29th and 33rd Streets Safety and Mobility Project

Final Report | February 2025

CITY OF Vancouver WASHINGTON

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1. Introduction

This report documents the final recommendations for the 29th and 33rd Streets Safety and Mobility Project (Project). The study area includes 29th Street between Kauffman Avenue and Neals Lane, as well as 33rd Street between Kauffman Avenue and Grand Boulevard.

The Project aims to improve safety for all people using 29th Street and 33rd Street. These corridors provide vital connections across I-5 and link 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 access to key destinations including local parks, schools, and neighborhood-scale shops and services. The study area is shown in Figure 1.

Planned pavement work is scheduled on both corridors in the next few years between the I-5 overpasses and St. Johns Boulevard. Identifying preferred improvements along the entire corridor allows for the City to work incrementally toward the full corridor vision as paving projects occur and funding allows. The City is also advancing similar complete streets projects on Main Street and St. Johns Boulevard, both of which connect to 29th and 33rd Streets. Additionally, this Project establishes community priorities for the I-5 overpasses, which will be reconstructed by the Interstate Bridge Replacement Program in the future.

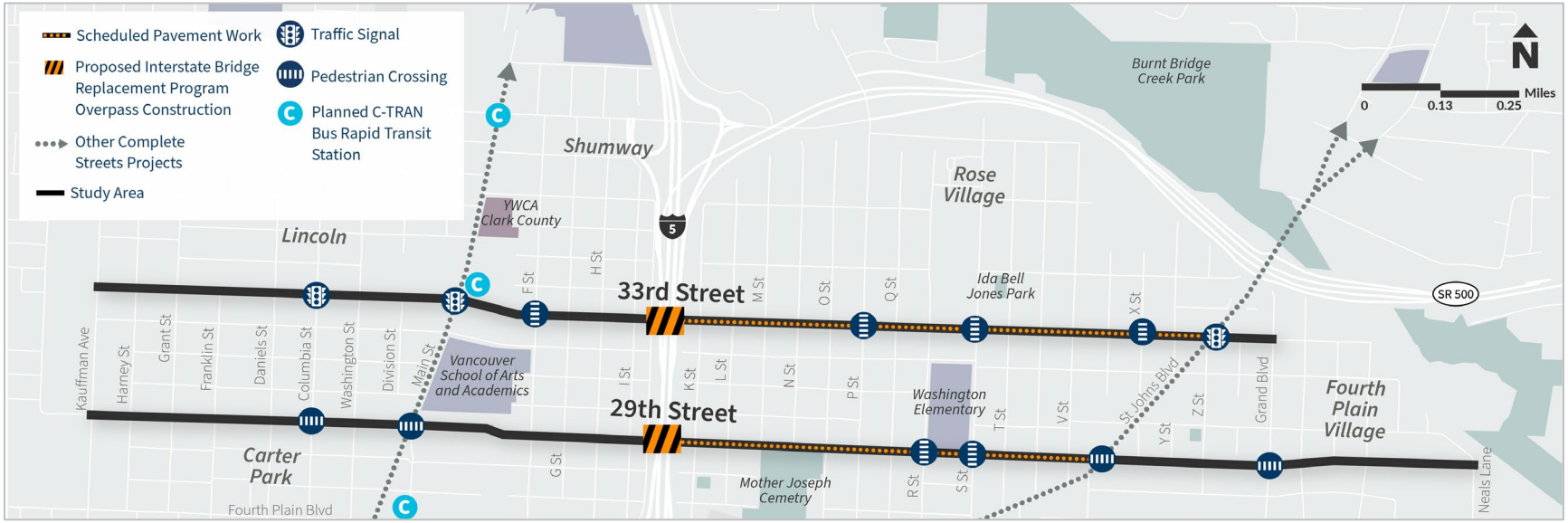


Figure 1. Project Study Area

1.1 Project Process

Figure 2. Project Timeline

Beginning in early 2024, the Project included three distinct phases with two public engagement milestones (see Figure 2).

- **Assess Existing Conditions, March – May 2024:** The project team evaluated current conditions along the corridor, including crash history, parking utilization, roadway and active transportation characteristics, and the Transportation System Plan (TSP) policy context. The project team met with the Transportation and Mobility Commission (TMC) in May to introduce the Project and present findings from the Existing Conditions analysis.
- **Develop Corridor Design Alternatives, June – September 2024:** Findings from the Existing Conditions review, feedback from the TMC, and community input informed design alternatives along both corridors. This phase included refinement of corridor concepts to reflect input from the TMC and the first public engagement milestone (May–July 2024). The project team met with the TMC in July to present early corridor concepts and again in September to share refined concepts and the second public engagement milestone approach.
- **Develop Striping Plan and Corridor Design, September – December 2024:** Final recommendations were developed based on community input from the second public engagement milestone, additional input from the TMC, and coordination with the City's

Public Works team. At the TMC public hearing in December 2024, commissioners voted "yes" on the final recommendations with an amendment. See Chapter 4, Corridor Recommendations, for more details.

The community outreach process occurred at two milestones. The first milestone occurred in the summer of 2024 and informed the community about the Project and asked for feedback about transportation needs and issues in the project area. Input received during this milestone informed initial corridor design alternatives. The second engagement milestone occurred in fall 2024 and asked for community member feedback on the proposed corridor designs. The second milestone included direct outreach to residents and businesses in the study area to better understand the effects of project recommendations, including parking removal, and to explore potential refinements to the proposed designs. During the second milestone, the project team had over 500 in-person interactions with community members, received over 300 survey responses, and shared information with more than 20,000 people using digital communication channels, mailed post cards, and distributed study area yard signs.

Key findings from both milestones of community engagement are summarized below. More information about the engagement process can be found in Appendix A.

- **Speeding:** Concerns regarding speeding traffic on both 29th Street and 33rd Street. Suggestions include reducing speed limits and installing traffic calming measures.
- **Accessibility and Pedestrian Facilities:** Sidewalk gaps, deteriorating sidewalks, and missing curb ramps limit accessibility of both corridors.
- **Bike and Small Mobility Facilities:** Provide continuous bike lanes on 33rd Street to improve safety and increase connectivity.
- **Lighting:** Improve lighting to increase visibility and safety, particularly at intersections and near schools.
- **Loss of Parking:** Concern about loss of on-street parking, particularly for businesses, churches, and community members who are disabled.
- **Placemaking:** Identify opportunities to add more trees, reduce loss of existing vegetation, and incorporate community art such as murals.
- **Enforcement:** Concern about the effectiveness of improvements without enforcement.
- **Transit:** Improve access to transit stops and increase transit service to improve mobility options.

1.2 Goals and Evaluation Criteria

The 29th and 33rd Streets Safety and Mobility Project has four primary goals:

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

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

Improve **bike and small mobility connectivity and safety** 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.

Using these goals, the project team developed evaluation criteria, shown in Table 1, to guide improvement identification and evaluate alternatives. Public feedback and TMC input further shaped the final recommendations.

Table 1. 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 and pedestrian crashes. Project prioritizes improvements that increase active transportation safety and 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.

1.3 Vancouver TSP Context

The City's TSP identifies both 29th and 33rd Streets as priority routes for bicycles, small mobility devices, and pedestrians, as shown in Figure 3. The TSP emphasizes enhancing safety, comfort, and travel priority for active modes along these corridors, with treatments tailored to the specific context of each street.

29th and 33rd provide important connections to north-south routes for pedestrians, bicycles, and small mobility devices. TSP-identified transit corridors on Main Street, St. Johns Boulevard, and Fourth Plain Boulevard create opportunities to connect to existing and planned transit. Improving these connections can expand mobility options between the area's neighborhoods. Relevant policies, projects, and programs from the TSP are listed in Appendix B.

TSP Priority Corridors

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 mobility devices. The lane may be marked with a painted line, painted or physical buffer, or vertical separation based on the roadway context.

Figure 3. TSP-Identified Priority Active Transportation Networks

2. Corridor Issues and Needs

Both 29th Street and 33rd Street connect residential areas with major transportation corridors, transit, local destinations, and activity centers. While land use along both corridors is predominantly lower-density residential, areas near Main Street, St. Johns Boulevard, and Grand Boulevard feature higher-density residential and limited commercial and mixed-use developments. Two schools, four neighborhood parks, seven places of worship, two health-care facilities, and multiple community services are located between or adjacent to the corridors.

Conditions in 2024 vary along the two corridors. 29th Street is a local roadway that provides a lower-stress connection for people walking, rolling, bicycling, and using small mobility devices. 33rd Street experiences higher levels of vehicle and truck traffic, serving as a collector roadway for much of the study corridor. Table 2 provides a brief summary of the existing conditions of each corridor. A complete summary of existing conditions can be found in Appendix B.

Table 2. Existing Conditions Summary

	29th Street	33rd Street
Posted Speed Limit	▪ 25 mph	▪ 25 mph west of Main Street ▪ 30 mph east of Main Street
Number of Travel Lanes	▪ 2 (1 in each direction)	▪ 2 (1 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
Traffic Volume (Average Daily Traffic)	▪ Between Grant Street and Harney Street: 288 ▪ Between H Street and I Street: 477 ▪ Between R Street and S Street: 614 ▪ Between Watson Avenue and Fairmont Avenue: 558	▪ Franklin Street: 1,256 ▪ K Street: 3,342 ▪ Between R Street and S Street: 3,904 ▪ Between St. Johns Boulevard and Grand Boulevard: 8,414
Existing Bicycle/Small Mobility Facilities	▪ None	▪ Shared-lane markings (sharrows) between K Street (I-5 overpass) and N Street ▪ Bike lanes and sharrows between N Street and Grand Boulevard

	29th Street	33rd Street
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.
On-Street Parking	▪ Both sides of street for majority of the corridor. ▪ Limited blocks experience higher utilization compared to generally low utilization along the remainder of the corridor. ▪ The blocks include the north side between G and H Streets; the south side between S and T Streets; and the south side between St. Johns Boulevard and X Street. ▪ A summary of parking utilization is shown in Figure 4.	▪ Both sides of the street between Kauffman Avenue and N Street. ▪ Limited blocks experience higher utilization compared to generally low utilization along the remainder of the corridor. ▪ These blocks include the south side between Harney and Grant Streets; the north side between F and H Streets; and the south side between L and M Streets. ▪ Additionally, M and N Streets experience high utilization on Sunday mornings between 9 and 11 a.m., with an average occupancy of 60% on the north side of the street and 96% occupancy on the south side.

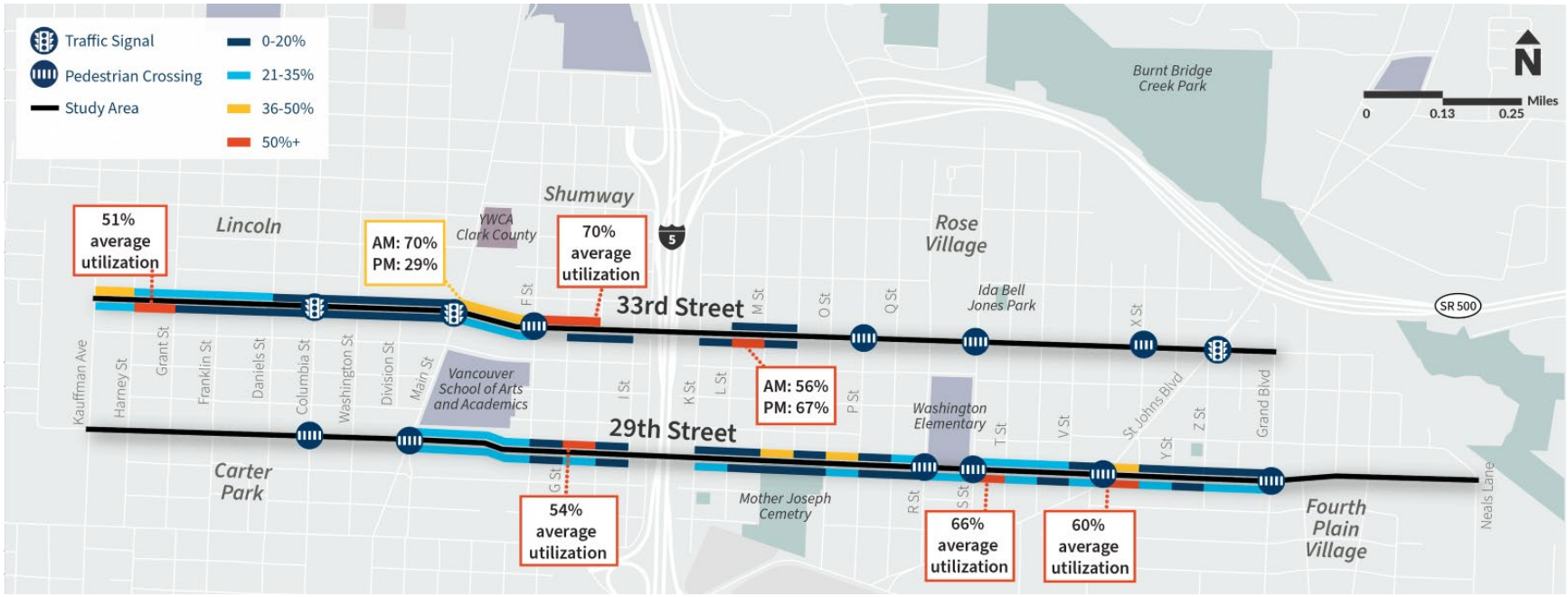


Figure 4. Study Area On-Street Parking Utilization

2.1 Issues and Needs

The project team analyzed the study corridors through review of available data, site visits, and online resources. Findings from this analysis revealed corridor needs and opportunities to advance TSP-identified priorities. See Table 3. A complete summary of corridor issues and needs can be found in Appendix B.

Table 3. Summary of Corridor Issues

Topic	Issue
Active Transportation Facilities	▪ The existing pedestrian, bicycle, and small mobility network is inconsistent or incomplete along both corridors. ▪ Sidewalks and curb ramps are missing in some locations and are in poor condition along many areas of both corridors. ▪ Bicycle facilities along 33rd Street are inconsistent and do not meet the City's facility selection guidance. ▪ Community members reported limited accessibility in both study corridors due to incomplete or deteriorating sidewalks and curb ramps.
Difficult Crossings	▪ Limited opportunities for active transportation users to cross safely to reach destinations, connect to other active transportation corridors, and travel along the study corridors. ▪ Difficult crossings at St. Johns Boulevard, Main Street, and Grand Boulevard limit network comfort, safety, and connectivity. Community members frequently identified these crossings as locations limiting travel in the corridors. ▪ Crossing improvements at St. Johns Boulevard and Main Street will be developed as part of concurrent complete streets projects.
I-5 Overpasses	▪ I-5 overpasses have wide rights-of-way, narrow sidewalks, and no dedicated bike and small mobility facilities. ▪ Visibility may be limited on either side of the overpass, limiting visibility at crossings.
On-Street Parking	▪ On-street parking limits visibility at intersections. ▪ On-street parking on 33rd Street limits the available right-of-way for implementing bicycle and small mobility facilities. ▪ Most areas with on-street parking are not highly utilized. Limited areas experience high utilization during limited time periods. See Figure 4 and Table 2 for more details.
Safety	▪ Crash data (2018–2022) show higher frequencies of crashes on some corridor segments. Many crashes are associated with turning movements and intersections. ▪ Locations with high crash frequencies on 33rd Street include X Street, P Street, St. Johns Boulevard, and Main Street. ▪ Crash frequencies on 29th Street are highest at Main Street and St. Johns Boulevard.

3. Alternatives Evaluation

This chapter reviews alternatives developed for each street and evaluates the alternatives against the criteria described in Chapter 1.

3.1 29th Street

One alternative was identified for 29th Street based on its designation as a Neighborhood Greenway in the TSP, traffic volumes and speeds, and corridor land use. The alternative includes installation of speed humps and shared-lane markings (sharrows), traffic circles at select locations, raised crosswalks at R Street and S Street, reduced speed limit, and improved visibility at intersections. More description of the improvements identified for 29th Street can be found in Chapter 4. Table 4 summarizes how this alternative addresses the identified evaluation criteria.

Table 4. 29th Street Alternative Evaluation

Criterion	Measure
Safety	The Project improves pedestrian, bicycle, and small mobility safety and comfort by implementing the following: ▪ Calming traffic and reducing the posted speed limit. ▪ Coordinating with concurrent complete streets projects to improve major intersections. ▪ Improving crossing conditions near Washington Elementary School. ▪ Improving visibility at key intersections. ▪ Upgrading curb ramps.
Connectivity	The Project improves connectivity to community destinations including Washington Elementary and nearby transit stops, and it facilitates connections to active transportation facilities such as Columbia Street and future neighborhood greenways.
Equity	The Project aims to improve accessibility across the corridor, including improved crossings and upgraded curb ramps. The Project was developed in coordination with the neighboring community, with emphasis on engagement with community members living within high need areas and groups such as Clark County Chapter for the Blind and Pasitos Gigantes.
Consistency with TSP	The TSP identifies this corridor as a neighborhood greenway and pedestrian priority corridor, consistent with this alternative.

3.2 33rd Street

Alternatives were developed for 33rd Street for different segments based on land use and roadway context, traffic volumes and speeds, available pavement width, and community and TMC feedback. Alternatives for each segment are explored in the sections that follow.

3.2.1 I-5 to St. Johns Boulevard

One alternative was identified for the segment between I-5 and St. Johns Boulevard. Corridor alternatives were limited based on the existing curb-to-curb width, which does not provide enough space for protected mobility lanes. Additionally, this segment operates as a collector roadway, carrying higher volumes of motor vehicle traffic.

This alternative adds a consistent buffered mobility lane, revises existing enhanced crossings, adds new enhanced crossings, and reduces the speed limit to 25 mph. Specific changes required to achieve this alternative are described below.

Removal of Pedestrian Median Islands

Challenge: There is not enough space on 33rd Street to allow for both the median islands (currently located at P, S, and X Streets) and a continuous mobility lane (see Figure 5).

Community Feedback: Feedback about the median islands was mixed. Additionally, community members emphasized the importance of providing a continuous mobility lane.

