

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

March 7, 2023

CALL TO ORDER AND ROLL CALL

The March 7, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:01 p.m. by Chair Ramos.

Present: Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil (joined virtually at 6:30 pm), Corey Grandstaff (joined virtually), Mario Raia, Derya Ruggles and Ken Williams

Absent: Leah Jackson, Mike Paine

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Vice Chair Edwards, seconded by Commissioner Williams, and carried unanimously to approve the February minutes.

STAFF COMMUNICATIONS

- Rebecca Kennedy provided an update regarding questions raised at the February meeting about the four-way stop at Columbia and 39th Street. The team conducting the post-project evaluation did not have a chance to observe the intersection before the traffic signal was re-installed, but staff will follow up with Public Works staff to discuss the option of a non-peak four-way flash that they raised as a possibility at the February TMC meeting.
- **Highway 99 Bus Rapid Transit Project Update**
Randy Parker, C-TRAN and Tom Shook, HDR, presented a brief overview of the Highway 99 Bus Rapid Transit project, a summary of public outreach events and priority outcomes, the draft Locally Preferred Alternative (LPA), and the timeline for the project. The Commission and staff discussed the following questions:
 - Connecting BRT to the Highway 99 Transit Center. C-TRAN staff responded that a direct connection is not currently included in the LPA) due to the amount of travel time it adds to line, but that the route could be restructured to make that connection in the future. C-TRAN staff also acknowledged the need for improved pedestrian infrastructure between the Highway 99 Transit station and the nearest BRT station, to ensure people can make that connection safely. In addition, C-TRAN staff noted that existing routes that depart the Highway 99 Transit Center and connect to Highway 99 provide a fixed route transit connection to BRT as well.
 - Plans for multimodal transit along the corridor. Staff responded there are plans for improving multimodal connections to Highway 99 BRT stations that are located in the

City of Vancouver, and that the City and C-TRAN are coordinating to ensure integration of City-led and C-TRAN-led improvements and provide direct and safe connections to transit. City and C-TRAN staff will be before the Commission later this year on this topic, as part of the Upper Main Street Safety & Mobility Project.

- What type of engagement happened for those who live and work along the corridor? C-TRAN staff indicated that notices for events were mailed out to household in the area. Interpreters were present at the open house events.
- Rider safety, transit connections and the routes in Hazel Dell, such as route 31. Staff responded they are proposing to increase the frequency and span of the route to match the BRT.

WORKSHOP

Transportation System Plan (TSP) Update

Kate Drennan, Principal Transportation Planner; Corinna Kimball-Brown, Nelson/Nygaard

Kate Drennan introduced the workshop and presented an overview of the TSP project. Corinna Kimball-Brown presented on the draft Pedestrian Crossing Policy, including the goals of the crossing policy, the process for evaluating crossing locations, guidelines for spacing of crosswalks, and site evaluation criteria.

The bullets below summarize the Commissions questions to the presentation, and staff responses to those questions:

- Process to prioritize installing a crosswalk and funding. Staff responded prioritization for these projects is part of the TSP project list, which will be prioritized through the 6-year Transportation Improvement Program (TIP). Funding comes from a variety of sources, including as part of a Complete Street project, the TIP, the City's pavement and other transportation programs, private development, and grants.
- School routes as part of the low-stress pedestrian network. Staff responded the Safe Routes to School maps are not incorporated into the pedestrian network map yet, but staff are working with the schools that have identified routes to incorporate that data. As part of the Safer Schools program included in the TSP, staff will be building out a more robust Safe Routes to Schools program, including investing in infrastructure as well as education and encouragement programming.
- On spacing guidelines, why not say there should be a crossing at every intersection? Staff responded the proposed guideline would apply to places where there are not intersections. Additionally, when a crosswalk is added, lighting also needs to be added, which increases the cost. Adding a crosswalk at every intersection is a good long term goal but would take up a lot of resources and would not address the most pressing safety issues for pedestrians trying to cross the street.
- Availability of sidewalks for safe pedestrian thoroughfares as part of the site evaluation process. Staff responded it is part of the ADA criteria for site evaluation.

Staff continued the presentation with the guide for crossing improvements, elements at a marked crosswalk, and selecting improvements for crossings.

The bullets below summarize the Commissions questions to the presentation, and staff responses to those questions:

- Where the exclusive pedestrian interval might be used. Staff responded those are typically in the highest pedestrian demand areas, such as a downtown area.
- Guidance for pedestrian centers to create uniformity. Staff responded there are different solutions based on many criteria for the crossing and agree consistency helps people understand how to use the system.

Staff concluded the presentation with the implementation network, showing the highest priority locations.

WORKSHOP

2024 – 2029 Transportation Improvement Program

Chris Malone, Public Works Finance and Asset Manager

Chris Malone presented an overview of the Transportation Improvement Program (TIP), how the feedback from TMC at the November meeting was incorporated into the current draft, the proposed changes in this year's document, the interim prioritization criteria and process, a list of the prioritized projects for this year, the public outreach process for TIP and at other stages of transportation projects, and next steps for the TIP.

The bullets below summarize the Commissions questions and staff responses to:

- Review process for projects that remain on the unfunded list for years. Staff responded the list of projects is reviewed every year. Some of the unfunded projects are from the capital facilities plan, which takes much longer to fund.
- Project prioritization for projects that may have both positive and negative benefits. Staff responded projects score low to high depending on its impacts to various elements. For the future prioritization process, we can consider how we might assess a project's negative impacts.
- Non-technology based public outreach. Staff responded input is happening face to face at the planning stage of projects. That type of outreach doesn't happen at the TIP stage of projects, but various types of outreach happen at other stages of these projects.
- How are we incorporating any new direction from the Federal and State level to reduce vehicle miles traveled (VMT)? Staff responded VMT goals are addressed at the beginning stages of these projects, designing projects with the goal of reducing VMT to meet state goals. Active transportation projects often rise to the top of the prioritized project list because they contribute to many of the City's transportation goals, including GHG emission reduction.
- How are projects scored if they reduce greenhouse gas emissions and improve transit? Staff responded the interim prioritization process tries not to double count for things like this. Transit improvements are given points under congestion, bike and pedestrian improvements get points under active transportation. Additionally, if a project improves the transit route, it will get points in that category because it would improve reliability of the route.
- How is the flow of federal funding affecting these projects? Staff responded the transportation grant program has infrastructure and staff to pursue these grants. Staff are tracking these programs closely and pursuing funding where it's available.

Motion by Commissioner Williams and second by Commissioner Ruggles to excuse the absence of Commissioner Jackson. Motion carried unanimously.

