

# Memorandum

Date: January 12, 2024  
To: Emily Benoit & Laurel Priest, City of Vancouver  
From: Kara Hall & Jai Daniels, Fehr & Peers  
Subject: **McGillivray Boulevard Safety & Mobility Project – Phase 2: Design Options  
Community Engagement Summary – Online Outreach**

*PT22-0078*

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## Introduction

Phase 2, Develop Design Options, of the McGillivray Boulevard Safety & Mobility Project (Project) included 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 second touchpoint with community members and stakeholders completed during Phase 2 which included an online survey of the preliminary design options.

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

The two preliminary design options shared with community members include:

- **Option #1: Curbside Mobility Lane:** This option would repurpose one vehicle travel lane in each direction to create a 10-foot mobility lane, located next to the curb and separated from the vehicle travel lane by a parking lane, painted buffers, and vertical delineators.
- **Option #2: Center Running Mobility Lane:** This option would repurpose one vehicle travel lane in each direction to create a 10-foot 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 some form of vertical delineators. People walking would be



expected to use the walking lane, which would be located next to the curb, or existing sidewalks.

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 key takeaways from the online survey are summarized below.

## Design Options Survey

The Design Option Survey opened on the Project's Be Heard Vancouver website ([www.beheardvancouver.com/mcgillivray-safety](http://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 Transportation and Mobility Commission, and the Project listserv which includes neighborhood associations and community members who signed up to receive Project updates and information.

### Survey Questions

The design options survey included five questions for each design option, listed below, which were followed by a series of optional demographics questions. These questions asked community members to share how well they believe that each potential design option advances the three project goals and provided an opportunity for community members to share additional thoughts and/or concerns along with additional design features that they would like to see included.

1. How well do you think this design option would advance Project 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?*
2. How well do you think this design option would advance Project 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?*



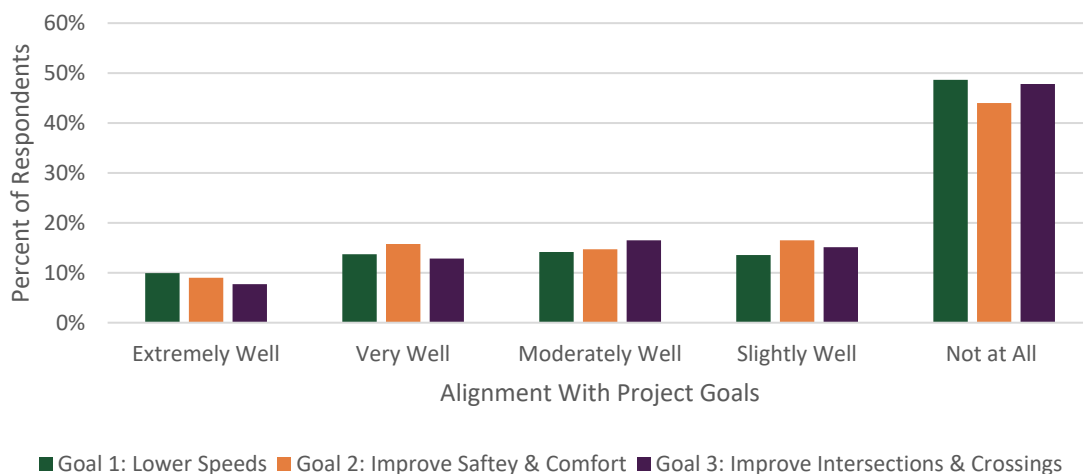
3. How well do you think this design option would advance Project Goal 3: *Improve safety and comfort at intersections and crossings on the corridor?*
4. Do you have any additional thoughts and/or concerns about this design option?
5. What potential improvements, if any, do you think are needed to better achieve the project goals?

### Design Option #1 Feedback

The survey results for Design Option #1 are shown on the chart below, Design Option 1 Survey Results. As shown, nearly 25% of respondents felt that this design option will advance the goal of lowering speeds either extremely well or very well. Respondents felt that Goal 2: Improving Safety & Comfort was the goal most likely to be advanced by this design, with 25% of respondents identifying this design as aligning extremely or very well with this goal. Goal 3: Improve Intersections & Crossings scored the lowest with 21% of respondents identifying this design option as advancing this goal either extremely or very well.

Nearly 50% of respondents selected “not at all” when asked how well this design option advances these goals. More detail on concerns shared is provided below; however, the most prominent concern shared related to the goals was that respondents believe that repurposing a lane will increase traffic and not achieve the goal of slowing down vehicles.

Design Option 1 Survey Results



### Concerns

The most prominent concern for this design option was related to repurposing a vehicle travel lane. Many respondents commented that they do not believe that the number of vehicles traveling on McGillivray Boulevard could be accommodated by one vehicle travel lane in each



direction. The traffic forecasting and analysis in the Project's Future Conditions Report provides evidence that even with the predicted traffic volume in the mid term (2035) and long term (2045) future, repurposing a lane in each direction will not degrade travel conditions below the acceptable level of service along the corridor and volumes are well below the level necessitating two travel lanes in each direction. Other concerns identified include:

- Paint and delineators will not be able to stop cars.
- Repurposing a travel lane may make left-turns more challenging for people riding a bicycle.
- The design does not address the lack of enforcement of existing traffic laws.
- Some drivers may use either the painted median or the parking lane to pass slower drivers.
- Restricting U-Turns at intersections along the corridor.
- Diversion of traffic from McGillivray Boulevard to surrounding neighborhood streets.
- Parked cars "floating" in the parking lane may be likely to be hit by cars that are not familiar with the configuration.
- The design should include physical barriers between the parking lane and the mobility lane.
- Removal of parking along McGillivray Boulevard.
- With frequent driveways and under utilized parking, the barrier between the mobility lane and the vehicle travel lane will not be as robust as they should be.
- The speed differential of walkers/joggers sharing the mobility lane where there no exiting sidewalks.
- Sight distance for people pulling into or backing out of residential driveways along the corridor,
- People getting into or out of parked cars will be exposed to traffic in the vehicle travel lane.
- Buses may stop traffic entirely if they stop in the travel lane.