Recommendation: Existing pedestrian median islands would be removed to create space for a continuous buffered mobility lane. High visibility crosswalks and speed humps or speed tables near the crossing at P, S and X Streets would improve pedestrian crossing conditions and spacing while providing traffic calming across the corridor to reinforce the reduced speed limit. New crosswalks, including lighting and speed humps or speed tables near the crossing at R, N, and L Streets would further improve pedestrian crossing conditions and spacing. While these recommendations place crosswalks closer to each other than current City pedestrian crossing policy requires, this recommendation improves connectivity to destinations while enhancing traffic calming and safety. A rectangular rapid-flashing beacon (RRFB) should be considered at R and/or S Streets. Additionally, raised crosswalks should be considered in the future based on the evaluation of site drainage.

Figure 5. Existing Pedestrian Median Islands on 33rd Street

Removal of On-Street Parking

Challenge: There is not enough space on 33rd Street to allow for both on-street parking and a continuous mobility lane (see Figure 6). On-street parking is currently present only between K and N Streets. Parking utilization counts revealed relatively low use of on-street parking spaces, except for limited locations associated with service times for nearby places of worship.

Community Feedback: The project team engaged directly with businesses and places of worship in this area to understand existing parking use and concerns regarding removal of spaces on 33rd Street. While some responses acknowledged the tradeoff to improve active transportation comfort and safety, there was general concern about the impact of parking removal. More information about this feedback can be found in Appendix A.

Recommendation: Remove existing on-street parking between K and N Streets to create space for a continuous buffered mobility lane. City staff would work with the businesses and places of worship to identify potential mitigation strategies such as shared parking agreements, communication and education efforts with nearby residents, and designation of disabled parking spaces on adjacent streets.

Figure 6. Existing On-Street Parking on 33rd Street

Table 5 summarizes how this alternative addresses the identified evaluation criteria.

Table 5. 33rd Street between I-5 and St. Johns Boulevard - Alternative Evaluation

Criterion	Measure
Safety	The Project improves pedestrian, bicycle, and small mobility safety and comfort by implementing the following: ▪ Calming traffic and reducing the posted speed limit. ▪ Adding a continuous buffered mobility lane. ▪ Coordinating with concurrent complete streets projects to improve major intersections. ▪ Improving crossing conditions near Washington Elementary School. ▪ Revising existing crossings to include raised crosswalks. ▪ Adding new raised crosswalks. ▪ Revising the P Street intersection to include an all-way stop. ▪ Considering additional traffic calming and visibility improvements including traffic circles, restricting parking at intersections, and adding traffic diverters based on corridor performance.

Criterion	Measure
Connectivity	This Project expands connectivity of the bicycle and small mobility network by creating a consistent buffered mobility lane. Additionally, new and revised crosswalk locations improve community connections to destinations including schools, places of worship, and local businesses.
Equity	The Project aims to improve accessibility across the corridor, including improved crossings and curb ramps. The Project was developed in coordination with the neighboring community, with emphasis on engagement with community members living within high need areas. Community members specifically provided feedback about the configuration and quality of raised crosswalks that will inform subsequent design tasks.
Consistency with TSP	The TSP identifies this corridor as a priority bike and small mobility corridor and priority pedestrian corridor, consistent with this alternative.

3.2.2 Main Street to I-5

Two alternatives were identified for the segment between Main Street and I-5. Corridor alternatives aimed to create a continuous facility from east of I-5 and responded to constraints, including available curb-to-curb widths and driveway access.

Alternative A would add a buffered mobility lane from Main Street to I-5, requiring removal of parking on both sides of the street between F Street and I-5 and on the south side of the street between Main Street and F Street. This alternative also includes a revised crosswalk at F Street and a bike box with no-turn-on-red restriction on the eastern leg of the intersection.

Alternative B would also add a buffered mobility lane from F Street to I-5. Between Main Street and F Street, this alternative would include a buffered mobility lane on the south side of the street (heading east) and a parking-protected bike lane on the north (heading west). This alternative also includes a revised crosswalk at F Street and a bike box with a no-turn-on-red restriction on the east leg of the intersection.

Both alternatives require several changes to the current roadway:

Removal of Pedestrian Median Islands and Bulb Outs

- ***Challenge:*** There is not enough space on 33rd Street to allow for median islands (currently located at F Street), planted bulb outs (currently located between Main and I Streets), and a continuous mobility lane (see Figure 7).
- ***Community Feedback:*** Feedback about the median islands was mixed. Additionally, community members emphasized the importance of providing a continuous mobility lane.
- ***Recommendation:*** The existing pedestrian median islands at F Street and bulb outs between F Street and I Street would be removed to create space for a continuous buffered mobility lane. A high-visibility crosswalk on the west leg of F Street would help calm traffic and improve pedestrian crossing conditions, while adjacent speed tables or humps would provide traffic calming. An RRFB should be considered at this location. The east leg of the intersection would feature a high-visibility crosswalk and provide future compatibility with the neighborhood greenway identified on F Street.

Figure 7. Existing Bulb Out on 33rd Street

Removal of On-Street Parking

- ***Challenge***: There is not enough space on 33rd Street to allow for both on-street parking and a continuous mobility lane. On-street parking is currently present on both sides of the street between Main Street and the I-5 overpass. Parking utilization counts revealed relatively low use of on-street parking spaces, except for limited locations associated with medical facilities near 33rd Street and Main Street.
- ***Community Feedback:*** The project team engaged directly with businesses in this area to understand existing parking use and concerns regarding removal of spaces on 33rd Street. Responses generally acknowledged the tradeoff to improve active transportation comfort and safety as well as the availability of parking in surface lots or on adjacent streets.
- ***Recommendation:*** Existing on-street parking between F Street and I-5 would be removed to create space for a continuous buffered mobility lane. Existing on-street parking between Main Street and F Street would be removed on the south side of 33rd Street only.

Table 6 summarizes how these alternatives address the identified evaluation criteria.

Table 6. 33rd Street between Main Street and I-5 - Alternative Evaluation

	Alternative A	Alternative B
	▪ Buffered mobility lanes between Main Street and I-5. ▪ Remove parking on both sides between F Street and I-5; remove parking south side only Main Street to F Street. ▪ Remove and replace median at F Street with raised crosswalk. ▪ Bike box and no right on red at Main Street.	▪ Buffered mobility lanes between F Street and I-5; parking-protected bike lane on north side of street between Main Street and F Street. ▪ Remove parking on both sides between F Street and I-5; remove parking south side only from Main Street to F Street. ▪ Remove and replace median at F Street with raised crosswalk. ▪ Bike box and no right on red at Main Street.
Criterion	**Measure**	**Measure**
Safety	▪ Includes traffic calming and reduced posted speed limit. ▪ Adds a continuous buffered mobility lane. ▪ Improves crossing conditions near Vancouver School of Arts and Academics. ▪ Revises existing crossing at F Street to include high-visibility crosswalk markings, traffic calming, and an RRFB. ▪ Adds bike box and no-right-on-red restriction to reduce right-turn conflicts at Main Street.	▪ Includes traffic calming and reduced posted speed limit. ▪ Adds a continuous buffered mobility lane. ▪ Improves crossing conditions near Vancouver School of Arts and Academics. ▪ Revises existing crossing at F Street to include high-visibility crosswalk markings, traffic calming, and an RRFB. ▪ Adds bike box and no-right-on-red restriction to reduce right-turn conflicts at Main Street. ▪ Parking-protected mobility lane may result in increased potential for conflict due to interaction with driveways and potential for reduced visibility.
Connectivity	▪ Creates consistent bike and small mobility facility. ▪ Improves connectivity to future neighborhood greenway on F Street; improves connectivity to adjacent destinations and schools.	▪ Creates consistent bike and small mobility facility. ▪ Improves connectivity to future neighborhood greenway on F Street; improves connectivity to adjacent destinations and schools. ▪ Parking-protected mobility lane does not provide a consistent facility type, reducing network legibility.
Equity	▪ Project aims to improve accessibility across the corridor, including improved crossings and curb ramps.	▪ Project aims to improve accessibility across the corridor, including improved crossings and curb ramps. ▪ Parking-protected mobility lane may limit connection to adjacent medical facilities for patients with limited mobility.
Consistency with TSP	▪ The TSP identifies this corridor as a priority bike and small mobility corridor and pedestrian corridor, consistent with this alternative.	▪ The TSP identifies this corridor as a priority bike and small mobility corridor and pedestrian priority corridor, consistent with this alternative.

3.2.3 Kauffman Avenue to Main Street

Two alternatives were developed for 33rd Street between Kauffman Avenue and Main Street. Traveling west from Main Street, this segment of 33rd Street changes to primarily residential land uses and experiences lower motor vehicle volumes compared to other segments. This significant change in context and character create opportunities for improvements more consistent with a neighborhood greenway.

Alternative A would install a buffered mobility lane on the south side of the street (heading east), which gently inclines toward Main Street. This would provide dedicated space for people biking and using small mobility devices; however, it also would require removal of parking on the south side of the street. Parking would be retained on the north side of the street. Sharrows and speed humps would be installed for the westbound direction. This alternative would also remove the centerline and reduce the speed limit to 20 mph.

Alternative B would retain parking on both sides and would include improvements consistent with a neighborhood greenway. The centerline would be removed, speed limit reduced to 20 mph, and sharrows and speed humps would be added.

Table 7 summarizes how these alternatives address the identified evaluation criteria.

Table 7. 33rd Street between Kauffman Avenue and Main Street – Alternatives Evaluation

	Alternative A	Alternative B
	▪ Buffered mobility lane in eastbound direction. Sharrows and speed humps in westbound direction. ▪ Remove parking on south side of street. ▪ Remove centerline and reduce speed limit to 20 mph. ▪ Upgrade curb ramps.	▪ Add sharrows and speed humps. ▪ Maintain parking on both sides of the street. ▪ Remove centerline and reduce speed limit to 20 mph. ▪ Upgrade curb ramps. ▪ Monitor performance and implement additional traffic calming as needed.
Criterion	**Measure**	**Measure**
Safety	The Project improves pedestrian, bicycle, and small mobility safety and comfort by: ▪ Calming traffic and reducing the posted speed limit. ▪ Providing a dedicated space for uphill travel, increasing comfort for bicycle and small mobility travel for people of all ages and abilities.	The Project improves pedestrian, bicycle, and small mobility safety and comfort by: ▪ Calming traffic and reducing the posted speed limit. ▪ Considering additional traffic calming and visibility improvements including traffic circles, restricting parking at intersections, and adding traffic diverters based on corridor performance.
Connectivity	▪ Creates a low-stress route that connects to other facilities, such as Columbia Street, as well as destinations such as local parks.	▪ Creates a low-stress route that connects to other facilities, such as Columbia Street, as well as destinations such as local parks.
Equity	▪ Project aims to improve accessibility across the corridor, including upgraded curb ramps.	▪ Project aims to improve accessibility across the corridor, including upgraded curb ramps.
Consistency with TSP	▪ The TSP identifies this corridor as a priority bike and small mobility corridor and pedestrian priority corridor, consistent with this alternative.	▪ The TSP identifies this corridor as a priority bike and small mobility corridor and pedestrian priority corridor, consistent with this alternative.

During the December 3, 2024, public hearing, the TMC recommended that buffered mobility lanes be installed on both sides of the roadway between Main Street and Columbia Street. Both TMC and public feedback identified conditions that differ along these blocks from the areas west of Columbia Street, including higher volumes of traffic and higher speeds, that would require greater separation between mobility lane users and motor vehicles. This alternative would require removal of on-street parking on both sides of the roadway between Main Street and Columbia Street.

Based on the evaluation criteria above, the TMC recommendation for the segment between Main Street and Columbia Street would address all evaluation criteria. Additional analysis will be required, including collection of speed and volume data for this segment; additional outreach will also be required to residents along the north side of the corridor who do not have off-street parking.

4. Corridor Recommendations

The design concepts for 29th Street and 33rd Street are based on a comprehensive review of existing conditions, TSP policies, alignment with City guidance, public feedback, and input from the TMC during the project process. Feedback from the TMC and community members, as well as additional technical analysis and coordination with City of Vancouver Public Works staff, guided concept refinement and prioritization. The overall visions for each corridor explored below represent both project team and TMC recommendations. In general, TMC recommendations are consistent with project team recommendations; however, the TMC recommended a revised design during the December 3, 2024, public hearing for 33rd Street between Main Street and Columbia Street. This is described further in the sections that follow.

4.1 29th Street Recommendations

Figure 8. Current and Proposed 29th Street Cross Section, Kauffman Avenue to Neals Lane

Consistent with TSP policy, 29th Street should be improved to neighborhood greenway standards (see Figure 8). Recommended improvements would create a lower-stress route that prioritizes pedestrian, bicycle, and small mobility travel, with an emphasis on improving access to Washington Elementary School and connecting to nearby active transportation corridors. Corridorwide improvements include the following:

- Reduce speed limit to 20 mph.
- Install speed humps to calm traffic.
- Install sharrows to provide wayfinding support and increase awareness of bicyclists using the corridor.
- Add bicycle wayfinding signage to support navigation.

Additionally, location-specific improvements provide additional traffic calming, improve visibility at intersections, and improve crossing conditions for active transportation users. Figure 9 depicts the corridor vision; specific improvements are described in further detail below.

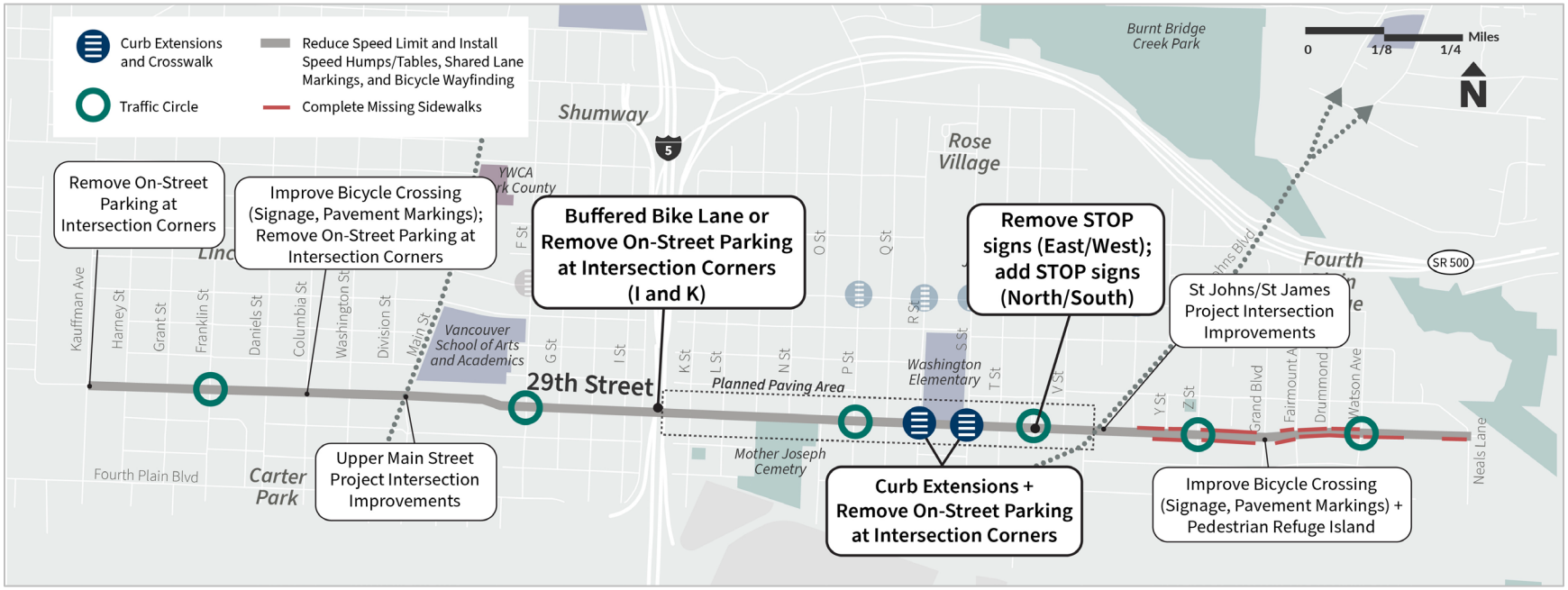


Figure 9. Future Vision for 29th Street

Neighborhood Traffic Circles

Neighborhood traffic circles help calm traffic and encourage lower travel speeds. Used in conjunction with speed humps and reduced speed limits, traffic circles help meet target travel speeds and traffic volumes for neighborhood greenways. Additionally, traffic circles create opportunities for placemaking including vegetation and art. Community feedback included desire for slower traffic speeds and additional traffic calming.

Photo Source: Parametrix

Remove Parking at Intersection Corners

Removing parking at intersection corners, or intersection daylighting, improves visibility for all roadway users. With a better view of the intersection, all modes of travel have more time to respond to other roadway users.

Paint and flex posts are a low-cost, easy-to-implement approach to intersection daylighting; however, more permanent improvements should also be considered. In locations requiring reconstruction of the corner for ADA upgrades, curb extensions can not only provide intersection daylighting but also improve pedestrian comfort.

Photo Source: Parametrix

Improved Crossings

Improved crossings at locations such as Grand Boulevard and Columbia Street can include features that support all active modes. Crosswalk visibility enhancements—including continental crosswalk markings, improved lighting, advanced stop lines, and signing and pavement markings—can make people using the crossing more visible to drivers. Other improvements, such as pedestrian median islands, further improve crossing safety and comfort. Community feedback identified the need to improve crossings, especially at major roadways.

Photo Source: NACTO

Curb Extensions

Curb extensions reduce the crossing distance for people walking and rolling, which limits exposure to motor vehicle travel. They also help improve sight lines and visibility among different modes of travel and reduce turning speeds due to reduced curb radii. Curb extensions also provide traffic calming by narrowing the width of the roadway at crossing locations.

Photo Source: NACTO

Complete Sidewalk Gaps and Upgrade ADA Ramps

Completing sidewalk gaps and upgrading curb ramps to be ADA-compliant improves corridor accessibility and strengthens the pedestrian network. The City will upgrade curb ramps in the corridor; however, filling sidewalk gaps is the responsibility of adjacent property owners. Existing sidewalk gaps along 29th Street are between X Street and Neals Lane. Public feedback also identified deteriorating or obstructed sidewalks as a key concern.

Photo Source: Parametrix

4.1.1 Funded Improvements

Funded improvements are located within the planned paving area and prioritize safety, improve multimodal accessibility and connections to destinations, and calm traffic. Figure 10 illustrates the following funded improvements:

- Install speed humps and sharrows.
- Reduce the speed limit to 20 mph.
- Install curb extensions and marked crosswalks at R Street (east leg of intersection) and S Street (west leg of intersection).
- Restrict on-street parking at the intersection corners of R Street and S Street.
- Switch the direction of stop signs at U Street; this change will remove the existing stop signs for east-west travel and add stop signs for north-south travel.
- Install bike route signage.

