



NE 112th Avenue Safety & Mobility Project

Transportation and Mobility Commission
December 5, 2023

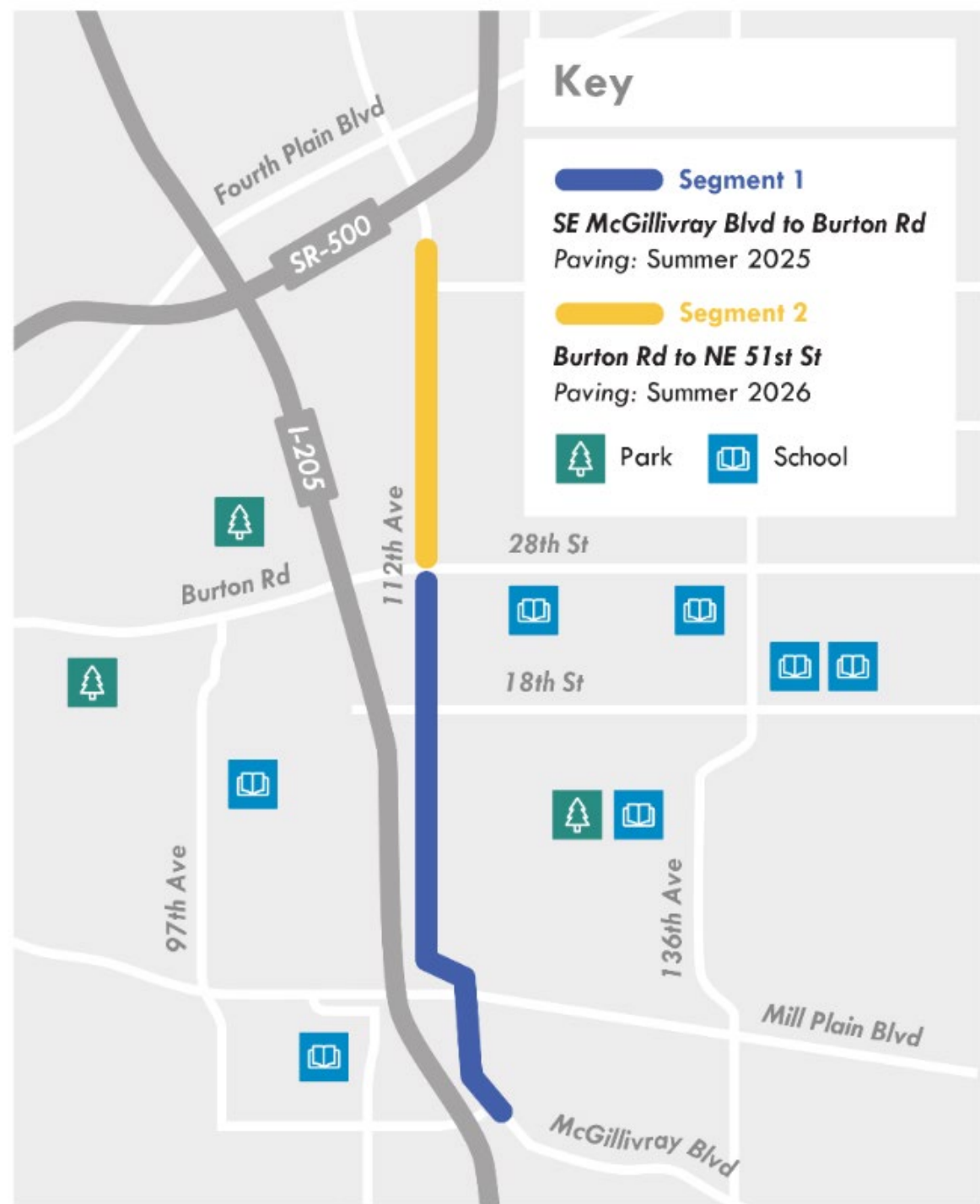


Kate Drennan, Principal Transportation Planner
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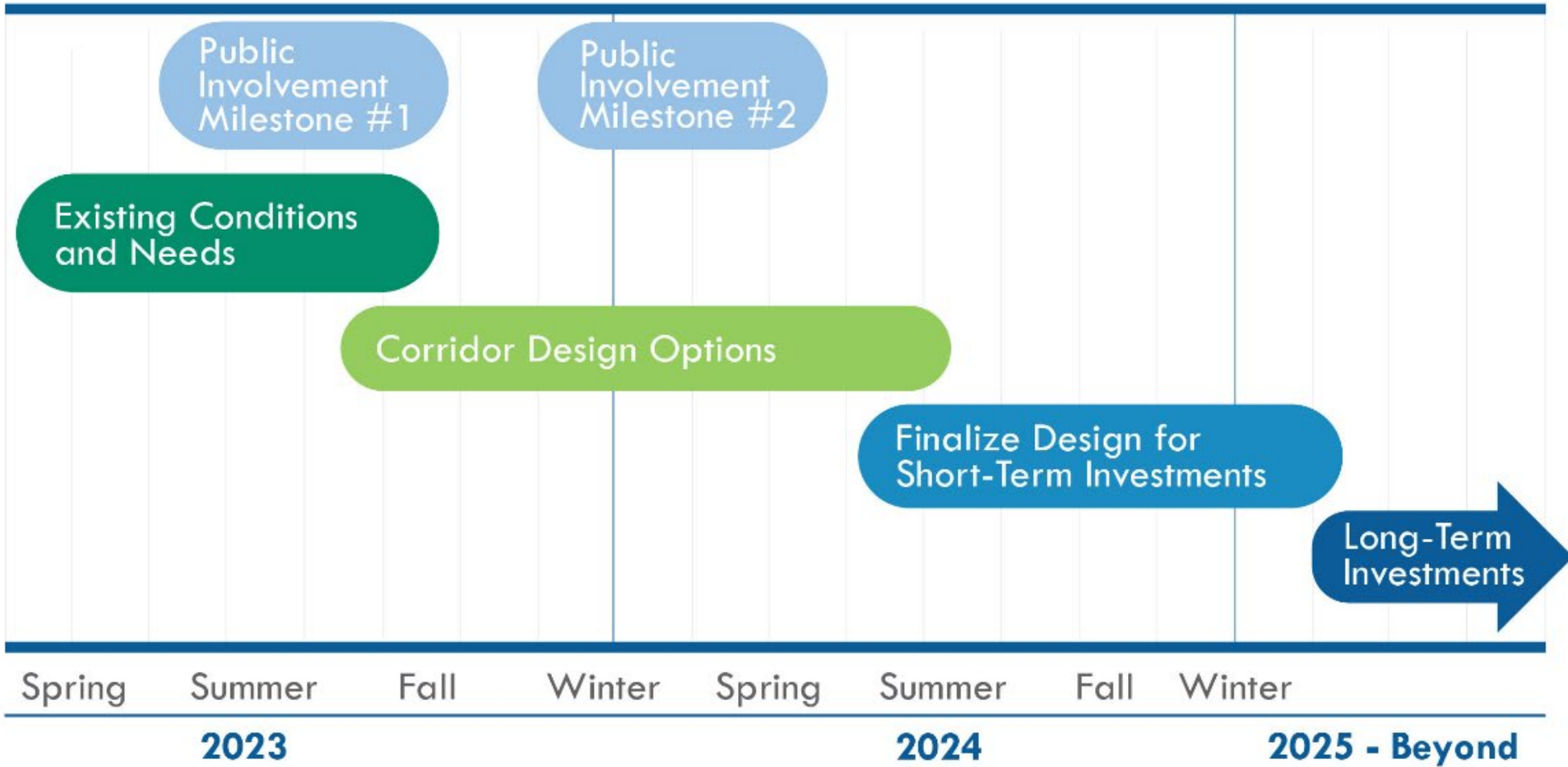
- Quick Refresher: Project Overview
- Community Engagement Feedback
- Review Initial Design / Safety Elements Being Explored
- Workshop Discussion
 - What findings from engagement resonate with you?
 - Feedback on potential project concepts



Project Refresher: Study Area



Project Refresher: Timeline



Issues and Needs

Pedestrians

- No marked crossings at unsignalized intersections
- Long distances between marked crossings
- Curb-tight sidewalk in much of the corridor is uncomfortable for people walking

Bicycle/ Small Mobility Users:

- Limited or disconnected mobility lanes

Transit Users

- Lack of enhanced crosswalks to access bus stops away from signals, low/no lighting at stops

Driving

- Narrow (<10') travel lane widths in some segments
- Congestion worse north of 18th
- Poor road surface condition (potholes)

Corridor Safety

Safety Hot Spots

- Chkalov/Mill Plain Intersection
- Intersections with 18th, 28th, 49th, 51st

Crash History (2017 – 2021)

