



29th & 33rd Streets Safety & Mobility Project

Transportation and Mobility Commission Workshop

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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

★ Transportation Mobility Commission (TMC) Presentations

March – May 2024:
Assess Existing Conditions

May – July 2024:
Public Engagement

August – October 2024:
Public Engagement

June – September 2024:
Develop Corridor Design Alternatives

September – December 2024:
Striping Plan and Corridor Design

MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



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

- 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

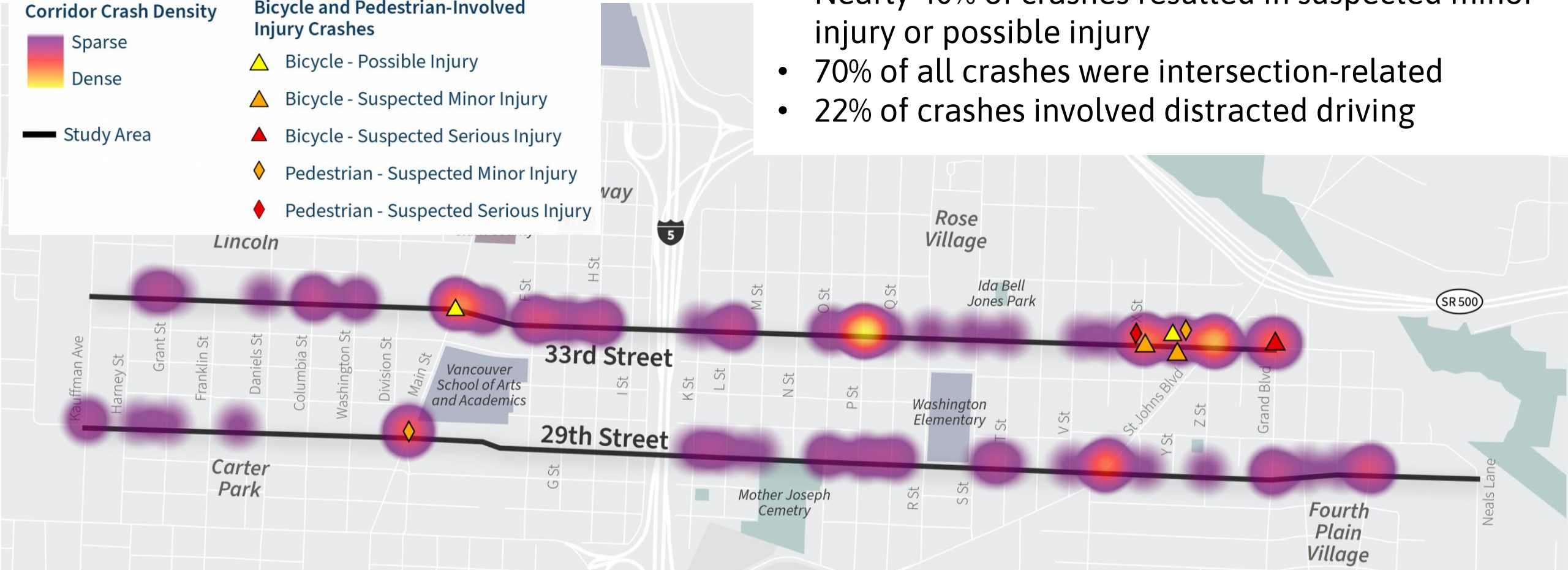
Corridor Crash Density



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

Study Area



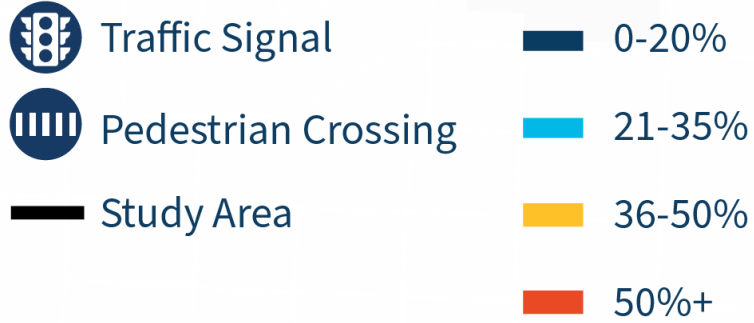
Traffic

| 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 |

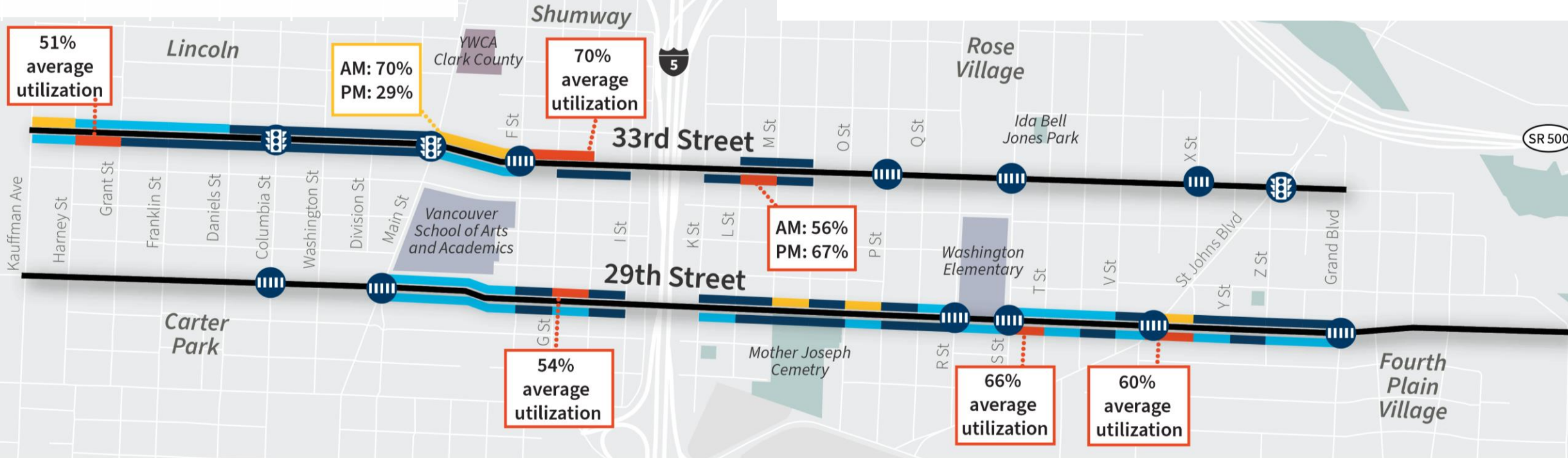
- Volumes were generally lower in the western areas of both corridors, with higher volumes in the east.
- 29th Street: Existing volumes are consistent with neighborhood greenways.
- 33rd Street: Volumes and speed will inform facility selection along the corridor.
- Traffic calming is needed to align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



