congestion during peak periods are 33rd and 39th Streets. The posted speed limit along most of the project area is 30mph except north of NE Ross Street where it's 40mph, and between 29th Street and 32nd Street where it's 20 mph when the school zone sign is flashing.
- **Safety:** Between 2018 and 2022, there were three injury collisions along the Upper Main Street corridor that involved vehicles striking people walking, rolling or biking. Three vehicle-only crashes resulted in serious injuries. The highest crash locations include the intersections of 39th Street, 45th Street, 33rd Street and Fourth Plain Boulevard. Community members shared that bicycling or using a small mobility device and walking/rolling/using an assistive device feel the least safe and comfortable of all modes of transportation along the corridor, while driving or riding in a car feels the most safe and comfortable.

Copies of the complete Existing Conditions Report and Engagement Summaries can be found in the Appendix.

2. Concept Development

Key factors considered during concepts development included:

- Timing and extent of the pavement work planned for Upper Main Street
- Timing and coordination with C-TRAN's new bus rapid transit route, known as The Vine on Highway 99
- Traffic analysis findings
- Safety findings
- TSP/city policy and standards
- Roadway and network constraints
- Feedback from the community and the Transportation and Mobility Commission

Because the roadway width, street design, and adjacent land uses vary along Upper Main Street, the Project team broke the project area into five segments to understand what treatments would be appropriate corridor-wide, and what would need to be tailored to match the context of the roadway. These five segments are shown in Figure 3 and listed below:

- **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 (just south of 61st Street)

The following sections summarize the preliminary concepts for each segment of the corridor.

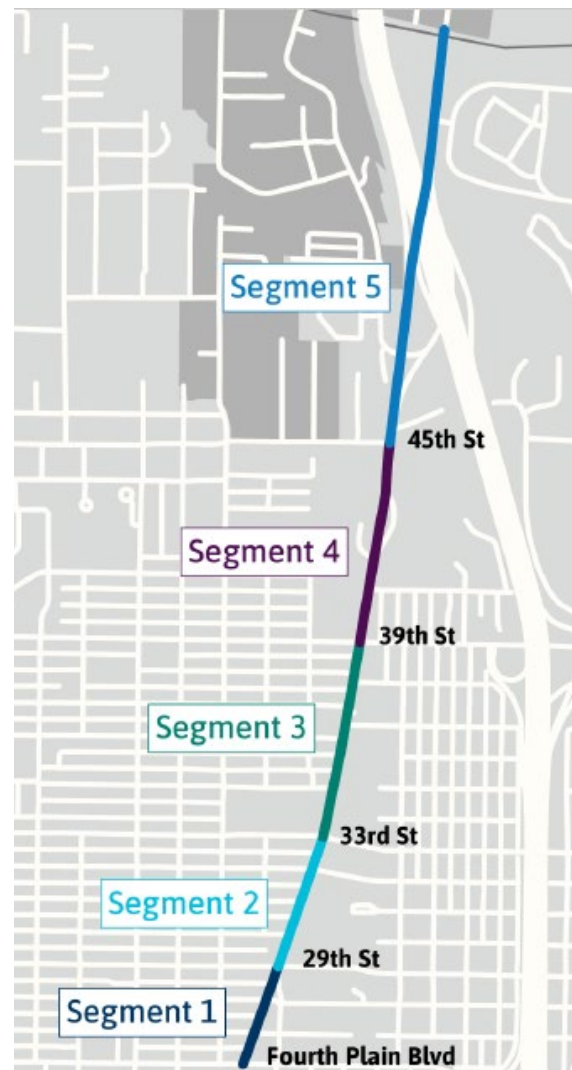


Figure 3 Upper Main Project Segments

2.1 Segment 1: Fourth Plain Boulevard – 29th Street



Figure 4. Existing Cross Section at 29th Street (left) and Preliminary Proposed Cross Section at 29th Street (right)

Existing Configuration	<ul style="list-style-type: none"> • Two through travel lanes in each direction, and a left turn lane approaching major intersections.
Proposed Concepts	<ul style="list-style-type: none"> • Relocate the existing crossing on the north side of the 29th Street intersection to the south side. • Remove the northbound left turn lane and add a median island in the crossing. • See Figure 4.
Benefits	<ul style="list-style-type: none"> • Improves visibility of pedestrian crossing. • Adds traffic calming elements in accordance with the City Complete Streets Policy. • Allows pedestrians to cross one direction of traffic at a time.
Considerations	<ul style="list-style-type: none"> • Many people reported they do not feel safe using the existing crossing at 29th Street due to poor visibility and speeding traffic. • Some community members suggested keeping the existing crossing on the north side of the intersection and adding a new crossing on the south side of the intersection. • Existing traffic volumes turning onto and off of 29th Street are low. • 29th Street is identified in the Transportation System Plan as a future Neighborhood Greenway.

2.2 Segment 2: 29th Street – 33rd Street

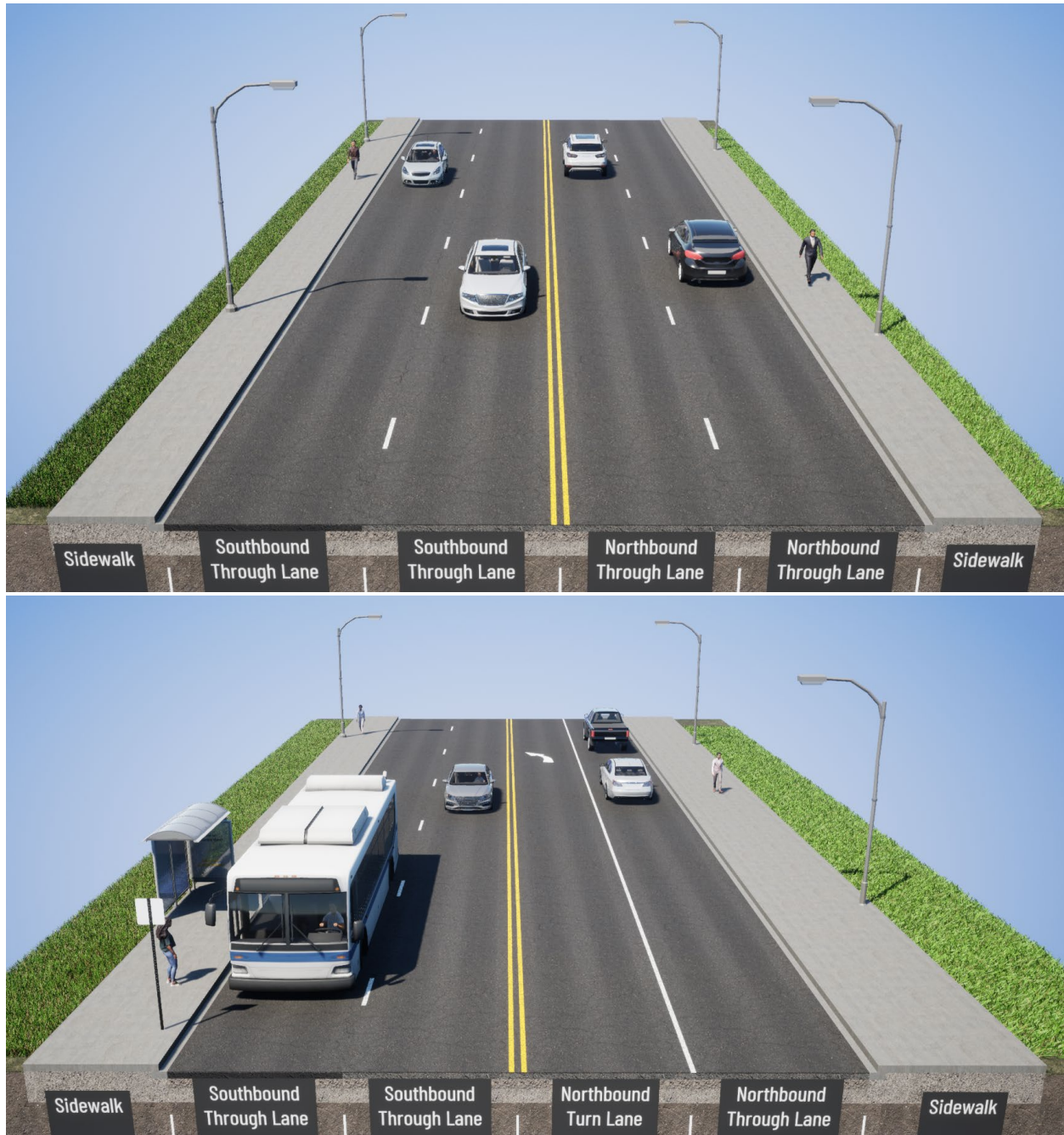


Figure 5. Existing Segment 2 Typical Cross Section (top) and Proposed Segment 2 Typical Cross Section (bottom)

Existing Configuration	<ul style="list-style-type: none"> • Two through travel lanes in each direction with left turn pockets at intersections.
Proposed Concepts	<ul style="list-style-type: none"> • Remove one northbound through lane; replace it with median islands at marked crossings, a left turn lane or painted median. • Add a new marked crossing with a median island at 31st Street. • Narrow travel lanes to 11 feet. • Add a 3-foot painted shoulder on both sides of the street and widen sidewalks in the future to reflect status as Primary Pedestrian Corridor. • See Figure 5.
Benefits	<ul style="list-style-type: none"> • The proposed marked crossing and median at 31st Street fills the existing crossing spacing gap between 29th and 33rd Streets, which currently exceeds the maximum distance set in the Pedestrian Crossing Policy (800 feet). • This crossing also aligns directly with the main entrance and walkway to the Vancouver School of Arts and Academics, where many students currently cross without a marked crossing.
Considerations	<ul style="list-style-type: none"> • Based on traffic modeling and analysis, the proposed cross section for this segment needs to include two southbound travel lanes, one northbound travel lane and a dedicated northbound left turn lane to maintain flow and help ensure C-TRAN's future Vine service is not stuck in traffic.

2.3 Segment 3: 33rd Street – 39th Street

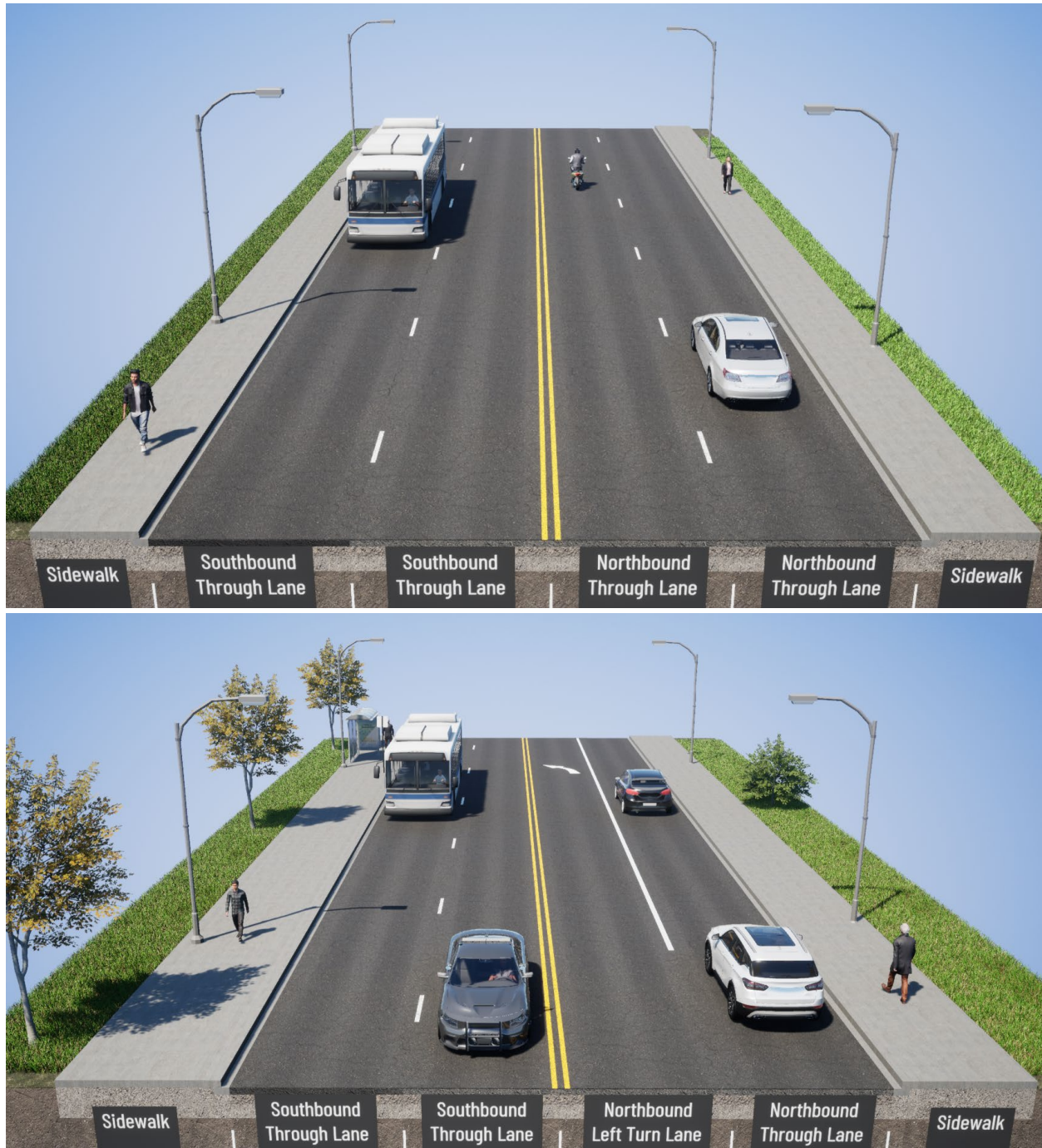


Figure 6. Existing Segment 3 Typical Cross Section (top) and Proposed Segment 3 Typical Cross Section (bottom)

Existing Configuration	<ul style="list-style-type: none"> • Two lanes in each direction with left turn pockets and lanes at intersections.
Proposed Concepts	<ul style="list-style-type: none"> • Remove one northbound lane (toward I-5). • 33rd to 38th Streets: Replace the inner northbound through travel lane with median islands at marked crossings, a left turn lane or painted median. • 38th to 39th Streets: Widen travel lanes to accommodate buses and trucks. • Add new marked crossings 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. • See Figure 6.
Benefits	<ul style="list-style-type: none"> • The proposed marked crossing and median at 35th Street fills the existing crossing spacing gap (in excess of 800 feet) between 33rd and 37th Streets, per TSP crossing spacing policy. • This crossing provides a direct crossing for residents of the Knights of Pythias Retirement Center at 35th Street, and an additional median protected crossing at 37th Street.
Considerations	<ul style="list-style-type: none"> • Northbound left turns into the Carter Park neighborhood are maintained, with the exception of 37th Street. • The existing C-TRAN bus stop at 36th Street may be relocated with the Highway 99 BRT project.

2.4 Segment 4: 39th Street – 45th Street

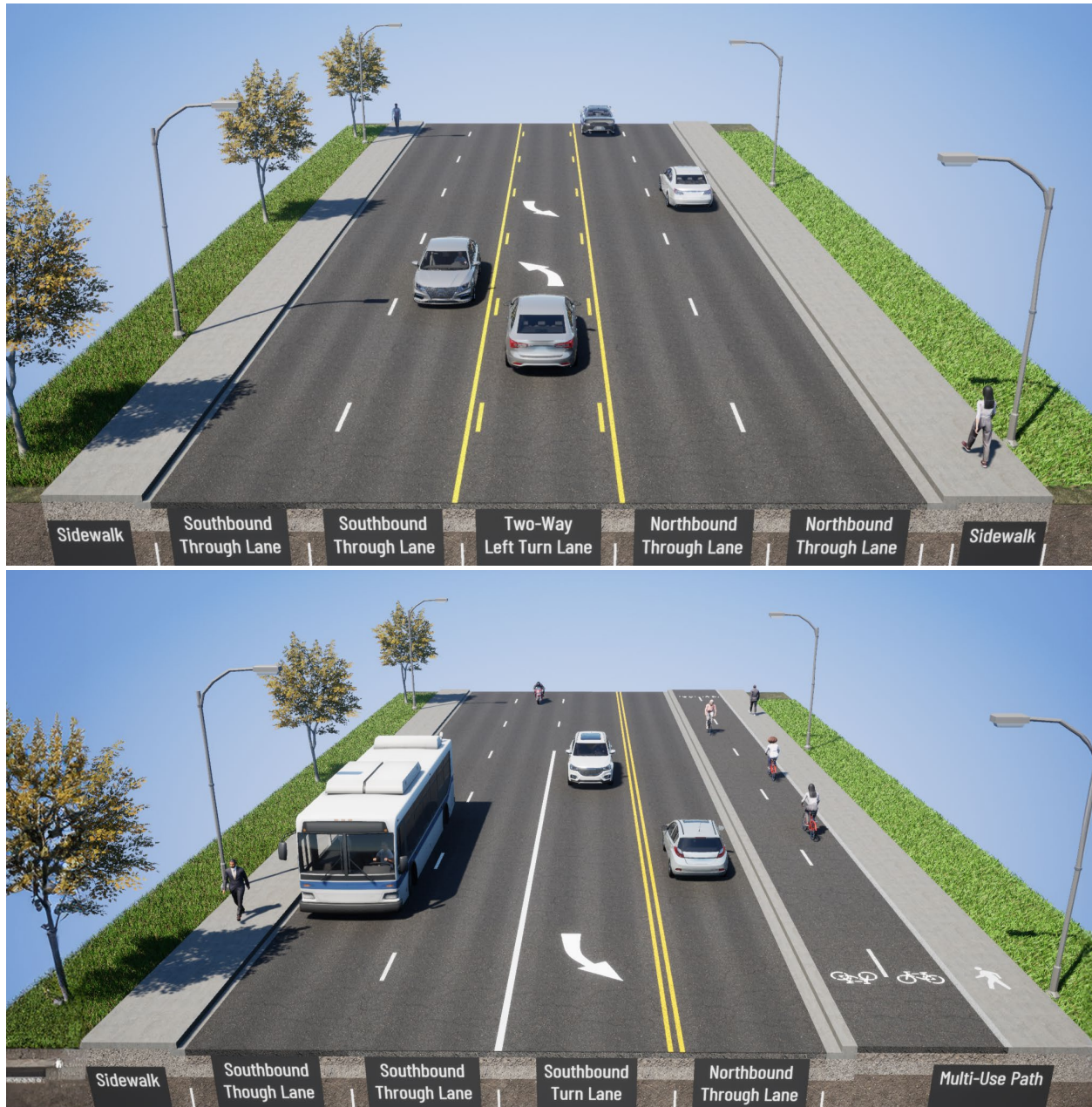


Figure 7. Existing Segment 4 Typical Cross Section (top) and Proposed Segment 4 Typical Cross Section (bottom)

Existing Configuration	<ul style="list-style-type: none"> • Two lanes in each direction and two-way left turn lane. Eastside sidewalk gap between Covington House and 45th Street.
Proposed Concepts	<ul style="list-style-type: none"> • Remove one northbound travel lane and widen other travel lanes to accommodate C-TRAN buses and larger vehicles. • Add a southbound protected bike and small mobility lane on the west side of Main Street between 39th and 40th Streets. • Add buffered bike and small mobility lanes along 40th Street between Main Street and F Street. • Add curb extensions, median islands, rapid flashing beacon, and marked crossings for pedestrians and bike and small mobility users at 39th and F Street, and 40th and F Street. • Add shared lane pavement markings (sharrows) on F Street between 39th and 40th Streets. • Add a two-way protected bike and small mobility lane between 40th Street and the Covington House Driveway exit. • Add a two-way protected multi-use path between the Covington House Driveway exit and 45th Street. • See Figure 7.
Benefits	<ul style="list-style-type: none"> • Protected mobility lanes and multi-use path between 40th Street and 45th Street fills a network gap and provides a more comfortable connection for people walking, rolling, biking or using small mobility devices. • Southbound buffered bike and small mobility lane provides a more direct connection for people heading from the Discovery Trail to points west on 39th Street. • Buffered bike and small mobility lanes on 40th Street transition path users to the future F Street neighborhood greenway, the primary north-south corridor for walking/biking/rolling near Main Street. • 39th Street crossing improvements at F Street create a safer, more comfortable crossing experience for people walking, biking, and rolling. • Wider travel lanes provide adequate width for buses and larger vehicles, with minimal impacts to traffic operations, and improved traffic operations at the 39th Street intersection
Considerations	<ul style="list-style-type: none"> • City may reevaluate WSDOT facility entrance on west end of 40th Street intersection pending future development of site.

2.5 Segment 5: 45th Street – City Limits

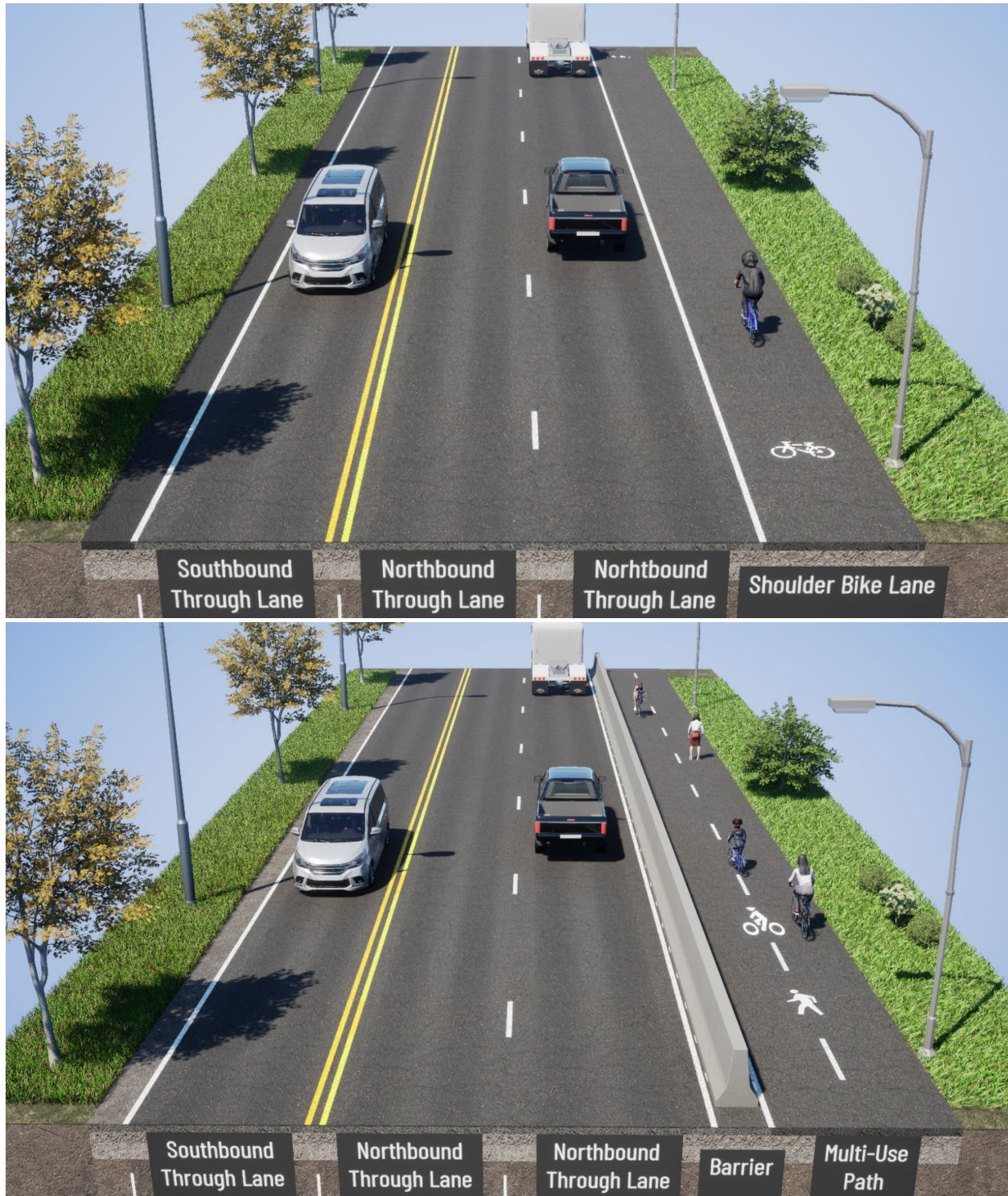


Figure 8. Existing Cross Section from NE Ross Street to city limits (top) and potential cross section from NE Ross Street to city limits (bottom)

Existing Configuration	<ul style="list-style-type: none"> Two through travel lanes with a left turn lane. Through travel lanes split into northbound and southbound lanes at the I-5 interchange. At NE Ross Street, these lanes reconnect with one southbound through lane, two northbound through lanes, and unprotected mobility lanes.
Proposed Concepts	<ul style="list-style-type: none"> Connect the new two-way multi-use path on the east side of the street to the Discovery trail entrance. Improve pavement quality of the westside connection to the Burnt Bridge Creek Trail via Hazel Dell Avenue. Replace and improve visibility of wayfinding signage. North of the I-5 interchange, 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 people traveling southbound with this two-way path. Need agreement with Clark County to ensure there is a consistent and comfortable mobility lane treatment across jurisdictional boundaries. See Figure 8.
Benefits	<ul style="list-style-type: none"> Improves bike and small mobility connections from Main Street to Hazel Dell Avenue (via alleyway connection), the Discovery Trail network and Clark County via Highway 99.
Considerations	<ul style="list-style-type: none"> Continue to develop potential design concept from NE Ross Street to the northern city limits in close coordination with Clark County to ensure a seamless connection across jurisdictional boundaries.

2.6 Additional Safety Improvements

2.6.1 Pedestrian Crossings

Several new high-visibility marked pedestrian crossings are proposed along the corridor to provide more direct, convenient, and comfortable crossings, particularly where pedestrian activity is expected to be higher. These include locations that provide existing or future transit connections, neighborhood greenway connections, and/or serve residents, students, and visitors. New marked crossings at 29th Street and 37th Street add to the marked crossings that are currently on one leg of the intersection. Other recommended crossings at 28th, 31st, and 35th Streets add a marked crossing where none currently exist. These new marked crossings feature enhanced crossing treatments such as median islands and Rectangular Rapid Flashing Beacons/or traffic signals. Two of these crossings are proposed in locations that currently exceed the City's pedestrian crossing spacing standard, which help to shorten the distance a person has to travel before they're able to cross the street at a marked crossing location.

Table 1. Pedestrian Crossing Considerations

Crossing Location (on Main Street)	Exceed the City's crossing spacing standard?*	Adjacent to existing or planned bus stop?	Recent pedestrian crashes?	Community support?	Prioritization
28th Street	No	No	No	Yes	Low
29th Street	No	No	Yes	Yes	Medium
31st Street	Yes	Yes	No	Yes	High
35th Street	Yes	No	No	Yes	High
37th Street**	No	Yes	No	Yes	Low

* The Vancouver Pedestrian Crossing Policy states there should be a marked crossing every 800 feet along Upper Main Street.

** The location of the recommended crossing at 37th Street may shift depending on the final location of the northbound C-TRAN Vine stop.

2.6.2 Bike and Small Mobility

A portion of Main Street (39th Street to the Discovery Trail) is identified as a priority on the City's Bike and Small Mobility Network. To fill this critical network gap, a two-way multi-use path on the east side of Main Street is proposed between 40th Street and 45th Street. To connect to the 39th Street mobility lanes to this new multi-use path, it is recommended a new southbound mobility lane be added on the west side of Main Street between 39th and 40th Streets, median islands, a rapid flashing beacon, and marked crossings be added at 39th and F Street, buffered mobility lanes be added along 40th Street between Main Street and F Street. South of 39th Street, nearby F Street and Columbia Street provide north-south alternatives. Columbia Street has protected mobility lanes and F Street is a planned neighborhood greenway, which are streets with lower speeds and traffic volumes intended to serve most bike and small mobility trips.

Included in these recommendations are crossing improvements at key east-west connections, including 39th and F Streets, 40th and F Streets and 29th and Main Streets.

Table 2. Bike and Small Mobility Considerations

Facility Location	Fills a network gap?	Adjacent to existing or planned bus stop?	Recent bike/ small mobility crashes?	Community support?	Prioritization
29th Street & Main Street	Yes	No	No	Yes	Medium
39th Street & F Street	Yes	No	No	Yes	High
40th Street & F Street	Yes	No	No	Yes	High
Main Street from 39th Street to 40th Street	Yes	No	Yes	Yes	High
Main Street from 40th Street to 45th Street	Yes	Yes	No	Yes	High
Main Street from Ross Street to city limits	No	No	No	Yes	Low

2.6.3 Speed Limit Reduction

Traffic speeds are key factor in the safety and comfort of all road users, particularly people walking, biking and rolling. A combination of factors including roadway widths, land use context, and the lack of traffic calming elements, result in the actual speed of traffic often exceeding the posted speed limits. Posted speed limits along the Main Street south of I-5 are 30 mph, and 40 mph north of the I-5 interchange. This project recommends reducing those speed limits from 30 mph to 25 mph south of I-5, and from 40 mph to 30 mph north of the I-5 interchange.

2.6.4 Street Lighting

Street lighting is another key factor in traffic safety, comfort, and personal security of road users. It contributes directly to the visibility of pedestrians, bicyclists and small mobility users at night and in low-light conditions. Most street lighting is designed for vehicles on the road, illuminating the roadway, but can often neglect to provide adequate lighting for pedestrians along sidewalks, at crossings, minor streets, driveways, and at transit stops. Street lighting can also be obstructed by tree canopies and overgrown landscaping. Most of the corridor has adequate street lighting, with the exception of Main Street between 45th Street and the city limits. In this segment, street lighting focuses on illuminating the I-5 interchange area, and does not provide adequate lighting for pedestrian and bike and small mobility facilities, including the Discovery

Trail, connection to Hazel Dell Avenue and NE Ross Street. This project recommends adding more street lighting in these areas to improve safety and comfort for people walking, rolling, biking or using small mobility devices.

3. Recommendations Summary

The following sections detail the final recommendations and implementation plan for Upper Main Street.

3.1 Paving Program Improvements (2026)

Improvements to be implemented with the planned pavement work in summer 2026 are described in Table 3 and shown in Figure 9 through Figure 13. While outside the scope of street paving, some of the proposed striping improvements will necessitate other improvements to traffic signal hardware such as relocating traffic signal poles and extending signal mass arms to realign with new lane reconfigurations. Included in the in-roadway lane striping, are striping and pavement markings for high visibility marked crosswalks, and to delineate bikeways and transitions such as green-filled conflict striping and shared use path striping and markings.

Table 3. Upper Main Street Paving Program Improvements

Location	Recommended Cross Section			Additional Improvements	Considerations	Visuals
	Southbound	Center	Northbound			
Main St, 37th St to 39th St	3ft shoulder 11ft through lane 10 ft through lane	10ft left-turn lane/hatched median	11ft through lane 3ft shoulder	<ul style="list-style-type: none"> Marked crossing on north leg of 37th St. 	<ul style="list-style-type: none"> Northbound C-TRAN bus stop proposed between west leg of 37th St and east leg 38th St; this will include a new marked crossing and a concrete median island in the hatched median. 	See Figure 9
Main St, 39th St to 40th St	5ft mobility lane 2ft buffer with tubular markers 11ft through lane 10 ft through lane 9ft left turn lane	9ft two-way left turn lane	11ft through lane 9ft right turn lane	<ul style="list-style-type: none"> Marked crossings on all legs of 39th St and 40th St intersections. Green hatched striping at 39th St and 40th St intersections for mobility lanes. Wayfinding signage at 40th Street intersection directing people to nearby bike routes including Discovery Trail to the north, F Street Neighborhood Greenway to the east and Columbia Street to the west. 	<ul style="list-style-type: none"> New pole and mast arm needed at Main and 39th intersection for southbound direction. Recommend northbound right turn lane at 40th St to reduce the lane shift across the intersection. 	See Figure 9 and Figure 10
Main St, 40th St to Covington House driveway entrance	11ft through lane 11ft through/left turn lane	None	11ft through lane 1ft shy distance 2ft jersey barrier 11ft two-way mobility lane	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Maintain northbound left turn access into northern WSDOT driveway, if possible. 	See Figure 9 and Figure 11
Main St, Covington House driveway entrance to driveway exit	11ft through lane 10ft through lane	10ft two-way left turn lane/landscaped median island	11ft through lane 1ft shy distance 2ft jersey barrier 10ft two-way mobility lane	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Maintain southbound left turn access into Covington House driveway entrance. 	See Figure 9 and Figure 12
Main St, Covington House driveway exit to 45th St	11ft through lane 10ft through lane	10ft two-way left turn lane/landscaped median island	10ft left turn lane 11ft through lane 1ft shy distance 2ft jersey barrier 12ft multi-use path	<ul style="list-style-type: none"> Marked crossings on all legs of 45th St intersections. Green hatched striping at 45th St intersections for multi-use path. Wayfinding signage for bike and small mobility users. 	<ul style="list-style-type: none"> Fencing needed on east side of Main St along the multi-use path. Multi-use path will ramp up behind northbound 45th St C-TRAN Vine stop. 	See Figure 9 and Figure 13
Main St, 45th St to city limits (just south of NE 63rd Street / Minnehaha Street).	No changes to the existing cross section	No changes to the existing cross section	No changes to the existing cross section	<ul style="list-style-type: none"> Widen the multi-use path east into City owned right-of-way. Repave and add sharrows to the alleyway bike and small mobility connection on the west side of Main St. Wayfinding signage at 45th Street intersection directing people to nearby bike routes including Discovery Trail to the north/east and Burnt Bridge Creek Trail to the west. 	<ul style="list-style-type: none"> Continue to develop potential design concept from NE Ross Street to the northern city limits in close coordination with Clark County to ensure a seamless connection across jurisdictional boundaries. 	

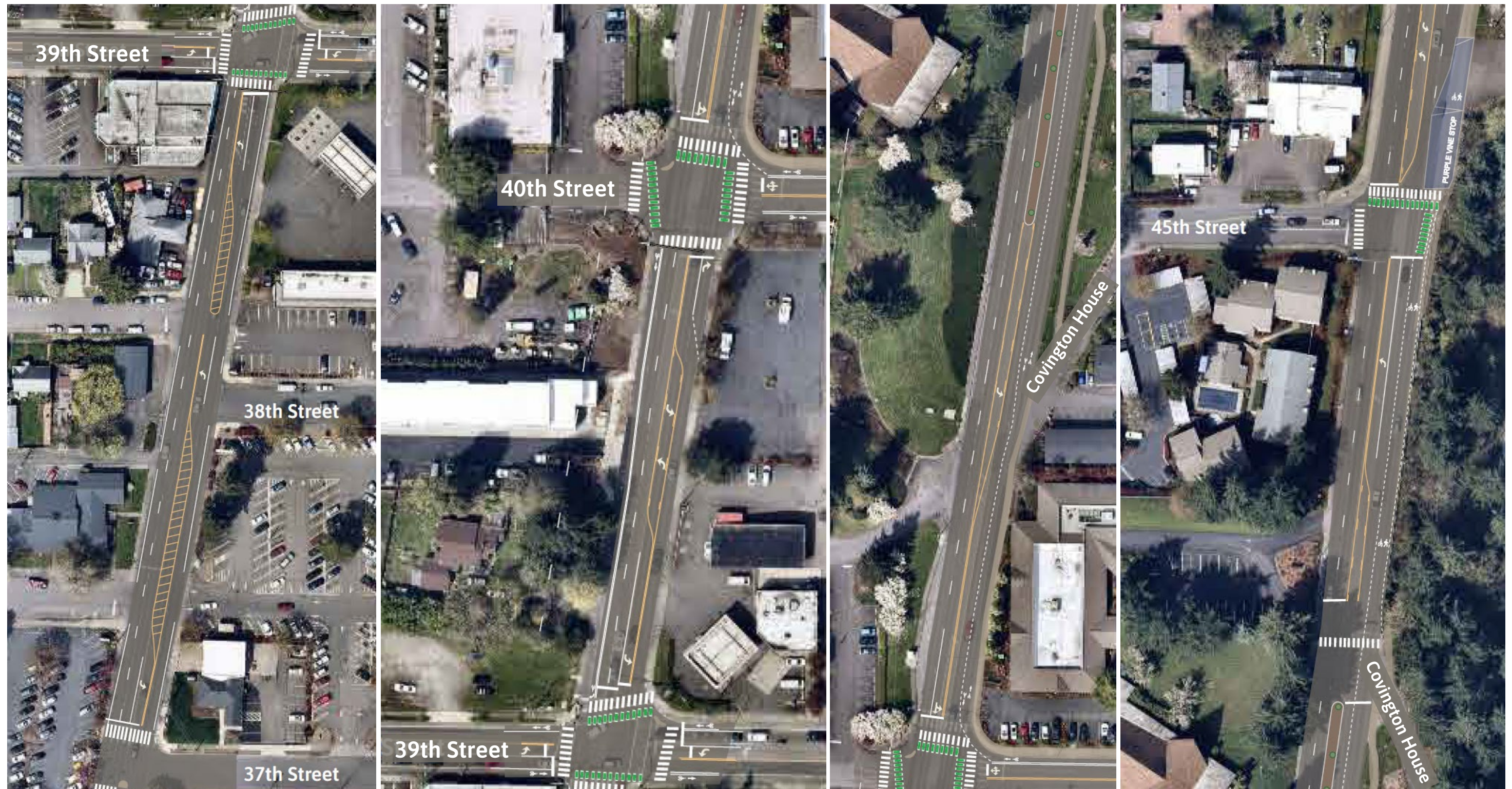


Figure 9. Recommended Design Concept for Upper Main Street from 37th Street to 45th Street

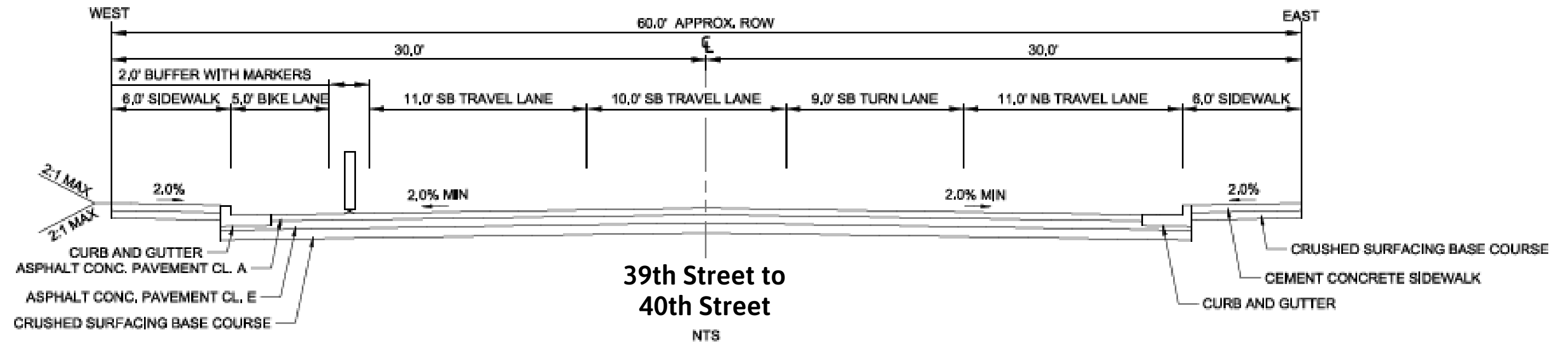


Figure 10. Cross section detail for Main Street between 39th Street and 40th Street

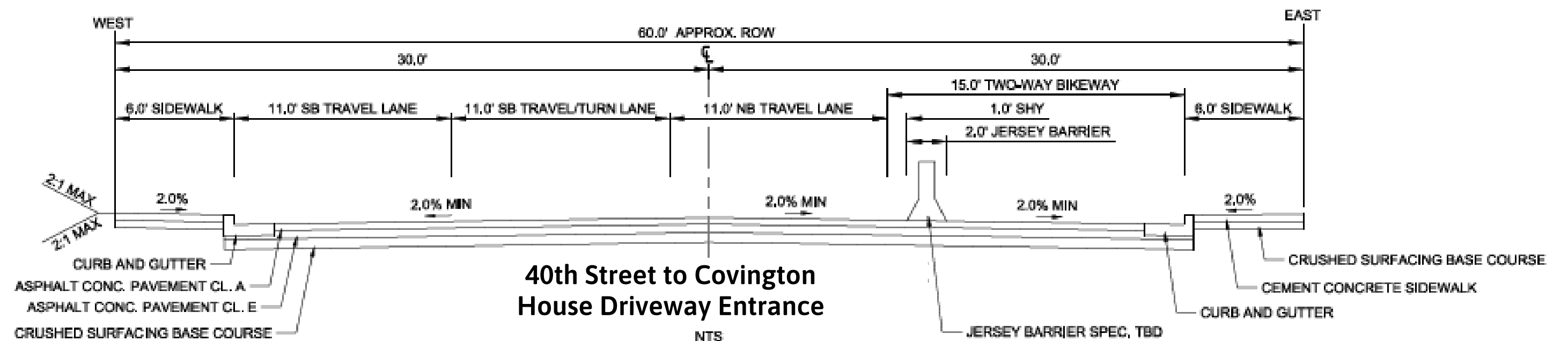


Figure 11. Cross section detail for Main Street between 40th Street and Covington House Driveway Entrance

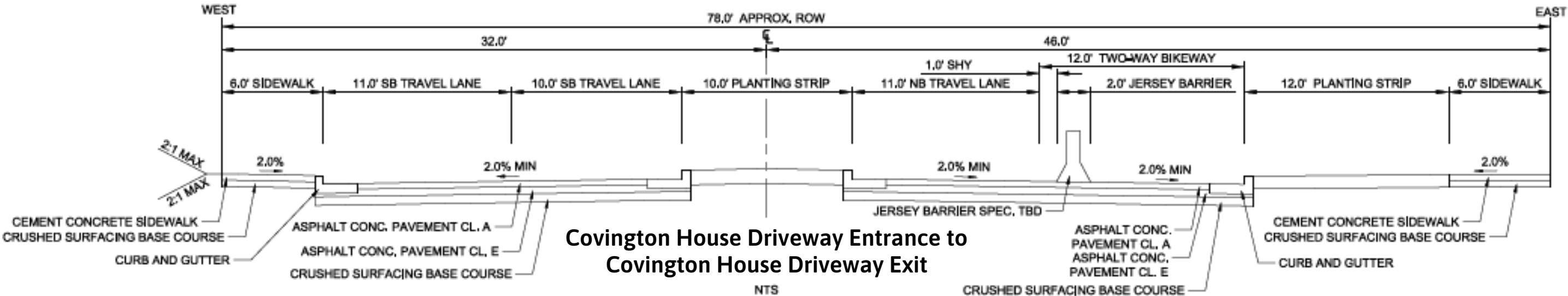


Figure 12. Cross section detail for Main Street between Covington House Driveway Entrance to Covington House Driveway Exit

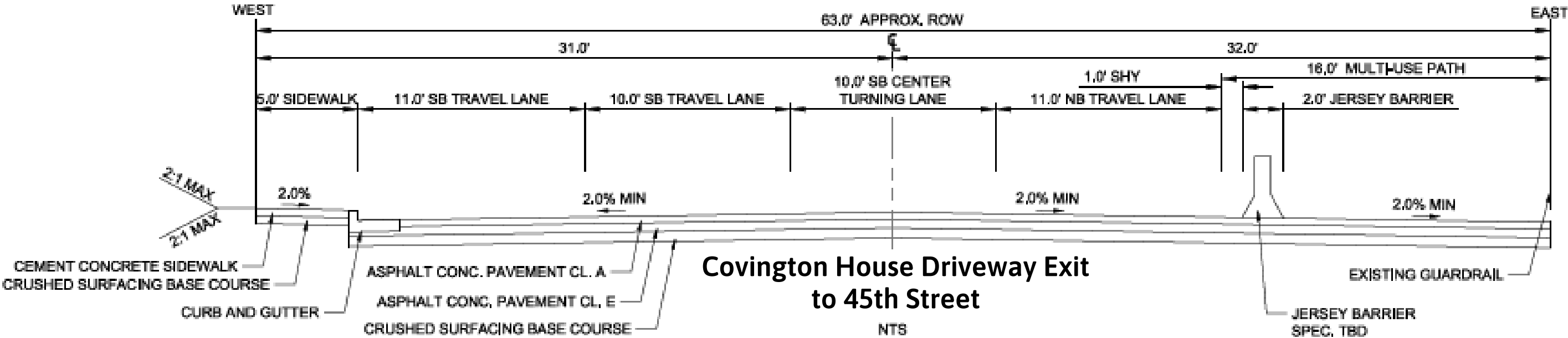


Figure 13. Cross section detail for Main Street between Covington House Driveway Exit and 45th Street

3.2 C-TRAN Highway 99 Vine Improvements (2025 – 2026)

C-TRAN Highway 99 Vine Purple Line improvements will greatly enhance the quality of the transit experience along the corridor and feature several major upgrades to the corridor including potential enhanced crossings at 28th and 37th/38th Streets, new transit stop/station areas at 33rd Street, 37th/38th Street and 45th street (integrated with proposed shared use path) and Americans with Disabilities Act (ADA) accessible curb ramps at 28th Street, 33rd Street, 37th/38th Streets and 45th Street.