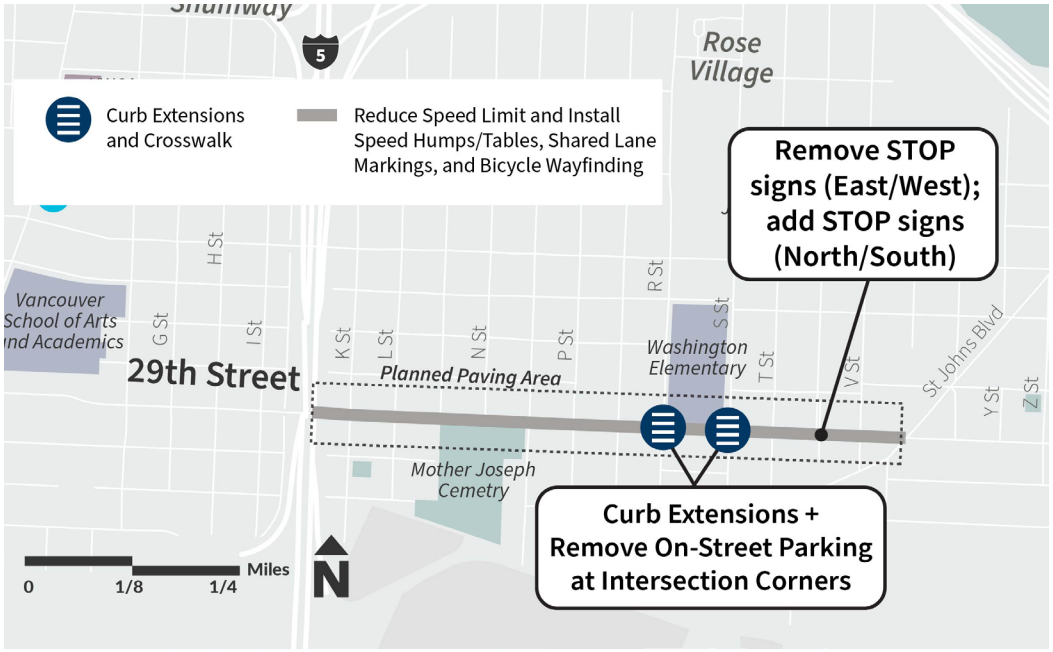


Figure 10. 29th Street Funded Improvements

4.1.2 Future Improvements

As funding is available, the City would advance improvements both within and beyond the planned paving area to create a complete neighborhood greenway and pedestrian priority corridor. Table 8 describes the improvements and outlines their relative priority, starting with the highest priority. Prioritization is based on the evaluation criteria established as part of this Project and is intended to help guide City project planning and programming. However, the City should implement improvements as opportunities arise, including coordination with other transportation investments such as pavement work.

4.1.2.1 I-5 Overpass

The Interstate Bridge Replacement Program is expected to reconstruct the I-5 overpass in the future. This study identifies the preferred vision for the future overpass. As shown in Figure 11, this vision extends the neighborhood greenway treatments established on 29th Street

both east and west of the overpass. Vehicle travel lanes would be narrowed compared to current conditions. Wider sidewalks would be illuminated, and a buffer between the sidewalk and the roadway would improve comfort and safety for pedestrian travel.

Figure 11. Proposed Future I-5 Overpass Cross Section

Table 8. 29th Street Future Improvements by Priority

Priority	Location and Improvement	Rationale	Planning-Level Cost Estimate
1	P and U Streets: Install neighborhood traffic circles.	▪ Improves safety by calming traffic and reducing travel speeds. Neighborhood traffic circles are also associated with reduced crash rates. ▪ Improves connectivity by enhancing pedestrian, bicycle, and small mobility priority of the neighborhood greenway. ▪ Project aligns with TSP.	$162,000
2	K Street and I Street: Restrict parking near intersection.	▪ Improves safety by improving intersection visibility, including improving visibility associated with the vertical curve of the overpass. ▪ Project aligns with TSP.	$38,000
3	**29th Street and Grand Avenue:** Improve pedestrian crossing. Upgrade curb ramps.	▪ Improves pedestrian safety in an area that experiences a relatively higher frequency of crashes. Pedestrian median islands are associated with a reduction in pedestrian crashes. ▪ Improves connectivity of pedestrian network and supports access to community destinations. ▪ Community members identified this location as a key need in the corridor to improve safety and access. ▪ Project aligns with TSP.	$97,000
4a	**Main Street to I-5:** Complete neighborhood greenway including installation of speed humps and sharrows. Upgrade curb ramps.	▪ Project aligns with TSP. ▪ Improves connectivity of active transportation networks, and supports access to community destinations, including transit stops and schools.	$58,000
4b	**Main Street to I-5:** Complete neighborhood greenway including installation of traffic circles, and bicycle wayfinding		$82,000

Priority	Location and Improvement	Rationale	Planning-Level Cost Estimate
5a	**Kauffman Avenue to Main Street:** Complete neighborhood greenway including installation of speed humps and sharrows. Upgrade curb ramps.	▪ Project aligns with TSP. ▪ Improves connectivity of active transportation networks, and supports access to community destinations including transit stops and schools. Improves accessibility of the corridor. ▪ Restricting parking near intersections, traffic circles, and speed humps helps to calm traffic and improves visibility at key crossings.	$76,000
5b	**Kauffman Avenue to Main Street:** Install traffic circle at Franklin Street, bicycle wayfinding, and intersection daylighting at Kauffman Avenue and Columbia Street. Improved the bicycle crossing at Columbia Street with signage and pavement markings.		$168,000
6	**St. Johns Boulevard to Neals Lane:** Complete neighborhood greenway including installation of traffic circles at Z Street and Watson Avenue and bicycle wayfinding. Refresh sharrows as needed, and evaluate speed hump spacing.	▪ Project aligns with TSP. ▪ Improves existing traffic calming (i.e., speed humps) to further calm traffic and prioritize active transportation users. ▪ Improves connectivity of active transportation network, including connections to other neighborhood greenways and priority bicycle and small mobility corridors.	$247,000
7	**I-5 Overpass:** In coordination with the Interstate Bridge Replacement Program, reconstruct the I-5 overpass to include wide sidewalks with buffer, lighting, neighborhood greenway treatments, and narrow travel lanes.	▪ Project aligns with TSP. ▪ Improves connectivity and accessibility of active transportation network.	Implementation will be coordinated with IBR Program activities.

4.1.3 Other Considerations

There are additional opportunities to advance TSP policy and community priorities along and near the 29th Street corridor.

- **Monitor Corridor Performance:** The City should monitor performance along the corridor over time, including evaluation of motor vehicle speeds and volumes, safety performance, and network connectivity. If performance is not aligning with intended goals, implement additional neighborhood greenway measures such as additional traffic calming and traffic diversion to improve performance.

- **Expand Intersection Daylighting:** Restrict parking on intersection approaches throughout the corridor to improve visibility and safety for all roadway users. Evaluate mechanisms for restricting parking, including both paint and post improvements as well as floating curb extensions.
- **Prioritize Bicycle and Small Mobility Travel:** Frequent stop signs along 29th Street, particularly west of Main Street, limit continuous bicycle and small mobility travel. Reevaluate sight lines at intersections along the corridor and reduce stop signs for east-west travel. Retain or install stop signs for north-south travel at intersecting streets.
- **Expand Neighborhood Greenway on Neals Lane:** Neals Lane is not currently identified as a neighborhood greenway in the City's TSP. However, this route connects to Fourth Plain Boulevard to the south. The intersection with Fourth Plain Boulevard is signalized and provides a direct connection to the City's recent Fourth Plain Boulevard Safety and Mobility project.

4.2 33rd Street Recommendations

The TSP identifies 33rd Street as both a priority pedestrian corridor and as a priority bicycle and small mobility corridor. Existing conditions—including roadway context and character, observed traffic volumes, crash history, curb-to-curb width, and adjacent land use—vary substantially throughout the corridor. As a result, recommended improvements vary along the corridor and seek to respond to location-specific context and community needs. Figure 12 depicts the corridor vision.[1] Recommended improvements are explored in more detail in the following sections.

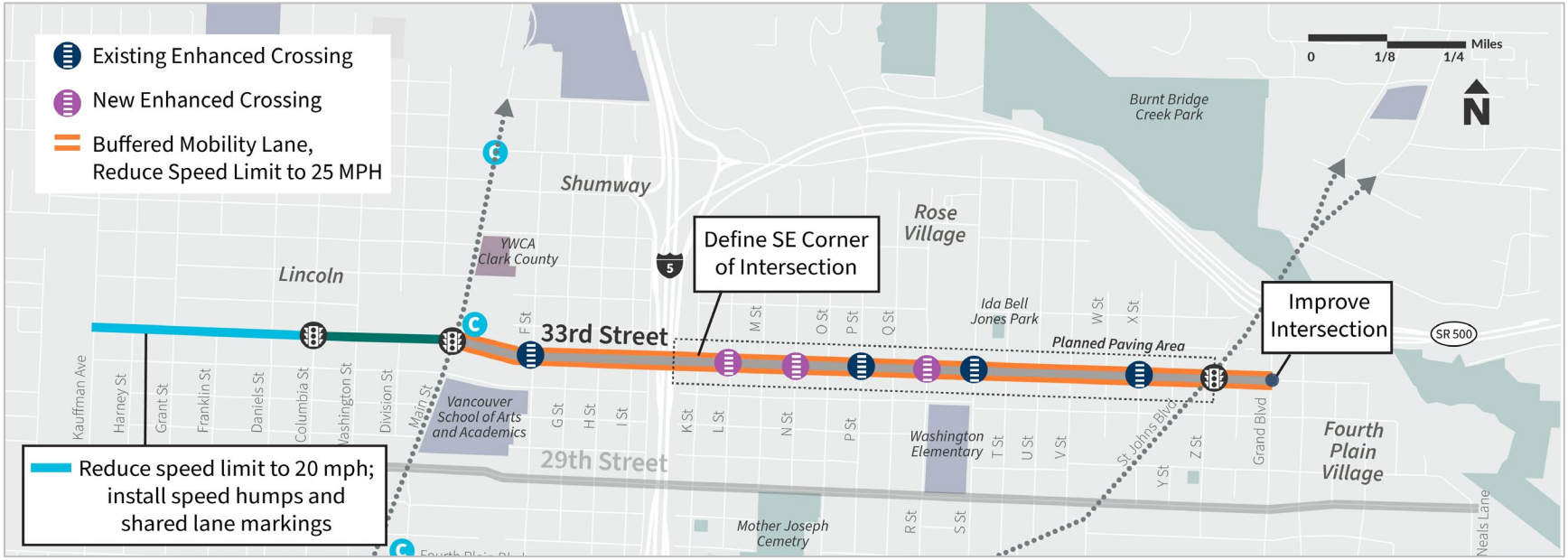


Figure 12. Future Vision for 33rd Street

[1] The TMC recommended that buffered mobility lanes should extend west to Columbia Street. While Figure 12 reflects the staff recommendation presented at the December 3, 2024, public hearing, the City will reevaluate the design solution for the segment between Main Street and Columbia Street as funding is available. This will include collection of additional traffic data as well as additional outreach to residents living along the segment.

4.2.1 Funded Improvements

Figure 13. Current and Proposed 33rd Street Cross Section between I-5 and St. Johns Boulevard

The funded improvements on 33rd Street prioritize safety, bicycle and small mobility travel, and pedestrian travel by slowing travel speed, calming traffic, and creating a continuous mobility lane along the corridor (see Figure 13). Community feedback emphasized the importance of slowing traffic and improving the safety and accessibility of crossing opportunities.

Funded improvements are focused on the segment of 33rd Street between **I-5 and St. Johns Boulevard,** where paving work is planned in coming years, and include the following (see Figure 14):

- Reduce the speed limit to 25 mph.
- Remove on-street parking between I-5 and N Street.
- Install continuous buffered mobility lanes.
- Remove the existing pedestrian median islands at S and X Streets; replace with high-visibility marked crosswalks and speed humps or speed tables. RRFBs should be included where feasible.
- Remove the existing pedestrian median island at P Street; replace with a high-visibility marked crosswalk and speed humps or speed tables. Trim vegetation to improve visibility at the intersection.
- Install new high-visibility crosswalks at L, N, and R Streets. Include speed humps or speed tables and lighting.

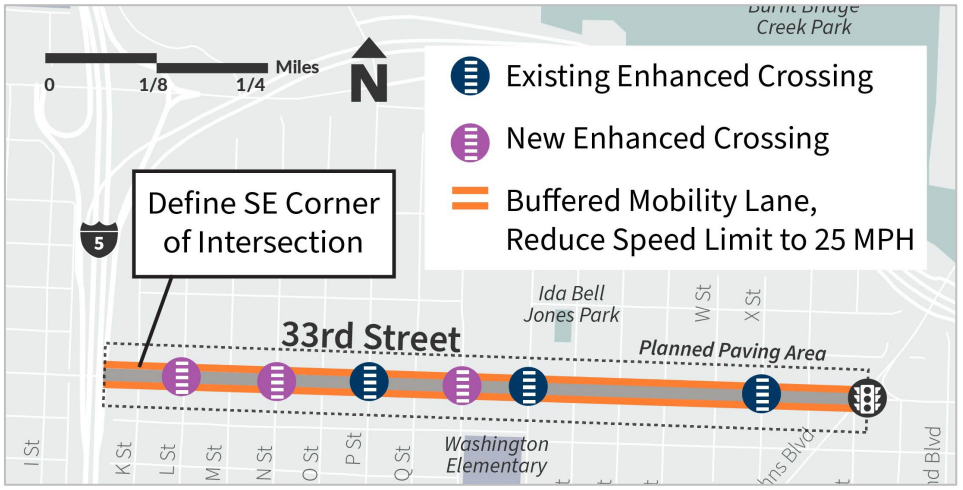


Figure 14. 33rd Street Funded Improvements

4.2.2 Future Improvements

As funding is available, the City should advance improvements beyond the planned paving area to create a complete corridor that prioritizes bicycle, small mobility, and pedestrian travel. The sections that follow describe the recommended improvements. Table 9 outlines the relative priority of different improvements along the corridor, starting with the highest-priority improvements. Prioritization is based on the evaluation criteria established as part of this Project and is intended to help guide City project planning and programming. However, the City should implement improvements as opportunities arise, including coordination with other transportation investments, such as paving.

4.2.2.1 Main Street to I-5

The following improvements between Main Street and I-5 extend west from the planned paving area (see Figure 15):

- Reduce the speed limit to 25 mph.
- Remove on-street parking on both sides of the street between F Street and I-5. Remove on-street parking on the south side of the street only between Main Street and F Street.
- Install buffered mobility lanes.
- Install a bike box and no-right-on-red restriction on the east leg of the intersection at Main Street.
- Remove and replace the pedestrian median islands at F Street with a high-visibility crosswalk, speed humps or speed tables, and an RRFB. Raised crosswalks may be considered, pending further evaluation of site drainage.
- Upgrade the traffic signal at 33rd Street and Main Street to include auditory cues for people crossing the street.

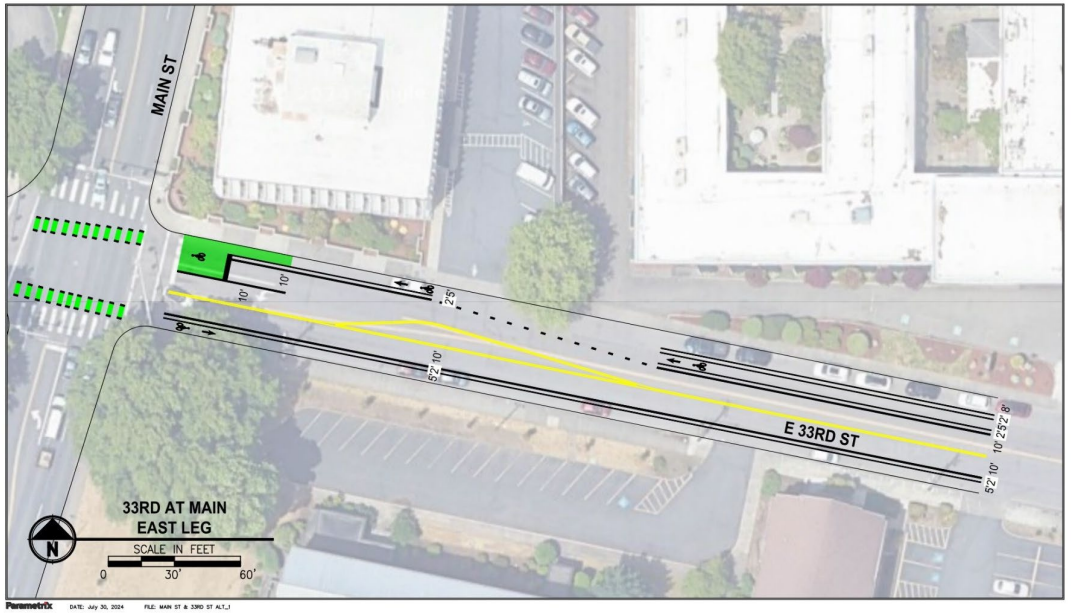


Figure 15. 33rd Street Between Main Street and F Street

4.2.2.2 Kauffman Avenue to Main Street

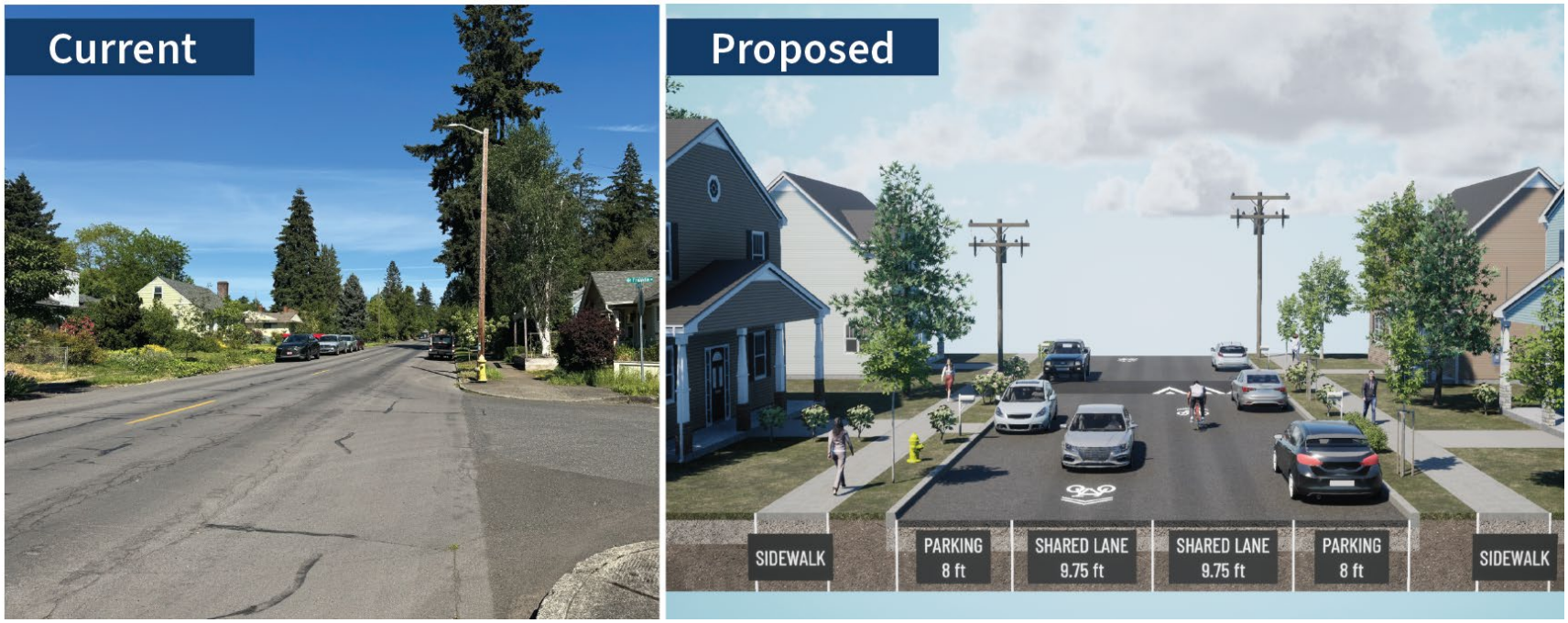


Figure 16. Recommended 33rd Street Cross Section between Kauffman Avenue and Main Street

The character of 33rd Street changes significantly west of Main Street where single-family homes are the predominant land use (see Figure 16). Observed traffic volumes and speeds in this area are substantially lower than other areas of the corridor and are consistent with neighborhood greenway performance. Recommended improvements include the following:

- Reduce the speed limit to 25 mph.
- Remove existing yellow centerline striping.
- Install speed humps and sharrows.
- Install bicycle wayfinding.

