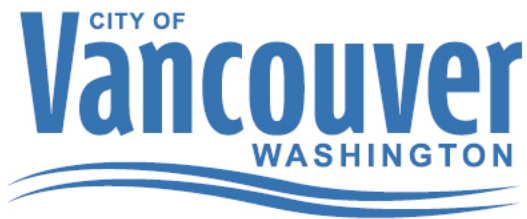


A photograph of a residential street intersection. In the foreground, a paved road with white lane markings leads to a stop sign. To the right of the stop sign, a green street sign indicates 'St. Tailon Ave' and 'St. 132nd Ave'. A white house with a garage is visible on the right side of the street.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

# McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission  
June 6, 2023



**Emily Benoit**, Senior Transportation Planner, CDD  
**Kara Hall**, Consultant Project Manager, Fehr & Peers

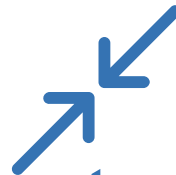
# Agenda



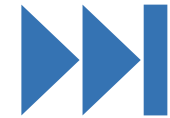
**Purpose &  
Objectives**



**Phase 1  
Takeaways**



**Opportunities  
& Constraints**



**Phase 2 Next  
Steps**

# Purpose & Outcome



## Purpose

- Present key takeaways from Phase 1.
- Share opportunities and constraints identified from technical analysis.
- Discuss next steps for Phase 2.

## Target Outcome

- Identify additional information needed to support upcoming design options workshop.

# Phase 1: Goals & Outcomes

## Goal:

- Analyze how McGillivray Boulevard operates for all who use it.
- Engage with community members to understand how they use McGillivray Boulevard today.

## Outcomes:

- Phase 1 Community Engagement Summary & Phases 2 and 3 Engagement Plan
- Project Goals & Evaluation Framework
- **Existing Conditions Report**

# What was evaluated?

Topic Area	Metrics Evaluated
<b>Pedestrians</b>	<ul style="list-style-type: none"><li>• Identification of sidewalk gaps along the corridor</li><li>• Identification of sidewalk width to evaluate accessibility</li><li>• Evaluation of existing sidewalk quality</li><li>• Identifying the number of marked crossings in each segment and where gaps exist</li></ul>
<b>Bicycles</b>	<ul style="list-style-type: none"><li>• An inventory of existing bicycle facilities</li><li>• An evaluation of Bicycle Level of Traffic Stress (LTS)</li></ul>
<b>Transit</b>	<ul style="list-style-type: none"><li>• Transit routes and stops along the corridor</li><li>• Frequency of service</li><li>• The number of people getting on and off the bus on an average weekday</li></ul>



# What was evaluated?

Topic Area	Metrics Evaluated
<b>Vehicles</b>	<ul style="list-style-type: none"><li>• Existing roadway configuration</li><li>• Average Daily Traffic Volume (ADT) and peak hour turning movements at study intersection</li><li>• Intersection Level of Service (LOS)</li><li>• Queueing at signalized intersections and key stop-controlled intersections</li><li>• Travel time</li><li>• Signal warrants at stop-controlled intersections</li></ul>
<b>Safety</b>	<ul style="list-style-type: none"><li>• Collision rate at study intersections</li><li>• Collision hot spots</li><li>• Trends in collision types and contributing factors</li></ul>

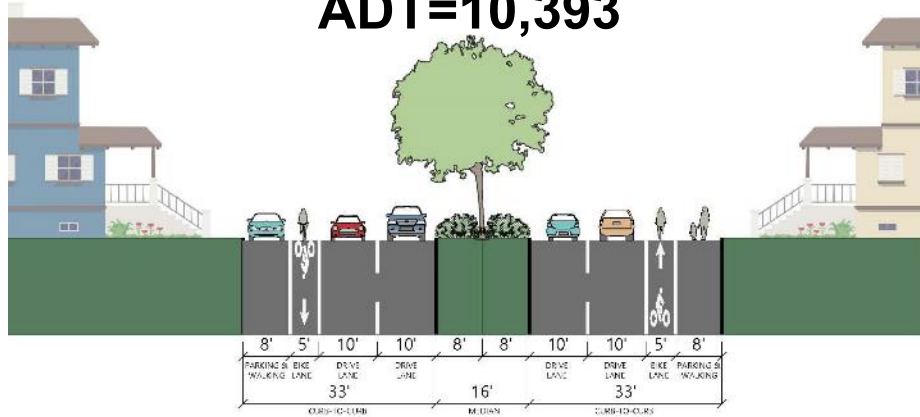
# What was evaluated?

Topic Area	Metrics Evaluated
<b>Illumination</b>	<ul style="list-style-type: none"><li>• Evaluation of light levels along the corridor</li><li>• Identifying spots where lighting improvements are needed</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• Where parking is allowed along the corridor</li><li>• How much on-street parking is provided on McGillivray Boulevard</li><li>• Existing parking occupancy along the corridor</li></ul>

