

Transportation and Mobility Commission

Tuesday, December 3, 2024

5:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

<https://us02web.zoom.us/j/87395347365>

(253) 215-8782, Webinar ID: 873 9534 7365

**** Notice: the Public Hearing for the St. Johns/St. James Safety and Mobility Project that was previously scheduled for 5:00pm has been postponed until 2025. ****

AGENDA

1. Call to Order and Roll Call
2. Adoption of Minutes – September 3, 2024 and October 29, 2024
3. Workshop: 2026 – 2031 Transportation Improvement Program:
Chris Malone, Public Works Finance and Asset Manager

Break 6:00 – 6:30 pm

5. Community Forum – see below
6. Public Hearing: 29th and 33rd Streets Safety and Mobility Project –
Maggie Derk, Senior Transportation Planner; Laurel Priest,
Associate Transportation Planner, Community Development;
Ryan Farncomb, Consultant Project Manager, Parametrix
7. Election of Officers
8. Staff and Commissioner Communications

- a. Thank you to Commissioners transitioning off TMC

Adjournment approx. 8:00 pm

Members

Eduardo Ramos
Chair

Jeananne Edwards
Vice Chair

Devon Fender
Zack Gatton
Corey Grandstaff
Thinh Phan
Mario Raia
Derya Ruggles
Sara Schmit
Devan Williams
Ken Williams

Community Development Department

415 W. 6th Street
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Vancouver, WA 98668
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To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | TTY: 711 | TMC@cityofvancouver.us

Community Forum

The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to TMC@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the online form before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the [online form](#) before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum portion of the meeting.

Transportation and Mobility Commission

Meeting Minutes

Tuesday, September 3, 2024

4:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Jeananne Edwards, Zack Gatton, Cory Grandstaff, Thinh Phan, Mario Raia, Derya Ruggles, Sara Schmit, Ken Williams

Commissioners Absent:

Devon Fender, Eduardo Ramos

Staff Present: Kate Drennan, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:04 pm by Vice Chair Edwards.

Motion by Commissioner Williams, seconded by Commissioner Schmit, and carried unanimously to approve the July minutes.

TMC Co-sponsorship of Week Without Driving

Kate Drennan, Transportation Planning Manager, Olivia Kahn, Travel Options Coordinator, Community Development Department

Staff presented an overview of the Week Without Driving and a request to the Commission to co-sponsor the week with Council.

Commission discussion and staff responses:

- Who is the intended audience for the Week Without Driving? Staff responded it's intended for everyone in the community, including elected officials and people with decision making abilities.
- Does C-TRAN also participate in this week? Staff responded they do.

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Devon Fender

Zack Gatton

Corey Grandstaff

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- What does co-sponsorship mean? Staff responded in this instance it's an endorsement of the idea and an invitation to Council to also participate.

Motion by Commissioner Ruggles, seconded by Commissioner Schmit, and carried unanimously to recommend co-sponsorship of the Week Without Driving.

Parking Management Area Study & Downtown Parking Plan Update

Gabe Montez, Parking District Manager, Economic Prosperity and Housing; Ben Weber, Parking and Mobility Consultant, Walker Consultants

Staff presented contextual information for why this study is happening now, overlap of this study with other planning efforts that affect downtown Vancouver, scope of the parking study, timeline for this project, an overview of the work completed to date, a review of existing conditions for utilization of on-street parking and private off-street parking, and recommended strategies including parking management operations, pricing strategies, shared parking initiatives, and mobility and access.

Commission discussion and staff responses:

- Support for progressive pricing but also concerned for servers and other low-wage workers who work on the waterfront.
- Support for a mobility hub at the waterfront.
- Support for partnerships with C-TRAN to facilitate a circulator transit option downtown.
- Why don't private lot owners rent out space during the weekend? Staff responded one reason is due to leases with tenants that prevent them from opening those spots to the public.
- Staff should consider the areas where parking is restricted and how that may affect neighboring areas that have fewer restrictions for on-street parking.
- Support and enhance mobility and access to the businesses on the waterfront.
- Freight and delivery vehicles park in mobility lanes. Think about prioritizing short term delivery spaces for the businesses in downtown to prevent use of mobility lanes for delivery.
- Did the parking study look at ADA spot utilization? Staff noted that ADA spots are counted during regular counts by staff and those were also counted as part of the parking utilization study.
- Is the goal of the study to accommodate growth and demand or removal of parking spots? Staff responded it is about efficiency. The City doesn't want to reduce parking spots but also don't want to build additional public parking.

29th and 33rd Streets Safety and Mobility Project

Maggie Derk, Senior Transportation Planner, Community Development; Erin David, Consultant Senior Planner, Parametrix

Staff reviewed the project area, phase one of public engagement activities and themes, and proposed investments and pavement work on 29th Street.

Commission discussion and staff responses:

- On 29th Street at the I-5 overpass, what is the reasoning for such wide sidewalks, and could that space be better utilized? Staff responded it's possible to have narrower sidewalks on that section, and potentially add buffered or elevated mobility lanes. The vehicle lane is narrow to keep the speed at 20 MPH. There's also a consideration of consistency with the design of the rest of the corridor.
- Are you considering adding a pedestrian refuge at St. Johns Blvd? Staff responded the project staff are coordinating with the St. Johns and St. James project staff. They are still developing design plans and will support what is proposed there.

- Could the replacement bridge be narrower? The replacement bridge will likely be similar overall width but will relocate the space away from wider vehicle travel lanes to a balance among all users.
- What is the process for these future improvements to get onto the Transportation Improvement Program (TIP)? Staff responded they are prioritizing the improvements that are within the paving extents first. The first step is to develop these plans and then they can be added to the TIP. Once a project is on the TIP it can be analyzed and prioritized based on the TSP prioritization criteria.
- Issues with traffic circles and buses and delivery vehicles navigating around those.

The presentation continued with proposed corridor investments on 33rd Street.

Commission discussion and staff responses:

- What are the accessibility features built into flashing beacons? Staff responded there is an auditory signal for the users to know when it's safe to cross.
- Support for keeping the north/south stop signs on P Street and 33rd Street rather than making it a four way stop.
- Is the speed limit on 33rd west of Main Street proposed to be 20 MPH? Staff responded the proposal is for 25 MPH along the whole corridor.
- The slip lane at 33rd and St. Johns is dangerous for mobility lane users and would like to see it removed. Staff noted they would relay this message the project team that is working on St. Johns and St. James.

Community Forum

Dan Packard was present to talk about pedestrian crosswalk design, bicycle parking guidelines and placement of bike parking racks, and maintenance of bike and pedestrian trail directional signage, specifically along the Burnt Bridge Creek Trail.

Kyle Herrlinger was present to talk about safety and vehicle speeding on 33rd Street and lack of traffic calming measures as part of the 29th and 33rd Safety and Mobility project. He also supported the bike lanes on 33rd Street and extending the mobility lanes westbound as well. He also noted lack of visibility at crossings on 29th Street.

Jason Cromer was present to provide comments on the 29th and 33rd Streets project and supports traffic diverters at the bridge to make it primarily for pedestrians and bikers. He also requested more information on emergency vehicle response times due to traffic circles. He supported raised and protected crosswalks as a standard in the City's toolkit.

Israel Lopez supported the Week Without Driving campaign. He asked about what type of detail and data is provided to staff and TMC regarding pedestrian/cyclist and vehicle accidents. He also noted the issue with Amtrak allowing bicycles on the trains has been resolved and you can now bring a bike on the Amtrak from the Vancouver station.

Tabor Kelly requested a bike lane on Brandt Road between Mill Plain and Fourth Plain. South of E 18th is clearer due to signage and parking enforcement, but north of 18th there is confusing signage and paint.

Jonathan Wheeler thanks the commission for their work to address active transportation options. He also spoke on parking as a resource to drivers. He also supported the Week Without Driving.

Debra Kalz supported dedicated handicap parking spaces for wheelchairs in downtown. She supported a shuttle from Clark College on weekends to access events such as the Farmers Market.

John Ley was present to comment on the light rail extension as part of the Interstate Bridge Replacement Program.

Alyssa Wheeler supported no right on red throughout downtown, the proposed plans for 29th and 33rd Streets, progressive pricing for parking in downtown, the Week Without Driving, and light rail access in Vancouver.

Kimberlee Goheen Elbon was present to comment on on-street parking directly in front of City Hall that has been converted to a fire lane.

Get There Vancouver – Residential Travel Options Pilot Program

Olivia Kahn, Travel Options Coordinator, Community Development; Sydney Cape, Programs Specialist, Alta Planning + Design

Staff presented the program goals, pilot program timeline, program areas and audience, strategy and approach, outreach and partnerships, and participation thus far.

Commission discussion and staff responses:

- Can someone indicate they would prefer to receive the program materials in an alternative format, and can you decline the HOP card? Staff responded currently the form doesn't differentiate between print or electronic materials. If you sign up via phone, you can indicate a preference for format. You can also decline to receive the HOP card.
- Reliability of transit routes in the areas that are a focus for this program. Staff responded they work with C-TRAN to relay information regarding reliability, but solutions can't be immediately implemented to fix those issues.
- Support for a scavenger hunt or some type of activity to encourage people to use transit to access businesses along the corridor.
- Partnership with local businesses as part of this program and support for installing bike racks at the businesses.
- Why is moving residences the target audience for this program? Staff responded people are more likely to try new things when there is a shift in their lifestyle. This program is modeled on Portland Smart Trips which uses moving as a "life change" event, and the grant was written to compare with Portland's data and model. However the program also includes all residences within a quarter mile of the bus rapid transit lines in the pilot areas, as they have the lowest barrier to accessing the transit resource.
- Can someone who is houseless participate in this program? Staff responded a mailing address is a key factor to send the HOP card, but staff could coordinate with the individual to pick up the card. Another strategy would be to connect the individual with a program through C-TRAN to get a transit card with a longer use timeline.
- Is the goal of the program to increase transit use or increase the number of people paying to ride the bus? Staff responded the goal of the program is to encourage people to bike, walk, carpool and take the bus more often. There is no revenue goal associated with the program.

Interstate Bridge Replacement (IBR) Program Update

Katherine Kelly, Senior Transportation Policy Advisor, Lori Severino, Senior Planner, Community Development

Staff presented a brief update on the program, a short program history, purpose and need, program components, the modified locally preferred alternative (MLPA), schedule and timeline, the environmental

review process and ways for the public to participate and provide comments on the environmental statement.

Commission discussion and staff responses:

- Do you expect the comment period to be delayed again? Staff responded they expect the draft environmental impact statement will be released in the next couple weeks and not be delayed again.

Commission Communication

Commissioner Phan requested an overview of the standards for ADA curb ramps at the City.

Commissioner Gatton mentioned the proposed new bridge shelter near the mall and the need to increase sidewalks and repair the sidewalk gaps in that area to provide safe ways for people to walk.

Staff Communication

Kate Drennan noted the next TMC meeting will be on October 29, rather than November 5, due to that being election day. Becky Rude reviewed the policy on public facility use restrictions for political activities.

The meeting adjourned at 8:17 pm.

Jeananne Edwards, Vice Chair

Transportation and Mobility Commission

Meeting Minutes

Tuesday, October 29th, 2024

4:00 p.m.

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Vancouver, WA

Commissioners Present:

Jeananne Edwards, Devon Fender, Zack Gatton, Cory Grandstaff, Thinh Phan, Mario Raia, Eduardo Ramos, Sara Schmit, Ken Williams, Derya Ruggles, Devan Williams

Staff Present: Kate Drennan, staff liaison; Rebecca Kennedy, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:02 pm by Chair Ramos.

Interstate Bridge Replacement (IBR) Program

Katherine Kelly, Senior Policy Advisor, Lori Severino, Senior Planner, Community Development Department; Ryan LeProwse, Transportation Planning Manager, Shilpa Mallem, Deputy Design Manager, IBR

Staff presented an IBR program overview, a summary of relevant findings in the draft supplemental environmental impact statement (SEIS), and a summary of staff comments on findings.

Commission discussion and staff responses:

- How does active transportation impact the numbers of Total Person throughput on the bridge? Staff responded that more people will be incentivized to take active transportation.
- How do you track the data of where multi-modal trips start? Staff responded they are only looking at trips as they cross the bridge, not the origin of a trip.
- Why are we comparing it to a no-build? Staff responded that the National Environmental Policy Act (NEPA) requires IBR to analyze the impacts of not taking any action.

Members

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- What is the motivation for moving the freeway 40 feet to the left? Staff responded they are trying to avoid environmental and archeological impacts as well as impacts to Fort Vancouver historical site.
- The proposed multi-modal path is triple the height of bridge access now. Why not connect the multi-modal path to Evergreen Blvd to make it less steep? Staff responded the downside of 'the Westward Shift' is impacts to properties, i.e. Regal cinema. The program is looking at potential design options to avoid steepness of multi-modal path without property impacts.
- 29th and 33rd Overpass replacement bike/ pedestrian pathways? The current plans being updated for 29th and 33rd will be implemented through project replacement. City standards will be reflected in new bike/ pedestrian networks.
- Where could one find the accident history? Staff clarified in the Draft SEIS. Transportation Technical Report section 3.9 had information about the crash frequency and existing conditions.
- How was the park and ride data derived and why was the Waterfront Park and Ride thought to be a better idea when people mainly avoid the waterfront due to already congested roadways? Staff responded it was derived from household trip surveys, partner data, and the assumption that the Waterfront Park and ride would serve travelers connecting via SR 14.
- Have elevators been looked at to connect multi-modal pedestrian paths? Why were they chosen as unfeasible? Staff responded they are not quite to the design phase, but are considering elevators at the transit stations that would be accessible to all travelers.
- For the weave-in mentioned, do we have a video that showcases that? Staff confirmed the video, and all information is on the website including different design options, existing and proposed.
- Do we know the construction schedule for how this will be built in 10 years? Staff responded there is information on the website, but there will be several construction packages to be contracted out over time, including dealing with impacts during construction. As of now, there will be 3 lanes in either direction during peak hours during construction. Conversations have been had for property owners impacted by IBR program. Property owners are being invited to meet with IBR to communicate and go over acquisition processes.
- Is there any funding for Public Art for the added parking structures and transit stations? Staff responded there is no Public Art program in IBR beyond the required percentage included in Federal Transit Administration funds. However City standard design elements will be applied to anything built within the city.
- Is there a price analysis for Transit Park and Ride parking price? Staff responded the Economic Prosperity and Housing team for City of Vancouver is working on a Downtown Parking Strategy however the City will not be building the parking garages. If built, they will be done so by the IBR program and would need to be mixed-use in keeping with city zoning standards.
- Has interstate shade been analyzed and potential impacts for environmental or community health? Staff responded it is being analyzed.
- Is there a low-income tolling program? Staff responded they are advocating for the program to be put into place pre-construction; however, tolling should not begin until post-construction.
- Are financial and consumer impacts to the waterfront being analyzed?
- Will there be multi-lingual support for communication to folks who depend on transit and speak other languages? Staff responded they are working on multi-lingual communications and program updates and technical support.

Vice-Chair Edwards left the meeting.

St Johns/ St James Safety and Mobility Project

Emily Benoit, Senior Transportation Planner, Brett Setterfield, Associate Transportation Planner, Community Development; Derek Abe, Alta Planning and Design, Consultant Project Manager

Staff presented an update on the St Johns/ St James Safety and Mobility Project including an overview of the project timeline, community engagement, as well as design concept options from Fourth Plain to 68th St. Proposed elements include protected mobility lanes, improved crosswalks, and narrowed travel lanes.

Commission discussion and staff responses:

Segment 1a St Johns Blvd: Fourth Plain Blvd to 29th St

- What areas are we proposing crosswalk improvement and illumination? Staff responded that all existing crossings will have improved visibility, and other improvements are recommended for R St and X Streets.
- Will there be consideration in placement of bollards for cyclists turning left? Staff responded that the goal of the bollards is for protection in separation of cars and bikes, and it will connect left-turning cyclists intentionally to the City's Bike and Small Mobility network.
- Will St. Johns and Fourth Plain crossing be improved for bike and pedestrian users? Staff responded that there will be design improvements to the crossing including a signal to connect cyclists to a future 2-way cycle track on the south side of Fourth Plain Blvd. Improving the crossing is on the list for improvements in the short-term.

Segment 1b Fort Vancouver Way: Fourth Plain Blvd to 29th St

- Is the intersection of 29th and Fort Vancouver Way being analyzed for traffic calming and is it being reviewed by this program or the 29th and 33rd Safety & Mobility Project? Staff responded they are in coordination with the 29th and 33rd Safety & Mobility Project and seek to make changes that align with their proposed designs including markings on the road in the short-term, and pedestrian islands and vertical delineation in the long-term.
- Will the removal of the center turn lane extend all the whole corridor segment? Staff confirmed the removal will extend the length of the segment, traffic data showed that the volume of left-turns in the segment was very low. However, there may be possibility to keep a turn lane at the intersection as there are less space-constraints.
- Will transit times be impacted by the proposed changes in the segment? Staff confirmed there will not be any high impacts to any transit operating within the segment.

Segment 2 St Johns Blvd: Fort Vancouver Way to Petticoat Lane

- The St Johns and 33rd traffic signal needs to be updated. How is it determined that traffic signals get radar, and which do not? Staff responded that there are long-term plans to update the 33rd intersection including updates to the signal.

Segment 3 and 4 St Johns Rd and St James Rd: Petticoat Lane to Minnehaha St

- What is the posted speed limit? Staff responded it ranges from 25-35.
- What are the traffic calming measures we are considering? Staff responded that speed tables and cushions are common traffic calming measures, as well as lane or roadway narrowing.
- Has any part of this project considered a roundabout? Staff responded that in Segment 1a and 1b at the intersection of Fort Vancouver Way there is a possibility for a long-term recommendation to add a roundabout if space allows.
- Are there plans to improve illumination and visibility along the corridor? Staff confirmed that crossings will have added light and there is an illumination study being conducted along the corridor for where there needs to be additional lighting.
- Are there recommendations to add additional signage or improvements to the on-ramp of SR 500 to improve the experience of active transportation users and drivers by clarifying when and where cyclists and pedestrians will be going? Staff responded that on-ramps are under WSDOT jurisdiction and the City would need to partner for changes to this intersection.

- Freight trucks often utilize this corridor for driving through as well as parking. Trucks often block the bike lanes so it would be helpful to have better wayfinding for trucks to find safe, consolidated parking to improve the corridor for everyone. Staff responded with gratitude for raising the concern of truck parking and confirmed they are working through the Comprehensive Plan to identify more truck parking and continue to address this issue.
- The intersection of Cherry St needs improved visibility for cyclists. Staff responded it is on the list of proposed intersection work.
- Why are 3 and 4 two different sections? Staff responded that the slope of the road is slightly different between the two sections and the traffic volumes are different.

Segment 5 St Johns Rd: Minnehaha St to NE 68th St

- Which NE 68th St does this project end at? Staff confirmed this is an off-set intersection and it ends at the North side of the railroad tracks. Most recommendations will be on the South side of 68th but there are sidewalk improvements and mobility lane reconfigurations to ease access to the North side of the tracks.

Staff then asked for feedback on safety and design improvements prioritization, i.e., protected mobility lanes, illumination, transit access, traffic calming, intersection crossing markings, etc. but due to time constraints, this feedback is to be emailed to the planning team.

Brief speech by newly appointed City Manager, Lon Pluckhan regarding the City's support for Commissioners. City Manager Pluckhan noted that staff and City Council stands with Commissioners and can offer legal and other resources if Commissioners experience threats or harassment.

Community Forum

- Jennye Helzer was present to comment against the removal of parking in Carter Park. Jennye commented on speeds observed on the corridor advocating for more speed bumps. Jennye commented on the low bike volume on 29th and 33rd and the lack of need to add bike infrastructure on the corridor.
- Bill Dickey was present to comment on the removal of parking on the south side of 33rd and the lack of houses with driveways for parking. Bill advocated for sharrows.
- Michael Trabert was in support of better bike infrastructure on 29th and 33rd and advocated for fully protected bike lanes in the long-term design plans.
- Jonathan Wheeler was in support of better bike infrastructure along St. Johns and St. James, especially protected bike lanes and elimination of the "door zone" causing a cleaner separation between cars and active transportation users. Jonathan affirmed that the project aligns with City goals of lessening Vehicle Miles Traveled (VMT) and making active transportation more accessible.
- Israel Lopez was present to comment on St. James and St. Johns Safety and Mobility Project as a cyclist, advocating for a better intersection on SR 500 and encouraging a possible partnership and grant process with WSDOT. Israel also commented on leaves in the bike lane and potential safety concerns.
- Alyssa Wheeler was in support of St. Johns and St. James better bike infrastructure. Alyssa commented on the lack of connection within the City's Bike and Small Mobility Network and asked for a commitment to connect all the different bike lanes to the greater network. As well as a comment on including active transportation users in City funding decisions.
- Jason Hernandez was present to advocate for better bike infrastructure, including support for fully protected bike lanes on the St. Johns and St. James corridor, and opposition in the use of sharrows.
- Jason Cromer was in support of better bike infrastructure on 29th and 33rd and St. Johns and St. James. Jason also commented on including active transportation users and non-drivers in City-funding decisions. Jason also expressed gratitude for the projects.

Public Hearing 112th Ave Safety and Mobility Project

Kate Drennan, Transportation Planning Program Manager; Monica Santos-Pinacho, PointNorth, Project Consultant

Staff presented an overview for the project. This included project goals, public engagement, and recommended concepts. They also presented a timeline for different project elements in coordination with City pavement work schedules. Project recommendations that do not coincide with pavement work will be added to the Transportation Improvement Program.

Commission discussion and staff responses for the 112th Avenue Safety and Mobility Project:

Near-term Recommendations: 2026-2028

- What would be preventing building the shared-use path between NE 18th St and NE 28th St, sooner rather than later? Staff responded that property needs to be purchased from adjacent property owners. How wide is the sidewalk currently? Staff responded that sidewalk is currently 5-6 feet and the path would likely be designed at 12 feet.
- On the future shared use path, will there be a designated bike lane? Staff responded there will be a distinction both visibly and physically to denote the bike path from the pedestrian path, however, they will be elevated to the same level.
- Why doesn't the project extend to Fourth Plain? Staff commented that it overlaps with WSDOT property and has yet to be put on the paving schedule.
- Will there be a paved connection added to the intersection of Morrow Lane? Staff confirmed yes it is included in the recommendation.
- Commissioner raised concern on steepness of Four Seasons Lane.
- Commissioner raised concern for pedestrians sharing path with active transportation users and noted that a tactile marker would need to extend the length of the path and offered that it may not be the best use of resources.
- Will there be a possibility of an all-way crossing for pedestrians at the Mill Plain and Chklaov intersection? Staff responded that there is already a leading pedestrian cycle and "no right on red" but it may not be a possibility due in part to the signal cycle at the intersection and needing to maintain transit travel times for the Vine on the corridor. Commissioner advocated for more education and road paint.
- Is the proposed greenway considered near-term or long-term? Staff confirmed near-term.
- Commissioner echoed that turning left from 28th St onto 109th where the proposed greenway is, is a very dangerous turn.
- Commissioners were in support of adding "no right on red" to 28th and 112th intersections.

Longer-term Recommendations:

- What is the goal for Mill Plain and 112th intersection? Staff responded they plan to finish the roadway configuration north of Mill Plain in 2026 as well as some intersection work done by C-Tran for a new Vine station.
- What is the purpose of a median island at a crossing? If they stop in the median island and the signal times out, are they stuck there? Staff responded that signal is timed to allow for a full roadway crossing. Also, the median island act to calm traffic and draws attention to the pedestrian crossing.
- What is the current east-west speed of Mill Plain? Staff responded 112th Ave is 35 mph being recommended for a 30 mph limit, and Mill Plain is currently signed at 35 mph.
- Commissioner was in support of reducing speeds to increase safety.

Public Testimony

- Alyssa wheeler was in support of 112th Ave Project and expressed generosity for better bike infrastructure. They asked for better turn options for cyclists and consistency in those changes. Alyssa advocated for fully protected bike lanes from 28th to 51st including bollards.
- Jason Cromer was in support for better bike infrastructure on 112th Ave and commented on keeping infrastructure consistent and easy to follow for active transportation users and drivers.
- Jason Hernandez was there to comment on all projects. Including safety of roadways within the City and the need for better protections. Jason was in support of bollards, speed bumps, and rumble strips. Jason also raised safety concerns of flashing beacons.
- Samin Sepasi was present to comment on all projects. In favor of better bike infrastructure and better crossings for pedestrians. In favor of a Complete Streets Initiative.
- Chris Erickson was in support of the 112th Ave Project. Chris commented on the Vancouver City Center Redevelopment Authorities Pipeline. Chris was in support of active transportation infrastructure on 112th to address the growth and need of the 112th corridor.
- Tabor Kelly was present to support neighborhood greenways and was opposed to the neighborhood greenway proposed in the 112th Ave plans. Tabor was in support of a greenway on 109th north of 28th St. Tabor also referenced the goals of the TSP.

Commission Deliberation

Commissioner Ken Williams agreed with the public comments that this is not a perfect solution, but this is a very important corridor.

Commissioner Fender supported the project and the changes to increase safety.

Commissioner Ruggles supported the project and use of paint to increase safety.

Commissioner Gatton had concerns with the timeframe of the parallel greenways and asked that they get done concurrently with the rest of the project. Overall, was in support of the improvements.

Commissioner Grandstaff echoed the pedestrian challenges in this area and was grateful for the improvements.

Commissioner Phan preferred a 30-mph speed and was in support.

Commissioner Devan Williams echoed support for the improvements and better separation between cars and active transportation users will make it safer for all.

Commissioner Schmit was in support of the project but had questions about the future projection of cycling.

Chair Ramos was in support of safety and illumination at all bus stops, photo enforcement, and lower speeds.

Motion by Commissioner Ken Williams, seconded by Commissioner Ruggles that the Transportation and Mobility Commission recommend the near-term roadway design in segments 1 & 2, long-term projects and design in segments 2 & 3, and other related safety and mobility projects as presented and discussed in the recommendations report.

Roll Call Vote

Commissioner Ruggles	Yes
Commissioner Grandstaff	Yes
Commissioner Devan Williams	Yes
Commissioner Gatton	Yes
Commissioner Phan	Yes
Commissioner Raia	Yes
Commissioner Schmit	Yes
Commissioner Ken Williams	Yes
Commissioner Fender	Yes
Chair Ramos	Yes

The motion carried unanimously.

Staff Communication

Rebecca – Thanks to Corey Grandstaff for his service to the City and on this Commission. Thanks to Julie, as this is her last meeting. Election of officers will occur in December.

Commission Communication

Ramos – Thanks to Security and Police presence at meetings. The Chair will be stepping down and ending his service on the TMC at the end of 2024.

The meeting adjourned at 8:46 pm.

Eduardo Ramos, Chair



CITY OF
Vancouver
WASHINGTON

Transportation and Mobility Commission

2026-2031 Transportation Improvement Program

Chris Malone

Public Works Business Services Manager

December 3, 2024

Agenda Title

- Transportation Improvement Program (TIP) refresher
- Review transportation project pipeline
- Review changes for this year's TIP
- Review project prioritization
- Next steps

Presentation Purpose

- Initial workshop discussion for annual TIP update
- Early feedback from the TMC for consideration and staff review



Transportation Improvement Program (TIP)

- Each year the City prepares a Six-Year Transportation Improvement Program (TIP)- current update is for 2026-2031
- The TIP is the City's detailed transportation improvement work program
- The document includes detailed project descriptions and the funding status for each project
- Per Washington law, the TIP document is updated annually, with final City Council approval required by July 1
- The Transportation and Mobility Commission is the primary citizen oversight committee responsible for reviewing and making recommendations on the TIP

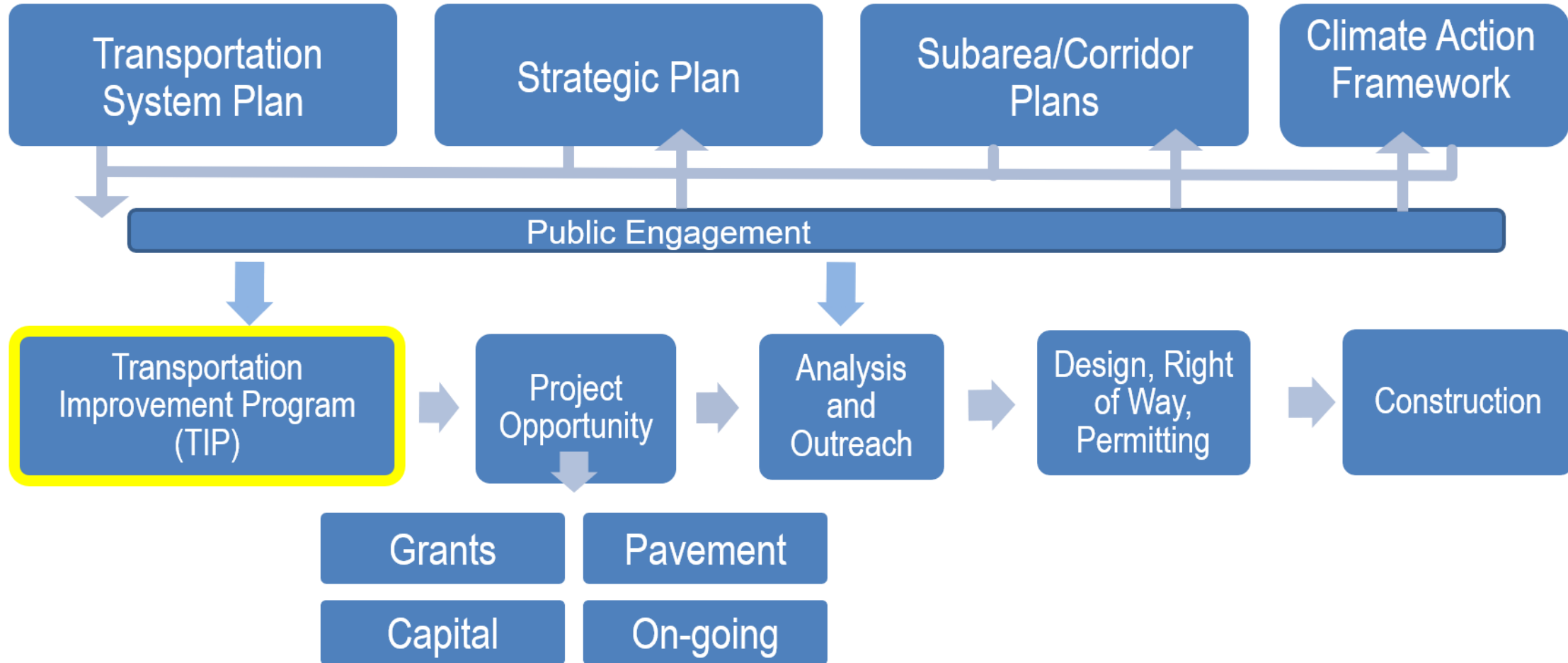


Transportation Improvement Program cont.

- The TIP includes a funded, partially funded, and unfunded projects, as well as City transportation programs.
- Within each project list, there are different categories of projects including arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing programs
- Projects listed in the TIP include:
 - Major street, bicycle, pedestrian and traffic signal improvements identified through in the Transportation System Plan, the City's Strategic Plan, the 20-year Capital Facilities Plan, and via community engagement and feedback.
 - Future changes to public infrastructure identified through complete streets safety and mobility plans, district and subarea planning studies.
 - Projects that are funded with State and/or Federal grants are required to be included in the TIP.



