

A photograph of a residential street intersection. In the foreground, a paved road with white lane markings leads to a stop sign. To the right of the stop sign, a green street sign indicates 'St. Tailon Ave' and 'St. 132nd Ave'. A white house with a garage is visible on the right side of the street. The background shows more houses and trees under a blue sky with some clouds.

McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission
August 1, 2023



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Agenda



**Policy Alignment
and Meeting
Purpose**



**Design Options
Discussion**



Next Steps

City Council Priorities



Safety, Equity and Climate

- Provide a safe, accessible street system that benefits all users, ages, and abilities, regardless of how they choose to travel.
- Help protect and benefit all who use the public right-of-way by reducing serious injuries, decreasing negative environmental impacts, promoting healthy living, and advancing the well-being of all in Vancouver.

Strategic Plan Alignment



Livability

- Being safe and feeling comfortable in public spaces and places.
- Abundant opportunity to access and engage in core community resources including natural resources, transportation, health care, education, cultural experiences, and art.

Sustainability and Resiliency

- Using a proactive and goal-oriented approach
- Learning from past experiences and taking in new information

Innovation

- Actively pursuing new opportunities
- Committing to collaboration
- Collecting, processing, and analyzing data, then acting on insights

Equity and Inclusion

- Ensuring accessible, inclusive, and sustainable access to resources and opportunities for those with disabilities

Trust and Relationships

- Strong partnerships and community engagement
- A government that demonstrates openness and provides accurate and unambiguous information

Purpose & Outcome



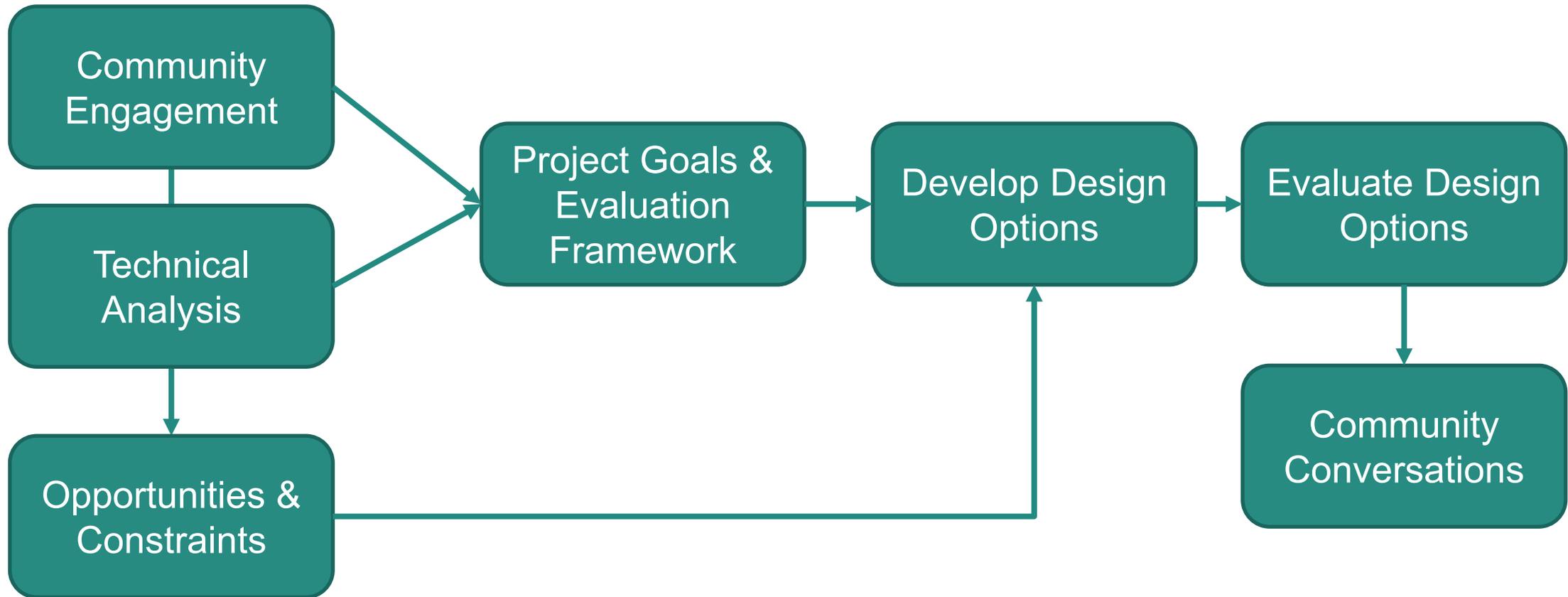
Purpose

- Present three design options for McGillivray Boulevard.
- Share feedback from community conversations on design options.

Target Outcome

- Gather input on design options to inform the next phase of design and selection of a preferred design option.

