



CITY OF
Vancouver
WASHINGTON

NE 112th Avenue Safety & Mobility Project

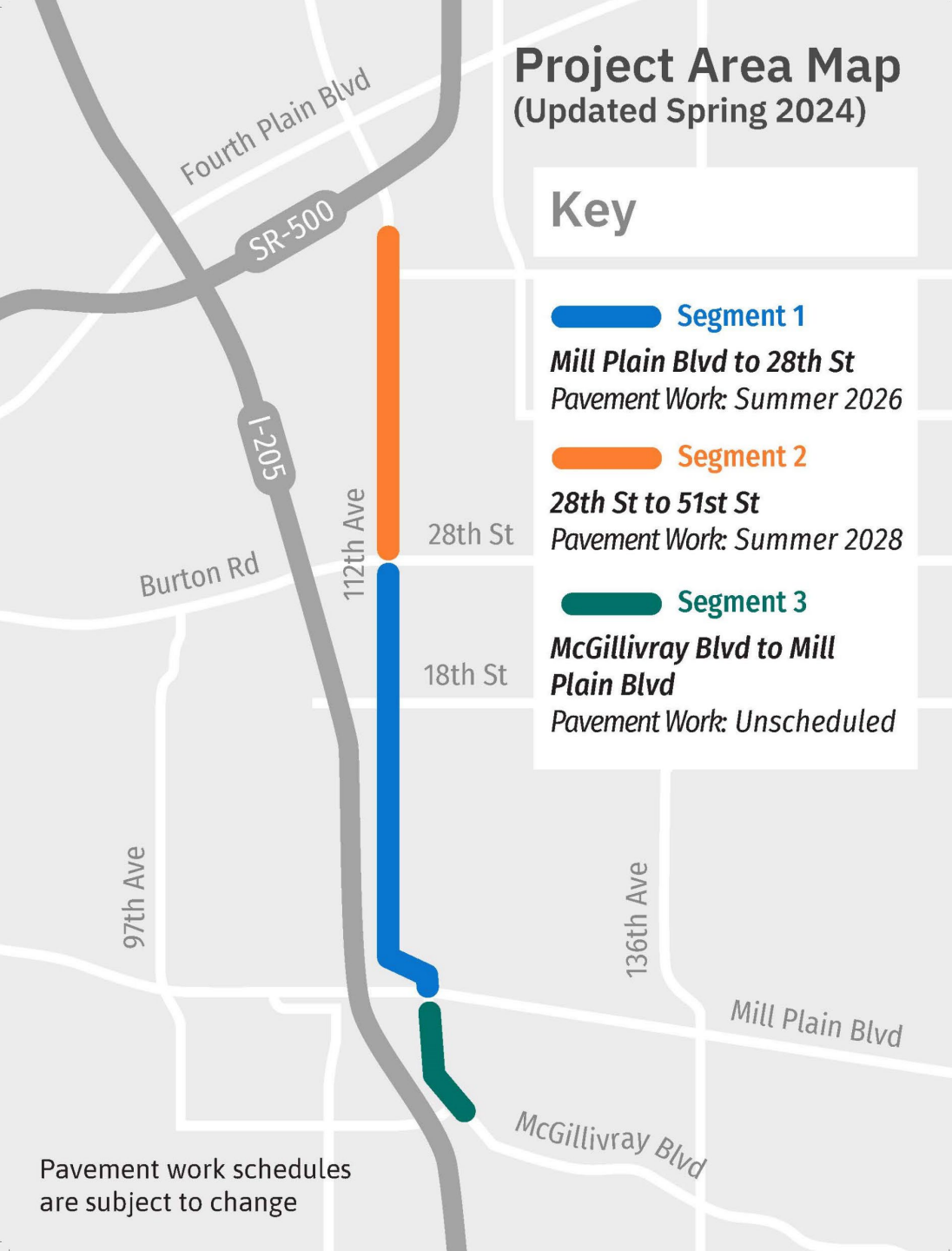
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Ryan Farncomb, Parametrix, Consultant Project Manager

July 2, 2024

Agenda

- Project update
- Draft corridor recommendations
- Community outreach & feedback
- Next steps





Project Update

- Prior TMC discussions:
 - September 2023 - project introduction
 - December 2023 - initial design ideas
 - May 2024 – refined corridor concepts
- Continued exploring near- and long-term concepts
- Completed second round of outreach

