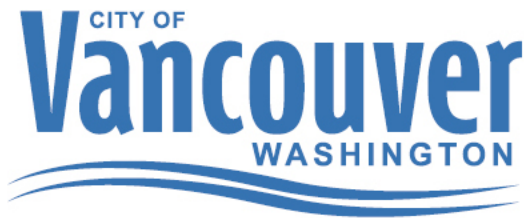


# SE 34<sup>th</sup> Street Safety & Mobility Project

Vancouver City Council  
October 24, 2022



**Rebecca Kennedy**, Deputy Director, CDD  
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# Agenda

- Project Purpose and Target Outcome
- Previous TMC and Council review
- Community Engagement
- Technical Findings
- Proposed Design
- Summary of findings
- Recommendation
- Next Steps

# Purpose & Outcome

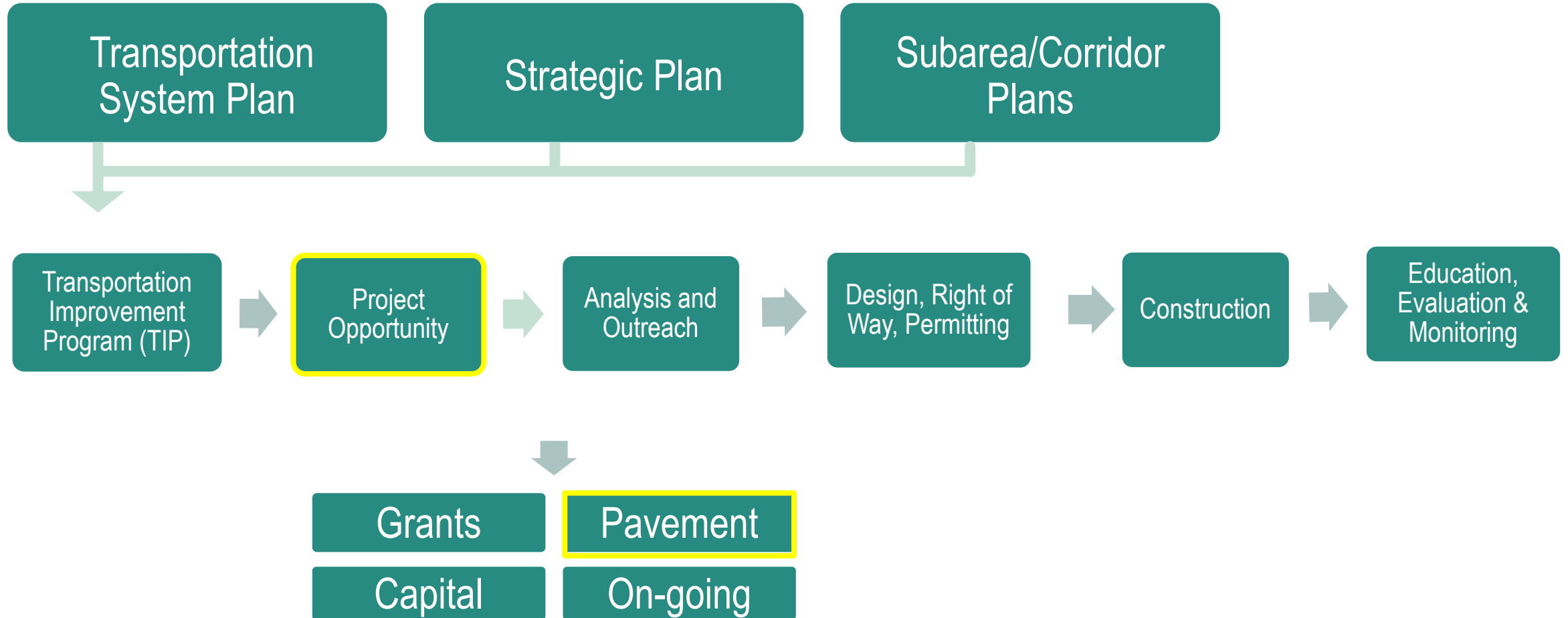
## Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

## Target Outcome

- The City Council endorses the final design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street.

