

Transportation and Mobility Commission

Meeting Minutes

Tuesday, June 4, 2024

5:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

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

Commissioners Absent:

None

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

The meeting was called to order at 5:00 pm by Chair Ramos.

Commissioner Williams requested additional context to add to the May meeting minutes regarding mobility lanes during the discussion of the 112th Ave. Safety and Mobility Project workshop.

Motion by Commissioner Grandstaff, second by Commissioner Phan, and carried unanimously to approve the May minutes as amended. Commissioners Gatton and Ramos abstained from the vote.

Review Letter of Support: NE 18th Street/East Powerline Regional Trail Project Active Transportation Infrastructure Investment Program
Emily Benoit, Senior Transportation Planner, Community Development

Staff presented the draft letter.

Commission discussion and staff responses:

- How much funding is the City applying for and is that amount sufficient for the work? Staff responded the maximum request is

Members

Eduardo Ramos
Chair

Jeananne Edwards
Vice Chair

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

Community Development Department

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\$2 million, and the application will be for the maximum amount. This application is only for planning work on this project, and the grant amount should be sufficient for the scope of this work. There will be opportunities later to apply for construction grants.

Motion by Commissioner Williams, second by Commissioner Raia, and carried unanimously to adopt the letter of support as drafted.

St. John/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 overview of the project timeline, existing conditions on the corridor including collision history, sidewalk conditions, mobility lanes and bicycle level of traffic stress, transit service and ridership, roadway conditions, traffic volume and speeds, and current and future level of service. The presentation continued with opportunities and constraints on the corridor.

Commission discussion and staff responses:

- Consideration of future development on the corridor. Staff responded they use the traffic demand model from the Regional Transportation Council that considers future land uses based on zoning.
- Crash rate on the corridor compared to the citywide crash rate. Staff did not have that data available but would provide that information at a future workshop. This corridor and project was identified and prioritized by Council.
- Which segment of the corridor will have the highest density of development? Staff responded this area is identified as a focus area for accommodating growth in the Comprehensive Plan and there will likely be new development along the entire corridor over the next twenty years.
- Has this area been identified as an area for affordable housing? Staff responded that affordable housing is not determined on a geographic basis. The City specifies the types of development allowed on a parcel, such as multifamily, and the affordability of housing is determined by the developer.
- Planning for trees on the corridor. Staff responded trees are a traffic calming measure that will be considered for this corridor.
- Is there a map of services, including treatment centers, gyms, and their proximity to transit? Staff responded there is an essential places map that shows transit, parks, grocery stores, faith communities, and other services as mentioned. It likely needs to be updated but can be provided.
- How do the existing conditions and the presence of pedestrians and bicycles on corridors impact decisions about planning? Staff responded that the existing conditions analysis looks at all types of users of the corridor - what is happening today given the existing facilities, and what could happen in the future if changes were made. Knowing the user concentration is helpful in analyzing the corridor, as the type of facility directly impacts who is using it and when, and improving the facility can change user habits. Critically, staff look at the modal network designation and the role the facility is intended to play in the overall system, and design the facility based on intended future network.
- Parking utilization, specifically on sections three and four. Staff responded that a parking utilization study was done as part of the existing conditions analysis. There is a lot of parking on the corridor that is primarily serving commercial uses and is generally underutilized throughout the day. The appendix of the existing conditions report has details on parking utilization. The highest volume is in segments three and four, specifically between 45th and 49th on St. John's Road. There is also higher volume of parking on St. James near the Ellen Davis Trailhead. There is also freight parking on the corridor due to lack of overnight facilities for long haul freight drivers.

- Coordination with C-TRAN on long term goals for community routes and school bus routes. Staff will continue to coordinate with C-TRAN on this corridor. Currently they are working with C-TRAN to provide better connections to existing stops and any potential changes to stops along the corridor.

The presentation concluded with an overview of community engagement activities and next steps for the project.

Community Forum

Alyssa Wheeler was present to provide comments on the St. Johns/St. James project. She recently biked the corridor and felt unsafe and uncomfortable with the lack of separation from vehicles. She supported protected bike lanes on the corridor to further the City's goals related to equity and climate.

Jonathan Wheeler was present to provide comments on the St. Johns / St. James project. He takes his bike on the bus along this commute route due to the lack of safe biking facilities on the corridor. He supported prioritizing safety in the design for the project. He also commented on the use of level of service as a metric for assessing projects, noting that it does not consider safety for all users, specifically pedestrians and bicyclists. He supported metrics such as safety and reduction of vehicle miles traveled to align with the goals of safety, sustainability, and inclusivity.

Jason Cromer was present to comment on cities that have increased mode shift to bicyclists by prioritizing protected small mobility lanes and connected networks. He supported separated bike lanes on St. Johns and St. James as well as on Upper Main Street.

Ryan Ward was present to support protected bike lanes on St. Johns and St. James, specifically as a connection point to the Burnt Bridge Creek trail. On Upper Main Street, he supported removal of parking on 39th to have safe sidewalks for pedestrians.

Israel Lopez commented on the lack of drainage on St. Johns and St. James and utilizing the space to increase safety for pedestrians and bicyclists. He also commented on the need for safe pedestrian crossing on Fort Vancouver between McLoughlin and Mill Plain.

Upper Main Street Safety and Mobility Project

Maggie Derk, Senior Transportation Planner, Community Development; Derek Abe, Alta Planning and Design, Consultant Project Manager

Staff presented an overview of engagement activities and feedback received. The presentation covered design concepts for new marked crossings and median islands along the corridor. Staff described the design concepts for segment 1 from Fourth Plain Boulevard to 29th Street.

Commission discussion and staff responses:

- With median islands, does the pedestrian cross the entire street or one segment at a time? Staff responded typically these crossings are designed to be able to cross the entire street and the median provides a refuge for pedestrians if vehicles do not stop.
- Width of the sidewalk in the median to accommodate bikes with trailers or wide cargo and strollers. Staff responded the proposed medians are about 10 feet wide on this corridor and would have a similar depth of 10 feet to fit people crossing in both directions at the same time.
- Why are medians being considered for this project specifically? Staff responded the project corridor is identified in the Transportation System Plan as part of the primary pedestrian network. With that designation, the project prioritizes enhanced safety at crossings and slow traffic speeds.

Median islands are a common safety feature and exist throughout Vancouver today. In this case, the median islands are located where a second travel lane was, helping to narrow crossing distance and slow vehicles.

- Will there be lights or some other indication to vehicles at the median island crossings to watch for pedestrians? Staff responded there is a rapid flashing beacon on the north side of the intersection at 29th street. Staff can research if it's possible to add a push button on the south side of that intersection as well.
- Sidewalk connection on the east side of Main Street where Broadway meets it. Staff responded there was discussion of adding a sidewalk in that area, but the engineering team identified some potential issues with this. There is a proposed crossing at 28th Street to improve the pedestrian connections around that area. C-TRAN is also looking at some improvements to the area and staff are working with them to coordinate those plans.

The presentation continued with the design concepts for segments 2 and 3 from 29th to 33rd and 33rd to 39th.

Commission discussion and staff responses:

- The reduction in a travel lane in this section makes it worse for people who choose to continue biking on Main Street, because they will share a single vehicle lane, whereas today they can take the outer of two travel lanes. Staff understood that perspective and also noted that one of the goals of the project is to slow overall vehicle speeds on the corridor to make safer conditions for all roadway users. However, this portion of Main Street is on the City's pedestrian priority modal network and pedestrian improvements are prioritized. The parallel bike and small mobility network streets are F and Columbia, where staff hope that most cyclists would use for north-south travel. Staff agreed that signage directing cyclists to the safer and preferred small mobility network on those streets will be important.
- Reasoning for only two marked crossings at the intersections with 31st and 32nd Streets. Staff responded they are filling some gaps by adding new marked crossing where currently spacing doesn't meet the City's Pedestrian Crossing Policy, but also noted that marked crossings on all legs of intersections can sometimes reduce compliance by vehicle drivers. Adding marked crossings at every intersection leg isn't the ideal solution to increase safety for pedestrians so the City's approach is to add them strategically and in alignment with the Pedestrian Crossing Policy.
- Why are there left turn lanes at 31st and 32nd? Staff responded that with a single northbound lane, left turn lanes are used to reduce pressure on the driver to take a risky turn and "shoot the gap" as they don't have a lot of cars backing up behind them in a travel lane. The use of the left turn lanes at some of these intersections aren't necessarily due to the amount of vehicles turning, but to keep the single travel lane moving for others to continue through the intersection without having to wait for a vehicle to turn left. This is especially important to keep The Vine moving in a reliable travel time.
- Timeline for the sidewalk widening project. Staff responded there is not a timeline for that project, but it won't be part of the pavement work. Due to the high costs of building sidewalks and moving curbs, the City will likely seek grant funding for the project. Sidewalks are also often rebuilt when a lot is redeveloped, so it's beneficial to identify them in a Plan for future implementation.

The presentation continued with the design concepts for segment 4 from 39th to 45th Street.

Commission discussion and staff responses:

- Rationale for options A and B. Staff responded there are cost implications between the two options. Option B has more signal upgrades but extends the southbound mobility lane to 39th, eliminating

the need for people traveling southbound to westbound on bikes or small mobility devices to travel out of direction. The southbound left turn lane is narrower than usual, at 9 feet instead of 10 feet.

- Support for option B on this segment.
- Extending the two-way multi-use path onto 40th Street. Staff responded they considered that option, but there were less conflicts with buffered bike lanes in both directions due to a driveway on 40th Street.
- Adding green 'through bike' striping to indicate where bikes will be in the intersection. Staff responded they would need to review where and when green striping is added but will consider that for this segment.
- Flashing lights at 39th Street? Staff responded the plan is to add a rapid flashing beacon at the F Street crossing of the intersection.

The presentation continued with the design concepts for segment 5 from 45th Street to the City limits.

Commission discussion and staff responses:

- Concern for speed of bikes going southbound on the multi-use path. Staff agreed and suggested adding signage for awareness.
- Request for an aerial rendering of this segment.

The presentation concluded with next steps in the project and planned public hearing at the July meeting of the TMC.

Staff Communication

Rebecca Kennedy notified the Commission that Soroush Mohandessi has left the Commission due to personal schedule conflicts. The position will be posted to fill soon.

Commission Communication

Commissioner Schmit commented on allowances for traffic signal preemption by all emergency vehicles. In Vancouver, emergency vehicles can preempt the light cycle even when not in an emergency and requested more data on this and its impacts to the network.

The meeting adjourned at 8:20 pm.

Eduardo Ramos, Chair



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NE 112th Avenue Safety & Mobility Project

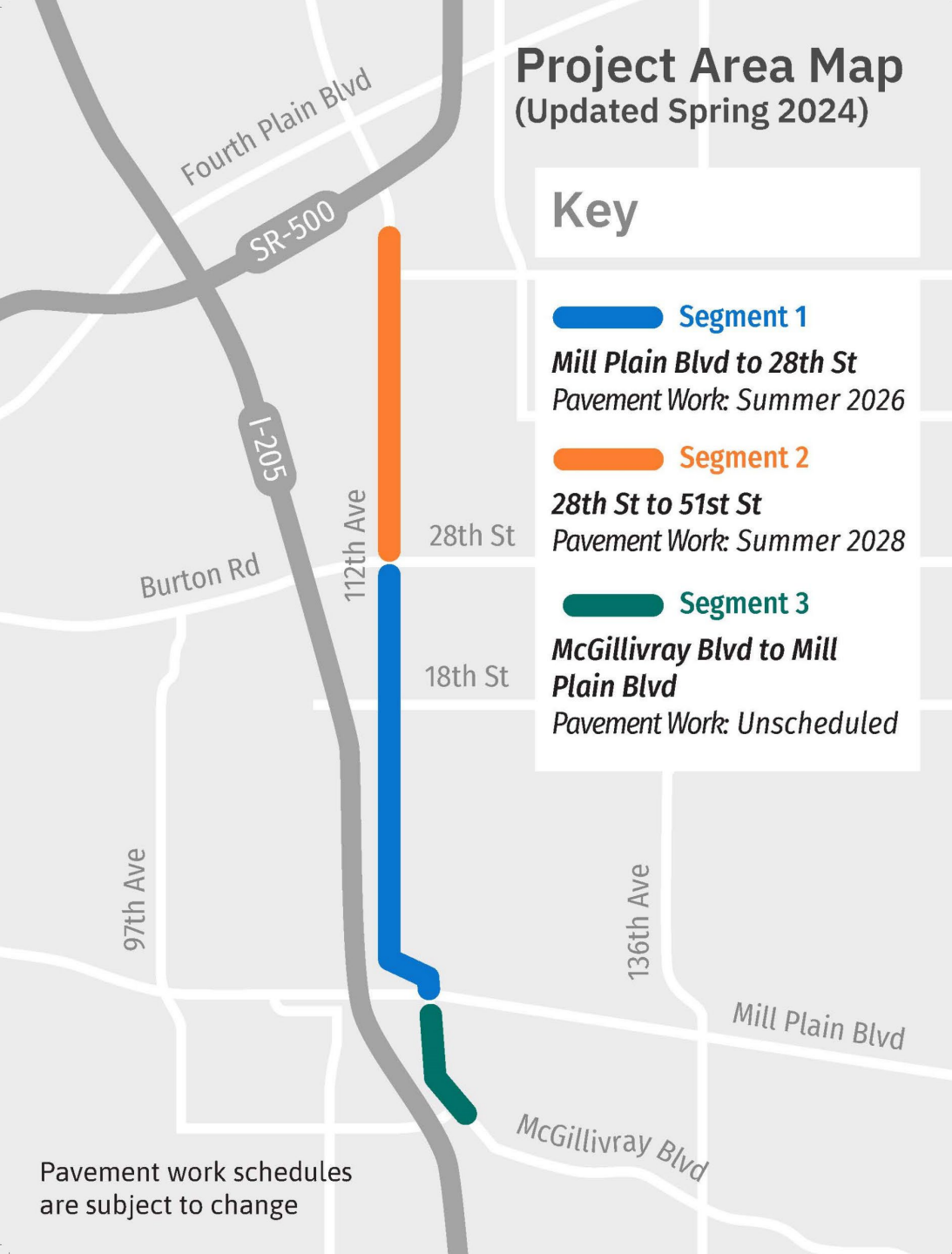
Kate Drennan, Transportation Planning Program Manager
Ryan Farncomb, Parametrix, Consultant Project Manager

July 2, 2024

Agenda

- Project update
- Draft corridor recommendations
- Community outreach & feedback
- Next steps





Project Update

- Prior TMC discussions:
 - September 2023 - project introduction
 - December 2023 - initial design ideas
 - May 2024 – refined corridor concepts
- Continued exploring near- and long-term concepts
- Completed second round of outreach

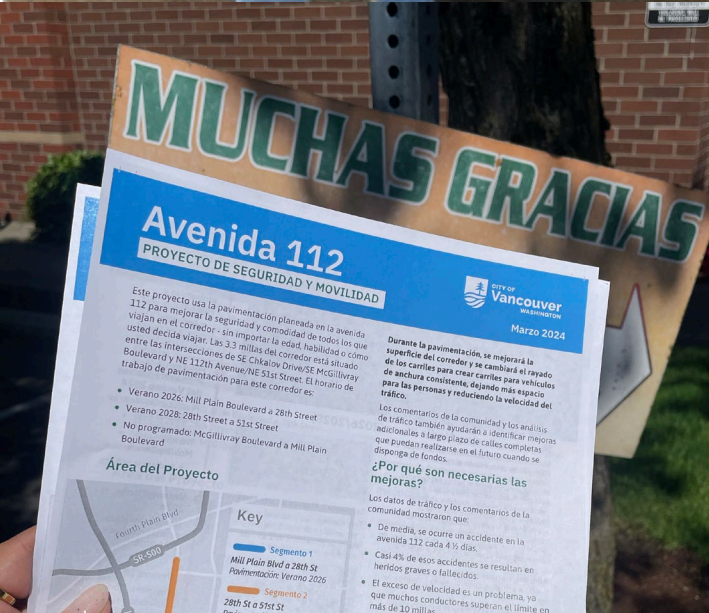
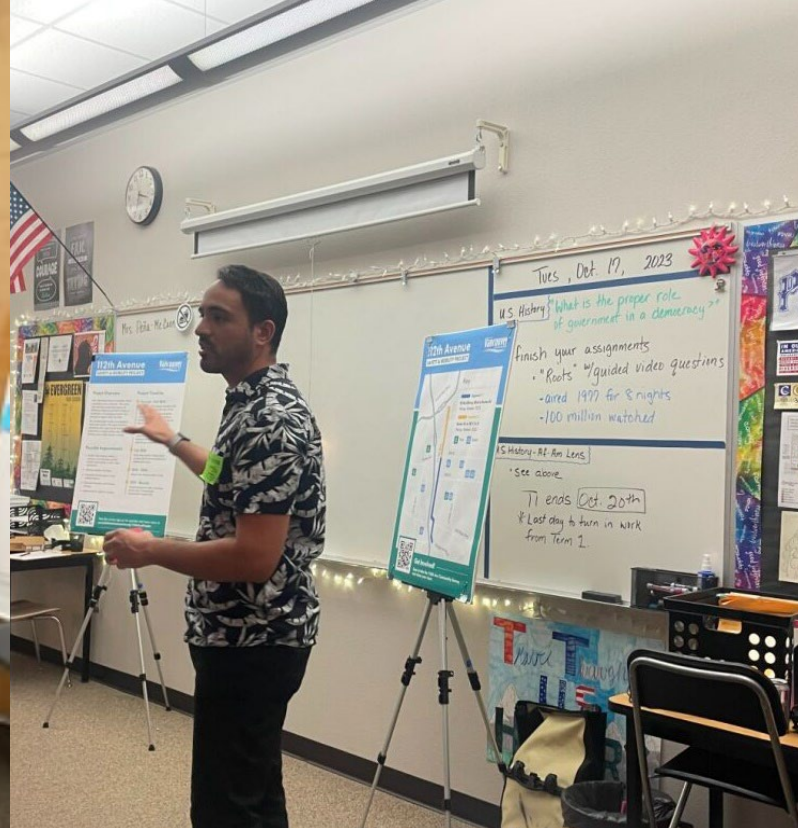


May 2024 TMC Feedback – Follow Up

- Removal of center turn lanes and consideration of medians
 - Medians may be considered as an access management strategy at key locations
 - Many driveways/access points in most of corridor, exception is ~39th to 46th
 - Relatively long distances between signals would create out-of-direction travel
 - Freight access is important in much of corridor (U-turns difficult)
- Where are the degraded sidewalks that need repair?
 - Will review locations at this meeting
- Heard support for adding bike lane north of NE 28th, even if it's not buffered
 - Included this in the recommendations
- Heard support for lane reconfiguration approach south of NE 18th
 - Included this in the recommendations



Milestone 2 Outreach & Engagement Update



Milestone 2 Engagement Results

March - May 2024

20k+ Total Interactions



281

Survey Responses +
Social Media Comments



70+

Conversations via
In-Person & Virtual
Sessions



1,659

Project Webpage
Views



18k+

Digital Amplification
(newsletter +
social media reach)



Feedback & Themes

March - May 2024

- Urgency for improving road surfaces
- Strong need for traffic calming measures / desire to accommodate future growth
- Mixed reactions regarding the removal of vehicle lanes and addition of bike/mobility lanes
 - Concern that the existing roadway is unsafe, uncomfortable and inaccessible for pedestrians and bike/small mobility users
 - Concerns that proposed improvements will decrease the space available for vehicle traffic and increase congestion



Survey Feedback

Near- and Mid-Term Improvements (2026 & 2028)

- **More comfort** with the proposed improvements in:
 - Segment 1 between 18th Street and 28th Street (repaving) - 49% chose comfortable/ very comfortable, ~17% neutral, ~34% uncomfortable/ very uncomfortable
 - Segment 2 between 28th Street and 51st Street (repaving and adding standard bike and mobility lane) - 47% comfortable/ very comfortable, ~17% neutral, 36% uncomfortable/ very uncomfortable
- **Less comfort** with the proposed improvements in:
 - Segment 1 between Mill Plain Boulevard and 18th Street (repaving and lane reconfiguration) - 42% chose comfortable/ very comfortable, ~10% neutral, ~48% uncomfortable/ very uncomfortable
 - Segment 3 between McGillivray Boulevard and Mill Plain Boulevard (repaving and lane reconfiguration) - 45% comfortable/very comfortable, 8% neutral, 47% uncomfortable/very uncomfortable



Survey Feedback, Cont.