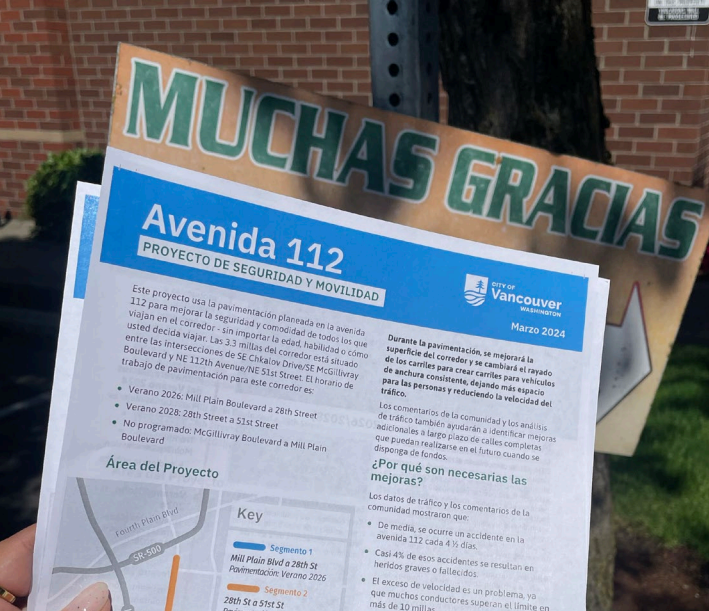


May 2024 TMC Feedback – Follow Up

- Removal of center turn lanes and consideration of medians
 - Medians may be considered as an access management strategy at key locations
 - Many driveways/access points in most of corridor, exception is ~39th to 46th
 - Relatively long distances between signals would create out-of-direction travel
 - Freight access is important in much of corridor (U-turns difficult)
- Where are the degraded sidewalks that need repair?
 - Will review locations at this meeting
- Heard support for adding bike lane north of NE 28th, even if it's not buffered
 - Included this in the recommendations
- Heard support for lane reconfiguration approach south of NE 18th
 - Included this in the recommendations



Milestone 2 Outreach & Engagement Update



Milestone 2 Engagement Results

March - May 2024

20k+ Total Interactions



281

Survey Responses +
Social Media Comments



70+

Conversations via
In-Person & Virtual
Sessions



1,659

Project Webpage
Views



18k+

Digital Amplification
(newsletter +
social media reach)



Feedback & Themes

March - May 2024

- Urgency for improving road surfaces
- Strong need for traffic calming measures / desire to accommodate future growth
- Mixed reactions regarding the removal of vehicle lanes and addition of bike/mobility lanes
 - Concern that the existing roadway is unsafe, uncomfortable and inaccessible for pedestrians and bike/small mobility users
 - Concerns that proposed improvements will decrease the space available for vehicle traffic and increase congestion



Survey Feedback

Near- and Mid-Term Improvements (2026 & 2028)

- **More comfort** with the proposed improvements in:
 - Segment 1 between 18th Street and 28th Street (repaving) - 49% chose comfortable/ very comfortable, ~17% neutral, ~34% uncomfortable/ very uncomfortable
 - Segment 2 between 28th Street and 51st Street (repaving and adding standard bike and mobility lane) - 47% comfortable/ very comfortable, ~17% neutral, 36% uncomfortable/ very uncomfortable
- **Less comfort** with the proposed improvements in:
 - Segment 1 between Mill Plain Boulevard and 18th Street (repaving and lane reconfiguration) - 42% chose comfortable/ very comfortable, ~10% neutral, ~48% uncomfortable/ very uncomfortable
 - Segment 3 between McGillivray Boulevard and Mill Plain Boulevard (repaving and lane reconfiguration) - 45% comfortable/very comfortable, 8% neutral, 47% uncomfortable/very uncomfortable



Survey Feedback, Cont.

Long-Term Improvements (2028 and beyond)

- Most important long-term improvements:
 - Pedestrian crossings between intersections
 - Comfortable/accessible sidewalks
 - Widening the road to provide adequate space for people walking, biking or using a small mobility device
- Most important locations for new pedestrian crossings:
 - Near the shopping centers on NE Chkalov Drive
 - Near Mill Plain Boulevard
 - Near NE 9th Street & NE 18th Street
- Strong preference for a bike and small mobility route parallel to 112th Avenue.



Outreach Update

Community Comments

"I am not comfortable riding my bike in an unprotected bike lane. I will continue to use the sidewalk as it is proposed. Would there be any chance of getting the guards like in segment 3?"

"As a Vancouver resident who bikes about 3-4 times a week, Segment 1 between Mill Plain and 18th and segment 3 [McGillivray Blvd to Mill Plain Blvd] have the kind of bike / car separation we need for safe biking."

"Do NOT take away lanes on a major road when we have more and more cars moving into our town and using these roads..."

"Taking away vehicle lanes for bike lanes on these major streets is unacceptable."

"Traffic calming measures are desperately needed between Mill Plain and 18th..."

"The only reason I don't ride my bike and walk more on this Corridor is because when I've tried it, it has been so difficult and so unpleasant, particularly at the segment two, which is the northern most part where there are no sidewalks..."



How are we addressing outreach findings?