# Transportation Project Pipeline





# TMC & City Council

2022

- FEB —○ TMC review of project goals & priorities
- APR —○ TMC review of existing conditions including collision history, infrastructure gaps & traffic analysis
- JUL —○ TMC review of tradeoffs associated with repurposing a travel lane & design opportunities
- AUG —○ Council review of project goals & priorities, existing conditions, community engagement, technical findings & proposed design solutions
- SEP —○ Council endorsement via resolution of planning process, engagement & proposed design solutions, in alignment with Complete Streets Program Charter for the 2021-22 biennium
- OCT/  
NOV —○ TMC & Council endorsement of final design

# Community Engagement Process: Activities

## **Touchpoints**

- Touchpoint #1 – June 2022
- Touchpoint #2 – September to mid-October 2022

## **Activities and Events**

- Stakeholder & Community Listening Sessions
- Online Open House & Community Survey
- Promoted in-person at community events
- Communicated via postcards and yard signs along the corridor, social media

# Community Engagement Process



## TOUCHPOINT #1

<b>Timeline</b>	June 2022
<b>Event</b>	BeHeard Online Open House
<b>Goal</b>	Share project overview & changes being considered
<b>Outcome</b>	Understand community concerns



## TOUCHPOINT #2

<b>Timeline</b>	September 2022
<b>Event</b>	BeHeard Online Open House Stakeholder Listening Sessions
<b>Goal</b>	Share analytical findings & design changes
<b>Outcome</b>	Understand community concerns & determine additional needs

# What We Are Hearing



**What do you think about the proposed design to repurpose a travel lane to add mobility lanes?**

- 25% of people said they think it will be beneficial
- 5% of people said they need to see it in action
- 70% of people have concerns about impacts to the corridor



# What We Are Hearing



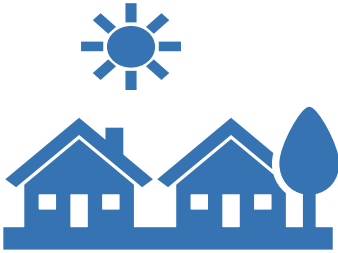
Do you have any concerns about the proposed design?

1



Travel Time

2



Neighborhood  
Design

3



Safety

4



Local  
Economy

5



Serving  
Disproportionately  
Impacted  
Communities

6



Environment

# What We Are Hearing

## **Project Concerns:**

- Increase in congestion due to planned developments
- Few people walk and bike on the corridor today
- Increase in queueing at 164<sup>th</sup> and 192<sup>nd</sup> Avenues

## **Project Support:**

- Support for reducing speed on SE 34<sup>th</sup> Street
- Opportunities to enhance safety at crossings
- Separation between people biking and vehicles

# What We Are Hearing

**?** Do you think your travel behavior will change because of this project?

- 16% of people said they will walk, bike, or use mobility devices more
- 5% of people said they will use transit more
- 13% of people said they would drive more
- 5% of people said they will walk, bike, use mobility devices, or transit less
- 4% of people said they will drive less
- 70% of people won't change how they travel

# Traffic Analysis

- Completed a traffic study to quantify changes for people driving
- Evaluated existing (2022), mid-term (2027), and long-term (2040) conditions
  - Morning and evening commute hours
- Traffic forecasts included planned development and expected land use growth in the City
  - Only accounts for vehicle travel
- Evaluated Average Daily Traffic (ADT) for all three scenarios

# Movements of Concern: SE 164<sup>th</sup> Avenue

- Westbound left-turn is key concern for community members
  - Delay will increase is minimal (2 seconds) under near and Mid-Term compared to No Build
  - 11 seconds under Long-Term
  - Queue will increase with repurposed lane compared to No Build
    - Existing: +125 feet
    - Mid-Term: + 200 feet
    - Long-Term: + 175 feet

