

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.

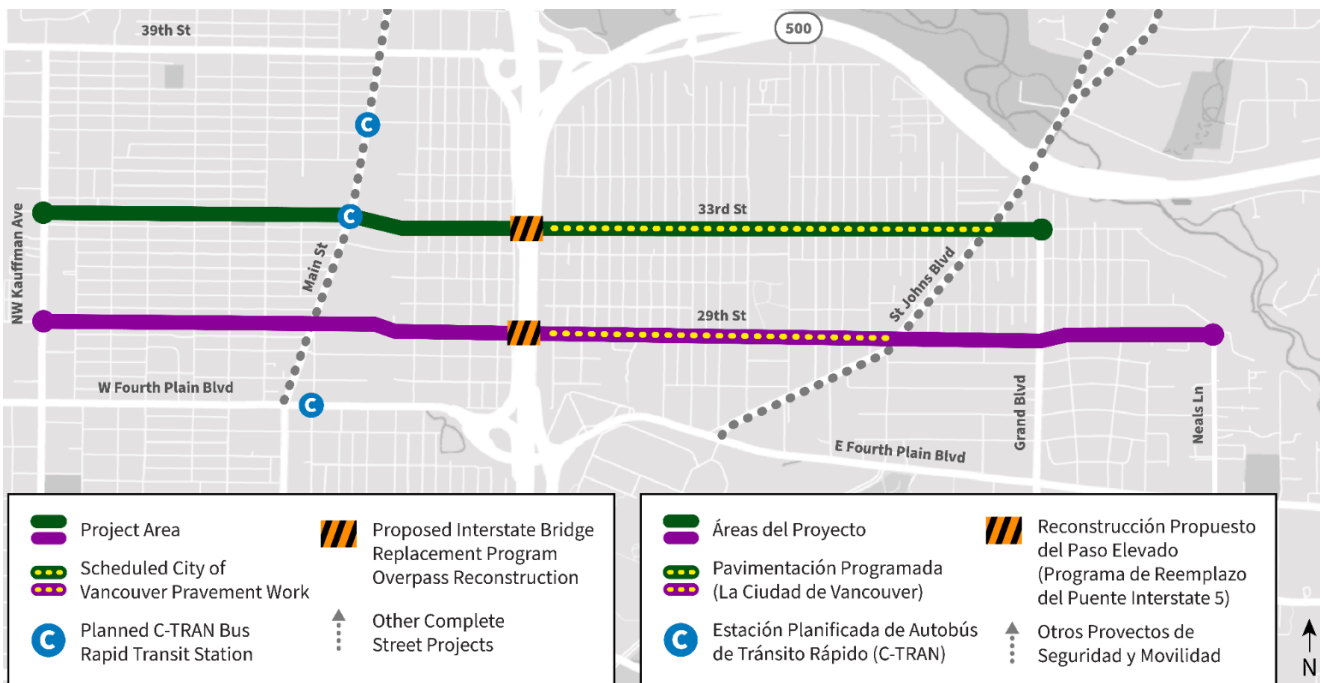


Figure 1: Project Area Map

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.