3.3 Additional Improvements

Improvements outside the scope of the 2026 paving program and C-TRAN's Highway 99 Vine project are described in Table 4.

Table 4. Upper Main Street Additional Improvements

Location	Description	Phasing
Main St and 29th St	Add a new marked crossing on the south leg of 29th St and replace northbound and southbound left turn lanes with long concrete median island. Include cut throughs for pedestrian crossings and bike and small mobility users traveling on 29th St. See Figure 14.	Mid / long-term: C-TRAN considering implementing a quick build version of this in the near-term.
Main St, 29th St to 33rd St	Change the cross section of the roadway to: <ul style="list-style-type: none"> • Southbound: 3ft shoulder, 11ft through lane, 10ft through lane • Center: 10ft hatched median except for: <ul style="list-style-type: none"> ○ A northbound left turn lane approaching 31st St, 32nd St and 33rd St ○ A southbound left turn lane approaching 33rd St ○ A two-way left turn lane between 35th St and 37th St • Northbound: 11ft through lane, 3ft shoulder 	Mid / long-term
Main St and 31st St	New marked crossing with median island on the north leg of 31st St. See Figure 15.	Mid / long-term: Potential SRTS project
Main St and 35th St	New marked crossings with median island on the south leg of 35th St. See Figure 16.	Mid / long-term

Location	Description	Phasing
39th St and F St	Two new marked crossings with median islands and one rapid flashing beacon. New partial diverters on F Street restrict vehicle movements from entering F St from 39th St. See Figure 17.	Near-term: Supports 2026 pavement work improvements
40th St and F St	New marked pedestrian crossings. Green hatched striping for mobility lanes. See Figure 18.	Near-term: Supports 2026 pavement work improvements
40th St, Main St to F St	Change the cross section of the roadway to (See Figure 18): <ul style="list-style-type: none"> • Eastbound: 6ft mobility lane, 2ft buffer, 11ft through lane • Westbound: 6ft mobility lane, 2ft buffer, 11ft left, through and right lane 	Near-term: Supports 2026 pavement work improvements
Main St, Fourth Plain Blvd to I-5 interchange	Reduce speed limit from 30mph to 25mph	Mid / long-term
Main St, I-5 interchange to city limits	Reduce speed limit from 40mph to 30mph	Mid / long-term
Main St, 45th Street to city limits	Add lighting for pedestrian and bike and small mobility facilities, including the Discovery Trail, connection to Hazel Dell Avenue and NE Ross Street.	Near-term: Supports 2026 pavement work improvements



Figure 14. Main Street and 29th Street Crossing Improvement



Figure 15. Main Street and 31st Street Crossing Improvement



Figure 16. Main Street and 35th Street Crossing Improvement



Figure 17. 39th Street and F Street Crossing Improvements



Figure 18. 40th Street Improvements

Appendix A:

Existing Conditions Report

To: Maggie Derk and Laurel Priest, City of Vancouver

From: Derek Abe and Amelia Adams, Alta Planning + Design

Date: February 16, 2024

Re: Vancouver Upper Main Street Safety & Mobility Project: Existing Conditions Memorandum

Introduction

This Existing Conditions Memorandum assembles available data necessary to understand the current operations and conditions of Upper Main Street (from Fourth Plain Boulevard to just south of NE 63rd Street / Minnehaha Street) for all transportation user groups. This information provides a basis for determining potential treatments for the corridor that can be made in conjunction with planned 2025 paving work and in coordination with the upcoming Hwy 99 Bus Rapid Transit (BRT) project. This memo also provides a pre-project baseline for comparison and evaluation of the safety and mobility project impacts. The data examined includes:

- Pedestrian Level of Traffic Stress (P-LTS)
- Bicycle Level of Traffic Stress (B-LTS)
- Transit ridership data
- Roadway conditions, vehicle volumes and speeds
- History of collisions
- Demographics
- Improvement opportunities and constraints

Existing Conditions

Overview

The Vancouver Upper Main Street Safety and Mobility Project corridor is a 1.7-mile-long segment of the north-south Main Street corridor stretching from Fourth Plain Boulevard to the Vancouver city limits (just south of NE 61st Street). This corridor serves as a critical connection for people traveling north-south between the Minnehaha neighborhood and Downtown Vancouver. Main Street serves automobile, freight, transit, and pedestrian trips, and some segments also feature bicycle facilities.

The corridor connects the neighborhoods of Hough, Arnada, Carter Park, Shumway, Lincoln, Northwest and West Minnehaha. The parcels located directly along the corridor are a mixture of commercial and residential land uses, while the neighborhoods adjacent to the corridor are majority single family detached residential. Main Street has been identified as an urban corridor in the 2011- 2030 Comprehensive Plan, and as a commercial spine in The Westside Mobility Strategy. The City has outlined the following designations for Upper Main Street:

- **Primary Pedestrian Corridor:** High levels of walking or rolling are expected ([2024 Vancouver Transportation System Plan](#)).
- **Enhanced Transit Corridor:** The City will focus on supporting access to transit and transit priority ([2024 Vancouver Transportation System Plan](#)).

- **Protected Mobility Lane:** Mobility lanes with physical protection is recommended for Main Street from 39th Street to the northern city limits ([2024 Vancouver Transportation System Plan](#)).
- **Urban Corridor:** These areas are community focal points and contain a mixture of employment, housing, and cultural opportunities (Vancouver Comprehensive Plan 2011-2023).
- Recommendation to implement a road diet to manage diversion traffic, operational and safety issues on Upper Main Street (Westside Mobility Strategy 2016)

Two upcoming projects are scheduled to impact Upper Main Street in the coming years (see Figure 1), including:

- **Paving Project:** In 2025, The City plans to repave Upper Main Street from 39th Street to Hazel Dell Avenue and between the northbound I-5 off ramp to the northern city limits.
- **Bus Rapid Transit (BRT):** C-TRAN is planning to open a BRT line along this stretch of Main Street in 2027, which will include four proposed stops within the project area.

Figure 1: Upper Main Street Project Area



Corridor Segmentation

To better understand varying conditions along the Upper Main Street corridor, the project team divided the corridor into five segments, shown in Figure 2. These segments were proposed based on several factors, including roadway width and composition, vehicle speeds, and adjacent land use and character. As the project advances to the recommendations stage, these segments will likely receive different recommendations according to their contexts. The segments are as follows, from south to north:



- **Segment 1: Fourth Plain Boulevard to 29th Street**
 - This portion of Upper Main Street connects to Downtown Vancouver across Fourth Plain Boulevard. This segment also features a traffic pattern where Main Street breaks the grid pattern of Downtown Vancouver and goes diagonal from southwest to northeast. At the northern end of this segment, the intersection of Broadway Street with Main Street features a unique geometry with a traffic island at the center of the intersection. The census tracts immediately adjacent to Main Street feature low-density commercial land uses, while the areas in the surrounding neighborhood generally feature low-density residential. This area feels like a continuation of the character and feel of Downtown Vancouver.
- **Segment 2: 29th Street to 33rd Street**
 - This portion of Upper Main Street is characterized by residential neighborhoods to the west and the Vancouver School of Arts and Academics to the east. This area feels like a transition between higher-density Downtown Vancouver and the less dense neighborhoods, such as Shumway.
- **Segment 3: 33rd Street to 39th Street**
 - This portion of Upper Main Street features low density commercial on both sides of the roadway. In general, these businesses have large parking lots with multiple driveways onto Main Street. The side streets perpendicular to Main Street in this area are often offset, creating irregular, three-way intersections.
- **Segment 4: 39th Street to 45th Street**
 - This portion of Upper Main Street features a considerable slope between 40th Street to 45th Street, where the intersection of Main Street and 45th Street is at a much lower elevation than the southern end of this segment near the intersection of Main Street and 39th Street. This area features larger land parcels than areas to the south with community and public uses such as the First Presbyterian Church and the Washington State Department of Transportation office. This area also features a natural area and park at Kiggins Bowl, which provides a transition between this area and I-5 to the north.
- **Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)**
 - This portion of Upper Main Street is characterized by the interchange of Main Street with I-5. North of the interchange, Main Street passes under a railroad and continues to the Vancouver city limits where the roadway becomes NE Highway 99. Beyond the city limits, Highway 99 passes through commercial and residential areas of unincorporated Clark County. This segment serves as transition between the City of Vancouver and those communities.

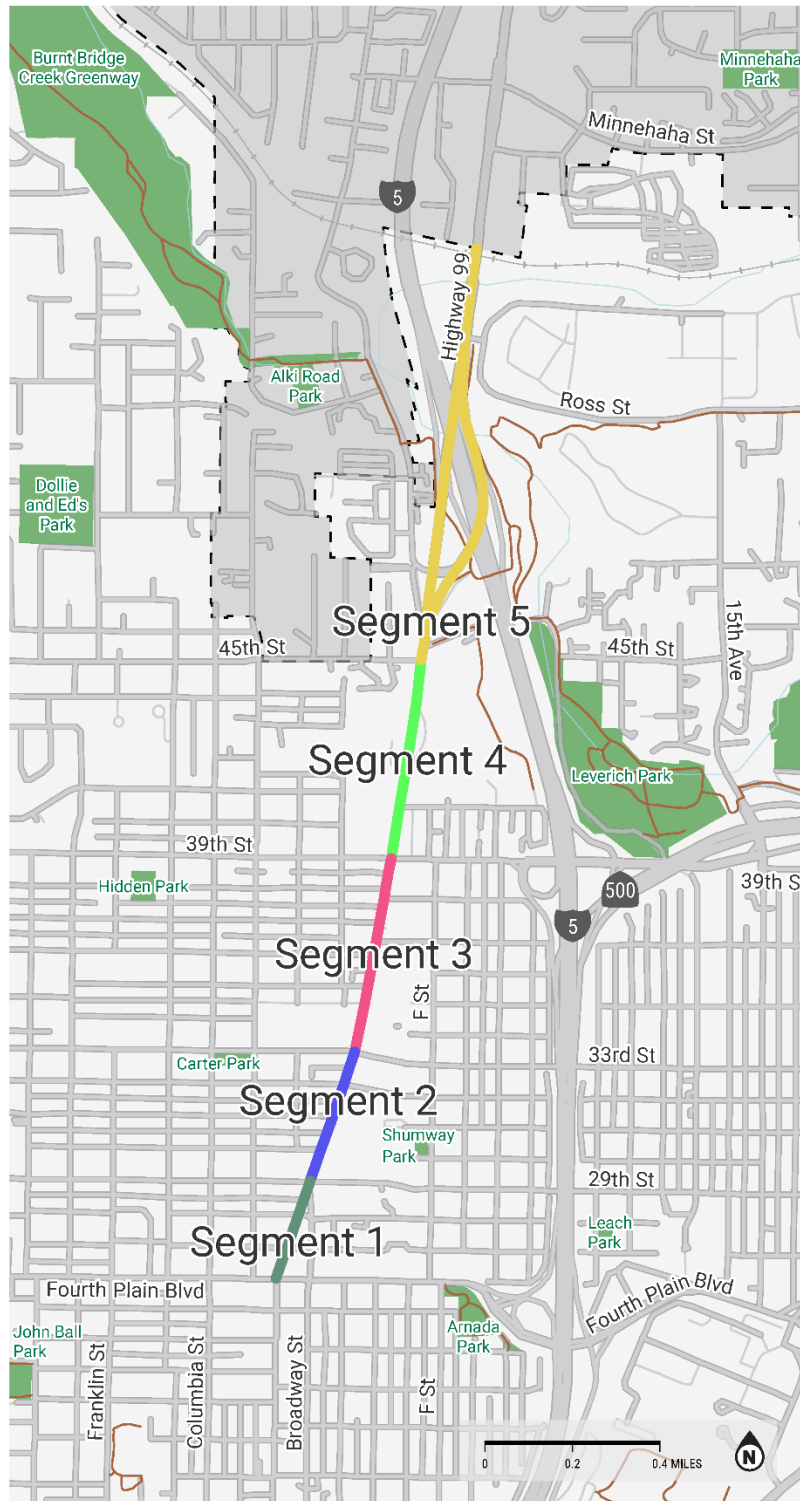
Figure 2: Project segments

PROJECT SEGMENTS

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

BACKGROUND

-  Trail
-  Railroad
-  Park
-  Vancouver City Limits



Pedestrian Network

People walking in Vancouver use Upper Main Street to travel throughout the adjacent neighborhoods, to recreate, to access bus stops along Main Street, among other reasons. The City's TSP has designated Main Street as a Primary Pedestrian Corridor. This designation means the corridor serves as a significant north-south thoroughfare for people walking and rolling in North Vancouver. Other nearby roadways that intersect with Upper Main Street have been designated as Pedestrian Corridors including Fourth Plain Boulevard, 33rd Street, and 39th Street. In addition, Columbia Street serves as a Tier 2 pedestrian corridor, meaning that it serves pedestrian travel needs to a lesser extent. To cross Main Street, there are numerous marked crossings, some of which are signalized. Existing crossing locations along Upper Main Street are at the intersections of Fourth Plain Boulevard, 29th Street, 33rd Street, 37th Street, 39th Street, 40th Street, the entrance of First Presbyterian Church, 45th Street, the Discovery Trail, and NE Ross Street. According to the [Pedestrian Crossing Policy](#), desired spacing of marked and enhanced crosswalks along Upper Main Street should be approximately every three blocks or 800 feet. Locations that exceed this crosswalk spacing standard include Main Street between: 29th and 33rd, 33rd and 37th, 45th to Discovery Trail, and Discovery Trail to NE Ross Street. See Figure 3 for a map of the pedestrian network.

Figure 3: Pedestrian Network

PEDESTRIAN NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

PEDESTRIAN NETWORK

Existing Facilities

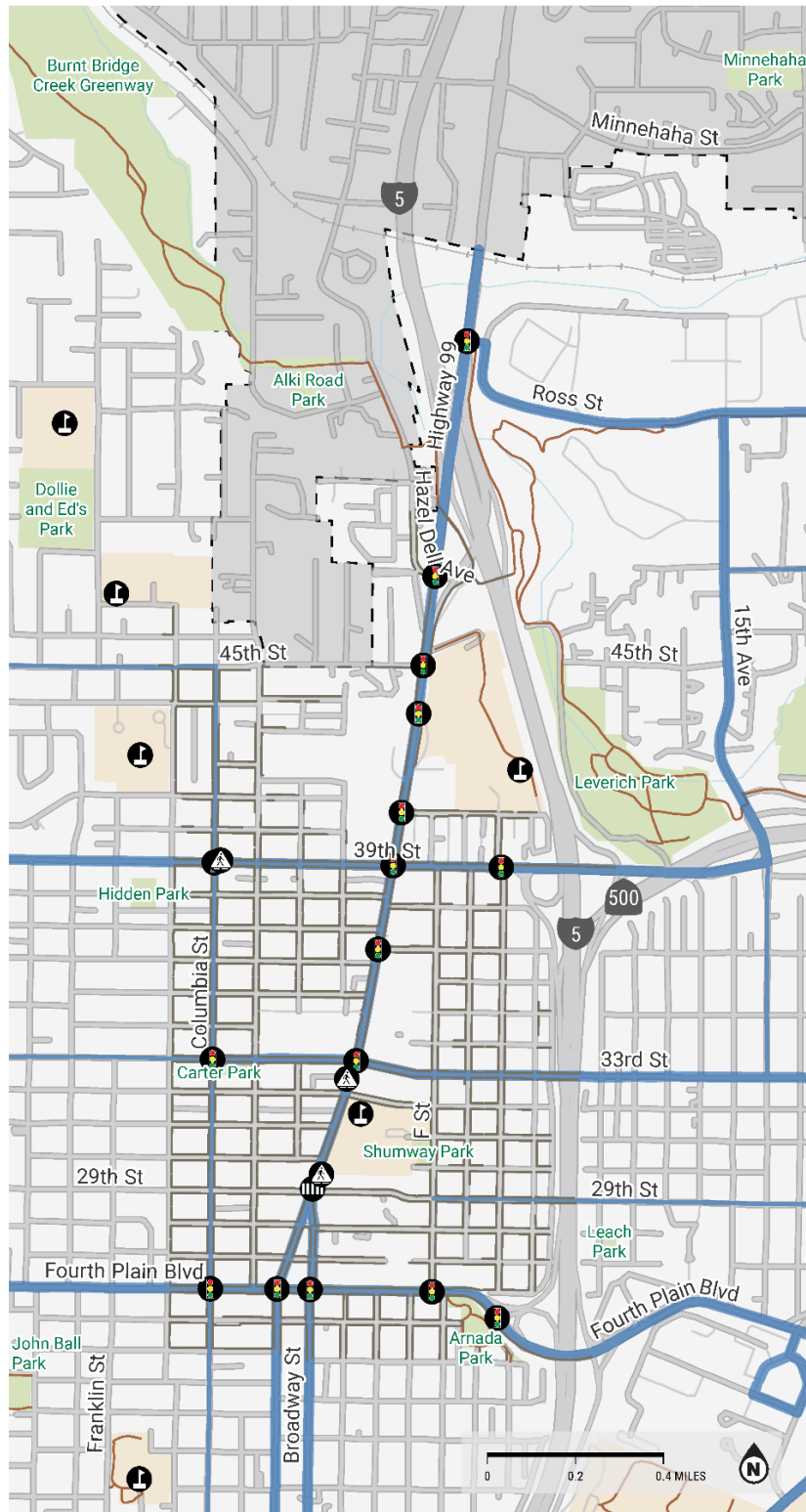
- School Crossing
- Traffic Signal
- Crosswalk
- Sidewalk

Planning and Projects

- Pedestrian Corridor
- Pedestrian Corridor (Tier 2)

BACKGROUND

- School
- Trail
- Railroad
- Park
- Vancouver City Limits



Pedestrian Level of Traffic Stress (P-LTS)

Pedestrian level of traffic stress (P-LTS) is an analysis performed to demonstrate how a person who is traveling on foot or using an assistive device along a roadway segment may perceive the experience. P-LTS can be used to determine the comfort and safety of pedestrian facilities that are adjacent to vehicle traffic. The Washington State Department of Transportation (WSDOT) offered guidance¹ used to assess the P-LTS of the corridor, which assessed the:

- Posted speed limit of the roadway
- Annual Average Daily Traffic (AADT)
- Number of vehicle travel lanes
- Sidewalk width

Methodology

Figure 4 Figure 4. Key findings from the analysis include the following:

- The majority of sidewalks along Main Street were found to be less than 6 feet (72 inches) wide.
- The P-LTS score along the project area generally improves as one travels south because the number of vehicle travel lanes reduce from four to two in the southern portion of the corridor.
- Main Street between 29th Street and the driveway exit of Historic Covington House has P-LTS score of three due to a four-lane roadway cross section with traffic volumes over 10,000 and sidewalks averaging under six feet wide.
- Main Street between 31st Street and 29th Street has an adjusted P-LTS score of three rather than two to reflect the width of the southbound through lane as being nearly equal to two travel lanes.
- While Upper Main Street is listed by the City as a pedestrian corridor, the majority of the corridor is rated with a P-LTS score higher than two, except for the section south of 29th Street, and the section between 45th Street and Hazel Dell Ave, which scored lower (better) due to less vehicle travel lanes and wider sidewalks respectively.

¹ Washington State Department of Transportation, "Designing for Level of Traffic Stress, Bulletin #2022-01." November 1, 2022, <https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

Figure 4: Pedestrian Level of Traffic Stress (P-LTS)

PEDESTRIAN LEVEL OF TRAFFIC STRESS

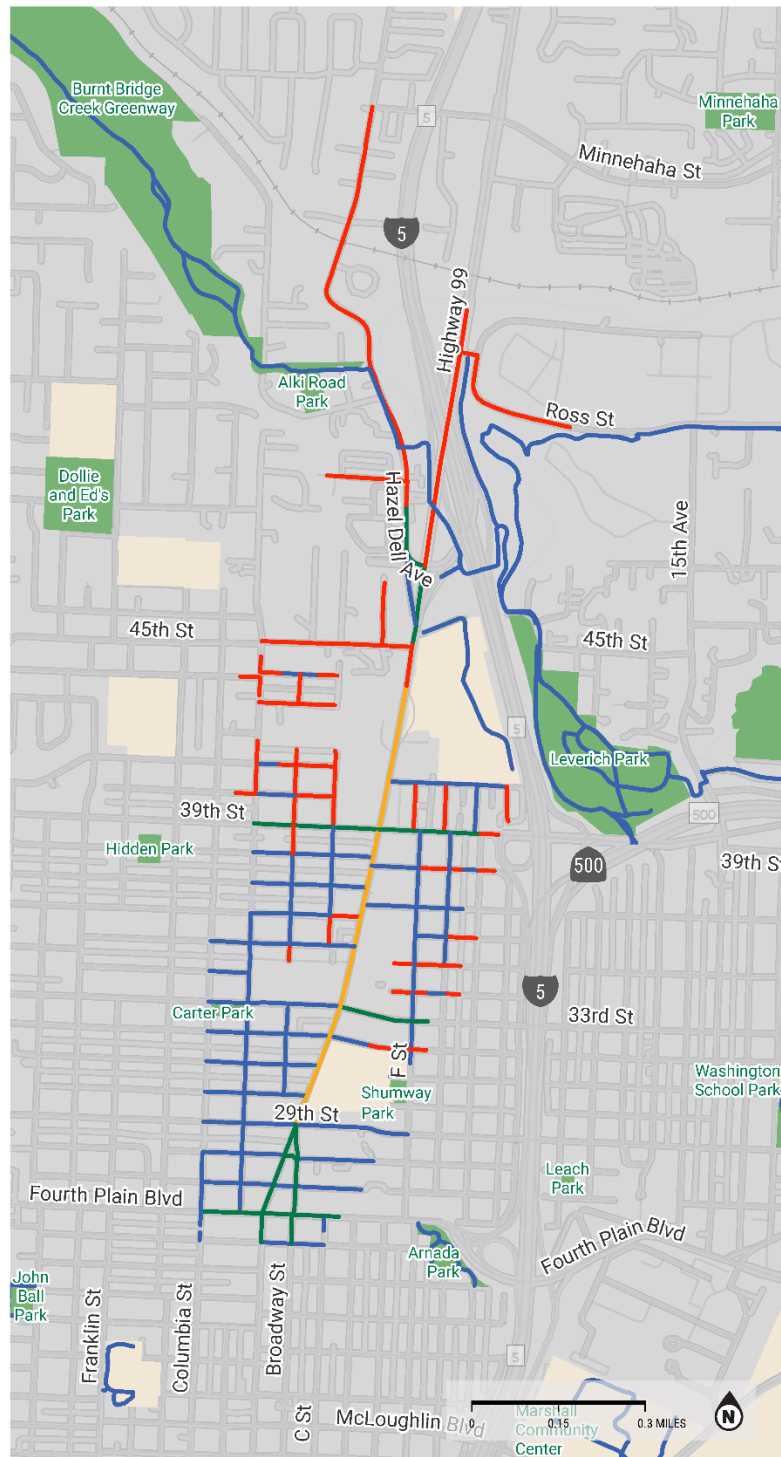
CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

LEVEL OF TRAFFIC STRESS

- 1
- 2
- 3
- 4

BACKGROUND

- Railroad
- Park



Bicycle and Small Mobility Network

Most of the Upper Main corridor lacks bicycle and small mobility facilities, except for a mobility lane along the most northern section between Ross Street and the city limits (see Figure 5Figure 5). The Vancouver TSP recommends protected mobility facilities on Main Street between 39th Street and the discovery trail (see Figure 6). This future facility would connect Upper Main Street to existing and recommended facilities on 39th Street and help provide access to other bike and small mobility connections.

Figure 5: Existing bicycle and small mobility network

EXISTING BICYCLE AND SMALL MOBILITY NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

EXISTING FACILITIES

Multi-Use Path

— Unpaved

— Paved

Mobility Lanes

— Mobility Lane

— Protected

— Buffered

Other Facility

— Shared Roadway

BACKGROUND

— Upper Main St Study Corridor

— Railroad

— Park

— Vancouver City Limits

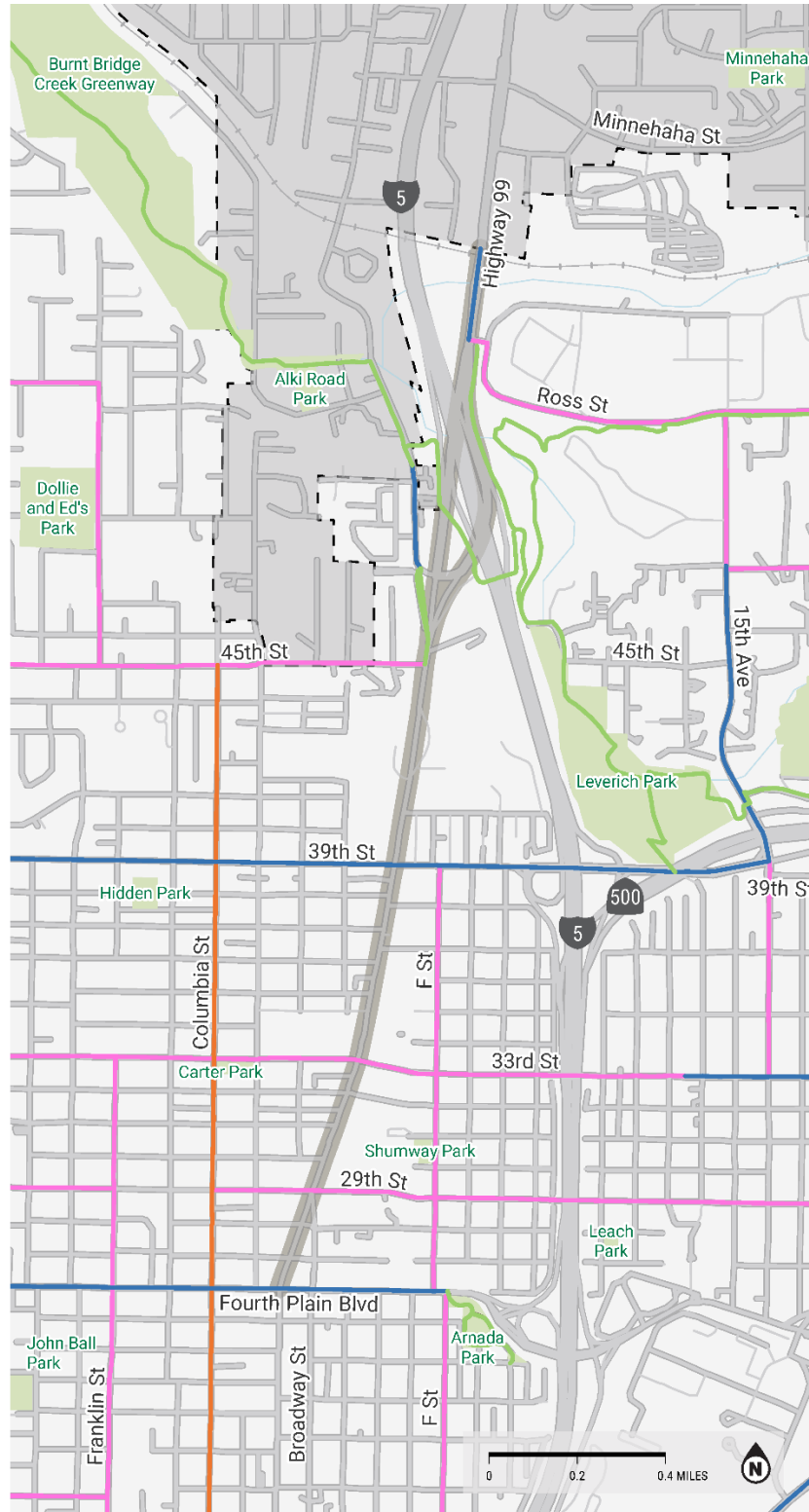


Figure 6: Planned bicycle and small mobility network (Vancouver TSP)

PLANNED BICYCLE AND SMALL MOBILITY NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

PLANNED FACILITY

Multi-Use Path

— Unpaved

— Paved

Mobility Lane

— Mobility Lane

— Protected

— Buffered

Other Facility

— Neighborhood Greenway

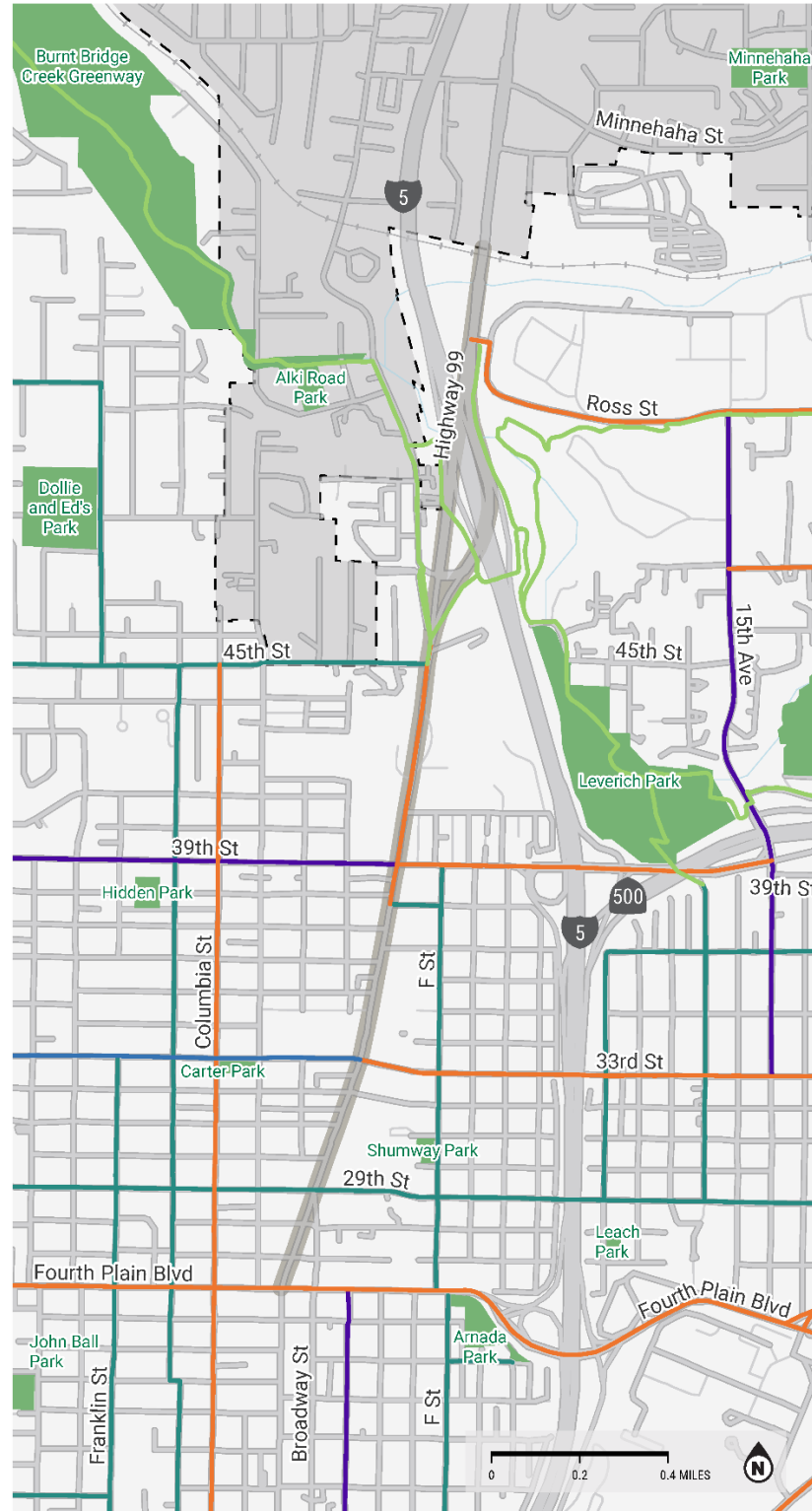
BACKGROUND

— Upper Main Street Study Corridor

— Railroad

— Park

— Vancouver City Limits



Bicycle Level of Traffic Stress (B-LTS)

Like the Pedestrian Level of Traffic Stress analysis, the Bicycle Level of Traffic Stress (B-LTS) is performed to approximate how a person traveling by bike or small mobility device (such as an e-scooter or skateboard) along a roadway segment may perceive the experience. This provides a useful starting point for understanding how roadway conditions contribute to a person's likelihood to ride. In Vancouver, traditional bike lanes are called 'mobility lanes' in recognition of the range of small mobility types and users, but B-LTS is still the nomenclature for assessing the safety and comfort of these facilities.

Methodology

WSDOT² methods specify the following inputs for B-LTS:

- Posted speed limit of the roadway
- Annual Average Daily Traffic (AADT)
- Number of vehicle travel lanes
- Cross section characteristics such as presence and/or quality of bicycle facility

The three B-LTS cross section categories used to score facilities are:

- Mixed traffic (no marked mobility lane, with or without shoulder)
- Mobility lane without separation from traffic (paint stripe or buffer less than two feet wide)
- Mobility lane with separation from traffic (buffer two feet wide or greater)

WSDOT B-LTS scores are measured on a scale of one to four. A higher (3 or 4) B-LTS score suggests a less comfortable experience for a person traveling by bicycle or small mobility device on the roadway segment.

Findings

Results of the B-LTS analysis are shown in Figure 7. Key findings from the analysis include:

- As illustrated in Figure 7, All segments of Upper Main Street are either B-LTS three or B-LTS four, meaning that most people will likely not feel comfortable riding along it.
- Key cross streets and segment extents have that LTS scores of two, include Fourth Plain Boulevard, 29th Street, 33rd Street (west of Main Street), 39th Street, and 45th Street. The only major route across Upper Main with an LTS score of one is the Burnt Bridge Creek Trail undercrossing north of 45th Street.
- F Street, a parallel bike route described as a "shared roadway" in the Transportation System Plan (TSP), has a B-LTS of one, and Columbia Street, which has protected bike and small mobility lanes along most of its length, has a B-LTS of two. Given their lower B-LTS scores, Columbia Street and F Street serve as more comfortable bike and small mobility routes to Main Street.

