

Transportation and Mobility Commission

Meeting Minutes

Tuesday, Dec. 5, 2023

4:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Connor Godsil, Leah Jackson, Mike Paine, Thinh Phan, Mario Raia, Eduardo Ramos, Derya Ruggles, Ken Williams

Commissioners Absent:

Jeananne Edwards, Corey Grandstaff, Soroush Mohandessi

Staff Present: Rebecca Kennedy, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:05 pm by Chair Ramos.

Motion by Commissioner Jackson, seconded by Commissioner Raia, and carried unanimously to amend the December 5 agenda to remove any time limit during the Community Forum.

Motion by Commissioner Williams, second by Commissioner Ruggles, and carried unanimously to approve the October minutes.

112th Avenue Safety and Mobility Project

Kate Drennan, Principal Transportation Planner, Community Development Department; Ryan Farncomb, Consultant Project Manager, Parametrix

Staff presented a review of the project area, timeline, needs and issues along the corridor, a summary of community engagement during the first phase of the project, community feedback gathered at events, a summary of survey results, the process to design and review the alternatives, the near term corridor alternatives, lane reconfiguration

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Connor Godsil

Corey Grandstaff

Leah Jackson

Soroush Mohandessi

Mike Paine

Thinh Phan

Mario Raia

Derya Ruggles

Ken Williams

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challenges at the intersection with Mill Plain, long term corridor alternatives, parallel mobility route alternatives, other corridor investments such as enhanced crossing locations, access control, reducing speeds, streetlighting, small mobility connections, and signalized intersection improvements.

Commission discussion and staff responses:

- Support for not allowing right turn on red and questions about the efficacy of signs that indicate this.
- Questions about the need and usefulness of a turn lane in the section between 38th and 49th where there are very few places to turn into and how that space might be used differently.
- Support for removal of right turn lanes to improve safety for pedestrians and repurposing that space for other users.
- Changes to transit service on the corridor. Staff responded there are plans to change a few of the bus stops on the corridor and it will continue to be 30 minute service.
- Implications if the left turn lanes at the intersection at Mill Plain were reduced. Staff responded every approach at that intersection has two left turn lanes today. Staff analyzed the intersection to study what would happen if those were reduced to one left turn lane. It appears to be feasible, but with existing Bus Rapid Transit on Mill Plain and nearby freeway on-ramps, staff want to closely study this to fully understand what is possible.
- Community engagement with this project. Staff responded they could provide more data on the website and social traffic. The consultants, communication staff, and planning staff have been going out into the community to canvas the area and directly engage with people in the area as well as with people who use the corridor but may not live in the area.
- Support for speed and red light enforcement on this corridor.
- Lane reduction projects in Vancouver to compare results? Staff responded there have been lane reduction projects on MacArthur, Fourth Plain west of I-5 and other areas throughout the City. Those corridors continue to function well and as expected. Staff often recommends lane reduction on parts of corridors and not in others to ensure that traffic continues to function.

McGillivray Blvd Safety and Mobility Project

Emily Benoit, Senior Transportation Planner, Community Development; Kara Hall, Fehr & Peers

Staff presented a summary of community engagement for phase 2 of the project and the timeline for the project. Phase 2 evaluates the design options based on the project goals. Staff presented details of the design options, including location of the mobility lane and other safety features that would be added in each option. Staff shared community feedback and concerns related to this project generally, as well as concerns and support for each design option. The presentation continued with an evaluation of how well each design option aligns with project goals.

Commission discussion and staff responses:

- With design option 2, concern for vehicles turning into the mobility lane if unfamiliar with the corridor. Staff responded there will be vertical separation and striping at intersections and driveways. In the sections of the corridor with an existing sidewalk, could consider narrowing the mobility lane as it won't need to also accommodate pedestrians.
- Does either option better accommodate buses and bus stops? Staff responded they have been working with C-TRAN and currently both options work for their needs on the corridor.
- With option 2, concern with conflict points of mobility lane users and vehicles when both are turning left.
- With option 1, concern with the speed differential between pedestrians, bikes, and e-bikes or scooters.

- Support for removing the left turn lanes at 136th and Blairmont to improve pedestrian safety. Staff responded at 136th, there is enough vehicle traffic to warrant a signal, and this may be a longer-term item included in the recommendation.
- Using different color to indicate the mobility lane. Staff responded there will be green paint and markings to indicate the mobility lane is for bicycles, small mobility users, and pedestrians.
- How to facilitate trash removal and mail delivery with the two options. Staff responded with both options, there is parking along the corridor with space for delivery drivers and trash removal vehicles, so it would function similar to how it does today.
- Congestion and safety during school pick up and drop off. Staff responded with the reduction in travel lanes at each intersection, there will be less vehicles coming to a stop at one time and competing to go through the intersection. The high visibility crosswalks will improve safety for pedestrians.
- Conclusions from the analysis on impacts of this project on the neighborhood. Staff responded they heard from the community that McGillivray is used as a cut-through route. Speed bumps were added on 7th as that route was also used as a cut-through. One of the goals is to reduce speed and use Mill Plain as the arterial to carry people east and west through the City. Based on the traffic analysis for 2045, staff expects traffic on McGillivray to be well below the threshold for capacity and do not expect to see a lot of diversion with a lane reduction.
- Visibility concerns from parked cars and access to driveways. Staff responded they are looking to consolidate parking to ensure there is no parking within 25 feet on either side of a driveway to maintain sight distance.
- Expected infill of the Cascade Park area. Staff indicated that currently there is not any expected large development along the corridor, though there may be smaller scale redevelopment in the future.
- Photo enforcement and technology to improve the corridor. Staff responded radar speed enforcement is recommended in the Transportation System Plan. It is more broadly allowed by the State, where it used to only be allowed in school zones. In Vancouver, it would require a change to Title 11, which would come before the Transportation and Mobility Commission and then City Council. Enforcement is part of the solution, along with roadway design and user education, to address safety concerns.
- After a recommendation is made, and the design is implemented, what is the education process for those who live near and travel along this corridor. Staff responded there would be a detailed education and implementation strategy, similar to what was done on Fourth Plain with the bus turn lanes. There would be broad communication throughout the City as well as on the corridor.

Community Forum

Joe Arndt spoke regarding the McGillivray Blvd project. The neighborhood has many senior citizens who use vehicles to get around. He supported traffic cameras and speed bumps to reduce speeds. He expressed concern for emergency vehicles being slowed if there is only one lane.

Anita Brittain did not support either design option for McGillivray Blvd and was concerned with diverted traffic in the neighborhood.

Dan Packard spoke regarding pedestrian fatalities. The HAWK signal installed at Mill Plain and V Street does not provide enough time to cross the street safely and he requested the City to increase the time for a pedestrian to cross the street. He also commented on the lack of bicycle parking along the Waterfront. He suggested implementing a bicycle parking policy throughout the City.

Laurie Arndt spoke regarding the McGillivray Blvd project and was disappointed with the amount of outreach for the project. She supported adding sidewalks in the areas where there are currently none. She has experienced bad driver behavior on the corridor but did not think the proposed designs would address those issues.

Gail Martin asked about the City's response to community feedback of the design options. She expressed concern for safety and access for emergency vehicles.

Patty Marsden spoke regarding the McGillivray Blvd project and was disappointed with the amount of outreach for the project and did not support either design option.

Kent Marsden supported enforcement on McGillivray Blvd and throughout the City. He expressed concern for increased road rage with the slower traffic.

Rick did not support either design option for McGillivray Blvd as a way to address safety concerns and believed the proposed designs will cause traffic congestion.

Mike Shaw supported adding delineators between vehicles and mobility users on McGillivray Blvd, increased enforcement, and adding sidewalks where there are currently none.

Michael Doherty supported option 1 for McGillivray Blvd and noted other solutions are needed to address traffic issues citywide.

John Bower supported adding the mobility lane on McGillivray Blvd for the students who bike or use a scooter to go to the schools along the corridor. He supported design 1.

Tabor Kelly is a frequent user of McGillivray Blvd and recently experienced vehicles blocking the bike lane while biking to the grocery store. He supported design option 2. The draft Transportation System Plan supports building low stress networks, and the current design of the boulevard is not low stress.

Ryan Ward supported the addition of sidewalks where they don't currently exist. Street design plays a big role in limiting speeding and bad driver behavior. He supported safer infrastructure for biking and driving and was in favor of design option 1.

Jason Cromer thanked Leah Jackson for her service on the Commission. Much of the transportation infrastructure prioritizes vehicles and the system is not equitable or fair for those who use other methods of transportation. He supported either design option for McGillivray.

Samin Sepasi supported both design options for McGillivray Blvd. The corridor is currently inaccessible to non-vehicle user, such as herself. There are services near this corridor that provide essential services to those who live in the area.

Israel Lopez shared his experience of being hit by a vehicle while biking as well as near misses he has had as a driver. He supported design option 1 for McGillivray.

Christina Martin did not support either design option for McGillivray as she felt they will increase traffic congestion. The only intersection she has issues with as a pedestrian is at Olympia where there is poor visibility.

Leah Perkel supported more community and neighborhood input in the design process.

David Kirchner felt that the design options for McGillivray will slow traffic and cause congestions that will impact the side streets as well. He was disappointed with the community input process.

Daniel Irizarry did not support either design option for McGillivray. He supported adding traffic lights at some of the intersections. He also requested the meetings regarding this project be located nearer to the area.

Zach Gatton supported either design option for McGillivray. For 112th, he supported the proposed design south of 18th Street with planter boxes separating the travel and mobility lanes. North of 18th has challenges, but it should be prioritized as a complete corridor for north-south connections. A parallel route for mobility users wouldn't be an equitable or efficient route, and he supported making 112th a complete corridor.

Juhyun Kwon supported narrowing lanes on McGillivray to slow traffic. She lives on a corridor with speed bumps and still observes people speeding. She supported prioritizing safety for all users when making decisions about infrastructure.

Keric Gramstad supported design option 1 for McGillivray as it's aligned with how most people think about safety on streets and sidewalks.

Will Schwan supported the design options on McGillivray to support people using active transportation modes such as biking and walking. He supported design option 1, as it's more intuitive for cyclists, walkers, and drivers, and adding physical barriers between mobility users and drivers.

Don Orange supported better pathways for mobility users of future generations and recognized that younger generations and people living in the region are choosing to drive less.

Pierre Mewissen supported adding speed bumps to address speeding on McGillivray, increasing travel mode options, and making neighborhoods more pedestrian friendly to increase vibrancy and foster social interaction.

Jan Verrinder is a cyclist and a driver, and chooses to bike when possible, to reduce emissions as well as for exercise. She appreciated both plans for McGillivray as they both add barriers between the cars and bikes, reduce traffic speed, increase safety at intersections, and move cyclists away from parked cars.

Commissioner Phan left the meeting.

2025 – 2030 Transportation Improvement Program

Chris Malone, Finance and Asset Manager, Public Works

Staff presented an overview of the Transportation Improvement Program (TIP), the transportation project pipeline and how projects get to be on the TIP, proposed changes for the 2025-2030 TIP, future changes to TIP prioritization, the public outreach process, and the proposed schedule for this update.

Commission discussion and staff responses:

- How do projects that are high priority and longer term move from the capital facilities plan to the TIP? Staff responded every year as part of drafting the TIP, staff review and re-prioritize the capital facilities projects to consider what can move forward in the next six years. If a project is high priority, it's more likely to end up on the TIP, and staff will pursue funding for that project.

Transportation System Plan Public Hearing

Kate Drennan, Principal Transportation Planner, Community Development; Stephanie Wright, Nelson\Nygaard

Staff presented an overview of the Transportation System Plan (TSP) chapters, the changes made since fall 2023 including policy additions and map edits, the final public comment period and themes of feedback received, and next steps for adoption of the plan.

Commission discussion and staff responses:

- Will the TSP be updated more frequently than 20 years? Staff responded typically a major TSP update is done at least every 10 years, with minor updates every 3 to 5 years, and that this is the plan for the City going forward.
- How does the TSP influence regional transportation plans? Staff responded the Regional Transportation Council (RTC) will integrate larger projects from the TSP into the regional transportation plan.

Public Testimony

No members of the public were present to testify.

Commission Deliberation

- Commissioner Williams noted the TSP is striving to move in the right direction and acknowledged the amount of work that went into drafting this plan.
- Commissioner Jackson supported the plans adaptability and goals.
- Commissioner Ruggles appreciated the recent updates to the plan and supported the draft plan.
- Commissioner Raia appreciated the project prioritization, projects tied to modal networks, and the emphasis on maintenance.
- Chair Ramos appreciated the work that has gone into drafting this plan, the focus on people, seniors, and transit users. He supported adopting the draft plan.

Motion by Commissioner Jackson, seconded by Commissioner Williams to recommend to City Council adoption of the updated 2024-2044 Transportation System Plan as outlined in the staff report and presentation on December 5, 2023.

Roll call vote

Commissioner Williams: Yes

Commissioner Godsil: Yes

Commissioner Jackson: Yes

Commissioner Ruggles: Yes

Commissioner Raia: Yes

Chair Ramos: Yes

Motion carried unanimously.

Staff Communication

Deputy Director Kennedy acknowledged the service of Commissioner Jackson and Commissioner Godsil to the City and this Commission and thanked them for the time and commitment they have dedicated to serving the community.

Commission Communication

Chair Ramos thanked Commissioner Godsil for his engagement and commitment to the Commission. He thanked Commissioner Jackson for her efforts to lay the groundwork for the TMC as well as her work with the City over the years.

Commissioner Jackson provided feedback on the recent striping of Ft. Vancouver Way. At McLoughlin and Ft. Vancouver Way, if you go straight you end up in the bus only lane and she observed people using the bus lane to pass. She suggested City staff review that intersection again to address this issue.

The meeting adjourned at 8:56 pm.

Eduardo Ramos, Chair



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St Johns-St James Safety Project

Transportation and Mobility
Commission Workshop

Emily Benoit

Senior Transportation Planner

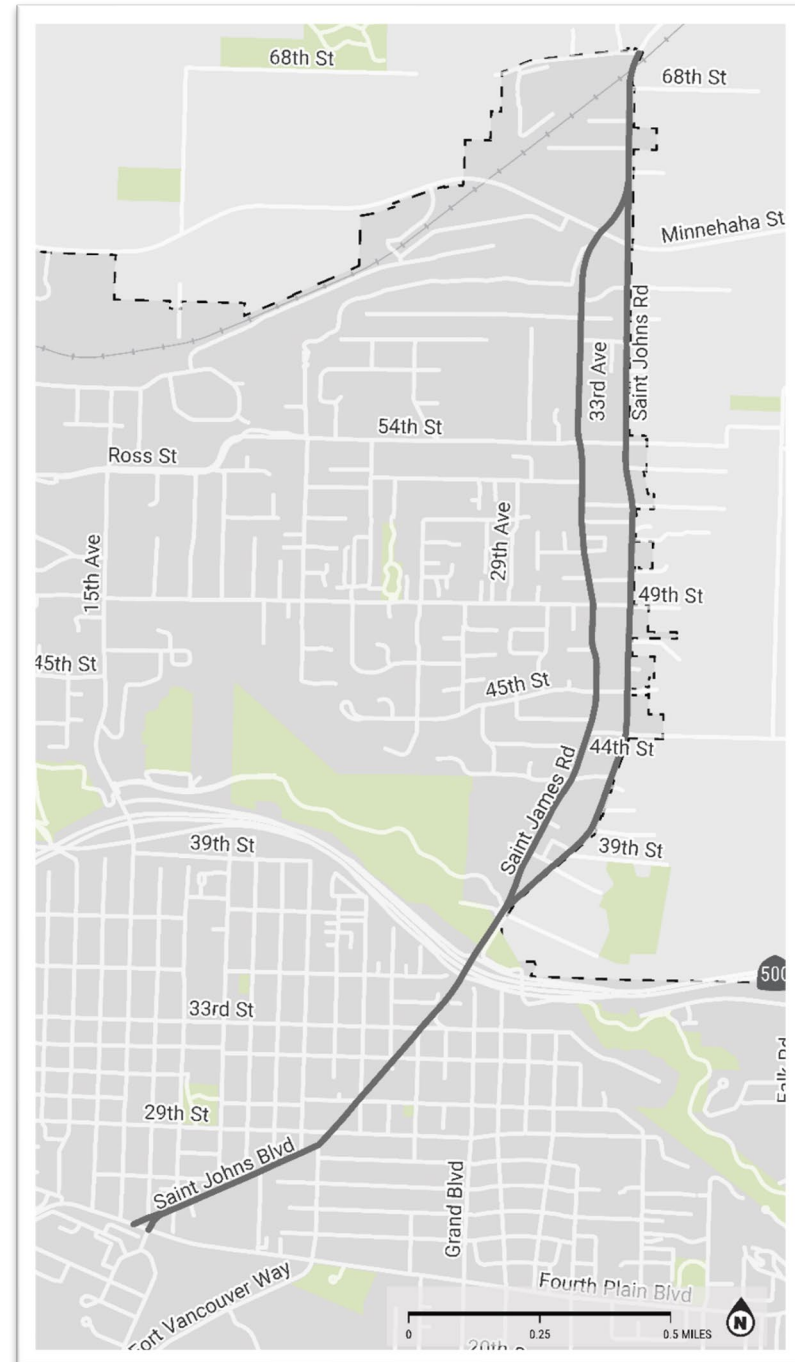
Community Development Department

February 6, 2024

Project Background

Why this corridor?

- Identified in the *City's Local Road Safety Plan* and *Complete Streets Program* as needing safety and accessibility improvements.
- Identified in the *Transportation System Plan* as both a pedestrian, bike and small mobility and transit modal network with high stress and missing facilities.
- Identified in the existing *Comprehensive Plan* as a growth corridor.



Project Goals

What is the Project planning to achieve?

- Improve pedestrian safety.
- Improve bike and small mobility connectivity.
- Explore opportunities to increase transit access.
- Explore a broader set of improvements to be incorporated into the Comprehensive Plan update.
- Coordinate project implementation with other City efforts.



Community Engagement

How will the Community be engaged and informed?

Create a living Community Engagement Plan (CEP) to guide engagement strategies and tools for meaningfully engaging with the community and key stakeholders throughout the Project.

- **Goal 1:** Build community awareness and shared understanding of project needs, ways to participate, and a variety of design strategies that can be used to address safety issues.
- **Goal 2:** Enable well informed participation from historically disadvantaged communities to provide input.
- **Goal 3:** Gather and use public input during the decision process, maintaining transparency at each step.



Existing and Future Conditions

What is being collected, analyzed and forecasted on the corridor?

- Traffic counts
- Infrastructure inventory
- Relevant plans and standards
- Mid- and long-term forecasting





Next Steps

- Existing and Future Conditions Reporting
- Community Engagement Plan and Activities
- Design Options Development and Evaluation





MEMORANDUM

DATE: February 6, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Emily Benoit, Senior Transportation Planner, Community Development Department

RE: **St Johns and St James Complete Streets Safety and Mobility Project - Introduction**

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Principal Transportation Planner, Community Development Department

Project Overview

The St Johns and St James Complete Streets Safety and Mobility Project (Project) will study the opportunity to create and implement safety and mobility improvements on NE St Johns Boulevard/Road and NE St James Road between Fourth Plain Boulevard and NE 68th Street. This Project will incorporate data on current and future operations and documented issues, and gather feedback from the community to inform project goals so that the recommended design:

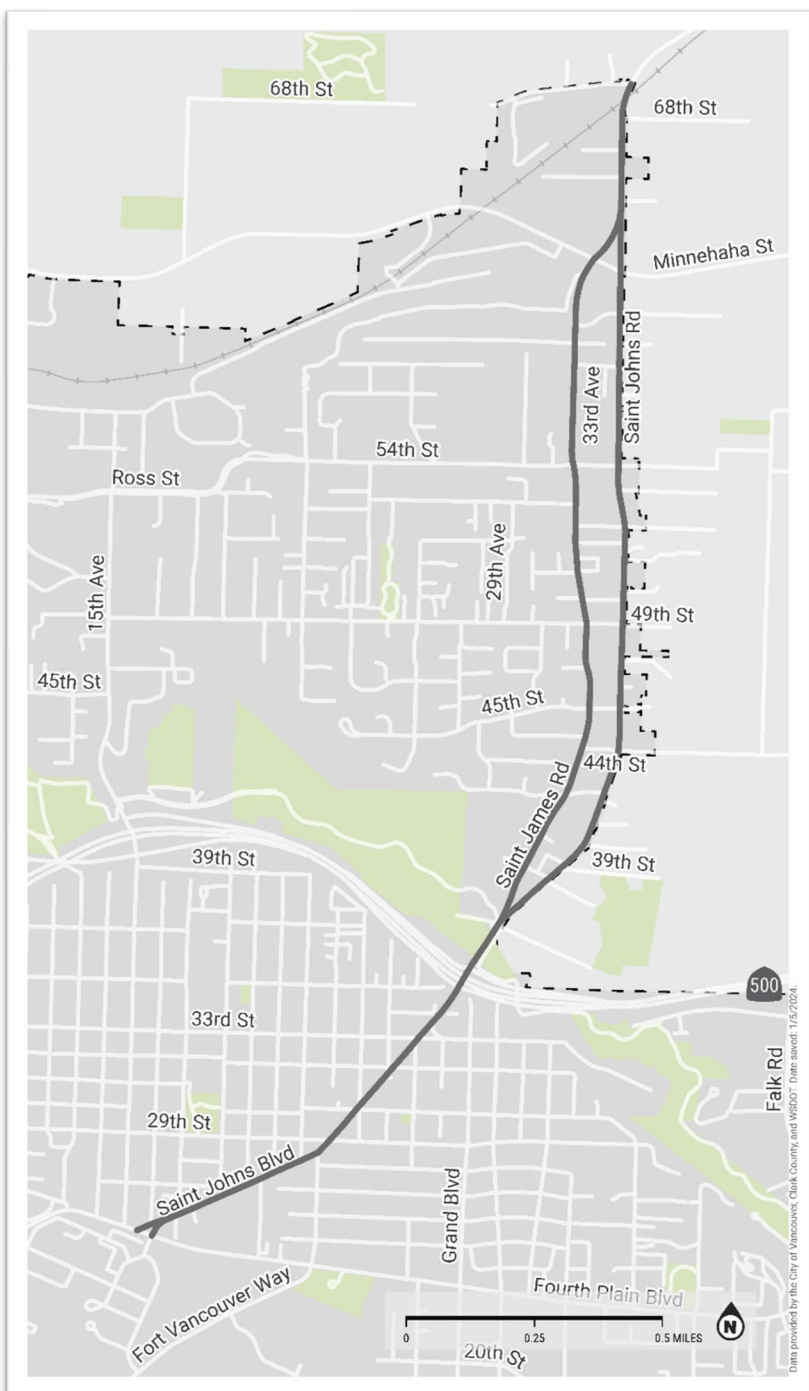
- Advances the City's core policy priorities of safety, equity and climate action.
- Aligns with Vancouver's Complete Streets Policy.
- Reflects the needs and goals of the community.

The Project will result in conceptual designs that will be further developed into final design plans and implemented outside of near-term paving work, using new revenues City Council dedicated to the Complete Streets Program in the 2023-24 biennial budget.

In 2022, City Council directed staff to advance this project outside of planned paving schedules, given its role as a critical north-south link connecting Minnehaha to areas south in the City, including the recently completed improvements on Fort Vancouver Way. In addition, the Project will also ask community members about other

improvements that can be implemented through the Comprehensive Plan update, reflecting the fact that this area has been a designated growth corridor for many years without having any subarea planning completed.

Figure 1: Project Corridor Extents Map



Background and Need

The St Johns and St James corridor has a history of crashes, involving both motor vehicles and vulnerable roadway users. Since 2015, there have been 45 collisions involving more than 100 vehicles and two bicyclists. The City of Vancouver's [Local Road Safety Plan](#) and the Complete Streets Program identify the NE St Johns/NE St James corridors as areas needing safety and accessibility improvements.

The corridor is identified in the [Transportation System Plan](#) as both a pedestrian, bike and small mobility and transit modal networks. The corridor is high-stress, missing bicycle and small mobility facilities and missing ADA curb ramps along the roadway. There are also long gaps between marked crossings.

The Project will identify striping changes and other interim 'quick-build' safety improvements to be implemented through the Complete Street Program. Other safety and mobility projects that fall outside the scope of this Complete Streets Project or are longer term in nature and funding needs will likely be identified for inclusion in the Transportation Improvement Program.¹

Project Goals

The Project has four proposed goals to support City Council's priorities of safety, equity, and climate as well as implement the Complete Streets Policy. Additional goals can be incorporated if identified through community engagement or from the technical analysis.

- Improve pedestrian safety.
- Improve bike and small mobility connectivity.
- Explore opportunities to increase transit access.
- Explore broader set of improvements to be incorporated into Our Vancouver- the City's Comprehensive Plan update.
- Coordinate project implementation with other City efforts when possible.

Community Engagement

A Community Engagement Plan (CEP) is being developed to guide the engagement for the Project. The CEP will outline the background of the project, engagement strategies and tools for meaningfully engaging with the community through the planning process as well as specific engagement activities, communication plans, and an expected

¹ The City's detailed transportation improvement six-year work program that shows all future projects listed with detailed project sheets and funding status. For more information: [Transportation Improvement Program - The City of Vancouver, WA](#)

schedule for implementation. Public engagement efforts will include a variety of community members with diverse backgrounds to keep the neighborhood and key stakeholders informed about the project while gathering public input to address their transportation needs and concerns. The CEP is a living and working document that will be revised as need if new ideas or adjustments are identified throughout the Project or needed for the community engagement process.

The CEP has three main goals to guide the Project Team to inform and involve the public throughout the Project.

Goal 1: Build community awareness and shared understanding of project needs, ways to participate, and a variety of design strategies that can be used to address safety issues. A well-executed engagement program increases public knowledge about the Project and how they can provide feedback, as well as how that feedback can be translated into roadway design changes and infrastructure investments.

