

DATE: September 5, 2023

TO: Chair Ramos and Transportation and Mobility Commission (TMC) Members

FROM: Kate Drennan, Principal Transportation Planner, Community Development

CC: Rebecca Kennedy, Deputy Director, Community Development
Ryan Lopossa, Streets & Transportation Division Manager, Public Works

RE: **112th Avenue Safety and Mobility Project – TMC Workshop on Key Findings and Evaluation Framework**

Background

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable between SE McGillivray Blvd and NE 51st Street, in coordination with upcoming pavement work slated for 2025/2026. The 3.3-mile project corridor is an important north-south connector to several neighborhoods, businesses, schools, and other community destinations. The project will look at addressing safety issues and the traveling experience for people on foot, using transit, bicycling, using mobility devices or driving along the corridor.

The project team is studying corridor conditions, engaging the community about their experience using the corridor, defining project values and goals, and creating corridor design options to improve user safety and mobility. Recommendations will include striping plans that leverage upcoming paving work and will consider complementary safety projects and programs. The team is engaging neighbors, businesses, stakeholders such as schools and C-TRAN, and the wider public throughout the project process.

Project Area Map

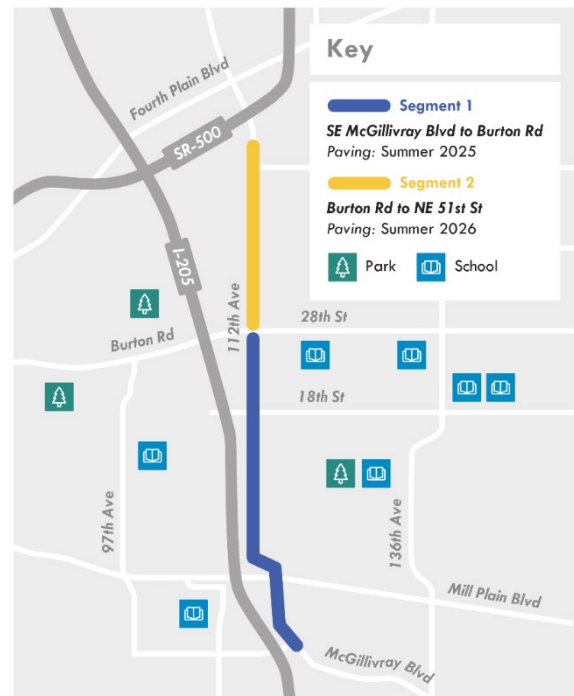


Figure 1: 112th Avenue Safety and Mobility Project Area Map

The Project began in Spring 2023 and is expected to conclude in Winter 2024, with pavement work slated for 2025/2026 and other long-term investments identified for future implementation.

