

**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.

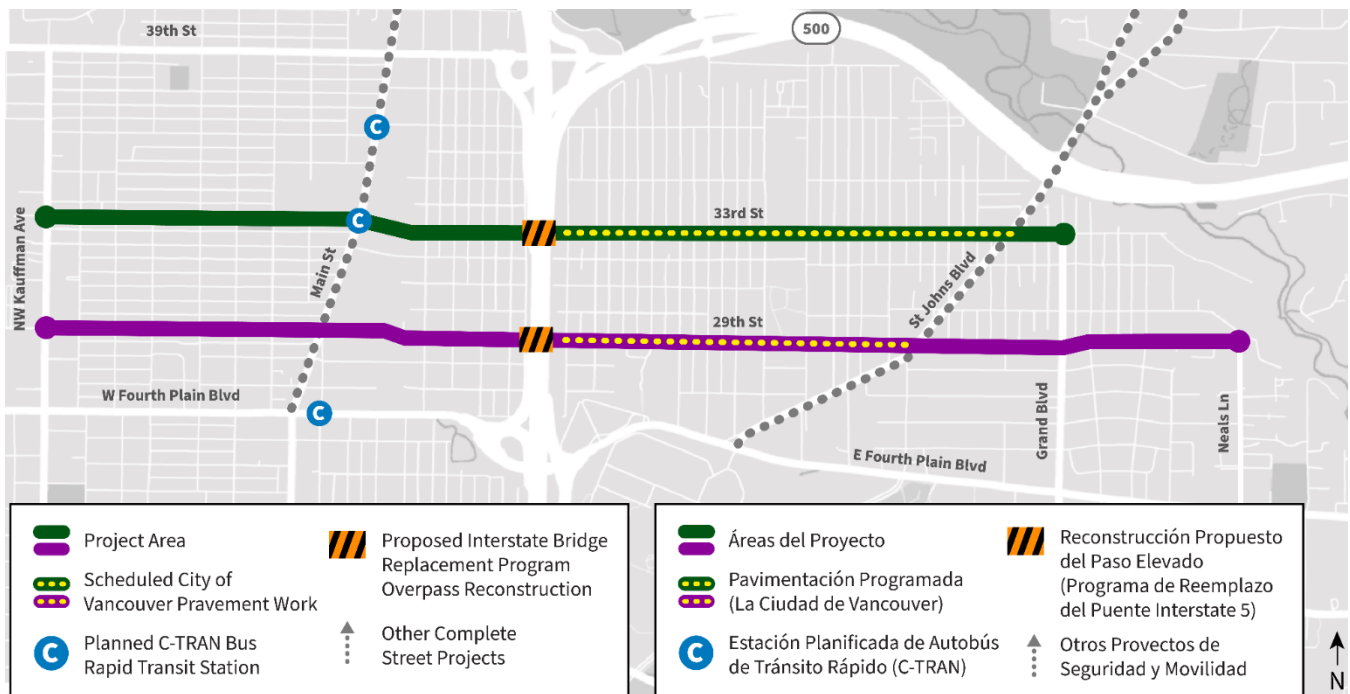


Figure 1: Project Area Map

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.

