

MEMORANDUM

Date: June 6, 2023

To: Chair Ramos and Transportation and Mobility Commission members

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

From: Kate Drennan, Principal Transportation Planner;
Laurel Priest, Associate Transportation Planner, Community Development

RE: 112th Avenue Safety and Mobility Project – Introduction

Background

The 112th Avenue Safety and Mobility Project will study 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 will study corridor conditions, engage the community in their experience using the corridor, define project values and goals, and create corridor design options to improve user's safety and mobility. The Plan recommendations will include striping plans that utilize upcoming paving work and will consider complementary safety projects and programs. The team will engage neighbors, businesses, and the wider public throughout the project process.

The first phase of the Project will focus on analyzing the corridor to understand existing conditions and needs. A Community Engagement Plan and Existing Conditions Report draft are currently under review by the project team. The Community Engagement Plan will inform outreach strategies and focus, and outline engagement

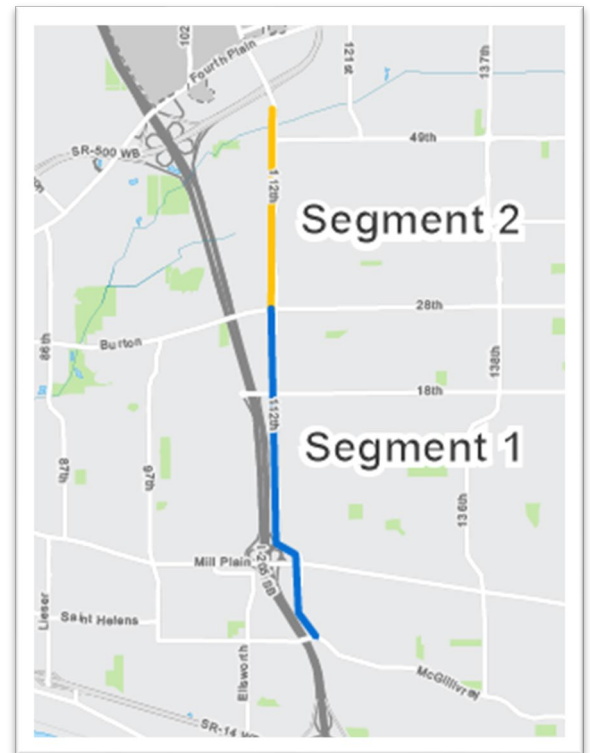


Figure 1 Project map showing the extents of Segment 2 (NE 51st - NE 28th) and Segment 1 (NE 28th - SE Chkalov)

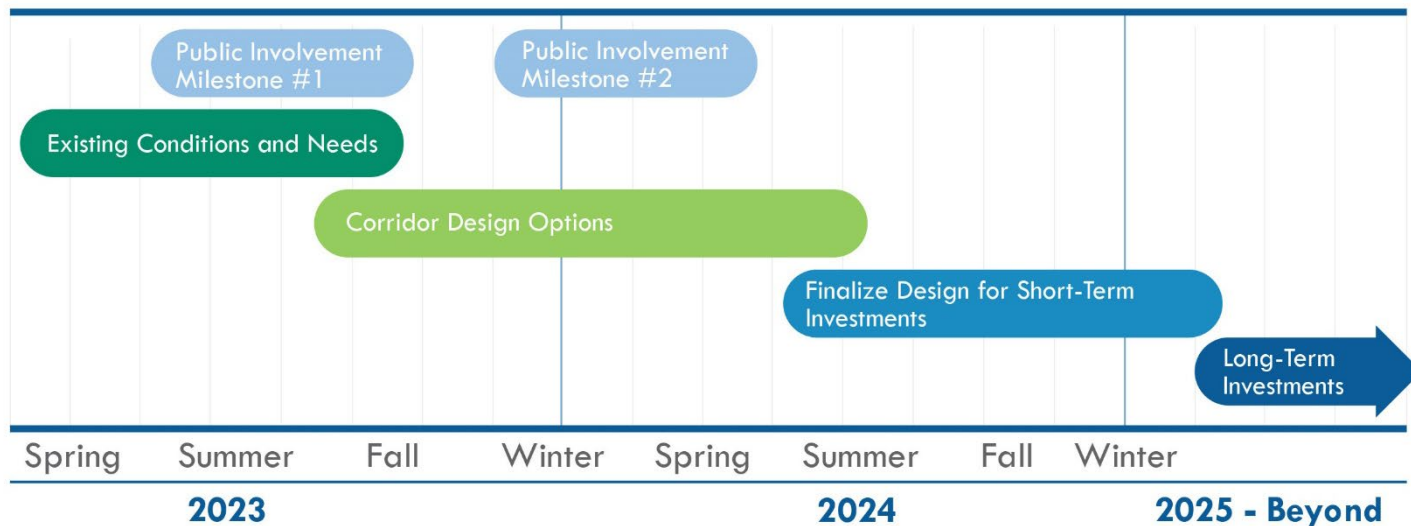
112th Avenue Safety and Mobility Project

June 6, 2023

Page 2 of 4

goals, strategies, and success metrics at key milestones throughout the project. The Existing Conditions analysis will inform corridor design options and investments in the short and long term.