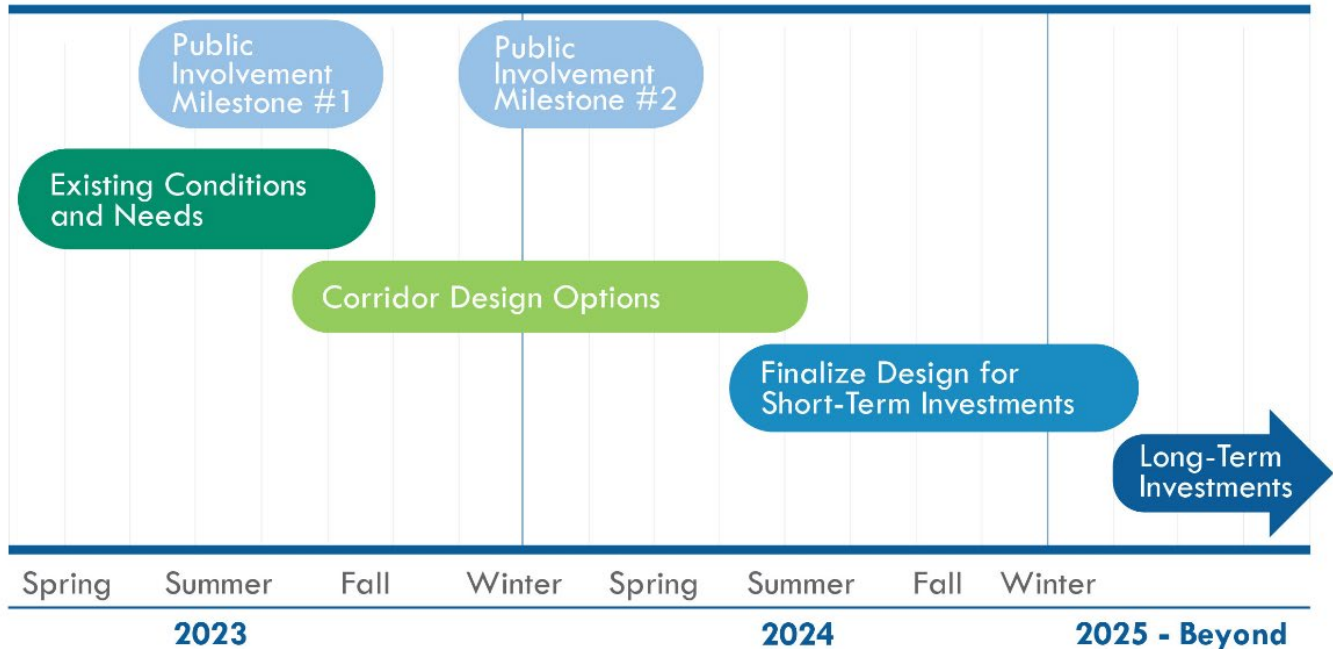


Figure 2: 112th Avenue Safety and Mobility Project Timeline

Key Findings from Existing Conditions

NE 112th Avenue is served by CTRAN Route 80, which turns north onto NE 112th Avenue from 28th Street and continues along NE 112th Avenue until turning west onto Fourth Plain Boulevard. On weekdays, Route 80 runs from 6:30 a.m. to 9 p.m. at a 30-minute frequency. On weekends and holidays, Route 80 runs from 7:30 a.m. to 7:30 p.m. at a 30-minute frequency, with a final stop at 8:30 p.m.

Bus stops along NE 112th Avenue are spaced irregularly, with a relatively high density of stops between NE 39th Street and NE 49th Street. Many stops do not have access to nearby crosswalks, with marked crossings available only at NE 28th Street, NE 39th Street, NE 49th Street, and NE 51st Street. This leaves bus stops near NE 34th Circle and NE 44th Street without access to a crosswalk for nearly a quarter mile. Several bus stops consist of a sign with no shelter or seating. Five stops along NE 112th Avenue have a basic covered shelter.

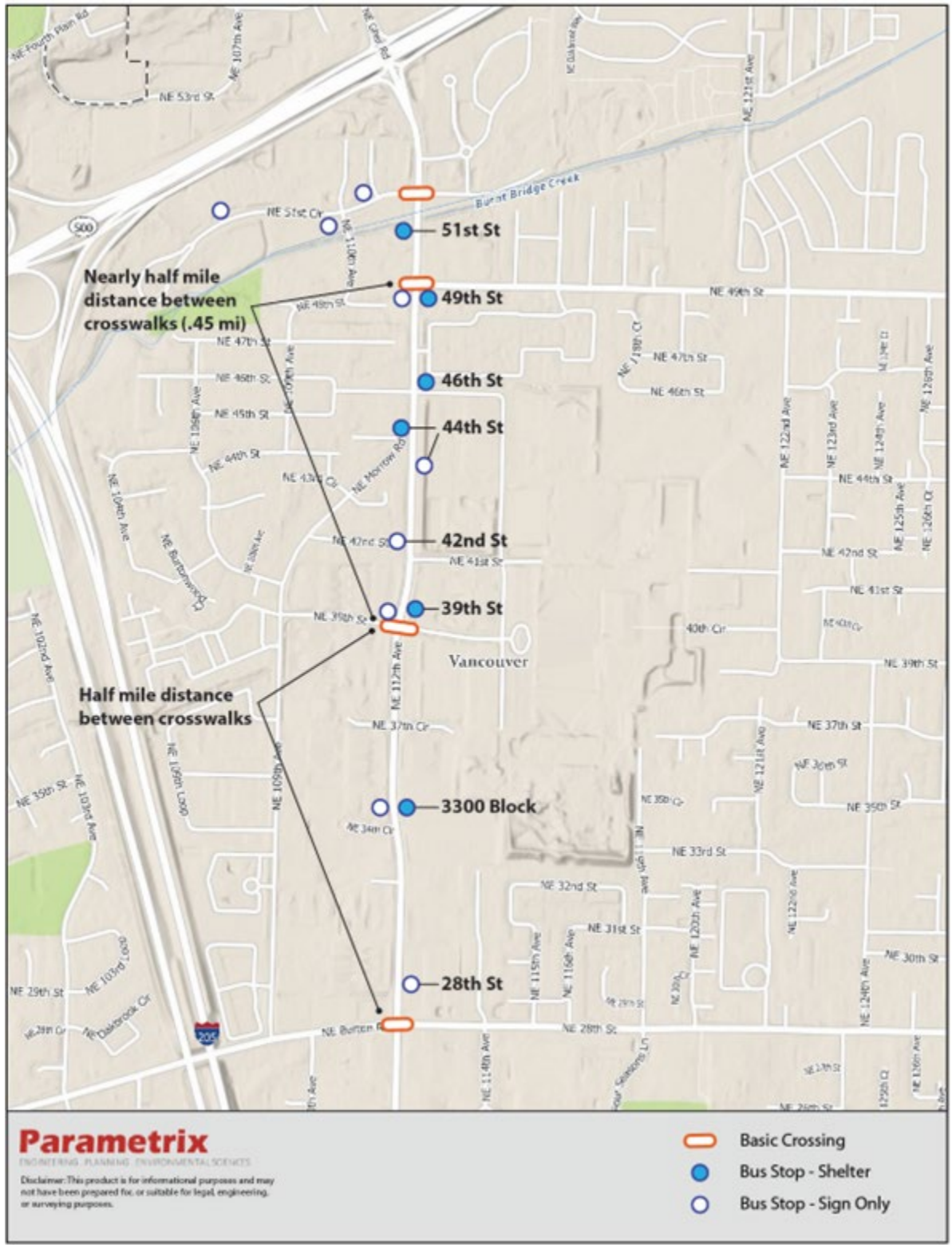


Figure 3: 112th Avenue Transit Stops and Marked Crossings

The project team conducted an analysis of existing conditions along the corridor for all modes of travel, including walking, biking and small mobility, and transit gaps. The team also evaluated crash history, level of traffic stress for vulnerable users, and traffic conditions. Figure 3 depicts transportation system gaps and crash history.