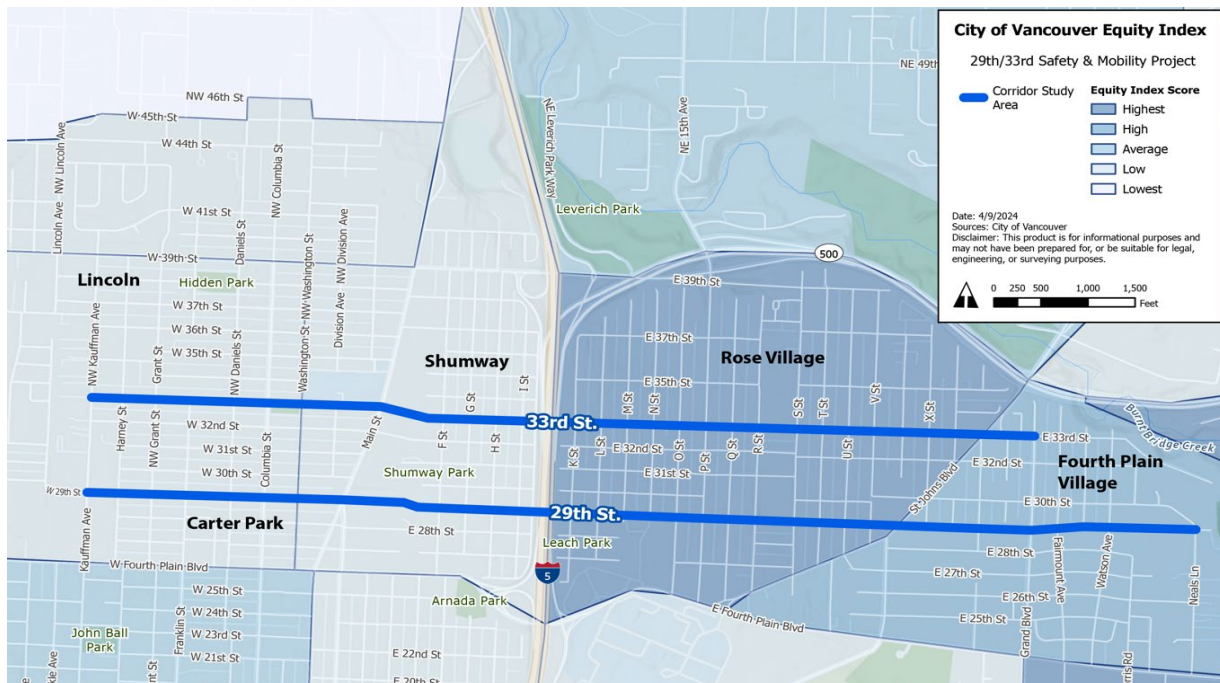


Figure 2: Project Area Map Showing Equity Index Scores

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.

CITY OF Vancouver WASHINGTON

29th & 33rd Streets SAFETY & MOBILITY PROJECT

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

We're exploring ways to improve safety and mobility for everyone on 29th Street from Kauffman Avenue to Neals Lane, and 33rd Street from Kauffman Avenue to Grand Boulevard. Based on findings from technical analysis and community engagement, we've drafted design recommendations and we want your feedback!

Estamos explorando maneras de mejorar la seguridad y la movilidad para todos los que usan la calle 29 desde la avenida Kauffman hasta Neals Lane y la calle 33 desde la avenida Kauffman hasta el bulevar Grand. Basándonos en los hallazgos del análisis técnico y la participación comunitaria, hemos desarrollado recomendaciones de mejoras y buscamos sus comentarios.

Map Legend:

- Project Area / Áreas del Proyecto:** Solid green and purple lines.
- Scheduled City of Vancouver Pavement Work / Pavimentación Programada (La Ciudad de Vancouver):** Dotted green and purple lines.
- Other Complete Street Projects / Otros Proyectos de Seguridad y Movilidad:** Dotted grey lines.
- Proposed Interstate Bridge Replacement Program / Overpass Reconstruction / Reconstrucción Propuesta del Paso Elevado (El Programa de Reemplazo del Puente Interstate 5):** Yellow and black striped lines.
- Planned C-TRAN Bus Rapid Transit Station / Estación Planificada de Autobús de Tránsito Rápido (C-TRAN):** Blue 'C' in a circle.

For more information, visit the project website:
Para más información, visite la página web del proyecto:
www.beheardvancouver.org/29th-and-33rd-safety

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**.

Vancouver, Washington City Government is with **City of Vancouver** ...
Department of Public Works and **C-TRAN**.
September 18 · 🌐

A BIG thank you to all who shared your experiences traveling along 29th and 33rd Streets! With your input and technical analysis findings, we're excited to share proposed designs aimed at improving safety, mobility and comfort for all — and we want your feedback! 🗨️ 📝

Visit the project website to learn more and share your thoughts through our community survey by Oct. 5. Your feedback will help shape the final recommendations, which are scheduled to begin rolling out with planned pavement work in Summer 2025.
beheardvancouver.org/29th-and-33rd-safety

CITY OF Vancouver WASHINGTON

Weigh in on proposed improvements coming to 29th and 33rd Streets

*Comparta su opinión sobre las mejoras propuestas para las **calles 29 y 33***

Take the survey by October 5
Participe en la encuesta antes del 5 de octubre
beheardvancouver.org/29th-and-33rd-safety