COMMUNITY FORUM

Dan Packard was present to discuss signage for pedestrians and bicyclists. For example, he indicated that signs for vehicles to indicate a dead end street may be misleading for other mobility users as the path may continue if you are walking or biking. Park signage is also worn and hard to read. He was also supportive of the upcoming work to improve NE 112th at Chkalov Drive for bicyclists and pedestrians, as it is currently a dangerous intersection.

Jason Cromer was present to discuss pedestrian safety. He supports enhanced crossings for pedestrians, raised crosswalks, and continuous crosswalks. He would like to see a prohibition of right turn on red in Vancouver to increase safety for those crossing.

Zach Gatton was present to discuss crosswalks and sidewalks. He supports filling in controlled crossing gaps, as well as locations where there is a crosswalk on some but not all legs of an intersection. Additionally, he advocated for prioritizing additional controlled crosswalks in areas where a sidewalk ends and continues on the other side of the street.

PUBLIC HEARING

Phase II of Fourth Plain and Ft. Vancouver Way Safety & Mobility Project – Fourth Plain between Ft. Vancouver Way and Andresen

Kate Drennan, Principal Transportation Planner, CDD; Adrianna Stanley and Ryan Farncomb, Parametrix

Kate Drennan presented an overview of the Fourth Plain project values and priorities, TMC and City Council feedback, constraints along the corridor, an overview of public engagement, and the three recommendations for this project. Recommendation 1 is a reconfiguration for enhanced transit and mobility lanes. Recommendation 2 includes complementary network improvements including restriping Stapleton to add buffered mobility lanes, improving existing mobility lanes on 18th Street, and adding an intersection street mural at Fourth Plain and Falk Rd. Recommendation 3 is to include a new multiuse path for community review and prioritization as part of the 10-year Fourth Plain for All investment strategy that is currently under discussion. Staff acknowledged that if this is not prioritized for short term funding it will require additional time and resources to advance.

Public Testimony

David McCune, Meadow Homes Neighborhood Association, expressed concern regarding the intersections of Caples Avenue and Wintler Drive at Fourth Plain. Cars frequently run the lights at these intersections because they are very close together and it's unsafe. The neighborhood association voted in favor of removing the intersection and lights at Wintler Drive to make it a dead end. The neighborhood association supports the restriping planned for Fourth Plain.

Zach Gatton was supportive of the project overall but was concerned about the amount of time it may take to complete the multi-use path that represents the mobility lane connection at the east end of the project.

Jason Cromer was supportive of the project overall and expressed concern for narrow bike lanes that are often obstructed by gutters, parking lanes, and debris. Narrow bike lanes that are not separate from traffic don't encourage people to choose biking over driving.

The bullets below summarize the Commission's questions during the presentation, and staff responses:

- Council support and prioritization for the third recommendation to construct the multi-use path. Staff responded at the last Council workshop Council directed staff to expedite the design for this segment.
- Regarding the prioritization of the third recommendation, does prioritizing this project lower the priorities of other goals such as preventing displacement in the area. Staff responded it's not a directive to the community to direct funding to this project only; instead, it asks the community to weigh and prioritize this project in addition to other priorities, which could include additional transportation improvements, new affordable housing, programs that increase access to childcare, more workforce training opportunities, small business support, etc. The priorities that do not receive ARPA funding will still be part of a 10-year investment strategy that the City will work to implement over the next decade.

Motion by Commissioner Williams, seconded by Commissioner Ruggles to endorse the proposed project recommendations that include a reconfiguration of the roadway striping on Fourth Plain Boulevard, adding capital projects to the Transportation Improvement Program that focus on placemaking, expanding the mobility network, and calming traffic, and recommending the addition of a new multiuse facility for consideration in the Fourth Plain for All: Investing in our Future investment strategy.

Commissioners Grandstaff, Raia, Williams, and Godsil were all supportive of the three recommendations.

Vice Chair Edwards supported the recommendations and liked that C-TRAN and transportation improvements are a priority with this project.

Commissioner Ruggles supported the recommendations and was appreciative of the work the staff put in to find a hybrid option for this project.

Chair Ramos supported the recommendations and recognized the staff effort with the TMC and the public. The design helps people move in the way they prefer and supports the businesses in this area.

Roll Call Vote

Commissioner Godsil	Yes
Commissioner Grandstaff	Yes
Commissioner Raia	Yes
Commissioner Ruggles	Yes
Commission Williams	Yes
Vice Chair Edwards	Yes
Chair Ramos	Yes

Motion carries 7-0.

COMMISSION COMMUNICATION

Chair Ramos encouraged the Commissioners to participate in the Highway 99 Vine alignment conversations.

ADJOURNMENT 7:45 PM

Eduardo Ramos, Chair

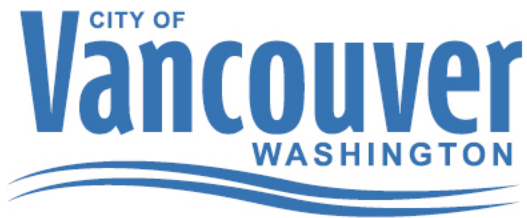
Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | Relay: 711 |
Julie.Nischik@cityofvancouver.us



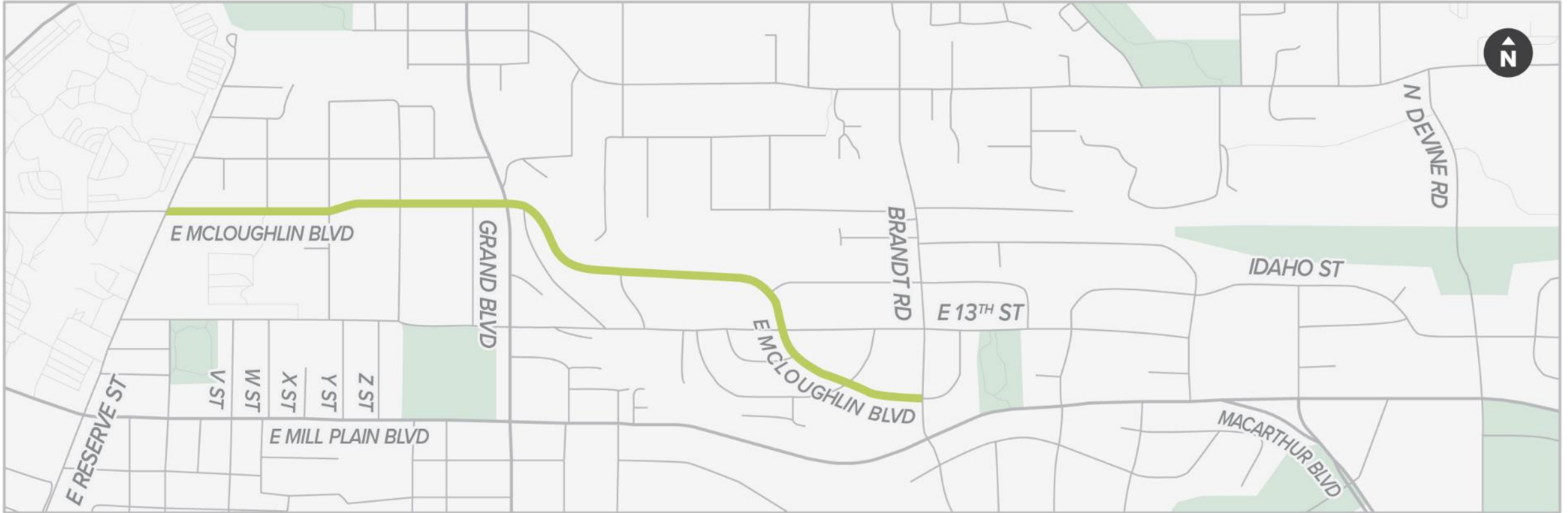
McLoughlin Boulevard Complete Streets Project Evaluation

