FEHR PEERS

Memorandum

Date: September 13, 2023

To: Emily Benoit and Laurel Priest, Community Development Department, City of Vancouver

From: Kara Hall and Jai Daniels, Fehr & Peers

Subject: McGillivray Boulevard Safety and Mobility Project – Phase 2: Design Options Community Engagement Summary – Touchpoint One

PT22-0078

Introduction

The McGillivray Boulevard Safety and Mobility Project (Project) is now in Phase 2, which is focused on developing design options. Phase 2 includes several touchpoints with community members and key stakeholders to gather input on preliminary design options and identify where refinements are needed to align the designs with the Project goals.

This memorandum documents feedback gathered during the first touchpoint with community members and stakeholders completed during Phase 2. This round of engagement included a series of community conversations with community members who expressed interest in the design process and engagement with the City's Transportation and Mobility Commission (TMC).

During this touchpoint, community members and TMC were presented with the three preliminary design options and asked to share how well they believe the preliminary design options advance the Project goals, what concerns they have about each preliminary design options, and where additional improvements may be needed.

The three preliminary design options shared with community members include:

- **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 key takeaways from the community conversations and TMC are summarized below. The following sections provide more detail on the community conversations, including feedback gathered by session.

Community Conversations – Key Takeaways

A summary of the opportunities and challenges for each preliminary design option based on discussions at the community conversations is presented in **Table 1**. For more detail on feedback gathered during each session, see the summaries of each community conversation session in **Tables 3** through **10** below.

Based on input gathered from the community since starting Phase 2, the following key takeaways were identified:

- 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.
- While some community members expressed concern with the idea of repurposing a vehicle travel lane in each direction, many community members were supportive of having more space for people walking, riding bicycles and other small mobility devices within the existing Right-of-Way.

Table 1. Community Conversations Summary

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• Community members expressed concern that the parking lane may be misused as a vehicle travel lane. • Several groups expressed concern that the improvements in this option are not robust enough to keep young children safe. • Concern that the painted buffers would not be sufficient to make families feel safe on the corridor was shared by multiple community members. • Some community members shared that they don't believe there are enough parked cars to create a useful buffer.	• Community members appreciated that this design option is like what has been used on roadways in other areas of Vancouver. • While there was some desire for more robust enhancements, most community members agreed that the proposed enhancements would improve safety at the intersections. • People who walk and ride bicycles on the corridor today shared that this would improve their comfort on the corridor.
2: Center Running Mobility Lane	• Many community members expressed concern that the learning curve for drivers could be high as the design felt complex and confusing for some. • There were concerns about the appearance and color of the vertical delineators, and most community members expressed the need for them to be properly maintained. • Several community members shared that this design option seems to favor people biking and that more could be done for pedestrians.	• Many community members expressed support for this option and appreciated the creative solution to repurpose space for vulnerable roadway users. • Most community members appreciated that the separation of all modes of travel would make where different users travel more predictable. • Several community members liked that this design option would preserve space for sidewalks if funding was available in the future.
3: Shared Mobility Lane/Residential Access	• There were concerns with how law enforcement, fire, trash, and mail would use the corridor. • Community members did not like the shared space for all modes in the access lane and expressed concern about vehicles not maintaining speeds supportive for the shared space. • Some community members expressed that this option may be difficult for drivers to navigate for visitors and those who do not live on the corridor or use it regularly.	• Most community members felt that the addition of concrete at the intersections made this design option the best for improving safety and comfort at crossings on the corridor.

Key Takeaways – Transportation and Mobility Commission

The three preliminary design options were presented to and discussed with the TMC at a Project Workshop during the August 2023 meeting. Key takeaways from TMC about the preliminary design options include:

- 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 severely underutilized elsewhere on the corridor.

A detailed summary of feedback from TMC is provided in **Table 10**.

Phase 2 Engagement Goals

Phase 2 of the McGillivray Boulevard Safety and Mobility Project will result in:

- An evaluation framework and set of project specific goals that align proposed improvements with community needs.
- A set of design options that make it safer and more comfortable for all to travel on McGillivray Boulevard, regardless of mode.
- Feedback from a diverse set of voices and community members on how the proposed design options address their needs for traveling on McGillivray Boulevard.

To achieve this and gather the feedback needed to refine the preliminary design options, the Project Team established the following goals for community engagement throughout Phase 2 of the Project:

- Educate community members about possible outcomes for the project based on scope and funding.
- Empower the Vancouver community to share input on which design options would best suit their needs on the corridor.
- Reach a wider array of community members that encompasses the variety of users who travel on McGillivray Boulevard.
- Foster relationships between the City and McGillivray Boulevard community.