Transportation Project Pipeline



Proposed Changes for 2026-2031 TIP

- Continue transforming TIP to true 6-year plan
- Eventually projects beyond the 6-year horizon will reside on the Capital Facilities Plan
- Update arterial map if needed
- Update project prioritization scoring methodology
- Only score projects in the 6-year horizon
- See draft list of project changes (separate attachment)



TIP Prioritization Tool

Phase One: (Where to invest?)

Criteria
Equity Index
Collisions
Essential Spaces and Places
Future Growth Areas

Phase Two: (When to invest?)

Criteria
Pavement Opportunities
Coordination
Quick Wins
ROW Impacts
Environmental Impacts



Cost						
Very High	Long-term	Long-term	Long-term	Medium-term	Near-term	
High	Long-term	Long-term	Medium-term	Medium-term	Near-term	
Medium	Long-term	Medium-term	Medium-term	Near-term	Near-term	
Low	Long-term	Medium-term	Near-term	Near-term	Near-term	
Very Low	Medium-term	Medium-term	Near-term	Near-term	Near-term	
	Very Low	Low	Medium	High	Very High	Benefit

Phase Three: Cost vs. Benefit

Cost - Estimated project total
Benefit = Phase 1 + Phase 2

Public outreach

- Most TIP projects come out of past planning efforts that included community engagement; adding this information to cut sheets to make it clearer what past engagement is informing the TIP
- Online dashboard available for reviewing all projects listed in the Transportation Improvement Program (also includes all utility projects included in the City's 6-Year Capital Improvement Program)
www.cityofvancouver/tip.
- Outreach through all City channels- including neighborhood associations, newsletters, social media, Be Heard, etc.- in addition to TMC and Council processes.

Proposed changes to Project Prioritization

Early 2025

- Provide TMC with 1st draft of TIP document
- Meet with TMC to gather feedback on projects added/project removed/other changes

Spring 2025

- Provide TMC with final draft of TIP document
- Meet with TMC to review changes and updates and action on formal recommendation to Council

Thank You



Learn more by visiting www.cityofvancouver.us/tip





MEMORANDUM

DATE: December 3, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Chris Malone, Finance and Asset Manager, Public Works
Kate Drennan, Transportation Planning Program Manager

RE: **Transportation Improvement Program 2026-2031**

Overview & Background

The Transportation Improvement Program (TIP) is a detailed six-year workplan that outlines transportation projects and programs. Each year the City updates the six-year plan in accordance with Washington State law. The Transportation and Mobility Commission (TMC) is the primary citizen oversight committee responsible for reviewing and making recommendations on the Plan before Council approval.

The TIP includes project descriptions, maps, and the funding status for each project. Covering a six-year time horizon, the projects are grouped by funding status: fully funded, partially funded, and unfunded. Within each of the funding categories, the projects are further categorized by arterial improvements, signal and lighting improvements, active transportation improvements, and ongoing programs. The projects reach the TIP because they have been identified through planning processes such as the Transportation System Plan, The City's Strategic Plan, the 20-Year Capital Facilities Plan, through complete streets Safety and Mobility Plans, or through development triggers. Nearly all projects on the TIP were identified through planning efforts that included robust public engagement processes, and thus the TIP represents a workplan to deliver on those projects.

Current Status

The TIP is undergoing transformation from a catch-all document that had previously included all identified transportation projects, to one that will feature only projects that are envisioned on a six-year time horizon. By next year, projects beyond that horizon will be moved to the Capital Facilities Plan (a 20-year planning document), reflecting the typical planning practice. In the interim, staff is using funding categories and the new

prioritization method adopted in the Transportation System Plan to sort projects according to cost and benefit, which helps to determine project timing.

In this workshop, City staff will review the prioritization tool, the proposed public notifications and engagement opportunities, and review changes to the TIP from the previous 2025-2030 document.

2026-2031 TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2025-2030) to this year's 6-year project list (2026-2031). The changes are segmented by: projects removed; projects added; and other changes.

Projects Removed	TIP ID	Project Type	Comments
NE 137 th Ave. – NE 49 th St. to NE Fourth Plain Blvd.	TRANS-0275	Arterial Improvements	Project will be completed in 2025
Jefferson St. – W. Evergreen to W. Mill Plain Blvd.	TRANS-0531	Arterial Improvements	Project will be completed in 2025
SE 1 st St. – SE 177 th Ave. to SE 192 nd Ave.	TRANS-0870	Arterial Improvements	Project will be completed in 2025
SE 1 st Street and SE 187 th Avenue Intersection Improvements	TRANS-0934	Signal and Lighting Improvements	Removed from unfunded within 6-yr list, included in TRANS-870 (will be completed in 2025)
NE Fourth Plain Safety Improvements – Ft. Vancouver Way to 62 nd Ave.	TRANS-0258	Active Transportation	Project will be completed in 2025
NE Hazel Dell Ave./BBC Trail Crossing	TRANS-0910	Active Transportation	Project will be completed in 2025
MacArthur/Mill Plain Complete Street Improvements	TRANS-0917	Active Transportation	Project will be completed in 2025
SE 34 th Street Complete Street Project – 162 nd Ave. to 192 nd Ave.	TRANS-0919	Active Transportation	Project will be completed in 2025
State Route 500 – 54 th and 42 nd Intersection Improvements	TRANS-1114	Active Transportation	Project will be completed in 2025
NE 18 th Street and NE 187 th Avenue Intersection Improvements	TRANS-0929	Signal and Lighting Improvements	Removed from unfunded within 6-yr list, completed by developer
NE 18 th Street and NE 179 th Avenue	TRANS-0930	Signal and Lighting Improvements	Removed from unfunded within 6-yr list, completed by developer

Intersection Improvements			
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Projects Added	TIP ID	Project Type	Comments
NE 184 th Ave – SE 1 st St. to SE 4 th St.	TRANS-	Arterial Improvements	New project added to funded list
Fourth Plain for All	TRANS-	Active Transportation	New project added to funded list
Burton Rd. Complete Street	TRANS-	Active Transportation	New project added to partially funded list
NE 122 nd Ave Complete Street	TRANS-	Active Transportation	New project added to partially funded list
NE 86 th /87 th Ave Complete Street	TRANS-	Active Transportation	New project added to partially funded list
NE 72 nd Ave Complete Street	TRANS-	Active Transportation	New project added to partially funded list
NE 97 th /98 th Ave Complete Street	TRANS-	Active Transportation	New project added to partially funded list
Transportation Grant	TRANS-	Program	New program added
Curb Ramps Retrofits	TRANS-	Program	New program added
Transportation System Plan Implementation	TRANS-	Program	New program added
Complete Street Evaluations	TRANS-	Program	New program added

Other Changes	TIP ID	Project Type	Comments
NE 18 th St. – NE 97 th Ave. to NE 107 th Ave.	TRANS-0527	Arterial Improvements	Moved from partially funded to funded list
Heights Grand Loop – Devine Rd. to MacArthur Blvd.	TRANS-0944	Arterial Improvements	Moved from partially funded to funded list
MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection	TRANS-0603	Arterial Improvements	Changed from Signal and Lighting Improvements to Arterial Improvements
SE 20 th St. and SE 176 th Ave.	TRANS-0723	Signal and Lighting Improvements	Moved from partially funded to unfunded within 6-yr list, no activity, waiting on developer
MacArthur Blvd. – Mill Plain Blvd. to Blandford Dr.	TRANS-0938	Signal and Lighting Improvements	Moved from unfunded within 6-yr to funded list

Evergreen Hwy. Pathway – Weber Arboretum to SE 100 th Court	TRANS-0843	Active Transportation	Moved from partially funded to unfunded within 6-yr list, construction unfunded
Waterfront Way Traffic Calming/ADA	TRANS-1113	Active Transportation	Moved from partially funded to funded list, changed name to reflect project more accurately
NW 78 th St./Fruit Valley Rd./NW Lakeshore Ave. Roundabout	TRANS-0887	Arterial Improvements	Moved from unfunded within 6-yr to partially funded list
NE 28 th St. – NE 142 nd Ave. to NE 162 nd Ave.	TRANS-0274	Arterial Improvements	Moved from unfunded outside 6-yr to partially funded list
NE 184 th Ave. – NE 4 th St. to NE 18 th St.	TRANS-0274	Arterial Improvements	Changed name to reflect project more accurately
Upper Main St (37 th to City Limits) Complete Street	TRANS-0873	Active Transportation	Changed name to reflect project more accurately
MacArthur Blvd. at N. Devine Rd. Roundabout	TRANS-0895	Arterial Improvements	Changed from Signal and Lighting Improvements to Arterial Improvements
MacArthur Blvd. at N. Andresen Rd. Roundabout	TRANS-0896	Arterial Improvements	Changed from Signal and Lighting Improvements to Arterial Improvements

Action

This workshop is the first of three TIP presentations to the TMC. In this meeting, staff aim to answer questions and collect feedback on the proposed process, presentation of information, and other input the Commission may have.

Staff Contact

Chris Malone, Finance and Asset Manager, Public Works
Chris.Malone@cityofvancouver.us
P-360-487-7711

Attachment(s):

Presentation: TMC 2026-2031 TIP Workshop 1 12-3-2024

From: [Jason Cromer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th & 33rd St Project
Date: Monday, December 2, 2024 9:46:24 PM

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Good evening TMC,

Thanks for your time devoted to making the city a better place for everyone, regardless of the mode of transportation.

I wanted to write in tonight to support most of the changes outlined in the 29th and 33rd St Project documents. I did notice two areas of concern that I wanted to outline:

The first would be the overpass on 29th St. Given the parallel and more heavily used route on 33rd St, I would strongly urge the TMC and the project team to **put traffic diverters on the 29th street overpass** and limit the bridge crossing there to pedestrian and bicycle traffic only. This would create a safer crossing, lessen non-local traffic along this corridor, and create less wear and tear on the bridge while setting in stone a smaller footprint for a future bridge rebuild with the IBR. Using diverters also means less pavement will need to be paved and painted over time, leading to cost savings.

Secondly, if bike lanes are not going to be put in on the 33rd St portion between Main and Kauffman, I would strongly urge the **use of concrete traffic circles and diverters** along this portion. The current revised design does nothing to address speeders, and mimics the current design of Kauffman, which is very dangerous to bike on. Speed bumps do very little to calm traffic, and vehicles will continue to closely pass and cause points of collision with vulnerable road users that aren't in 2-ton heap of metal.

I hope we can modernize this design and get it in a better place before approving it, as it currently is far too car-centric. Thank you for your time!

Best,
Jason

From: [Shellie Miller](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th and 33rd Mobility Project
Date: Wednesday, October 30, 2024 7:59:52 PM

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Dear Transportation Committee Members,

I attended the Carter Park Special Neighborhood meeting on October 23rd to hear the proposed plans for the 29th and 33rd Street Mobility Project.

I wholeheartedly support improvements that would increase safety and mobility for everyone in the community including walkers, bicyclists, scooters, wheelchairs, etc. However, I'm concerned that some of the proposed improvements will not improve safety, but will cause more safety concerns for a larger segment of our community.

The biggest safety concern we currently have on 33rd between Main Street and Kauffman is speeding traffic. This has been an ongoing issue for the last few years with multiple traffic accidents at the corners of 33rd and Grant, and 33rd and Harney. Installing the stop signs at Grant and 33rd has helped, but now speeders gun their engines as soon as they get through the stop sign on 33rd and speed up until they get to the Kauffman intersection. Additional stop signs are needed on 33rd at the Harney intersection in order to reduce traffic speeds in that section of 33rd.

During the Carter Park Special meeting and the Transportation Meeting on October 29th, there were comments regarding bicyclists being afraid to ride on 33rd because of the traffic and there were requests to install protected bike lanes along 33rd. With the current levels of traffic on 33rd, installing protected bike lanes and removing parking on the south side of the street doesn't seem necessary. By installing stop signs at the Harney intersection, adding speed bumps, decreasing the speed limit, and adding sharrow signage to the road this would create a safer environment for everyone.

I am strongly opposed to removing parking on 33rd Street due to the number of homes who do not have other parking options. We have a number of elderly folks who live on 33rd and this would potentially require them to park on a side street and walk a distance from their cars to their homes with groceries or at night when they are not able to navigate as well in the dark. The lack of parking will also significantly impact parking for visitors to the park.

I empathize with bicyclists who want to remain safe while riding. I ride my bike as well and have no concerns about biking on 33rd with the current configuration of the street. I understand that there is a need for more protected bike lanes in high traffic areas such as 39th Street, but not on a street like 33rd that does not have a high traffic volume.

There was also a comment in the Carter Park Special meeting regarding the recommendation to add a roundabout on 29th, but the existing stop signs would remain in place. Why would funds be spent to install a roundabout when this is a low traffic street and there are already

stop signs at every corner? This seems like a waste of funding.

I appreciate the efforts that the Transportation team has put into the plans to improve safety and I hope that you will take into consideration the feedback you are receiving from myself and my neighbors who live on 29th and 33rd and will be most directly affected by the proposed changes. Based on conversations I have had with many neighbors, we support changes to improve safety and mobility for everyone, but believe that some of the proposed changes such as a protected bike lane or removal of parking are not necessary to achieve that goal.

Thank you! I hope that you will take this feedback into consideration as you are finalizing decisions on the 29th and 33rd Mobility Project.

Regards,

Shellie Miller

From: [Hal Miller](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th and 33rd Mobility Project
Date: Wednesday, October 30, 2024 10:18:39 PM

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> Dear Transportation Committee Members,

>

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>

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>

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>

> Thank you! I hope that you will take this feedback into consideration as you are finalizing decisions on the 29th and 33rd Mobility Project.

>
> Regards,
>
> Hal Miller
>
>

From: [Jan V](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th/33rd St project
Date: Tuesday, December 3, 2024 11:37:22 AM

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Good morning planners and commissioners,

I've looked at the revised plans for the 29th/33rd Streets Safety and Mobility Project. Where you once planned bike lanes on 33rd St, I now see Sharrows. You've put them on the uphill segment from Kauffman to Main Street.

If you use Sharrows, you are saying it is reasonable to commit riders and drivers to the following situation:

I will be riding my bike (135 lb total rider + bike) directly in front of a vehicle (approx. 4000 lb). Sharrows guide me to ride there so that drivers will not pass me too closely in unsafe conditions.

I can ride to the right when it is free of parked cars, but you have removed our bike lanes to allow car parking. Good riding practice teaches us to ride predictably and take the lane, not weave in and out of spaces as inexperienced riders do because they are scared.

If you've driven on a Sharrowed street, you know how frustrating it is to drive 15 mph under the stated speed limit for any length of time.

If you've ridden a bike on a Sharrowed street, you know how intimidating it is to ride with a frustrated driver on your tail.

The segment from Kauffman to Main is roughly .6 of a mile at an average of 2.0% incline. (<https://ridewithgps.com/routes/49189089>) If that experience seems like it's no big deal, try it yourself. Be me, a 73-year-old rider. Or be a 23-year-old driver behind me. Minutes feel like hours when you are the impatient driver or the scared cyclist.

Surely you haven't ridden on Sharrows or you couldn't think it's equitable to be doing this to drivers --and certainly not riders-- while claiming we're safer.

Sharrows are paint, not protection. This project is supposed to improve people's safety and mobility as it connects us to other safe streets.

Please. This plan is not reasonable. Don't do this to us.

Jan Verrinder

November 4, 2024

To Whom it May Concern:

I am writing this letter in opposition to the proposal for street modifications included in the 29th and 33rd Streets Safety and Mobility Project. My specific concern is with the proposal to remove street parking in front of my house on 33rd to add a bike lane. I do not have off-street parking available and have had my vehicle broken into and damaged twice in the past two years while parked directly in front of my house. I have added cameras which would be rendered useless if I were required to park across the street. Having spoken with many of my neighbors, I know I am not alone in both the lack of off-street parking and security concerns. One neighbor even has an electric car which they would not be able to charge if parking were removed on the south side of the street.

Beyond the immediate impact of taking away my parking to accommodate cyclists that do not appear to use 33rd between Kaufman and Main, I am concerned that nothing is being done to address the biggest problem in our neighborhood – speeding. While I am grateful for the addition of a stop sign at Grant Street, it has done very little to address the speed problem. What it has done is reduce the number of available parking spaces on 33rd already, and created a situation where people take off from the stop sign as if it were a drag race. I am concerned that the effective widening of the street resulting from eliminating parking will only exacerbate the speeding problem.

I don't believe in bringing problems without proposing a solution, so I recommend adding speed humps and sharrows as the city recently did on Kaufman. The slope on Kaufman is much steeper, as 33rd is nearly flat. I would also support a reduction of the speed limit on 33rd to 20mph in conjunction with the humps and sharrows.

To summarize, removing parking on 33rd between Kaufman and Main impacts over 40 tax paying citizens to provide facilities for a vanishingly small number of cyclists while failing to address the speeding issue that plagues our neighborhood. Adding speed humps and sharrows, and reducing the speed limit improves safety for vulnerable road users while minimizing impacts on residents. Thank you for your consideration.

Sincerely,

Peter Helzer

Carter Park Neighbor

From: [Peter Helzer](#)
To: [City Council](#); [Nischik, Julie](#); [Transportation and Mobility Commission Agenda Calendar](#); [Derk, Maggie](#)
Subject: 33rd Parking Issue
Date: Monday, November 4, 2024 12:39:22 PM
Attachments: [33rd Parking Concern.pdf](#)

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Hello,

Please add the attached letter to the record opposing the proposed bike lane on 33rd Street between Kaufman and Main. Thank you for your consideration.

Pete Helzer
Carter Park Neighbor

From: [Dev](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 33rd St Mobility Project
Date: Monday, December 2, 2024 9:29:55 PM

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Hello members of the TMC,

I am writing in today to express my support for the 33rd and 29th Street project. These are two corridors that have long needed attention, especially in providing a space for people bicycling or using mobility devices.

I would love to see more traffic circles on this route, in addition to bike lanes on both sides of the 33rd street stretch between Kauffman and Main St. Parking is rarely used on that stretch, and the road space would be much better used for a bicycle lane. Traffic circles and diverters would also be a great addition. The fewer the cars on our roads, the safer it will be, and the more community oriented it will become as people shift to walking and bicycling.

With Kindess,
Dev

From: [Kyle Herrlinger](#)
To: [Nischik, Julie](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 33rd St. Roadway Improvements
Date: Tuesday, December 3, 2024 11:53:29 AM

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Hello,

I am writing in with some concerns about the 33rd St. mobility project improvements. I am an avid biker, and I ride the 33rd St. corridor between my house on O St. and Columbia nearly every day. I also ride on 33rd down to Kaufmann to visit friends, and over to Grand to a favorite brewery of mine. As the current infrastructure stands, it puts bikers at risk in many bottleneck areas. The bike lane disappears at many spots, and forces bikers into traffic where speeding drivers have nearly clipped me as I ride many times.

Some other residents I have met at community meetings have complained about parking spots disappearing for bike lanes. It seems that the project is now proposing removing a dedicated bike lane from Kaufmann to Main going uphill to the East. As someone who has nearly been hit by distracted or speeding drivers on this exact passage, this is unacceptable. This section is currently one of the most dangerous areas of 33rd, and to hear that a bike lane might be removed in favor of parking is ridiculous. Nearly every single resident along 33rd on this section has access to a garage, parking pad, or both behind their house. I rarely see more than 5-10 cars parked along this stretch even during busy times. 33rd is being proposed as a safer corridor for alternate mobility methods. Why would a whole section connecting 33rd to the other major mobility corridor (Columbia) be removed? This defeats the purpose of connecting the city and making it easier for people without cars to get around.

I urge the council to think of this project as a way to save future lives. I have lost 2 people close to me in my life from distracted drivers. One friend in college, and another friend's father when I was younger. I still think of my friend's father very often. He was killed by a driver who was going too fast and texting at the same time. My friend 15 years later still deals with the outcome of the day he lost his father, something that will stick with him the rest of his life. I have seen 3-4 articles in the past few months about other bikers/pedestrians who have lost their lives to drivers, and I wonder how long it will be until someone close to me is struck by a car again and seriously injured or killed. This commission should be doing everything it can to advocate for the safety of its citizens, especially those who are not driving a 2 ton killing machine. The 33rd and 29th St. mobility projects are a way to provide safer routes for those who cannot afford a car, or prefer to take transportation that does not pollute, or put other people's lives at risk. Please keep the proposed bike lanes, while better bike lanes and safer streets won't completely solve the problem of speeding or distracted drivers, they at least add a level of comfort to riders and pedestrians who travel this corridor every day. Anyone advocating for parking over safety has never lost a loved one to a driver, or has not been forced off the road at one of these choke points. Removing any proposed bike lanes is highly dangerous and creates areas where bikers and pedestrians will have to fight traffic. Please think of safety first when continuing to develop this project.

Thank you for your time.

- Kyle

From: [Richard Kolber](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 112th Ave. safety and mobility
Date: Wednesday, October 30, 2024 4:08:55 PM

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This is about lane width.

Research has shown that narrower lanes tend to keep traffic by keeping drivers within the posted speed limits making for safer streets for all users including pedestrians,

Richard Kolber

From: [Robyn E-G](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Proposed changes to west 33rd street
Date: Tuesday, November 26, 2024 2:32:03 PM

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CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Anne McEnerny-Ogle, Transportation and Mobility Commission, Council Members,

As homeowners on West 33rd Street, we feel there is no need at this time and with this budget to reconfigure parking and create a dedicated bike lane as proposed by the 29th/33rd Street Safety and Mobility Project.

Eliminating parking on the south side of the street will inconvenience and cause safety issues to many long time residents with no other parking options and eliminates parking at the entrance to our very busy neighborhood gem, Carter Park. If safety is paramount, then we need to have parking stay as is.

As for the proposed bike lane, our Carter Park neighborhood streets are very quiet, except for West 33rd and Columbia, so bikers should choose to use all the other streets. We do! However, traffic on West 33rd must be slowed. Add more speed bumps, more stop signs, maybe mini roundabouts, corner bump outs, and other traffic calming measures. Bike sharrows painted on the road will suffice; there's no need for a bike lane.

Safety for all Vancouver neighborhoods streets should be addressed. With the anticipated budget deficit and increased taxes the Council just approved, shouldn't moneys be better spent? Create pedestrian ramps at all corners, paint more cross walks, repair sidewalks, budget for more consistent street cleaning. (The edges of roadways are filled with leaves, pinecones, branches and litter, including Columbia Street with its underused dedicated bike lanes.)

Conclusion: Other options should be considered for West 33rd. Please do not eliminate south side of street parking and do not create a bike lane. Next week's Transportation and Mobility Commission meeting will hear the Project's final recommendations. We're hopeful neighbors who live on West 33rd and witness daily what's going on there will show up to express their concerns.

Best,
Robyn and Dean Gray
206 West 33rd Street

From: [j_mayo](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Public Comment: Support for bike lanes on 29th and 33rd Streets Safety and Mobility Project
Date: Monday, December 2, 2024 7:57:51 PM

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Good evening,

In regards to the 33rd Streets Safety and mobility project, I am writing to URGE planners to reintroduce bike lanes on 33rd between Main St and Kauffman.

Having basic bike infrastructure here will greatly improve the safety and mobility for all users of these streets.

Bike lanes on both sides of 33rd will obviously make the street safer for those who already bike and use mobility vehicles here. What's more, it will improve the livability for residents of and visitors to this area by making it a safer & more enjoyable space with:

- a feeling of community (drivers, bicyclists, pedestrians, and those with mobility scooters, etc. all share the road and feel equally safe and valued by the city & neighborhood)
- slower car traffic, which improves safety for all (drivers are more careful when they're not the only ones on the road)
- improved physical health of all those living in or passing through this area (everyone inhales less exhaust, bicyclists & pedestrians are less likely to be hit by a car)
- improved mental wellbeing of all those living in or passing through this area (aforementioned feeling of community, drivers are less likely to cause an accident, everyone feels more safe, everyone feels welcome to explore the area by walking or biking - it makes people happy to be outside!)
- cleaner air & lower emissions that result from having viable non-car options for local travel (as is in alignment with Vancouver's own climate goals)

The presence of non-car infrastructure alongside non-car transportation activity is better for drivers, bicyclists, mobility vehicle users, and pedestrians.

Infrastructure projects are a big undertaking. It's a chance to make material improvements to the livability of the city - please take the opportunity to do so.

Thank you,

Jillian Mayo
Hough resident @ 502 W McLoughlin Blvd



29th & 33rd Streets Safety & Mobility Project

Transportation and Mobility Commission Public Hearing

Maggie Derk

Senior Transportation Planner,
Community Development Department
December 3, 2024

Erin David

Consultant Senior Planner

Parametrix





Agenda

- Project Review
- Engagement Updates
- Recommended Corridor Investments
 - 29th Street
 - 33rd Street

Project Area

- 29th Street from Kauffman Avenue to Neals Lane
- 33rd Street from Kauffman Avenue to Grand Boulevard
- Both streets are on the City's Pedestrian Network and Bike and Small Mobility Network
- Pavement work scheduled in 2025 from I-5 to St Johns Boulevard
- Interstate Bridge Replacement Program rebuilding I-5 overcrossings



Project Goals



Improve **pedestrian safety and connectivity** by adding/upgrading crossings, sidewalks, and curb ramps.



Improve **bike and small mobility safety and connectivity** by addressing network gaps and connecting low-stress facilities.

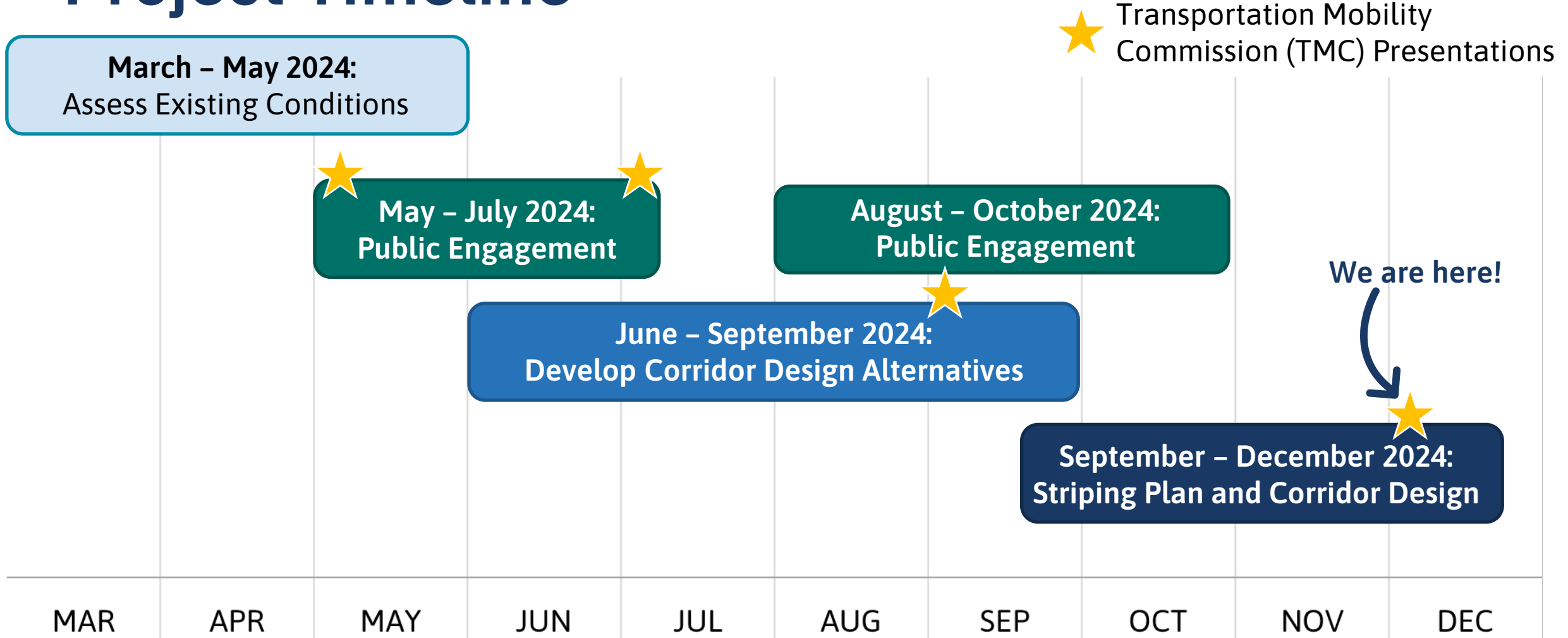


Improve the condition of the roadway through **pavement work** to ensure a smoother and safer travel experience for all road users.



Ensure that **all members of the community**, regardless of race, income, or ability, have equal access to safe transportation options and infrastructure improvements.

Project Timeline



Existing Conditions

Project Area Issues and Needs

- Missing sidewalks / sidewalks in poor condition.
- Inconsistent and incomplete bicycle/small mobility facilities.
- Difficult crossings at major cross streets Main Street and St. Johns Boulevard.
- Much of 33rd Street is narrow.
- Balancing corridor uses, including pedestrians, bicycles, small mobility, and on-street parking.
- Based on City conducted counts, on-street parking is not highly utilized but several location have higher parking occupancy rates during limited times.
- Locations with high crash frequencies on:
 - 33rd Street intersections: X Street, P Street, St. Johns Boulevard, and Main Street.
 - 29th Street intersections: Main Street and St. Johns Boulevard.



Public Engagement

Phase 2 (Sept-Oct 2024)

Outreach & engagement activities resulted in:

- **25,000+ views** across digital communications channels
- **14,000+ subscribers** reached via digital newsletters
- **100+ in-person interactions**
- **300+ survey responses**
- **3,800 postcards mailed**

Tools

- BeHeard website and community survey
- Community briefings/interviews
 - Shumway Neighborhood Association Meeting
 - Fourth Plain Village Neighborhood Association
 - Urban Forestry Commission Meeting
 - Community Bike Ride
 - Lincoln Neighborhood Association Meeting
 - Pasitos Gigantes and Clark County Chapter for the Blind Meeting
 - Carter Park Neighborhood Gathering
- Canvassing businesses, churches, and residents
- E-newsletters and social media
- Yard signs still placed along corridors

Public Engagement

Phase 2 Common Themes

- **Speeding:** Concerns on both 29th and 33rd Streets and strong desire for traffic calming and enforcement.
- **Enforcement:** Concern about effectiveness of traffic calming measures without enforcement.
- **Accessibility:** Concerns about accessibility and proposed crossing treatments; convenient parking locations for residents and community members who are disabled.
- **Pedestrian Facilities:** Improve sidewalks and curb ramps; include provisions to make raised crosswalks more accessible.
- **Biking:** Provide continuous mobility lanes to improve safety and increase connectivity. Not enough people biking/using small mobility devices today to warrant change.
- **Loss of Parking:** Potential concern for businesses and churches; denser neighborhoods.
- **Placemaking:** Opportunities to add more trees; concerns about removing any existing vegetation.
- **Transit:** Improve transit route access through more bus stops.