👍❤️😄 21 20 comments 1 share

👍 Like 🗨️ Comment ➦ Share

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

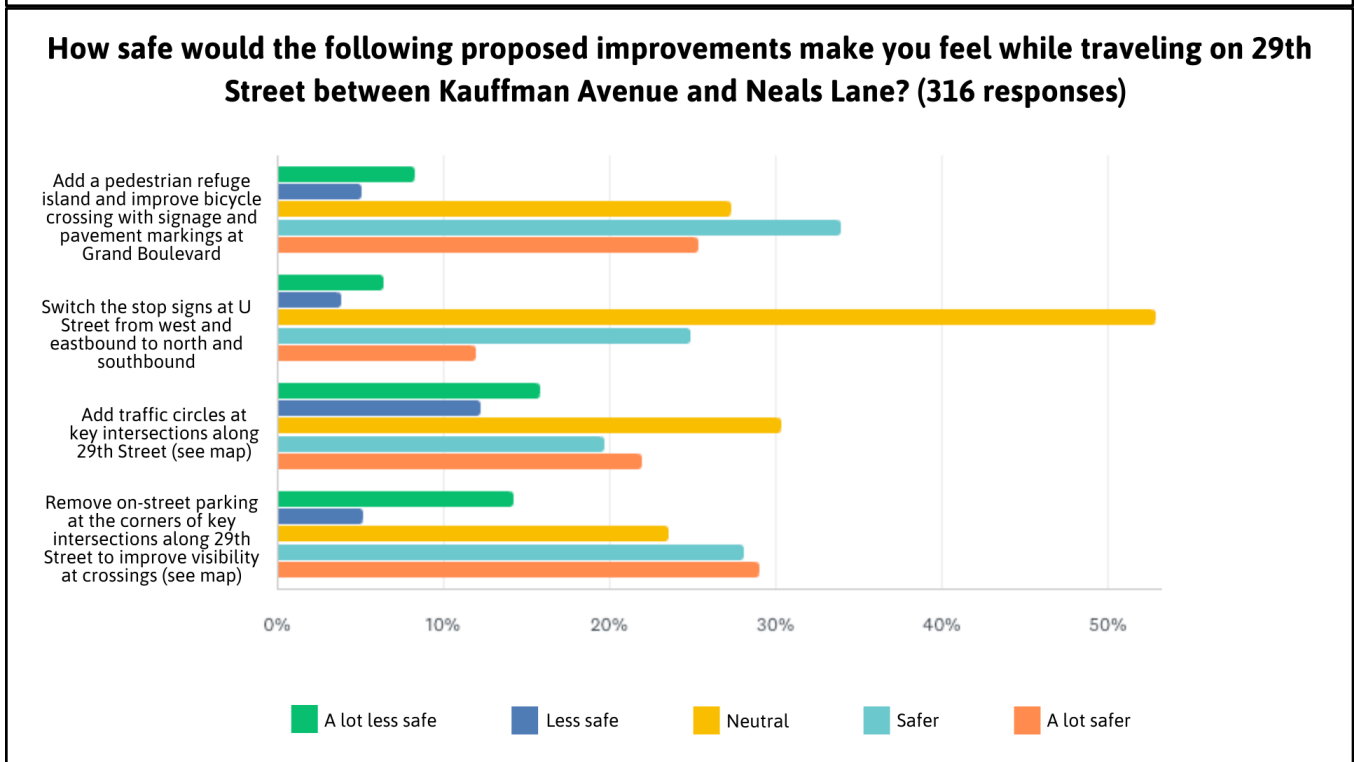
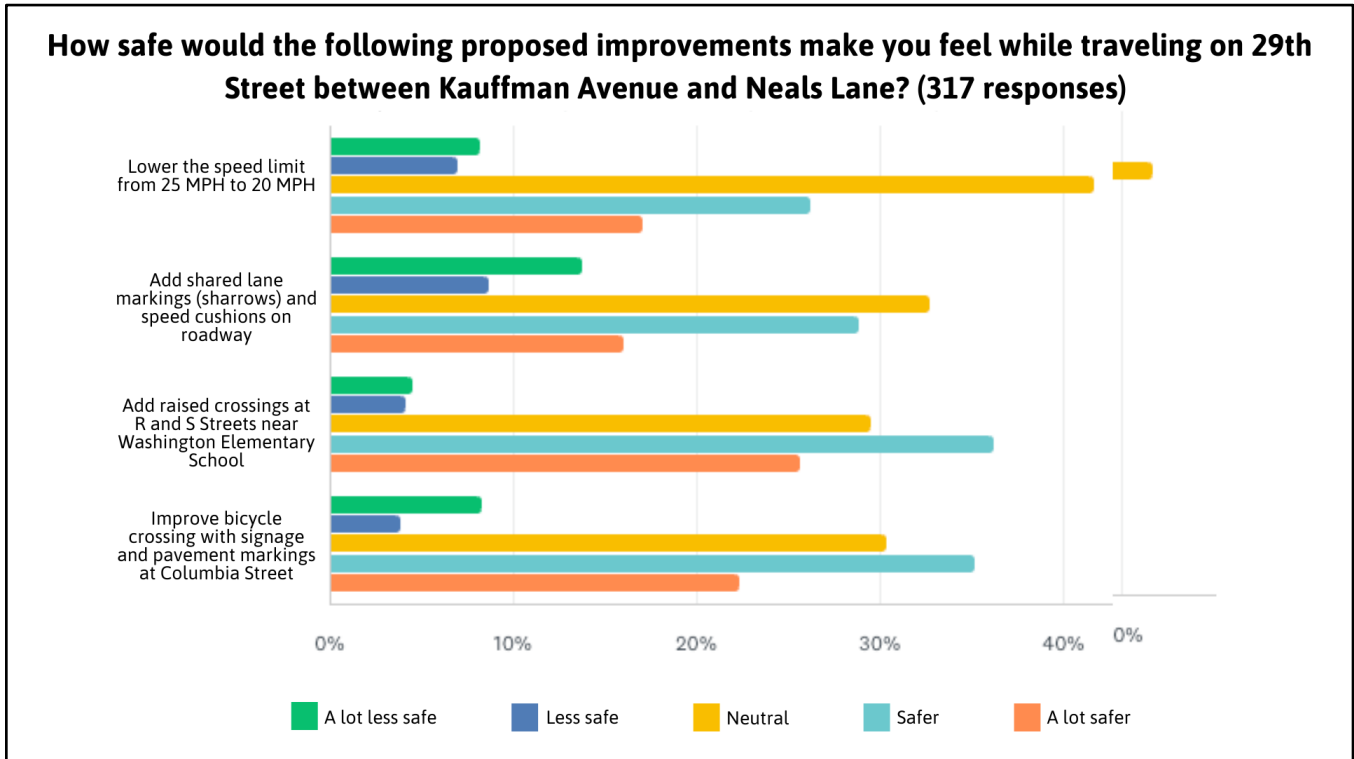
There is strong interest in the city planting more trees, adding planters and enhancing the overall appearance of neighborhoods, which residents would appreciate as part of this process. Notable comments about placemaking include:

- “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.”

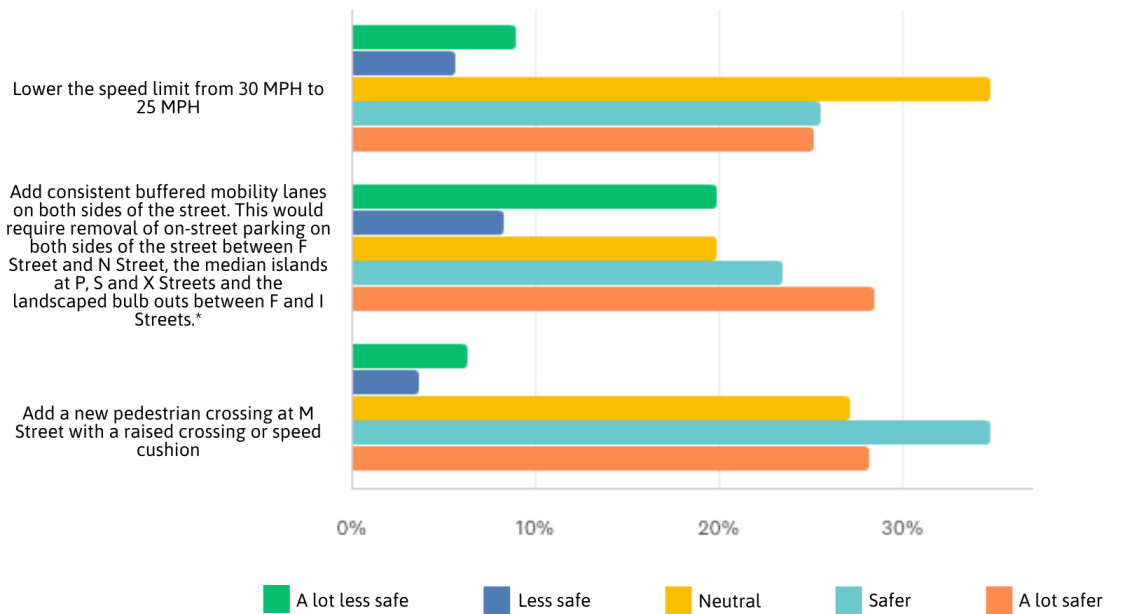
Next Steps

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.