² Washington State Department of Transportation, "Designing for Level of Traffic Stress, Bulletin #2022-01." November 1, 2022, <https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

Figure 7: Bicycle and small mobility Level of Traffic Stress (LTS)

BICYCLE AND SMALL MOBILITY LEVEL OF TRAFFIC STRESS

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

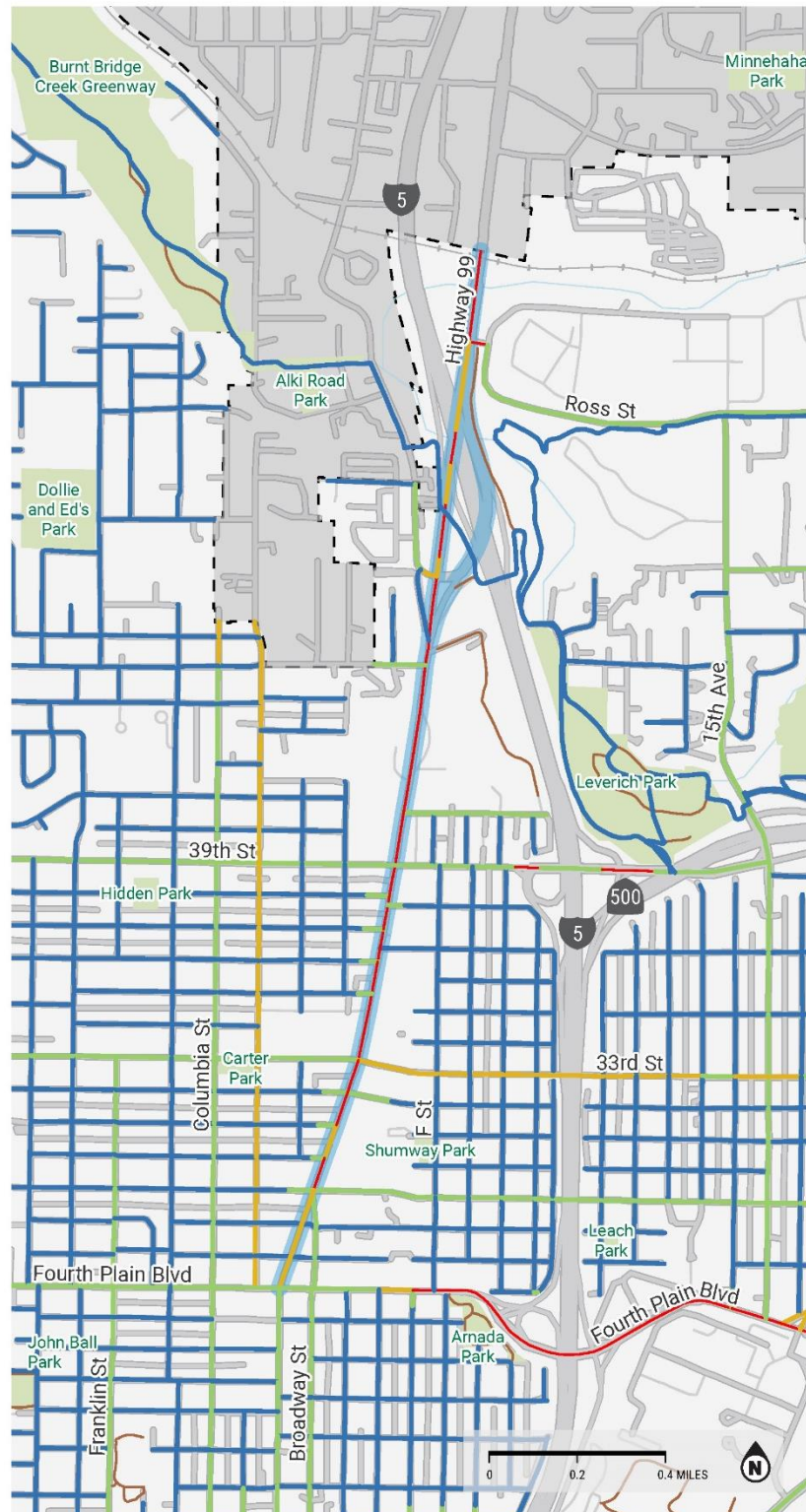
LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (LTS)

- 1
- 2
- 3
- 4

BACKGROUND

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



Transit Service and Ridership

There are currently three C-TRAN fixed-route bus lines that provide service within the vicinity of the Main Street corridor, as shown in Figure 8:

- #6 Fruit Valley / Grand
- #31 Hazel Dell
- #71 Highway 99

Line #31 Hazel Dell and #71 Highway 99 both provide north-south service on Main Street along the extent of the study corridor while the #6 Fruit Valley / Grand line provides east-west service on Fourth Plain Boulevard at the south end of the Main Street corridor. The northbound Line #31 and #71 diverge south of the I-5 interchange, where line #31 travels west and line #71 continues along Main Street.

Table 1 shows the average daily boardings (getting on) and alightings (getting off) for each stop within the study area. Based on this data:

- The two most heavily utilized transit stops along this corridor are located at the southern end of the Upper Main Street corridor. The westbound stop located at Fourth Plain Boulevard and Washington Street and the southbound stop located at Broadway Street and 25th Street have the largest numbers boardings and alightings on the list.
- The stop near the Safeway at Main Street and 38th Street and the stop at Main Street (3400 block) are two other popular stops along Main Street.

Planned Service Improvements

In March 2023, the C-TRAN Board of Directors approved plans to upgrade Line #71 on Main Street and Highway 99 to bus rapid transit (BRT).³ Bus Rapid Transit uses features such as larger buses, transit signal priority, seamless fare payments, and level boarding platforms to move passengers more efficiently and reliably. This new service is scheduled to begin service in 2027 and will connect the Vancouver Waterfront to the Salmon Creek Park & Ride as well as Washington State University Vancouver.

³ C-TRAN, “Growing the vine,” 2023. https://www.catchthevine.com/images/Factsheet/Highway99/C-Tran_Hwy99_Fact%20Sheet_v10-reduced.pdf.

Table 1: Average Weekday Boardings & Alightings by C-TRAN stop and route for the Upper Main Street Study Area (Spring 2023)

Stop	Ridership Data		C-TRAN Service Line		
	Boardings	Alightings	#6 Fruit Valley / Grand	#31 Hazel Dell	#71 Highway 99
Broadway & 25th St SB	16.6	19.7		X	X
Main St & 30th St SB	4.7	1.8		X	X
Main & 36th St SB	11.1	4.1		X	X
Main & 30th St NB	2.4	3.2		X	X
Main & 38th St NB	10.2	9.9		X	X
Main & 33rd St NB	4.1	5.3		X	X
Main & 39th St SB	5.4	7.5		X	X
Main & 45th St SB	5	2.4		X	X
Main St 3400 Block SB	12.1	10.5		X	X
Broadway & Fourth Plain NB	5.1	4.2		X	X
Main & 40th St NB	2.8	2.4		X	X
Main & 40th St SB	2.9	3		X	X
Main & 45th St NB	3.3	3.3		X	X
Hazel Dell Ave 4900 Block NB	4.2	5.8		X	
Hazel Dell Ave 4900 Block SB	10.1	3.3		X	
Fourth Plain & Washington WB	19.9	8.5	X		
Fourth Plain & D St EB	2.1	2	X		
Fourth Plain & Washington St EB	6.8	28.4	X		

Figure 8: Public transit network

PUBLIC TRANSIT NETWORK

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

TRANSIT

Bus Stops

- Existing
- Planned

Bus Routes

Existing

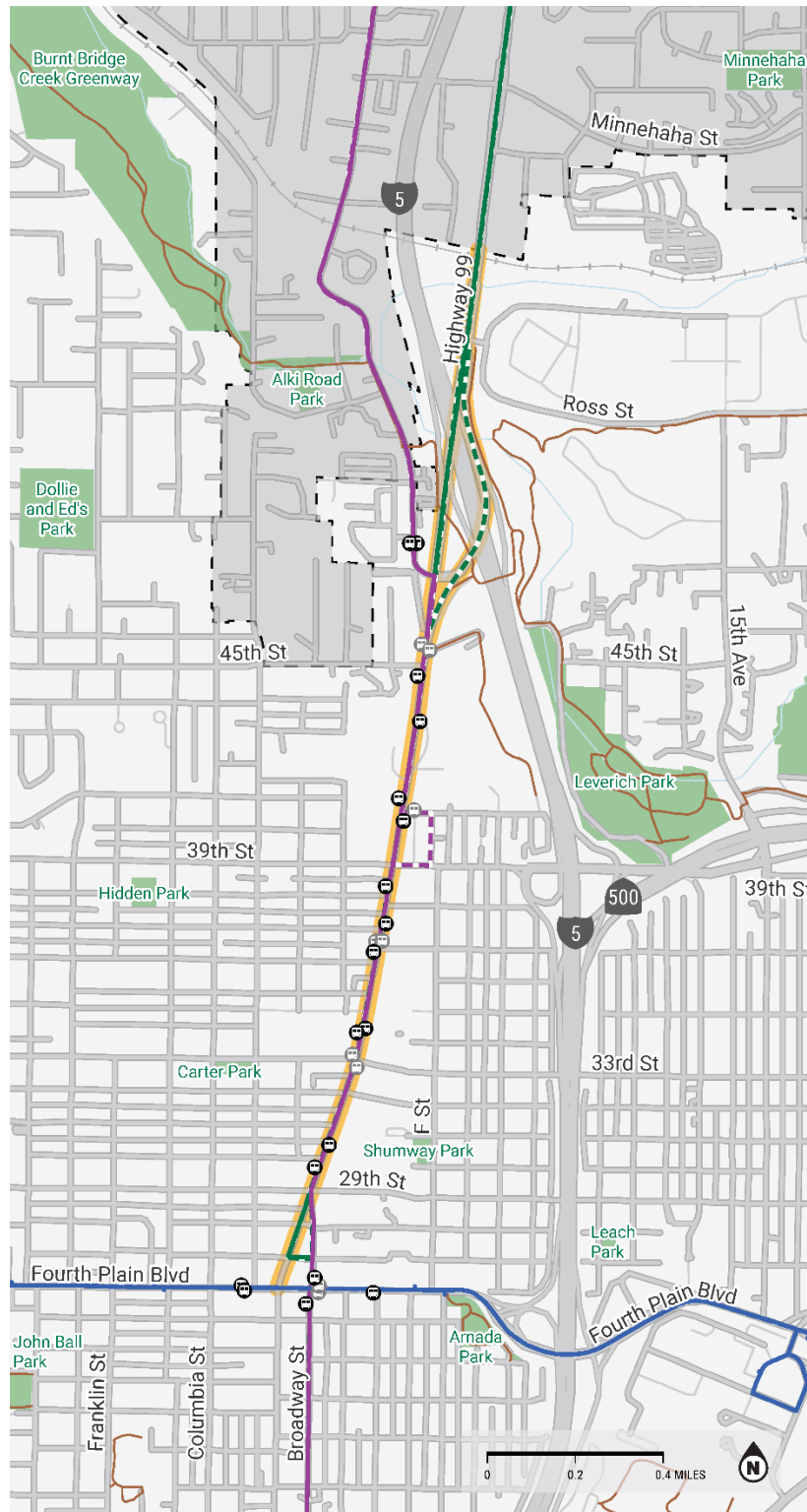
- Fruit Valley / Grand
- Hazel Dell
- Highway 99

Planned

- Fruit Valley / Grand
- Hazel Dell
- Highway 99 BRT

BACKGROUND

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



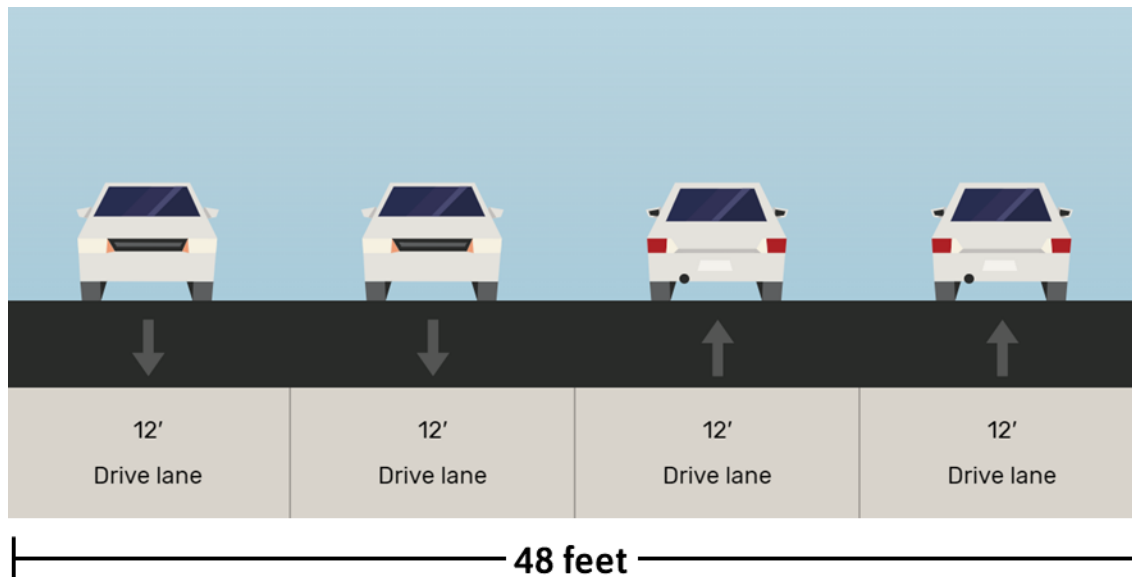
Current Roadway Conditions

The number of vehicle travel lanes along the Upper Main Street corridor vary from three to five lanes.

- Segment 1 (Fourth Plain Boulevard to 29th Street): One lane in each direction and a left turn lane, three lanes total
- Segments 2 and 3 (29th Street to 39th Street): Two lanes in each direction, four lanes total
- Segment 4 (39th Street to 45th Street): Two lanes in each direction and a two-way left turn lane, five lanes total
- Segment 5 (45th Street to 68th Street): Two northbound lanes and one-to-two southbound lanes, with a two-way left turn lane in the southern part of Segment 5. Overall cross section transitions from three lanes to five lanes (north to south).

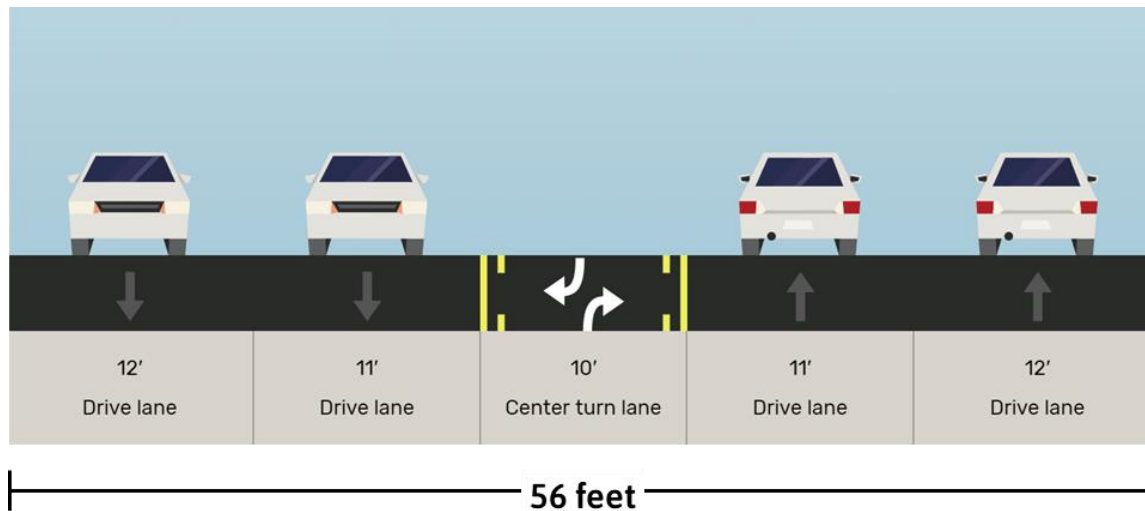
Typical lane widths range between nine and ten feet wide, but in some locations, such as north of 45th, those lanes can exceed 12 feet. Where this is the case, drivers may feel more comfortable driving at faster speeds, which has a negative impact on safety and comfort for people walking, biking, and rolling. Where the travel lane is nine feet wide, larger vehicles such as buses and freight trucks can have difficulty maneuvering. Each nine-to-ten-foot travel lane provides capacity for approximately 1,500 people per hour.

Figure 9: Main Street Segments 2 & 3 Cross Section (29th Street-39th Street).⁴



⁴ Nelson Nygaard, "Existing and Future Conditions: C-Tran Hwy 99 BRT." October 27, 2022.

Figure 10: Main Street Segment 4 Cross Section (39th Street to 45th Street).⁵



Traffic Speeds and Volumes

The posted speed limit along most of the corridor is 30 miles per hour except:

- North of NE Ross Street the speed limit is 40 miles per hour; and
- Between E 29th Street and E 32nd Street during arrival and dismissal when school zone signs are flashing the speed limit is 20 miles per hour.

Methods

A traffic analysis of the corridor was performed in 2023 by DKS Associates as an early phase of the Vancouver Upper Main Street Corridor Study for several intersections. DKS documented the development, calibration, and results of the existing year 2022 weekday AM and PM peak period VISSIM microsimulation models for the project.⁶ The model used the following data sources:

- Roadway geometry data obtained from aerial imagery and Google Street View.
- Traffic control data obtained from aerial imagery and Google Street View, the City of Vancouver, and WSDOT.
- Traffic count data collected on Thursday, November 17th.
- Travel time and speed data streamed over a typical weekday using Google Maps API.
- Field data which included pictures and video taken in June 2022.
- Transit data collected from C-TRAN website.

⁵ Ibid.

⁶ DKS Associates "Existing Conditions and Calibration Memorandum" *Vancouver Upper Main Street Corridor – Existing Conditions and Calibration*. 2023.

Findings

The analysis yielded the following Measures of Effectiveness (MOE): Level of Service (LOS), Delay, and Volume-to-Capacity ratios for each study intersection. The following table reports the targets and results of the evaluation.

Table 2: Results of Main Street VISSIM Microsimulation Models

Segment	Intersection	Target LOS or v/c Ratio	Reported AM Peak LOS or v/c Ratio	Reported PM Peak LOS or v/c Ratio
Segment 1: Fourth Plain to 29 th	Broadway Street & E Fourth Plain Boulevard	LOS-D	LOS-B	LOS-B
	Main Street & 29 th Street	v/c > 0.95		LOS-C, v/c 0.38
Segment 2: 29 th to 33 rd	Main Street & 33 rd Street	LOS-D	LOS-B	LOS-C
Segment 3: 33 rd to 39 th	Main Street & 39 th Street	LOS-D	LOS-D	LOS-C
Segment 4: 39 th to 45 th	Main Street & 40 th Street	LOS-D		LOS-A
Segment 5: 45 th to City Limits	Main Street & 45 th Street	LOS-D		LOS-B
	Main Street & Hazel Dell Avenue	LOS-D		LOS-A

Key Results

Based on level of service (LOS) as a standard of evaluation, each of these intersections along the corridor are meeting capacity for vehicular traffic. The intersection of Main Street and 29th Street did not meet the standard set for volume to capacity ratio. Intersections throughout the corridor have generally favorable operations with no areas over capacity and queue lengths not showing long spillbacks. However, both the travel demand model and observations in the field report a moderate to high (LOS D/E) delay for southbound left turns at the intersection of Main Street and SE 39th Street. Typical conditions do not reflect occasional incidents on I-5 that spur vehicle diversion onto Main Street resulting in higher levels of delay on the corridor.

Collision History

The history of reported collisions within the project corridor can provide insight on where improvements can be made that reduce the chance of errors. For the purposes of this analysis, the project team analyzed data on collisions between 2018 and 2022 within 200 ft of the project corridor. This data was provided by WSDOT via the City of Vancouver.

When drawing conclusions from this crash data, it is important to note that this data does not account for near-misses or crashes that may have occurred since outside of this analysis period. Local knowledge of past incidents, as well as reports of perceived discomfort or danger, are an essential understanding existing transportation issues along the Upper Main Street corridor.

Pedestrian and Bicycle Collisions

People walking, rolling, and biking are particularly susceptible to injuries and fatalities while traveling on facilities that they share with motor vehicles. Given this vulnerability, understanding where injuries and fatalities have occurred involving these categories of travelers can inform where safety countermeasures might be needed to improve the safety.

Between 2018 and 2022, there were three injury collisions⁷ along the Upper Main Street corridor that involved vehicles striking people biking, walking, and rolling along the study corridor. Two of these crashes involved pedestrians, and one involved a bicyclist. Figure 11 maps these collisions, while **Error! Reference source not found.** provides additional details about each crash.

As shown in Figure 11, within the study area, the areas where collisions tend to take place involving people walking, rolling, and biking are often where Main Street intersects with another major roadway, such as 45th Street, 39th Street, 29th Street, and Fourth Plain Boulevard.

Outside of this analysis period, in 2017⁸, one person was killed as the result of traffic collisions along the corridor while walking at the intersection of Main Street and E 37th Street. The incident report described the collision type as a “vehicle going straight hit[ting a] pedestrian.”⁹ The person was crossing the intersection where the Main Street intersects with the driveway to the Safeway parking lot. There is no marked crosswalk in this location. The roadway was dry, and the vehicle was described as a “pickup, panel truck or vanette under 10,000 lbs” and did not have any mechanical defects. The driver was not under the influence of alcohol and did not suffer any injuries. This event occurred in the evening between 7 and 10 pm. There is a sign on the east side of the roadway directing pedestrians to use the crosswalk one block to the south of the location where this incident occurred.

⁷ Injury collisions include only collisions where an injury was reported.

⁸ Note that this incident does not appear in Figure 11 or in **Error! Reference source not found.** as it occurred before 2018.

⁹ City of Vancouver, “Collision Dashboard,” Accessed 01/09/2024.

<https://experience.arcgis.com/experience/9d0363af1b7a418b9395373c97bcd9c4/page/Page/>

Table 3 - Upper Main Street Pedestrian- and Bicycle-involved Injury Collisions 2018-2022 within 200 ft of project corridor

Year	Ped/ Bike Involved	Location	Description of Action	Factors Involved	Conditions	Injury Reported
2018	Bicyclist	Main St near 39 th St	Bicyclist struck moving vehicle (not at intersection)	distracted driver involved; alcohol involved	Daylight, dry road	Suspected Minor Injury
2022	Pedestrian	45 th St and Main St	Vehicle entering intersection at angle	distracted driver involved	Daylight, dry road	Suspected Minor Injury
2022	Pedestrian	Main St near 29 th St	Vehicle backing up out of driveway hit pedestrian		Daylight, dry road	Suspected Minor Injury

Vehicle-Only Collisions

In addition to collisions involving people walking, rolling, and biking, there have also been numerous collisions between vehicles in the Upper Main study area (see Figure 12). While these crashes did not involve people walking, rolling, and biking, they may indicate areas of potential danger for all road users. Three incidents resulted in severe injuries to those involved in 2018, 2020, and 2022. These crashes resulted from reported improper turns or merges, rear-ending, and reckless driving.

Areas of considerable vehicle collision density in the project study corridor include:

- The intersection of 39th Street and Main Street
- The intersection of 33rd Street and Main Street
- The intersection of Fourth Plain Boulevard and Main Street

Figure 11: Collisions between motorists and people walking, rolling, and biking (2018-2022)

COLLISIONS BETWEEN MOTORISTS AND PEOPLE WALKING AND BIKING 2018-2022

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

BICYCLE AND PEDESTRIAN INVOLVED COLLISIONS

Walking

- Fatal
- Serious Injury
- Minor Injury

Biking

- Serious Injury
- Minor Injury

Collision Density

- Sparse
- Dense

BACKGROUND

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

This map displays roadway collision data from Washington State Department of Transportation collected between 2018 and 2022. Note that this data relies on reporting from local agencies and that not all incidents are reported.

Source: Washington State Department of Transportation, 2023.

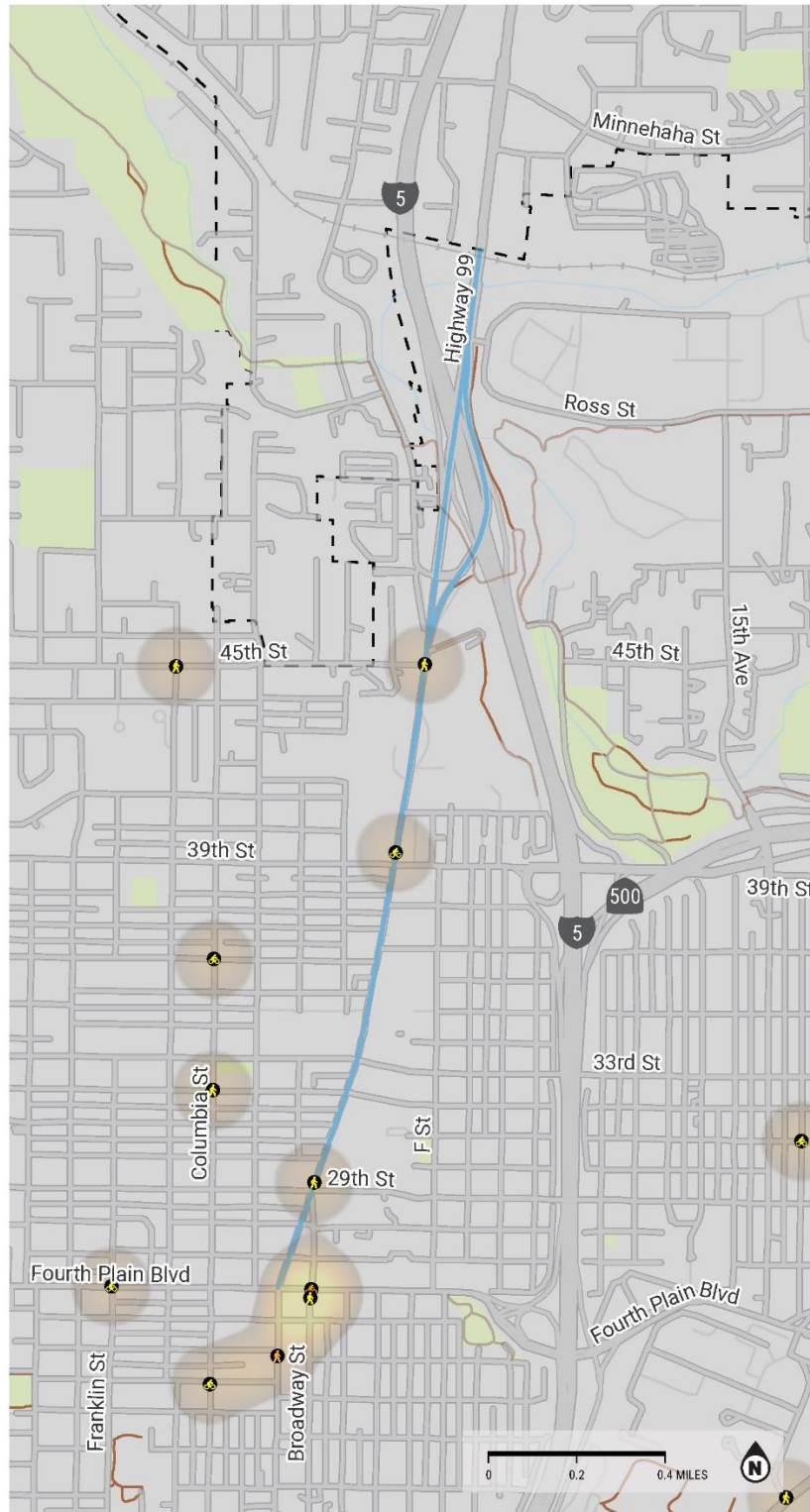


Figure 12: Collisions involving vehicles (2018-2022)

COLLISIONS ONLY INVOLVING VEHICLES 2018-2022

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

VEHICLE COLLISIONS

Vehicle Collisions

- Fatal
- Minor Injury
- Serious Injury

Collision Density

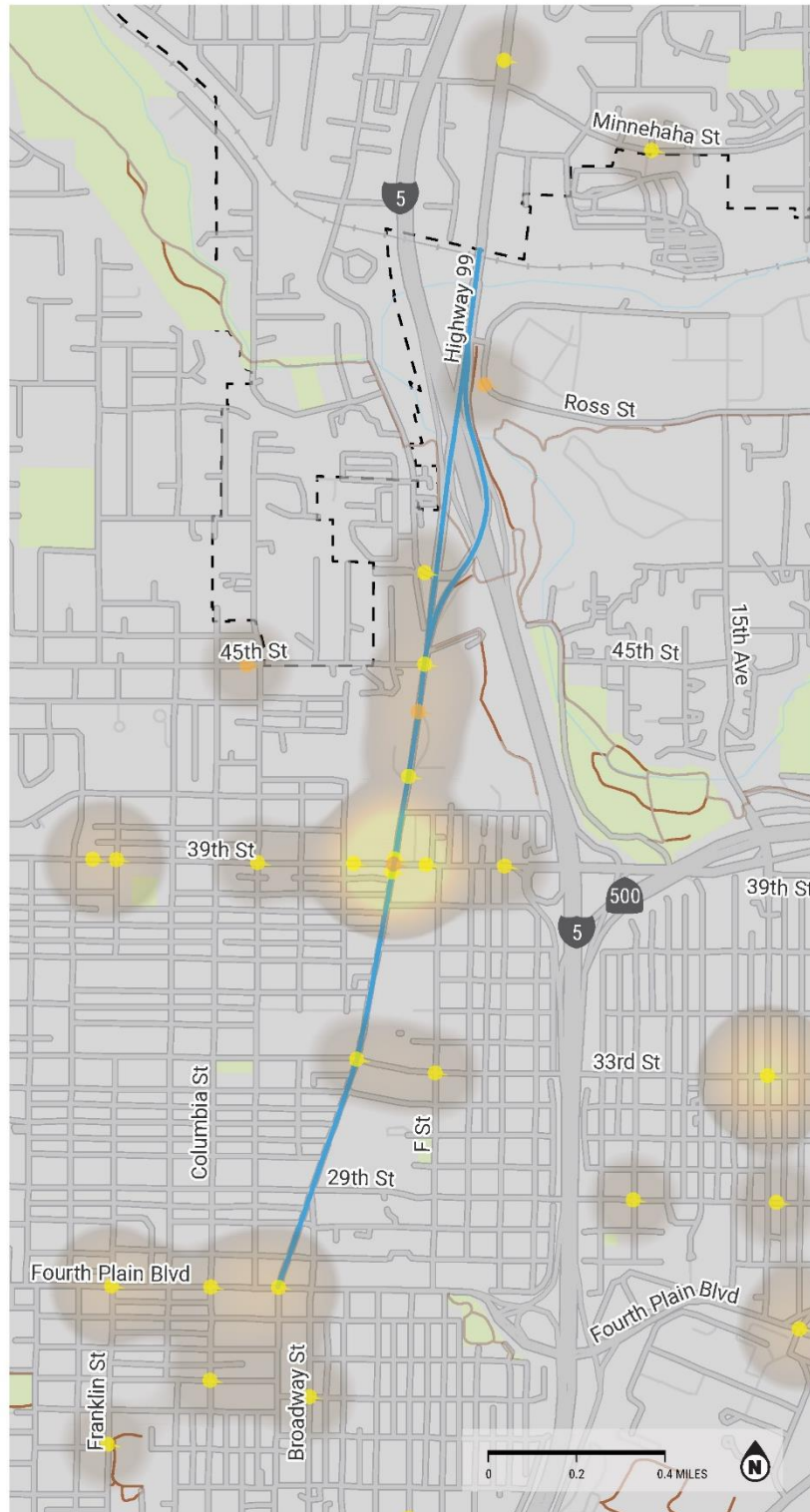
- Sparse
- Dense

BACKGROUND

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

This map displays roadway collision data from Washington State Department of Transportation collected between 2018 and 2022. The vehicle collision data displayed includes collisions that occurred on facilities owned by the City of Vancouver. Note that this data relies on reporting from local agencies and that not all incidents are reported.

Source: Washington State Department of Transportation



Demographic and Geographic Characteristics

The City of Vancouver's Equity Index provides a snapshot of equity need based on demographics and equity metrics in the areas along the corridor (represented in Figure 13). The index incorporates the following variables:

- People of color (non-white and/or Hispanic/Latinx)
- Educational Attainment less than a bachelor's degree (people over 25)
- Renters
- Median Family Income
- People 65 and over
- Households with children

The Equity Index shows the areas of highest equity need in the census tracts that comprise the Rose Village neighborhood to the east of I-5, followed by the Hough neighborhood south of Fourth Plain Boulevard, and West Minnehaha area to the northeast. While few parts of these areas reside immediately on or along the Upper Main corridor study area, the corridor still functions as a vital transportation connection for people traveling to and from these areas, and beyond, particularly for people who do not have access to an automobile and must rely on other transportation facilities that are not currently safe or comfortable.

Other Equity Considerations

- Recently established Safe Stay Village 4— at 45th and Main Street at Kiggins Bowl brings residents that may use transit and active transportation to get around. The closest transit stations to the Stay Safe Village are located on either side of Main Street between 45th Street and the entrance of First Presbyterian Church. Residents of this community may also use the nearby Burnt Bridge Creek and Discovery Trails. The City will enforce a public camping ban within 1,000 feet of the Stay Safe Community.¹⁰
- I-5 traffic diversion can adversely impact the neighborhoods adjacent to the corridor, including congestion and other undesirable driving behavior.

¹⁰ City of Vancouver, "Neighborhood Letter and Community Resource Guide," November 3, 2023.
<https://www.cityofvancouver.us/wp-content/uploads/2023/12/SSC4-Neighborhood-Letter-and-Community-Resource-Guide-FINAL.pdf>

Figure 13: City of Vancouver Equity Index

CITY OF VANCOUVER EQUITY INDEX SCORE

CITY OF VANCOUVER
UPPER MAIN STREET
SAFETY AND
MOBILITY PROJECT

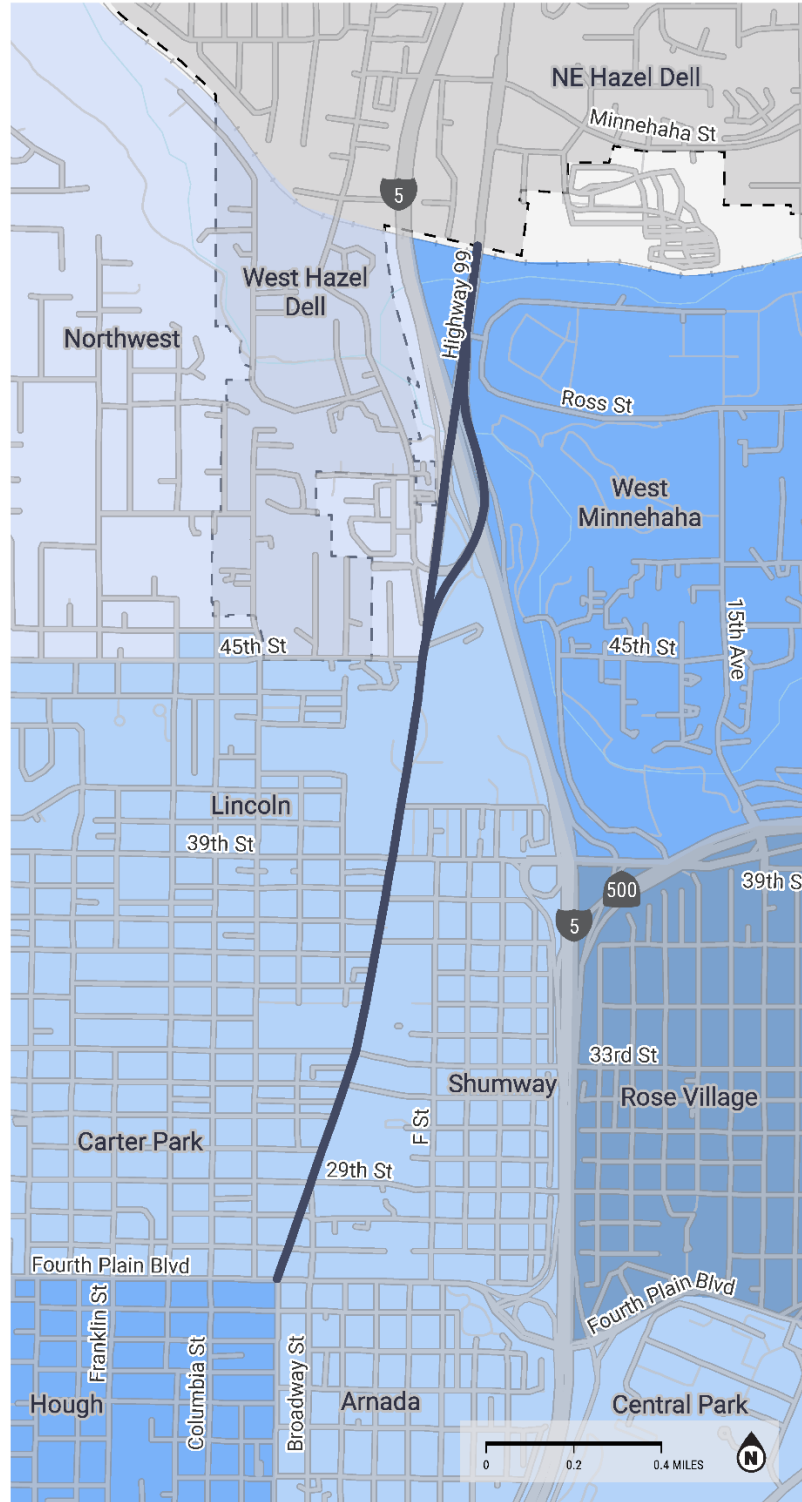
EQUITY PROFILE

- Highest
- High
- Average
- Low
- Lowest

BACKGROUND

- Railroad
- Vancouver City Limits

Source: City of Vancouver Equity Index 2020.



Opportunities and Constraints

The Upper Main Street corridor is a critical connection in Vancouver's transportation system. It is utilized by many different types of travelers, for different trip purposes, along a range of frontage and land use contexts. Through examination of the existing conditions of the roadway, it is apparent that improvements are needed for Upper Main Street to prepare the corridor for additional growth in Vancouver and facilitate the implementation of BRT. While there are many constraints observed as part of the analysis, there are also several opportunities, including application of the City's Pedestrian Crossing Policy, which establishes the need for marked crosswalks at least every 800 feet along pedestrian corridors.¹¹

Segment	Opportunities	Constraints
Segment 1: Fourth Plain to 29 th	<ul style="list-style-type: none"> This segment is closest to Lower Main Street / Broadway Street, where multimodal improvements have already been implemented. Bicycle and pedestrian improvements along this section could connect to the facilities on Main Street and Broadway Street, contributing to an integrated pedestrian and bicycle network. There are no signal-controlled pedestrian crossings between Fourth Plain Boulevard and 33rd Street. There are pedestrian activated flashing yellow lights at the marked crossing located at 29th Street. Vehicles may not always stop for pedestrians at the marked crosswalks located at the intersections without beacons with flashing yellow lights or signals, such as Main Street with 27th Street. 	<ul style="list-style-type: none"> The triangle configuration between 28th and 29th Street introduces many operational challenges and improvements should be considered as a part of this project (and/or HWY 99/Main Street BRT). The three-way intersection between Main Street, E 28th Street, and Broadway Street can be difficult for pedestrians to navigate. Pedestrians must look for vehicles coming from multiple directions. There is limited right-of-way in this area to make improvements. C-TRAN bus service currently travels along Broadway Street south of 29th Street, which requires the buses to turn off Main Street onto Broadway Street.
Segment 2: 29 th to 33 rd	<ul style="list-style-type: none"> Students walking and biking to Vancouver School of Arts and Academics do not have a designated pedestrian crossing to cross Main Street. People using transit do not have a designated crossing at Main Street and E 30th Street to access the bus stops. A new marked crossing between 29th St and 33rd Streets to align with City Pedestrian Crossing Policy. 	<ul style="list-style-type: none"> There are currently utility poles located in the middle of the east sidewalk adjacent to Vancouver School of Arts and Academics. These poles impair visibility and impose challenges for people walking, rolling on the sidewalk. Expanding the right of way on this section of the roadway may require the removal of trees on the property of Vancouver School of Arts and Academics and/or relocation of utility poles on the eastern side of the roadway.

¹¹ Pedestrian Crossing Policy. <https://www.beheardvancouver.org/3933/widgets/23216/documents/46663>

Segment	Opportunities	Constraints
Segment 3: 33 rd to 39 th	<ul style="list-style-type: none"> The improvement of pedestrian facilities along Main Street could connect people to essential businesses in this area, such as Safeway. This could include upgrading driveways and side street intersections with Main Street from unmarked crosswalks to marked crosswalks. This segment could include bike facility improvements that include wayfinding to parallel north-south bike routes on F Street and Columbia Street. A new marked crossing along between 33rd and 37th streets to align with the Pedestrian Crossing Policy. 	<ul style="list-style-type: none"> The sidewalk adjacent to the office building property located at the northeast side of Main Street and 33rd Street is built along a retaining wall, limiting the opportunity to expand eastward or add a transit stop in this location. This segment has a considerable number of businesses with large driveways, which may make a bicycle or pedestrian facility difficult to implement or potentially uncomfortable for users. The lack of a center turn lane at the intersections of E 37th Street and E 38th Street may result in backups in the travel lanes when vehicles are waiting for gaps in oncoming traffic to make left turns. Sidewalks along this segment are narrow and pedestrians walk very close to the vehicle travel lanes, which can be uncomfortable.
Segment 4: 39 th to 45 th	<ul style="list-style-type: none"> This segment has a considerably large right-of-way and few driveways entering Main Street. Potential bicycle facilities on Main Street can connect to an existing bicycle lane on E 39th Street and the Burnt Bridge Creek and Discovery Trails, establishing a strong connection to other parts of Vancouver. 	<ul style="list-style-type: none"> The northbound route along Main Street between 39th Street and 45th Street is a downhill slope with a considerable grade, which may not be easy for people walking (especially with a mobility device) or traveling by bicycle. Sidewalks along this segment are narrow and pedestrians walk very close to the vehicle travel lanes, which can be uncomfortable. There is currently no east sidewalk between the signalized crossing adjacent to Kiggins Bowl and the one at 45th Street. Currently pedestrians and bicyclists are expected to use the crossings to transfer to the west sidewalk.
Segment 5: 45 th to City Limits	<ul style="list-style-type: none"> This route could provide a connection to the Burnt Bridge Creek Trail and Kiggins Bowl Park. There is a pedestrian bridge across I-5, which could connect to future north-south facilities on Main Street. There is considerable space in existing roadway shoulders on Main Street in both directions in this segment. 	<ul style="list-style-type: none"> The existing connections to off-street paths, Hazel Dell, and the pedestrian crossing of I-5 are currently poorly signed and hard to locate. Travel lanes that enter or exit I-5 may have vehicles traveling at higher speeds and may not be best suited for bicycle and pedestrian facilities. Vehicles travel along this segment at high speeds, and wide lanes contribute to a sense that the area is vehicle focused.
Summary Findings	<ul style="list-style-type: none"> This route could better connect to existing and planned active transportation corridors, and planned Hwy 99 BRT stops. 	<ul style="list-style-type: none"> Driveway access can be a conflict point between pedestrians and bicyclists with vehicles.