Recommended Corridor Investments

- Recommended investments for 29th Street and 33rd Street
- Concepts based on **existing conditions review, City guidance, TSP policy, public feedback, and previous TMC feedback**
- Concepts were refined based on **community engagement, TMC feedback and additional technical analysis**

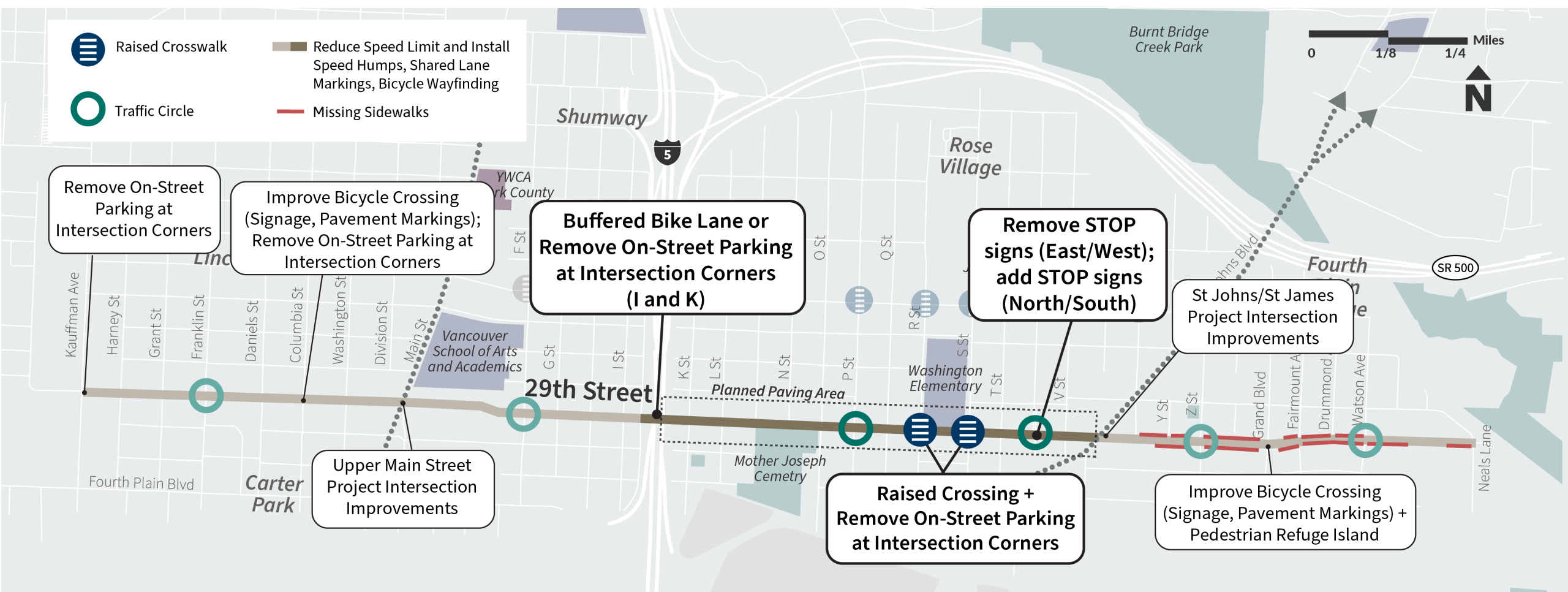


29th Street Feedback/Considerations

- Discussion at September TMC meeting about sharrows versus mobility lanes on 29th Street
- For almost all proposed improvements, more survey respondents felt the improvements would make them feel safer or a lot safer
- Survey respondents were more divided about:
 - Adding shared lane markings and speed cushions
 - Lowering the speed limit from 25 to 20MPH
 - Adding traffic circles at key intersections
- Majority of people felt neutral about switching the stop signs at U Street from west/east to north/south



Recommended Corridor Investments - 29th Street



29th Street

Planned Pavement Area Improvements (Nearer-term)

I-5 to St Johns Boulevard

- Lower speed limit from 25 to 20 MPH
- Add speed humps
- Add shared lane markings (sharrows)
- Add raised crossings at R and S Streets (Washington Elementary School)
- Consider traffic circles at P and U Street intersections
- Remove parking at intersection corners at R and S Streets
- Add wayfinding signage



29th Street

Identified Future Improvements

- Speed humps and sharrows on the remainder of the corridor
- Remove parking at corners of key intersections
- Install traffic circles to calm traffic at key intersections
- Improve crossing at Grand Boulevard
- Work with other Safety and Mobility Projects on improving Main Street and St. Johns Boulevard intersection design
- Monitor corridor performance; additional traffic calming as needed



29th Street

I-5 Overpass

Near-Term:

- Daylight intersections

Future Vision:

- Wide sidewalk with buffer, lighting
- Extend neighborhood greenway treatments
- Narrow travel lanes for traffic calming

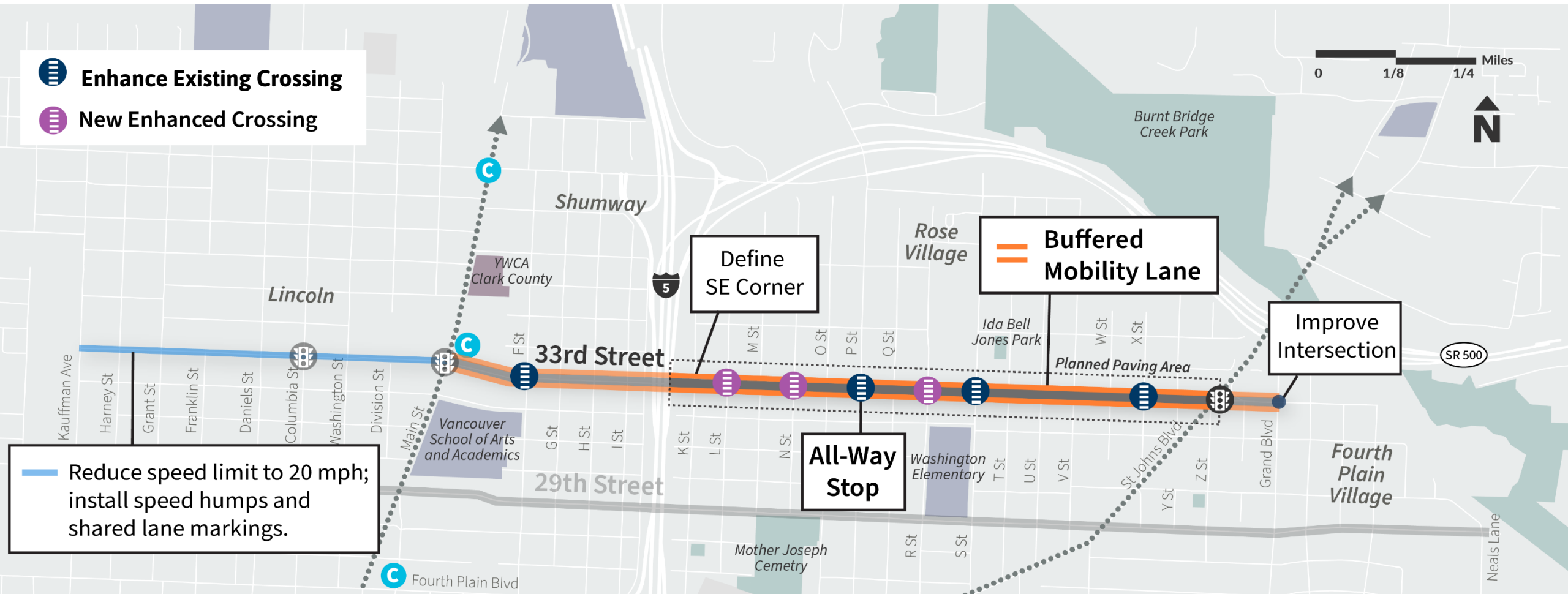


33rd Street Feedback/Considerations

- For almost all proposed improvements, more survey respondents felt the improvements would make them feel safer or a lot safer.
- Concerns about removal of on-street parking – Is there an alternate treatment that aligns with our policies/meets our standards and addresses this concern?
 - **Sharrows instead of mobility lanes:** Appropriate for some segments of 33rd with lower traffic volumes and a lower speed limit.
 - **Temporary parking in mobility lane:** Prohibited by State and City Code.
 - **Alternating mobility lanes and sharrows:** Currently exists/what we're trying to solve for and conflicts with what we heard from TMC about the importance of consistency.
- Sidewalk as mixing zone: Introduces new conflicts. Existing sidewalks aren't wide enough to have both pedestrians and people biking or using small mobility devices.



Recommended Corridor Investments – 33rd Street

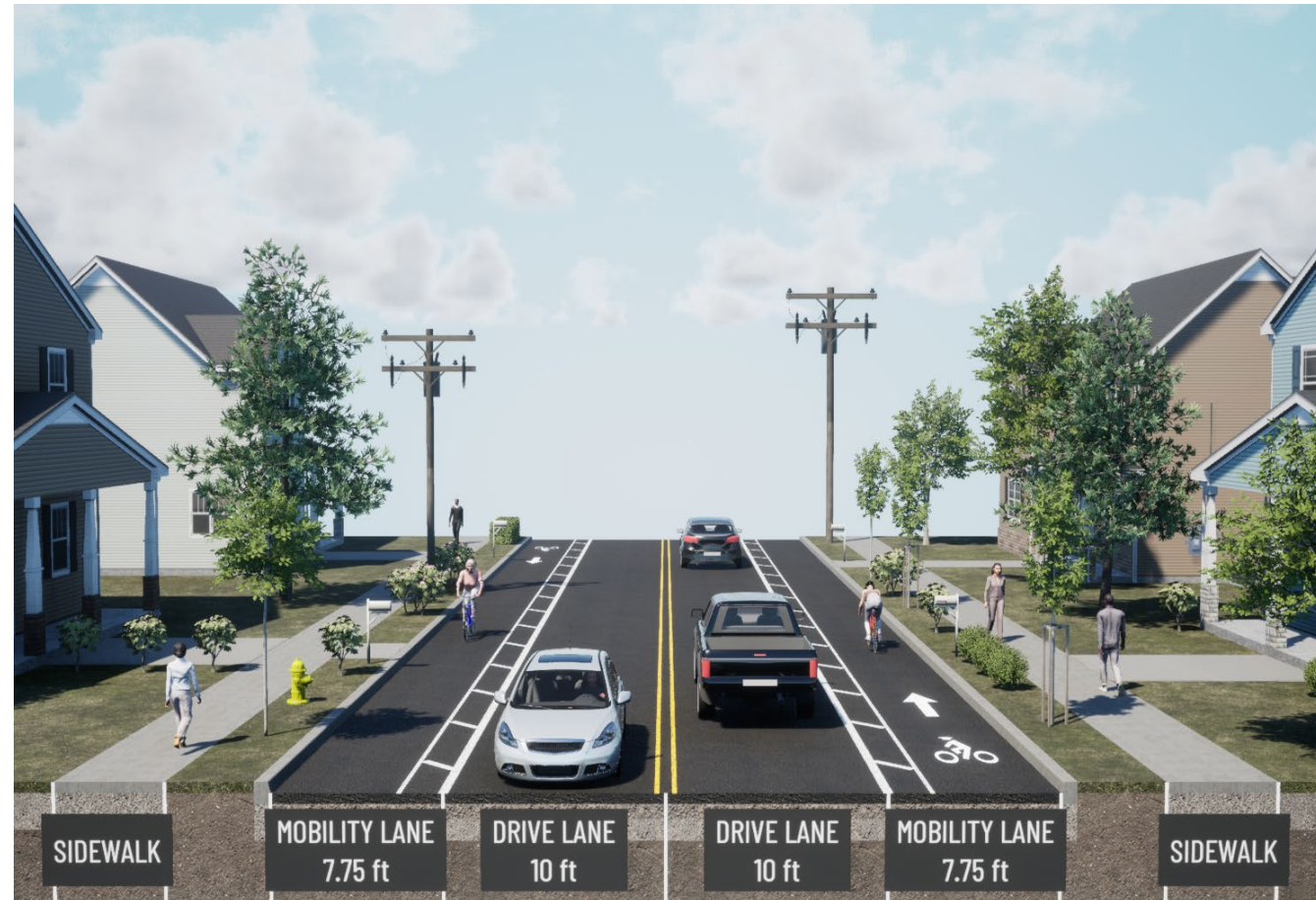
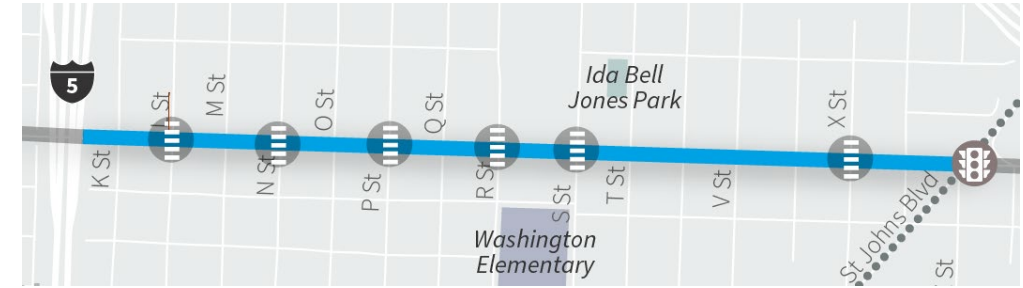


33rd Street

Planned Pavement Area Improvements

I-5 to St Johns Boulevard

- Add continuous buffered mobility lanes
- Remove on-street parking between I-5 and N Street
- Remove and replace median islands with:
 - 4-way stop at P Street
 - Raised crossings at S and X Streets
- Install new raised crossings at L, N, and R Streets
- Consider rapid flashing beacons at R and S Streets
- Reduce speed limit to 25mph

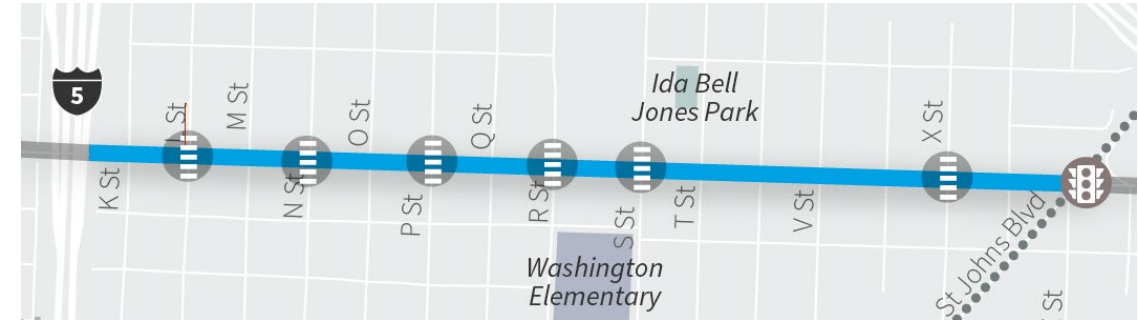


33rd Street

Revised Recommendations

I-5 to St Johns Boulevard

- Proposed crossing at N Street – moved from M Street to improve pedestrian access to places of worship
- New proposed crossing at L Street to improve pedestrian access to businesses, places of worship
- City staff support for parking strategies, such as:
 - Help explore shared parking agreements
 - Education support during high use times

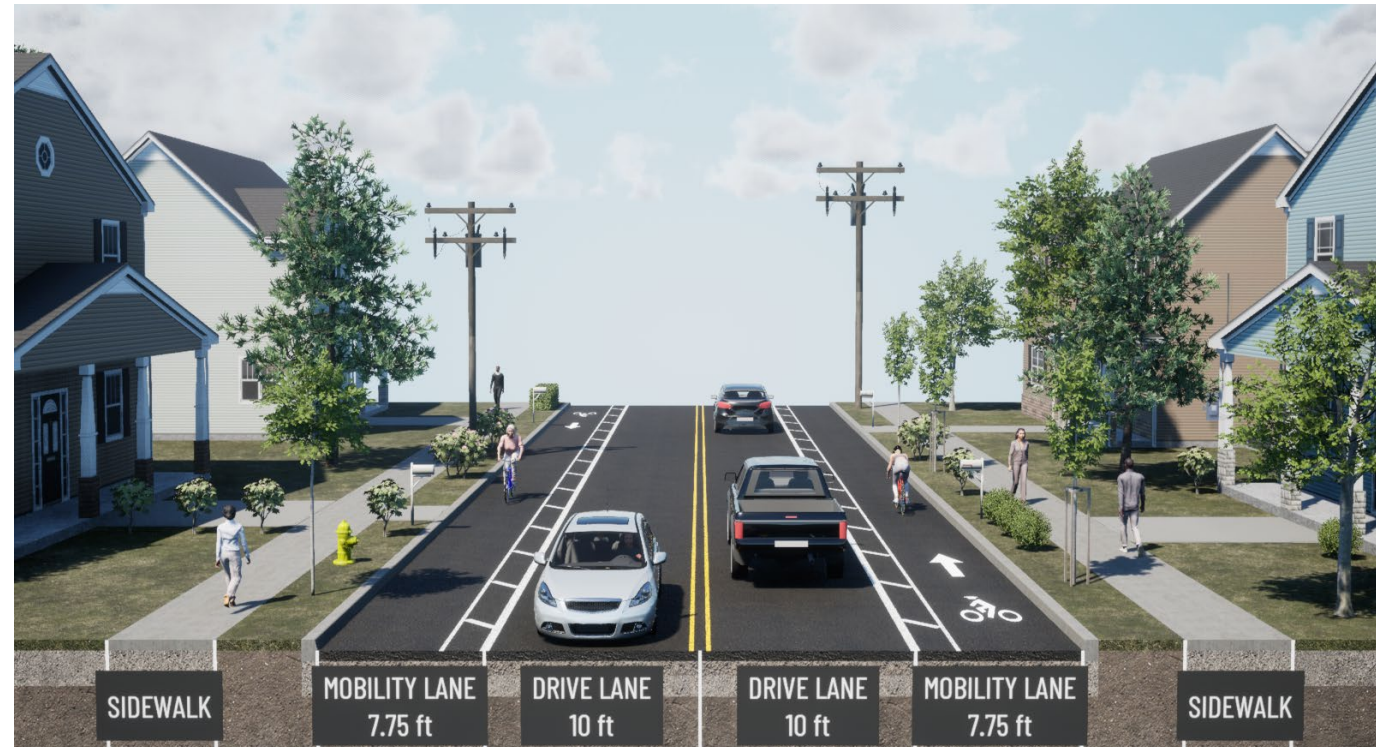


33rd Street

Identified Future Improvements

F Street to I-5

- Add buffered mobility lanes
- Remove and replace median island at F Street with raised crossing
- Remove landscaped bulb-outs and on-street parking for continuous mobility lane treatment
- Consider rapid flashing beacon at F Street
- Work with Urban Forestry to relocate plants and trees

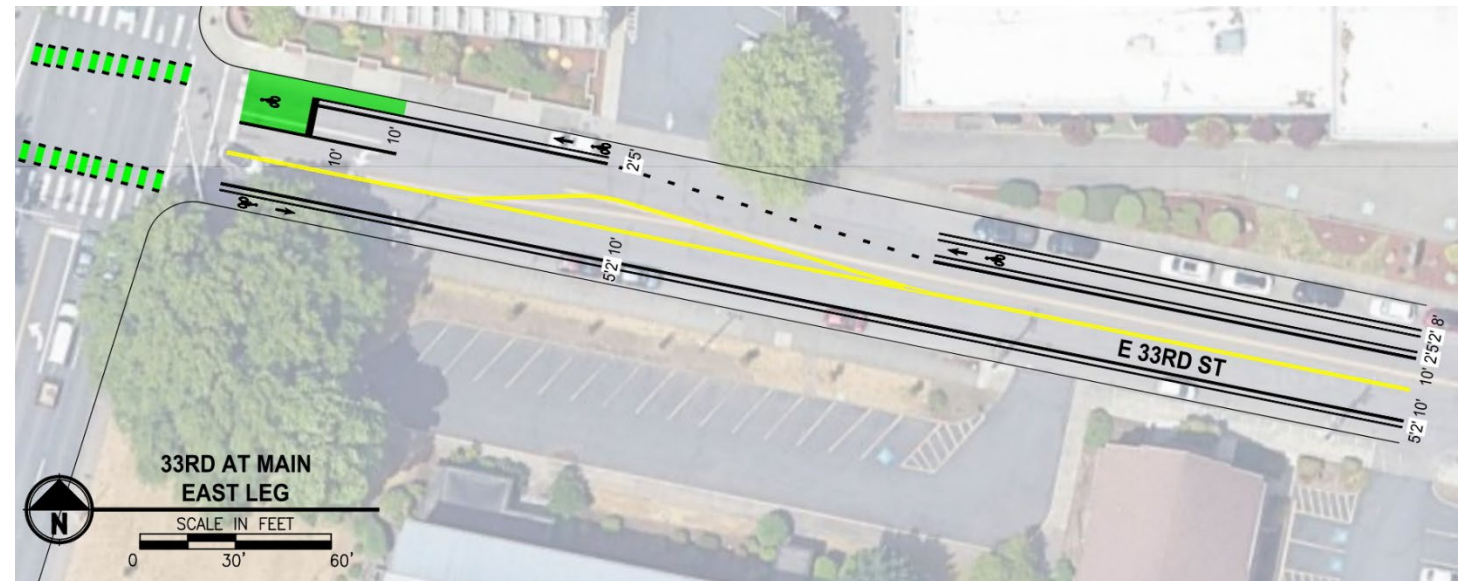


33rd Street

Identified Future Improvements

Main Street to F Street

- Remove landscaped bulb-out
- Remove on-street parking on south side; retain parking on north side
- Add buffered mobility lanes
- Bicycle Box, No Right Turn on Red at Main Street signal
- ADA audible crossings at Main Street



33rd Street

Revised Future Improvements

Kauffman Avenue to Main Street

- Establish neighborhood greenway, including:
 - Remove centerline
 - Reduce speed limit to 20 mph
 - Add speed humps to calm traffic
 - Add shared lane markings (sharrows) and bicycle wayfinding signs
 - Only remove parking that limits visibility at intersections



33rd Street

I-5 Overpass

Near-Term:

- Extend buffered bike lanes

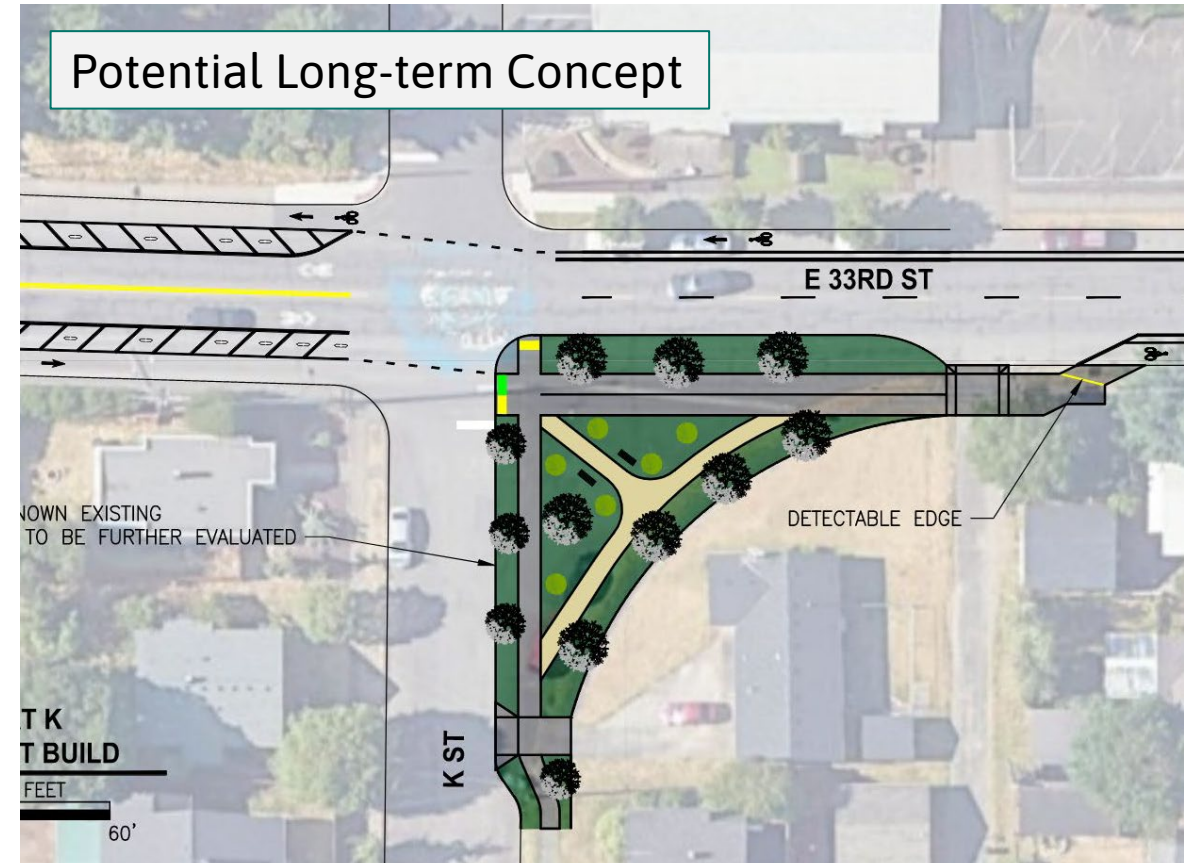
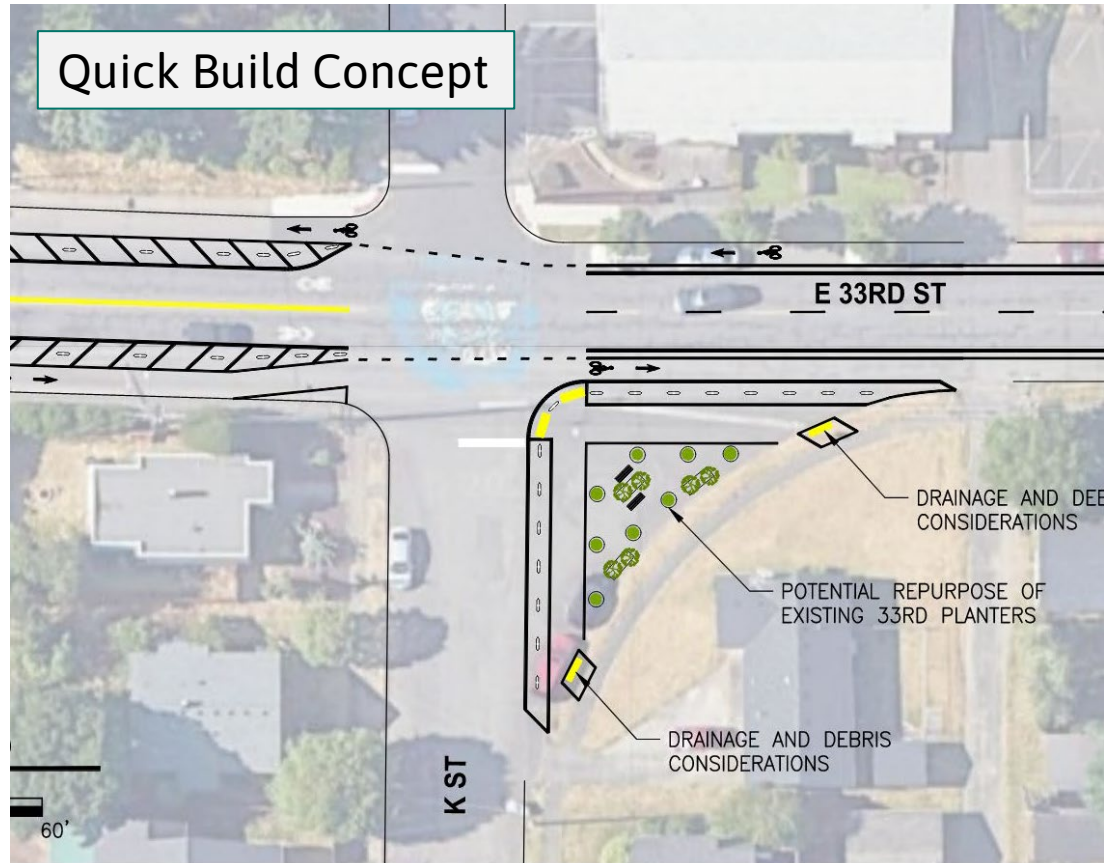
Future Vision:

- Wide sidewalk and raised mobility lane
- Improved lighting for both pedestrian and bicycle route



33rd Street

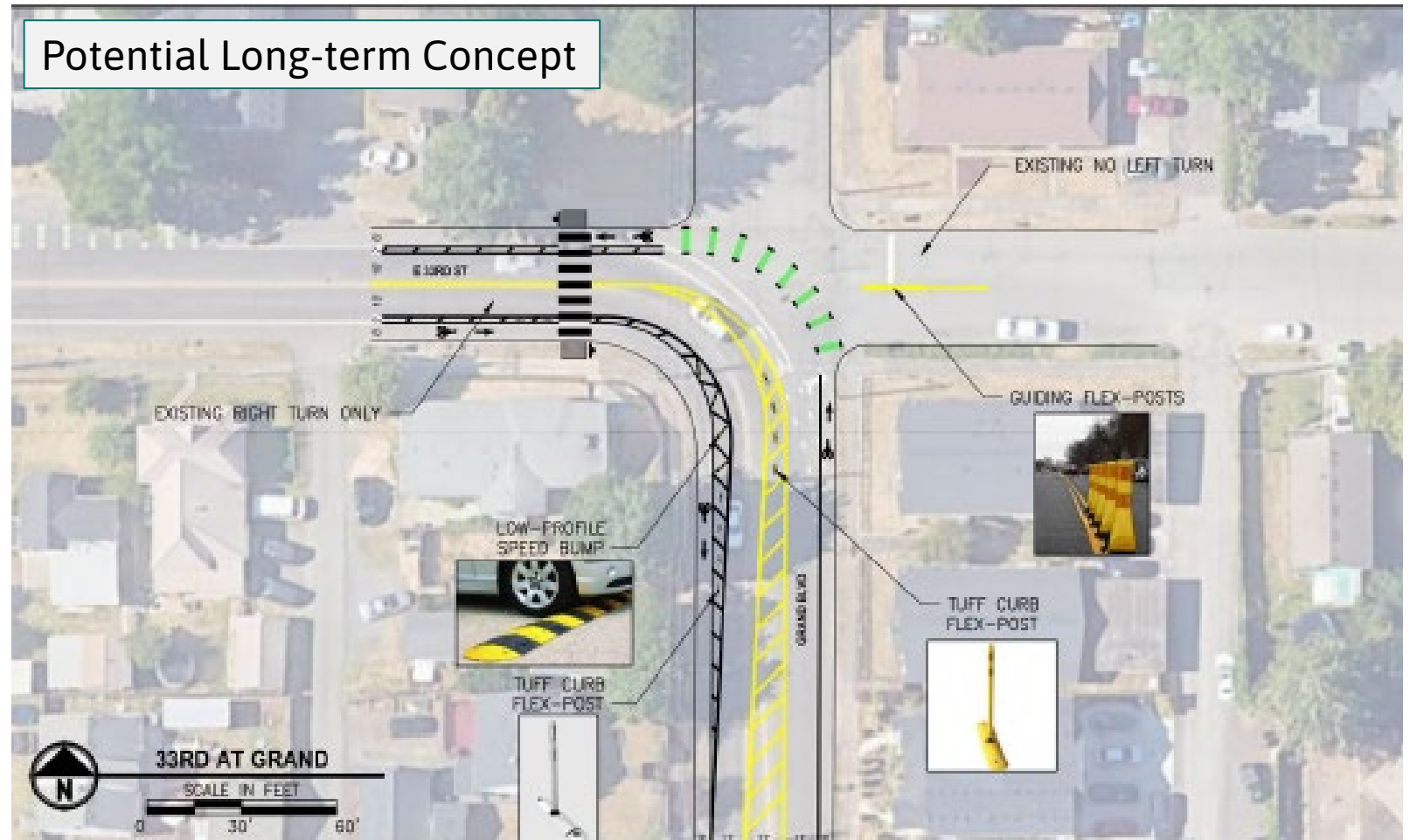
K Street



33rd Street Grand Boulevard

Future Vision:

- Define travel lanes
- Reduce conflicts
- Improve user safety



Staff Recommendation

29th and 33rd Streets Safety and Mobility Project

The Transportation and Mobility Commission recommends the proposed project designs and investments for 29th and 33rd Streets, to be implemented through scheduled pavement work in 2025 and beyond for future roadway segments, and through future capital projects and the transportation improvement program as funding becomes available.



