

**DATE:** August 15, 2022

**TO:** Mayor and City Council

**CC:** Eric Holmes, City Manager

**FROM:** Emily Benoit, Community Development

**RE:** **Complete Streets - SE 34<sup>th</sup> Street Safety and Mobility Project**

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The focus of the Complete Streets Workshop is the SE 34<sup>th</sup> Street Safety and Mobility Project. As part of Vancouver Moves, the City's ongoing Complete Streets Program, the SE 34<sup>th</sup> Street Safety and Mobility Project is evaluating potential changes to improve safety and mobility in this corridor, between SE 162<sup>nd</sup> and SE 192<sup>nd</sup> Avenues. The project is evaluating repurposing a travel lane in each direction to add dedicated space for people walking, biking, and using mobility-devices, and other safety improvements for all users, including drivers.

In addition to the Complete Streets policy goals, several corridor specific goals have been identified for the SE 34<sup>th</sup> Street project and are being used to align potential changes to the corridor with desired outcomes. The specific goals for the project are:

- 1. Improve comfort and mobility for all users, regardless of how they choose to travel**
- 2. Prioritize safety for all users**
- 3. Make improvements quickly and efficiently**

Today, SE 34<sup>th</sup> Street is a four-lane roadway that prioritizes auto travel. Between SE 192<sup>nd</sup> and SE 164<sup>th</sup> Avenues, there are no facilities for people biking. West of SE 164<sup>th</sup> Avenue, there is an on-street mobility lane in the westbound direction that connects people biking to SE 162<sup>nd</sup> Avenue, but eastbound bicyclists must use the vehicle travel lane. Sidewalks on both sides of the corridor provide space for people walking; however, sidewalks are located next to vehicle lanes where nearly 55 percent of drivers are going between 36 and 45 miles per hour (mph). To identify locations where a high number of collisions occur and where additional design features may lower collision rates, the project team analyzed six years of collision data in the corridor. Key findings from that analysis include:

- 77% of all collisions occurred at intersections
- 60% of all collisions occurred at the SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenue intersections
- Three of the four collisions involving a bicycle or pedestrian involved a car that was turning

The first of two touchpoints with the community began in May 2022 on Be Heard Vancouver. This touchpoint provides an overview of the project and an opportunity for community members to identify safety issues and share concerns in an online survey and with open ended comments. As of late-July, over 500 responses had been received. Responses to the community survey indicate that top priorities for community members traveling along or across SE 34<sup>th</sup> Street include getting places safely and quickly and preserving the environment.

One barrier to walking and biking on SE 34<sup>th</sup> Street today, shared by many community members, is the vehicle travel speeds. Community members shared that the lack of separation between existing sidewalks and the travel lanes paired with high vehicle speeds make it uncomfortable to walk on the corridor. Community members also shared concern about the number of vehicles that use SE 34<sup>th</sup> Street today and how planned growth along with repurposing a travel lane may impact travel time.

To understand how repurposing a travel lane would change conditions for people driving on SE 34<sup>th</sup> Street, a traffic analysis has been completed for existing (2022), mid-term (2027), and long-term (2040) scenarios. Traffic analysis findings indicate that under the near-term and mid-term scenarios, the project goals can be achieved without substantially increasing travel time or delay experienced by people driving. Under the long-term scenario, improvements may be needed at SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues to maintain continued safety at those intersections.

Based on these findings, the project team has developed a proposed design that will achieve the project goals of enhancing safety and mobility for all users while minimizing the increase in delay experienced by drivers where possible. The proposed design would provide one vehicle travel lane and a mobility lane with a buffer separating the two lanes. To enhance safety and access to transit, additional design features include:

- Installing a vertical barrier to provide physical separation between the mobility lanes and vehicle lanes.
- Installing high-visibility crosswalks to make pedestrians more visible and drivers more likely to stop for pedestrians.
- Constructing a HAWK Beacon at SE 162<sup>nd</sup> Avenue to allow people to cross safely.
- Installing modular bus platforms to maintain ADA access to buses and minimize potential conflicts between buses and people traveling in the mobility lanes.

Next steps to meet the project timeline include:

- August 2022 – Refine Project Design
- September 2022 - Gather Community Feedback on Project Design
- October 2022– Conclude Safety and Mobility Study
- Summer 2023 – Planned Pavement Treatment Inclusive of Project Design Elements

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