Segment	Opportunities	Constraints
	<ul style="list-style-type: none"> • There are many important destinations along the corridor that would be beneficial for people to access safely by all modes. • Existing transit routes (and improvements to these routes) will create multi-modal connections (e.g., walk then take transit, bike ride then take transit). • A small amount of sidewalk infill could create a continuous pedestrian experience for the corridor. • The large width of the roadway in the northern section of the corridor makes a more substantial reconfiguration of the roadway possible as needed to address connectivity or safety issues. • Improved wayfinding can help direct people walking, rolling and/or biking to existing facilities on nearby streets. 	<ul style="list-style-type: none"> • Potential for conflict between buses and pedestrians or bicyclists should be considered and mitigated wherever possible. Right-of-way is narrow in some locations, limiting the options for roadway reconfiguration. • Existing development, limited ROW and steep terrain limit the expansion of the bike/pedestrian facilities.

Appendix B:

Engagement Summaries

Vancouver Upper Main Street Engagement Summary Milestone 1

April 2024

Project and Engagement Strategy

The Upper Main Street Safety and Mobility Project will study opportunities to create safety and mobility improvements along the Main Street corridor between Fourth Plain Boulevard and the northern city limit (just south of NE 63rd Street / Minnehaha Street). It will also increase safe connections between existing and planned facilities on Columbia and F Streets, new transit stations, and other key destinations.

Effective community engagement is a priority of the City of Vancouver during their planning processes. As such, the project team identified a set of engagement goals that we use to inform our engagement approach during each phase of the project. These goals are as follows:

- Build community awareness and a shared understanding of the project needs and how to participate.
- Enable well-informed participation from historically underrepresented communities to give feedback on the project.
- Leverage guidance and expertise from agency partners and commissions.
- Gather and use public input during the decision process, maintaining transparency at each step.

Feedback Summary – Community Survey & Interactive Map Activity

The project team developed a community survey to identify community values and desired improvements along the Upper Main Street corridor. This survey was live from Jan. 15, 2024, through Feb. 16, 2024, garnering **362** responses. The project team also launched an accompanying interactive map activity, which allowed users to pin specific comments and concerns to an online map. 37 people provided a total of **99** comments on the map.

Community Survey

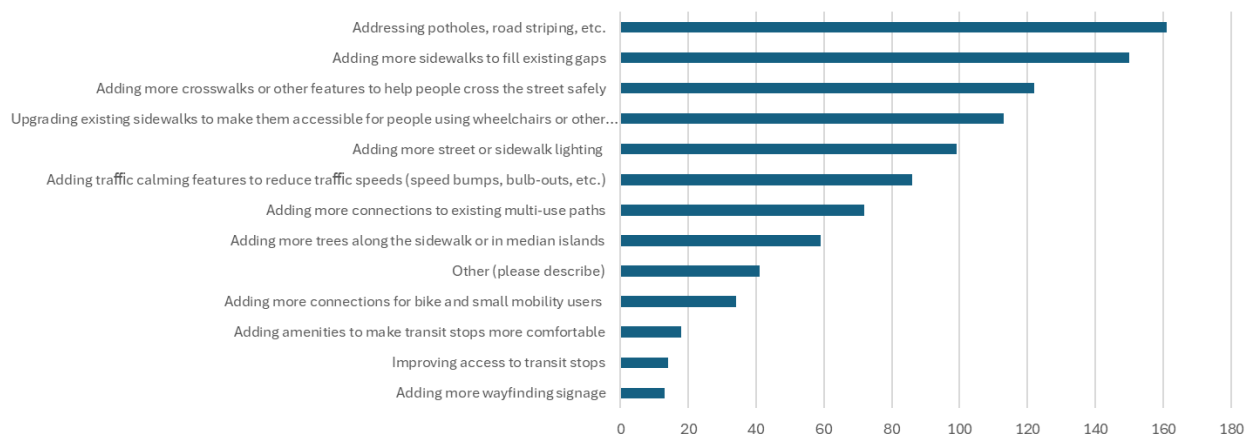
Demographics

- 55% of respondents were between 40-64 years old, 21.6% between 18-39, 21.3% were 65 and older, and 2.3% were under 18
- 5.6% of respondents were of Hispanic or Latino descent
- 5.1% spoke Portuguese primarily in the home
- 18.4% of respondents experience a disability

Demographic results can be found in Appendix A.

General Themes

- Destinations that people travel to most frequently on Main Street are places to shop, eat and play (262), other parts of town (234), their home (208), school (71), workplaces (60), and places of worship (20)
- Respondents felt that bicycling or/using a small mobility device and walking/rolling/using an assistive device are the least safe and comfortable modes of transportation along the corridor. One hundred and fifty-seven (157) people that walk, and 191 people that use a bike or small mobility device reported feeling somewhat unsafe or not safe at all.
- Respondents felt that driving or riding in a car was the safest and most comfortable mode of transportation.
- The most frequently used mode of transportation on Main Street is driving a car, most respondents reported driving multiple days a week. The next most frequent mode is walking/rolling/using an assistive device, with about half of respondents using this mode at least a few times a year.
- The top 5 improvements that respondents cited as most important for addressing transportation challenges are:
 - Addressing potholes, road striping, etc. (46%)
 - Adding more sidewalks to fill existing gaps (43%)
 - Adding more crosswalks or other features to help people cross the street safely (34%)
 - Upgrading existing sidewalks to make them accessible for people using wheelchairs or other assistive devices (32%)
 - Adding more street or sidewalk lighting (28%)



Most important improvements for addressing transportation challenges along Upper Main Street

Key Issues Identified by Multiple Respondents

- According to respondents, sidewalks along the corridor are too narrow and dangerous. Respondents identify the area near Vancouver School of Arts and Academics and along Main Street near 39th and 45th Streets as examples

"The sidewalks are far too narrow around VSAA. When kids release from schools I am really surprised there are not more accidents involving them as they walk north and south from the school on Main St. Please just make it two lanes and [a] turn lane."

- Gaps in both the sidewalk and bike lane connections and lack of wayfinding signage along Upper Main Street led respondents to feel unsafe using those modes of transportation along the corridor. Respondents mentioned along Main Street between 45th and 63rd Streets and near NE Hazel Dell Avenue as examples.

"The pedestrian and bike access north of 45th street is horrible, and makes it almost impossible to get to Hazel Dell on foot or bike."

- There are several areas where respondents feel that crosswalks could be improved or added including, but not limited to: in front of the Vancouver School of Arts and Academics (near the bus stop), at 39th and Main Street, and Broadway and Fourth Plain Boulevard.

"Push buttons for pedestrians at fourth plain Main/broadway, 33rd st, and 37th St. The speakers are always working correctly at Main St/4 plain. Broadway/4 plain doesnt even talk. 33rd and 37th lights dont talk either. 33rd does have a tweety to cross."

- There are several areas where drivers are required to merge, which causes confusion and a lack of wayfinding signage including near NE Hazel Dell Avenue, and Broadway and Main Street going northbound.

"The merge point between Broadway and Main Street going northbound is always problematic (source of traffic collisions). Not enough of a safety buffer between vehicle traffic and pedestrians for sidewalks, especially near the (Van. School of Arts)."

- Narrow lanes were mentioned by multiple drivers in several areas, citing the intersection of 39th and Main Street to be the biggest issue.

"Width of road is very narrow at the 39th St intersection. Tight for cars let alone cars with bicycles etc."

Community survey results can be found in Appendix A.

Interactive Map Activity

General Themes

- Concentrations of responses are highest at the intersections of 39th Street (14 pins), 45th Street (11 pins), 29th Street (11 pins), and Hazel Dell Avenue (10 pins).
- The most cited concerns include:
 - Improving pedestrian safety at crosswalks (especially along school walking routes)
 - Speeding
 - Widening sidewalk
 - Improving connections to existing multi-use trails in the area

Areas of Concern

- **Near 29th Street** – Narrow sidewalks, unsafe crossings, an unsafe vehicle merge, and speeding drivers.

- **Near 39th Street** – Narrow travel lanes, speeding drivers, reduced driver visibility, narrow sidewalks, unsafe crossings, and a dangerous storm drain.
- **Near 45th Street** – An unsafe crosswalk due to drivers speeding and running redlights from the I5 off-ramp, a lack of connection to the Burnt Bridge Creek Trail, narrow sidewalks, and a lack of lighting.
- **Near NE Hazel Dell Boulevard** – Lack of wayfinding signage, drivers running the stop sign, and bicyclists riding too quickly downhill but too slowly uphill making sharing the road with drivers challenging.
- **Near NE Hwy 99 toward 63rd Street** – Speeding drivers, parked vehicles in the bike lane, narrow bike lanes, a lack of wayfinding signage for drivers and bicyclists, and a desire to extend/connect bike lanes near NE 63rd Street.

Additional Comments Noted

- Our Lady of Lourdes Catholic School and Benjamin Franklin Elementary are commuter schools meaning there are no buses for most students. This creates excess traffic at the Main and 45th Street intersection.
- There is a short bike path between Main and NE Hazel Dell Avenue that respondents cited as being comfortable to use by bicycle for people living nearby. There was a noted interest in finding ways to connect that path to other bicycle infrastructure.
- There were some requests for roundabouts at the 33rd Street and Fourth Plain Boulevard intersections.

Interactive mapping results can be found in Appendix A

Engagement Activities

In addition to the online community survey and interactive map, the project team provided opportunities for members of the public and other stakeholders to provide feedback about the project, including community conversations, tabling at local events, and a presentation to the Transportation Mobility Commission (TMC).

Community Conversations

The project team participated in a series of “community conversations” with members of the public and stakeholders in January and February 2024. These events were focused on sharing information about the project and inviting conversation, questions, and feedback in small or medium sized groups and/or at venues preferred by the community.

These conversations were largely focused on making connections with community groups. The results of this effort included the following:

- 10 meetings or events attended
- 1 tabling event attended
- 130+ community members involved
- 6 organizations included
- 4 neighborhood associations involved

A full list of community organizations that the project presented to are in Appendix B.

Of the community members that were consulted, many shared their experiences traveling along the street and offered improvements suggestions such as:

- Improving bicycle and pedestrian connectivity and safety along 45th Street
- Adding or upgrading crosswalks, striping, lighting, and signage along the corridor
- Reducing bicycle/vehicle conflict areas
- Installing traffic calming measures
- Addressing visibility challenges near 39th Street
- Improving transit access to/from the corridor

Transportation Mobility Commission

Project staff introduced the project to the TMC on October 3, 2023. During this presentation, the team outlined the project purpose and engagement strategy and solicited feedback on additional outreach opportunities and stakeholders to involve. The Project team presented the existing conditions analysis and a summary of our first round of public outreach efforts to the TMC on March 5, 2024.

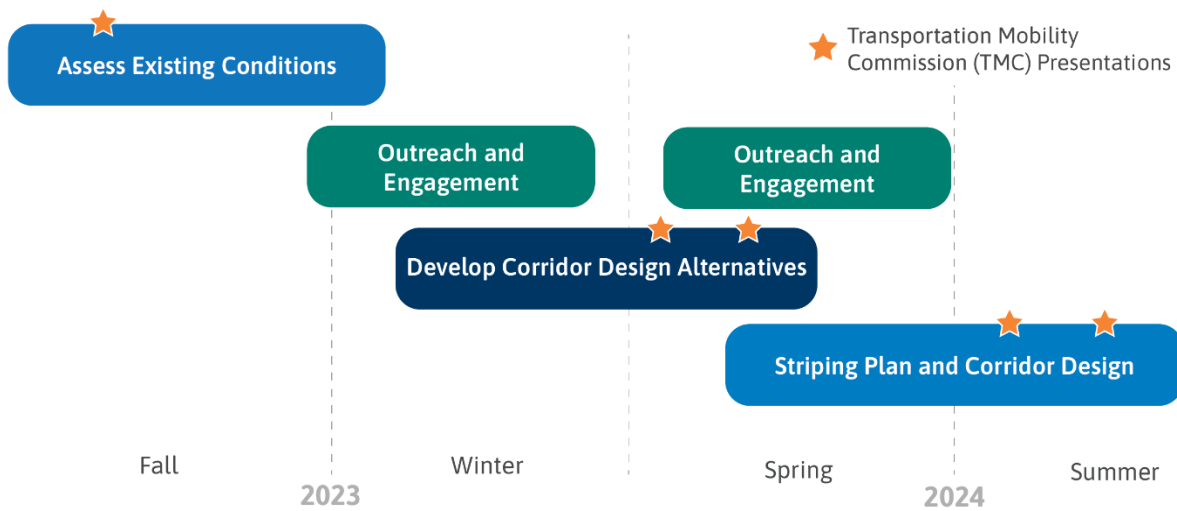
Notification Efforts

The project team used several notification approaches to inform stakeholders and community partners about the community survey and opportunities to participate in this project. These efforts included:

- **One** postcard with text in English and Spanish to over 5,317 residential and business addresses.
- **Two email updates** to the project listserv on Jan. 15, 2024 and Feb. 8, 2024 with 202 total successful deliveries.
- **A business canvassing** effort along the corridor, where the team dropped off flyers with text in English and Spanish at approximately 40 local businesses and community destinations. Of these businesses and community destinations, the project team connected with 11 people in more depth to discuss the project.
- **Digital distribution of a bilingual flyer through the Vancouver School District's PeachJar system.** This flyer was sent to Franklin Elementary, Discovery Middle, Hough Elementary, Lincoln Elementary, and Vancouver School of Arts and Academics families, generating over 1,718 impressions and 139 views.
- **A short description in the Vancouver Connects monthly newsletter** sent to 13,121 subscribers on Feb. 2, 2024.
- **Inclusion in the City Currents internal newsletter** that reached 1,365 City Staff and Councilmembers on Jan. 24, 2024.
- A message in the Office of Neighborhood's Weekly Update email that 453 residents viewed.
- **6 Posts to the City's social media channels**, garnering 15,376 impressions and 165 clicks.

Next Steps

The results of these engagement efforts inform potential safety and mobility improvements along the corridor and guide the project as it enters its next phase. In the upcoming months, the Project team will develop a set of potential concepts for transportation improvements and design options that address the opportunities, constraints, and issues identified through this phase of community engagement and the existing conditions analysis. In spring 2024, the team will share those proposed designs with the public and provide another opportunity for community members to share their feedback. This phase will focus on reaching neighbors of Upper Main Street, transit-dependent community members, disadvantaged communities, community members with disabilities, and other interested members of the public.



Appendix A: Online Engagement Results

Upper Main Street Community Survey 1 - Closed

SURVEY RESPONSE REPORT

15 January 2024 - 16 February 2024

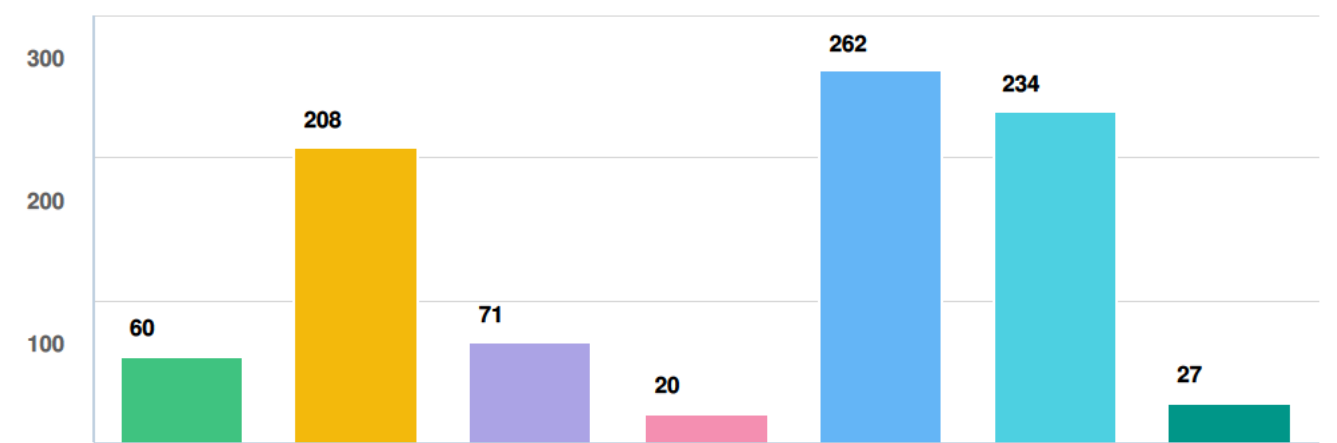
PROJECT NAME:

Upper Main Street Safety and Mobility Project



SURVEY QUESTIONS

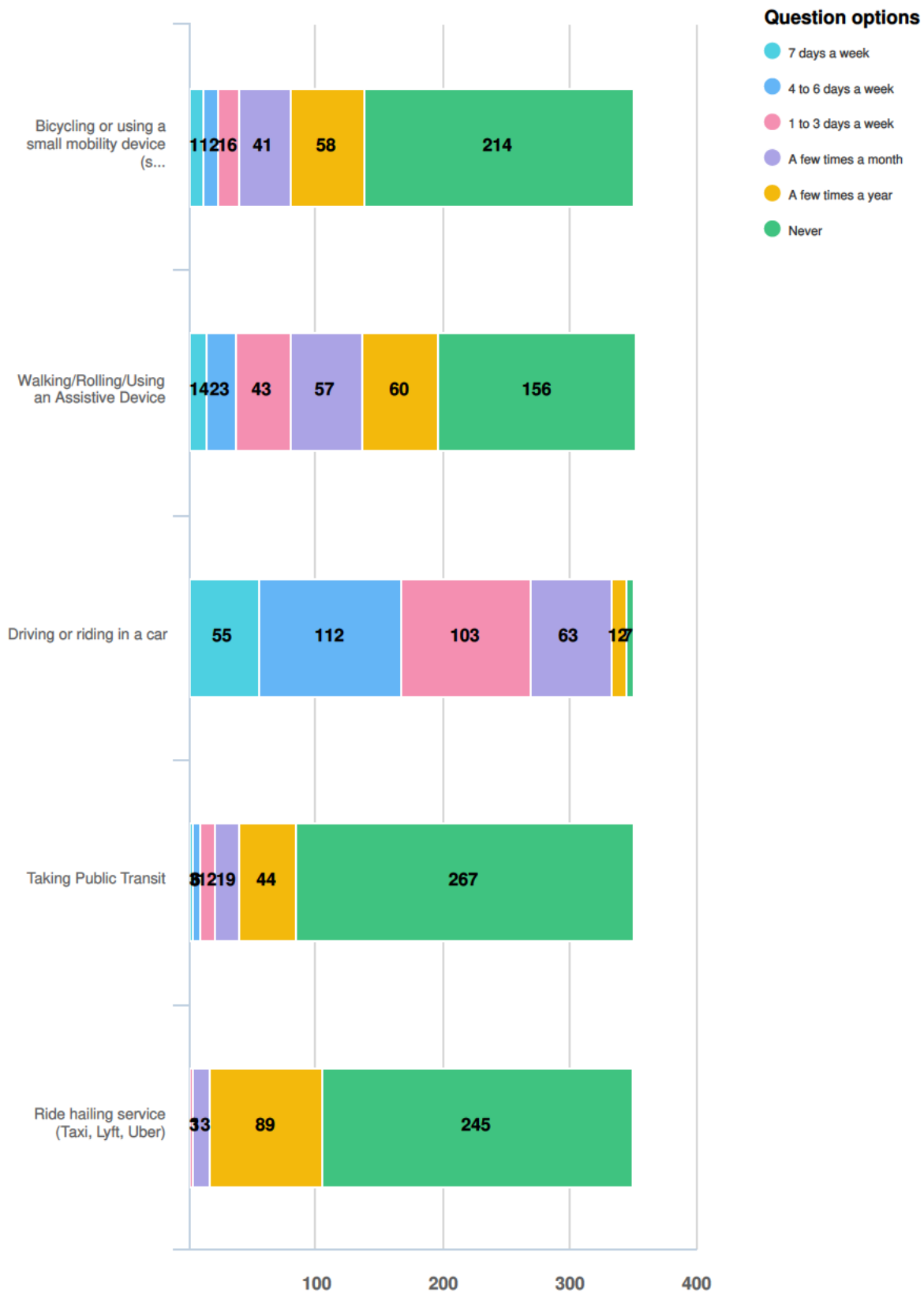
Q1 What destinations do you go to near Upper Main Street? Check all that apply.



- Question options**
- My workplace
 - My home
 - My school or my children's school
 - My religious institution
 - Places where I want to shop, eat, and play
 - I use Upper Main Street to travel somewhere else
 - Other (please describe)

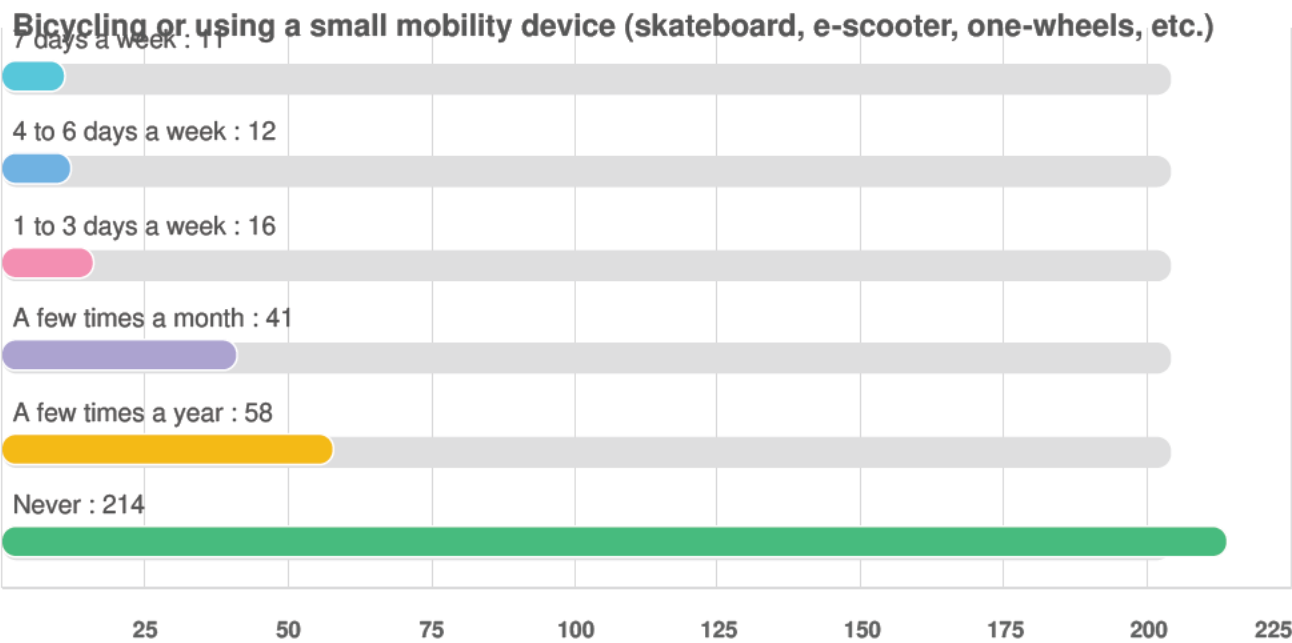
Optional question (358 response(s), 5 skipped)
Question type: Checkbox Question

Q2 How often do you use the following modes of transportation along Upper Main Street?

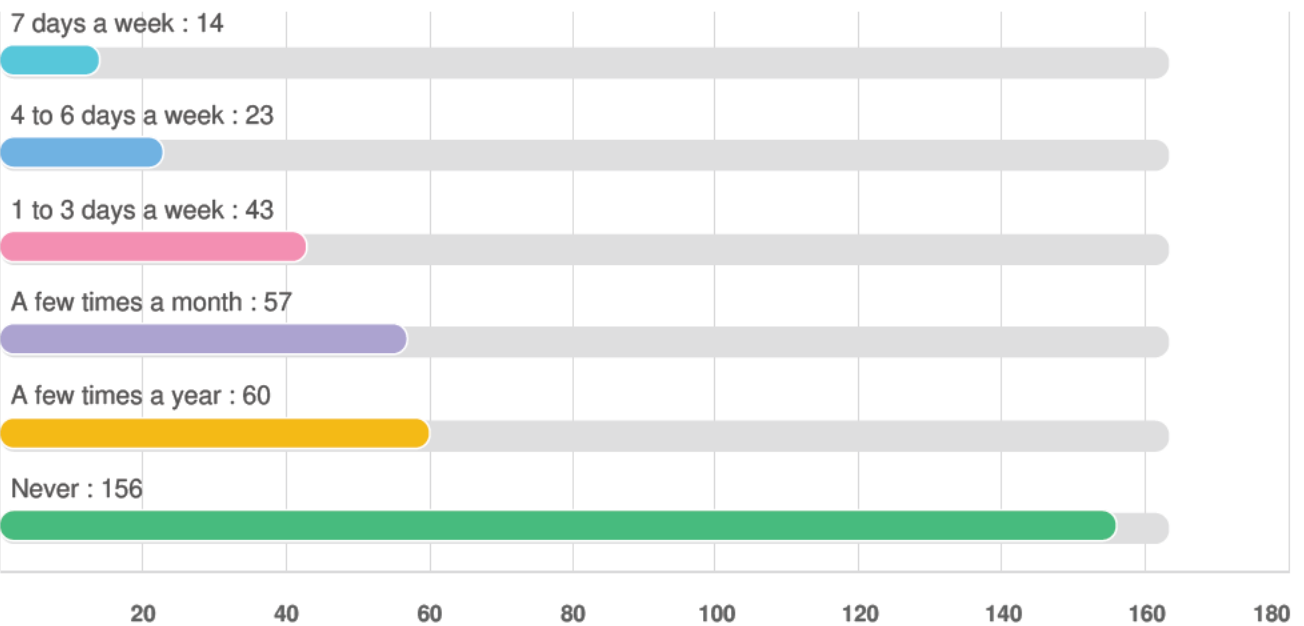


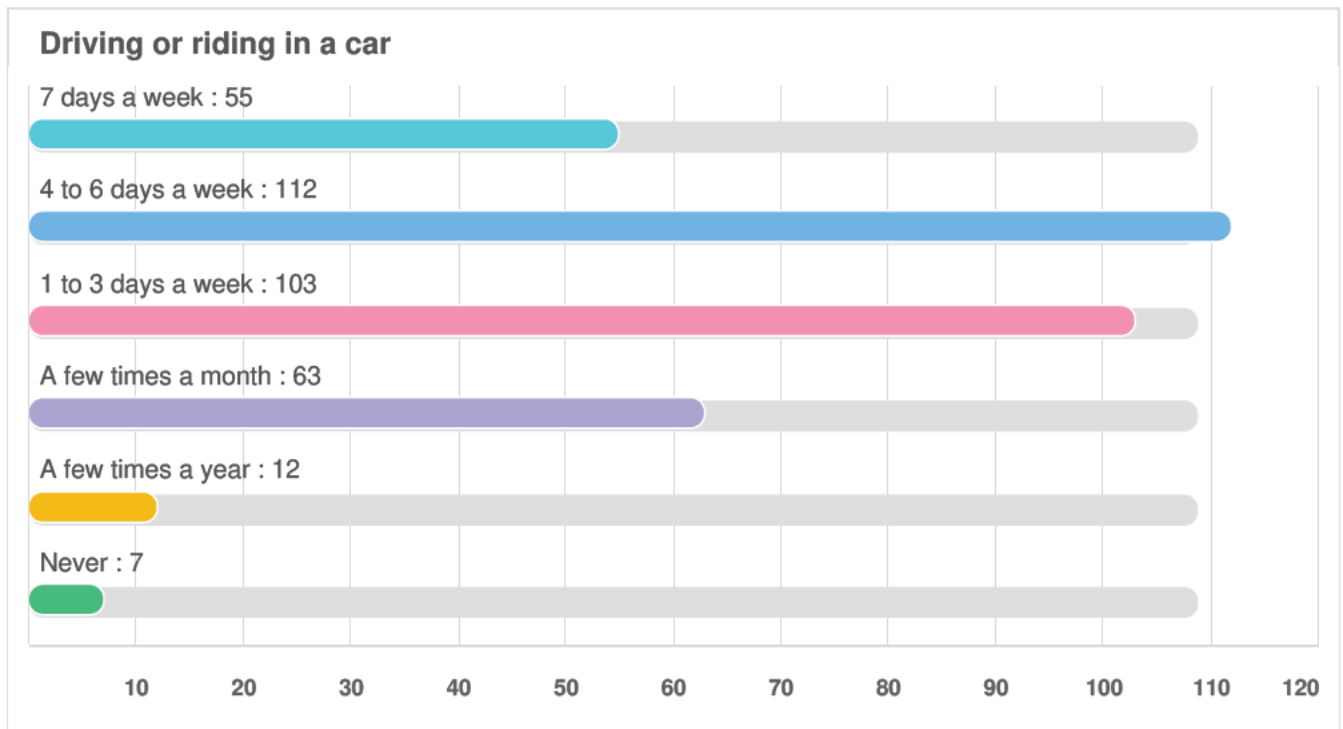
Optional question (359 response(s), 4 skipped)
Question type: Likert Question

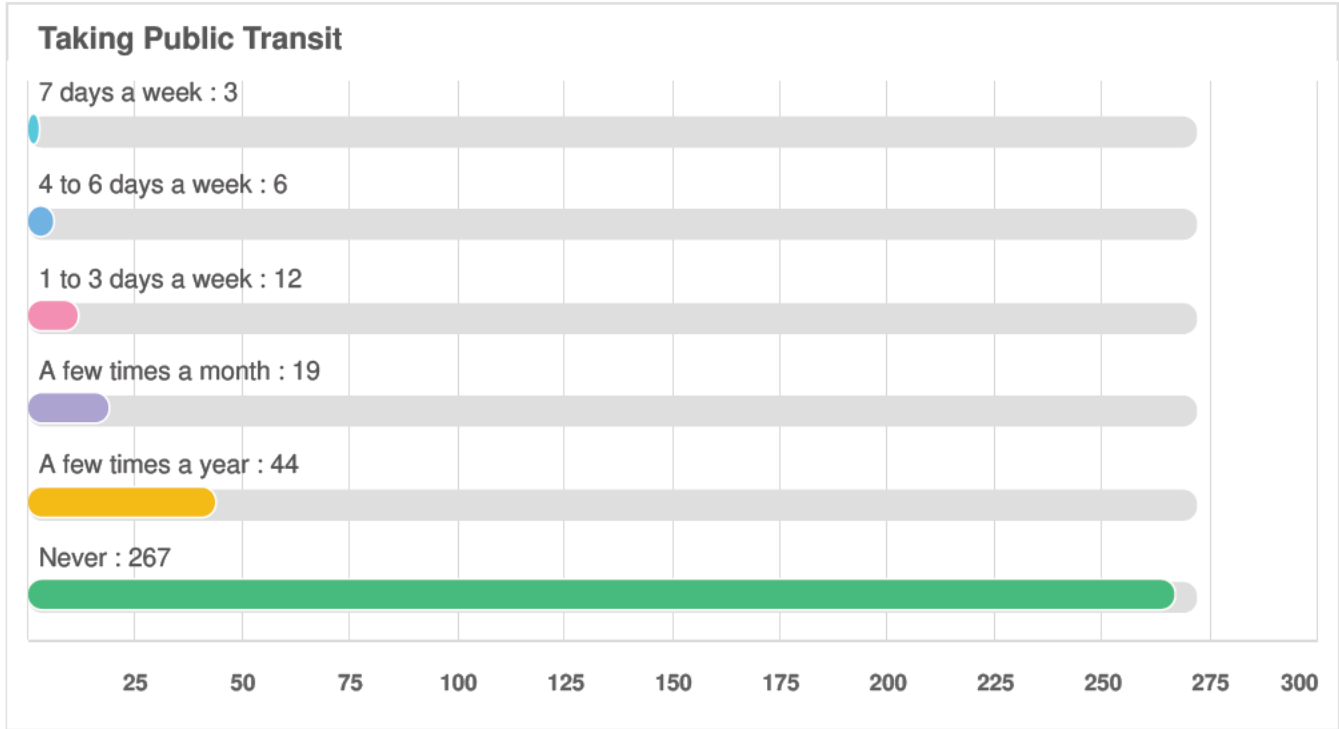
Q2 | How often do you use the following modes of transportation along Upper Main Street?

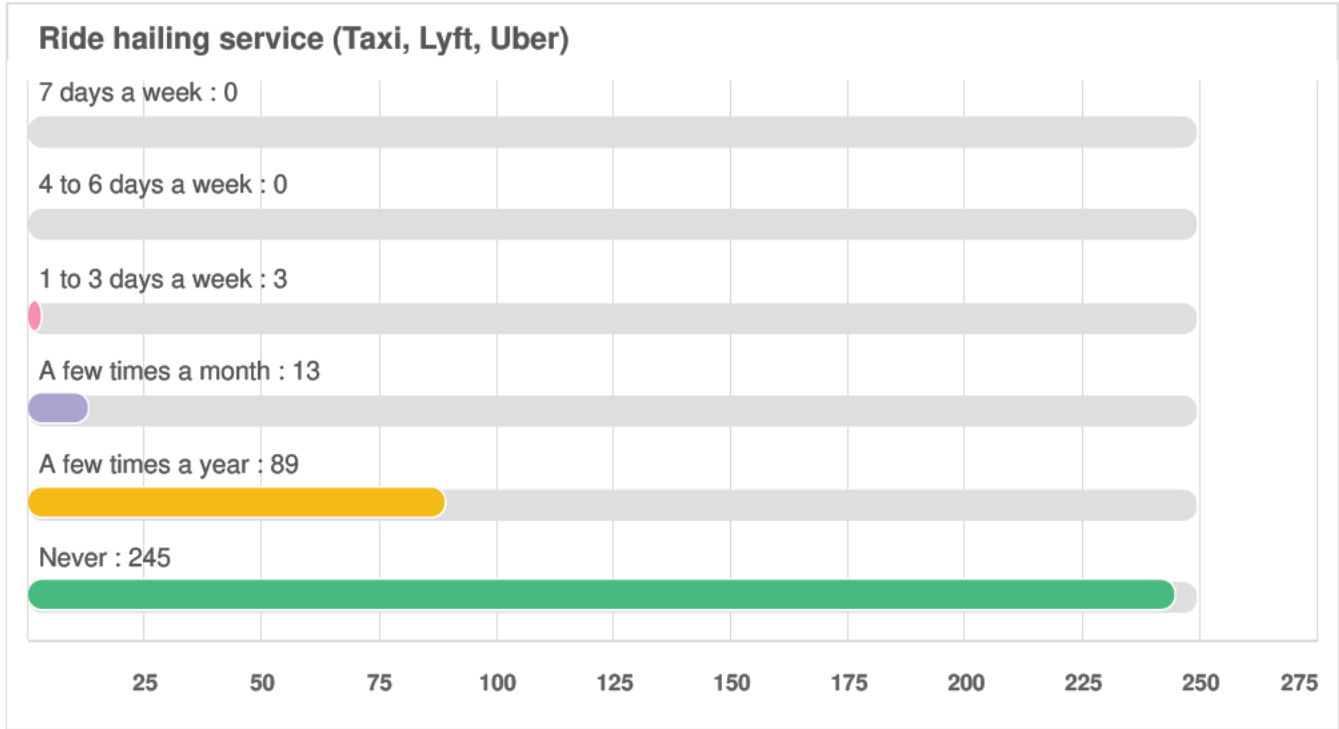


Walking/Rolling/Using an Assistive Device

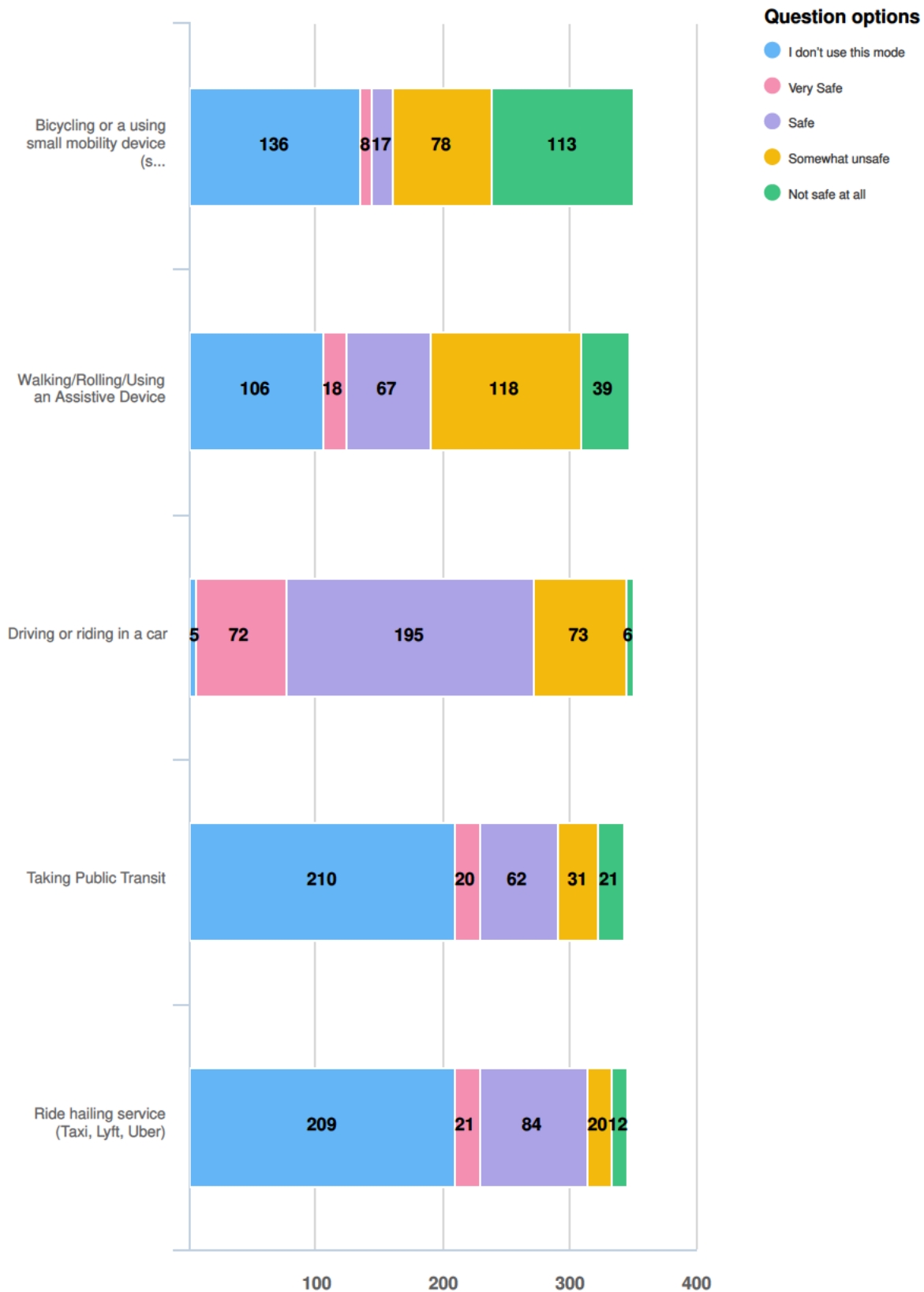








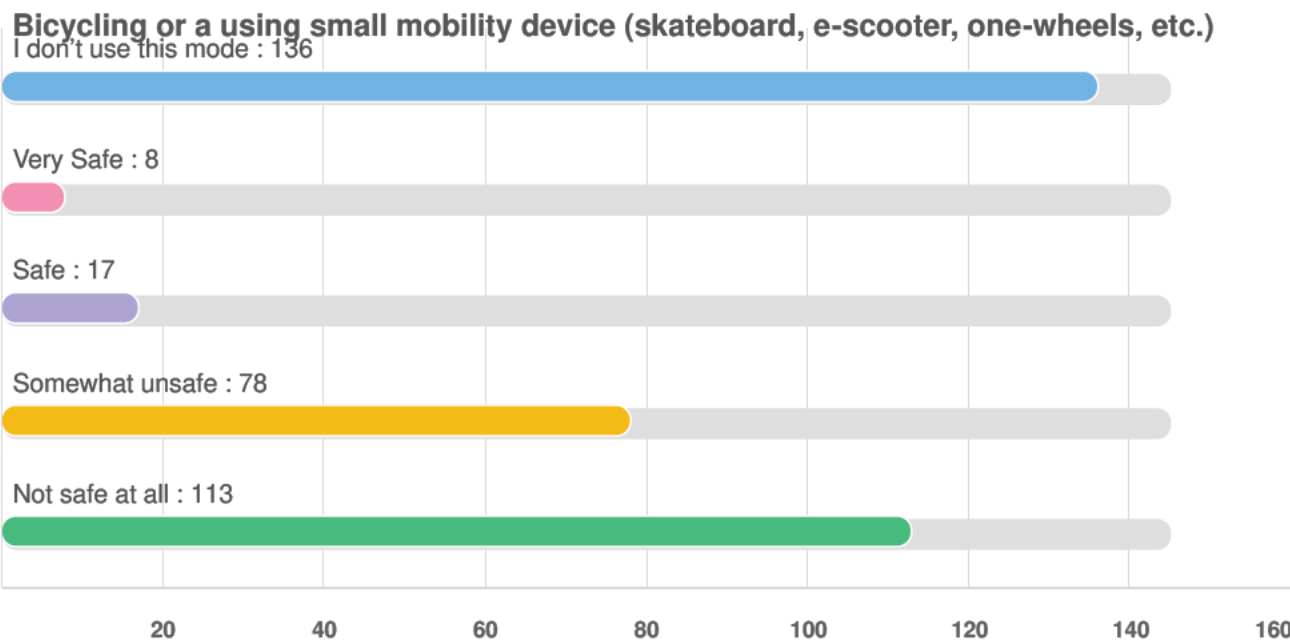
Q3 In terms of transportation safety, how safe and comfortable do you feel using the following modes along Upper Main Street?