Transportation and Mobility Commission
April 4, 2023



Emily Benoit, Senior Transportation Planner, CDD

Project Corridor



McLoughlin Project Elements

Permanent Elements

- **Sixteen speed cushions** between E Reserve St and Brandt Rd.
- **Two enhanced pedestrian crossings** at E 32nd Ave and E 13th St, with rectangular rapid-flashing beacon (RRFB).

Pilot Elements

- **Buffered mobility lanes** between E Reserve St and Grand Pl, resulting in the removal of approximately 30 on-street parking spaces.
- **Painted sharrows** (shared lane bicycle markings) between Grand Blvd and Brandt Rd.

Technical Findings



Bicycle Volumes

Remained stable in p.m. peak hour,
declined in a.m. peak hour.

Bicycle Level of Traffic Stress

Decreased along entire corridor.

Vehicle Volumes and Speeds

Decreased in the middle of the
corridor.

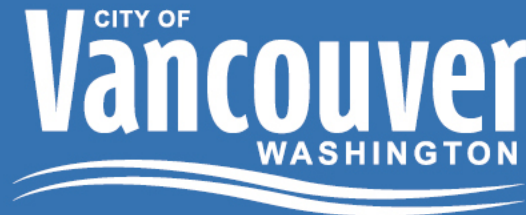
Recommendation to Improve Safety



- **Add painted hash marks** inside the mobility lane buffer between E Reserve St and Grand Blvd to create a visual narrowing effect for drivers.
- **Evaluate** whether traffic volumes allow the removal of left turn pockets to enable **the extension of buffered mobility lanes** on McLoughlin Blvd all the way to Grand Blvd, which currently end at Grand Pl.
- **Add painted bike boxes** to the eastbound and westbound approaches at the Grand Blvd and E Reserve St intersections to reduce bicycle-motor vehicle conflicts.
- **Reduce the width of speed cushions** to not extend into the mobility lanes to improve comfort for mobility lane users.
- **Continue monitoring crash rates** and user behavior, including drivers.

Thank You

Emily.Benoit@cityofvancouver.us
VancouverMoves@cityofvancouver.us



MEMORANDUM

Date: March 15, 2023
To: Chair Ramos and Transportation and Mobility Commission Members
From: Emily Benoit, Senior Transportation Planner, Community Development
CC: Rebecca Kennedy, Deputy Director, Community Development
Ryan Lopossa, Streets and Transportation Division Manager, Public Works
RE: McLoughlin Boulevard Complete Street Evaluation and Recommendations

Background

In response to the adoption of the 2016-2021 Strategic Plan, adoption of a Complete Streets policy in 2017, and in alignment with the City's Pavement Management Program, City Staff initiated the McLoughlin Safety Improvement Project in January 2018. The Project included sections of three roadways – McLoughlin Blvd from E Reserve St to Brandt Rd, Brandt Rd from McLoughlin Blvd to Mill Plain Blvd, and Mill Plain Blvd from Brandt Rd to MacArthur Blvd – with improvements anticipated to be phased, with McLoughlin Blvd starting first in alignment with planning pavement work. Proposed safety improvements were intended to benefit people of all ages and abilities who walk, bike, roll, use a mobility device, take transit, and drive.

City Staff recommended and Council supported a two-part project on McLoughlin Blvd from E Reserve St to Brandt Rd that included permanent traffic calming and enhanced pedestrian crossings, and a pilot that included buffered mobility lanes to provide an all ages and abilities facility.

The Project, starting in Summer 2019, implemented the following permanent safety and mobility improvements along the corridor:

- Sixteen speed cushions on McLoughlin Blvd between E Reserve St and Brandt Rd.
- Two enhanced pedestrian crossings on McLoughlin Blvd at E 32nd Ave and E 13th St, with rectangular rapid-flashing beacon (RRFB) lights that activate with a push button.

The pilot elements, also installed in Summer 2019, implemented the following temporary safety and mobility improvements along the corridor:

- Buffered mobility lanes on McLoughlin Blvd between E Reserve St and Grand Pl, resulting in the removal of approximately 30 on-street parking spaces.
- Painted sharrows (shared lane bicycle markings) on McLoughlin Blvd between Grand Blvd and Brandt Rd.

Council embedded a post project evaluation process for all Complete Streets projects to determine how the added safety and mobility elements function, and to recommend refinements and changes if needed. The permanent elements were evaluated to determine if refinements would be needed, while the pilot elements were evaluated to determine if either refinements or wholesale changes should be recommended.

Collection of post-project evaluation data for McLoughlin Blvd was delayed until September 2022 due to changes in travel patterns associated with the COVID-19 pandemic. The evaluation of the permanent and pilot project elements is informed by this data collection, and the performance improvements in the project area supports additional safety improvements for the corridor. These would be implemented in conjunction with the next repaving project, scheduled to occur in 2025.

Technical Findings

Pre- and post-project traffic volumes and speeds, transit ridership data, collision data, level of traffic stress and parking utilization were collected along the corridor to compare the impacts of the project elements. Pre-project data was collected in 2018 and 2019 and post-project data was primarily collected in September 2022.

Bicycle Volumes

Bicycle ridership in all periods was higher on the west end of the corridor, in proximity to significant destinations including Hudson's Bay High School, Clark College, and the Washington State School for the Blind. Bicycle volumes declined in the a.m. peak hour and remained stable during the p.m. peak hour between the pre- and post-project conditions. The COVID-19 pandemic may have influenced the number of people biking and using small mobility devices as travel patterns shifted. The increase in remote work and hybrid classes may have reduced the number of people using mobility lanes for the a.m. peak hour commute.