The TMC recommended that a buffered mobility lane along both sides of the roadway should continue west from Main Street to Columbia Street. Based on this recommendation, the City will collect additional traffic data once project funding is identified to inform changes to the staff recommendation.

4.2.2.3 St. Johns Boulevard to Grand Boulevard

Recommended improvements between St. Johns Boulevard and Grand Boulevard include the following:

- Continuation of a buffered mobility lane.
- Reduction of the speed limit to 25 mph.
- Intersection improvements at Grand Boulevard.

Additional improvements at the intersection of St. Johns Boulevard will be determined by the St. Johns/St. James Complete Street Project. The future vision for the intersection at Grand Boulevard seeks to improve definition of travel lanes, reduce potential conflict points, and improve user safety for all modes of travel. The concept shown in Figure 17 is one possible approach.

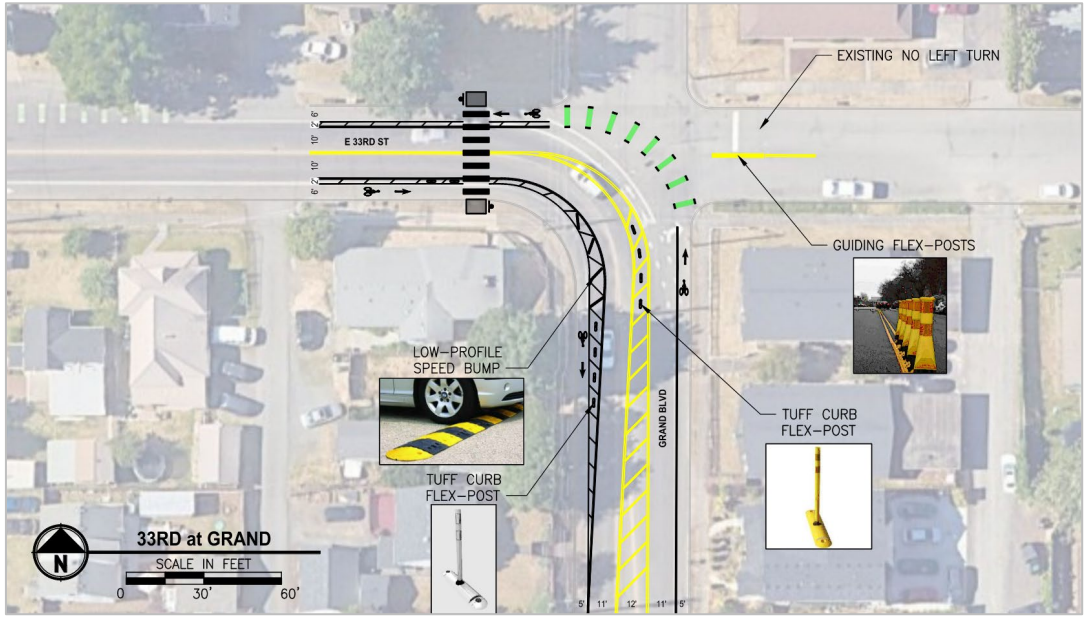


Figure 17. Proposed Intersection Improvements at 33rd Street and Grand Boulevard

4.2.2.4 K Street

The southeast corner of 33rd Street and K Street features a large curb radius with a substantial amount of undefined pavement. The intersection features a community mural, which is planned for updates following planned pavement work. This location provides opportunities to improve safety by defining the corner, as well as to create public space by reclaiming the pavement area. The images below depict two potential recommendations for this location. The first (see Figure 18) offers a quick-build concept using paint, flex posts, and other features to define the corner on the existing pavement. The second (see Figure 19) offers a more permanent concept that defines the space using curb, sidewalk, vegetation, and similar features. This concept would provide a new neighborhood “parklet” and a valuable amenity.

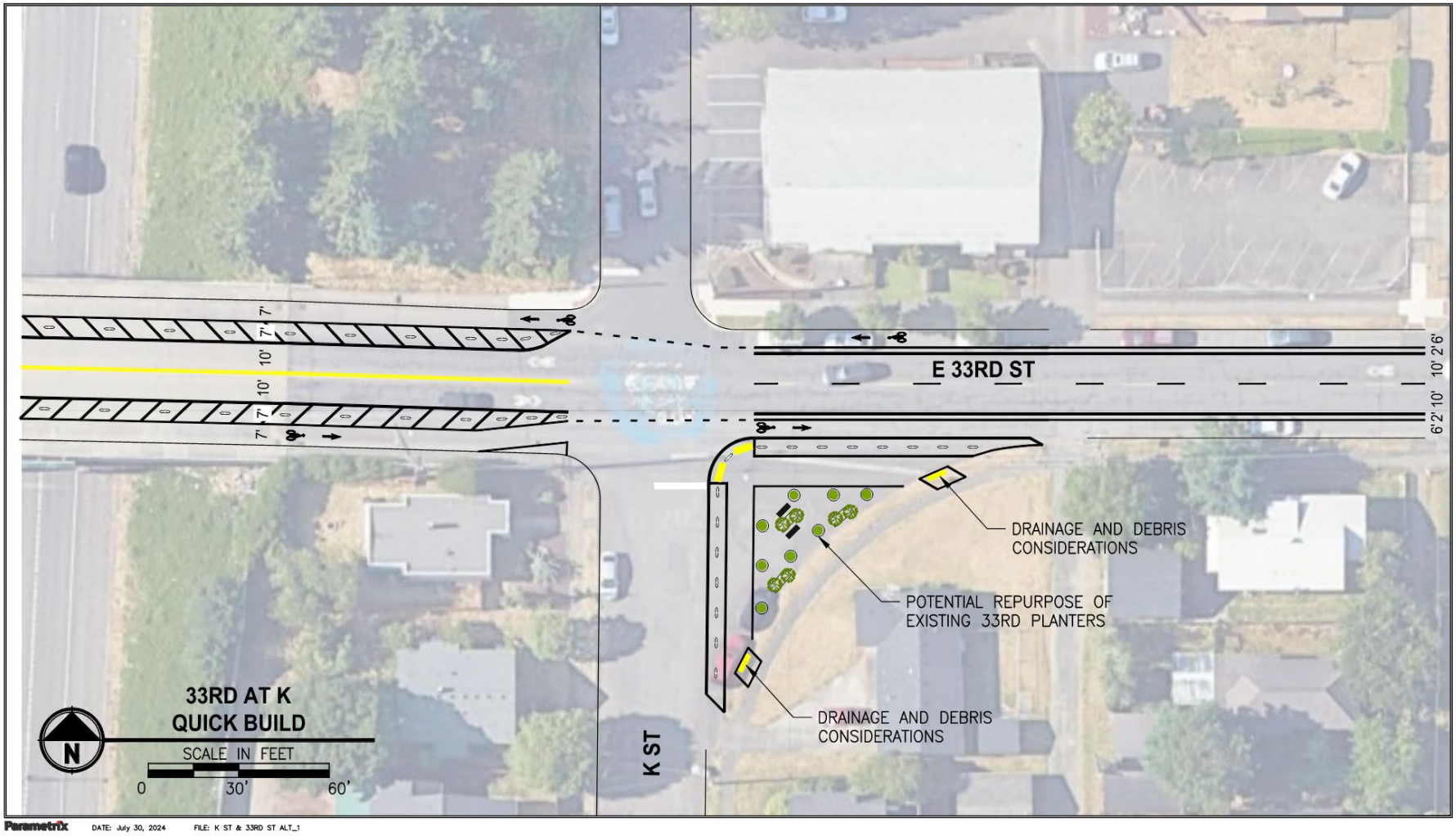


Figure 18. Quick-Build Concept for K Street and 33rd Street

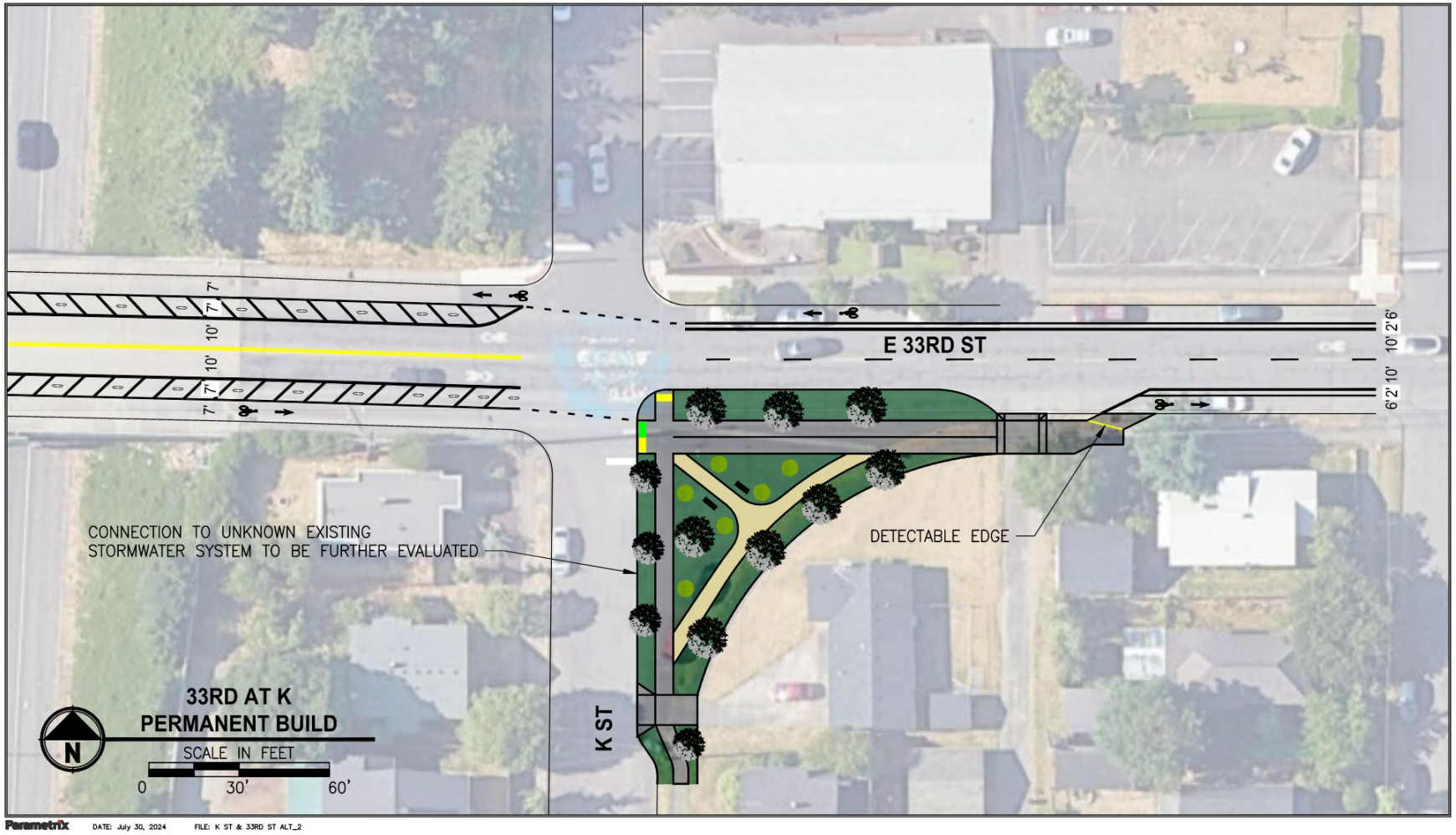


Figure 19. Long-Term Concept for K Street and 33rd Street

4.2.2.5 I-5 Overpass

The Interstate Bridge Replacement Program is expected to reconstruct the I-5 overpass in the future. This study identifies the preferred vision for the future overpass. As shown in Figure 20, this vision extends the buffered mobility lanes established on 33rd Street both east and west of the overpass and transitions to a raised mobility lane across the overpass. Vehicle travel lanes are narrowed compared to current conditions. Wide sidewalks are illuminated, with light fixtures placed to improve visibility for both the sidewalk and mobility lane.

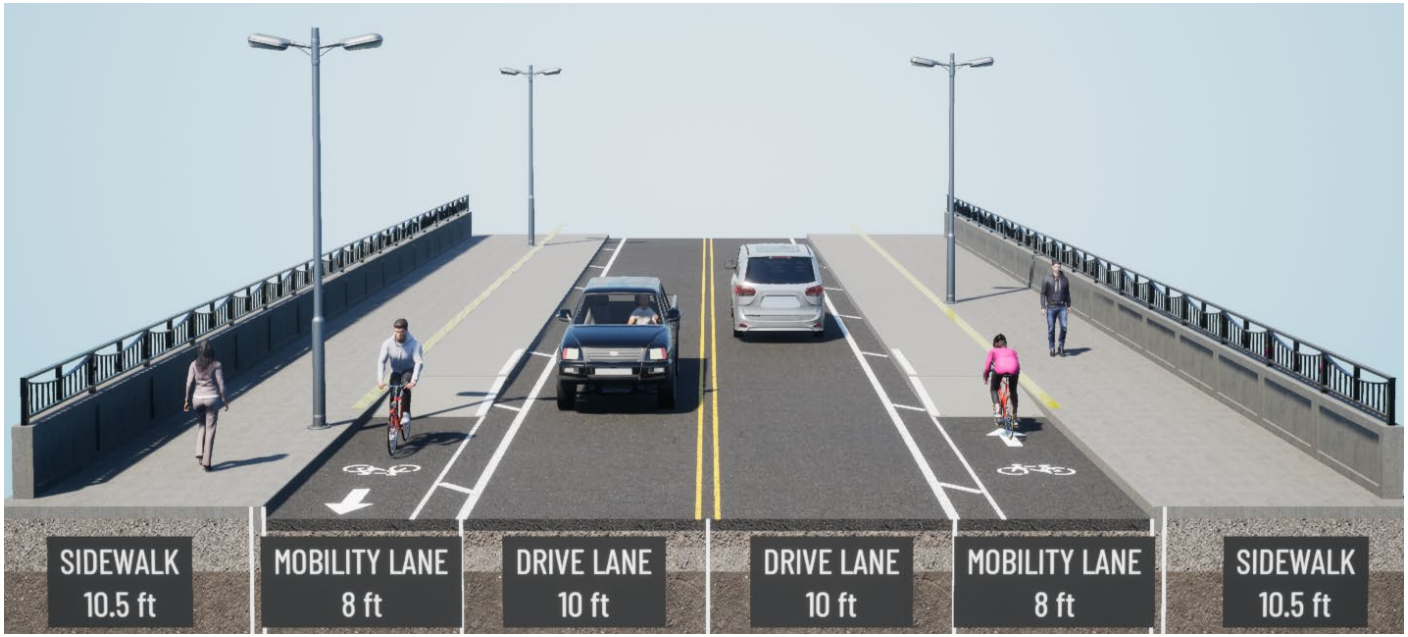


Figure 20. Proposed Future I-5 Overpass Cross Section

Table 9. 33rd Street Future Improvements by Priority

Priority	Location and Improvement	Rationale	Planning Level Cost Estimate
1	**Main Street to I-5:** Install buffered mobility lanes, reduce speed limit to 25 mph, and improve pedestrian crossings at F Street.	▪ This section of 33rd Street experiences a relatively high frequency of crashes. Recommended improvements include measures to improve safety and comfort for all roadway users. ▪ High-visibility crosswalk, RRFB, and speed humps or tables at F Street improve pedestrian crossing quality and provide traffic calming. ▪ Improves connections to other identified neighborhood greenways, such as F Street, and prioritizes bicycle and small mobility travel at the Main Street intersection. ▪ Improves connectivity of pedestrian network, and supports access to community destinations. ▪ Project aligns with TSP.	$299,000
2	**Kauffman Avenue to Main Street:** Implement neighborhood greenway including removal of the striped centerline as well as installation of speed humps, sharrows, bicycle wayfinding.	▪ Improves connectivity of active transportation networks, and supports access to community destinations including parks and schools. ▪ Project aligns with TSP.	$108,000
3	**St. Johns Boulevard to Grand Boulevard:** Extend buffered mobility lane and improve intersection at Grand Boulevard.	▪ Improves connectivity of active transportation networks. ▪ Improves intersection configuration at Grand Boulevard, which has a history of crashes. ▪ Project aligns with TSP.	$39,000
4	**I-5 Overpass:** In coordination with the Interstate Bridge Replacement Program, reconstruct the I-5 overpass to include wide sidewalks with buffer, lighting, buffered and raised mobility lane, and narrow travel lanes.	▪ Improves connectivity and accessibility of active transportation network. ▪ Project aligns with TSP.	Implementation will be coordinated with IBR Program activities.
5	**K Street Intersection Improvements:** Define southeast corner through more permanent improvement approaches.	▪ Improves connectivity of active transportation networks, including reduced pedestrian crossing distance across K Street. ▪ Reduced curb radius helps reduce vehicle speed and may improve safety. ▪ Project aligns with TSP.	Cost dependent on final project elements.