Phase 2: Design Options - Community Conversations

As Phase 2 engagement began, the Project Team hosted seven community conversations throughout July 2023. These conversations were an opportunity for community members to participate in discussions, learn about potential improvements on the corridor, and share their feedback on the preliminary design options. The community conversations were intended to be small groups of community members, roughly 10 in each session, so individuals could have their voices heard, ask questions of the Project Team, and meet others who live in or near their neighborhoods.

Opportunities to Participate

Community members were notified about the opportunity and invited to sign-up for a community conversation through a postcard (see **Figure 1**), which was mailed to more than 8,000 residences and businesses in the area surrounding the corridor and through posts on the City's social media sites. The Project Team also visited businesses along the corridor to share information about the Project and the community conversations with businesses, employees, and patrons. Interested community members were asked to sign up to participate in a community conversation through an online form.

Figure 1: Postcard sent to community members about the Community Conversations

One hundred and six (106) community members signed up to join in a community conversation, all of whom were invited to participate in a session. Based on the number of interested participants, seven sessions were hosted and approximately 15 community members were invited to participate in each of the seven sessions. The date, time, and location of the seven conversations are shown in **Table 2**.

To allow as many community members as possible to participate, community conversations were held on a variety of weekday evenings, with early and late sessions, at different locations, both on

the corridor at the Elks Lodge as well as at City Hall. There was also one virtual session, which those not able to attend in person or who preferred to meet virtually were invited to attend.

Of the one hundred and six (106) community members signed up to participate in a community conversation, fifty (50) community members attended the community conversations. Many of these community members had not attended the Community Open House held during Phase 1 of the Project. Most knew about the project from other outreach efforts prior to attending a community conversation and had participated in the online survey during Phase 1 of the Project.

Table 2. Community Conversation Sessions

Session	Time	Date	Location	# of Participants Invited	# of Participants That Attended
1	5:30 – 6:30 PM	Thursday, July 13	Elks Lodge (11605 SE McGillivray Blvd, Vancouver, WA 98683)	15	7
2	7:00 – 8:00 PM	Thursday, July 13	Elks Lodge (11605 SE McGillivray Blvd, Vancouver, WA 98683)	15	4
3	5:30 – 6:30 PM	Tuesday, July 18	Elks Lodge (11605 SE McGillivray Blvd, Vancouver, WA 98683)	16	5
4	7:00 – 8:00 PM	Tuesday, July 18	Elks Lodge (11605 SE McGillivray Blvd, Vancouver, WA 98683)	17	14
5	5:30 – 6:30 PM	Wednesday, July 19	Virtually on Zoom	17	14
6	5:30 – 6:30 PM	Monday, July 24	Vancouver City Hall (415 W. 6th Street, Vancouver, WA 98660)	16	5
7	7:00 – 8:00 PM	Monday, July 24	Vancouver City Hall (415 W. 6th Street, Vancouver, WA 98660)	14	1

What We Heard

The Project Team shared three preliminary design options with participants to hear their feedback and answer questions about different potential design treatments. The three options are summarized below along with what was shared during the community conversations with participants. Community members were asked to consider the following questions for each of the options:

- Do the preliminary design options align with the project goals?
- Are there additional improvements needed?
- What concerns do you have about the draft design options?
- What additional feedback would you like to share?

Design Options

Design Option 1: Parking Separated Mobility Lane

Design Option 1, the Parking Separated Mobility Lane, would repurpose one vehicle travel lane in each direction to create a 10-foot mobility lane located next to the curb. In areas where there are no sidewalks, this space would be intended for use by people walking, riding a bicycle, or using other small mobility devices. Where sidewalks exist today, people walking would continue to use the sidewalk. The mobility lane would be separated from the vehicle travel lane by a 4-foot-wide buffer and 8-foot-wide parking lane as shown on **Figure 2**.

Figure 2. Design Option 1: Parking Separated Mobility Lane

Design Option 2: Center Running Mobility Lane

This design option separates all modes of travel. To achieve this, one vehicle travel lane is repurposed in each direction and space is provided for a mobility lane located next to the median and a walking lane located next to the curb in locations without sidewalks. The center running mobility lane would be intended for people riding bicycles or other small mobility devices, while people walking would use the walking lane or existing sidewalks. The walking lane or sidewalks would be separated from the vehicle travel lane by an 8-foot-wide parking lane, as show on

Figure 3.Design Option 2: Center Running Mobility Lane

Design Option 3: Shared Mobility Lane/Residential Access

This design option creates a shared mobility lane open to residential access by repurposing one vehicle travel lane in each direction. The mobility lane is separated from the vehicle travel lane by an 8-foot-wide parking lane and 4-foot-wide concrete median, as shown on **Figure 4**. The shared access lane would be utilized by vehicles, people riding bicycles and other small mobility devices, and people walking where there are no sidewalks.