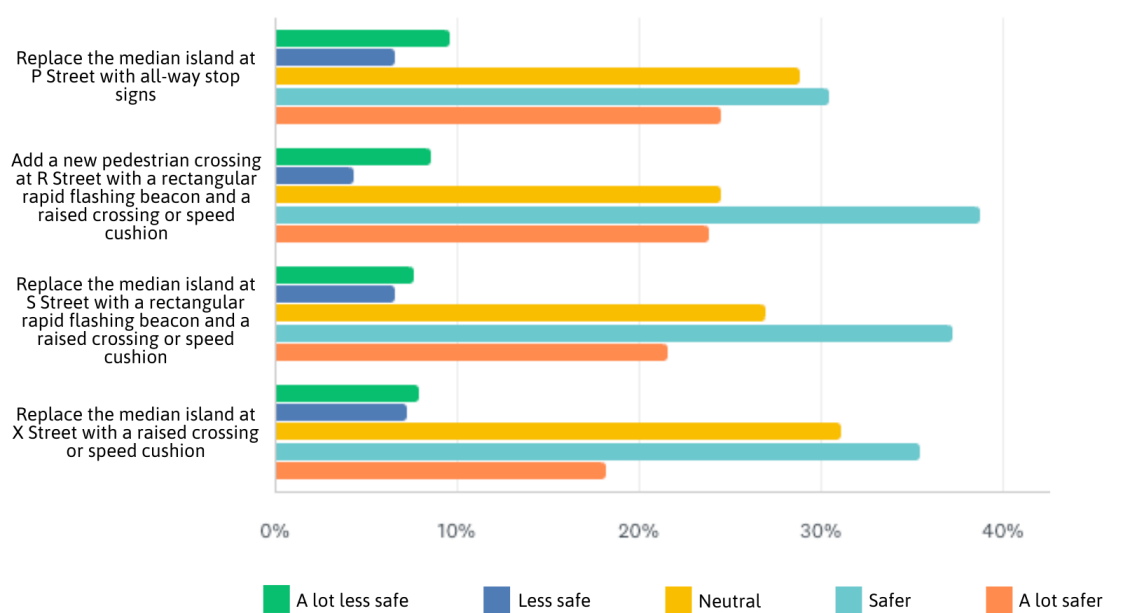
Appendix – Survey Results



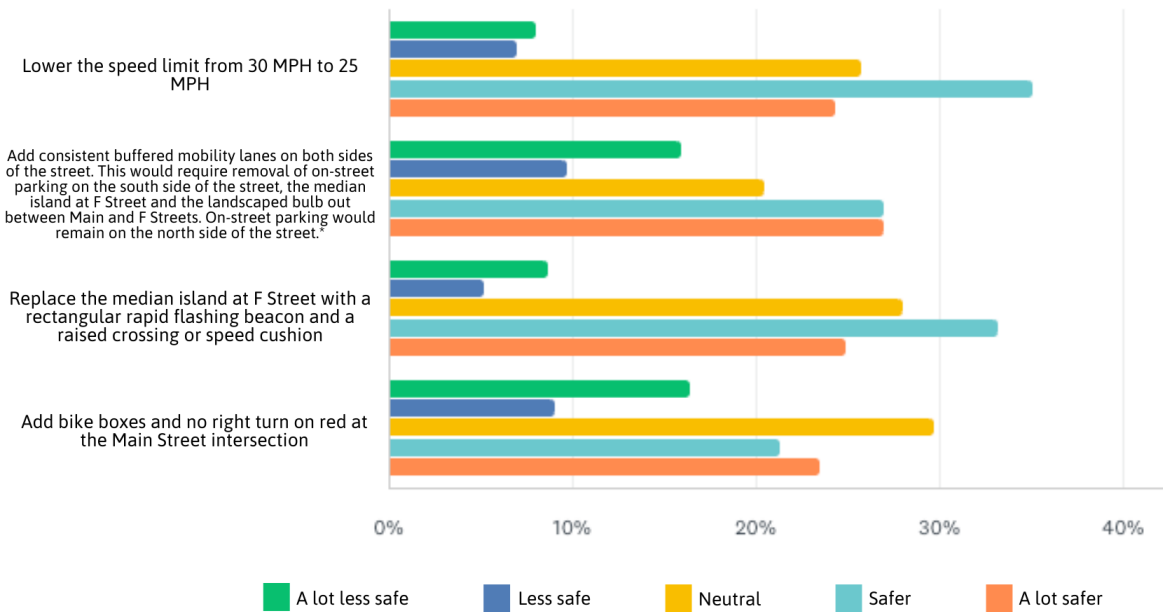
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (303 responses)