Phase 2: Develop Design Options



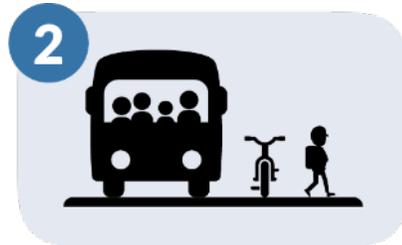
Phase 2: Project Goals

Lower Vehicle Speeds



Lower vehicle speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the neighborhood context.

Improve Safety & Comfort



Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.

Improve Intersections & Crossings

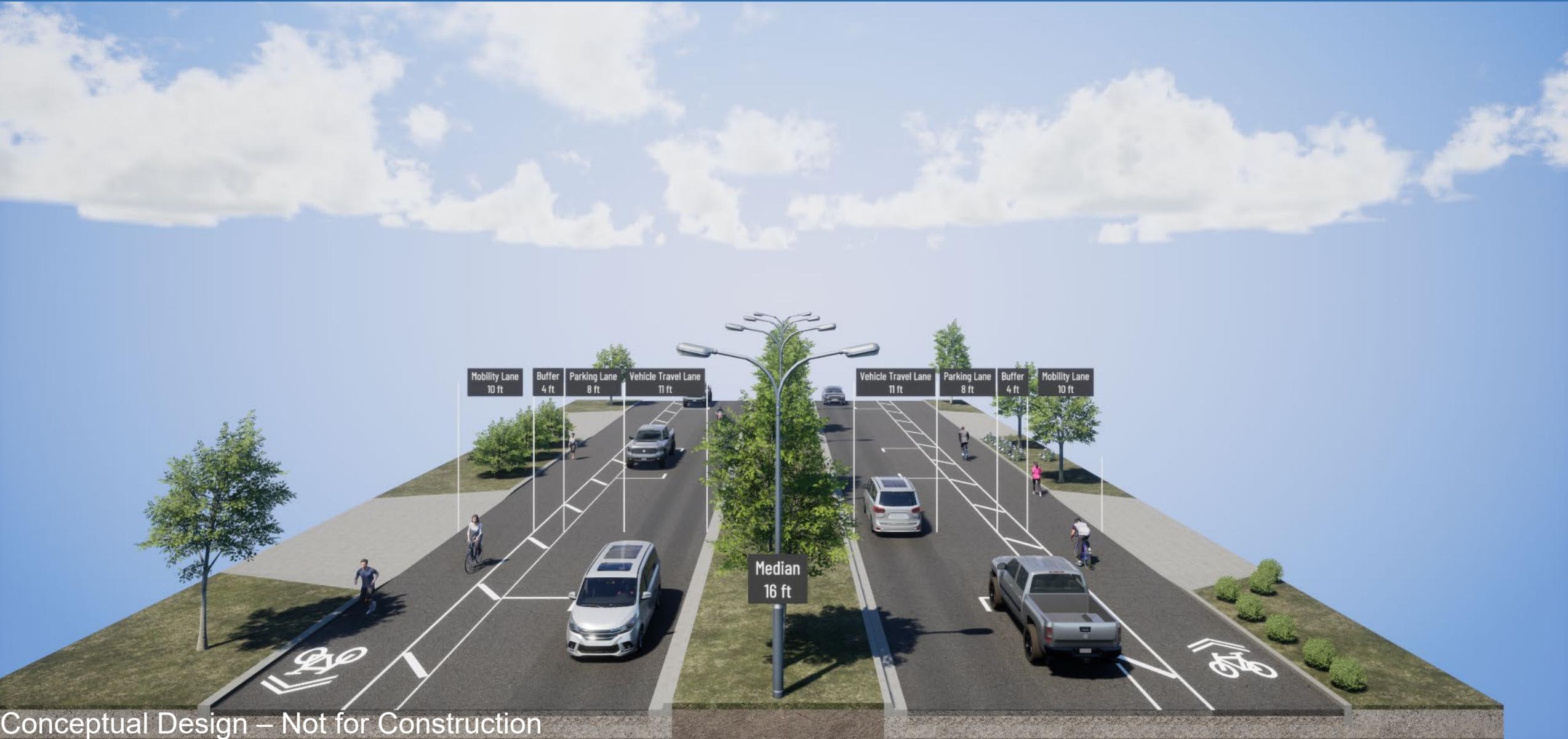


Improve safety and comfort at intersections and crossings on the corridor.

