

Memorandum

Date: April 24, 2023
To: Emily Benoit & Laurel Priest, City of Vancouver
From: Kara Hall & Jai Daniels, Fehr & Peers
Subject: **McGillivray Boulevard Safety & Mobility Project – Phase 1 Community Engagement Summary**

Executive Summary

During Phase 1 of the McGillivray Boulevard Safety & Mobility Project (Project), community members were asked to share how they travel on the corridor today, where they experience challenges traveling, and any concerns they have about changing McGillivray Boulevard. Community members were asked to provide their input through a series of virtual and in-person events including:

- Participating in a walking and bicycling audit with the Project team.
- Completing an online community survey and providing input on an interactive map.
- Attending an in-person open house at Wy'East Middle School.
- Completing an online survey distributed to school staff, parents, and students of the Wy'East Middle School and Mountain View High School located near the corridor.

Key Takeaways

Based on input gathered from the community throughout Phase 1, the following takeaways were identified as themes that will inform the following phases of the Project:

1. Vehicle speeding is impacting all users.
2. Intersection improvements are needed.
3. People walk, bike, and roll today, but McGillivray Boulevard is not comfortable for everyone.

Vehicle speed is the greatest concern amongst community members based on feedback gathered from the engagement opportunities. Community members shared that cars travel at high speeds



along the corridor, which endangers other drivers, pedestrians, and cyclists and makes many community members avoid walking or bicycling along the corridor.

Community members are also concerned about safety at intersections. Intersections along McGillivray Boulevard are very wide and can cause confusion for drivers who are often unclear on who has the right-of-way. This also makes it dangerous for pedestrians and cyclists who are unsure which cars are a potential conflict for them as they cross and if they have been seen by drivers.

While some community members shared that McGillivray Boulevard works well for them today, including people who walk, bicycle, and drive on the corridor, many other community members shared that the corridor does not meet the needs of everyone. Community members of all ages and abilities shared concerns about walking and bicycling on McGillivray Boulevard due to the lack of separation from cars traveling at high speeds.

A summary of Phase 1 community engagement can also be found in the Community Engagement Summary available on the Project's [Be Heard](#) page and is included as **Attachment A** to this memorandum.

Input gathered during Phase 1 of the Project, was used to inform Project goals and development of design options. This input also informed the Community Engagement Plan for Phase 2 and Phase 3 of the Project. As the Project moves into Phase 2, community members will be asked to share their feedback on design options.

The following sections of this memorandum provide additional detail on specific engagement activities and what was shared by community members during Phase 1.

Walk Audit

The walk audit was an opportunity for stakeholders to walk along the corridor with the Project team and share their experience, concerns, and desires for the future of the corridor. Invitations to the walk audits were shared with Neighborhood Association contacts with the ask that they attend or identify someone to join on behalf of their neighborhood. The audit, which was held in October of 2022, was attended by two community members representing the Cascade Highlands Neighborhood Association and the Riveridge Neighborhood Association and two members of the Project team.

Key Takeaways

The participants noted several challenges and concerns along the corridor:

- The intersection at McGillivray Boulevard and 136th Avenue is very confusing and unsafe for middle school students crossing the street to access Wy'east Middle School. This



intersection has been identified in past years as a location where improvements are needed through the City's Neighborhood Traffic Calming Program due to the high speeds and number of children crossing. While new mid-crossing signage has recently been added for vehicles, more is needed to improve safety for all users.

- While cars not stopping for pedestrians is an issue along the entire corridor, the SE 125th Avenue intersection is particularly confusing because the mobility lane is used as a dedicated right-turn lane in both east and west directions.
- Sidewalks are missing along parts of McGillivray Boulevard east of SE 136th Avenue.
- Poor maintenance and debris that clogs drains causes water to build up in the mobility lanes and right-turn pockets.
- There is difficulty for drivers on SE 121st Avenue to turn onto McGillivray Boulevard due to the traffic and speeds of vehicles on McGillivray Boulevard.

The participants also highlighted some changes they would like to see to the corridor:

- An extension to the median at McGillivray Boulevard and SE 136th Avenue to act as a refuge island. During this event, the Project team shared that changes to the median are outside of the scope of this Project.
- Curb extensions to reduce crossing distances. While changes to curbs are outside the scope of this Project, other elements to reduce crossing distances will be considered.
- Participants shared that they do not experience congestion when using the corridor and therefore think that removing a vehicle travel lane could make it more comfortable to walk and bicycle on the corridor.
- A traffic circle at the Village Loop Drive intersection. As noted above, changes to curbs and roundabouts are outside the scope of this Project.

Bicycle Audit

Similar to the walk audit, the bicycle audit was an opportunity for stakeholders to ride their bicycles along the corridor with the Project team to share their experience, concerns, and desires for the future of the corridor. The opportunity to participate in the bicycle audit was shared with Neighborhood Associations and local cycling groups. The audit was held in October of 2022 and attended by 12 community members, including young children and bicyclists with varying levels of experience from regular commuters, recreational and newer to cycling.

Key Takeaways

The participants noted several challenges and concerns along the corridor as cyclists

- Poor drainage and leaf removal in the mobility lanes resulting in standing water and leaf piles creating obstacles for cyclists using the lanes.



- The width of the mobility lane is narrow, and cyclists often must share space with parked cars and pedestrians.
- Vehicles traveling at high speeds make cyclists feel unsafe due to the speeds and proximity.
- Intersections are challenging for cyclists crossing and turning left due to possible interactions with cars and the pavement condition. SE Talton Avenue and McGillivray Boulevard is one location identified by many of the participants as particularly challenging because it is hard to see approaching vehicles.
- Cyclists are concerned about the connection at SE McGillivray Blvd and SE Chkalov Drive, especially the left-turn from SE Chkalov Drive onto SE McGillivray Blvd.
- Trees at the intersection at SE 119th Avenue block the street name sign. There is a desire need for signage indicating mobility lane closures, wayfinding on McGillivray Boulevard and signage or sharrows on side streets.

The participants also highlighted some changes they would like to see to the corridor:

- Based on their observations, between Village Loop and SE 136th Avenue there are few cars parked on McGillivray Boulevard. They identified repurposing the underutilized on-street parking space as an opportunity to widen the mobility lane and add a buffer to provide separation between vehicles and mobility lane users.
- Improvements at the intersections to improve safety for cyclists making left-turns.
- Removal of a travel lane. Similar to the walk audit, most participants shared that they have not experienced congestion when traveling on the corridor.

