



## MEMORANDUM

**DATE:** April 29, 2024

**TO:** Chair Ramos and Transportation and Mobility Commission members

**FROM:** Maggie Derk, Senior Transportation Planner, and Laurel Priest Associate Transportation Planner, Community Development Department

**RE:** 29th/33rd Safety and Mobility Project

**CC:** Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Lopossa, Transportation Division Manager, Public Works Department

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### Meeting Purpose

- Introduce the project purpose and timeline to the Transportation and Mobility Commission (TMC).
- Obtain TMC feedback on goals, engagement approach, and preliminary issues and opportunities.

### Project Overview

#### Location and Purpose

The 29<sup>th</sup> & 33<sup>rd</sup> Streets Safety & Mobility Project is studying ways to improve safety and mobility for all people traveling on 29th Street between Kauffman Avenue and Neals Lane as well as 33rd Street between Kauffman Avenue and Grand Boulevard (Figure 1). Both roads connect Vancouver neighborhoods separated by Interstate 5 (I-5), a major U.S. highway and freight route, and provide important connections to other transportation corridors, such as Main Street, St. Johns Boulevard, and Grand Boulevard.

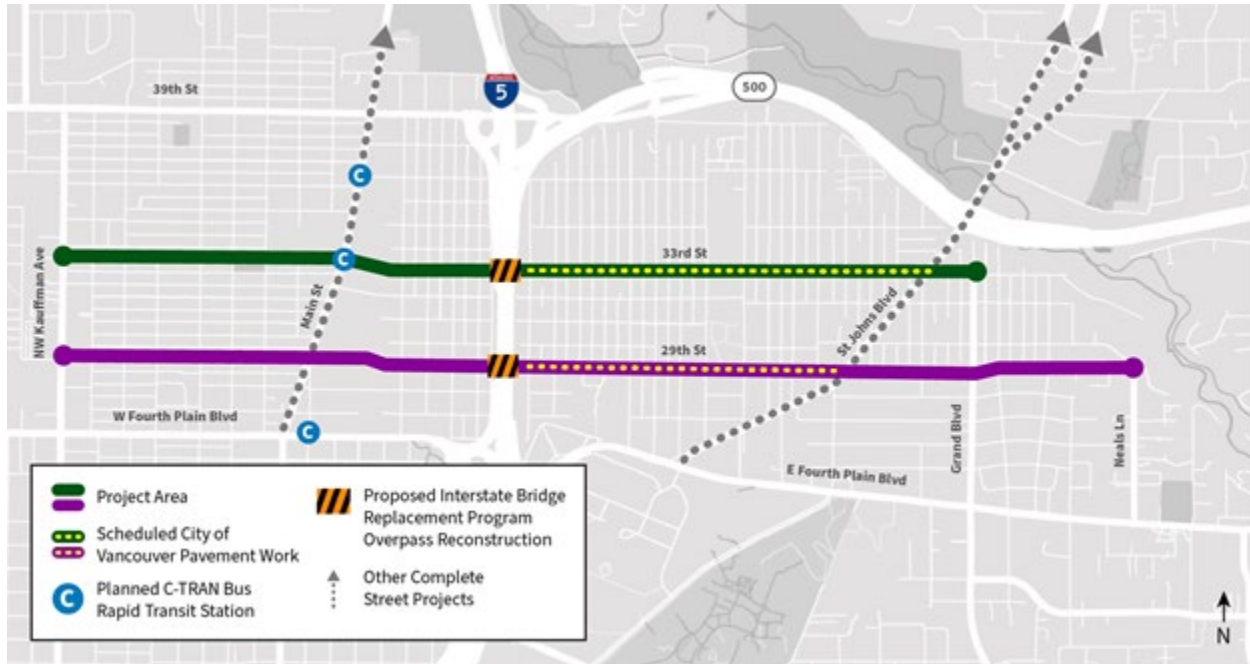


Figure 1: Project Area Map

This project will identify improvements in advance of scheduled 2025 City of Vancouver pavement preservation work, which includes both 29<sup>th</sup> and 33<sup>rd</sup> Streets between I-5 and St Johns Boulevard. This project will also identify preferred cross sections and related improvements for the reconstruction of both I-5 overpasses through the Interstate Bridge Replacement (IBR) program. Further, this project will coordinate with ongoing Complete Streets studies on Main Street and St Johns Boulevard.

## Project Goals

This project will evaluate how 29<sup>th</sup> and 33<sup>rd</sup> Streets can better meet the needs of people walking, using a mobility device, biking, accessing transit and driving. Both corridors are identified in the Transportation System Plan (TSP) as priority pedestrian and bike/small mobility corridors. In addition to advancing the vision established in the TSP, project goals include:

- Improve **pedestrian safety and connectivity** by adding/upgrading crossings, sidewalks, and curb ramps.
- Improve **bike and small mobility safety and connectivity** by addressing network gaps and connecting low-stress facilities.
- Improve the condition of the roadway through **pavement work** to ensure a smoother and safer travel experience for all road users.
- Ensure that all members of the community, regardless of race, income, or ability, have **equal access to safe transportation options** and infrastructure improvements.

# Project Timeline

The project is expected to be completed by the end of 2024 to meet deadlines associated with the 2025 paving schedule. Presentations to the Transportation and Mobility Commission are currently scheduled for May, July, September, and October. Figure 2 provides a high-level overview of the anticipated timeline.

