



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 at 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.

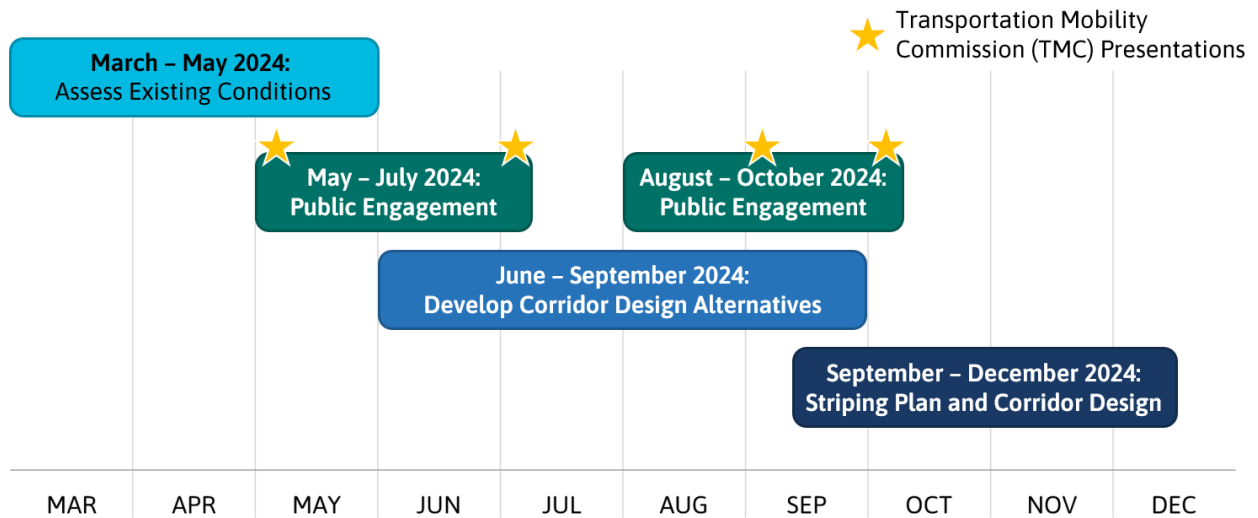


Figure 2: Project Timeline

Staff contact info

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Attachment(s):

- Existing Conditions Report