# McGillivray Boulevard Today

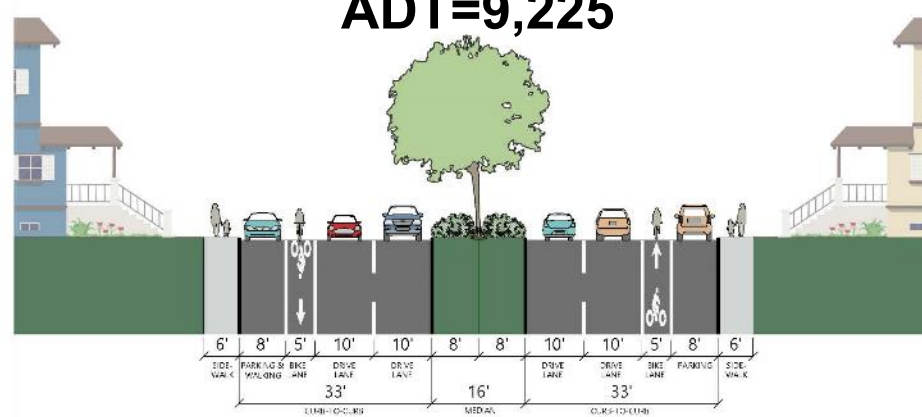
TYPICAL EXISTING:  
EAST OF SE CHKALOV DRIVE - WEST OF SE 132ND AVE

**ADT=10,393**



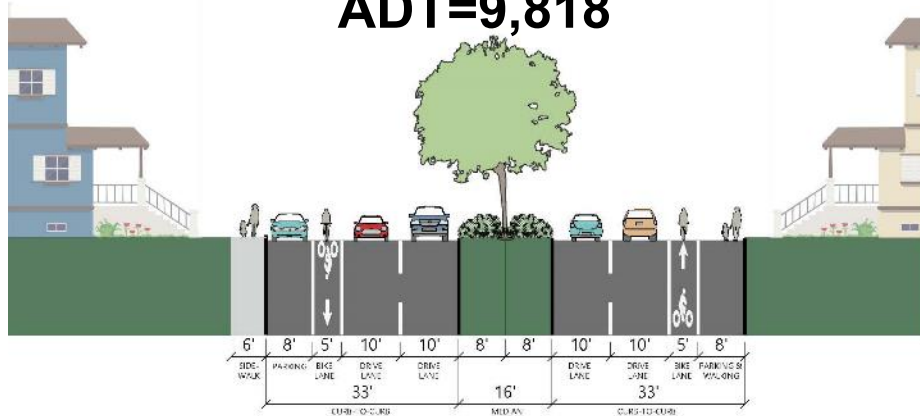
TYPICAL EXISTING:  
EAST OF SE 136TH AVE - WEST OF SE VILLAGE LOOP

**ADT=9,225**



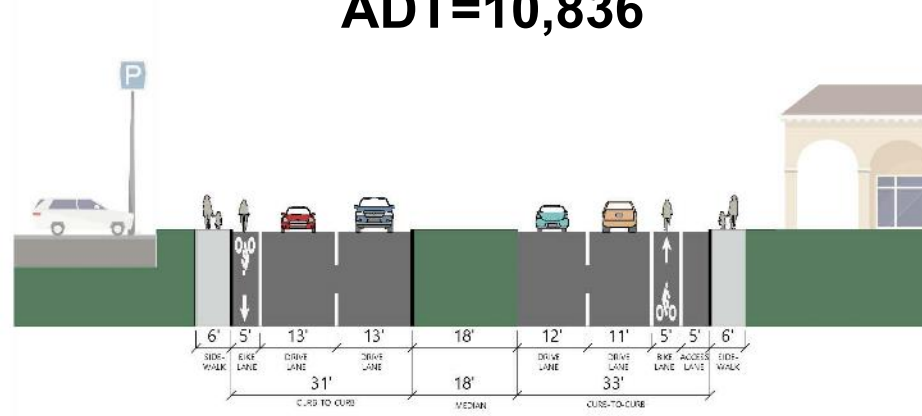
TYPICAL EXISTING:  
WEST OF SE 132ND AVE - SE 136TH AVE

