

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.

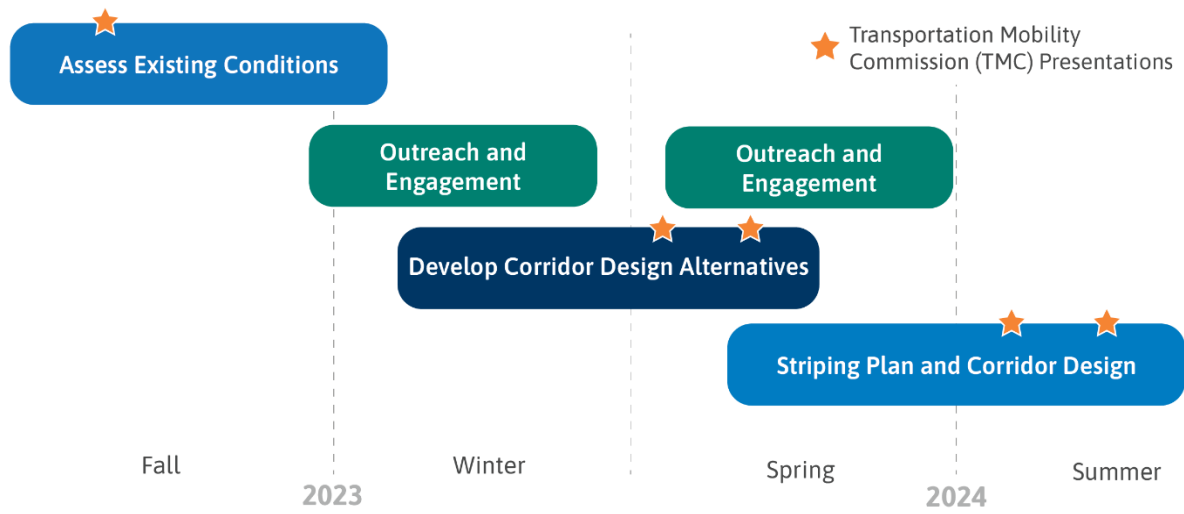
Reflections on Engagement Phase 2

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.