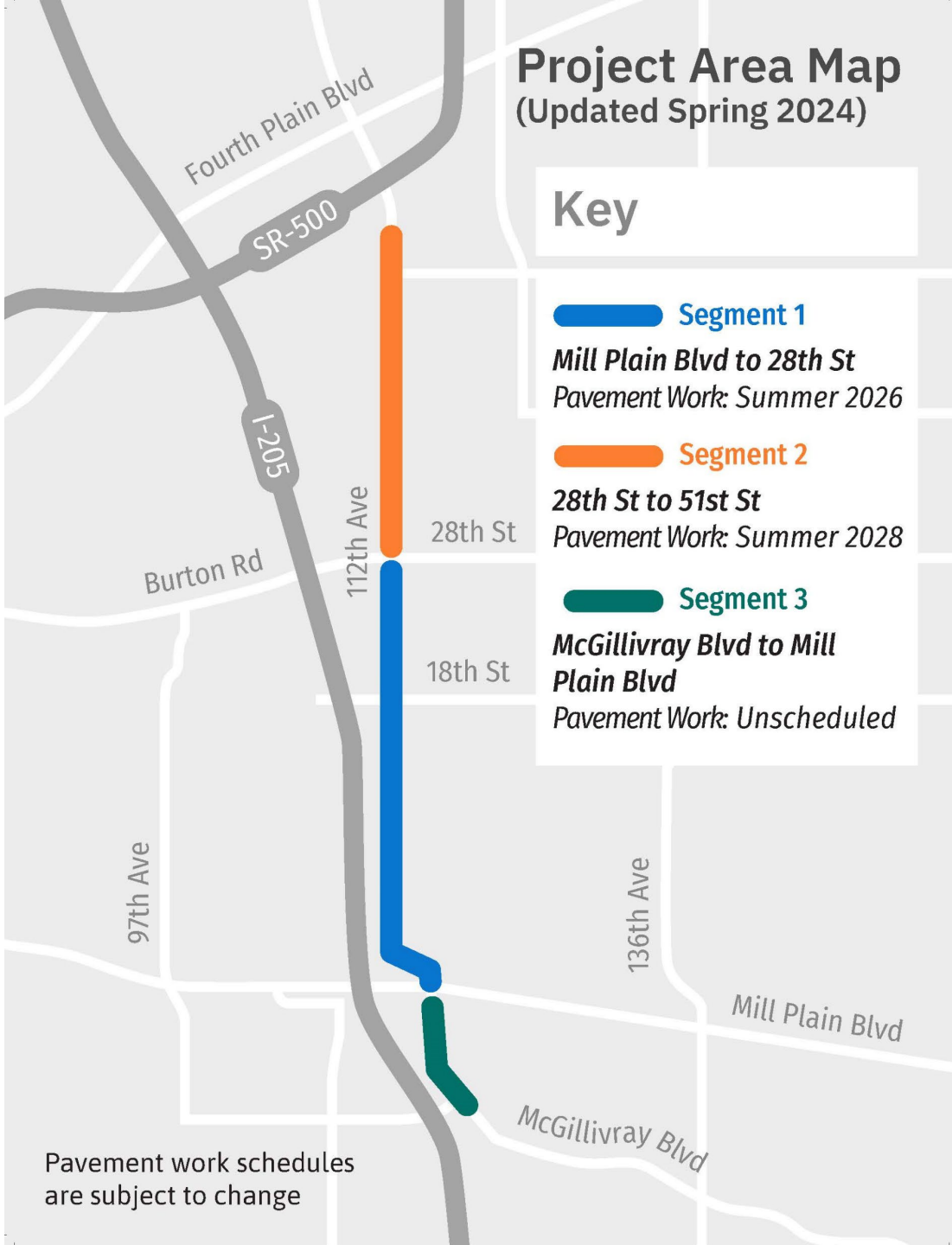
- Strong desire for more safe crossings
 - Multiple new enhanced crossings are recommended
- Mixed feedback heard during outreach in response to lane reconfigurations that would remove a travel lane
 - City transportation policy emphasizes need to address safety and comfort for people walking, rolling, and using the bus
- Strong preference for off-112th cycling routes
 - Opportunities for parallel routes are limited due to developed street grid
 - Recommendations include new greenways in ~1/2 the corridor



Project Area Map (Updated Spring 2024)

Key

- Segment 1**
Mill Plain Blvd to 28th St
Pavement Work: Summer 2026
- Segment 2**
28th St to 51st St
Pavement Work: Summer 2028
- Segment 3**
McGillivray Blvd to Mill Plain Blvd
Pavement Work: *Unscheduled*

