## Information

#### City of Vancouver Neighborhood Traffic Calming Program

This project is part of the City of Vancouver's Traffic Calming Program that was developed in partnership with the Neighborhood Traffic Safety Alliance in 2013. The intent of the traffic calming program is to address the on-going needs of neighborhoods who want to create a more walkable and livable community. It is intended that projects completed under this program will be cost efficient, low maintenance, long-lasting improvements that directly address identified speed or traffic concerns. For more information go to: www.cityofvancouver.us/TrafficCalmingProgram

Notes:			



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# **Neighborhood Traffic Calming Program**

### Traffic Summary: East 33rd Street

n 2013, a resident representing the Rose Village Neighborhood Association applied for and received funding for a neighborhood traffic calming project along East 33rd Street, from I-5 to St. Johns Boulevard.

The application to the traffic calming program was submitted due to speeding concerns on East 33rd Street and the amount of traffic coming onto East 33rd Street from P Street and O Street.

The traffic calming proposal was presented twice to the Neighborhood Traffic Safety Alliance and was also reviewed by City of Vancouver Public Works, Fire and Police to make sure the project is appropriate for the street and surrounding area.

It is anticipated the improvements will be completed during the Summer of 2014, and is anticipated to cost \$36,000.

#### Planned Improvements Include:

- Street striping to help narrow the visual look of the street and slow traffic striping may include bike lanes that would require the removal of on-street parking
- Pedestrian refuge island at East 33rd Street and P Street
- Pedestrian refuge island at East 33rd Street and X Street
- Street murals at three intersections -S Street, R Street, and one other location to still be determined by the neighborhood
- Additional street trees along corridor



## **Project Details**

## **East 33rd Street Striping Proposal**

### Project Location - East 33rd Street from I-5 to Y Street



### **Project Statistics**

Street	Length	Street Classification	Posted Speed	85th Percentile Speed	Average Speed	Average Daily Traffic
East 33rd Street	I-5 to Y Street	Arterial	30 MPH	33.4 MPH	29 MPH	3084

Note: the 85th percentile is the speed 85% of the vehicle are traveling at or below this speed

### **Street View**



East 33rd Street at P Street



East 33rd Street at X Street

### **Background**

In most locations East 33rd Street is 36 feet wide. Standard travel lane widths are 12 feet wide, so with two travel lanes at 24 feet, that leaves only 12 feet of space. Standard parking areas are striped to be 8 feet, but there is only enough room to have two 6 foot parking lanes on East 33rd Street. Coupled with the substandard parking lane widths, there has been a history of collisions with parked cars along the corridor, as well as numerous complaints to the City regarding sight distance issues at intersec-

tions where vehicles are parked.

In order to address some of these safety issues and also improve conditions along the corridor, it was proposed as part of this traffic calming project to include bike lanes along East 33rd Street. The bike lanes would meet a long-term goal of the City's Bicycle Master Plan to include bicycle facilities on East 33rd Street as well provide better roadway delineation of space that could reduce vehicle speeds along the corridor.

### East 33rd Parking Utilization Study

There are 183 available parking spots along East 33rd Street from K Street to Y Street. Parking availability was identified using a 20 foot wide by 8 foot deep parking area for each spot (standard parking space size) along with providing the proper distance from mailboxes, driveways, alleys, and intersections. Side street parking availability used the same criteria as East 33rd Street and identified four

parking spaces deep on both sides of the street, on the north and south side of East 33rd Street. The number of spaces available on side streets was calculated to be 240 spaces. Parking was inventoried during three separate occasions on Thursday, Jan. 23, and one time period on Sunday, Jan. 26 in order to capture the best information. Parking utilization for both days is presented in the table below.

Time and Location	# of Cars Parked on 33rd Street	% Utilization	# of Cars Parked on side streets	% Utilization
Weekday Morning (1/23/14, 6 am - 7 am)	12	7%	61	25%
Weekday Mid-day (1/23/14, 12 pm - 1 pm)	7	4%	58	24%
Weekday Night (1/23/14, 8 pm - 9 pm)	20	11%	67	28%
Weekend (1/26/14, 3 pm - 4 pm)	9	5%	76	32%