

# SE 34<sup>th</sup> Street Safety and Mobility Project

VANCOUVER  
CITY HALL

CITY OF  
**Vancouver**  
WASHINGTON

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Vancouver Transportation and Mobility  
Commission Workshop

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# Project Overview



SE 34<sup>th</sup> Street will have a microsurfacing treatment in 2023. The project provides an opportunity to evaluate potential changes to the street to improve safety, mobility, and accessibility.



## Project Scope

1. Complete traffic analysis
2. Conduct a comprehensive public outreach process
3. Develop design alternatives and improvements



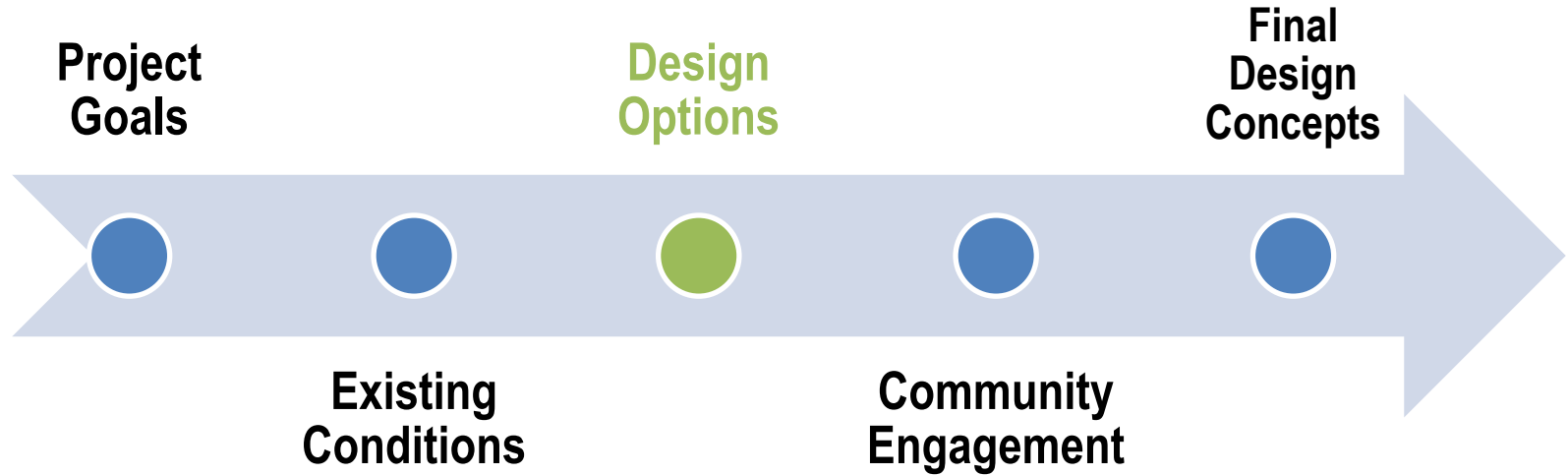
## Complete Streets Goal

Complete a public outreach and design alternative process to improve safety, mobility, and equity on the SE 34<sup>th</sup> Street corridor in preparation for the 2023 pavement project

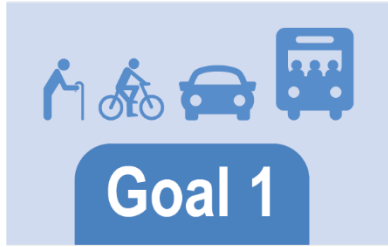
# Project Overview



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Improve comfort and mobility for all users



Prioritize safety for all users



Facilitate near-term implementation

# What We Are Hearing

- Touchpoint #1 was published on Be Heard Vancouver May 24<sup>th</sup> .
- Provides an overview of the project and an opportunity to for community members to identify safety issues and share concerns.
- As of July 1, over 300 survey responses had been received.



**SE 34<sup>th</sup> Street Safety and Mobility Project**

# What We Are Hearing

**?** How do you use SE 34<sup>th</sup> Street between SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues?

Driving



51%

Transit



2%

Biking



18%

Walking



28%

Using a  
mobility  
device



1%

# What We Are Hearing

**?** What is most important to you when traveling along or across SE 34<sup>th</sup> Street?

1



Safety

2



Travel  
Time

3



Environment

4



Neighborhood  
Design

5



Local  
Economy

6



Serving  
Disproportionately  
Impacted  
Communities



# What We Are Hearing

## ❓ What concerns do you have about repurposing a travel lane on SE 34<sup>th</sup> Street?

### Top Three Concerns

- Safety
- Impacts to how long it takes to drive the corridor
- Impacts to neighborhood character

### Other Concerns

- Economic impacts
- Environmental impacts
- Equity impacts

# What We Are Hearing

**?** Is there anything else that you would like to share about SE 34<sup>th</sup> Street?

“Many people drive much too fast on this street.”

“Too many cars to take away a lane.”

“I am terrified of walking on this street, due to high speed of traffic and the lack of any buffer or protection from cars.”