Long-Term Improvements (2028 and beyond)

- Most important long-term improvements:
 - Pedestrian crossings between intersections
 - Comfortable/accessible sidewalks
 - Widening the road to provide adequate space for people walking, biking or using a small mobility device
- Most important locations for new pedestrian crossings:
 - Near the shopping centers on NE Chkalov Drive
 - Near Mill Plain Boulevard
 - Near NE 9th Street & NE 18th Street
- Strong preference for a bike and small mobility route parallel to 112th Avenue.



Outreach Update

Community Comments

"I am not comfortable riding my bike in an unprotected bike lane. I will continue to use the sidewalk as it is proposed. Would there be any chance of getting the guards like in segment 3?"

"As a Vancouver resident who bikes about 3-4 times a week, Segment 1 between Mill Plain and 18th and segment 3 [McGillivray Blvd to Mill Plain Blvd] have the kind of bike / car separation we need for safe biking."

"Do NOT take away lanes on a major road when we have more and more cars moving into our town and using these roads..."

"Taking away vehicle lanes for bike lanes on these major streets is unacceptable."

"Traffic calming measures are desperately needed between Mill Plain and 18th..."

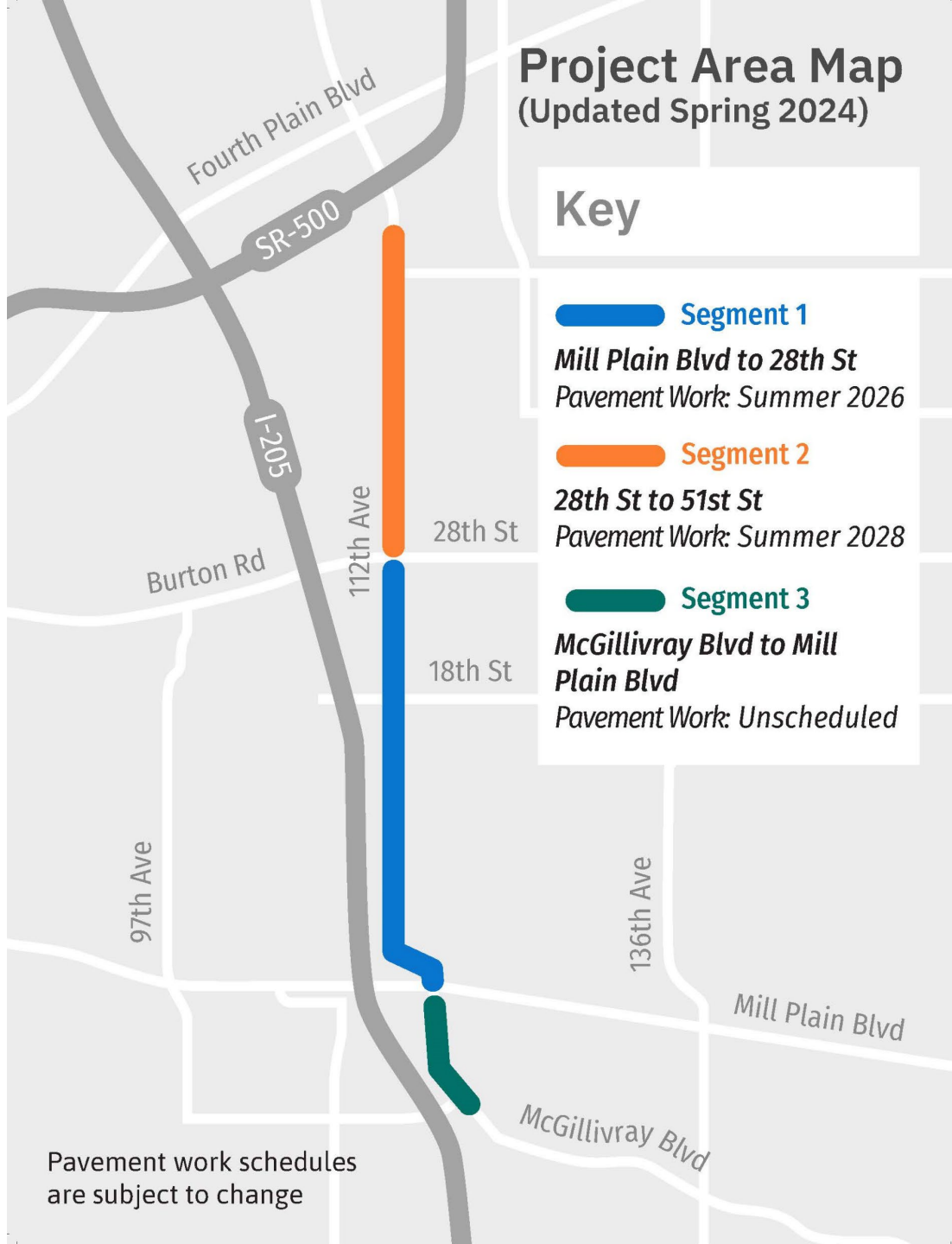
"The only reason I don't ride my bike and walk more on this Corridor is because when I've tried it, it has been so difficult and so unpleasant, particularly at the segment two, which is the northern most part where there are no sidewalks..."



How are we addressing outreach findings?

- Strong desire for more safe crossings
 - Multiple new enhanced crossings are recommended
- Mixed feedback heard during outreach in response to lane reconfigurations that would remove a travel lane
 - City transportation policy emphasizes need to address safety and comfort for people walking, rolling, and using the bus
- Strong preference for off-112th cycling routes
 - Opportunities for parallel routes are limited due to developed street grid
 - Recommendations include new greenways in ~1/2 the corridor

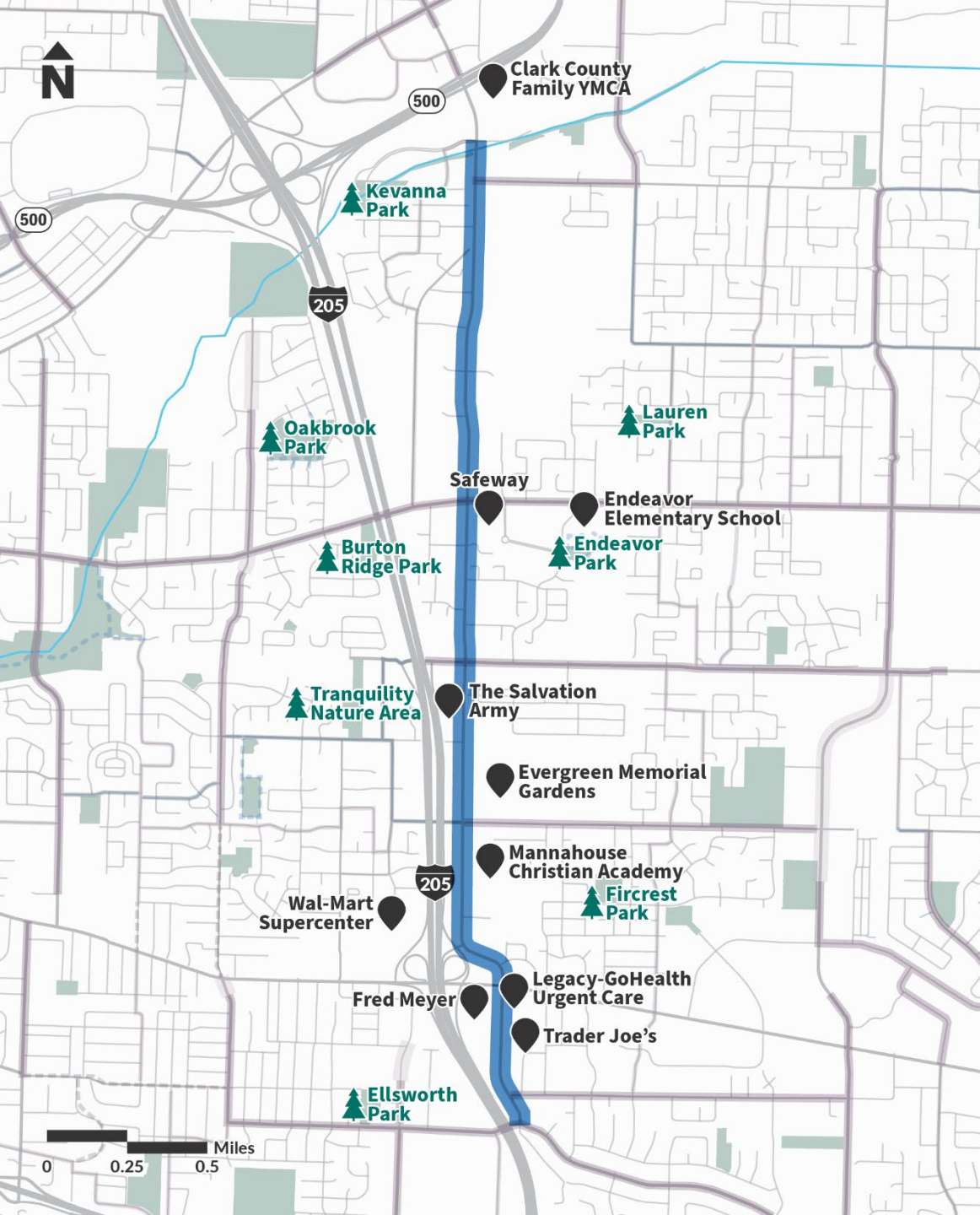




Recommended Concepts

Corridor Small Mobility Improvements

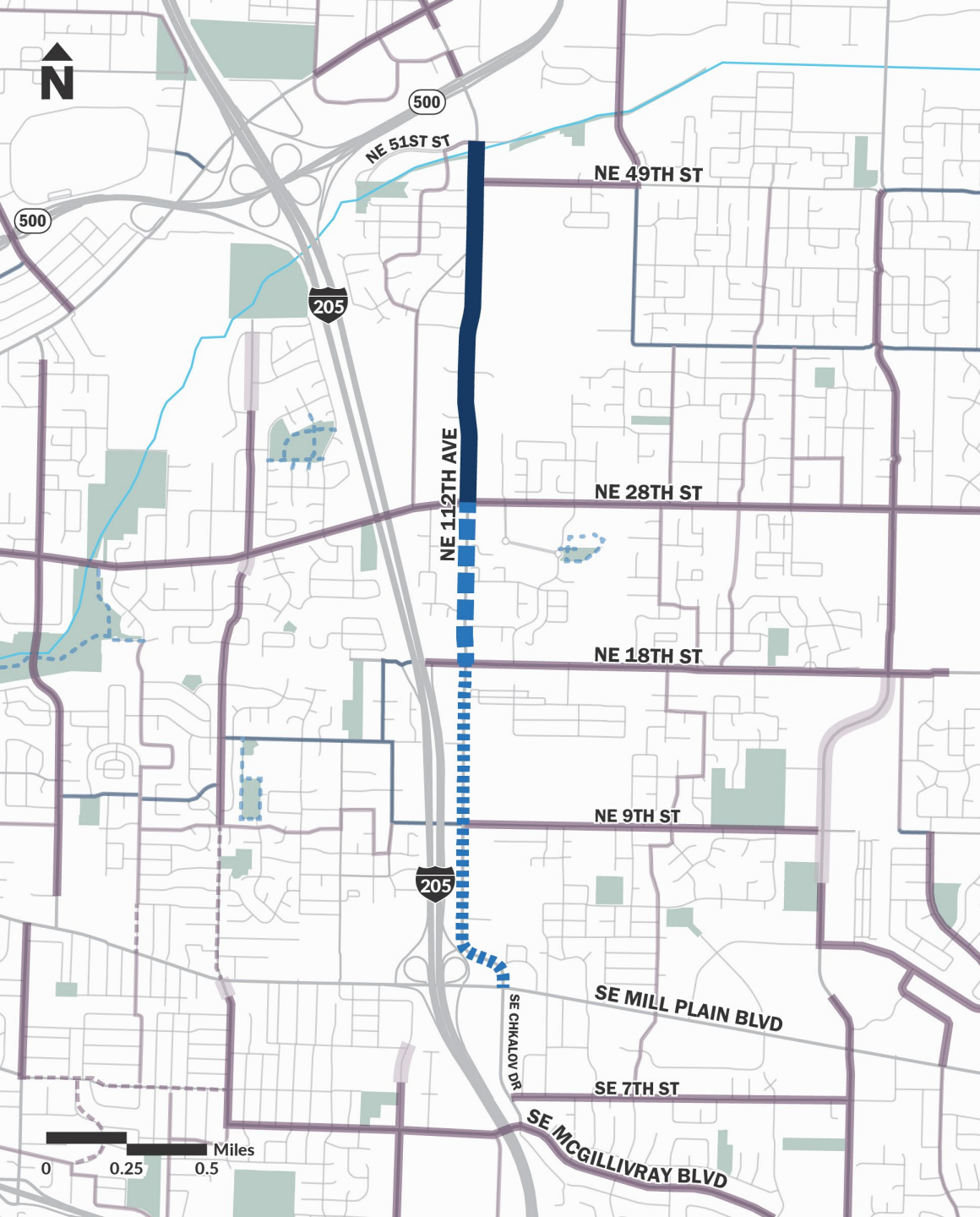




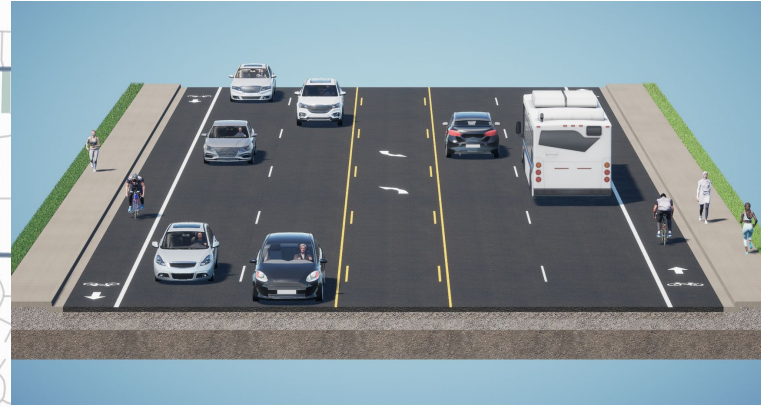
Reminder - Corridor Destinations

- Important considerations, especially for pedestrian crossings.
- More community destinations in the south end of the corridor.