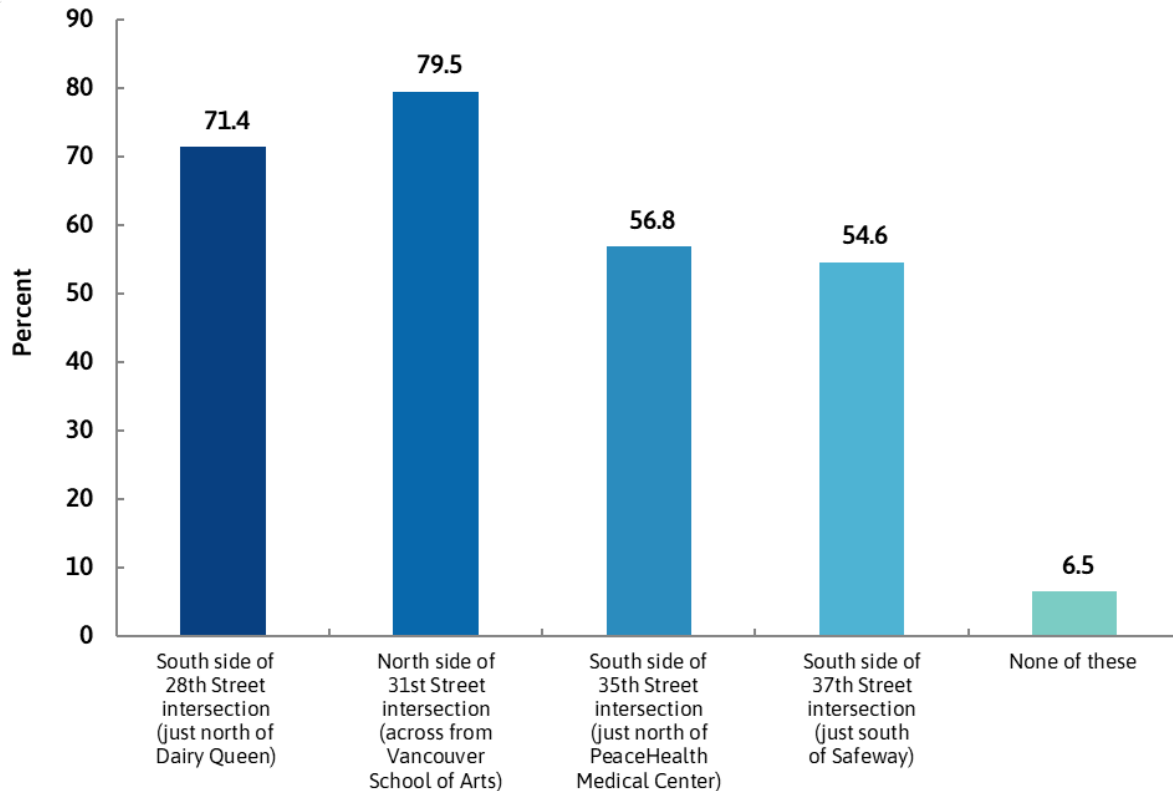
Next Steps for Community Outreach

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

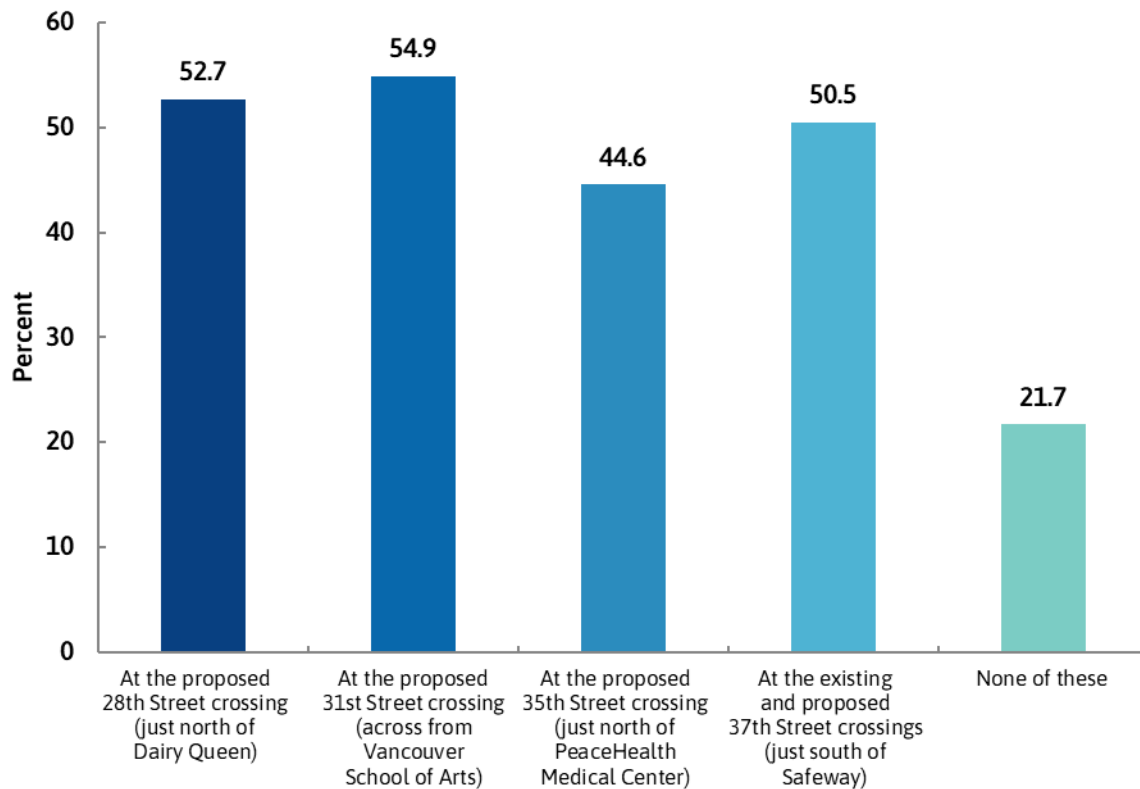
- Some sections of Main Street have large gaps between marked crossings that do not meet Vancouver's Pedestrian Crossing Policy. Which locations do you support adding a new marked crossing on Main Street? Check all that apply.



