

**Date:** August 1, 2023

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

**CC:** Kate Drennan, Principal Transportation Planner, Community Development;  
Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa,  
Streets & Transportation Division Manager, Public Works

**From:** Emily Benoit, Senior Transportation Planner, Community Development

**RE:** **McGillivray Boulevard Safety and Mobility Project – Design Options**

## Background

The [McGillivray Boulevard Safety and Mobility Project](#) (Project) is evaluating potential changes to improve safety and mobility for all who travel on SE McGillivray Boulevard between SE Chkalov Drive and SE 164th Avenue, and SE Chkalov Drive between SE 7th Street and SE McGillivray Boulevard.

## Design Options

Based on the [technical findings](#) and [community engagement](#) completed in Phase 1 and the [Project goals](#) developed in the beginning of Phase 2, three design options have been developed by the Project Team. All three design options propose repurposing one vehicle travel lane in each direction but do not currently propose to make any changes outside the existing roadway, including to the median. As designs are refined, it is possible that additional improvements outside of the right-of-way or in the median may be recommended to ensure safe mobility for all users. Each design option has a description, rendering and benefits and challenges table on pages 3-5.



*Figure 1: McGillivray Boulevard Project Corridor Boundary*

## Opportunities and Constraints

Opportunities and constraints were identified prior to the development of the design options to anticipate potential benefits and challenges for each.

**Table 1: Design Option Opportunities and Constraints**

Opportunities	Constraints
Roadway space can be repurposed in a way that does not substantially change the driver experience, beyond speed reduction.	The width of the roadway makes slowing down vehicles challenging.
The two most common types of collisions are likely to be reduced through traffic calming and improved channelization.	Residential driveways create potential conflicts with people using mobility lanes.
On-street parking utilization is highest between SE Talton and SE 136th, which allows for the parking lane in other areas to be used for other means.	

## Community Engagement

Following the initial community engagement in Phase 1, the Project Team developed a [Community Engagement Plan](#). Phase 2 engagement focuses on small group community conversations. The Project Team hosted seven community conversations, both in-person and virtually, that provided an opportunity to have detailed conversations with community members and gather feedback on the three design options. Over 100 residents expressed interest in participating, and all were invited to join a community conversation. There will also be an online community survey available in August and September to ask the community for additional input on the design options.

## Next Steps

The Project Team will refine the design options based on Transportation and Mobility Commission (TMC) and community input and in coordination with the City's Public Works Department. A recommendation on a preferred design option is expected to be brought to TMC in the Fall for approval.

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## Design Option 1: Parking Separated Mobility Lane

This design option proposes a 10-foot-wide mobility lane next to the curb that would be intended for use by people walking, biking, or using a small mobility device where there are no sidewalks. In portions of the corridor where a sidewalk exists today, people walking would be expected to use the existing sidewalks and the mobility lane would be used by people riding a bicycle or other small mobility device. The mobility lane would be separated from vehicular traffic by a four-foot-wide painted buffer and an eight-foot-wide parking lane. The vehicle travel lane would be 11-feet-wide.

Figure 2. Design Option 1: Parking Separated Mobility Lane



Table 2: Benefits and Challenges for Design Option 1: Parking Separated Mobility Lane

Benefits	Challenges
Ability to create physically separated space for mobility lane.	Where parking is under-utilized, the effectiveness of narrowing the vehicle travel lanes is reduced.
Most on-street parking is maintained.	Residential driveway access causes breaks in the buffer and conflicts with the mobility lane.
Increases comfort for people using the mobility lane.	Avid cyclists have shared concerns about being trapped between the curb and parked cars in the mobility lane.
Perceived narrowing of the roadway will help to lower vehicle speeds	Without a physical barrier, when there are no parked cars, confused drivers may end up in the mobility lane.
	U-turns may need to be restricted at major intersections.

## Design Option 2: Center Running Mobility Lane

This design option proposes a five-foot-wide walking lane by the curb that would be separated from vehicular traffic by an eight-foot-wide parking lane where there are no sidewalks. Where sidewalks exist today, people walking would be expected to use the sidewalks and parking would be located next to the curb. A five-foot-wide mobility lane dedicated to travel by bicycles and other small mobility devices would be located next to the median and separated from the 10-foot-wide vehicle travel lane by a four-foot buffer with a vertical barrier.