Near-term Recommendations



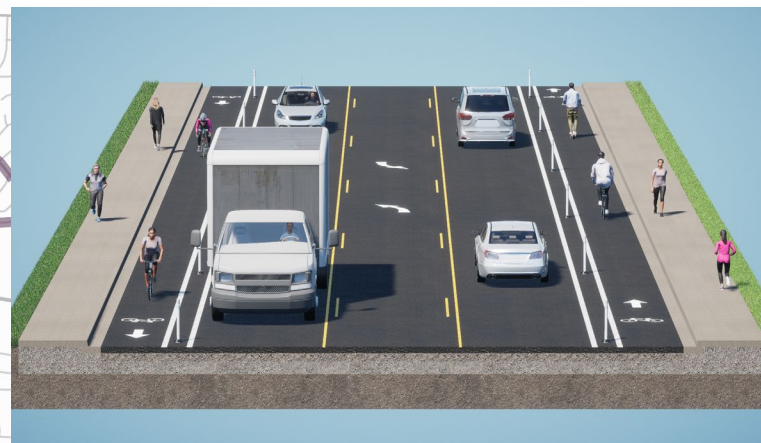
Construction planned 2028

- Repave road
- Restripe to add standard bike and small mobility lane



Construction planned 2026

- Repave road

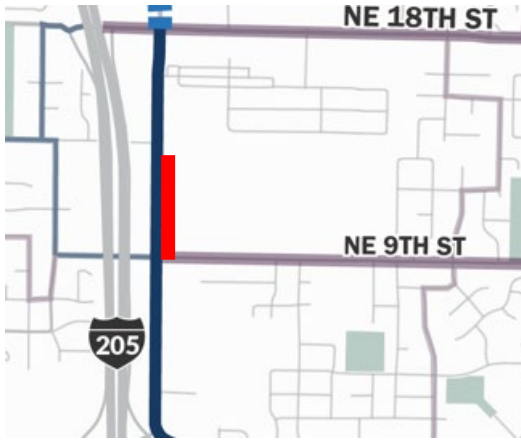


Construction planned 2026

- Repave road
- Restripe to one travel lane in each direction
- Widen travel lanes
- Add buffered bike and small mobility lane

Near-term Recommendations

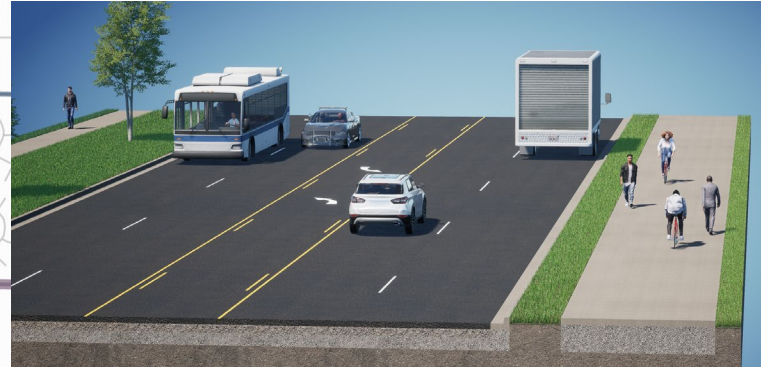
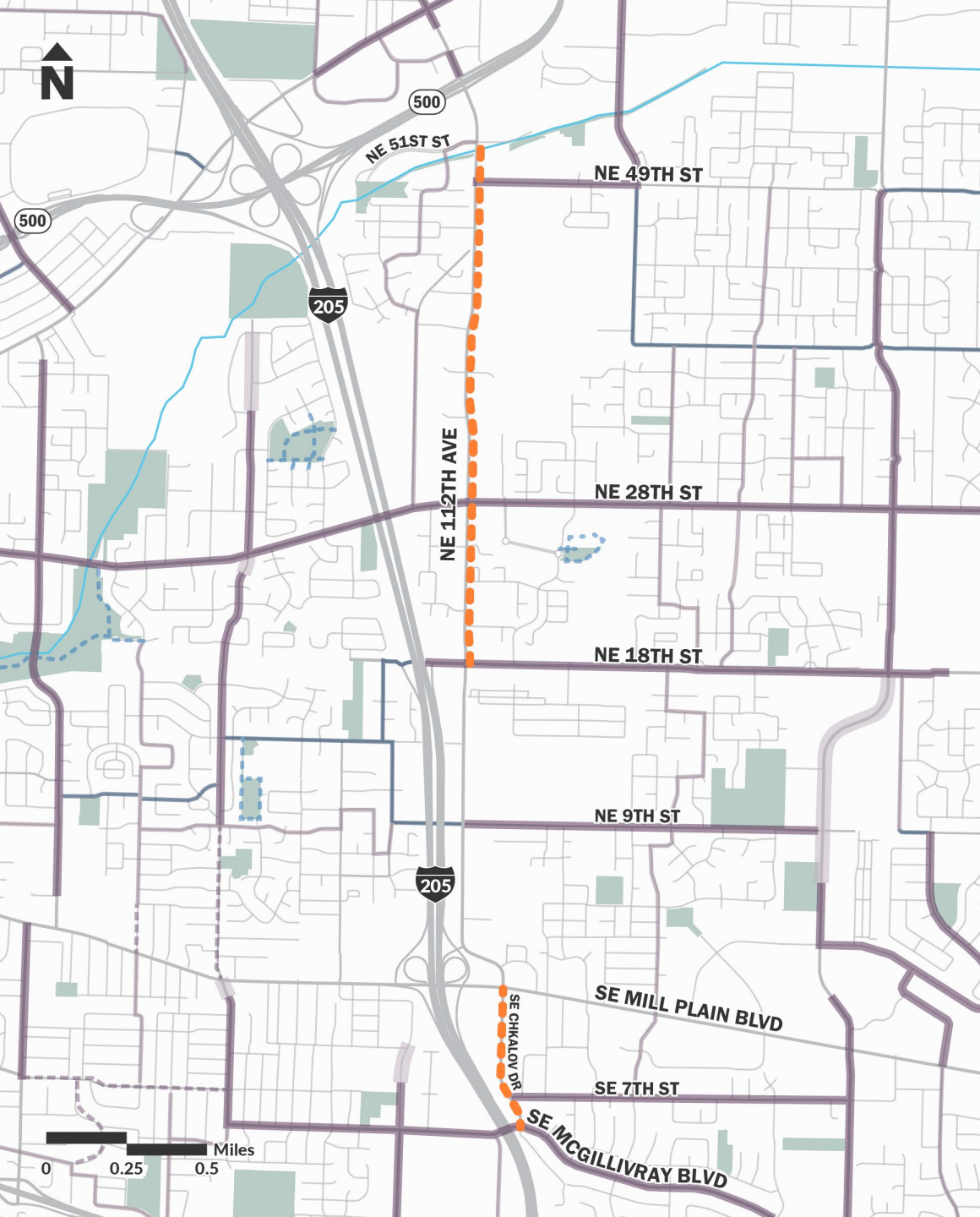
Sidewalk gap in vicinity of Evergreen Memorial Gardens (north of NE 9th)



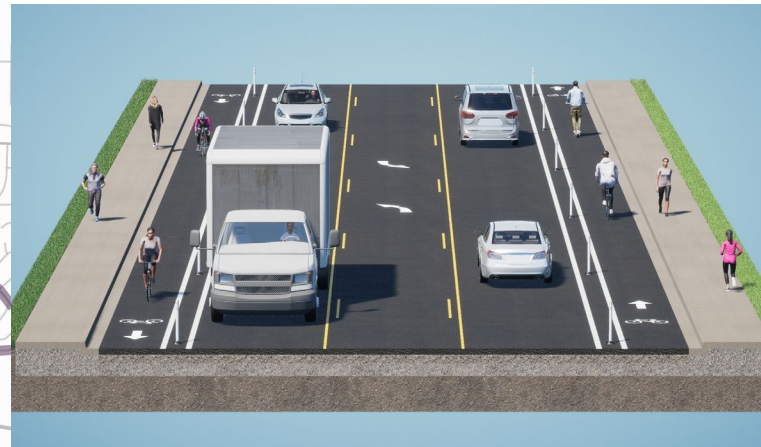
- Sidewalk or shared path difficult to construct due to cemetery
- Potential lane configuration could include wide northbound lane for cycling and walking to address east-side sidewalk gap
- Requires further design



Future Unscheduled Projects



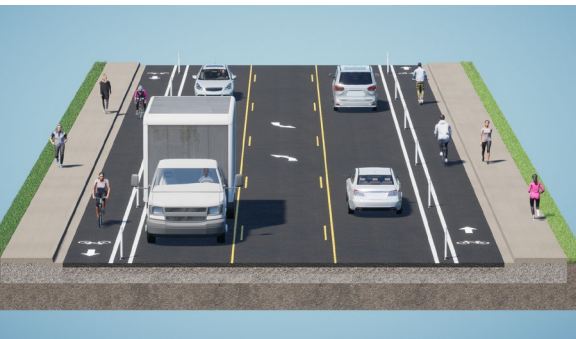
Future Capital Project
Develop shared use path
on east side, from NE 18th
Street to NE 51st Street



Future Project
Implement lane
reconfiguration with
future repaving from
McGillivray to Mill Plain



Putting it Together



Construction 2028

- Repave road
- Restripe to add standard bike and small mobility lane

Construction 2026

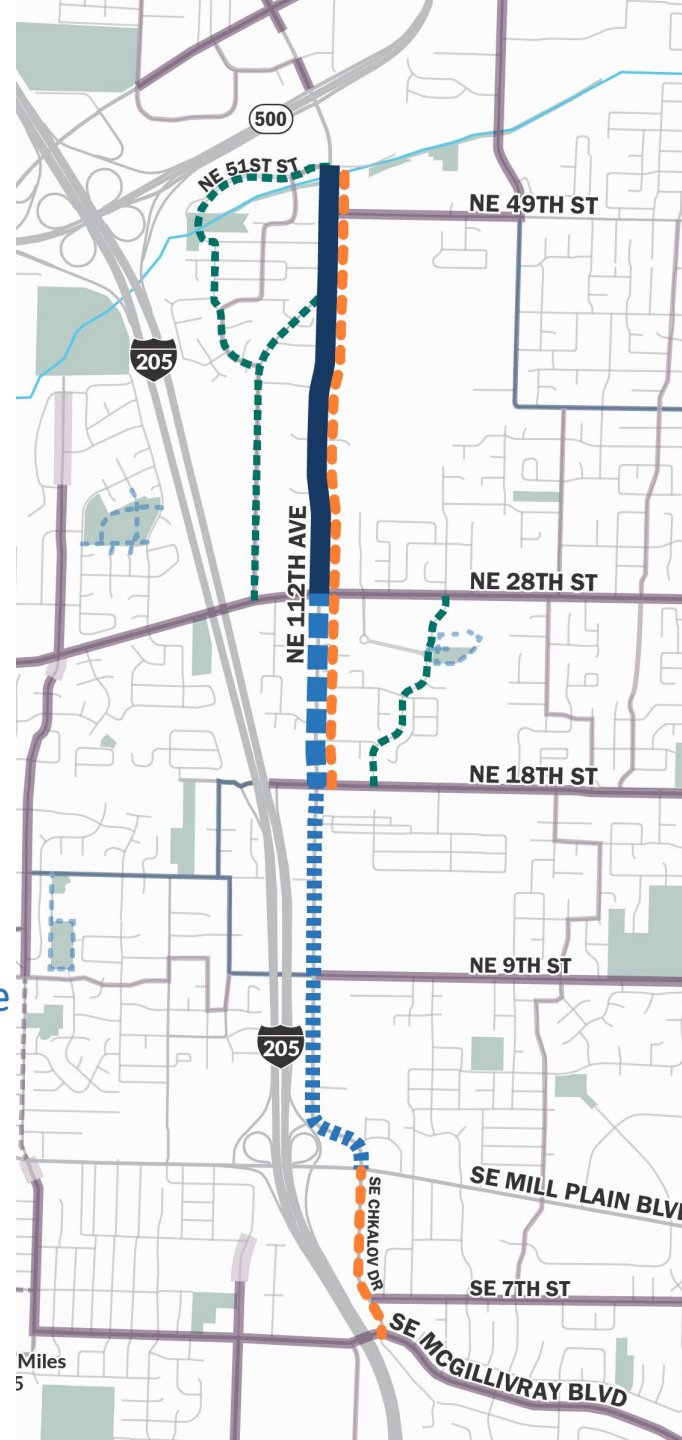
- Repave road

Construction 2026

- Repave road
- Restripe to one vehicle lane in each direction
- Widen vehicle lanes
- Add buffered bike and small mobility lane

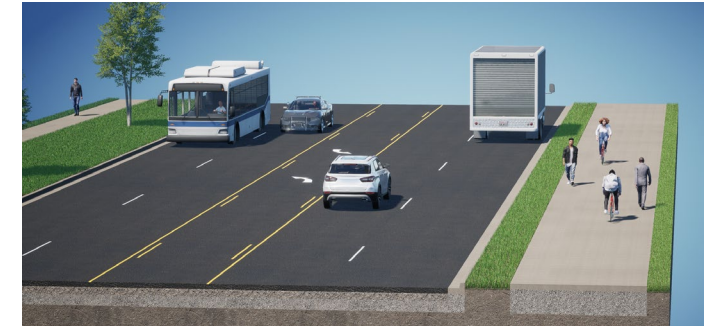
Neighborhood Greenways

Low-volume streets designated for cycling, walking



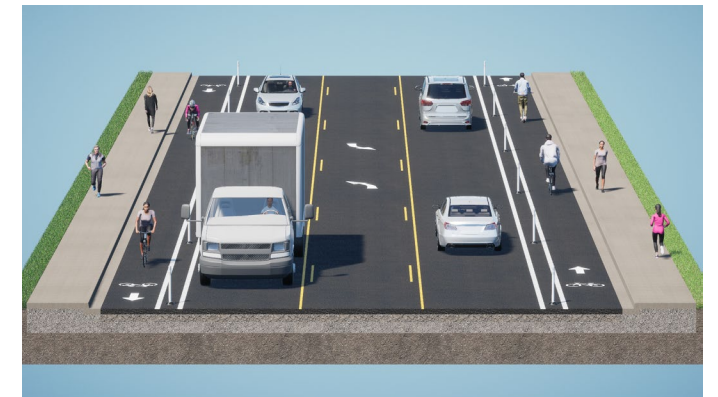
Future Capital Project

Develop shared use path on east side, from NE 18th Street to NE 51st Street



Future Project

Implement lane reconfiguration with future repaving from McGillivray to Mill Plain

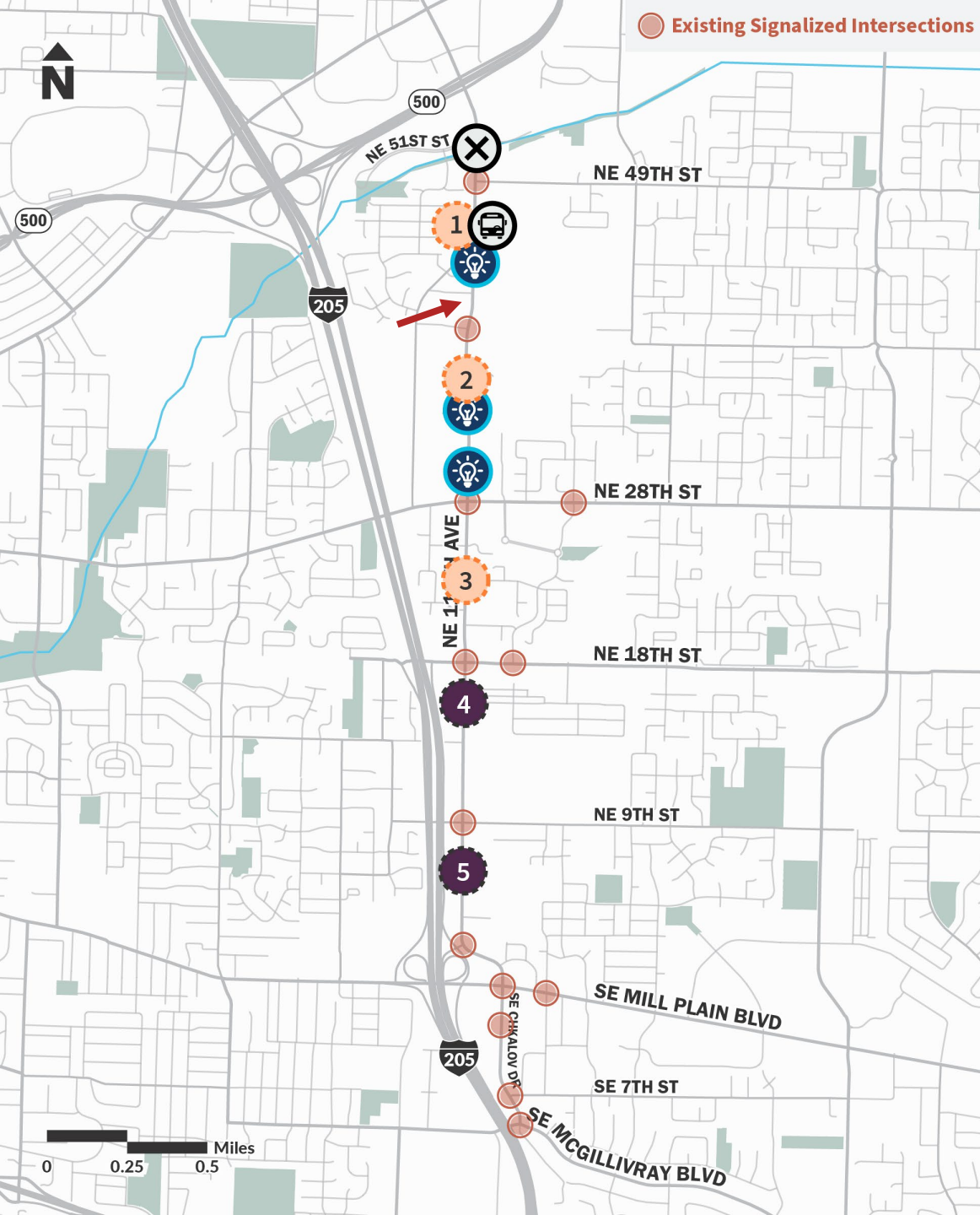




Recommended Concepts

Additional Improvements





Enhanced Crossings – reduce distance between signalized crossings

HIGH PRIORITY

- 1 NE 46th – serves bus stops
- 2 NE 34th – serves bus stops
- 3 NE 23rd – serves planned bus stops

MEDIUM PRIORITY

- 4 Vicinity of the Salvation Army (south of NE 18th), serves planned bus stops
- 5 NE 7th – serves planned bus stops

Bus Stops

- ⊗ Remove redundant, low-ridership bus stop at Burn Bridge Creek
- 🚌 Move existing southbound bus stop to proposed enhanced crossing

Streetlighting

- 💡 NB bus stop south of 46th Street
- 💡 NB and SB bus stops at 34th Street
- 💡 NB bus stop immediate north of NE 28th

Sidewalk Repair/Maintenance (red arrow)

- West side sidewalk, from approximately NE 41st to where NE Morrow Rd dead ends adjacent to 112th



Corridor Safety

- **Leading pedestrian intervals (LPI)** – implemented in some locations already; consider implementation at: NE 18th, NE 28th, NE 49th, McGillivray Blvd
- **Review signal timing** – clearance times at arterial intersections
- **Medians/access control**
 - Segment between Mill Plain and McGillivray: driveway consolidation, right-in/right-out, and medians to address turning movement collisions
 - Protected left turn phase at Fred Meyer driveway
- **Street lighting at crossings**
 - Most signalized intersections are lit. Lighting important for new mid-block crossings.



Corridor Safety

- **Install high visibility backing plates** on traffic signals (helps ensure visibility)
 - Some crashes due to failing to stop at signals
- **Red light and/or speed cameras**
 - Evolving policy/rules on these
- **Speed feedback signage**
 - Speeding most prevalent from 9th to 18th
- **Consider reducing speed limits.** 35 MPH is posted speed for most of corridor, consider 30 MPH
 - Short section currently signed 25 MPH near Mill Plain Blvd (fatality near I-205 off-ramps)
 - 30 MPH in line with TSP guidance
 - Should be combined with other interventions (speed camera, lane reconfiguration)
- **Refresh pavement markings** for crosswalks



How are we addressing project goals?

- **Mobility improvement for people walking, using a mobility device, bicycling, or using the bus**
 - Near-term recommendations paired with pavement work provide substantial improvements in approximately ½ the corridor
 - Future capital and pavement projects provide multimodal benefits to all users, including drivers, people walking and rolling, and transit users
- **'Safe Systems' approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus**
 - Corridor safety recommendations incorporate proven safety interventions to address safety hotspots in the corridor



How are we addressing project goals?