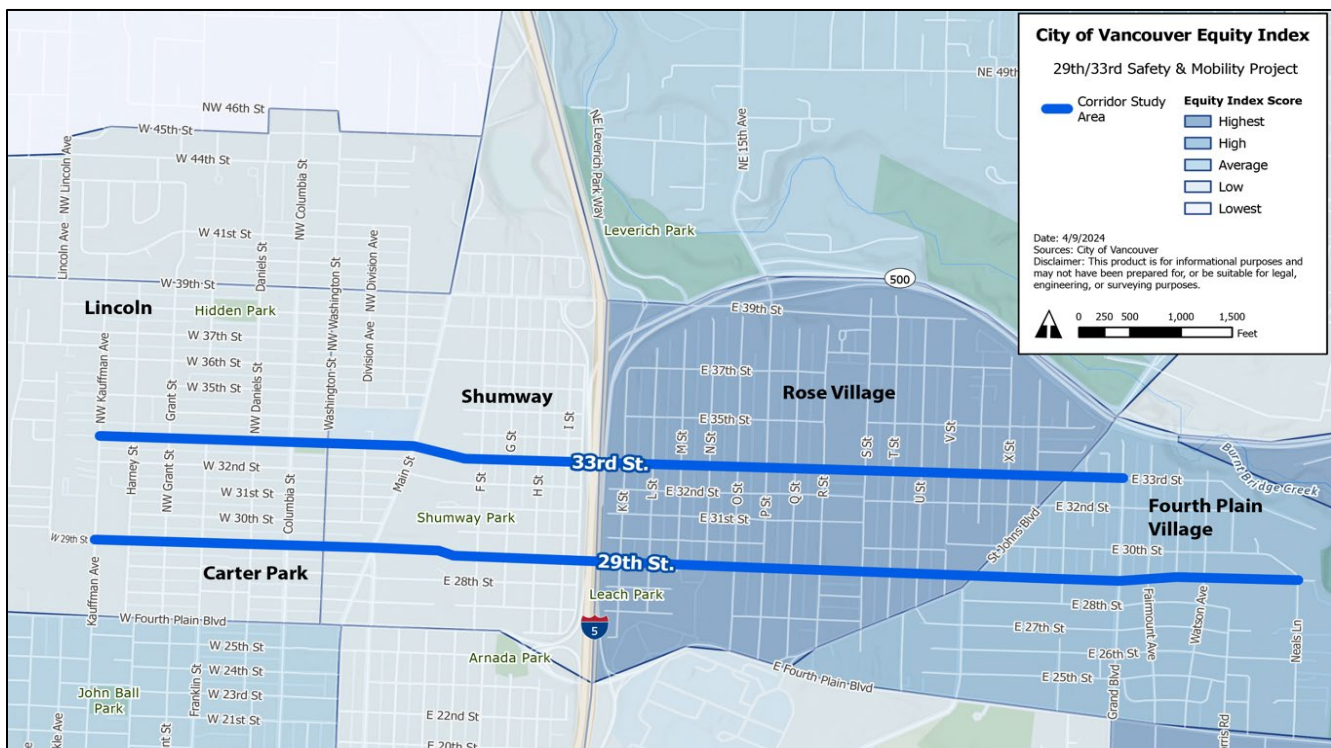


Figure 2: Project Area Map Showing Equity Index Scores

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	<b>1,989</b> views *As of Aug 14
In-Person Tabling Sessions	June 1, 2024	Multicultural Resource Fair	<b>86</b> people
	June 15, 2024	Juneteenth Freedom Celebration	<b>196+</b> people
	July 25, 2024	Vancouver Waterfront Concert	<b>46</b> people
	August 6, 2024	Shumway Neighborhood Picnic	<b>15</b> people
Email Newsletter	June 13, 2024	Project information and ways to share feedback provided to project and City newsletter subscribers	<b>14,000+</b> subscribers
Social Media	June 20, 2024	Project information shared on City of Vancouver Facebook, Instagram, X and NextDoor social channels	<b>13,000+</b> combined views
In-Person Small Group Briefings	June 22, 2024	Fourth Plain Forward’s Community Advisory Committee	<b>20</b> people
	July 23, 2024	Rose Village Neighborhood Association	<b>19</b> people
	August 1, 2024	Vancouver First United Methodist Church	<b>10</b> people
In-Person Canvassing & Sign Placement	July 10, 2024	Canvassed impacted businesses/churches and placed yard signs throughout project area	<b>6</b> businesses/ churches <b>28</b> yard signs
	July 15, 2024	Canvassed impacted businesses	<b>14</b> businesses
	July 31, 2024	Placed additional yard signs throughout project area	<b>9</b> yard signs