Online Community Survey & Interactive Map

The first online community survey opened on the Project's [Be Heard](#) website on October 24, 2022 and remained open until January 30, 2023. As of January 30, 2023, the survey received 1,072 complete responses and over 700 optional open-ended comments. The survey also included an interactive pin-map where community members could identify specific locations with a safety concern. The interactive map received 94 total contributions, including multiple comments from some respondents. Takeaways from the community survey and interactive map are summarized in the following section.

Key Takeaways: Online Community Survey

The online community survey asked respondents to share how they travel today, what challenges they experience when traveling on McGillivray Boulevard, what is most important to them when traveling, and concerns about changes to McGillivray Boulevard. Key takeaways from the survey include:



Corridor Use

- Nearly all respondents drive on the corridor with some frequency.
- Approximately 75 percent of respondents said they have walked on the corridor.
- About 42 percent of respondents said they have ridden a bicycle on the corridor.

Corridor Concerns

- Vehicle speeding and not complying with stop signs were identified by over 70 percent of respondents as a challenge when traveling on the corridor.
- The ability to get to places safely was identified as the most important priority of this corridor, followed by the overall design of the neighborhood, and getting to places quickly.
- Safety was identified as the primary concern regarding changes being needed to the corridor. This was followed by neighborhood design and impacts to how long it takes to travel on the corridor.

More detail on the survey questions and responses and open-ended comments can be found below.

Question #1 – How do you travel?

The first survey question in the survey asked respondents to identify how frequently they use specific modes of travel on McGillivray Boulevard. As shown in **Table 1**, driving is the most popular mode of travel with nearly all respondents saying they drive alone and over 50 percent of respondents saying they carpool with some frequency. Today very few people take public transit or use a small mobility device such as a scooter or wheelchair on the corridor, with over 90 percent of respondents saying they never use these modes of travel.



Table 1. How People Travel

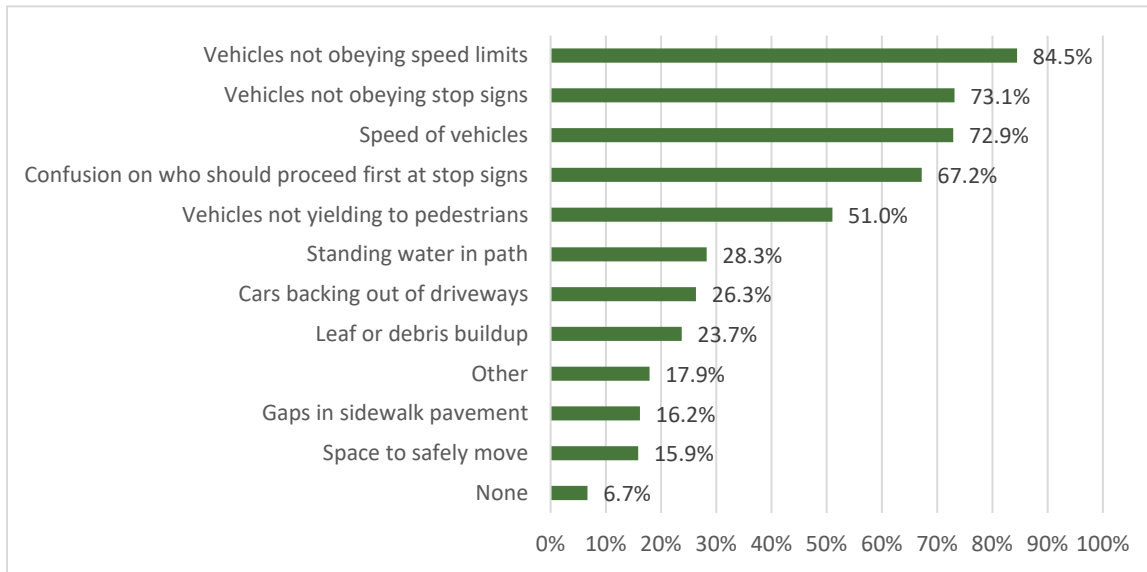
How People Travel	Frequency of Travel					
	Every day	Almost Every Day	Several Times a Week	A Few Times a Month	A Few Times a Year	Never
Walking	10.0%	13.0%	16.9%	13.6%	21.0%	25.5%
Biking	0.4%	2.3%	8.7%	13.2%	19.7%	55.7%
Taking public transit	0.5%	0.5%	0.3%	0.8%	5.3%	92.7%
Driving alone	25.4%	25.7%	30.3%	14.3%	2.5%	1.8%
Carpooling	5.3%	8.2%	22.4%	12.5%	7.3%	44.4%
Using a small mobility device, such as a scooter or wheelchair	0.0%	0.1%	0.5%	1.1%	1.0%	97.2%

Question #2: Which challenges do you face when traveling on McGillivray Boulevard?

The second survey question asked respondents to identify the primary challenges they experience when traveling on the corridor. As shown on **Figure 1**, cars speeding and drivers not complying with speed limits along the corridor and stop signs at intersections are the primary challenges people face when traveling on the corridor today. Drainage issues resulting in standing water and debris in the existing mobility lane were also identified by approximately a quarter of respondents.



Figure 1. Challenges to Traveling McGillivray Boulevard



Question #3. What is important when traveling on McGillivray Boulevard?

The third survey question focused on identifying what is important to people when traveling on McGillivray Boulevard. Respondents were asked to rank what is important to them from most important to least important. As shown in **Table 2**, getting to places safely is the highest priority for people traveling on this corridor. This is followed by neighborhood design and getting to places quickly.

Table 2. McGillivray Boulevard Priorities

Priority Options	Average Rank
Getting to places safely	1.56
The overall design of the neighborhood	3.49
Getting to places quickly	3.51
Making sure the natural environment is not harmed in the process	3.61
Making sure disproportionately impacted communities are not harmed in the process	4.02
Making sure the local economy is not harmed in the process	4.38

Notes: Community members were asked to rank each of the priorities from most important to them to least important to them. In this case, a lower number indicates a higher priority.

