

# McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission  
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# Purpose & Outcomes



## Purpose

- **Share community feedback** gathered during Phase 2: Develop Options.
- **Present evaluation of design options** based on alignment with the project goals.

## Target Outcome

- Answer any remaining questions in preparation public hearing on a recommendation for the preferred design option.
- Identify additional information needed to support recommendation of a preferred design.

## Phase 2: Community Engagement

- Provided opportunities for community members to **review design options** through **in-person** and **online** events.
- Resulted in feedback from community members on design options on **alignment with the project goals**.
- Input used to **inform updates** to design options and support recommendation of a preferred design.

# Phase 2: Timeline



May  
2023

**Start Phase 2: Develop Design Options**



July

**Community Conversations**



August

**Commission Presentation and Updates to Design Options**



September -  
November

**Online Survey and Neighborhood Association Presentations**



December -  
January

**Summarize Feedback and Refine Design Options**



February  
2024

**Commission Public Hearing to Recommend a Preferred Design**

# Phase 2: Design Options

**Southeast McGillivray Boulevard**  
Option 1: Curbside Mobility Lane



Mobility lane	Buffer/parking lane	Vehicle travel lane	Painted shoulder	Median	Painted shoulder	Vehicle travel lane	Buffer/parking lane	Mobility lane
10'	6'/12'	11'	6'	16'	6'	11'	6'/12'	10'

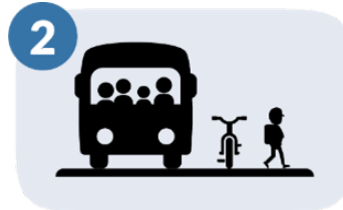
**Southeast McGillivray Boulevard**  
Option 2: Center Running Mobility Lane



Walking lane	Buffer/parking lane	Vehicle travel lane	Buffer	Mobility lane	Median	Mobility lane	Buffer	Vehicle travel lane	Buffer/parking lane	Walking lane
5'	3'/8'	11'	4'	10'	16'	10'	4'	11'	3'/8'	5'



**Lower Vehicle Speeds**



**Improve Safety & Comfort**



**Improve Intersections**

## Phase 2: What We Heard

### Concerns related to the design options:

- Proposed options will be less effective than video enforcement and police presence.
- Repurposing a lane would increase vehicle congestion.
  - Traffic would divert from McGillivray Boulevard into surrounding neighborhoods.
  - Would increase bad driver behavior on the corridor.
- Need for more improvements at intersections.
- Limited access for emergency services, mail delivery, trash pick-up.

# Phase 2: What We Heard

## Design Option 1

### Concerns shared for Option 1:

- Lack of separation for users in the mobility lane
- Reduction in parking near homes
- Breaks in the vertical separation due to driveways
- Parked cars are too exposed to traffic in the travel lane

### Support shared for Option 1:

- Providing one lane for people walking/biking is easier for drivers
- Wide mobility lanes allow families to ride side-by-side
- More familiarity with configuration than Option 2

# Phase 2: What We Heard Design Option 2

## Concerns shared for Option 2:

- Challenges for users accessing center running mobility lane from McGillivray Boulevard
- Mobility lane conflicts with left-turning vehicles
- High learning curve associated with lane configuration
- Maintenance

## Support shared for Option 2:

- Providing separated space for people walking from people biking
- More consistent vertical separation for mobility lanes





# Design Options Evaluation

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## Goal #1: Lower Vehicle Speeds

*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.*

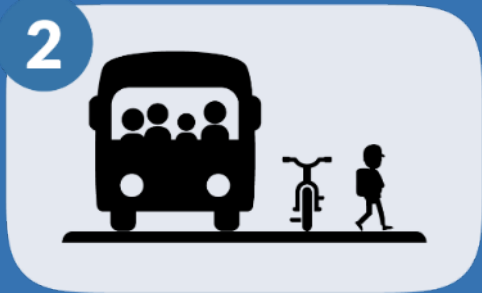
Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement





No Improvement

# Design Options Evaluation



## Goal #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.*

Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement





No Improvement

# Design Options Evaluation



## Goal #3: Improve Intersections & Crossings

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

Option 1: Curbside Mobility Lane	Option 2: Center-Running Mobility Lane
	

Significant Improvement



No Improvement

**Option 1: Curbside Mobility Lane better achieves the project goals overall and compared to Option 2: Center Running Mobility Lane.**

# Discussion & Questions

Based on the design options evaluation:

- What additional feedback or input do you have about the design options?
- Is there a design option you are more supportive of?
- Is there additional information you need to help inform a recommendation of a preferred design option?

# Next Steps

## **December 2023 to January 2024**

- Summarize all of Phase 2 engagement
- Refine design options based on feedback

## **February 2024**

- Transportation and Mobility Commission *public hearing to recommend a preferred design option*

## **Spring 2024**

- City Council endorsement of a preferred design option

## **Summer 2024 to Summer 2025**

- Finalize design in coordination with planned pavement
- Implementation design with planned pavement