**ADT=9,818**



TYPICAL EXISTING:  
WEST OF SE VILLAGE LOOP - SE 164TH AVE

**ADT=10,836**





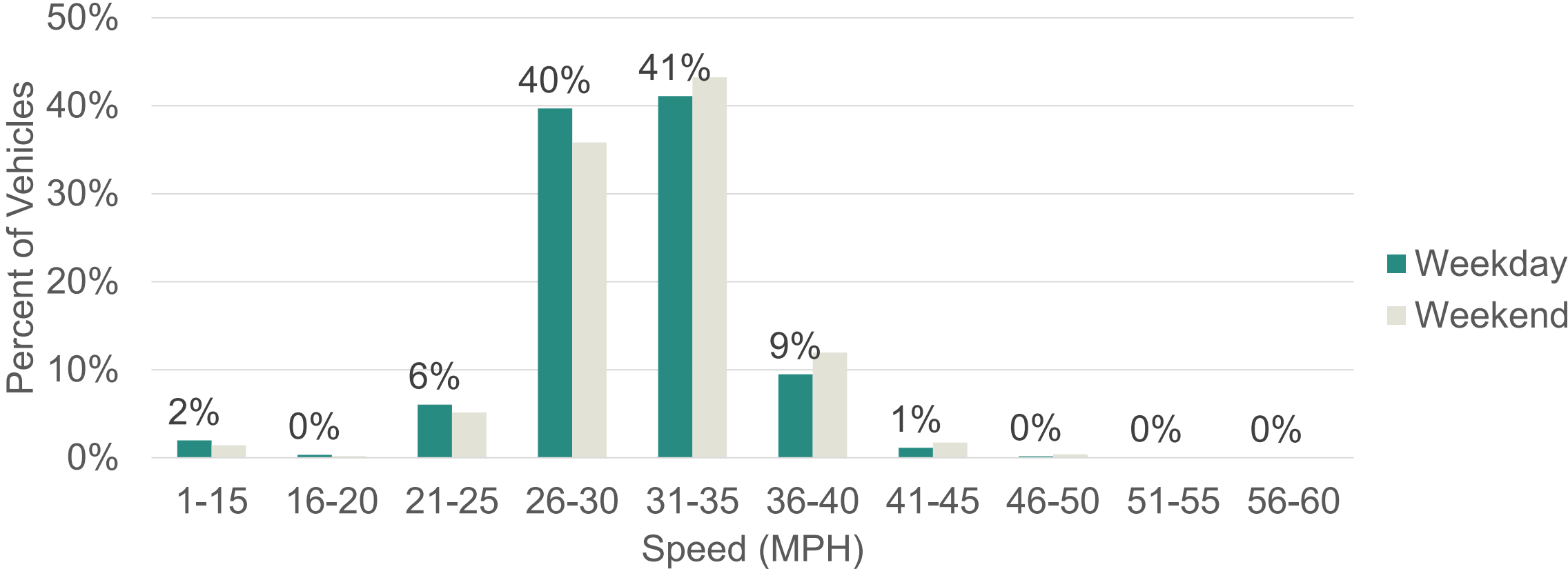


# Vehicles: Queues

Intersection	Movements Where Vehicle Queue Exceeds Turn Pocket Storage
SE McGillivray Boulevard & SE Chkalov Drive	<ul style="list-style-type: none"><li>• <b>AM Peak Hour:</b> Eastbound Left-Turn</li><li>• <b>PM Peak Hour:</b> Eastbound Left &amp; Through, Southbound Left, Westbound Right</li></ul>
SE McGillivray Boulevard & SE 136 <sup>th</sup> Avenue	<ul style="list-style-type: none"><li>• <b>AM Peak Hour:</b> None</li><li>• <b>PM Peak Hour:</b> None</li></ul>
SE McGillivray Boulevard & SE 164 <sup>th</sup> Avenue	<ul style="list-style-type: none"><li>• <b>AM Peak Hour:</b> None</li><li>• <b>PM Peak Hour:</b> Eastbound, Northbound, and Southbound Left-Turns</li></ul>