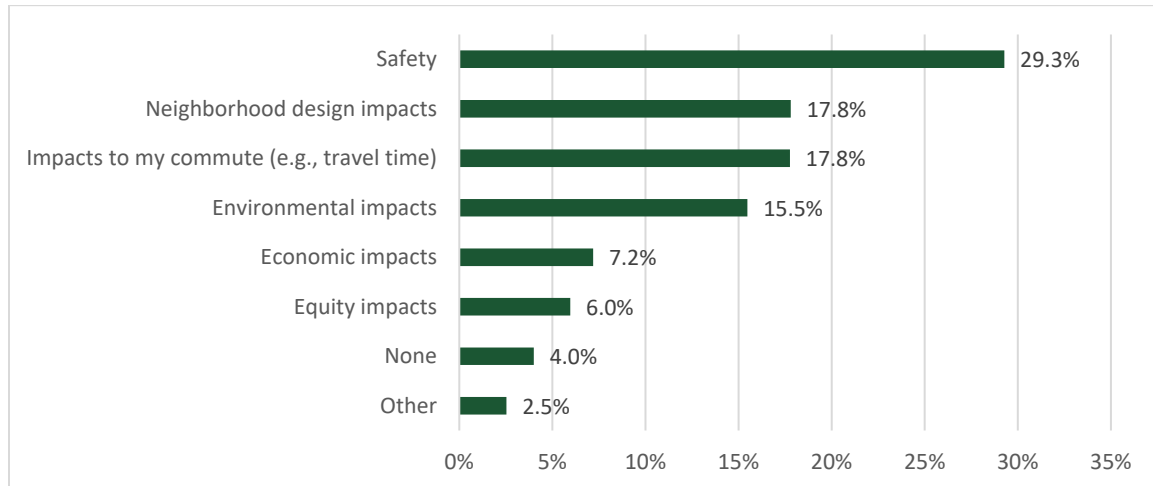
Question #4. What concerns do you have about changes to McGillivray Boulevard?

The fourth survey question asked respondents to share any concerns they have about changes to McGillivray Boulevard. As shown on



Figure 2, changes to safety along the corridor was the primary concern identified by about a third of the respondents. This was followed by impacts to neighborhood design and how long it takes to travel on the corridor, which were both identified as concerns by nearly 20 percent of respondents.

Figure 2. Concerns About Changes to McGillivray Boulevard



Open-Ended Comments

More than 700 community members provided open-ended responses when asked to share what else they would like the Project team to know about their experiences with McGillivray Boulevard. Themes that were consistent throughout the comments received from survey respondents include:

- McGillivray Boulevard operates like a highway in a residential neighborhood.
- The speed of cars is impacting everyone who travels on McGillivray Boulevard.
- The lack of separation between cars and pedestrians makes it feel unsafe to walk on the corridor, especially with young children.
- A desire for more enforcement to address drivers not complying with posted speed limits and stop signs at intersections.
- A need for improvements at intersections and crossings to make it safer and more comfortable for pedestrians and bicyclists to cross.
- A need for consistent sidewalks, improved illumination, and more signage on the corridor.



Open House

The community open house was held in-person on Saturday, February 11, 2023 at Wy'east Middle School which is located on SE 136th Avenue just north of McGillivray Boulevard. The goals of this community open house were to:

- Share what the Project team had learned through early engagement with community members.
- Share the technical work that will be completed.
- Continue to learn how community members experience travel on the corridor.
- Gather input to inform the Project goals.



Community members at the community open house in February 2023.

Approximately 110 people attended the event. A voluntary demographic survey was distributed to understand which community members attended and input was provided at this engagement opportunity. Most participants who chose to share were white, not of Hispanic or Latino origin, aged 65 years and older, retired, and from English-speaking households. Most participants have an annual household income of less than \$100,000 and do not experience a disability. Participants were equally distributed between male and female persons.

Format & Activities

The community open house included a presentation by the Project team which provided an overview of the safety and mobility project, including what is under consideration and in the scope of this Project, a summary of the technical analysis being conducted, and what had been shared by community members during the early engagement opportunities.

Upon arrival, attendees were also asked to complete several activities including:

Project Goals Mad Lib: Attendees were asked to complete a McGillivray Boulevard Mad Lib on paper, shown on **Figure 3**, to share their experiences with and hopes for McGillivray Boulevard. This information was used to inform the Project goals.



Figure 3. McGillivray Boulevard Mad Libs

McGillivray Boulevard Mad Libs

Help us tell the story of traveling on McGillivray Boulevard! Using your own words, fill in the blanks in the text below to share how you use McGillivray Boulevard today and your vision for McGillivray Boulevard in the future. Please use the space on the back to share any additional comments or concerns you have about the corridor.

Today, when I travel on McGillivray Boulevard, I am usually _____ .
(how you travel)

I travel on McGillivray Boulevard _____ times per week.
(number of times)

I typically travel on McGillivray Boulevard in the _____ on _____.
(time of day) (weekdays/weekends)

When I am traveling on McGillivray Boulevard I am traveling with _____.
(who you travel with)

One thing I really like about traveling on McGillivray Boulevard is _____.
(what you like)

I like this because I feel _____.
(how you feel)

In the future I would like to see the City consider _____.
(what kind of changes you want to see)

In the future I would like to be able to _____ more.
(how you would like to travel)

I would like McGillivray Boulevard to feel _____ ,
(how you would like to feel while traveling)

_____, and _____ .
(how you would like to feel while traveling) (how you would like to feel while traveling)

Examples:

How you travel: walking, bicycling, driving, riding a scooter, using a mobility assistance device, taking the bus

Typical travel times: during commute hours, in the morning or evening, before or after school

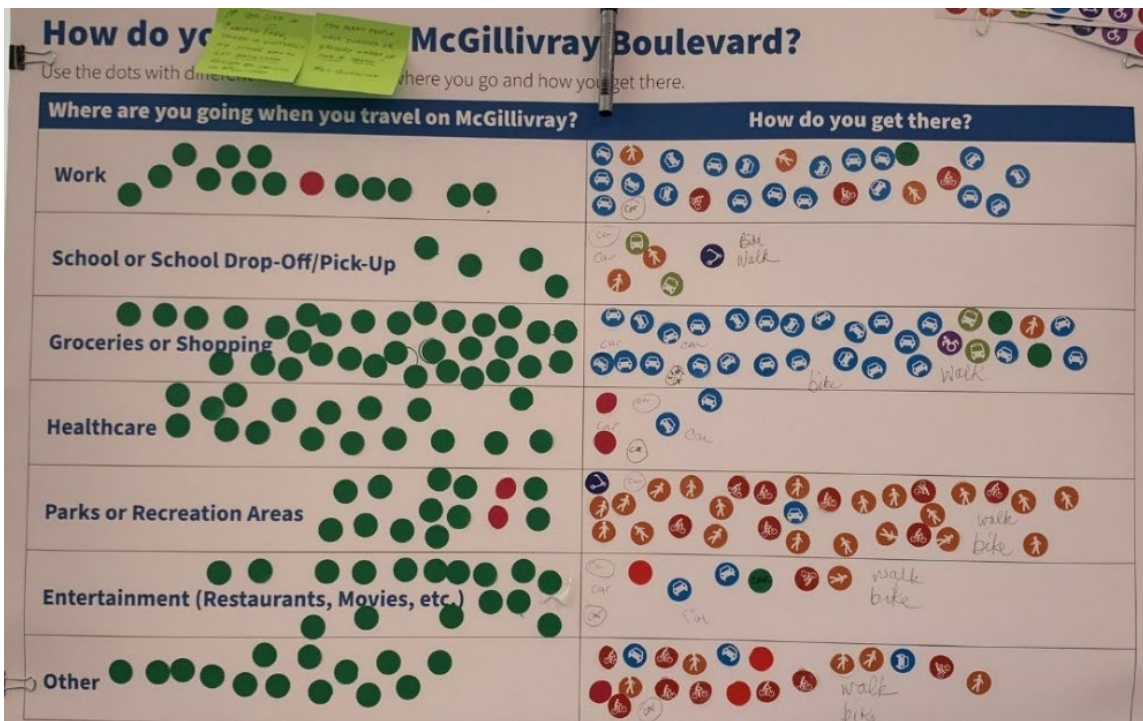
Who you travel with: alone, my family, my friends, my companion or service animal

