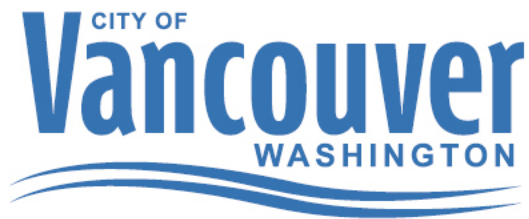


112th Avenue Safety and Mobility Project

Transportation and Mobility Commission Workshop #1

September 5, 2023



Kate Drennan
Principal Transportation Planner
Community Development

Ryan Farncomb
Project Manager
Parametrix

Agenda

- Project Overview
- Existing Conditions: Key Findings
- Community Engagement Update
- Draft Evaluation Framework

- Workshop Discussion
 - Do the key findings resonate?
 - Do you have feedback on the draft evaluation framework?



Project Purpose



Safety

- Make travel safer and more comfortable for all travelers



Equity

- Engage with - and provide solutions that benefit - a full range of community members

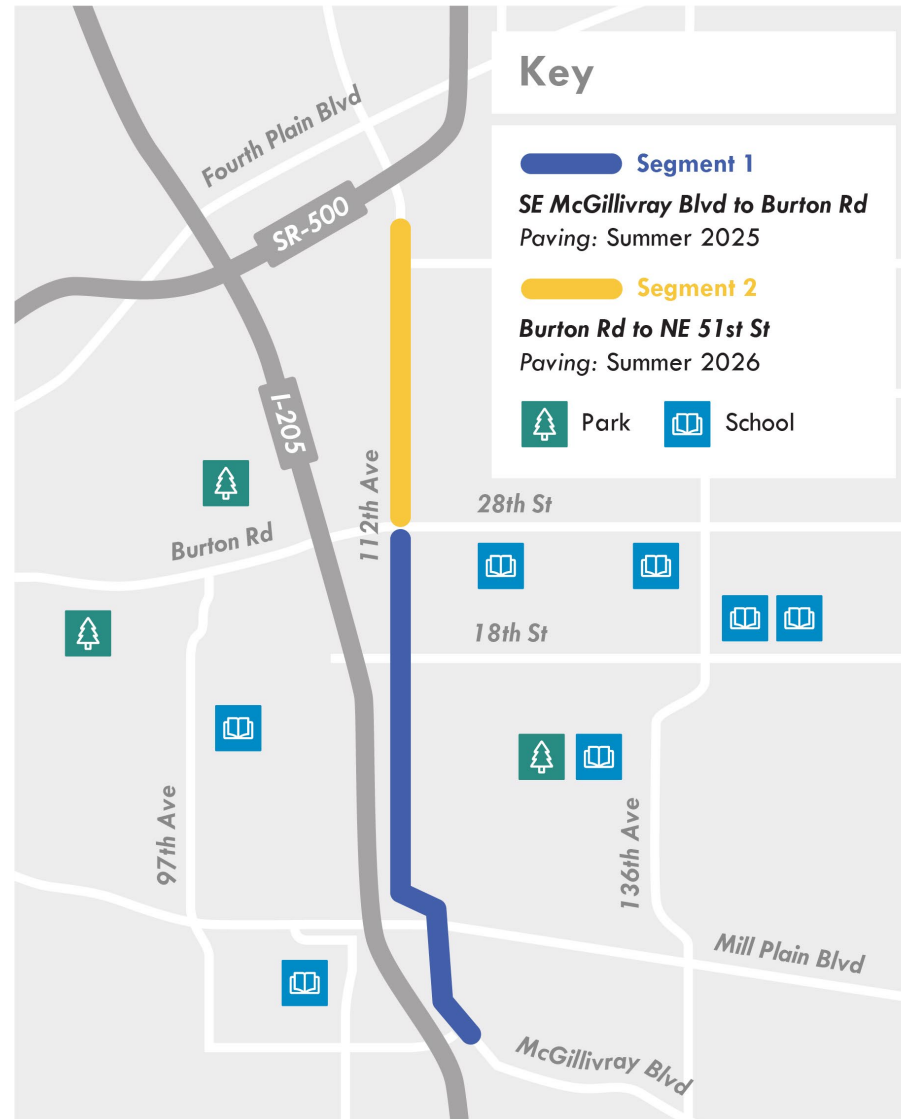


Climate

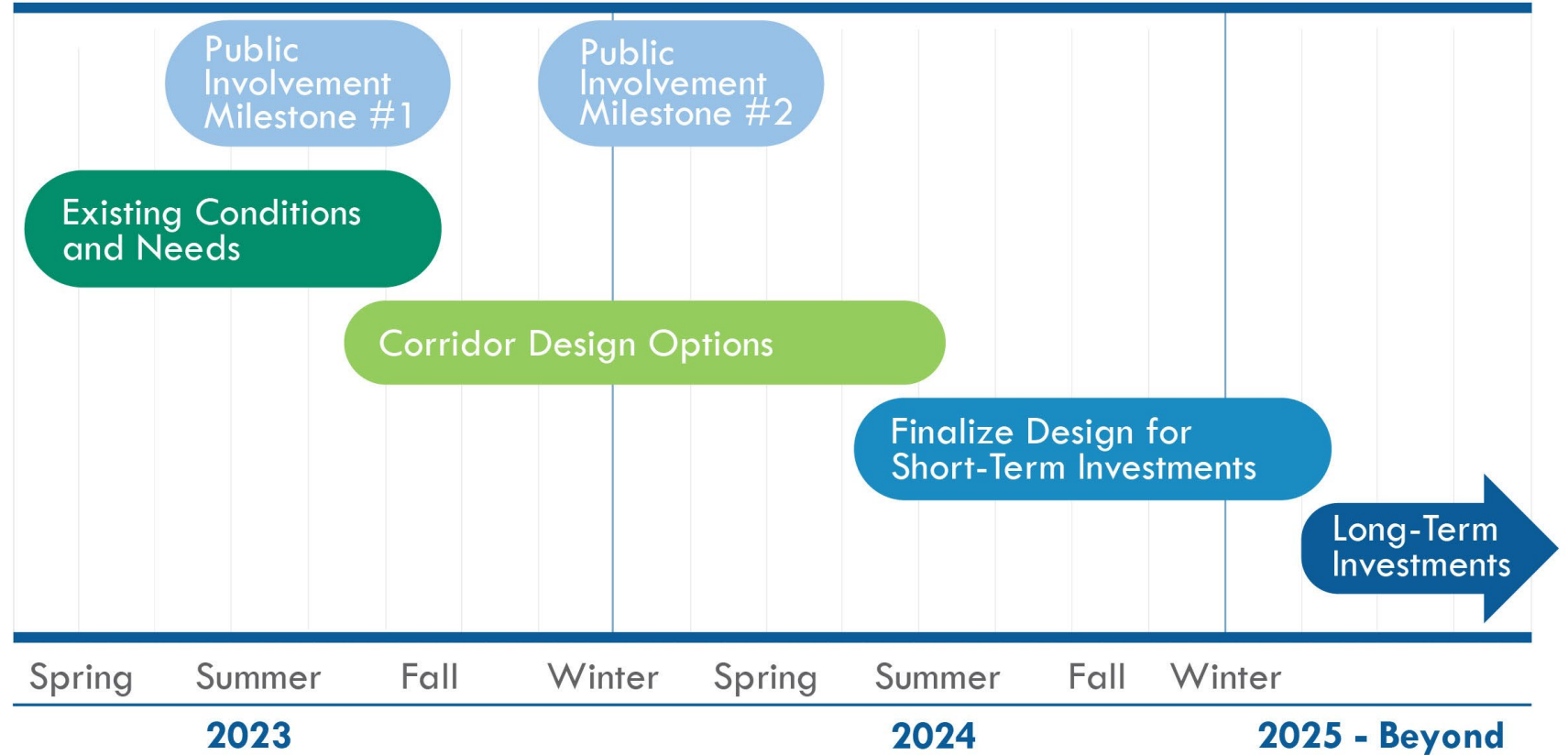
- Identify solutions that improve walking & small mobility options