- **Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities**
 - New crossings will improve connections across 112th to housing and destinations
 - Small mobility investments increase the ability to reach destinations by walking, rolling, or taking the bus
- **Greenhouse gas (GHG) reduction benefits**
 - Investments will encourage travel by low-, no-emission modes
- **Equitable outcomes**
 - People who ride the bus are more likely to be low-income and people of color
 - bus stop lighting, enhanced crossings make it safer and easier to use the bus
 - Project investments create improvements for all modes of travel
 - Safety/mobility investments will support positive outcomes for vulnerable road users



TMC Discussion

- Questions, comments, and feedback on proposed recommendations?
- Questions or comments on outreach findings?



Next Steps

- Finalize concepts and incorporate remaining TMC feedback
- TMC Public Hearing in October
- Confirm and advance design for preferred near-term concepts that will be implemented with paving in 2026 and 2028

Questions or additional comments?

Thank you!





MEMORANDUM

DATE: July 2, 2024

TO: Chair Ramos and Transportation and Mobility Commission (TMC) members

FROM: Kate Drennan, Transportation Planning Program Manager, Community Development

RE: **112th Avenue Safety and Mobility Project Update**

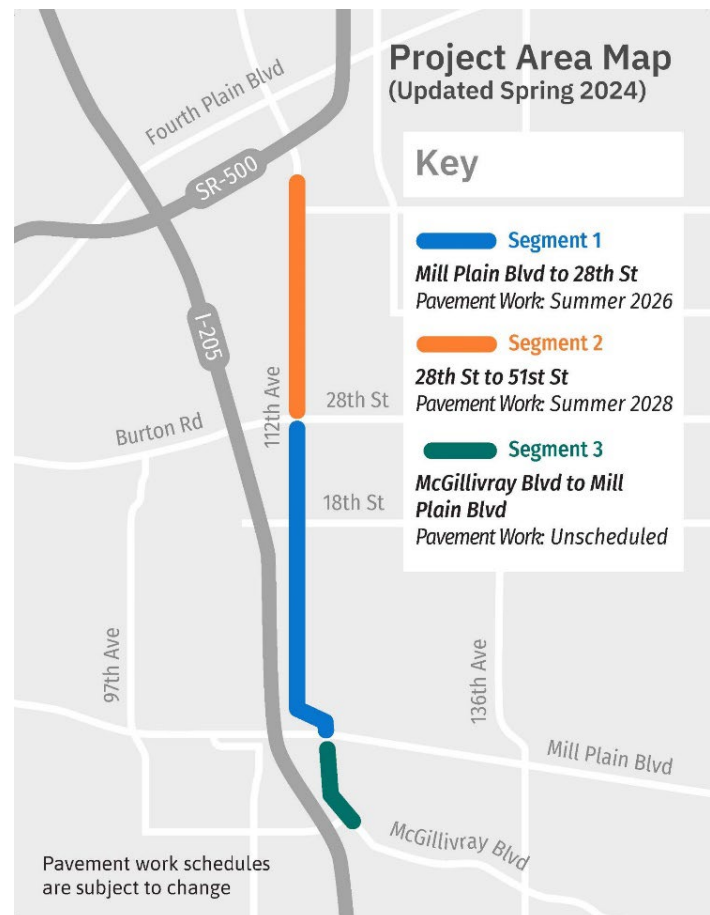
CC: Rebecca Kennedy, Deputy Director, Community Development
Ryan Lopossa, Streets and Transportation Manager, Public Works

Overview/Project Background

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable along Chkalov Drive and 112th Avenue between SE McGillivray Blvd and NE 51st Street in coordination with upcoming repaving projects. Recommendations will include striping revisions that leverage upcoming paving work, as well as complementary safety projects and programs to be addressed through the Transportation Improvement Program (TIP). The Project began in spring 2023 and is expected to conclude in winter 2024, with pavement work slated for 2026/2028 and other long-term investments identified for future implementation.

Project Update

Since the last TMC meeting in early May, the project team has continued to refine near- and long-term corridor recommendations based on TMC feedback. The team has also finished the



second major round of public outreach (key findings are discussed below) that will inform final refinements to the draft recommended investments presented in this memo.

Public Engagement Milestone #2

Milestone 2 was completed in June 2024. Engagement activities and key themes heard are shown in Figure 1.

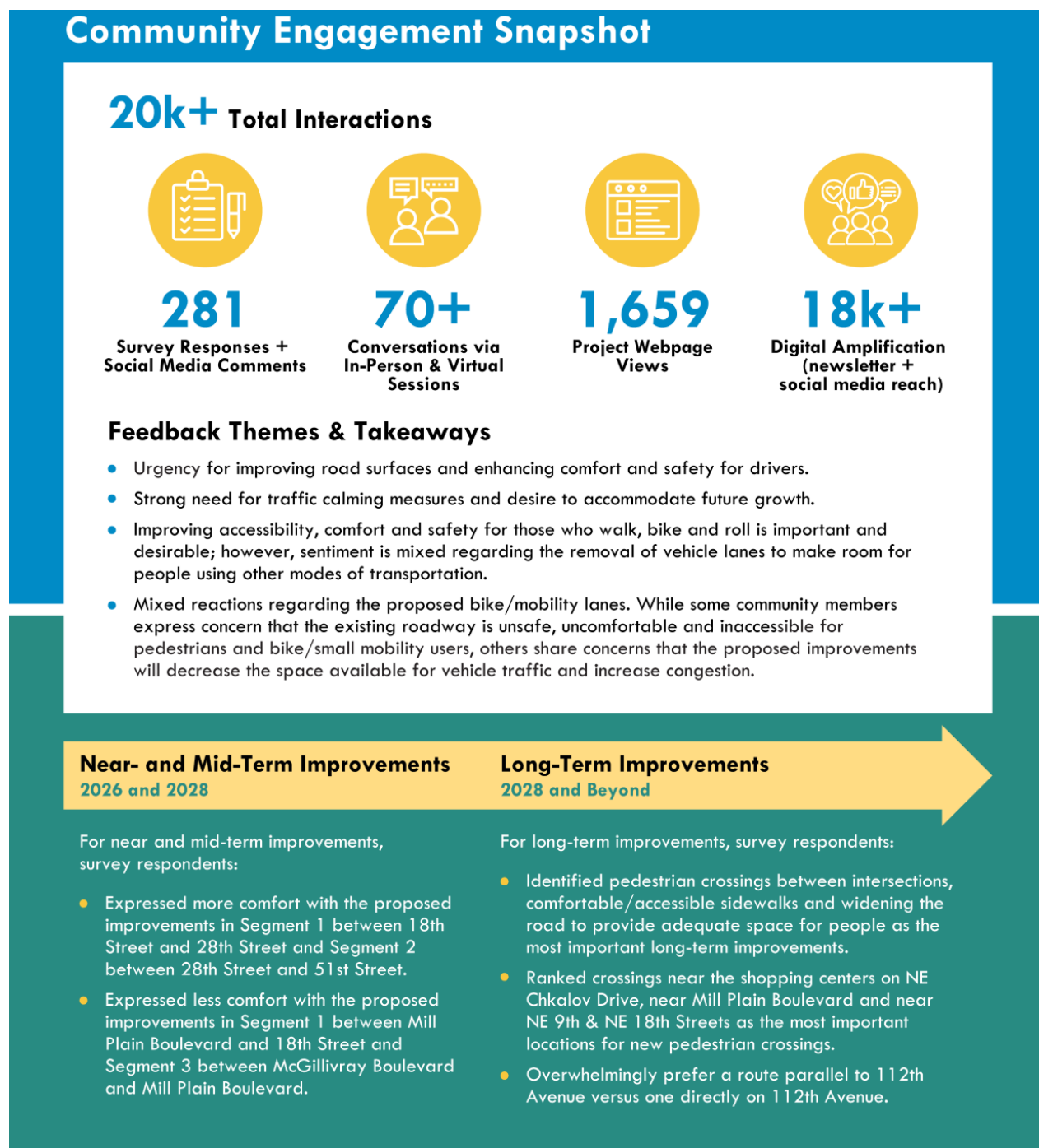


Figure 1. Milestone #2 Community Engagement Snapshot

Project Goals and Evaluation Criteria

Early in the project, the team developed a set of criteria for guiding the development and selection of investments. The following criteria, in addition to public, TMC, and staff feedback, guided development of the recommended investments.

- Mobility improvement for people walking, using a mobility device, bicycling, or using the bus
- 'Safe Systems' approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus
- Greenhouse gas (GHG) reduction benefits
- Equitable outcomes
- Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities

Corridor-wide Recommended Investments

Figure 2 shows recommended near-term and future projects to improve mobility for people walking and rolling corridor-wide. Near-term projects coincide with planned paving in 2026 and 2028, while future projects would be programmed through the Transportation Improvement Program as funding allows. In the near-term, the bike and small mobility lane gap between NE 18th Street and NE 28th Street on 112th Avenue would not be fully addressed; a proposed Neighborhood Greenway on NE Four Seasons Lane to the east of the corridor would provide a north-south connection for people rolling east of the immediate 112th Avenue corridor. Future projects would address this gap by procuring right-of-way to build an off-street shared use path.



Figure 2. Near-term and future corridor-wide small mobility investments

Additional Recommended Improvements

Public feedback showed a strong desire for additional safe crossings between signalized intersections. Several new proposed mid-block enhanced crossings – which may include crosswalk markings, median islands, street lighting, or flashing beacons – in the corridor would generally align with the locations of bus stops (Figure 3). Crossings were prioritized based on an evaluation of each location with respect to the City’s pedestrian crossing policy. Street lighting at bus stops in the corridor would improve safety and visibility, as well as personal security. Finally, areas of deteriorated sidewalk are recommended for repair.

Additional safety interventions that would address known issues in the corridor include:

- Leading pedestrian intervals at arterial intersections to make pedestrian crossings safer
- Medians/access control, especially between McGillivray and Mill Plain Blvds.
- Street lighting at crossings and bus stops
- Traffic calming and enforcement

Some of these additional investments may be included in planned paving projects, such as enhanced crossings, as funding allows.

Action, Timeline, Next Steps

Recommended improvements will be reviewed by the TMC on July 2nd and will be refined based on feedback from TMC and staff. During the TMC Public Hearing in October, the project team will present final recommendations and invite public testimony. The project team will then advance the designs for preferred near-term concepts that will be implemented with paving in 2026 and 2028.

Staff Contact: Kate Drennan, Kate.Drennan@cityofvancouver.us, 360-487-7959

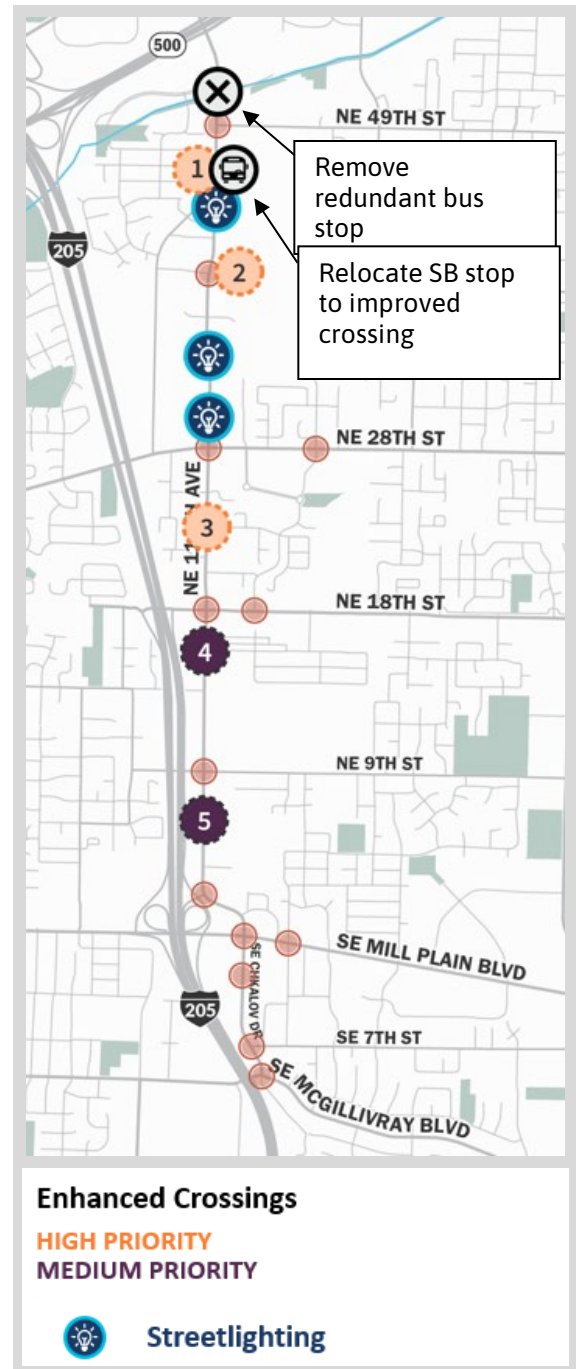


Figure 3. Additional Corridor Investments



29th & 33rd Streets Safety & Mobility Project

Transportation and Mobility Commission Workshop

Maggie Derk

Senior Transportation Planner,
Community Development Department
July 2, 2024

Ryan Farncomb

Consultant Project Manager

Parametrix



Agenda

- Introductions
- Project Area + Goals
- Existing Conditions
- Early Concepts
- Engagement
- Next Steps



Project Area

- 33rd Street from Kauffman Avenue to Grand Boulevard
- 29th Street from Kauffman Avenue to Neals Lane
- 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.



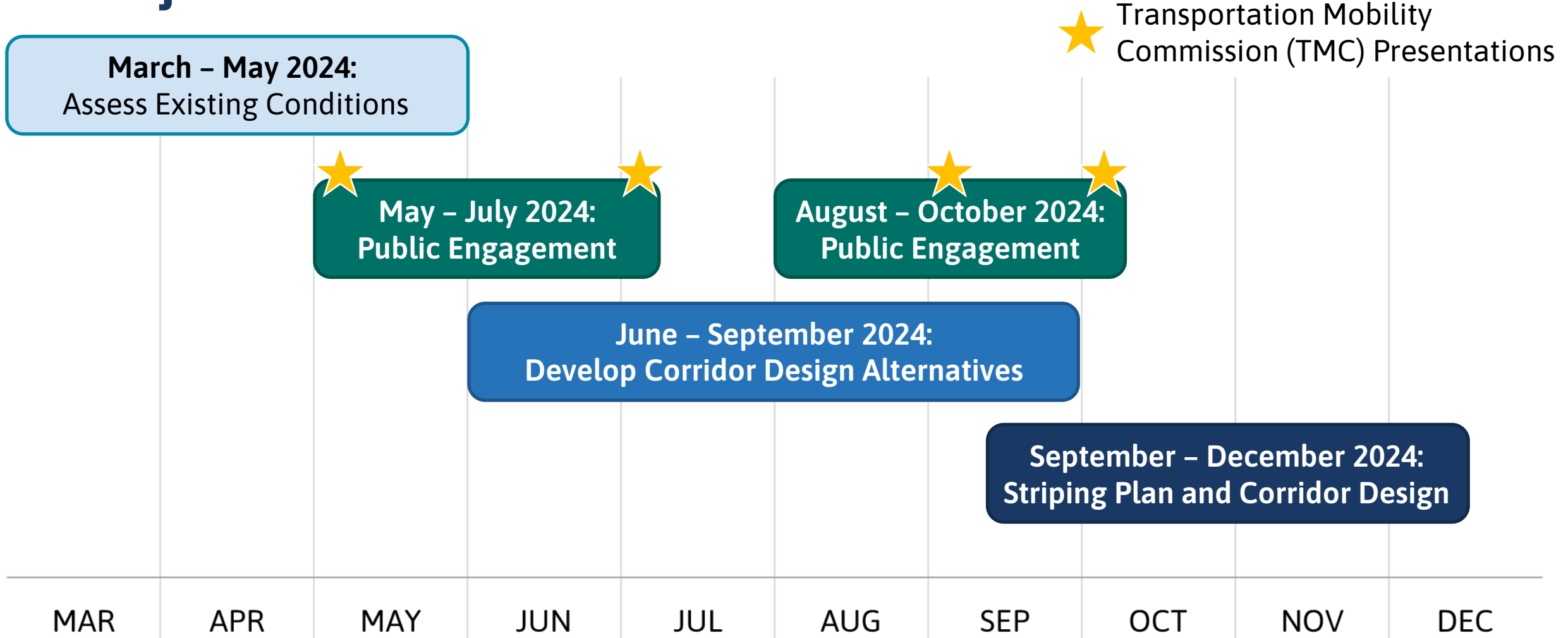
Improve the condition of the roadway through **pavement work** to ensure a smoother and safer travel experience for all road users.



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 or sidewalks in poor condition.
- Inconsistent bicycle/small mobility facilities.
- Difficult crossings on 29th Street at Main Street and St. Johns Boulevard.
- Much of 33rd Street is narrow.
- Balancing corridor uses, including pedestrians, bicycles, small mobility, and on-street parking.
- Relatively high frequency of crashes on some corridor segments (e.g., 33rd Street west of Grand Boulevard).