4.2.3 Other Considerations

In addition to the identified improvements, there are additional opportunities to advance TSP policy and community priorities along and near the 33rd Street corridor.

- **Monitor Corridor Performance:** The City should monitor performance along the corridor over time, including evaluation of motor vehicle speeds and volumes, safety performance, and network connectivity. If performance is not aligning with intended goals, implement additional measures appropriate to the area's context. Examples could include additional traffic calming or diversion west of Main Street, installation of RRFBs, or other pedestrian crossing measures.
- **Expand Intersection Daylighting:** Integrate parking restrictions at intersections along the neighborhood greenway between Kaufmann Avenue and Main Street to improve visibility and safety for all roadway users.
- **Divert Traffic on Adjacent Streets:** Community input identified cut-through traffic between St. Johns Boulevard and 33rd Street along X Street as a key safety concern. Further, 33rd Street at X Street experiences a relatively high frequency of crashes, including minor and serious injury crashes involving people walking or biking. The City should identify opportunities to limit cut-through traffic and movements associated with observed crash patterns. Examples could include restricting turns from St. Johns Boulevard to X Street or restricting turning movements at 33rd Street and X Street.
- **Coordinate with Urban Forestry:** City staff are coordinating with Urban Forestry to identify opportunities to expand tree coverage, including relocation of vegetation impacted by the removal of existing bulb outs along 33rd Street.

Appendix A

Engagement Process and Summary

MEMORANDUM

DATE: August 20, 2024

TO: Maggie Derk and Laurel Priest, City of Vancouver

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

SUBJECT: **Milestone 1 Community Engagement Summary**

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

Overview

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

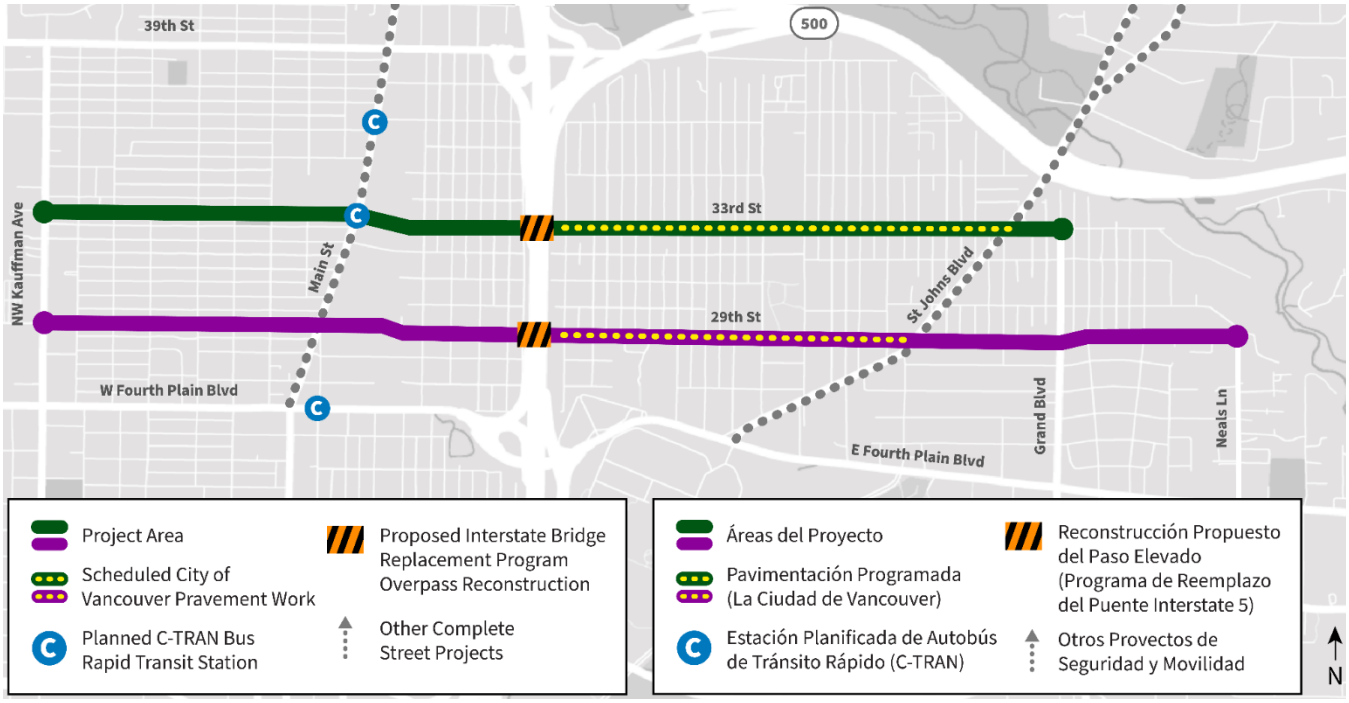


Figure 1:Project Area Map

This project is coordinating with pavement work planned for 2025 on both 29th Street and 33rd Street (between I-5 and St. Johns Boulevard) and the longer-term reconstruction of the I-5 overpasses led by the Interstate Bridge Replacement Program. Additionally, the project team is integrating with other transportation projects along and near the project area, including:

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

This summary details Milestone 1 community engagement activities and results, which occurred between June and early August 2024.

Milestone 1 Engagement Objectives & Approach

Milestone 1 engagement objectives:

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

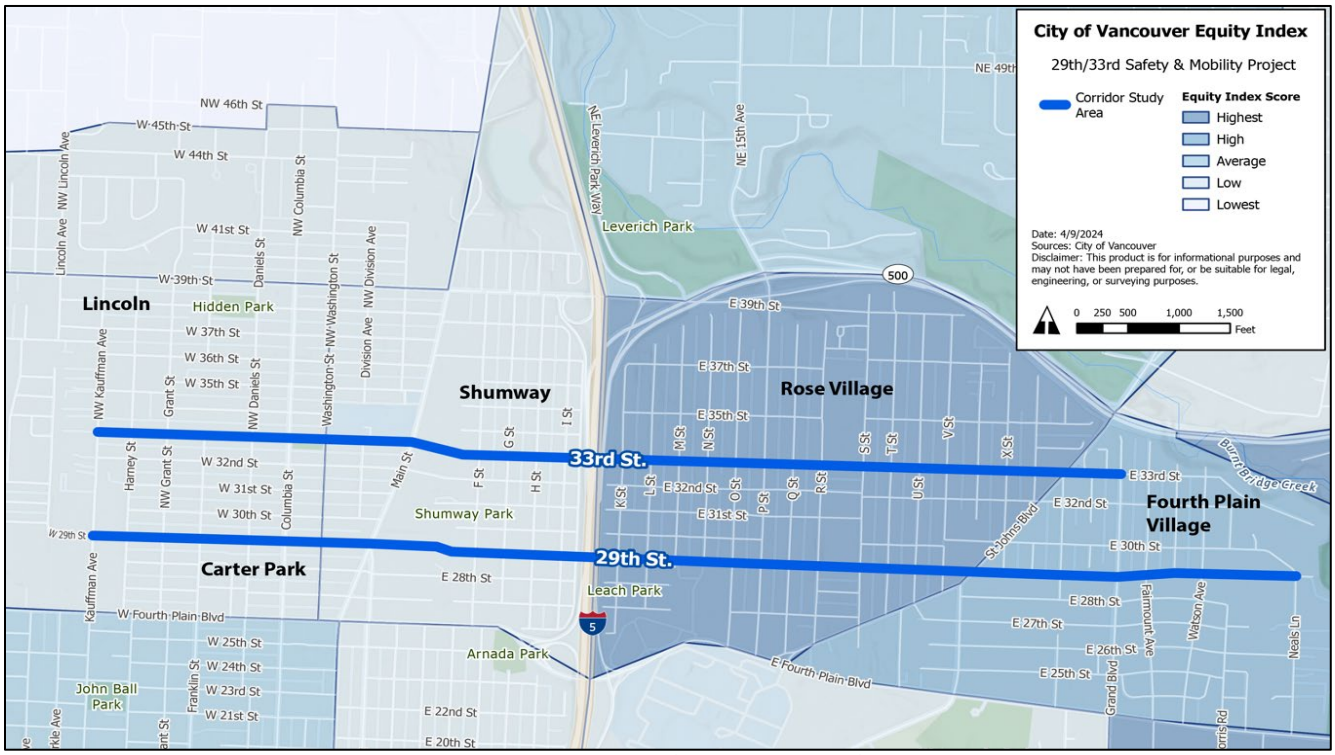


Figure 2: Project Area Map Showing Equity Index Scores

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

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

Engagement By the Numbers (June-August 2024)

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

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

Key Feedback Themes & Takeaways

Safety

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

Mobility

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

Parking

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

Engagement Activities & Results

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

Digital Engagement

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

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

Vancouver, Washington City Government
June 20 ·

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

📍: 29th St. between Kauffman Avenue and Neals Lane
📍: 33rd St. between Kauffman Avenue and Grand Boulevard

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

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

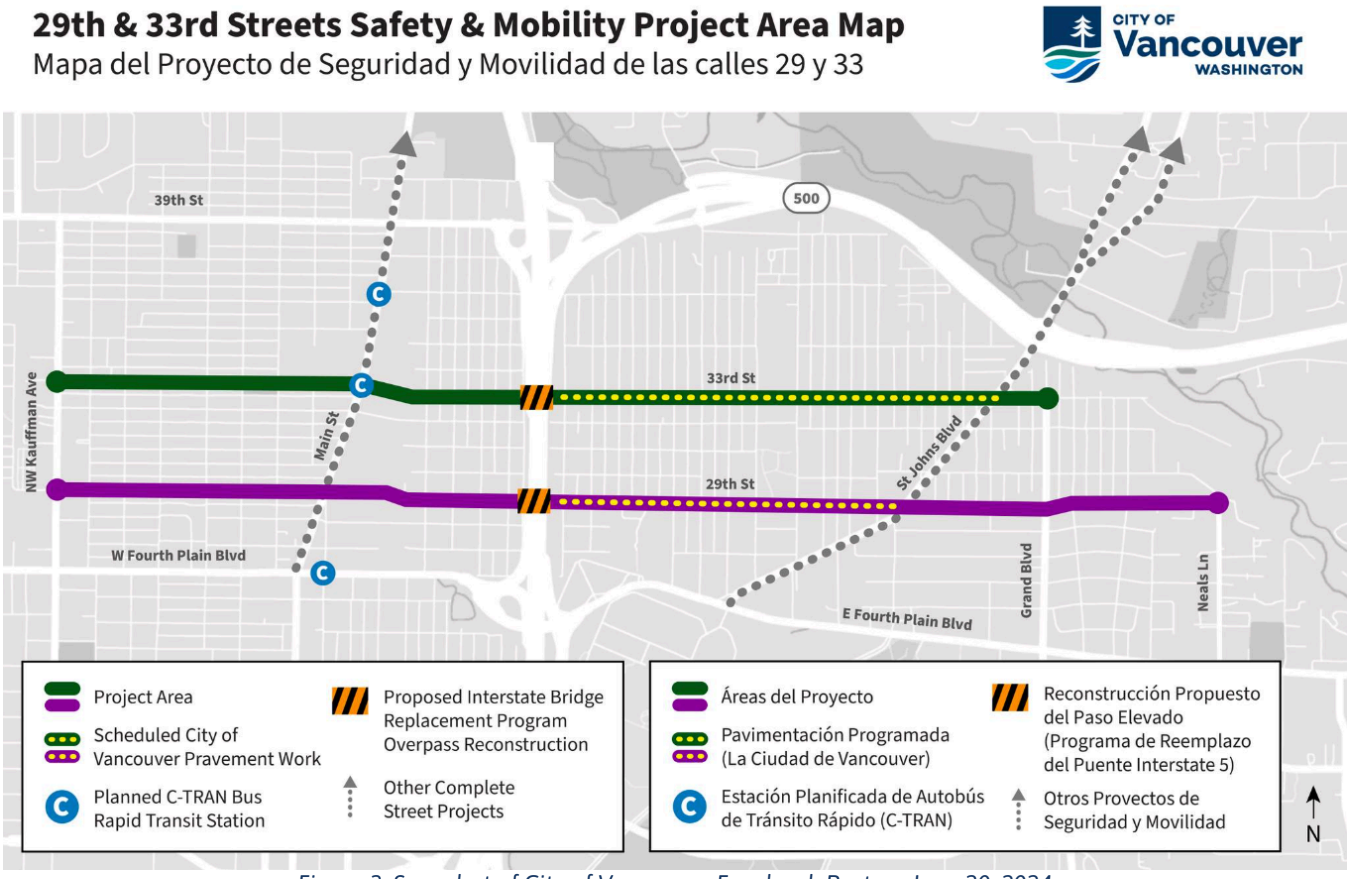


Figure 3: Snapshot of City of Vancouver Facebook Post on June 20, 2024

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

In-Person Engagement

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

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

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

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

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

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

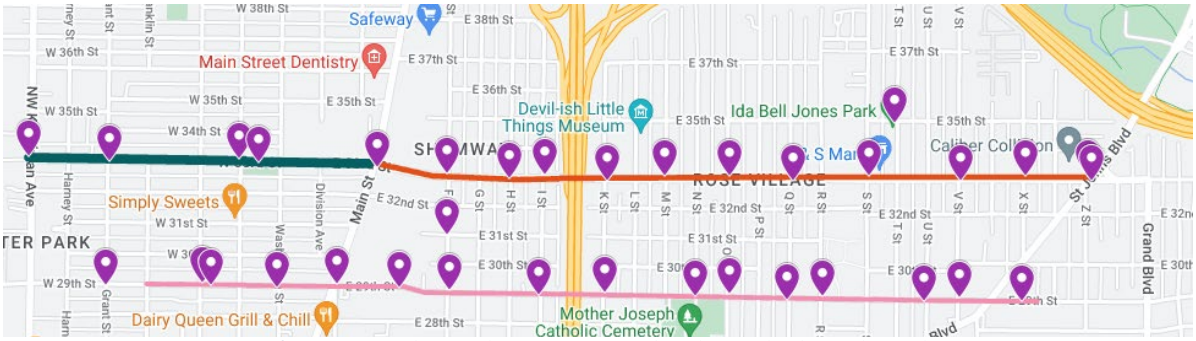


Figure 7: Map of project yard sign placement, noted with purple drop along the project area

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

Snapshot of Community Feedback

Safety

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

- *"33rd street needs speed bumps as cars race from mai[n] street to St Johns. V street needs speed bumps as cars use V to bypass light on st johns…There is a Day Care on V Street. Someone is going to get killed."*
- *"As a resident on W 33rd St, the recently installed stop sign at Grant seems to have helped tremendously with speeding between Columbia and Kauffman. A reduction in speed limit to 20 would be welcome and would hopefully help reduce speeds even more…"*
- During the tabling event at the Shumway neighborhood picnic, participants noted that the stop sign near St. Johns at U Street and 29th Street has helped with speeding vehicles.

- **Traffic Flow:**
  - *"Let's talk about the newer speed bumps on Kaufman. They are not configured properly and no matter how slow you go, they are damaging to vehicles."*
    - *"[T]he earlier speed bumps had the depressions that fit the wheel span of both Fire trucks and buses. By making them solid and higher, they've added to the response time for emergency vehicles. A minute can be a long time if you're waiting for a fire truck."*
  - Driver using 33rd for work shared they "liked it" and using it at 8 a.m. and 3:30 p.m. feels it's "a super easy drive, never anybody on it."
  - Some people preferred maintaining current traffic flow on 33rd Street as it is a thoroughfare to get to I-5 and St. Johns. One community member asked that no new stop signs be added, suggesting instead that roundabouts or circles be added.
  - A resident of Carter Park neighborhood shared that parked cars on 29th Street between Main Street and the I-5 overpass cause delays, in particular during garbage pickup days.
  - One community member shared the streets are narrow and scary around Vancouver School of Arts and Academics (VSAA) near Main and that there are a lot of potholes.
  - *"West of I-5, traffic is light enough to accommodate traffic circles, like in Seattle's smaller neighborhoods. Increase pedestrian visibility and slow the cars down, just no speed bumps please."*
  - *"As an additional traffic calming tool, I would like to see tree plantings (also removals and pruning, where appropriate) done in conjunction with the implementation of any transportation improvement projects along both corridors. 33rd has benefitted from a couple corridor plantings over the years, however, there are still plenty of opportunities for additional plantings/replacements…"*

- **Lighting and Visibility:**
  - *"Crosswalks with lighting beacons would be nice on 33rd in front of S&S Mart."*
  - *[Referring to 33rd Street] "At night especially, it's hard to see anyone attempting to cross."*
  - *"Controlled flashing pedestrian crosswalks would be great."*

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

Mobility

- **Accessibility:**
  - *"Hard to get wheelchairs through ramps with bumps."*
  - *"Walker/wheelchair accessibility is important."*
  - Referring to 33rd Street between I5 and P St, *"the new accessibility ramps, while very much needed, back fill in heavy rain."*
  - One community member noted that the sidewalks between R St and Main St along 29th don't have ramps, making it difficult when rolling/biking across the I-5 overpass.
  - Critiques were voiced regarding current ADA ramps leading directly to streets instead of safer connections, highlighting the importance of enhancing the accessibility on these streets.
  - A request was made for dedicated mobility lanes for wheelchairs and other devices, along with more wheelchair-accessible ramps and covered areas.
  - *"...In heavy rain, parts of 33rd (I5 to P St.) are almost uncrossable without tall boots...The new accessibility ramps, while very much needed, back fill in heavy rain."*
- **Pedestrian Access**:
  - *"Sidewalks are needed, we are all dog walkers."*
  - *"Broken sidewalks make it difficult [to use these street]."*
  - *"Sidewalks are horrible."*
  - *"We have a lot of dog walkers and others in the Shumway neighborhood. The Clark County Historical Museum even does walking tours here, which would make their tours safer."*
  - *"I'd really like to see the road grading as 'level' as possible, as pedestrians cross that way they can see on-coming traffic and traffic can see pedestrians. There's a lot of very fast drivers along 33rd."*
  - *"Thank you for your efforts. The Shumway Neighborhood Association has a vision of safer, more walkable/bikeable streets for our neighborhood. We look forward to working with your team on these improvements."*
  - *"Why do we need two bridges for cars within 2/10ths of a mile? Make the 29th St bridge for bikes and pedestrians only!!"*
  - *"Possibly speed bumps and clear cross walks..."*
  - *"The streets are safe to walk on. We feel safe!"*
  - *"Need better access for pedestrians. Sidewalks, access for bikes."*
  - *"33rd St is okay, 29th St needs sidewalks."*
  - Discovery Middle School students often cross 29th and 33rd Streets at F Street, and drivers do not always yield to pedestrians.

