

Date: June 6, 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 – Existing Conditions**

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, as shown in **Figure 1**. The Project is evaluating how McGillivray Boulevard can better meet the needs of people walking, biking, rolling, accessing transit, using a small mobility device, and driving.



Figure 1: McGillivray Boulevard Project Corridor Boundary

Existing Conditions

Phase 1 of the Project focused on analyzing the corridor and included an evaluation of the existing conditions of the following topics:

- **Vehicles:** Existing traffic volume, intersection level of service (LOS), queueing, traffic signal warrants, and travel time

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- **Safety:** Collision rate at intersections, collision hot spots, trends and contributing factors
- **Pedestrians:** Gaps in sidewalks and crossings, sidewalk width, location of marked crossings and curb ramps
- **Bicycles:** Existing facilities and Bicycle Level of Traffic Stress (BLTS) analysis
- **Transit:** Transit routes, location of stops, ridership, and dwell time
- **Illumination:** Identification of areas of the corridor that have poor lighting / visibility
- **Parking:** Capacity and utilization of the parking lane on McGillivray Boulevard

Key Findings by Mode

The findings by mode are summarized below. For more detail on the existing conditions, see the Existing Conditions Report and Appendix.

Vehicles

Today, McGillivray Boulevard is a four-lane minor arterial that serves between 9,220 and 10,800 vehicles per day in the study area. An evaluation of intersection LOS found that all study intersections operate at LOS C or better, indicating that congestion is minimal, except for the intersection with SE 164th Avenue, which operates at LOS D, indicating some slowing, but still steady traffic flow, during evening commute hours. Queueing was also evaluated at major intersections along the corridor. Queueing during the morning commute hour was minimal with only one movement (eastbound left-turn) at SE Chkalov Drive exceeding available storage. During evening commute hours, several movements at SE Chkalov Drive and SE 164th Avenue were found to exceed available storage.

As speeding was identified as a primary concern by community members, vehicle speed was collected over a 24-hour period on a Thursday and a Saturday. On both days, more than 90 percent of vehicles exceeded the posted speed limit of 25 miles per hour, with over 50 percent of vehicles exceeding the posted speed limit by more than six miles per hour.

Traffic signal warrants were also evaluated at all stop-controlled intersections to determine if a traffic signal may be an appropriate form of intersection control. Only the SE 136th Avenue intersection was found to meet the signal warrants, and a more detailed engineering assessment is needed to confirm that a traffic signal is appropriate at this location. Completion of an engineering assessment has been identified as a future need for the corridor and pending this review, a signal project can be added to the Transportation Improvement Program in future years.

Pedestrians

On McGillivray Boulevard, there are no sidewalks on the south side of the roadway west of Talton Avenue and no sidewalks on the north side west of SE 136th Avenue. Where sidewalks do exist, they are generally less than six feet wide. There were two gaps in marked crossings on the corridor

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identified as part of the existing conditions assessment: between SE 136th Avenue and SE Blairmont Street (a nearly 0.6-mile gap or about 3,100 feet) and between SE Blairmont and Village Loop Drive (a nearly 0.7-mile gap or about 3,700 feet).

Bicycles & Small Mobility Devices

There are on-street mobility lanes on McGillivray Boulevard between SE 164th Avenue and SE Chkalov Drive and on Village Loop Drive between SE 164th Avenue and McGillivray Boulevard. The connection from McGillivray Boulevard to SE 7th Street on SE Chkalov Drive does not currently have mobility lanes and is identified as a difficult connection.

On McGillivray Boulevard today, on-street mobility lanes vary in width from five to seven feet and there are no buffers separating the mobility lanes from the vehicle travel lanes on the left and the parking lane on the right. The proximity to vehicle travel lanes with an 85th percentile speed between 30 and 35 miles per hour results in a BLTS score of three, indicating that only “enthused and confident riders” are likely to feel comfortable using a small mobility device on McGillivray Boulevard.

Transit

Between Village Loop Drive and SE 136th Avenue, transit service is provided by C-Trans Route 80 with seven stops on McGillivray Boulevard. On weekdays and weekends, Route 80 operates with 30-minute headways between 6:20AM and 8:50PM. An average of three people use each stop on McGillivray Boulevard on a typical weekday and the average dwell time for buses making stops along the corridor is 22 seconds.

Safety

Collision data from 2017 to 2021 was evaluated to identify trends in contributing factors or collision types and to understand which intersections had the highest number of collisions relative to the number of vehicles that use the intersection daily.

During the period analyzed, there were three collisions involving pedestrians and one collision involving someone riding a bicycle. The two most common types of collisions were a vehicle hitting a fixed object and collisions resulting from vehicles entering at an angle.

The two intersections with the highest collision rates were SE Chkalov Drive and SE 7th Street and McGillivray Boulevard and SE 136th Avenue.

Parking

On-street parking is allowed from just west of Village Loop Drive to just east of SE Chkalov Drive, with space for nearly 600 vehicles to park on McGillivray Boulevard. Parking occupancy counts, conducted overnight on a weeknight, found that only 77 vehicles were parked on McGillivray Boulevard. Nearly 90 percent of those vehicles were parked between SE Talton Avenue and SE 136th Street near multifamily housing.

Illumination

Existing illumination along the corridor was evaluated to determine where there are dark spots at existing intersections and crossings. Photometric readings were taken at dark spots at each crossing and intersection between SE 164th Avenue and SE Chkalov Drive. Readings indicated that there is at least one location at each intersection or crossing that is below the City's illumination standard. Because the existing illumination is located in the median, most dark spots were on the corners of the intersections. Overgrown vegetation was also found to impact the quality of illumination along the corridor. Illumination improvements beyond locations where new crossings are located are outside the scope of the Safety & Mobility Project and improving illumination has been identified as a future need for the corridor.

Opportunities & Constraints

A major outcome of the existing conditions assessment was identifying opportunities and constraints that should inform development of design options during Phase 2 of the Project.

Key opportunities based on the existing conditions assessment include:

- Space allocated to vehicles can be repurposed without increasing congestion.
- The most common types of collisions are likely to be reduced through traffic calming and improved channelization, which both help reduce vehicle speeds.
- Utilization of on-street parking is limited to the segment between SE Talton and SE 136th Avenues.

Key challenges based on the existing conditions assessment include:

- The width of the existing roadway will reduce the effectiveness of traditional traffic calming measures.
- Residential driveways create potential conflicts with people using mobility lanes.
- Several needs identified through the existing conditions analysis are outside the scope of the Safety and Mobility Project. This includes constructing new sidewalks, changes to intersection control (such as traffic signals), and additional illumination on the corridor. These needs are being documented so that they can be addressed in the future.

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Attachment(s):

- McGillivray Boulevard Safety and Mobility Project Existing Conditions Report and Appendix