

DATE: July 7, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Community Development, Ryan Lopossa, Public Works

FROM: Emily Benoit, Community Development

RE: **SE 34th Street Safety and Mobility Project**

The focus of the workshop today is the SE 34th Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34th Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-assistance devices, and other safety improvements in the corridor for all users, including drivers.

Along with the overriding 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 the project goals. 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**

The first of three touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in a survey and with open ended comments. As part of the touchpoint, community members are being asked:

- How they use SE 34th Street between SE 164th and SE 192nd Avenues.
- What is most important to them when traveling along or across SE 34th Street.
- What concerns they have about the possibility of repurposing a travel lane on SE 34th Street.

As of mid-June, 284 responses to the community survey have been received. Key takeaways from the feedback received to date includes:

- Driving is the primary mode of travel along the corridor. Today, 51% of respondents drive on SE 34th Street, 28% of people said they walk, and 18% of people said they bike on the corridor.
- Top priorities for community members traveling along or across SE 34th Street include getting places safely and quickly and preserving the environment.
- The top concerns about repurposing a travel lane on SE 34th Street are safety, impacts to how long it takes to drive the corridor, and impacts to neighborhood character.

Community members also shared concern about the number of vehicles that use SE 34th Street today and how planned growth along with repurposing a travel lane may impact travel time. High speeds on the corridor making it unsafe for all users and the lack of separation between the existing sidewalks and vehicle travel lanes making it uncomfortable to walk on the corridor were also concerns shared by many community members.

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, mid-term, and long-term 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, during evening commute hours, repurposing a travel lane would increase delay at the SE 164th and SE 192nd Avenue intersections and increase travel time by approximately two minutes.

Based on these findings, the project team has developed a preliminary 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 11-foot travel lane, a seven-foot buffer between the travel lane and bike lane and a six-foot bike lane in both directions. This design leverages the dedicated space for people biking to create a 13-foot buffer between people walking on the sidewalks and the vehicle travel lane. To enhance safety and access to transit, additional design features include:

- Installing ziclas or other type of vertical barrier to provide physical separation between the bike lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162nd Avenue to allow people walking and biking to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people biking.

Next steps to meet the project timeline include:

- July and August 2022 – Refine Project Design & Gather Community Feedback
- September 2022– Safety and Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through Summer 2024 – Implementation of Other Capital Improvements

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