### Improvements

Two suggestions identified by many respondents include adding more law enforcement to the corridor and maintaining the existing vehicle travel lane. Law enforcement is one tool to help mitigate speeding but is outside the scope of the design process for this Project and maintaining the existing roadway does meet or align with any of the Project goals. Other suggested improvements include:

- The addition of more concrete barriers.
- Creating dedicated space for people walking within the mobility lane.

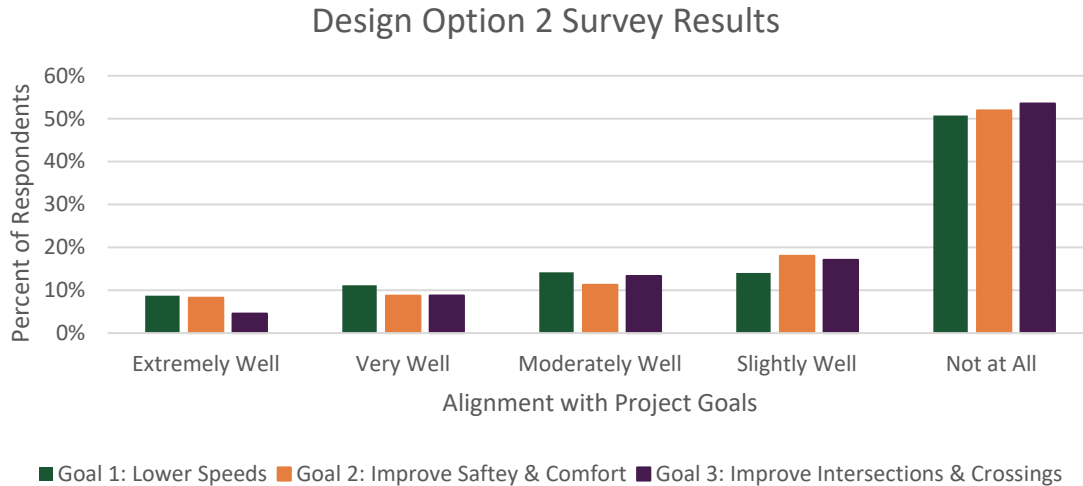


- Addition of speed bumps to the corridor.
- Addition of video enforcement.
- Fill in existing sidewalk gaps.
- More robust improvements at intersections including roundabouts and/or traffic signals and protected intersections.
- Add a buffer between the vehicle travel lane and parking lane.

### Design Option #2 Feedback

The survey results for Design Option #2 are shown on the chart below, Design Option 2 Survey Results. As shown, 20% of respondents felt that this design option will advance the goal of lowering speeds either extremely well or very well. Less than 20% of respondents felt like this design option aligned either extremely or very well for both Goal 2 and Goal 3.

More than 50% of respondents selected “not at all” when asked how well this design option advances these goals. More detail on concerns shared is provided below; however, the most prominent concerns shared related to this design option is the lack of familiarity with the proposed configuration and an increase in traffic resulting from repurposing a vehicle travel lane.



### Concerns

Similar to responses for Design Option #1, respondents are concerned with the lane reconfiguration, specifically that it will cause congestion or confusion and not be an effective way to lower vehicle speeds on McGillivray Boulevard. However, lane reconfiguration is a proven countermeasure to reduce vehicle speeds and increase pedestrian safety. Other concerns shared for this design option include:



- Access to the center running lane may be challenging from the side streets or for residents who live along the corridor.
- This configuration would be confusing for many users given how different it is from other roadways currently in Vancouver.
- Conflicts between bicyclists and vehicles turning left.
- This option would make right-turns more challenging for people using the mobility lane.
- The parking lane may be used for passing, especially where there is a walking lane provided and parking is not located directly next to the curb.
- In areas where no sidewalk is present, this option proposes providing a walking lane on the right side of the road (in addition to the center-running mobility lane). The presence of both the walking lane and the mobility lane in the current right-of-way may be too confusing for drivers.

### Improvements

Similar to the responses for Design Option 1, suggestions identified for this option include a focus on request for additional law enforcement on the corridor and consideration for other types of enforcement, such as video enforcement and maintaining the existing vehicle travel lanes. As stated above for Option 1 as well, law enforcement is one tool to help mitigate speeding but is outside the scope of the design process for this Project. Other suggested improvements from respondents include:

- Consider moving the pedestrians to the mobility lane and adding a more robust barrier, such as concrete.
- Add more signage at intersections to direct different modes.
- Add speed bumps or rumble strips.
- Incorporate roundabouts.
- Add more crosswalks with flashing lights for pedestrians.
- Add raised crosswalks.
- Fill in existing sidewalk gaps.

## Demographics

Optional demographics questions are included in surveys conducted by the City. Data gathered from these questions is used to understand which community groups are being reached and who may be underrepresented in the planning process to inform future outreach efforts. Based on the responses provided:

- 41% of respondents were between the age of 40 to 64 and 34% of respondents were over the age of 64.
- 75% of respondents are not Hispanic or of Latino descent; 63% identify as White.



- 43% of respondents identify as female; 38% identify as male.
- 21% of households earn between \$75,000 to \$99,999 and 29% prefer not to say.
- 86% of respondents speak English at home.
- 63% of respondents do not experience a disability.
- 53% are full-time employed.
- 35% of respondents have a Bachelor's Degree.