Bicycle Level of Traffic Stress

The bicycle level of traffic stress (LTS) was calculated for both east and west travel directions along McLoughlin Blvd. LTS considers the speed limit, average daily traffic, and type of bicycle facility to create an overall level of stress for mobility lane users. LTS scores range from 1 (low stress for people biking) to 4 (high stress). The pre-project facilities yielded LTS of 2 and 3, whereas the post-project facilities yield LTS scores of 1 and 2. The post-project segments with an LTS score of 2 are the westbound section between E Reserve St and W St, which has non-buffered mobility lanes and the segment between Grand Blvd and Brandt Rd which has painted sharrows, or shared lane bicycle markings.

Vehicle Volumes and Speeds

Vehicle volumes from 2018 to 2022 decreased. While we don't have data on the exact causes of this decline, it coincides with the COVID-19 pandemic and subsequent travel pattern changes, indicating that it has been a major contributing factor. Regardless of the causes, the reduction in vehicles combined with the corridor improvements contribute to the corridor being an attractive route for bicyclists and small mobility users.

Vehicle speeds declined by 2-7 MPH in the middle of the corridor near Grand Blvd but increased by 1-3 MPH on each end of the corridor near E Reserve St and Brandt Rd. Vehicle speeds are slower in the middle of the corridor where speed cushions were installed.

Service Provider Feedback

Service providers were contacted to assess the impact of the Project on their operations. In general, feedback was positive and indicated either positive or no impact for all elements.

- C-TRAN indicated that the mobility lanes and speed cushions on McLoughlin Blvd did not adversely affect bus operations, including bus travel times and passenger access to bus stops. Bus operators reported that the buffered mobility lanes have made passing people bicycling or using small mobility devices easier.
- The City's Public Works' Solid Waste Division, whose waste collection contractor is Waste Connections, indicated that the Project did not create any negative impacts on waste collection. The Division's Staff expressed appreciation for the Project Team's collaborative and proactive communication efforts as this project was planned and implemented.
- Staff from Hudson's Bay High School indicated they have not seen any detrimental impacts from the Project. They commented that the Project may have improved safety for students by separating cars from people walking, biking, and using small mobility devices.
- Staff from the Washington State School for the Blind reported that the school had not witnessed any detrimental impacts from the Project.
- The Vancouver Fire and Police Departments also reported no negative impacts from the Project.

City Council and the Transportation and Mobility Commission

On November 5, 2018, City Staff held a workshop with City Council to share the traffic analysis, planned community engagement, and recommend the pilot project. On April 15, 2019, City Staff communicated with City Council on the design analysis and alternatives, community engagement process and next steps for the pilot project, and Council confirmed direction to move forward with the Project. On July 24, 2019, City Staff communicated with City Council on project constraints regarding mail delivery in the corridor and the final design concept. City Staff will communicate the evaluation findings and safety recommendations to Council in April 2023.

The Transportation and Mobility Commission (TMC) was formed in late 2020, after the implementation of the Project. City Staff will communicate the evaluation findings and safety recommendations to the TMC in April 2023.

V. Evaluation and Recommendations to Improve Safety

Overall, the post-project evaluation indicates that the Project is functioning well and has increased safety for all users and reduced vehicle volumes compared to pre-project conditions. Safety improvements have lowered bicycle level of traffic stress and provided an important connection for bicycle and small mobility travel in the City of Vancouver. The overall recommendation is to maintain the existing roadway design with several refinements that will improve safety and functionality of the roadway for all users. No additional parking removal is proposed.

McLoughlin Boulevard Complete Street Evaluation and Recommendations

March 15, 2023

Page 4 of 4

The following refinements are recommended to increase safety and functionality of the corridor:

- Add painted hash marks inside the mobility lane buffer between E Reserve St and Grand Blvd to create a visual narrowing effect for drivers.
- Extend the buffered mobility lanes on McLoughlin Blvd all the way to Grand Blvd, which currently end at Grand Pl.
- Add painted bike boxes to the eastbound and westbound approaches at the Grand Blvd and E Reserve St intersections to reduce bicycle-motor vehicle conflicts.
- Reduce the width of speed cushions to not extend into the mobility lanes to improve comfort for mobility lane users.
- Continue monitoring crash rates and user behavior, including drivers.

Additionally, the City should consider the following recommendations near the Project to create safer connections in the transportation network, if resources allow:

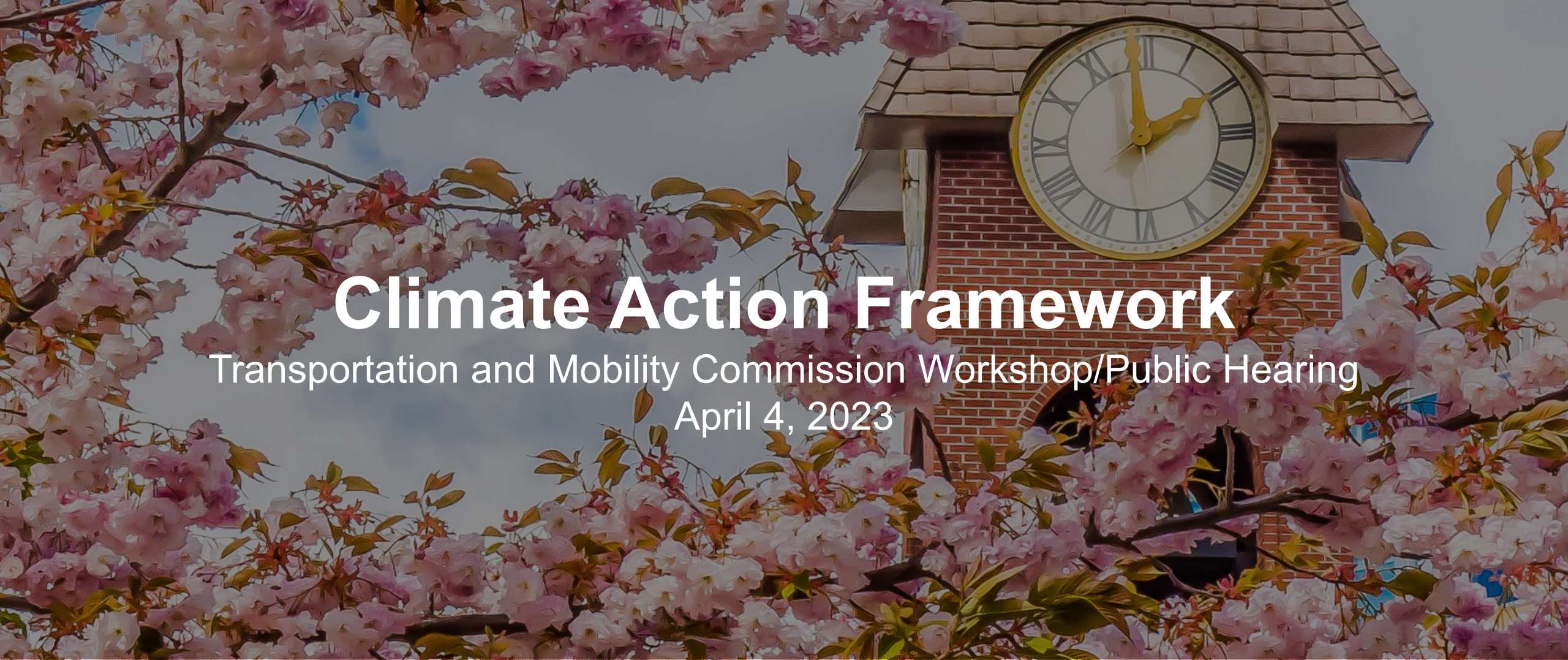
- Add sharrows on E 13th St (McLoughlin Blvd to Idaho St/Manzanita Way), Idaho St at Boise Ave, and along Idaho St (at Manzanita Way to N Devine Rd) to create a connection to existing projects at N Devine Rd and the Burnt Bridge Creek Trail. This also provides a lower stress local mobility route parallel to the much busier arterial route on E Mill Plain Blvd.
- National Association of City Transportation Officials (NACTO) guidelines for All Ages and Abilities Bikeways indicate that the Grand Blvd-Brandt Rd segment is appropriate for a bicycle boulevard based on vehicle volumes and speeds. Bicycle boulevards include elements such as shared lane markings and wayfinding signs for cyclists.