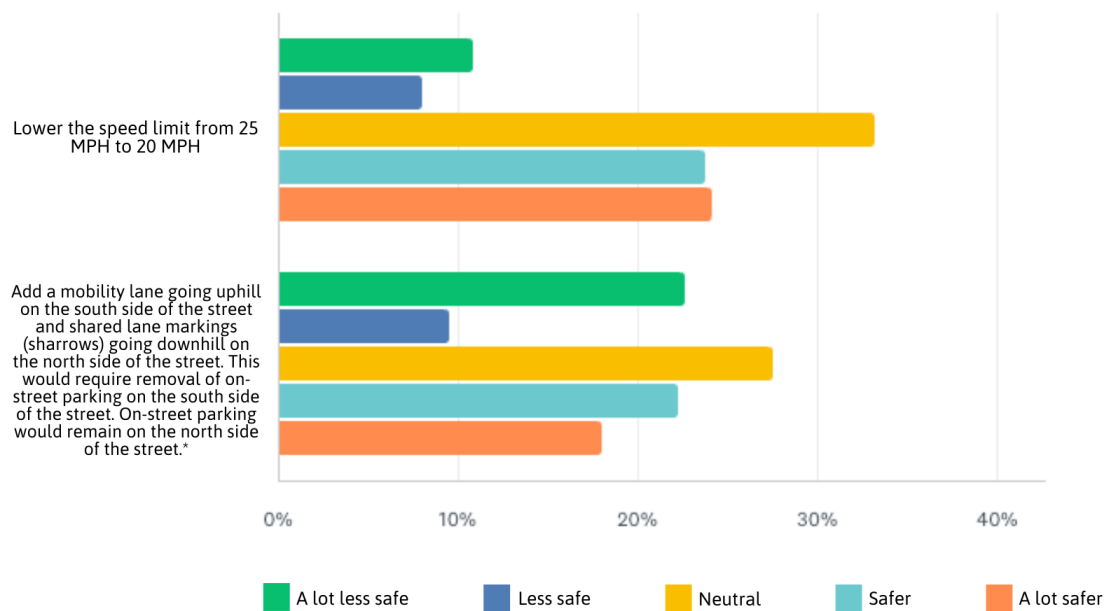
How safe would the following proposed improvements make you feel while traveling on 33rd Street between F Street and Grand Boulevard? (302 responses)



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



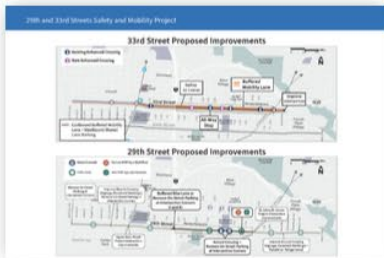
Display Board | Examples of Proposed Improvements



Display Board | Current Conditions + Proposed Improvements



Survey | Spanish



Display Board | Proposed Improvements



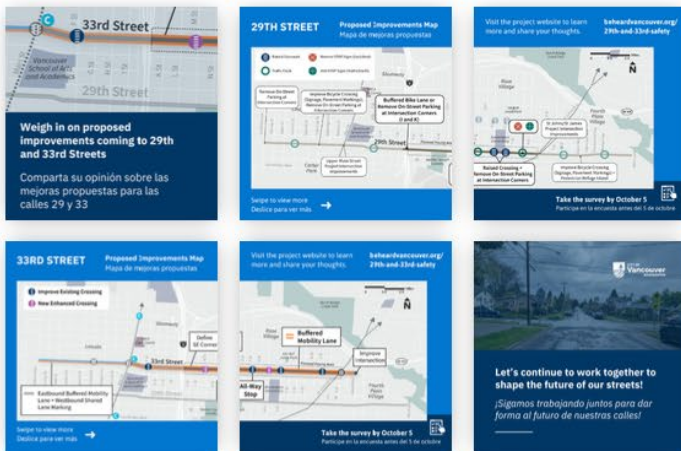
Display Board | English + Spanish Project Area Map



Survey | English



Project Signage



Social Graphics | English + Spanish



Project Mailer