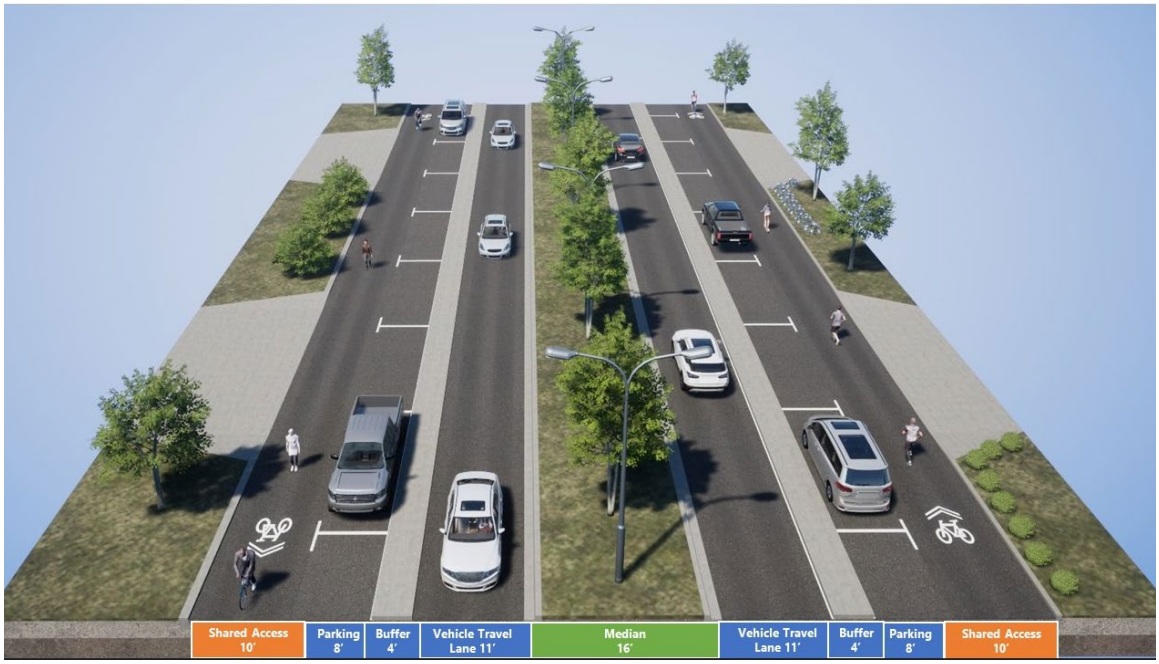

Figure 4. Design Option 3: Shared Mobility Lane/Residential Access

Key Takeaways on Design Options

A total of 50 community members participated in the community conversations, a great turnout of about 50% for those expressing interest to join. A summary of takeaways from sessions is provided below in **Table 3** through **Table 9**.

Overall, community members favored Design Option #2: Center Running Mobility Lane, primarily because of the separated space for different modes and the ability to include a consistent physical barrier between the mobility lane and vehicle travel lane. Design Option #1: Parking Separated Mobility Lane was also favored because of the physical separation of the mobility/walking lane from the vehicle travel lane. Most participants expressed concern with the reduction in access to residences along the corridor that would result from Design Option 3: Shared Mobility Lane/Residential Access. Support was provided to Design Option 3 only due to the presence of concrete as a more permanent treatment providing additional protection between different modes and at intersections.

Transportation and Mobility Commission

The Project Team presented three preliminary design options to the Transportation and Mobility Commission at a Workshop during the August 2023 meeting to gather feedback on and input from Commissioners about each design option. Materials provided for the workshop included a Staff Memo and Presentation summarizing the three preliminary design options and alignment with the Project goals, which is the same information that was shared with community members

at the community conversations. The opportunities and challenges identified by Commissioners are summarized in **Table 10** below.