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

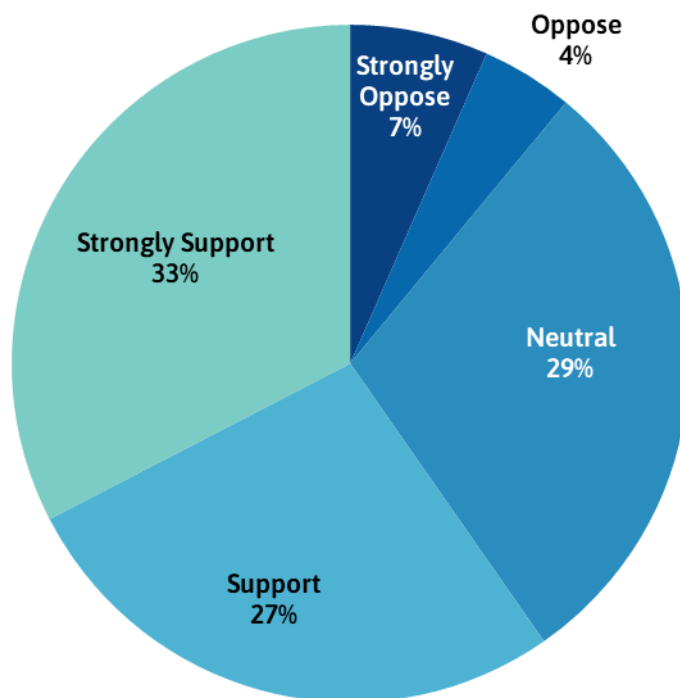
- If the City were to add crossings to the locations listed in question one, another way to improve safety would be to include median islands. Median islands allow people

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.



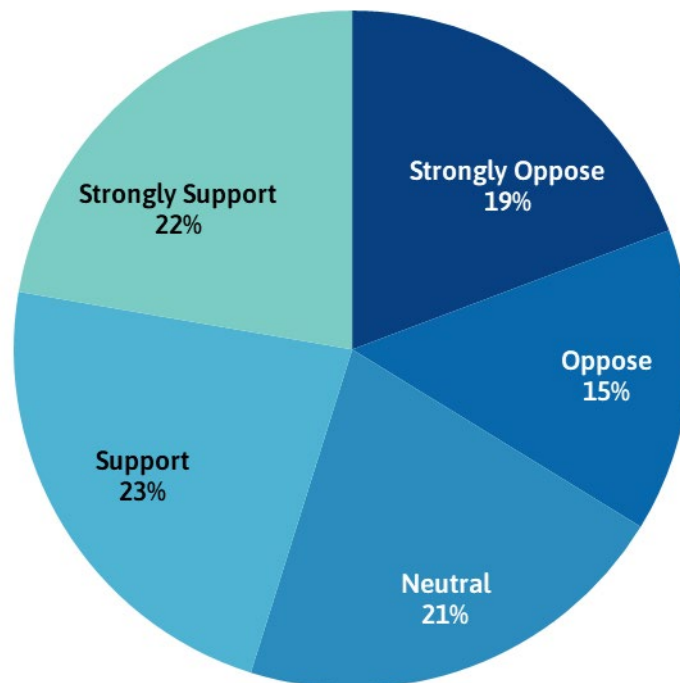
Answer Choice	Percent	Count
At the proposed 28th Street crossing (just north of Dairy Queen)	52.7%	97
At the proposed 31st Street crossing (across from Vancouver School of Arts & Academics)	54.9%	101
At the proposed 35th Street crossing (just north of PeaceHealth Medical Center)	44.6%	82
At the existing 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?