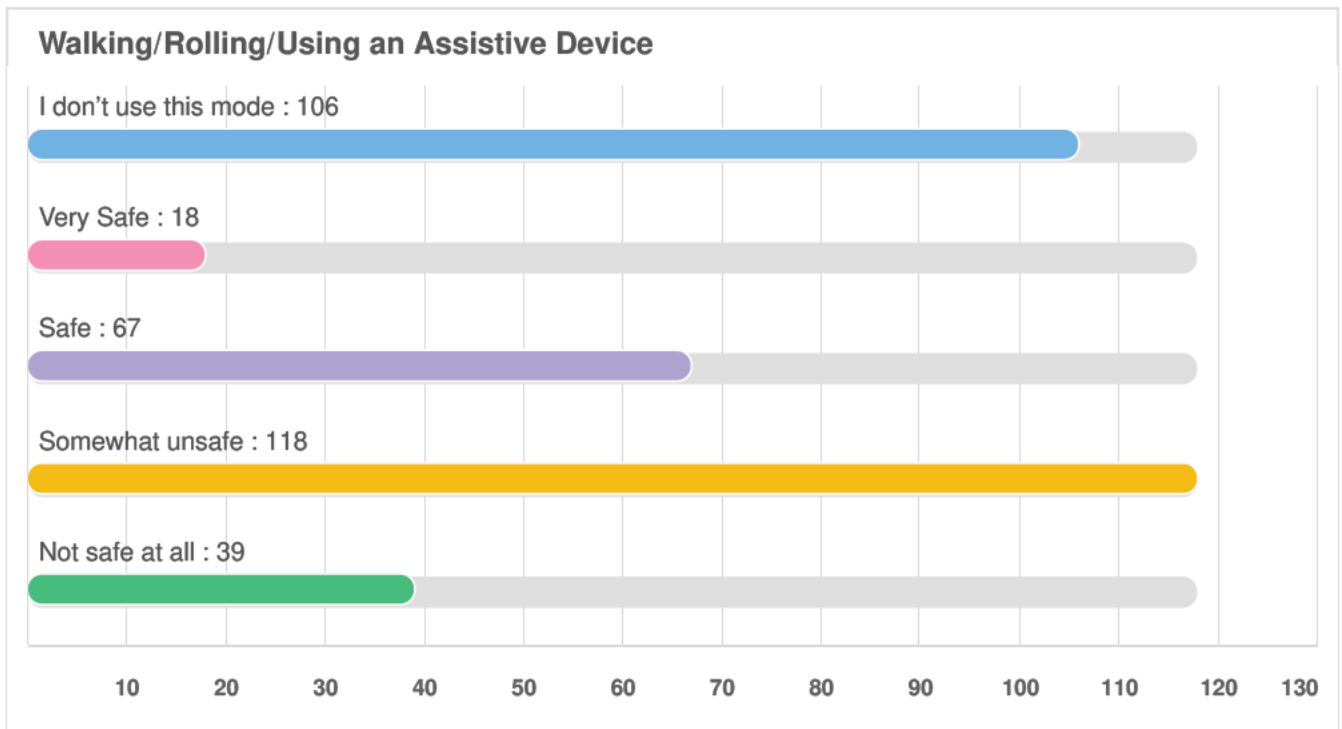


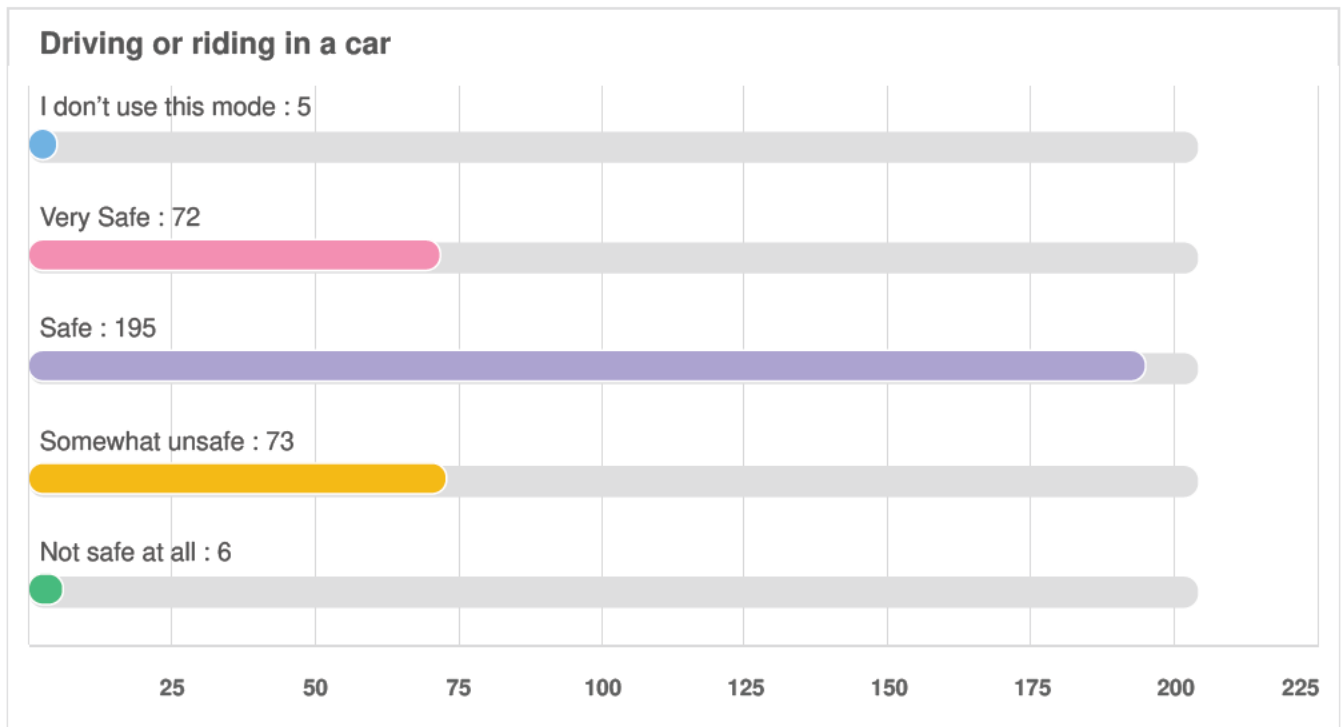
Optional question (359 response(s), 4 skipped)

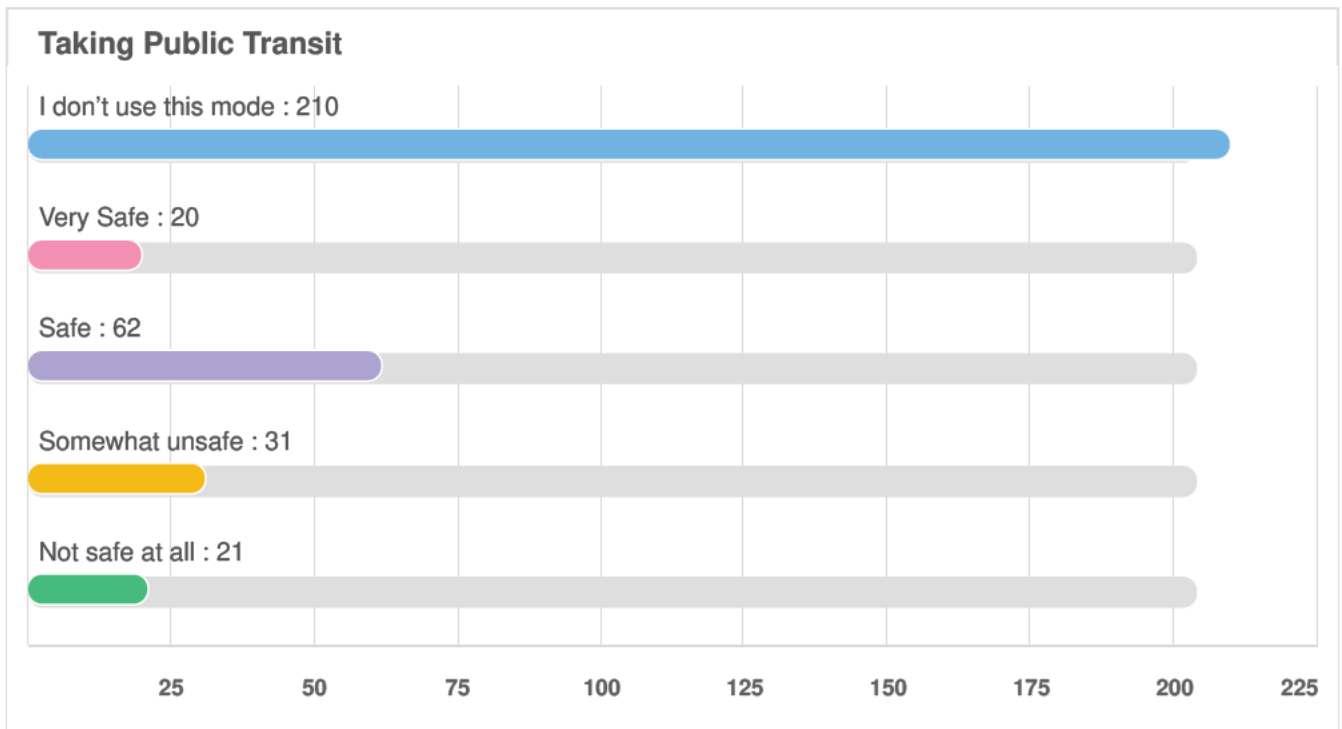
Question type: Likert Question

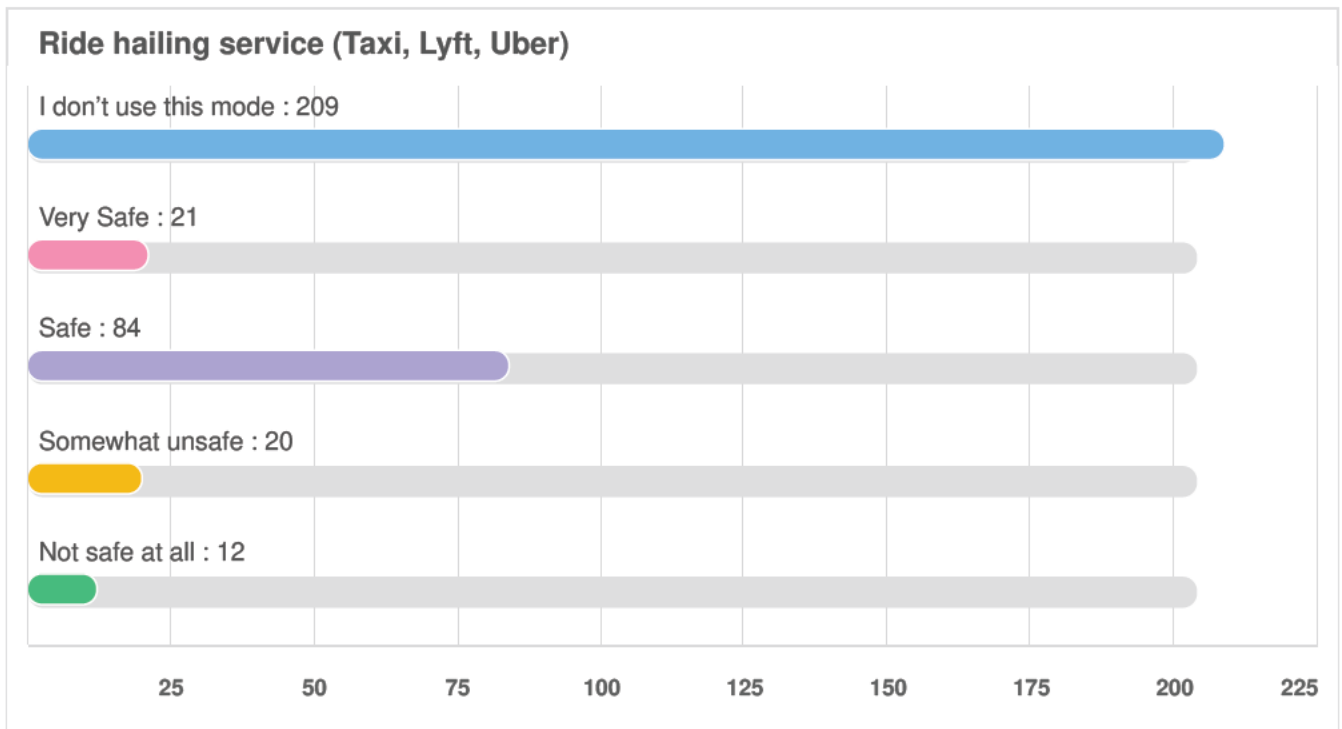
Q3 | In terms of transportation safety, how safe and comfortable do you feel using the following modes along Upper Main Street?



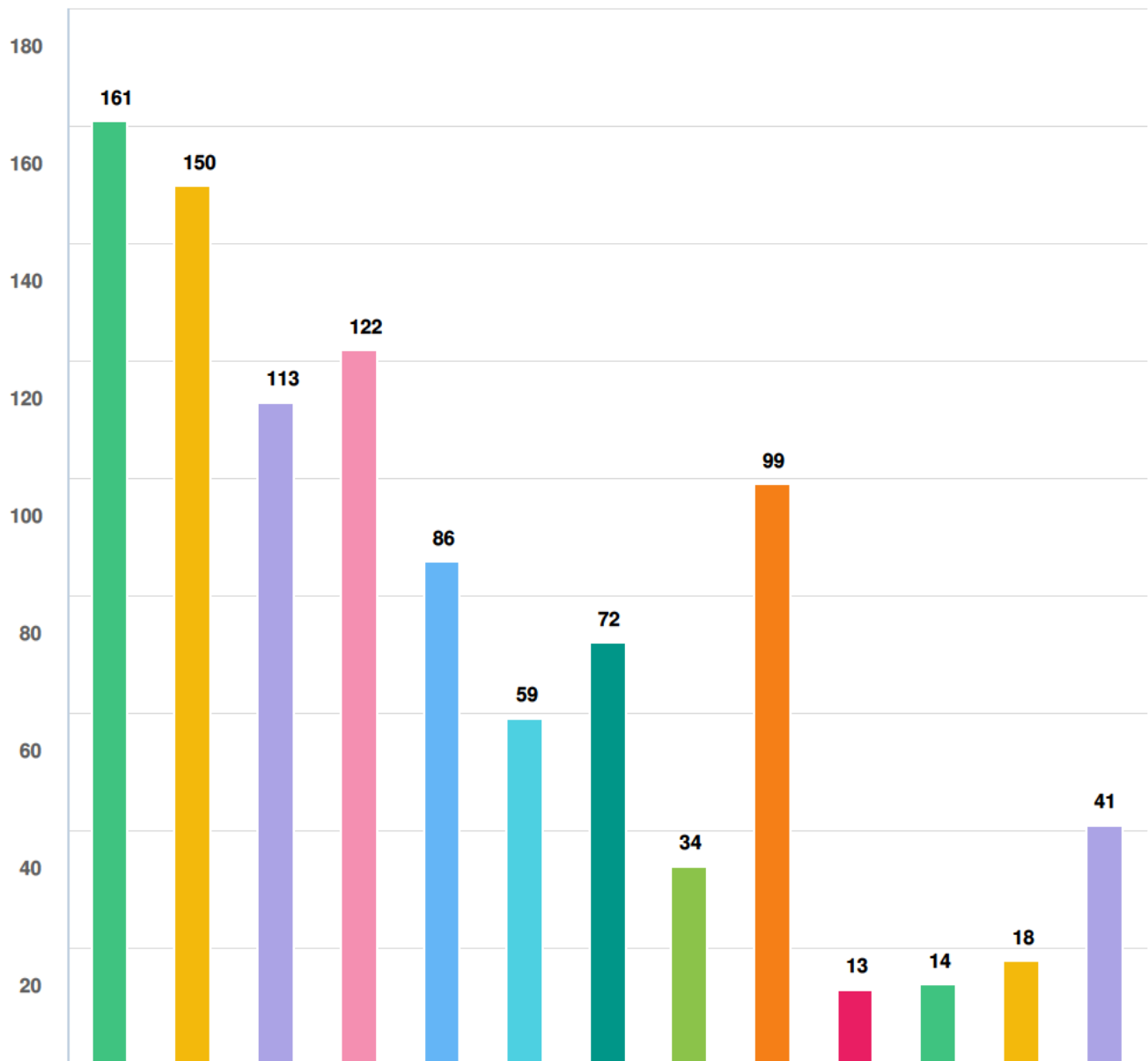








Q4 What improvements do you think are the most important for addressing transportation challenges you've noticed along Upper M...



Question options

- Other (please describe)
 ● Adding amenities to make transit stops more comfortable
 ● Improving access to transit stops
- Adding more wayfinding signage
 ● Adding more street or sidewalk lighting
- Adding more connections to existing multi-use paths
 ● Adding more connections for bike and small mobility users
- Adding more trees along the sidewalk or in median islands
- Adding traffic calming features to reduce traffic speeds (speed bumps, bulb-outs, etc.)
- Adding more crosswalks or other features to help people cross the street safely
- Upgrading existing sidewalks to make them accessible for people using wheelchairs or other assistive devices
- Adding more sidewalks to fill existing gaps
 ● Addressing potholes, road striping, etc.

Optional question (358 response(s), 5 skipped)

Question type: Checkbox Question

Q5 | Is there anything else you want to share about transportation challenges you've noticed along Upper Main Street?

[REDACTED]

1/15/2024 09:29 AM

Cycling from Salmon Ck necessitates taking Main. 45th is steep and narrow. Create a straight, safe connection to downtown for cyclists. Bike pathways are excellent but are far from the quickest routes to town.

[REDACTED]

1/15/2024 10:21 AM

Very unsafe for pedestrians. We had a friend killed while trying to cross where there wasn't an available crosswalk. This survey is very inaccessible for those who are not tech savvy. I have no idea what the acronyms are in the documents.

[REDACTED]

1/15/2024 10:19 AM

Please prioritize improvements in front of VSAA — the school has added more and more students and Main Street is deadly to cross!!!

[REDACTED]

1/15/2024 11:06 AM

It becomes a mini freeway north of Fourth Plain, and it should stay a one lane road with 25 mph tops until north of 39th.

[REDACTED]

1/15/2024 11:13 AM

Riding my bicycle on NE 45th is a horrible experience and it should not be considered a neighborhood greenway. I constantly have cars passing me dangerously and illegally close.

[REDACTED]

1/15/2024 12:55 PM

Do not add bike lanes to Main Street. Constricting car traffic by putting in bike lanes is unsafe. There is enough traffic there already. It is unsafe for bike traffic.

[REDACTED]

1/15/2024 02:25 PM

need better walk ways between 45th and 63rd and ctan should provide porta pottys next to bus stops

[REDACTED]

1/15/2024 05:59 PM

Wider sidewalks & dedicated bike lanes would make a huge impact north of 39th. The area is pretty miserable to use w/o a car-traffic is fast & sidewalks are dark & narrow. Upgrading this route would improve access from lower Hazel Dell to Uptown

[REDACTED]

1/15/2024 06:00 PM

Please, please, please do not make the same mess that now exists on Ft Vancouver Way from 4th Plain to Mill Plain. The addition of the bike lane in summer/fall, 2023 is exceedingly confusing and creates

less safety, not more!



1/15/2024 06:37 PM

Upper Main Street needs sidewalks stretching throughout the project area.



1/15/2024 08:53 PM

100% as a cyclist I do not want to compete for space with cars. Its unsafe, and dangerous. Cars in bike lanes, no bike lanes, unclear signage, etc,.



1/15/2024 11:24 PM

There are proposed gaps in the project designs for the bike lanes. Any functional and usable bike lane should be safe, separated from cars, and consistent. If there are gaps in the bike lane, it will not be used.



1/16/2024 06:29 AM

Increased traffic on 39th street between Main Street and P St is not managing well



1/16/2024 08:45 AM

the sidewalks are so narrow at the intersection of Main and 39th it doesn't feel safe. And a bike lane on upper main would make me feel safer connecting to BBC trail or to south Hazel Dell.



1/16/2024 10:20 AM

Lane merges are somewhat cumbersome. Intersection of E Fourth Plain and Main can become backlogged with traffic at Broadway due to close proximity of two stop light intersections. Traffic E and W on Fourth Plain is horrible.



1/16/2024 12:15 PM

please make Main more accessible for walking and bikes. 4th Plain crossword especially risky for walkers as is 33rd. I've almost been hit twice on the crosswalk at 33rd!!



1/16/2024 03:03 PM

overgrown shrubs cover portions of sidewalks - should be trimmed to accomodate pedestrain. This is rapidly becoming a pretty scary part of town with homeless camps everywhere along I5 and HazelDell Avenue - looking to move out as soon as possible

Anonymous

hi this is laurel i'm testing the survey permissions

1/17/2024 11:22 AM

Anonymous

1/17/2024 11:35 AM

We use it primarily between 4th Plain and 39th and there are parts where the cars feel too close to the sidewalk (the street must narrow in those places) like around the west side of Main at 29th. I worry a little that a car could jump the curb there

Anonymous

1/17/2024 11:47 AM

The connection from Main street to Columbia Street on 45th is unsafe for Biking, walking, or running. Though it is designated a bike route.

Anonymous

1/17/2024 12:54 PM

I gauge the average speed by automobiles to be at least 40 mph. When I try to pull onto Main St. from E. 30th I take my life into my hands due to the blindspot created by a fence that was installed a year ago/

Anonymous

1/17/2024 12:56 PM

At 39th and Main, southbound, the lanes are too narrow. Also the far right lane, northwest side of the intersection, has a deep dip

Anonymous

1/17/2024 01:13 PM

The west corner of 38th and Main. The car repair shop blocks views with their signage and how they park cars. They also work in the street and leave cars alongside the curb for weeks at a time.

Anonymous

1/18/2024 04:49 PM

I've encountered pedestrians walking in traffic lanes on multiple occasions including being accosted by one woman who screamed obscenities at me. I would like to let my children walk to school but not when these encounters are happening.

Anonymous

1/18/2024 07:13 PM

I love that you're considering and centering non-cars! If the infrastructure existed and felt safe, many more people would be able to travel by foot/bike/alternatives and that would make our city more vibrant!

Anonymous

1/18/2024 07:36 PM

After 40th biking becomes next to impossible.

Anonymous

1/18/2024 07:36 PM

I have witnessed challenges for elderly living at Python Home. They could use a better bus stop as high, paying users of the service. The area needs more focus on bringing businesses to the area and improving current businesses.

Anonymous

1/18/2024 07:37 PM

I dont love speed bumps, but people need to slow down. Use i5 if youre in a rush

Anonymous

1/18/2024 07:38 PM

Let's bring more retail and restaurants up there!

Anonymous

1/18/2024 08:06 PM

I'm amazed and concerned anytime I see a pedestrian or bike or skateboard rider traveling on Main St. between the Ross Complex and 63rd, especially toward or after dusk.

Anonymous

1/18/2024 08:08 PM

There is this one gap in the sidewalk going north and you have to follow a foot trail in the grass to cross to the next section of sidewalk - there are various gaps in the lettered side streets that would be great to see filled as well

Anonymous

1/18/2024 08:12 PM

There is a lot of trash along this road, why can't we have trash cans like lower Main Street?

Anonymous

1/18/2024 08:13 PM

Merging into one lane can be challenging by VSAA (southbound).

Anonymous

1/18/2024 08:18 PM

I genuinely feel unsafe in the area.

Anonymous

1/18/2024 08:50 PM

The intersection of 45th St and Main very frequently turns green for cars to turn left onto Main towards the freeway when no one is actually there, especially at night. It's very annoying and it might have to do with the lights on the apartment sign

Anonymous

1/18/2024 08:54 PM

The merge point at 30th st heading south is very unclear and I've almost gotten hit multiple times when trying to turn onto 30th because people zoom up and try to pass. The merge going north near DQ is also challenging, but it's better than the other

Anonymous

1/18/2024 09:28 PM

Congestion on Main can leads to speeding through the neighborhood especially on Washington

Anonymous

1/18/2024 09:41 PM

The lanes at main and 39th are far too small I'm surprised more accidents do not occur there. Also there need to be proper cross walk at 29th. People run the walk sign all the time.

Anonymous

1/18/2024 09:50 PM

The narrowness of sidewalks, and the road as you get closer to 39th from Fourth Plain.

Anonymous

1/18/2024 10:15 PM

Scary to be on a bike

Anonymous

1/18/2024 10:23 PM

Definitely need better bike lanes with physical separations from cars. Kids should be able to ride their bikes without getting killed.

Anonymous

1/18/2024 10:30 PM

Narrow lanes. High traffic area. Love to see consideration to foot traffic.

Anonymous

1/18/2024 11:50 PM

There are many potholes that if fixed people would stay in their own lane and in turn would improve safety.

Anonymous

1/19/2024 02:31 AM

Fore the road feels narrow and I have a hard time with the abrupt lane end just before E 31st St

Anonymous

1/19/2024 03:09 AM

Cars illegally parking in making illegal turns in front of main street marijuana

Anonymous

1/19/2024 05:24 AM

Very narrow at 39th st

Anonymous

1/19/2024 07:16 AM

People turning left and holding up traffic at the Safeway.

Anonymous

1/19/2024 07:34 AM

Pot holes

Anonymous

1/19/2024 07:48 AM

People tend to drive really fast on Main, and I've had two friends have accidents from speeders going through red lights. This should definitely be addressed somehow.

Anonymous

1/19/2024 08:51 AM

walking along the sidewalk right next to fast traffic feels unsafe. (I walk from Fourth Plain to the High School on 32nd to walk my dog). A bike lane bewteen the vehicles and sidewalk would be a nice buffer

and feel safer

Anonymous

1/19/2024 09:01 AM

Not that I recall.

Anonymous

1/19/2024 10:27 AM

Easier/safer access to the BBC trail (specifically felida Rd access) from upper main St. Feels really unsafe to ride bike, requires merging across busy traffic headed to freeway. Walking not much better. Makes me choose car travel.

Anonymous

1/19/2024 10:31 AM

The bike trail to get over the free way nice but very steep in some section. Also it feels unsafe since I know people have lived in the trees and there were multiple fires that required fireman to put them out

Anonymous

1/19/2024 11:09 AM

So many people walk here but there is so much vehicle traffic

Anonymous

1/19/2024 11:13 AM

Challenges are magnified due to the loss of Columbia at as a commuter option. The speed humps and bike lanes there make it treacherous for cars and runners alike. This forces people to use alternate streets and aggravates the problems elsewhere.

Anonymous

1/19/2024 12:59 PM

More cars are not the answer.

Anonymous

1/19/2024 01:04 PM

Nope

Anonymous

1/19/2024 01:19 PM

This survey needs to be filled out by people who use public transportation, bikes, and walking. If you don't get a majority of responses from those folks, I suggest a more focused approach be conducted. Also, I recommend a high focus on MassTransit

Anonymous

1/19/2024 02:58 PM

Do not put bike lanes on Main Street like were done on Columbia Street, WHAT A MESS!!!!!! Look at bus stop vs southbound lane change before 29th street. The bus blocks the entire southbound lane and the traffic interchange causes confusion and slowing

Anonymous

Improving the maintenance of the road like potholes.

1/19/2024 05:29 PM

Anonymous

1/19/2024 06:53 PM

At intersections set vehicle stopping points back farther to allow more space for oncoming traffic turning onto that street.

Anonymous

1/19/2024 07:33 PM

Crossing street is hard. Few crosswalks

Anonymous

1/19/2024 07:41 PM

Coverings for bus commute.

Anonymous

1/19/2024 07:48 PM

I avoid west Vancouver in general like it's the plague. I absolutely cannot wait to get my kid OUT of VPS.

Anonymous

1/19/2024 09:54 PM

Remove homeless

Anonymous

1/19/2024 11:01 PM

Narrow lanes. Big dip at 39th due to storm drain. (n

Anonymous

1/20/2024 05:45 AM

The traffic signals need to be timed.

Anonymous

1/20/2024 01:10 PM

disabled have transport options already. REAL issues: must remove the criminals. Reduce building code regulations so that the urgent care facility can re-open. That's it. Nothing else is important enough to spend money on changing.

Anonymous

1/20/2024 01:39 PM

Upper Main Street is at it's worst when I-5 South is backed up because all that traffic is trying to speed around it, using downtown side streets.

Anonymous

1/20/2024 05:01 PM

Extending the bike lanes up Main Street would be awesome!

Anonymous

1/21/2024 07:59 AM

The intersection at 39th and Main is very tight and the traffic heading eastbound on 39th frequently backs up.

Anonymous

1/21/2024 08:48 AM

The merge after 33rd going south on Main is not clearly marked prior to 33rd causing vehicles to cut each other off

Anonymous

1/21/2024 02:15 PM

Alternative route for semi trucks.

Anonymous

1/22/2024 10:10 AM

Excessive road debris and gravel on shoulder

Anonymous

1/22/2024 11:14 AM

Change the traffic light on 45 th and Main to a flashing yellow. light to make turns on to 45th street. Do not add public transportation (bus) service. Do not install bicycle lanes. Leave the rest of the road alone as is. Spend the money elsewhere.

Anonymous

1/22/2024 11:39 AM

One transit stop is plenty, you are adding too many.

Anonymous

1/22/2024 11:42 AM

When the road goes to two lanes it is pretty narrow up around 33rd to the freeway entrance.

Anonymous

1/22/2024 12:54 PM

Kid friendly walkways and pathways, accessible for strollers

Anonymous

1/22/2024 04:50 PM

See above. Camping, litter, graffiti and most of all repair roads and resurface entire roadway instead of just patching.

Anonymous

1/22/2024 06:21 PM

better lighting at cross walks

Anonymous

1/23/2024 11:46 AM

The sidewalks are far too narrow around VSAA. When kids release from schools I am really surprised there are not more accidents involving them as they walk north and south from the school on Main St. Please just make it two lanes and turn lane.

Anonymous

1/23/2024 12:11 PM

As this is an entrance to our city, I wonder if we can improve the first mpression of our city. It iss less than inviting.

Anonymous

1/24/2024 12:02 PM

Pot holes, not much bright lights on roads

Anonymous

There needs to be a crosswalk a 19th and Main Street as well as

1/24/2024 02:14 PM

some traffic calming devices. People drive way too fast and I've almost been hit while attempting to cross the street on multiple occasions.

Anonymous

1/24/2024 03:59 PM

It's busy and that's good for the local businesses. Excited to see what you all will do to make improvements.

Anonymous

1/24/2024 05:25 PM

The complete streets concepts for the most part is stupid

Anonymous

1/24/2024 06:58 PM

My son used to walk from Leverich Park Way to Discovery Middle School by way of the I5 overpass and Upper Main Street. I walked him most days and it never felt safe as cars come off the freeway onto Main at speeds of 45-50 mph. I have more, but limit

Anonymous

1/25/2024 07:33 AM

At busier times, 630am to 830am ish, the traffic is pretty heavy (coming from West to East on 39th) and Main ST. Not sure if adding another line is possible. Also, I notice alot of red light running at the 39th and Main traffic light.

Anonymous

1/25/2024 07:40 AM

These lanes are uncomfortably narrow Main Street receives massive overflow when I-5 is backed up cars cut off I-5 and use Main Street speeds and volume of cars make it unsafe for pedestrians & Bicycles.

Anonymous

1/25/2024 08:47 AM

Safeway area unsafe and Broadway merging lane by dq. Poor lighting all around

Anonymous

1/25/2024 10:11 AM

I would love to support the local businesses more in upper main street. Sometimes I get so frustrated with the lack of parking I just give up and go to grand central station or Hazel Dell.

Anonymous

1/25/2024 01:28 PM

The right turn on heading South on Main Street to 39th street could use some elbow room. The Street in general is pretty tight with little shoulder.

Anonymous

1/25/2024 06:24 PM

The connections on to/off of Main St in this stretch are concerning to me. I drive this route almost daily, and multiple times per day and find connection points by vehicle make it unsafe for other modes too, ie. turning on/off 39th St or 45th St

Anonymous

1/26/2024 07:36 AM

Even if bike facilities are installed, will likely use Columbia as a more comfortable route vs. Main Street. Sidewalk access on the east side north of 39th to the Burnt Bridge Trail would be of the most benefit along with upgraded curb ramps.

Anonymous

1/26/2024 03:50 PM

It will not mater what we say because the City will do whatever they want to do anyway.

Anonymous

1/27/2024 09:57 AM

cycling connectivity from downtown Vancouver, especially on the C / F St bike route, to Hazel Dell / Hwy 99 is simply terrible - essentially non-existent. The connection from Columbia St to upper main (bike and ped) is horrible.

Anonymous

1/27/2024 05:53 PM

45th street between Main and Washington is treacherous. 45th functions as a primary access from Main (especially for Southbound traffic) to the Northwest/Lincoln Neighborhood. Sidewalks and road shoulders are inadequate.

Anonymous

1/28/2024 07:05 PM

Please don't start some big project... it's fine. Go address issues somewhere else-like the homeless

Anonymous

1/30/2024 04:05 PM

Widen the lanes!

Anonymous

1/30/2024 08:25 PM

I have thought it would make sense to reduce Upper Main Street to have only 1 lane in each direction, since it reduces anyway at Fourth Plain. That would provide space for dedicated Vine transit stops, or maybe bike lanes + wider sidewalks.

Anonymous

1/31/2024 10:10 AM

The pedestrian and bike access north of 45th street is horrible, and makes it almost impossible to get to Hazel Dell on foot or bike

Anonymous

1/31/2024 02:31 PM

My main concern is the speed that people drive between Forth Plain and 39th. People race through that stretch all the time and it makes crossing treacherous



1/31/2024 03:22 PM

The merge point between Broadway and Main Street going northbound is always problematic (source of traffic collisions). Not

enough of a safety buffer between vehicle traffic and pedestrians for sidewalks, especially near the (Van. School of Arts)

Anonymous

1/31/2024 03:33 PM

It's a great candidate for a road diet

Anonymous

1/31/2024 04:47 PM

I use a bike from the Burnt Bridge Trail to 45th and that right turn is not comfortable safety wise for me. Often I cut on the roughly paved street behind the repair shop but that street needs improvements for potholes and safety.

Anonymous

1/31/2024 05:20 PM

A cross walk near the bus stop is and/or where the vsaa school pathway is just above 30th please!

Anonymous

1/31/2024 06:19 PM

I've lived on E 43rd street 35 years. I rarely see many folks using the existing bus stops near 45th street. It makes no sense to put a rapid transport center up here! Also it will add to an already busy area esp when I5 is backed up.

Anonymous

2/01/2024 02:38 PM

The pot holes are terrible

Anonymous

2/01/2024 02:54 PM

I live just west of up 37th St & Main. I often walk to the Safeway up or down Main Street 2-3 times a week for exercise. Upper Main Street sidewalks are glancingly close to the traffic on Main. People drive way too close to the sidewalk for comfort.

Anonymous

2/01/2024 09:31 PM

People speed down Main Street. We need speeding signs and police cameras. Either before 39th when traveling south. Or before 4th Plain when traveling South.

Anonymous

2/02/2024 09:43 AM

The lanes are too narrow in some place to fit 2 cars side by side. For example: the street light where main crosses 39th (?) headed south. There seems to be a lot of students that walk that road that need better light and sidewalks!

Anonymous

2/02/2024 10:32 AM

Some of the trees need to be cut/cleared as they overhang into the street/walkways. People often don't notice the light at 37th/Main and when crossing with the walk sign, I have to be very careful to verify oncoming traffic intends to stop

Anonymous

2/02/2024 11:40 AM

I think the scope of the project should include 45th st between main and Columbia. That is a terrible street for ALL users except maybe transit.

Anonymous

2/02/2024 12:11 PM

I have gotten feedback from more than one individual in downtown Vancouver who would choose to walk or use some kind of bicycle to reach their work or errands if they felt like they could do it safely.

Anonymous

2/02/2024 12:13 PM

It carries a high volume of traffic, and cars are constantly exceeding the posted speed. The sidewalks need to be wider to make them safer for folks who walk. Also more well lit crossings!

Anonymous

2/02/2024 12:17 PM

Improve parking. If possible add a parking lot in addition to on-street parking.

Anonymous

2/02/2024 12:53 PM

Width of road is very narrow at the 39th St intersection. Tight for cars let alone cars with bicycles etc.

Anonymous

2/02/2024 12:54 PM

Push buttons for pedestrians at fourth plain Main/broadway, 33rd st, and 37th St. The speakers are always working correctly at Main St/4 plain. Broadway/4 plain doesnt even talk. 33rd and 37th lights dont talk either. 33rd does have a tweety to cross

Anonymous

2/02/2024 01:07 PM

Right now at the stop right past 33rd going North, huge dip where the bus stops and little room for the ramp once they do stop, usually making it difficult for other elderly to move out of the way, confusing, UNSAFE. It could be changed NOW.

Anonymous

2/02/2024 01:11 PM

Business on corner of Main and 38th (NW) (almost hit numerous times) creates a blind spot entering Main. Business on SW corner of main encroached traffic and pedestrians.

Anonymous

2/02/2024 01:22 PM

You guys are doing a great job making the streets safer.

Anonymous

2/02/2024 02:30 PM

We used to bike to the YWCA preschool, and the only kind of safe route required us to bike on the sidewalk.. We tried biking to VSAA with our daughter, but crossing Main Street was unsafe. We drive

now, sadly, because drivers aren't safe.

Anonymous

2/02/2024 02:55 PM

The sidewalks are narrow and cars speed. Unsafe for pedestrians.

Anonymous

2/02/2024 03:54 PM

Dedicated bike lanes would be appropriated.

Anonymous

2/02/2024 04:24 PM

have police hand out more tickets to drivers who run late amber and red lights!

Anonymous

2/02/2024 04:44 PM

Sometimes the cross walk button doesn't work on Main Street and about 38th, the one close to Safeway. That is really scary when wanting to cross the street.

Anonymous

2/02/2024 05:50 PM

too many drivers run red lights at W.39thSt and Main St

Anonymous

2/02/2024 07:15 PM

Lanes narrows significantly, to an uncomfortable amount just before 39th st, and with such a busy intersection, can be stressful and make traffic back up.