## Key Feedback Themes & Takeaways

### Safety

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

### Mobility

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

### Parking

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

## Engagement Activities & Results

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

### Digital Engagement

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

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



**Vancouver, Washington City Government**

June 20 · 🌐

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

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

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



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

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

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

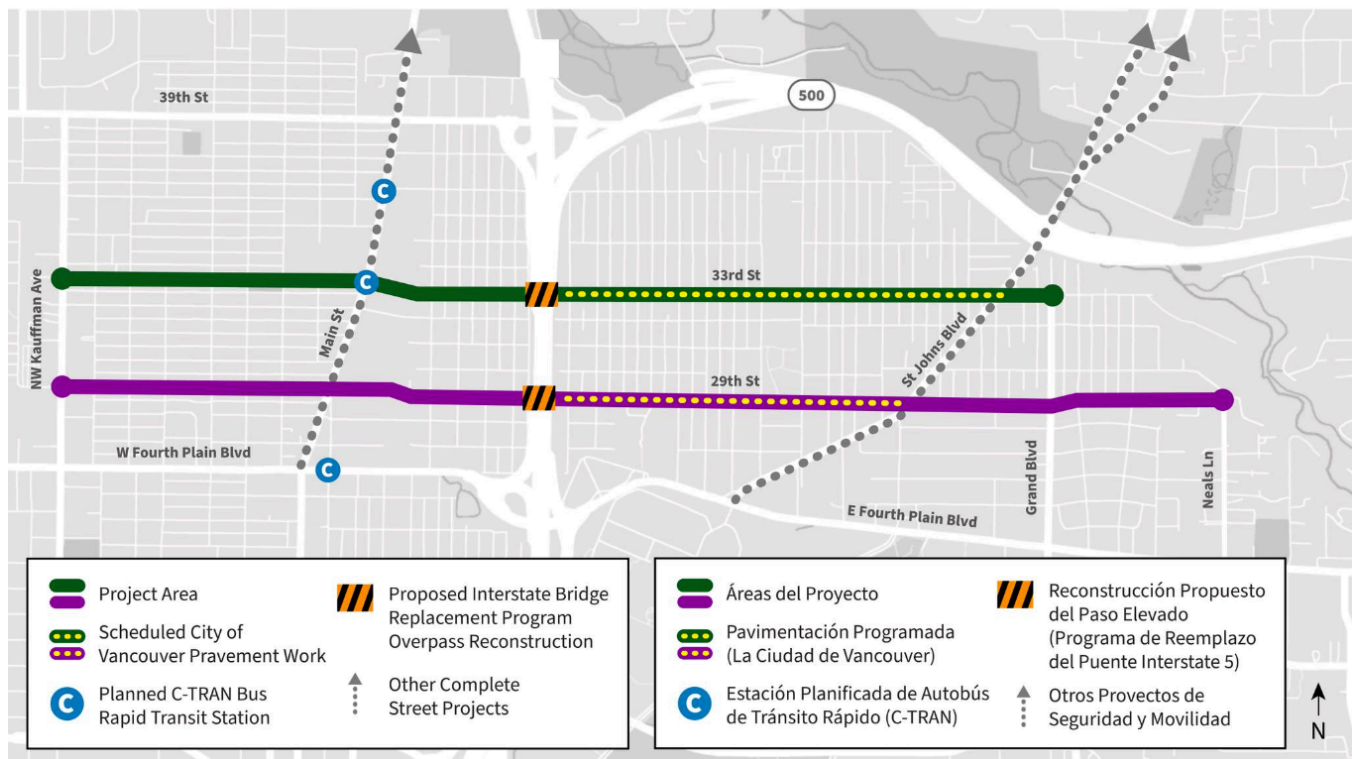


Figure 3: Snapshot of City of Vancouver Facebook Post on June 20, 2024



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

### In-Person Engagement

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

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



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

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



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



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

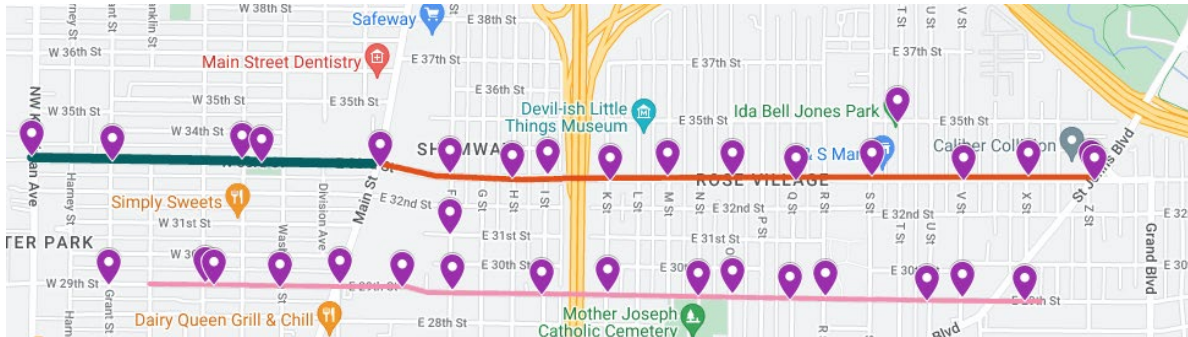


Figure 7: Map of project yard sign placement, noted with purple drop along the project area