Safety

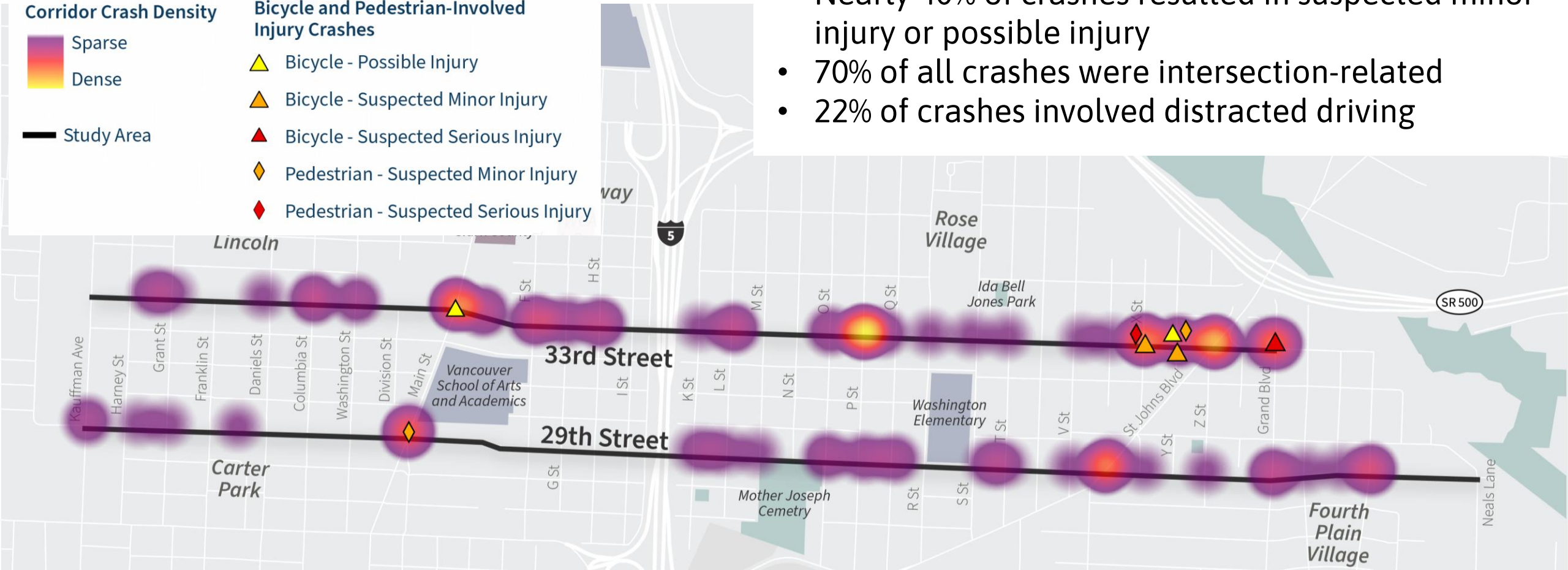
Corridor Crash Density



Study Area

Bicycle and Pedestrian-Involved Injury Crashes

- ▲ Bicycle - Possible Injury
- ▲ Bicycle - Suspected Minor Injury
- ▲ Bicycle - Suspected Serious Injury
- ◆ Pedestrian - Suspected Minor Injury
- ◆ Pedestrian - Suspected Serious Injury



- 121 crashes reported on both corridors 2018-2022
- Nearly 40% of crashes resulted in suspected minor injury or possible injury
- 70% of all crashes were intersection-related
- 22% of crashes involved distracted driving



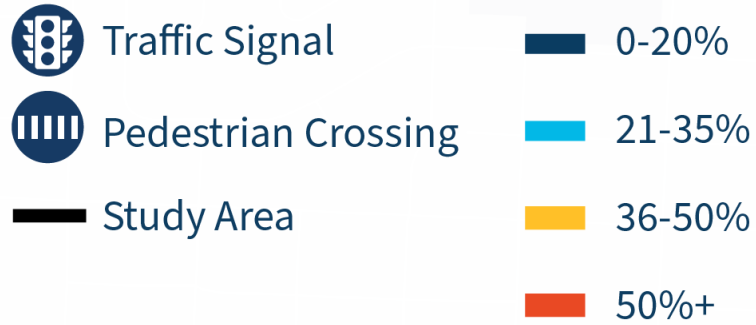
Traffic

Corridor	Location	Daily vehicle trips	Speed Limit	85 th Percentile Speed
29 th Street	Between Grant and Harvey	300	25mph	20 mph
	Between R Street and S Street	600		24 mph
	Between H Street and I Street	500		24 mph
	Between Watson and Fairmont	600		24 mph
33 rd Street	Franklin Street	1,300	25mph	26 mph
	K Street	3,300	30mph	33 mph
	Between R Street and S Street	3,900		32 mph
	Between St. Johns Boulevard and Grand Boulevard	8,400		24 mph

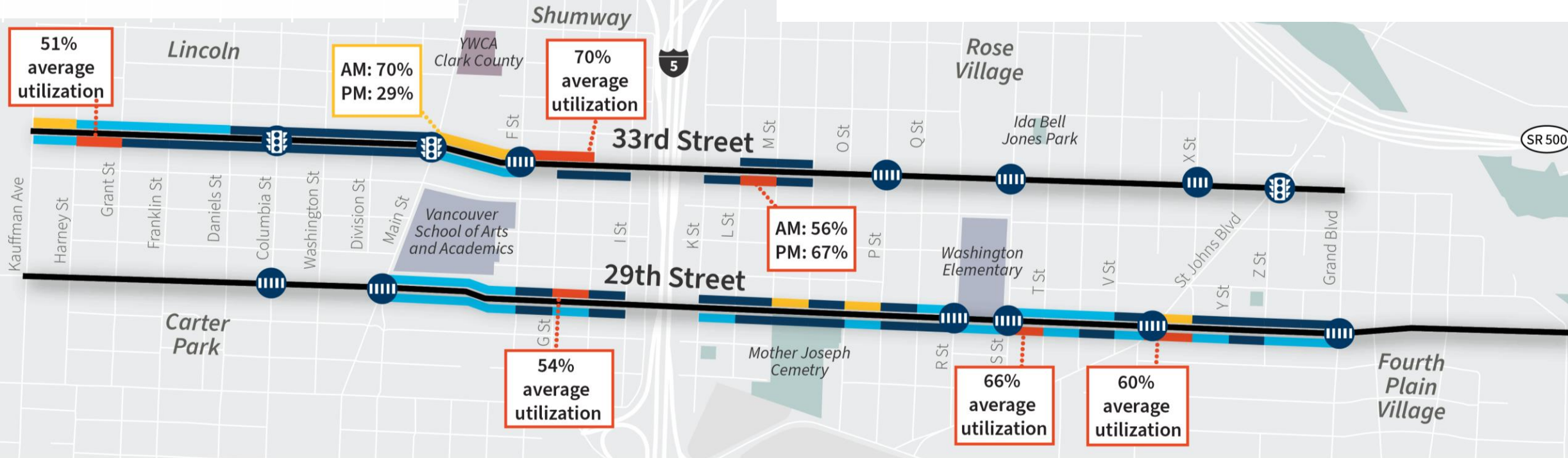
- Volumes were generally lower in the western areas of both corridors, with higher volumes in the east.
- 29th Street: Existing volumes are consistent with neighborhood greenways.
- 33rd Street: Volumes and speed will inform facility selection along the corridor.
- Traffic calming is needed to align observed speeds with corridor goals.



Parking Utilization



- On-street parking is not highly utilized in the study area.
- Several locations have higher rates of use during limited times.



Early Corridor Concepts

- **Preliminary** design ideas for 29th Street and 33rd Street
- Concepts based on **existing conditions review, City guidance, and TSP modal network designations**
- Concepts will be refined **with consideration from community engagement and TMC feedback**
- Proposed improvements separated into near- and long-term timelines



Neighborhood Greenway Toolkit

Intersections & crossings



Traffic calming



Wayfinding & signage



Preliminary Design Concepts – 29th Street

Potential Near-Term Improvements

TSP Designation: Neighborhood Greenway,
Priority Pedestrian

Corridor-wide:

- Lower speed limit to 20 MPH
- Add shared lane markings (sharrows)
- Add wayfinding signage
- Add speed humps
- Daylighting at key intersections
- Add raised crossing at Washington Elementary School



Preliminary Design Concepts – 29th Street

Potential Long-Term Improvements

- Daylight intersections throughout the corridor
- Improve crossings at Main Street and St Johns Boulevard – collaborate with Complete Streets projects currently working on intersection and crossing improvements
- Street lighting at key pedestrian crossings
- Monitor corridor performance; additional traffic calming as needed



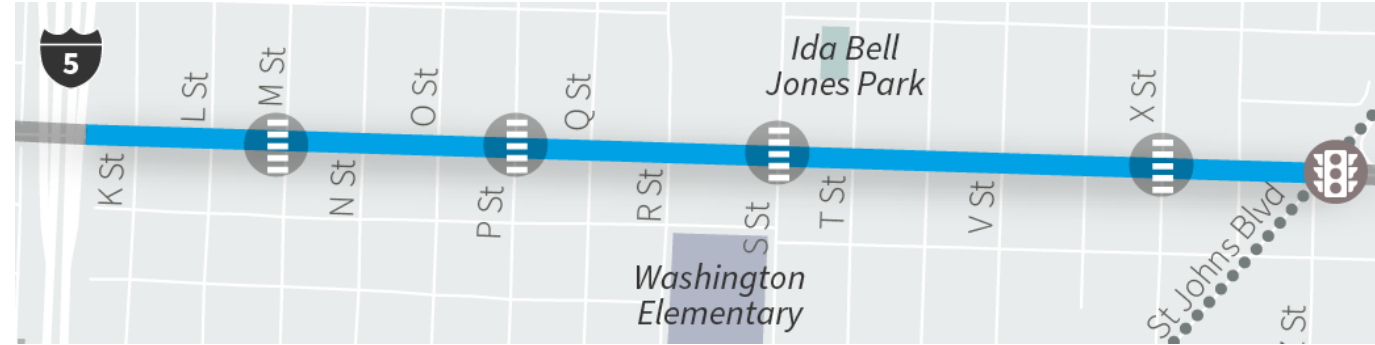
33rd Street

Potential Near-Term Improvements

TSP Designation: Priority Bicycle/Small Mobility, Priority Pedestrian

Within Paving Limits (I-5 to St. Johns Blvd)

- Buffered Mobility Lane
- Replace medians with raised crosswalks at P Street, X Street, S Street
- New raised crosswalk at M Street
- Reduce speed limit to 25mph



Preliminary Design Concepts – 33rd Street

Potential Long-Term Improvements

Corridor-wide:

- Wayfinding
- Replace median at F Street with raised crossing
- Extend buffered mobility lane to Main Street
- Improve bike and small mobility facilities west of Main Street
- Street lighting at key pedestrian crossings
- Monitor corridor performance; additional traffic calming as needed

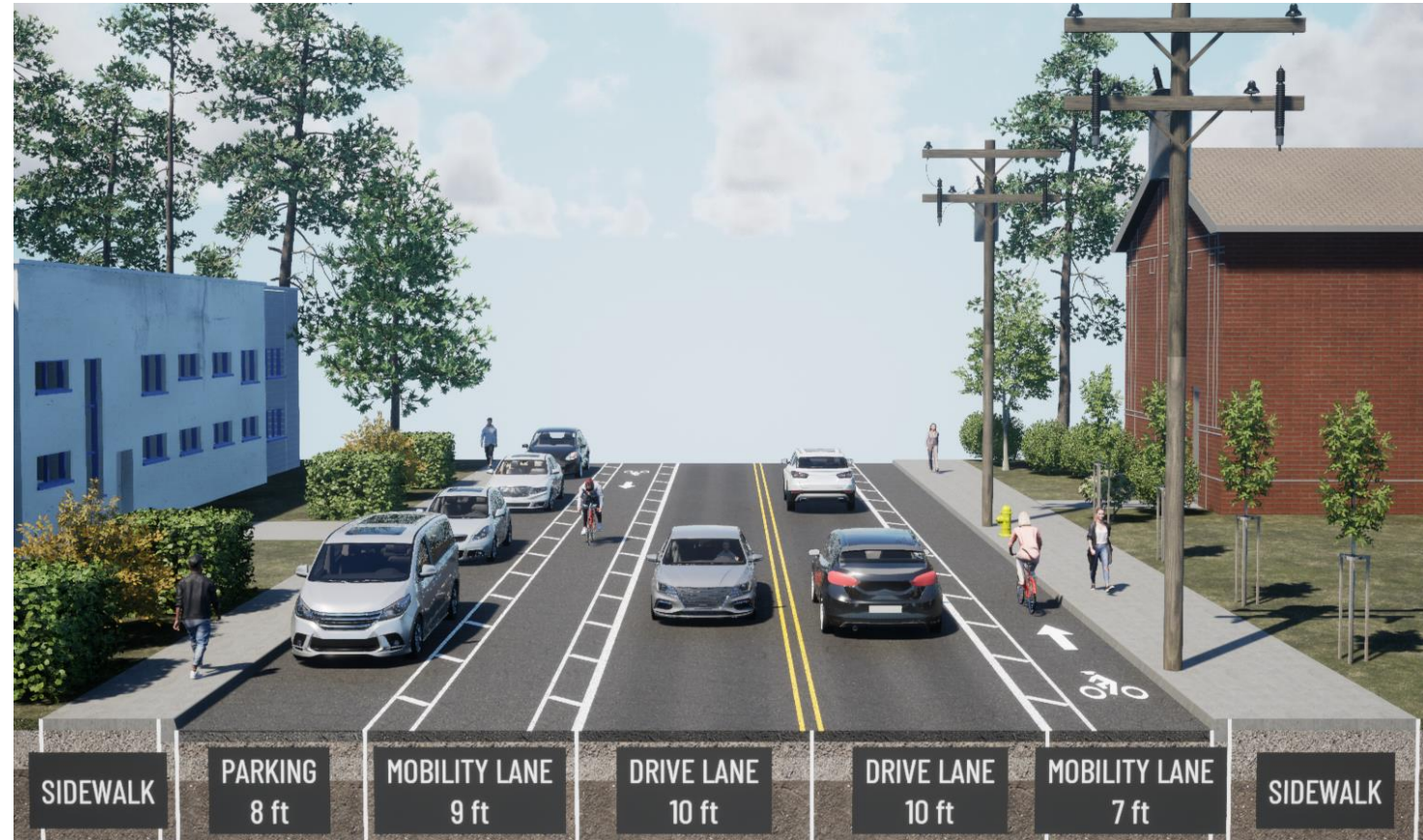


Preliminary Design Concepts – 33rd Street

Potential Long-Term Improvements

F Street to Main Street:

- Buffered mobility lanes;
retain parking on north side

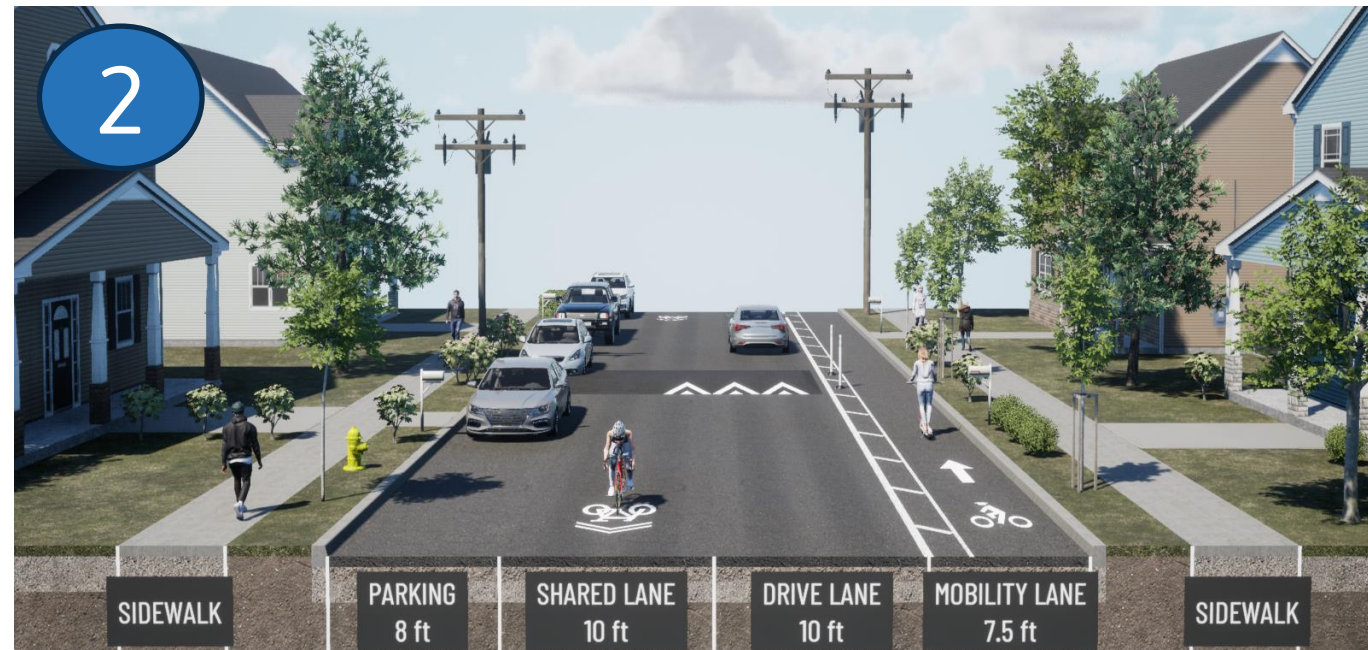
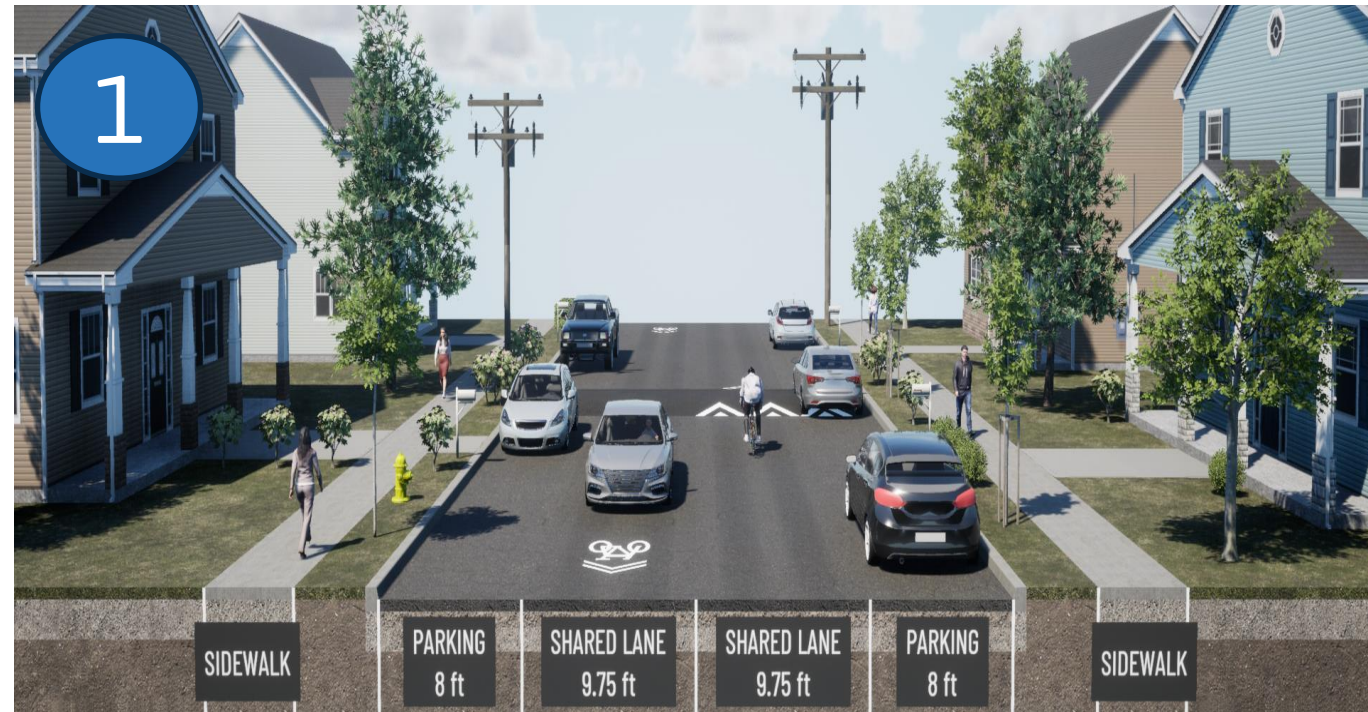
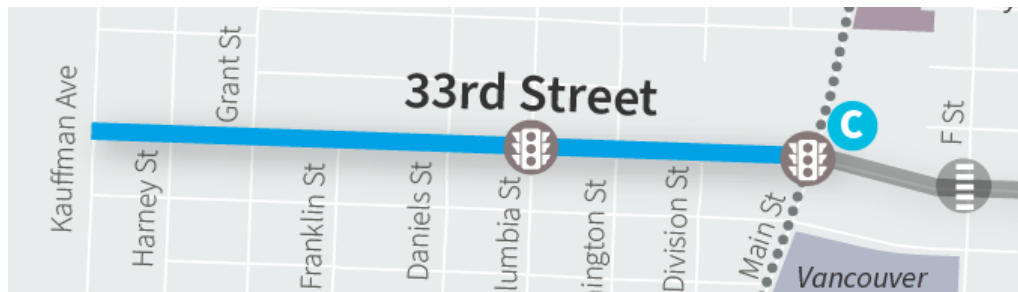