Project Area

Project Area Map



Project Timeline



Future TMC Touchpoints

December 2023

- Workshop: Outreach Phase #1 findings and design alternatives

March 2024

- Outreach Phase #2 findings and preferred design concepts

May 2024

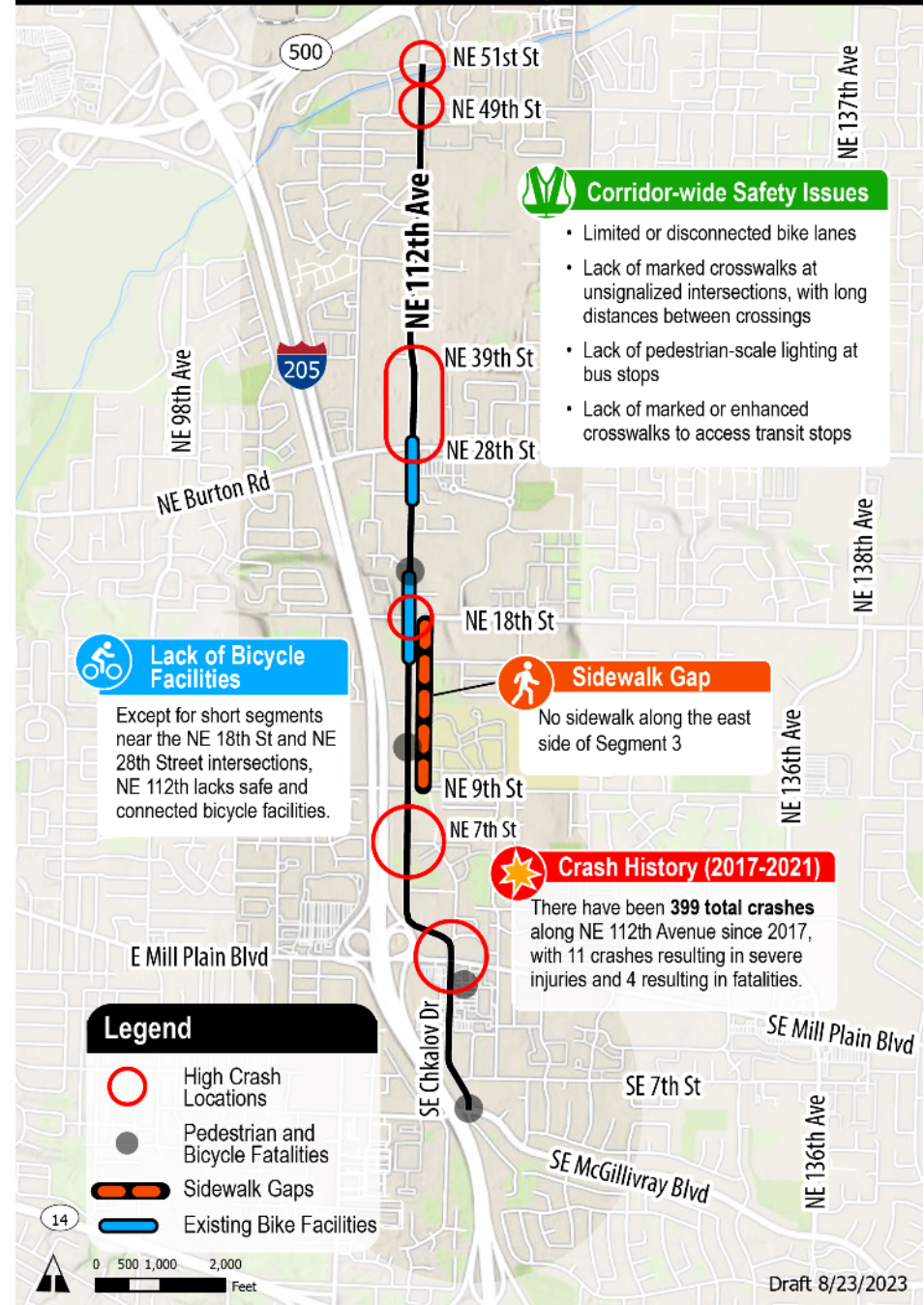
- Recommendations for Council

Other dates as needed



Key Issues

- High number of crashes, many involving peds and bikes
- Long distances between marked crossings
- Ped, bike & transit gaps