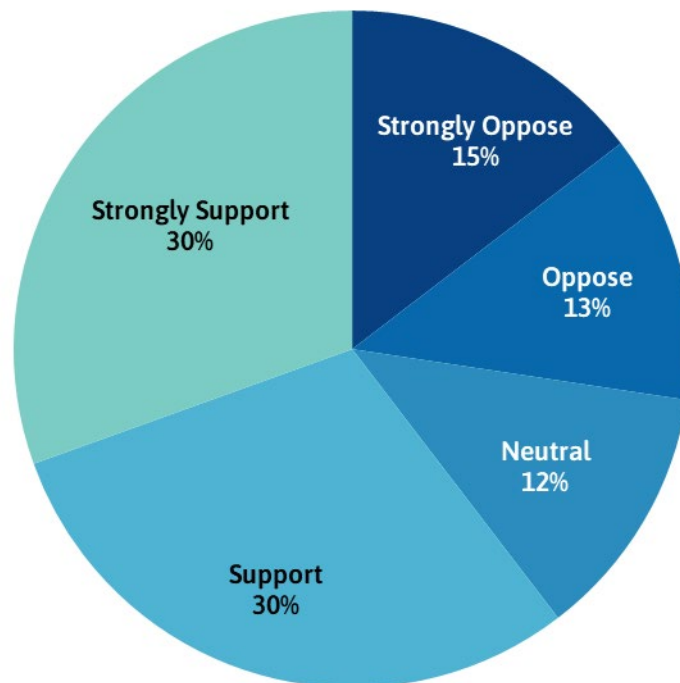
Answer Choice	Percent	Count
Strongly Oppose	6.6%	12
Oppose	4.4%	8
Neutral	29.3%	53
Support	27.1%	49
Strongly Support	32.6%	59
	Totals	181

- 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

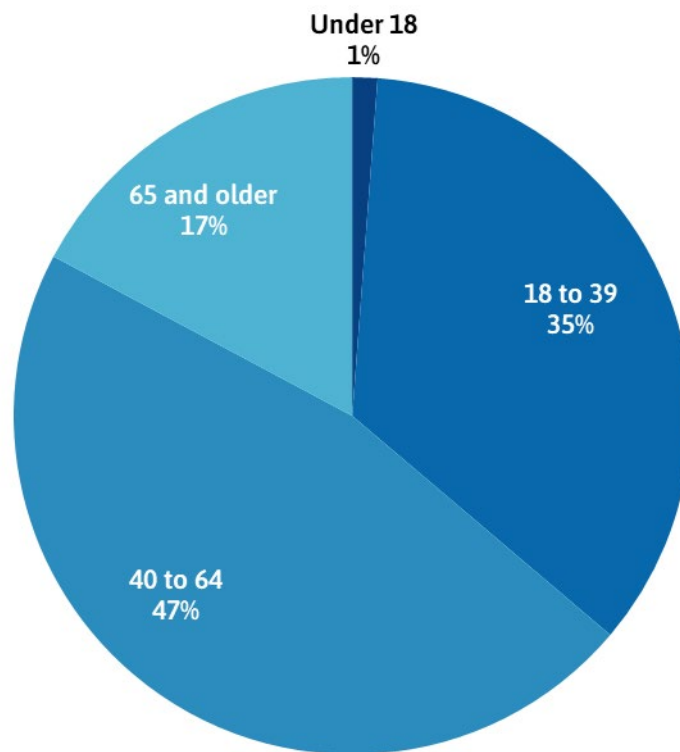
- How strongly would you support the proposed street design for Segment 4 (39th Street to 45th Street)?