Goal 2: Enable well informed participation from historically disadvantaged communities to provide input on the Project.

Goal 3: Gather and use public input during the decision process, maintaining transparency at each step. Public input about the Project collected through engagement tools will help City staff and the TMC to make informed choices.

Existing and Future Conditions

The Project Team is currently collecting data for an in-depth technical analysis of the corridor for current existing and forecasted future conditions. This includes, but is not limited to:

- Traffic counts for speed, volume and turning movements at peak times and 24-hour counts on weekday and weekend for vehicles, pedestrians and bicyclists.
- Inventory of traffic control devices, street lighting, and transit related data.
- Pavement, striping, sidewalk, curb ramp and crosswalk locations and conditions.
- Existing relevant plans, reports and street design standards.

The Project Team will report on and provide this information to the TMC and community in the Spring.

Next Steps

Over the next several months, the Project Team will be working with the community, the TMC and other stakeholders to develop a conceptual design for the corridor. The key tasks and milestones for this work are outlined in Table 1.

Table 1: Expected Timing for Next Steps

Task	Expected Timing
Engagement Plan	February 2024 and ongoing
Engagement Activities	March 2024 and ongoing
Existing and Future Conditions Reports	March 2024
Design Option Development and Evaluation	July to September 2024
Concept Design Striping Plan	October to December 2024

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
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A Safe Systems Approach

Kate Drennan, Principal Transportation Planner
Laurel Priest, Associate Planner
Community Development Department
February 6, 2024

The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe Systems Framework articulate that to anticipate human mistakes, a **Safe System** should:

1. Separate users in physical space
2. Separate users in time
3. Alert users to potential hazards
4. Accommodate human injury tolerance through interventions that reduce speed or impact force

Safe Systems Approach: the basics

How?

1. Dedicated facilities for different users
2. Dedicated phases for pedestrian crossings, bikes, turning vehicles
3. Signage, striping and warnings
4. Slowing vehicle speeds, improving post-crash and emergency / incident response



Safe Systems Approach: Who and Where

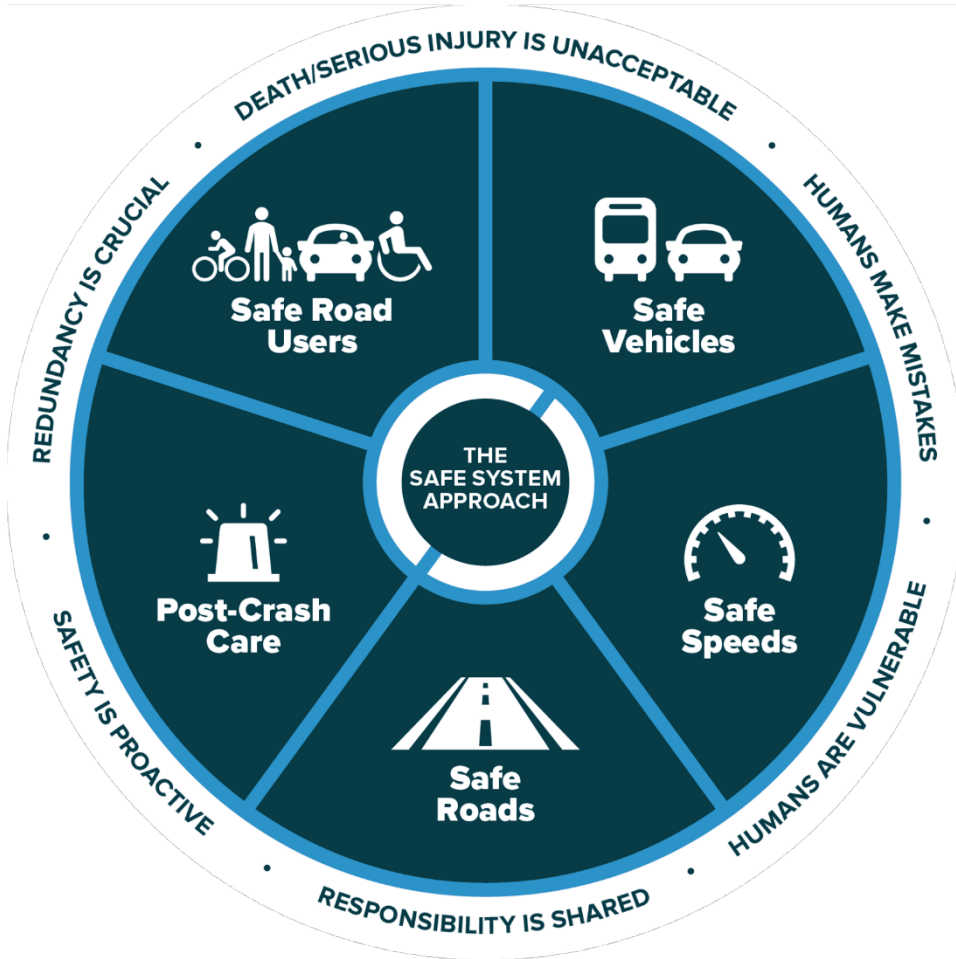
Federal Support – Federal, State and Local Implementation

- Safe Systems are a major initiative of the USDOT Federal Highways (FHWA).
- FHWA's [goal](#) is to reduce transportation related fatalities and serious injuries across the transportation system.
- Safe Systems support the vision of zero deaths and serious injuries on US roads.
- FHWA collaborates with other USDOT agencies to implement the [National Roadway Safety Strategy](#) (NRSS) and requires states to create a Statewide Safety Plan.
- Washington State's Strategic Highway Safety Plan is 'Target Zero'.
- City of Vancouver's safety plan is the Local Roads Safety Plan (LSRP), which analyzes which streets and intersections have the most crashes across the city, and what contributed to them.
- On identified dangerous roads and streets, **safety countermeasures** are applied to address the aspects of the roadway that are most leading to crashes.



Safe Systems Approach: Principles

Death/serious injury is unacceptable
Humans make mistakes
Humans are vulnerable
Responsibility is shared
Safety is proactive
Redundancy is crucial



Traditional Road Safety vs Safe System Approach

Traditional

- Prevent crashes —————→
- Improve human behavior —————→
- Control speeding —————→
- Individuals are responsible —————→
- React based on crash history —————→

Safe System

- Prevent deaths and serious injuries
- Design for human mistakes/ limitations
- Reduce system kinetic energy
- Share responsibility
- Proactively identify and address risks



Proven Safety Countermeasures

How to address safety and crash issues

- FHWA's **Proven Safety Countermeasures** initiative lists 28 countermeasures and strategies proven to reduce roadway fatalities and serious injuries on US highways.
- Transportation agencies are encouraged to implement PSCs to achieve local, State, and National safety goals. These strategies are designed for all road users and all kinds of roads and contexts.
- Each countermeasure addresses one or more safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists.

- PSCs provide guidance on how to address what traffic, safety and crash studies tell us.

Crosswalk Visibility Enhancements

- High-visibility crosswalks
- Improved lighting
- Signing and pavement markings

Medians and Pedestrian Refuge Islands

- Mid-block crossings
- Approaches to multilane intersections
- Areas near transit stops or other pedestrian-focused sites

Roadway Configuration

- Reduce number of lanes



Complete Streets

Where to use Proven Safety Countermeasures

- Complete Streets implementation aligns with the [Safe System Approach](#).
- Anticipate human mistakes by designing and managing road infrastructure to keep the risk of a mistake low and reduce injury severity if a crash does occur.
- FHWA promotes and advances infrastructure solutions to prevent common crash types:
 1. involving pedestrians and bicyclists
 2. at intersections, and
 3. with vehicles departing the roadway.

Proven Safety Countermeasures on Complete Streets improve safety by

- managing speeds
- increasing attentiveness of road users
- reducing complexity of the design and operation of the transportation system
- separating road users in time and space.

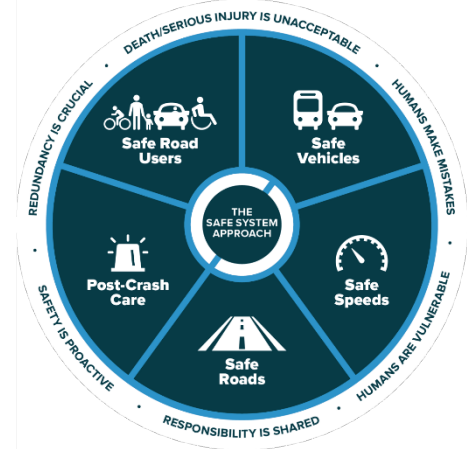


SSA Principle: Safer People

- **Shared responsibility for road safety.** Road users are expected to follow rules of the road, pay attention, adapt changing conditions, not driving under the influence, and drive without distraction.
- Roadway design, education, enforcement, and vehicle technology are all important in encouraging road users to behave safely.
- The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

The 3 most frequent and persistent behavioral safety factors in fatal crashes are:

1. People in motor vehicles not wearing seat belts (see Safer Vehicles)
2. Driving while impaired from alcohol (see Safer People)
3. Speeding (see Safer Speeds)

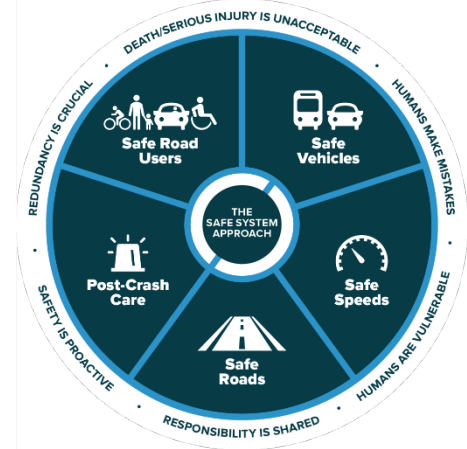


SSA Principle: Safer Roads

- Design roadways to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- Driver behavior is taken into consideration as a part of engineering design.

Safety Countermeasures include:

- Limit conflict opportunities (pedestrian crossing phase, no RTOR, shorten crossing distances, roundabouts)
- Increase visibility of crossings (clear zones)
- Medians and Pedestrian Refuge Islands
- Separate modes of travel (vertical and horizontal separation or delineation)
- Textured street markings (rumble strips)
- Harden turn radii

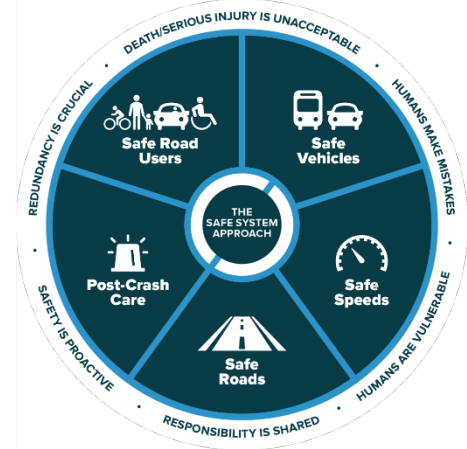


SSA Principle: Safer Speeds

- Promote safer speeds in all roadway environments through a combination of context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.
- Speeding increases the frequency and severity of crashes.
- Managing speeds and addressing issues of speeding improves safety. Unsafe speeds are a well-documented and understood factor in death and injury, especially among people outside of a vehicle.
- Enforcing existing speed limits, including automated enforcement, and educating road users also play a role in contributing to driver compliance with speed limits.

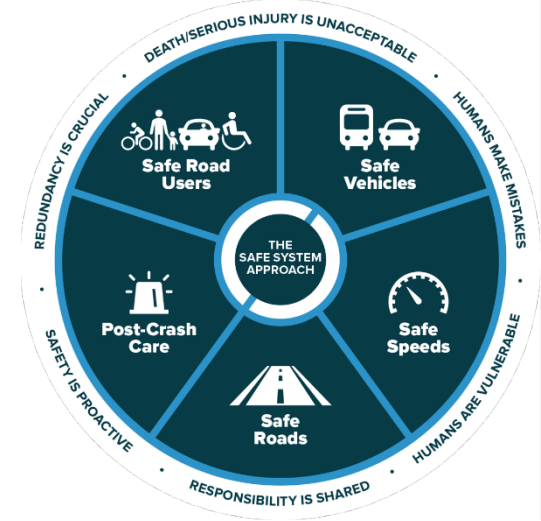
Safety Countermeasures include:

- Road design (number and width of lanes, vertical and horizontal deflection)
- Speed limit setting
- Education
- Enforcement



SSA Principle: Safer Vehicles

Vehicle technology that helps prevent and minimize the impact of crashes on people inside, and outside of the vehicle.



SSA Principle: Post-Crash Care

Incorporate emergency services and medical care, crash reporting and investigation, traffic incident management, and the justice system into transportation system safety.

- Improve crash survivability by expediting access to emergency medical care.
- Create a safe working environment for first responders and prevent secondary crashes through robust traffic incident management practices.
- Quick response and detailed investigation by police and road operators can ensure crash factors are documented and reported correctly, the justice system can take appropriate action, and the risk of future crashes can be mitigated through a policy, program or project change.
- Crash factors are understood in Safe Systems context of shared responsibility (Roadway and vehicle design, public health issue, and individual choices.)



What does the SSA mean for Vancouver?

- Vision Zero is one of the top TSP priority initiatives for the next two years.
- At the national level, a Safe Systems approach has been adopted and tied to many federal grants such as Safe Streets and Roads for All.
- Cities such as New York, Hoboken, and Jersey City are seeing reductions in deaths through Vision Zero initiatives.
- Understanding the trends in crash data and our local road safety plan helps the city prioritize when and where to make investments.



Thank You





MEMORANDUM

DATE: Feb 6, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Kate Drennan, Principal Transportation Planner; Laurel Priest, Associate Transportation Planner, Community Development Department

RE: **Safe Systems Approach Background Materials**

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Ryan Lopossa, Streets and Transportation Division Manager, Public Works

Introduction

A Safe Systems approach is federally initiated and supported, and implemented on a local, regional, and federal level. Safe Systems are a major initiative of the United States Department of Transportation (USDOT) Federal Highways Administration (FHWA). Using the Safe Systems Framework, the goal of the FHWA is to reduce transportation related fatalities and serious injuries across the transportation system.

The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe Systems Framework articulate that to anticipate human mistakes, **a Safe System** should:

1. Separate users in physical space
2. Separate users in time
3. Alert users to potential hazards
4. Accommodate human injury tolerance through interventions that reduce speed or impact force.

This framework is informed by the tenets of a Safe System approach, which includes 6 statements that shape the program, projects and policies to support implementation of safe systems at a local level:

- Death/serious injury is unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Overview

In pursuit of reducing transportation fatalities and serious injury, the FHWA collaborates with other USDOT agencies to implement the [National Roadway Safety Strategy](#) (NRSS). The NRSS outlines a comprehensive approach to reduce deaths and serious injuries to zero on roads throughout the US. The FHWA implements the Safety Strategy by running the performance-based [Highway Safety Improvement Program](#) (HSIP) which requires states to develop a Strategic Highway Safety Plan to reduce traffic fatalities and serious injuries on public roads through a data driven approach with a focus on performance. Washington State's Strategic Highway Safety Plan is 'Target Zero' -- a goal to reduce traffic fatalities and serious injuries on Washington's roadways to zero by year 2030.

To implement these policies and meet federal and state requirements, the City of Vancouver created a Local Roads Safety Plan that analyzes crashes citywide and determines which road segments and intersections within our transportation network have a disproportionate crash rate for the roadway or intersection type. On these identified roads and intersections, sometimes referred to as High Crash Corridors, FHWA recommends that evidence based, proven safety countermeasures be applied to address the aspects of the roadway that most frequently lead to crashes. Within the City of Vancouver, proven safety countermeasures project elements are often implemented through our Complete Streets Program, including projects that change the design of roadways.

The State of Washington also requires local jurisdictions to create a Complete Streets Program. The implementation of Safety and Mobility projects across the city, through this program, align with the Safe System Approach. The application of proven safety countermeasures on City-led safety and mobility projects help manage speeds, increase the attentiveness of roadway users, simplify the design and operation of the transportation system, and aim to separate road users in time and space. Each project contributes to building out an overall complete streets network across the city.



Safer People

One tenet of the Safe Systems Framework calls for Shared responsibility for road safety. Under this recommendation, road users are expected to follow the rules of the road, pay attention, adapt to changing road conditions, not drive under the influence, and drive without distraction. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. The design of the roadway, in addition to education, enforcement, and vehicle technology are all important strategies to encourage road users to behave safely.

Safer Roads

The category of Safer Roads recommends that transportation agencies design roadways to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users. Within Safer Roads strategy, driver behavior is taken into consideration as a part of engineering design.

Proven Safety Countermeasures to design, operate and maintain Safer Roadways include:

- Limit conflict opportunities (pedestrian crossing phase, right turn on red (RTOR), shorten crossing distances, roundabouts)
- Increase visibility of crossings (clear zones)
- Medians and Pedestrian Refuge Islands
- Separate modes of travel (vertical and horizontal separation or delineation)
- Textured street markings (rumble strips)
- Harden turn radii

Safer Speeds

The Safer Speeds category of the Safe Systems Approach promotes safer speeds in all roadway environments through a combination of context-appropriate roadway design, targeted education, outreach campaigns, and enforcement. Because speeding increases the frequency and severity of crashes, managing vehicle speeds is one way to make all road users safer. Unsafe speeds are a well-documented and understood factor in death and injury, especially among people outside of a vehicle. Enforcing existing speed limits, including automated enforcement, and educating road users also play a role in contributing to driver compliance with speed limits.

Proven Safety Countermeasures to promote Safe Speeds:

- Road design (number and width of lanes, vertical and horizontal deflection)
- Speed limit setting
- Education
- Enforcement

Safer Vehicles

This refers to vehicle technology and design that helps prevent and minimize the impact of crashes on people inside and outside of a vehicle. The City of Vancouver, as part of its membership in the National Association of City Transportation Officials (NACTO), has called for reform of the Federal vehicle safety review process (NCAP) to consider impacts to other users from the vehicle when assessing vehicle safety.

Post-Crash Care

The Safe Systems Approach encourages redundancy within the system. If other interventions fail and a traffic collision occurs, Post Crash Care improvements recommend interventions that will improve post-crash outcomes for victims of traffic violence. These interventions include incorporating emergency services and medical care, crash reporting and investigation, traffic incident management, and the justice system into transportation system safety.

What does this mean for Vancouver?

The City's recently adopted 2024-2044 Transportation System Plan identifies Vision Zero as one of the top priority initiatives for the next two years. At the national level, a Safe Systems approach has been adopted and tied to many federal grants such as Safe Streets and Roads for All. Cities such as New York, Hoboken, and Jersey City are seeing reductions in deaths through Vision Zero initiatives. Understanding the trends in crash data and our local road safety plan helps the city prioritize when and where to make investments.

Action, Timeline, Next Steps

No action is required at this time. These materials are intended as capacity building for Transportation and Mobility Commissioners, to provide background information and education on best practices in transportation planning and design to inform your ongoing review and recommendations for transportation projects and programs.

Additional Information & Resources:

Implement Complete Streets:

<https://highways.dot.gov/complete-streets/implement-complete-streets-improvements>

Integrating the Safe System Approach with the Highway Safety Improvement Program:

<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/fhwasa2018.pdf>

What is a Safe System Approach?

<https://www.transportation.gov/NRSS/SafeSystem>

Zero Deaths and a Safe System Approach: <https://highways.dot.gov/safety/zero-deaths>

Proven Safety Countermeasures: <https://highways.dot.gov/safety/proven-safety-countermeasures>

Shaping the narrative around traffic injury:

https://www.roadsafety.unc.edu/wp-content/uploads/2022/10/CSCRS_FGuide_v2.pdf

Attachment(s):

Compiled 1-pager Overview Sheets of FHWA Countermeasures

Staff contact info:

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Safety Benefits:

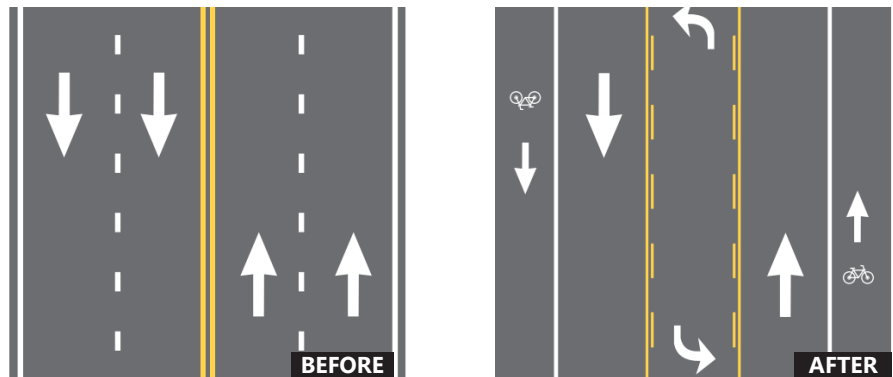
4-Lane to 3-Lane
Road Diet Conversions

19-47%

reduction in total crashes.¹

Road Diets (Roadway Reconfiguration)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).



Before and after example of a Road Diet. Source: FHWA

Benefits of Road Diet installations may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.



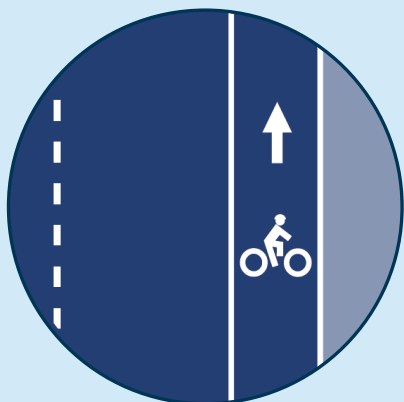
Road Diet project in Honolulu, Hawaii.
Source: Leidos

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/road-diets>.

¹ (CMF ID: 5554,2841) Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053, (2010).



Proven Safety Countermeasures



Safety Benefits:

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes.³

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁷

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁷



Bicycle lane in Washington, DC.
Source: Alex Baca, Washington Area
Bicyclist Association.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwas18077.pdf>.

Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists¹ because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Applications

The FHWA's [Bikeway Selection Guide](#) and [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#) assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through [Road Diets](#). Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.^{2,3} For a marked bike lane without vertical elements, a lateral offset with marked buffer can help to further separate bicyclists from vehicle traffic.

Considerations

- In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the bicycling network), and land-use context (adjacent land uses, types and intensity of conflicting uses, demands from other users for curbside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.
- City and State policies may require minimum bicycle lane widths, although desirable bicycle lane widths

can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

- Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.⁴
- Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.
- In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.⁵
- Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.⁶

¹ Thomas et al. *Bicyclist Crash Types on National, State, and Local Levels: A New Look*. Transportation Research Record 673(6), 664-676, (2019).

² [Separated Bike Lane Planning and Design Guide](#). FHWA-HEP-15-025, (2015).

³ (CMF ID: [11296](#)) [Developing CMFs for Separated Bicycle Lanes](#). FHWA-HRT-23-025, (2023).

⁴ Park and Abdel-Aty. *Evaluation of safety effectiveness of multiple cross sectional features on urban arterials*. Accident Analysis and Prevention, Vol. 92, pp. 245-255, (2016).

⁵ FHWA Tech Advisory [Shoulder and Edge Line Rumble Strips](#), (2011).

⁶ Sandt et al. [Pursuing Equity in Pedestrian and Bicycle Planning](#). FHWA, (2016).

⁷ (CMF ID: [10738](#), [10742](#)) [Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths](#). FHWA-HRT-21-012, (2021).



Safety Benefits:

**High-visibility crosswalks
can reduce pedestrian injury
crashes up to:**
40%¹

**Intersection lighting can
reduce pedestrian crashes
up to:**
42%²

**Advance yield or stop
markings and signs can
reduce pedestrian
crashes up to:**
25%³

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetVizEnhancemt2018.pdf>.

Crosswalk Visibility Enhancements

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

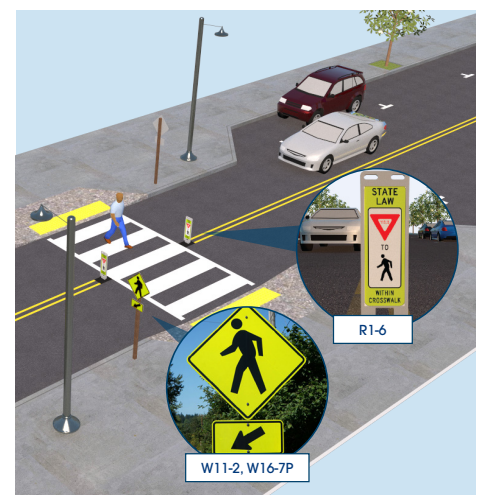
The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of

a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.



Source: FHWA

¹ (CMF ID: [4123](#)) Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).

² (CMF ID: [436](#)) Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).

³ (CMF ID: [9017](#)) Zeeger et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, FHWA, (2017).



Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.¹

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users. Costs for implementing LPIs are very low when only signal timing alteration is required.



An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa19040.pdf>.

¹ (CMF ID: 9918) Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)



Safety Benefits:

**Median with
Marked Crosswalk**

46%

reduction in
pedestrian crashes.²

**Pedestrian Refuge
Island**

56%

reduction in
pedestrian crashes.²

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheetPedRefugeIsland2018.pdf>.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.¹ For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane

roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands.
Source: City of Charlotte, NC



Median and pedestrian refuge island near a roundabout. Source: www.pedbikeimages.org / Dan Burden

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration
² (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.



Proven Safety Countermeasures



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Paved Shoulders

71%

reduction in crashes involving pedestrians walking along roadways.³

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=1.

Walkways

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

With more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually,¹ it is important for transportation agencies to improve conditions and safety for pedestrians and to integrate walkways more fully into the transportation system. Research shows people living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features.²

Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes. In some rural or suburban areas, where these types of walkways are not feasible, roadway shoulders provide an area for pedestrians to walk next to the roadway, although these are not preferable.

Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects

unless exceptional circumstances exist. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is a large amount of pedestrian activity. Walkable shoulders should also be considered along both sides of rural highways when routinely used by pedestrians.



Example of a sidewalk in a residential area.
Source: pedbikeimages.org / Burden



Paved shoulder used as a walkway. Source: pedbikeimages.org / Burden

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration.

² Gibbs, et al. Income Disparities in Street Features that Encourage Walking. Bridging the Gap, (2012, March).

³ Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).



Safety Benefits:

Reducing driveway density

5-23%

reduction in total crashes along 2-lane rural roads.³

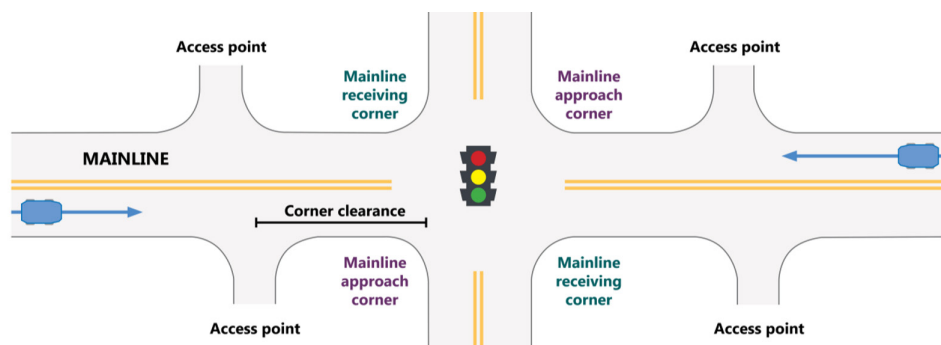
25-31%

reduction in fatal and injury crashes along urban/suburban arterials.⁴

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/intersection-safety/cam>.

Corridor Access Management

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.



Schematic of an intersection and adjacent access points. Source: FHWA

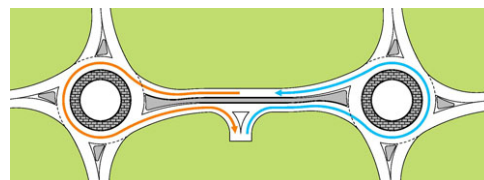
Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points—locations where the travel paths of two users intersect—influence the safety performance of the intersection or driveway. FHWA developed corridor-level crash prediction models to estimate and analyze the safety effects of selected access management techniques for different area types, land uses, roadway variables, and traffic volumes.¹

The following access management strategies can be used individually or in combination with one another:

- Reduce density through driveway closure, consolidation, or relocation.
- Manage spacing of intersection and access points.
- Limit allowable movements at driveways (such as right-in/right-out only).

- Place driveways on an intersection approach corner rather than a receiving corner, which is expected to have fewer total crashes.²
- Implement raised medians that preclude across-roadway movements.
- Utilize designs such as roundabouts or reduced left-turn conflicts (such as restricted crossing U-turn, median U-turns, etc.).
- Provide turn lanes (i.e., left-only, right-only, or interior two-way left).
- Use lower speed one-way or two-way off-arterial circulation roads.

Successful corridor access management involves balancing overall safety and mobility for all users along with the needs of adjacent land uses.



Tandem roundabouts with a continuous raised median eliminates left-turn and across-roadway conflicts. Source: FHWA

¹ Gross et al. Safety Evaluation of Access Management Policies and Techniques. FHWA-HRT-14-057, (2018).

² Le et al. Safety Evaluation of Corner Clearance at Signalized Intersections. FHWA-HRT-17-084, (2018).

³ Harwood et al. Prediction of the Expected Safety Performance of Rural Two-Lane Highways. FHWA-RD-99-207, (2000).

⁴ (CMF ID: 179,178) Elvik, R. and Vaa, T., Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).



Safety Benefits:

Traffic fatalities in the City of Seattle decreased 26 percent after the city implemented comprehensive, city-wide speed management strategies and countermeasures inspired by Vision Zero. This included setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.⁵

One study found that on rural roads, when considering other relevant factors in the engineering study along with the speed distribution, setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit.⁶

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/speed-management/reference-materials>.

Appropriate Speed Limits for All Road Users

There is broad consensus among global roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix.

A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors. A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them.¹ At 20 miles per hour, that percentage drops to 5 percent.¹ A number of cities across the United States, including New York, Washington, Seattle and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries, with most having to secure State legislative authorization to do so.

States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.²

Applications

Posted speed limits are often the same as the legislative statutory speed limit. Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones, and a growing number are doing so. While non-statutory speed limits must be based on an engineering study, conducted in accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD) involving multiple factors and engineering judgment, FHWA is also encouraging agencies to use the following:³

- Expert Systems tools.
 - [USLIMITS2](#).
 - [NCHRP 966: Posted Speed Limit Setting Procedure and Tool](#).
- Safe System approach.

Based on international experience and implementation in the United States, the use of 20 mph speed zones or speed limits in urban core areas where vulnerable users share the road environment with motorists may result in further safety benefits.⁴

Considerations

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

To achieve desired speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as self-enforcing roadways, traffic calming, and speed safety cameras. Additional information is in the following FHWA resources:

- [FHWA Speed Management website](#).
- [Self-Enforcing Roadways: A Guidance Report](#).
- [Noteworthy Speed Management Practices](#).
- [Jurisdiction Speed Management Action Plan Development Package](#).
- [Traffic Calming ePrimer](#).

¹ Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased.

² Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds.

³ FHWA's Methods and Practices for Setting Speed Limits: An Informational Report. (2012).

⁴ Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety.

⁵ https://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwasa20047/sec8.cfm#foot813

⁶ Safety and Operational Impacts of Setting Speed Limits below Engineering Recommendations.



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.⁴

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).³



RRFBs used at a trail crossing.
Source: LJB

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf.

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.¹ RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

For more information on using RRFBs, see the Interim Approval in the *Manual on Uniform Traffic Control Devices (MUTCD)*.¹

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.² Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.³ RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.¹ The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:²

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:²

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

¹ *MUTCD Interim Approval 21 - RRFBs at Crosswalks*.

² "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

³ Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

⁴ (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).



8%

of all fatalities on divided highways are due to head-on crashes.¹

Safety Benefits:
Median Barriers Installed on Rural Four-Lane Freeways

97%

reduction in cross-median crashes.²

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/reduce-crash-severity>.

Median Barriers

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways. AASHTO's *Roadside Design Guide* (RDG) recommends guidelines for the use of median barriers on high-speed, fully controlled-access roadways for locations where the median is 30 ft in width or less and the average daily traffic (ADT) is greater than 20,000 vehicles per day (vpd). For locations with median widths greater than 50 ft and where the ADT is less than 20,000 vpd, a median barrier is optional. For locations where the median is between 30 and 50 feet, the RDG suggests an analysis to determine the cost effectiveness of median barrier installation. Median barriers can be cable, metal-beam, or concrete.

- **Cable barriers** are flexible barriers, made from steel cables mounted on weak steel posts, resulting in less occupant impact force as it absorbs energy from the crash, capturing or redirecting the vehicle. Due to larger deflection, median width is an important consideration. These barriers are more adaptable to slopes typically found in medians. Cable barriers tend to require more frequent maintenance and repair than other barrier types.

- **Metal-beam guardrails** are considered semi-rigid barriers, where the W-beam or box-beam is mounted to steel or timber posts. When impacted, they are designed to deform and deflect, absorbing some of the crash energy and redirecting the vehicle. Metal-beam guardrails often do not require maintenance after minor impacts. They deflect less than cable barriers, so they can be located closer to objects where space is limited.

- **Concrete barriers** are usually rigid and result in little to no deflection. They redirect rather than absorb energy from the impact. Rigid concrete barriers seldom require repair or maintenance. Some agencies have used portable concrete barriers as median barriers. These barriers require

repositioning after an impact but are typically less maintenance than a post mounted barrier.

To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots. Agencies should also consider implementing a systemic approach to median barrier placement based on cross-median crash risk factors. Potential risk factors include:

- Traffic volumes.
- Vehicle classifications.
- Median crossover history.
- Crash incidents.
- Vertical and horizontal alignment.
- Median terrain configurations.



Median cable barrier prevents a potential head-on crash.
Source: Washington State DOT

¹ Fatality Analysis Reporting System.

² (CMF ID: 7040) NCHRP Report 794: Median Cross-Section Design for Rural Divided Highways. (2011).



CITY OF
Vancouver
WASHINGTON

SE McGillivray Boulevard Project

Transportation and Mobility
Commission - Public Hearing

Emily Benoit

Senior Transportation Planner
Community Development Department
February 6, 2024

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
Why are safety and mobility improvements needed?	• Vehicles are driving too fast • Does not feel safe on bike, on foot, using a mobility device, or driving • Intersections with stop signs and multiple lanes are confusing for pedestrians and drivers
What vehicle travel impacts could we expect?	• Near-term: little to no change • Mid-term (2035): about 1 min (east), 2 min (west) • Long-term (2045): about 1 min (east), 3 min (west)
What impact will this have on parking and access?	• No change for mailbox and driveway access • Emergency vehicles can use the parking lane to stop and respond • Changes to existing parking in specific locations to increase sight distances at intersections and driveways



Phase 2: Design Options

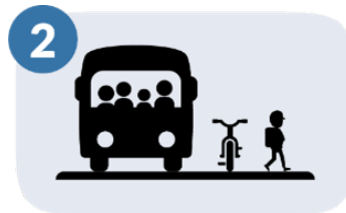
Southeast McGillivray Boulevard
Option 1: Curbside Mobility Lane



Southeast McGillivray Boulevard
Option 2: Center Running Mobility Lane



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





MEMORANDUM

DATE: February 6, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Emily Benoit, Senior Transportation Planner, Community Development Department

RE: **Complete Streets – SE McGillivray Boulevard Safety and Mobility Project Phase 2 Engagement and Analysis Summary**

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

Introduction

This memorandum summarizes the technical findings for analysis completed during Phase 2 of the McGillivray Boulevard Safety & Mobility Project and the key takeaways from community engagement completed during Phase 2.

Phase 2, Develop Design Options, focused on developing a set of design options which were presented to the community at two different touchpoints, refined based on community, stakeholder, and Transportation and Mobility Commission (TMC) input, and evaluated for alignment with the project goals. The three project goals are:

- **Goal 1:** 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.
- **Goal 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.
- **Goal 3:** Improve safety and comfort at intersections and crossings on the corridor.

The following sections summarize the future conditions technical analysis and the community engagement completed during Phase 2.

Future Conditions Summary

During Phase 2, the project team evaluated future roadway conditions on McGillivray Boulevard to understand how much growth is expected to occur over the next 20 years and how travel time along the corridor would change with and without the project. The McGillivray Boulevard Safety and Mobility Project is considering repurposing one vehicle travel lane in each direction to enhance the space allocated for people walking, bicycling, using small mobility devices or accessing transit.

Two future year scenarios were evaluated:

- **Mid-Term (2035):** This scenario which reflects approximately 10 years of growth, was used to understand how McGillivray Boulevard would function in 2035, which is expected to be the life of the planned paving project.
- **Horizon Year (2045):** This scenario reflects 20-years of growth on the corridor and was used to understand what additional improvements may be needed to maintain operations on McGillivray Boulevard beyond the life of the planned paving project.

In addition to evaluating operations under the two future year scenarios, analysis was also completed to understand how repurposing a lane would change drivers' experience under Existing, Mid-Term, and Horizon Year conditions.

To quantify changes, intersection level of service (LOS), travel time between SE 164th Avenue and SE Chkalov Drive, and queueing at major intersections on the corridor were compared under a "No Build" scenario, which maintains the existing four-lane cross-section and a "With Project" scenario, which repurposes one travel lane in each direction.

A summary of findings for each scenario is provided below, while the full technical documentation is provided in the *McGillivray Boulevard Safety & Mobility Project – Future Conditions Technical Memorandum*.

Existing Conditions

Under Existing Conditions, McGillivray Boulevard operates with minimal congestion and queueing as documented in the *McGillivray Boulevard Existing Conditions Report*. Under "With Project" conditions, there are minimal changes to vehicle operations on the corridor.

During the morning peak hour under "With Project" conditions:

- There are no changes to intersection LOS at any of the study intersections.
- The eastbound and westbound left-turns at SE Chkalov Drive, which exceed available storage under "No Build" conditions, are only extended by five-feet. The

southbound left-turn is the only movement where the queue would be extended past available storage.

- There are no other substantial changes in queueing at SE 136th Avenue, Village Loop Drive, or SE 164th Avenue.
- Repurposing a travel lane adds less than 30 seconds to travel time in both directions.

During the evening peak hour under “With Project” conditions:

- While there are several intersections where LOS changes, the proposed changes do not degrade any study intersections below LOS D. The SE 164th Avenue intersection operates at LOS D under “No Build” conditions due to congestion on SE 164th Avenue; however, there are no changes to delay at this intersection with the project in place.
- Queueing for left-turn movements at SE Chkalov Drive, most of which exceed available storage under “No Build” conditions, is increased under the “With Project” scenario. The changes also cause the eastbound left-turn at SE 136th Avenue to exceed available storage by approximately two vehicles.
- Travel time increases by 40 seconds in the eastbound direction and one minute and 10 seconds in the westbound direction.

Mid-Term (2035)

Future traffic volumes developed for 2035 conditions found that the maximum number of vehicles forecast to use McGillivray Boulevard in a 24-hour period is 12,300 vehicles. This is well below the typical capacity of a two-lane road.

During the morning peak hour under “With Project” conditions:

- The SE Blairmont Drive intersection operates at LOS D, while all other intersections operate at LOS C or better indicating there would be little congestion at intersections on McGillivray Boulevard.
- The westbound and southbound left-turn at SE Chkalov Drive would be extended to exceed available storage by one and two vehicle lengths, respectively.
- Travel time increases compared to “No Build” conditions are approximately 30 seconds for vehicles traveling west and 20 seconds for vehicles traveling east.

During the evening peak hour under “With Project” conditions:

- Two intersections, SE 119th Avenue and SE 19th Street operate at LOS E due to an increase in delay as vehicles wait to make left-turns from the side streets onto McGillivray Boulevard.

- Queueing increases for the eastbound, westbound, and southbound left-turns at SE Chkalov Drive, which exceed available storage under “No Build” conditions. The westbound left-turn at SE 136th Avenue would also exceed available storage.
- Travel time increases compared to “No Build” conditions are approximately one minute for vehicles traveling east and approximately one minute and 45 seconds for vehicles traveling west.

Horizon Year (2045)

Future traffic volumes developed for 2045 conditions found that the maximum number of vehicles forecast to use McGillivray Boulevard in a 24-hour period is 13,500 vehicles. This is well below the typical capacity of a two-lane road.

During the morning peak hour under “With Project” conditions:

- The SE Blairmont Drive intersection operates at LOS D, while all other intersections operate at LOS C or better indicating there would be little congestion at intersections on McGillivray Boulevard.
- Project changes would result in the southbound left-turn queue at SE Chkalov Drive exceeding available storage by two vehicle lengths and the eastbound left-turn at SE 136th Avenue would exceed available storage by one vehicle length.
- Travel time increases compared to “No Build” conditions are approximately 20 for vehicles traveling east and 40 seconds for vehicles traveling west.

During the evening peak hour under “With Project” conditions:

- Additional improvements may be needed at SE 136th Avenue to maintain operations as delays at this intersection would also result in delays at the nearby SE 19th Street intersection. SE 119th Avenue would also operate at LOS D, as would SE 164th Avenue, which is also observed and consistent with “No Build” conditions.
- The largest increase in queuing for a movement expected to exceed available storage is the eastbound left-turn at SE Chkalov Drive. There is a large forecasted increase in queues at SE 136th Avenue if no additional improvements are made by the horizon year.
- Travel time increases compared to “No Build” conditions are approximately one minute and 15 seconds for vehicles traveling east and approximately two minutes and 45 seconds for vehicles traveling west.

Bicycle and Pedestrian Improvements

Repurposing a vehicle travel lane will lower vehicle travel speeds, provide additional roadway space for people walking and biking, and provide a buffer between the mobility lane and vehicle travel lane. Combined, these factors serve to lower the level of stress experienced and improve comfort for users of all ages and abilities.

Under “No Build” conditions, McGillivray Boulevard was found to have a Bicycle Level of Traffic Stress (BLTS) of three and four, meaning that only enthused and confident riders or strong and fearless riders are likely to feel comfortable on this corridor.

The proposed changes under “With Project” conditions would lower the BLTS along the entire corridor to 2 and 3, meaning that interested and concerned riders would be more likely to feel comfortable utilizing McGillivray Boulevard between SE Chkalov Drive and SE Village Loop.

Community Engagement Summary

There were two touchpoints with community members during Phase 2 of the Project. The first, which focused on community conversations was conducted during July and August 2023, while the second, which focused on an online survey and neighborhood presentations was completed between September and November 2023.

Community Touchpoint #1

During this touchpoint, community members were presented with three design options:

- **Option #1: Parking Separated Mobility Lane:** This option would repurpose one vehicle travel lane in each direction to create a 10’ mobility lane, located next to the curb and separated from the vehicle travel lane by a parking lane and painted buffers.
- **Option #2: Center Running Mobility Lane:** This option would repurpose one vehicle travel lane in each direction to create a mobility lane, intended for use by people riding a bicycle, which would be located next to the median and separated from the vehicle travel lane with a physical barrier. People walking would be expected to use the walking lane, which would be located next to the curb, or existing sidewalks.
- **Option #3: Shared Mobility/Residential Access Lane:** This option would repurpose one vehicle travel lane in each direction to create a shared mobility lane/residential access lane which would be used by people walking, riding a bicycle, or driving a car to access their driveway. This lane would be separated from the vehicle travel lane by a four-foot concrete barrier and an eight-foot parking lane.

The Project Team held seven community conversations during which more than 50 community members reviewed the design options and provided their input. These design options were also presented to the TMC for feedback and further design input.

The following takeaways were identified during the first touchpoint with community members and TMC:

- Community members preferred preliminary design options that included enhanced separation between the mobility lane and vehicle travel lanes.
- Many community members appreciated the separation of space for people walking and riding bicycles that is included in Design Option #2.
- Community members from all community conversation sessions shared concern about the amount of driver education that would be required, specifically for Design Option #2 and #3, which are different from any existing facilities in Vancouver.
- Some community members expressed concern with the idea of repurposing a vehicle travel lane in each direction, and other community members were supportive of having more space for people walking, riding bicycles and other small mobility devices within the existing roadway.
- Exploration of the addition and incorporation of concrete, specifically at large intersections to decrease pedestrian crossing distance, for Design Option #1 and Design Option #2.
- Direction to the Project Team to explore opportunities to “right-size” on-street parking. The existing on-street parking is not utilized equally along the corridor. Much of the utilized on-street is near the intersection of SE 136th Avenues, but other existing on street parking remains highly underutilized elsewhere on the corridor.

Based on the feedback gathered during the first touchpoint, Design Option #3 was eliminated, and the remaining two design options were refined prior to being shared with community members during the second touchpoint. For more information about Community Touchpoint #1, see the Phase 2: Design Options Community Engagement Summary – Touchpoint One Report.

Community Touchpoint #2

The second touchpoint with community members presented the two refined design options (Option 1: Curbside Mobility Lane and Option 2: Center Running Mobility Lane) through a series of neighborhood association presentations and an online survey.

The Design Option Survey opened on the Project’s Be Heard Vancouver website (www.beheardvancouver.com/mcgillivray-safety) on September 15, 2023 and remained open until November 30, 2023. As of November 30, 2023, the survey received 680 complete responses and over 300 optional open-ended comments.

To promote the survey, postcards were sent to 8,580 households and businesses in the neighborhoods surrounding McGillivray Boulevard and the opportunity to view the design options and complete the survey was shared on the City’s social media pages, in public forums with and materials for the TMC, and the Project listserv which includes

neighborhood associations and community members who signed up to received Project updates and information.

Key takeaways from the second touchpoint with community members include:

- Many community members are concerned that repurposing one vehicle travel lane would not slow vehicle speeds and will increase traffic on the corridor.
- Many community members would like to see additional law enforcement on the corridor or the use of radar or video enforcement to enforce traffic laws.
- Of the more than 680 responses received, 25% of respondents believe that the two design options align with the project goals extremely or very well.
- About half of respondents did not believe either design option would meet the project goals. Open ended comments instead reflect desire to have more enforcement and maintain the existing roadway configuration.
- More community members expressed support for Design Option 1: Curbside Mobility Lane as they believe it is less complex and more consistent with existing roadway design in Vancouver than Design Option 2: Center Running Mobility Lane.
- There is a desire for more robust improvements, including the installation of traffic signals or roundabouts at large intersections on the corridor, concrete barriers, and filling existing sidewalk gaps.

For more information about Community Touchpoint #2, see the Phase 2: Design Options Community Engagement Summary – Online Outreach report.

Design Recommendation

Based on the analysis from the Existing Conditions and Future Conditions Reports and input provided in the Engagement Summaries for Phase 1, Phase 2: Touchpoint 1 and Phase 2: Touchpoint 2, there is confirmation and support to repurpose a travel lane in each direction that maintain acceptable levels of service on the corridor and achieve the project goals. From the community, stakeholder and TMC input received, there is more support for Design Option 1: Curbside Mobility Lane, so this is the design option that will be recommended for Public Hearing with the TMC.

Referenced Reports

- McGillivray Boulevard Safety & Mobility Project – [Future Conditions Report](#)
- McGillivray Boulevard Safety & Mobility Project – [Phase 2: Design Options Community Engagement Summary Touchpoint 2 – Online Outreach](#)

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
Emily.Benoit@cityofvancouver.us

MEMORANDUM

Hearing Date: February 6, 2024
To: Transportation and Mobility Commission
Subject: Complete Streets – SE McGillivray Boulevard Safety and Mobility Project Final Design Public Hearing Materials



Report Date: February 6, 2024
Hearing Date February 6, 2024

Proposal:	Improve safety and mobility for all users on SE McGillivray Boulevard in alignment with the Complete Streets Policy and project goals.
Location:	McGillivray Boulevard between SE Chkalov Drive and SE 164th Avenue, and SE Chkalov Drive between McGillivray Boulevard and SE 7th Street
City Staff:	Emily Benoit, Senior Transportation Planner, Community Development Department
Recommendation:	Recommend Design Option #1: Curbside Mobility Lane, to repurpose a travel lane in each direction on 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.

Background

The McGillivray 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 evaluated potential striping changes that can be implemented in conjunction with planned pavement preservation scheduled to occur in Summer 2025 on this corridor. The Project also identified other safety improvements and upgrades needed for implementation outside of the paving program to improve McGillivray Boulevard for people walking, biking, using a mobility device, and driving.

Project Phases

The Project began in Fall 2022 and is planned to conclude in Spring 2024, with paving and implementation planned for 2025. The Project had three phases with opportunity for community members to review technical work, share their input, and provide feedback to inform the final design.

Phase 1: Analyze the Corridor (Fall 2022 to Winter 2023): The project team evaluated how McGillivray Boulevard operates and how people travel on the corridor today. Input was collected to understand where people want to use the corridor to travel, how they want to travel and barriers to traveling to key destinations.

Phase 2: Develop Design Options (Winter 2023 to Winter 2023): The project team used information gathered during the Phase 1 to develop project goals and evaluation

framework, preliminary and draft design options, and evaluation of how the design options met the project goals. Feedback was sought in community conversations and online on how well the design options addressed the needs and desires for traveling identified in Phase 1.

Phase 3: Design Improvements (Winter 2024 to Spring 2024): The project team used information gathered in Phase 1 and Phase 2 to recommend a final design option. The final design and implementation milestones will be shared with community members and key stakeholders.

Project Goals

The project has three goals¹, developed from community and Transportation and Mobility Commission input gathered in Phase 1.

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.

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.

Goal #3 - Improve Intersections & Crossings: Improve safety and comfort at intersections and crossings on the corridor.

Technical Findings

The project team conducted technical analysis for the current existing and forecasted future conditions on McGillivray Boulevard.²

Existing Conditions: This focused on analyzing the corridor with an evaluation of the following topics:

- **Vehicles:** Existing traffic volume, intersection level of service (LOS), queueing, traffic signal warrants, and travel time
- **Safety:** Collision rate at intersections, collision hot spots, trends and contributing factors
- **Pedestrians:** Gaps in sidewalks and crossings, sidewalk width, location of marked crossings and curb ramps
- **Bicycles:** Existing facilities and Bicycle Level of Traffic Stress (BLTS) analysis

¹ For more information, see the McGillivray Boulevard Safety and Mobility Project – Phase 2 Update Memo from the Transportation and Mobility Commission meeting on December 5, 2023.

²For more information, see the Existing Conditions Report and Appendix and Future Conditions Report.

- **Transit:** Transit routes, location of stops, ridership, and dwell time
- **Illumination:** Identification of areas of the corridor that have poor lighting/visibility
- **Parking:** Capacity and utilization of the parking lane on McGillivray Boulevard

Key opportunities based on the current existing conditions include:

- Some space allocated to vehicles can be repurposed without increasing congestion.
- The most common types of collisions are likely to be reduced through traffic calming and improved channelization, which both help to reduce vehicle speeds.
- High utilization of on-street parking is limited to the segment between SE Talton and SE 136th Avenues.