Traffic



Year 2023 daily traffic

- 15,000 to 40,000+ vehicles traveling north and south on 112th Avenue
- Average speed: NB 20 mph SB: 22mph
- The worst performing intersections include:
 - Mill Plain/Chkalov - level of service (LOS) D
 - NE 23rd/NE 112th – LOS D
 - NE 28th/112th – LOS D

Location (on 112 th Ave)	Number of vehicle trips per day
McGillivray Blvd to NE 18 th St	15,000 to 18,500
NE 18 th to SR 500	30,000 to 46,000

Safety – Crash Data



Crash data (2017-2021)

- 399 recorded crashes
 - 15 fatal or severe
 - 22 involving people walking or biking, 4 resulting in a fatality
 - Additional fatality in March 2023 on 900 block of 112th Ave (outside data period)
- Pedestrian fatalities
 - All at dusk or dark
 - SE Chkalov/SE McGillivray
 - SE Chkalov/Mill Plain
 - Between NE 20th and NE 23rd

Safety – Crash Analysis



Local Road Safety Plan hot spots

- SE Chkalov/Mill Plain intersection
- SE 7th - Mill Plain segment
- NE 28th – NE 39th segment

Safety hot spots when compared to similar roadways elsewhere

- NE 112th/NE 18th intersection
- NE 112th/NE 28th intersection
- NE 112th/NE 49th intersection
- NE 112th/NE 51st intersection

Data indicates the 85th percentile speed is between 41.5 MPH and 44.9 MPH between NE 9th and NE 28th, with a speed limit of 35 MPH

Engagement Activities



Two focused phases of engagement

- Fall 2023
 - Opportunities, challenges, vision
- Winter/Spring 2024
 - Draft design options

Ongoing engagement throughout project, including digital communication, small group briefings, in-person events and other tools