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

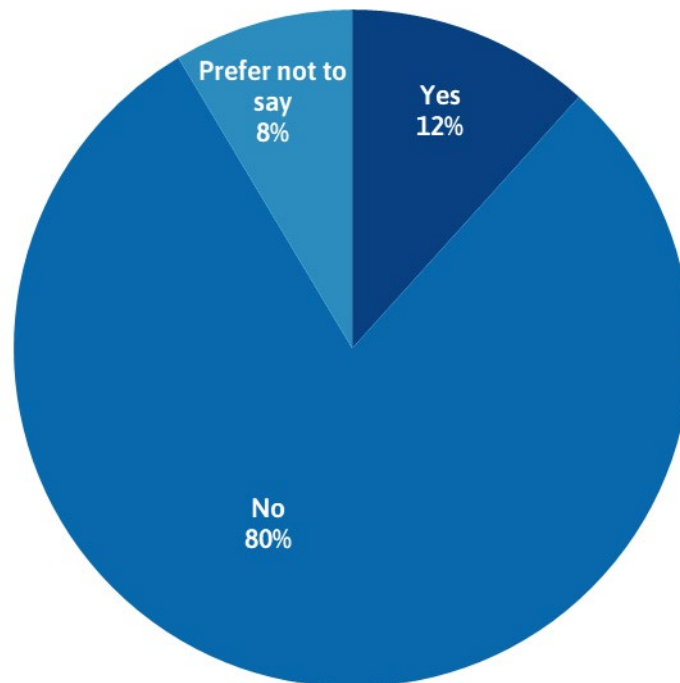
- Do you have any other comments that you'd like to share with the Upper Main Street Project team?

- Which category below includes your age?



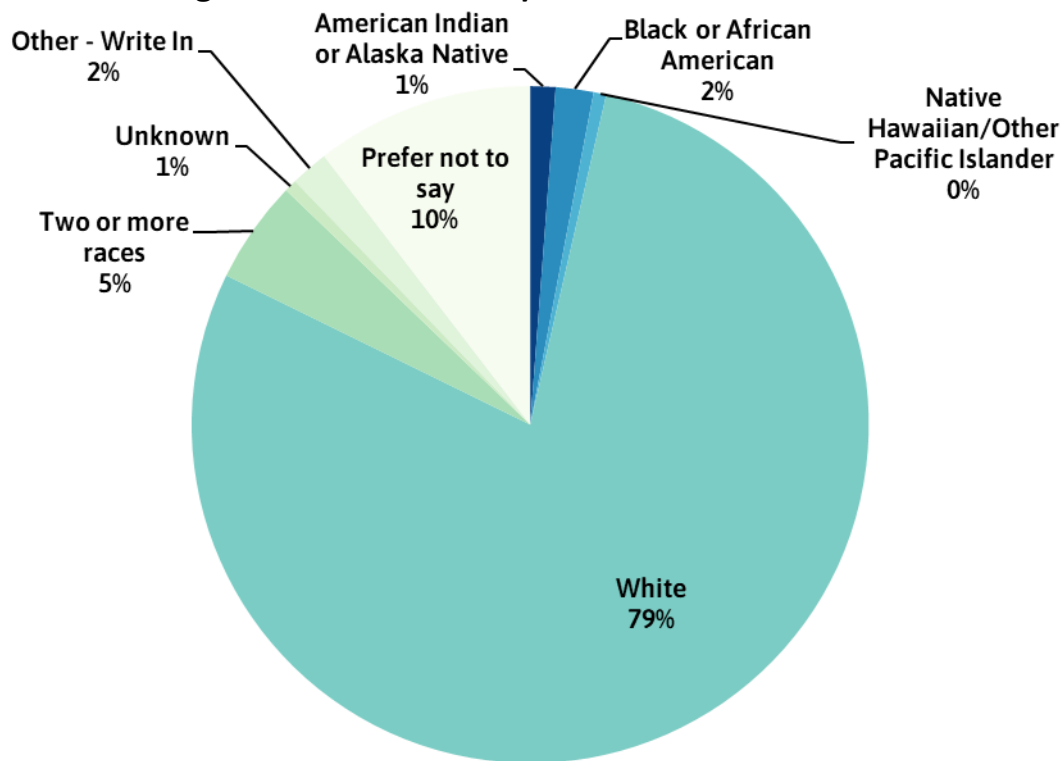
Answer Choice	Percent	Count
Under 18	1.2%	2
18 to 39	35.0%	57
40 to 64	46.6%	76
65 and older	17.2%	28
	Totals	163