Future Conditions: This analysis focused on forecasting traffic conditions in the mid-term (2035) and long-term (2045). The key takeaways below were considered when developing the design options:

- The Average Daily Traffic (ADT) or number of vehicles that use the corridor over a 24-hour period is well below the capacity for a two-lane roadway at just over 10,000 vehicles per day based on traffic counts collected in late 2022.
- The ADT is not forecast to exceed 13,000 before 2045, which is well below volumes needed to justify two travel lanes in each direction.
- In the near-term, a lane can be repurposed without substantially increasing delay or queueing at intersections or the time it takes a driver to travel between SE Chkalov Drive and SE 164th Avenue. Travel time through this segment is anticipated to increase by less than 30 seconds in the AM peak and approximately a minute in the PM peak.
- In the mid-term (2035), repurposing a lane would result in very little change for drivers during the morning commute hours (about 30 seconds in the AM peak). During evening commute hours, increasing congestion would result in a small increase of travel time (about a minute eastbound and less than two minutes westbound) due mainly to congestion at the SE Village Loop Drive intersection.
- Delays during the evening commute hours would increase in 2045 due to key intersections of SE Chkalov Drive and SE Village Loop Drive (about a minute eastbound and less than three minutes westbound).
- In addition to the SE 136th Avenue intersection, which was found to meet signal warrants under Existing Conditions, the SE Village Loop Drive intersection is forecast to meet signal warrants by 2035.

Community Engagement

Community engagement occurred in both Phase 1 and Phase 2³. A summary of the activities and key takeaways are in the tables below. Community engagement in Phase 3 begins with a final design option recommendation from the Transportation and Mobility Commission. In Phase 3, the Project team will share the final design option and expected implementation timelines with the community.

Table 1: Community Engagement Activities

Phase 1: Analyze the Corridor	Phase 2: Develop Design Options
Walk and Bike Audits	Community Conversations (small meetings)
Online Community and School Surveys and Interactive Map	Online Community Survey
In-person Open House	Tabling at Community Events
Presentations to Neighborhood Associations	Presentations to Neighborhood Associations

Table 2: Community Engagement Key Takeaways

Phase 1: Analyze the Corridor	Phase 2: Develop Design Options
Vehicle speeding is impacting all users.	Preference for enhanced separation between mobility lane and vehicle lane.
Intersection improvements are needed.	Preference for separation of space for people walking and riding bicycles.
People walk, bike, and roll today, but it's not comfortable for everyone.	Support for more space for people walking, riding bicycles and small mobility devices.
	Concern about driver education required for new roadway configuration.

³ For more information, see Phase 1 Engagement Summary and Phase 2 – Milestone One Engagement Summary and Phase 2 – Milestone Two Engagement Summary.

Design Options

In the beginning of Phase 2, three preliminary design options were developed.

Option #1: Curbside Mobility Lane

Option 1 would repurpose one vehicle travel lane in each direction to provide a 10-foot mobility lane next to the curb, intended for use by people walking and biking that would be separated from vehicle traffic by a parking lane and painted buffer with vertical delineators.

Option #2: Center Running Mobility Lane

Option 2 would repurpose one vehicle travel lane in each direction to provide a 10-foot mobility lane next to the center median allowing for consistent vertical delineators separating the vehicle travel lane from the mobility lane. Option 2 also features a 5-foot walking lane next to the curb in areas where there are no sidewalks.

Option #3: Shared Mobility Lane/Residential Access

Option 3 proposed the use of a residential access lane, separated from the vehicle travel lane by a four-foot concrete median, with access to this lane for vehicles only being provided at the beginning of the block and at one location mid-block. The lane would be intended for use by vehicles accessing residential driveways or parking, and people walking, bicycling, or using other small mobility devices. The residential access road would operate similar to how a frontage road serves residences and commercial areas adjacent to a higher-speed roadway.

Option 3: Shared Mobility Lane/Residential Access was removed in the beginning of Phase 2 due to community member and stakeholder concerns about driver education needs, confusion about the new roadway configuration and long-term maintenance.

Later in Phase 2, the two draft design options, Option 1: Curbside Mobility Lane and Option 2: Center Running Mobility Lane, were further refined and brought back to the community and stakeholders. Both draft design options would include intersection treatments to improve crossings for people walking and biking, including:

- High-visibility crosswalks to enhance visibility of pedestrians.
- Use of green paint to indicate where people biking should wait and cross at intersections.
- Addition of Rectangular Rapid Flashing Beacon (RRFB) at existing mid-block crossing.
- Use of vertical delineators to tighten turning radii, specifically for right-turning vehicles, to reduce vehicle speed in conflict areas with pedestrians.

Evaluation

Two design options were evaluated on their alignment with project goals and the corresponding evaluation criteria developed at the beginning of Phase 2.

Table 3: Design Option Evaluation Summary

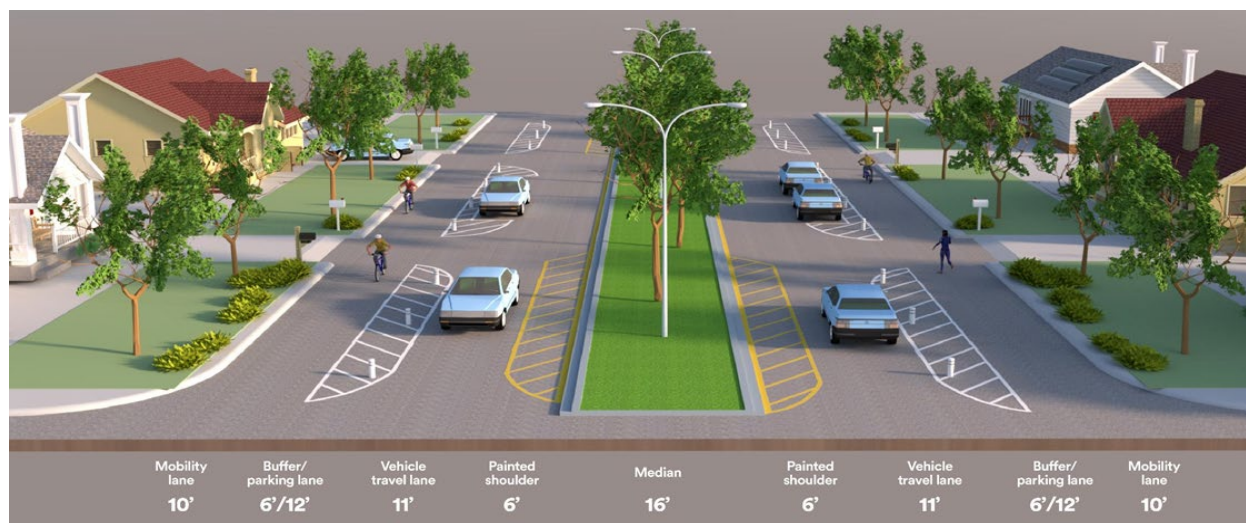
Project Goal	Option 1: Curbside Mobility Lane	Option 2: Center Running Mobility Lane
Lower Vehicle Speeds		
Improve Safety & Comfort		
Improve Intersections & Crossings		

Significant Improvement      No Improvement

From this evaluation⁴, **Option #1: Curbside Mobility Lane better achieves the project goals overall compared to Option #2: Center Running Mobility Lane.** Feedback from the community and stakeholder reflects an overall level of comfort and preference towards Option #1 as well.

⁴ For more information, see McGillivray Boulevard Safety and Mobility Project – Phase 2 Update Memo from the Transportation and Mobility Commission meeting on December 5, 2023.

Figure 1: Design Option# 1: Curbside Mobility Lane



Longer Term Recommendations

The Project has identified design options with striping changes and other interim ‘quick-build’ safety improvements to be implemented in coordination with upcoming planned pavement work. Other identified improvements that fall outside the scope and timeline of this Project, are longer term in nature and have additional funding needs are identified for inclusion in the Transportation Improvement Plan⁵ This includes potential changes to intersection controls (a traffic signal or roundabout) at the SE 136th Avenue and SE Village Loop Drive intersections if vehicle traffic increases in line with 10- and 20-year forecasts.

Prior Commission Review

In 2023, the project team met with the TMC seven times (February, April, May, June, August, October, December) to discuss the project goals, traffic analysis and findings, community engagement process and input, proposed design elements and evaluation of design options.

On March 6, 2023, the project team had a workshop with City Council to share about the project phases and community engagement. The project team also presented on the Project to City Council during the May 23, 2023 and October 16, 2023 Complete Streets Quarterly Update workshops.

⁵ The City’s detailed transportation improvement six-year work program that shows all future projects listed with detailed project sheets and funding status. For more information: [Transportation Improvement Program -The City of Vancouver, WA](#)

Recommendation

Project staff recommend TMC endorse Design Option #1: Curbside Mobility Lane, to repurpose a travel lane in each direction on 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.

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
Emily.Benoit@cityofvancouver.us

From: laurarndt@aol.com
To: [Kennedy, Rebecca](#); [Nischik, Julie](#); [Cooley, William](#); [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: McGillivray Boulevard Safety and Mobility project concerns
Date: Thursday, December 21, 2023 3:54:24 PM
Attachments: [Cascade Park Transportation committee letter.docx](#)

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We are requesting that this email be sent to the mayor, mayor pro tem, to each member of the Transportation and Mobility commission, to each member of the McGillivray safety and mobility project and any other person who may be involved on a city level, planning or development, that we are not aware of.

Please see our attached letter of concern regarding the McGillivray Boulevard Safety and Mobility project.

We are part of a group of residents that all have concerns about this project that we would like to discuss with City representatives. We do not feel that we were adequately included in the Phase 1 part of this project and do not feel like our voices have been heard.

Could we please request that our letter be read and that someone reach out to us to schedule a meeting that our group can plan to attend? We would appreciate someone who can attend, speak and ask questions about this project, and more than one person would be welcomed.

Since we can only send to the general city council email address, we are not sure that anyone on the council, the mayor or the pro tem mayor will receive this. If this email is passed along to the appropriate people, could someone reach out to us and let us know that please?

Thank you.

Joe and Laurie Arndt

To: City Council members, the McGillivray Safety and Mobility Committee, Project Leadership,

We are Joe and Laurie Arndt. We have lived on Park Street in Cascade Park for 44 years. We live across the street from the unmarked pedestrian crossing midway between 125th and Talton (Laver St to Park St.). We chose this neighborhood to raise our children in and have watched the traffic situation change over the years. We have some concerns about the proposed McGillivray Safety and Mobility project. We would like to address them.

- We received a postcard to participate in a survey on Be Heard. We did participate in this survey and signed up for updates on the website. We received no further communications following that. The Be Heard link is now disabled, but still on the website.
- We heard about the meeting at Wy'East in February 2023 from a neighbor, the day before the meeting. We had not heard about it before that time. We attended that meeting. We asked many speakers who were there how to get answers to questions. No questions were answered and we were dismayed to hear from them that it was "just a presentation, they were not there to discuss them". We again signed up to receive communications. We also filled out paperwork to request feedback from the committee, none was received.
- There were apparently several small group meetings in July. We did not know about any of them and were not able to participate. There were, apparently, community walks and biking with project members in 10/2022. We were not aware of any of these.
- We attended a Transportation committee meeting where the Phase 2 project was being presented. We spoke and asked questions again. Emily Benoit was present but offered absolutely no answers. When she was specifically asked what the budget was for this project, she said it was 2 parts and complicated.
- We attended a "meet your councilperson" function at the VIC, we sat at Sarah Fox's table. She was unaware of the project specifics and not prepared to answer any questions. She told us it was being handled by the Transportation and Mobility committee and it had not reached the council yet. She referred us back to them. The community engagement manager, William Cooley, was also present, but unable to answer questions.

We have reviewed the data listed on the McGillivray Safety and Mobility website. We, as residents of the community, and as homeowners that will be affected by these changes, have questions that deserve answers.

1. Why are there no sidewalks being considered for McGillivray? There are sidewalks from 136th to 164th (in need of repair), but they are missing from Chkalov to 136th. This would be the absolute safest way for pedestrians to travel the length of McGillivray. We think that people using mobility scooters would also travel safely on sidewalks. The data from the website mentions this is a problem outside of the scope of their consideration. Why? What is the plan for this?
2. Illumination in many spots along McGillivray is below acceptable standards. This is also mentioned as being "outside the scope of their consideration" and it shows it as a "long term need that will not be addressed by this project". Why is this project not addressing all the issues identified in the analysis? Who is addressing this and what is the time frame?
3. In all the meetings we attended, there were always significantly more bicyclists present than residents making comments. The age survey that is referenced in the survey was done in 2016, that data is now 7 years old. There are proportionally more homeowners that are affected, but it seems the bicyclists get as much or more consideration as the vehicle driving residents.
4. How, exactly, will decreasing traffic to one lane decrease the speeding on McGillivray? There is also nothing I can find on how the confusing intersections will be addressed. I do see the

drawing with the green striping, but green stripes won't address running of stop signs and not taking turns at 4 way stops. These designs appear to make bicyclists that need to make turns be at more risk by making them turn in front of cars. The evaluation says adding stop lights requires additional engineering, which is outside the scope of their proposal. Who is addressing this?

5. What is the plan for crosswalk enhancements, striping and lighting? What is the plan for removing some of the median plantings that obscure vision of pedestrians by traffic? There is mention that these were diverted in 2021 to this project. This is not addressed in these reports.
6. Traffic enforcement would definitely help the speeding situation. We were told there are only 4 traffic officers for the entire city. Traffic cameras and enforcement is a good way to extend policing without police presence on McGillivray. We were told the city council examined that option and voted against it years ago. It has not been considered since. This would be an excellent time to change the city laws to allow it. There are many areas of Vancouver that could benefit from camera enforcement. When we lived in Federal Way, they had camera enforcement at some of the most dangerous intersections and it helped immensely!
7. Reducing the median size and narrowing the traffic lanes could offer more street width and allow two vehicle lanes to exist along with improved bike and pedestrian lanes. The vegetation is becoming overgrown and needs to be attended to. Why not make a narrower planting strip with low vegetation?
8. Why won't the company making the proposals, the project manager and the committee sit down with residents to discuss, explain, and answer questions about this proposal and explain why some other obvious solutions can't be considered? Because of the budget? We have the option to speak at a committee meeting for 3 minutes, and that is all. If there could be some understanding of how things were considered and how the proposed changes would help, possibly there would be more acceptance. There may be suggestions offered that could be worthy of inclusion in the plan. Many residents feel there was no consideration given to resident needs, but much more consideration given to bicyclists when they are proportionally much lower in actual use of the corridor. We agree the bicyclists need to feel safe and there need to be changes to accomplish that objective. We want to be part of that discussion and solution.

We would respectfully request a meeting with the residents who actually live in Cascade Park, the Transportation committee and staff leadership, any council member to represent the city council, and the company that is responsible for the designs for the project, to address our concerns and answer our questions. We would like confirmation that this email was received and distributed as requested.

Thank you in advance for your consideration.

Sincerely,

Joe and Laurie Arndt

12621 SE Park St

360-607-2761 - Joe cell

360-513-1411 – Laurie cell

From: [Bob Fulgaro](#)
To: [Lopossa, Ryan](#)
Cc: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); Emily.Benoit@cityofvancouver.us
Subject: McGillivary paving design
Date: Sunday, December 31, 2023 3:40:48 PM

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This is in regard to the proposed single lane design for McGillivary Blvd. A single lane design is bad for so many residents in this neighborhood. It will affect access to our driveways. It will hinder garbage and recycling pick up, mail delivery, emergency vehicles, school bus routes and parking space along McGillivary. It will also cause increased traffic congestion and road rage. For me, I would not be able to turn left onto McGillivary from my residence. I would have to make a u-turn at Chkalov which is very busy and unsafe. Drivers would tailgate and I would not be able to move out of the way with a single lane of travel. The intersections along McGillivary would become congested and much more dangerous. The single lane of travel will slow the travel of emergency vehicles trying to travel to residences in this area. Not to mention the cost to tax payers for this poor design.

Robert Fulgaro
Sent from my iPhone

From: [Judy Ellis](#)
To: [Nischik, Julie](#)
Subject: McGillivray Project
Date: Monday, January 1, 2024 6:19:13 PM

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Are you guys insane?? Cutting McGillivray Blvd down to one lane is a death wish. The traffic is horrendous now and no one stops at the stop signs now..... Can you imagine an older person holding up a mile of traffic behind them? You will regret this decision in oh so many ways! Road rage would be number #1 concern..... Plus buses stopping and mailman.... You would be putting people at risk..... Don't do it!! JUDY L Ellis

From: [M.K](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Cc: [Audrey McLain](#)
Subject: McGillivray Mobility and Safety Improvement Support
Date: Tuesday, January 2, 2024 5:45:17 PM

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Hello,

I live at 12620 SE McGillivray Blvd., and I am in favor of the mobility and safety improvements for the corridor. While I have attended several meetings on this topic, I am reaffirming my support due to a contingent of citizens that are not in favor of making changes to the corridor. While I agree with some of their arguments, they do not have an alternative proposal to ensure the safety of the corridor for all users, including residents. They are however using social media and neighborhood canvassing to raise awareness to oppose the changes, some of the rhetoric is not based in fact. Please approve a design that ensures safety and usability for all citizens while protecting the neighborhood and its residents. I am asking you as a concerned resident, husband, parent, and friend of family pets. If the corridor safety is not improved, my family will look to move out of the area and turn our home into a rental.

Very Best,
Michael J. Kean
E: michael.kean46135@gmail.com
C: (765) 719-2237

From: [Jenna Edwards](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: McGillivray Blvd
Date: Wednesday, January 3, 2024 8:39:14 AM

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Good morning,

As per the preposed narrowing of McGillivray blvd., Perhaps the council has not considered a few things that directly affect those residents along said street. Just yesterday, our wonderful city landscapers did an excellent job of pruning, cleaning, and planting our medians. This blocked traffic in both the center and parking/bike lanes and caused a bottleneck down the street (let alone the danger to the bikers). This was a first-hand look at the chaos that could result in narrowing an already busy street.

Also, now that school is back from winter break, the buses (both school and transit) were causing backup because there was no place for drivers to maneuver.

Having said that, I will concede that something should be done to make McGillivray safer. People do not respect the speed limit and the MPH automated caution signs do little to deter unsafe driving. Perhaps a police presence (even if it is limited) could encourage safer driving and speeding tickets would add to city revenue. Just a thought.

Thank you and have a great day,
Jenna Edwards
1809 SE 145th Ct.
Vancouver, WA

From: Jr
To: City Council; Lopossa, Ryan; Transportation and Mobility Commission Agenda Calendar; Benoit, Emily
Subject: Urgent Appeal to Preserve Existing Traffic Lanes
Date: Thursday, January 4, 2024 2:07:26 PM

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Dear City Council/Transportation & Mobility Commission,

I hope this letter finds you well. I am writing to express my concern regarding the proposed changes to the traffic lanes on McGillivray. Having been a resident for 19+ years, I have witnessed the evolution of our cityscape, and I believe that the current traffic lane configuration plays a crucial role in maintaining smooth traffic flow and ensuring the convenience of commuters.

The existing lanes have been designed with careful consideration for the city's unique traffic patterns, and any drastic alterations might disrupt the equilibrium that has been achieved over time. Preserving the current traffic lanes will not only sustain the efficiency of our transportation system but also prevent potential congestion and inconvenience for residents and visitors alike.

I understand the need for progress and development, but I urge you to weigh the potential benefits of changing the traffic lanes against the possible drawbacks. A thorough assessment of the existing system and its positive impact on our community should be taken into account before making any decisions. Examples -

Homes with driveway access on McGillivray Garbage pickup Mail delivery Emergency vehicles School bus routes Parking
Safety of bicycles Increased traffic congestion Road rage

Moreover, I encourage you to solicit input from the community through public forums or surveys. This will allow residents to voice their opinions and contribute valuable insights that may aid in finding a balanced solution that meets the needs of the majority.

In conclusion, I kindly request that you reconsider the proposed changes to the traffic lanes and opt for preserving the current configuration. This will not only maintain the harmony of our city's infrastructure but also demonstrate a commitment to the well-being and satisfaction of its residents.

Thank you for your time and consideration. I trust that you will make the decision that best serves the interests of our community.

Sincerely,

Jarrett Rubelt 1514 se 120th ave Vancouver WA 98683 503.936.6407

From: [Andrew Adams](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Road Project
Date: Thursday, January 4, 2024 3:37:58 PM
Attachments: [McGillivray letter.pdf](#)

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Sir: Attached you will find my thoughts on what I consider an ill-advised change to the traffic patterns on McGillivray Blvd,

Andrew Adams

From: [Karla Smith](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Proposal
Date: Friday, January 5, 2024 3:12:12 PM

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I am a homeowner at Fairway Village. I oppose your proposal for a one lane road on either side of McGillivray. Why would a proposal such as this even be considered? IT would lead to more traffic frustration, less safety for bus routes and problems for everyday traffic. Please consider the intersection of McGillivray and Village Loop. It is very dangerous as cars don't take turns since the turning is so wide. It needs a traffic circle or lights.

Karla Smith
Sent from my iPad

From: [Andrew Adams](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Fwd: McGillivray Road Project
Date: Saturday, January 6, 2024 6:34:57 PM

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Sir - this is my second email on this subject.

The other day I drove on MacArthur and realized that the layout of MacArthur is exactly what this project is trying to do to McGillivray.

I did not see any numbers on traffic usage on McGillivray so I assume none were done. Did anyone stop to think to compare usage on the two streets to see if they were comparable? If they are comparable, it would be logical to assume that the traffic flow on McGillivray is similar to MacArthur. If they are not comparable, I would think someone might think 'maybe this is not such a good idea'. In my driving on both streets, the traffic on MacArthur is much less than the traffic on McGillivray

Use common sense - many people shop in the area of 165th and McGillivray. People who live down McGillivray and its side streets as far as 136th Ave - all use McGillivray to access those shops. Is it wise to divert that traffic to Mill Plain?

After all the one stated goal of the project is to 'evaluate how McGillivray Boulevard can better meet the needs of people walking, biking, using a mobility device, and driving'. It does not say 'reduce driving on McGillivray' or 'increase traffic on Mill Plain'

As I indicated in my earlier note - this looks like a solution in search of a problem. It has all the appearances of that a decision about traffic on McGillivray has been made and now must be justified. Is that how government is supposed to work? Or is it supposed to work for the residents of the area?

Andy Adams
3409 SE Baypoint Dr
Vancouver

From: [Jason Cromer](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Comment on McGillivray Project (To the City Council and the TMC)
Date: Monday, January 15, 2024 11:56:04 PM

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Hello City Council members and members of the TMC,

I wanted to write to you in support of the two options for the McGillivray project. Right now, that corridor is very dangerous, and doesn't offer people the freedom to safely walk or bicycle down it.

I've heard some people have pushed back stating that they don't want changes for this road and to keep it car-centric, but the truth is that this corridor is a public corridor for everyone to use, not just car users.

As our city grows in population and density, we absolutely must look to the future and update our city so we are prepared for the influx of population. We already know that cars are the most [inefficient mode of transportation](#), and so by not updating our roads, we are actively making them worse for future residents. We must give people the freedom to choose how they travel, and to give them options that are safe. We must also prioritize methods of transportation that are efficient, cost-effective, and safe, all of which personal vehicles are not.

As someone who uses this corridor, and has friends who live in the area, most nearby residents are fully in support of this and do not agree with the small group of those who would rather keep the status quo. In every urban project around the world, there will always be a small handful of loud voices that speak against it. However, I would urge you to look to our future and envision how great of a success this project will be for our growing city, especially as more and more people take transit, walk, and bicycle. It's imperative that our streets become safe for all users, and become efficient modes of moving people like they are in other first world countries. Thank you.

Best,
Jason

From: [T Clock](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Cc: phil.landesburg@gmail.com; [Otto Papasadero](#); [Katherine Clock](#)
Subject: Save McGillivray Blvd. from ill-conceived wasteful TMC design; some observations and priorities
Date: Tuesday, January 16, 2024 1:02:38 PM

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Dear Ladies & Gentlemen:

We attended a presentation by the TMC on November 6, 2023 of the two proposed redesign options for McGillivray Blvd. Public feedback given at that forum was **unanimous opposition** to both of the paving design proposals.

As you know, there are more than 4,000 tax paying senior citizens in Fairway Village and Touchmark Village who make daily use of the McGillivray arterial. *We find the present configuration of four lanes divided by a median to be preferable to the redesign plans offered.* In our opinion the proposed designs are based upon flawed assumptions AND mistaken usage priorities.

We do believe that multi-use safety can be improved by installing signal lighting at SE 136th and at SE Village Loop intersections on McGillivray. Considerable bicycle and pedestrian use at these locations augurs for traffic and crosswalk signal lights. The same logic would also argue for a school crossing and turn signal at Blairmont Avenue.

We also think that a multi-use mobility lane might be beneficial on McGillivray **between 136th and Chekalov. In this corridor curbside parking could be prohibited during business and commute hours (e.g., 7am- 7pm).** This frees space for enhanced and safer multi-use which is critical since public sidewalks are absent in parts of this stretch of McGillivray.

Thank you for your attention to our concerns. We will be attentive to the outcome of your deliberations.

Regards,
Thom & Katherine Clock
2913 SE 161st Ave,
Vancouver, WA 98683

From: [j_mayo](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Support for the McGillivray project
Date: Tuesday, January 16, 2024 1:48:58 PM

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City Council & Members of the TMC,

I'm writing to voice my support of the proposed changes to McGillivray.

Safe options for non-automotive transportation (i.e. walking & biking) will not only make the corridor more inclusive, but will pave the way ;) for a more environmentally- & people-friendly city as the population continues to grow.

Expanding beyond the default of car-focused infrastructure will make for a more enjoyable boulevard for everyone, which means a happier, safer, and more connected community.

Thank you,
JP Mayo

From: [Dev](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Date: Tuesday, January 16, 2024 1:49:37 PM

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City Council and members of the TMC,

I write to you today to show my support for the McGillivray project (specifically option 1).

We cannot, and I repeat **cannot**, put off building infrastructure that'll support our needs in the future. We're a fast growing city, and if we don't allocate more space for walking, bicycling, and transit, we will become another LA: suburban sprawl where a 3 mile trip will take 45 minutes of bumper to bumper traffic instead of a 10 minute bicycle or bus ride.