# Movements of Concern: SE 164<sup>th</sup> Avenue

- Eastbound left and right turn and northbound left turn are primary concerns

## Eastbound Left-Turn Changes with Repurposed Lane

Metric	Existing	Mid-Term (2027)	Long-Term (2040)
Delay (seconds)	+2	+2	+11
Queue (feet)	+125	+200	+175



# Movements of Concern: SE 192<sup>nd</sup> Avenue

- Northbound left turn, eastbound left and right turn are primary movements of concern
- Revised design to maintain vehicle capacity on key movements
- Long-term additional improvements will be needed with or without repurposed lane

## Turning Movement Changes with Repurposed Lane

Movement	Metric	Existing	Mid-Term (2027)	Long-Term (2040)
Eastbound Left	Delay (seconds)	+5	+26	+56
	Queue (feet)	+75	+50	+75
Eastbound Right	Delay (seconds)	+18	+33	+61
	Queue (feet)	+200	+225	+325
Northbound Left	Delay (seconds)	+1	+37	+119
	Queue (feet)	+25	+25	+275

# Responding to Community Feedback

## Concerns about vehicle delay in the long term

- Models only tell us so much, but we do see delay and failing level of service under our current standards in the long-term
- If proposed design advances, staff will monitor roadway performance and evaluate mobility facility post implementation
- If, in the future, it falls below mobility standards, we can reassess and update design to address issues
- This could include restriping through future pavement maintenance work or capital investments at intersections to allow safety mobility lanes as well as adding back turn lanes

## Short and Medium Term

- Model and analysis show opportunity to increase comfort safety and mobility for all users without compromising traffic performance below acceptable levels
- Intersections are biggest barriers to different trip choices due to safety issues. We cannot stop at the intersections if we want to provide safe and comfortable facilities for all users.

# Traffic Analysis: Key Takeaways

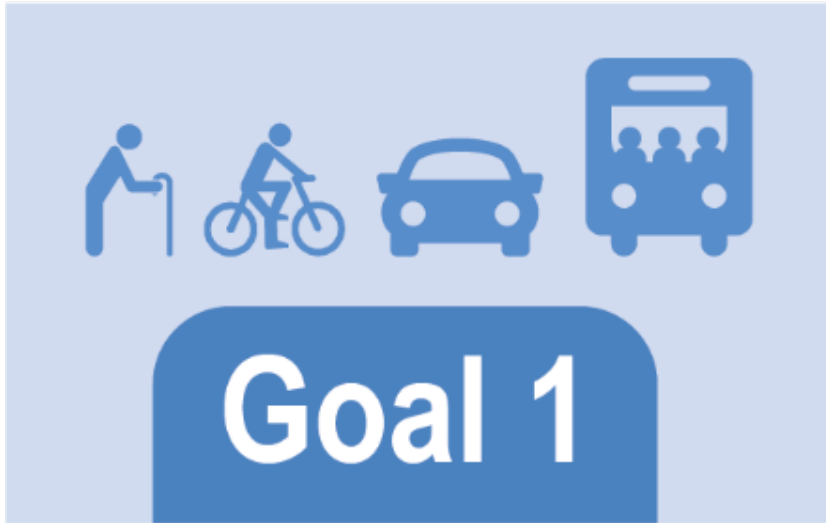
## Existing and Mid-term Scenarios

- Adequate capacity to repurpose a lane with minimal change for people driving.
  - Locations where demand is high today will continue to experience delay.
- 2022 ADT = 10,300
- 2027 ADT = 11,400

## Long-Term Scenario

- Delay will begin to increase for people driving without repurposing a lane.
- In 2040, repurposing a lane will increase delay at the SE 192<sup>nd</sup> Avenue and SE 164<sup>th</sup> Avenue intersections and travel time within the corridor compared to the No Build Scenario.
- 2040 ADT = 18,700

# Meeting Project Goals



Improve comfort and mobility for all users

- ✓ Creates a new east-west mobility corridor
- ✓ Improves access to transit for people biking
- ✓ Does not substantially add to driver delays in the near-term and mid-term
- ✓ Slows down vehicles, improving safety for all users