- **Are you of Hispanic or Latino descent?**



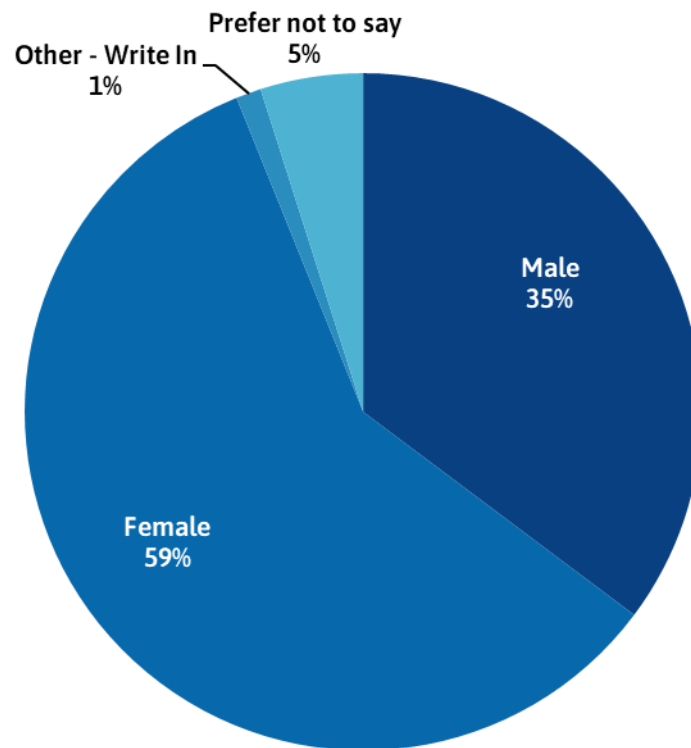
Answer Choice	Percent	Count
Yes	11.7%	19
No	79.8%	130
Prefer not to say	8.6%	14
	Totals	163

- Which racial designations best describe you?



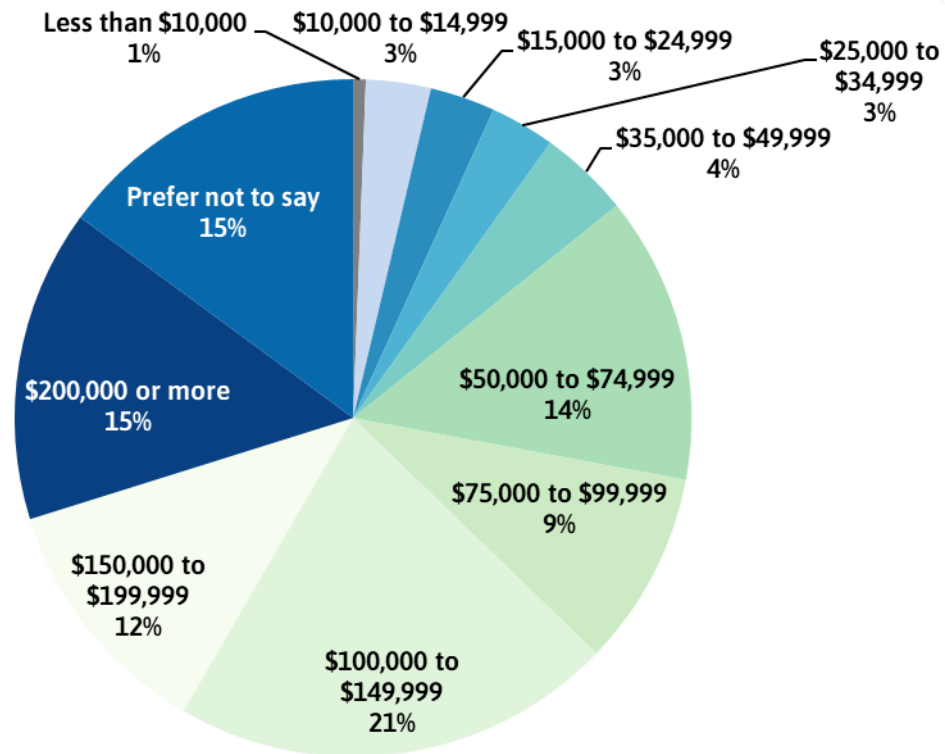
Answer Choice	Percent	Count
American Indian or Alaska Native	1.2%	2
Black or African American	1.8%	3
Native Hawaiian/Other Pacific Islander	0.6%	1
White	78.5%	128
Two or more races	4.9%	8
Unknown	0.6%	1
Other - Write In	1.8%	3
Prefer not to say	10.4%	17
	Totals	163

- Describe your gender.



