



## Staff Report: 131-22

**TO:** Mayor and City Council

**FROM:** Eric Holmes, City Manager

**DATE:** 9/26/2022

**SUBJECT** Complete Streets - SE 34th Street Safety and Mobility Project

### Key Points

- The City adopted a Complete Streets policy in 2017 with the vision and intent of providing safe, accessible streets for all users, ages and abilities regardless of their mode of travel.
- The 34th Street Safety and Mobility Project is part of the Complete Streets Program to improve safety and mobility for all users in the corridor from SE 164th to SE 192nd Avenues.
- Based on Council feedback and direction at the workshop, staff recommend proceeding with design and outreach related to repurposing a travel lane in each direction to improve safety and mobility in the corridor, while continuing to identify and provide information as needed to support upcoming community, Council and Transportation and Mobility Commission.

### Strategic Plan Alignment

**Goal 1:** Ensure our built environment is the safest, most environmentally responsible and well maintained in the Pacific Northwest

**Objective 1.1:** Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations

**Goal 6:** Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services- "20-minute neighborhoods"

**Goal 8:** Strengthen commercial, retail and community districts throughout the City

### Present Situation

In November 2021 the City kicked off the SE 34th Street Safety and Mobility Project to analyze options for increasing multimodal access, safety and connectivity for all roadway users on SE 34th Street between 162nd and 192nd avenues. Today, SE 34th Street is a four-lane roadway that prioritizes auto travel. Between SE 192nd and SE 164th Avenues, there are no facilities for people biking. West of SE 164th Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162nd Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). This section of SE 34th Street also represents a large gap in the City's major east-west multi-modal corridor. Implementing complete streets facilities in this section will close this gap and better connect Downtown Vancouver to the eastside of the City.

The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34th Street Project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

1. Improve comfort and mobility for all users, regardless of how they choose to travel
2. Prioritize safety for all users
3. Make improvements quickly and efficiently

### Analysis Summary

To understand how repurposing a travel lane would change conditions for people driving on SE 34th Street, a traffic analysis has been completed for near-term (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164th and SE 192nd Avenues to maintain continued safety at those intersections.

### **Community Engagement Summary**

There will be three main touchpoints to understand the community's use and concerns on SE 34th Street. In May 2022 and early September 2022, postcards and yard signs reached 10,000 households to learn about the project on Be Head Vancouver, take two surveys (on their use of the corridor and on safety design elements), and provide an opportunity for community members to share safety concerns. There will also be three focus groups in late September 2022 with neighborhood associations, schools, and developers to share about and hear their feedback on the project. The project team also attended community events like the Vancouver Farmers Market and Multicultural Resource Fair to share about the project and hear safety concerns on the corridor from the community.

Based on these findings, the project team proposes a design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes in each direction.

### **Advantage(s)**

Increasing safety and mobility for all users supports Council's priorities of safety, climate and equity.

The SE 34th Street Project is part of the Complete Streets Program, aligning with the Complete Streets Policy, that was adopted by Council in 2017.

### **Disadvantage(s)**

None

### **Budget Impact**

None. The planning, design, and implementation costs have been anticipated and are included in the Transportation Planning, Pavement Management and Capital Fund budgets.

### **Prior Council Review**

August 15, 2022 Workshop: Council learned about the project, analysis, engagement, and proposed design elements.

### **Action Requested**

Approve the resolution confirming the approach to proceed with design and outreach related to repurposing a travel lane on SE 34th St to increase safety and mobility for all users.

Emily Benoit, Senior Transportation Planner, 360-487-7944

### **ATTACHMENTS:**

- ▣ [Resolution: Council Resolution for 34th Street Project](#)
- ▣ [Memo: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ▣ [Presentation: Complete Streets - SE 34th Street Safety and Mobility Project \(August 2022\)](#)
- ▣ [Complete Streets Resolution Memo \(December 2021\)](#)
- ▣ [Complete Streets Resolution Staff Report \(December 2021\)](#)
- ▣ [Complete Streets Resolution M-4160 \(December 2021\)](#)