Anonymous

2/02/2024 08:23 PM

I live up the hill off of 45th & Main streets & notice between 39th & 45th (stoplight) many drivers tend to speed over the limit. That's intimidating for pedestrians & cyclists. Better crosswalks & lighting on that stretch would be helpful.

Anonymous

2/02/2024 10:01 PM

They should ride the bus.

Anonymous

2/02/2024 10:31 PM

The merge of Broadway and main is "sketch" according to my vsaa student. I agree. People drive way too fast and zoom around that corner. The pedestrian crossing there is a joke without a stop light.

Anonymous

2/02/2024 10:33 PM

Curb modifications stick out in the street for ADA? makes it difficult to drive on streets to or in downtown. I hit 1 once b/c couldn't see it. Wastes room & blocks traffic. We're increasing not decreasing in population..Why reduce lanes? nuts!

Anonymous

2/02/2024 10:54 PM

I ride Hazel Dell Ave to Main. It's steep and no bike lane. It's LESS steep than 45th St, though.

Anonymous

2/03/2024 08:16 AM

Leave the road as is...2 lanes north, 2 lanes south..

Anonymous

2/03/2024 09:48 AM

Need to widen traffic lanes and make safer for walking

Anonymous

2/03/2024 02:53 PM

I can't speak to the challenges for those not traveling by car but do believe those voices should be prioritized over the needs of drivers.

Anonymous

2/04/2024 08:09 PM

Yes, the most obvious that you have not listed. Traffic enforcement!!
The same hold true for I5, 14 & 205-no traffic enforcement.

Anonymous

2/04/2024 08:47 PM

the bike lane between 45th Street and Hazel Dell Ave. needs to be repaved. It is scary to bike from 39th St. to 63rd. (I ride up Hazel Dell Ave. instead.)

Anonymous

2/05/2024 06:18 AM

Addressing multi-modes of transport will be more future oriented and address traffic problems as well.

Anonymous

2/05/2024 07:19 AM

The road lanes are very narrow.

Anonymous

2/05/2024 09:36 AM

What ever you do the adding of bike lanes on main should not be one of the ideas. The Columbia bike lane are an absolute joke i see 1-2 riders a week using parking that homeowners no longer have and that the thriving business district could use

Anonymous

2/05/2024 11:45 AM

Are there any underground circumstances to address similar to what caused the sinkhole at 30th and Washington?

Anonymous

2/05/2024 03:10 PM

It should be easy to get from 45th and Columbia to the Burnt Bridge Creek trail but it's not.

Anonymous

2/05/2024 03:30 PM

the fourth Plain with all the large trucks is very unsafe

Anonymous

2/05/2024 09:21 PM

Needs more parking.

Anonymous

2/06/2024 02:22 PM

anything to reduce speed and keep drivers from speeding as they descend the hill northbound between 39th and 45th street.

Anonymous

2/06/2024 03:21 PM

No

Anonymous

2/06/2024 03:33 PM

It's such a thoroughfare with high speeds that I choose not to travel along the corridor via active means. It makes sense and is safer to stay on the side streets for biking and walking but crossing is a challenge at 29th St. Doesn't feel safe.

Anonymous

2/07/2024 10:11 AM

No

Anonymous

2/07/2024 12:48 PM

The roads are pretty narrow, also the transition from 2 lanes to 1 lane is pretty dangerous near 30th st. I live off of 30th street and have near collisions all the time because cars are racing to merge and don't see I'm turning off the street.

Anonymous

2/07/2024 02:19 PM

The lanes at the 39th and Main intersection are too narrow. The bus constantly comes into the other lane and as you cross 39th going north the other lane of cars are constantly in the other lane crowding or over the center line. Dangerous

Anonymous

2/07/2024 05:16 PM

Upper Main is not geared toward pedestrians. Now that Columbia has designated bike lane and no parking it would be great to see Main Street used for a dedicated public transportation, like trolley, to move people from the north to Up/Downtown & WF.

Anonymous

2/08/2024 01:29 PM

High car speeds!

Anonymous

2/08/2024 02:03 PM

More traffic calming, and emphasis on pedestrian and cycling users over car drivers.

Anonymous

2/08/2024 02:50 PM

45th is a pathetic bike route section. It's steep, narrow, vehicle busy and traffic moves fast. There also are no sharrows or signage. A bike

lane would be faster and easier for bicycles to get downtown or Hwy 99 to the north

Anonymous

2/08/2024 03:51 PM

There has to be a way to keep traffic from using the Main street exit when there is a traffic slowdown on I-5. I think folks jump off, take main street down to the bridge and hop back on. This really messes up us that have to use this exit

Anonymous

2/08/2024 06:04 PM

From 63rd to 45th, over growth & debris needs removal from sidewalks. The bike lane is often w/debris of glass, rocks, long blackberry vines & other over growth , all needs removal and on-going maintenance. Very dangerous to bikes & walking.

Anonymous

2/08/2024 09:12 PM

I don't want Main street changed to 2 lanes. We need to keep the 4 lanes that exist.

Anonymous

2/09/2024 10:28 AM

The current two lanes are too close together, especially when buses and larger vehicles are next to cars, how will this be addressed? Traffic calming is good but how will vehicles be discouraged to take the residential streets to bypass Main St.

Anonymous

2/09/2024 03:43 PM

speeding

Anonymous

2/11/2024 10:47 AM

Lots of people cross the road without crosswalk, bike trail/ walk around for freeway overpass is long and doesn't feel safe, there are large sections where there is no visibility from road, my daughter could otherwise ride bike to school

Anonymous

2/12/2024 08:41 AM

It's a drag strip between 39th and 78th. Regular doubling of the speed limit there. Gravely unsafe for all but cars. I would bike to shops in Hazel Dell much more frequently if I didn't fear for my life each time I go.

Anonymous

2/13/2024 06:34 AM

Please don't reduce lanes. Please take into account the 3 schools in this area: VSAA, Little Acorn, and Noah's Ark.

Anonymous

2/13/2024 08:58 AM

A road diet is need between fourth plain and the I-5 interchange. Reducing traffic from four lanes to three will slow people down and make sidewalks safer. Adding roundabouts at Fourth Plain and 39th

will reduce wait times and control congestion.

Anonymous

2/13/2024 06:34 PM

sidewalks are uneven for push carts

Anonymous

2/13/2024 06:41 PM

adding more trees along the sidewalk or in medians, adding more street or sidewalk lighting, improving access to transit stops, AND running across the roadway to get to the bus stop

Anonymous

2/13/2024 06:43 PM

adding more crosswalks, adding more street or sidewalk lighting,

Anonymous

2/13/2024 06:52 PM

adding more wayfinding signage, improving access to transit stops, adding amenities to make transit stops more comfortable,

Anonymous

2/13/2024 06:56 PM

adding traffic calming features, adding more connections for bike and small mobility users, adding more street or sidewalk lighting... AND Proximity of sidewalk to street and speeding cars makes walking taking transit feel unsafe.

Anonymous

2/13/2024 07:02 PM

adding more street and sidewalk lighting AND crosswalks and sidewalks

Anonymous

2/16/2024 10:03 AM

The most important safety issue I notice is excessive speed by motorists especially on the downhill north of 39th. I have frequently observed cars speeding through red stoplight at 45th. We need TRAFFIC CAMERAS to hold scofflaws accountable!!

Anonymous

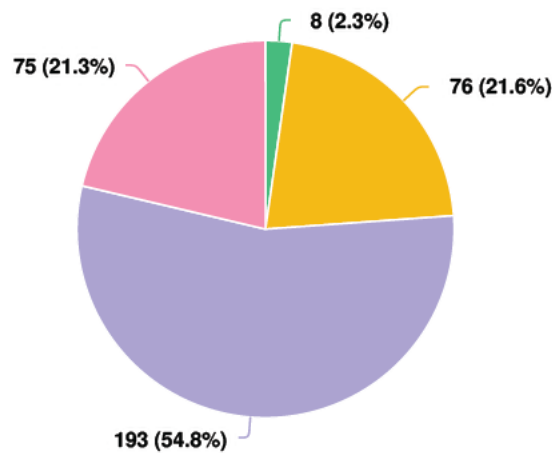
2/16/2024 11:14 AM

Pedestrian safety needs to be addressed in all areas of Vancouver. Those of us who walk regularly are at the mercy of drivers who are texting, speeding, and not watching for crosswalks or corner to corner walk ways. This is not addressed.

Optional question (173 response(s), 190 skipped)

Question type: Single Line Question

Q6 Which category below includes your age?



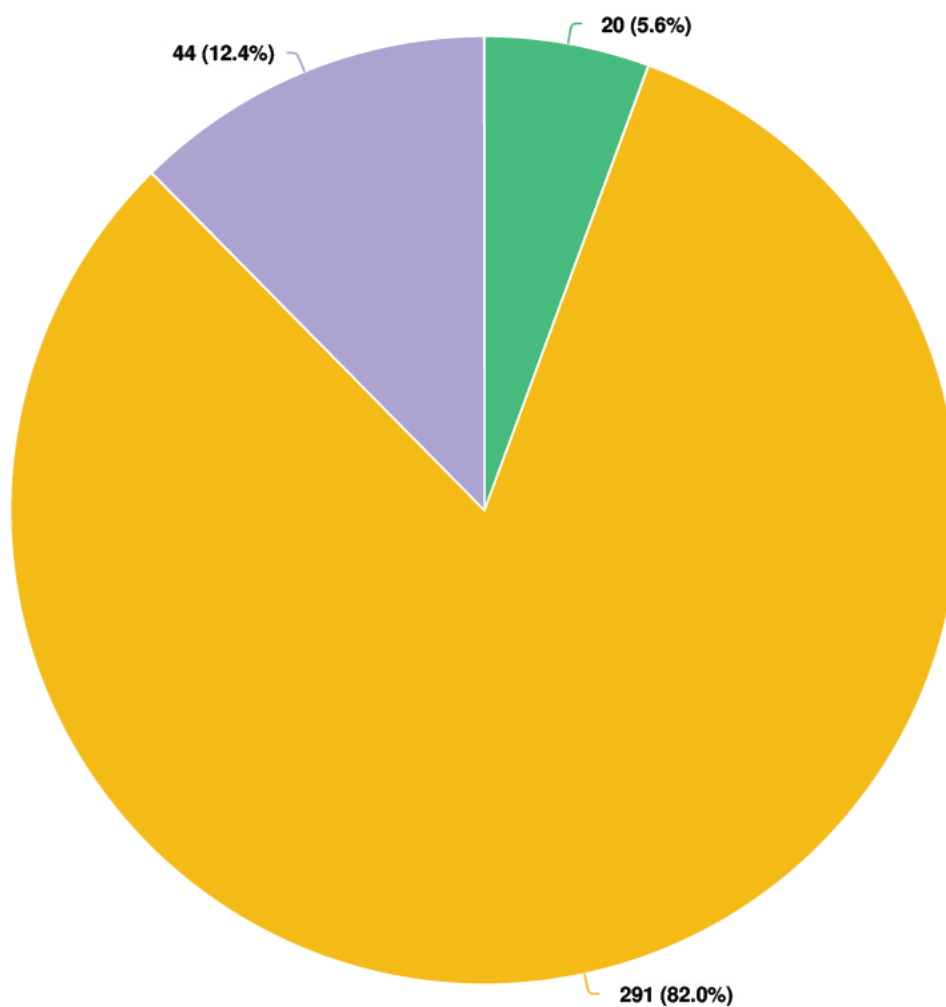
Question options

65 and older 40 to 64 18-39 Under 18

Optional question (352 response(s), 11 skipped)

Question type: Radio Button Question

Q7 Are you of Hispanic or Latino descent?

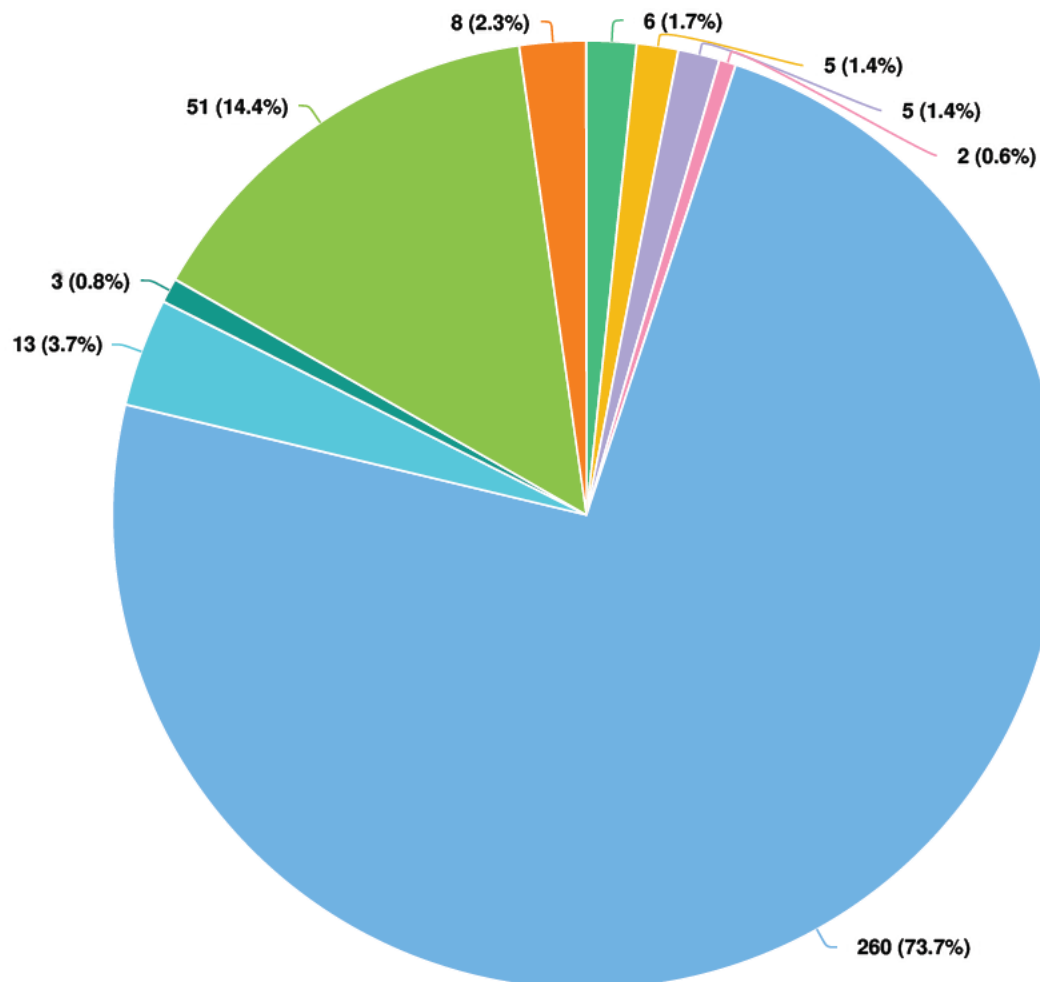


Question options

☐ Prefer not to say ☐ No ☐ Yes

*Optional question (355 response(s), 8 skipped)
Question type: Radio Button Question*

Q8 Which racial designations below best describe you?



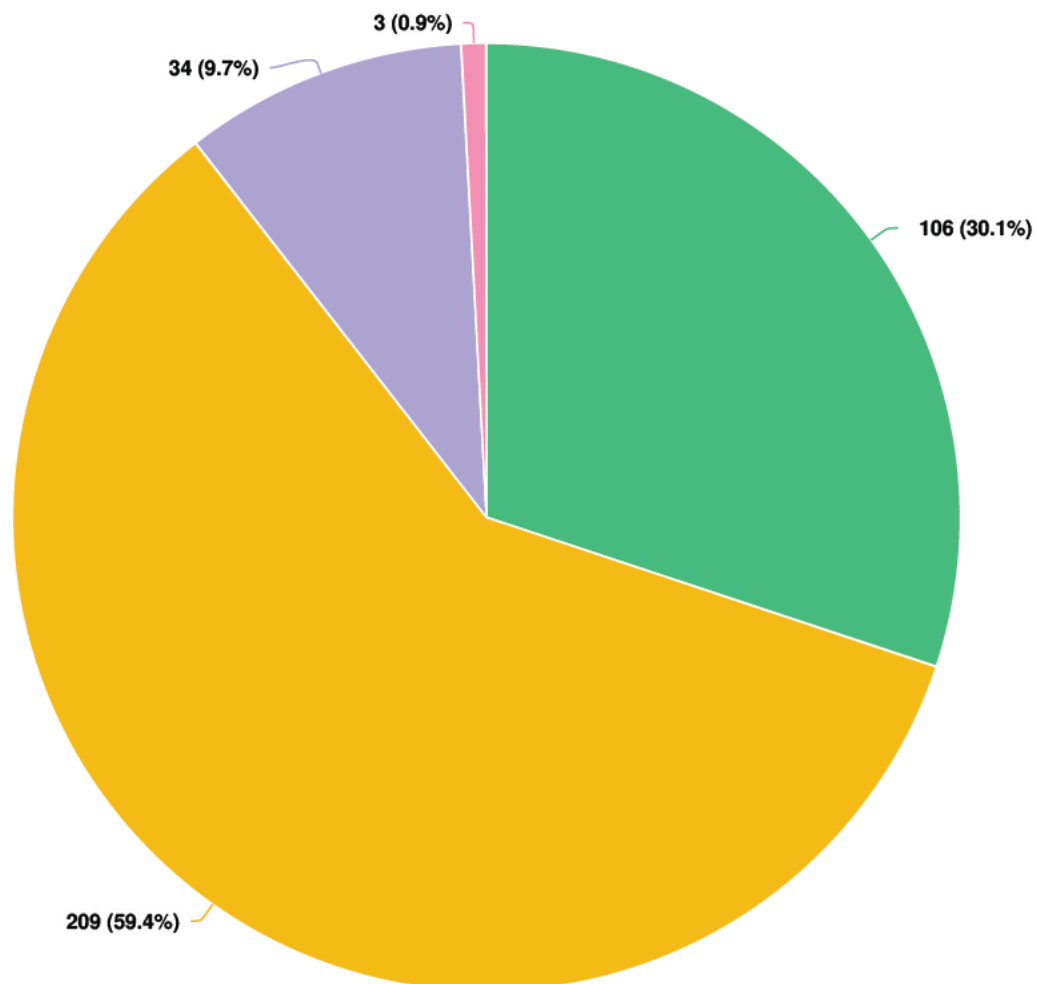
Question options

Other (please describe) Prefer not to say Unknown Two or more races White
Native Hawaiian/Other Pacific Islander Black or African American Asian American Indian or Alaska Native

Optional question (353 response(s), 10 skipped)

Question type: Radio Button Question

Q9 Which gender do you identify as?



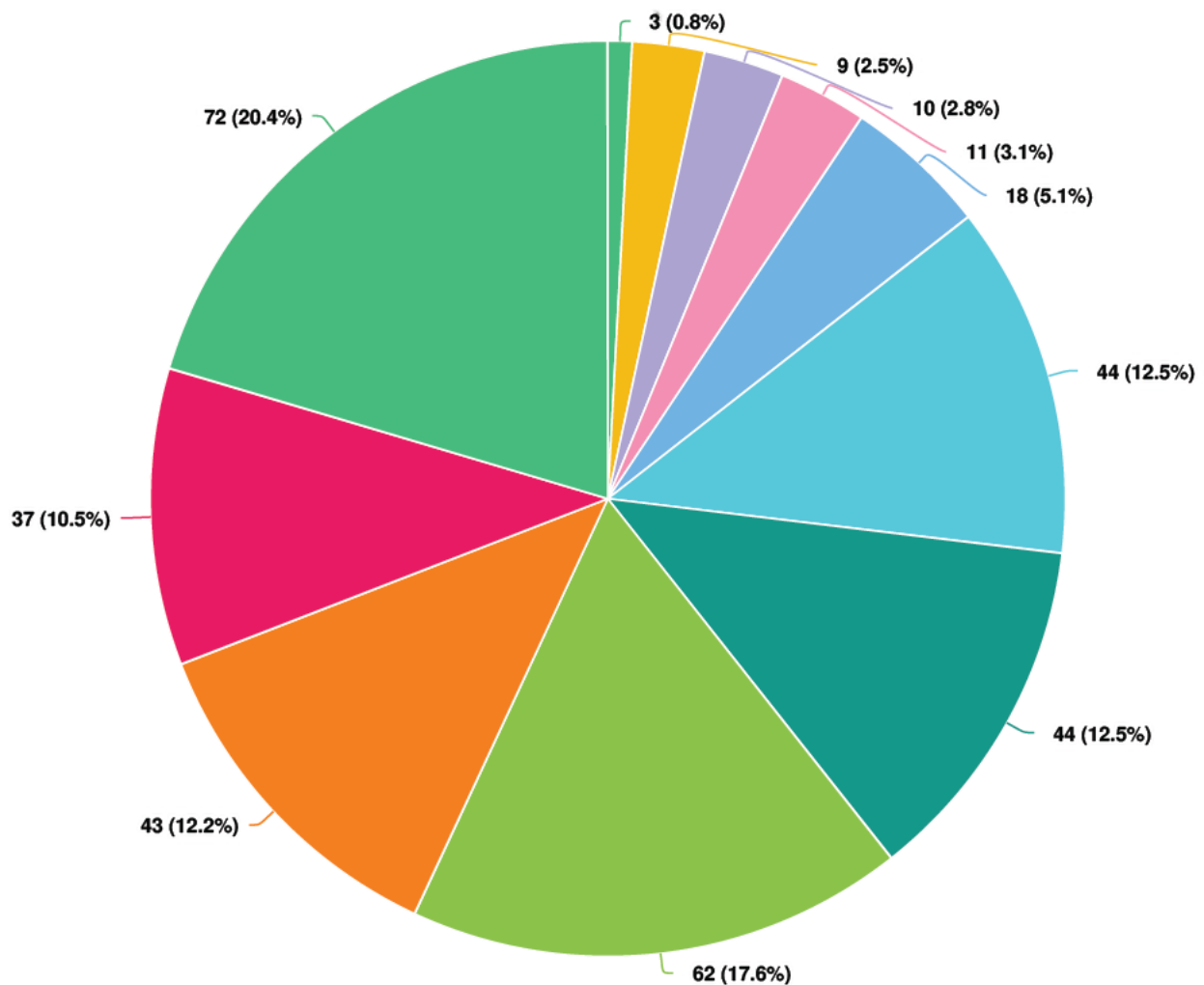
Question options

Other (please describe) Prefer not to say Female Male

Optional question (352 response(s), 11 skipped)

Question type: Radio Button Question

Q10 | What is your annual household income?



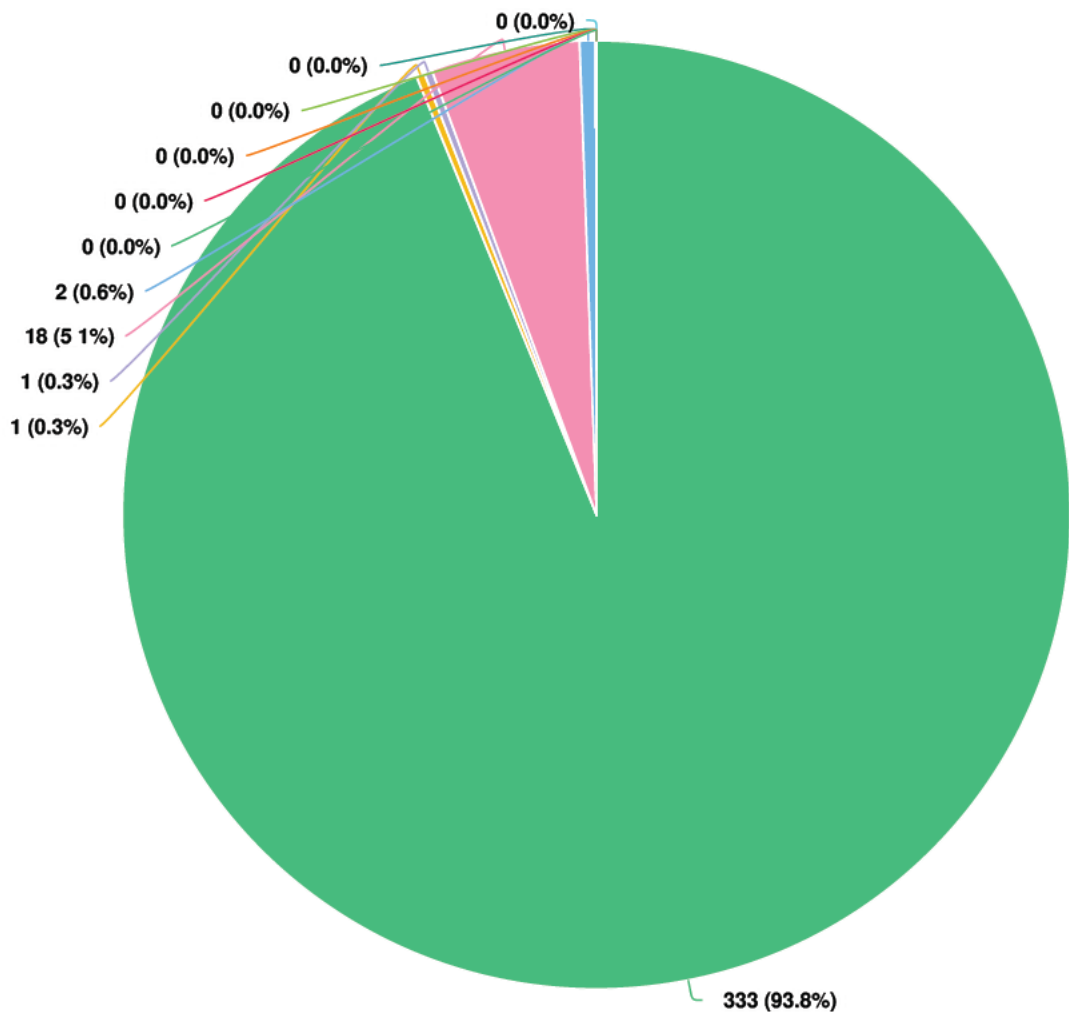
Question options

- Prefer not to say
 ● \$200,000 or more
 ● \$150,000 to \$199,999
 ● \$100,000 to \$149,999
 ● \$75,000 to \$99,999
- \$50,000 to \$74,999
 ● \$35,000 to \$49,999
 ● \$25,000 to \$34,999
 ● \$15,000 to \$24,999
 ● \$10,000 to \$14,999
- Less than \$10,000

Optional question (353 response(s), 10 skipped)

Question type: Radio Button Question

Q11 Which language do you speak most at home?

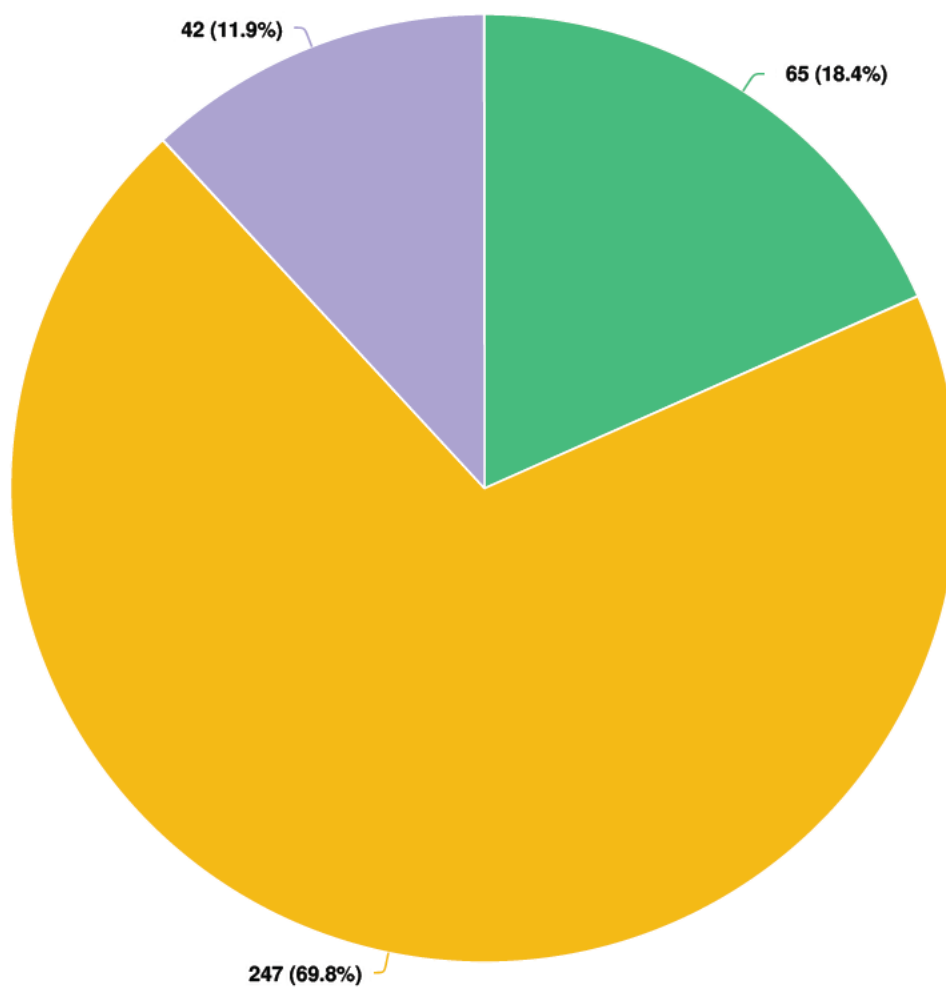


Question options

- MandarinPortugueseChuukeseArabicUkrainianVietnameseOther (please describe)
- Prefer not to sayRussianSpanishEnglish

Optional question (355 response(s), 8 skipped)
Question type: Radio Button Question

Q12 | Do you experience a disability?



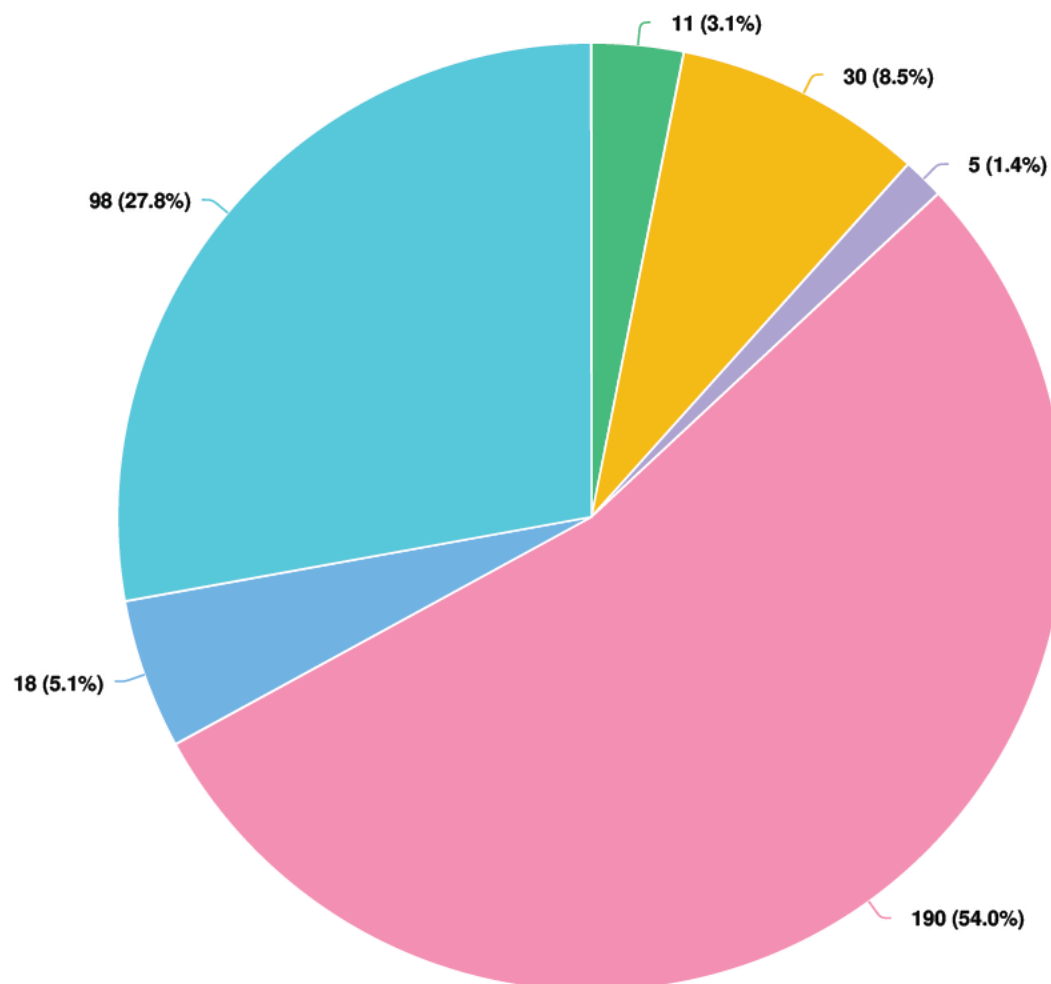
Question options

☐ Prefer not to say ☐ No ☐ Yes

Optional question (354 response(s), 9 skipped)

Question type: Radio Button Question

Q13 What is your employment status?

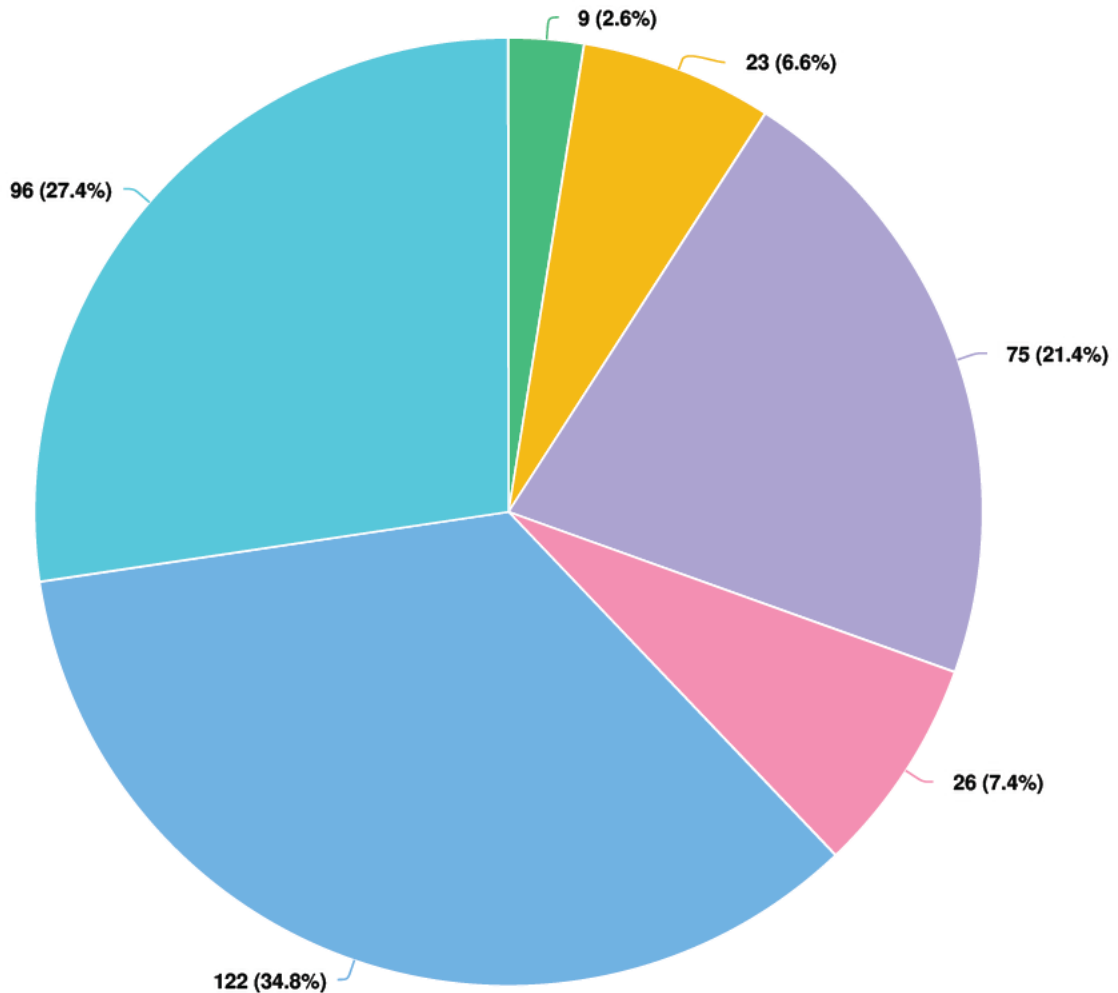


Question options

- Retirement/Unemployment (not looking for work) Part-Time Employment Full-Time Employment
Unemployment (looking for work) Self-Employment Student

Optional question (352 response(s), 11 skipped)
Question type: Radio Button Question

Q14 What is your highest level of education?



Question options

Graduate Degree or PhD Bachelor's Degree Associates Degree Some college High School
Less than High School diploma

Optional question (351 response(s), 12 skipped)

Question type: Radio Button Question

Q15 What is your ZIP code?