Design Option 1: Parking Separated Mobility Lane

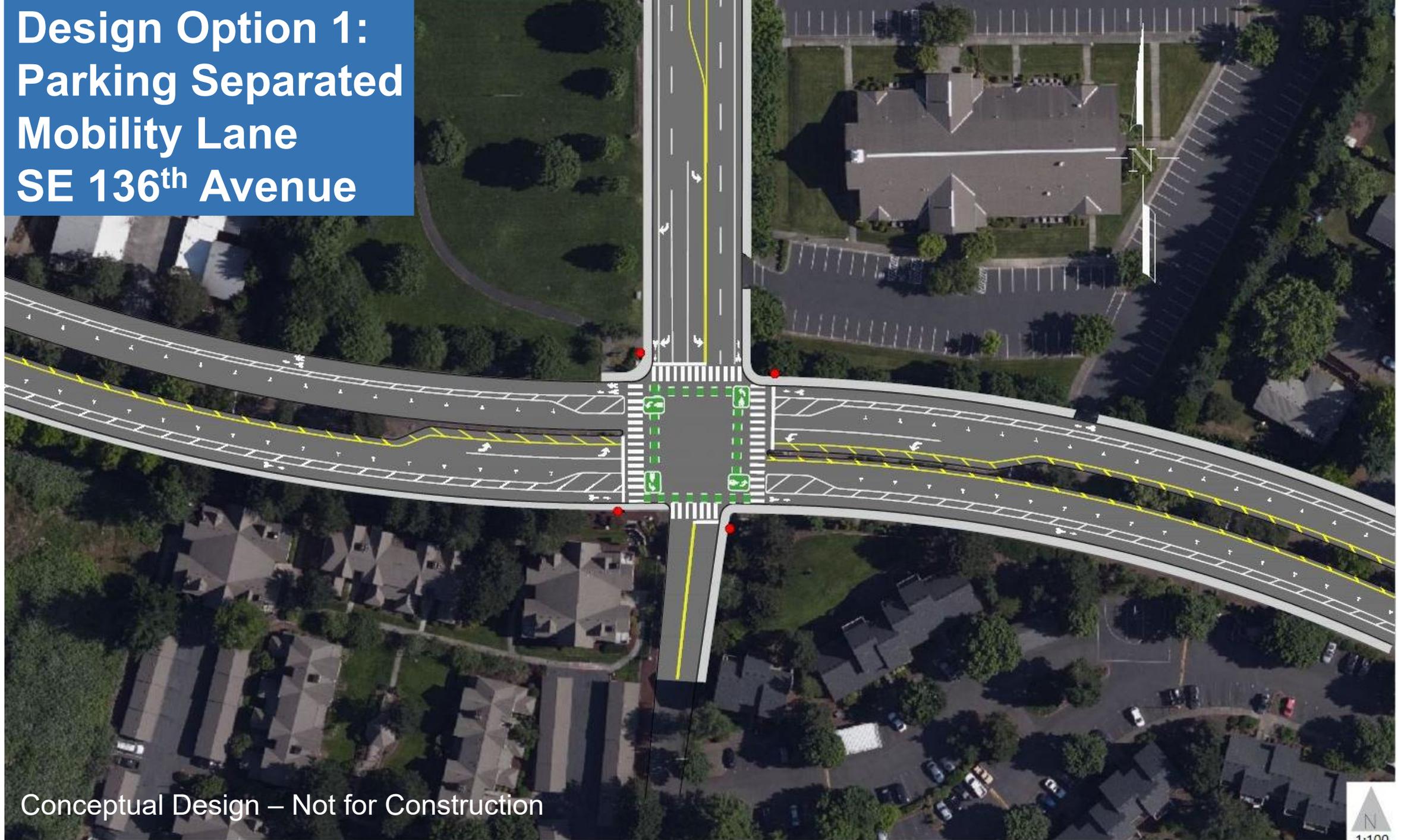


Design Option 1: Parking Separated Mobility Lane



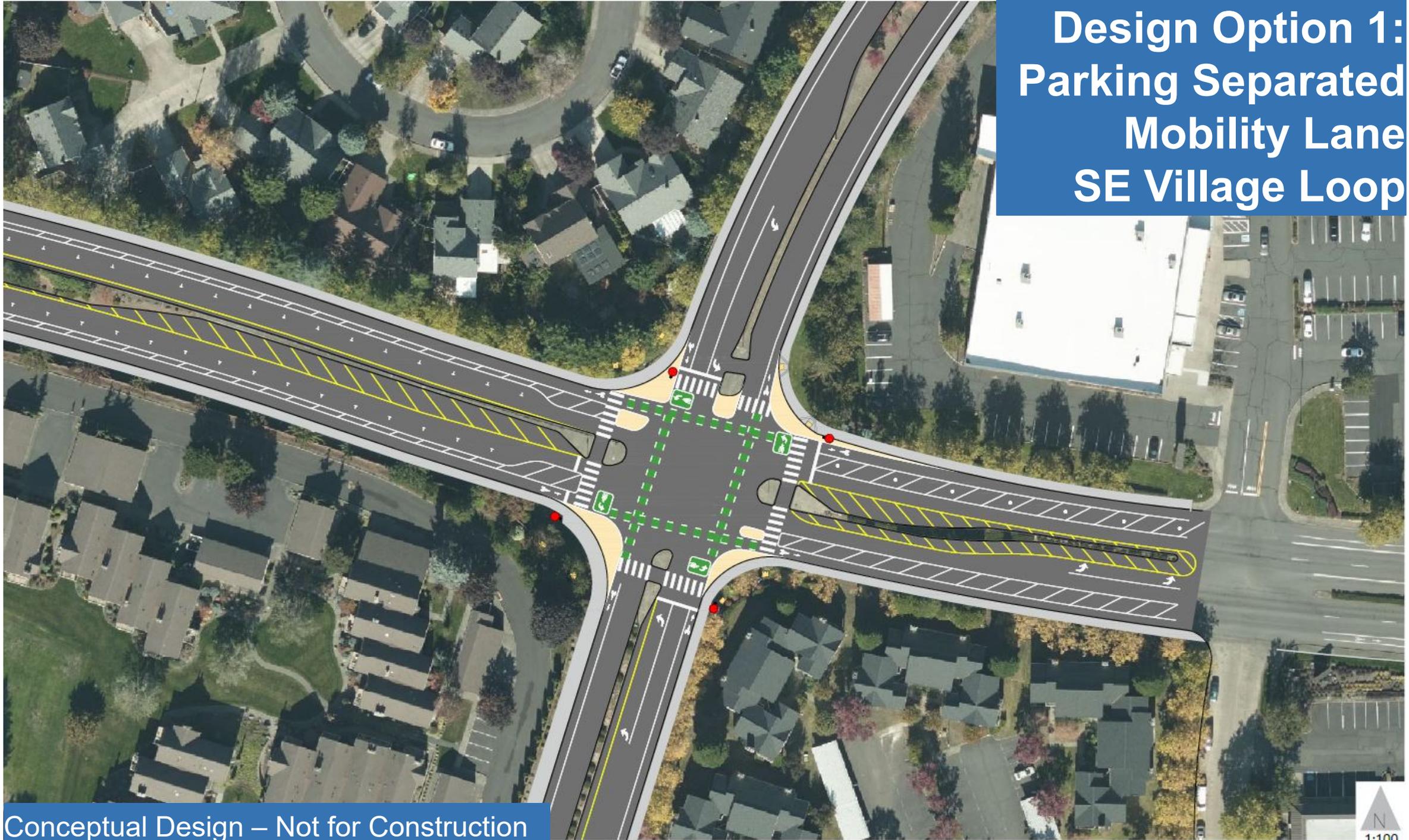
Conceptual Design – Not for Construction

Design Option 1: Parking Separated Mobility Lane SE 136th Avenue



Conceptual Design – Not for Construction

Design Option 1: Parking Separated Mobility Lane SE Village Loop