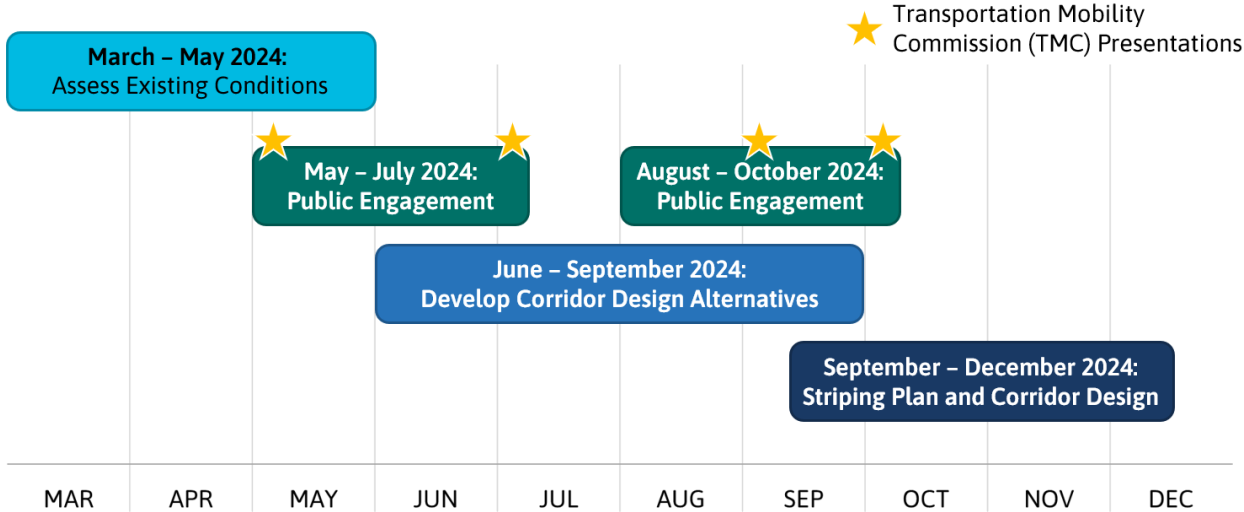


Figure 2: Project Timeline

# Engagement Approach

The engagement approach will focus on two levels of participation:

- **Inform** – Share information with the community to help them understand project goals, objectives, limitations, timelines, and recommendations.
- **Consult** – Solicit and acknowledge community feedback on transportation needs, desires, and concerns for the project area.

Community engagement for this project will occur over two milestones:

- **Milestone 1 Current Conditions** (June-July 2024): Learn how the community currently uses the project area, set project expectations, and share preliminary design considerations.
- **Milestone 2 Design Recommendations** (August-September 2024): Solicit feedback on near-term and long-term design recommendations.

Based on this engagement approach, the project team and City will strive for equitable, inclusive, and accessible community outreach and engagement through the following tactics:

- Project website and regular updates;
- Project fact sheets/flyers;
- Project materials translated to Spanish, as well as Spanish interpretation available at in-person events;
- Social media posts to promote engagement events and opportunities for feedback;
- Community survey;
- Small group briefings with local organizations;
- Neighborhood canvassing; and
- Tabling at existing community events.

### **Equitable Engagement**

The City of Vancouver's Equity Index Map serves as a valuable tool for guiding policy, program, and public investment priorities (Figure 3). It uses U.S. Census demographics markers to identify equity-priority populations. To further understand the racial composition, languages, housing status, and accessibility needs of the project area, the project team conducted an additional review of U.S. Census and Department of Education data. The notable findings include:

- Communities of color are more likely to live and/or attend a K-12 school in neighborhoods east of I-5.
- Spanish is the only language other than English spoken by more than 5% of the population within the project area.
- Fourth Plain Village has the greatest concentration of renters within the project area.
- Neighborhoods bordering I-5, such as Shumway and Rose Village, have a notable number of residents with disabilities.

These findings will shape the equitable community engagement approaches including language translation and interpretation needs, and the location of in-person engagement activities.



Figure 3: City of Vancouver Equity Index

## Issues and Opportunities

Based on work completed to date, the project team has identified the following preliminary issues and opportunities:

- 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. Mobility lanes only exist along a portion of 33<sup>rd</sup> Street and there are no sharrows along 29<sup>th</sup> Street. There are opportunities to create better connections and create a more consistent active transportation network.
- Crossing major roadways that intersect with the project area, particularly at St. Johns Boulevard and Main Street, can be difficult for people walking, rolling, bicycling or using small mobility devices. There are opportunities to coordinate with ongoing Complete Streets projects on both corridors to develop more comfortable network connections for all people using active transportation modes.
- On-street parking constrains the available right-of-way for mobility lane improvements and impacts visibility at intersections. There are opportunities to reallocate roadway space and daylight intersections to improve safety for all modes.
- Review of crash data (2018-2022) shows higher frequencies of crashes on some corridor segments, such as 33<sup>rd</sup> Street west of Grand Boulevard. There are opportunities to improve safety by advancing the vision established in the Transportation System Plan.
- 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 devices.
- The project area includes neighborhoods with a history of advocating for street murals and traffic calming projects. There are opportunities to engage residents and build on this history.

## Next Steps

The project team is currently reviewing existing conditions in the corridor, including a review of traffic counts, safety data, and parking utilization. After completing the existing conditions analysis in spring 2024, the team will transition to Milestone 1 of public engagement in summer 2024, where we'll actively listen to the community's experiences and concerns regarding 29<sup>th</sup> and 33<sup>rd</sup> Streets. Gathering these insights will help the project team develop the design improvements needed for the corridors. The project team will collaborate with the Transportation and Mobility Commission in July to review and offer feedback on these design alternatives, ensuring they align closely with community needs and project goals.

## Staff contact info

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## Attachment(s):

- None