Changes the Safety & Mobility Project might make: more space for people walking and bicycling, traffic calming to slow vehicles, physical barriers to separate vehicles and people walking and bicycling, improvements to crosswalks, improvements to intersections



How You Travel: Attendees were given a series of stickers with different travel modes and asked to use those stickers to share how they travel when they are using McGillivray Boulevard by placing them on the board shown on **Figure 4**. This could be travel to important destinations such as work, shopping, recreation, and school. Input gathered from this activity was used to understand how people travel today, where they are going when they use the corridor, and which travel modes are and are not being used.

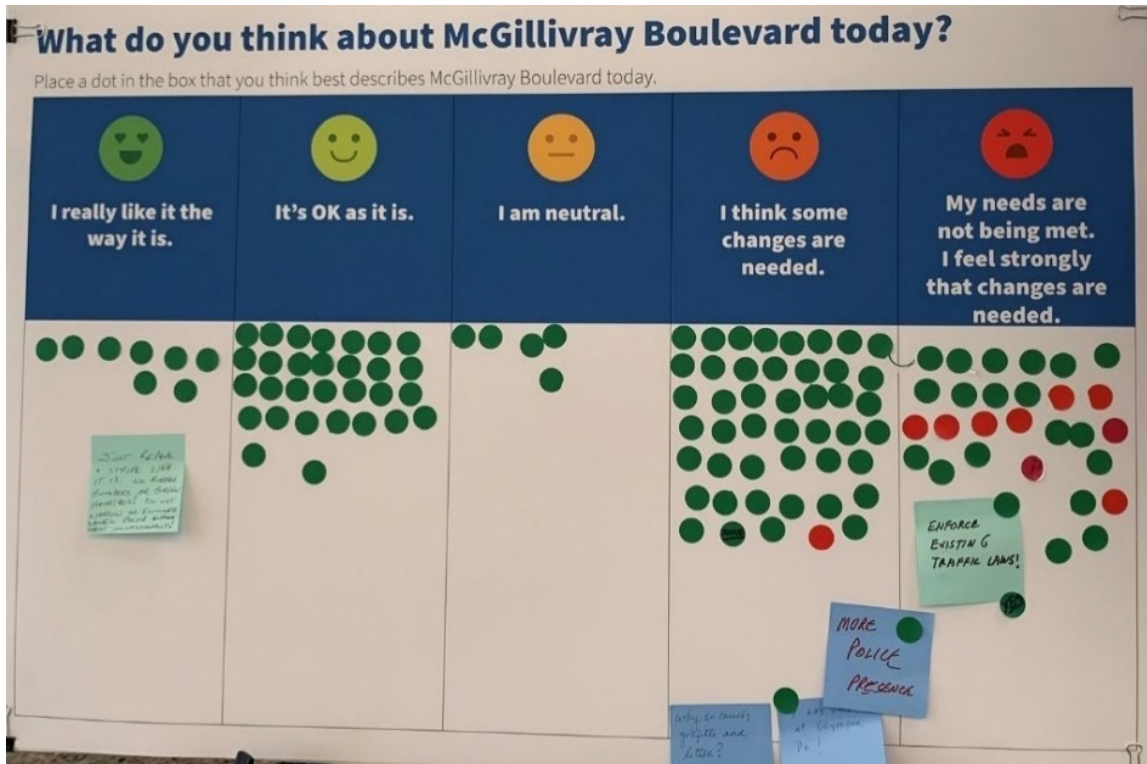
Figure 4. How You Travel



McGillivray Boulevard Today: Attendees were given stickers and asked to place them under the statement that best correlates to how well they believe that McGillivray Boulevard meets the needs of the people who use it today, ranging from “I really like it the way it is” to “My needs are not being met and I feel strongly that changes are needed” as shown on **Figure 5**. Input gathered from this activity was used to understand the degree of changes that community members believe are needed to the corridor.



Figure 5. McGillivray Boulevard Today



Community members identified many locations where improvements are needed in the Corridor Maps activity at the community open house.

Corridor Maps: Attendees were asked to identify locations where they experience challenges when traveling on McGillivray Boulevard and locations with a safety concern or where they believe improvements are needed. Input gathered from the maps will be used to inform design options along the corridor and locations where additional improvements may be needed.

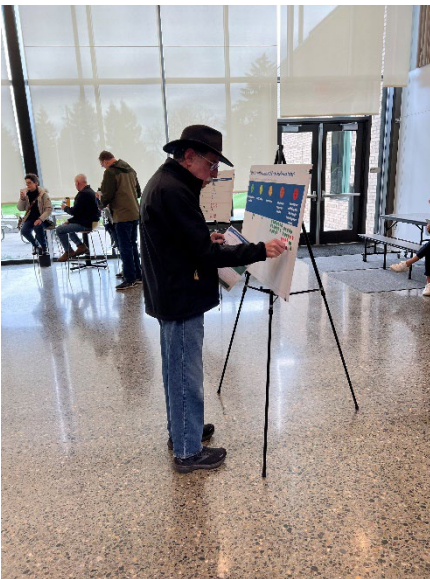
Key Takeaways: McGillivray Boulevard Mad Lib

The McGillivray Boulevard Mad Lib was completed by 80 participants, more than 60 percent of attendees. Of those who participated, some attendees did not fill every blank with an appropriate response, or in some cases any response at all. The summary below reflects the responses of those who filled in blanks with appropriate responses.