Project Timeline



Community Engagement Plan Overview

The community engagement plan is driven by engagement goals, and identifies stakeholder and community groups, along with strategies and tactics to engage these groups. The Plan recognizes that stakeholders and community members are not a monolith, have different interests in the corridor, and may be better reached by a variety of outreach methods. Some engagement goals identified by the project team include:

- Increase awareness of the project among project area residents and businesses, and the broader Vancouver community.
- Inform key stakeholders of the characteristics, values, and benefits of Complete Streets; and
- Collect input from a wide range of key stakeholders while decreasing barriers to engagement for all.

Public feedback will be collected and shared back to the project team and wider community over two project milestones. Outreach Milestone 1 will seek input on existing conditions and needs for people that live, work, and travel along the corrido. Outreach Milestone 2 will gather community and stakeholder input on the design solutions and project options.

The project team will convene with the Transportation & Mobility Commission throughout the Project, and with City Council during the key project milestones to shape the Project and ensure it reflects City and community values.

Existing Conditions Overview

The project team is currently engaged in analyzing existing conditions on the 112th Avenue corridor for all modes. This task includes assessing traffic operations through traffic counts and measuring speed and delay on the corridor. The team is also collecting counts of people walking and riding bicycles or other mobility devices and identifying sidewalk gaps and crossing distances. The existing conditions report will look at C-TRAN bus service, stop locations and ridership, and facilities around each bus stop that riders must use to access the stop. Other existing conditions work includes identifying key destinations along the corridor, typical cross sections and roadway elements, and other important factors that may impact design options.

Demographics

The 3.3-mile study area is an important north-south connector for several neighborhoods, businesses, schools, assisted living facilities, shopping centers, and other community destinations. A large portion of study-area residents are members of equity priority communities who may have been historically excluded from transportation decision-making in the past, including higher proportions of low-income households and people of color.

Category	Project Area	City Total
Average of Equity Score	53.6%	45.7%
Average % people of color	30%	28%
Average % households with limited English proficiency	3.4%	3.9%
Average % low income (less than 2x poverty)	34%	28%
Average % persons with disability	13.4%	13.5%

Roadway Characteristics & Traffic Analysis

All sections within the study area consist of four travel lanes—two northbound, two southbound—and a center turn lane. The travel lanes are approximately 10 to 13 feet wide.

Existing baseline conditions were analyzed for the corridor, including traffic volumes, vehicle movements, and corridor performance. Through this analysis, the Project Team determined that the project area intersection with the highest peak hour volume is SE Chkalov Drive and Mill Plain Boulevard. To measure corridor performance, the City uses mobility standards that are based on the average PM peak hour travel speed. To meet current City concurrency standards along 112th Avenue, the roadway must maintain the following travel speeds during the PM peak hour:

- 11 mph - Between Mill Plain Boulevard and 28th Street
- 15 mph - Between 28th Street and 51st Street

The Project Team will augment existing conditions analysis with a future baseline conditions analysis that includes modeled future growth on the corridor to assess future impacts from any proposed roadway projects or reconfigurations.

Safety Analysis

Four safety studies relevant to the NE 112th Avenue area have been completed within the last fifteen years. The Washington State Corridor Safety Program identified NE 112th Avenue as a corridor safety project in 2009 and the subsequent 112th Avenue Corridor Subarea Plan was completed in 2011. The Plan intended to incorporate planned major transportation facilities and private developments to envision the area as a walkable (connected, safe, and comfortable) community. The Transportation System Safety Analysis (TSSA) completed in November 2018 prepared a holistic look at crash patterns for the City of Vancouver. Most recently, the Local Road Safety Plan (LSRP) updated the TSSA and was completed in August 2022.

In addition to past planning and analysis work, the Existing Conditions Study drafted by the 112th Avenue Safety and Mobility Project Team in 2023 serves as a baseline for understanding present day and future “no build” conditions in the corridor. Both will be used as a point of comparison for developing and evaluating future design options. The new safety analysis conducted using Highway Safety Manual predictive methods assesses the typical number of crashes on a certain roadway type and geometry. The project team applied the method to the intersection crash history on 112th and found that the 112th Avenue corridor is performing worse than other similar roadways. These findings will be explored in the full Existing Conditions report and used when exploring safety-focused project recommendations.

Kate Drennan, Principal Transportation Planner, Community Development, 360-487-7944,
Kate.Drennan@cityofvancouver.us

Attachment Links:

[112th Avenue Corridor Subarea Plan \(2011\)](#)

[Transportation System Safety Analysis \(TSSA\) \(2018\)](#)

[Local Road Safety Plan \(2022\)](#)