Engagement Activities

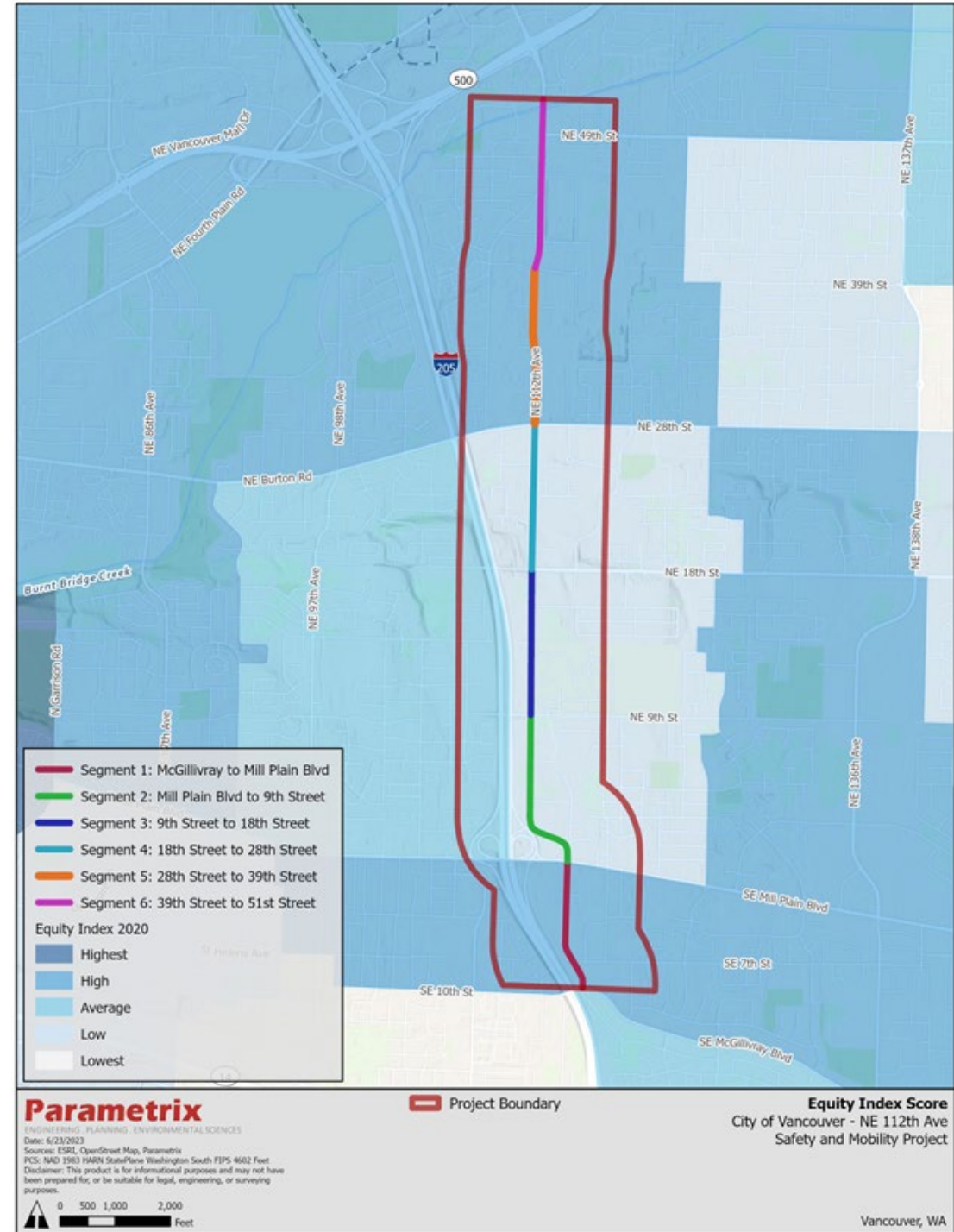


Phase 1 Engagement

- Digital communication, website, social
 - Fact sheet in English and Spanish
- Community surveys
 - Survey is live in English and Spanish
- Tabling sessions
 - Farmers Market, National Night Out
- Small group briefings
 - East Vancouver Business Association
- Canvassing phone and in-person

Early Findings: Equity Analysis

- Corridor includes Spanish and Russian speakers with greater concentrations at north and south ends
- Outreach is using this information to reach community members



Draft Project Goals & Evaluation Criteria

Criteria	Questions the team will ask	How will we measure it?
<p>Mobility improvement for people walking, using a mobility device, bicycling, or using the bus</p>	<p>Does the alternative make it more comfortable and easier for people to walk, roll, bike, use a mobility device or use the bus?</p> <p>Does the alternative avoid serious negative impacts to freight and personal vehicle travel in the corridor?</p> <p>Does the alternative connect to past or planned mobility improvements?</p>	<p>Alternative applies known best practices for increasing comfort and mobility for people walking, using a mobility device, bicycling, or using the bus.</p> <p>Alternative maintains or improves transit travel time reliability.</p> <p>Alternative meets traffic mobility standards on NE 112th Avenue</p> <p>Alternative minimizes diversion to local streets or diversion is mitigatable.</p> <p>Degree to which alternative connects with past or planned mobility improvements.</p>

Draft Evaluation Framework

Criteria	Questions the team will ask	How will we measure it?
<p>'Safe Systems' approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus</p>	<p>Does the alternative make it safer for people to walk, roll, bike, or use the bus?</p> <p>Does the alternative make it safer for people driving?</p>	<p>Alternative provides greatest safety benefits (based on literature review and safety countermeasure performance) relative to implementation cost.</p> <p>Alternative would improve safety for people driving by applying known safety countermeasures.</p>

Draft Evaluation Framework

Criteria	Questions the team will ask	How will we measure it?
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.

Draft Evaluation Framework

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 112th Avenue).

Questions for the Transportation and Mobility Commission



Questions for TMC feedback

1. Do the technical findings and early engagement findings resonate?
 - Is there anything missing?
2. Do the draft project goals and criteria reflect the City's Strategic Goals Complete Streets policy? Any feedback?

Thank You

To learn more, visit:

[Beheardvancouver.org/112thAveProject](https://beheardvancouver.org/112thAveProject)