Table 3. Key Takeaways from Session 1

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• One community member expressed concern that repurposing a lane would increase congestion and make it challenging to drive on the corridor. • One community member expressed concern that signs and paint will not deter cars from speeding.	• Some community members were happy to see the number of vehicle travel lanes reduced. • The separation of the parking lane and mobility lane is appreciated by some community members since they have to walk around parked cars currently.
2: Center Running Mobility Lane	• One community member shared concern about pedestrians having too much space.	• Many community members like the enhanced vertical separation that is included in this option. • The separation of different modes (bicyclists and pedestrians) was viewed as a positive by most participants. • Several community members appreciated that this option does not preclude the construction of sidewalks in the future. • To enhance midblock crossings, one community member requested a rectangular rapid flashing beacon (RRFB).
3: Shared Mobility Lane/Residential Access	• Community members shared concerns about the use of concrete, which may be harder to remove or retrofit later. • Most community members had concerns with how services would access residences along the corridor. This includes emergency responders, mail delivery, and trash collection.	• Many community members shared that the addition of concrete at the intersections would help to improve safety and comfort, especially at intersections near schools.

Table 4. Key Takeaways from Session 2

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• Some community members expressed concern over the possible use of the parking lane as a travel lane.	• The physical separation between the mobility lane and vehicle travel lane is seen as favorable by most community members.
2: Center Running Mobility Lane	• Some community members are concerned with the level of driver education that may be needed for this option to be successful.	• Some community members shared that this option has lots of advantages because it increases the predictability of travel for all modes. • Some community members shared that this option may help people cycling know which way to bike and where they should be located on the roadways.
3: Shared Mobility Lane/Residential Access	• Two community members do not consider this a great option for the future because it limits the ability to build sidewalks. • The mix of pedestrians, cyclists, and cars is concerning for some community members. • Most community members prefer separation of all modes.	• No opportunities were provided for this option.

Table 5. Key Takeaways from Session 3

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• Some community members were afraid the improvements would not be effective at stopping cars for crossing pedestrians, specifically at the SE 136th Avenue intersection. • Some community members expressed concern that one pedestrian can stop an entire intersection from moving, causing congestion. • One community member shared that driver education would be needed for this option.	• While more robust improvements are desired, the students that travel to/from Wy'East Middle School would benefit from extended curbs at the SE 136th Avenue intersection.
2: Center Running Mobility Lane	• One community member was concerned that there aren't enough parked cars on McGillivray Blvd for the parking lane to be a successful barrier between pedestrians and the vehicle travel lane.	• While some community members liked this option, they would like the City to consider using vertical separation that doesn't impact the visual appearance of the neighborhood, such as changing the color or height of the selected vertical separators to reflect the neighborhood aesthetic. • Some community members considered this the best option because it is creative and not yet been tried in the City.
3: Shared Mobility Lane/Residential Access	• This option was not seen as favorable by most community members. • One community member expressed concern about people learning how to use this option, especially with yielding and entering/exiting the shared lane. • The cost and maintenance required for this option was expressed as a concern by a few community members.	• No opportunities were provided for this option.

Table 6. Key Takeaways from Session 4

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• Several community members felt that this option would not create enough of a barrier between the mobility lane and the vehicle travel lane. • Several community members felt that this would not be enough to improve intersection crossings, especially those located near schools where there are many children crossing.	• Some cyclists felt that physical separation from vehicles would improve their comfort when riding a bicycle on McGillivray.
2: Center Running Mobility Lane	• Some community members expressed concern that this option was too complex and would require substantial driver education if implemented. • Concern about access for emergency services was brought up by at least one community member.	• Most participants felt that this was an innovative idea and appreciated the separation of people walking and riding bicycles.
3: Shared Mobility Lane/Residential Access	• Some community members expressed concerns over maintaining access for emergency services and other services such as mail and trash collection.	• The intersections in this option felt safest for children crossing to go to Wy'east Middle School as the concrete reduced the crossing distance and added physical protection from the vehicle travel lane.

Table 7. Key Takeaways from Session 5

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• One community member felt that repurposing a vehicle travel lane may increase congestion experienced by drivers. • One community member shared that there are not enough consistent barriers to keep vehicles out of the mobility lane.	• Several community members shared that the wider mobility lane, separated from vehicle traffic by the buffer and parked vehicles would feel much safer than existing conditions.
2: Center Running Mobility Lane	• One community member was concerned that repurposing a vehicle travel lane may increase congestion experienced by drivers. • Several community members felt that making a right-turn under this option may become too challenging as bicyclist and small mobility users may need to use the crosswalk as a pedestrian to exit the center running mobility lane. • Most community members shared that they view this option as too different and that would require too much driver education. • Several community members shared that this option seemed like it would benefit people riding through the area rather than community members that live in the area.	• Most community members felt that separation of space for people walking and riding would be beneficial on this corridor. • Several community members thought that continuous buffer would improve comfort when riding a bicycle.
3: Shared Mobility Lane/Residential Access	• One community member thought that repurposing a vehicle travel lane may increase congestion experienced by drivers. • Most community members were concerned that there is no space for vehicles to pull out of the vehicle travel lane and allow emergency services to pass. • Several community members thought that getting in and out of the shared access lane would be too confusing for visitors, delivery drivers, etc. • One community member shared that this option seems to preclude or make it more challenging to construct sidewalks in the future.	• One community member felt that the addition of concrete at the intersections would make people feel safer and shorten their crossing distances.