33rd Street

Potential Long-Term Improvements

Main to Kauffman:

- Option 1: Neighborhood Greenway treatment
- Option 2: Uphill bike lane, downhill sharrow; remove one lane of parking



Public Engagement

- Community engagement phase 1 will continue through July.
- **Tools:**
 - BeHeard website and interactive map
 - Tabling at community events:
 - Multicultural Resource Fair
 - Juneteenth Freedom Celebration
 - The Heights Bike Garden Opening
- **Upcoming:**
Community briefings/interviews



Public Engagement

- Over 200 conversations with community members
- **Common Themes:**
 - Speeding - a desire to slow traffic
 - Improve access to community destinations for active transportation
 - Major intersections are a barrier to travel
 - Improve lighting and visibility
 - Improve sidewalk conditions and ramps for accessibility



Next Steps

- Phase 1 community engagement wrap-up
- Revise corridor concepts based on findings of initial outreach and TMC feedback
- Phase 2 community engagement begins in August
- **September 2024 TMC Workshop:**
The project team will share the revised recommended corridor concepts and engagement milestone 2 summary



Thank you!



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





MEMORANDUM

DATE: June 24, 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

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

Meeting Purpose

- Review key findings from the Existing Conditions analysis and community engagement conducted to date.
- Discuss and gather feedback from Transportation and Mobility Commission (TMC) on the preliminary design concepts for 29th and 33rd Streets.

This is the second presentation to the TMC on this project; the previous presentation was in May 2024.

Project Overview

Location and Purpose

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 as well as 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.



Figure 1: Project Area Map

Existing Conditions

This Existing Conditions analysis gathered various data to understand the current operations and conditions of 29th and 33rd Streets for all transportation user groups. This information provides a basis for determining potential treatments for the corridor that can be made in conjunction with the planned pavement work. The report is provided as a separate attachment included at the end of this memo. Key findings from this analysis include:

- **Pedestrian, bike and small mobility:**
 - Sidewalks are missing in some locations and in poor condition along many areas.
 - Crossing major roadways that intersect with the project area, particularly at St. Johns Boulevard and Main Street, can be difficult for people walking, rolling, bicycling or using small mobility devices.
 - Mobility lanes only exist along a portion of 33rd Street and there are no sharrows along 29th Street.
- **Safety:**
 - A combined total of 121 crashes were reported on the two corridors from 2018-2022; nearly 40% of all crashes resulted in a suspected minor injury or possible injury.
 - There were no fatalities during the period of data studied.

- 70% of all crashes were intersection related; 20% of all crashes involved distracted driving.
- Areas with higher frequencies of crashes included 33rd Street at Main Street, P Street, X Street, St. Johns Boulevard, and Grand Boulevard, as well as 29th Street at Main Street and St. Johns Boulevard.
- **Traffic:**
 - 29th Street experiences low traffic volumes across the corridor, with volumes generally 600 average daily vehicle trips (ADT) or below. This is consistent with recommended volumes for neighborhood greenways.
 - 33rd Street experiences higher traffic volumes as compared to 29th Street, with the highest volumes between St. Johns Boulevard and Grand Boulevard. This area approaches 8,400 ADT.
 - Both corridors experience higher traffic volumes in the eastern extents of the corridor, generally east of I-5.
 - 85th percentile speeds on 29th Street are generally below or at the current posted speed limit, while 85th percentile speeds on 33rd Street typically exceed the current posted speed limit.
- **Parking:**
 - On-street parking constrains the available right-of-way for mobility lane improvements and impacts visibility at intersections.
 - Overall, on-street parking is not highly utilized along both corridors.
 - Several locations experienced relatively higher rates during limited times, ranging between 50% and 70% utilized.
 - Areas of higher utilization will inform Milestone 2 outreach and will require more focused outreach to area businesses and residents.

Early Corridor Concepts

The project team identified preliminary design concepts for both corridors based on existing City policies, Transportation System Plan (TSP) modal networks, and findings from the Existing Conditions analysis. Early concepts will be refined based on Milestone 1 engagement input, TMC feedback, and will be reviewed with the community during Milestone 2 engagement later this summer.

29th Street

29th Street is identified as a neighborhood greenway/priority bike and small mobility and priority pedestrian corridor in the Transportation System Plan. Improvements include elements that reduce travel speeds; prioritize travel for pedestrians, bicycles, and small mobility; and improve comfort, safety, and visibility in the corridor (**Error! Reference source not found.**).

Potential **near-term** improvements include:

- Reduction of the corridor speed limit to 20mph.
- Installation of speed humps to provide traffic calming.
- Addition of wayfinding signage to help people navigate the area.
- Installing raised crossings at the intersections near Washington Elementary to enhance crossing conditions and provide traffic calming.
- On-street parking removal at key intersections (known as daylighting) to improve visibility at crossings.

Long-term improvements may include:

- Daylight intersections on remainder of corridor.
- Additional traffic calming based on corridor evaluation.
- Street lighting at key pedestrian crossings.
- Improve crossings at Main and St Johns (improvements determined through other ongoing projects).

33rd Street

33rd Street is identified in the TSP as both a priority pedestrian corridor and a priority bike and small mobility corridor. The existing right-of-way is relatively narrow along most of the corridor, limiting mobility lane improvement opportunities. Improvements seek to improve safety through reduced travel speeds, fill in gaps in mobility lane infrastructure, and improve crossing opportunities (**Error! Reference source not found.**).

Potential **near-term** improvements include:

- Addition of a buffered mobility lane to provide continuous bicycle and small mobility facilities.
- Replacement of existing medians with raised crosswalks to provide adequate space for mobility lane treatments, enhance crossing conditions and provide traffic calming.
- On-street parking removal in targeted areas to provide adequate space for mobility lanes on the roadway.
- Addition of an all-way stop at the intersection of P Street.

Long-term improvements may include:

- Extension of the buffered mobility lane to Main Street while maintaining parking on one side of the street.
- Replacement of the existing median at F Street with a raised crossing at F Street; and implementation of wayfinding.
- Addition of wayfinding signage to help people navigate the area.
- Addition of bike and small mobility facilities west of Main Street.

Neighborhood Greenway Design Improvements Toolkit

The 2024 TSP Update called for a creation of new street typologies and establishment of new types of mobility and pedestrian priority streets in Vancouver, including neighborhood greenways. The project team identified what treatments are commonly used and recommended by other organizations for these low stress pedestrian, bike, and small mobility priority streets. The tools recommended include:

- **Intersection and crossing treatments** including raised crosswalks, daylighting intersections, and high visibility crossings that include a rapid flashing beacon or other pedestrian or mobility user activated signal.
- **Wayfinding and signage treatments** including on-street shared lane markings with directional arrows, and mobility network wayfinding street signage.
- **Traffic calming** including curb extensions, traffic circles, or traffic diverters to prevent neighborhood cut-through vehicle traffic.

Public Engagement Phase 1

Phase 1 engagement activities seek to set project expectations and learn how the community currently uses 29th and 33rd Streets. To date, engagement activities have included:

- Comment form and interactive map on the project website
- Project fact sheet in English and Spanish
- Social media posts to promote engagement opportunities
- Tabling at community events (Multicultural Resource Fair on June 1; The Heights Bike Garden Grand Opening on June 8; and Juneteenth Freedom Celebration on June 15)

To date, the project team has engaged with over 200 community members. Feedback has included:

- Slow down traffic
- Improve access to community destinations for active transportation
- Major intersections are a barrier to travel
- Improve lighting and visibility
- Improve sidewalk conditions and ramps for accessibility

Remaining Milestone 1 activities include small group briefings with community stakeholders and installation of lawn signs throughout the neighborhood.

Next Steps

The project team will revise early corridor concepts based on Milestone 1 engagement input, TMC feedback, and will be reviewed with the community during Milestone 2 engagement planned for August 2024. The next TMC presentation will be September 2024, where the team will present revised concepts and summary of Milestone 2 engagement to date.

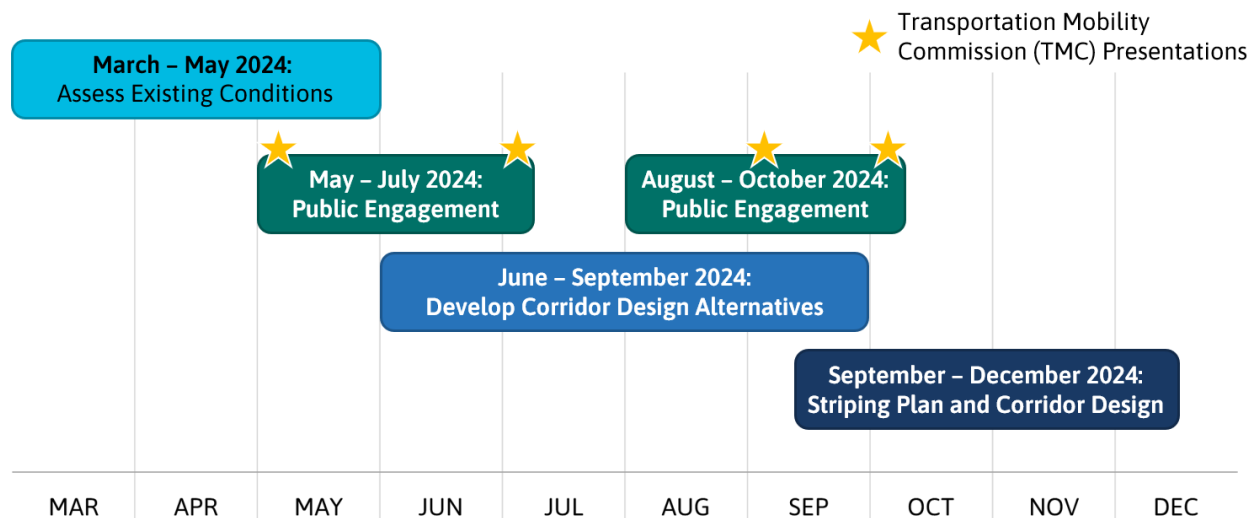


Figure 2: Project Timeline

Staff contact info

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

Attachment(s):

- Existing Conditions Report



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.

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 (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 Stress¹	- Level of Traffic Stress (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.

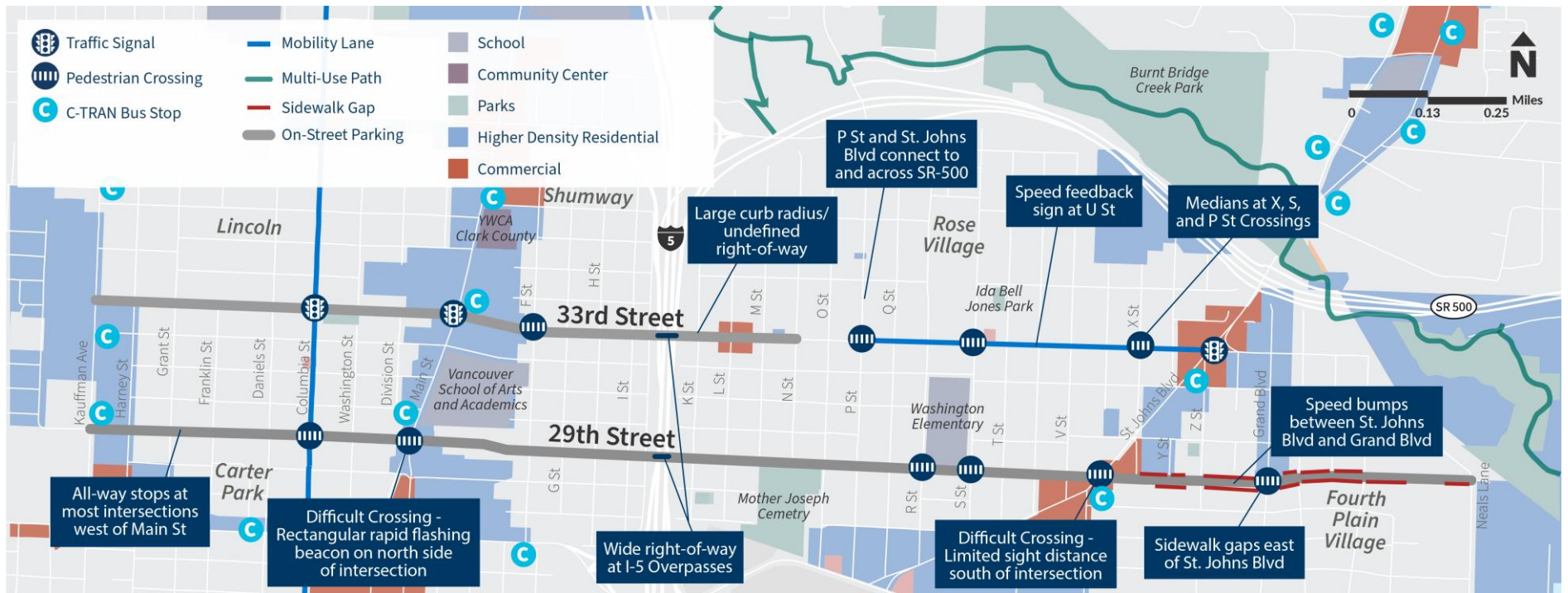


Figure 6: Existing Conditions Summary

Proposed Transportation Network

Both corridors are identified in the City's Transportation System Plan (TSP) as priority bicycle/small mobility and pedestrian routes (Figure 8). 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 9, 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 10. 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 St 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; 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.

29th Street

Traffic volumes are generally low across the corridor, with the lowest volumes west of Columbia Street. Volumes increase traveling east, with the highest volumes 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. 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 the corridor. 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, reaching above 30mph; the western and eastern extents experienced lower speeds.

Table 2. Street Volumes and Speed

Corridor	Location	ADT	85 th Percentile Speed
29 th Street	Between Grant and Harvey	288	20 mph
	Between H Street and I Street	477	24 mph
	Between R Street and S Street	614	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

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.

Error! Reference source not found. 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:

- 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 St and Grant St on the south side of the 33rd Street.
- 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.

Blocks with limited periods of higher utilization may require additional evaluation and/or 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 12.

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 corridor 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 project.
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.