Let's instead aim for the lessons other cities have taught us: Give equal (or even greater) priority and space to walking, bicycling, and transit, and you won't have any traffic jams or safety issues. Give people the freedom to choose how they get from A->B, and let's break the status quo in assuming that the expensive, dangerous, and inefficient mode of driving a personal vehicle is somehow our future, despite all data and real-world examples showing it isn't.

Thank you.

Kindly,
Dev

From: [Cycle Vancouver WA](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Support the McGillivray Project! (City Council and TMC)
Date: Tuesday, January 16, 2024 5:02:29 PM

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Dear City Council and members of the TMC,

Our organization (Cycle Vancouver) would like to officially state our support for the upcoming changes outlined in the McGillivray project. We support either Option 1 or Option 2, and agree with most of the voices that the city desperately needs to transform its layout in order to modernize and give more options to the forms of transportation that residents can use.

Car-centric development is prohibitively expensive, restrictive, dangerous, and as costs to maintain and expand roads increase exponentially as population grows, the throughput of personal vehicle traffic remains stagnant, or even decreases due to Induced Demand. I'm not sure about you, but a future where Vancouver is laden with freeways, 4-6 lane roads, heavy traffic, and parking lots is not a Vancouver I'd like to live in.

Instead, if we invest in walkable neighborhoods, robust and connected bicycle infrastructure, and robust and reliable transit, we can instead turn Vancouver into an urban forest, where most people can get around via walking, bicycling, and transit, and avoid driving altogether, saving north of [\\$10,000 each year, per person](#) (average cost of car ownership). It would also allow us to reduce the footprint of roads and parking lots, allocating more space towards greenspace, housing, public spaces for people to eat, walk, and shop, and wildlife preservation. This would generate much more taxable income for the city, support small businesses and our local economy, and reduce personal costs and burdens for individuals.

Support the changes on McGillivray, and please strive to push Vancouver into a modern era, and not a 1960's magazine ad for GM.

Thank you,
Cycle Vancouver WA

From: [Pierre M](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Project
Date: Tuesday, January 16, 2024 7:43:11 PM

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Hello City Council members and members of the TMC,

I am simply writing a brief message to show my profound support of the two options for the McGillivray project. It is imperative we grow as a pedestrian friendly community allowing plenty of walking and biking options to and from family run cafes, restaurants, shops, etc. You have my support!

Cheers!

Pierre M

From: [Azra Rosna Alkan](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Project
Date: Tuesday, January 16, 2024 7:49:05 PM

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Dear Council Members,

I am writing to express my strong support for the McGillivray Project as a resident who walks, drives and rides. The current state of the corridor is concerning, and the lack of safe options for non-vehicular traffic is alarming.

The project promises to enhance safety for pedestrians and cyclists, which is critical as our city evolves. With a growing population, it is essential to offer diverse and efficient modes of transportation, and this project is a step in the right direction.

The opposition may be vocal, but I believe they are a minority. The majority of us foresee the long-term benefits and the positive impact on our community's health and safety.

I urge you to consider the future needs of our residents and move forward with the McGillivray Project.

Thank you for your time and consideration.

Azra Rosna Alkan
330 E Mill Plain Blvd, 98660, VA, WA

From: [Chuck Smith](#)
To: [Nischik, Julie](#)
Subject: The McGillivary take over..
Date: Thursday, January 18, 2024 1:33:11 PM

You don't often get email from nwhoss41@gmail.com. [Learn why this is important](#)

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I live just south of 125th & McGillivary and drive McGillivary every day. It doesn't matter how many lanes you add or take away it will not prevent the speeding or the continued traffic violations that occur on a daily basis.. What you and the city council are failing to address is the lack of enforcement by the police.. The city has not returned the motorcycle units to the Police Dept. who's sole job was traffic control, to my knowledge the police don't even use a unmarked patrol car to do traffic control.. To slow down traffic you need to write traffic tickets, when the word gets around you watch how fast it slows down traffic...The people of cascade park don't want less lanes of traffic. what we want is more enforcement on McGillivary to ticket the violators... PLEASE DO NOT CHANGE MCGILLIVARY wE ARE HAPPY THE WAY IT IS..

From: [John and Joyce](#)
To: [Nischik, Julie](#)
Subject: McGillivray
Date: Thursday, January 18, 2024 2:35:45 PM

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Hello,

I know my opinion will make no difference in the plans our City has for McGillivray.

I live on 125th. I am a walker and 4-5 miles of my 6-7 mile walks are on McGillivray. The only safety issue I see are the drivers. Speeding, not stopping for stop signs, not watching for folks in the cross walks.

If you change McGillivray to single lanes you will be having issues from the speeders behind the driver doing the speed limit. With the amount of apartments, yes the parking lane is needed. Those coming out of the driveway will have an issue because of single lane traffic. You are looking a bikers, seldom do I see a group, many of my walks I only see 3-4.

Please do a true study of McGillivray.

Thank you,
Joyce

I have been told by a friend that he has been passed on McArthur by a driver using the bile lane because he was slow doing the legal limit.

From: [M.H](#)
To: [Nischik, Julie](#)
Subject: Street improvements
Date: Thursday, January 18, 2024 4:07:02 PM

You don't often get email from mikehfleming@gmail.com. [Learn why this is important](#)

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I live off McGillivray blvd. Why are there endless meetings to determine the design of the needed improvements? For the love of God, get to work and do the dam thing! Don't you have experts on staff? How many public meetings are needed?

Thank you

Mike Fleming

From: [Robert Hoffman](#)
To: [Nischik, Julie](#)
Subject: McGillivray project
Date: Thursday, January 18, 2024 5:23:13 PM

You don't often get email from hoffmanrr77@gmail.com. [Learn why this is important](#)

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Have lived here since 1984 from Portland where I was born and raised.

I remember then that CASCADE PARK WAS JUST THE PLACE TO BE.
NOT SO NOW.

My home does not front McGillivray, but my side yard does.

I really appreciate how clean the streets are. and the landscaping being well groomed.

What are the two biggest problems with McGillivray that your professional group has identified that has promoted this project at my expense.

ROBERT 503 7001 6639
2104 SE PARK CREST AVE.
Hoffmanrr77@gmail.com

From: [Karen McDonald](#)
To: [Nischik, Julie](#)
Subject: McGillivray streets
Date: Friday, January 19, 2024 1:22:29 PM

You don't often get email from kalena5167@gmail.com. [Learn why this is important](#)

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I live between Mill Plain and McGillivray streets connecting with Park Crest Boulevard. I use McGillivray every day as a connection to get to those streets. If they make this street a 1 lane on each side, it will be very busy and unsafe for pedestrians and drivers alike. Not to mention the back-up traffic on both sides that will not be conducive to safety for the community.

If there's back-up traffic, I worry that people will start to find other means to get off that street, maybe in an unsafe manner.

Please leave the McGillivray streets as they are - 2 lanes on each side - so that we can be safe.

Thank you.

Karen McDonald

From: [Vera Rasmussen](#)
To: [Nischik, Julie](#)
Subject: MacGillivray street project
Date: Sunday, January 21, 2024 5:47:04 PM

You don't often get email from verarazz@gmail.com. [Learn why this is important](#)

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1. Painted lines do not create a physical barrier, only a visual barrier.
- 2 A Pedestrian walkway along a thoroughfare should not be located next to a parked car lane for safety reasons.
A pedestrian can damage parked cars, virtually unseen by passing traffic.
A person(s) waiting in a parked car can easily kidnap a pedestrian-much more so than if the person were on a sidewalk separated by a berm.
3. The striping is very confusing and unconventional.
4. High visibility crosswalk lines make the 'crosswalk' easier to see. The lines DO NOT make those walking, biking or using mobility devices easier to see. Requiring non-motor vehicular traffic (walkers, bikers, mobility device users) to utilize reflective gear makes them easier to see.
5. In order for people using this thoroughfare to know what lane they are supposed to use, more visual aids will be required. Visual aids would include cars and trucks painted on the vehicle lanes, No parking and parking allowed signs on the white stripped areas, bicycles painted on their appropriate lanes, people walking painted on their lanes, and mobility devices painted on their appropriate lanes throughout the length of the proposed area of changes.
5. How much would it cost to add high visibility crosswalks, implement reflective gear requirements (even providing reflective sashes as a part of an education component, similar to the initial requirement to wear a helmet when biking), install speed cameras-that automatically ticket those who are speeding, and adding speed bumps vs the 2 draft proposals?

concerned citizen
Vera Rasmussen

From: [Mike Shaw](#)
To: [Benoit, Emily](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#)
Cc: [Mike Shaw](#)
Subject: Fwd: Proposed McGillivray Boulevard changes
Date: Sunday, January 21, 2024 10:47:10 AM
Attachments: [McGillivray - Letter to City 1-19-2024.docx](#)

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----- Original Message -----

From: Mike Shaw <bcinc8@comcast.net>
To: "anne.mcenernyogle@cityofvancouver.us"
<anne.mcenernyogle@cityofvancouver.us>, "kim.harless@cityofvancouver.us"
<kim.harless@cityofvancouver.us>, "diana.perez@cityofvancouver.us"
<diana.perez@cityofvancouver.us>, "bart.hansen@cityofvancouver.us"
<bart.hansen@cityofvancouver.us>, "ty.stober@cityofvancouver.us"
<ty.stober@cityofvancouver.us>, "sarah.fox@cityofvancouver.us"
<sarah.fox@cityofvancouver.us>, "sarah.dollar@cityofvancouver.us"
<sarah.dollar@cityofvancouver.us>
Cc: Mike Shaw <bcinc8@comcast.net>
Date: 01/20/2024 7:03 PM PST
Subject: Proposed McGillivray Boulevard changes
Dear Mayor and Council,
Attached is a letter outlining why the proposed changes on McGillivray
Blvd are unacceptable.
Please review and let me know your thoughts.
Thank You
Mike and Cindy Shaw

January 20, 2024

Michael Shaw
Cynthia Streeter Shaw
1712 SE 124th Ave
Vancouver, WA 98683
360.254.3287

Dear Councilor and Mayor,

We are writing to you regarding the McGillivray Boulevard Safety Project.

As Cascade Park residents, homeowners and tax payers, we are totally against the proposed changes that Emily Benoit and the TMC has presented to the community.

Most of my neighbors have never heard of this project and are shocked by the proposal when they do learn of it. We have attended 4 neighborhood meetings. Of residents attending these meetings, over 98% expressed opposition to the changes.

The City has not made an adequate effort to address the needs and preferences of the Cascade Park Community.

Most residents agree that we would like to see speeds reduced on the McGillivray corridor.

However, the City has only presented two choices, both reducing the present 4 lanes into one lane, each direction.

We would like to see a third option presented that would keep McGillivray 4 lanes.

A better solution could include:

Speed Enforcement

Pedestrian Crossing Lights

Sidewalks

Speed Enforcement cameras, Citation cameras, Photo radar

Automated enforcement is a proven tool!

Among 2021-2022 data taken from a summary distributed by the Portland Bureau of Transportation confirmed “that speeding over the speed limit as of 2022 has dropped 71%” and “top-end speeding (more than 10 miles over the speed limit) has dropped 94% at locations where fixed radar had been installed.

The results are outstanding and demonstrate the value of this tool.

This one solution could be a win/win for residents and all people who use the McGillivray corridor for transportation. If our laws need revision to allow these speed enforcement cameras within the City of Vancouver, it should be addressed especially since the number of traffic officers has been reduced to 4 officers for the entire City.

Pedestrian Crossing Lights

Pedestrian crossing lights are a benefit to all.

They improve the safety and security of all road users spanning different ages and abilities, including wheelchair and other mobility users.

Flashing light crossings and in-road flashing lights illuminate road crossings, increase the visibility of children and walkers by motorists, especially at large intersections and near schools where volume is high.

A major component of changes to McGillivray should be making it easier and safer for walkers to transit the corridor as well as making it easier for drivers to identify pedestrians.

Sidewalks

Adding sidewalks from Talton to Chkalov, the ONLY area on McGillivray where sidewalks are missing.

This would complete the entire corridor and make it accessible to walkers which provides separation from the travel lanes. Accessibility for everyone would then be accomplished as bike lanes are already established.

These options we have presented to you:

Lower Vehicle Speeds – Speed enforcement cameras

Improve Intersections- Pedestrian crossing lights

Improve Safety and Comfort – Completion of sidewalks

We are requesting that **the City does not approve or endorse** any of the proposed options presented by the Transportation Mobility Commission. We do not support the options provided by the TMC as they are little more than a striping project which disrupts the intended use of the corridor. Rather we would like to see an option that addresses reduced speed and safety in a meaningful way.

We are requesting that the TMC present a third option to the Cascade Park residents that includes keeping McGillivray 4 lanes.

Sincerely,

Mike and Cindy Shaw

From: [DeLayne Brown](#)
To: [Nischik, Julie](#)
Subject: McGillivray and 34th st
Date: Friday, January 19, 2024 4:50:53 PM

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Please allow other options to be voiced by Save our Streets committee members - citizens who truly care about the direction of our city. These people would not be not “ cherry picked “ steering committees who are selected to give the input the city wants to achieve their climate change and carbon goals. . Consideration has been given ONLY to future carbon policy of the state and Federal government mandates. We feel any safety concerns and “ calming “ on both streets can be addressed without changing the current 4 lane plans.

These roads will not best serve the public’s need if their laneage is reduced. How can future development continue in an orderly fashion without smooth flow of traffic? The reality of the car is going to be with us for quite some time as we figure out EV efficiency and practicality. Why change these streets prematurely ?

The crowding and response time of emergency vehicles MUST be addressed as well. Have you thought about you or your loved one waiting for an ambulance, while their vehicles wait in heavy traffic with no extra lane ? This is simply not good sensible planning . Thank you for your time

DeLayne Brown

From: [R. F.](#)
Cc: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: Regarding plans to reduce street lanes across Vancouver
Date: Monday, January 22, 2024 11:28:37 AM

Some people who received this message don't often get email from raina79@msn.com. [Learn why this is important](#)

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Hello,

I am writing to express my concern with reducing lanes in Vancouver. I am only now hearing of changes to reduce lanes on streets adjacent to my house.

I am against any lane reductions to SE Vancouver (34th, McGillivray, and nearby). Most of my neighbors were shocked and had no knowledge of the city's plans, especially considering the growth of our specific area. I plead with you to reconsider your plans and focus on the health of seniors, students, or families who rely on their own transportation for security and safety. I recognize the city does not want people to drive and will force them to use the bus or walk. When was the last time you were on a schedule and had to take the city bus from downtown to east Vancouver?...or would you put your child on the city bus alone? This is not a realistic, timely, or safe travel option for many people. Reducing lanes would only cause more traffic, collisions, and pedestrian accidents. I am extremely concerned for kids who walk/bike to schools that cross 192nd and 164th. It seems your plan will only create more backups at rush hour and school start and stop, especially during garbage/recycling days or with city and school buses. What is your solution for loss of parking on McGillivray and near schools or parks during events? I am frustrated with the city's lack of communication and feel the counsel has been tone deaf when it comes to the desires of the people.

R. Fellows

From: [Stephanie Manning](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: SE McGillivray
Date: Monday, January 22, 2024 9:01:03 PM

You don't often get email from stephmanning123@live.com. [Learn why this is important](#)

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To whom it may concern,
I am a resident that lives off of 102nd and SE McGillivray Blvd, I am highly concerned with the traffic revision. I drive SE McGillivray Blvd daily and I know if you cut this down to 1 lane it is going to cause problems with my commute time especially on weekday mornings when parents are trying to get their children to WyEast and Mt. View High schools. I also travel this street many Saturday mornings I am driving my child across town for sports. Being a parent is hard enough, adding a plan to convert the street to 1 lane each direction is just going to add extra stress to the typical stress we have every morning getting our kids off to school!

Please reconsider the traffic plan for residents that use this street daily. SE McGillivray is perfectly fine the way it is!

Stephanie Manning
503-756-4714
SE 102nd Ave
Vancouver, WA 98664

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From: [John and Joyce](#)
To: [Nischik, Julie](#)
Subject: McGillivray
Date: Monday, January 22, 2024 5:22:52 PM

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Hi Julie, me again.

Ice gone, did my walk today, 6.14 miles, about 5 of those are on McGillivray.

* I did not see one bike.

*2 cars did not stop at stop sign at 4 way stops.

Safety your issue, with the apartments and homes on McGillivray one lane each direction will be a mess.

IT'S THE DRIVERS. Solution, need law enforcement.

Joyce

From: [William Ball](#)
To: [City Council](#); [Lopossa, Ryan](#); [Transportation and Mobility Commission Agenda Calendar](#); [Benoit, Emily](#)
Subject: Strong Opposition to the Proposed Redesign of McGillivray Boulevard
Date: Tuesday, January 23, 2024 8:00:26 PM

You don't often get email from williamball@williamballlaw.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Members and Members of the Vancouver Mobility Commission,

I am writing to express my strong opposition to the proposed redesign of McGillivray Boulevard in Vancouver. As a concerned resident and advocate for community development, I firmly believe that the current design lacks significant improvements, particularly the absence of sidewalks, which are essential for pedestrian safety and accessibility.

One of the major concerns with the proposed design is the reduction of traffic to a single car lane in each direction on McGillivray Boulevard. While I understand the intentions behind this change, it is my view that it will result in increased congestion and inconvenience for both motorists and local residents. Moreover, the drastic nature of these changes has raised concerns about the impact on the Cascade Park community.

It is disheartening to note that the City did not make an adequate effort to communicate these proposed changes to the Cascade Park community or consider the needs and preferences of its residents. Community engagement and inclusivity are paramount when making significant alterations to infrastructure that directly affect the lives of the people residing in the area. Fortunately, this proposal was brought to my attention through efforts of other concerned neighbors.

Furthermore, I believe there are numerous alternative approaches available that can achieve the desired objectives without compromising the existing traffic flow and pedestrian safety. It is crucial for the Vancouver Mobility Commission to reassess the current proposals and go back to the drawing board, considering alternative designs that address the concerns of residents while still incorporating necessary improvements. Many of these alternatives have been presented by Vision Zero in Portland.

I respectfully request that the City Council of Vancouver Washington and the Vancouver Mobility Commission take urgent action to reevaluate the proposed redesign of McGillivray Boulevard. Meaningful dialogue must be fostered between the City and the Cascade Park community to ensure that any modifications align with the needs and preferences of residents, while improving overall safety and accessibility in the area.

Thank you for your attention to this matter. I trust that you will carefully consider my concerns and take appropriate action to rectify the situation. I look forward to hearing from you regarding this important issue.

Sincerely,

William Ball

1407 SE 120th Ave.

Vancouver

From: [Robert Hoffman](#)
To: [Nischik, Julie](#)
Subject: Fwd: McGillivray project
Date: Wednesday, January 24, 2024 4:21:59 PM

You don't often get email from hoffmanrr77@gmail.com. [Learn why this is important](#)

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What are the reasons for changing McGillivray. How much to date has been spent by me the taxpayer

THIS IS MY SECOND EFFORT TO CONTACT YOU FOR FACTS.

WILL BRING MY RESOURCES TO THE HEARING AND MY ATTORNEY SO I CAN GET SOME ANSWERS.

----- Forwarded message -----

From: **Robert Hoffman** <hoffmanrr77@gmail.com>

Date: Thu, Jan 18, 2024 at 5:22 PM

Subject: McGillivray project

To: <julie.nischik@cityofvancouver.us>

Have lived here since 1984 from Portland where I was born and raised.

I remember then that CASCADE PARK WAS JUST THE PLACE TO BE.
NOT SO NOW.

My home does not front McGillivray, but my side yard does.

I really appreciate how clean the streets are. and the landscaping being well groomed.

What are the two biggest problems with McGillivray that your professional group has identified that has promoted this project at my expense.

ROBERT 503 7001 6639
2104 SE PARK CREST AVE.
Hoffmanrr77@gmail.com

From: [Elizabeth R. Mahedy-Burke \(Libby\)](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [Joseph Burke, CEO](#)
Subject: McGillivray Blvd. Proposed Changes
Date: Sunday, January 28, 2024 7:42:25 PM

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To whom it may concern,

I am writing to give record to concerns about the proposed changes to McGillivray Blvd. traffic flow. As it stands now, the amount of bicycle traffic does not seem to warrant the proposed changes. The same applies for people walking. There is bicycle activity and people do walk the boulevard but not at a level requiring the major changes proposed.

In terms of slowing traffic, would it not just be better to add a signal at the intersection of Village and McG to slow that rather dangerous intersection. In now way would most of us as residents wish to see a round-about-there. Round-about diversion would actually increase danger to pedestrians at that intersection because it would be difficult to create cross-walks.

Another idea might be to add two more electronic speed measuring devices as is currently located closer to Chaklov. Perhaps two more are needed between that point and 164th.

What ever is decided as residents of the area we would not like to see any reduction in the flow of traffic because of the sheer number of us that need that artery to access our various neighborhoods. It is a long stretch of heavy residential developments as well as apartment complexes.

It would also perhaps to advisable to add a signal at the intersection that services the schools. There is a danger at that intersection during school bus hours.

We appreciate the committee taking in the general concerns of residents.

Elizabeth Mahedy
Homeowner in Cascade Park for 10 years

From: [Lisa C](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [L Chad](#)
Subject: 34th St & McGillivray
Date: Monday, January 29, 2024 6:05:32 PM

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City Council & Transportation, we & many many others do NOT want the four lanes changed to two lanes! Vancouver is growing exponentially & you are reducing lanes to accommodate bikes?? Unacceptable & not reasonable!

The number of pedestrians, bus riders, and bicyclists do not match the number of drivers needing access to road space. You will be creating unsafe driving conditions & creating more road rage incidents. Any major changes like this should be presented to the people and voted on. Residents are complaining about changes on 1st Street and saying it's an accident waiting to happen. We don't want Vancouver turning into Portland.

Lisa Chadek
East Vancouver

From: [Sonya Zalubowski](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Fwd: McGillivray road proposal
Date: Monday, January 29, 2024 6:31:28 PM

You don't often get email from szalubowski@gmail.com. [Learn why this is important](#)

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Sent from my iPad

Begin forwarded message:

From: Sonya Zalubowski <szalubowski@gmail.com>
Date: January 29, 2024 at 6:08:06 PM PST
To: City Council <council@cityofvancouver.us>
Subject: Fwd: McGillivray road proposal

Pls register my comments below against your proposal to eliminate lanes for cars on mcgillivray and any other affected streets to convert them to bike pedestrian only lanes. How many bikers and bus passengers are there vs car drivers?
Sonya Zalubowski

Sent from my iPad

Begin forwarded message:

From: Sonya Zalubowski <szalubowski@gmail.com>
Date: January 29, 2024 at 1:06:37 PM PST
To: anna.quintrell@cityofvancouver.us
Subject: McGillivray road proposal

Hi Anna

Not sure you are the way to contact city council or whomever re the proposal to take out lanes for cars to create new bike and bus goer lanes but hope you can onpass my comments on the mcgillivray proposal.

I'd like to know the numbers of drivers that use the road vs number of bikers and bus goers. It doesn't make sense as the city packs in ever more apt buildings in east Vancouver to reduce traffic routes. It only adds to the discomfort the density already inflicts.

I know the laudible wish to reduce carbon emissions but there are many peep out here like me, 80 years old and totally unable to hop a bike or walk all the way to a bus stop.

Thnx

Sonya Zalubowski

East. Vancouver resident

Sent from my iPad

From: [Won Ton Wookie](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: The McGillivray Boulevard Safety and Mobility project
Date: Tuesday, January 30, 2024 6:07:05 AM

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I want to throw in my support for this project. I do drive and ride a bicycle in this area frequently. I usually stay on McGillivray in my car but find myself looking for alternatives when bicycling, for safety reasons. I saw the traffic study of the area, and it spells out that traffic will not be impeded when this goes to one lane in each direction, contrary to other comments I have read. Those people would do well to study the information themselves. I look forward to this project happening.

--

Ron

From: mark.christopher@comcast.net
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Project OPPOSED
Date: Tuesday, January 30, 2024 9:45:03 AM
Attachments: [TMC Ltr 01_30_24.pdf](#)

You don't often get email from mark.christopher@comcast.net. [Learn why this is important](#)

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Good Day,

I am in opposition to the McGillivray project and consider it to be the ***most oblique project*** I have ever seen the City of Vancouver do. Be it intentional or incompetence I can't say, but, the behavior the city has shown throughout this brief program toward the impacted citizens has been beyond condescending, rude and generally "thuggish". Their behavior is perhaps even more unacceptable than this project is sophomoric.

More of my issues are detailed within the attachment and I ask you to vote NO on the McGillivray project.

MAC

Mark Christopher
P.O. Box 872134
Vancouver, WA 98684

January 30, 2024

Chair Ramos and Transportation and Mobility Commission members,

My name is Mark Christopher a 25+ year resident of the Riveridge Neighborhood and am writing in opposition to the McGillivray Boulevard project.

Those in the prepared Public Comments for this meeting seem to agree with Nays @ 2.5 times the rate of Yays. This became a contentious project due to the city's, in my view, duplicitous ways of seeking approval. While reviewing comments. The Pinned comments section on the Beheard website has 103 comments from **37 unique posters**, 34% of the comments were from 4 posters. The city considers this as representative of more than 28,000 citizens.

The US Census shows that **13% of Vancouver live and rely on McGillivray** as their primary travel road. **Three** of Vancouvers ten most densely populated neighborhoods rely exclusively on McGillivray. There are over **200** driveways intersecting with the proposed bike path. We have been denied any, not added to, but any, routine police patrol of McGillivray. This request was advanced to the Chief of Police just this week and by us. This, even though the only consistent comments from the public anywhere were "people don't know what to do at a 4-way stop" and "where are the cops". If the city were truly responding to comments, why haven't they sent the police in as a deterrent in the interim?