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

Parking

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

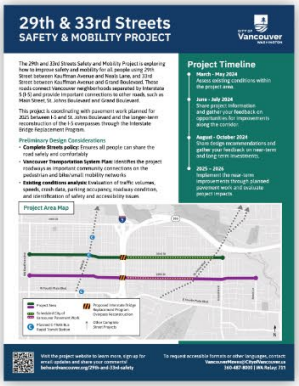
Next Steps

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

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

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

Appendix - Communications Collateral

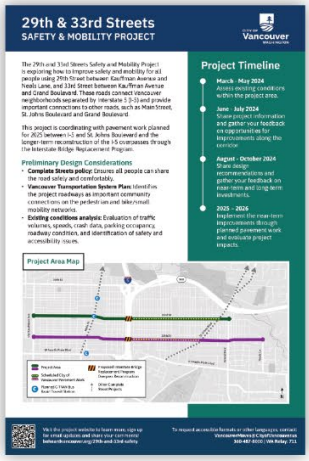


Project Fact Sheet | English Version

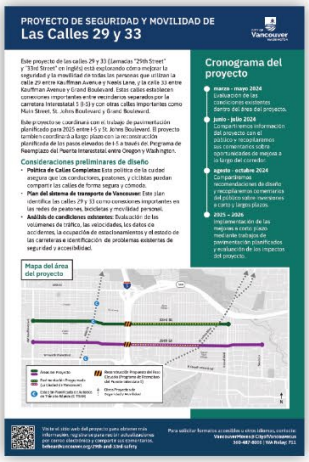
Project Fact Sheet | Spanish Version

Project Signage

Project Area Map | English + Spanish



Display Board | English Fact Sheet



Display Board | Spanish Fact Sheet

Project Area Map | English

Project Area Map | Spanish

Display Board | English + Spanish Project Area Map

MEMORANDUM

DATE: December 3, 2024

TO: Maggie Derk and Laurel Priest, City of Vancouver

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

SUBJECT: **Milestone 2 Community Engagement Summary**

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

Overview

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

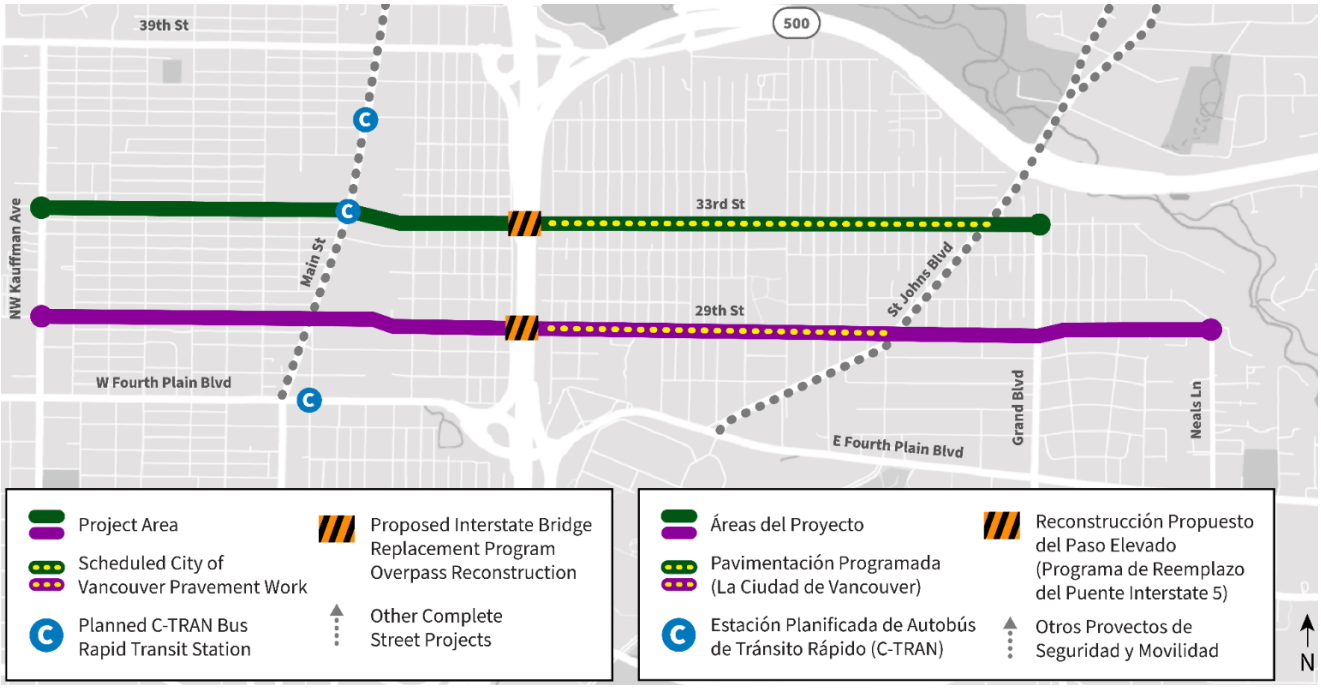


Figure 1: Project Area Map

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

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

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

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

Milestone 2 Engagement Objectives & Approach

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

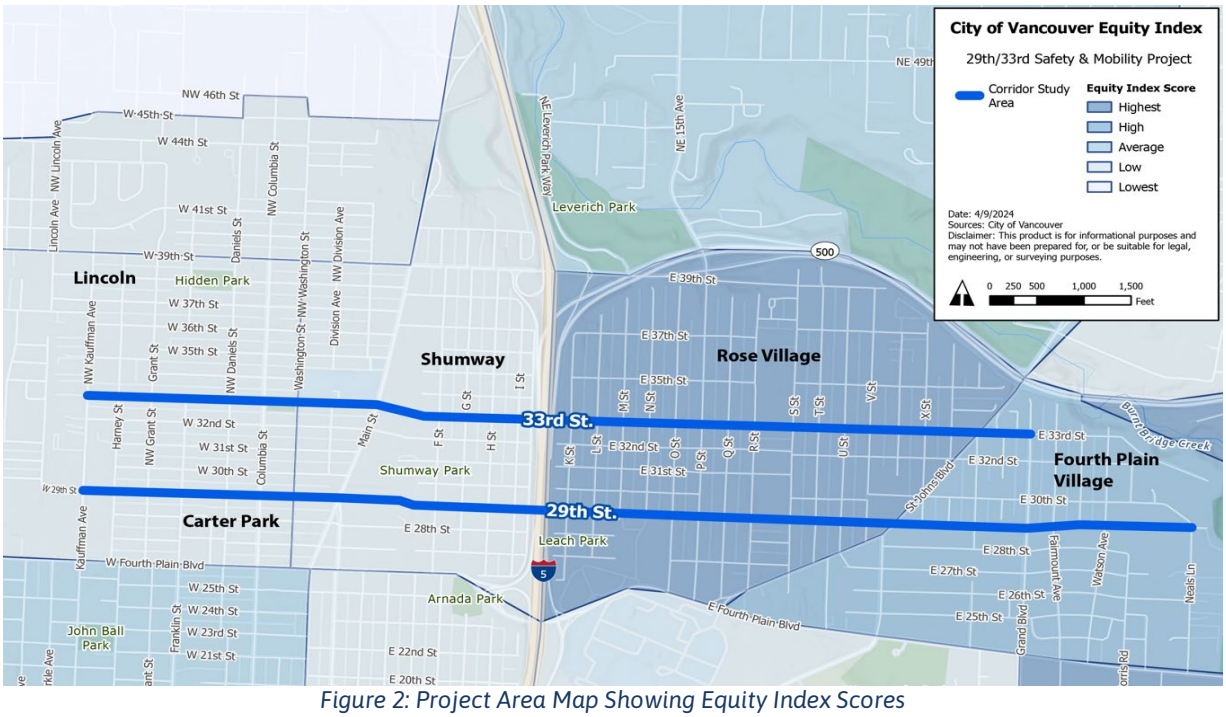


Figure 2: Project Area Map Showing Equity Index Scores

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

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

Engagement By the Numbers (August-October 2024)

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

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

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

Engagement Activities & Results

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

Digital Engagement

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

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

- The largest group of respondents came from residents aged 35-44 (64 responses) and 65 or over (61 responses).
- 140 respondents identified as female, while 114 respondents identified as male and 5 identified as non-binary.
- A majority of respondents identified as white (223) with the second largest number of people identifying as Hispanic or Latino/a/e (13).
- 205 respondents did not have a disability, and 42 respondents identified as having a disability.
- The most common household income was $90,000-$129,999 (55), followed closely by $50,000-$89,999 (47) and $20,000-$49,999 (32).

- **E-newsletters** – Project updates were distributed to the project email list on August 28 (111 subscribers), September 20 (134 subscribers), October 4 (143 subscribers) and October 15 (243 subscribers). The updates encouraged community members to learn more about the proposed design recommendations and share their feedback via the online survey or in person at community events. Additionally, project information was amplified in other City e-newsletters, including Vancouver Connects and Office of Neighborhoods, reaching over **14,650 subscribers**.
- **Peachjar** – In addition to the City of Vancouver newsletters, a project flyer was distributed for additional awareness to Lincoln, Hough, Washington Elementary Schools, and Vancouver School of Arts and Academics through Vancouver Public Schools' e-flyer system, Peachjar. The flyer reached **1,845 subscribers**, with 1,077 opens as of November 4.

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

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

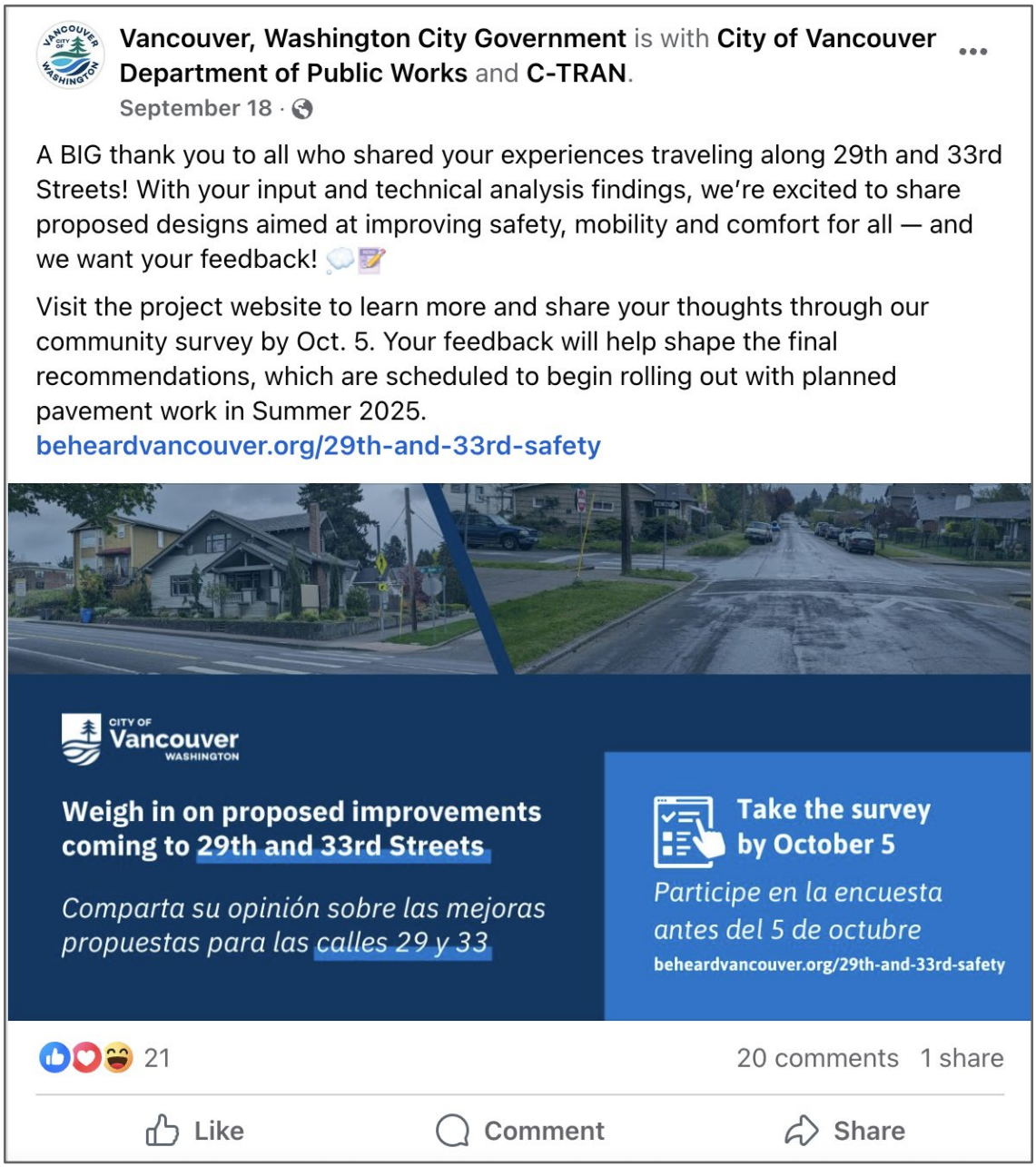


Figure 4: Snapshot of City of Vancouver Facebook Post on September 18, 2024

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

In-Person Engagement

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

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

Figure 6: Project Team Engaging at Various Small Group Briefings

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

Key Feedback Themes & Takeaways

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

General Community Sentiment of Proposed Improvements

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

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

Areas of Division:

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

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

  Areas of Division:

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

- **33rd Street between Main Street and F Street:**
  - 59% of survey respondents said they would feel safer or a lot safer lowering the speed limit from 30 MPH to 25 MPH.
  - 58% of survey respondents said they would feel safer or a lot safer by replacing the median island at F Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.

  Areas of Division:

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

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

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

Area of Division:

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

Safety

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

  Notable comments about speeding include:
  - "Don't ignore 33rd Street as a neighborhood greenway – we did a big traffic calming and tree planting project about 5 years ago, and we are a green street too!"
  - "I have lived on the SW corner of 33rd & Q Street for over 20 years. 33rd has definitely become a major thoroughfare for traffic. Speeding is a major safety concern[...]"
  - "Thanks for working on this! Slowing the speeding vehicles on 29th is critical. There are so many high-speed drivers especially between K and Washington Elementary. Also, I live at 29th and O, and people run the N/S stop sign there all the time."
  - "Thank you for the thorough analysis and opportunity to comment. Speeding in my neighborhood is a problem and I appreciate engineering strategies to make the community safer. Speed limits will need to be enforced. I support camera-issued ticketing."
  - "You need to lower the speed to 20 mph on this whole stretch. Why are we still allowing 25 mph on residential streets where children play and ride their bikes to school?"
  - "Decrease the speed. Increase stop signs. But do not take residential access away like was done on Columbia."

- **Enforcement -** A recurring concern is the enforcement of the proposed lower speed limits; many feel that without proper enforcement, new measures may not be effective. Aside from permanent tactics (lowered speeds, speed bumps, stop signs), neighbors

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

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

Notable comments about enforcement include:

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

Mobility

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

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

- "Our church is at 33rd and N and some misinformed person said 'there's plenty of parking in the surrounding neighborhoods.' There is indeed not. We need the street parking for our establishment and there are local residents taking up the majority of neighborhood parking. PLUS, we have several disabled parishioners and only 1 disabled parking spot. They NEED close by parking. Street makes the most sense."
- "You are stripping parking from residents who already have severely limited options. Why is it acceptable to damage the people who live here for the occasional bike rider. You are creating "solutions" to problems that just don't exist. We have successfully shared the roads for decades. Does your plan include helping people who live along the south side of 33rd pave over their yards so they can have access to their homes cause greenery is for suckers right. Or, should they haul their groceries from blocks away. What if they're disabled? Just wheel yourself from the closest cross street through the months of inclement weather because one bike might not be able to share a 2-lane neighborhood street. It is absolutely ridiculous, and you obviously don't live here."
- "We need handicap ramps at the alleys. [R]amps were added at the street curbs but I walk in the street from my home to N Street because it is too difficult to push the walker over the curb and gravel in the alley way. We already have a problem with parking on 33rd Street because of a seldom used bike lane that was added. I don't see a need to provide even less parking to accommodate so very few bike riders."
- "This is great! I love that the city is working on giving people different options to get around our city safely."
- "I guess for a blind traveler, this [raised crossings] is a problem. Your boundary of knowing where the sidewalk and street is, is gone."
- "You will find a lot more blind people in the street if you use raised crossings – you need a definitive 'signal' like a curb that tells you where the sidewalk is vs. the street is, especially if it's a new area to a blind person."
- "It [raised crossings] needs to be fully accessible, a place for wheelchairs and walkers, but not fully level, because that does not work for vision impaired people."
- "Most blind people have some visual ability and need high contrast differences."

