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TO: Chair Ramos and Transportation Mobility Commission Members

FROM: Emily Benoit, Senior Transportation Planner, Community Development

CC: Kate Drennan, Principal Transportation Planner, Community Development; Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa, Streets & Transportation Division Manager, Public Works

RE: **McGillivray Boulevard Safety and Mobility Project – Engagement and Draft Goals**

I. 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. 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.

The Project began in Fall 2022 and is expected to conclude in Fall 2023, with pavement and construction occurring in 2024. The Project Team is currently concluding Phase 1 of the Project, which focuses on evaluating how the corridor operates and how people use it today. The final component of Phase 1 is developing project specific goals and an evaluation framework that will be used to evaluate design options in Phase 2 of the Project.



Figure 1: McGillivray Boulevard Safety and Mobility Project Corridor Boundary

II. Community Engagement

Each of the Project phases will include an opportunity for community members to participate in both in-person activities and online open-houses to review project information and share their input.

In Phase 1, there were four opportunities for community members to share their experience using the corridor and concerns or hopes for the Project. Opportunities to participate included:

- Walk and Bike Audits, which 14 community members participated in.
- An online survey and interactive map which received over 1,300 responses and 100 comments, respectively.

- An in-person community open house which was attended by about 120 community members.
- An online survey for students, staff and parents/guardians at Wy'east Middle School and Mountain View High School.

The online survey, hosed on [Be Heard Vancouver](#), asked community members to share challenges they experience traveling on McGillivray Boulevard, what is most important to them when traveling on the corridor, and concerns about changes to the corridor. When asked to identify challenges experienced while traveling on the corridor, speeding was identified as the primary challenge. This was followed by confusion on who should proceed first at intersections, with nearly 70% of community members identifying that as a challenge. Community members were also asked to rank what is most important to them when travelling along or across McGillivray Boulevard, with getting places safely rated the most important.

When asked to identify locations of concerns, the intersection of SE 136th Avenue and McGillivray Boulevard was identified by the most community members as a location with a safety issue. Community members shared concerns with the existing crossing and identified this as a location with many near misses between pedestrians and vehicles, specifically middle school students crossing when traveling to or from school.

At the in-person community open house, community members were also asked to share feedback to help inform development of the goals, how they travel today, key destinations along the corridor, and locations of concern. Key feedback gathered from the in-person community open house included:

- Most people drive on the corridor; however, many people also use the corridor to walk or bike.
- Many people feel that the changes are needed on the corridor.
- The large intersections on the corridor are challenging to navigate regardless of mode.

The input gathered during Phase 1 was summarized into three key takeaways that were used to develop the draft goals. Those takeaways are:

- **Vehicle speeding is impacting all users.** Many community members shared that speeding vehicles make them feel unsafe while walking, biking, rolling and driving on McGillivray Boulevard and impacts the quality of life of residents that live on the corridor.
- **Intersection improvements are needed.** Intersections along the corridor are very large and can be difficult for drivers to navigate properly. Driver confusion paired with the long crossing distances makes people walking, biking or rolling feel unsafe when navigating intersections.
- **McGillivray Boulevard is not inclusive.** While some community members shared that they walk, bike and roll on the corridor today, many community members said they feel unsafe doing so on the corridor due to the proximity to vehicles traveling at high speeds.

III. Draft Goals

As the final step of Phase 1, the Project Team is conducting two workshops, one with internal stakeholders and another with the Transportation and Mobility Commission (TMC), to develop project specific goals. As design options are developed in Phase 2 and a preferred design option selected in Phase 3, these goals and a forthcoming evaluation framework will be used to evaluate design options and make sure that the preferred option addresses the issues that were identified through the technical analysis and community engagement completed during Phase 1. The draft goals, with sample evaluation criteria, for the workshops are presented in **Table 1**. Following the workshop with TMC, the goals will be finalized and shared with the community.

Table 1: Draft Goals & Evaluation Criteria

Draft Goals	Evaluation Criteria
<p>1. Lower Vehicle Speeds: Reduce vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel.</p>	<ul style="list-style-type: none"> • Includes changes to roadway striping known to reduce vehicle speeds. • Includes traffic calming elements known to reduce vehicle speeds.
<p>2. Improve Safety & 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.</p>	<ul style="list-style-type: none"> • 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.
<p>3. Improve Intersections: Improve intersections on the corridor to support driver compliance.</p>	<ul style="list-style-type: none"> • Improves striping at intersections to clearly delineate space for all users. • Reduces the number of approach lanes at intersections. • Improves signage ahead of the intersections.
<p>4. Improve Crossings: Make crossings on the corridor safer and more comfortable for all users.</p>	<ul style="list-style-type: none"> • Reduces crossing distances at intersections and mid-block crossings. • Improves sightline visibility at intersections. • Limits on-street parking removal to locations with a safety benefit for people crossing.

IV. Ongoing Community Engagement

The development of design options will occur this Spring and early Summer in phase 2 of the project, with opportunities for the community to provide their feedback and input in the following ways:

- Online surveys and open houses hosted on Project’s [Be Heard Vancouver](#) page.
- A series of community conversations, which will include small group (8-10) conversations with stakeholders that represent a diverse set of users and concerns.
- Presentations and discussions at neighborhood association meetings.
- Outreach at community events and in-person events.

In Phase 3, which will occur from late-Summer to early-Fall, community members will be asked to share input on the preferred design option and identify any additional elements that should be considered as part of the final design. Phase 3 will include similar opportunities to Phase 2 for people to engage both in-person and online. Phase 3 includes the 30% design signage and striping plans to be completed and included with for pavement work in 2024, concluding this Safety and Mobility Project.

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