Forecasted delays in the cities February 6th, 2024, memo are understated by a minimum of 50% compared to a car and a stopwatch. Of the listed added queuing of 10 seconds here and 40 there what's neglected is the fact that there are 11 stop signs and two lights on this two-mile road.

The McGillivray project is not in TIP, never has been. The only place the plan was listed was on the city's website. The only participants in Phase 2 of the study were invited by the city, and of those invited less than 50% participated. The opinions of these 50 city invited participants control the futures of 28,000 residents? If McGillivray were of such concern that it justified an unplanned intervention why was the last traffic count done in 1982? Between the 1982 and 2023 counts, traffic increased 15% on McGillivray. Considering the cities 40%+ growth rate were happy. It's not congested but will be under the proposed plan. The city is creating a problem to fulfill a bicycle plan, receive accolades and find a home for 2024 newly found money that all cities are enriched with this year. We encourage Vancouver's fresh sense of haste and flexibility, but not at such an unjustifiable cost to the citizens.

I consider myself above average when it comes to local politics, happenings and the like but like 100's I have met recently, I too learned of this less than 5 weeks ago. Residents are forming groups. Consulting attorneys and brokers, discussing initiative actions on road diets and are genuinely angry and distrustful of everything the city is saying. Never have I seen a more oblique City of Vancouver project.

Personally, I plan an appeal of all grant or gifted monies to the program. As to others intentions? I've no idea but can assure the Committee and the City that nothing from this point will be quiet. Many feel deceived and intentionally so which has created anger from a frustration.

Kindest Regards,

Mark A. Christopher

From: [Jean Kent](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray road diet and safety for pedestrians
Date: Tuesday, January 30, 2024 2:13:45 PM

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Hello;

I am in support of taking McGillivray to one lane in each direction and using the resulting freed-up area to implement safe lanes for pedestrians and rollers. The best plan would be to separate bikers and pedestrians (due to the difference in speed) but there isn't room for that, as near as I can tell.

Concepts to hold in mind:

1. McGillivray is a residential street;
2. Many people walk there, there are no sidewalks west of Talton, and it's possible that more people would walk and roll on McG if they felt safer than they currently do;
3. People who are against this change are most likely only thinking of driving a vehicle on the street and being forced to travel at or below the speed limit because of there being only a single lane;
4. I have three proposed changes I have not seen on the plans:
 - a. install a stop sign on McG at Park Crest (Park Crest continues north to Mill Plain Blvd. and has a signal there)
 - b. install a stop sign at on McG at Olympia (Olympia continues north to Mill Plain Blvd. and has a signal there)
 - c. remove the stop sign at Briarwood (Briarwood does NOT continue north all the way to Mill Plain Blvd.).
5. I'd also like to see a pedestrian refuge on the west side of McG at 136th Ave. but installing a signal there would achieve the same goal which, to my thinking is safety for the students crossing McG to get to and from Wy'east M.S.

I realize that this is a paving-and-repaint project, not an 'element-installation' project, but the safety of those students crossing the street is very important. Hopefully, additional safety elements can be installed in the future.

I travel on Mc twice every day and live in Cascade Highlands N.A., the southern boundary of which is McG.

Thank you for reading this communication.

Jean Kent

From: [Michelle Smith](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Safety and Mobility Project - Property Address: 2100 SE 164th Ave - Fisher's Landing Marketplace
Date: Tuesday, January 30, 2024 2:52:36 PM
Attachments: [image001.png](#)
[image002.png](#)
[Fisher's Landing Marketplace McGillivray Safety and Mobility Project.pdf](#)

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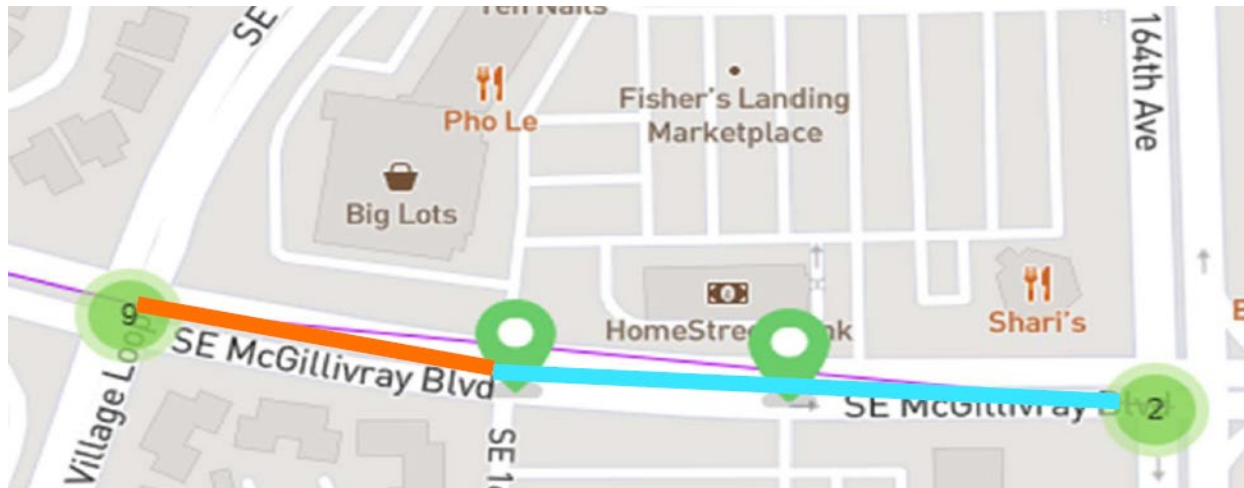
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Good afternoon,

I wanted to share the owners' and HSP Properties (as their management company) thoughts and concerns about where the single lane starts as you turn onto McGillivray from SE 164th Ave.

Knowing how much traffic goes west on SE McGillivray Blvd from SE 164th Ave, and the number of those drivers that turn right into the Fisher's Landing Marketcenter's parking lot (at both south entrance locations), we strongly feel that the right lane should be used as a right turn only lane (blue line) until you get to the Big Lots' entrance. This is directly across from SE 161st Ct. Then you could continue as a single lane road before you get to SE Village Loop (orange line).

We would also think this would be the same location on the eastbound side where you go back to two lanes (or three at the light to turn left, go straight, or turn right to go south on 164th). We believe that waiting to narrow the lanes will be safer, but it would also help with accessing the businesses on the north and south side of McGillivray.



By reviewing some of the information on your website, it sounds like narrowing the lanes would help slow traffic down, and by doing that it would seem to help find room to widen the bike path as you head east. There's also this small area to the right of the bike lane. It doesn't seem wide enough for parking along our southern entrances, but that area could be used as the widened bike path.

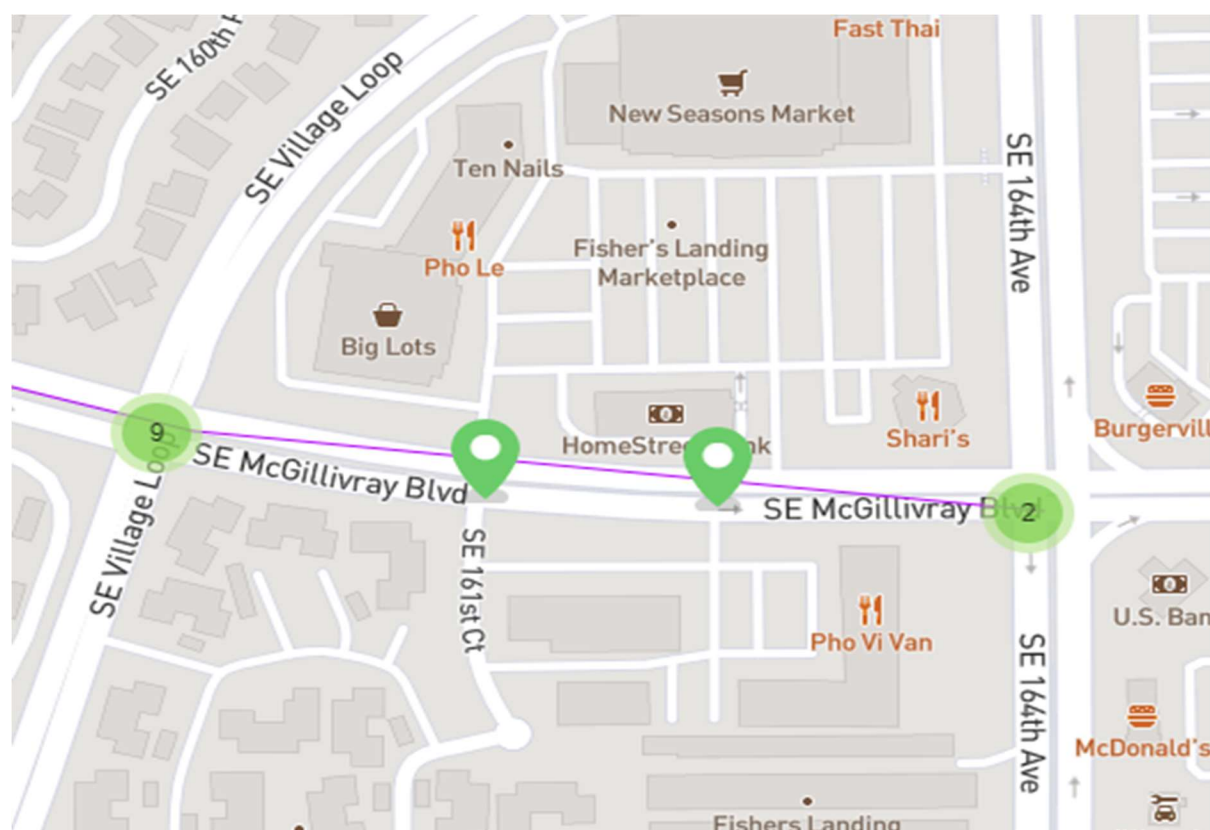


Please let me know if you have any questions.

We appreciate your consideration.
Michelle

Michelle Smith
Senior Property Manager
HSP Properties
915 W. 11th Street

Vancouver, WA 98660
Direct 360.213.2219
Cell 360.609.0699
michelle@hspre.com



From: [Mo Brock](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th Street
Date: Tuesday, January 30, 2024 3:31:36 PM

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I was stunned to learn about this change to our wonderful 34th Street. There is no need to change this street -- it is working perfectly as it is. It would be an absurd waste of money to make any changes. Each neighbor I mention this to is also stunned and no one is for the changes. Plus we all find it shocking that we were never polled on anything like this. Most people don't get the Columbian anymore so how were we supposed to find out about these possible changes.

Please cancel this project!

Mo Brock
18413 SE 43rd Lane
Vancouver, 98683
360-624-7808

From: [dena iverson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray project
Date: Tuesday, January 30, 2024 4:38:24 PM

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After all the meetings, It's very apparent that the TMC has their minds made up to go ahead with either Options, Regardless of all the NOT NECESSARY comments. Both options DO NOT control wild drivers and speeds..

They (TMC) have indicated that speed control cameras and police coverage is NOT in their options?? BUT they (TMC) and home owners state that speed control is one of the Main problems!!

Remember THIS IS Vancouver , NOT Portland!!! PORTLAND HOME OWNERS ARE TRYING TO REVERSE THESE SAME TYPES OF CHANGES ALREADY MADE!

I assume TMC is mostly volunteers ,and they currently looking for another member.. BUT these volunteers are favoring only Limited walkers and bikers for safety reasons NOT SPEED. or congestion.

BUT ARE CHANGING THE WHOLE LIFE OF HOUSEHOLD ACCESS ON ADJOINING MCGILLIVRAY BLVD .

We are handicapped 92 & 93 years of age, having lived on McGillivray for 24 years, and have seen how effective police cruisers Have been on speed control.

My suggestions are: Police control with violations tickets(NO WARNINGS). SPEED Cameras, GET Rule changes if required. LIGHTED Cross walks, and signals at major Intersections.

WITH NO LANE CHANGES ON MCGILLIVRAY. Then ADD Side walks on areas where none are now.

TMC QUIT PLAYING ALL THESE GAMES , USE COMMON SENSE,, LISTEN TO WHAT THE PUBLIC MAJORITY IS SAYING.. YOU SEE WHAT HAPPENED TO THE ELECTRIC CAR PRODUCTION, ALL HAVE STOPPED PRODUCTION , NO ONE USED COMMON SENSE AT THIS START.

Being handicapped and do not drive at night, not able to attend your council meetings

Richard and Dena Iverson

From: laurarndt@aol.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray project
Date: Tuesday, January 30, 2024 7:03:40 PM
Attachments: [McGillivray concerns.docx](#)

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We want to take this opportunity to address the committee with concerns about the McGillivray project that we have discussed. We don't have fancy programs that can make pictures of the proposed changes. Fehr and Peers is proposing going from 4 lanes of traffic (which always leaves one lane each way open, even in cases of emergency or road work) to 2 lanes of traffic (which will effectively close traffic if you have that kind of needed response).

We feel that the "studies" that are cited by Fehr and Peers are more in line with metropolitan areas than suburban areas. We only know that this is our neighborhood and it is just that, a neighborhood. It is not a 15 minute community. It was not designed that way and it can't be redeveloped that way. There are more areas in our neighborhood that will be developed into high density housing, but there will be no more doctor offices, no more grocery or hardware stores, no more pharmacies, than there are right now. Those are things that are supported in the 15 minute picture, but our neighborhood has no space to transform into that.

We would love to have the opportunity to sit and discuss with the officials at Fehr and Peers alternate options. Per Rebecca Henry, no options for traffic calming that left 4 lanes of traffic on McGillivray were ever considered. We would like to hear why other options were dismissed. Options like speed humps (different than and more drivable for fire/rescue vehicles than speed bumps), traffic circles chicanes, and rumble strips. Lane narrowing can still, and should be, used if there were 4 lanes.

Please do not endorse either of the 2 proposals made by Fehr and Peers. I know there is a push to make things safer on McGillivray and do it with the planned road resurfacing. But, please take the time to investigate proposals, and work with the residents, that will work for the community and the bicyclists/pedestrians/mobility users. Road work can, (and often is) rescheduled. It won't hurt to wait, develop a good plan and do it later. The road is not in bad shape right now.

We agree that we want our community to be safe, but we feel there is an answer that could work better for all.

Joe and Laurie Arndt

Problems and Solutions Identified by the city –

- **Goal #1 Reducing vehicle speeds** – how does decreasing to one lane each way slow speeds? Where is the data that supports this in suburban areas?
- **Goal #2 Improve Safety and comfort** – One of the biggest safety concerns is the lack of sidewalks from Chkalov to Talton/132nd. This plan does not address that at all. When, exactly, will sidewalks be added? Why is this not one of the most important priorities?
- How is this plan going to address vehicles running stop signs and creating high risk events at intersections?
- **Goal #3 Improve Intersections and Crossings** - Improving visibility at intersections will not happen without changing the on-street parking (especially between Talton and 136th (at high density housing), removing vegetation that currently obscures line of sight at crosswalks and traffic signs, and increased lighting and flashing lights at crosswalks. These issues are not addressed in this plan. These problems, especially the crossings near Wy'East and Mt. View, are mentioned as problems in your study. They need to be addressed in this project.

Problems the residents see that are not addressed by this project –

- *School bus stops* – there are 27 stops on McGillivray. This was not addressed in the study and will impact traffic at least twice a day.
- *Garbage collection and mail/goods delivery* – how will this occur if there are buffer zones with vertical barriers between the traffic lane and the curb? Where will mail persons/delivery drivers park to gain access to homes without obstructing traffic? There was already a concern raised by the bicyclists about impediments in the bike lane (garbage cans). Where will the garbage cans go and how will Waste Connections get access to them without disrupting the bicycle or the traffic lanes? Waste Connections had no knowledge of this project when they were asked what they would do.
- *Delays for emergency vehicles* – How/where will they park when responding to a residence on McGillivray? If there is a need to park an emergency vehicle (fire truck/ambulance), they will block the only lane of traffic on McGillivray (this is per fire station 8).
- *Illumination* – there were several areas of lighting that were below acceptable city standards. This was identified as being “out of the scope of the project”. How/when will this be resolved?
- *Intersections* – There are many that need to have upgraded marked or signal-controlled (RRFB) crossings, or areas that need to have a crosswalk added. These were identified as “out of the scope of this project”. This is a major safety issue, and it is not addressed. When or how will it be resolved?
- *Medians* -There is vegetation in the median the entire length of McGillivray that is currently not well maintained and over-planted. The trees/vegetation obscures traffic signs, illumination, and line of sight for pedestrians and those in the mobility lane. Why not decrease the width of the median, replant with lower vegetation that does not need to be maintained as frequently and will not obstruct line of sight and illumination?
- *On Street Parking* -Parking in the high-density housing area between Talton and 136th needs to be drastically reduced. Pedestrian line of sight is often obscured by parked cars. This is a main crossing area for Wy'East students and on street parking impacts crosswalk safety.
- *Pedestrian islands in intersections* – Will these be added to the major intersections? Which ones? If not, when will they be added?
- *Traffic Enforcement* – This project is not likely to resolve issues with bad driving/speeding. Traffic enforcement is needed and not addressed. When/how will this be addressed?

The local community does not feel like there has been a fair amount of input regarding the changes to Chkalov/McGillivray and 34th Ave. Goals and priorities were set by the city without community involvement. The first meeting in February 2023 was to present proposals that were already formulated. There was no discussion about what the community identified as needs. We agree that the corridors need some updating. We want the streets to be safer for all, drivers, pedestrians, bicycles, and other mobility devices. We do not agree that the proposals that the city has offered are the best for our community.

Our community priorities are –

Keep 4 lanes of traffic – growth is most definitely planned by the city in these areas and taking away a lane of traffic in each direction now will result in having to add it back in a couple years to facilitate traffic flow. The examples of successful “Complete Street” projects given are MacArthur Blvd and Tech Center Drive. They are not the same at all. Tech center is not residential, and MacArthur has very limited traffic, limited areas for new growth and neighborhood access. Neither street has a “buffer zone with vertical separation” for bicycle riders. Neither street has mailboxes or garbage collection needs. Not like the busy street of McGillivray. Traffic lanes could be narrowed, along with median narrowing, to allow space for a larger bicycle lane and buffer zone with vertical barriers for separation, while retaining 4 lanes of traffic.

Add sidewalks from Chkalov to Talton – even if it is only on one side of the street, the safest way for pedestrians to travel is on a sidewalk. Pedestrians should not be at risk from bicycles, cars, mail or goods delivery, or garbage pick-up.

Fix sidewalks that need repair on the rest of McGillivray and 34th – These are safety issues for pedestrians and should be addressed. ADA crosswalks need to be added at intersections.

Pedestrian islands at major intersections to promote safer street crossings.

Signaled crosswalks (RRFD) with better signage and flashing lights at major intersections –

For both pedestrians and bicyclists, better signage and painted crosswalks are a must. The crosswalks at 136th and Blairmont need the flashing light crossings, as they are school zones.

Larger, high visibility signs for traffic, speed limits – There are many issues with visibility along the corridor. The city does not maintain the vegetation in the median. It is over-planted and obscures visibility for crosswalks, signage, illumination, and bicycle traffic. Signs could be painted on the street (STOP), which could also help with visibility for drivers. Lighting needs to be improved.

Decrease median width and trim/replant existing vegetation – Decreasing the median width would allow more room for lanes for drivers and cyclists without removing a lane of traffic. Vegetation needs to be trimmed or replanted with low maintenance, low growing vegetation. Existing vegetation often obscures pedestrians trying to cross the street. The trees need to be trimmed so that the streetlights are not obscured. Visibility in these corridors should be a high priority.

Traffic enforcement – With a lack of staffing for the traffic division being the biggest problem, electronic enforcement is a must. The City Council needs to address this and vote on a law change expediently to allow traffic cameras. Many cities use electronic monitoring very successfully. The cost to double the number of traffic officers in Vancouver, from 4 to 8, would be about \$2 million.

From: laurarndt@aol.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray concerns
Date: Tuesday, January 30, 2024 7:10:50 PM
Attachments: [McGillivray project letter.docx](#)

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Please find a letter that can be attached to the committee's collection of correspondence

Thanks

Joe and Laurie Arndt

To the McGillivray project Mobility and Safety Committee

We want to take this opportunity to address the committee with concerns about the McGillivray project that we have discussed. We don't have fancy programs that can make pictures of the proposed changes. Fehr and Peers is proposing going from 4 lanes of traffic (which always leaves one lane each way open, even in cases of emergency or road work) to 2 lanes of traffic (which will effectively close traffic if you have that kind of needed response).

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We would love to have the opportunity to sit and discuss with the officials at Fehr and Peers alternate options. Per Rebecca Henry, no options for traffic calming that left 4 lanes of traffic on McGillivray were ever considered. We would like to hear why other options were dismissed. Options like speed humps (different than and more drivable for fire/rescue vehicles than speed bumps), traffic circles, chicanes, and rumble strips. Lane narrowing can still, and should be, used if there were 4 lanes.

Please do not endorse either of the 2 proposals made by Fehr and Peers. I know there is a push to make things safer on McGillivray and do it with the planned road resurfacing. But please take the time to investigate proposals, and work with the residents, that will work for the community and the bicyclists/pedestrians/mobility users. Road work can, (and often is) rescheduled. It won't hurt to wait, develop a good plan and do it later. The road is not in bad shape right now.

We agree that we want our community to be safe, but we feel there is an answer that could work better for all.

Joe and Laurie Arndt

From: [Diane Stephens](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Project
Date: Tuesday, January 30, 2024 10:01:31 PM

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I attended a "Save our Streets" meeting with two representatives from the city who were there to answer questions. I learned a lot much about why the city was suggesting the work. I feel that the concerns could be addressed much more economically. Danger due to speed could be mitigated with speed cameras, flashing lights at pedestrian crossings and a stop light at the intersection where elementary children cross or some combination. Keeping 2 lanes allows for easy flow for emergency vehicles and eliminates the potential for traffic being stopped by garbage trucks, delivery, utility, and service vehicles. It also would avoid potential for road rage caused by drivers impatient with slower drivers.

My greatest complaint though is I feel funds should be used for the most critical needs in a community. Since these funds seem to be dedicated to traffic, they should go toward alleviating the greatest traffic risks.

According to [The Columbian](#) in a 2017 article, Vancouver has the highest rate of [pedestrian deaths](#) and [serious injuries](#) in the state. The Columbian referenced data from the city which listed the intersections that would benefit most from safety improvement. Generally, the most dangerous intersections happened on Mill Plain or Fourth Plain boulevards. (I didn't have more current data but don't suspect it to be much different.)

- **Mill Plain and Chkalov** There were 80 crashes, five of which caused "fatalities or serious injuries, and seven of which involved pedestrians or bikes."
- **Mill Plain Boulevard at Southeast 164th Avenue.** There were 52 crashes at that location involving 3 "fatalities or serious injuries and seven pedestrian or bike crashes."
- **Mill Plain and 98th Avenue.** Another Mill Plain intersection which has been the scene of its fair share of accidents is Mill Plain and 98th Avenue.

How can the city consider spending more money on a road which has seen few accidents with injuries than those that have proven to be very dangerous?

Please rethink the allocation of traffic funds. Sincerely, Diane Stephens

From: [steve Yates](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivrey proposed upgrade.
Date: Wednesday, January 31, 2024 5:47:07 PM

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I attended a "Save our Streets" meeting with representatives of the City of Vancouver. I travel the length of this street at least daily and have for most of the past 10 years. At one point, one of the representatives seemed to acknowledge that the street was not a current safety concern but that "we don't wait for deaths before taking action. It does, however, seem to me irresponsible to correct problems that are anticipated before problems that already exist. Both Chakalov and Mill Plain have many more accidents, injuries and are more dangerous than the street you propose to re-engineer.

I consider the whole idea wrong headed and I oppose it.

Steve Yates.

From: [Tammy Richert](#)
To: [City Council](#)
Subject: McGillivray Blvd project
Date: Tuesday, January 30, 2024 8:33:22 AM

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To who it may concern,

Please please reconsider the upcoming project of converting the current 4 lanes down to 2. It will be a complete nightmare and only cause gridlock for our neighborhoods.

The most sensible thing to do is to INSTALL INTERMITTENT SPEED BUMPS and LIGHTED CROSSWALKS. Seriously, not difficult and not a waste of tax payer money.

If you really want to get creative then install a sidewalk down one side of it, but to eliminate lanes of traffic down a busy connecting street in Vancouver is ridiculous.

Listen to the PEOPLE!!

Sincerely,

Tammy Richert

From: [Barbara Stanley](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Downsizing lanes of traffic
Date: Thursday, February 1, 2024 2:20:34 PM

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Unbelievable!

You say it's for safety. Why wasn't it addressed years ago, when people complained about it? Why weren't traffic cameras put in then? Crosswalks upgraded. And at least a blinking light at the stop signs.

No, you decided to do nothing, so now you want the tax paying citizens who use this road daily to be subjected to a 6 ft traffic lane, and a 10 ft bike, walking lane.

That's doesn't look like equity to me.

Apartments everywhere, density, density, density. Sure, you'll get your buses full, once you get the apartments in with incentives to not own a car. Reduced rents for not having a car. I heard this is in the works for the Tower mall area.

What is your safety plan for the buses you want us on? Is it called "Take Your Chances"

This world has changed. Seems like this plan for downsizing our traffic lanes, is very Unsafe. One stalled car, where do we go now?

I thought Vancouver had a Climate Action Plan. Doesn't seem like sitting in gridlock will help that plan at all. Vancouver Washington is not an Urban City. You just want to make it one!

Taxpayer

Barbara Stanley

Sent from my iPad

From: [Margot Rice](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Comments for the public hearing on McGillervy Safety Project.
Date: Thursday, February 1, 2024 5:44:43 PM

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It is really a sad state of the city when the city is going to spend \$2.7 million on a project the citizens don't want instead of patrolling the area and writing tickets. If people saw police in the area and were getting tickets then I am sure people would obey the posted signs. It is really disappointing that impeding traffic and spending a lot of money is the best our city can come up with as a solution.