Conceptual Design – Not for Construction

Design Option 1: Parking Separated Mobility Lane

Benefits:

- Physically separated space for mobility lane.
- Maintains most on-street parking.
- Increases comfort for people using the mobility lane.
- Perceived narrowing of roadway will help to lower vehicle speeds.

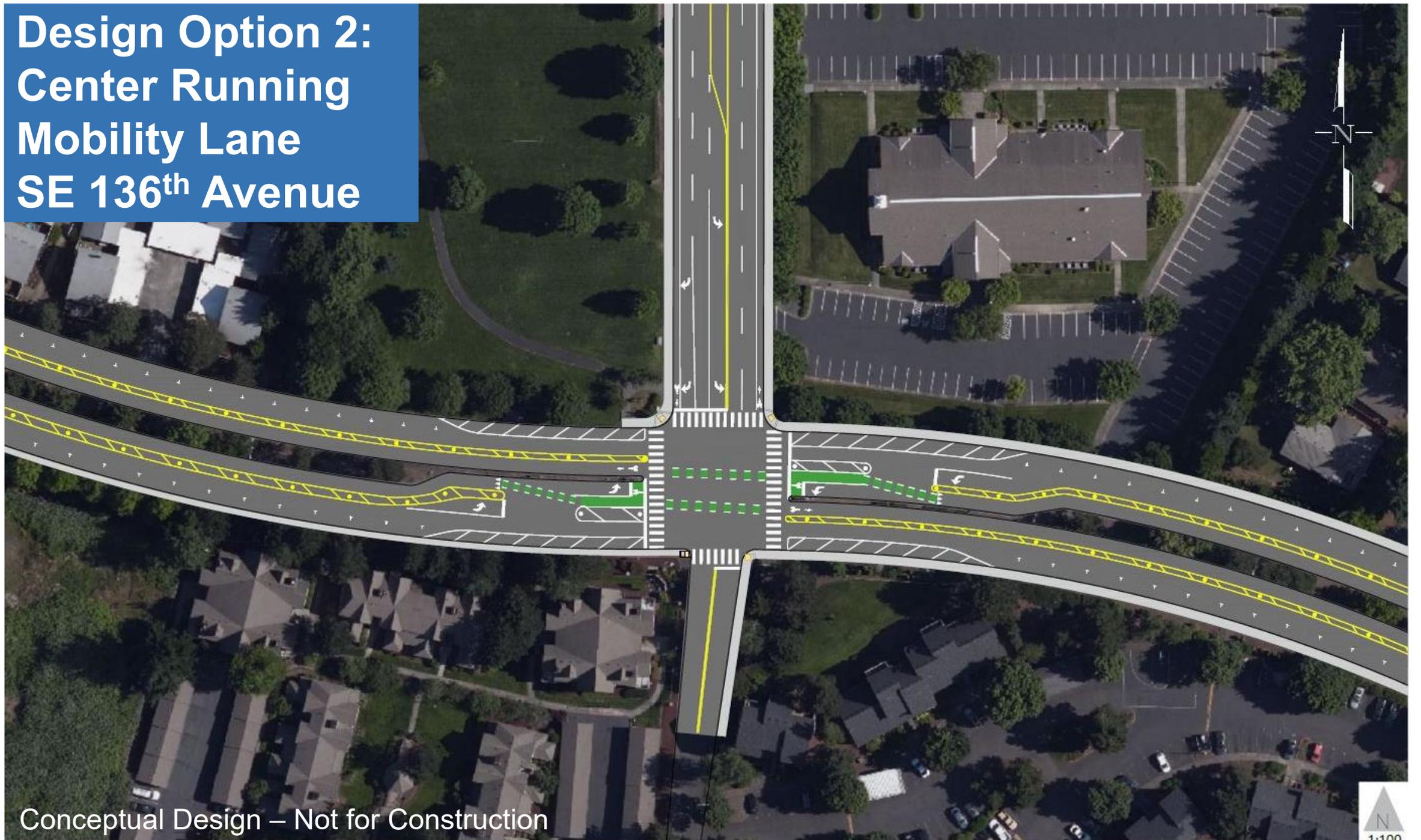
Challenges:

- Parking is under-utilized; reduces effectiveness of narrowing.
- Driveway access causes breaks in the buffer and conflicts with mobility lane.
- Concern from avid bicyclists about being trapped in mobility lane.
- Breaks in parking separated buffer could result in vehicles parking/driving in mobility lane.
- May require restricting U-Turns at some intersections.

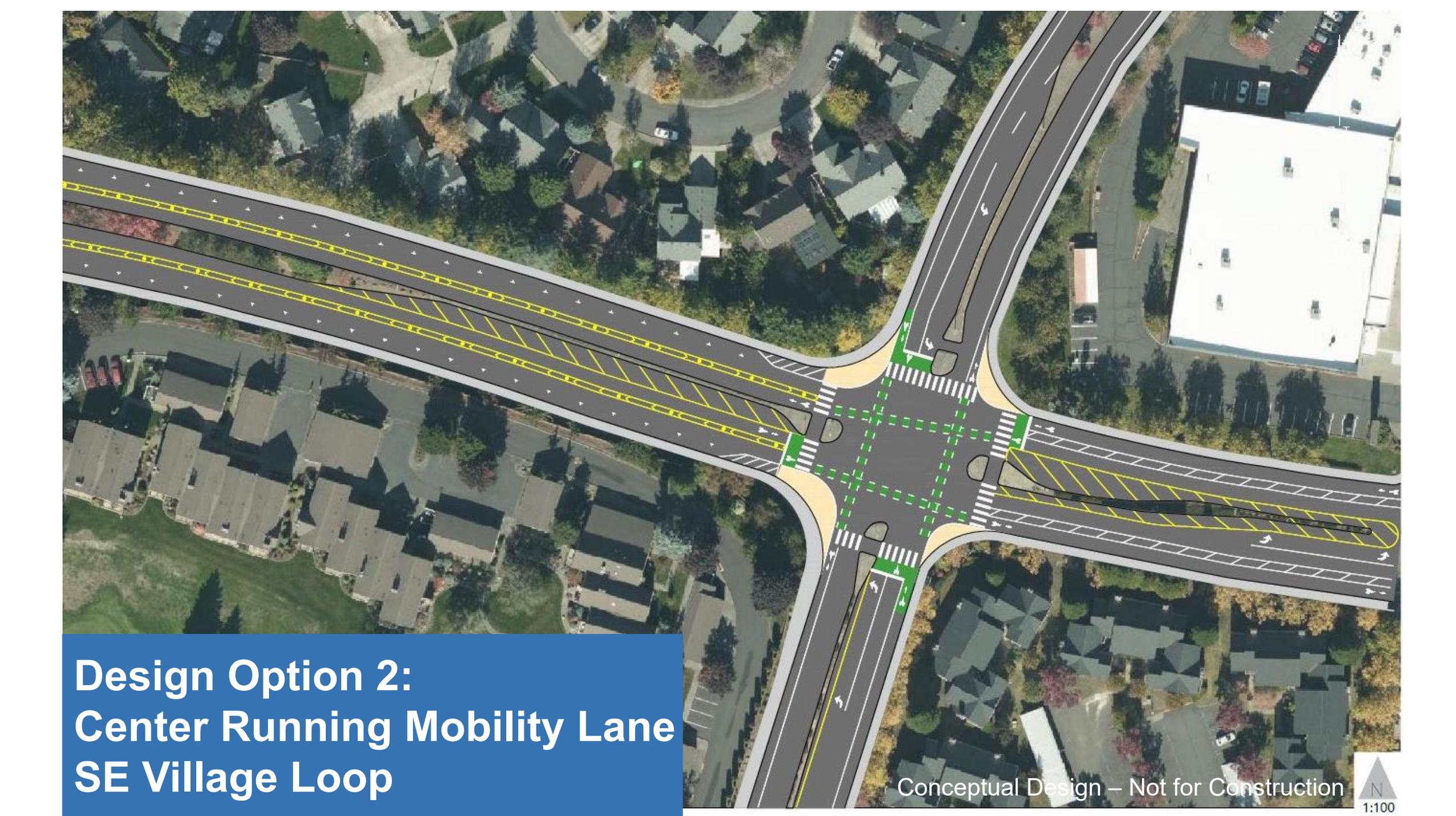
Design Option 2: Center Running Mobility Lane