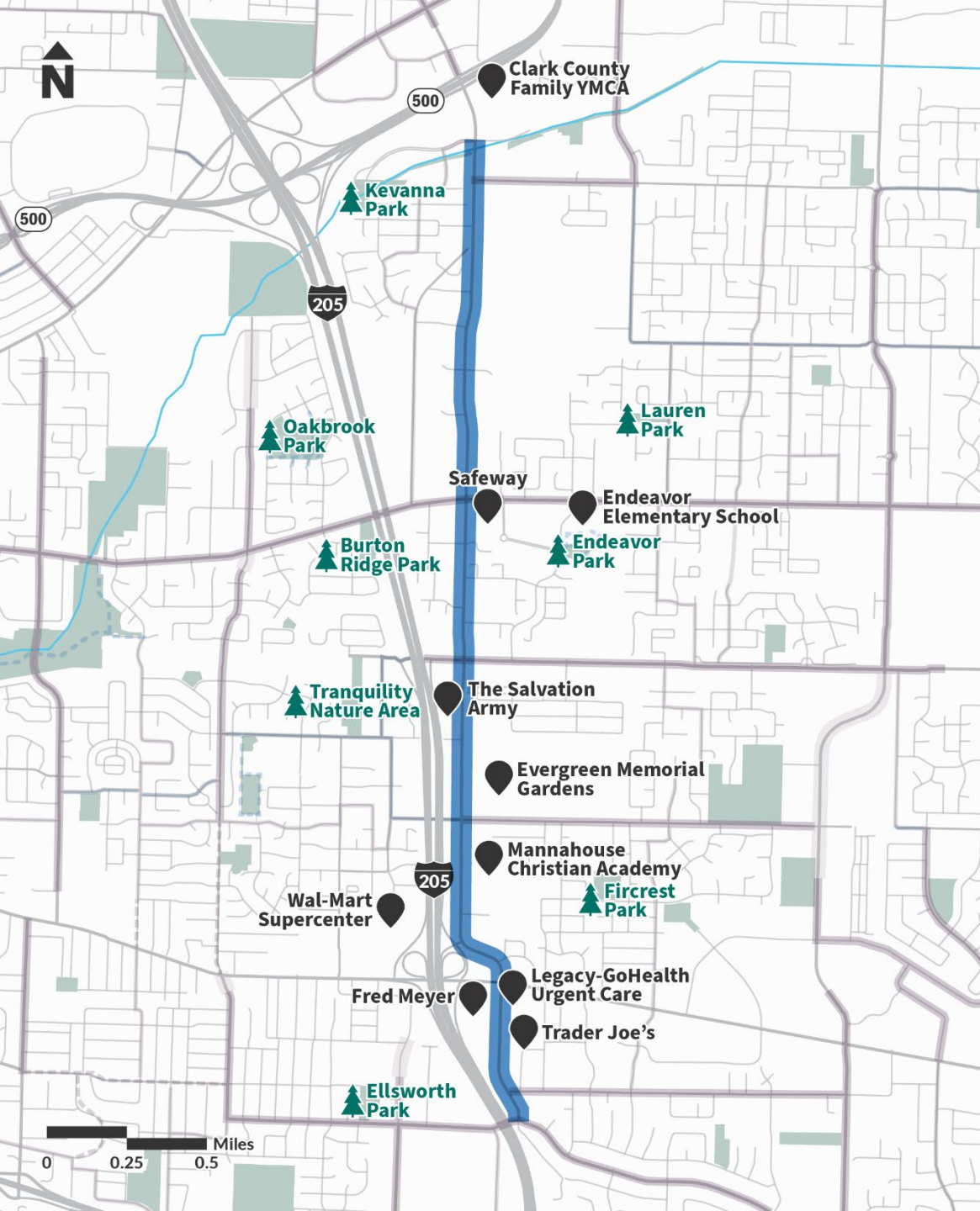


Pavement work schedules are subject to change

Recommended Concepts

Corridor Small Mobility Improvements



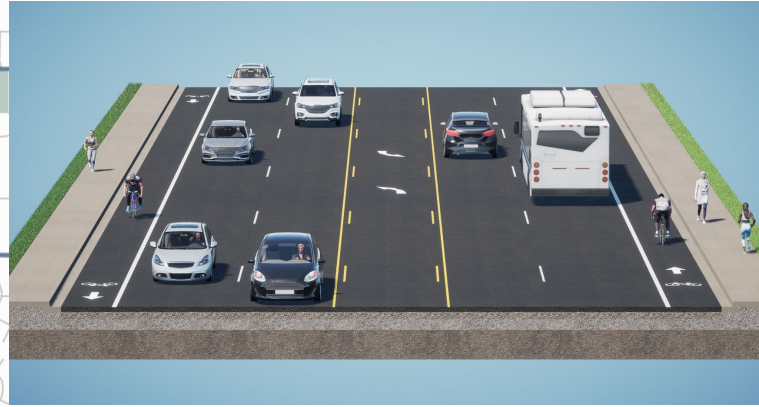
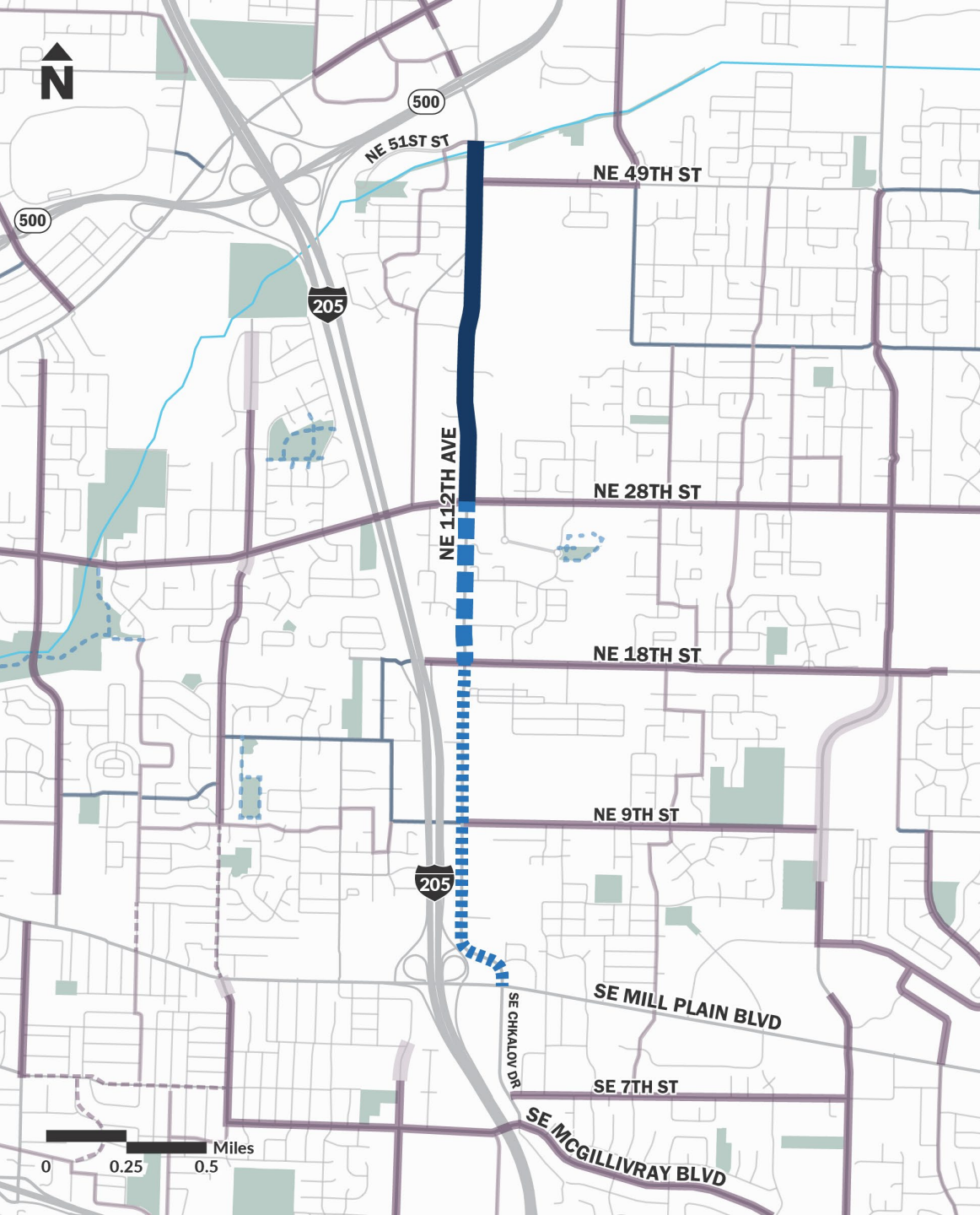