Table 8. Key Takeaways from Session 6

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• One community member shared concerns over perceived low bus and bicycle/pedestrian traffic not feeling the need for additional space for those modes. • Several community members felt that the paint buffers may not be effective enough to keep the modes separated. • One community member feared that this option would limit residential access.	• Most participants felt that this design option aligned best with the Project goals.
2: Center Running Mobility Lane	• One community member felt that the changes at intersections would result in an increase in congestion for vehicles at intersections. • One community member felt that this design option was viewed as providing substantially more benefit for people riding a bicycle than people walking. • Most participants shared concern about the amount of driver education that would be required to implement this option.	• The separation of pedestrians and cyclists was identified as the primary benefit for this option by most community members.
3: Shared Mobility Lane/Residential Access	• One community member was concerned that a broken-down vehicle could block traffic and especially delay emergency services. • Community members shared that people that live along McGillivray Boulevard are likely to view this as reducing access to their property.	• The use of concrete was identified as the primary benefit for this option by most community members. • Community members felt that this option was the most visually appealing.

Table 9. Key Takeaways from Session 7

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• No challenges were provided for this option.	• The community member shared that they view this option as something that would be familiar to drivers while providing separation for people walking and riding a bicycle.
2: Center Running Mobility Lane	• No challenges were provided for this option.	• This option was viewed as the most beneficial by the community member due to the separation of modes and the dedicated space for people walking that it creates.
3: Shared Mobility Lane/Residential Access	• This option seemed confusing and hard to navigate for community members, especially for visitors or people who do not live on the corridor.	• No opportunities were provided for this option.

Table 10. Key Takeaways from TMC

Design Option	Challenges	Opportunities
1: Parking Separated Mobility Lane	• Underutilized parking is not a good use of space when the speed differential between modes continues to increase with electric small mobility devices. • This option does not do enough to narrow crossing distances. • The lack of continuous buffer may make it challenging to keep vehicles out of the mobility lane.	• This design option includes the option to better utilize space that is currently allocated for on-street parking but often underutilized. • This design option is something that people in Vancouver are more likely to be familiar with.
2: Center Running Mobility Lane	• Interactions between people riding a bicycle and cars would be challenging approaching intersections. • The need to restrict U-turns at some intersections may be an impact to residents that live along the corridor.	• The speed differential between pedestrians and cyclists is an issue on this corridor; so the separated space for these modes would help to address this issue. • Large groups of bicyclists ride on this corridor so having dedicated space in the center of the road for those riders would be beneficial.
3: Shared Mobility Lane/Residential Access	• Keeping vehicle speeds in the shared lane seems very challenging and would likely require more investment in traffic calming. • This option seemed to create a "straight-away" for vehicles that may conflict with the goals to lower vehicle speeds.	• The concrete included in this option, specifically at the intersections would help improve safety and comfort for pedestrians crossing.

Next Steps

Following the community conversations and feedback from TMC, the Project Team will refine two of the preliminary design options (Option 1: Parking Separated Mobility Lane and Option 2: Center Running Mobility Lane) as the most supported options and remove Option 3: Shared Mobility Lane/Residential Access from further consideration due to the lack of support.

As the Project Team continues to refine and evaluate the remaining two preliminary design options, there will be additional opportunities for community members to share their feedback during Phase 2. Community members will be able to review the updated preliminary design options, that will incorporate feedback heard from TMC and in the community conversation, and share their feedback through an online survey, hosted on the Project's BeHeard Page (https://www.beheardvancouver.org/mcgillivray-safety). Feedback gathered from the online survey will be used to inform the evaluation of the preliminary design options during Phase 2 of the Project, towards creating a final preferred design option.

Phase 3: Design Improvements

Based on feedback from community members and stakeholders and input from the Project Team, a preferred design option will be selected in *Phase 3: Design Improvements*. The Project Team will bring the preferred design option to the TMC for recommendation and approval. Then, the Project Team will share out the final preferred design option with the community and stakeholders.