Sincerely,

Margot Rice

From: [Patrick Mahedy](#)
To: [Benoit, Emily](#)
Cc: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix
Date: Friday, February 2, 2024 11:05:31 AM
Attachments: [image.png](#)

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Hello Emily,

Is there a more up to date copy of the future conditions report available to the public than this one? <https://www.beheardvancouver.org/17338/widgets/63484/documents/50671> Is an appendix available for this report?

There are very glaring mathematical errors in the Delta columns of Table 7: 2035 LOS Summary that could lead to corrections in the summary memo to the TMC for the public hearing on 2/6.

Table 7. 2035 LOS Summary

ID	Intersection	Control	2035 No Build				2035 With Project				Delta	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	Delay (Seconds)
1	SE Chkalov Drive & SE McGillivray Boulevard	Signal	14	B	21	C	15	B	24	C	+1	+3
2	SE 119th Avenue & SE McGillivray Boulevard	SSSC	1	A	2	A	17	C	35	E	+3	+19
											+16	+33

Thank you,

Patrick Mahedy
 B.S., Civil Engineering
 Oregon State University
[503-550-4156](tel:503-550-4156)

From: [Mark Westlund](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: About Plans to Reduce Traffic Lanes
Date: Friday, February 2, 2024 12:37:53 PM

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Dear Transportation and Mobility Commission Members,

It was troubling to hear that Vancouver plans to remove traffic lanes from SE 34th Street, SE McGillivray Blvd, and other streets. I have lived in SE Vancouver for many years and have always appreciated the absence of congestion and ease of travel. With the increasing number of people moving into this part of Vancouver and the large number of new apartments and houses being built, our roads are starting to fill up. Blocking off existing lanes on our streets is really going to increase congestion, force traffic to re-route through residential neighborhoods, and make driving more time-consuming and dangerous.

I have a disability that makes it difficult for me to walk long distances or stand up for very long and this also prevents me from using a bicycle as my primary means of transportation. I live in an upper floor apartment and I can't carry an electric bicycle or other mobility device up and down the stairs. My car is my mobility device.

Please reconsider the plans to close traffic lanes and instead leave the streets in East Vancouver as they currently exist. Please have compassion for the people living in East Vancouver who need to use a car to get to work, buy groceries, and just go through the activities of our daily lives.

Best Regards,

Mark Westlund

From: woodnfly@aol.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Safety and Mobility Project
Date: Friday, February 2, 2024 1:30:12 PM

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concerning --

McGillivray Boulevard Safety and Mobility Project

We have read the project plans for the McGillivray Boulevard Safety and Mobility Project. We have real doubts about the term "SAFETY" and the REAL need of this (misguided) endeavor. We have read letters and comments from other residents of our area that have the same concerns and beliefs.

We have attended meetings, where folks from 34th have been in attendance - they have echo'd the same feelings that we have, concerning the mis-use of the term "safety", as a reason to disrupt the livability of our neighborhoods.

We have been residents of Cascade Park since before it was annexed by the city. We have lived in three different homes, including our present home on McGillivray. We have seen essentially every mode of travel one can imagine, including fleets of bicycle riders of all ages.

Neither of the proposed plans to force 4 lanes of traffic, to two lanes, will improve anything.

Both plans will increase congestion the length of the street, get people confused, both residents and folks from out of the area and do nothing to control "short distance" speeders.

There are driveways approximately every 100 feet and cross streets the full length of McGillivray. To eliminate on street parking and widening the curb space out to two drive lanes (one each way), is asking for someone to get killed. The line of sight from driveway apron to oncoming travel (of all types) will be out of visual alignment. The entering traffic will not have the correct depth perception of oncoming traffic, vehicular nor pedestrian and bike, from either direction. Use the intersection of McGillivray and Village as an example (the East end of McGillivray)

Where in the heck do you expect people to park. Folks get company, from in and out of the area, often involving more than one extra vehicle. There are apartments, retirement/assisted living units, families with more than one vehicle, besides service vehicles (city and private, PUD and lawn care, police officers, ambulances, fire trucks, school and city busses, delivery trucks, etc.).

Several times a year, the City sends workers and equipment to dress up the median, along the length of McGillivray, between the East and West bound lanes. The crews have to block out one of the lanes (a moving blockade) as they are working in the median. How do you expect them to set up in order to do the work and stay safe while blocking out the only lane of travel? The work the crews do is quite good and very necessary. We do not want the median along McGillivray to look like MacArthur Blvd. (so abandoned and un-kept).

What of the mail men that stop at each mail box. How do you expect them to be able to function in an efficient, safe manner, with either design?

Instead of these alterations you are proposing to force on an unwilling neighborhood, EITHER PLAN #1 OR PLAN #2, that are so very far out of reality please consider ---

- put in sidewalks, where there are none. (west end)
- Solar powered flashing stop signs,
- cross walk warning lights
- trim the vegetation back (especially at Olympia southbound at McGillivray)
- Hire a dedicated traffic officer (the "only" honest real solution on all concerned streets)

Neither of your designs, will stop speeding and only increase congestion at the intersections (along the entire length of McGillivray). There will be increased traffic flow, going through the surface streets, surrounding McGillivray as well.

There are two schools on connecting streets. New drivers attending the high school are overwhelmed enough, with the current "common" traffic patterns that they know and are used to.

What about all the parents and students, trying to get to and from the middle school and high school, to drop off and pick up their children. Have any of you observed the traffic flow at either of the schools, as parents attempt to get the children to and from school?

Have you even seen the traffic on McGillivray and the connector streets, just trying to navigate the existing four lanes ? -

I think you are not honestly thinking of safety at all - I would appreciate it if each of you would look back in history and see just who it was that came up with this scheme and ask yourselves, at that point, if there was / is any HONEST safety end goal.

Both of these plans invite disastrous effects and a ruination of a beautiful, functional, safe community.

DO NOT DESTROY the LIVABILITY of CASCADE PARK and FISHERS LANDING - - please --

Thank you for your "honest" consideration

Cal Hittle
14911 SE McGillivray Blvd.
Vancouver
Washington 98683-8346

From: [Israel Lopez](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Ballot Measures for Transportation Changes
Date: Friday, February 2, 2024 4:37:15 PM

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City Council and TMC,

I recently heard about a group that desires changes in how we locally manage our transportation infrastructure, namely requiring changes to public vote or ballot measure.

Do we really want the IBR project mired in public ballots? I can envision such a proposal delaying the implementation of the project.

What would trigger these votes?

Who can vote?

What if a vote decreases safety for the city, citizens, visitors? Who becomes liable?

How much would each vote cost?

What is the scope of the vote? An entire street? A corner?

If city construction requires a change order and impacts infrastructure, would that trigger a vote?

If construction needs to reduce a travel lane temporarily to safely build, would that require a vote?

What if a component of city infrastructure violates ADA, does remediating it require a vote? Does that violate ADA?

What if the city needs to make emergency repairs or reduce vehicle access temporarily for storm damage?

What if a utility needs to make in-street or near-street repairs? Does that trigger a vote?

What if a parade permit temporarily limits street access for the duration of the permit/parade, does that trigger a vote?

We have commissions, boards and professionals for a reason, we have public comment for a reason, but ultimately we cannot continue on this path of public votes for everything. We'd get nothing done!

Thank you.

-Israel

From: [Dev](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: In Favor of McGillivray Project
Date: Friday, February 2, 2024 5:01:40 PM

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City Council and members of the TMC,

I write to you today to show my support for the McGillivray project (specifically option 1).

We cannot, and I repeat **cannot**, put off building infrastructure that'll support our needs in the future. We're a fast growing city, and if we don't allocate more space for walking, bicycling, and transit, we will become another LA: suburban sprawl where a 3 mile trip will take 45 minutes of bumper to bumper traffic instead of a 10 minute bicycle or bus ride.

Let's instead aim for the lessons other cities have taught us: Give equal (or even greater) priority and space to walking, bicycling, and transit, and you won't have any traffic jams or safety issues. Give people the freedom to choose how they get from A->B, and let's break the status quo in assuming that the expensive, dangerous, and inefficient mode of driving a personal vehicle is somehow our future, despite all data and real-world examples showing it isn't.

Thank you.

Kindly,
Dev

From: [Dale and Barb Jutila](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd Safety and Mobility Project
Date: Saturday, February 3, 2024 9:01:37 AM

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Mr. Eduardo Ramos, Chair and Members of the Transportation and Mobility Commission-

We have lived in the western part of Cascade Park for 39 years, and we have concerns about the process that's been used to arrive at potential solutions for the McGillivray Boulevard Safety and Mobility Project. Three design options were identified to address the project goals, and narrowed down to two, neither of which is satisfactory to most of the community. Other options are available for consideration.

The residents who live in this community feel they've been left out of the process. Despite project staff attempts to engage people, it has not been particularly successful. It is understandably difficult to get people's attention when the implications of planned projects are not clear. Now, with specific design options made public, community attention is heightened. Significant numbers of people in the community feel disenfranchised, which is evidence that the earlier outreach effort was not effective.

The project has not entered final design, so it's the right time to take a step back to answer questions that many members of our community have. Clearly, more options that address the project goals can be easily identified, and those options can be evaluated using criteria that reflect the project goals. This structured approach will address the concerns among the community. It will also allow people to see that their issues have been heard and considered in arriving at the solution.

We respectfully request that the McGillivray project be given the chance to build community support for achieving the project goals. This will be best accomplished with a more robust alternatives development and evaluation process.

Sincerely,

Barbara and Dale Jutila
12009 SE 15th St.
Vancouver, WA 98683

From: [Janet Landesberg](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Written testimony in lieu of live testimony for McGillivray Project
Date: Sunday, February 4, 2024 12:09:24 PM
Attachments: [I object to the City of Vancouver.pdf](#)

[You don't often get email from janet.landesberg@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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15415 SE 33rd Street
Vancouver, WA 98683
February 4, 2024

Subject: Objections to McGillivray Traffic Improvement Plans

I object to the City of Vancouver's plans to narrow McGillivray down to one lane in each direction. McGillivray was built as an east-west arterial artery for Clark County with single family homes on both sides of the street except for a few apartment complexes on the south side of the street near SE 136th Street. Most, if not all of those who live in these single-family homes rely on a motor vehicle for transportation. The City's project to have 15-minute communities where you can walk, roll, or take transit does not work well in this community. Unless one lives near SE Village Loop or Chaklov, there is no restaurant or grocery store within a 15-minute walking distance. Changing the street's configuration will not improve this outcome. If the plan is for residents to ride a bike to a restaurant or coffee shop, the infrastructure does not exist to support bike transit. Only the Safeway on SE 136th and New Seasons Market near SE Village Loop have bicycle racks. There are no bicycle lanes on SE 136th to access Safeway or the adjacent schools. The concept of 15-minute neighborhoods works well with future development with mixed use options such as Tower Mall, Lieser Road and the former HP property, but not on older, well-established suburban streets such as McGillivray Boulevard and SE 34th Street. Who are these "rollers" and where are they going?

Most of the seniors who attended the recent meeting at Cascade Park Library in January 2024 were outraged at the proposed changes to their community. Comparing the City of Vancouver to Copenhagen where an equal number of residents rely on bicycles as cars to commute is like comparing apples to oranges. Likewise, New York City has implemented many safety factors for bicycles—some to create buffered bicycle lanes; however, no city has recommended non motor vehicles or pedestrians in the left lane as pictured on one of the proposals for McGillivray. That proposal would confuse drivers and bicyclists alike and would be an invitation for disaster for all who utilize this roadway. Oregon's bicycle transit safety plan included putting in the infrastructure for bicyclists to park their bicycles in Portland. No such infrastructure exists in the City of Vancouver for commuters. Does Vancouver have any statistics on the number of residents who rely on bicycle transportation to commute to work?

If the plan is for students coming from the southern side of McGillivray to walk or "roll" to school, there are no safe crossings at most of these intersections. If you want students to safely cross McGillivray to walk to and from school, the intersection at SE 136th needs a traffic crossing light. Likewise, if you are going to urge seniors to walk or roll from the senior apartments on the south side of McGillivray, they also need a safe means to cross the street. In a New York City study the most vulnerable pedestrians likely to experience serious injury in a vehicle pedestrian accident are seniors. Your current proposals would place more seniors at risk in crossing these intersections.

In Portland, SE Foster was redesigned to remove a traffic lane in each direction with a new center turn lane. Your current plans to remove a lane in each direction does not facilitate safe turns. A tree canopy with multiple bushes in the median may be good for the environment, but

inconsistent with safe left hand turns onto other streets in the absence of a four-way stop. Likewise, this tree/bush canopy makes the center median useless for pedestrians trying to cross the streets. In many cities current design practices for pedestrians trying to cross multi-lanes of traffic in each direction is to have a safety median in the center between these multiple lanes of traffic.

The proposals to narrow the traffic lanes without making substantive improvements to lighting, sidewalks, or intersection controls, will do nothing to stop accidents caused by driver inattention, driver intoxication, insufficient driver education programs or the like. If drivers are driving through these poorly marked stop signs, would it not be safer to install the stop signs with flashing lights and signage as you approach the intersection? The most effective way to curb speed is through enforcement.

In my opinion, your plan to have pedestrians walking in the roadway would still be confusing and dangerous for drivers who are used to pedestrians on sidewalks and not sharing the road.

In my opinion, your plan to have bicycle lanes wide enough for two to travel side by side is also unsafe. If two bicyclists are talking to each other, then they are distracted rollers. No other traffic safety model, that I could locate, envisioned bicycle lanes wide enough for two cyclists to travel side by side.

Transportation models are only as good as the figures entered into the computer. WSDOT was not going to build a wall on SR 14 behind Fairway Village until a committee of residents forced the issue and WSDOT discovered an error in their computations. I challenge the city to manually test their thesis regarding how long it will take vehicles to clear the busy intersections of McGillivray and SE 164th or SE 136 Street during weekday rush hours. Why not put cones to narrow the lanes of travel for two days and see just how long it takes vehicles to clear these intersections?

Sincerely,

Janet Rubin Landesberg
Senior Resident of Fairway Village

From: [Karrie Brower](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd
Date: Sunday, February 4, 2024 1:49:50 PM

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I am writing in support of the proposed lane re-configuration of McGillivray Blvd. I live in the Meadow Homes neighborhood of Vancouver and frequently use McGillivray to access the east side of Vancouver by bicycle. The road as it currently stands is too wide and encourages speeding and blowing of stop signs. Enforcement is not the answer to the dangers created by bad design. Psychologically, a wide road invites drivers to behave as if they are on a freeway. Freeway speeds do not belong in neighborhoods where people live and play. Roads are for everyone and we should make sure they are designed so all modes can safely use them.

Thank you,

Karrie Brower

From: [Cycle Vancouver WA](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Support the McGillivray Project and Future Road Diets (to City Council and TMC)
Date: Monday, February 5, 2024 9:19:48 AM

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Dear City Council and members of the TMC,

Our organization (Cycle Vancouver) would like to officially state our support for the upcoming changes outlined in the McGillivray project. We support either Option 1 or Option 2, and agree with most of the voices that the city desperately needs to transform its layout in order to modernize and give more options to the forms of transportation that residents can use.

Car-centric development is prohibitively expensive, restrictive, dangerous, and as costs to maintain and expand roads increase exponentially as population grows, the throughput of personal vehicle traffic remains stagnant, or even decreases due to Induced Demand. I'm not sure about you, but a future where Vancouver is laden with freeways, 4-6 lane roads, heavy traffic, and parking lots is not a Vancouver I'd like to live in.

Instead, if we invest in walkable neighborhoods, robust and connected bicycle infrastructure, and robust and reliable transit, we can instead turn Vancouver into an urban forest, where most people can get around via walking, bicycling, and transit, and avoid driving altogether, saving north of [\\$10,000 each year, per person](#) (average cost of car ownership). It would also allow us to reduce the footprint of roads and parking lots, allocating more space towards greenspace, housing, public spaces for people to eat, walk, and shop, and wildlife preservation. This would generate much more taxable income for the city, support small businesses and our local economy, and reduce personal costs and burdens for individuals.

Support the changes on McGillivray, and please strive to push Vancouver into a modern era, and not a 1960's magazine ad for GM.

Thank you,
Cycle Vancouver WA

From: [Nischik, Julie](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: FW: McGillivray Safety and Mobility Project
Date: Monday, February 5, 2024 10:49:32 AM

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Monday, February 5, 2024 9:43 AM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>
Subject: FW: McGillivray Safety and Mobility Project

Hello, We have received this in the CMO inbox.

Amelia Pilipchuk | Support Specialist
City Manager's Office | Information Desk
P: (360) 487-8101

From: Brack Hassell <brackh@gmail.com>
Sent: Monday, February 5, 2024 8:36 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: McGillivray Safety and Mobility Project

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Hello,

My family and I fully support the changes being proposed for McGillivray. My two children use the corridor to walk to school each day. My partner and I use it for commuting by both bicycle and car. We all walk our puppy along McGillivray. As a family planning to be in the area for a long time, we support any changes that will slow traffic, make the area more accessible for all modes of travel, and make our streets safer. I've read the public comments for this project and the detractors could do us all a favor by reading the proposal and the parameters for the project. The continuous stream of complaints has been addressed in all of the documentation provided by the city. Ample time has been given for feedback and questions. Thank you to the city for your patience in dealing with the folks who cannot abide by simple rules of civility and choose to complain rather than participate in a meaningful way. Last summer I attended a meeting about the project in which an elderly man stormed out like an unruly toddler because speed bumps weren't included in the plan. How embarrassing! My family and I choose to trust the experts on this project and not some grumpy old folks with poorly hand-painted signs.

Thanks,

Brack Hassell

From: [Jason Cromer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#)
Subject: Support the McGillivray Project (To the City Council and the TMC)
Date: Monday, February 5, 2024 12:46:14 PM

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Hello City Council members and members of the TMC,

I wanted to write to you in support of the two options for the McGillivray project. Right now, that corridor is very dangerous, and doesn't offer people the freedom to safely walk or bicycle down it.

I've heard some people have pushed back stating that they don't want changes for this road and to keep it car-centric, but the truth is that this corridor is a public corridor for everyone to use, not just car users.

As our city grows in population and density, we absolutely must look to the future and update our city so we are prepared for the influx of population. We already know that cars are the most [inefficient mode of transportation](#), and so by not updating our roads, we are actively making them worse for future residents. We must give people the freedom to choose how they travel, and to give them options that are safe. We must also prioritize methods of transportation that are efficient, cost-effective, and safe, all of which personal vehicles are not.

As someone who uses this corridor, and has friends who live in the area, most nearby residents are fully in support of this and do not agree with the small group of those who would rather keep the status quo. In every urban project around the world, there will always be a small handful of loud voices that speak against it. However, I would urge you to look to our future and envision how great of a success this project will be for our growing city, especially as more and more people take transit, walk, and bicycle. It's imperative that our streets become safe for all users, and become efficient modes of moving people like they are in other first world countries. Thank you.

Best,
Jason

From: [Joe W](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: The McGillivray Blvd Traffic question.
Date: Tuesday, February 6, 2024 6:19:11 AM
Attachments: [Letter to TMC of Vancouver WA.pdf](#)

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February 5, 2024

To whom it may concern of TMC@cityofvancouver.us

My name is Joe Weideman. I live at 12403 SE McGillivray Blvd. I first came here in September 1973 after graduating High School back East. My uncle had the place built in Spring 1972. After he moved in, a mere two months later the Norway Maple tree out front was hit for the first time. A hundred yards from the first 4-way stop eastbound from the entry to Cascade Park. There were NO occupied houses yet east of the intersection with 125th Ave. Since then it has been hit eleven more times. This does not include the many times vehicles have driven up onto any part of the yard or damaged the globe cedar at the northwest corner of the property or hit only the tree's roots or taken out the mail box (twice just since 2005 alone). The yellow diamond 'stop ahead' sign next to the globe cedar has been hit at least twice requiring its replacement and bent over one additional time since 2005.

The only solution the city allowed me was the removal of the tree at my expense IF I paid for the removal permit. Had I done that, the next idiot, inattentive driver would have hit my vehicle. I was also told NO Jersey barriers, NO red warning indicators glued to the curb, nothing to get the attention of idiot drivers. Each fall I run the risk of being hit when I rake the leaves from the parking lane or bike lane because drivers would rather eat or drink or put on their make-up or yack on the phone or yell at their kids in the back seat or watch their in-dash TV.

Then there's the speeders. It is NOT unheard of for drivers to speed by my driveway a mere 125 feet from the stop sign at 40, 50 or more mph.

My uncle passed away in January 2005 and I inherited the house, moving in in late 2005 and have been here since. I am very familiar with all of Cascade Park, from I-205 to 164 Ave. When I first arrived there were less than a dozen houses east of 125th and McGillivray Blvd ended in a pile of dirt where Talton/132nd Ave cross it now. Having experienced its full growth since, I find it difficult to comprehend the choices made by the authorities to 'control' the traffic conditions when a far simpler solution is to hand.

The models cited by representatives of the decision makers do not apply. Claiming your condensing the four lanes of MacArthur Blvd into two driving lanes is hardly comparable to McGillivray Blvd outside the type of road (the 'Blvd' designation). McGillivray Blvd has ONLY ever been 25 mph while MacArthur Blvd has always been 35 mph and still is, too, other than when children are present in the one school zone near the west end. The one church hardly matters since it is only functional one day a week and that is only on Sunday. There is a minor strip mall/commercial center on the south side of MacArthur but it doesn't exactly attract heavy traffic 16 hours a day. Furthermore, there are NO residences directly on MacArthur Blvd whereas with one business, a dentist's office at 132nd/Talton intersection that has no direct access, McGillivray Blvd all the way from Chkalov to 400 ft west of 164th Ave where a short strip mall has access is all residential. All other sites along the way are single occupancy residences, duplexes, other multi-plexes, condos, apartment complexes, assisted living facilities, all of which have driveways that empty/access McGillivray directly and a multitude of cross streets where literally thousands of people come and go many times a day, every day. MacArthur Blvd has only a fraction of that residential off-street traffic that DOES have multiple east-west alternative routes, unlike McGillivray Blvd. MacArthur Blvd is a mere 1-1/2 mile long while McGillivray Blvd is over 2-1/2 miles long.

MacArthur Blvd is straight in most of its path with a slight angle west of Devine Rd. McGillivray Blvd has ten major curves and more that are slight but enough to not call straight. MacArthur has but two 4-way stops while McGillivray Blvd has at least five or six.

All together, claiming MacArthur Blvd qualifies as a comparable model to McGillivray Blvd is specious at best and delusional at minimum. The same holds for the street in Seattle used as another comparable.

As to the proposed 'options', by your own admission, it will neither slow drivers down nor make the street safe for pedestrians or bicycle riders (some of whom are able to speed in excess of 25mph) and not all stop at the stop signed intersections, either. Nor do riders or pedestrians always travel in the proper directions on the correct sides of the Boulevard.

Neither proposed plan is capable of keeping traffic isolated to the one designated lane. There are NO physical barriers to prevent traveling in the 'restricted' lanes. Neither slows them down nor forces the drivers to pay attention to the job at hand -- driving.

There is only ONE possible solution that would directly AND successfully address the two rationales for doing anything to slow traffic AND force drivers to pay attention and that solution is SPEED BUMPS!

Every 150-200 ft. Plus, 50 ft before each stop (in all directions) and 50 ft after, too, starting each 150-200 ft count. So much BS was made of the Fire Marshall putting the nix on speed bumps but why? There are three and a half lanes of space for each direction available. Why not have the right-side driving lane and the bike lane and the parking lane have a solid speed bump and the left-side lane have a spacing that enables the fire equipment which is much wider to pass through without being affected by the road impediments? All other vehicles in that lane would have one or the other side's tires hit and thus slow it down, too. They would ALL be slowed by the other two and a half lanes (right side driving lane, the bike lane and the parking lane). The residences on McGillivray Blvd are all older structures and many are in need of maintenance and upgrading to say nothing of weekly upkeep (landscaping/mowing, cleaning, etc). Where are they going to park? Where are those with driving kids going to park? Where are those with several adults who drive going to park? Or visitors?

Then there's the claim made that Cascade Park is by design a 15-minute commute. HA! Maybe for a young person or one of those rare well off folks with lots of spare time to exercise doing useless and unproductive activities to burn off calories they over-consumed. But retirees? The handicapped? Those with children or in need to transport weekly groceries or near anything else? Or what about those unavoidably pressed for time? Pay \$50.00 for a cab? Or Uber? Per trip? How fortunate for you that you think such expense is a mere triviality. Gee. Would that everyone could be so extravagant.

I can guarantee you this: that your plan, either one, will succeed in massively increasing rear-end collisions and I for one will be testifying for BOTH sides accusing the City of Vancouver for failing to do the only thing that would have had any chance of preventing those kinds of incidents, to say nothing of amplifying and compounding road rage confrontations.

There is only one logical, reasonable AND PROVEN solution that would accomplish the two rationales you are using to justify your doomed to fail options of idiocy. SPEED BUMPS. Get a clue.

Joe Weideman Feb. 5, 2024

February 5, 2024

To whom it may concern of TMC@cityofvancouver.us

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(right side driving lane, the bike lane and the parking lane). The residences on McGillivray Blvd are all older structures and many are in need of maintenance and upgrading to say nothing of weekly upkeep (landscaping/mowing, cleaning, etc). Where are they going to park? Where are those with driving kids going to park? Where are those with several adults who drive going to park? Or visitors?

Then there's the claim made that Cascade Park is by design a 15-minute commute. HA! Maybe for a young person or one of those rare well off folks with lots of spare time to exercise doing useless and unproductive activities to burn off calories they over-consumed. But retirees? The handicapped? Those with children or in need to transport weekly groceries or near anything else? Or what about those unavoidably pressed for time? Pay \$50.00 for a cab? Or Uber? Per trip? How fortunate for you that you think such expense is a mere triviality. Gee. Would that everyone could be so extravagant.