Reminder - Corridor Destinations

- Important considerations, especially for pedestrian crossings.
- More community destinations in the south end of the corridor.



Near-term Recommendations



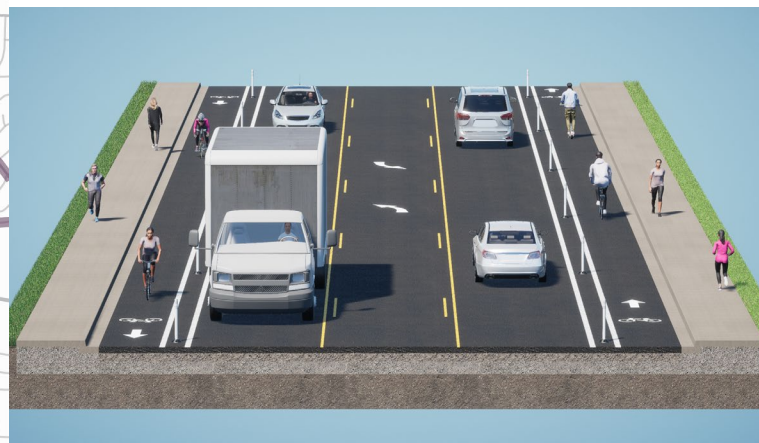
Construction planned 2028

- Repave road
- Restripe to add standard bike and small mobility lane



Construction planned 2026

- Repave road

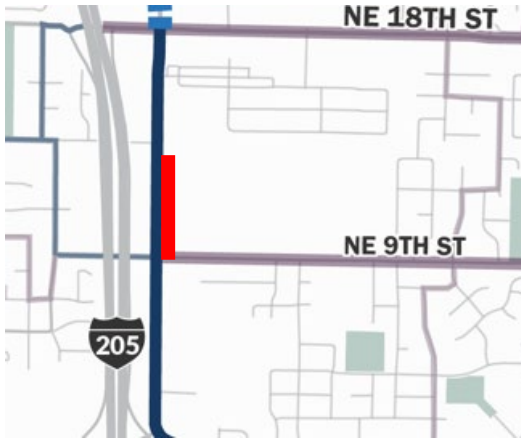


Construction planned 2026

- Repave road
- Restripe to one travel lane in each direction
- Widen travel lanes
- Add buffered bike and small mobility lane