Thank you!



Maggie.Derk@cityofvancouver.us | beheardvancouver.org/29th-and-33rd-safety

DATE: December 3, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Maggie Derk, Senior Transportation Planner and Laurel Priest, Associate Transportation Planner, Community Development Department

RE: 29th/33rd Safety and Mobility Project Public Hearing

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Lopossa, Transportation Division Manager, Public Works Department

Introduction

The 29th/33rd Safety and Mobility Project team will review findings from the second phase of community engagement and the refined project recommendations and ask Transportation and Mobility Commission (TMC) to make a recommendation to the City Manager. This is the final presentation to the TMC on this project; the previous presentations were on May 7, July 2, and September 3, 2024.

Background/Overview

The 29th & 33rd Streets Safety & Mobility Project is studying ways to improve safety and mobility for all people traveling on 29th Street between Kauffman Avenue and Neals Lane and 33rd Street between Kauffman Avenue and Grand Boulevard (Figure 1). Both roads connect Vancouver neighborhoods separated by Interstate 5 (I-5), a major U.S. highway and freight route, and provide important connections to other transportation corridors such as Main Street, St. Johns Boulevard, and Grand Boulevard. The corridor concepts have been developed with the following project goals in mind:

- Improve **pedestrian safety and connectivity** by adding/upgrading crossings, sidewalks, and curb ramps.
- Improve **bike and small mobility safety and connectivity** by addressing network gaps and connecting low-stress facilities.

- Improve the condition of the roadway through **planned pavement work** to ensure a smoother and safer travel experience for all road users.
- Ensure that **all members of the community**, regardless of race, income, or ability, have equal access to safe transportation options and infrastructure improvements.

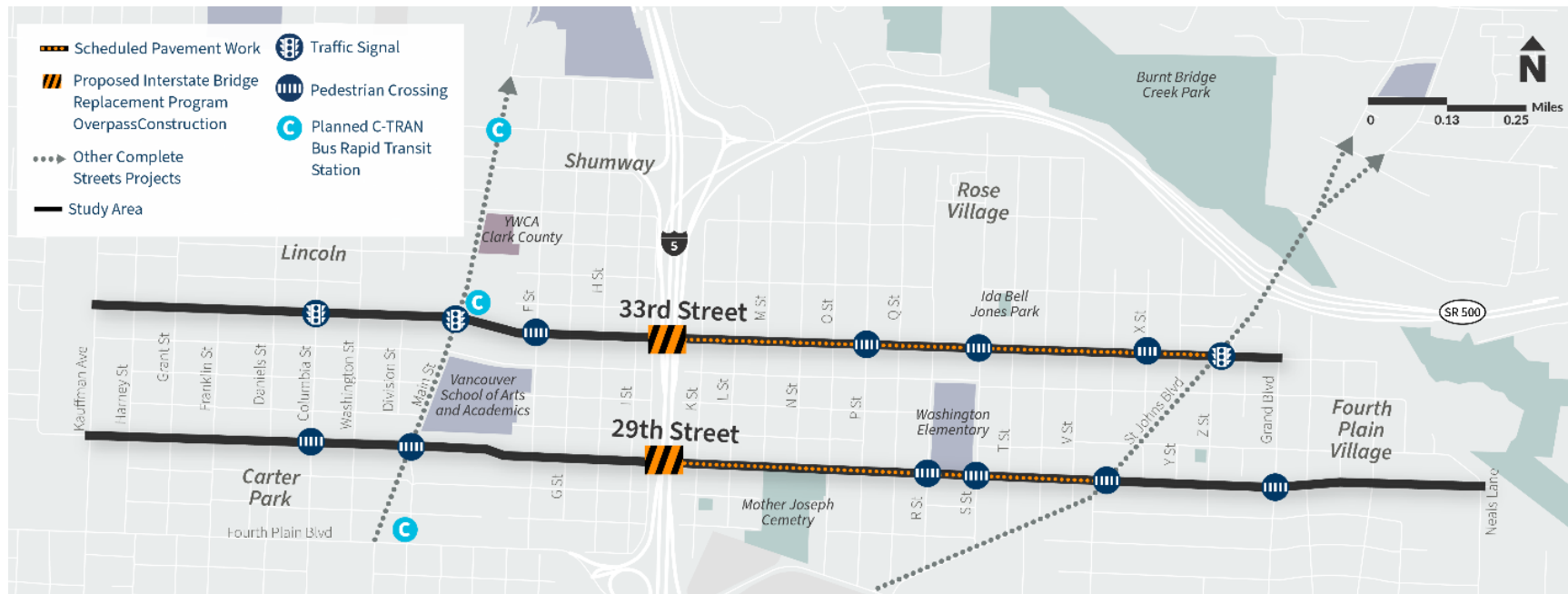


Figure 1: Project Area Map

Summary of Proposal

The project team has identified recommended investments for both corridors based on previous feedback from the community and TMC, City guidance, and technical analyses. Several updates have been made since the last TMC presentation to reflect public input and staff evaluation from Phase 2.

29th Street

The TSP defines 29th Street as a neighborhood greenway and priority pedestrian corridor. Neighborhood greenways are low-volume, low-speed roadways that include improvements such as wayfinding and shared lane markings, traffic calming and diversion, and crossing treatments at major corridors. Improvements recommended for 29th Street aim to reduce

motor vehicle travel speeds; prioritize travel for pedestrians, people using bicycles, and small mobility; and improve comfort, safety, and visibility in the corridor. The future vision for the corridor is depicted in Figure 2.

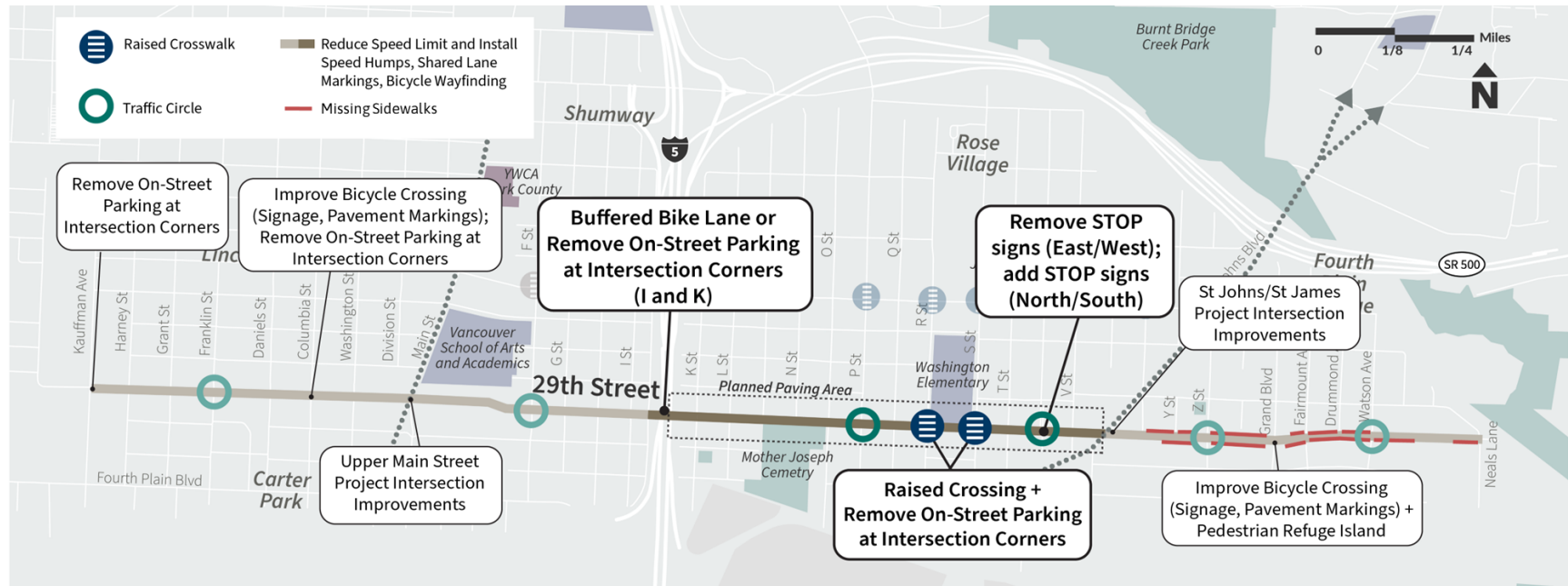


Figure 2: 29th Street Recommended Corridor Investments Overview

Proposed improvements to be implemented with **planned pavement work** include:

- Reduce the corridor speed limit to 20 mph.
- Install speed humps to provide traffic calming.
- Install shared lane markings (sharrows).
- Install raised crossings at the intersections near Washington Elementary (R Street and S Street) to enhance crossing conditions and provide traffic calming.
- Install traffic circles on P Street and U Street.
- Improve visibility at key crossings by limiting on-street parking at intersections.
- Add bicycle wayfinding signage to support navigation.



Figure 3: Recommended Cross-Section for 29th Street from Kauffman Avenue to Neals Lane

Proposed **future** improvements may include:

- Install speed humps and shared lane markings along the remainder of the corridor.
- Improve visibility at crossings along the remainder of the corridor by limiting on-street parking at corners of intersections.
- Improve crossings at Main Street and St Johns Boulevard, consistent with the approaches identified in the Complete Streets projects currently in process for these corridors.
- Improve the crossing at Grand Boulevard, including installation of pedestrian refuge islands, high visibility crosswalk markings on both north and south legs of the intersection, and marked bicycle crossings.
- Implement additional traffic calming based on corridor evaluation, such as traffic circles at Franklin Street, F Street, Z Street, and Winston Street.
- Install sidewalks where gaps exist today to complete the pedestrian network.
- Improve the I-5 overpass by removing parking at the intersection corners at I and K Streets.
- Work with the Interstate Bridge Replacement Program to implement the future vision, including wide sidewalks, continuation of neighborhood greenway treatments, and opportunities to incorporate placemaking elements.

33rd Street

The TSP identifies 33rd Street as both a priority pedestrian corridor and a priority bike and small mobility corridor. Right-of-way along 33rd Street is narrow, limiting opportunities for protected bikeways. Working within these constraints, the

recommended improvements prioritize bicycle and pedestrian travel along and across the corridor and improve safety for all modes of travel by reducing vehicle speeds, providing buffered mobility lanes, and improving pedestrian crossings. An overview of the recommended corridor investments is shown in Figure 4.

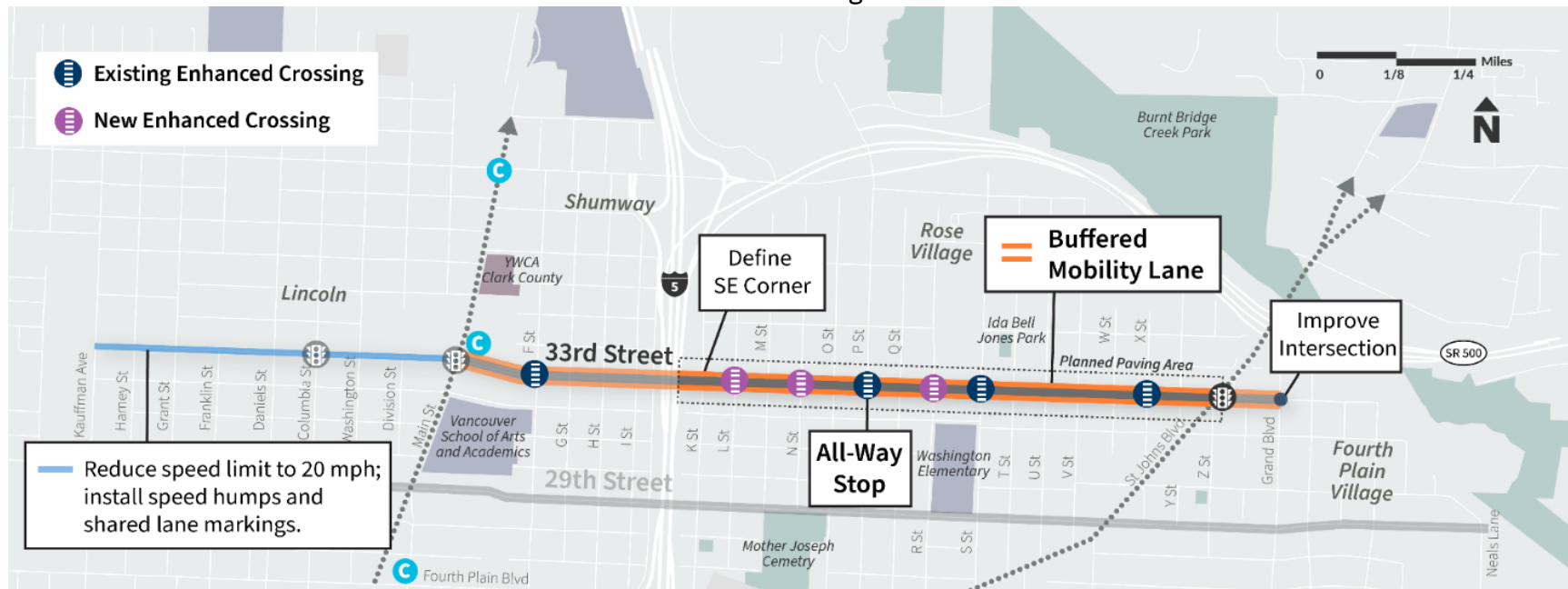


Figure 4: 33rd Street Recommended Investment Overview

Proposed improvements to be implemented with **planned pavement work** include:

- Add a buffered mobility lane to provide continuous bicycle and small mobility facilities. This improvement requires the removal of existing pedestrian median islands at P Street, S Street, and X Street and removal of on-street parking between I-5 and N Street.
- Add an all-way stop at the intersection of P Street to address safety concerns and provide controlled pedestrian crossing.
- Improve existing pedestrian crossings at S and X Streets with high visibility crosswalk markings, raised crossings and improved lighting where needed.

- Install new enhanced crossings at L, N, and R Streets. Raised crosswalks are recommended to enhance crossing conditions, improve visibility of pedestrians, and calm traffic. Based on community feedback, the proposed crossing at M Street was moved to N Street to improve access to nearby destinations.
- The project team is coordinating with emergency services to identify the feasibility of raised crossings along the corridor. If raised crossings are not feasible, the project team recommends speed humps to help slow travel speeds and calm traffic. Consider installing rectangular rapid flashing beacons at these crossings near Washington Elementary School.
- Reduce the corridor speed limit to 25 mph.

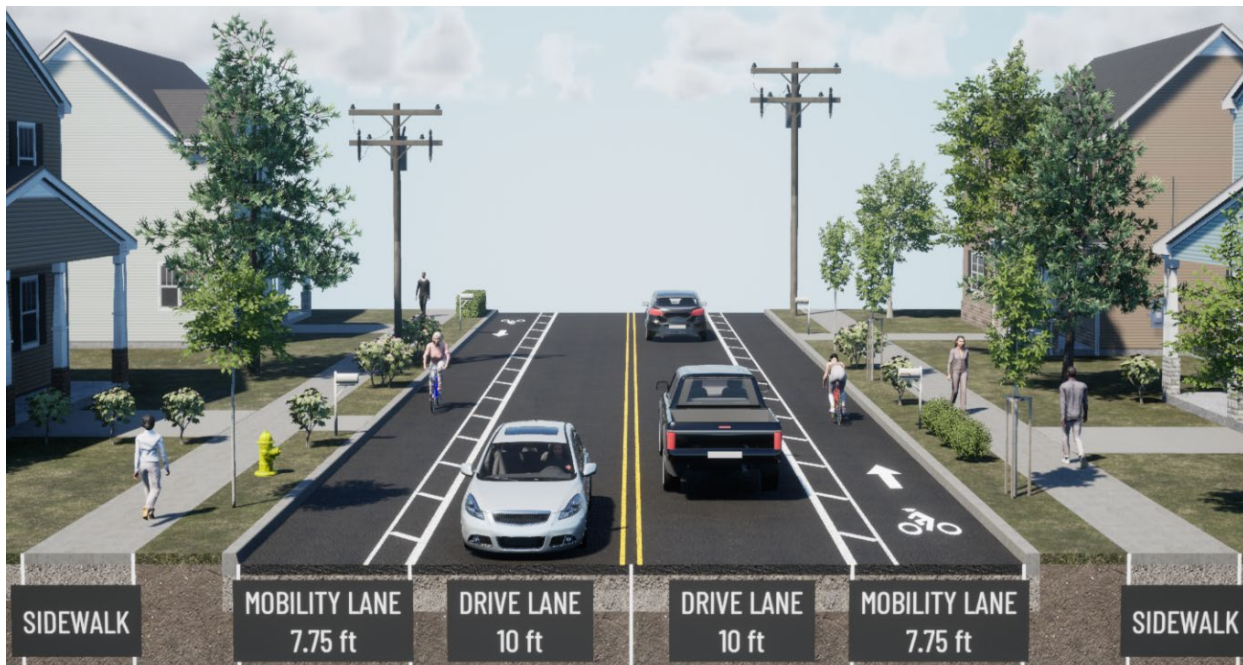


Figure 5: Recommended Cross-Section for 33rd Street between F Street and Grand Boulevard.

Proposed future improvements may include:

- Add bicycle wayfinding signage to support navigation.
- Extend the buffered mobility lane west to Main Street. A continuous facility will require removal of the existing median at F Street, landscaped bulb-outs near F and G Streets and on-street parking between F Street and I-5. Parking will be removed on the south side of 33rd Street between Main Street and F Street.
- Improve the pedestrian crossing at F Street with high visibility continental crosswalk markings and improved lighting. A raised crosswalk is recommended for this location; improvements should be consistent with the approach used for crossings east of I-5, as discussed above. Consider a rectangular rapid flashing beacon at this crossing near Vancouver School of Arts and Academics.
- Install bicycle boxes and no right turn on red restrictions on both the east- and west-bound travel lanes at the intersection of 33rd Street and Main Street.

- Implement a neighborhood greenway west of Main Street, including speed humps, shared lane markings, and 20 mph speed limit. This approach retains existing on-street parking.
- Improve the I-5 overpass by adding buffered bike lanes.
- Work with the Interstate Bridge Replacement Program to implement the future vision of the overpass, including wide sidewalks, a grade separated mobility lane and opportunities to incorporate placemaking elements.
- Define the southeast corner of K Street and 33rd Street by extending the curb using paint, flexible delineators, detectable warning surface and other placemaking treatments.
- Improve the intersection of 33rd Street and Grand Boulevard to improve user safety, lane definition and reduce conflicts.

Review Criteria and Findings

Key findings from the existing conditions analysis include:

- The existing pedestrian, bicycle, and small mobility network is inconsistent or incomplete. Sidewalks are missing in some locations and in poor condition along many areas of the corridor.
- Difficult crossings at St. Johns Boulevard and Main Street limit network comfort, safety, and connectivity.
- I-5 overpasses have wide rights-of-way, narrow sidewalks, and no dedicated bike and small mobility facilities.
- On-street parking constrains available right-of-way for mobility lane improvements and impacts visibility at intersections.
- On-street parking along 33rd Street limits available right-of-way for implementing bicycle and small mobility facilities. Most areas with on-street parking are not highly utilized.
- Locations with high crash frequencies include:
 - 33rd Street at X Street, P Street, St. Johns Boulevard, and Main Street.
 - 29th Street at Main Street and St. Johns Boulevard.

See the Existing Conditions Report (attached) for more details.

Key themes from community engagement include:

- **Safety:** Community members expressed a strong desire for traffic calming on both corridors. Feedback also emphasized the need for enforcement to improve efficacy of improvements.
- **Accessibility:** Feedback emphasized the need for improved accessibility, including improving missing or deteriorating sidewalks, expanding crossing opportunities, and including accessibility features in proposed improvements.

- **Biking:** Community members expressed mixed opinions on the necessity of designated bike lanes. The community bike ride highlighted conflict points for cyclists and suggestions to improve safety.
- **Parking:** Many residents are strongly against the removal of street parking and expressed concerns about disabled individuals who rely on proximity of parking spaces.
- **Public Transportation:** As in Phase 1, community feedback calls for increased public transportation investment, especially as a solution to parking challenges.
- **Placemaking:** There is strong interest in the city planting more trees in both corridors.

See the Milestone 1 and Milestone 2 Public Engagement Summaries (attached) for more details.

Recommended Action

The Transportation and Mobility Commission recommends the proposed project designs and investments for 29th and 33rd Streets, be implemented through scheduled pavement work in 2025 and beyond for future roadway segments, and through future capital projects and the transportation improvement program as funding becomes available.

Staff Contact

Maggie Derk (she/her), Senior Transportation Planner, Community Development, 360-487-7889, maggie.derk@cityofvancouver.us

Attachment(s):

- Existing Conditions Report
- Milestone 1 Public Engagement Summary
- DRAFT Milestone 2 Public Engagement Summary



29th and 33rd Streets Safety and Mobility Project

Existing Conditions | June 2024



CITY OF
Vancouver
WASHINGTON

Introduction

The 29th & 33rd Streets Safety & Mobility Project aims to improve safety and mobility for all people using 29th Street between Kauffman Avenue and Neals Lane, and 33rd Street between Kauffman Avenue and Grand Boulevard (Figure 1). This document summarizes existing conditions in the study area and identifies opportunities and challenges for advancing project goals.

This project will identify both near- and long-term improvements. These will include:

- Improvements that can be implemented in coordination with planned pavement work in 2025, as well as other improvements that advance safety and mobility.
- Preferred roadway improvements in advance of future reconstruction of both Interstate 5 (I-5) overpasses through the Interstate Bridge Replacement (IBR) program.
- Investments made through other complete streets projects on Main Street and St. Johns Boulevard. Close coordination with both projects will provide a cohesive network for people walking and rolling.

Study Area

29th Street and 33rd Street are east-west streets in central Vancouver, providing vital connections across I-5 and linking the neighborhoods of Carter Park, Lincoln, Shumway, Rose Village, and Fourth Plain Village. Both streets connect to major north-south routes, such as St. Johns Boulevard and Main Street, and provide direct connections to key destinations, including local parks, schools, and neighborhood-scale shops and services. The study area is shown in Figure 1.

Community resources within the project area include at least seven faith-based organizations, medical and rehabilitation centers, schools, and parks. C-TRAN Route #25 includes a bus stop near the project area at St. Johns Boulevard & 32nd Street. C-TRAN Routes #31 and #71 share a stop near E 33rd Street and Main Street.

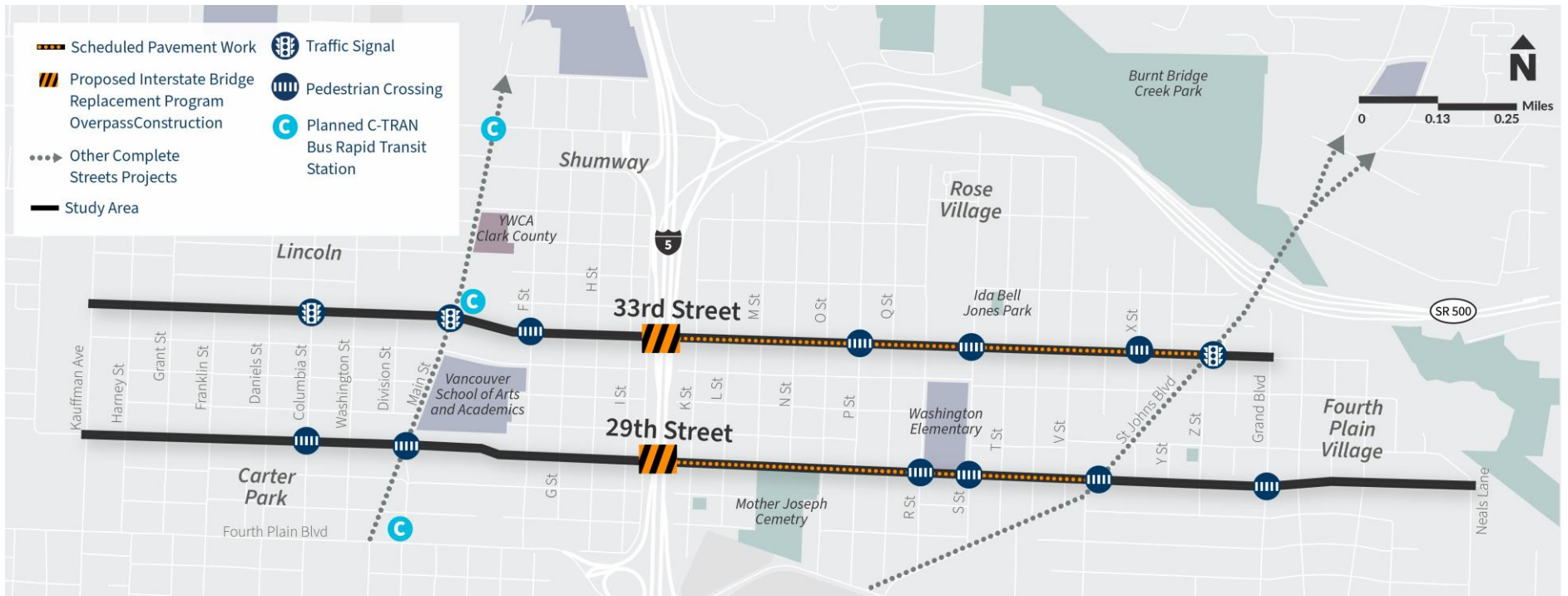


Figure 1. Project Area Map

Project Goals

This project will advance the priorities of the City's 2024-2044 Transportation System Plan (adopted 2023). Specifically, the goals for this project include:



Improve **pedestrian safety** by adding/upgrading crossings, sidewalks, and curb ramp.



Improve **bike and small mobility connectivity and safety** by addressing network gaps and connecting low-stress facilities.



Ensure that **all members of the community**, regardless of race, income, or ability, have equal access to safe transportation options and infrastructure improvements.



Improve the condition of the roadway through **pavement work** to ensure a smoother and safer travel experience for all road users.

Existing Conditions

Both 29th Street and 33rd Street connect residential areas with major transportation corridors, transit, local destinations, and activity centers.

Land use along both corridors is predominantly lower-density residential, creating opportunities for lower-stress neighborhood connections throughout most of the study area. Higher-density residential areas and limited commercial/mixed use development are in close proximity to Main Street, St. Johns Boulevard, and Grand Boulevard. Two schools, four neighborhood parks, at least seven places of worship, two health care facilities, and multiple community services are located between or adjacent to the corridors.

29th Street

29th Street is a local, neighborhood roadway. With a 25mph posted speed limit, no marked centerline, and on-street parking, this corridor provides a low-stress connection for people walking, rolling, bicycling, and using small mobility devices. However, many sidewalks are in poor condition, and east of St. Johns Boulevard many sidewalks are missing entirely. Further, crossings at major intersections including Main Street and St. Johns Boulevard have limited visibility. While the Main Street crossing has been improved with a rapid flashing beacon, the crossing of St. Johns Boulevard does not have any traffic control for vehicles traveling north-south. There is also limited lighting along the corridor, with lighting most frequently installed at intersections.

Traffic calming is present in some locations along the corridor. A raised crosswalk at S Street (Figure 2) supports access to Washington Elementary school, while speed bumps are present between St. Johns Boulevard and Grand Boulevard (Figure 3).

Washington Elementary School and Park is located between R Street and S Street, which is a key active transportation destination in the corridor. A school zone is present on 29th Street in front of the school, where the speed limit reduces to 20mph when children are present.



Figure 2: A raised crosswalk at S Street helps slow traffic for students crossing 29th Street.



Figure 3: Speed bumps provide traffic calming on the eastern end of the study corridor.

33rd Street

33rd Street experiences higher levels of activity, serving as a collector roadway for much of the study corridor. East of St. Johns Boulevard, 33rd Street transitions to an arterial roadway. The road features a marked centerline along the entire study corridor. West of Main Street, the speed limit is 25mph, and the adjacent land use is primarily lower-density residential. East of Main Street, the speed limit increases to 30mph, and the adjacent land use is more varied. 33rd Street's right-of-way widens at the I-5 overpass. Higher density residential areas are located near major intersections, such as Main Street. Commercial and community destinations are located throughout the corridor. On-street parking is available between Kauffman Avenue and N Street.

This corridor includes a combination of marked mobility lanes and sharrows to support bikes and small mobility users (Figure 4). Sidewalks are generally complete, although a large curb radius and undefined right-of-way exists at the intersection of K Street. Sidewalks tend to be detached with landscaping east of I-5. Signals at Columbia Street, Main Street, and St. Johns Boulevard enhance corridor connectivity. P Street and St. Johns Boulevard provide connections across SR-500. The east end of the corridor between N Street and St. Johns Boulevard includes several unsignalized crossing locations at P Street, S Street, and X Street. These crossings feature continental crosswalk markings, medians, and at the edge of the school zone on U Street, speed feedback signs.

Similar to 29th Street, lighting is limited along the corridor and present most frequently at intersections. However, additional lighting is present in some locations, such as along Carter Park or near commercial locations.

Existing conditions are summarized in Table 1, as well as shown in Figure 6.



Figure 4: At midblock crossing locations east of N Street, the mobility lane changes to shared lane markings (sharrows), creating an inconsistent facility for bikes and small mobility.



Figure 5: The I-5 Overpass is wide, with sharrows and attached sidewalks.

Table 1: Existing Conditions Summary

	29 th Street	33 rd Street
Posted Speed Limit	25 mph	25 mph west of Main Street 30 mph east of Main Street
Number of Travel Lanes	2 (one in each direction)	2 (one in each direction)
Functional Classification	- Local west of Main Street - Collector between Main Street and St. Johns Boulevard - Local east of St. Johns Boulevard	- Collector west of St. Johns Boulevard - Minor Arterial between St. Johns Boulevard and Grand Boulevard
Existing Bicycle/Small Mobility Facilities	None	- None west of K Street - Sharrows between K Street (I-5 overpass) and N Street - Bike lanes and sharrows between N Street and Grand Boulevard
Existing Pedestrian Facilities	6 foot wide detached sidewalks on both sides of roadway between Kauffman Avenue and H Street, K Street and V Street 6 foot wide attached sidewalks on both sides of roadway between H Street and K Street, V Street and X Street - Inconsistent sidewalks between X Street and Neals Lane	5 to 5.5 foot wide detached sidewalks on both sides of roadway between Kauffman Avenue and Main Street, M Street and Grand Boulevard 6 foot wide attached sidewalks on both sides of roadway between Main Street and M Street
Existing Bicycle Level of Traffic Stress (LTS)¹	- LTS 2 between Main Street and St. Johns Boulevard - LTS 1 west of Main Street and east of St. Johns Boulevard	- LTS 3 between Main Street and St. Johns Boulevard, with intermittent LTS 2 segments. - LTS 2 west of Main Street
On-Street Parking	Both sides of street for majority of corridor	Both sides of street between Kauffman Avenue and N Street

¹ Level of Traffic Stress (LTS) is a framework for evaluating the expected safety and comfort of roadways. Using a 4-point system, LTS provides information about the quality of a route and corresponds with who may use that route. LTS 1 corridors are generally suitable for all ages and abilities, while LTS 4 corridors are high stress and not typically suitable for bicycle travel. While most commonly used to describe bicycle travel, LTS can also describe pedestrian safety and comfort.