I can guarantee you this: that your plan, either one, will succeed in massively increasing rear-end collisions and I for one will be testifying for BOTH sides accusing the City of Vancouver for failing to do the only thing that would have had any chance of preventing those kinds of incidents, to say nothing of amplifying and compounding road rage confrontations.

There is only one logical, reasonable AND PROVEN solution that would accomplish the two rationales you are using to justify your doomed to fail options of idiocy. SPEED BUMPS. Get a clue.

Joe Weideman Feb. 5, 2024

From: [John Russell](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [Nischik, Julie](#)
Subject: McGillivray Blvd Safety & Mobility Project: Support for Design Option #1
Date: Monday, February 5, 2024 9:41:02 PM

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Members of the Transportation and Mobility Commission,

Having previously testified to the Transportation and Mobility Commission in 2023, I am writing to again express my **strong support for Design Option #1 of the McGillivray Blvd Safety & Mobility Project**, which I believe is a needed and long overdue update to this neighborhood corridor for the enhancement of safety and efficiency for everyone in Cascade Park and the entire city.

Working as a Traffic Engineer for ODOT in Portland today, my passion for promoting multimodal traffic safety started right here, growing up on and around SE McGillivray Blvd, walking, biking, taking the bus, and even learning to drive. Many years after Kindergarten at Ellsworth, I marched east along McGillivray with the Wy'east band, continuing along this regular route for my daily bike commutes to and from Mountain View High School.

To reiterate my previous testimony, I ask the Commission to focus on the three project goals (Lower Vehicle Speeds, Improve Safety & Comfort, Improve Intersections & Crossings), all of which include the two words **"Improve Safety."** Growing up in the neighborhood, I may have benefited from the improved safety this project will provide, but it's not too late to ensure that residents and visitors of all ages can safely navigate McGillivray Blvd regardless of their mode of transportation, especially given its proximity to a number of schools, parks, and other community destinations. Luckily, all three goals are related and build upon each other.

The first and most important solution is to **limit crossing distances for people walking and biking through protected intersection design and including buffered space between modes**, which meets Goal 2 and 3, and also supports slowing motor vehicles to achieve Goal 1. While the project design uses parking to provide needed modal separation through painted buffers, it is worth noting that **additional measures may be needed in areas with fewer parked vehicles**. Since both options 1 and 2 rely on the physical proximity of parked cars to limit motor vehicle speeds and increase comfort for people walking and rolling, I'd also urge that the Commission request that the City conduct a parking study to ensure we are not overbuilding parking spaces that undermine project goals to reduce speeds and improve safety.

While design option #3 with concrete dividers is no longer under consideration, traffic separators in key conflict locations can go a long way to promote safe travel for everyone. If concrete curbs are outside the scope and budget of this project, **I'd recommend looking into modular curb and delineator systems such as [Tuff Curb](#) as an interim solution**. These are in line with the "quick-build" scale of the project and can be easily reconfigured as needed before upgrading to concrete features as funding allows. **Use of these curbs and delineators again support all three project goals, especially if used to decrease crossing distances and physically enforce proposed chicanes to ensure that all vehicles traveling at safe speeds, regardless of traffic enforcement levels.** Given the lack of complete sidewalks along this corridor, it is critically important that there is more than just paint to provide separation and safe spaces for all modes. Furthermore, I'd like to request **ADA upgrades for all intersecting pedestrian pathways west of 132nd Ave** so that everyone can make the best use of the new mobility lanes, particularly given the lack of complete sidewalks.

I'd also like to commend the City of Vancouver for involving the community in the decision-making

process. While a few loud voices may complain about these needed safety improvements, the transparent and inclusive approach to public engagement fosters a sense of ownership among residents. It is evident that the McGillivray Blvd project reflects the collective aspirations and needs of our community where everyone can feel safe on our streets. It's worth paying attention to community members who expressed concerns that this project would not lower vehicle speed and to ask project designers what can be done to ensure that this project achieves safer and slower vehicular speeds through intentional design choices that do not require traffic enforcement to be effective. Some have voiced concerns about increased traffic and longer travel times, although I want to reiterate that these concerns are actually benefits in pursuit of Goal 1, which seeks "to reduce cut-through traffic to support the local road context." Similarly for Goal 2, while the project is expected to lower the Bicycle Level of Traffic Stress (BLTS) to 2 or 3, I'd like to ask what more can be done to lower the BLTS even further and ensure this is a facility that is "safe and comfortable for people of all ages and abilities" and that everyone feels comfortable without worry for their physical safety.

Diving into specifics of the most recent Future Conditions Summary, it would be great to see specifics on safety and operational improvements for each major intersection, but with particular focus on SE Blairmont Drive, which is forecasted to operate at LOS D in the morning peak hour. So long as this limited congestion does not create safety issues I am not majorly concerned, but special attention should be paid to ensure that the intersection operates safely, particularly given the unique mix of high school students. This may include a disproportionate number of people outside of cars, combined with a relatively high proportion of students driving with an Intermediate Driver License who may be less experienced with navigating our roads, especially if they might be running late for class, as I often was when cycling to school. Additionally, the memo notes that the intersections of SE 119th Ave and SE 19th St are forecasted to operate at LOS E due to delays from left turns onto McGillivray, which I suspect is related to the absence of all-way stop control while still allowing for all turn movements. In order to address these concerns, I would propose that this project pilot the use of the aforementioned modular curbs and/or delineators to restrict turns onto McGillivray Blvd to **right turns only** at these intersections. Left turns off of McGillivray Blvd could similarly be channelized or restricted as best determined by further traffic engineering study, with opportunities for upgrade or removal of such restrictions after collection of community feedback. In both cases, these left turns could be more safely accommodated at SE 125th and Talton Aves, respectively, improving safety for all users by further reducing potential turning conflicts.

In summary, Design Option 1 best satisfies the project goals, and is likely to be cheapest and easiest to implement immediately. Add in the concrete median and protected intersections from Option 3 as a long-term goal, and you've got the best of both options. Again, I strongly endorse Design Option #1 for the McGillivray Blvd Safety & Mobility Project and encourage the Transportation and Mobility Commission to support its implementation. The project is an important step towards the implementation of the City of Vancouver's [Complete Streets Policy](#), and I look forward to its successful completion.

Thank you for your time and dedication to enhancing the safety of our City's transportation system for everyone.

Sincerely,

John Russell, PE

360.901.9811

John.Russell.PE@gmail.com

[All views and opinions expressed are my own and do not necessarily reflect the official policy of my employer or other entities on whose advisory committees I may serve]

From: [Chris Erickson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Safety Project Comments for 2/6/24
Date: Monday, February 5, 2024 7:18:06 PM

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I wholeheartedly support the TMC's recommendation of Design Option 1.

Option 1 clearly addresses and fulfills the project goals. This project will reduce vehicle speeds, reduce vehicle crash severity and frequency, and make it safer to walk, bike, and roll in this corridor. The commission has also addressed the community's concerns and reservations concerning this project and has presented appropriate solutions.

They have done their due diligence and all aspects of the project have been covered. It's time to begin construction and make this vision a reality. We should not delay in making our community a more vibrant, safe, walkable place. Build it.

-Chris Erickson
Local Resident

From: [Jan V](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City of Vancouver - Office of the City Manager](#)
Subject: McGillivray
Date: Monday, February 5, 2024 11:18:17 PM

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Hi all,

I won't waste your time at the meeting tomorrow night because you've already heard from me and know that I'm in favor of a McGillivray lane diet just as I was on MacArthur and Grand.

My husband was extremely ill this past week and one of the ways I use my bike is to be alone, clear my head and ground myself. Spoiler Alert: he recovered and is much better now. But last week I thought for the first time in 17 years (after he was hit by a car and suffered a traumatic brain injury) that he would die. Family was here, of course, and after a few days I managed to slip out to pedal alone for a few minutes.

During those rides I thought about how I felt on the road. I am a very experienced (aka old) rider. Every goal you've mentioned for McG hits home for me ALL the time, but especially when I need really idiot-proof infrastructure that lowers speeds, improves intersections, and makes us all - even those of us crying while we ride - safer.

McG is NOT there yet, but I have every hope that you will do your part to get it there.

Thanks,
Jan Verrinder
360-607-3271

From: [Tyler Wubben](#)
To: [Nischik, Julie](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Public Comments McGillivray Blvd Mobility Project
Date: Tuesday, February 6, 2024 10:14:24 AM
Attachments: [Exhibit 1 and 2 McGillivray Feb 6 2024.docx](#)

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Attn: Transportation and Mobility Commission

Re: SE McGillivray Blvd Proposed Changes

My wife and I strongly oppose the proposed changes with the removal of one vehicle lane each direction of McGillivray Boulevard.

- About me and our household:
 - I hold a BS and MS in Civil Engineering.
 - We have lived along McGillivray for 25 years. 1st house was on Graham Road and we currently live off SE Angus on 133rd
 - I have been a board member of the Wildwood NA for about 13 years.
 - I have been a board member of a regional credit union since 2008 with assets in the \$100M to \$500M range. I understand what it mean to set policy and also to desire objective and unbiased input from staff to make informed decisions.
 - I have been a public employee for the last 20 years in the water industry so I empathize with the competing needs.
 - I am a former collegiate cyclist. Raced in WA, OR, CA, ID, MT and FL. I understand cycling and needs. McGillivray in it's current state is one of the very best roads to ride a bike in the City but it is poorly connected to other roads.
 - My wife is a runner and frequently uses McGillivray. She does not feel unsafe on McGillivray and uses the same level of awareness when running on McGillivray
- Key issue is the lack of enforcement by Vancouver PD. VPD is a response organization and not an enforcement Department. Wildwood Neighborhood Association has attempted to get targeted patrols through our NPO to enforce the stop sign at Talton and Angus with no luck. With NO consequence speeders will still speed and people will continue to ignore stop signs when they can.
- I have attended meetings and notably Wildwood presentation in November. My biggest concern is the City has asked for input and this information get sanitized or ignored to sell the story. At this meeting Laurel Priest and Kara Hall traffic consultant presented to our NA. I day-lighted that the left turn lane from McGillivray to SE Blairmont gets backed up in the mornings frequently into the through lanes for people heading to MVHS. The turn lane is about 130 ft long and can handle 6-7 cars before it backs into the through lane. The elimination of a lane on McGillivray will exacerbate to the delays and queuing at this intersection. The discussion of delays at this intersection appears nowhere on the presentation materials for this committee? Why? See Exhibit 1: Photo November 16, 2023 8:28 AM. McGillivray left turn on to SE Blairmont Dr.
- Additionally at our Wildwood neighborhood meeting, Laurel Priest indicated that the City would evaluate the performance after the proposed 'improvements' have been made. Will there be funds available to restripe McGillivray back to the original 4 lane configuration? In my industry we have a term, "there is nothing more permanent than a

temporary solution.” I have concerns that the City will not have the fortitude or financial will to reverse these changes when benefits are not realized.

- In Phase 2 of your study, the City and their consultants never tendered an option to leave both lanes existing and look at safety improvements that could be applied to this scenario. This should always have been considered an option instead staff have been steering the narrative in a direction that they desire instead of giving policy makers ALL the information to make informed decisions. I have been on the Board of a large credit union since 2008. My expectation from staff is for them to objectively provide ALL information so the Board can establish policy and make informed decisions.
- This project will increase cut through traffic as opposed to the statement of reducing cut through traffic. With increased traffic delays and transportation time on McGillivray drivers will attempt to use roads such as SE 11th, SE 13th, SE Graham Rd, etc. if they perceive an improvement in drive time.
- Travel time in the staff memo will initially result an additional travel time of 30 sec in the morning and 1 min in PM. Say I commuted McGillivray 220 days/year. Lost 1.5 mins day. In the 25 years I have lived here I would lose 8,250 minutes or 137 hours of my life that can't get back. Using projected delays by 2045 this same example is about 343 hours. I had a leadership class that stressed that time is a finite resource. You can always make more money. Why do I want to embrace an option that keeps me away from my family and things I want to do?
- Your preferred alternative pushes cyclists to the existing curbs. It was obvious this fall that Vancouver Public works was not street sweeping leaves along McGillivray. I observed that there was a 6-8 week period where leaf litter turned to mush. It wasn't until mid-December when it appears that either enough rain had fallen to wash away leaf mush or Public works had finally swept McGillivray. See Exhibit 2: December 4, 2023 8:40 AM Typical leaf removal/maintenance on SE McGillivray Blvd.
- Sunday, February 4, I took a drive to perform a parked vehicle count. I found only 8 parked vehicles in front of single family residences on the north side and 15 in the areas of multi-family homes. On the south side there 11 cars in front of single family residences and 22 in front of area of multi-family homes. There is approximately 9,800 ft of parking striped on the north side of McGillivray for parking and 10,200 ft on the south side. The average car is 14.7 ft in length. These 56 cars only occupied 823 feet of roughly 20,000 feet of designated parking areas on McGillivray. Or another way of looking at it 4.1% of the designated parking on McGillivray. When not in use, other mobility devices (i.e. bikes) used this space.
- The information really seems to ignore the impact (i.e. benefit) that existing sidewalks have on McGillivray. McGillivray is approximately 13,500 ft long from Chkalov to 164th. The north side (west bound) of McGillivray has approximately 7,900 ft of road that has sidewalks or about 58.5%. The south side has even more with about 9,000 ft or about 66.7% of the east bound lanes being served. When watching pedestrians and walkers use sidewalks when available. They don't use paved surfaces. Runners are a mix with most preferring the sidewalk. My wife, when she runs, prefers sidewalks when available.
- I want to point out that in the Technical Findings that the proposed improvements with change the BLTS from a 3 to a 2. This is of course straight out of the WaDOT design manual. The current conditions are a low 3 and the proposed improvements end up a high 2. The reality is because of the high traffic counts on McGillivray the net BLTS change is about 0.5.
- To coin current vernacular, this project appears to be Pedestrian “Privilege” where a minority is afforded a privilege at the expense of the majority.

While our household is absolutely opposed to reduction of vehicle lanes on McGillivray we do agree that traffic safety enhancements should be implemented. Flashing beacons at cross walks represent ideas that should already have been implemented. Greater communication by City leaders needs to occur with Vancouver Police Department. Without enforcement there is no consequence to speeding vehicles on McGillivray. These individuals will continue their behavior whether there are 2 lanes or 4 lanes on McGillivray. This project needs a re-start and staff needs to put aside their personal preferences and provide objective information to the policy makers.

Respectfully,
Tyler & Tonia Wubbena
2407 SE 133rd Ct
Vancouver, WA 98683
Tyler Wubbena, P.E.
503-680-2812 (Cell)
360-896-3998 (Direct)

Exhibit 1: Photo November 16, 2023 8:28 AM. McGillivray left turn on to SE Blairmont Dr.



See Exhibit 2: December 4, 2023 8:40 AM Typical leaf removal/maintenance on SE McGillivray Blvd.



From: Courtney Platt
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd Safety and Mobility Project
Date: Tuesday, February 6, 2024 10:30:46 AM
Attachments: [Screenshot 2024-02-06 at 10.16.21 AM.png](#)

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To the Commissioners and Project Team,

I'm writing to you to express my concerns for the McGillivray safety and mobility project and the proposed options. I have several concerns, most importantly that reduced travel lanes will cause more traffic congestion. We are already expanding 14 as a result of growing congestion. Vancouver is only growing in population which makes reducing the number of travel lanes on a busy road extremely counterintuitive.

As it pertains to improving safety and reducing speeds, these options will do nothing of the sort and in my opinion cause more reckless drivers out of their frustration.

WSDOT has researched the use of roundabouts and the benefits for improving safety, as can be seen in a screenshot attached to this email. The main concern that should be addressed here is the intersections. (<https://wsdot.wa.gov/travel/traffic-safety-methods/roundabouts#:~:text=Studies%20by%20the%20IIHS%20and,percent%20reduction%20in%20fatality%20collisions>)

Improve safety

Studies have shown that roundabouts are safer than traditional stop sign or traffic signal controlled intersections.

Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or traffic signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). [Studies by the IIHS and Federal Highway Administration \(FHWA\)](#) have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions

As it pertains to bicycle and pedestrian safety, roundabouts would be a solution to both our speed problem and alternative travel safety as research shows in the following links as well as the one already listed above. https://www.uc.edu/cdc/niehoff_studio/programs/great_streets/w10/reports/roundabout_report.pdf , <https://www.iihs.org/topics/roundabouts>

Especially considering the weather is not conducive for alternative modes of travel most of the year, reducing travel lanes seems foolish. I personally already ride my bike, walk my dog, and drive along McGillivray and believe the true solution is making the flow of traffic more efficient by implementing roundabouts to reduce confusion and congestion.

Thank you for your time and consideration.

Courtney Martinez
CPC - A
cplatt688@gmail.com

From: [j.mayo](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Support for the McGillivray project
Date: Tuesday, February 6, 2024 11:13:35 AM

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To City Council & Members of the TMC,

I'm writing to voice my continued support for the proposed improvements to McGillivray.

Safe options for non-automotive transportation (i.e. walking & biking) will not only make the corridor more inclusive, but will pave the way ;) for a more environmentally- & people-friendly city as the population continues to grow.

Expanding beyond the default of car-focused infrastructure will make for a more enjoyable boulevard for everyone, which means a happier, safer, and more connected community.

Thank you,
JP Mayo

From: [Verne May](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivary Blvd proposal comment
Date: Tuesday, February 6, 2024 12:17:07 PM

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My name is Verne May, I live at 14316 se 23rd. cir, vancouver wa 98683.
I oppose the proposed changes to McGillivary Blvd. I have lived in Cascade since 1978.
There is too much traffic on McGillivary as it is to reduce it to one lane each way. We have parking on the side of McGillivary now.
There will be huge bottlenecks that will slow travel for the residents that use the road every day.
I am shocked by the proposed changes.
Spend the money on resurfacing the road and improving the median.

--

Regards,
Verne L. May

From: [R.Dyer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Public Comment to
Date: Tuesday, February 6, 2024 12:41:27 PM

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To Whom It may concern:

My name is Richard Dyer. We have lived in Cascade Park since 1988. Since 1988, our family has resided between Graham Road and Bella Vista Road. Yes, traffic conditions have changed since 1988. I have reviewed the information on proposed changes to the traffic patterns for McGillivray Blvd. I believe the proposed changes will result in travel times in excess of the estimated times reflected in the presentations. Having attended previous presentations, my observation is the recommendations and alternatives we are seeing today were pre-determined before public input was received and the justifications on traffic impacts are flawed.

The project purpose, although not identified, appears to be the reduction of traffic flow through Cascade Park, by forcing vehicles to use roads other than McGillivray Blvd such as Bella Vista, 136th, Park Crest and Olympia Blvd to get to major roads and arterials.

I do not believe the changes to reduce the road from a four (4) lane road down to a two (2) lane road reflect the needs of the majority of the population residents using McGillivray for access to major roads and arterials. The materials provide do not show the before and after impacts to traffic from the proposed changes. My concerns are based upon the following review of the materials.

First, the population of Cascade Park will be significantly underserved by reducing the lanes. The reviews do not recognize the compounding impact to traffic patterns of buses delivering children back and forth to the schools. The area served has one (1) high school, one (1) middle school, two (2) grade schools and approximately 20,000 households living in single family residences and multifamily residences. The bus patterns that the high school, middle school and grade schools have are a significant impact to traffic flows twice daily each weekday September through June. The comparisons of outcomes from previous traffic changes in other neighborhoods used to justify the road reductions on McGillivray Blvd, do not have the number of schools and apartment complexes or residential populations currently using McGillivray Blvd.

Second, the key traffic studies used as the basis for these changes are not available for review or study. This is a significant flaw for evaluating the recommendations. Positive impacts that are shown will benefit less than 5 percent of the impacted residents, but are adverse to 100 percent of the population. Yes, the need for greater access to those with mobility needs is important and are possible by using other practical alternatives such as extending the sidewalks along McGillivray. These do not appear to have been considered.

I am disappointed that public funds have been used in this way. I request further analysis be completed before any action is considered. This work is significantly flawed.

/Richard Dyer/

RDyer
my apologies for any typos

From: [Benoit, Emily](#)
To: [Priest, Laurel](#); [Nischik, Julie](#)
Cc: [Drennan, Kate](#)
Subject: FW: McGillvary
Date: Tuesday, February 6, 2024 1:52:11 PM

This and two more coming in subsequent emails.

Thanks!

Emily Benoit (she/her)
Senior Transportation Planner
City of Vancouver
Community Development Department
cityofvancouver.us

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Tuesday, February 6, 2024 1:50 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>
Subject: Fw: McGillvary

From: paul smith <jazzysport1983@gmail.com>
Sent: Tuesday, February 6, 2024 12:48 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: McGillvary

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Don't do what you did to Ft Vancouver Way. That is a clusterfuck. Leave it to government to fix something that wasn't broke so you can accommodate bicycles on roads meant for cars. Cars are not bad. Stop the non sense with this type of road redesign. Now you have created an accident or 30 waiting to happen at mill plain and ft vancouver way. How was this allowed.n

From: [Benoit, Emily](#)
To: [Patrick Mahedy](#)
Cc: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: RE: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix
Date: Wednesday, February 7, 2024 9:15:07 AM
Attachments: [image001.png](#)

Good morning Patrick,

Thank you for pointing out the calculation error in the Future Conditions Report. We have rectified the error in the [Future Conditions Report](#) and there is not an appendix for this report.

For both 2035 and 2045 the model assumes changes to intersection control to maintain operations under the With Project Scenario. This is stated in the Table Notes for Table 7 2035 LOS Summary (pg18) and Table 12 2045 LOS Summary (pg 28). Also, this change to intersection control to maintain operations under the With Project Scenario is included in the [McGillivray Staff Report](#) to the Transportation and Mobility Commission for longer term recommendations for the corridor outside the scope and timeline of this Safety and Mobility Project.

Thanks!

Emily Benoit (she/her)
Senior Transportation Planner
City of Vancouver
Community Development Department
cityofvancouver.us

From: Patrick Mahedy <mahedyp@gmail.com>
Sent: Tuesday, February 6, 2024 9:15 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>
Cc: City Vancouver Moves <vancouvermoves@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>
Subject: Re: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix

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Hello Emily,

I see an updated report was posted today with fixes to Table 7: 2035 LOS Summary. When will the appendix be available?

I suspect something is wrong with the 2035/2045 analysis at SE Chkalov Drive & SE, unless there is some improvement in the model that isn't mentioned in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM WBT queue of

720ft/425ft/525ft respectively and PM delay of 31s/24s/27s respectively.

I suspect something is wrong with the 2035/2045 analysis at SE Village Loop & SE McGillivray Boulevard, unless there is some improvement in the model that isn't mentioned in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM delay of 19s/10s/10s respectively.

Thank you,

Patrick Mahedy
B.S., Civil Engineering
Oregon State University
[503-550-4156](tel:503-550-4156)

On Fri, Feb 2, 2024 at 2:04 PM Patrick Mahedy <mahedyp@gmail.com> wrote:

Hello Emily,

Is there a more up to date copy of the future conditions report available to the public than this one? <https://www.beheardvancouver.org/17338/widgets/63484/documents/50671> Is an appendix available for this report?

There are very glaring mathematical errors in the Delta columns of Table 7: 2035 LOS Summary that could lead to corrections in the summary memo to the TMC for the public hearing on 2/6.

Table 7. 2035 LOS Summary

ID	Intersection	Control	2035 No Build				2035 With Project				Delta	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	Delay (Seconds)
1	SE Chkalov Drive & SE McGillivray Boulevard	Signal	14	B	21	C	15	B	24	C	+1	+3
2	SE 119th Avenue & SE McGillivray Boulevard	SSSC	1	A	2	A	17	C	35	E	+3	+19

+16 +33

Thank you,

Patrick Mahedy
B.S., Civil Engineering
Oregon State University
[503-550-4156](tel:503-550-4156)

From: [Joe Ballentine](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Safety and Mobility Commission Comments
Date: Tuesday, February 6, 2024 8:07:18 PM

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My name is Joe Ballentine and I would like to comment on the McGillivray Blvd Safety and Mobility Project - I've lived in Cascade Park just off McGillivray for a dozen years and really enjoy driving on McG virtually every day. The Boulevard is one of the great joys of living in this neighborhood.

This plan on McG threatens that usage for myself and most of my neighbors. I'll mention in my opening comments, that I really feel this mobility plan is a gross overcorrection for a situation which hardly needs any attention, given the minimal bike and pedestrian traffic on McG... but it is an imposition on a LOT of local taxpaying drivers like myself while only benefitting a very small minority of users. I think the maxim which should be applied here is the tried and true "If it ain't broke don't fix it!"

But that being said if the governmental agencies involved feel compelled to make changes, I would like to point out that the biggest impact in terms of driver delay is at Chkalov and between Village Loop and 164th, this could be mitigated by keeping two traffic lanes between the latter 2 and a one or two block buffer at Chkalov, sacrificing parking in those sections in order to maintain two lanes AND a wide enough bike lane. No one really parks in those sections anyhow.

I will point out that I feel the commercial section between Village Loop and 164th is critical since when headed east, you have north and southbound traffic on Village Loop merging with McG traffic to 164th - and when headed west you have 2 full lanes of cars coming from business districts along 164th and turning into McG - but then fewer continuing on McG - with a certain percentage turning off north or south on Village Loop.

I'll make my best case. If it ain't broke don't fix it!

thanks again

joe

From: [Anita Brttain3](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vancouver streets
Date: Tuesday, February 6, 2024 1:50:25 PM

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90% or more do not want the city's two options for mcgillivray, 34th, and other street changes you are public servants you need to inform your staff of that we do not want your options we have the right to have our opinions, options followed please show us where it says the taxpayers should not be listened to because that's what you are doing please answer these questions