# Vehicles: Speed

## Vehicle Speed on McGillivray Boulevard



Posted Speed is 25 MPH

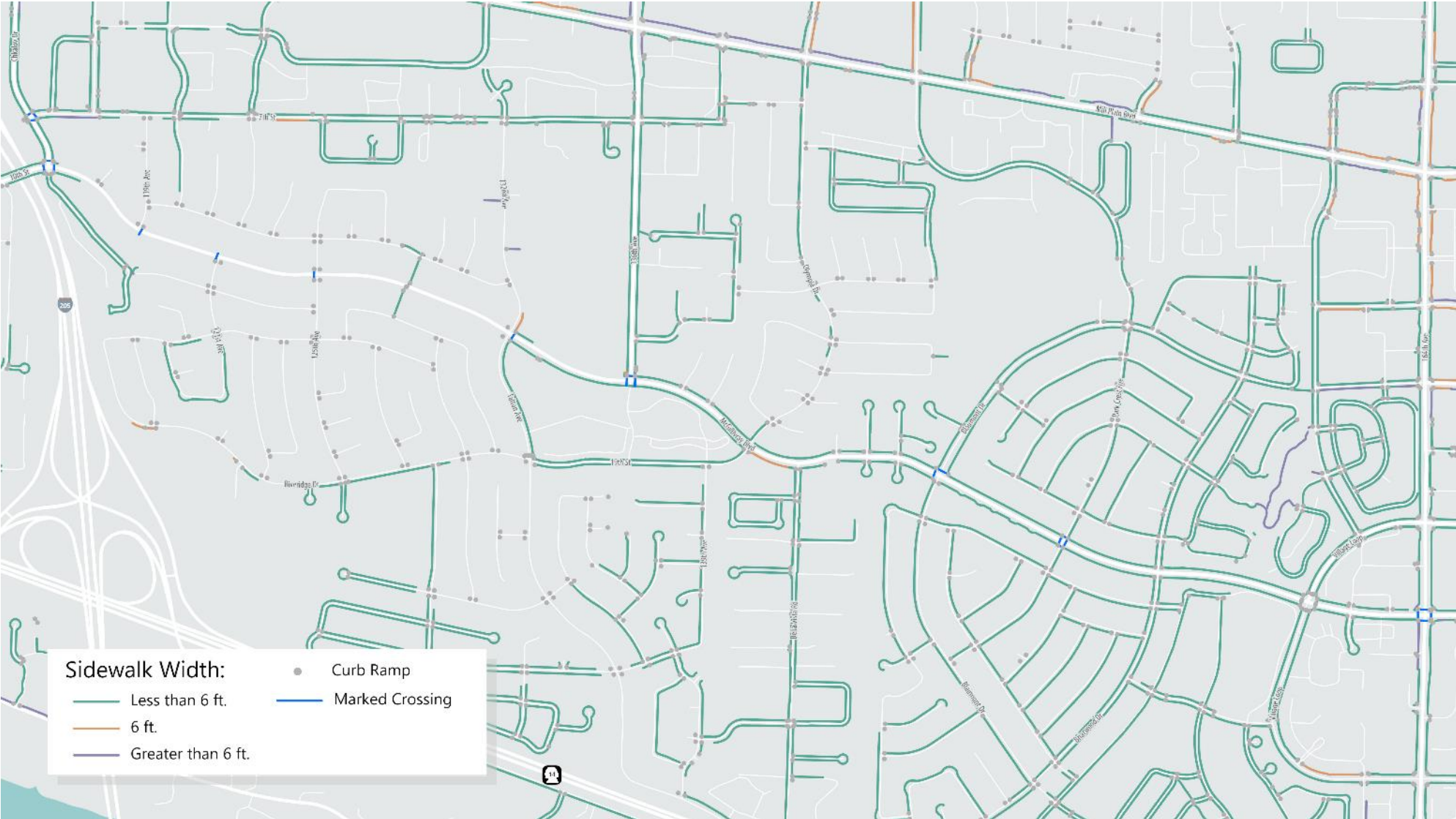
# Vehicles: Signal Warrants

- Evaluated three warrants at all stop-controlled intersections
  - Peak Hour
  - 4-Hour Peak
  - 8-Hour Peak
- Only the SE McGillivray Boulevard & SE 136<sup>th</sup> Avenue Intersection met warrants (Peak Hour & 4-Hour Peak)
- A detailed engineering study is required to determine if a traffic signal is appropriate
- Installation of a traffic signal is outside the scope of the Safety & Mobility Project but will be added to future project list if signal is determined appropriate.

# Vehicles: Key Takeaways

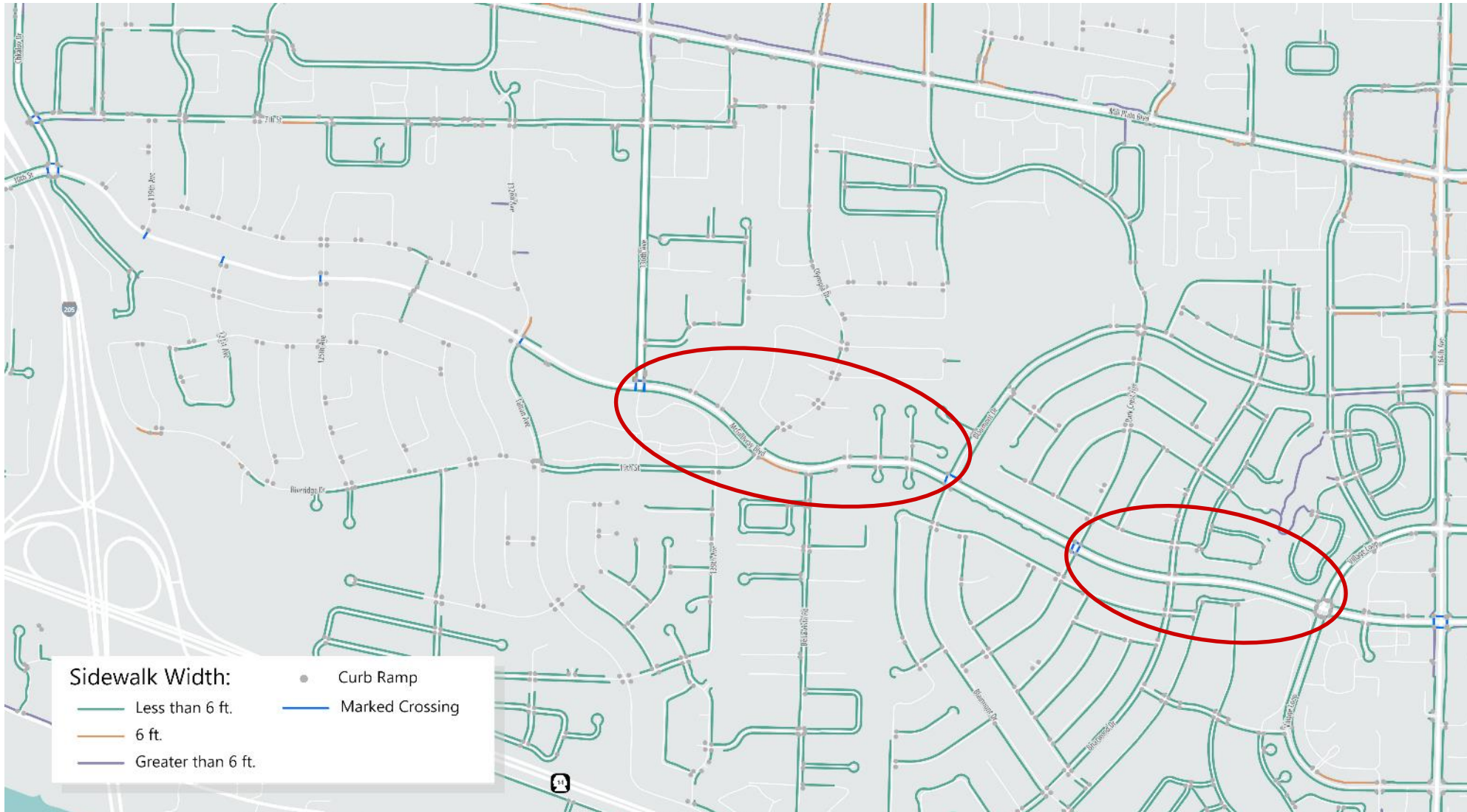
- Excess roadway capacity for existing and future vehicle volumes.
- 50% of vehicles travel more than 5 MPH above the posted speed limit.
- Congestion is limited to the Chkalov Drive & SE 164<sup>th</sup> Intersection.
- The SE 136<sup>th</sup> Avenue intersection met two signal warrants; to determine if a signal is appropriate a more detailed engineering assessment is needed.