Near-term Recommendations

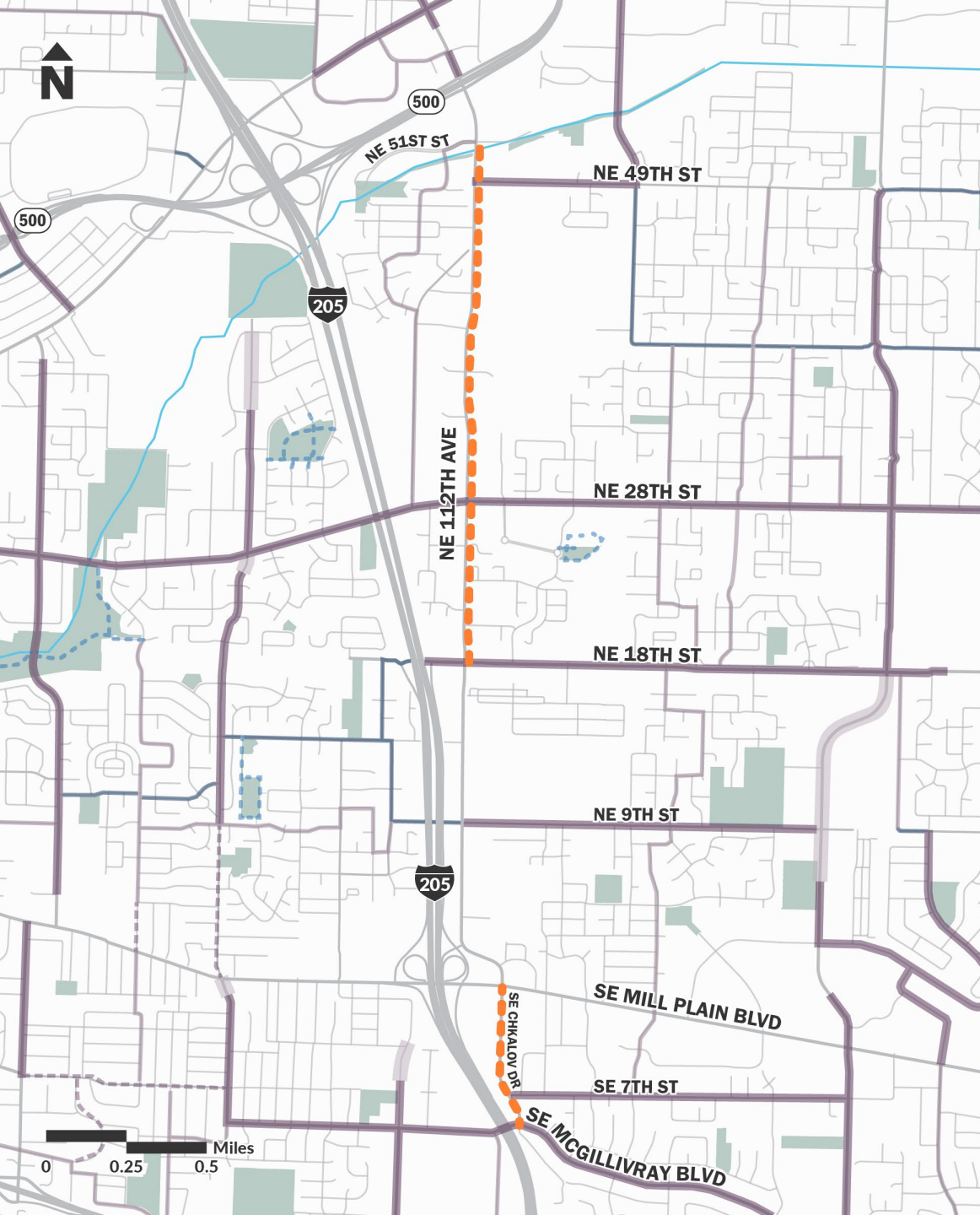
Sidewalk gap in vicinity of Evergreen Memorial Gardens (north of NE 9th)



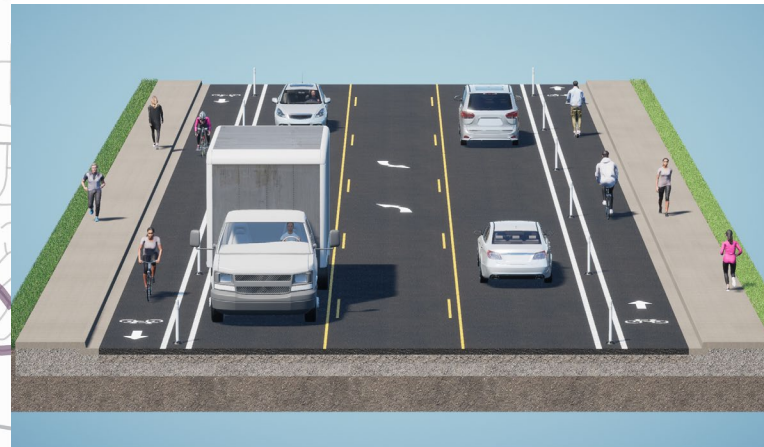
- Sidewalk or shared path difficult to construct due to cemetery
- Potential lane configuration could include wide northbound lane for cycling and walking to address east-side sidewalk gap
- Requires further design



Future Unscheduled Projects



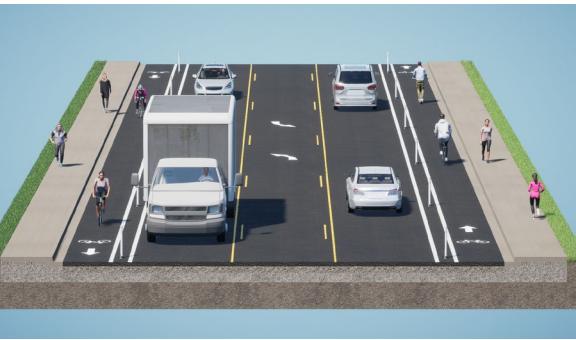
●●●●●
Future Capital Project
Develop shared use path
on east side, from NE 18th
Street to NE 51st Street



●●●●●
Future Project
Implement lane
reconfiguration with
future repaving from
McGillivray to Mill Plain