With the Complete Streets Policy and Complete Streets Program, this project is the first to be implemented and reach the evaluation stage, the last step in the Complete Street project lifecycle, and provide recommendations to continue improving safety on the City's transportation network.

Attachment(s):

- McLoughlin Blvd Complete Street Evaluation Framework (March 2023)
- McLoughlin Blvd Complete Streets Project Presentation (March 2023)
- [McLoughlin Project Implementation Plan](#) (July 2019)

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
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Climate Action Framework

Transportation and Mobility Commission Workshop/Public Hearing
April 4, 2023



Rebecca Small

Senior Policy Analyst, City of Vancouver/CMO

Agenda

- CAF basics - refresher
- Transportation-specific actions
- Moving forward



Presentation Purpose

To present a detailed view of the transportation-related content of the City's Climate Action Framework (CAF)

- Informational presentation
- Follows up on high-level CAF overview presented to TMC in February.

Prior Council Review

13 total Council touchpoints in total from 2020 - 2022

Nov 23, 2020 Council Workshop

- First step in the journey
- Staff provided an overview of the GHG emissions forecast and options for emission reduction targets

Dec. 5, 2022

- Climate Action Framework is unanimously adopted

Section Overview



Review



**Transportation &
Land Use actions**



Moving Forward

Alignment with Universal Policy Priorities



Climate

- The CAF is the City's blueprint to reduce GHG emissions and build resiliency to climate change impacts.



Equity

- Supports a just and equitable transition to carbon neutrality



Safety

- Builds resilience to the impacts of climate change and prioritizes supporting low-income residents and communities of color that are most affected by climate impacts.

CAF Review



City of Vancouver Climate Action Goals



2025: 80% reduction in City municipal GHG emissions

2030: 80% reduction in GHG emissions by the Vancouver community

2040: Carbon neutral by both municipal operations and the Vancouver community

* Goals are relative to the baseline year of 2007.

CAF Review



Framework overview

Transportation
& Land Use:

3

Strategies

26

Actions

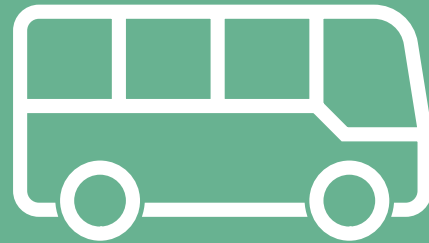
	Actions	Section
	16	Building Energy
	26	Transportation & Land Use
	11	Natural Systems
	6	Solid Waste & Wastewater
	17	Equity & the Green Economy
	10	Governance

Transportation & Land Use Strategies



- Create neighborhoods that support clean modes of transportation.
- Shift driving trips to clean, active modes of transportation.
- Decarbonize and electrify vehicles

Transportation & Land Use Actions





Create neighborhoods that support clean modes of transportation

The best transportation plan is a good land use plan.

Housing solutions are climate solutions.

Transportation & Land Use Actions



TLU-1: Create neighborhoods that support clean modes of transportation

- Mixed-use, transit-oriented development
- Diverse housing choices
- Parking management plan
- Annexation management



Transportation & Land Use Actions



TLU-2: Shift driving trips to clean, active modes of transportation

- Building active transportation networks
 - Bicycle and pedestrian infrastructure
 - Shared mobility options
 - Transit system support



Transportation & Land Use Actions



TLU-2: Shift driving trips to clean, active modes of transportation

- Changing habits
 - Transportation demand management
 - Curb management program
 - Driving trip reduction for local schools



Transportation & Land Use Actions



TLU-3: Decarbonize and electrify vehicles

- Transition to electric vehicles
 - EV infrastructure planning and implementation
 - EV advocacy and education
 - Focus on fleets



Transportation & Land Use Actions



TLU-3: Decarbonize and electrify vehicles

- Focus on fuels
 - Green hydrogen, especially for heavy vehicles
 - Propane, renewable diesel
 - Alternative fuels education and advocacy



Moving Forward





Plans, plans, and more plans

- Citywide EV infrastructure plan
- Municipal EV infrastructure plan
- Parking management plan
- Curb management plan
- Shared mobility strategy

Moving Forward

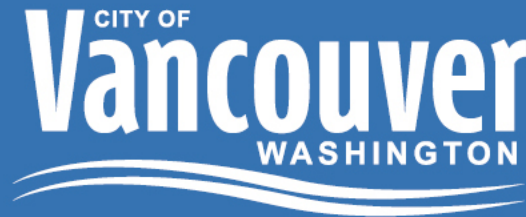
Plans, plans, and more plans

Land use and transportation actions will mainly be implemented via the Comp Plan, Strategic Plan, and TSP.



Thank You

To learn more, visit <https://www.cityofvancouver.us/cmo/page/climate-action>



The background image shows a residential street intersection. On the left, a white house with a grey roof is visible. In the center, a paved road with white lane markings leads into the distance. On the right, a stop sign with an 'ALL WAY' plaque is mounted on a pole, with a green street sign above it indicating 'St. Tailon Ave' and 'St. 132nd Ave'. A dark car is parked in a driveway to the right. The sky is blue with some clouds.

McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission
April 4, 2023



Emily Benoit, Senior Transportation Planner, CDD
Kara Hall, Consultant Project Manager, Fehr & Peers

Agenda

Part 1

- What will the Project evaluate?
- McGillivray Boulevard Today
- What kind of improvements will be evaluated?
- Community Engagement

Part 2

- Draft Goals - Workshop
- Next Steps

Purpose & Outcome

Purpose

- Introduce what the McGillivray Boulevard Safety & Mobility Project will evaluate.
- Share how the community has been engaged in Phase 1 of the project and what we've heard.
- Discuss draft project goals and gather TMC feedback.
- Provide an overview of upcoming project milestones.

Target Outcome

- Identify additional information needed to support upcoming decisions.

Project Phases



Phase 1: Analyze The Corridor

Evaluate how McGillivray Boulevard operates and how people use it today by engaging with the community and conducting a traffic analysis.

Phase 2: Develop Options

Develop design options that incorporate safety elements to address what we hear from the community and learn from the traffic analysis.

Phase 3: Design Improvements

A preferred option design will be selected based on feedback from the community and in alignment with the Evaluation Framework.

What is analyzed?

Driver Experience

- Delay at intersections
- Travel Time Between SE 164th and SE Chkalov
- Queuing at intersections

Safety

- Historical Crash Data
- Illumination
- Speed

Bicycle & Pedestrian Experience

- Gaps in existing infrastructure
- How comfortable is it for users of all ages/abilities to travel on the corridor

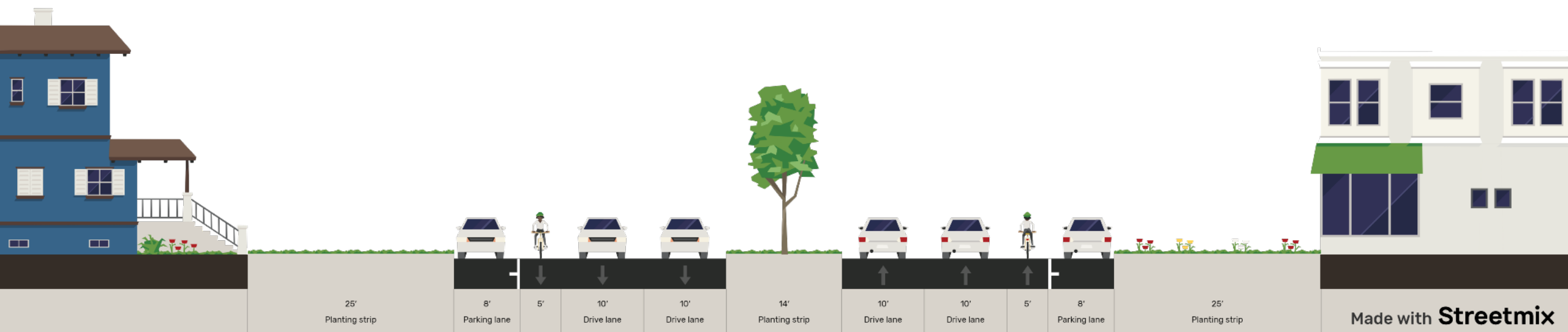
Other

- Parking occupancy
- Signal warrants

Project Study Area



McGillivray Boulevard Today



Challenges



- High vehicle speeds
- Large intersections:
 - Hard to cross, especially for people walking and biking
 - Confusing for drivers in determining who has the right of way
- Hazards in mobility lanes

What are potential safety improvements?

- Lane reconfiguration
- Painted buffers, vertical barriers to separate mobility lanes from vehicle traffic
- Narrowed vehicle travel lanes
- Intersection improvements to reduce crossing distances, increase right of way awareness
- High visibility crosswalks, mid-block crossings (including potential changes to on-street parking)
- Green bars extending mobility lanes, bike boxes
- Improved, additional signage



Phase 1: Identifying the Issues



Asked community members to share:

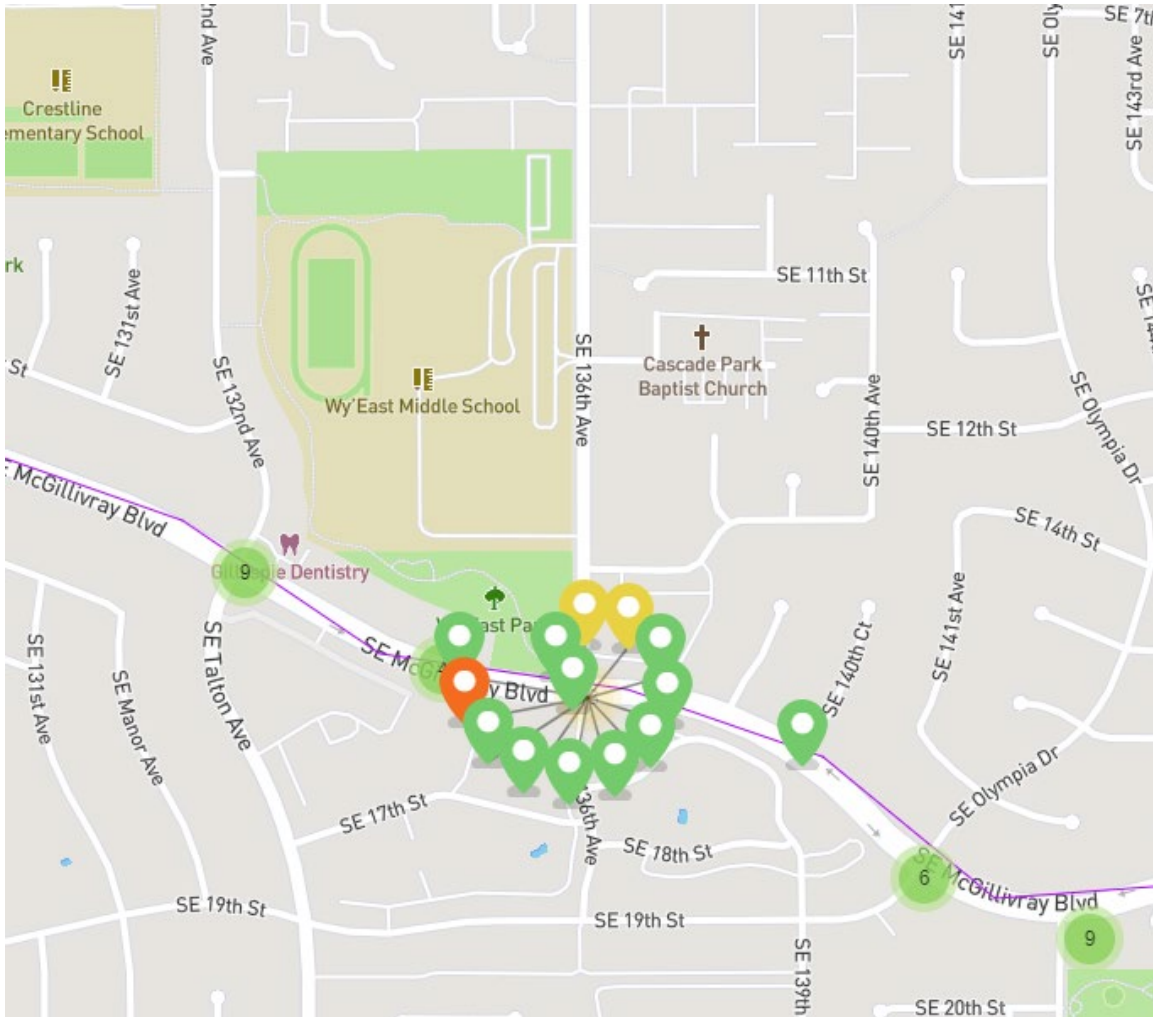
- How they travel today
- How they would like to travel in the future
- Barriers to traveling
- Locations where improvements are needed
- Concerns with changes to the corridor