# Pedestrians: Sidewalks





# Pedestrians: Crossings

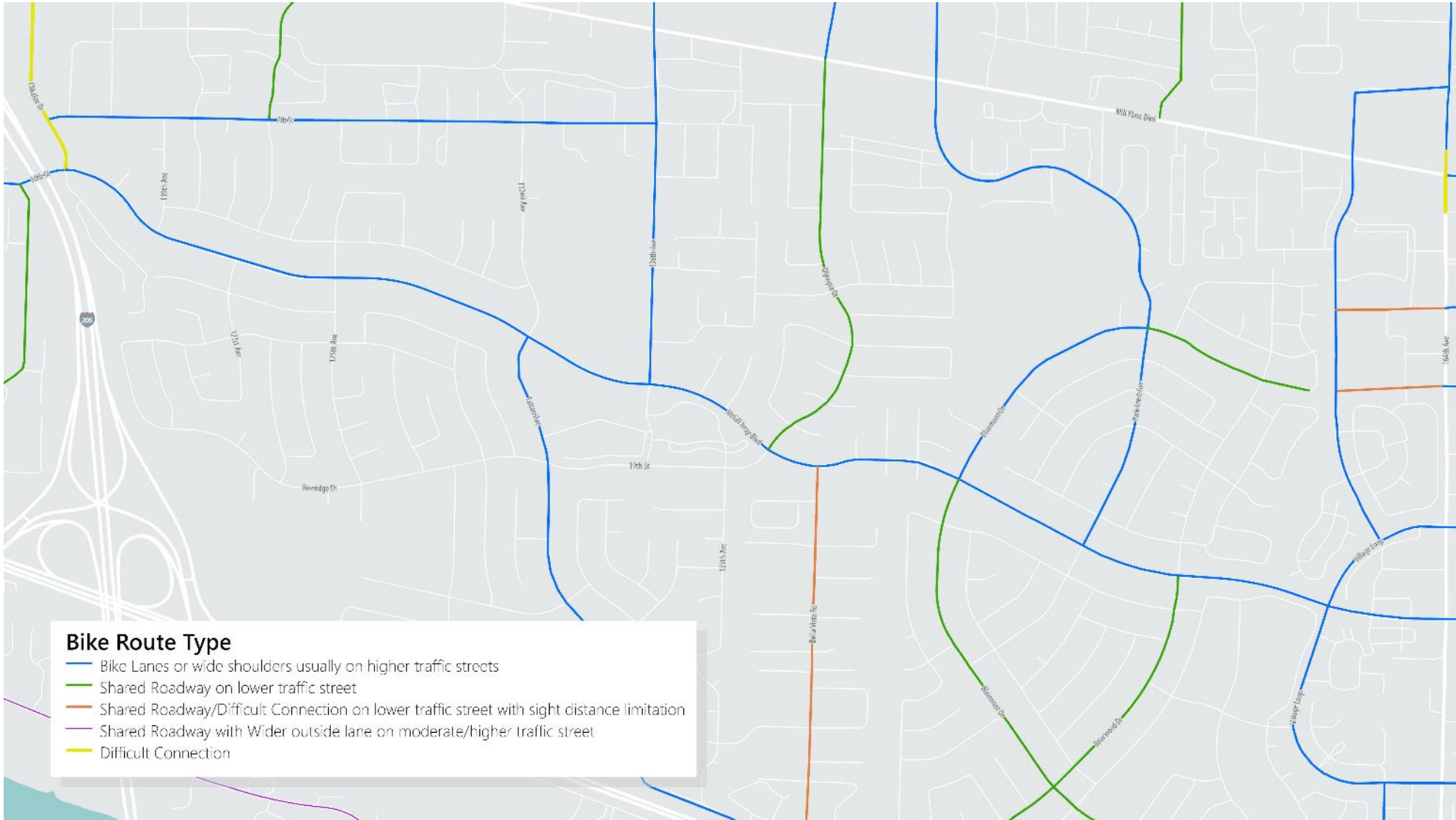


Red circles indicate areas with gaps in pedestrian crossings exist on the corridor.

# Pedestrians: Key Takeaways

- West of Talton Avenue there are no sidewalks.
- Between Talton Avenue and SE 136<sup>th</sup> Avenue there are only sidewalks on the south side.
- East of SE 136<sup>th</sup> Avenue there are sidewalks on both sides.
- Between the mid-block crossing just east of SE 125<sup>th</sup> Ave and SE Blairmont Drive there are only two marked crossings (Talton & SE 136<sup>th</sup>).