Participants were asked about changes they would like to see considered on the corridor in the future. Of the respondents that completed the prompt, the following responses were received:

- 25 participants said they would like the City to address the speeding issue on the corridor.
- About 20 participants requested more police presence or other speed enforcement measures, such as cameras or speed detectors.
- 14 participants said they would like to see improvements to make crossings safer.
- 13 participants identified improvements to pedestrian and bicycle facilities.
- Seven people mentioned the need for tree, bush, or other plant maintenance in the median and in residents' yards, particularly for visibility when crossing the street by car, foot, or bicycle.
- Other requests included wider bike lanes, and better protection for cyclists, restricted on-street parking, and spaces for pedestrians to wait when crossing.
- Requests for improvements outside the scope of this Project included: sidewalks, roundabouts, and improved lighting.
- Three participants mentioned they do not want any changes, explicitly to the number of lanes.
- One specific location was identified by multiple participants was the intersection of McGillivray Boulevard and SE Olympia Drive where respondents would like to see a four-way stop installed.



Community member participating in the McGillivray Boulevard Today activity at the community open house.

When asked how they would like to be able to travel in the future, 16 participants said walk more; 13 participants said bike more; and others said drive more safely or access transit.

When asked how they would like to feel while traveling on the corridor, 50 participants said they would like to feel *safer* on the corridor. Ten participants said *comfortable*, *happy*, or a similar word. Lastly, six people want travel to feel more efficient.

Key Takeaways: How You Travel & McGillivray Boulevard Today

These two activities asked attendees to identify how they travel on the corridor, key destinations they are traveling to when they use the corridor, and how well they think McGillivray Boulevard meets their needs today.



As shown on **Figure 4**, the most common destination for people traveling on McGillivray Boulevard is groceries or shopping and most people travel by car. Parks and recreation spaces are the most common destination for people who choose to walk or ride a bicycle on the corridor.

As shown on **Figure 5** above, a majority (about 65 percent) of participants said that they believe changes are needed, with nearly half of those participants saying that they strongly believe changes are needed. A small portion (about five percent) of participants said they are neutral. And approximately 30 percent of participants said that they believe the corridor is fine as it is today, and no changes are needed.

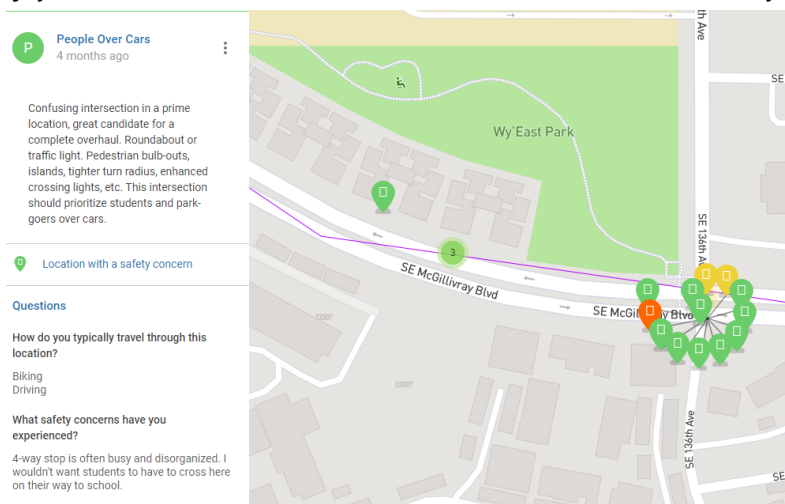
Key Takeaways: Online Interactive Map and Open House Map Activity

Respondents were asked to share locations of concern on a map of McGillivray Boulevard, both online and at the community open house. For the interactive map, participants could place different colored digital pins on a map of the corridor: green pins denoted locations with a safety concern; yellow pins denoted locations where respondents either rode a bicycle or walked; and red pins denoted locations where respondents would like to bike or walk but do not currently. At the community open house, participants were asked to place green and red stickers and sticky notes on aerial maps of the corridor split into three segments. The green stickers were used to denote areas that participants enjoy. The red stickers were used to denote areas of concern. Sticky notes were provided so that participants could share specific comments about the designated locations.

General Concerns

The main concern on the corridor is high speeds. Other concerns provided include:

- Some participants shared suggestions on how to address this issue.
- One participant asked to remove one lane in each direction to reduce speed and use the leftover space for protected two-way cycle tracks and rain gardens where appropriate.
- Many participants want more police presence on the corridor or other forms of traffic control devices like speed cameras.
- Sidewalks are missing along the western segment of the corridor, forcing pedestrians into the bike lane or parking lane while walking.



Comments received on the interactive map at SE 136th Avenue and McGillivray Boulevard.



- Sometimes cars enter the bike lane or parking lane, endangering pedestrians and cyclists.
- On-street parking is located very close to driveways making pulling out onto the street from driveways challenging for some drivers as oncoming traffic is often hard to see behind the parked vehicles.

Intersection Concerns

The intersections along the corridor were identified as areas of concern by most respondents. Many of the comments at intersections focused on driver speeds, failing to fully stop at stop signs, or drivers failing to yield to pedestrians and cyclists. One comment said: "For all stop-controlled intersections on this road, stop signs are not expected and often missed by cars, so the City should consider adding zig zag striping or optical speed bars to alert approaching traffic." Detailed information for each intersection is below.

A summary of concerns identified by participants and improvements requested is included in **Table 3** below. More detail on the concerns and improvements can be found on the following pages.