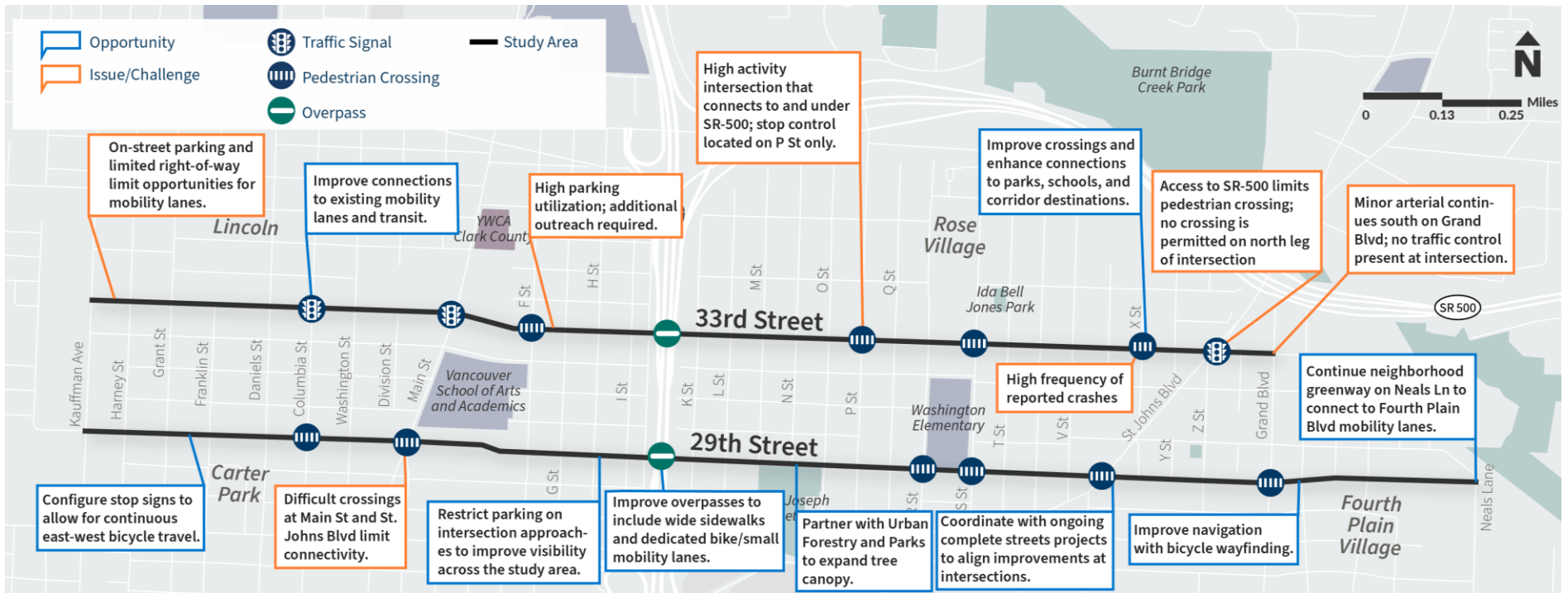


Figure 11: Study Area Issues and Opportunities



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



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Hearing

Maggie Derk

Senior Transportation Planner
Community Development
March 5, 2024



Derek Abe

PNW Planning Manager
Alta Planning & Design

Agenda

- Project Overview
- Existing Conditions Summary
- Public Engagement Summary
- Final Proposed Recommendations

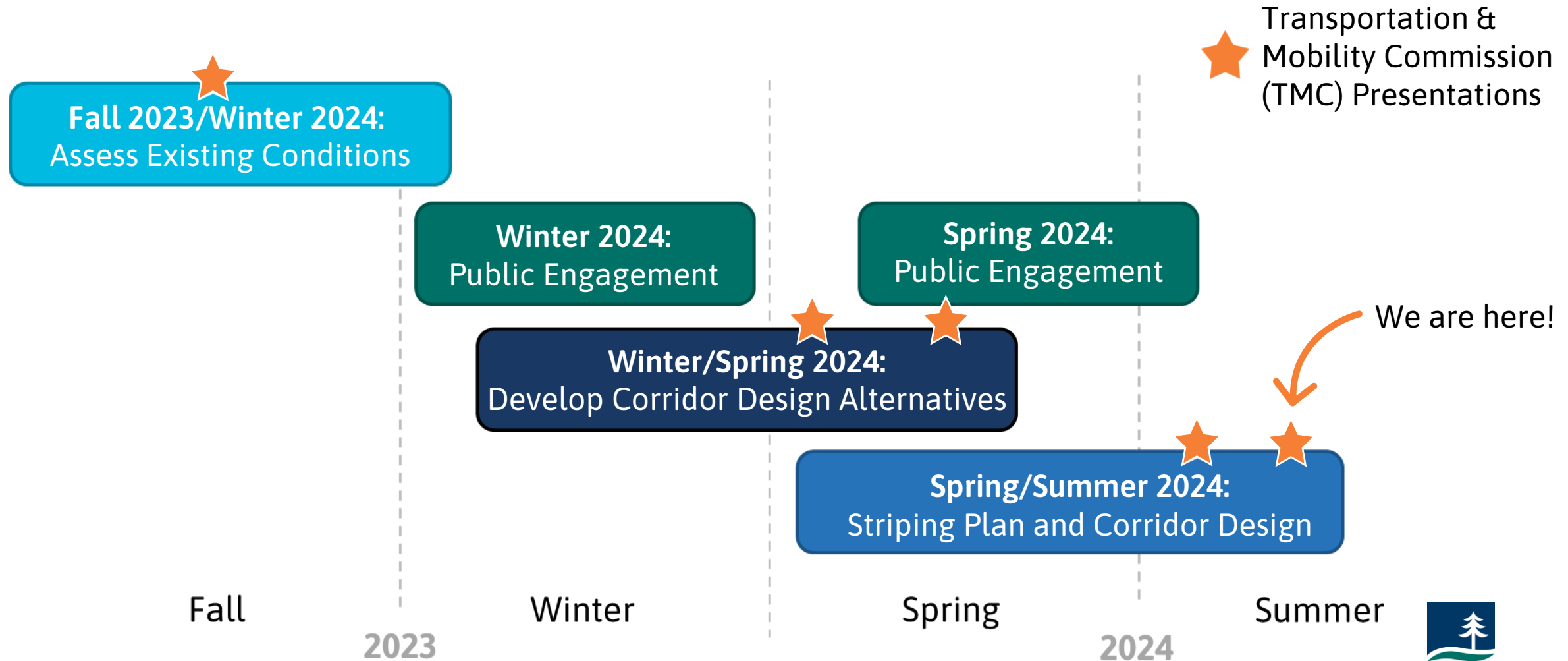


Project Overview

1. Improve **pedestrian safety** by adding/upgrading crossings and filling sidewalk gaps that improve **connections to transit**
2. Improve **bike and small mobility connectivity** by addressing network gaps; connecting to regional trails
3. Explore **transit speed and reliability treatments** and improve **transit stop access** in anticipation for C-TRAN's Hwy 99 BRT project



Project Timeline



Existing Conditions Summary

Pedestrian	• Primary Pedestrian Corridor • Narrow or missing sidewalks • Large gaps between crossings
Transit	• Enhanced Transit Corridor • New C-TRAN VINE service • Travel lanes too narrow to fit buses and large trucks
Bike and small mobility	• Bike and small mobility network from 39th Street to Discovery Trail • Facilities only north of Ross Street but nearby north-south connections along F and Columbia Streets • Limited wayfinding signage



Existing Conditions Summary

Vehicles

- Most congestion at 39th Street and 33rd Street but traffic operations meet City standards
- Posted speed limit along most of the corridor is 30mph
 - North of NE Ross Street it's 40mph
 - Between 29th and 32nd Streets 20mph when school zone sign flashing

Safety

- Between 2018 and 2022:
 - Two crashes involved pedestrians
 - One involved a bicyclist
 - Three vehicle only crashes that resulted in a severe injury
- 39th Street is the highest crash intersection along the corridor
- Lack of lighting along the northern section of the project area



Public Engagement

What did we do?

- Online surveys
- Materials in English and Spanish
- Postcards
- Project email updates
- City E-newsletters and social media
- C-TRAN email updates and social media
- Door to door visits to businesses
- Vancouver School's PeachJar system
- Presentations and discussion with community organizations
- In-person open house



Engagement

What did we learn?

Round 1

(mid-January to mid-February)

What challenges do you experience and what improvements would you like to see along Upper Main Street?

- Narrow and missing sidewalks
- More marked and safer crossings
- Gaps in bike/small mobility network
- Better wayfinding signage

Round 2

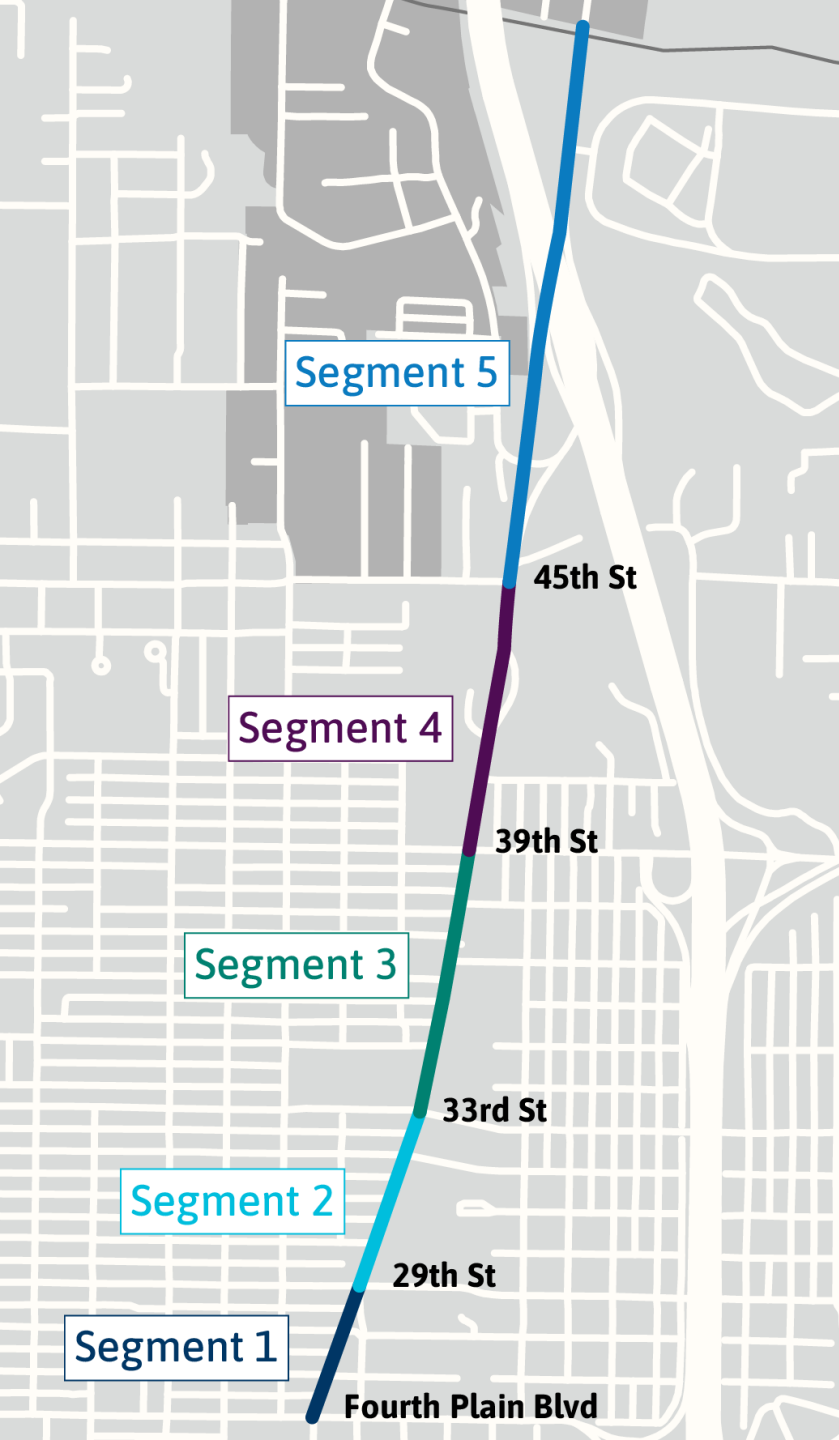
(late March to mid April)

How strongly you support the proposed recommendations along Upper Main Street?

- General support for investing in safety to improve access to schools, local businesses, and transit stops
- Some wanted more improvements for people walking, biking and rolling
- Concerns about the improvements causing congestion for vehicles

Design Recommendations

- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits



Design Concepts

Segment 1: Fourth Plain Boulevard to 29th Street

- Add a new marked crossing with a median island at 28th Street and 29th Street
- Replace the left turn lanes at 29th Street with a long median island with cut throughs for bike and small mobility users
- Convert access to 29th Street as right-in and right-out for vehicles



Design Concepts

Segments 2 and 3: 29th Street to 39th Street

- Removing a northbound lane and retaining space for left turn movements in northbound direction in Segments 2 and 3
- **Option 1:** A two-way left turn lane
- **Option 2:** Painted striped median with dedicated left turn pockets
- **Option 3:** Combining options 1 and 2 based on what's needed for each block



Design Concepts

Segment 2: 29th Street to 33rd Street

- Remove one northbound (toward I-5) through lane; replace it with median islands at marked crossings, a left turn lane or painted median
- Add a new marked crossing with median island at 31st Street
- Narrow travel lanes to 11 feet
- Add a painted shoulder and widen sidewalks in the future to reflect status as primary pedestrian corridor



Design Concepts

Segment 3: 33rd Street to 39th Street

- Remove one northbound (toward I-5)
 - **33rd Street to W 38th Street:** Replace it with median islands at marked crossings, a left turn lane or painted median
 - **W 38th Street to 39th Street:** Widen travel lanes to accommodate buses and trucks
- Add a new marked crossing with median island at 35th and 37th Streets
- Add a painted shoulder and widen sidewalks in the future to reflect status as primary pedestrian corridor



Design Concepts

Segment 4: 39th Street to 45th Street

39th to 40th Street

- Remove one northbound travel lane and widen other travel lanes to accommodate buses and large trucks
- Add a southbound mobility lane on the west side of Main Street between 39th and 40th Streets.
- Add a protected two-way mobility lane from 40th to the Covington House driveway exit
- Add buffered mobility lanes along 40th Street between Main Street and F Street
- Curb extensions, median islands, rapid flashing beacon, and marked crossings at 39th and F Street

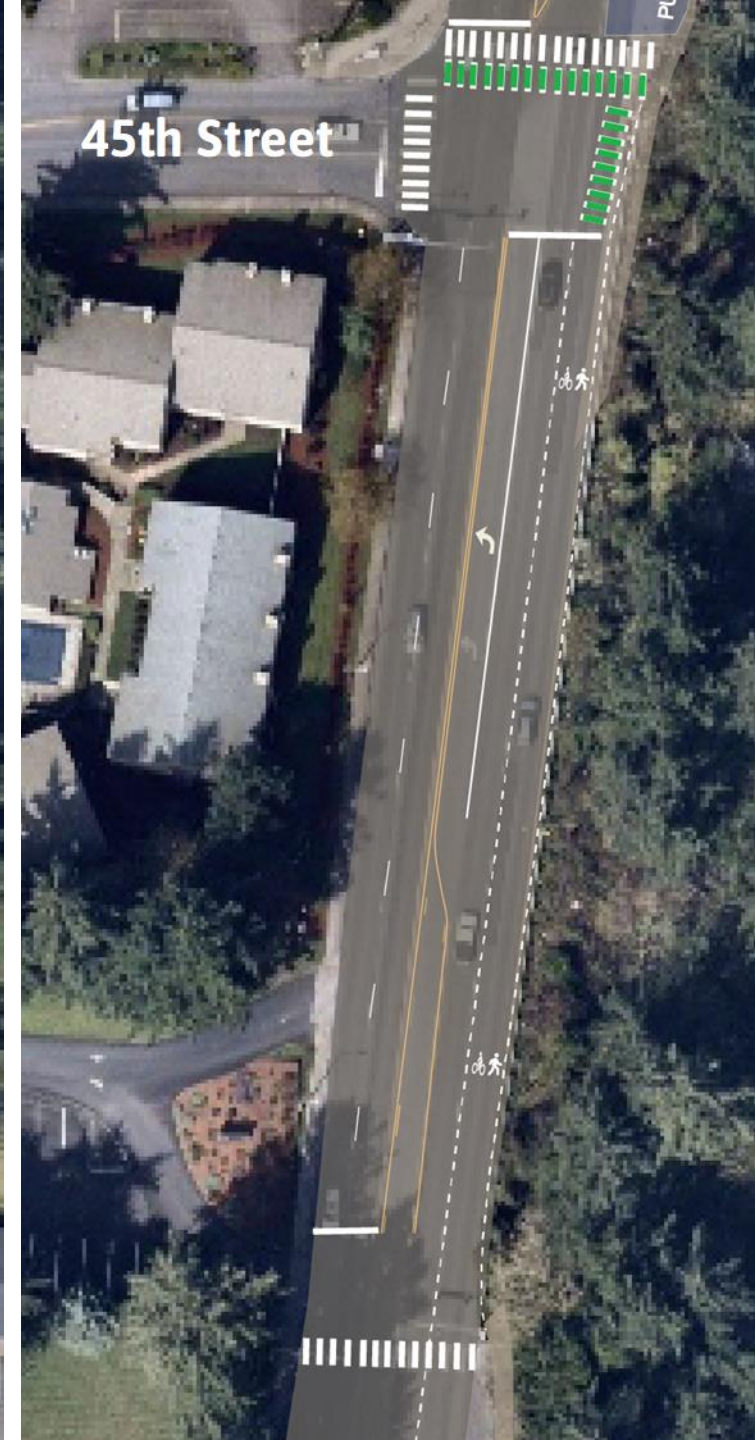


Design Concepts

Segment 4: 39th Street to 45th Street

Covington House to 45th Street

- Two-way protected mobility lane becomes a protected multi-use path for pedestrians, people biking and using small mobility devices until 45th Street



Design Concepts

Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

45th Street to I-5 interchange

- At 45th Street, multi-use path will ramp up and behind the VINE station and connect to the Discovery Trail
- Improve pavement quality of the westside connection to the Burnt Bridge Creek trail
- Replace and improve visibility of wayfinding signage



Design Concepts

Segment 5: NE Ross Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

Potential Long-term Capital Project

- Continue to develop long-term design concept from NE Ross Street to the northern City limit
- Require close coordination with Clark County to ensure seamless connection



Questions?



Action / Recommendation

The Project Team recommends the proposed project designs and investments for Main Street, 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.



Next Steps

- **Summer-Fall 2024**– Project planning is handed off to engineering and civil to create technical striping plan.
- **Early 2025** - C-TRAN Purple Vine construction begins.
- **Summer/Fall 2025** – Upper Main Street paving project and near-term investments are installed.
- **Fall 2026** – Complete street project evaluation and monitoring begins.
- **2027** – C-TRAN Purple Vine begins operation.



Thank you!



Maggie Derk
Senior Transportation Planner
Community Development

Derek Abe
PNW Planning Manager
Alta Planning & Design





MEMORANDUM

DATE: June 24, 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: **Upper Main Street Final Design Recommendation**

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

Meeting Purpose

At the July 2nd Transportation and Mobility Commission (TMC) meeting, the Upper Main Street project team will present the final design concepts and ask the TMC to make a recommendation to the City Manager. This presentation is the sixth with the TMC on this project; the previous presentations were in August and October of 2023, and March, April and June 2024.

Introduction

The Upper Main Street Safety and Mobility Project is exploring how to improve safety and mobility on Main Street between E Fourth Plain Boulevard and the northern city limits (just S of NE Minnehaha / 63rd Street). This project is being undertaken in coordination with planned pavement preservation work on part of the project corridor (scheduled for summer 2025) and the [C-TRAN Highway 99 Bus Rapid Transit Project](#) (scheduled to start construction in early 2025).

The goals of this project are to:

- Improve pedestrian safety by adding/upgrading crossings and filling sidewalk gaps that improve connections to transit.
- Improve bike and small mobility connectivity by addressing network gaps and connecting to regional trails.
- Explore transit speed and reliability treatments and improve transit stop access in anticipation for C-TRAN's Highway 99 BRT project.

Project Timeline

The Project began in fall 2023 and is planned to conclude in summer 2024, with paving and implementation on part of the Project corridor planned for 2025. The Project had three phases:

- **Phase 1 – Assess Existing Conditions (fall 2023 – winter 2023/2024):** The project team evaluated how Upper Main Street operates and how people travel on the corridor today. The first round of public outreach took place during this phase and gathered input on issues people experience while traveling along the project area.
- **Phase 2 – Develop corridor design alternatives (winter 2023/2024 – spring 2024):** The project team used information gathered during Phase 1 to develop preliminary design options and sought community feedback on how well these options addressed transportation needs along Upper Main Street.
- **Phase 3 – Striping Plan and Corridor Design (spring 2024 – summer 2024):** With input from community, the TMC and additional technical analysis, the project team refined the design options. The final design and implementation milestones will be shared with community members and key stakeholders.