- **Pedestrian Access -** Deteriorating sidewalks and inconsistent roadway conditions are problematic for people walking and rolling. Several references to the lack of sidewalks, especially around churches and certain streets, were highlighted by the community. Concerns were raised about crossing difficulties, particularly on 29th Street and Grand Boulevard. Many comments emphasize improving pedestrian infrastructure and safety, including suggestions for raised crossings and tactile warning devices. According to the survey:
  - 62% of survey respondents said adding raised crossings at R and S Streets near Washington Elementary School would make them feel safer or a lot safer while traveling on 29th Street between Kauffman Avenue and Neals Lane.
  - 59% of survey respondents said they would feel safer or a lot safer with the addition of a pedestrian refuge island and improved bicycle crossing with signage

and pavement markings at Grand Boulevard while traveling on 29th Street between Kauffman Avenue and Neals Lane.
    - 63% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard with the addition of a pedestrian crossing at M Street with a raised crossing or speed cushion.
    - 63% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard with the addition of a pedestrian crossing at R Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.
    - 59% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard by replacing the median island at S Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.
    - 54% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between F Street and Grand Boulevard by replacing the median island at X Street with a raised crossing or speed cushion.
    - 58% of survey respondents said they would feel safer or a lot safer while traveling on 33rd Street between Main Street and F Street by replacing the median island at F Street with a rectangular rapid flashing beacon and a raised crossing or speed cushion.

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

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

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

Notable comments about biking include:

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

- **Public Transportation –** Feedback from this second phase of engagement echoed earlier calls for increased public transportation investment noted during the first phase. Some community members view an expanded C-TRAN presence in the neighborhood as a solution to parking challenges and a benefit for elderly and disabled residents. According to the survey:
  - 2% of survey respondents said they use paratransit at least monthly while traveling on 29th Street between Kauffman Avenue and Neals Lane.
  - 2% of survey respondents said they use paratransit at least monthly while traveling on 33rd Street between Kauffman Avenue and Grand Boulevard.

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

Parking

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

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

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

Notable comments about loss of parking include:

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

- **Residents -** There is concern about limited parking, territorial behaviors from neighbors and the potential for parking-related conflicts. In addition, neighbors worry that removal of on-street parking will make accessing Carter Neighborhood Park along 33rd Street more difficult. Notable comments about residents include:
  - "Removing on-street parking in a total residential area would be a major inconvenience to all people in the area."

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

Placemaking

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

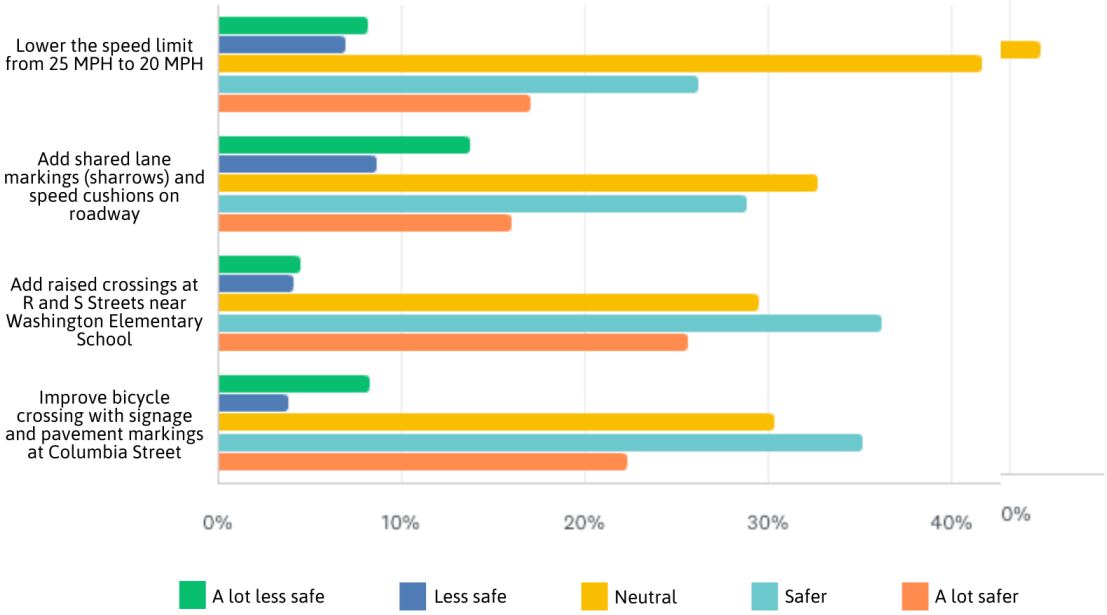
- "Please consider planting trees all along the entire project to make it beautiful."
- "Don't make a traffic circle with a concrete surface and no plants. It's so ugly with weeds like the 4th Plain and I-5 interchange area."
- "Keep the trees and greenery because removal is causing heat to build up."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

Next Steps

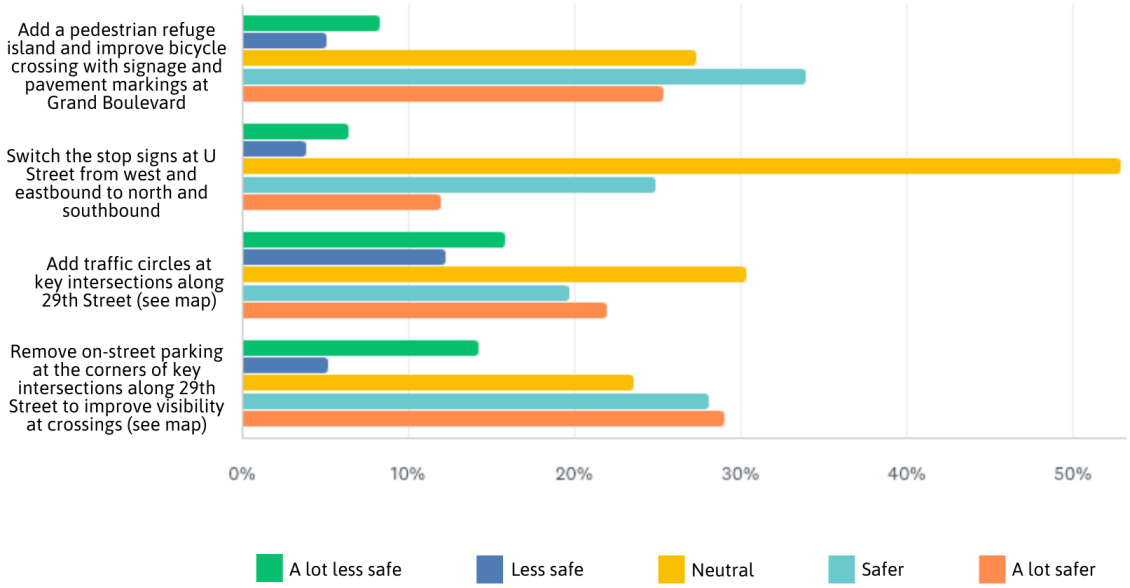
Learnings from Milestone 2 engagement will help refine design plans and improvement recommendations. The project team will present final recommendations to the Transportation & Mobility Commission (TMC) meeting and public hearing on December 3, 2024. If approved, it is expected that implementation of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

Appendix – Survey Results

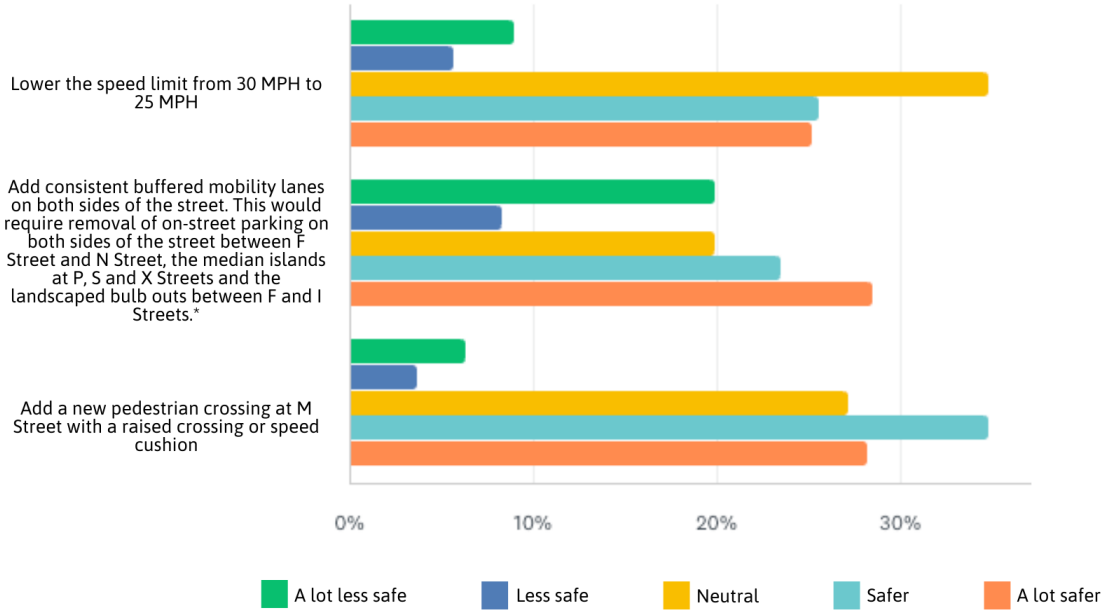
How safe would the following proposed improvements make you feel while traveling on 29th Street between Kauffman Avenue and Neals Lane? (317 responses)



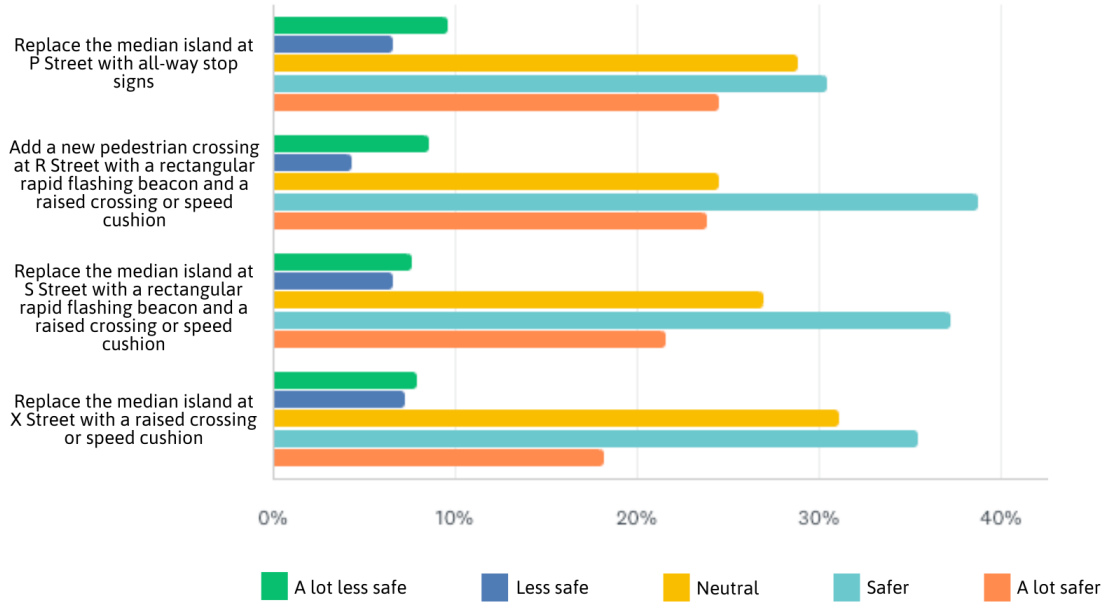
How safe would the following proposed improvements make you feel while traveling on 29th Street between Kauffman Avenue and Neals Lane? (316 responses)



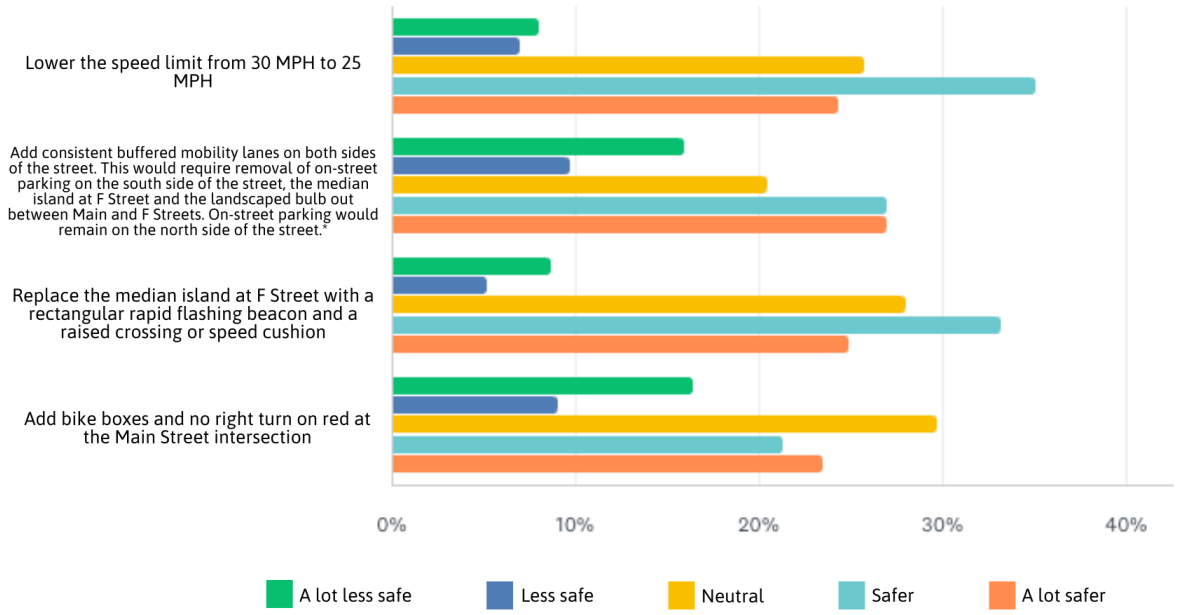
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (303 responses)



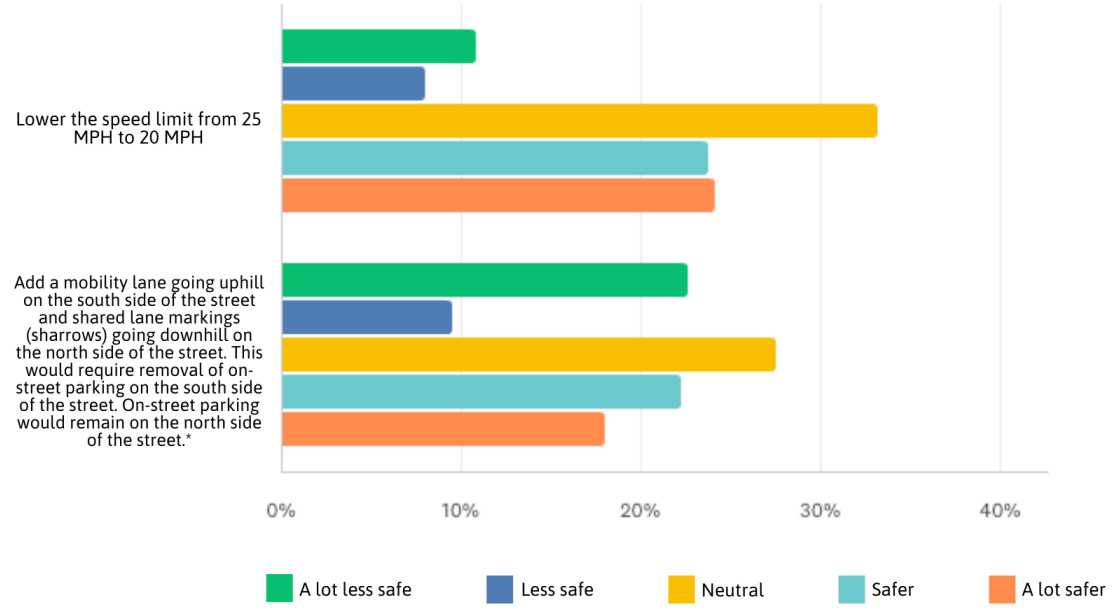
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (302 responses)



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



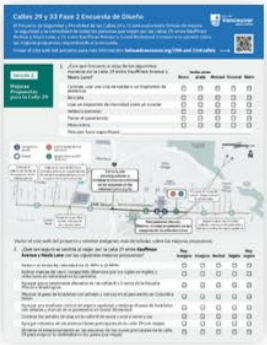
How safe would the following proposed improvements make you feel while traveling on 33rd Street between Kaufman Avenue and Main Street? (288 responses)



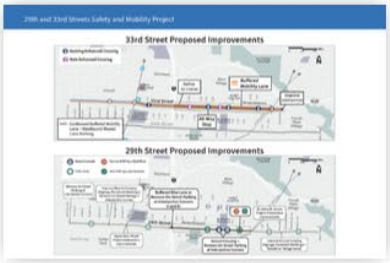
Appendix - Communications Collateral

Display Board | Examples of Proposed Improvements

Display Board | Current Conditions + Proposed Improvements

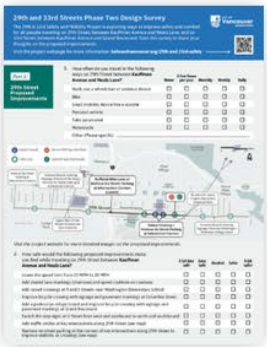


Survey | Spanish



Display Board | Proposed Improvements

Display Board | English + Spanish Project Area Map



Survey | English

Social Graphics | English + Spanish

Project Signage

Project Mailer

Appendix B

Existing Conditions

29th and 33rd Streets Safety and Mobility Project

Existing Conditions | June 2024

CITY OF Vancouver WASHINGTON

Introduction

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

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

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

Study Area

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

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

Figure 1. Project Area Map

Project Goals

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

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

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

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

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

Existing Conditions

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

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

29th Street

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

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

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

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

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

33rd Street

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

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

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

Existing conditions are summarized in Table 1, as well as shown in

Figure 6.