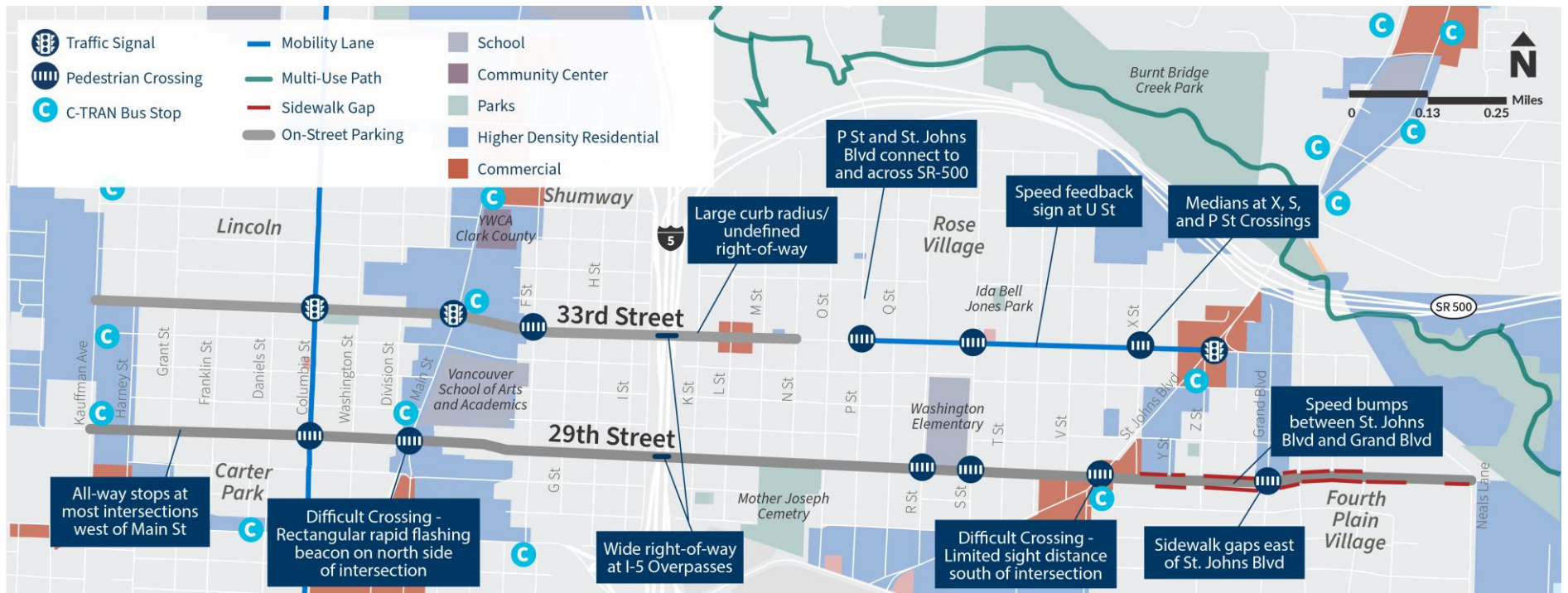


Figure 6: Existing Conditions Summary

Proposed Transportation Network

Both corridors are identified in the City's Transportation System Plan (TSP) as priority bicycle/small mobility and pedestrian routes (Figure 7). Recommended treatments vary by context but generally emphasize safety, comfort, and travel priority for active modes.

Additionally, both corridors offer opportunities to connect to north-south pedestrian, bicycle and small mobility, and transit corridors that expand mobility options beyond the study area and improve connectivity within the area's neighborhoods. Main Street is identified as a high-capacity transit corridor, and St. Johns Boulevard is proposed as a priority transit corridor.

Project recommendations should identify opportunities to provide seamless, comfortable connections between existing and future active transportation routes. This may include improved crossings, wayfinding to support navigation, or consistency in treatments to increase predictability.

Priority Pedestrian Corridors include designated spaces for people to walk or roll. Treatment varies by roadway context, but typically includes complete sidewalks, curb ramps, and buffer space between the sidewalk and roadway.

Neighborhood Greenways are low-stress neighborhood roadways with improvements that calm traffic, divert vehicle traffic to other corridors, support navigation along the route, and prioritize bicycle and pedestrian movement.

Mobility Lanes are in street mobility facilities that designate space for people biking or using small mobility devices. The lane may be marked with a painted line, painted or physical buffer, or vertical separation.



Figure 7: TSP-Identified Priority Active Transportation Networks

Community Characteristics

The study area intersects five neighborhoods: Lincoln, Carter Park, Shumway, Rose Village, and Fourth Plain Village. These neighborhoods are home to more than 13,000 people.

The City's Equity Index provides insight into areas where people may be more likely to rely on walking, rolling, biking, small mobility, or transit. As shown in Figure 8, areas east of I-5, which include the Rose Village and Fourth Plain Village neighborhoods, generally score high or highest on the index, while areas west of I-5 score average-to-low. A more detailed review of area demographics can be found in the Appendix and in the Community Engagement Plan.

Understanding community characteristics will not only inform the community engagement approach for the project but should also be considered during project evaluation/prioritization.

Notable demographic findings include:

- Communities of color are more likely to live and/or attend a K-12 school in neighborhoods east of I-5.
- 20% of the population is under the age of 18; 12% are over the age of 65.
- When compared to the rest of the City, County, and State, the study area has a larger Hispanic/Latino population (22%), a higher percentage of low-income residents (32%), and a higher percentage of no-vehicle households (9%).
- Spanish is the only language other than English spoken by more than 5% of the population within the project area.
- The greatest concentration of renters within the project area live in the Fourth Plain Village neighborhood.
- Neighborhoods bordering I-5 (Shumway and Rose Village) have the greatest concentration of residents experiencing disabilities.



Figure 8: Vancouver Equity Index

Source: City of Vancouver Open Data Hub, 2023

Transportation Safety

Review of the most recent five years of crash data² provides insight into key safety concerns in the study area, including both where crashes are occurring most often as well as factors influencing reported crashes. Locations with greater crash frequency and/or greater crash severity. As well as common crash characteristics, such as high incidences of intersection-related or turn-related crashes, should inform project recommendations across the study area.

A total of 121 crashes were reported on both corridors between 2018 and 2022. Of these crashes, 73 resulted in property damage only, while the remaining 48 resulted in possible or suspected injuries. There were no fatalities in the study corridors. Crash hot spots and bicycle and pedestrian-involved injury crashes are shown in Figure 9. Crashes occurred more frequently on 33rd Street, including the areas between Main Street and I-5 as well as immediately west of St. Johns Boulevard. P Street and 33rd Street also experience a high incidence of crashes. Reported crashes on 29th Street occurred more frequently between Main Street and St. Johns Boulevard.

Nearly 40% of all crashes resulted in a suspected minor injury or possible injury. Two crashes resulted in a suspected serious injury, one involving a pedestrian at 33rd Street and X Street and one involving a bicyclist at 33rd Street and Grand Avenue. No suspected serious injury crashes involved only motor vehicles. A more detailed summary of reported crash data is included in the Appendix.

Key findings include:

- 7% of all crashes involved someone walking or biking.
- 70% of all crashes were intersection related.
- 15% of crashes involved failing to grant right-of-way.
- 10% of crashes involved disregarding signs and signals.
- 22% of crashes involved distracted driving.

² WSDOT, 2018-2022



Figure 9: Corridor Crash Density (2018-2022)

Traffic Counts

Traffic counts and speed data were collected by the City of Vancouver at locations along both 29th Street and 33rd Street; the complete list of locations is included in

Table 2.

Data was collected on 29th Street between April 23 and April 28, 2024; and on 33rd Street between April 30 and May 5, 2024. While Turning Movement Counts are available at select locations in the study area from the Southwest Washington Regional Transportation Council, many counts are out of date by several years or more. The project team will review available data on a case-by-case basis as needed through future phases of the project.

29th Street

Traffic volumes are generally low on 29th Street, with the lowest volumes west of Columbia Street. Volumes increase traveling east, with the highest volumes of 614 vehicles per day collected near Washington Elementary School. However, current traffic volumes are consistent with recommended conditions for neighborhood greenways, which typically specify around 1,500 vehicles per day as the maximum preferred volume.³ The observed 85th percentile speed was generally around 24mph, which is just under the current 25mph speed limit. Traffic calming measures may be considered to improve safety and comfort for people walking and bicycling.

33rd Street

Similar to 29th Street, traffic volumes are higher in the eastern areas of 33rd Street. Volumes were lowest west of Columbia Street; locations near St. Johns and Grand Boulevards experienced substantially higher volumes. This data will help guide selection of facility type and will inform appropriate traffic calming measures in the corridor. The observed 85th percentile speed was highest in the central area of the

corridor, exceeding the current 30mph speed limit. The western and eastern extents of the corridor experienced lower speeds.

Table 2. Street Volumes and Speed

Corridor	Location	ADT	85 th Percentile Speed
29 th Street	Between Grant Street and Harney Street	288	20 mph
	Between H Street and I Street	477	24 mph
	Between R Street and S Street	614	24 mph
	Between Watson Avenue and Fairmont Avenue	558	24 mph
33 rd Street	Franklin Street	1,256	26 mph
	K Street	3,342	33 mph
	Between R Street and S Street	3,904	32 mph
	Between St. Johns Boulevard and Grand Boulevard	8,414	24 mph

³ NACTO *Urban Bikeway Design Guide*. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/volume-management/>

Parking Utilization

A parking utilization study evaluated parking use at selected locations in the study area:

- 29th Street between Main Street and Grand Boulevard, from 4:00 to 9:00 PM.
- 33rd Street between Kauffman Avenue and N Street, from 8:00 to 11:00 AM and 4:00 to 9:00 PM.

Observations completed during the morning hours (8:00 to 11:00 AM) aim to understand parking uses associated with commercial areas, services, and similar destinations. Observations completed during the afternoon and evening hours aim to assess parking demand associated with residential uses. Overall, this study found that on-street parking is not highly utilized in the selected area. Additional detail utilization by block can be found in the Appendix.

Figure 10 displays the average utilization per block. Despite generally low utilization across the corridor ranging from 0 – 35%, several locations experienced comparatively higher rates of use (over 50%) during limited times.

Key findings regarding blocks with higher utilization include:

- 54% average utilization on 29th Street from G Street to H Street.
- 66% average utilization on 29th Street from S Street to T Street.
- 60% average utilization on 29th Street from St. Johns Boulevard to X Street.
- 70% average utilization on 33rd Street from F Street to H Street.
- 56% AM utilization and 67% PM utilization on 33rd Street from L Street to M Street.
- 51% average utilization between Harney Street and Grant Street on the south side of the 33rd Street.

Blocks with limited periods of higher utilization may require additional evaluation and outreach to surrounding destinations to understand parking needs and opportunities.



Figure 10: Parking Utilization Study Summary

Issues and Needs

Review of available data and on-site review of conditions reveals several corridor needs as well as opportunities to advance TSP-identified priorities. A summary of these issues and the associated opportunities are outlined in Table 3 below. This information is also summarized in Figure 11.

Table 3: Summary of Corridor Issues and Opportunities

Issue	Opportunity
The existing pedestrian, bicycle, and small mobility network is inconsistent or incomplete. Sidewalks are missing in some locations and in poor condition along many areas of the corridor	Identify pedestrian, bicycle, and small mobility improvements recommended in the TSP to create a more complete and connected active transportation network. Strengthen connections to existing active transportation facilities, transit, parks, schools, and community destinations (Figure 15). Enhance corridor safety and visibility by daylighting intersections. Improve navigation with bicycle wayfinding and reconfigure stop signs to allow for continuous east-west bicycle travel.
Difficult crossings at St. Johns Boulevard and Main Street limit network comfort, safety, and connectivity. Crossing improvements will be determined in coordination with ongoing projects along both of these corridors.	Coordinate with ongoing Complete Streets projects on Main Street (Figure 14) and St. Johns Boulevard so that recommended solutions are consistent and create a safer and more comfortable network for all modes.
I-5 overpasses have wide rights-of-way, narrow sidewalks, and no dedicated bike and small mobility facilities.	Improve overpasses to include wide sidewalks and dedicated bike/small mobility lanes. Identify preferred cross section for future bridge reconstruction with the Interstate Bridge Replacement Program.
On-street parking constrains available right-of-way for mobility lane improvements and impacts visibility at intersections.	Reallocate roadway space and daylight intersections to improve safety for all modes.
On-street parking along 33 rd Street limits available right-of-way for implementing bicycle and small mobility facilities. Most areas with on-street parking are not highly utilized.	Reallocate available right-of-way to implement bicycle and small mobility facilities. Limited areas with high utilization will require engagement with the community to determine most appropriate solution to address parking and mobility needs.
Crash data (2018-2022) shows higher frequencies of crashes on some corridor segments (Figure 13). Locations with high crash frequencies on 33 ^e Street include X Street, P Street, St. Johns Boulevard, and Main Street. Crash frequencies on 29 th Street are highest at Main Street and St. Johns Boulevard. Many crashes are associated with turning movements and intersections.	Identify safety improvements that can be incorporated into the project both near- and long-term. Explore options for revising stop control at intersections such as 33 rd Street and P Street, while improving crossings and circulation at locations such as 33 rd Street and X Street or 33 rd Street and Grand Boulevard.

Other Opportunities:

- The corridors connect to many schools, parks, places of worship, and other community resources. There are opportunities to improve access to these destinations for people walking, rolling, bicycling, or using small mobility.
- The project area includes neighborhoods with a history of advocating for street murals and traffic calming projects (Figure 12). There are opportunities to engage residents and build on this history.
- Tree canopy is limited throughout the corridor. Partnering with Urban Forestry and Parks may offer opportunities to expand the tree canopy.

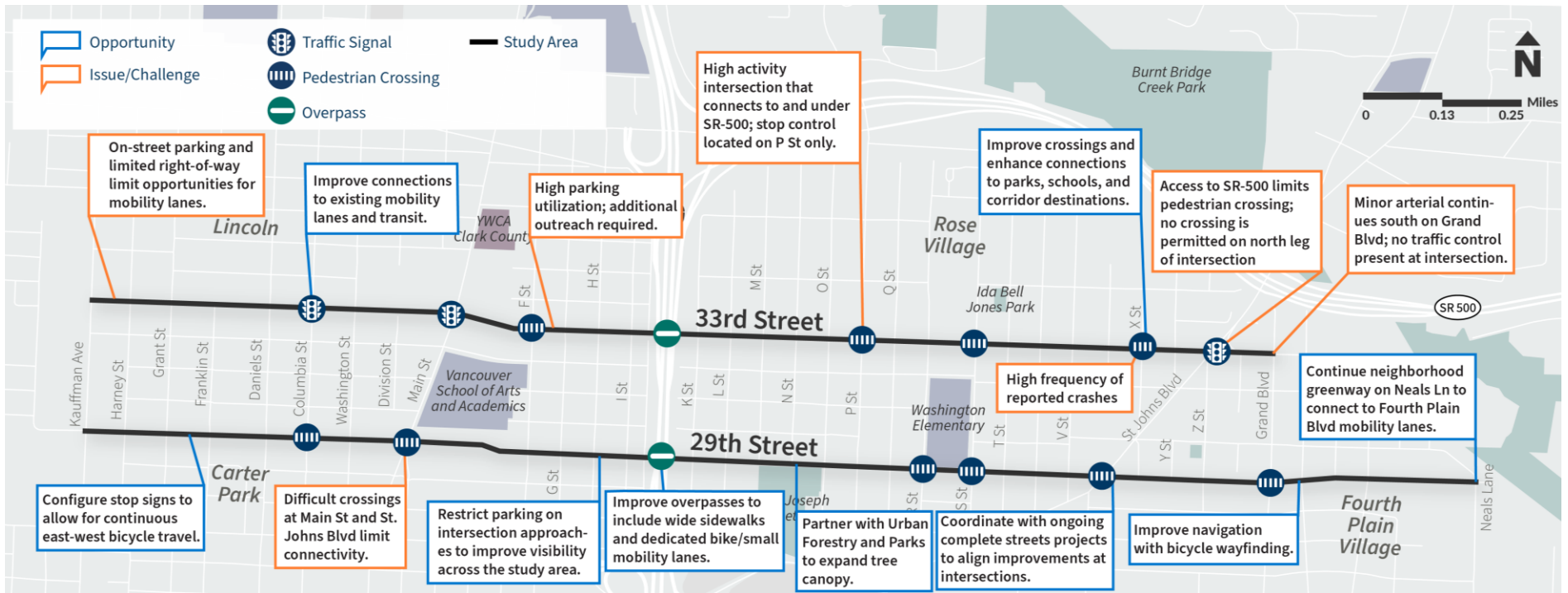


Figure 11: Study Area Issues and Opportunities



Figure 12: 33rd Street features community intersection paintings at K Street and R Street, but both are fading.



Figure 13: The eastern end of the study area includes a transition from 33rd Street to Grand Boulevard for the minor arterial, giving priority for traffic along this route. This intersection was the location of a suspected serious injury bicycle crash.



Figure 14: At 29th Street and Main Street, a continental crosswalk and rectangular rapid flashing beacon (RRFB) are located on the north intersection leg. Coordination with the Upper Main Street project will help identify intersection approach options along 29th Street.



Figure 15: The intersections on 29th and 33rd Streets with Columbia Street create an opportunity to seamlessly connect with existing low-stress network routes.

Evaluation Criteria

The evaluation criteria shown in Table 4 will be used to assess proposed safety and mobility projects on 29th Street and 33rd Street. These criteria provide a framework for evaluating alternatives and identifying priorities that are consistent with project goals. The criteria will be measured through a combination of quantitative and qualitative evaluation, relying on data captured in the TSP and this existing conditions memorandum where feasible.

Table 4. Draft Evaluation Criteria

Criterion	Measure	How will we measure it?
Safety	- Does the project improve pedestrian, bicycle, and small mobility safety? - Does the project address high-risk areas identified through the safety analysis?	- Project improves an area with a history of high frequency crashes, including bicycle/pedestrian crashes. - Project prioritizes improvements that increase active transportation safety/comfort, such as traffic calming, increased visibility at crossings, and improved sidewalks and mobility lanes.
Connectivity	Does the project enhance connectivity for people walking, using a mobility device, biking, and using transit?	Project improves connectivity to active transportation facilities and key community destinations
Equity	Does the project address transportation disparities among equity populations?	- Project includes provisions for accessible infrastructure and accommodations for people with disabilities. - Project process includes engagement activities with communities experiencing transportation disparities and/or historically under-represented in the engagement process.
Consistency with TSP	Is the proposed improvement consistent with the vision identified in the City's TSP?	Project aligns with the vision, policies, goals, and recommended projects in the TSP, including the TSP modal networks.

Next Steps

During Summer 2024, the project team will connect with community members, area businesses and organizations, and other people using the 29th Street and 33rd Street corridors to share more about the project, learn how people are using the corridor today, and confirm the issues and needs across the study area. The information captured in this existing conditions review combined with public feedback will inform draft improvement concepts for the corridor.

Appendix

The following pages provide additional information, data, and analysis to support the existing conditions document. The Appendix includes the following sections:

- Demographics and Community Characteristics
- Safety Analysis
- Parking Utilization
- TSP-Proposed Projects and Policies

Demographics

The study area is comprised of Census Tracts 417, 418, 419, and 421. When compared to the City, County, and State, the study area tends to have a larger Hispanic/Latino population (22%), a higher percentage of low-income residents (32%), a lower percentage of people under 18 (20%) and people over 65 (12%), and a higher percentage of households that don't own vehicles (9%).

Table 5 provides an overview of community characteristics within the study area. The Community Engagement Plan for this project includes a more detailed demographic review, including a breakdown of demographics by study area neighborhood.

Table 5: Study Area Community Characteristics

	Study Area	City of Vancouver	Clark County	Washington
Population	13,575	190,700	504,091	7,688,549
Race and Ethnicity				
American Indian and Alaska Native alone	1%	<1%	<1%	1%
Asian alone	3%	5%	5%	9%
Black or African American alone	3%	3%	2%	4%
Hispanic or Latino alone	22%	15%	11%	13%
Native Hawaiian and Other Pacific Islander alone	2%	2%	1%	1%
White alone	63%	68%	75%	66%
Other race alone	<1%	<1%	<1%	<1%
Two or more races	6%	7%	6%	--
Limited English-Proficiency Households	4%	4%	3%	4%
Income Characteristics				
Low Income Population ¹	32%	28%	22%	23%
Families Below Federal Poverty Level	13%	8%	6%	6%
Age				
Youth (under 18)	20%	22%	23%	22%
Older adults (65 years+)	12%	16%	16%	16%
Persons with Disabilities	15%	15%	13%	13%
No Vehicle Households	9%	7%	5%	7%

¹ Low Income Population is defined as 200% or less of the Federal Poverty Level

Source: U.S. Census Bureau, American Community Survey: 5-Year Estimates 2022, block group level

Safety Analysis

The safety analysis reviewed crash data representing the years 2018-2022 (Table 6 and Table 7). The project team filtered city-wide crash data to include only those crashes that occurred on the study corridors. Additionally, crashes that occurred on intersecting streets and identified as intersection related were included in the analysis.

Review of the safety data included exploration of crash frequency, crash severity, modes involved, and contributing factors identified in the data. The following tables summarize the data review by corridor.

Table 6: 33rd Street Crash Summary (2018-2022)

Category	Factors	Number of Crashes	Percentage of Total Crashes
Crash Severity	No Apparent Injury	41	52.6%
	Possible Injury	18	23.1%
	Suspected Minor Injury	12	15.4%
	Suspected Serious Injury	2	2.6%
	Unknown	5	6.4%
Modes	Pedestrian-Involved	2	2.6%
	Bicycle-Involved	5	6.4%
	Motor Vehicle Only	71	91.0%
Crash Characteristics/ Location	Associated with Turning Movement	20	25.6%
	Going Straight Ahead	47	60.3%
	Intersection Related	56	71.8%
Lighting	Dark – No Street Lights	2	2.6%
	Dark – Street Lights On	18	23.1%
	Dark – Unknown Lighting	2	2.6%
	Dawn	2	2.6%
	Dusk	2	2.6%
	Unknown	1	1.3%
	Daylight	51	65.4%
Contributing Factors	Distracted Driving	20	25.6%
	Did Not Grant RW to Vehicle	11	14.1%
	Other Contributing Circumstance Not Listed	12	15.4%
	Under Influence of Alcohol	6	7.7%
	Disregard of Traffic Sign/Signals	6	7.7%

Table 7: 29th Street Crash Summary (2018-2022)

Category	Factors	Number of Crashes	Percentage of Total Crashes
Crash Severity	No Apparent Injury	24	55.8%
	Possible Injury	10	23.3%
	Suspected Minor Injury	6	14.0%
	Suspected Serious Injury	0	0%
	Unknown	3	7.0%
Modes	Pedestrian-Involved	1	2.3%
	Bicycle-Involved	0	0%
	Motor Vehicle Only	42	97.6%
Crash Characteristics/ Location	Associated with Turning Movement	10	23.2%
	Going Straight Ahead	27	62.8%
	Intersection Related	29	67.4%
Lighting	Dark – No Street Lights	1	2.3%
	Dark – Street Lights On	12	27.9%
	Daylight	30	69.8%
Contributing Factors	Distracted Driving	7	16.3%
	Did Not Grant RW to Vehicle	7	16.3%
	Other Contributing Circumstance Not Listed	7	16.3%
	Improper Turn/Merge	4	9.3%
	Exceeding Stated Speed Limit	3	7.0%

Parking Utilization

The project team conducted a parking utilization study on April 9, 2024. The tables that follow summarize the information collected during this study. The study included the following locations and times:

- 29th: Main Street to Grand Boulevard, each hour between 4:00PM and 9:00 PM.
- 33rd: Main Street to N Street, each hour between 8:00 AM and 11:00 AM, and between 4:00 PM and 9:00 PM
- Additionally, 33rd Street between Kauffman Avenue and Main Street was observed on May 15, 2024. Counts were taken each hour between 8:00 AM and 11:00 AM, and between 4:00 PM and 9:00 PM

Possible parking spaces available were determined based on block length measurements taken from an aerial. This length was divided by the length of a parking space based on local standards, with consideration for driveways and alleys.

Table 8. 33rd Street AM Parking Utilization – North Side of Street

Block	Possible Spaces	8-9 AM	9-10 AM	10-11 AM	Average Utilization Rate (5%)
Kauffman to Harney	10	0.40	0.40	0.40	0.40
Harney to Grant	9	0.33	0.22	0.33	0.30
Grant to Franklin	11	0.27	0.27	0.09	0.21
Franklin to Daniels	16	0.31	0.25	0.25	0.27
Daniels to Columbia	11	0.00	0.00	0.00	0.00
Columbia to Washington	10	0.10	0.10	0.10	0.10
Washington to Division	13	0.08	0.08	0.08	0.08
Division to Main	5	0.00	0.00	0.00	0.00
Main to F	11	0.55	0.82	0.73	0.70
F to G	3	0.67	0.67	0.67	0.67
G to H	9	0.78	0.78	0.78	0.78
H to I	7	0	0	0	0
I to K	0	0	0	0	0
K to L	10	0	0	0	0
L to M	9	0.11	0.11	0.22	0.15
M to N	10	0.10	0.10	0.10	0.10

Table 9. 33rd Street AM Parking Utilization – South Side of Street

Block	Possible Space	8-9 AM	9-10 AM	10-11 AM	Average Utilization Rate (34%)
Kauffman to Harney	7	0.14	0.14	0.29	0.19
Harney to Grant	11	0.36	0.45	0.45	0.42
Grant to Franklin	10	0.10	0.10	0.10	0.10
Franklin to Daniels	16	0.06	0.06	0.06	0.06
Daniels to Columbia	11	0.00	0.00	0.00	0.00
Columbia to Washington	11	0.00	0.00	0.27	0.09
Washington to Division	15	0.13	0.13	0.20	0.16
Division to Main	12	0.00	0.00	0.00	0.00
Main to F	8	0.13	0.38	0.50	0.33
F to G	4	0	0	0	0
G to H	7	0.14	0.14	0.14	0.14
H to I	7	0	0	0	0
I to K	0	0	0	0	0
K to L	5	0	0	0	0
L to M	6	0.67	0.50	0.50	0.56
M to N	9	0	0	0	0

Table 10. 33rd Street PM Parking Utilization – North Side of Street

Block	Possible Spaces	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	Average Utilization Rate
Kauffman to Harney	10	0.40	0.60	0.40	0.40	0.40	0.44
Harney to Grant	9	0.33	0.22	0.33	0.33	0.33	0.31
Grant to Franklin	11	0.36	0.27	0.27	0.27	0.27	0.29
Franklin to Daniels	16	0.25	0.19	0.19	0.25	0.25	0.23
Daniels to Columbia	11	0.00	0.00	0.00	0.00	0.00	0.00
Columbia to Washington	10	0.10	0.20	0.20	0.30	0.30	0.22
Washington to Division	13	0.08	0.00	0.00	0.00	0.00	0.02
Division to Main	5	0.00	0.00	0.00	0.00	0.00	0.00
Main to F	11	0.45	0.36	0.27	0.18	0.18	0.29
F to G	3	0.67	0.67	0.67	0.67	0.67	0.67
G to H	9	0.67	0.67	0.78	0.78	0.67	0.71
H to I	7	0	0	0	0	0	0
I to K	0	0	0	0	0	0	0
K to L	10	0	0	0	0	0	0
L to M	9	0.11	0.11	0	0	0	0.04
M to N	10	0.10	0.10	0.30	0.20	0.20	0.18

Table 11. 33rd Street PM Parking Utilization – South Side of Street

Block	Possible Spaces	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	Average Utilization Rate
Kauffman to Harney	7	0.29	0.29	0.43	0.29	0.43	0.34
Harney to Grant	11	0.36	0.55	0.64	0.73	0.73	0.60
Grant to Franklin	10	0.00	0.10	0.00	0.00	0.00	0.02
Franklin to Daniels	16	0.13	0.06	0.13	0.13	0.13	0.11
Daniels to Columbia	11	0.00	0.00	0.00	0.00	0.00	0.00
Columbia to Washington	11	0.18	0.27	0.00	0.00	0.00	0.09
Washington to Division	15	0.20	0.13	0.20	0.20	0.20	0.19
Main to F	8	0.25	0.25	0.38	0.25	0.25	0.28
F to G	4	0	0	0	0	0	0
G to H	7	0.14	0	0.14	0.14	0.14	0.11
H to I	7	0.14	0.14	0.14	0.14	0.14	0.14
I to K	0	0	0	0	0	0	0
K to L	5	0	0	0.20	0.20	0.20	0.12
L to M	6	0.67	0.67	0.67	0.67	0.67	0.67
M to N	9	0	0	0.22	0	0	0.04

Table 12. 29th Street PM Parking Utilization – North Side of Street

Block	Possible Space	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	Average Utilization Rate (23%)
Main to F	30	0.3	0.37	0.40	0.33	0.37	0.35
F to G	7	0	0.14	0.14	0.14	0.14	0.11
G to H	7	0.29	0.29	0.71	0.71	0.71	0.54
H to I	9	0.11	0.11	0.11	0.11	0.11	0.11
I to K	0	0	0	0	0	0	0
K to L	9	0	0.11	0.11	0.11	0.11	0.09
L to M	8	0	0	0	0	0.13	0.03
M to N	8	0.25	0.25	0.50	0.63	0.63	0.45
N to O	8	0	0	0.13	0.13	0.13	0.08
O to P	10	0.40	0.40	0.50	0.50	0.50	0.46
P to Q	8	0	0.25	0.13	0.13	0.13	0.13
Q to R	9	0.22	0.22	0.22	0.22	0.22	0.22
R to S	17	0	0	0	0	0	0
S to T	7	0.29	0.29	0.29	0.29	0.29	0.29
T to U	8	0.25	0.25	0.25	0.25	0.25	0.25
U to V	7	0	0	0.14	0.14	0.14	0.09
V to St. Johns	7	0.29	0.29	0.43	0.43	0.43	0.37
St. Johns to X	5	0.20	0.60	0.20	0.40	0.60	0.4
X to Y	10	0.20	0.20	0.20	0.20	0.20	0.20
Y to Z	10	0.10	0.10	0.10	0.10	0.10	0.10
Z to Grand	18	0.28	0.17	0.11	0.17	0.17	0.18

Table 13. 29th Street PM Parking Utilization – South Side of Street

Block	Possible Spaces	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	Average Utilization Rate (27%)
Main to F	26	0.42	0.27	0.27	0.23	0.19	0.28
F to G	8	0	0.13	0	0.13	0.13	0.08
G to H	9	0.33	0.33	0.22	0.22	0.22	0.27
H to I	8	0	0	0.13	0.13	0.13	0.08
I to K	0	0	0	0	0	0	0
K to L	8	0.25	0.25	0.25	0.25	0.25	0.25
L to M	9	0.11	0.11	0.11	0.22	0.22	0.16
M to N	11	0	0	0	0	0	0
N to O	11	0	0	0	0	0	0
O to P	7	0.14	0.14	0.14	0.29	0.43	0.23
P to Q	9	0	0	0.11	0.22	0.22	0.11
Q to R	8	0	0	0	0	0	0
R to S	10	0.20	0.40	0.30	0.20	0.30	0.28
S to T	7	0.71	0.57	0.57	0.71	0.71	0.66
T to U	8	0.25	0.38	0.25	0.38	0.38	0.33
U to V	9	0	0	0	0	0	0
V to St. Johns	3	0	0.33	0.33	0.33	0.33	0.27
St. Johns to X	8	0.63	0.63	0.50	0.63	0.63	0.60
X to Y	6	0	0	0	0	0	0
Y to Z	8	0.13	0.13	0.25	0.13	0.13	0.15
Z to Grand	21	0.24	0.29	0.29	0.29	0.33	0.29

Traffic Counts

Traffic counts were collected by the City of Vancouver at locations along both 29th Street and 33rd Street; the complete list of locations is included in Table 14. Data gathered included volume and speeds; turning movement counts were not included. Data was collected on 29th Street between April 23 and April 28, 2024; data was collected on 33rd Street between April 30 and May 5, 2024.