# Traffic Analysis Overview

- Providing capacity for people biking and enhancing comfort for people walking will have trade-offs for people driving.
- Traffic analysis was completed to understand changes in driver experience.
  - How will key intersections operate?
  - Where will queueing increase?
  - How will travel time change?

# What was Analyzed?

- How SE 34<sup>th</sup> Street would operate with no changes and how it would operate with the proposed design in place.
  - How it operates during morning and evening commute times
  - How it operates today
  - How it will operate in the medium-term (2027)
  - How it will operate in the long-term (2040)

# Existing Conditions with Repurposed Lane



# Existing Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	0	0
Number of Movements with Queue Exceeding Storage	1	2	1	2
Max Travel Time (min:sec)	4:29	5:13	4:31	5:15

# 2027 Conditions with Repurposed Lane



# 2027 Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	0	0
Number of Movements with Queue Exceeding Storage	2	3	3	5
Max Travel Time (min:sec)	4:33	5:21	4:41	5:23



# 2040 Conditions with Repurposed Lane



# 2040 Conditions Summary

Metric	AM Peak Hour		PM Peak Hour	
	No Build	Build	No Build	Build
No. of Intersections at LOS E or F	0	0	1	3
Number of Movements with Queue Exceeding Storage	2	3	5	8
Max Travel Time (min:sec)	4:45	5:26	4:47	6:30

# Traffic Analysis Summary

- Between now and 2027 the primary change for vehicle operations will be queueing
- By 2040, continued growth in the area would cause the SE 164<sup>th</sup> Avenue and SE 192<sup>nd</sup> Avenues to operate at LOS E during evening commute hours
  - Fewer gaps in traffic would also increase delay at stop-controlled intersections
- Under 2040 conditions, eastbound travel time during evening commute hours would increase by 2.5 minutes

# Key Design Elements

- All transit stops would be maintained and retrofitted with modular platforms
- No changes to turn pockets at intersections from SE 168<sup>th</sup> Avenue to SE Hiddenbrook Drive
- One left-turn lane would be removed for eastbound and westbound vehicles at SE 164<sup>th</sup> Avenue
- One left-turn lane would be removed for northbound vehicles at SE 192<sup>nd</sup> Avenue

# The Design

## SE 34th Street - Existing



## SE 34th Street - Proposed



# Safety Enhancements



Photo source: bicivay.com

**Ziclas**, a type of vertical barrier, will provide physical separation between the bike lanes and vehicle lanes.



Photo source: SFMTA

**High visibility crosswalks** will make pedestrians more visible and are more effective in getting drivers to stop for pedestrians.

# Safety Enhancements



Photo source: City of Tacoma

A **HAWK Beacon** at SE 162<sup>nd</sup> Avenue will require vehicles to stop to allow people walking and biking to cross safely.

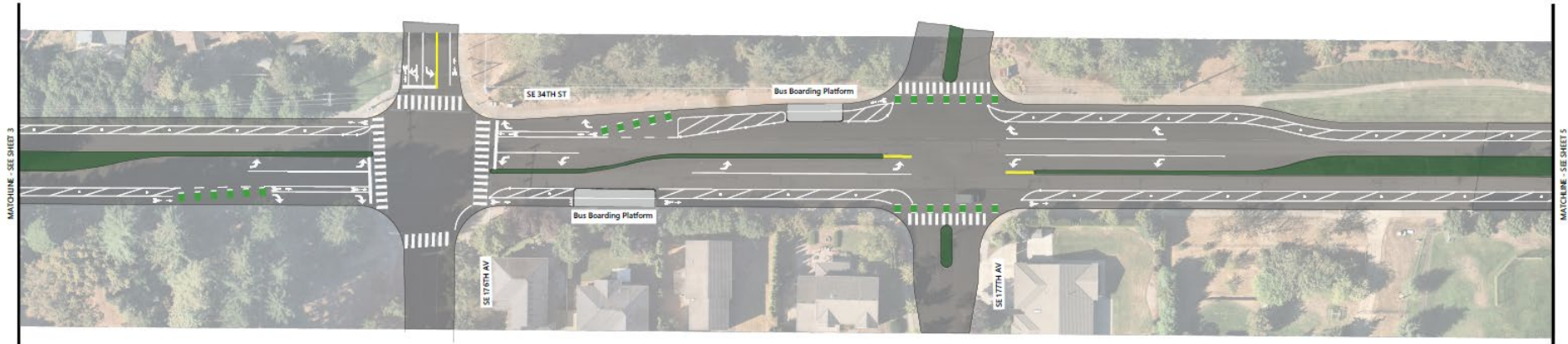


Photo source: BikePortland

**Modular bus platforms** will maintain ADA access to buses and minimize potential conflicts between buses and people biking.



# The Design





# The Design



# Next Steps

- July & August 2022 – Refine Project Design & Gather Community Feedback
- September 2022– Safety & Mobility Study Concludes
- Summer 2023 – Pavement Microsurfacing Treatment
- Summer 2023 through summer 2024 – Implementation of other capital improvements
- Ongoing throughout project: communication and information sharing with community and project stakeholders

# Questions and Discussion

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[www.beheardvancouver.org/se-34th](http://www.beheardvancouver.org/se-34th)



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