Walk and Bike Audits



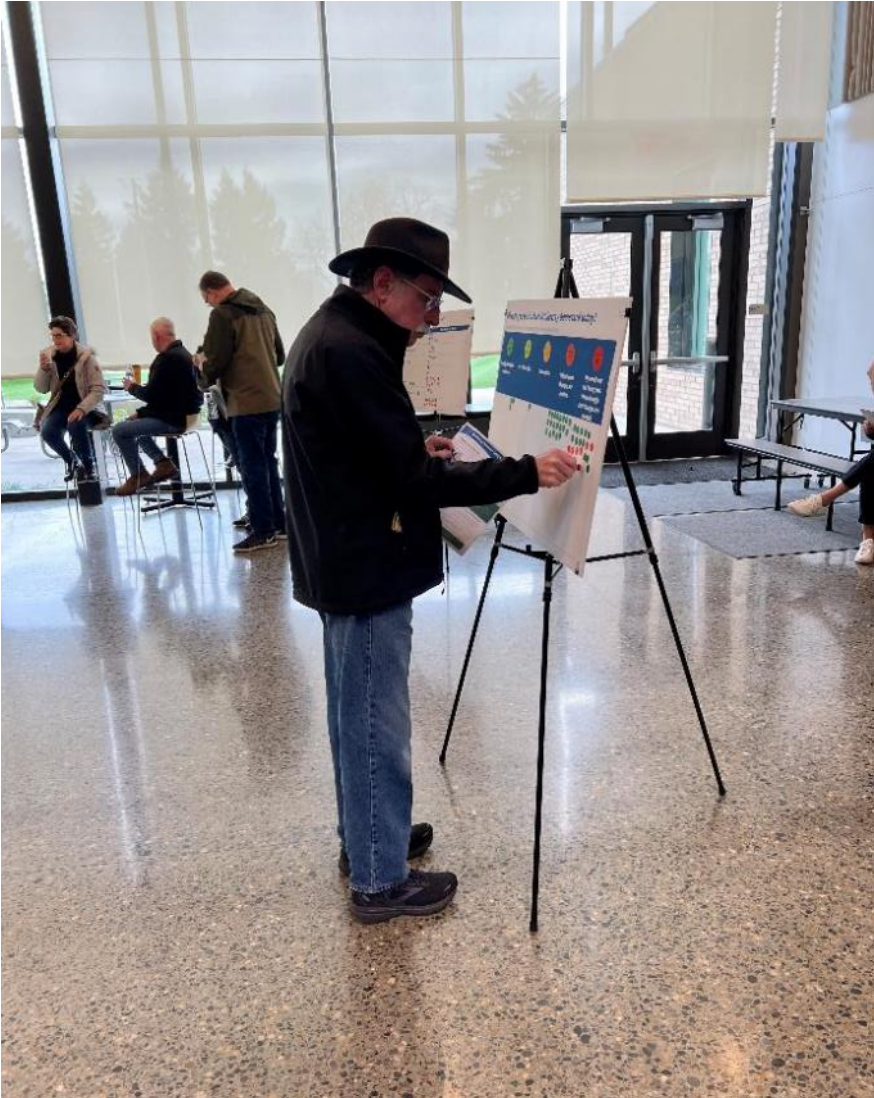
- Completed in October 2022
- Opportunity to experience the corridor to share concerns
- 14 community members participated
- Promoted through neighborhood associations and local bicycle groups

Online Community Survey & Interactive Map



- Hosted on Be Heard Vancouver
- 94 responses on Interactive Map
- 1,300 responses to Survey
 - 700 open-ended comments
- Promoted through social media, mailed postcards, yard signs, and neighborhood associations

In-Person Open House



- Held Feb. 11th at Wy'East Middle School
- Over 100 community members participated
- Promoted using postcards, social media, and outreach to neighborhood associations

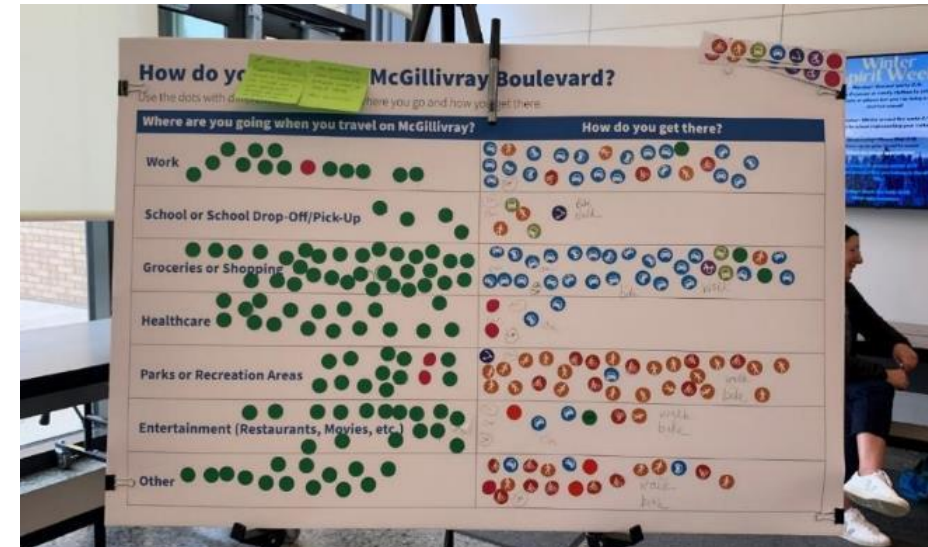
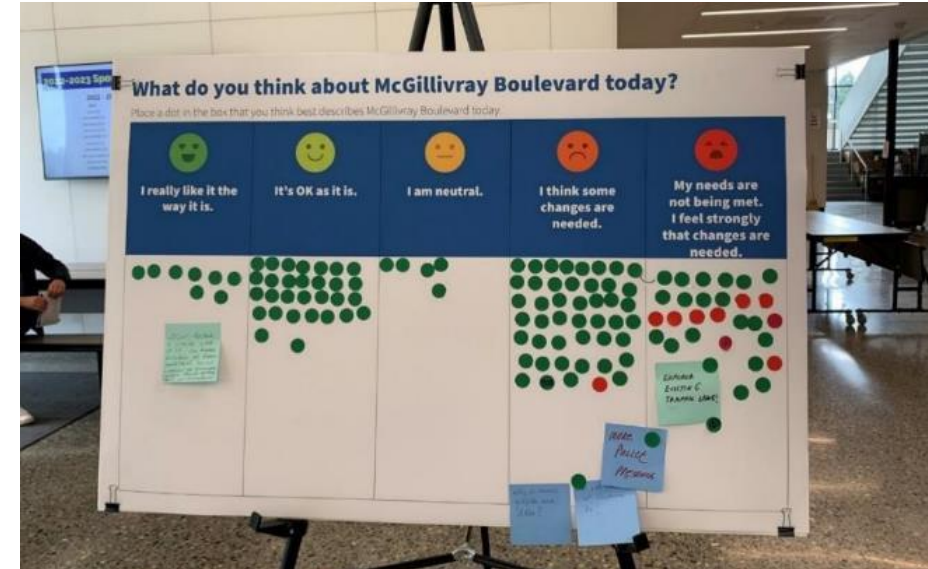
What do you think about McGillivray Boulevard today?