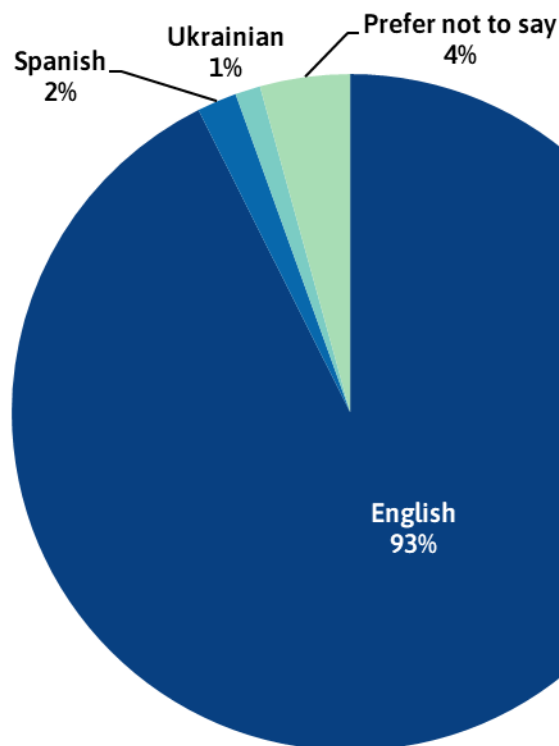
Answer Choice	Percent	Count
Male	35.2%	57
Female	58.6%	95
Other - Write In	1.2%	2
Prefer not to say	4.9%	8
	Totals	162

- What is your annual household income?



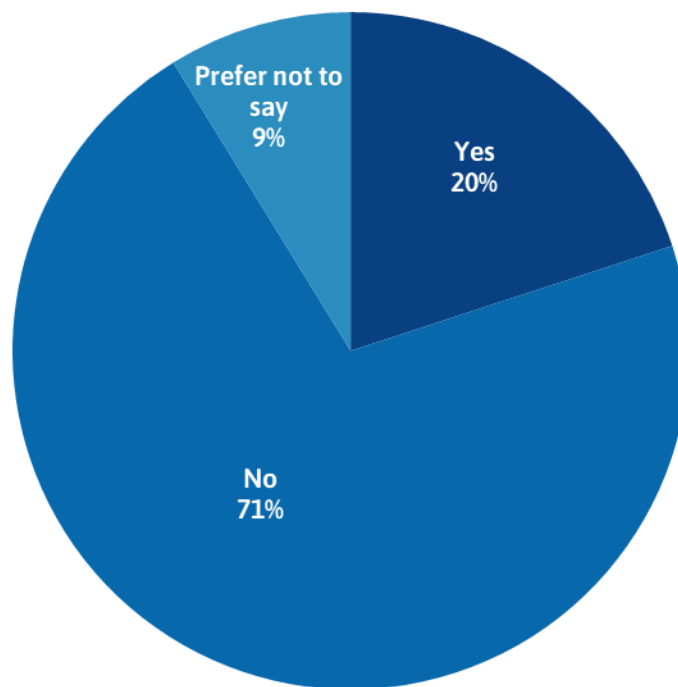
Answer Choice	Percent	Count
Less than \$10,000	0.6%	1
\$10,000 to \$14,999	3.1%	5
\$15,000 to \$24,999	3.1%	5
\$25,000 to \$34,999	3.1%	5
\$35,000 to \$49,999	4.3%	7
\$50,000 to \$74,999	13.7%	22
\$75,000 to \$99,999	9.3%	15
\$100,000 to \$149,999	21.1%	34
\$150,000 to \$199,999	11.8%	19
\$200,000 or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

- Which language do you speak most at home?