Figure 3. Design Option 2: Center Running Mobility Lane

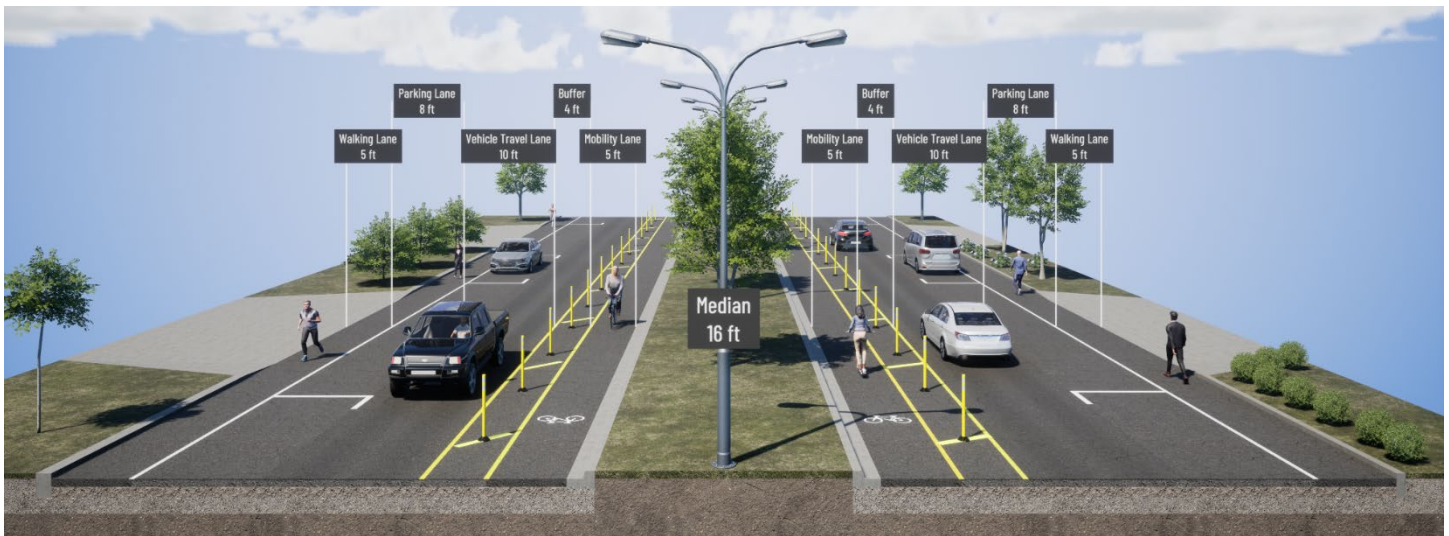


Table 3: Benefits and Challenges for Design Option 2: Center Running Mobility Lane

Benefits	Challenges
Eliminates the driveway and parking lane conflict for people riding a bicycle or using a small mobility device.	The non-standard configuration will require education and may be confusing for people who do not use the corridor regularly.
Limits the removal of on-street parking to intersection approaches for increased sight distance for safety.	U-turns may need to be restricted at major intersections.
Allows for a continuous vertical barriers separating the mobility lane and the vehicle travel lane.	Right-turns will be more challenging for people using the mobility lane.
Creates separated space for people walking and people riding a bicycle or small mobility device to address the speed differential between modes.	
Makes left-turns easier for people using the mobility lane.	

### Design Option 3: Shared Mobility Lane/Residential Access

This design option proposes the use of a residential access lane with access to this lane only being provided at the beginning of the block and at one location mid-block. Vehicles could exit the access lane mid-block or at the end of the block. The lane would be intended for use by vehicles accessing residential driveways or parking, and people walking, bicycling, or using other small mobility devices in areas where there are no sidewalks. Where sidewalks exist, use of the access lane would be limited to vehicles accessing residential driveways or parking and people riding a bicycle or using other small mobility devices. The access lane would be separated from the vehicle travel lane by a four-foot concrete median.

Figure 4. Design Option 3: Shared Mobility Lane/Residential Access



Table 4: Benefits and Challenges for Design Option 3: Shared Mobility Lane/Residential Access

Benefits	Challenges
Provides most separation from vehicle travel lane for mobility lane users with the barrier and parking lane	Vehicles must enter at the beginning of the block, or they will not be able to access residential driveways
Consistent and robust barrier would increase effectiveness of traffic calming measures	U-turns may need to be restricted at major intersections
Maintains most on-street parking, though parking may need to be prohibited across from driveways to allow for space for vehicles to back out	Additional traffic calming will be required to keep speeds low in frontage lane or some users may not feel comfortable sharing with vehicles
Reduces crossing distance at intersections	Coordination with trash pick-up and emergency responders will be needed to ensure access is maintained