Majority of participants think **changes are needed**.

A large percentage feel very strongly that their **needs are not being met** by the current roadway.

Most people **travel by car to work**, groceries and shopping.

Most people **walk or bike to recreation** areas.



School Survey



School Survey for McGillivray Blvd

If you are a student, parent or guardian, or staff member at a school near McGillivray Blvd, we want to hear from you. Thank you for sharing your input!

* 1. Which school community are you part of?

- ☐ Wy'east Middle School
- ☐ Mountain View High School



Next

Powered by
 SurveyMonkey
See how easy it is to [create a survey](#).

- Opened in January 2023
- Sent to Wy'East Middle School and Mountain View High School
- Opportunity for students, parents and staff to share how they travel and barriers to travel
- 27 full responses received to date



Takeaway #1: Vehicle speeding is impacting all users.

- McGillivray is a residential road that feels like an interstate.
- People feel unsafe walking, biking, and driving on McGillivray.
- Crashes resulting from speeding have damaged property along the corridor.
- Desire for more enforcement to address speeding.



Takeaway #2: Intersection improvements are needed.

- People walking and biking feel unsafe crossing at intersections.
- Existing intersections are confusing for drivers.
- Some drivers do not comply with stop signs.
- There are several intersections where changes to intersection control are desired.



Takeaway #3: People walk and bike today, but McGillivray is not inclusive.

- Crossing improvements are needed to improve safety for everyone but especially children and older residents.
- Existing mobility lanes do not feel safe and comfortable for people of all ages and all abilities.
- Some people don't feel comfortable walking due to high vehicle speeds and proximity to vehicles.



**Questions and comments on project
purpose and community engagement
to date?**

Draft Goals - TMC Workshop

Goals & Evaluation Framework Purpose

Purpose

- Align recommendations with issues identified by community members and technical analysis
- Provide a framework to evaluate design options and inform selection of a preferred design

Approach

- Develop 3 to 4 goals that align with the community's concerns
- Each goal will have evaluation criteria to measure how design options advance the goal

Draft Goals - Workshop

1. Reduce vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel.
2. Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.
3. Improve intersections on the corridor to support driver compliance.
4. Make crossings on the corridor safer and more comfortable for all users

Draft Goals - Workshop: Questions

1. Is there a draft goal that doesn't resonate with you? Why not?
2. What would you add to these goals?
3. What would you remove from these goals?
4. Are there evaluation criteria that you would add or remove?
5. If we achieve these goals, will the issues you are aware of be addressed or improved?

Goal #1: Lower Vehicle Speeds

Reduce vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel.

Projects that advance this goal will...

1. Include changes to roadway striping known to reduce vehicle speeds.
2. Include traffic calming elements known to reduce vehicle speeds.

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.

Projects that advance this goal will...

1. Provide additional space for vulnerable users within the existing roadway.
2. Increase separation between mobility lane users and vehicle travel lanes.
3. Lower the level of traffic stress experienced by people who walk, bike, roll, use small mobility devices and access transit.

Goal #3: Improve Intersections

Improve intersections on the corridor to support driver compliance.

Projects that advance this goal will...

1. Improve striping at intersections to clearly delineate space for all users.
2. Reduce the number of approach lanes at intersections.
3. Improve signage ahead of the intersections.

Goal #4: Improve Crossings

Make crossings on the corridor safer and more comfortable for all users.

Projects that advance this goal will...

1. Reduce crossing distances at intersections and mid-block crossings.
2. Improve sightline visibility at intersections.
3. Limit on-street parking removal to locations with a safety benefit for people crossing.

TMC Discussion and Questions on Draft Goals

1. Reduce vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel.
2. Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.
3. Improve intersections on the corridor to support driver compliance.
4. Make crossings on the corridor safer and more comfortable for all users.

Next Steps

- **Develop** project goals and design options evaluation framework based on community input gathered and the goals workshops.
- **Share** project goals and design options evaluation framework.
- **Develop** design options based on project goals and issues identified.
- **Gather** feedback on design options from stakeholders and the community.

Ongoing Community Engagement

Community engagement in Phase 2 and 3 will include:

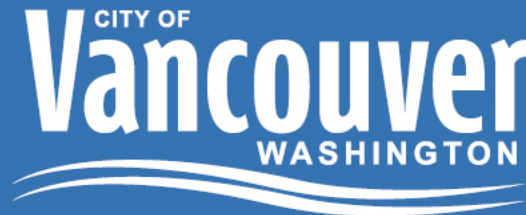
- Community conversations with project stakeholders
- Engagement with neighborhood associations
- Online surveys and open houses
- Outreach at community events
- In-person events

Thank You

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www.beheardvancouver.org/mcgillivray-safety



DATE: April 4, 2023

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, hosted 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
1. Lower Vehicle Speeds: Reduce vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel.	• Includes changes to roadway striping known to reduce vehicle speeds. • Includes traffic calming elements known to reduce vehicle speeds.
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.	• 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.
3. Improve Intersections: Improve intersections on the corridor to support driver compliance.	• 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.
4. Improve Crossings: Make crossings on the corridor safer and more comfortable for all users.	• 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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