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

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

Table 1: Existing Conditions Summary

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

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

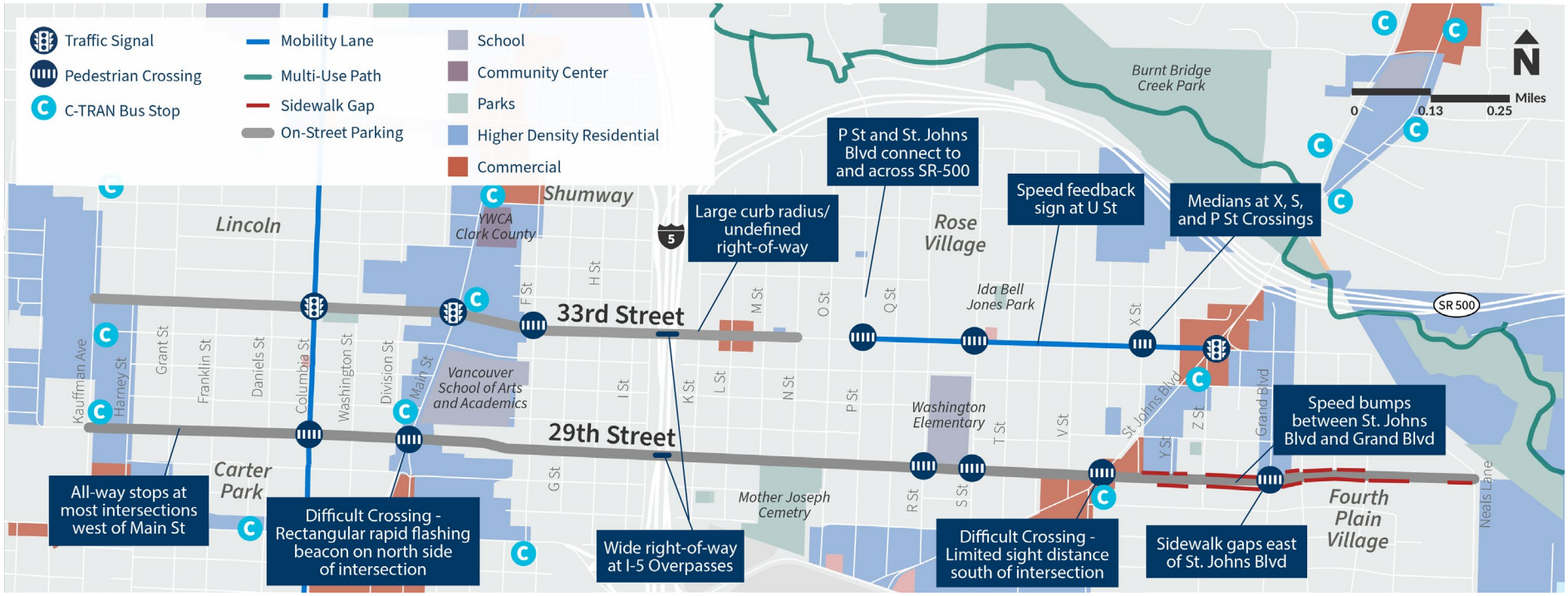


Figure 6: Existing Conditions Summary

Proposed Transportation Network

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

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

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

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

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

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

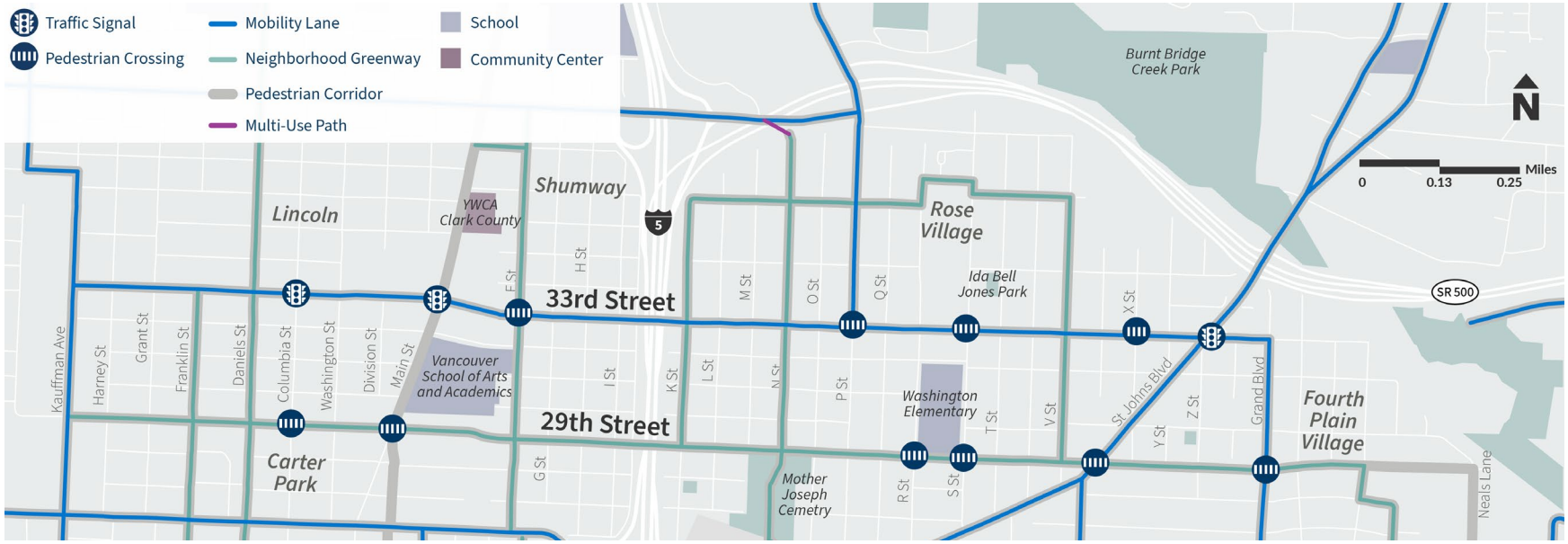


Figure 7: TSP-Identified Priority Active Transportation Networks

Community Characteristics

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

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

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

Notable demographic findings include:

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

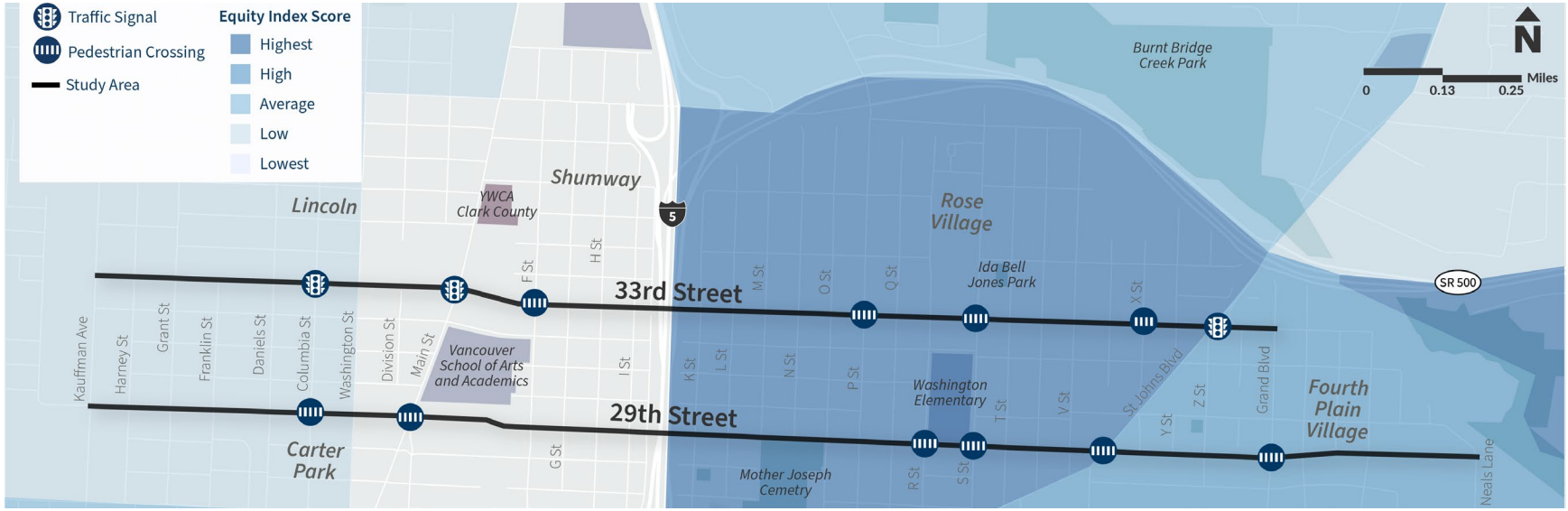


Figure 8: Vancouver Equity Index
Source: City of Vancouver Open Data Hub, 2023

Transportation Safety

Review of the most recent five years of crash data[2] provides insight into key safety concerns in the study area, including both where crashes are occurring most often as well as factors influencing reported crashes. Locations with greater crash frequency and/or greater crash severity. As well as common crash characteristics, such as high incidences of intersection-related or turn-related crashes, should inform project recommendations across the study area.

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

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

Key findings include:

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

[2] WSDOT, 2018-2022

Figure 9: Corridor Crash Density (2018-2022)

Traffic Counts

Traffic counts and speed data were collected by the City of Vancouver at locations along both 29th Street and 33rd Street; the complete list of locations is included in Table 2.

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

29th Street

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

33rd Street

Similar to 29th Street, traffic volumes are higher in the eastern areas of 33rd Street. Volumes were lowest west of Columbia Street; locations near St. Johns and Grand Boulevards experienced substantially higher volumes. This data will help guide selection of facility type and will inform appropriate traffic calming measures in the corridor. The observed 85th percentile speed was highest in the central area of the corridor, exceeding the current 30mph speed limit. The western and eastern extents of the corridor experienced lower speeds.

Table 2. Street Volumes and Speed

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

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

Parking Utilization

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

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

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

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

Key findings regarding blocks with higher utilization include:

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

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

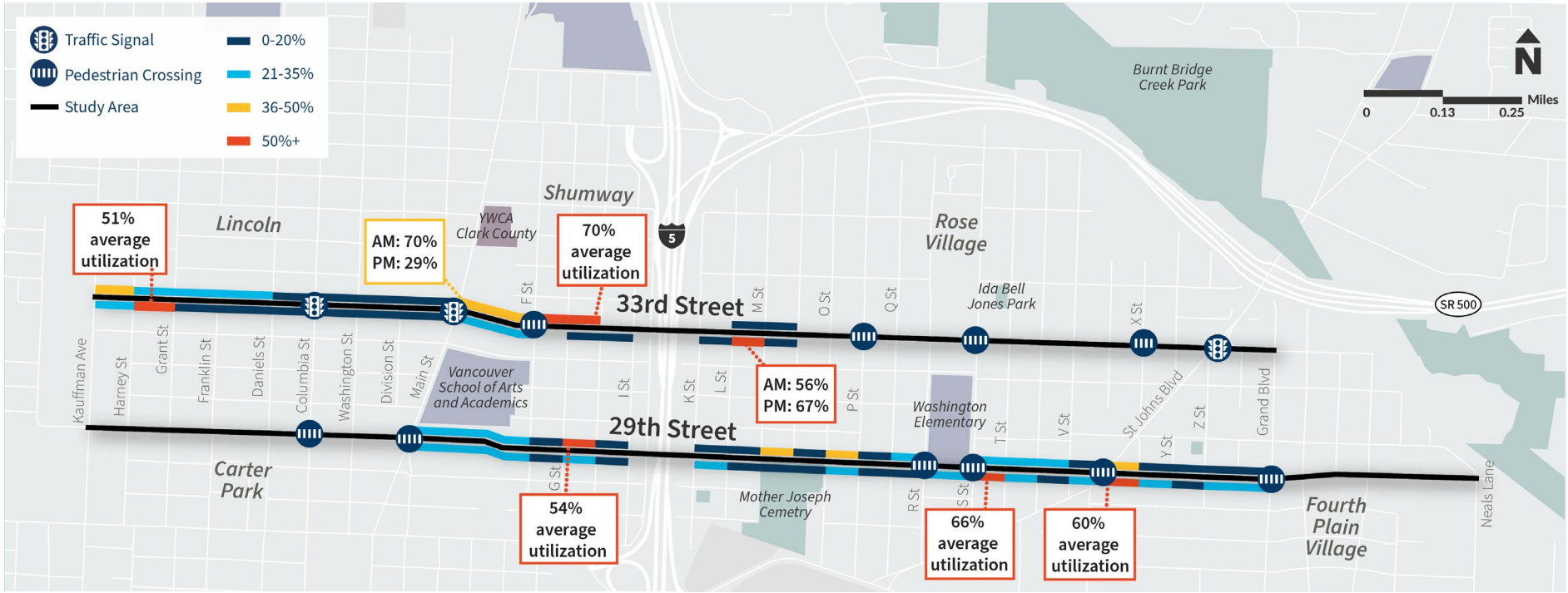


Figure 10: Parking Utilization Study Summary

Issues and Needs

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

Table 3: Summary of Corridor Issues and Opportunities

Issue	Opportunity
The existing pedestrian, bicycle, and small mobility network is inconsistent or incomplete. Sidewalks are missing in some locations and in poor condition along many areas of the corridor	Identify pedestrian, bicycle, and small mobility improvements recommended in the TSP to create a more complete and connected active transportation network. Strengthen connections to existing active transportation facilities, transit, parks, schools, and community destinations (Figure 15). Enhance corridor safety and visibility by daylighting intersections. Improve navigation with bicycle wayfinding and reconfigure stop signs to allow for continuous east-west bicycle travel.
Difficult crossings at St. Johns Boulevard and Main Street limit network comfort, safety, and connectivity. Crossing improvements will be determined in coordination with ongoing projects along both of these corridors.	Coordinate with ongoing Complete Streets projects on Main Street (Figure 14) and St. Johns Boulevard so that recommended solutions are consistent and create a safer and more comfortable network for all modes.
I-5 overpasses have wide rights-of-way, narrow sidewalks, and no dedicated bike and small mobility facilities.	Improve overpasses to include wide sidewalks and dedicated bike/small mobility lanes. Identify preferred cross section for future bridge reconstruction with the Interstate Bridge Replacement Program.
On-street parking constrains available right-of-way for mobility lane improvements and impacts visibility at intersections.	Reallocate roadway space and daylight intersections to improve safety for all modes.
On-street parking along 33rd 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 33e Street include X Street, P Street, St. Johns Boulevard, and Main Street. Crash frequencies on 29th 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 33rd Street and P Street, while improving crossings and circulation at locations such as 33rd Street and X Street or 33rd Street and Grand Boulevard.

Other Opportunities:

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

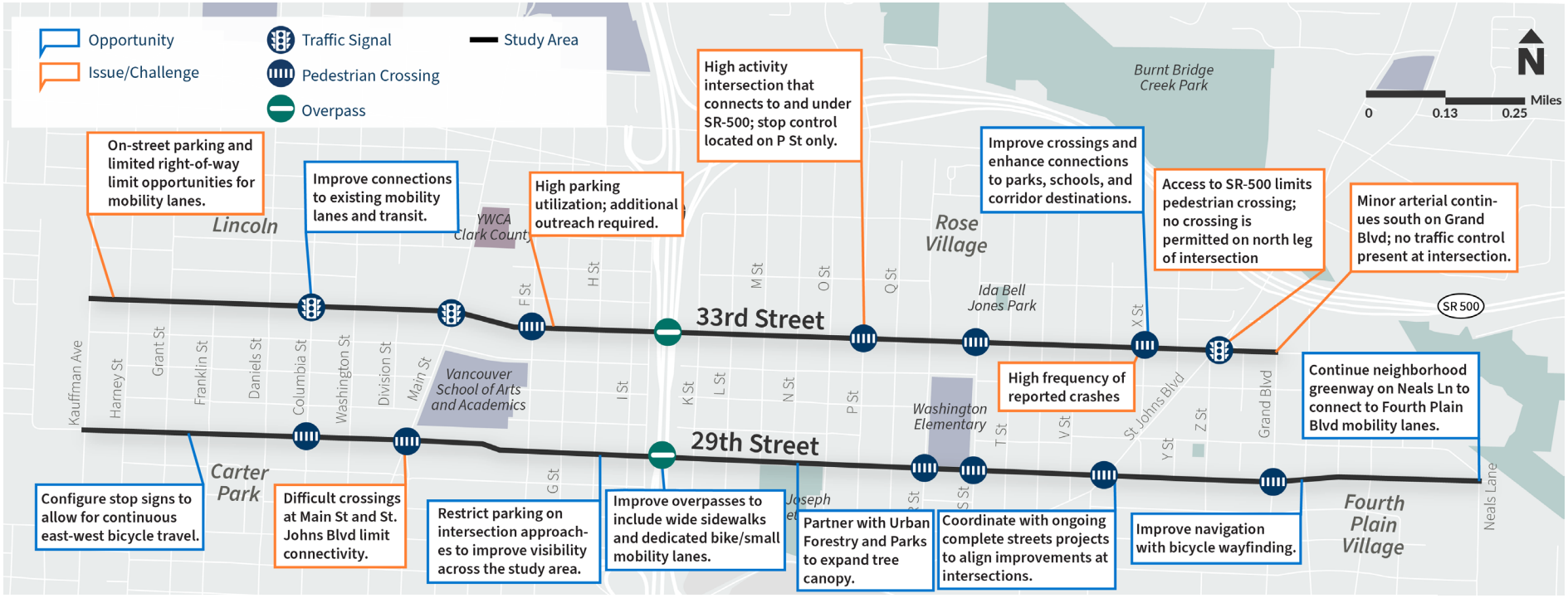


Figure 11: Study Area Issues and Opportunities

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

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

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

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

Evaluation Criteria

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

Table 4. Draft Evaluation Criteria

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

Next Steps

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

Appendix

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

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

Demographics

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

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

Table 5: Study Area Community Characteristics

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

1 Low Income Population is defined as 200% or less of the Federal Poverty Level
Source: U.S. Census Bureau, American Community Survey: 5-Year Estimates 2022, block group level

Safety Analysis

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

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

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

Category	Factors	Number of Crashes	Percentage of Total Crashes
Crash Severity	No Apparent Injury	41	52.6%
	Possible Injury	18	23.1%
	Suspected Minor Injury	12	15.4%
	Suspected Serious Injury	2	2.6%
	Unknown	5	6.4%
Modes	Pedestrian-Involved	2	2.6%
	Bicycle-Involved	5	6.4%
	Motor Vehicle Only	71	91.0%
Crash Characteristics/ Location	Associated with Turning Movement	20	25.6%
	Going Straight Ahead	47	60.3%
	Intersection Related	56	71.8%
Lighting	Dark – No Street Lights	2	2.6%
	Dark – Street Lights On	18	23.1%
	Dark – Unknown Lighting	2	2.6%
	Dawn	2	2.6%
	Dusk	2	2.6%
	Uknown	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	85th Percentile Speed
29th 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
33rd 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 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.