Technical Findings

Key findings from the existing conditions analysis include:

- **Pedestrian:** The 2024 Transportation System Plan (TSP) identifies the entire Upper Main Street project area (from Fourth Plain Boulevard to the northern city limit) as a Primary Pedestrian Corridor. Most sidewalks along the project area are less than six feet wide and are directly adjacent to traffic. Sections of Upper Main Street that do not meet our pedestrian crossing policy (marked crosswalk every 800 feet) are between 29th and 33rd Streets, and 33rd and 37th Streets.
- **Transit:** The 2024 Transportation System Plan (TSP) identifies the entire Upper Main Street project area (from Fourth Plain Boulevard to the northern city limit) as an Enhanced Transit Corridor. There are four proposed BRT stations near the project area at Fourth Plain Boulevard, 33rd Street, 37th Street and 45th Street. In

some locations the lane widths are between nine and ten feet wide, which is not the preferred width for C-TRAN bus operations.

- **Bike and Small Mobility:** Main Street from 39th Street to the Discovery Trail is a part of the TSP Bike and Small Mobility Network. Most of the Upper Main corridor lacks bicycle and small mobility facilities, except for a mobility lane along the most northern section between Ross Street and the northern city limits.
- **Vehicle:** The number of travel lanes and width of travel lanes varies along the corridor. Overall, no intersections along Upper Main Street are over capacity but the intersections with the most congestion during peak periods are 33rd and 39th Streets. The posted speed limit along most of the project area is 30mph except north of NE Ross Street where it's 40mph, and between 29th Street and 32nd Street where it's 20 mph when the school zone sign is flashing.
- **Safety:** Between 2018 and 2022, there were three injury collisions along the Upper Main Street corridor that involved vehicles striking people walking, rolling or biking. Three vehicle-only crashes resulted in serious injuries. The highest crash locations include the intersections of 39th Street, 45th Street, 33rd Street and Fourth Plain Boulevard.

Community Engagement

The **first round of community engagement** took place from mid-January to mid-February 2024. The project gathered community input on peoples' current traveling experience along Upper Main Street through an online survey, an online interactive map activity where people could make location specific comments, door to door canvassing to businesses along the corridor and conversations with various community organizations.

Key feedback themes  included:

- Sidewalks are too narrow particularly near Vancouver School of Arts and Academics, Main and 39th Street, and Main and 45th Street.
- Crosswalks could be improved or added in front of the Vancouver School of Arts and Academics, Main and 39th Street, and at Broadway and Fourth Plain Boulevard.
- Bicycling or using a small mobility device and walking/rolling/using an assistive device feel the least safe and comfortable of all modes of transportation along the corridor, while driving or riding in a car feels the most safe and comfortable.
- Gaps in both pedestrian and bike/small mobility infrastructure, and a lack of wayfinding signage make travelling along Upper Main Street uncomfortable, particularly between 45th Street and 63rd Street and near Hazel Dell Avenue.
- The improvements that survey respondents identified as the most important included addressing potholes, road striping, etc., adding more sidewalks to fill existing gaps and adding more crosswalks or other features to make crossings safer.

The **second round of community engagement** took place from mid-March to mid-April 2024. The project gathered community input through an online survey, an online interactive map activity where people could make location specific comments, door to door canvassing to businesses along the corridor and conversations with various community organizations.

Overall, there was general support for investing in safety to improve access to area schools, local businesses, and transit stops along Upper Main Street but some people expressed concern about the proposed design concepts causing congestion for vehicles on the corridor.

Design Options

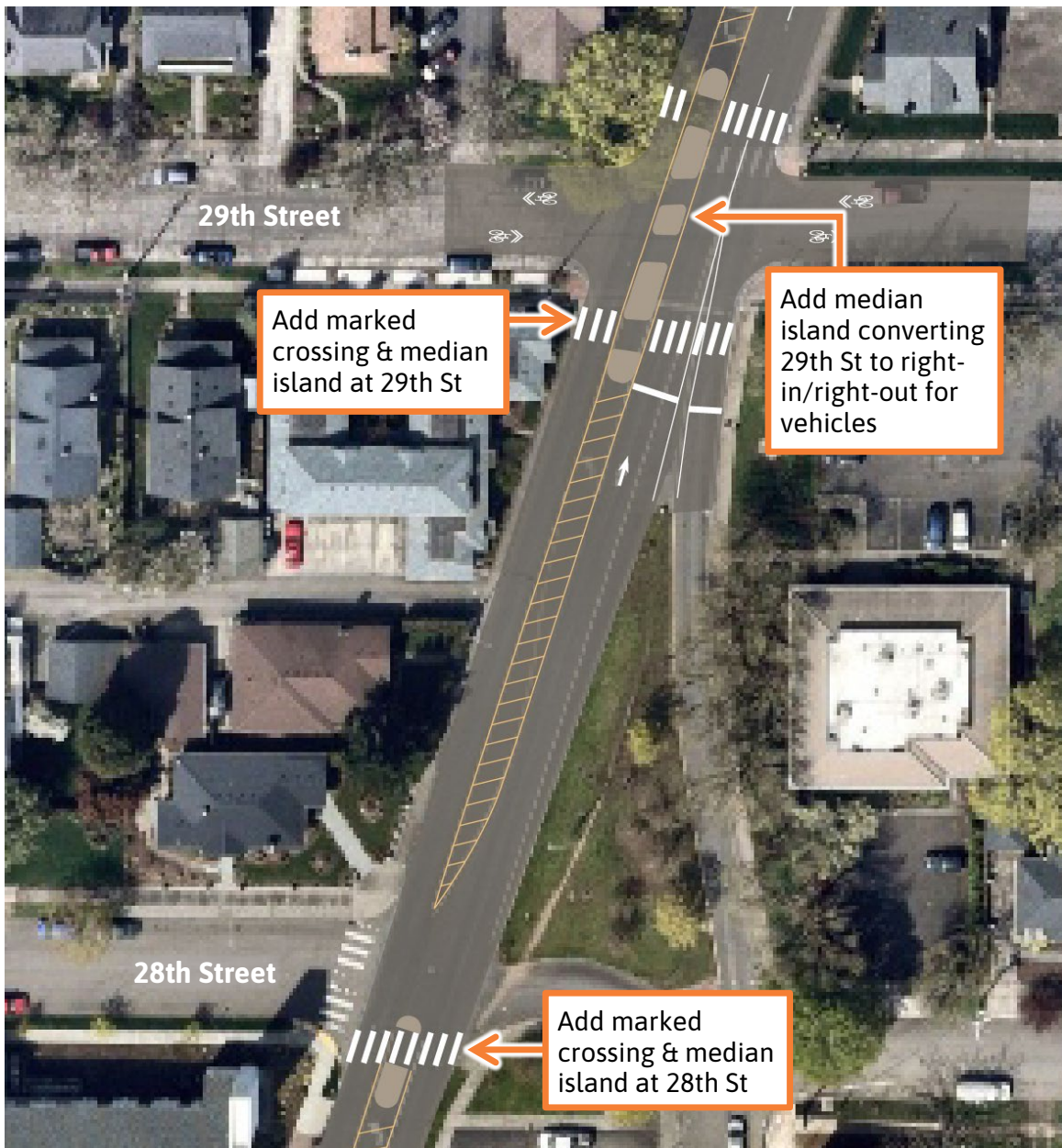
The Project team broke the project area into five segments to understand what treatments would be appropriate corridor-wide, and what would need to be tailored to match the context of the roadway.

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

With input from additional technical analysis, community members and the TMC, the project team refined the design options for Upper Main Street. The following sections summarize the final design recommendations for Upper Main Street.

Segment 1: Fourth Plain Boulevard to 29th Street

- Add a new marked crossing with a median island at 28th Street.
- Add a new marked crossing with a median island on the southside of the 29th Street intersection. Keep the marked crossing and rapid flashing beacon on the north side of the intersection.
- Replace the left turn lanes at 29th Street with a long median island with cut throughs for bike and small mobility users.
- Convert access to 29th Street as right-in and right-out for vehicles to deter cut-through traffic and support the future Neighborhood Greenway along 29th Street.



Segment 2: 29th Street to 33rd Street

- Remove one northbound through lane and replace it with median islands at marked crossings, a left turn lane or painted median.
- Add a new marked crossing with a median island at 31st Street.
- Narrow the existing travel lanes to 11 feet.
- Add three-foot painted shoulder on both sides of the street and widen sidewalks in the future to reflect status as primary pedestrian corridor.



Segment 3: 33rd Street to 39th Street

- Remove one northbound through lane and:
 - Between 33rd and W 38th Streets, replace it with median islands at marked crossings, a left turn lane or painted median.
 - Between W 38th and 39th Streets, widen the other travel lanes to accommodate bus operations.
- Add new marked crossings with median islands at 35th and 37th Streets.
- Add three-foot painted shoulder on both sides of the street and widen sidewalks in the future to reflect status as primary pedestrian corridor.



Segment 4: 39th Street to 45th Street

- Remove one northbound travel lane and widen the other travel lanes to accommodate bus operations.
- Add a protected two-way mobility lane on the east side of Main Street from 40th Street to the Covington House driveway exit. At the Covington House driveway exit, the two-way mobility lane becomes a multi-use path for pedestrians, people biking and using small mobility devices until 45th Street.
- To connect to the 39th Street mobility lanes to this new multi-use path:
 - Add a new southbound mobility lane on the west side of Main Street between 39th and 40th Streets.
 - Add median islands, a rapid flashing beacon, and marked crossings at 39th and F Street.
 - Add buffered mobility lanes along 40th Street between Main Street and F Street.
 - Add wayfinding signage to help people navigate these connections.
- Add curb extensions at 39th and F Street to deter cut-through traffic and support the future development of F Street as a Neighborhood Greenway.
- Nearby parallel routes (protected mobility lanes on Columbia Street and the future Neighborhood Greenway on F Street) can be used to access destinations south of 40th Street.



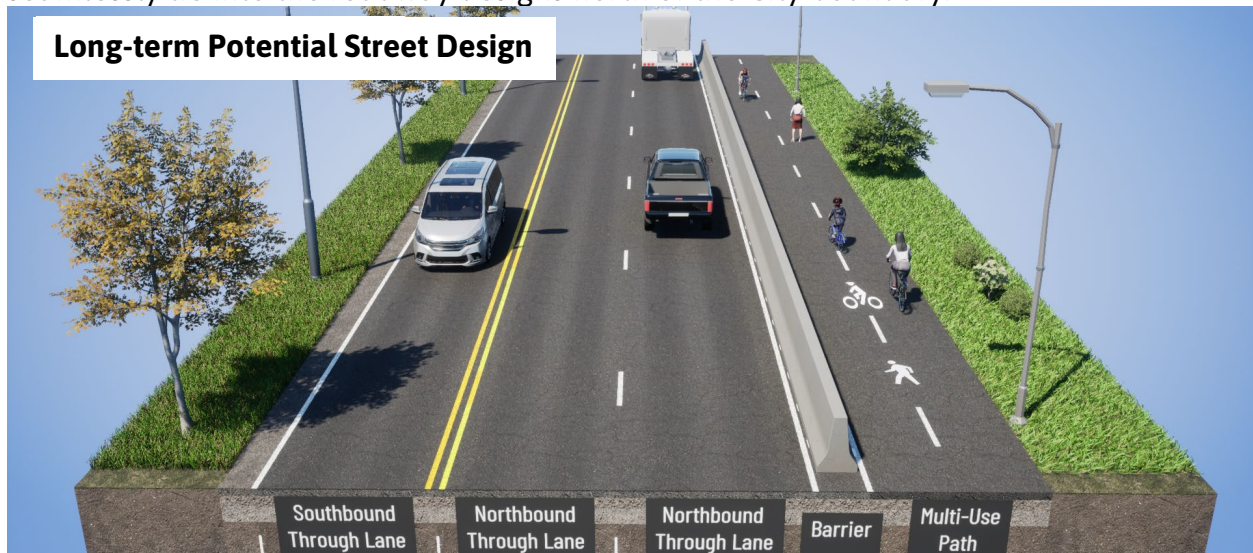


Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)

- At 45th Street, multi-use path will ramp up and behind the VINE station and connect to the Discovery Trail.
- Improve the pavement quality of the westside connection to the Burnt Bridge Creek trail.
- Replace and improve visibility of wayfinding signage.



The project team will continue to develop the long-term design concept from NE Ross Street to the northern City limit. Implementation of this concept will require close coordination with Clark County on a future capital project to ensure that facilities seamlessly tie into the roadway designs north of the City boundary.



Recommendation

The Project Team recommends the above project designs and investments for Main Street, 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.

Staff contact information

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

Attachment(s):

- None

From: [Patty Brucker](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: TMC public comment
Date: Wednesday, June 26, 2024 1:25:41 PM

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I suggest all of these proposed Street & Mobility projects be put on hold until the City's budget shortfalls are remediated without raising taxes on the citizens of Vancouver. You can save \$2.75 million dollars on just the 34th Street and McGillvray Blvd projects alone.

Patty Brucker
4811 NE 126th Ave, Vancouver, WA 98682

From: [Tom Hansell](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th & 33rd street mobility project comment
Date: Thursday, June 27, 2024 12:49:30 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.

I am a property owner at 511 east 29th street and I am wanting to provide the Vancouver TMC and associated staff with my input on the 29th & 33rd streets Mobility Project. First I am excited to hear that this safety and mobility project is being pursued and pleased to hear infrastructure improvements are being made. I am wanting to share my objection to a statement made in the frequently asked questions section of the project description. It states:

29th and 33rd Streets have one lane in each direction. We will not reduce the number of existing traffic lanes

I do not believe this is an accurate statement for 29th street. The section of 29th street west of I5 is not wide enough to allow for two lanes of traffic. I live on this street and with cars parked on both sides of the street it does not provide enough space for a lane in each direction.

I am concerned to achieve two lanes of travel one side of the street would be subject to no parking and these residences are reliant on street parking. Please review the street profile/cross section and validate the width is sufficient to support the statement in the Frequently Asked Questions. I am against any parking restriction conditions be placed on 29th street.

Utilizing 29th street makes good sense for bicycles since it has a lower daily traffic count over 33rd. An easier approach is to perhaps just apply street legends allowing bicycles to also share the street with vehicles. I have seen this in other cities on low use streets and it does not require dedicated bike lanes when insufficient space is available for multimodal needs.

I am also concerned that placing additional traffic control at 29th and Main streets is counter productive to traffic flows on Main Street. Signals at Fourth Plain and 33rd seem to be well spaced and an additional traffic control at 29th could be counter to Main Street's traffic flow.

It seems major investments along Fourth Plain perhaps would be a better long term solution for moving people east to west and west to east.

I welcome follow up questions on my comments.

Regards,
Tom Hansell
(360) 989 5650

From: rogerlyngholm@yahoo.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: TMC public comment
Date: Thursday, June 27, 2024 2:49:27 PM

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The City is making budget cuts to balance the budget. Why are you advocating for additional expense when we evidently can't afford it? I can't speak to 29th, but 33rd already has adequate bike lanes, why can't you leave well enough alone?

Roger Lyngholm

From: [Merribeth Greenberg](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 33rd/29th st project
Date: Tuesday, July 2, 2024 11:00:49 AM

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I just wanted to leave some feedback from me and what I have heard also from the Blindness community.

I live at W 32nd and Harney. I work downtown at 630am. I have to walk to 33rd and Main to catch a 71 to get to work, since it is so early in the morning, that the 2 is not running yet (to go down Kaufman). I am legally blind, and use a white cane to travel the streets. I tried going down 33rd street to Main, as well as on 32nd street too, but the side walk conditions are not the best, to many cracks that my cane gets caught on. I have this problem on many streets, and I understand that it is the property owners responsibility to maintain the sidewalks. There are many cars parked on 33rd street, so I have chosen to walk down 32nd street. I tend to stick to the North side of 32nd street by the curb or cars. I did not fee like it was safe enough to do this on 33rd street, with how fast traffic can go. I walk till Division and head North on Division to 33rd and walk on the South side of 33rd to Main, cross 33rd to get to the bus stop. I do this in reverse to go home too (between 320-340p).

I have walked down 33rd to St Johns to go to my mom's (at 52nd and St Johns). I walked on the South side of the street and the sidewalks were not too bad. This was back in 2018. There are some of us blind folks in the neighborhood that would like to get some kind of transportation to go down 33rd again, to have an other connection route that goes East and West. Right now to go to St Johns we have to take a bus to Mcloughlin or to 78th street in order to go East from 33rd street. I know that is a C tran issue. But it doesn't hurt to let the City know too what our needs are, not just C tran.

Also, it would be nice if we had a cross indication signal to cross 33rd street not just Main street. It would be even nicer if it was an Audible signal to let us know which street is safe to cross.

Thank you for listening to my feedback.

Have a great week.

Beth Greenberg

From: [Cody Johnson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: "Save Vancouver Streets" Should Be Ignored
Date: Tuesday, July 2, 2024 11:06:15 AM

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Greetings,

I just read in the Colombian about some group calling themselves "Save Vancouver Streets" who are attempting to raise a campaign to force the city to acquire a democratic mandate for every transportation project that removes a car lane. As a resident of Vancouver, I want to impress upon you that I fundamentally reject this ludicrous notion.

First of all, regular citizens are not experts on transportation engineering and should not be expected to know when and where a car lane should be removed. Since most people here have lived in a car-dominated environment their whole lives, they would likely vote in favor of car lanes not knowing the harm excessive car infrastructure can bring.

Second of all, this is clearly a thinly veiled attempt to block mobility lanes—crucial infrastructure that gives people the freedom to choose not to drive. People who tend to oppose these lanes do so under any circumstances out of an emotional or ideological response and do not necessarily have the best interests of the city at heart.

Since I work for a living and don't have the free time to attend city meetings like these people, I just wanted to raise my voice in protest to their narrow minded initiatives. I fully support Vancouver's transportation plan that includes a connected and protected mobility network.

As a citizen of the city of Vancouver, I humbly request that you stick to the promises of the transportation plan and reject "Save Vancouver Streets'" ignorant proposals.

I do not know if the TMC has any dealings with this group, but they listed you on their website as a point of contact with the city they hoped their followers would access. So I decided to email you as opposition to their actions.

Thank you for your time,
Cody Johnson