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Optional question (340 response(s), 23 skipped)

Question type: Number Question





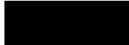

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

Visitors 149		Contributors 38	CONTRIBUTIONS 103
2024-01-14 21:10:41 -0800	ExamplePin	<p>There are currently utility poles located in the middle of the east sidewalk adjacent to Vancouver School of Arts and Academics. These poles can create challenges for people walking, rolling on the sidewalk, especially when using a mobility device. Address: 3101 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100382</p>	
CATEGORY	Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas		
2024-01-14 21:11:57 -0800	ExamplePin	<p>The existing connections to off-street paths, Hazel Dell, and the pedestrian crossing of I-5 are currently poorly signed and hard to locate. Some signage could help people connect to those paths more easily Address: 4703 Northeast Hazel Dell Avenue, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100383</p>	
CATEGORY	Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.		
2024-01-14 21:12:52 -0800	ExamplePin	<p>Buses make turns in the area of this triangle, which creates the potential for conflicts between pedestrians and buses. Address: 2715 Broadway Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100384</p>	
CATEGORY	Interest/concern for bus riders / Interés/inquietud para pasajeros de autobús		
2024-01-14 21:13:22 -0800	ExamplePin	<p>A pedestrian was hit and killed by a drunk driver in 2017 while crossing this intersection. There is no marked crosswalk here. Address: 400 East 37th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100385</p>	
CATEGORY	Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas		
2024-01-15 10:24:10 -0800		<p>This is a very dangerous merge. Not only does it create a risk of vehicle collisions, but it distracts drivers as they're approaching multiple crosswalks — including ones in front of VSAA. Address: 103 East 29th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100386</p>	
CATEGORY	Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)		
2024-01-15 14:25:12 -0800		<p>This is a spot that folks use to cross to and from the bus stop as their destinations likely include the grocery store or the pizza shop. It's a difficult place to see pedestrians— poor lighting and the misalignment of the cross street. Address: 3800 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100387</p>	

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-15 18:11:08 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Narrow sidewalk, scant lighting, traffic moving at high speed, no bike lanes and no near by alternative routes make the area north of 39th particularly unsafe and difficult for those on foot, wheelchair or bicycle.</p> <p>Address: 4300 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100393</p>
<p>2024-01-15 18:21:10 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>This short bike path provides a nice reprieve from heavy traffic for those travelling between Main and Hazel Dell, and connects a nearby medium density housing area to the main drag. Maybe it could be connected with the Covington Cabin parking loop to create an extended sheltered walking/biking/rolling route between Hazel Dell and 40th st.</p> <p>Address: 4600 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100394</p>
<p>2024-01-15 21:19:48 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Pinch point with rail bridge Southbound has a massive drainage area which feels dangerous.</p> <p>Address: 6104 Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100397</p>
<p>2024-01-15 21:20:16 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Southbound and Northbound Cars Park Here in the Bike Lane</p> <p>Address: 6102 Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100398</p>
<p>2024-01-15 21:21:04 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Cyclists have to hope Vehicles can see them and cross here, while cars speed limit is 40MPH from a 60MPH interstate.</p> <p>Address: Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100399</p>
<p>2024-01-15 21:21:44 -0800</p> <p></p>	<p>Cyclists may or may not be visible with vehicles coming off Interstate 5. Big pinch/conflict point.</p> <p>Address: Northeast Highway 99, Vancouver, Washington 98665, United States</p>
<p>Page 5 of 31</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100400</p>







ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-15 21:23:05 -0800</p> <p>[REDACTED]</p>	<p>Bike Path Signage non existent for possible improved path towards BBCT instead of on HWY99. Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100402</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 21:24:25 -0800</p> <p>[REDACTED]</p>	<p>Wife and I panic stopped here both going northbound and southbound after misunderstanding traffic patterns here. Very dangerous. Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100403</p>
<p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	
<p>2024-01-15 21:25:38 -0800</p> <p>[REDACTED]</p>	<p>It looks like there is a bike lane here, but it really isn't. Bikes going up hill are SLOW, so it can cause problems with impatient drivers. Address: 2715 Broadway Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100404</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 21:26:59 -0800</p> <p>[REDACTED]</p>	<p>The grade here isn't that steep for a push bike, but enough that I do not want to slow down a vehicle by being in the road, so I take the sidewalk, but I cause trouble for people waiting for the bus and walking. Unfortunately it's safer for me to be on the sidewalk instead of in the road. Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100405</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 21:28:19 -0800</p> <p>[REDACTED]</p>	<p>As the southbound lane here reduces from 2 lanes to one lane, vehicles will pass in the opposite lane so to not share the lane with a bicycle. Address: 3002 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100406</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 21:50:29 -0800</p>	<p>Southbound Vehicles pickup way too much speed here.</p>

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-15 21:54:14 -0800</p> <p></p>	<p>Concrete to protect cyclists up/down this part of the road would be hugely welcomed. Address: 6100 Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100409</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 21:56:09 -0800</p> <p></p>	<p>I am not sure who this bus stop is for, there is nothing here? Address: 5411 Northeast Highway 99, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100410</p>
<p>CATEGORY</p> <p>Interest/concern for bus riders / Interés/inquietud para pasajeros de autobús</p>	
<p>2024-01-15 21:58:19 -0800</p> <p></p>	<p>Big puddles here/around the saweway for drainage. Address: 3701 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100411</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 23:25:44 -0800</p> <p></p>	<p>This connection for a bike lane needs to be made much safer. Traffic calming is needed here, as well as a safe crossing that prioritizes bicyclists and pedestrians. Address: 2715 Broadway Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100412</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-01-15 23:26:17 -0800</p> <p></p>	<p>We need more crosswalks here (HAWK crossings) that prioritize people. Right now crossing this street is extremely difficult. Address: 2905 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100413</p>
<p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	
<p>2024-01-15 23:26:49 -0800</p> <p></p>	<p>More crosswalks here please, and reduce a vehicle lane to shorten the distance. Address: 3112 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100414</p>
<p>CATEGORY</p>	








ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-15 23:28:24 -0800</p> <p>[REDACTED]</p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>This crossing needs to prioritize pedestrians. Waiting for this light can take several minutes.</p> <p>Address: 3700 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100416</p>
<p>2024-01-15 23:29:28 -0800</p> <p>[REDACTED]</p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Please make this area more pleasant for people. It is used for shopping, and we should be making this a more attractive place for people to walk, bicycle, and bus to.</p> <p>Address: 3701 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100417</p>
<p>2024-01-15 23:30:26 -0800</p> <p>[REDACTED]</p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Terrible intersection in nearly all regards. Please employ more traffic calming here and make the bike lanes and pedestrian crossing safer. People driving here always speed, make incorrect turns, and drive aggressively.</p> <p>Address: 3900 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100418</p>
<p>2024-01-15 23:30:43 -0800</p> <p>[REDACTED]</p> <p>CATEGORY</p> <p>Interest/concern for bus riders / Interés/inquietud para pasajeros de autobús</p>	<p>The bus stops here could use a revamp and be much nicer.</p> <p>Address: 3925 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100419</p>
<p>2024-01-15 23:31:44 -0800</p> <p>[REDACTED]</p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>This crossing is terribly dangerous. Given this is a connector to the Burnt Bridge Creek trail, it should be much safer and easier to access than it currently is. The bike lanes are non-existent, the sidewalks are narrow, incomplete, and dangerous, and the crossings are dangerous and take a long time.</p> <p>Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100420</p>
<p>2024-01-16 08:48:25 -0800</p> <p>[REDACTED]</p>	<p>This sidewalk is so narrow, and being up against the building limits visibility or the ability to move should a motorist jump the curb when making a turn from 39th onto main. It also doesn't feel welcoming - the large beige wall of the building is a bit of an eyesore.</p> <p>Address: 317 East 39th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100421</p>

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

2024-01-16 10:24:06 -0800 	Horrible intersection that gets logjams due to Westbound/Eastbound trucks. Address: 102 West Fourth Plain Boulevard, Vancouver, Washington 98660, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100427
2024-01-16 15:06:04 -0800 	roadside rough, narrow lanes Address: 3700 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100432
2024-01-16 15:08:17 -0800 	busy traffic Address: 3900 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100433
2024-01-17 13:18:58 -0800 	Corner is unsafe and an accident waiting to happen. The car repair shop parks cars so drivers pulling out onto Main cannot see oncoming traffic. They also often park cars jutting into the sidewalk and block accessibility to the bus stop. Address: 218 East 38th Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100438
2024-01-18 20:29:22 -0800 	Uneven sidewalk along this road Address: 3712 H Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100575
2024-01-18 20:34:36 -0800 	Community garden with gazebo. Needs some TLC but it's a great spot to sit and rest for a bit. A cat lives on the grounds but it's chill so don't mind it Address: 3609 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100576
2024-01-18 20:35:34 -0800 	Outdoor benches at the DQ you can use to rest Address: Dairy Queen, 2707 Main St, Vancouver, Washington 98663, United States
	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100577

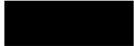





ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

2024-01-18 20:36:48 -0800 [REDACTED]	No longer a Starbucks (woohoo)!! Now RICHLANDHUB coffee. Address: 2420 Main Street, Vancouver, Washington 98660, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100578
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	
2024-01-18 20:38:00 -0800 [REDACTED]	Outdoor benches in front of Dulin's you can use to rest Address: Halo Designs, 1923 Main St, Vancouver, Washington 98660, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100579
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	
2024-01-18 20:49:31 -0800 [REDACTED]	This is a rabbit trail - if you want to keep going straight on Main St, you have to walk in the grass before reconnecting with the sidewalk after crossing Broadway St. If you're rolling you have to turn right after DQ onto 28th and cross Broadway to stay on the sidewalk. Address: 2804 Main Street, Vancouver, Washington 98663, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100580
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	
2024-01-19 10:47:59 -0800 [REDACTED]	This sidewalk section feels very exposed and unsafe. People drive fast and there are no safety barriers or escape points. Address: 3014 Main Street, Vancouver, Washington 98663, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100588
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	
2024-01-19 10:55:30 -0800 [REDACTED]	Need more safe crossing options here, rather than just up at 29th. High pedestrian area. Address: 2707 Main Street, Vancouver, Washington 98663, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100589
CATEGORY Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas	
2024-01-19 15:59:32 -0800 [REDACTED]	Very close/narrow lanes create an unsafe driving condition especially when another driver is distracted. Making the turn in a larger vehicle such as a full size truck or when towing a trailer/camper from southbound main st to westbound 39th st is difficult due to the narrow roadway. Address: 3900 Main Street, Vancouver, Washington 98663, United States http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100599
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, and other turning movements, etc.)	
2024-01-22 10:13:03 -0800	Excessive gravel and road debris







ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-22 10:26:27 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>I stopped cycling to BBC due to a lack of access from upper main. The route to circumvent this section is through Leverich and it is a long detour. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100690</p>
<p>2024-01-24 13:47:46 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>No turn lane into 33rd building. 3305 Main. Forced to make an illegal turn when southbound Address: A Worksafe Service - Vancouver, 3305 Main St, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100828</p>
<p>2024-01-24 19:02:56 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Drivers turning left do not yield to pedestrians in crosswalk. Pedestrians need protection at this intersection from cars coming off I-5 and speeding. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100833</p>
<p>2024-01-25 07:36:52 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>I see people run red lights about half the time I'm at this light, and I'm at this light sometimes a couple times per day. Address: 3900 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100873</p>
<p>2024-01-25 13:31:38 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>This right turn is really tight with a bit of dip in to the storm drain (which is improved from before!) Address: 317 East 39th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100908</p>
<p>2024-01-25 13:32:59 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for bus riders / Interés/inquietud para pasajeros</p>	<p>This bus stop could really use some rain cover. Address: 2912 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100909</p>
<p>2024-01-25 13:33:45 -0800</p>	<p>This bus stop could use some light and rain cover.</p>






ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-01-25 13:35:00 -0800</p> 	<p>I'd like the bus stop in this area to be reinstated. When there were bus stops within a 1/2 mile of my house I commuted to work by bus. Now I drive. Address: 411 West 33rd Street, Vancouver, Washington 98660, United States</p>
<p>CATEGORY</p> <p>Interest/concern for bus riders / Interés/inquietud para pasajeros de autobús</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100911</p>
<p>2024-01-25 13:35:27 -0800</p> 	<p>I'd like the bus stop in this area to be reinstated. When there were bus stops within a 1/2 mile of my house I commuted to work by bus. Now I drive. Address: 3100 Columbia Street, Vancouver, Washington 98660, United States</p>
<p>CATEGORY</p> <p>Interest/concern for bus riders / Interés/inquietud para pasajeros de autobús</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-100912</p>
<p>2024-01-30 15:10:21 -0800</p> 	<p>Cars speed through the stoplight heading north on Main Street. There are no sidewalks between Kiggins Bowl and Covington Cabin making it a hazard to drive / walk on that side of the street. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p>
<p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101065</p>
<p>2024-01-30 20:35:38 -0800</p> 	<p>People will dart across 4 lanes of traffic here to reach Safeway, Papa Murphy or the Bus Stop, rather than go out of their way to the pedestrian crossing a block south of here. Dangerous! Address: 400 East 37th Street, Vancouver, Washington 98663, United States</p>
<p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101070</p>
<p>2024-01-31 15:59:53 -0800</p> 	<p>The lanes here are so narrow it creates a hazard for drivers. There is also street drainage grate on the corner of 39th and Main that dips and creates almost a pot hole experience on the inside lane. It's treacherous. Address: 3900 Main Street, Vancouver, Washington 98663, United States</p>
<p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101108</p>
<p>2024-01-31 17:25:26 -0800</p> 	<p>There is a bus stop here and kiddos from the school regularly use it but don't want to travel south to 29th street or north to 33rd for a marked cross walk. Please place a cross walk where the flow of traffic naturally wants to cross. This would also have people crossing further north from the merge around 28th street and would make pedestrians at a cross walk here more visible. Address: 2912 Main Street, Vancouver, Washington 98663, United States</p>
<p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101109</p>
<p>2024-02-01 15:08:53 -0800</p> <p>Peter</p>	<p>The SouthWest corner here is a pinch point for pedestrians & bicycles, and walking/rolling from the west to this intersection can be smelly and noisy. The big motor sounds and loud stereo reverberates off the wall and exhaust gasses get trapped between vehicles and wall. Address: 3900 Main Street, Vancouver, Washington 98663, United States</p>

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-02-01 19:36:54 -0800</p> 	<p>There's a Bike Route sign here off the southbound lane, but it doesn't tell you where it goes. The sign should have a wayfinder telling you it goes to: "Pedestrian Bike Bridge Over I-5" Burnt Bridge Creek/Leverich Park Bike Path. Address: 5411 Northeast Highway 99, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101230</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-01 19:40:42 -0800</p> 	<p>The southbound bike lane ends at this intersection. The northbound bike lane starts here. There is no bike lane from here connecting to the Columbia bike lanes or downtown. Address: Northeast 63rd Street, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101231</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-01 19:48:54 -0800</p> 	<p>This is a dangerously tight bicycling pinch point under the railway tracks, but many of us come through here anyway because there is no comfortable alternate route from the downtown area to businesses on Highway 99. So we ride through here and pray or get into a car when we'd prefer a more environmentally healthy mode of transit. We ride through here and have obnoxious drivers blow their horns at us to startle the bejusus out of us or roll coal for fun and laughs. Please fix this. Address: 6104 Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101232</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-01 19:53:18 -0800</p> 	<p>A Bike Route sign for the pedestrian/bike bridge over I-5 with wayfinding for Pedestrian/Bike Bridge over I-5. Highway 99 North Burnt Bridge/Leverich Park Address: Northeast Highway 99, Vancouver, Washington 98665, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101233</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-01 19:56:00 -0800</p> 	<p>A Bike Route sign for the pedestrian/bike bridge over I-5 with wayfinding for Pedestrian/Bike Bridge over I-5. Highway 99 North Burnt Bridge/Leverich Park Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101234</p>


ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

2024-02-02 10:39:38 -0800 [REDACTED]	Drivers don't always notice this light and sometimes drive through when it's red and pedestrians are crossing. Perhaps a "signal ahead" sign would help Address: 3701 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101260
2024-02-02 12:14:55 -0800 [REDACTED]	Dangerous and difficult left turn to reach 39th St or stay on F street which is also considered a bicycle route. Address: 3815 F Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101269
2024-02-02 14:38:24 -0800 [REDACTED]	Drivers on Main St blow through this light regularly. Address: 304 Northeast 45th Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101277
2024-02-02 14:45:38 -0800 [REDACTED]	Dangerous driving, heavy pedestrian activity especially at school start and end, no safe place for bikes. Extend school zone? Traffic calming? The issues continue along 32nd. Address: 3112 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101278
2024-02-02 14:48:37 -0800 [REDACTED]	No space for bikes. Drivers need calming. High pedestrian use. 33rd speeds are too high Address: 3212 Main Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101279
2024-02-02 18:41:01 -0800 [REDACTED]	Converting this intersection to a roundabout would be great! Unclear if this would be better/worse for pedestrians, though. Address: 123 East 33rd Street, Vancouver, Washington 98663, United States
CATEGORY Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)	http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101280






ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-02-02 19:22:07 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Drivers rarely stop at the stop sign here Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101282</p>
<p>2024-02-02 20:29:26 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Narrow lanes (watch for the buses!) and it's dicey for large commercial vehicles turning. Address: 3900 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101300</p>
<p>2024-02-02 20:32:58 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>On the stretch from 39th to 45th (to freeway on-ramp) drivers tend to go over speed limit. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101302</p>
<p>2024-02-02 20:38:08 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Speeding cars and terrible crosswalk makes one feel very vulnerable, particularly if one has mobility issues. Needs better sidewalks too. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101306</p>
<p>2024-02-02 20:41:12 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>I've seen drivers just blow right through the stop sign at this point. I toot my horn ahead of time to make sure they will stop and see my car coming. Address: 4611 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101309</p>
<p>2024-02-06 08:34:23 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Main and 45th Street is dangerous for everybody. Sidewalks and bike paths need improvement/separation from traffic on both streets. Lourdes and Franklin Elementary are both commuter schools (no bus offered for all/many of students) that draw from a wide area with many drivers accessing from 45th St. Drivers use 45th as a cut through. Finding burnt bridge trail from here took many attempts. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101458</p>
<p>2024-02-06 08:42:56 -0800</p> <p></p>	<p>Drivers from Broadway St move way too fast. Visibility from 29th turning right on Main is poor, or maybe the drivers on Broadway just fly. Slow things down around the school. Address: 103 East 29th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101473</p>
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ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-02-06 08:48:54 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Bike lane on 33rd needs protection, visibility. Brave kids bike to school on this route. Heavy pedestrian traffic at this intersection needs more protection from cars. Lots of kids crossing before and after school. School Zone should include 33rd at least to F Street. Create bump outs for pedestrians on 33rd and Main. Lose the right hand turn if you have to to improve pedestrian/bicycle safety.</p> <p>Address: 3212 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101475</p>
<p>2024-02-06 08:55:23 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Somewhere in this area the road adds a lane right about where kids dash across the street. Consider a road diet for the entire upper Main St area. One lane of traffic each direction most of the way with wider sidewalks and separated bike lanes protected from traffic could make the area less hostile to moving people (not cars). We gave up biking to the VSAA because there was no safe access.</p> <p>Address: 3002 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101478</p>
<p>2024-02-06 08:57:31 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Sorry, can't edit my previous comment. Speed concerns were on 33rd not 32nd. 32nd needs sidewalk on both sides of the road given all the kids moving through the area after school.</p> <p>Address: 3112 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101479</p>
<p>2024-02-06 09:00:23 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>sidewalk is too narrow and very exposed to traffic. Raise crosswalk for better visibility. This is one of the safer places to cross Main St on a bike because of the light, but it requires riding on the sidewalk. Road diet - reduce traffic lanes and provide more and safer space for pedestrians, transit riders and bicycles.</p> <p>Address: 3701 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101480</p>
<p>2024-02-06 15:35:31 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Despite the flashing crosswalk, I opt not to use this crossing any more and advise my children to use other crossings instead as well. Cars are traveling too fast and the distance across the street is wide.</p> <p>Address: 105 West 29th Street, Vancouver, Washington 98660, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101605</p>
<p>2024-02-07 14:34:13 -0800</p> <p></p>	<p>The lanes are too tight and the bus constantly crosses the center line and into the other lane. Cars that are going south and trying to turn right onto 39th constantly swerve into the other lane before turning. When passing through to the other side of Main Street he <u>adding south the right lane traffic crowds the center line</u> Very dangerous</p> <p>Address: 3900 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101750</p>






ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-02-08 13:34:36 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Needs a sidewalk on the Main St side connecting up to the Broadway connection point, or Main St sidewalk should be removed in favor of bike lane to direct walking traffic onto the eastern side of DQ</p> <p>Address: 2707 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101837</p>
<p>2024-02-08 13:36:19 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	<p>Extremely narrow intersection with quick lights that people often run or jam. Commercial traffic should be directed onto Mill Plain more and this should be widened at wherever of the 4 points possible just a bit. Light should also be elongated during high traffic hours, and Fourth Plain / Main St intersection should have no block writing on the ground</p> <p>Address: 204 East Fourth Plain Boulevard, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101838</p>
<p>2024-02-08 13:37:26 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	<p>Much much much too narrow with buses for all of the traffic. Remove second lane or widen into a bus lane, and widen side walks.</p> <p>Address: 3900 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101839</p>
<p>2024-02-08 15:02:53 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>45th is steep, narrow, busy, no sharrows or signage: dangerous</p> <p>Address: 210 Northeast 45th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101847</p>
<p>2024-02-08 15:05:08 -0800</p> <p></p> <p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	<p>Sidewalks are incomplete for access by bike to the north. Main St needs bike lanes north and south bound to downtown and Hwy 99</p> <p>Address: 4300 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101848</p>
<p>2024-02-10 19:03:16 -0800</p> <p></p>	<p>Unsafe intersection for pedestrians and bicycles. This is a major connection point for entire Lincoln neighborhood to Main Street corridor whether you're in a car, walking, or biking. Should also be safer for children walking to the middle school, recreation users for Burnt Bridge trail system, or families wanting to use Kiggins Bowl facilities.</p> <p>Address: 304 Northeast 45th Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-101849</p>

ENGAGEMENT TOOL: PLACE

Upper Main Comment Map

<p>2024-02-12 08:52:42 -0800</p> <p></p>	<p>This is a drag strip for cars - from here to 63rd. Much traffic calming needed here. Address: 4500 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-102299</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-13 09:02:05 -0800</p> <p></p>	<p>Sidewalk narrows and traffic is still going fast here Address: 2800 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-102479</p>
<p>CATEGORY</p> <p>Interest/concern for people using bicycles, e-scooters, one-wheels, etc / Interés/inquietud para personas que usan bicicletas, escúteres electrónicos, dispositivos Onewheel, etc.</p>	
<p>2024-02-13 09:03:11 -0800</p> <p></p>	<p>Need roundabout to control congestion. Take out the 7/11 building! Address: 2515 Main Street, Vancouver, Washington 98660, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-102480</p>
<p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	
<p>2024-02-13 09:05:10 -0800</p> <p></p>	<p>My son does not feel safe walking to school due to traffic speeds and the merge just to the south Address: 2901 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-102481</p>
<p>CATEGORY</p> <p>Interest/concern for people walking or rolling / Interés/inquietud para personas que andan a pie o sobre ruedas</p>	
<p>2024-02-13 09:06:20 -0800</p> <p></p>	<p>Roundabout needed! Lanes are far too small Address: 3800 Main Street, Vancouver, Washington 98663, United States</p> <p>http://www.beheardvancouver.org/uppermain/maps/upper-main-comment-map?reporting=true#marker-102482</p>
<p>CATEGORY</p> <p>Interest/concern for driver safety (near misses, collisions, visibility, speeding, turning movements, etc.)</p>	

Appendix B: List of Project Presentations to Organizations

- Jan. 3, 2024 – Uptown Village Association
- Jan. 10, 2024 – Latino Community Resource Group
- Jan. 11, 2024 – Arnada Neighborhood Association
- Jan. 24, 2024 – Cycle Vancouver
- Jan. 25, 2024 – West Hazel Dell Neighborhood Association
- Jan. 25, 2024 – Northwest Neighborhood Association
- Jan. 28, 2024 – Do Good Multnomah (Safe Stay Village #4)
- Jan. 31, 2024 – Vancouver School District
- Feb. 1, 2024 – Shumway Neighborhood Association
- Feb. 13, 2024 – Knights of Pythias Retirement Center

Vancouver Upper Main Street Engagement Summary Milestone 2

May 2024

Project and Engagement Strategy

The Upper Main Street Safety and Mobility Project is studying opportunities to create safety and mobility improvements along the Main Street corridor between Fourth Plain Boulevard and the northern city limit (just south of NE 63rd Street / Minnehaha Street). It will also increase safe connections between existing and planned facilities on Columbia and F Streets and new transit stations and other key destinations.

The project team identified a set of engagement goals that we have used to inform our engagement approach during each phase of the project:

- Build community awareness and a shared understanding of the project's needs and how to participate.
- Enable well-informed participation from historically underrepresented communities to give feedback on the project.
- Leverage guidance and expertise from agency partners and commissions.
- Gather and use public input during the decision process, maintaining transparency at each step.

The first phase of outreach and engagement occurred in January and February of 2024, during which time the project team identified community values and desired improvements along the Upper Main Street corridor through an online survey, interactive map, business canvassing and conversations with community groups along the corridor. A full summary of engagement phase 1 is available to [download on the project website](#). Considering what we learned from the first phase of engagement, the project team developed a series of proposed design improvements for the corridor. The project team conducted a second phase of outreach and engagement in March, April and May of 2024 to gauge community member support for these proposed improvements. This document summarizes the second phase of outreach and engagement activities, and what we heard from the community.

Feedback Summary

The project team developed an online community survey and hosted an in-person community open house event to gain feedback on a set of potential concepts and design

options for transportation improvements along Upper Main Street. The project team also met with several community groups during this phase of engagement. Through these outreach and engagement activities, community members shared the following feedback, suggestions, and insights on the proposed design concepts.

Corridor-Wide Feedback

- There is support for the expansion and improvement of pedestrian and bike and small mobility network.
- There is support for investing in safety improvements to improve access to area schools, local businesses, and transit stops along Upper Main Street.
- There is concern that the proposed design concepts might cause congestion for vehicles on the corridor.
- Routing bicycles off Main Street and onto F Street and the area surrounding 39th Street was not ideal for access or connectivity.

Location-Specific Feedback

- The timing of the pedestrian signal at Fourth Plain Boulevard & Main Street is too slow.
- There is support for adding a median island at 29th Street and Main Street.
- The city should install clear signage and roadway markings for lane merging where the left lane ends at 31st and Main Street (southbound) in advance of the bus stop at 30th Street and proposed upgrades at the 29th Street and Main Street crossing.
- Community members expressed interest in curb ramp upgrades at the Vancouver School of Arts and Academics to accommodate bikes and small mobility access.
- There is enthusiasm for installing a flashing beacon at 33rd Street crossing to improve safety and visibility for bikes and pedestrians.
- Community members would like to see improvement to the pedestrian activated signal and bike crossings at 37th Street.
- A new crossing at 38th Street would help people on foot avoid crossing the busy Main Street and 39th Street intersection.
- There is concern about the feasibility of locating the north-south bike crossing of 39th Street at F Street because traffic often backs up at the Main Street and 39th Street intersection and obstructs the mid-block crosswalk.
- Participants would like to see improvements to the crossing and curb ramps at 45th Street to improve the connection to the Discovery Trail.

More detailed findings from the community survey and open house event are summarized below.

Community Survey

For engagement phase 2 the project team developed a community survey to gather public feedback on the proposed design concepts for Upper Main Street. The survey was organized into six sections:

- Corridor-wide recommendations
- Segment 1: Fourth Plain Boulevard to 29th Street
- Segments 2 and 3: 29th Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)
- Demographics

The survey was live from March 27 through April 17, 2024, and received 192 total responses. Detailed responses for all survey questions can be found in Appendix A. Key findings from the survey are summarized below.

Corridor-Wide

- The locations where community members expressed the greatest support for adding a new marked crosswalk on Upper Main Street are at the north side of the 31st Street intersection (80% of respondents) and the south side of 29th Street (71% of respondents).
- Over half of the respondents supported adding median islands to the proposed 31st Street crossing (55% of respondents), the proposed 28th Street crossing (53% of respondents), and the existing and proposed 37th Street crossings (51% of respondents). 22% of the respondents reported that they did not support any of the proposed locations.

Segment-Specific

- The improvements that received the most support are those proposed in Segment 1 (Fourth Plain Boulevard to 29th Street) and Segment 4 (39th Street to 45th Street).
- In Segment 1 (Fourth Plain Boulevard to 29th Street), 60% of respondents either support or strongly support moving the existing 29th Street crossing to the south side of the intersection and adding a median island.

- In Segment 4 (39th Street to 45th Street), 60% of respondents either support or strongly support the proposed street design concept.
- There was mixed support for the proposed street design concepts for Segment 2 (29th Street to 33rd Street) and 3 (33rd Street to 39th Street), with 45% of respondents either strongly supporting or “supporting” and 34% of respondents either strongly opposing or opposing the proposed design.

Open-ended Comments

The survey included an open-ended question for any additional comments. These comments and some direct quotes from survey respondents are summarized below by topic area.

Bicycle / Small Mobility Recommendations

Respondents support investment in bike and pedestrian facilities and improving access to area schools and transit stops along Upper Main Street. However, some respondents expressed concerns that the proposed recommendations would not significantly improve the bike and small mobility network or access to Main Street businesses.

Respondents encouraged the project team to explore how to improve connections to existing bike facilities in the area, particularly on 39th Street. Many felt that routing bicycles off Main Street and onto F Street and the area surrounding 39th Street was not ideal for access or connectivity.

- *“I would love to have a protected bike lane along Main St.”*
- *“We need to find a way to extend the active mobility lanes to 39th right away...39th is an important east west bike corridor. Additionally, mobility lanes should truly exist all the way down to 33rd St, which is a crucial east west corridor for mobility users.”*

Pedestrian Recommendations

Respondents support investment in the pedestrian network and encourage the project team to do more to improve sidewalks, crossings, and pedestrian connections.

- *“Basically, any sidewalk space that is added would be a major improvement. [I] see a lot of people walking on the side of the road because there is no sidewalk.”*

Vehicle Recommendations

Some respondents shared reservations about how the proposed design concepts and reconfiguration of Main Street might cause congestion for vehicles on the corridor. Concerns about traffic impacts in the area focused on access to local businesses and cut-through traffic diverting into nearby neighborhoods.

- *“Please don’t remove vehicle lanes... There are businesses I often visit in the areas outlined and if I feel like it would increase my travel time [so that] I will stop visiting them.”*
- *“Reducing the number of lanes will funnel more traffic into the neighborhoods (Washington St and Columbia) and create even more cars racing through the neighborhood.”*

Safety

Respondents continue to affirm that safety on Main Street is a priority. They shared their support for slower vehicle speeds to achieve that goal and emphasized the importance of investing in safe access to schools on the corridor.

- *“We need all cars traveling at slower speeds in all parts of the city if we want to grow and have a happy and healthy population.”*
- *“I’m most concerned with pedestrian safety, as VSAA supports 7 grades of students, and many students walk to school.”*
- *“I worry most about student/pedestrian safety at VSAA and Discovery MS. Some of the students walk/bike to and from both schools... The crossings at F and Fourth Plain are extremely dangerous due to sidewalks being so close to lanes without shoulders.”*

In general, those who participated in the survey were passionate about making improvements to the corridor and expressed enthusiasm about the process. Long-time neighbors shared their general support of the project.

- *“I have lived in this neighborhood on and off for 30 years and I am very pleased these issues are finally being addressed.”*

Demographics

- 17% of people responding to the survey are 65 and older, 47% are 40-64 years old, 35% are between 18-39, and 1% are under 18.
- 12% of respondents were of Hispanic or Latino descent.
- 2% of respondents spoke mostly Spanish at home.
- 20% of respondents experience a disability.
- 4 people responded in Spanish or spoke Spanish as their primary language in the home.

Community Open House

The team provided community members with an opportunity to provide feedback in person by attending a Community Open House on April 17, 2024, at Discovery Middle

School. Fifteen community members attended the open house and visited seven different stations:

- Project overview
- Corridor-wide recommendations
- Segment 1: Fourth Plain Boulevard to 29th Street
- Segments 2: 29th Street to 33rd Street
- Segments 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

Each station had a board with information about the proposed recommendations for Upper Main Street and asked community members to share their level of support for these recommendations. Detailed responses for all questions can be found in Appendix B. Key findings from the open house event are summarized below.

- Respondents supported putting new marked crossings at 37th Street and 38th Street, coordinating crosswalks to improve access to C-TRAN stops.
- Respondents supported adding a median island to improve crossing safety at 37th Street.
- When asked about adding Business Access and Transit Lanes (BAT) along Upper Main Street, respondents commented that there is a lack of bike lanes, and the sidewalks are very narrow.
- There was mixed support for the project team's recommended improvements for Segments 2 and 3: 29th Street to 39th Street.

Other Engagement Activities

In addition to the online community survey and community open house, the project team provided opportunities for members of the public and other stakeholders to provide feedback about the project. These opportunities included participating in community conversations, attending a presentation to the Transportation and Mobility Commission (TMC), and design refinement workshops with City staff about updates on the project.

Community Conversations

The project team engaged in a series of “community conversations” with members of the public. These events were focused on sharing information about the project and inviting conversation, questions, and feedback in small or medium sized groups and/or at venues

preferred by the community. Usually, these were held to connect with a specific population or community group, such as an advocacy group or neighborhood association.

On April 16, the project team led a community meeting with Cycle Vancouver for the second time. Attendees were interested in the following:

- Lowering the speed limit along Upper Main Street to 25 miles per hour.
- Lowering the speed limit north of the I-5 interchange.
- Consider a bus only lane along the Broadway slip lane.
- Adding a concrete barrier to separate vehicles, and bike and small mobility facilities along Segment 5.
- The timing of the implementation of the F Street neighborhood greenway.

On May 9, City staff met with the Arnada Neighborhood Association for the second time. Attendees asked about upgrades to the existing flashing beacon at the 29th Street intersection.

On May 21, City staff met with the Lincoln Neighborhood Association for the first time. Attendees shared their insights and concerns with the Project team, including:

- Concerns about the potential traffic impacts resulting from a lane reduction and increased bus service on the corridor.
- The experience of driving and walking on Main Street changes as you move from the Uptown area located south of Fourth Plain to the Upper Main project area north of Fourth Plain. Much of the project area, the street "feels like a highway."
- Community members expressed their support for making Upper Main Street a more pedestrian friendly space.
- North of 39th Street it is uncomfortable to walk or bike on Main Street as vehicles increase their speed as they approach the I-5 on-ramp.

TMC Workshop & Public Comment

Project staff brought the project to the Transportation and Mobility Commission (TMC) on April 2, 2024, for the third time. During this presentation, the team updated the TMC on results from the existing conditions analysis, feedback from the first phase of engagement, and presented a high-level review of the design concepts. The project team encouraged TMC members to follow up with City staff directly, attend the Open House, and/or complete the survey.

Feedback from the **Commissioners** included:

- Commissioners suggested including a crossing and median at 40th Street to maintain access to the 40th Street C-TRAN bus stops.

- Commissioners discussed marking crossings on the north and south sides of the 29th Street and Main Street intersection, instead of relocating the existing crossing to the south side.
- Commissioners asked: The design options propose a southbound BAT lane, but there's no proposal for a northbound BAT lane. Why is that?
- Commissioners expressed concerns about median islands and how they can benefit vulnerable road users. They're worried that pedestrians may feel stranded in the middle of the street if a signal cycle ends before they finish crossing.
- Commissioners shared that the current biking conditions at the crossing of 39th Street on F Street are not good, and there's support for making "neighborhood greenway" investments on F Street soon.

Feedback from **four people who submitted public comment** included:

- These people echoed the opinions of the Commission, including their interest in extending bike/small mobility lanes from 40th to 39th or 33rd Streets to connect to the existing bike/small mobility network, and their concerns about navigating the crossing at F Street and 39th Street.

Notification Efforts

The project team used several approaches to inform stakeholders and community partners about the community survey and opportunities to engage with the project team. These efforts included:

- The project team reached out directly to 48 stakeholders via email. They shared the flyer, survey link, and an event invite for the community open house. The stakeholders who received the outreach included neighborhood association leaders, school administrators, small business owners, and partner agencies and organizations such as C-TRAN, Vancouver Housing Authority, and Latino Community Resource Group.
- Two email updates to the project listserv on March 27th and April 10th with 272 total successful deliveries.
- An update to the BeHeard page, which received 740 total visits during Phase 2.
- A business canvassing effort along the corridor, during which the team dropped off bilingual project flyers (English and Spanish) at 28 local businesses and community destinations.
- A canvassing effort targeted at multifamily residences along the corridor on April 9 during which the team dropped off approximately 200 bilingual project flyers at four multifamily properties.

- Digital distribution of a bilingual flyer through the Vancouver School District's PeachJar system. This flyer was sent to Franklin Elementary, Discovery Middle, Hough Elementary, Lincoln Elementary, and Vancouver School of Arts and Academics families, generating over 1,639 impressions and 80 views.
- A description of the project, survey and event invite in the Vancouver Connects April 9, 2024 newsletter with 4,391 successful opens.
- A description of the project, survey and event invite in the Office of Neighborhood's Weekly April 5, 2024 newsletter with 1,024 opens.
- A description of the project, survey and event invite in City Currents, an internal email for City of Vancouver Staff, sent on April 10, 2024 with 888 opens.
- Six posts to the City's social media channels promoting the project survey and open house, which garnered 17,340 impressions and 149 clicks.
- Six posts from partners highlighting the Community Open House garnered 16,113 impressions and 15 clicks.

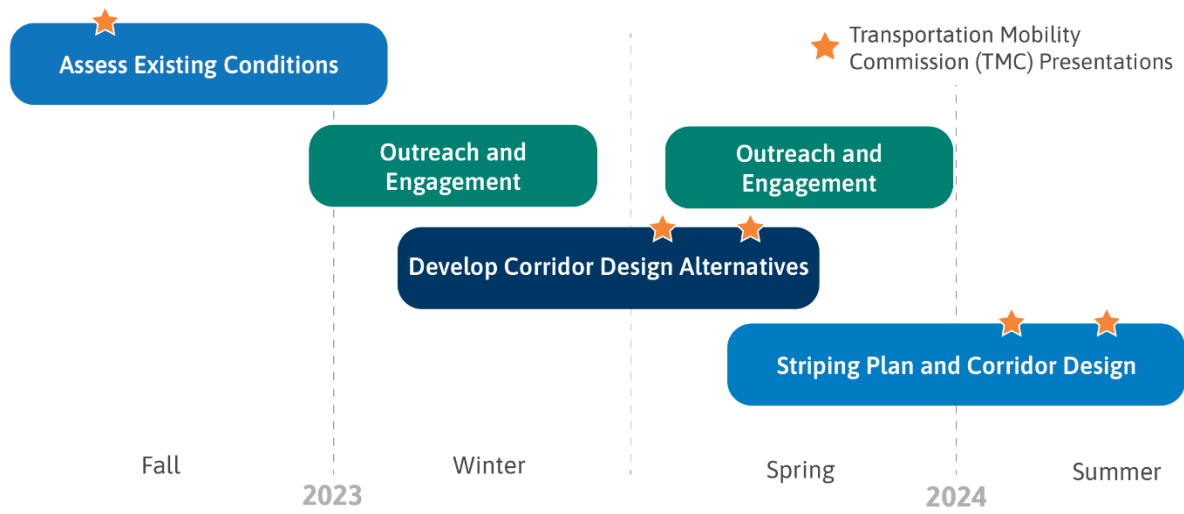
Reflections on Engagement Phase 2

During phase 2 of the project, the team made efforts to address community requests for additional information and alternate design options. The conclusions drawn from this round of engagement were impacted by various factors, including:

- The second phase of engagement was shortened due to budget and time constraints, which limited opportunities to engage with community.
- Some community organizations engaged with the project team at multiple touchpoints during this round of engagement.
- Community partners including C-TRAN distributed information about the survey and open house event through their social media and email channels.
- Although the open house event was widely promoted, it was not well attended. Community members may have been feeling overwhelmed and fatigued by the number of City projects requesting public input.

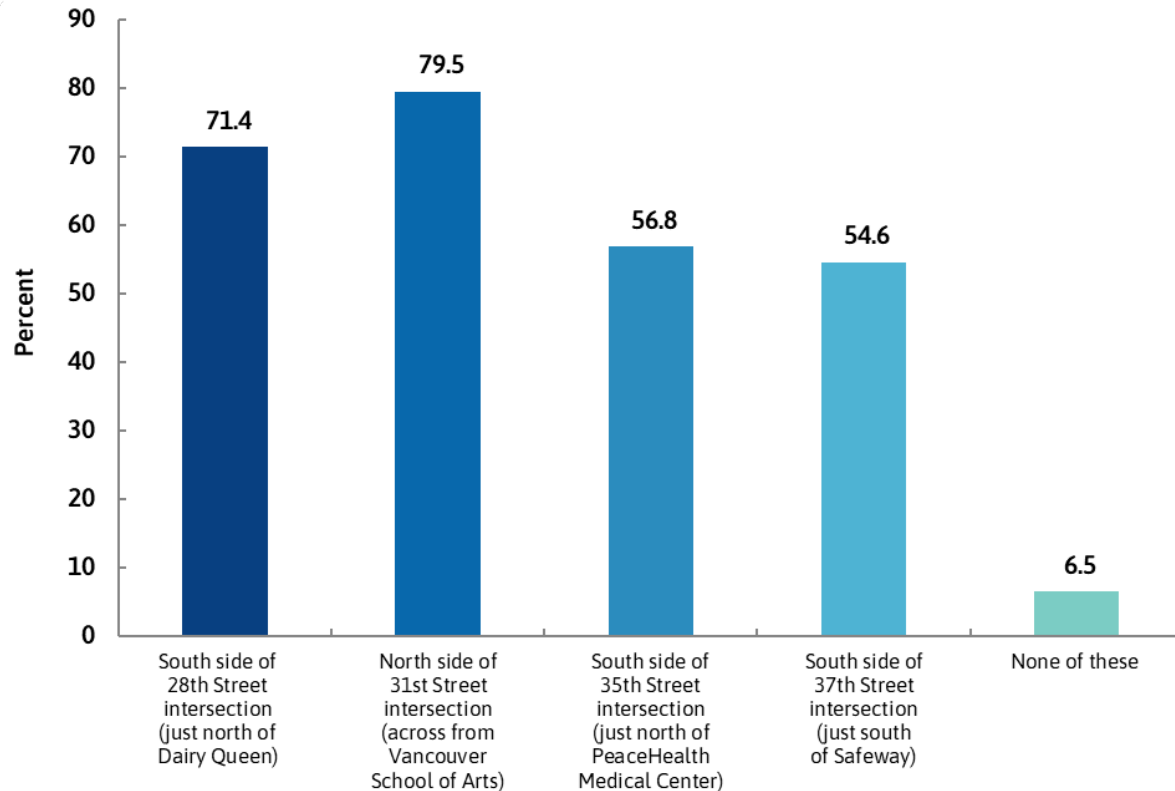
Next Steps for Community Outreach

Based on input from the community, the TMC and additional technical analysis, the project team will develop refined design concepts. The refined improvements will be shared with the public through the project website and an email update to the project listserv. The preferred design option will be presented to the TMC in July 2024. The TMC will make a recommendation to City leadership to inform their decision-making for Upper Main Street.