# Bicycles & Small Mobility Devices

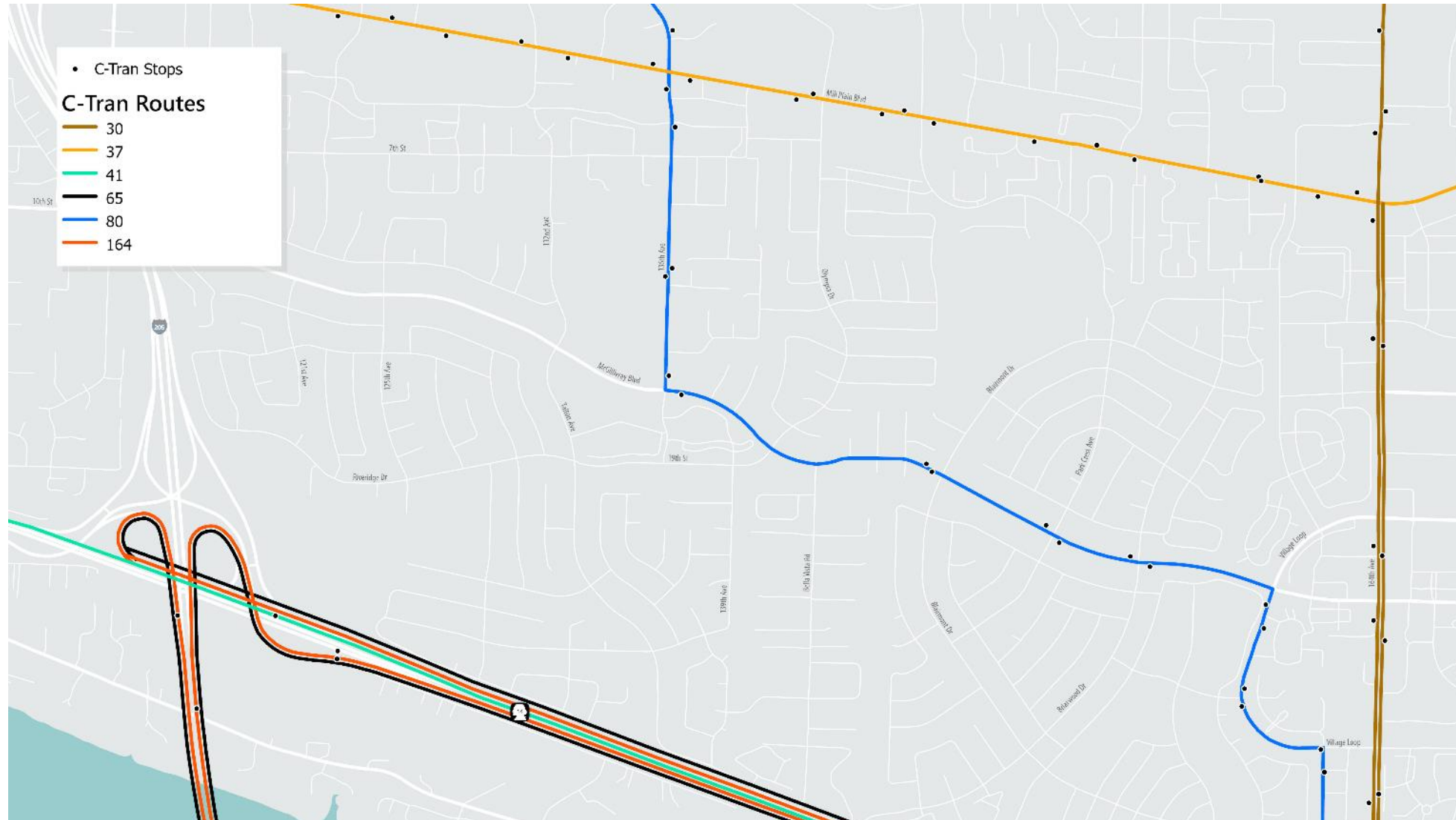


# Bicycles/ Small Mobility: Key Takeaways

- Existing mobility lanes are provided between SE 164<sup>th</sup> Avenue and Chkalov Drive.
- McGillivray Boulevard has a Bicycle Level of Traffic Stress of 3 meaning only **enthused and confident** riders feel comfortable.
- The SE 164<sup>th</sup> Avenue crossing has a BLTS of 4 meaning only **strong and fearless** riders feel comfortable.
- There is no buffer separating mobility lanes from parked cars or vehicle travel lane.
- Interaction with right-turn lanes are challenging.