# Meeting Project Goals



**Prioritize safety for all users**

- ✓ Fewer travel lanes make intersections easier to navigate for people walking, rolling, biking and using small mobility devices
- ✓ Addresses contributing factors to collisions involving someone walking or biking
- ✓ Enhances existing crossings and connects key destinations
- Long term (10+ years), improvements may be needed at SE 164<sup>th</sup> and SE 192<sup>nd</sup> Avenues to maintain safety at those intersections

# Meeting Project Goals

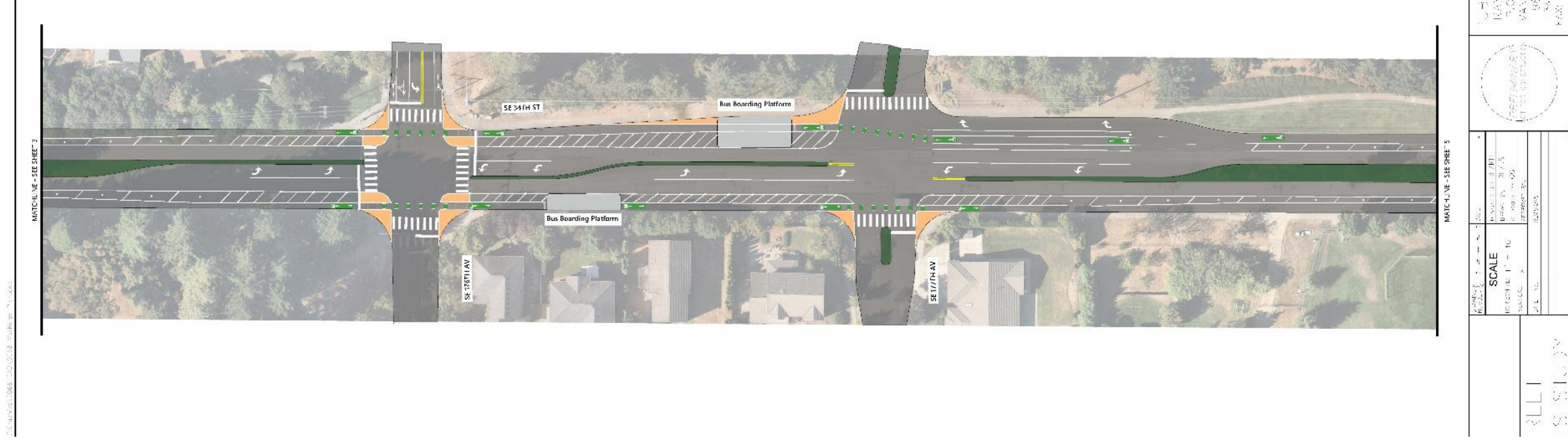


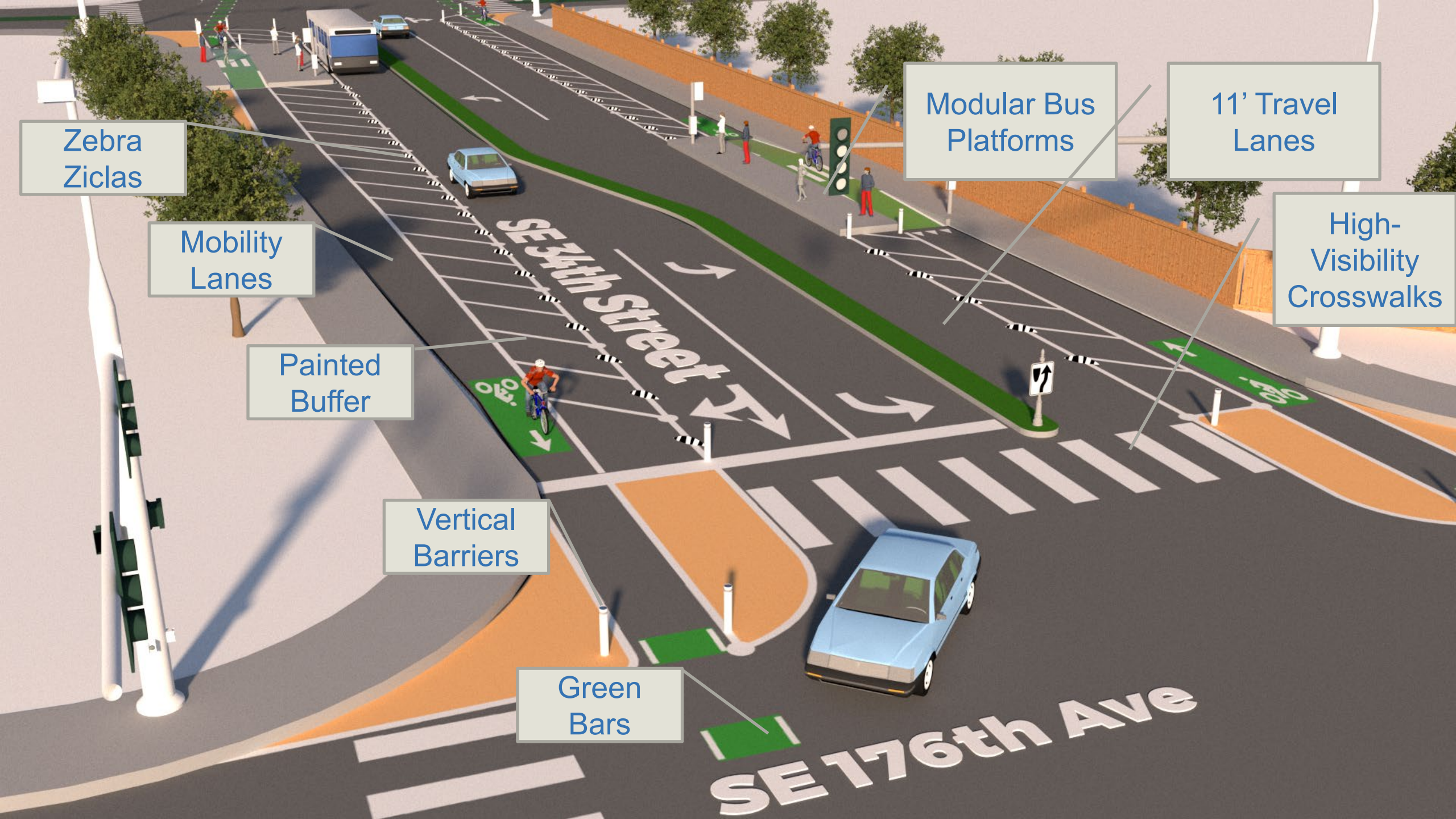
**Facilitate near-term  
implementation**

- ✓ Restriping could occur with the pavement work
- ✓ No large capital investments would be required in the near to mid-term
- ✓ Safety improvements would be eligible for grant funding



# Proposed Design





Zebra  
Ziclas

Mobility  
Lanes

Painted  
Buffer

Vertical  
Barriers

Green  
Bars

Modular Bus  
Platforms

11' Travel  
Lanes

High-  
Visibility  
Crosswalks



# Purpose & Outcome

## Purpose

- Share how the proposed design advances the project goals.
- Share what the community has shared so far and ongoing engagement opportunities.
- Present the proposed design and recommended safety features.

## Target Outcome

- The City Council endorses the final design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street.

# Recommendation

**Endorse the proposed design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162<sup>nd</sup> Avenue.**

# Next Steps

- **November 2022** – Safety & Mobility Project design endorsed by City Council
- **Expected 2024** – Planned Pavement Treatment inclusive of Project Design Elements
- **Ongoing** throughout project: communication and information sharing with community and project stakeholders

# Thank You

To learn more, visit [www.beheardvancouver.org/se-34th](http://www.beheardvancouver.org/se-34th)

