



CITY OF  
**Vancouver**  
WASHINGTON

# SE McGillivray Boulevard Project

Transportation and Mobility  
Commission - Public Hearing

**Emily Benoit**

Senior Transportation Planner

Community Development Department

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# Purpose and Outcome

## Public hearing on the proposed design for McGillivray Boulevard

- Share how the proposed design advances the project goals.
- Provide a summary of community feedback on and future conditions given the proposed design.
- Present the proposed design and safety features.
- Transportation and Mobility Commission to provide a recommendation on the proposed design for the project.



# Touchpoints with TMC and City Council

## 10 workshops, briefings and updates in 2023

- **February:** TMC project introduction
- **March:** City Council project introduction
- **April:** TMC workshop on draft goals
- **May:** TMC workshop and City Council quarterly update on project goals, community engagement plan, and project phases
- **June:** TMC workshop on Phase 1 outcomes
- **August:** TMC workshop on design options
- **October:** TMC briefing and City Council quarterly update on Phase 2 outreach
- **December:** TMC workshop on design options evaluation



# Project Phases

Fall 2022 through Spring 2024

## Phase 1

- Existing conditions data collection and reporting
- Community engagement plan and in-person open house

## Phase 2

- Project goals and framework
- Design options and evaluation
- Community engagement and conversations
- Design recommendation

## Phase 3

- Share design with community and stakeholders
- Prepare design plans for pavement work



# Community Engagement: Overview

## Activities and Methods

### Phase 1

- Walk/Bike Audits
- Online Open House and Survey
- In-Person Open House
- Presentations at Neighborhood Association Meetings

### Phase 2

- Community Conversations
- Online Open House and Survey
- Tabling at Community Events
- Presentations at Neighborhood Association Meetings



# Community Engagement: What We Heard

## Support and Concerns on Design Options

### Concerns

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

### Support

- Providing one lane for people walking, biking, using small mobility devices is easier for drivers
- Wide mobility lanes allow families to ride side-by-side
- Lane changes to reduce vehicle speeds



# Community Engagement: FAQs

## Frequently Asked Questions and Answers

Question	Answer
<b>Why are safety and mobility improvements needed?</b>	<ul style="list-style-type: none"> <li>• Vehicles are driving too fast</li> <li>• Does not feel safe on bike, on foot, using a mobility device, or driving</li> <li>• Intersections with stop signs and multiple lanes are confusing for pedestrians and drivers</li> </ul>
<b>What vehicle travel impacts could we expect?</b>	<ul style="list-style-type: none"> <li>• Near-term: little to no change</li> <li>• Mid-term (2035): about 1 min (east), 2 min (west)</li> <li>• Long-term (2045): about 1 min (east), 3 min (west)</li> </ul>
<b>What impact will this have on parking and access?</b>	<ul style="list-style-type: none"> <li>• No change for mailbox and driveway access</li> <li>• Emergency vehicles can use the parking lane to stop and respond</li> <li>• Changes to existing parking in specific locations to increase sight distances at intersections and driveways</li> </ul>



# 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**





# Future Conditions Report







## Evaluation of existing and forecasted 2035 and 2045 conditions

At the busiest times of day, what travel time changes can be expected for drivers?	Delta of No Project versus With Project
Forecasted for the near-term (2025)	Less than 30 seconds in the AM peak About a minute in the PM peak
Forecasted for the mid-term (2035)	About 30 seconds in the AM peak About a minute eastbound in the PM Peak Less than two minutes in the westbound PM Peak
Forecasted for long-term (2045)	About 30 seconds in the AM peak About a minute eastbound in the PM Peak Less than three minutes in the westbound PM Peak



# Design Options Evaluation

## Alignment of Design Options with Project Goals

Project Goal	Option 1: Curbside Mobility Lane	Option 2: Center Running Mobility Lane
Lower Vehicle Speeds		
Improve Safety and Comfort		
Improve Intersections and Crossings		

Significant Improvement      No Improvement



# Proposed Recommendation

## Design Option #1: Curbside Mobility Lane

Endorse **Design Option #1: Curbside Mobility Lane** to repurpose a travel lane in each direction on SE McGillivray Boulevard to provide separated and protected mobility lanes as well as install vertical separators, high visibility mid-block crossing and crosswalks, modular bus platforms, and restripe parking to increase safety benefits.



# Design Option #1: Curbside Mobility Lane