# Transit Routes and Stops

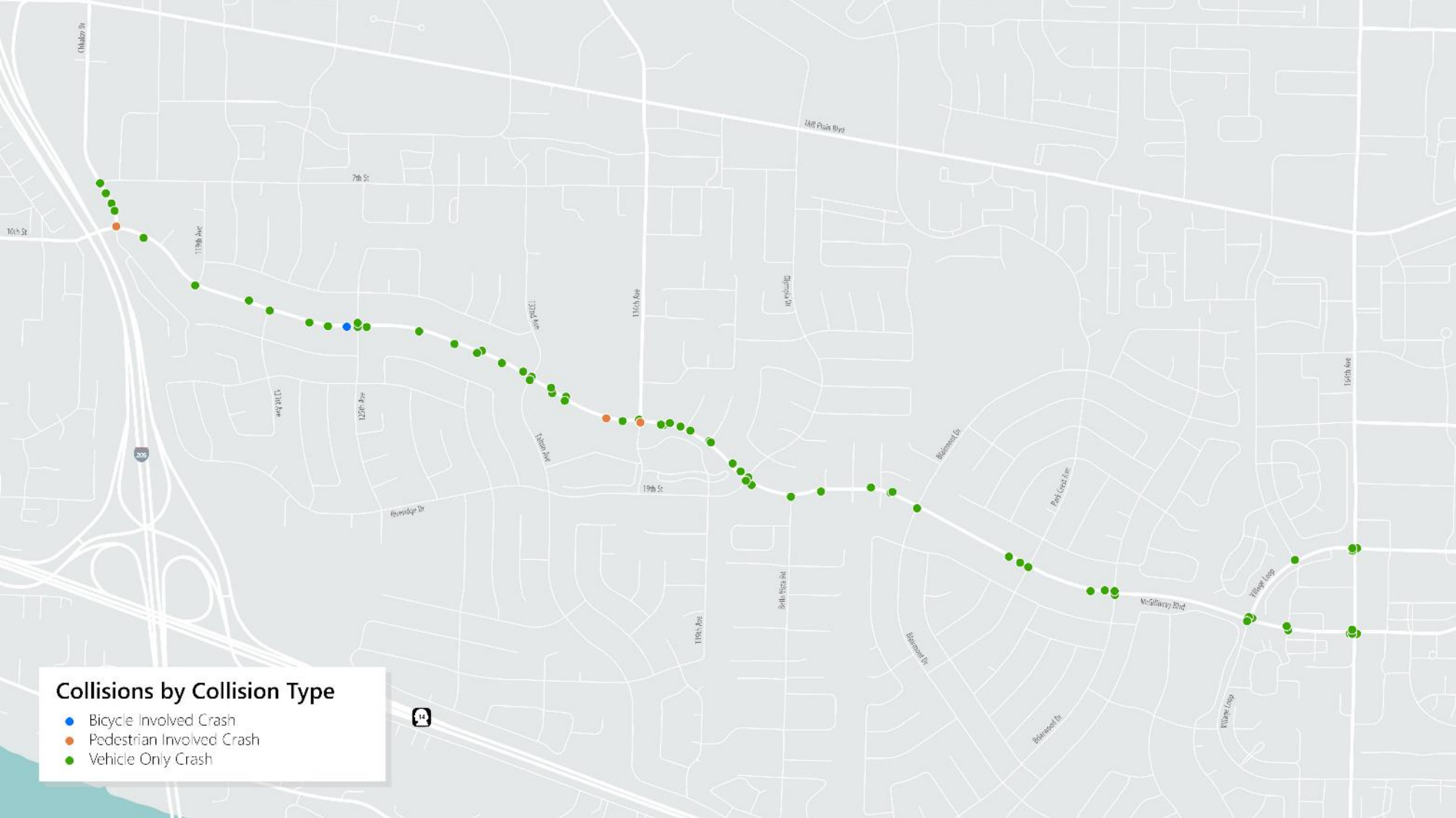


# Transit: Key Takeaways

- Served by C-Tran Route 80 with 30-minute headways on weekdays and weekends.
- The westbound stop at Blairmont Drive has the highest usage (11 boardings, 2 alightings per day).
- Average dwell time at stops on the corridor is 22 seconds.



# Safety: Collisions by Mode (2017-2021)



# Safety: Collision Rates

Intersection	Collision Rate
SE Chkalov Drive & SE 7th Street	0.537
SE McGillivray Boulevard & SE 136th Avenue	0.518
SE McGillivray Boulevard & SE 19th Street	0.358
SE McGillivray Boulevard & Village Loop	0.584
SE 20th Street & SE 164th Avenue	0.418

# Safety: Collision Types

Segment	Types of Collisions
Chkalov Drive to east of 125 <sup>th</sup> Avenue	<ul style="list-style-type: none"><li>• Hitting a fixed object</li><li>• Rear end</li></ul>
East of 125 <sup>th</sup> Avenue to SE 145 <sup>th</sup> Court	<ul style="list-style-type: none"><li>• Hitting a fixed object</li><li>• Entering at an angle</li></ul>
SE 145 <sup>th</sup> Court to SE 164 <sup>th</sup> Avenue	<ul style="list-style-type: none"><li>• Entering at an angle</li><li>• Hitting a fixed object</li></ul>

# Safety: Key Takeaways

- Collision rate is highest at several key intersections.
- Collisions involving someone walking or riding a bicycle have historically occurred at intersections.
- The Safety and Mobility Project will consider design options to address the most common types of collisions.

# Parking: Key Takeaways

- On-street parking is allowed on McGillivray Boulevard west of Village Loop Drive.
- There is space for nearly 600 vehicles to park on McGillivray Boulevard between Village Loop Drive and Chkalov Drive.
- During parking occupancy counts, only 33 vehicles were parked on the south side and 44 vehicles were parked on the north side.
- Nearly 90% of parked vehicles were between SE Talton Avenue and SE 136<sup>th</sup> Avenue near multi-family housing.

# Illumination: Key Takeaways

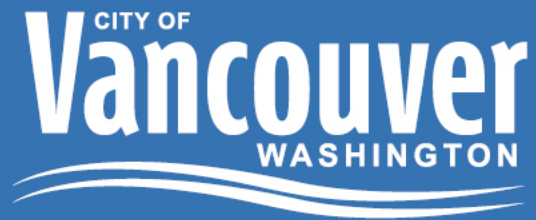
- Existing illumination is located in the median.
- Most intersections and crossings where readings were taken had at least one location where existing illumination did not meet standards.
- Overgrown vegetation is impacting illumination on the corridor.
- Near SE 164<sup>th</sup> Avenue, illumination from retail spaces improves visibility at night.
- Improvements to illumination is outside the scope of the Safety & Mobility Project, and identified for future corridor needs via other programs.