Design Option 2: Center Running Mobility Lane SE 136th Avenue



Conceptual Design – Not for Construction



**Design Option 2:
Center Running Mobility Lane
SE Village Loop**

Conceptual Design – Not for Construction



Design Option 2: Center Running Mobility Lane

Benefits:

- Eliminates driveway and parking lane conflict points with the mobility lane.
- Limits removal of on-street parking to intersection approaches.
- Allows for continuous buffer separating the mobility lane and vehicle travel lane.
- Creates separated space for people walking and people using the mobility lane.
- Makes left-turns easier for people using the mobility lane.

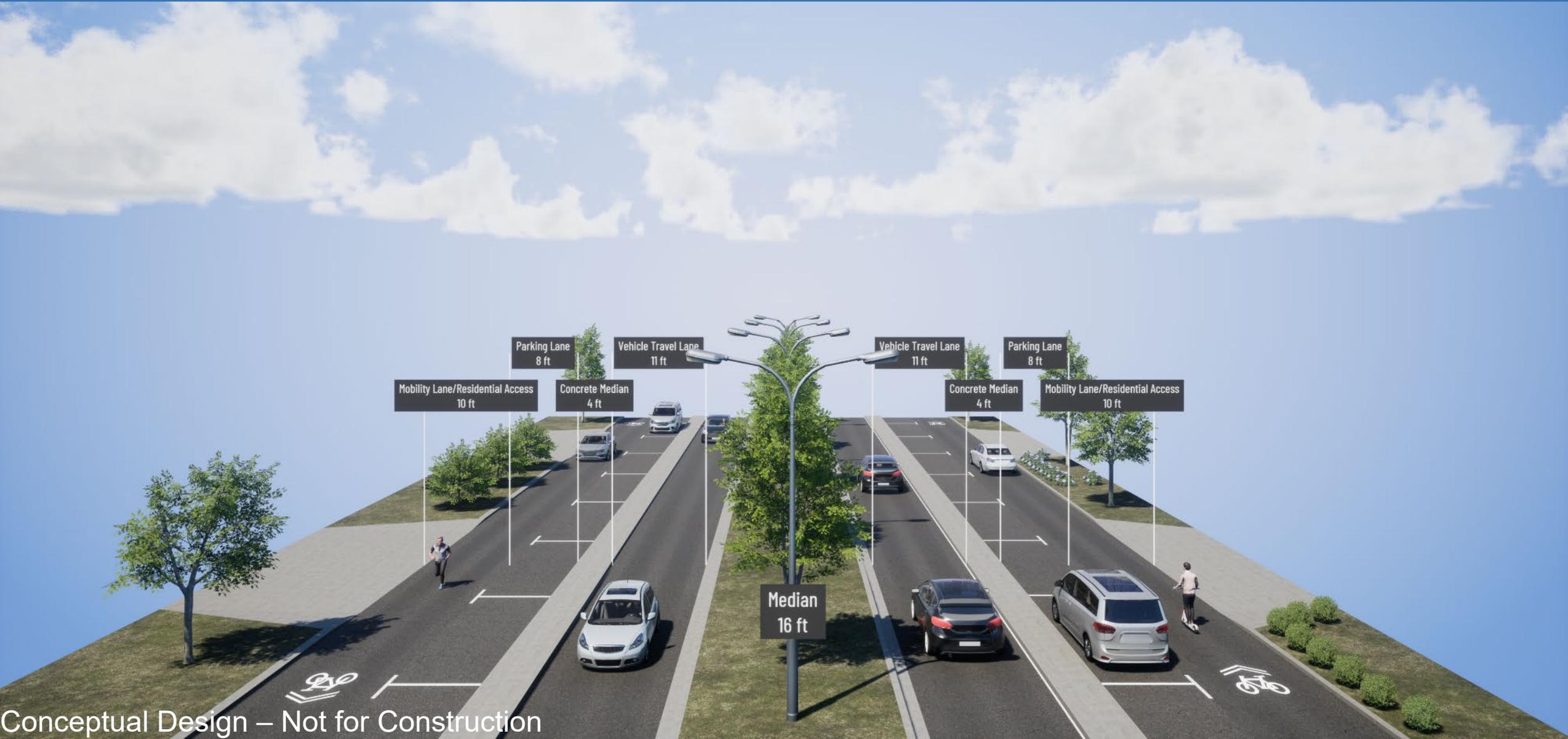
Challenges:

- Non-standard configuration will require education and may be confusing for people who don't use the corridor regularly.
- Likely to require restricting U-turns at major intersections.
- Makes right-turns for people using the mobility lane more challenging.

Design Option 3: Shared Mobility Lane/Residential Access

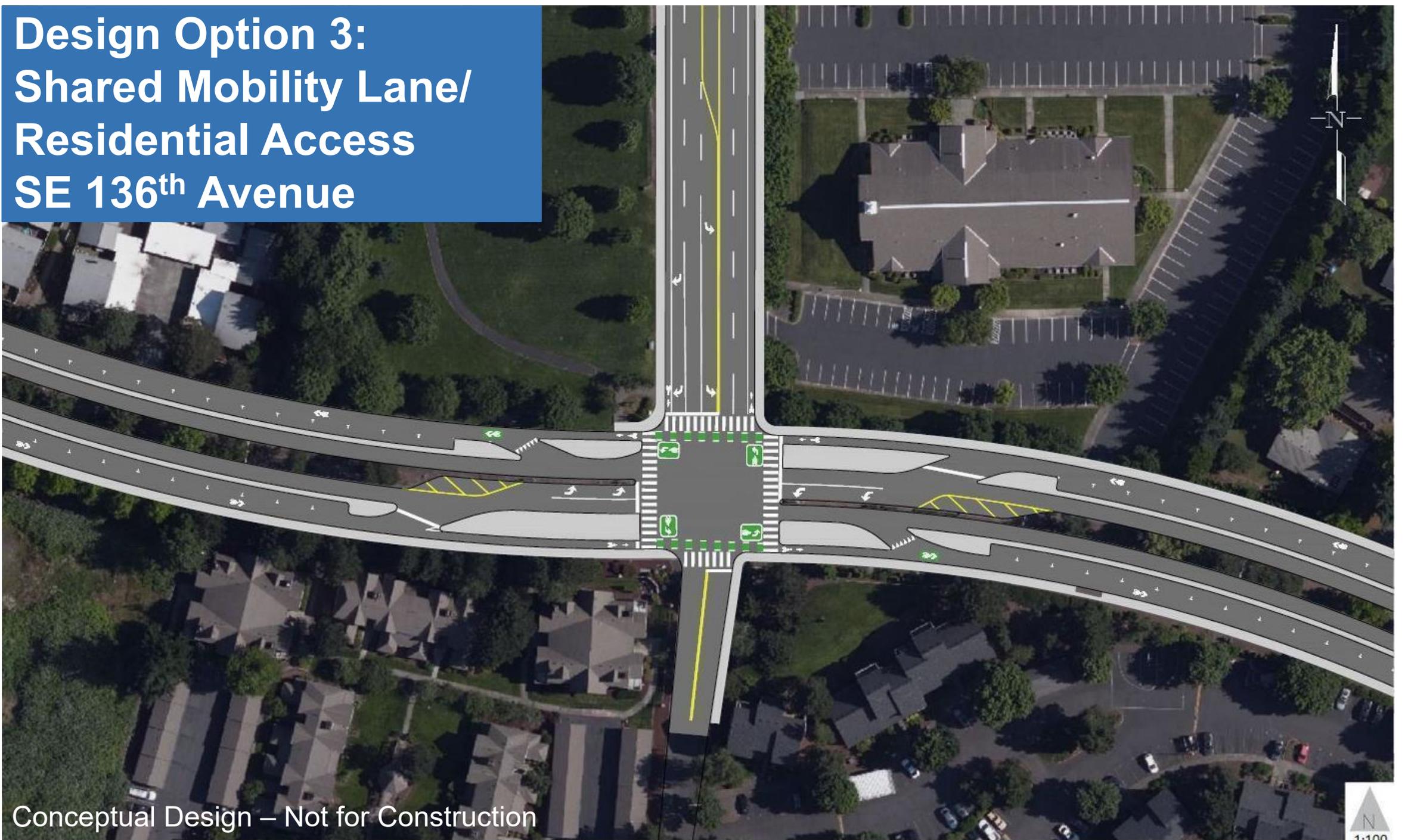


Design Option 3: Shared Mobility Lane/Residential Access



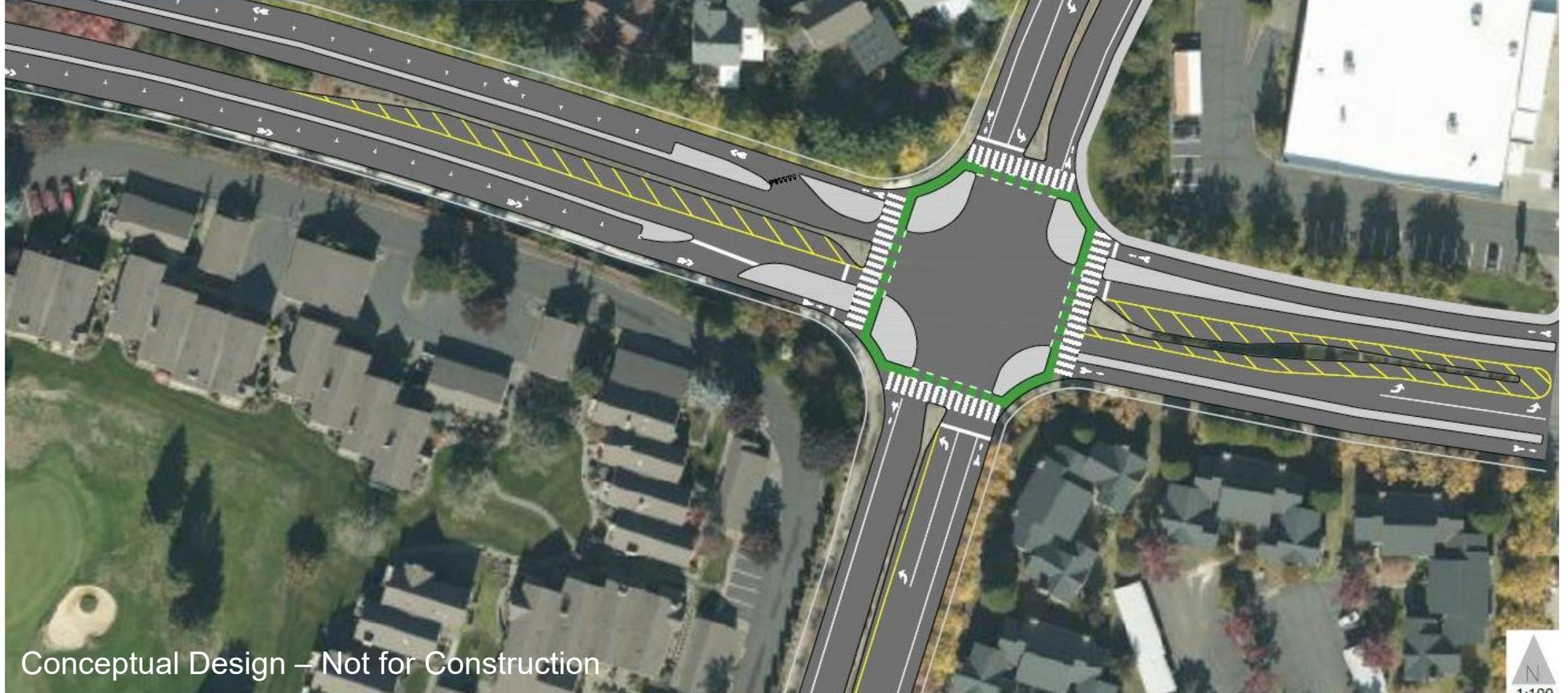
Conceptual Design – Not for Construction

Design Option 3: Shared Mobility Lane/ Residential Access SE 136th Avenue



Conceptual Design – Not for Construction

Design Option 3: Shared Mobility Lane/ Residential Access SE Village Loop



Conceptual Design – Not for Construction



Design Option 3: Shared Mobility Lane/Residential Access

Benefits:

- Provides most separation from vehicle travel lane for mobility lane users (barrier and parking).
- Consistent and robust barrier would increase effectiveness of traffic calming measures
- Maintains most on-street parking, though parking may need to be prohibited across from driveways to allow for space for vehicles to back out.
- Reduces crossing distance at intersections.

Challenges:

- Vehicles must enter at the beginning of the block, or they will not be able to access residential driveways.
- Will require restricting U-turns at major intersections.
- Need to keep speeds low in frontage lane or some users may not feel comfortable sharing with vehicles.
- Will need to coordinate with trash pick-up and emergency responders to maintain access is maintained.
- Would require most reconfiguration of the design options if sidewalks were constructed in the future.

Alignment with Project Goals

Project Goal	Option 1: Parking Separated	Option 2: Center-Running	Option 3: Shared Mobility/Residential Access
A. Lower Vehicle Speeds			 /  Vehicle Travel Lane Mobility and Access Lane
B. Improve Safety & Comfort			
C. Improve Intersections & Crossings			

Significant Improvement
 
 
 
 
 
 No Improvement

Next Steps

Summer

- Online Community Survey on Design Options
- Continued Coordination with City Departments on Design Options

Fall

- Recommendation of Preferred Design Option for Approval

Thank You

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