Table 3. Intersection Summary

Intersection	Concerns Identified	Improvements Identified
SE Chkalov Drive & SE 7 th Street	<ul style="list-style-type: none"> • Queuing from traffic signals at SE 7th Street and McGillivray Boulevard makes it challenging for people to access SE Chkalov Drive 	None
SE Chkalov Drive & McGillivray Boulevard	<ul style="list-style-type: none"> • High number of conflicts between pedestrians/bicyclists and cars • Vehicles accelerate quickly after turning onto McGillivray Boulevard 	<ul style="list-style-type: none"> • Reduce the number of vehicle travel lanes • Install a pedestrian refuge island • Add curb bulb outs to tighten the turn radii
McGillivray Boulevard & SE 119 th Avenue	<ul style="list-style-type: none"> • Vehicles turning left create a hazard for all users • Visibility at the crosswalk is poor • Speed limit signs are hard to see • Children often walk in the mobility lanes in this area 	<ul style="list-style-type: none"> • Traffic calming • Addition of sidewalks • Protection for the mobility lane
McGillivray Boulevard & SE 121 st Avenue	<ul style="list-style-type: none"> • Cars often do not yield to children crossing to access the bus stop • Cars parked on the street reduce visibility making it difficult to turn onto McGillivray Boulevard 	<ul style="list-style-type: none"> • Add speed bumps or camera monitoring to reduce high speeds • Eliminate left-turns and U-turns
McGillivray Boulevard & SE 125 th Avenue	<ul style="list-style-type: none"> • Many observations of cars running stop signs 	<ul style="list-style-type: none"> • Remove turn lanes • Add curb bulb outs with smaller radii to reduce intersection size • Add central pedestrian islands and rectangular rapid-flashing beacons (RRFBs) • Add a traffic circle to eliminate left-turns and U-turns
McGillivray Boulevard & Midblock Crossing east of SE 125 th Avenue	<ul style="list-style-type: none"> • Cars do not slow down and yield to pedestrians • Pedestrians are often stuck waiting in the median because they are unable to cross 	<ul style="list-style-type: none"> • Remove parking lane • Add curb bulb-outs • Add a RRFB
McGillivray Boulevard & SE Talton Avenue	<ul style="list-style-type: none"> • The eastbound right-turn lane is confusing for both cars and people using the mobility lane • Speed signs are covered by trees • Lighting is poor 	<ul style="list-style-type: none"> • Remove turn lanes • Add curb bulb outs with smaller radii to reduce intersection size • Add central pedestrian islands and RRFBs • Add a traffic circle to eliminate left-turns and U-turns



Intersection	Concerns Identified	Improvements Identified
McGillivray Boulevard & SE 136th Avenue	<ul style="list-style-type: none"> Students must cross the street to access Wy'East Middle School There is often confusion between drivers about who has the right-of-way The recent crossing signs helped but more improvements are needed 	<ul style="list-style-type: none"> Remove a lane in each travel direction. Add a traffic light or roundabout. Add curb bulb outs with smaller radii to reduce intersection size. Add a pedestrian refuge island. Add enhanced crossing lights. Add a protected cycle track.
McGillivray Boulevard & SE 140th Court	<ul style="list-style-type: none"> Left-turns onto McGillivray create hazards for all users 	None
McGillivray Boulevard & SE Olympia Drive	<ul style="list-style-type: none"> Pedestrians are hard to see because of vegetation in the median and cars parked on-street Cars parked near driveways make it hard to see oncoming traffic when pulling out of driveways 	<ul style="list-style-type: none"> Add curb bulb outs. Add a four-way stop and crosswalks. Add a roundabout.
McGillivray Boulevard & SE Bella Vista Road	<ul style="list-style-type: none"> Pedestrians are hard to see because of vegetation in the median and cars parked on-street 	<ul style="list-style-type: none"> Addition of crosswalks
McGillivray Boulevard & SE 144th Court	<ul style="list-style-type: none"> Users have observed a high number of U-turns at this intersection which often surprise other drivers and pedestrians 	<ul style="list-style-type: none"> Extend the median to prevent left-turns Make the intersection right-in/right-out only
McGillivray Boulevard & SE Blairmont Drive	<ul style="list-style-type: none"> A large number of students from Mountain View High School use this intersection Cars do not fully stop at stop signs or yield to pedestrians The McGillivray Boulevard mobility lane is often used as dedicated right-turn lane by cars Students leaving school often use the intersection to make a U-turn onto SE Blairmont Drive 	<ul style="list-style-type: none"> Remove a lane in each direction Add a roundabout Add curb bulb outs with smaller radii to reduce intersection size Add central pedestrian islands and enhanced crossing lights
McGillivray Boulevard & SE Park Crest Avenue	None	<ul style="list-style-type: none"> Addition of a four-way stop



Intersection	Concerns Identified	Improvements Identified
McGillivray Boulevard & SE Briarwood Drive	<ul style="list-style-type: none"> • Pedestrians using the crosswalks are difficult to see 	<ul style="list-style-type: none"> • Remove a lane in each direction • Add a roundabout • Add curb bulb outs with smaller radii to reduce intersection size • Add central pedestrian islands and enhanced crossing lights
McGillivray Boulevard & SE Village Loop	<ul style="list-style-type: none"> • Pavement condition is poor • When multiple vehicles approach the stop sign from the same direction there is confusion about who should proceed first • The crosswalk location makes it hard to see pedestrians 	<ul style="list-style-type: none"> • Remove a lane in each direction • Add a roundabout • Add curb bulb outs with smaller radii to reduce intersection size • Add central pedestrian islands and enhanced crossing lights
McGillivray Boulevard & SE 164 th Avenue	<ul style="list-style-type: none"> • The high volume of vehicle traffic makes bicyclists and pedestrians feel unsafe when crossing 	<ul style="list-style-type: none"> • Rather than improvements, participants suggested designating SE 20th and SE 29th Streets as alternative locations to cross

SE Chkalov Drive & SE 7th Street

According to participants, there are several driveways that provide access to retail on the west side of SE Chkalov Drive that are often blocked by queuing from the traffic signals at SE 7th Street and McGillivray Boulevard. When vehicles queue on SE Chkalov Drive, it can be hard to get out of the retail and especially challenging for vehicles who are needing to make a southbound left-turn onto SE 7th Street or McGillivray Boulevard. No specific improvements were identified for this intersection.

SE Chkalov Drive & McGillivray Boulevard

According to participants, this intersection is particularly dangerous for pedestrians and cyclists.

Participants asked for the following:

- Remove a receiving lane on the north leg, remove other turn or through lanes, and narrow lane width to calm traffic.
- Install a central pedestrian island.
- Add curb bulb outs.
- Tighten turn radius.



Pedestrian crossing at McGillivray Boulevard & SE Chkalov Drive.

McGillivray Boulevard & SE 119th Avenue

Visibility at this crosswalk is poor and speed limit signs are difficult to see. There are no sidewalks, so students often walk in the mobility lane from the bus stop at SE 121st Avenue. Speeding cars make cyclists feel unsafe in the mobility lane, and drivers making left-turns and U-turns at this intersection create a hazard. Participants identified the following potential improvements:

- Addition of sidewalks
- Addition of traffic calming measures
- Addition of protection for the mobility lanes



McGillivray Boulevard & SE 121st Avenue

There is a school bus stop at this intersection where some students must cross McGillivray Boulevard to board the bus in the morning and cars do not yield to pedestrians. There are also no sidewalks near this intersection. Another participant mentioned that cars parked in the parking lane make it difficult to turn onto McGillivray Boulevard because of poor visibility.