While Turning Movement Counts are available at select locations in the study area from Southwest Washington Regional Transportation Council, many counts are out of date by several years or more. The project team will review available data on a case-by-case basis as needed through future phases of the project.

Table 14. Street Volumes and Speed

Corridor	Location	ADT	85 th Percentile Speed
29 th Street	Between Grant and Harvey	288	20 mph
	Between R Street and S Street	614	24 mph
	Between H Street and I Street	477	24 mph
	Between Watson and Fairmont	558	24 mph
33 rd Street	Franklin Street	1,256	26 mph
	K Street	3,342	33 mph
	Between R Street and S Street	3,904	32 mph
	Between St. Johns Boulevard and Grand Boulevard	8,414	24 mph

TSP-Proposed Projects and Policies

The City of Vancouver Transportation System Plan (TSP) identified projects to implement improved walking, bicycling, and small mobility networks. The following TSP projects are in the study area:

Pedestrian Project

- Broadway Street: Add crossings from W 29th Street to E 6th Street.
- E 29th Street/Neals Lane: Fill in missing sidewalk from Watson Avenue to Fourth Plain Boulevard.

Small Mobility and Pedestrian Project

- Franklin Street: Neighborhood greenway treatments from W 8th Street to W 33rd Street.
- Main Street: add crossings and missing sidewalks from E 29th Street to NE Ross Street. PML from E 39th Street to Discovery Trail.
- K/V/E 37th Streets: Neighborhood greenway treatments with connection points to 29th Street.
- N Street: Neighborhood greenway treatments from E 29th Street to just south of SR-500.
- Norris Road/E 17th Street: Neighborhood greenway treatments from 29th Street to south of E 18th Street.

Small Mobility Project

- W 33rd Street: Mobility lane from Kauffman Avenue to Main Street.
- E 33rd Street: Protected mobility lane from Main Street to Grand Boulevard.
- E 29th Street: Neighborhood greenway treatments from Kauffman Avenue to Neals Lane.

Policies and Programs

The list below summarizes relevant policies outlined in TSP Chapter 4: Big Ideas (pages 30 through 41). Each bullet point below describes a Key Policy, which includes several policies and programs that support it.

- **TN1 - 15-Minute Neighborhoods:** Make walking, rolling, and small mobility convenient through mixed-use zoning and investment in complete corridors to serve all travel modes. Foster redevelopment within strategic development nodes to support 15-minute neighborhoods. This policy includes traffic calming, Safe Routes to School programs, and neighborhood pathways.
- **TN2 - Climate Corridors:** Develop climate corridors to mitigate climate impacts through greener streets, street tree canopies, natural plantings for stormwater management, linear parks, and other climate resilient techniques. Support policies include partnering with Urban Forest and Parks to increase street canopy.
- **CC1 - Complete Corridors:** Create complete corridors throughout the city that connect growth areas, support business, serve transit, and increase safety. Corridors connect destinations and include identifying parallel options. This policy includes developing street typologies and updating functional classification.

- **CC2 - People-Based Metrics:** Plan, design, and evaluate projects and developments using people-focused metrics that prioritize person throughput, safety and comfort. Use the metrics to evaluate facility performance and post-project evaluations. This policy includes traffic analysis, multimodal concurrency standards, and TIP prioritization based on equity, safety, climate, and transportation choice.
- **CC3 - Street Standards:** Adopt street standards that create comfortable, inviting multimodal streets. Use NACTO standards as primary guidance and integrate the latest best practices from WSDOT, AASHTO, and MUTCD for facility selection and design, traffic control, and signage and striping. This policy includes access management standards, connectivity standards to improve pedestrian and small mobility safety and accessibility, and pedestrian crossing policy (Make crossings plentiful, convenient, and safe).
- **CC4 - Vision Zero:** Adopt a Vision Zero policy committing to end traffic fatalities and serious injuries on Vancouver streets by 2040. This policy would be a resolution to address the intersecting factors that lead to fatal crashes, such as unsafe behavior, alcohol and drug impairment, street design, and traffic speeds. This policy includes lower posted speeds, citywide safety program, identifying high-crash corridors, pedestrian-scale lighting, and quick build programs, among others.
- **T1 - Access to Transit:** Prioritize sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. Identify first/last mile barriers to major transit stops and address on a rolling basis.

- **LS 1 - Low-Stress Bicycle and Small Mobility Network:** Adopt a citywide low-stress network for BSM and walking and rolling, complemented by policies and programming that further incentivize use of the networks. Target a density of low-stress facilities every half-mile.
- **LS2 - Pedestrian Priority Streets:** Adopt a network of streets where safety and comfort for people walking and rolling is prioritized. Assign categories (primary, secondary) based on the roadway classification, level of demand, and existing and planned land uses. Use these categories to recommend desired facilities and amenities (shade, lighting, seating, etc.).
- **LS3 - Active Transportation Navigation:** This policy includes wayfinding and bicycle/small mobility parking.
- **G2 - Citywide Parking Policy and Code:** Update parking code and policies to right-size the amount of parking developed with future growth and create safe streets, compact urban form, and encourage non-driving forms of transportation.
- **F5 - Emerging Mobility:** Update City policies for how shared mobility and emerging mobility vendors shall operate in Vancouver. Create data standards, data sharing agreements, and vendor requirements. Integrate equity through reduced costs for people with low incomes. This policy includes mobility hubs, small mobility and scooter share, and mobility as a service.
- **F6 - Curb Management:** Develop policies and programs that efficiently manage valuable curb space, recognizing how changing travel patterns have placed high demands on this resource.

MEMORANDUM

DATE: August 20, 2024

TO: Maggie Derk and Laurel Priest, City of Vancouver

FROM: Monica Santos-Pinacho, Robert Arreola and Amanda Hart, PointNorth
Ryan Farncomb, Erin David and Kirk Paulsen, Parametrix

SUBJECT: **Milestone 1 Community Engagement Summary**

PROJECT: 29th & 33rd Streets Safety and Mobility Project

Overview

The 29th & 33rd Streets Safety and Mobility Project is exploring ways to improve safety and mobility for all people using 29th Street (between Kauffman Avenue and Neals Lane) and 33rd Street (between Kauffman Avenue and Grand Boulevard) in the City of Vancouver. These roads connect Vancouver neighborhoods separated by Interstate 5 (I-5), a major U.S. highway and freight route. The streets also provide important connections to other roads, such as Main Street, St. Johns Boulevard and Grand Boulevard. Through this effort, the project team will evaluate how 29th and 33rd Streets can better meet the needs of people walking, using a mobility device, biking, accessing transit and driving.

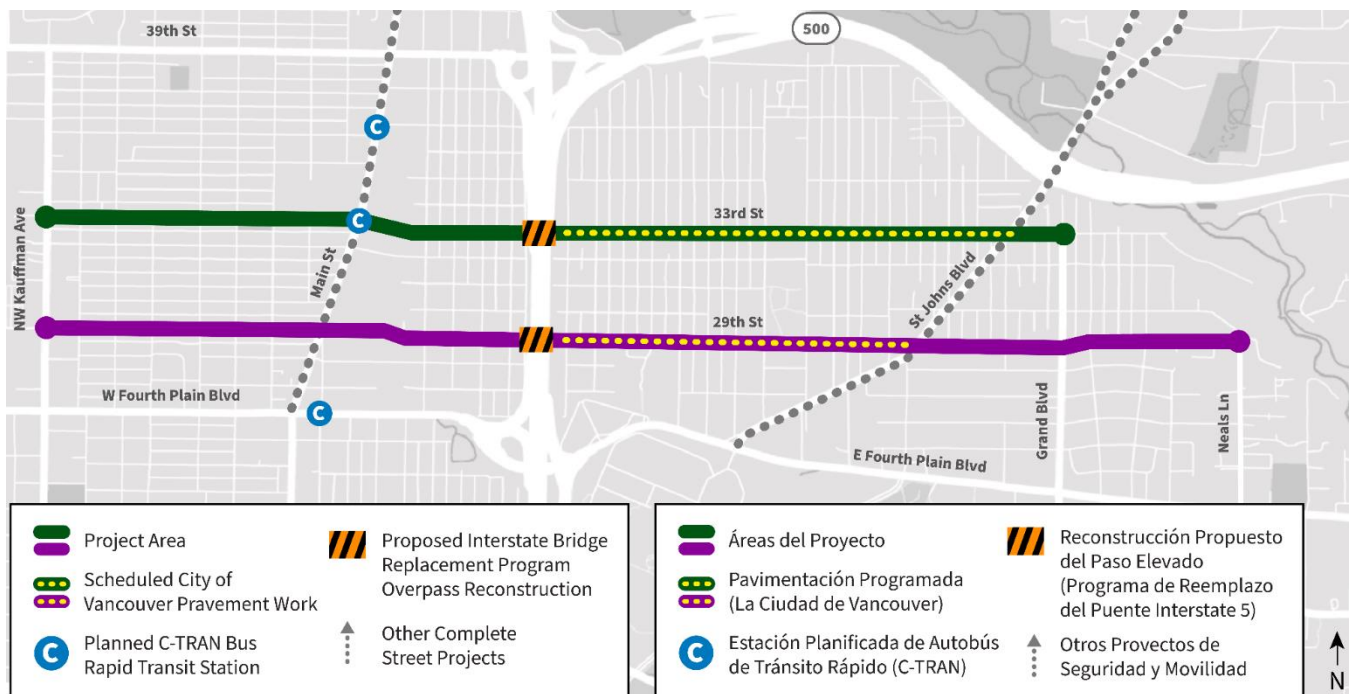


Figure 1: Project Area Map

- City of Vancouver's Upper Main Street Safety & Mobility Project
- City of Vancouver's St. Johns/St. James Safety & Mobility Project
- C-TRAN's The Vine on Highway 99 Project
- City of Vancouver's Get There Program
- City of Vancouver's Fourth Plain for All Project

Milestone 1 Engagement Objectives & Approach

- Community members are aware of the project and how to participate.
- Potentially impacted parties have direct access to engage in two-ways, in-person and online communication with the project team.
- Equity-priority populations within the project area experience inclusive, accessible engagement with the project team.



Tactics used by the project team to reach and engage with equity priority communities and decrease participation barriers included:

- All digital and print outreach materials available in English and Spanish, and other languages upon request.
- In-person engagement activities (i.e., canvassing, one-on-one meetings and small group briefings) prioritized in neighborhoods with a high percentage of renters, non-English speakers, people living with a disability and communities of color.
- Meeting people where they are through strategically targeted tabling sessions at accessible community events where project residents and visitors had higher probabilities of participating.
- All in-person engagement activities staffed to include at least one dedicated team member to provide information in Spanish.

Engagement By the Numbers (June-August 2024)

The first round of engagement activities resulted in nearly **15K views** across website and social channels, **14K+ subscribers reached** via digital newsletters and **400+ in-person interactions**.

Activity Type	Date	Details	Reach
BeHeard Project Webpage	May 31, 2024 (Content launch)	24/7 public information hub and platform to provide direct feedback via comment and interactive project area map	1,989 views *As of Aug 14
In-Person Tabling Sessions	June 1, 2024	Multicultural Resource Fair	86 people
	June 15, 2024	Juneteenth Freedom Celebration	196+ people
	July 25, 2024	Vancouver Waterfront Concert	46 people
	August 6, 2024	Shumway Neighborhood Picnic	15 people
Email Newsletter	June 13, 2024	Project information and ways to share feedback provided to project and City newsletter subscribers	14,000+ subscribers
Social Media	June 20, 2024	Project information shared on City of Vancouver Facebook, Instagram, X and NextDoor social channels	13,000+ combined views
In-Person Small Group Briefings	June 22, 2024	Fourth Plain Forward's Community Advisory Committee	20 people
	July 23, 2024	Rose Village Neighborhood Association	19 people
	August 1, 2024	Vancouver First United Methodist Church	10 people
In-Person Canvassing & Sign Placement	July 10, 2024	Canvassed impacted businesses/churches and placed yard signs throughout project area	6 businesses/ churches 28 yard signs
	July 15, 2024	Canvassed impacted businesses	14 businesses
	July 31, 2024	Placed additional yard signs throughout project area	9 yard signs

Key Feedback Themes & Takeaways

Safety

- **Speeding** – The issue of speeding came up most frequently, with strong concerns from people who walk, roll and bike, at intersections on 33rd Street, at the intersection of 29th Street and St Johns Boulevard and 29th Street east of F Street. Suggestions for improvement include lowering speed limits on 33rd Street and adding speed bumps, stop signs or roundabouts to improve safety.
- **Traffic Flow** – While many pointed out that drivers often speed on 33rd Street, commuters in particular prefer maintaining the current traffic flow on 33rd Street, with some suggesting roundabouts as a possible way to calm traffic while also preventing congestion.
- **Lighting and Visibility** – Many people request improved lighting along 33rd and 29th Streets to enhance safety for pedestrians and cyclists, particularly at intersections and crosswalks. Visibility issues, particularly at night and near Washington Elementary School, are a concern.

Mobility

- **Accessibility** – Strong calls for better Americans with Disabilities Act (ADA) compliance, including improving safety of existing curb ramps, adding dedicated mobility lanes for people using wheelchairs and ensuring accessibility for wheelchair users as other improvements like raised crossings are considered. Some point out existing curb ramps often lead directly into streets.
- **Pedestrian Access** – Deteriorating sidewalks and inconsistent roadway conditions are problematic for people walking and rolling. Better pedestrian infrastructure is needed, particularly along 29th Street and connecting side streets. Members of the Shumway neighborhood called for more walkable/bikeable streets in their neighborhood in particular.
- **Biking & Transit** – Safety for people biking is a concern, with many requests for better, continuous and dedicated bike lanes and more transit bus stops. While there is no transit service that runs along 29th and 33rd Streets, there are calls for improved bike and transit route connections and more safety measures for cyclists.

Parking

- **Loss of Parking** – Comments on social media posts, the webpage and during small group briefings called out the possibility of loss of parking as a potential concern for businesses, residents and churches in the area. Some also pointed out the potential impacts to the livability of the area, particularly in denser neighborhoods. A church located on 33rd Street recognized the loss of parking as a concern; however, the group also acknowledged the need to make room for more pedestrian improvements.
- **Parked Car Hazards** – Bikers and drivers shared visibility concerns regarding parked cars at and near intersections and getting “doored” by parked cars when biking along 29th Street.

Engagement Activities & Results

A mix of digital and in-person engagement strategies were used to accomplish Milestone 1 engagement objectives.

Digital Engagement

Digital tools allowed the project team to reach people interested in or potentially impacted by the project as well as the Vancouver community at-large. The following digital engagement tools were used to spread awareness and drive people to the project website, where they were able to learn more about the project purpose, goals and timeline as well as leave their feedback through the interactive map feature or comment box:

- **BeHeard Project Webpage** – The project’s webpage serves as a 24/7 public information hub and provides a direct link for the community to connect with the project team. On May 31, 2024, the project website was updated with details about the project timeline, frequently asked questions, opportunities for engagement and supporting visuals, including a project area map and current conditions photos. The page also hosted a comment box and an interactive map of the project area for users to share feedback and pinpoint specific areas of concern or opportunities for improvement. In early June, the same information was made available in Spanish. Between May 31 and August 14, the project page received **1,200 total visits** and **1,989 views**. A total of **56 comments** and **38 map pins** were submitted.
- **E-newsletters** – Project updates were distributed to the project listserv on June 13, which included **61 email newsletter subscribers** and June 27, which included **174 subscribers**. The project team further amplified these updates by distributing the newsletter to **38 interested parties**, including neighborhood associations, businesses, churches and community-based organizations. The e-newsletter encouraged community members to learn more about the project and share their feedback via the project website, join the project team in person at upcoming community events or request a briefing with the project team. Additionally, project information was shared in other City e-newsletters, including Vancouver Connects and Office of Neighborhoods, reaching over **14,000 subscribers**. These included Vancouver’s citywide e-newsletter, Vancouver Connects (13,124 subscribers), and the Office of Neighborhoods e-newsletter (1,019 subscribers).
- **Social Media** – Project information was distributed to followers of City of Vancouver Facebook, Instagram, X and NextDoor channels, generating **over 13,000 views** and **306 engagements**. Starting on June 20, 2024, social media posts drove users to the project’s webpage. Across all social channels, the community submitted **41 comments**, which included inquiries regarding bike lane existence and configuration, parking concerns, the need for increased communication and other safety concerns outside the project area.



Vancouver, Washington City Government

June 20 · 🌐

Calling all Rose Village, Fourth Plain Village, Carter Park, Shumway and Lincoln neighbors. Safety and mobility improvements are coming to 29th and 33rd Streets – and we want to hear from you! 🗣️

📍: 29th St. between Kauffman Avenue and Neals Lane

📍: 33rd St. between Kauffman Avenue and Grand Boulevard

We're analyzing the existing roadway conditions in this area and gathering input about your experience traveling here. This information will help inform the development of proposed safety and mobility improvements. Let's work together to shape the future of our streets! 🚗



Learn more, sign up to receive project updates and share your comments via an interactive map at <https://www.beheardvancouver.org/29th-and-33rd-safety>

29th & 33rd Streets Safety & Mobility Project Area Map

Mapa del Proyecto de Seguridad y Movilidad de las calles 29 y 33

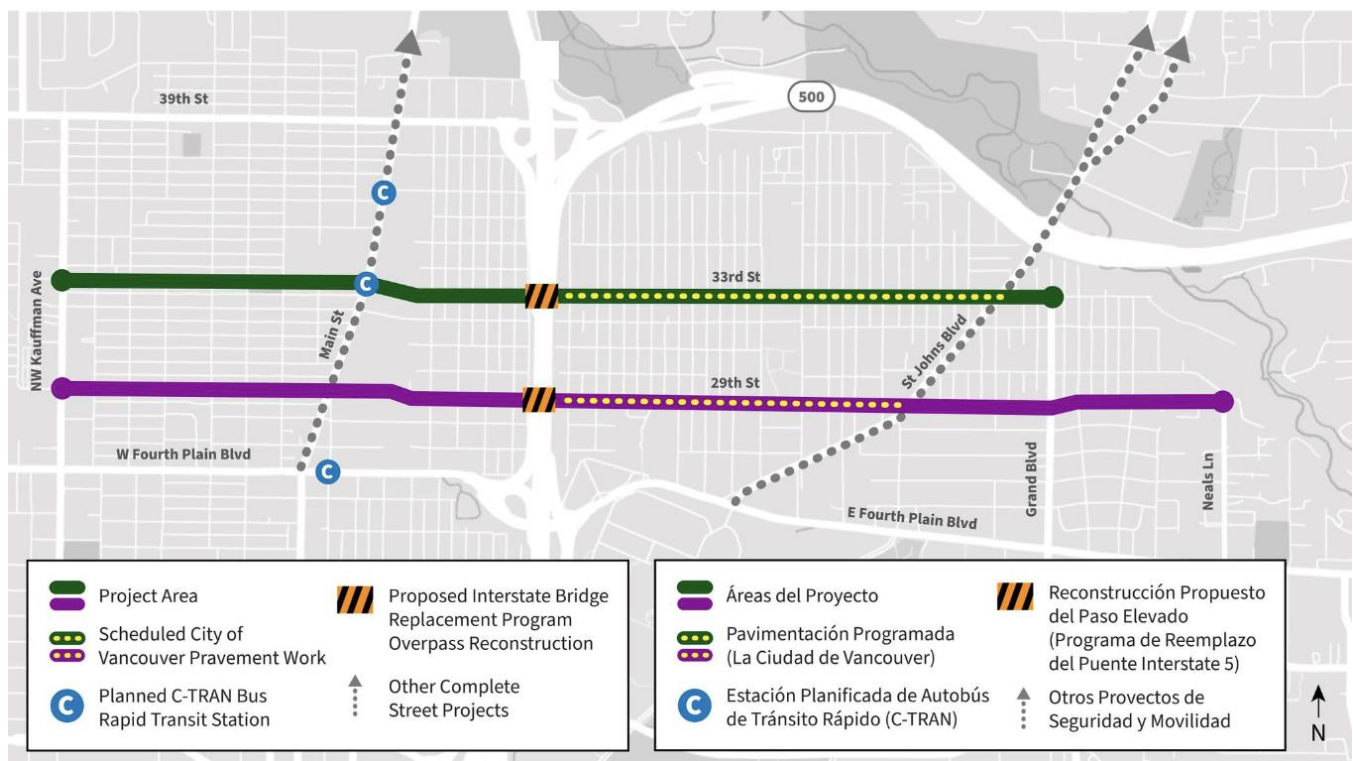


Figure 3: Snapshot of City of Vancouver Facebook Post on June 20, 2024



Figure 4: Snapshot of City of Vancouver Instagram Post on June 20, 2024

In-Person Engagement

With the goal of meeting people where they are, in-person engagement efforts were hosted intentionally at locations that helped remove barriers to engagement and provided opportunities for meaningful community conversations. The project team showed up at a mix of large-scale events, small group briefings and canvassing efforts that were hyper-targeted to reach potentially impacted businesses and churches along the project area. With a strong call-to-action for the community to share their feedback on safety and mobility improvements they would like to see in the near and long term and their current experience navigating the project area, the project team conducted the following in-person engagement activities:

- Tabling Sessions** – The project team staffed an informational table at the Multicultural Resource Fair (June 1), Juneteenth Freedom Celebration (June 15) and a Vancouver Waterfront Concert (July 25)—interacting with **more than 343 community members**. The events were intentionally selected to reach community members in the five neighborhoods that surround the project area, which include Fourth Plain Village, Rose Village, Shumway, Carter Park and Lincoln neighborhoods. Leveraging factsheets in English and Spanish and large display boards, the project team drove awareness of the project, shared project information, answered questions and gathered feedback. The factsheets contain the project overview, timeline, design considerations and direct people to the website where they could share their feedback via the comment box or participate in the interactive map to help identify opportunities for improvement along the project area.



Figure 5: Photos of Project Team Engaging with Community Members at Tabling Sessions

- Small Group Briefings** – From July through August, the project team conducted four group briefings, meeting with **more than 39 community members** to share information and answer questions about the project as well as gather feedback on how community members are currently traveling within the project area and what improvements they would like to see in the near and long term. Overall, community members responded enthusiastically to learn about the project and agreed with the need for safety and mobility improvements.



Figure 6: Photos at Fourth Plain Forward Community Advisory Committee Briefing

- **Canvassing & Sign Placement** – In July, the project team canvassed sections of the project area, specifically targeting businesses, property owners and churches located in potentially impacted areas. During the canvassing effort, **34 signs in English and Spanish** were placed throughout the project area, informing the public about the project and pointing to the project webpage with a QR code. Additionally, **three signs** were provided to a community member by request.

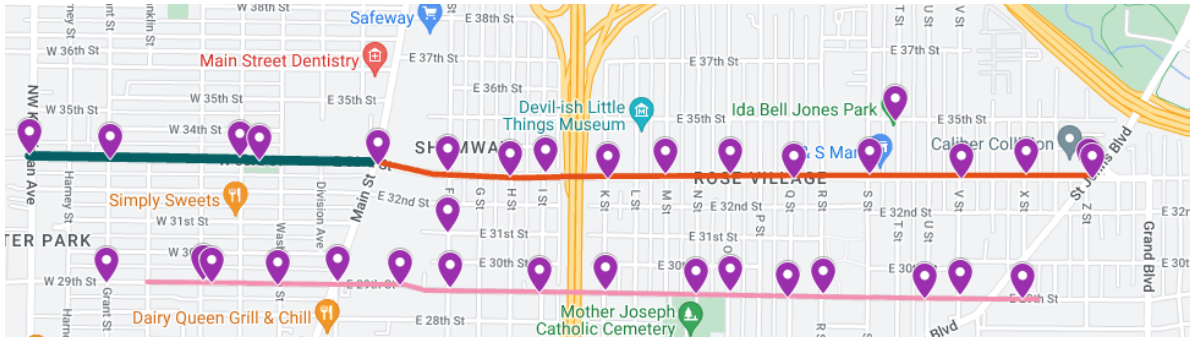


Figure 7: Map of project yard sign placement, noted with purple drop along the project area

- **Additional Project Amplification** – From May through July, City partners helped drive additional project awareness and amplification by having project fact sheets available at local community events and gatherings, including the Central and West Vancouver Neighborhood Convenings (May 29 and June 4 respectively), an Ice Cream Social at Little Acorn Preschool (June 14), Vancouver City Council Community Forum (June 24), among others.

Snapshot of Community Feedback

Safety

- **Speeding:**
 - “If I cross 33rd anywhere, people are going 55 usually.”
 - “From St Johns to S Street is now a speedway.”
 - “I’ve never seen so many cars pass each other on this street as I have since the bike lanes were put in.”
 - “It’s even gotten more dangerous to pull into and out of our driveway.”
 - “I frequently see people speeding down 29th street. I would love speed bumps or some deterrence to speeding. I’ve seen people run stop signs as well, so roundabouts are also a good thought.”
 - Regarding the intersection of 29th Street and St. Johns Blvd. multiple people used the term “terrifying” to describe how they feel while driving through that intersection.
 - “Speeding is an issue. People often go 40mph; slow traffic down. More speed bumps are needed; Many people don’t obey the speed limit.”
 - “Slow people down, that’s what should be done.”
 - 29th Street is a “launchpad” and east of F Street is a “speedway.”

- *"33rd street needs speed bumps as cars race from mai[n] street to St Johns. V street needs speed bumps as cars use V to bypass light on st johns...There is a Day Care on V Street. Someone is going to get killed."*
- *"As a resident on W 33rd St, the recently installed stop sign at Grant seems to have helped tremendously with speeding between Columbia and Kauffman. A reduction in speed limit to 20 would be welcome and would hopefully help reduce speeds even more..."*
- During the tabling event at the Shumway neighborhood picnic, participants noted that the stop sign near St. Johns at U Street and 29th Street has helped with speeding vehicles.
- **Traffic Flow:**
 - *"Let's talk about the newer speed bumps on Kaufman. They are not configured properly and no matter how slow you go, they are damaging to vehicles."*
 - *"[T]he earlier speed bumps had the depressions that fit the wheel span of both Fire trucks and buses. By making them solid and higher, they've added to the response time for emergency vehicles. A minute can be a long time if you're waiting for a fire truck."*
 - Driver using 33rd for work shared they "liked it" and using it at 8 a.m. and 3:30 p.m. feels it's "a super easy drive, never anybody on it."
 - Some people preferred maintaining current traffic flow on 33rd Street as it is a thoroughfare to get to I-5 and St. Johns. One community member asked that no new stop signs be added, suggesting instead that roundabouts or circles be added.
 - A resident of Carter Park neighborhood shared that parked cars on 29th Street between Main Street and the I-5 overpass cause delays, in particular during garbage pickup days.
 - One community member shared the streets are narrow and scary around Vancouver School of Arts and Academics (VSAA) near Main and that there are a lot of potholes.
 - *"West of I-5, traffic is light enough to accommodate traffic circles, like in Seattle's smaller neighborhoods. Increase pedestrian visibility and slow the cars down, just no speed bumps please."*
 - *"As an additional traffic calming tool, I would like to see tree plantings (also removals and pruning, where appropriate) done in conjunction with the implementation of any transportation improvement projects along both corridors. 33rd has benefitted from a couple corridor plantings over the years, however, there are still plenty of opportunities for additional plantings/replacements..."*
- **Lighting and Visibility:**
 - *"Crosswalks with lighting beacons would be nice on 33rd in front of S&S Mart."*
 - [Referring to 33rd Street] *"At night especially, it's hard to see anyone attempting to cross."*
 - *"Controlled flashing pedestrian crosswalks would be great."*

- Some community members ask for improved lighting throughout corridors needed to enhance safety for pedestrians and cyclists alike.
- Side streets – particularly T Street as it is used to access the park – were highlighted as needing sidewalk, signage, and lighting improvements.

Mobility

- **Accessibility:**

- *“Hard to get wheelchairs through ramps with bumps.”*
- *“Walker/wheelchair accessibility is important.”*
- Referring to 33rd Street between I5 and P St, *“the new accessibility ramps, while very much needed, back fill in heavy rain.”*
- One community member noted that the sidewalks between R St and Main St along 29th don't have ramps, making it difficult when rolling/biking across the I-5 overpass.
- Critiques were voiced regarding current ADA ramps leading directly to streets instead of safer connections, highlighting the importance of enhancing the accessibility on these streets.
- A request was made for dedicated mobility lanes for wheelchairs and other devices, along with more wheelchair-accessible ramps and covered areas.
- *“...In heavy rain, parts of 33rd (I5 to P St.) are almost uncrossable without tall boots...The new accessibility ramps, while very much needed, back fill in heavy rain.”*

- **Pedestrian Access:**

- *“Sidewalks are needed, we are all dog walkers.”*
- *“Broken sidewalks make it difficult [to use these street].”*
- *“Sidewalks are horrible.”*
- *“We have a lot of dog walkers and others in the Shumway neighborhood. The Clark County Historical Museum even does walking tours here, which would make their tours safer.”*
- *“I'd really like to see the road grading as 'level' as possible, as pedestrians cross that way they can see on-coming traffic and traffic can see pedestrians. There's a lot of very fast drivers along 33rd.”*
- *“Thank you for your efforts. The Shumway Neighborhood Association has a vision of safer, more walkable/bikeable streets for our neighborhood. We look forward to working with your team on these improvements.”*
- *“Why do we need two bridges for cars within 2/10ths of a mile? Make the 29th St bridge for bikes and pedestrians only!!”*
- *“Possibly speed bumps and clear cross walks...”*
- *“The streets are safe to walk on. We feel safe!”*
- *“Need better access for pedestrians. Sidewalks, access for bikes.”*
- *“33rd St is okay, 29th St needs sidewalks.”*
- Discovery Middle School students often cross 29th and 33rd Streets at F Street, and drivers do not always yield to pedestrians.