NE 112th Avenue is one of the busiest corridors in the city with over 40,000 vehicles moving through its busiest sections each day. The average speed is 20 miles per hour (mph) in the northbound direction and 22 mph in the southbound direction. The intersections on 112th Ave with the greatest traffic delay include SE Mill Plain Boulevard/SE Chkalov Drive, NE 23rd Street/NE 112th Avenue, and NE 28th Street/NE 112th Avenue.

The existing conditions task also documented the following deficiencies on NE 112th Avenue:

- Limited or disconnected mobility lanes on the corridor
- Lack of marked crosswalks at unsignalized intersections, with long distances between crossings
- Lack of pedestrian-scale lighting at bus stops
- Lack of marked or enhanced crosswalks to access bus stops

There have been 399 crashes on 112th Ave between 2017 and 2021, with 15 crashes resulting in fatal or severe injuries. Additionally, in March 2023, a fatal crash occurred at the intersection of the 900 block of NE 112th Avenue which involved an automobile and a cyclist.

- The intersection with the highest frequency of crashes (66 crashes) was SE/NE Chkalov Drive and Mill Plain Boulevard
- The roadway segment with the highest frequency of crashes (39 crashes) was between SE 7th Street and Mill Plain Boulevard

There were 22 crashes along the corridor that involved pedestrians or bicyclists, with 4 crashes resulting in a fatality. The fatal crashes occurred at the following intersections:

- SE Chkalov Drive & SE McGillivray Boulevard intersection
- SE Chkalov Drive & Mill Plain Boulevard intersection
- NE 20th Street to NE 23rd Street segment of NE 112th Avenue
- 900 block of NE 112th Avenue



Figure 4: 112th Avenue Safety and Mobility Project Facility Gaps and Crash History

Community Engagement Update

This Project includes two key public involvement phases:

- **Public Involvement Phase #1 (Summer/Fall 2023):** Input on existing conditions and needs used to help inform the development of the evaluation framework and the range of potential design options.
- **Public Involvement Phase #2 (Winter/Spring 2024):** Input on corridor design options, used to finalize the selection and design of short- and long-term investments.

In addition to these two focused rounds of engagement, community engagement will continue throughout the project via digital communication, social media, small group briefings, BBQs, and other in-person events and online activities. The project team will coordinate with partner agencies and convene with the TMC at key project milestones to shape the project and ensure it reflects City and community values.

Public Involvement Phase #1 includes broad outreach communication through the [Be Heard Vancouver](#) website, and in-person engagement including community tabling events, small group briefings, and canvassing

Draft Evaluation Framework

The following draft evaluation framework will be used to assess potential safety and mobility treatments. The draft framework was informed by the City’s Strategic Plan, Transportation System Plan goals and our Complete Streets Policy. Refinements to this draft framework will be informed by public feedback on priorities, received during Phase #1 engagement.

Table 1: Draft Evaluation Framework

Criteria	Questions the team will ask	How will we measure it?
Mobility improvement for people walking, using a mobility device, bicycling, or using the bus	Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?	Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.
	Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?	Alternative maintains or improves transit travel time reliability.
	Does the alternative connect to past or planned mobility improvements?	Alternative would meet traffic mobility standards on NE 112 th Avenue. Alternative minimizes diversion to local streets or diversion is mitigatable. Degree to which alternative connects with past or planned mobility improvements.
‘Safe Systems’ approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus	Does the alternative make it safer for people to walk, roll, bike, or use the bus?	Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.
	Does the alternative make it safer for people driving?	Alternative would improve safety for people driving by applying known safety countermeasures.

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Criteria	Questions the team will ask	How will we measure it?
Greenhouse gas (GHG) reduction benefits	Does the alternative support the City's goals to reduce GHG emissions and/or reduce VMT?	Degree to which alternative supports mode shift, based on results from regional travel model.
Equitable outcomes	Does the alternative provide benefits or mitigate burdens to equity populations specifically?	Direct benefit (reduced transportation costs) or reduced burden to identified equity populations living or working within the corridor (within ¼ mile of NE 112 th Avenue).
Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities	Does the alternative increase access to essential places as identified in the City's equity atlas? Does the alternative increase access to businesses for people walking, using a mobility device, riding a bike, or using the bus?	Degree to which alternative support increased access to businesses and services, based on improvements in transportation safety and comfort for all users in the corridor.

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Attachments:
Existing Conditions Memo
112th EC Appendix Safety Analysis