Participants asked for the following:

- Add speed bumps or camera monitoring to reduce high speeds.
- Eliminate left-turns and U-turns.

McGillivray Boulevard & SE 125th Avenue

There have been frequent observations by participants of vehicles running stop signs at this intersection, sometimes while speeding, making this a difficult pedestrian crossing.

Participants asked for the following:

- Remove turn lanes.
- Add curb bulb outs with smaller radii to reduce intersection size.
- Add central pedestrian islands and RRFBs
- Add a traffic circle to eliminate left-turns and U-turns.

McGillivray Boulevard & Midblock Crossing between SE 125th/SE 132nd Avenues

Vehicles often do not yield to pedestrians attempting to cross here according to participants. This is a crossing frequently used by students walking to school. Cars do not slow down, causing students to be stuck in the median.

Participants asked for the following:

- Remove parking lane.
- Add curb bulb-outs.
- Add a RRFB.



McGillivray Boulevard & SE 132nd Avenue/SE Talton Avenue

There are bicycle and vehicle conflicts at this intersection according to participants, particularly when vehicles eastbound vehicles on McGillivray Boulevard attempt to turn right. Vehicles tend to use the bike lane as a turn lane. The streetlights are very dark here, and the speed sign is covered by a tree. Vehicles often do not stop at stop signs or yield to pedestrians.



Cyclist crossing at SE Talton Avenue and McGillivray Boulevard.

Participants asked for the following :

- Remove turn lanes.
- Add curb bulb outs with smaller radii to reduce intersection size.
- Add central pedestrian islands and RRFBs.
- Add a traffic circle to eliminate left-turns and U-turns.

McGillivray Boulevard & SE 136th Avenue

This intersection received the largest number of comments from participants. As this intersection is located near Wy'east Middle School, most participants are concerned with safety at this intersection, particularly for younger students. Respondents are worried about students having to cross the street at this intersection as cars often do not yield to pedestrians or are extremely confused as to who should proceed first when pedestrians are present and attempting to cross. Most respondents are extremely concerned with how wide, confusing, and unsafe this intersection can be for all travel modes, especially pedestrians and cyclists. One respondent noted that new crosswalk signs have helped, but heavy traffic sometimes obscures these signs. There are also concerns about the number of vehicles parked on-street in this area. Most participants believe that most of the people parking on-street near this area either live in or are visiting the multifamily housing located near this intersection.

Participants asked for the following:

- Remove a lane in each travel direction.
- Add a traffic light or roundabout.
- Add curb bulb outs with smaller radii to reduce intersection size.



- Add a pedestrian refuge island.
- Add enhanced crossing lights.
- Add a protected cycle track.

McGillivray Boulevard & SE 140th Court

According to participants, vehicles making left-turns onto McGillivray Boulevard and U-turns create hazards for other drivers, pedestrians, and cyclists. No specific improvements were requested for this intersection.

McGillivray Boulevard & SE 19th Street/SE Olympia Drive

Near this intersection, participants reported that drivers find it difficult to see pedestrians due to issues like vegetation in the median, and/or parked cars. Participants consider street parking necessary for nearby residents, but some cars are parked too close to driveway exits, making it difficult to see oncoming traffic.

Participants asked for the following:

- Add curb bulb outs.
- Add a four-way stop and crosswalks.
- Add a roundabout.

McGillivray Boulevard & SE Bella Vista Road

At this intersection, participants reported that drivers find it difficult to see pedestrians due to issues like vegetation in the median, and/or parked cars. There are currently no crosswalks, but participants feel that crosswalks are needed. Many participants use this road for walking, biking, scootering, or using other mobility devices to access Bella Vista Park.

McGillivray Boulevard & SE 144th Court/SE 145th Court/SE 146th Court

According to participants, left-turns from McGillivray Boulevard into short cul-de-sacs, going both north and south, are often used by east-west traffic for unexpected and unsafe U-turns.

Participants asked for the following:

- Extend the median to prevent left-turns and only allow right turns.



McGillivray Boulevard & SE Blairmont Drive

This intersection received similar comments from participants to those comments made for SE 136th Avenue when considering the proximity to and use from Mountain View High School students. The intersection is often crowded with pedestrians, and cars do not fully stop at the stop signs or yield to those crossing the street. During school dismissal, cars leaving the high school use the McGillivray Boulevard intersection to make a U-turn on SE Blairmont Drive. People also frequently use the on-street mobility lane on McGillivray Boulevard as a dedicated right-turn lane onto SE Blairmont Drive.



Vehicles approach from multiple lanes in four directions at SE Blairmont Drive and McGillivray Boulevard.

Participants asked for the following:

- Remove a lane in each direction.
- Add a roundabout.
- Add curb bulb outs with smaller radii to reduce intersection size.
- Add central pedestrian islands and enhanced crossing lights.

McGillivray Boulevard & SE Park Crest Avenue

Several participants commented on the need for a four-way stop at this intersection.

McGillivray Boulevard & SE Briarwood Drive

According to participants, this is a difficult and confusing intersection to cross for vehicles, pedestrians, and cyclists as it is difficult for drivers to see pedestrians using the crosswalk.

Participants asked for the following changes:

- Remove a lane in each direction.
- Add a roundabout.
- Add curb bulb outs with smaller radii to reduce intersection size.



- Add central pedestrian islands and enhanced crossing lights.

McGillivray Boulevard & SE Village Loop

This intersection is extremely wide and pavement condition is an issue at this intersection. Respondents also shared that when multiple cars come from a single direction, especially if one is turning, there's often confusion for drivers about who has right-of-way. It was also noted that the crosswalk is located far away from the intersection and is not well marked making it difficult to cross as a pedestrian as cars often fail to yield to pedestrians at this location.

Participants asked for following:

- Remove a lane in each direction.
- Add a roundabout.
- Add curb bulb outs with smaller radii to reduce intersection size.
- Add central pedestrian islands and enhanced crossing lights.

McGillivray Boulevard & SE 164th Avenue

According to respondents, pedestrians and cyclists do not feel safe crossing at this intersection due to the high volume of traffic. One respondent said that as a pedestrian, they only cross from the east side of the intersection because they feel more visible waiting on the pedestrian refuge islands that separate the dedicated right-turn lanes from the through lanes. Respondents did not identify desired improvements at this intersection. Instead, they identified SE 20th and SE 29th Streets as where people should cross SE 164th Avenue.