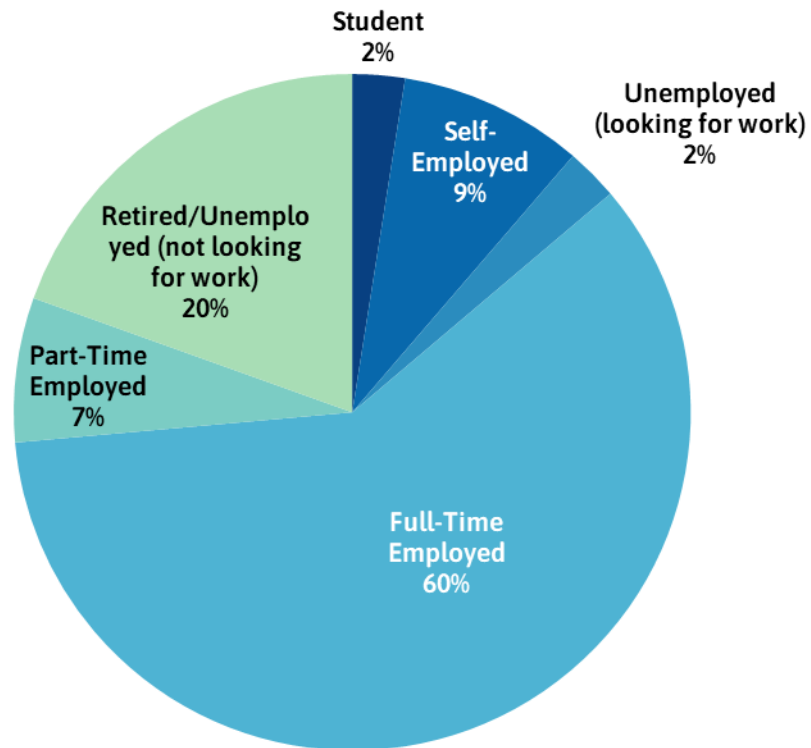
Answer Choice	Percent	Count
English	92.6%	150
Spanish	1.9%	3
Ukrainian	1.2%	2
Prefer not to say	4.3%	7
	Totals	162

- **Do you experience a disability?**



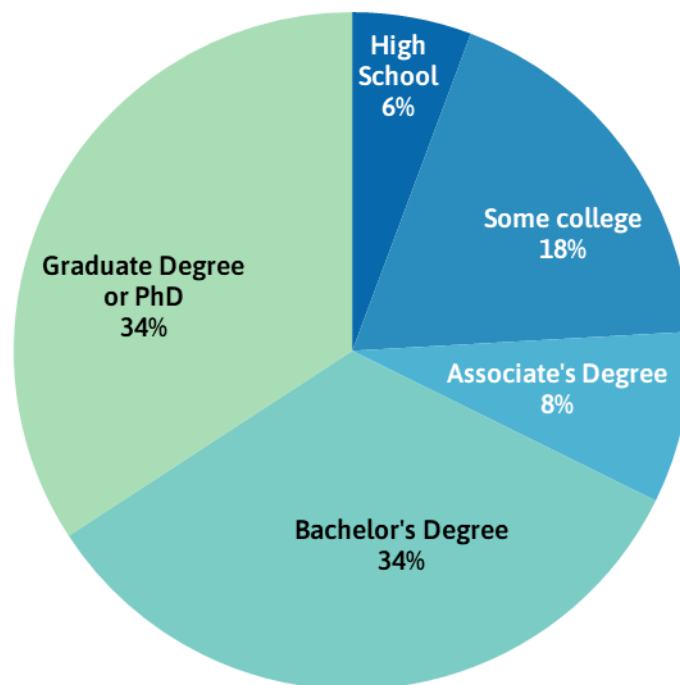
Answer Choice	Percent	Count
Yes	20.0%	32
No	71.3%	114
Prefer not to say	8.8%	14
	Totals	160

- 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.