- **Biking & Transit:**

- *"Currently, dedicated bike lanes do not exist on 29th Street (between Kauffman Avenue and Neals Lane) and 33rd Street (between Kauffman Avenue and Grand Boulevard). Bicyclists must share the road with vehicles or use parallel routes."*
- *"I ride my bike along either/both of these streets nearly every day. I would love to see protected bike lanes along both of these streets, I see many children and young adults riding/walking along these streets and cars absolutely flying down both streets. Currently, there are no traffic calmers along either street, I think both would benefit from chicanes or some form of speed bumps."*
- *"More access to public transit!"*

Parking

- *"Please do not take parking away from 29th St. like you did with Columbia. There are too many residences that have no other options for parking, especially the blocks between Washington and Columbia where 'just parking around the corner' doesn't work."*
- *"With all the infill we can't afford to lose more on-street parking. Don't kill the livability of our neighborhoods."*
- *"I'm opposed to the proposed project to create bike lanes and remove parking on 33rd between Main Street and Kauffman, as it will only increase what has already become a busier street and will take away parking spaces which are needed as many of the homes have only a one car garage and residents need a place to park a second vehicle."*
- *"[Referring to 33rd from Main St west to Kauffman]...if you are thinking of removing on street parking you might offer relief to the homes that will have to change out their backyards or renovate older non-setback sited garages to create parking. Offer something!"*
- *A former resident off 29th who often bikes shared that she was afraid of parked cars along 29th and getting "doored" (hit by doors opening while biking) and poor visibility/safety.*
- *"Leave street parking alone on 29th ST."*
- *"Parking is already at a premium on 29th St between F St and Main St. While I don't disagree that we need better access for bicyclists and pedestrians I have very real concerns that residents on this street and their need for parking are going to be the least considered option."*
- *"...please do a robust canvassing/outreach of ALL residents along this corridor to check how they are currently using street parking and to understand the impacts if one side of the parking is removed. Most residents have off-street parking either in front or behind their homes from the alleys, but a few have neither. Also you cannot assume that if they have a garage, that they use it for parking..."*
- *During a small group briefing with a church on 33rd Street, the church leadership agreed the removal of parking "is a concern" however they also acknowledged the importance of improving access, safety and comfort for pedestrians and people with other mobility needs.*
- *During the tabling event at the Shumway neighborhood picnic, participants shared that residents around 33rd and G Street use the street parking near their homes and expressed concern about removing it.*

Next Steps

The project team will consider the feedback heard from the community during this first round of engagement to help inform the development of proposed design and improvement recommendations. The second phase of engagement will run from September through October, during which the project team will share proposed recommendations with the public and continue to solicit feedback on near-term and long-term improvements through the following communication and engagement methods offered in English and Spanish:

- Project webpage updates
- Community survey
- Project postcard mailer
- Social media and e-newsletter outreach
- In-person project area canvassing
- Tabling sessions at community events

The consultant team will refine improvement recommendations and share a project update at the Transportation & Mobility Commission (TMC) meeting on September 3, 2024.

Appendix - Communications Collateral

29th & 33rd Streets Safety & Mobility Project

Project Timeline

- March - May 2024**
Initial design considerations and gather your feedback on the project area.
- June - July 2024**
Design and engineering work on the project area.
- August - October 2024**
Construction of the project area.
- 2025 - 2026**
Final construction and opening of the project area.

Project Area Map

Visit the project website to learn more, sign up for the project newsletter, and provide feedback.

To request an accessibility review or other support, contact: 29thand33rd@vancouver.ca (800-661-8000) (800-661-8000)

Project Fact Sheet | English Version

PROYECTO DE SEGURIDAD Y MOVILIDAD DE Las Calles 29 y 33

Cronograma del proyecto

- Marzo - Mayo 2024**
Consideraciones de diseño preliminar y recopilación de comentarios de la comunidad sobre el área del proyecto.
- Junio - Julio 2024**
Diseño y trabajo de ingeniería en el área del proyecto.
- Agosto - Octubre 2024**
Construcción del área del proyecto.
- 2025 - 2026**
Construcción final y apertura del área del proyecto.

Mapa del área del proyecto

Visita el sitio web del proyecto para aprender más, suscribirte al boletín de noticias del proyecto y proporcionar retroalimentación.

Para solicitar una revisión de accesibilidad u otro apoyo, contacta: 29thand33rd@vancouver.ca (800-661-8000) (800-661-8000)

Project Fact Sheet | Spanish Version

29th & 33rd Streets Safety & Mobility Project

Street improvements are coming soon. We want to hear from you!

Mejoras de seguridad y movilidad vienen en camino. ¡Comparta sus comentarios!

SCAN ME

beheardvancouver.org/29th-and-33rd-safety

Project Signage

29th & 33rd Streets Safety & Mobility Project Area Map
Mapa del Proyecto de Seguridad y Movilidad de las calles 29 y 33

Project Area
Scheduled City of Vancouver Pavement Work
Planned C-TRAN Bus Rapid Transit Station

Proposed Interstate Bridge Replacement Program
Reconstrucción del Puente de Reemplazo del Puente de la Calle 5

Other Complete Street Projects
Otros Proyectos de Seguridad y Movilidad

Project Area Map | English + Spanish

29th & 33rd Streets Safety & Mobility Project Area Map

Project Area
Scheduled City of Vancouver Pavement Work
Planned C-TRAN Bus Rapid Transit Station

Proposed Interstate Bridge Replacement Program
Reconstrucción del Puente de Reemplazo del Puente de la Calle 5

Other Complete Street Projects
Otros Proyectos de Seguridad y Movilidad

Project Area Map | English

Mapa del Proyecto de Seguridad y Movilidad de las calles 29 y 33

Áreas del Proyecto
Pavimentación Programada (La Ciudad de Vancouver)
Estación Planificada de Autobús de Tránsito Rápido (C-TRAN)

Reconstrucción del Paso Elevado Propuesto (El Programa de Reemplazo del Puente de la Calle 5)
Otros Proyectos de Seguridad y Movilidad

Project Area Map | Spanish

29th & 33rd Streets Safety & Mobility Project

Project Timeline

- March - May 2024**
Initial design considerations and gather your feedback on the project area.
- June - July 2024**
Design and engineering work on the project area.
- August - October 2024**
Construction of the project area.
- 2025 - 2026**
Final construction and opening of the project area.

Project Area Map

Visit the project website to learn more, sign up for the project newsletter, and provide feedback.

To request an accessibility review or other support, contact: 29thand33rd@vancouver.ca (800-661-8000) (800-661-8000)

Display Board | English Fact Sheet

PROYECTO DE SEGURIDAD Y MOVILIDAD DE Las Calles 29 y 33

Cronograma del proyecto

- Marzo - Mayo 2024**
Consideraciones de diseño preliminar y recopilación de comentarios de la comunidad sobre el área del proyecto.
- Junio - Julio 2024**
Diseño y trabajo de ingeniería en el área del proyecto.
- Agosto - Octubre 2024**
Construcción del área del proyecto.
- 2025 - 2026**
Construcción final y apertura del área del proyecto.

Mapa del área del proyecto

Visita el sitio web del proyecto para aprender más, suscribirte al boletín de noticias del proyecto y proporcionar retroalimentación.

Para solicitar una revisión de accesibilidad u otro apoyo, contacta: 29thand33rd@vancouver.ca (800-661-8000) (800-661-8000)

Display Board | Spanish Fact Sheet

29th & 33rd Streets Safety & Mobility Project Area Map
Mapa del Proyecto de Seguridad y Movilidad de las calles 29 y 33

Project Area
Scheduled City of Vancouver Pavement Work
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Other Complete Street Projects
Otros Proyectos de Seguridad y Movilidad

Display Board | English + Spanish Project Area Map

MEMORANDUM

DATE: December 3, 2024

TO: Maggie Derk and Laurel Priest, City of Vancouver

FROM: Monica Santos-Pinacho, Amanda Hart and Lauren Garetto, PointNorth
Ryan Farncomb, Erin David and Kirk Paulsen, Parametrix

SUBJECT: **Milestone 2 Community Engagement Summary**

PROJECT: 29th & 33rd Streets Safety and Mobility Project

Overview

The 29th & 33rd Streets Safety and Mobility Project is exploring ways to improve safety and mobility for all people using 29th Street (between Kauffman Avenue and Neals Lane) and 33rd Street (between Kauffman Avenue and Grand Boulevard) in the City of Vancouver. These streets connect Vancouver neighborhoods separated by Interstate 5 (I-5), a major U.S. highway and freight route. The streets also provide important connections to other roads, such as Main Street, St. Johns Boulevard and Grand Boulevard. Through this effort, the project team will evaluate how 29th and 33rd Streets can better meet the needs of people walking, using a mobility device, biking, accessing transit and driving.

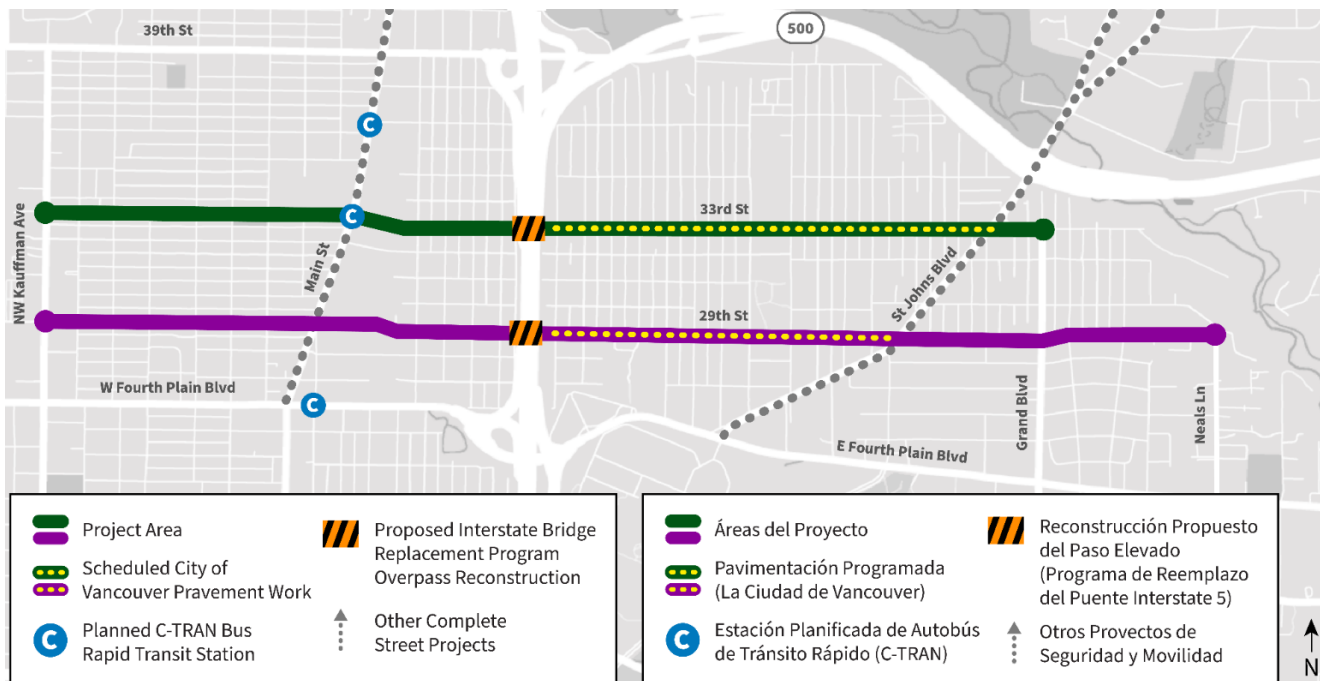


Figure 1: Project Area Map

This project is coordinating with pavement work planned for 2025 on both 29th Street and 33rd Street (between I-5 and St. Johns Boulevard) and the longer-term reconstruction of the I-5

overpasses led by the Interstate Bridge Replacement Program. Additionally, the project team is integrating with other transportation projects along and near the project area, including:

- City of Vancouver's Upper Main Street Safety & Mobility Project
- City of Vancouver's St. Johns/St. James Safety & Mobility Project
- C-TRAN's The Vine on Highway 99 Project
- City of Vancouver's Get There Program
- City of Vancouver's Fourth Plain for All Project

This memo summarizes Milestone 2 community engagement efforts and feedback between August and October 2024.

Milestone 2 Engagement Objectives & Approach

- Solicit and acknowledge community feedback on transportation needs, desires and concerns for the project area.
- Obtain feedback on near-term and long-term recommendations.
- Set expectations for how community input influences decision making.
- Potentially impacted parties continue to have direct access to engage in two ways, in-person and online communication with the project team.
- Equity-priority populations within the project area experience inclusive, accessible engagement with the project team.

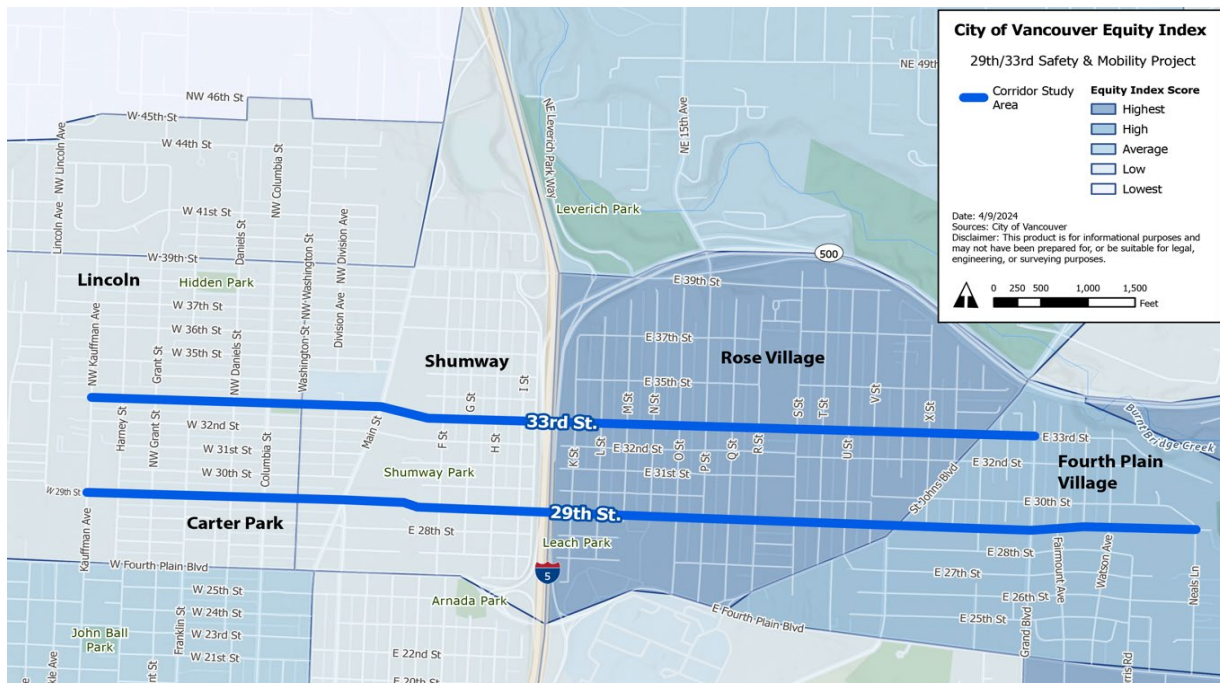


Figure 2: Project Area Map Showing Equity Index Scores

Tactics used by the project team to reach and engage with equity priority communities and decrease participation barriers included:

- Digital and print outreach materials available in English and Spanish, and other languages upon request.
- In-person engagement activities (i.e., canvassing, one-on-one meetings and small group briefings) prioritized in neighborhoods with a high percentage of renters, non-English speakers, people living with a disability and communities of color.
- Strategically tabling at accessible community events where project residents and visitors were likely to be participating.
- Staffing in-person engagement activities with a dedicated team member to provide information in Spanish.

Engagement By the Numbers (August-October 2024)

The second round of engagement activities resulted in more than **29,681 views** across website and social channels, more than **14,450 subscribers reached** via digital newsletters, **324 community survey responses** and more than **130 in-person interactions**.

Activity Type	Date	Details	Reach
Email Newsletters	August 28 – October 15	Emails announcing survey launch and information about ways to engage to project subscribers, and the Vancouver Connects, and Office of Neighborhoods newsletters.	14,650+ subscribers
In-Person Small Group Briefings	September 3, 2024	Shumway Neighborhood Association Meeting	15+ people
	September 18, 2024	Fourth Plain Village Neighborhood Association	18 people
	September 18, 2024	Urban Forestry Commission Meeting	12 people
	September 25, 2024	Community Bike Ride	11 people
	October 8, 2024	Lincoln Neighborhood Association Meeting	26 people
	October 11, 2024	Pasitos Gigantes and Clark County Chapter for the Blind	6 people
	October 23, 2024	Carter Park Neighborhood Gathering	50+ people
Project Mailer Distribution	September 9, 2024	Project information and call to action postcard mailed to businesses and households within 600 feet of the project area.	3,800 postcards sent
Community Survey	September 13 – October 19	Community survey available online via the project website and print at in-person events and activities.	324 Respondents
BeHeard Project Webpage	September 17, 2024 (Project update launch)	24/7 public information hub and platform to provide direct feedback via comment survey, in English (9/13) and Spanish (9/17).	1,125 views *As of 10/25/24
Social Media	September 18 – October 10, 2024	Survey launch and reminders shared on City of Vancouver Facebook, Instagram, X and NextDoor social channels.	28,556 combined views *As of 10/25/24

Activity Type	Date	Details	Reach
Phone and In-Person Canvassing	September 24 – October 3, 2024	Canvassed impacted businesses, churches and residents along project area, sharing project information and encouraging participation in the community survey	67 businesses/ churches/ residents
In-Person Tabling Session	September 28, 2024	Connecting Across Cultures Wellness Fair	17 community members
Peachjar Digital Flyer Distribution	October 28 – November 30, 2024	Lincoln, Hough and Washington elementary schools and Vancouver School of Arts and Academics	1,845 subscribers

Engagement Activities & Results

A mix of digital and in-person engagement strategies were used to accomplish Milestone 2 engagement objectives.

Digital Engagement

Digital tools allowed the project team to reach people interested in or potentially impacted by the project as well as the Vancouver community at-large. The following digital engagement tools were used to spread awareness and direct people to the project website, where they were able to learn more about the project's proposed improvements as well as share feedback through the community survey:

- BeHeard Project Webpage** – The project's web page serves as a 24/7 public information hub and provides a direct link for the community to connect with the project team. On September 17, 2024, the project website was updated with the results of the existing conditions analysis, community feedback heard during the first phase of engagement, and details of the proposed improvements with supporting visuals. The website also included an updated project timeline, frequently asked questions and opportunities for engagement, which included the launch of the Community Survey. The information was available in English and Spanish. The project page received **1,125 total visits** between September 20 and October 25, 2024.
- Community Survey** – The project's Community Survey was conducted from September 13 to October 19, offering an accessible way for people to share anonymous and honest feedback on proposed project improvements. Available online and distributed in print across the project area and at community events, the survey received **input from 324 community members**. Results showed that along both 29th Street and 33rd Street, the majority of survey respondents report using a personal vehicle daily followed by walking daily. Key feedback themes, consistent with in-person engagement, highlighted concerns over removing parking and emphasized the need for enhanced traffic safety. A small number of respondents expressed support for a designated bike lane, citing improved safety for both foot and bike traffic. Although the survey was available in both English and Spanish, all responses were submitted in English. Demographic questions were optional, and the following summary includes feedback from respondents who chose to disclose this information.

- The largest group of respondents came from residents aged 35-44 (64 responses) and 65 or over (61 responses).
 - 140 respondents identified as female, while 114 respondents identified as male and 5 identified as non-binary.
 - A majority of respondents identified as white (223) with the second largest number of people identifying as Hispanic or Latino/a/e (13).
 - 205 respondents did not have a disability, and 42 respondents identified as having a disability.
 - The most common household income was \$90,000-\$129,999 (55), followed closely by \$50,000-\$89,999 (47) and \$20,000-\$49,999 (32).
- **E-newsletters** – Project updates were distributed to the project email list on August 28 (111 subscribers), September 20 (134 subscribers), October 4 (143 subscribers) and October 15 (243 subscribers). The updates encouraged community members to learn more about the proposed design recommendations and share their feedback via the online survey or in person at community events. Additionally, project information was amplified in other City e-newsletters, including Vancouver Connects and Office of Neighborhoods, reaching over **14,650 subscribers**.
 - **Peachjar** – In addition to the City of Vancouver newsletters, a project flyer was distributed for additional awareness to Lincoln, Hough, Washington Elementary Schools, and Vancouver School of Arts and Academics through Vancouver Public Schools' e-flyer system, Peachjar. The flyer reached **1,845 subscribers**, with 1,077 opens as of November 4.

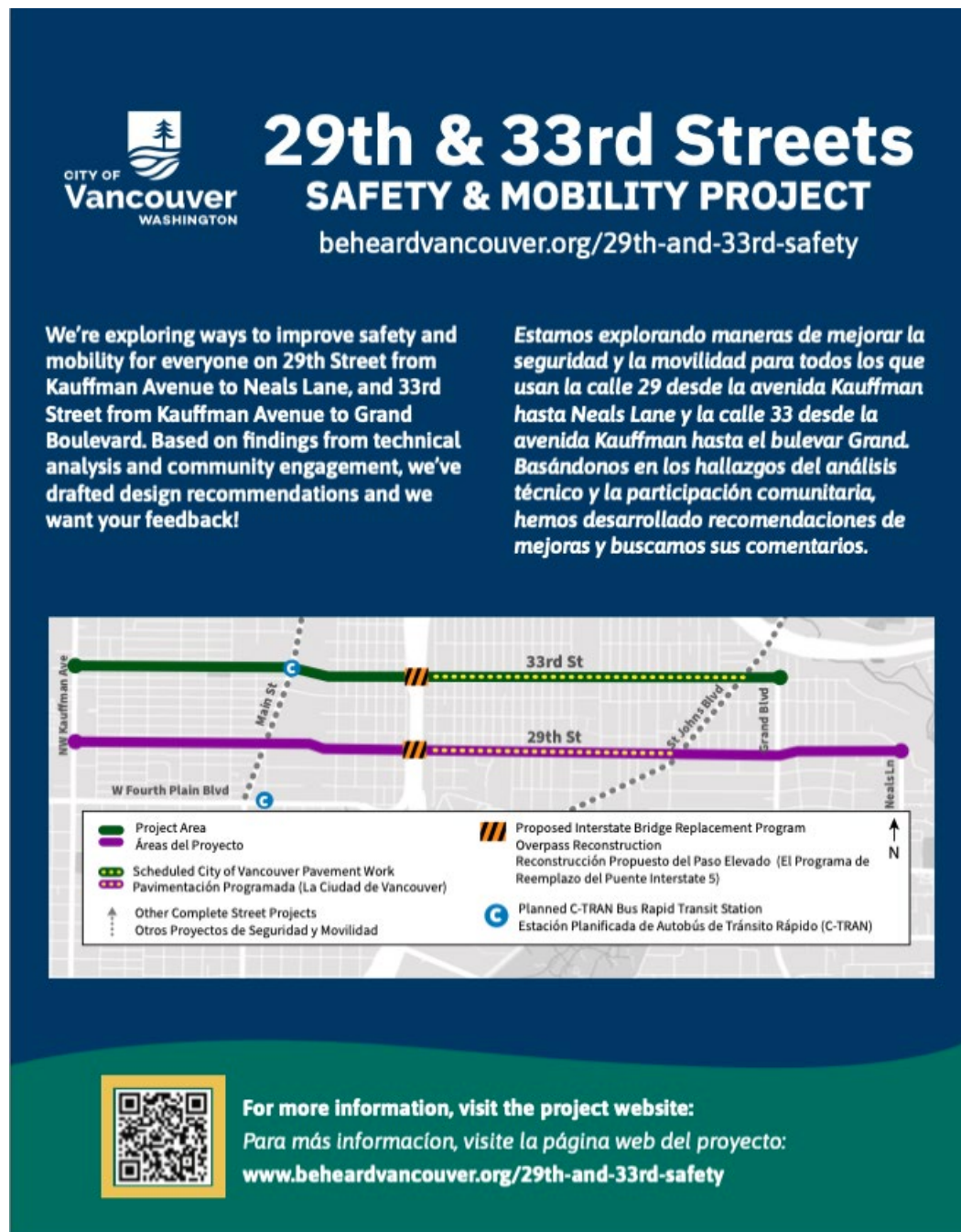
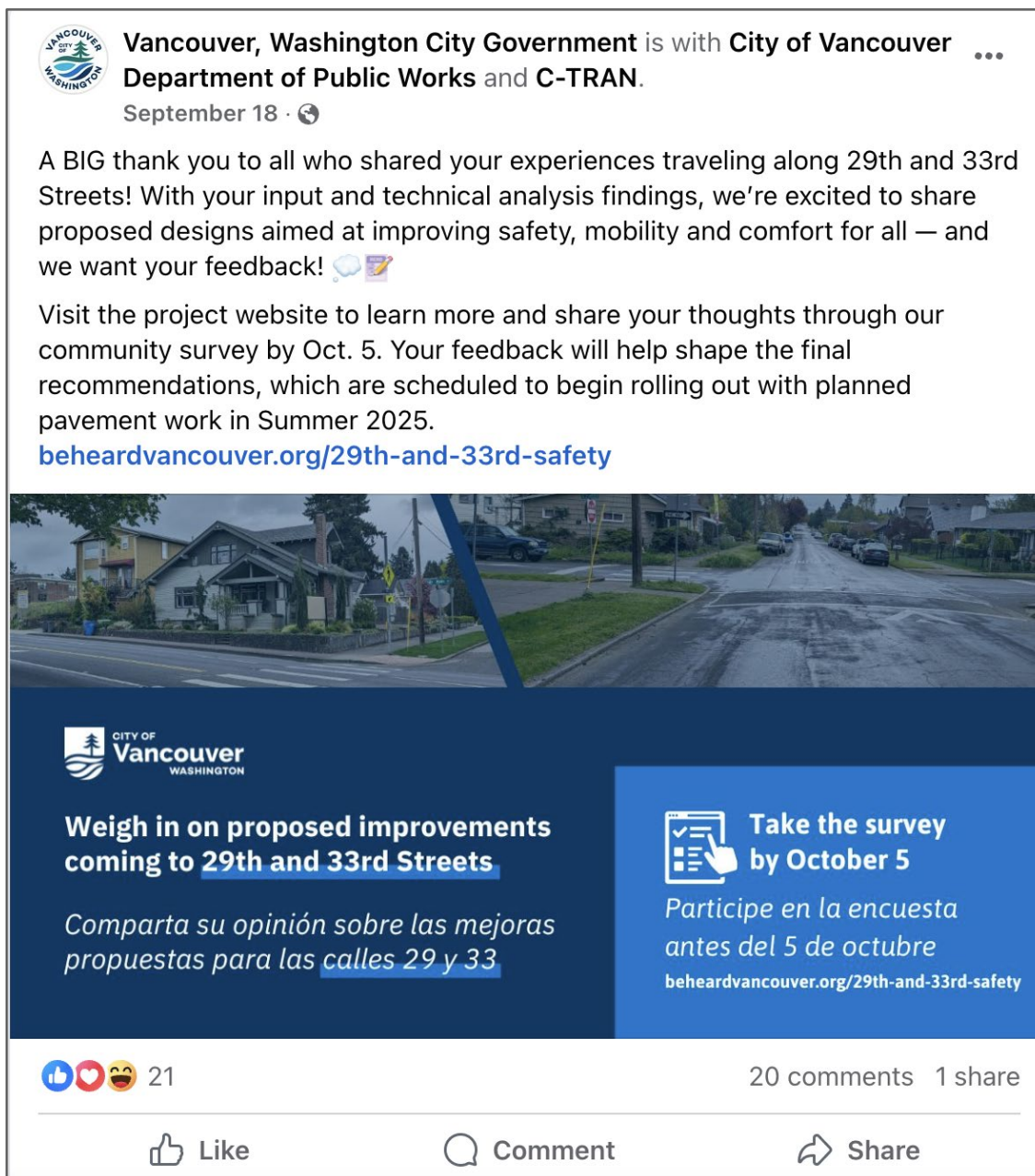


Figure 3: Peachjar flyer distributed to Lincoln, Hough, Washington Elementary Schools, and Vancouver School of Arts and Academics

- Social Media** – Project information was distributed to followers of City of Vancouver Facebook, Instagram, X and NextDoor channels, generated **over 28,000 views** and **243 engagements**. Starting on September 18, 2024, social media posts directed users to the project's webpage to learn more about the proposed improvements and participate in the survey. Across all social channels, the community submitted **77 comments**.



 **Vancouver, Washington City Government** is with **City of Vancouver** ...
Department of Public Works and **C-TRAN**.
September 18 · 🌐

A BIG thank you to all who shared your experiences traveling along 29th and 33rd Streets! With your input and technical analysis findings, we're excited to share proposed designs aimed at improving safety, mobility and comfort for all — and we want your feedback! 🗨️ ✍️

Visit the project website to learn more and share your thoughts through our community survey by Oct. 5. Your feedback will help shape the final recommendations, which are scheduled to begin rolling out with planned pavement work in Summer 2025.
beheardvancouver.org/29th-and-33rd-safety



 **City of Vancouver**
WASHINGTON

Weigh in on proposed improvements coming to 29th and 33rd Streets

*Comparta su opinión sobre las mejoras propuestas para las **calles 29 y 33***

 **Take the survey by October 5**
Participe en la encuesta antes del 5 de octubre
beheardvancouver.org/29th-and-33rd-safety

👍❤️😄 21 20 comments 1 share

 Like  Comment  Share

Figure 4: Snapshot of City of Vancouver Facebook Post on September 18, 2024



Figure 5: Snapshot of City of Vancouver Instagram Post on October 9, 2024

In-Person Engagement

With the goal of meeting people where they are, in-person engagement efforts were hosted intentionally at locations that helped remove barriers to engagement and provided opportunities for meaningful community conversations. The project team attended a mix of small group briefings, tabling at community events and conducted canvassing efforts that were hyper-targeted to reach potentially impacted businesses and churches along the project area. Specific activities included:

- Tabling Sessions** – The project team staffed an informational table at the Connecting Across Cultures Wellness Fair (September 28), interacting with **17 community members**. The team provided factsheets in English and Spanish, showcased large display boards and encouraged participation in our community survey.
- Small Group Briefings** – In September and October, the project team conducted seven group briefings, meeting with **more than 130 community members** to share information, answer questions and gather feedback about the project and proposed improvements. Groups engaged include City of Vancouver Urban Forestry Commission, Pasitos Gigantes, Clark County Chapter for the Blind, the Shumway, Lincoln, Rose Village, and Fourth Plain Village Neighborhood Associations and a group of Carter Park residents.



Figure 6: Project Team Engaging at Various Small Group Briefings

- Canvassing** – In September and October, the project team canvassed sections of the project area, specifically targeting businesses, property owners and churches located in the most potentially impacted areas. On 33rd Street west of N Street, the project team focused on reaching out to homes and businesses that according to Clark County records do not have dedicated off-street parking and would be most impacted by the removal of on-street parking. In total, over the course of two weeks, four canvassing teams spoke with **67 businesses, churches and residents**. Additionally, more than 40 signs in English and Spanish placed throughout the project area during the first phase of engagement pointed people to the project webpage.

Key Feedback Themes & Takeaways

Below is a snapshot of feedback and reactions to the project and proposed improvements gathered from in-person and digital engagement efforts. While a wide variety of feedback was shared, **safety** and **parking** drove the majority of comments.

General Community Sentiment of Proposed Improvements

- 29th Street between Kauffman Avenue and Neals Lane:**
 - 62% of survey respondents said adding raised crossings at R and S Streets near Washington Elementary School would make them feel safer or a lot safer.

- 59% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian refuge island and improved bicycle crossing with signage and pavement markings at Grand Boulevard.
- 58% of survey respondents said they would feel safer or a lot safer with improved bicycle crossing with signage and pavement markings at Columbia Street.
- 57% of survey respondents said they would feel safer or a lot safer with removed on-street parking at the corners of key intersections along 29th Street to improve visibility at crossings.

Areas of Division:

- 28% of survey respondents said they would feel less safe or a lot less safe with added traffic circles at key intersections along 29th Street.
- 22% of survey respondents said they would feel less safe or a lot less safe with shared lane markings (sharrows) and speed cushions on roadway.
- 19% of survey respondents said they would feel less safe or a lot less safe removed on-street parking at the corners of key intersections along 29th Street to improve visibility at crossings.

- **33rd Street between F Street and Grand Boulevard:**

- 63% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian crossing at R Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.
- 63% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian crossing at M Street with a raised crossing or speed cushion.
- 59% of survey respondents said they would feel safer or a lot safer by replacing the median island at S Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.