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

## Snapshot of Community Feedback

### Safety

- **Speeding:**
  - *"If I cross 33rd anywhere, people are going 55 usually."*
  - *"From St Johns to S Street is now a speedway."*
    - *"I've never seen so many cars pass each other on this street as I have since the bike lanes were put in."*
    - *"It's even gotten more dangerous to pull into and out of our driveway."*
  - *"I frequently see people speeding down 29th street. I would love speed bumps or some deterrence to speeding. I've seen people run stop signs as well, so roundabouts are also a good thought."*
  - Regarding the intersection of 29<sup>th</sup> 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 33<sup>rd</sup> Street, the church leadership agreed the removal of parking “is a concern” however they also acknowledged the importance of improving access, safety and comfort for pedestrians and people with other mobility needs.*
- *During the tabling event at the Shumway neighborhood picnic, participants shared that residents around 33rd and G Street use the street parking near their homes and expressed concern about removing it.*

## Next Steps

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

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

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

# Appendix - Communications Collateral

**29th & 33rd Streets Safety & Mobility Project**

The 29th and 33rd Streets Safety and Mobility Project is studying how to improve safety and mobility for everyone using 29th, 30th, 31st, 32nd, and 33rd Streets between the Burrard and Grand Boulevards. These roads connect important destinations such as the Burrard and Grand Boulevards, the Burrard and Grand Boulevards, and the Burrard and Grand Boulevards.

**Project Timeline**

- March - May 2024** Assess existing conditions within the project area.
- June - July 2024** Develop preliminary design and gather your feedback on transportation improvements.
- August - October 2024** Finalize design recommendations and prepare for construction.
- 2025 - 2026** Implement the new transportation improvements and other mobility features.

**Project Area Map**

View the project website for more details, sign up for updates, and provide your feedback.

Project Fact Sheet | English Version

**PROYECTO DE SEGURIDAD Y MOVILIDAD DE Las Calles 29 y 33**

Este proyecto de las calles 29 a 33 (carretera "29th Street" y "33rd Street") está estudiando cómo mejorar la seguridad y la movilidad para todos los usuarios de las calles 29, 30, 31, 32 y 33 entre los bulevards Burrard y Grand Boulevard. Estas calles conectan importantes destinos como el bulevard Burrard y Grand Boulevard, el bulevard Burrard y Grand Boulevard, y el bulevard Burrard y Grand Boulevard.

**Cronograma del proyecto**

- Marzo - mayo 2024** Evaluar las condiciones existentes dentro del área del proyecto.
- Junio - julio 2024** Desarrollar el diseño preliminar y recopilar sus comentarios sobre las mejoras de transporte.
- Agosto - octubre 2024** Finalizar el diseño de recomendaciones y preparar para la construcción.
- 2025 - 2026** Implementar las nuevas mejoras de transporte y otras características de movilidad.

**Mapa del área del proyecto**

Visite el sitio web del proyecto para obtener más detalles, registrarse para recibir actualizaciones y proporcionar sus comentarios.

Project Fact Sheet | Spanish Version

**29th & 33rd Streets SAFETY & MOBILITY PROJECT**

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

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

SCAN ME

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

Project Signage

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

**Project Area**  
SCHEDULED CITY OF VANCOUVER Pavement Work  
Planned C-TRAN Bus Rapid Transit Station

**Proposed Interstate Bridge Replacement Program**  
Overpass Reconstruction  
Other Complete Street Projects

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

**Reconstrucción del Paso Elevado Propuesto**  
Programa de Reemplazo del Puente Interestate 5  
Otros Proyectos de Seguridad y Movilidad

Project Area Map | English + Spanish

**29th & 33rd Streets SAFETY & MOBILITY PROJECT**

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Display Board | English Fact Sheet

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Display Board | Spanish Fact Sheet

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

**Project Area**  
SCHEDULED CITY OF VANCOUVER Pavement Work  
Planned C-TRAN Bus Rapid Transit Station

**Proposed Interstate Bridge Replacement Program**  
Overpass Reconstruction  
Other Complete Street Projects

Project Area Map | English

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

**Áreas del Proyecto**  
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Estación Planificada de Autobús de Tránsito Rápido (C-TRAN)

**Reconstrucción del Paso Elevado Propuesto**  
Programa de Reemplazo del Puente Interestate 5  
Otros Proyectos de Seguridad y Movilidad

Project Area Map | Spanish

**29th & 33rd Streets Safety & Mobility Project Area Map**  
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Otros Proyectos de Seguridad y Movilidad

Display Board | English + Spanish Project Area Map