Putting it Together



Construction 2028

- Repave road
- Restripe to add standard bike and small mobility lane

Construction 2026

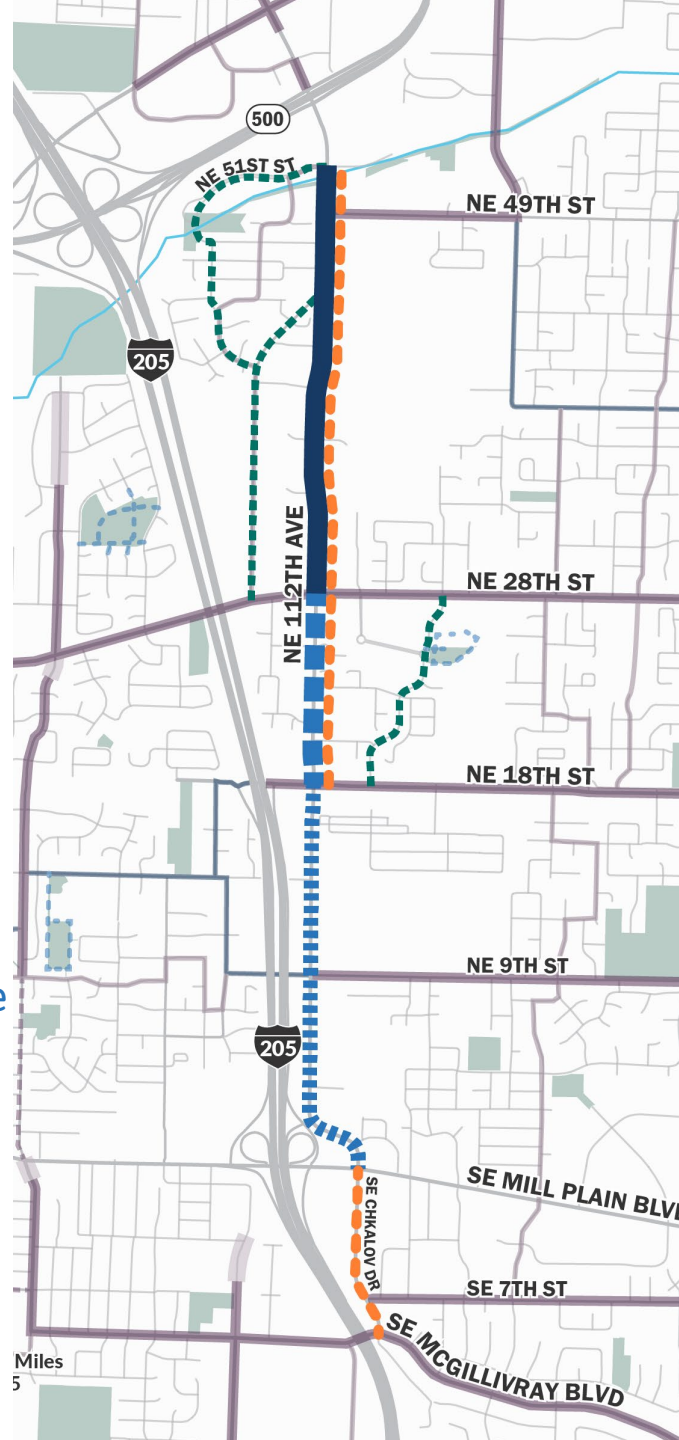
- Repave road

Construction 2026

- Repave road
- Restripe to one vehicle lane in each direction
- Widen vehicle lanes
- Add buffered bike and small mobility lane

Neighborhood Greenways

Low-volume streets designated for cycling, walking



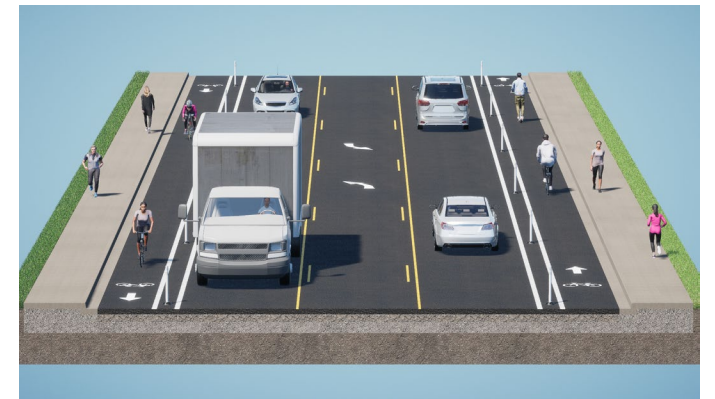
Future Capital Project

Develop shared use path on east side, from NE 18th Street to NE 51st Street



Future Project

Implement lane reconfiguration with future repaving from McGillivray to Mill Plain