Appendix A: Online Survey Results

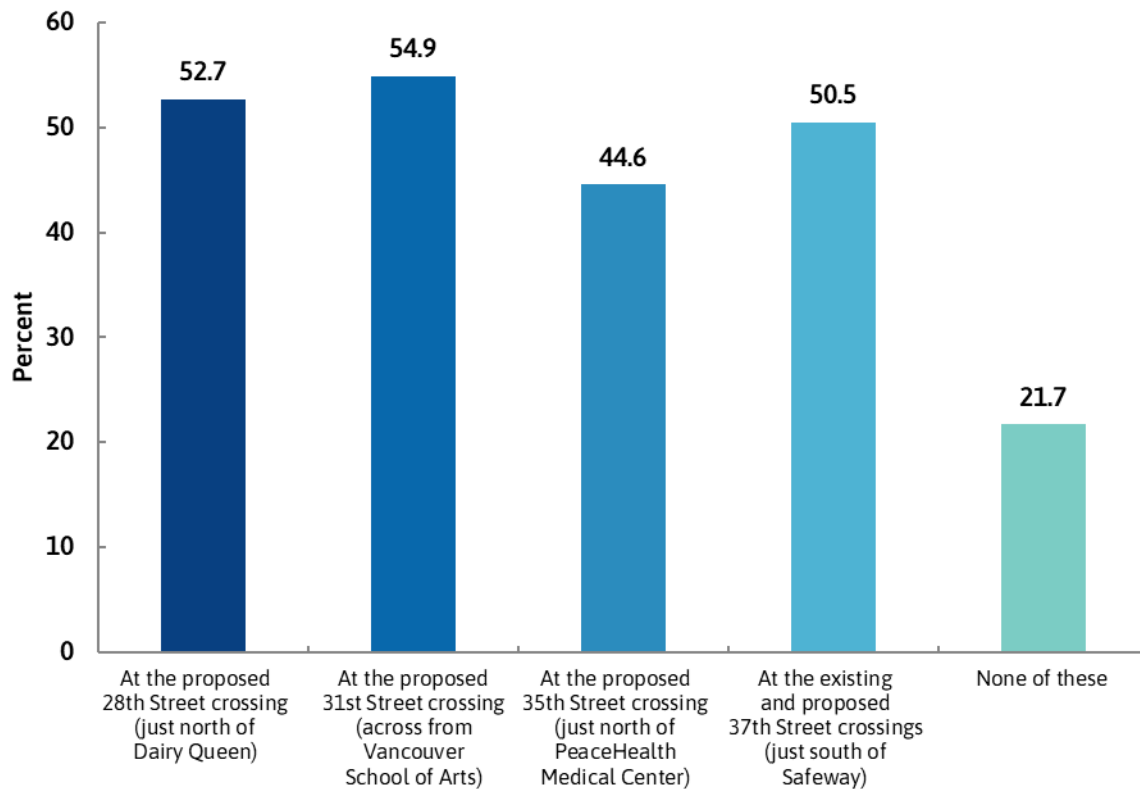
- Some sections of Main Street have large gaps between marked crossings that do not meet Vancouver's Pedestrian Crossing Policy. Which locations do you support adding a new marked crossing on Main Street? Check all that apply.



Answer Choice	Percent	Count
South side of 28th Street intersection (just north of Dairy Queen)	71.4%	132
North side of 31st Street intersection (across from Vancouver School of Arts & Academics)	79.5%	147
South side of 35th Street intersection (just north of PeaceHealth Medical Center)	56.8%	105
South side of 37th Street intersection (just south of Safeway). This would not replace the existing crosswalk on the north side of this intersection.	54.6%	101
None of these	6.5%	12

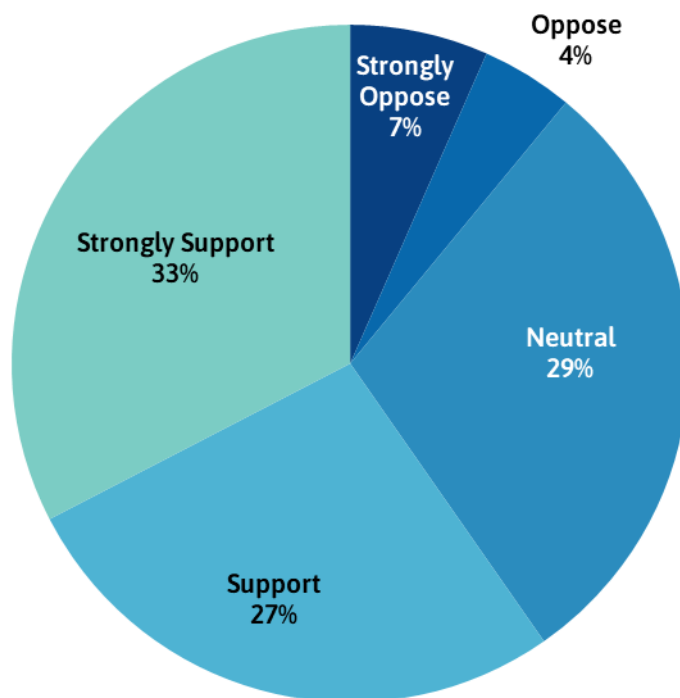
- If the City were to add crossings to the locations listed in question one, another way to improve safety would be to include median islands. Median islands allow people

to cross one direction of traffic at a time but may impact left turn lanes at some locations. Which locations do you support adding a median island? Check all that apply.



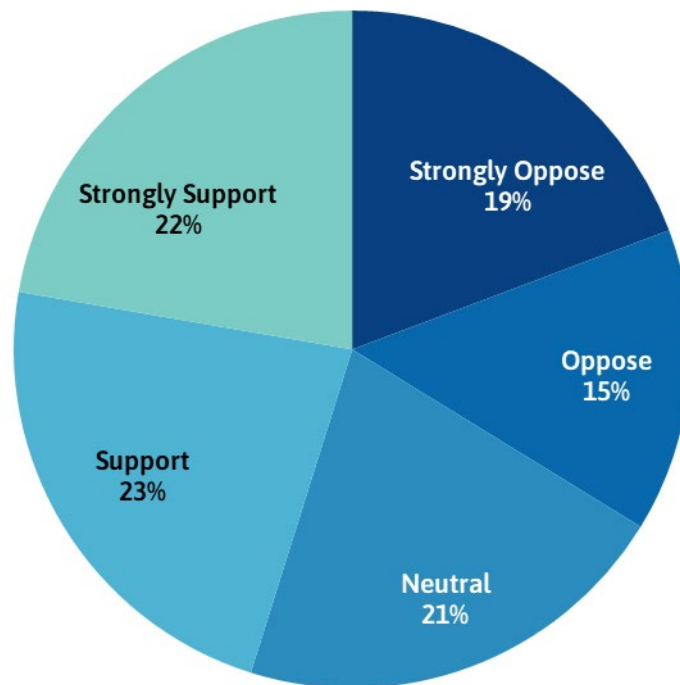
Answer Choice	Percent	Count
At the proposed 28th Street crossing (just north of Dairy Queen)	52.7%	97
At the proposed 31st Street crossing (across from Vancouver School of Arts & Academics)	54.9%	101
At the proposed 35th Street crossing (just north of PeaceHealth Medical Center)	44.6%	82
At the existing and proposed 37th Street crossings (just south of Safeway)	50.5%	93
None of these	21.7%	40

- Many people have reported that they do not feel safe using the existing crossing at 29th Street. The City is considering moving this crossing and the flashing beacons to the south side of the 29th Street intersection to improve visibility. A median island could also be added to improve safety. How strongly would you support moving the existing 29th Street crossing to the south side of the intersection and adding a median island?



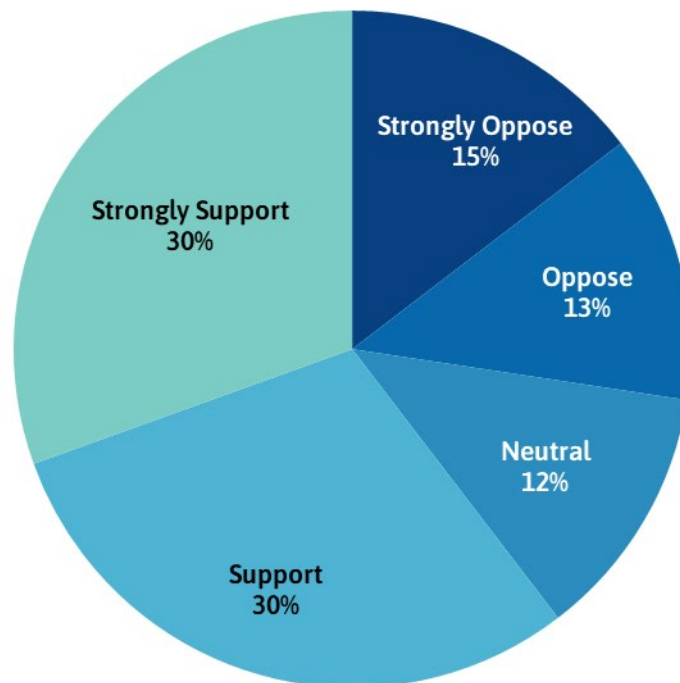
Answer Choice	Percent	Count
Strongly Oppose	6.6%	12
Oppose	4.4%	8
Neutral	29.3%	53
Support	27.1%	49
Strongly Support	32.6%	59
	Totals	181

- How strongly would you support the proposed street design for Segments 2 and 3 (29th Street to 39th Street)?



Answer Choice	Percent	Count
Strongly Oppose	19.3%	32
Oppose	14.5%	24
Neutral	21.1%	35
Support	22.9%	38
Strongly Support	22.3%	37
	Totals	166

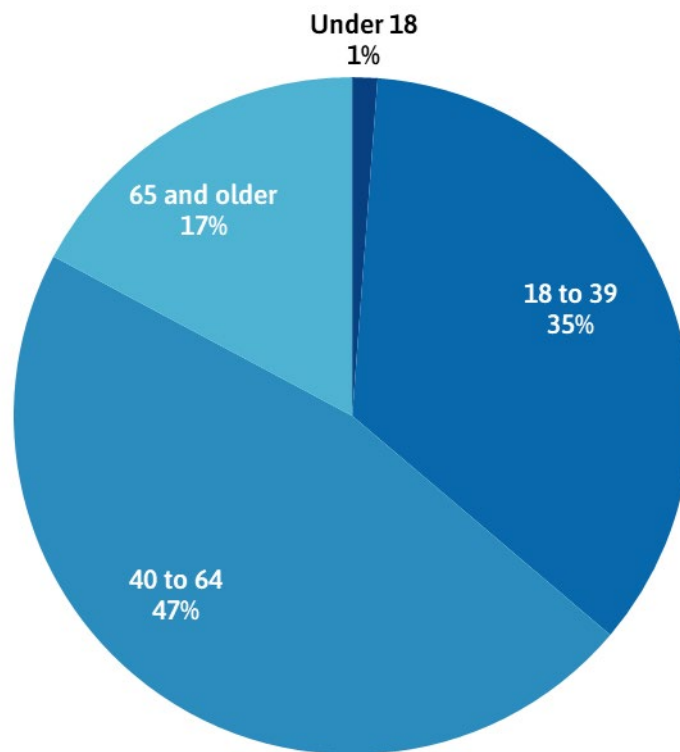
- How strongly would you support the proposed street design for Segment 4 (39th Street to 45th Street)?



Answer Choice	Percent	Count
Strongly Oppose	14.6%	24
Oppose	12.8%	21
Neutral	12.2%	20
Support	29.9%	49
Strongly Support	30.5%	50
	Totals	164

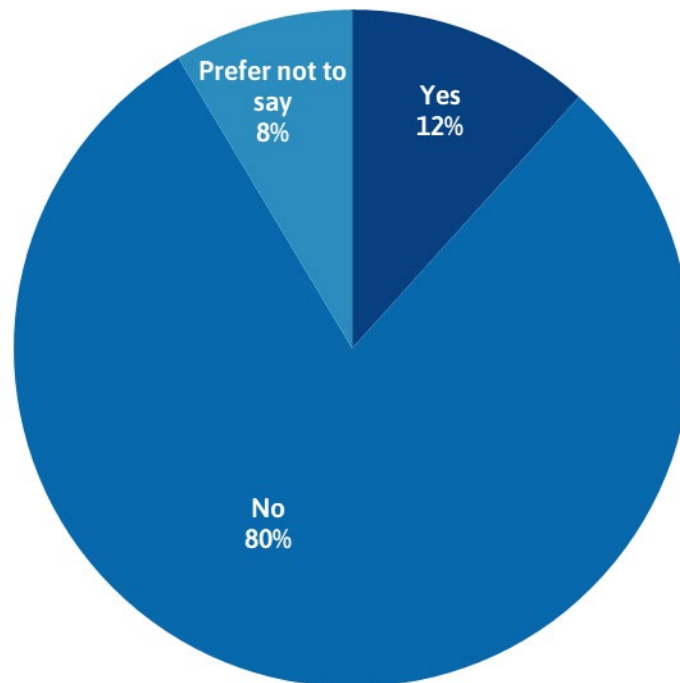
- Do you have any other comments that you'd like to share with the Upper Main Street Project team?

- Which category below includes your age?



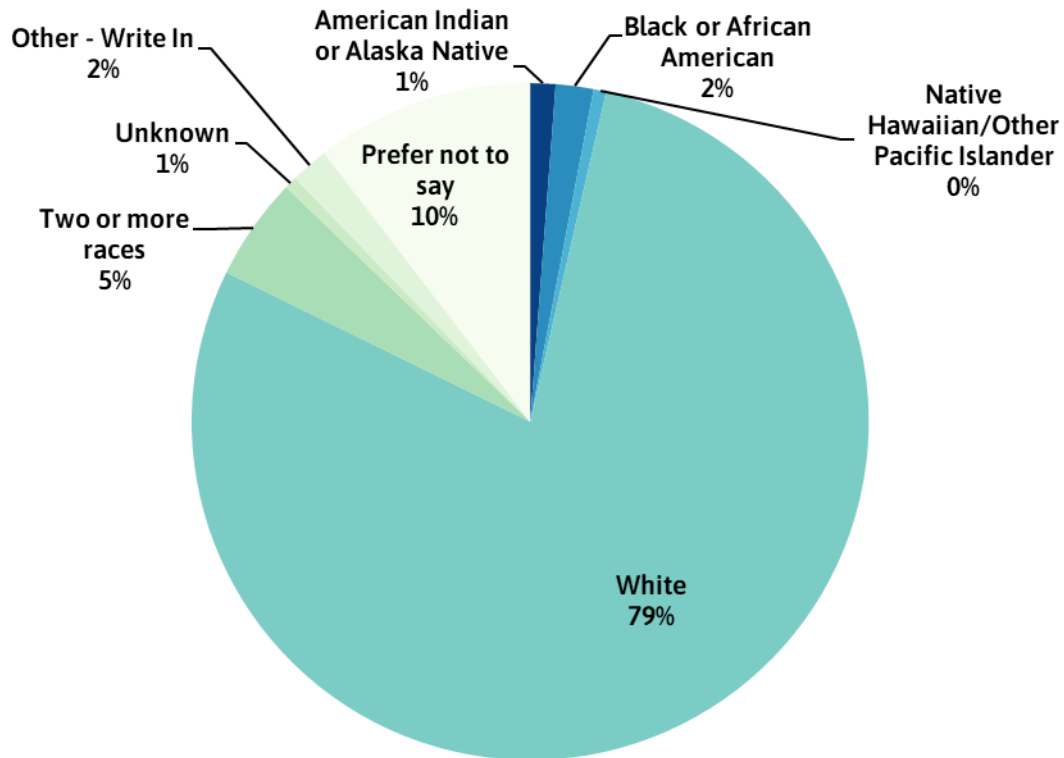
Answer Choice	Percent	Count
Under 18	1.2%	2
18 to 39	35.0%	57
40 to 64	46.6%	76
65 and older	17.2%	28
	Totals	163

- Are you of Hispanic or Latino descent?



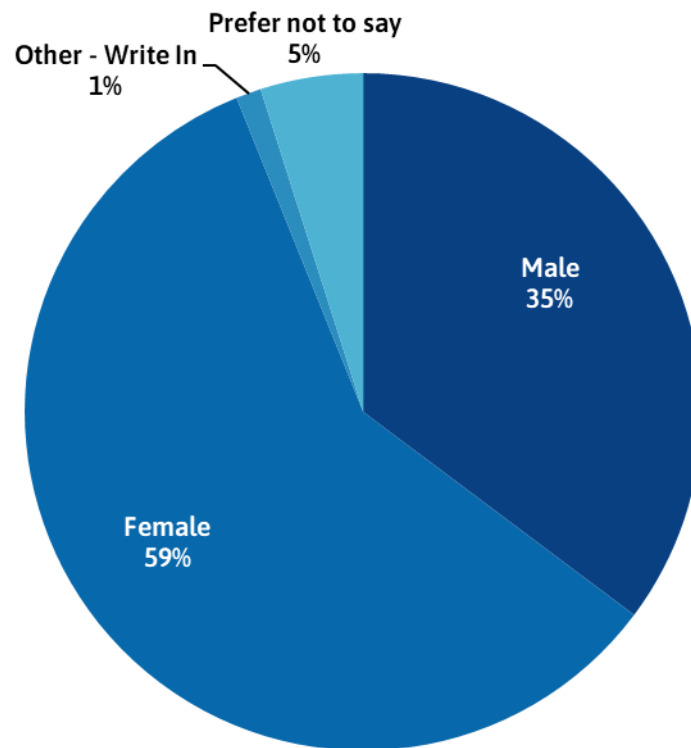
Answer Choice	Percent	Count
Yes	11.7%	19
No	79.8%	130
Prefer not to say	8.6%	14
	Totals	163

- Which racial designations best describe you?



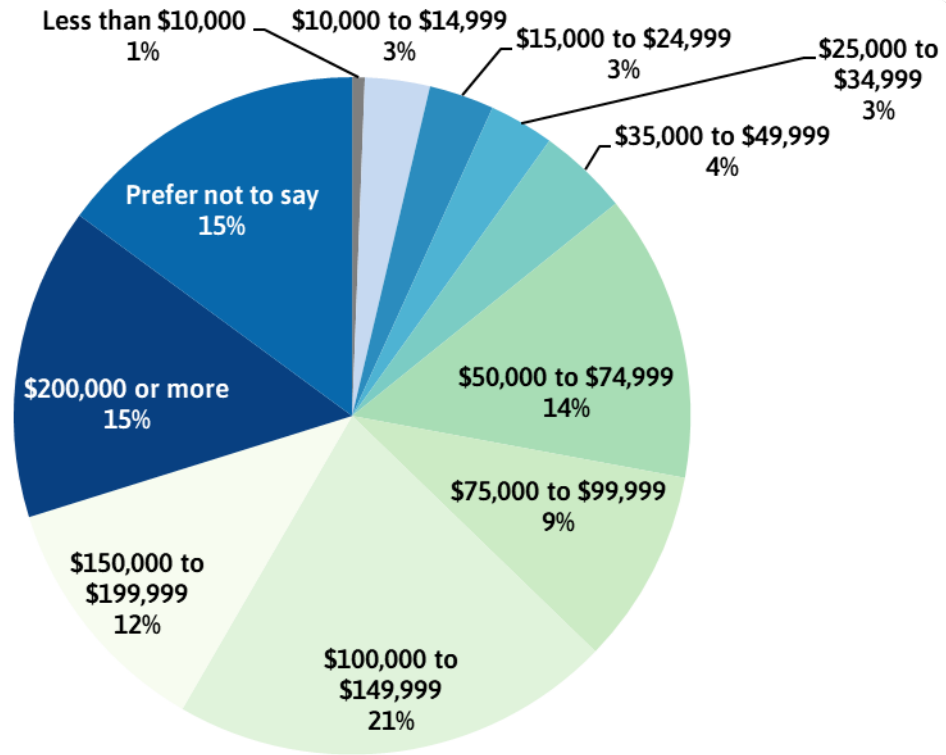
Answer Choice	Percent	Count
American Indian or Alaska Native	1.2%	2
Black or African American	1.8%	3
Native Hawaiian/Other Pacific Islander	0.6%	1
White	78.5%	128
Two or more races	4.9%	8
Unknown	0.6%	1
Other - Write In	1.8%	3
Prefer not to say	10.4%	17
	Totals	163

- Describe your gender.



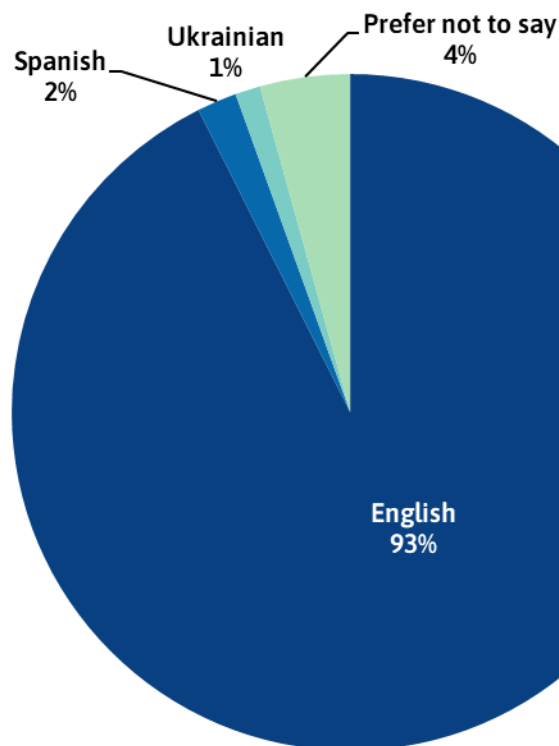
Answer Choice	Percent	Count
Male	35.2%	57
Female	58.6%	95
Other - Write In	1.2%	2
Prefer not to say	4.9%	8
	Totals	162

- What is your annual household income?



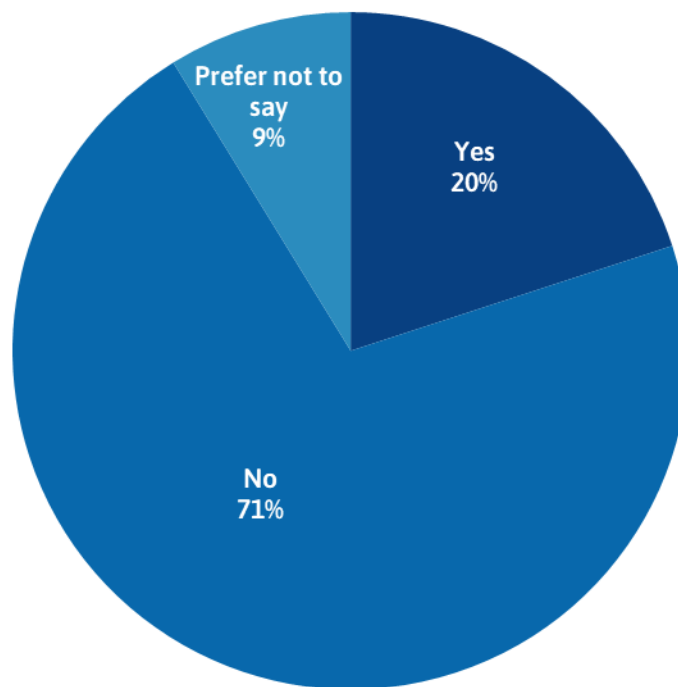
Answer Choice	Percent	Count
Less than \$10,000	0.6%	1
\$10,000 to \$14,999	3.1%	5
\$15,000 to \$24,999	3.1%	5
\$25,000 to \$34,999	3.1%	5
\$35,000 to \$49,999	4.3%	7
\$50,000 to \$74,999	13.7%	22
\$75,000 to \$99,999	9.3%	15
\$100,000 to \$149,999	21.1%	34
\$150,000 to \$199,999	11.8%	19
\$200,000 or more	14.9%	24
Prefer not to say	14.9%	24
	Totals	161

- Which language do you speak most at home?



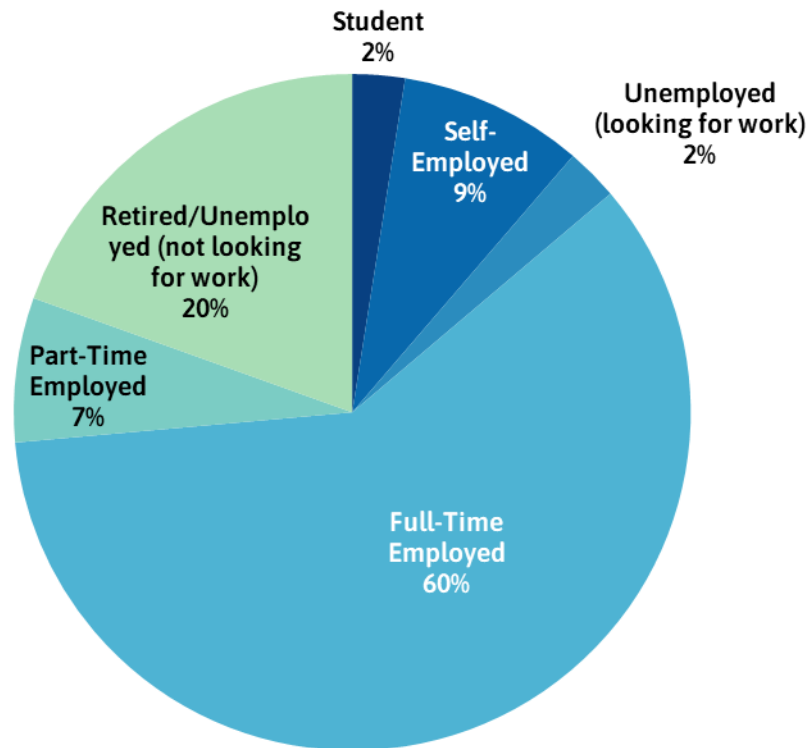
Answer Choice	Percent	Count
English	92.6%	150
Spanish	1.9%	3
Ukrainian	1.2%	2
Prefer not to say	4.3%	7
	Totals	162

- **Do you experience a disability?**



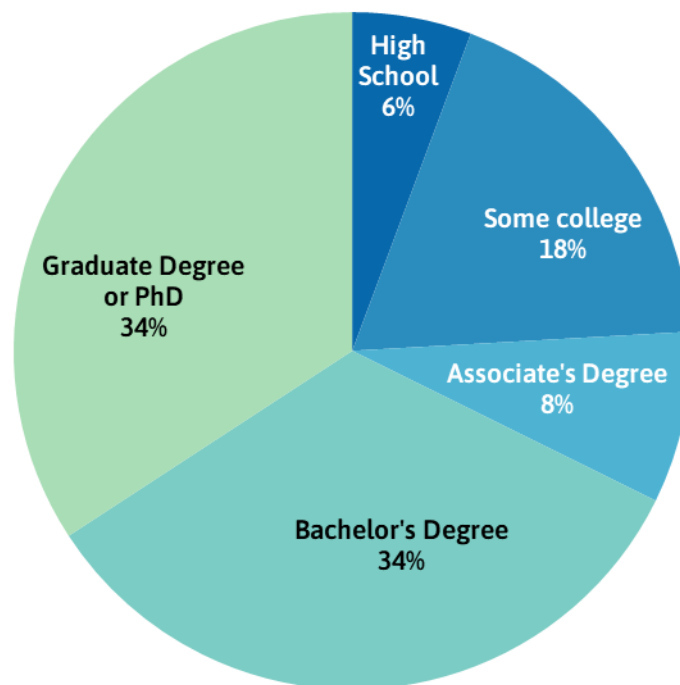
Answer Choice	Percent	Count
Yes	20.0%	32
No	71.3%	114
Prefer not to say	8.8%	14
	Totals	160

- What is your employment status?



Answer Choice	Percent	Count
Student	2.5%	4
Self-Employed	8.8%	14
Unemployed (looking for work)	2.5%	4
Full-Time Employed	59.7%	95
Part-Time Employed	6.9%	11
Retired/Unemployed (not looking for work)	19.5%	31
	Totals	159

- What is your highest level of education?



Answer Choice	Percent	Count
High School	5.7%	9
Some college	18.4%	29
Associate's Degree	8.2%	13
Bachelor's Degree	33.5%	53
Graduate Degree or PhD	34.2%	54
	Totals	158

75 of the survey respondents completed the open-ended survey question: "Do you have any other comments that you'd like to share with the Upper Main Street Project team?" These responses were organized by the following categories:

- Bikes and Small Mobility (27)
- Pedestrians (18)
- Concerns about congestion (impacts to vehicles) (11)
- General Support (8)
- Concerns about vehicle speeds (5)
- School access (4)
- Transit access (1)

Note: Some responses may fall into multiple categories.

Most respondents supported investment in bike and pedestrian facilities and improving access to area schools and transit stops along Upper Main Street. Some respondents shared concerns about how the proposed design concepts and reconfiguration of Main Street might cause congestion for vehicles on the corridor. Additionally, some respondents shared their interest in improving safety on Main Street by slowing vehicle speeds.

Appendix B: Results from the Community Open House on April 17, 2024

The community open house was held at Discovery Middle School and co-hosted with the St. Johns / St. James Safety and Mobility Project and C-TRAN Highway 99 VINE BRT projects. Responses to the questions presented at the open house event are detailed below.

Corridor-Wide

Which locations do you support adding a new marked crossing on Main Street?

- South side of 28th Street intersection (north of Dairy Queen) – 0 votes
- North side of 31st Street intersection (across from VSAA) – 0 votes
- South side of 35th Street intersection (north of PeaceHealth Medical Center) – 0 votes
- South side of 37th Street intersection (south of Safeway) – 0 votes
- None of these – 0 votes
- Comments:
 - “The big draw is the 37th & 38th area. Safeway, Papa Murphys, food cart, NB bus stop.”
 - “People don’t want to go south to the existing 36th St crossing and end up crossing without a signal. People want to cross around 38th to avoid traffic on 39th”
 - “Please coordinate walkways with the CTRAN stop.”
 - “We avoid Main Street north of 28th or so because cars are too close.”

Which locations do you support adding a median island to improve crossing safety?

- At the proposed 28th Street crossing (north of Dairy Queen) – 1 vote
- At the proposed 31st Street crossing (across from VSAA) – 1 vote
- At the proposed 35th Street crossing (north of PeaceHealth Medical Center) – 0 votes
- At the existing & proposed 37th Street crossings (south of Safeway) – 2 votes
- None of these – 0 votes
- Comments:
 - “37th Street crossing needs better crossing so people stop.”
 - “[median islands] can really help – gives you a place to rest and wait!”

- “Please look into New Zealand's “pedestrian refuge island” crossings – they’re brilliant! Pedestrian refuges redirect walkers to face oncoming traffic”

How supportive are you of adding Business Access and Transit (BAT) Lanes along Upper Main Street?

- Strongly Oppose – 0 votes
- Oppose – 0 votes
- Neutral – 0 votes
- Support – 0 votes
- Strongly Support – 0 votes
- Comments:
 - “Where are the Bike Lanes?”
 - “Sidewalks are very narrow! Cars feel very close.”

Segment 1 (Fourth Plain Boulevard to 29th Street)

Proposed improvements in Segment 1 include:

- Relocate the existing crossing on the north side of the 29th Street intersection to the south side to improve visibility of people using the crosswalk.
- Remove the northbound dedicated left turn lane and add a median island. This would help calm traffic and allow pedestrians to only cross one direction of traffic at a time.

How supportive are you of these changes?

- Strongly Oppose – 0 votes
- Oppose – 0 votes
- Neutral – 1 vote
- Support – 1 vote
- Strongly Support – 0 votes
- Comments:
 - “Bike Crossing at 29th going eastbound from Columbia.”
 - “Why not add a marked crosswalk crossing at 29th and Main?”
 - “Fourth Plain and Main: This crossing wait time is too long! I avoid it whenever I can.”
 - “Do not like only one E-W Crossing. Should be four marked crosswalks.”

- “Traffic is heavy in this area. Not comfortable for walking. Need wider sidewalks, slower speeds.”
- “RE: 29th Street proposed intersection improvements: Narrow sidewalks, close to vehicle travel lane. Consider Z / zig-zag with ped refuge island.”

Segment 2 (29th Street to 33rd Street)

Proposed improvements in Segment 2 include:

- Remove one northbound (toward I-5) through lane and keep the dedicated left turn lane at the 29th and 33rd Street intersections. This would reduce the number of travel lanes pedestrians must cross and provides space to add median islands at some crossings or widening sidewalks in the future.

How supportive are you of these changes?

- Strongly Oppose – 0 votes
- Oppose – 1 vote
- Neutral – 1 vote
- Support – 1 vote
- Strongly Support – 0 votes
- Comments:
 - “I love the blinking light at the [cannabis] store. It feels safer to cross.”
 - “*Oppose* Not excited about 2 lanes in each direction. One lane in each direction would be good. I bike and low traffic makes it easier. Bike lane – be nice to have! Main St – most efficient and easy route.”
 - “VSAA and Discovery Students should have a more convenient way to move.”
 - “Pedestrian Crossings wherever bus stops – the VINE follow the bus stop.”
 - “Widen Sidewalks northbound.”
 - “Good to have more crosswalks. Slows down the cars.”
 - “36-39th pedestrian wait times are higher so people don’t expect that.”
 - “*Neutral* Eliminate left turn on 33rd. Want bus lane on northbound like southbound not northbound.”
 - “*support* 33rd - left-hand signal is silly. Should be blinking. No buffer for sidewalks.”
 - “33rd St should connect directly to Main St, not through F St.”

- “What kind of transportation service does Vancouver School of Arts and Academics have? Most kids get dropped off and that creates back up on F Street (future neighborhood greenway)”

Segment 3 (33rd Street to 39th Street)

Proposed improvements in Segment 3 include:

- Remove one northbound (toward I-5) through lane and keep the dedicated left turn lane at the 33rd and 39th Street intersections. This would reduce the number of travel lanes pedestrians must cross and provides space to add median islands at some crossings or widening sidewalks in the future.
- Widen remaining travel lanes approaching the 39th Street intersection to accommodate buses and large trucks.

How supportive are you of these changes?

- Strongly Oppose – 0 votes
- Oppose – 0 votes
- Neutral – 1 vote
- Support – 0 votes
- Strongly Support – 1 vote
- Comments:
 - “Senior Centers nearby... Some health centers are closing (south of 33rd)”
 - “Crosswalk at 38th! Bus stop, Safeway, destinations. Light is slow at 37th.”
 - “On 39th: Traffic gets blocked up all the way to H Street.”
 - “39th needs wider sidewalks, it has too much congestion! Makes it really the problem area.”
 - “33rd-37th on Columbia is steep. I’d prefer to use F Street on my bike.”
 - “I want to be able to cross 37th on my bike. It’s a dog leg, so that’s challenging.”
 - “Eliminate left turn at 33rd and 39th for NB and SB.”
 - “Needs to be one lane in each direction...just like the rest of Main St.”
 - “People coming from NW want to have a 38th Street crosswalk.”
 - “Buffer sidewalks”
 - “N on Main left is hard at 33rd. Need a blinking yellow.”
 - “Use the crosswalk for Safeway. Crosswalks should slow cars.”

- “Survey feedback: The description was below options, with no option to say, “none of the above.””

Segment 4 (39th Street to 45th Street)

Proposed improvements in segment 4 include:

- Remove one northbound (toward I-5) through lane and keep the left turn lane.
- Widen the remaining travel lanes to accommodate buses and large trucks.
- Add a physically separated two-way multi-use path on the east side of Main Street between 40th Street and the Discovery Trail. Nearby parallel routes (protected mobility lanes on Columbia Street and the future Neighborhood Greenway on F Street) can be used to access destinations south of 40th Street.
- Improve the crossing at 39th and F Streets with a rapid flashing beacon, a median island and barriers that allow people using active transportation to pass through but prevent neighborhood cut-through traffic.
- Add wayfinding signage to help people navigate multi-use path connections.

How supportive are you of these changes?

- Strongly Oppose – 0 votes
- Oppose – 0 votes
- Neutral – 0 votes
- Support – 1 vote
- Strongly Support – 0 votes
- Comments:
 - “Longer signal timing for southbound left turn”
 - “Sidewalk along the west side near WSDOT property overgrown with blackberries.”
 - “Would love to be able to get east/west through the WSDOT property.”
 - “Concerns about traffic congestion if removing the NB lane; lots of parents taking their kids to Discovery via Main Street.”
 - “At 39th and F Street, lots of traffic stops in the crosswalk. Need signage or roadway markings to deter this.”

Segment 5 (45th Street to city limits)

Proposed improvements in Segment 5 are not yet finalized, but include:

- Working closely with Clark County to ensure there is consistent and comfortable mobility lane treatment.

- C-TRAN will be adding a new bus rapid transit station at 45th Street.

How supportive are you of these changes?

- Strongly Oppose – 0 votes
- Oppose – 0 votes
- Neutral – 0 votes
- Support – 1 vote
- Strongly Support – 0 votes
- Comments:
 - “Shift crossing at the north side of Ross Street to the south side of the intersection; better connection to Discovery Trail.”
 - “45th is narrow and in bad condition for bikes. County road so not within the City’s jurisdiction. Focus on Columbia.”

Appendix C: Title VI Engagement Summary

Below is a description of how the project team reached Title VI populations along the corridor and how the proposed safety and mobility recommendations for Upper Main Street will affect Title VI populations during each phase of the project.

Phase 1

During Phase 1, the project team engaged with Title VI populations through:

- **Community Survey and Map:** A survey and interactive mapping activity was launched to gain insight into community values and desired improvements along the Upper Main Street corridor. The survey and interactive map were made available in both English and Spanish. The survey was posted online at the Project BeHeard website, which included Spanish descriptions on how to access the survey.
- **Promotional Materials:** The project team developed bilingual project materials to encourage community members to take the survey. These materials included a project fact sheet, canvassing flyer, and a mailer. The latter was sent to residential and commercial addresses within one-third mile of the Upper Main Street project area.
- **Community Conversations:** The project team went out to community gathering places along the corridor to engage with people where they already are. The locations included attending nine meetings or events, one tabling event, 135 community members involved, including six organizations, and four neighborhood associations.
- **Outreach to culturally specific organizations:** The project team reached out to the Latino Community Resource Group and Hispanic Metropolitan Chamber to better reach Spanish-speaking community members.
- **Business Canvassing:** The project team conducted a canvassing effort early into the project to spread information about the project and promote the community survey. The team reached 40 businesses and community destinations, including many small businesses along the corridor.

The information gathered during Phase 1 was then considered by the project team as they developed a set of proposed safety and mobility improvements along Upper Main Street.

Phase 2

During Phase 2, the project team took steps to reach Title VI populations in the following ways:

- **Community Survey:** A survey was launched to gather feedback on the proposed design concepts for safety and mobility improvements along Upper Main Street.

The survey was posted online at the Project BeHeard website. The survey was made available in both English and Spanish.

- **Promotional Materials:** The project team created bilingual engagement materials to encourage community members to take the survey. The project team created project fact sheets and canvassing flyers in both English and Spanish. Calls to action on BeHeard were provided in both English and Spanish as well.
- **Outreach to culturally specific organizations:** The project team connected with two culturally specific organizations to reach Spanish-speaking community members: the Hispanic Metropolitan Chamber and the Latino Community Resource Group.
- **Multifamily Residence & Business Canvassing:** The project engaged in multifamily residence canvassing at four multifamily properties advertising the survey in English and Spanish. The team also dropped off flyers at 28 local businesses and community destinations.

Effects of Proposed Improvements on Title VI populations

The project team's designs were informed by the results of an existing conditions analysis and feedback received during the first and second phases of the planning process. The bullets below align with the City's annual Title VI report considerations.

- **Acquisitions and relocations:** This project is currently in the planning phase so there are no activities associated with the purchase, sale, lease/use, or transfer of real property at this time. The project team does not anticipate the need for any acquisitions or relocations to implement the proposed improvements since all proposed improvements are expected to occur within the public right-of-way.
- **Title VI data and how it informed the plan:** As part of the planning process, the project team conducted an existing conditions analysis, utilizing the City's Equity Index to provide demographic context to the project corridor. The project team used these findings to inform the foundation of the project's Community Engagement Plan and accompanying outreach strategies. Please refer to page 27 of the project's [Existing Conditions Report](#) for more information.
- **The potential benefits and burdens to affected populations.** All the improvements proposed along Upper Main Street are considered benefits to the adjacent neighborhoods, businesses, and property owners regardless of Title VI status. The proposed improvements will enable people that don't own cars or would want to use other modes of transportation to visit Upper Main Street in a safer, more comfortable way.

The most significant proposed change to the corridor is converting one traffic lane to a turn-only lane and the introduction of a diverter to limit cut-through traffic. The project team noted minimal impacts to traffic flows and that level of service along the roadway will stay within acceptable limits according to City

standards. Additionally, no on-street parking spaces or existing driveways are being proposed for removal as part of this project, which will retain access for drivers visiting project area businesses and organizations.

Next Steps

The findings from engagement with impacted Title VI populations were considered by the project team. The design concepts created by the planning project team will be shared with the Public Works team to create final striping and design plans. The project team will continue to provide communications in both English and Spanish throughout the remainder of the Upper Main Street Safety and Mobility Project.