Areas of Division:

- 28% of survey respondents said they would feel less safe or a lot less safe with the addition of buffered mobility lanes along 33rd Street between F Street and Grand Boulevard, which would require the removal of some on-street parking.

- **33rd Street between Main Street and F Street:**

- 59% of survey respondents said they would feel safer or a lot safer lowering the speed limit from 30 MPH to 25 MPH.
- 58% of survey respondents said they would feel safer or a lot safer by replacing the median island at F Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.

Areas of Division:

- 26% of survey respondents said they would feel less safe or a lot less safe with the addition of buffered mobility lanes along 33rd Street between Main Street and F Street, which would require the removal of some on-street parking.
- 26% of survey respondents said they would feel less safe or a lot less safe with the addition of bike boxes and no right turn on red at the Main Street intersection.

- **33rd Street between Kauffman Avenue and Main Street:**

- 48% of survey respondents said they would feel safer or a lot safer by lowering the speed limit from 25mph to 20mph.

Area of Division:

- 32% of survey respondents said they would feel less safe or a lot less safe with the addition of a mobility lane along 33rd Street between Kauffman Avenue and Main Street, which would require the removal of some on-street parking.

Safety

- **Speeding** – There's a strong desire for traffic calming on 33rd and 29th Streets. Community suggestions include adding more stop signs, speed cushions, traffic circles and enforcing parking laws to control speeding. According to the survey:
 - 45% of the survey respondents felt adding shared lane markings and speed cushions along 29th Street would make them feel safer or a lot safer.
 - 42% of survey respondents felt that adding traffic circles at key intersections along 29th Street would make them feel safer or a lot safer.
 - The majority of survey respondents felt that lowering the speed limit on 33rd Street between Main Street and Grand Boulevard from 30mph to 25mph would make them feel safer or a lot safer.
 - Lowering the speed limit on 33rd Street between Kauffman Avenue and Main Street from 25mph to 20mph would make 48% of survey respondents feel safer or a lot safer.

Notable comments about speeding include:

- “Don’t ignore 33rd Street as a neighborhood greenway – we did a big traffic calming and tree planting project about 5 years ago, and we are a green street too!”
 - “I have lived on the SW corner of 33rd & Q Street for over 20 years. 33rd has definitely become a major thoroughfare for traffic. Speeding is a major safety concern[.]”
 - “Thanks for working on this! Slowing the speeding vehicles on 29th is critical. There are so many high-speed drivers especially between K and Washington Elementary. Also, I live at 29th and O, and people run the N/S stop sign there all the time.”
 - “Thank you for the thorough analysis and opportunity to comment. Speeding in my neighborhood is a problem and I appreciate engineering strategies to make the community safer. Speed limits will need to be enforced. I support camera-issued ticketing.”
 - “You need to lower the speed to 20 mph on this whole stretch. Why are we still allowing 25 mph on residential streets where children play and ride their bikes to school?”
 - “Decrease the speed. Increase stop signs. But do not take residential access away like was done on Columbia.”
- **Enforcement** - A recurring concern is the enforcement of the proposed lower speed limits; many feel that without proper enforcement, new measures may not be effective. Aside from permanent tactics (lowered speeds, speed bumps, stop signs), neighbors

don't believe long-term change is guaranteed without consistent enforcement like cameras or police officers. According to the survey:

- 42% of survey respondents felt neutral that lowering the speed limit from 25 MPH to 20 MPH while traveling on 29th Street between Kauffman Avenue and Neals Lane would make them feel safer.
- 35% of survey respondents felt neutral that lowering the speed limit from 30 MPH to 25 MPH while traveling on 33rd Street between F Street and Grand Boulevard would make them feel safer.

Notable comments about enforcement include:

- "It would be more safe if we just enforced current traffic laws and ticketed people who were breaking these laws. Without enforcement it won't matter what you do to the roads; they will be even more unsafe."
- "Speed limits don't matter because they aren't enforced. We live between Columbia and Washington on W 29th and routinely struggle with people going upward of 40mph between Columbia and Main Street. Please consider speed bumps or roundabouts. Signage doesn't matter if enforcement is nonexistent. Cartoon bikers painted on the street also do not slow anyone down, as we've seen elsewhere in the city. We cannot allow our kids near the street because of the poor enforcement of speed and signage laws here, and it is unbelievable the city thinks pouring money into new signs will do anything for this neighborhood."
- "If you want safer streets, enforce the laws that we currently have. That would change behavior whereas changing the roads will do nothing without enforcement. You are just wasting taxpayer money!"
- "Traffic issues are only at certain times by certain individuals. Monitoring and enforcement please."

Mobility

- **Accessibility** - Some residents along 33rd Street have raised concerns about the removal of parking spaces, particularly regarding the impact on elderly or disabled individuals. For those without designated parking or garages, losing nearby access could make it more challenging to conveniently reach their homes. Visually impaired residents also emphasized the importance of features like textured surfaces and audible signals at crossings to enhance safety and ease of navigation. According to the survey:
 - 45% of survey respondents said they walk, use a wheelchair or assistive device at least once a month while traveling on 29th Street between Kauffman Avenue and Neals Lane. 35% of survey respondents said they travel that way at least weekly.
 - 57% of survey respondents said they walk, use a wheelchair or assistive device at least once a month while traveling on 33rd Street between Kauffman Avenue and Grand Boulevard. 46% of survey respondents said they travel that way at least weekly.

Notable comments about accessibility include:

- "I live on 30th Street between Columbia and Daniels. When parking was removed from Columbia, so many people started parking on 30th that I often can't access my home. I've lived here 43 years and need to look at moving now because of this. One other senior neighbor is doing the same. Blocking access to the homes of seniors is not helpful!"

- “Our church is at 33rd and N and some misinformed person said ‘there’s plenty of parking in the surrounding neighborhoods.’ There is indeed not. We need the street parking for our establishment and there are local residents taking up the majority of neighborhood parking. PLUS, we have several disabled parishioners and only 1 disabled parking spot. They NEED close by parking. Street makes the most sense.”
- “You are stripping parking from residents who already have severely limited options. Why is it acceptable to damage the people who live here for the occasional bike rider. You are creating "solutions" to problems that just don't exist. We have successfully shared the roads for decades. Does your plan include helping people who live along the south side of 33rd pave over their yards so they can have access to their homes cause greenery is for suckers right. Or, should they haul their groceries from blocks away. What if they're disabled? Just wheel yourself from the closest cross street through the months of inclement weather because one bike might not be able to share a 2-lane neighborhood street. It is absolutely ridiculous, and you obviously don't live here.”
- “We need handicap ramps at the alleys. [R]amps were added at the street curbs but I walk in the street from my home to N Street because it is too difficult to push the walker over the curb and gravel in the alley way. We already have a problem with parking on 33rd Street because of a seldom used bike lane that was added. I don't see a need to provide even less parking to accommodate so very few bike riders.”
- “This is great! I love that the city is working on giving people different options to get around our city safely.”
- “I guess for a blind traveler, this [raised crossings] is a problem. Your boundary of knowing where the sidewalk and street is, is gone.”
- “You will find a lot more blind people in the street if you use raised crossings – you need a definitive ‘signal’ like a curb that tells you where the sidewalk is vs. the street is, especially if it’s a new area to a blind person.”
- “It [raised crossings] needs to be fully accessible, a place for wheelchairs and walkers, but not fully level, because that does not work for vision impaired people.”
- “Most blind people have some visual ability and need high contrast differences.”
- **Pedestrian Access** - Deteriorating sidewalks and inconsistent roadway conditions are problematic for people walking and rolling. Several references to the lack of sidewalks, especially around churches and certain streets, were highlighted by the community. Concerns were raised about crossing difficulties, particularly on 29th Street and Grand Boulevard. Many comments emphasize improving pedestrian infrastructure and safety, including suggestions for raised crossings and tactile warning devices. According to the survey:
 - 62% of survey respondents said adding raised crossings at R and S Streets near Washington Elementary School would make them feel safer or a lot safer while traveling on 29th Street between Kauffman Avenue and Neals Lane.
 - 59% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian refuge island and improved bicycle crossing with signage

and pavement markings at Grand Boulevard while traveling on 29th Street between Kauffman Avenue and Neals Lane.

- 63% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard with the addition of a pedestrian crossing at M Street with a raised crossing or speed cushion.
- 63% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard with the addition of a pedestrian crossing at R Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.
- 59% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard by replacing the median island at S Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.
- 54% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard by replacing the median island at X Street with a raised crossing or speed cushion.
- 58% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between Main Street and F Street by replacing the median island at F Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.

Notable comments about pedestrian access include:

- “This is a walking neighborhood.”
- “Please consider improving the sidewalks on our street, rather than adding a bike lane when it will hardly get used. This project would cause the side streets on 33rd to become way more congested with parking which I think will create more of an access issue. Speeding and bike access has never previously been a problem.”
- ✎ “Please install modal filters along these roads. People can drive their cars on literally any road in the city. We desperately need pedestrian/cycling-only streets in Vancouver!”

- **Biking** – The community shared mixed opinions on the necessity of designated bike lanes on 33rd Street. Many pointed out the lack of consistent bike traffic and feel removing parking for bike lanes is not necessary. During in-person engagements, community members expressed support for shared lanes for bikes/small mobility devices and vehicles as an alternative to a full bike lane. The community bike ride highlighted several conflict points for cyclists, with suggestions to improve bike safety including lowering speed limits, closing access to the east leg of 33rd from Grand and adding an RRFB at 29th and Grand intersection. According to the survey:
 - 25% of survey respondents said they ride a bike at least monthly while traveling on 29th Street between Kauffman Avenue and Neals Lane.
 - 49% of survey respondents said they would feel safer or a lot safer with shared lane markings (sharrows) and roadway speed cushions while traveling on 29th Street between Kauffman Avenue and Neals Lane.
 - 58% of survey respondents said they would feel safer or a lot safer with improved bicycle crossing with signage and pavement markings at Columbia Street while traveling on 29th Street between Kauffman Avenue and Neals Lane.

- 59% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian refuge island and improved bicycle crossing with signage and pavement markings at Grand Boulevard while traveling on 29th Street between Kauffman Avenue and Neals Lane.
- 29% of survey respondents said they ride a bike at least monthly while traveling on 33rd Street between Kauffman Avenue and Grand Boulevard.
- 52% of survey respondents said it would make them feel safer or a lot safer with the addition of buffered mobility lanes along 33rd Street between F Street and Grand Boulevard.
- 54% of survey respondents said it would make them feel safer or a lot safer with the addition of buffered mobility lanes along 33rd Street between Main Street and F Street.
- 40% of survey respondents said it would make them feel safer or a lot safer with the addition of a mobility lane along 33rd Street between Kauffman Avenue and Main Street.

Notable comments about biking include:

- "I live on 33rd Street 2 homes west of Columbia and there is minimal bike traffic on 33rd to justify taking away parking, especially night parking, I say this as an avid bike rider."
- "Leave 33rd alone. There are not enough cyclists to justify the expense or impact to homeowners. The changes on Columbia show that "if you build it they will come" is not true, and financially irresponsible."
- "I'm so excited for this. My family and I bike down these two quite a bit and are constantly endangered by violent and aggressive drivers."

- **Public Transportation** – Feedback from this second phase of engagement echoed earlier calls for increased public transportation investment noted during the first phase. Some community members view an expanded C-TRAN presence in the neighborhood as a solution to parking challenges and a benefit for elderly and disabled residents.

According to the survey:

- 2% of survey respondents said they use paratransit at least monthly while traveling on 29th Street between Kauffman Avenue and Neals Lane.
- 2% of survey respondents said they use paratransit at least monthly while traveling on 33rd Street between Kauffman Avenue and Grand Boulevard.

Notable comments about public transportation include:

- "Add C-TRAN stops please East of the 5."
- "More C-TRAN stops in Rose Village. Bike lanes on 29th."
- "Why not consider bus routes and stops on 33rd? There used to be service. It's a long walk from main street to Rosemere neighborhood."
- "We have talked about bikes and cars, but have ignored transit - there is no public transport within that area."

Parking

- **Loss of Parking** - Many residents are against the removal of street parking, emphasizing that it would be inconvenient and negatively impact the neighborhood's appeal. They argue that parking is already limited, especially for those without a designated parking

space. Concerns were also raised about parking access for businesses, churches and disabled individuals who rely on proximity. According to the survey:

- 52% of survey respondents said it would make them feel safer or a lot safer with the addition of buffered mobility lanes along 33rd Street between F Street and Grand Boulevard, which would require the removal of some on-street parking. 28% of survey respondents said this solution would make them feel less safe or a lot less safe, which is higher than other proposed solutions.
- 54% of survey respondents said it would make them feel safer or a lot safer with the addition of buffered mobility lanes along 33rd Street between Main Street and F Street, which would require the removal of some on-street parking. 26% of survey respondents said this solution would make them feel less safe or a lot less safe, which is higher than some other proposed solutions.
- 40% of survey respondents said it would make them feel safer or a lot safer with the addition of a mobility lane along 33rd Street between Kauffman Avenue and Main Street, which would require the removal of some on-street parking. 32% of survey respondents said this solution would make them feel less safe or a lot less safe, which is higher than the other proposed solution.

Notable comments about loss of parking include:

- “We are tired of the continued obliteration of parking - first Hough neighborhood and now Carter. Stop reducing our livability!!!!!!!!!!!!!!”
 - “Please consider all homes, businesses, churches that will impact by removing on street parking. In reference to Kauffman and 33rd to Main. Comments for second question in section. If the City would take care of the sidewalks from Kauffman to Main there would be no need for a mobility lane. Example: tree roots growing under sidewalks. The apartments on Kauffman and 33rd plus the house on 3215 Kauffman Park on 33rd, they own 3 vehicles with no off-street parking. There are numerous houses on 33rd to Main that have no off-street parking or only off street for 1 vehicle. We have lived in our home for 26 years and know the neighborhood. Thank you for your time.”
 - “[T]he bike lanes on 33rd only cover a specific few blocks, and aren’t consistent, so that cars are constantly at close calls in hitting bicyclists. Also, why is having parking in front of a few people’s houses more important than providing a safe place for people, their family, children, and the elderly to bike/roll? People can park on the side streets and walk 10 seconds back to their house. Furthermore, why should taxpayers be funding the storage of people’s private property? Streets are for moving people, not storing your junk (cars) 99% of the day.”
 - “About time! I’d love to be able to turn on to 33rd without having to worry about all the cars parked on the street blocking the view of oncoming traffic. I’m not necessarily talking about the people who have to park there because they don’t have a driveway...it’s mainly from that little church on Sundays.”
- **Residents** - There is concern about limited parking, territorial behaviors from neighbors and the potential for parking-related conflicts. In addition, neighbors worry that removal of on-street parking will make accessing Carter Neighborhood Park along 33rd Street more difficult. Notable comments about residents include:
 - “Removing on-street parking in a total residential area would be a major inconvenience to all people in the area.”

- “You are stripping parking from residents who already have severely limited options. Why is it acceptable to damage the people who live here for the occasional bike rider. You are creating “solutions” to problems that just don't exist. We have successfully shared the roads for decades. Does your plan include helping people who live along the south side of 33rd pave over their yards so they can have access to their homes cause greenery is for suckers right. Or, should they haul their groceries from blocks away. What if they're disabled? Just wheel yourself from the closest cross street through the months of inclement weather because one bike might not be able to share a 2-lane neighborhood street. It is absolutely ridiculous and you obviously don't live here.”
- “If parking has to be on one side only, it should be the south side. More shade on average. Because of Carter Park being on the south side of the road, parking should be on the south side so parents can let their kids outside on the sidewalk by the park without crossing a street. That’s where most cars using the park, now park. They can’t park on Columbia due to bike paths and there are only two spots on Washington on the park side. Add a stop.”
- “The only big concern I have about taking away parking on the southside of Columbia, is the park. It is difficult for people coming to the park. How will this get addressed? I’m afraid that taking away parking will impact the use of the Park.”
- **Businesses** - Business owners along 33rd Street express concern about how parking removal and traffic changes could negatively impact their operations, especially for businesses serving elderly or disabled clients. Businesses are open to the idea of shared parking agreements to address weekday parking issues. Notable comments about businesses include:
 - “You might put me out of business.”
 - “Removing parking on 33rd is a huge mistake for businesses in this area.”
 - “While safer transportation for everyone is a huge deal that I would stand behind, we really hardly have any bikers on this street. Over the past few months I've seen one man each morning riding his bike and the removal of street parking would cause issues for not only our business but our neighboring businesses like the salon across the street and the massage parlor.”

Placemaking

There is strong interest in the city planting more trees, adding planters and enhancing the overall appearance of neighborhoods, which residents would appreciate as part of this process. Notable comments about placemaking include:

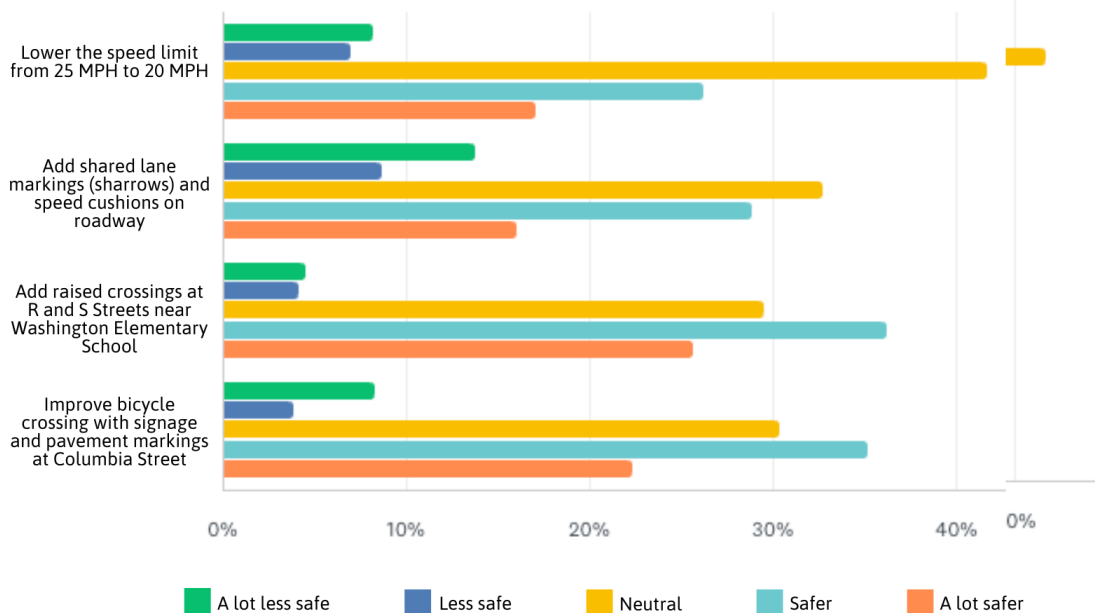
- “Please consider planting trees all along the entire project to make it beautiful.”
- “Don't make a traffic circle with a concrete surface and no plants. It's so ugly with weeds like the 4th Plain and I-5 interchange area.”
- “Keep the trees and greenery because removal is causing heat to build up.”
- “Plant more trees, please.”
- “I believe that incorporating more landscaping projects in our planning discussions would greatly benefit the community. I hope this idea can be taken into consideration as future plans are developed.”
- “I wish they would clean the weeds at the intersections.”

Next Steps

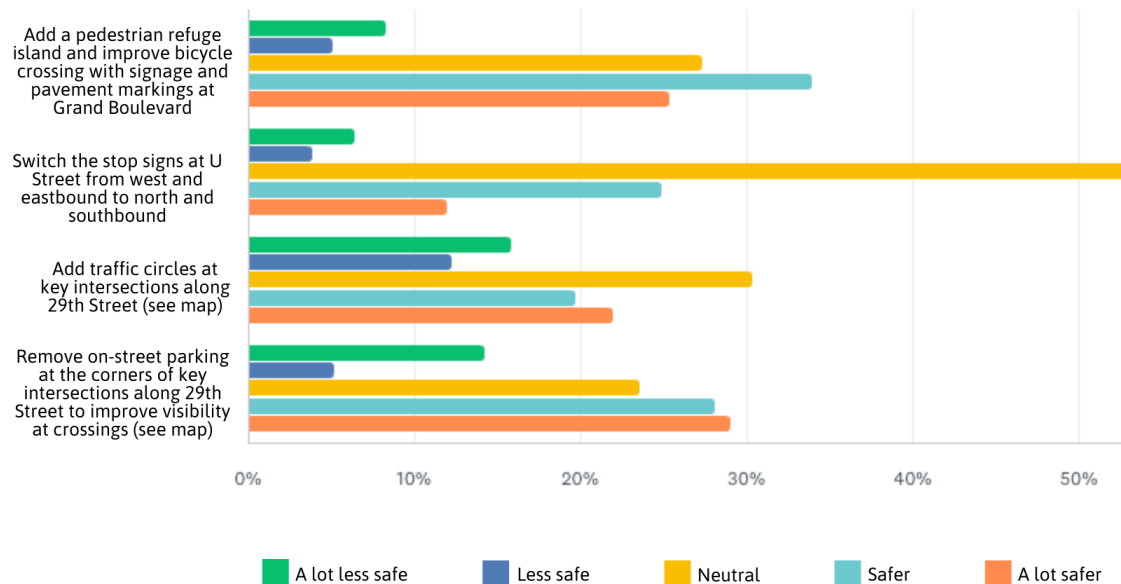
Learnings from Milestone 2 engagement will help refine design plans and improvement recommendations. The project team will present final recommendations to the Transportation & Mobility Commission (TMC) meeting and public hearing on December 3, 2024. If approved, it is expected that implementation of improvements will begin with planned pavement work on 29th & 33rd Streets from the I-5 overpass to St. Johns Boulevard scheduled for Summer 2025. Longer-term improvements will be implemented as funding is secured.

Appendix – Survey Results

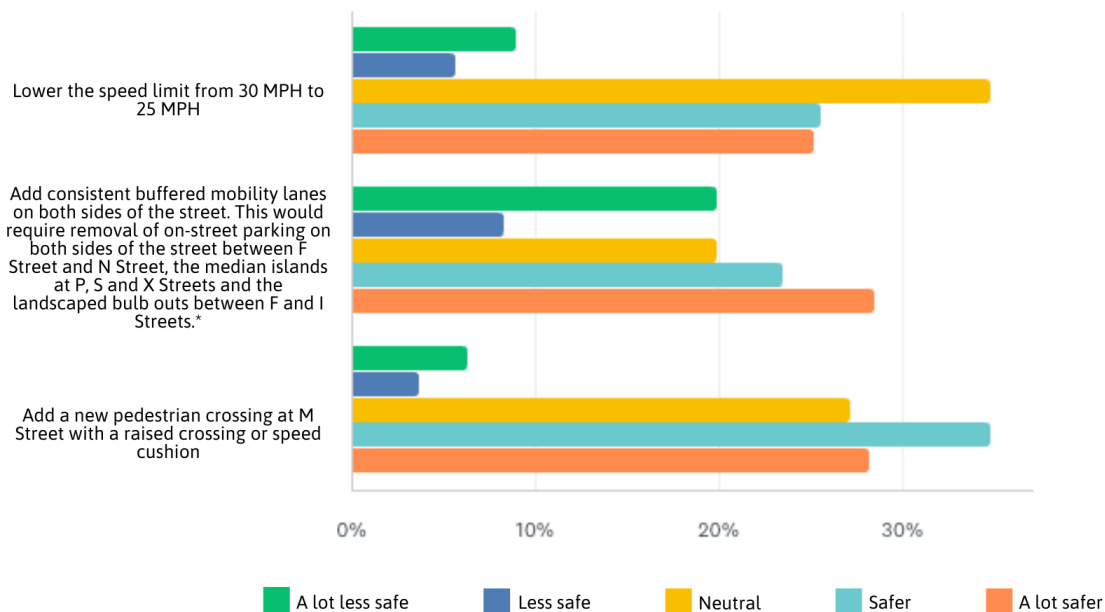
How safe would the following proposed improvements make you feel while traveling on 29th Street between Kauffman Avenue and Neals Lane? (317 responses)



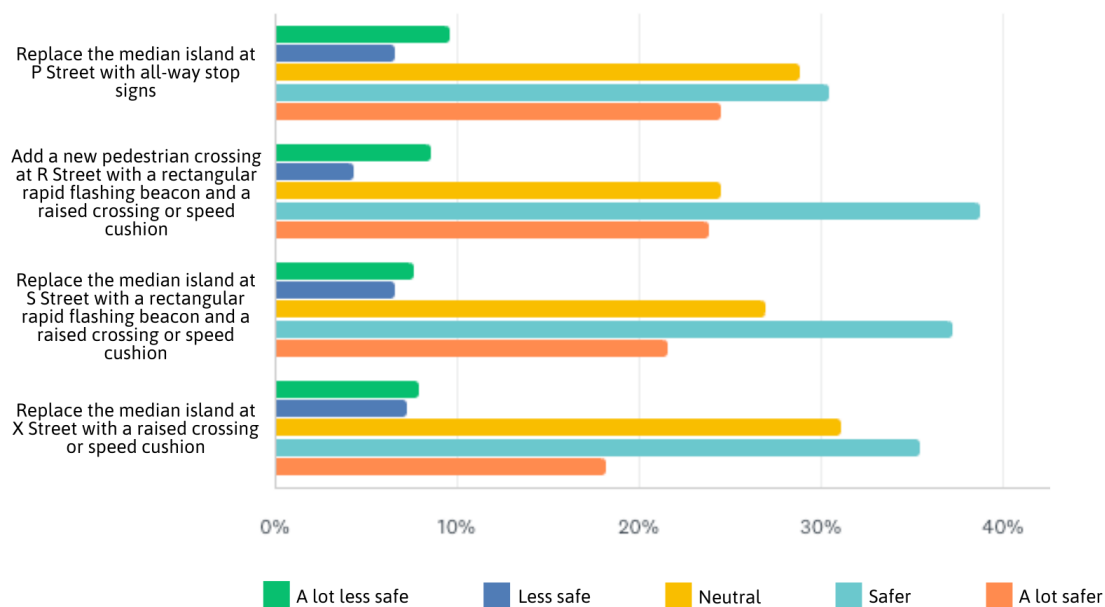
How safe would the following proposed improvements make you feel while traveling on 29th Street between Kauffman Avenue and Neals Lane? (316 responses)



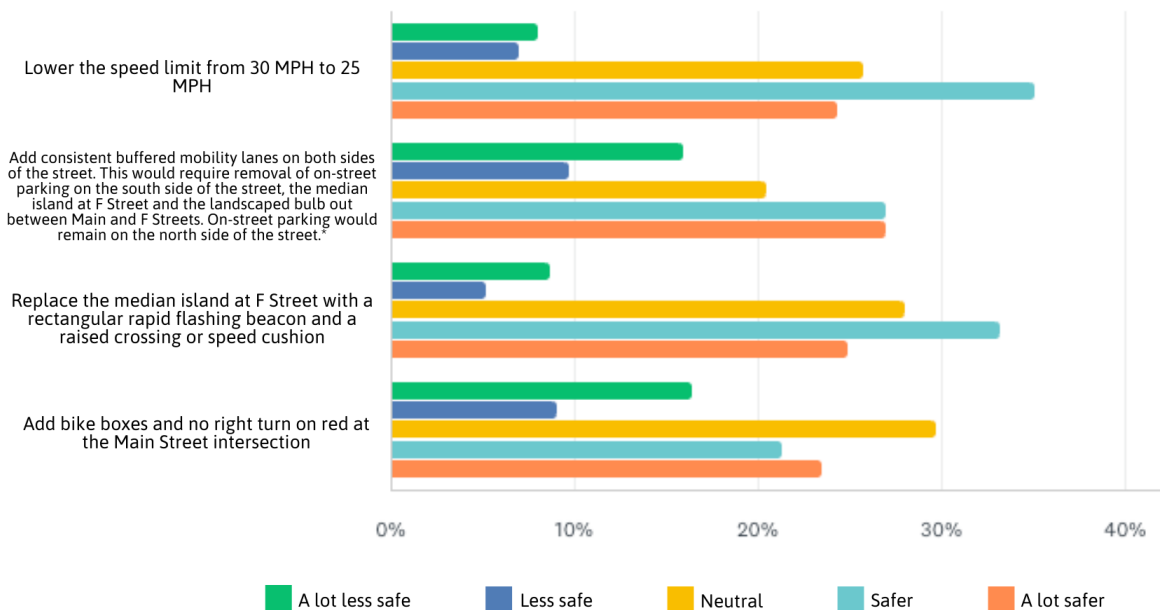
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (303 responses)



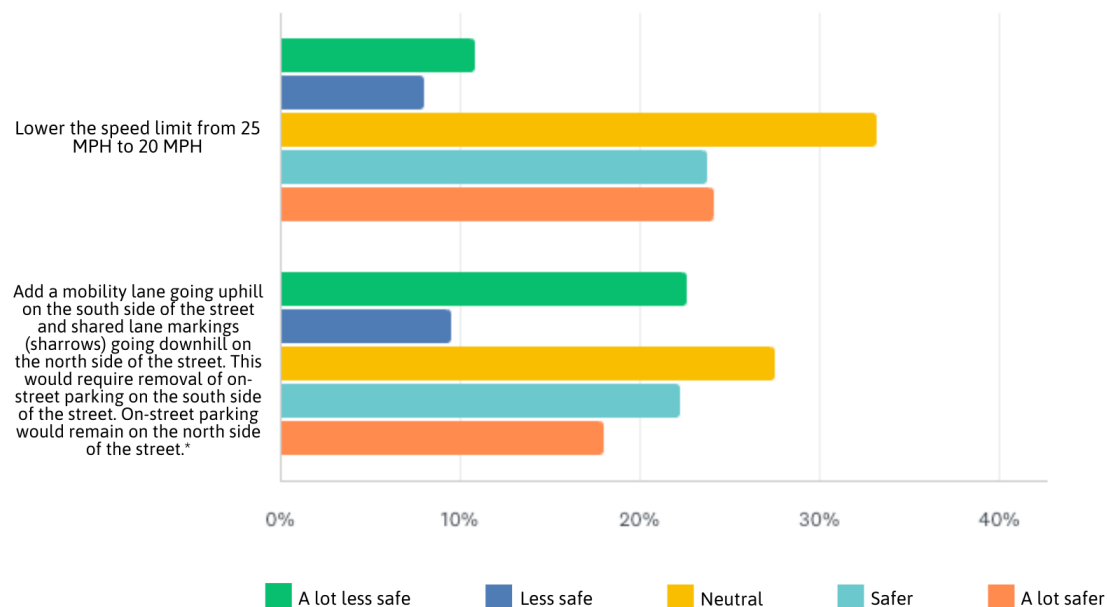
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (302 responses)



How safe would the following proposed improvements make you feel while traveling on 33rd Street between Main Street and F Street? (289 responses)



How safe would the following proposed improvements make you feel while traveling on 33rd Street between Kaufman Avenue and Main Street? (288 responses)



Appendix - Communications Collateral



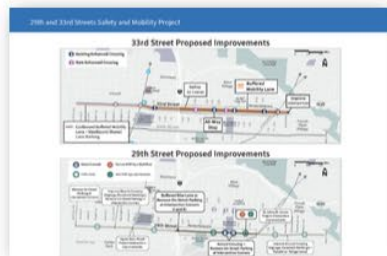
Display Board | Examples of Proposed Improvements



Display Board | Current Conditions + Proposed Improvements



Survey | Spanish



Display Board | Proposed Improvements



Display Board | English + Spanish Project Area Map



Survey | English



Social Graphics | English + Spanish



Project Signage



Project Mailer