School Survey

The Project Team sent a survey to administrative contacts at the schools located near the corridor. The survey was to be sent to all guardians of students and school staff members at Wy'east Middle School as well as all students, guardians of students, and school staff members at Mountain View High School. The survey focused on how people travel to and from the school, and about the challenges and opportunities they experience, specifically seeking the student and youth perspective too. Respondents could choose to skip questions, so some surveys did not have answers to every question.

Wy'east Middle School

Thirty-two people responded to this survey. Of those 32 people, 80% are guardians and the rest were school staff members. Only 27 people chose to answer all of the questions. Eleven respondents said that their student(s) are dropped off or picked up by a guardian. Six



respondents said their student walks; four said they take the bus; and two said they bike or use a scooter or other mobility device. Three respondents shared other options: dropped off in the morning but walks home after school; takes the bus three days and is driven two days; and mostly dropped off and picked up but occasionally walks. Around 25% of respondents live less than 0.5 miles from the school, and around 40% of respondents live between 0.5 miles and 1 mile. The rest live more than one mile away.

Most respondents do not feel that it is safe for their student(s) to walk to school. Almost 75% of respondents are concerned about vehicles driving too fast and unsafe intersections. Around 50% of respondents are worried about locations with missing sidewalks and around 40% are worried about there being too few locations to cross the street. Other concerns include the poor quality of sidewalks, fog and rain impairing drivers' vision, vehicles that do not stop at stop signs, unhoused people in the area, and walking or biking in the dark.

Most respondents also do not feel that it is safe for their student(s) to ride a bike or scooter to school. Almost 80% of respondents are concerned with vehicles driving too fast, and 70% are concerned with unsafe intersections. Around 60% of respondents are worried about being too close to vehicles. Other concerns include a lack of bike lanes, too few locations to cross the street, crosswalk visibility, and poor lighting.

Mountain View High School

Six people responded to this survey, but only four chose to answer all the questions. Of these respondents, all were guardians. Seventy-five percent of respondents drive their student(s) to and from the school while one guardian's student takes a school bus. Respondents all live at least 0.5 miles away from the school.

Half of respondents do feel safe walking to or from the school and the other half do not. All the following are safety concerns for at least one respondent when walking to or from school: locations with missing sidewalks, poor quality of sidewalks, vehicles driving too fast, unsafe intersections, and too few locations to cross the street. One respondent did not have any safety concerns.

Respondents answered similarly to walking when asked about feeling safe riding a bike or scooter to school – half do feel safe and half do not. All the following are safety concerns for at least one respondent when riding a bike to or from school: lack of bike lanes on other streets, vehicles driving too fast, unsafe intersections, and too few locations to cross the street. Notably, all respondents said being too close to vehicles is a concern.



Phase 1 Engagement Takeaways

Based on what was shared by community members throughout Phase 1 of the Project, the following key takeaways were identified and will inform development of the Project goals, the engagement approach and activities for Phase 2 and Phase 3, and the design options for the corridor.

Takeaway #1: Vehicle speeding is impacting all users.

Today, McGillivray Boulevard is a residential road that feels more like a highway due to the high speeds that cars often travel at. Cars traveling at high speeds make the road feel unsafe for people walking, riding a bike, and even driving. Many community members are also concerned about the crashes resulting from cars traveling at high speeds, some of which have caused property damage and impacted quality of life for residents who live along the corridor. A desire to see this addressed through increased enforcement was shared by many community members.

Takeaway #2: Intersection improvements are needed.

Many intersections on McGillivray Boulevard are confusing for drivers due to how large and wide the intersections are and the number of vehicle travel lanes on McGillivray Boulevard. Because drivers not always clear on who has the right-of-way and sometimes do not comply with stop signs, people walking and bicycling regularly feel unsafe navigating and crossing the intersections. There are several intersections, most notably SE 136th Avenue, where community members feel that a different form of intersection control is needed.

Takeaway #3: People walk and bicycle today, but McGillivray Boulevard is not comfortable for everyone.






To create a road that is and feels safe for people of all ages and abilities, improvements are needed, specifically to improve safety for children who use McGillivray Boulevard to travel to and from school. While there are on-street mobility lanes today, there are locations where the lanes are narrow and the lack of separation between people using the mobility lane and cars makes the existing mobility lanes feel unsafe for many people. While some people choose to walk in the parking space or mobility lane, many community members said they don't feel safe doing this as they often must navigate objects in the parking lane, forcing them to have to walk too close to cars traveling at high speeds.



Attachments

During Phase 1 of the McGillivray Boulevard Safety & Mobility Project, community members were asked to share how they use McGillivray Boulevard today, how they would like to use it in the future, and where they experience challenges when traveling on the corridor. This community member input was used to develop the goals for the Project.




ENGAGEMENT BY THE NUMBERS

-  **1,300** responses to the online survey.
-  **94** pins on the interactive map.
-  **14** participants joined the walk and bicycle audits.
-  **120** community members attended the open house.
-  **27** survey responses from students, guardians, and staff at schools near McGillivray Boulevard.

WHAT WE HEARD

- The most common way to travel on McGillivray Boulevard today is **driving alone in a car**, followed closely by driving with others in a car.
- Nearly **75% of people walk on the corridor** with some frequency, while only **42% of people choose to ride a bicycle** on the corridor.
- The primary challenges identified by community members when traveling on McGillivray Boulevard are drivers **driving too fast** in a car and **not obeying stop signs**.
- Intersections on McGillivray Boulevard are so large that they are **confusing for people driving**, which makes it feel unsafe to cross intersections when walking, bicycling, using a small mobility device or accessing transit.
- Many community members expressed that **changes are needed** on McGillivray Boulevard to improve safety for everyone.

COMMUNITY ENGAGEMENT TAKEAWAYS

-  **Cars driving too fast are impacting everyone who lives and travels on the corridor.** Because cars drive too fast, people feel unsafe walking, bicycling, and even driving on the corridor.
-  **Intersection improvements are needed.** The large intersections are challenging to navigate and people do not feel safe crossing at them. One high priority intersection is at SE 136th Avenue where many children cross to go to school.
-  **McGillivray Boulevard works for some people, but not most people.** There are people that walk and bike on the corridor today, but many more would if they felt safer.



STAY TUNED!

Sign up for project updates and participation opportunities on the [Be Heard](#) webpage.



Use the QR code above or visit <https://bit.ly/mcgillivray-focus> to fill out an interest form to join a community conversation.

Please note, filling out an interest form does not guarantee participation.