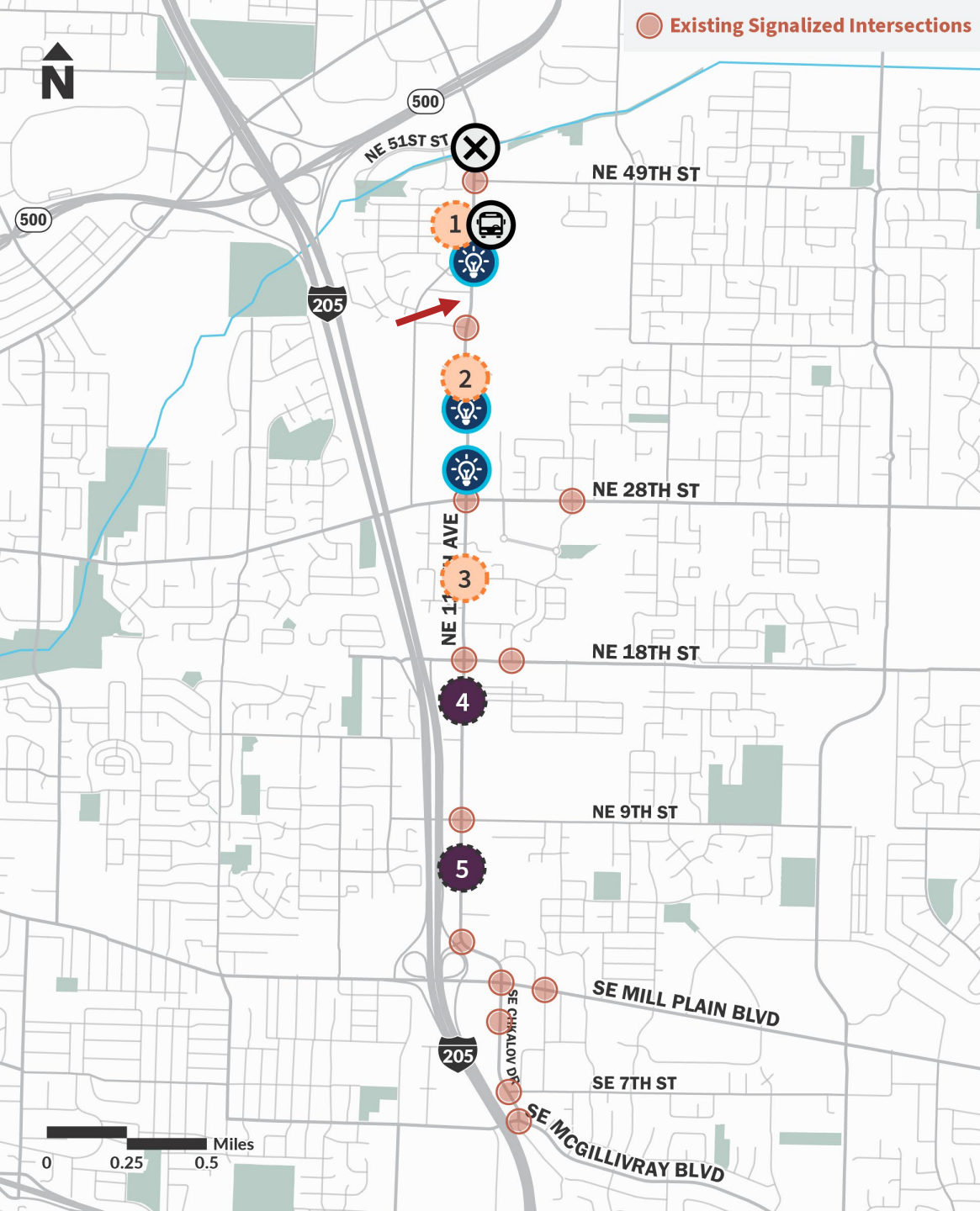




Recommended Concepts

Additional Improvements





Enhanced Crossings – reduce distance between signalized crossings

HIGH PRIORITY

- 1 NE 46th – serves bus stops
- 2 NE 34th – serves bus stops
- 3 NE 23rd – serves planned bus stops

MEDIUM PRIORITY

- 4 Vicinity of the Salvation Army (south of NE 18th), serves planned bus stops
- 5 NE 7th – serves planned bus stops

Bus Stops

- ⊗ Remove redundant, low-ridership bus stop at Burn Bridge Creek
- 🚌 Move existing southbound bus stop to proposed enhanced crossing

Streetlighting

- 💡 NB bus stop south of 46th Street
- 💡 NB and SB bus stops at 34th Street
- 💡 NB bus stop immediate north of NE 28th

Sidewalk Repair/Maintenance (red arrow)

- West side sidewalk, from approximately NE 41st to where NE Morrow Rd dead ends adjacent to 112th



Corridor Safety

- **Leading pedestrian intervals (LPI)** – implemented in some locations already; consider implementation at: NE 18th, NE 28th, NE 49th, McGillivray Blvd
- **Review signal timing** – clearance times at arterial intersections
- **Medians/access control**
 - Segment between Mill Plain and McGillivray: driveway consolidation, right-in/right-out, and medians to address turning movement collisions
 - Protected left turn phase at Fred Meyer driveway
- **Street lighting at crossings**
 - Most signalized intersections are lit. Lighting important for new mid-block crossings.



Corridor Safety

- **Install high visibility backing plates** on traffic signals (helps ensure visibility)
 - Some crashes due to failing to stop at signals
- **Red light and/or speed cameras**
 - Evolving policy/rules on these
- **Speed feedback signage**
 - Speeding most prevalent from 9th to 18th
- **Consider reducing speed limits.** 35 MPH is posted speed for most of corridor, consider 30 MPH
 - Short section currently signed 25 MPH near Mill Plain Blvd (fatality near I-205 off-ramps)
 - 30 MPH in line with TSP guidance
 - Should be combined with other interventions (speed camera, lane reconfiguration)
- **Refresh pavement markings** for crosswalks



How are we addressing project goals?

- **Mobility improvement for people walking, using a mobility device, bicycling, or using the bus**
 - Near-term recommendations paired with pavement work provide substantial improvements in approximately $\frac{1}{2}$ the corridor
 - Future capital and pavement projects provide multimodal benefits to all users, including drivers, people walking and rolling, and transit users
- **'Safe Systems' approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus**
 - Corridor safety recommendations incorporate proven safety interventions to address safety hotspots in the corridor



How are we addressing project goals?

- **Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities**
 - New crossings will improve connections across 112th to housing and destinations
 - Small mobility investments increase the ability to reach destinations by walking, rolling, or taking the bus
- **Greenhouse gas (GHG) reduction benefits**
 - Investments will encourage travel by low-, no-emission modes
- **Equitable outcomes**
 - People who ride the bus are more likely to be low-income and people of color
 - bus stop lighting, enhanced crossings make it safer and easier to use the bus
 - Project investments create improvements for all modes of travel
 - Safety/mobility investments will support positive outcomes for vulnerable road users



TMC Discussion

- Questions, comments, and feedback on proposed recommendations?
- Questions or comments on outreach findings?



Next Steps

- Finalize concepts and incorporate remaining TMC feedback
- TMC Public Hearing in October
- Confirm and advance design for preferred near-term concepts that will be implemented with paving in 2026 and 2028

Questions or additional comments?

Thank you!