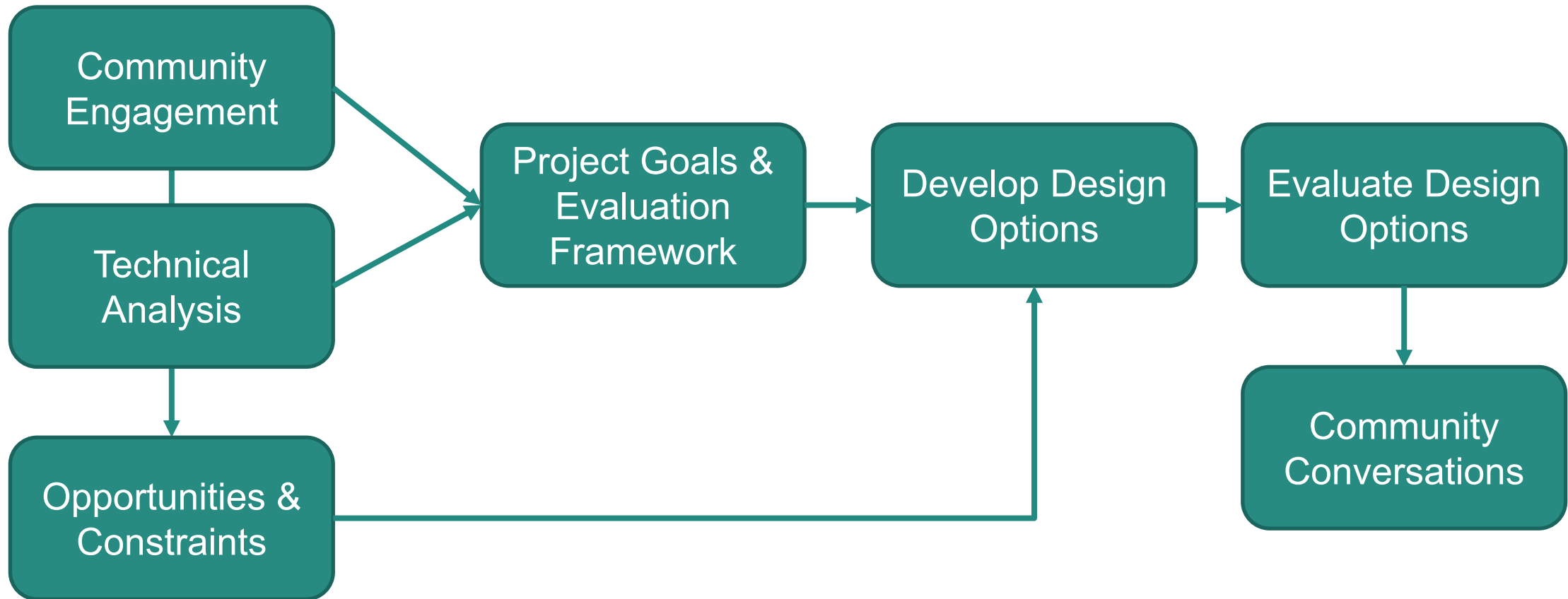
# Existing Conditions: Opportunities & Constraints

Opportunities	Constraints
<ul style="list-style-type: none"><li>• Can repurpose space allocated to vehicles without substantially changing the driver experience.</li><li>• The two most common types of collisions are likely to be reduced through traffic calming and improved channelization.</li><li>• On-street parking utilization is highest between SE Talton and SE 136<sup>th</sup>.</li></ul>	<ul style="list-style-type: none"><li>• Width of roadway makes slowing down vehicles challenging.</li><li>• Residential driveways create potential conflicts with people using mobility lanes.</li><li>• Constructing new sidewalks is outside the scope of the Safety &amp; Mobility Project.</li><li>• Changes to intersection control (like traffic signals) and illumination are outside the scope of the Safety &amp; Mobility Project.</li></ul>

Questions?



# Phase 2: Develop Design Options



# Goal #1: Lower Vehicle Speeds

1

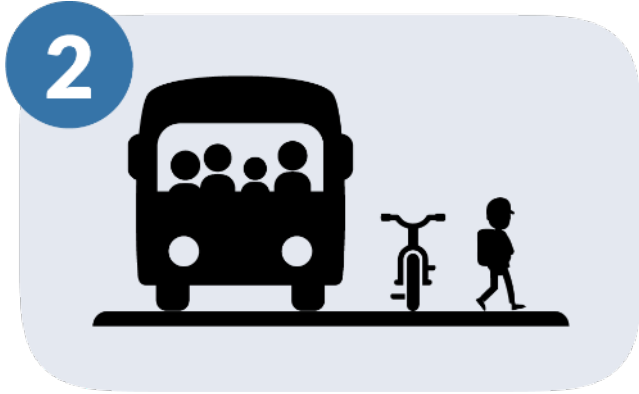


Lower vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the local road context.

## Evaluation Criteria:

- Includes striping design configurations known to reduce vehicle speeds.
- Includes traffic calming elements known to reduce vehicle speeds and volumes.

# Goal #2: Improve Safety and 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.

## Evaluation Criteria:

- Provides additional space for vulnerable users within the existing roadway.
- Increases separation between mobility lane users and vehicle travel lanes.
- Lowers the level of traffic stress experienced by people who walk, bike, roll, use small mobility devices and access transit.
- Improves sightline visibility at intersections.

# Goal #3: Improve Intersections & Crossings



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

## Evaluation Criteria:

- Improves striping design at intersections to clearly delineate space for all users.
- Improves signage preceding and at intersections to communicate appropriate speeds, stops and roadway space for all users.
- Reduces crossing distances at intersections and mid-block crossings.
- Limits on-street parking removal to locations with a safety benefit or to improve sightline visibility at intersections or crossings.



# Happening Now

- Developing design options that align with the project goals.
- Evaluating design options based on the project goals and upcoming community input.
- Preparing materials for community conversations to gather feedback on design options.

# Next Steps

- **June – July:** Community Conversations and BeHeard Online Open House
- **August:** TMC Workshop to Discuss Design Options and Community Feedback
- **October:** Expected Selection Preferred Design

# Thank You

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