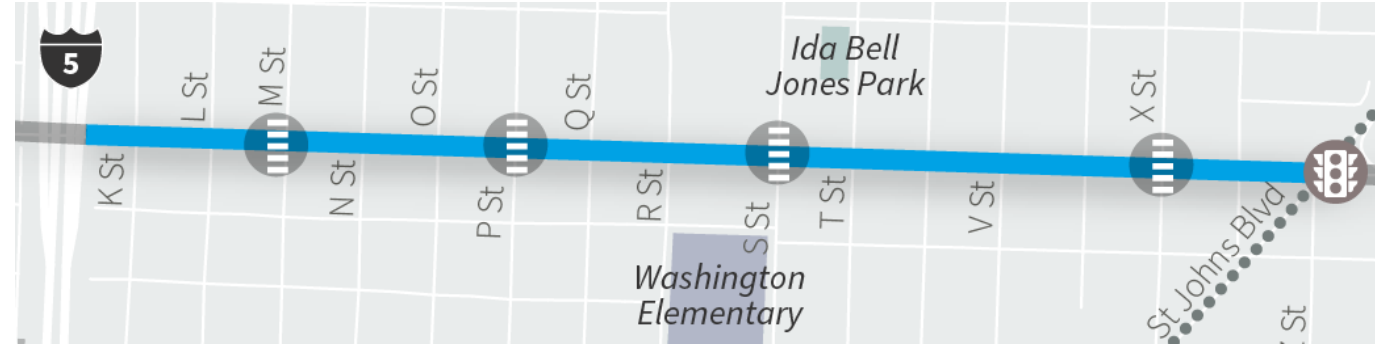
33rd Street

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

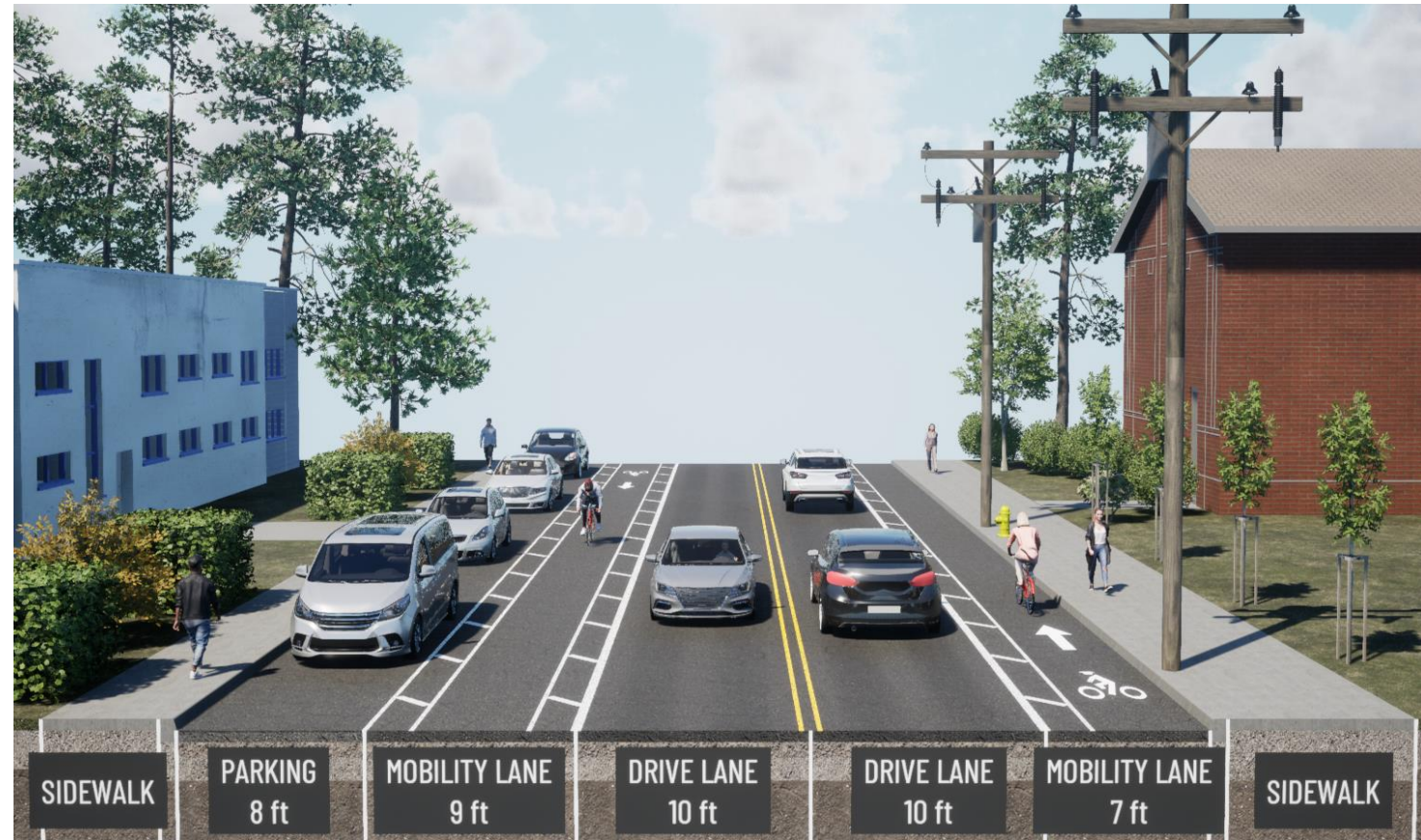


Preliminary Design Concepts – 33rd Street

Potential Long-Term Improvements

F Street to Main Street:

- Buffered mobility lanes; retain parking on north side

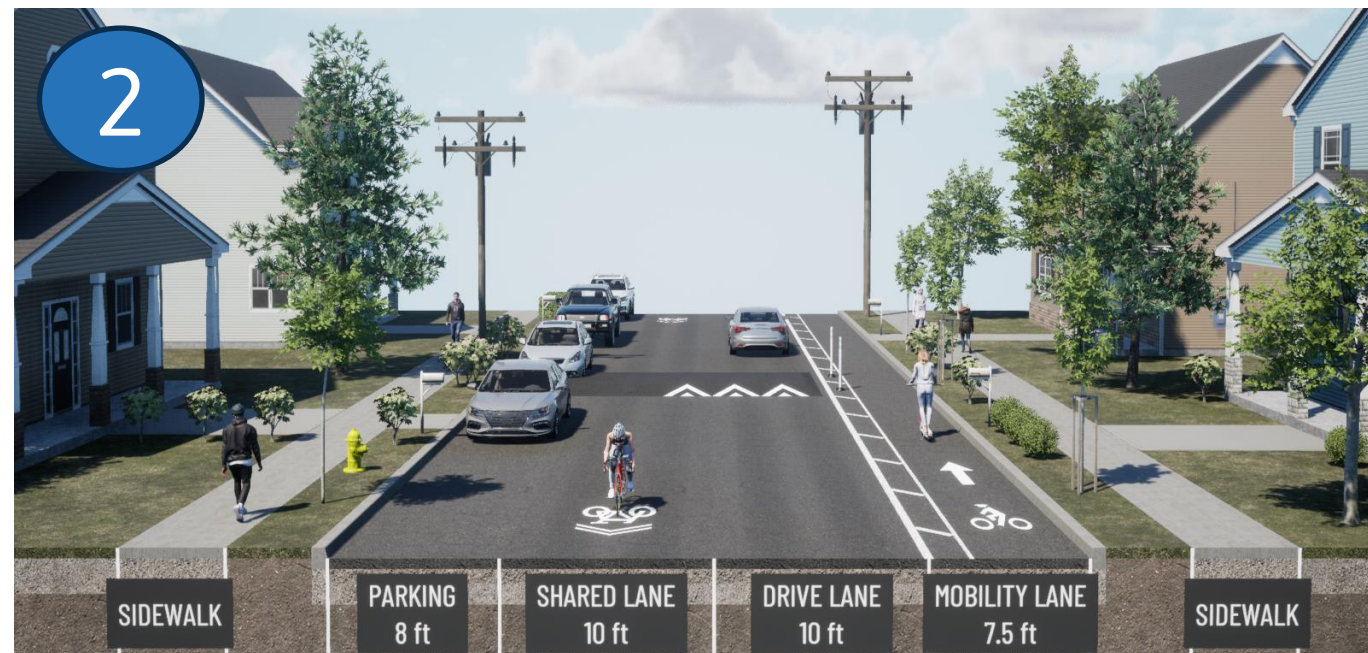
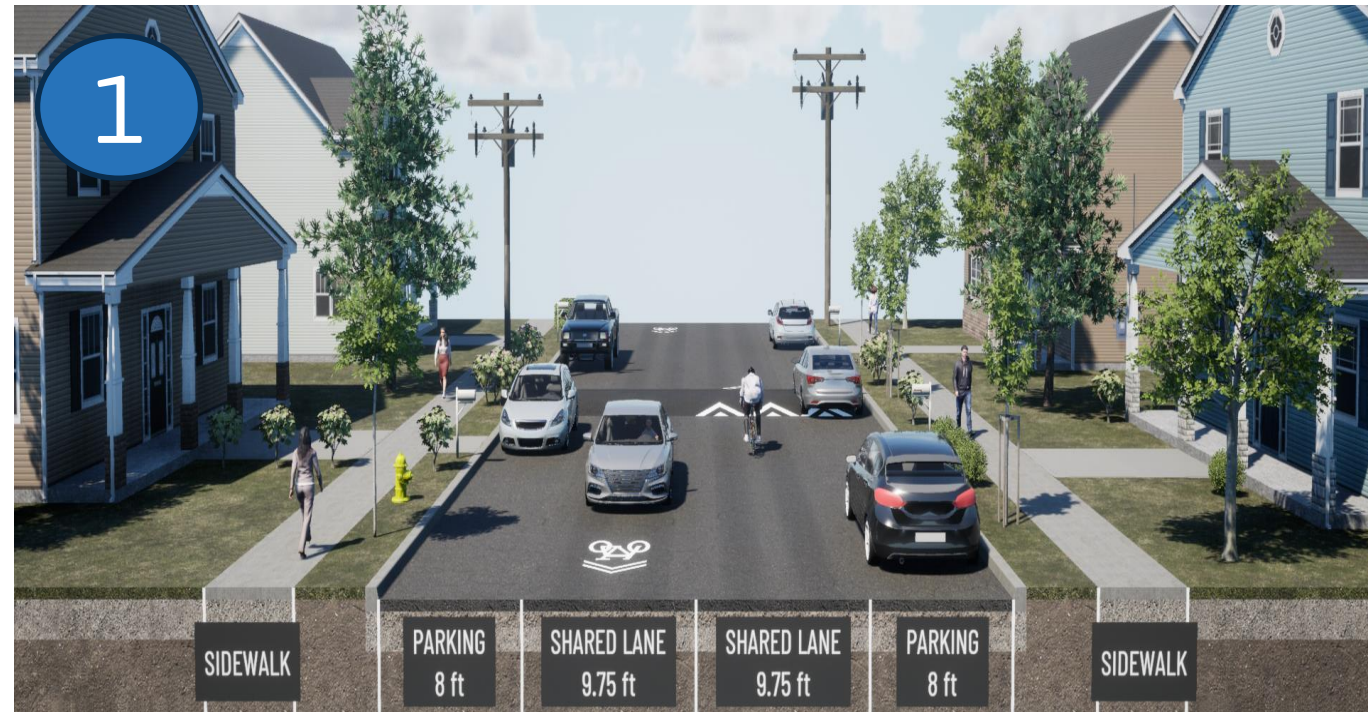
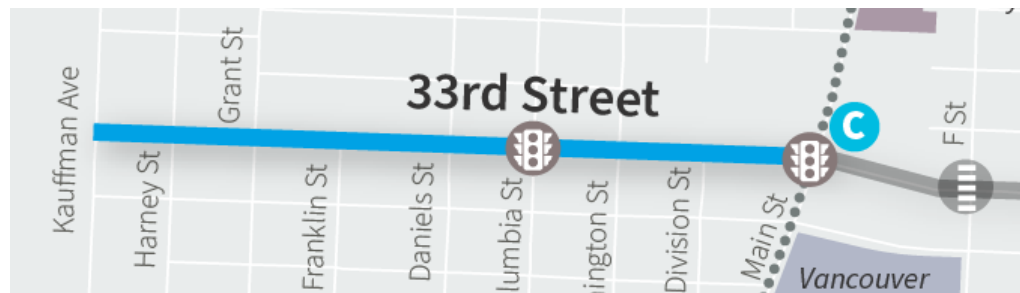


33rd Street

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!



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