- 399 Total Crashes
- 4 Fatalities
- 11 Severe Injuries

Speeding

- Especially north of 9th Avenue

Community Engagement



Milestone 1 Engagement Summary

- **Project webpage:** 1,500 visitors
- **Social media:** 21,000+ engagements
- **Multiple tabling events:** nearly 150 people engaged, staff with Spanish-language skills at events
- **Canvassing:** 55 people spoken to by phone, 140 people spoken to in-person at businesses and residences
- **Survey:** 15,000 addresses sent postcard about the survey, 560 responses
 - Survey provided in English, Spanish, Russian



Reached **23,000+** community members



564

surveys
completed



315

in-person
conversations



1,500

project webpage
views



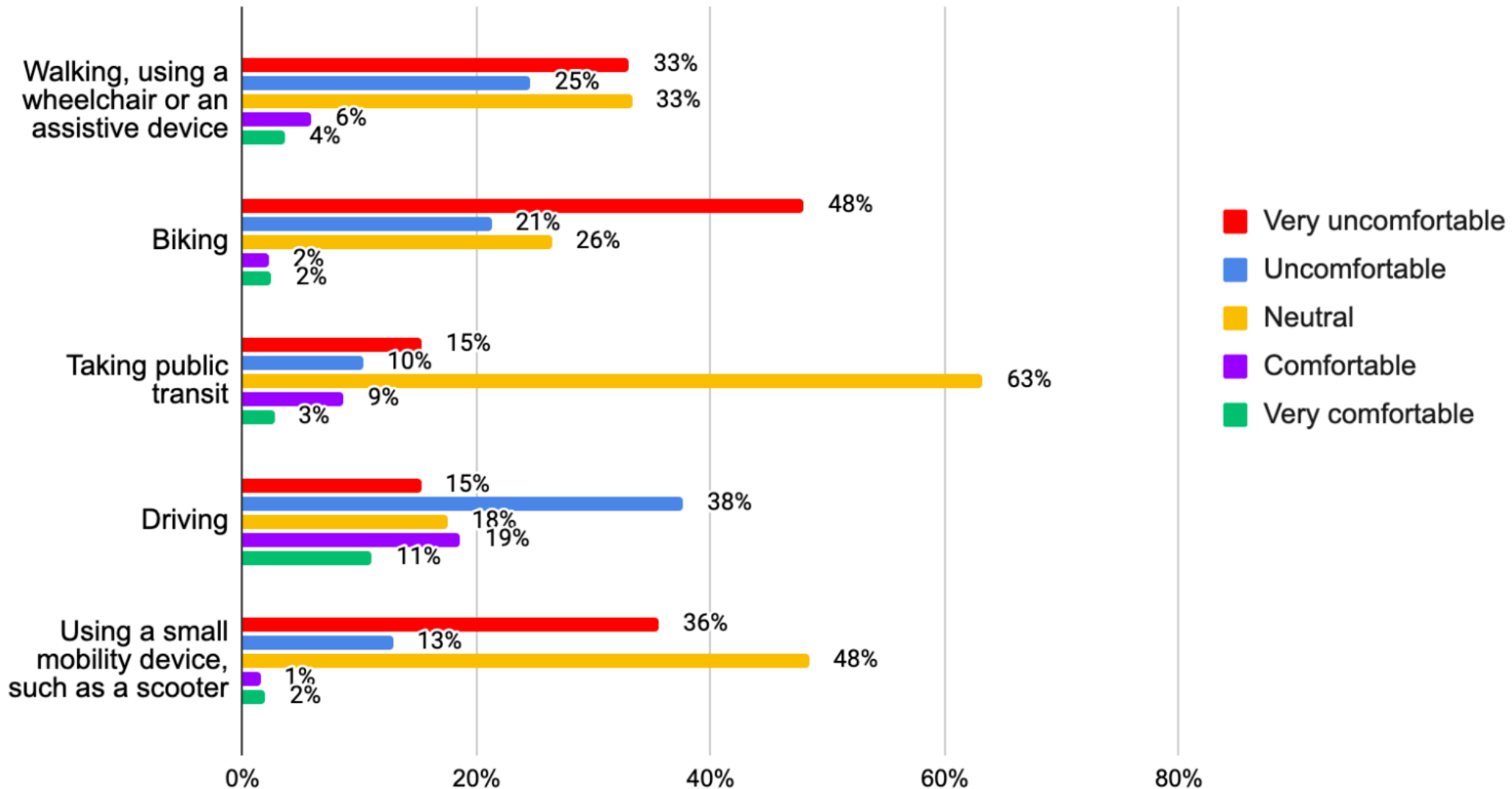
21k+

digital
engagements

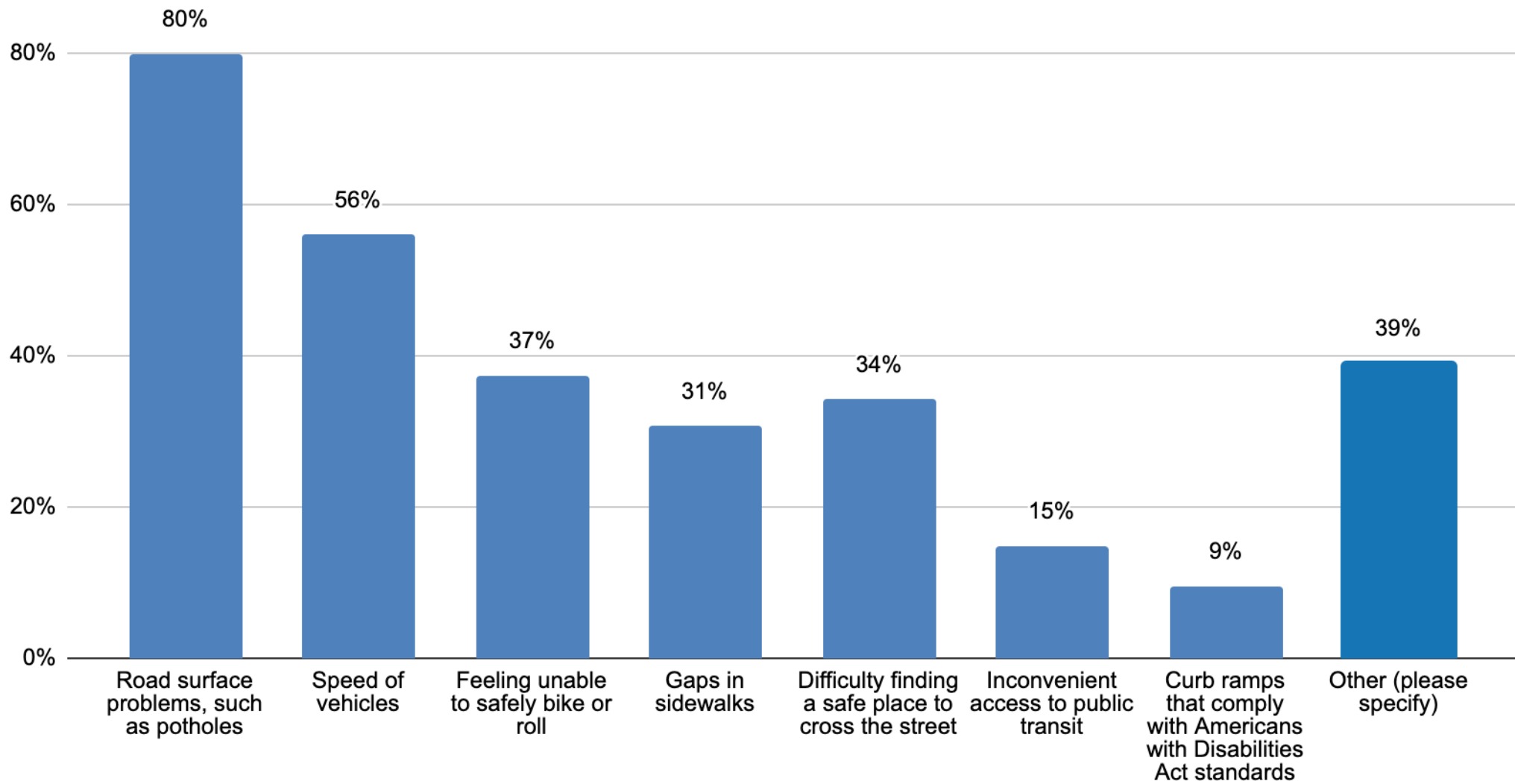
Feedback Themes Shared Across Engagement Events

	Widen lanes	Improve road surface	Don't remove car lanes	Add / improve bike lanes	Concerns regarding adding / improving bike lanes	Add / improve sidewalks
Fircrest Neighborhood Association	●	●	●	●	●	●
Latino Student Union, Evergreen High School	●	●				●
Survey	●	●	●	●	●	●
Social media	●	●	●	●	●	●
Tabling	●	●		●	●	●
Phone canvassing	●	●				
In-person canvassing	●	●	●	●	●	●

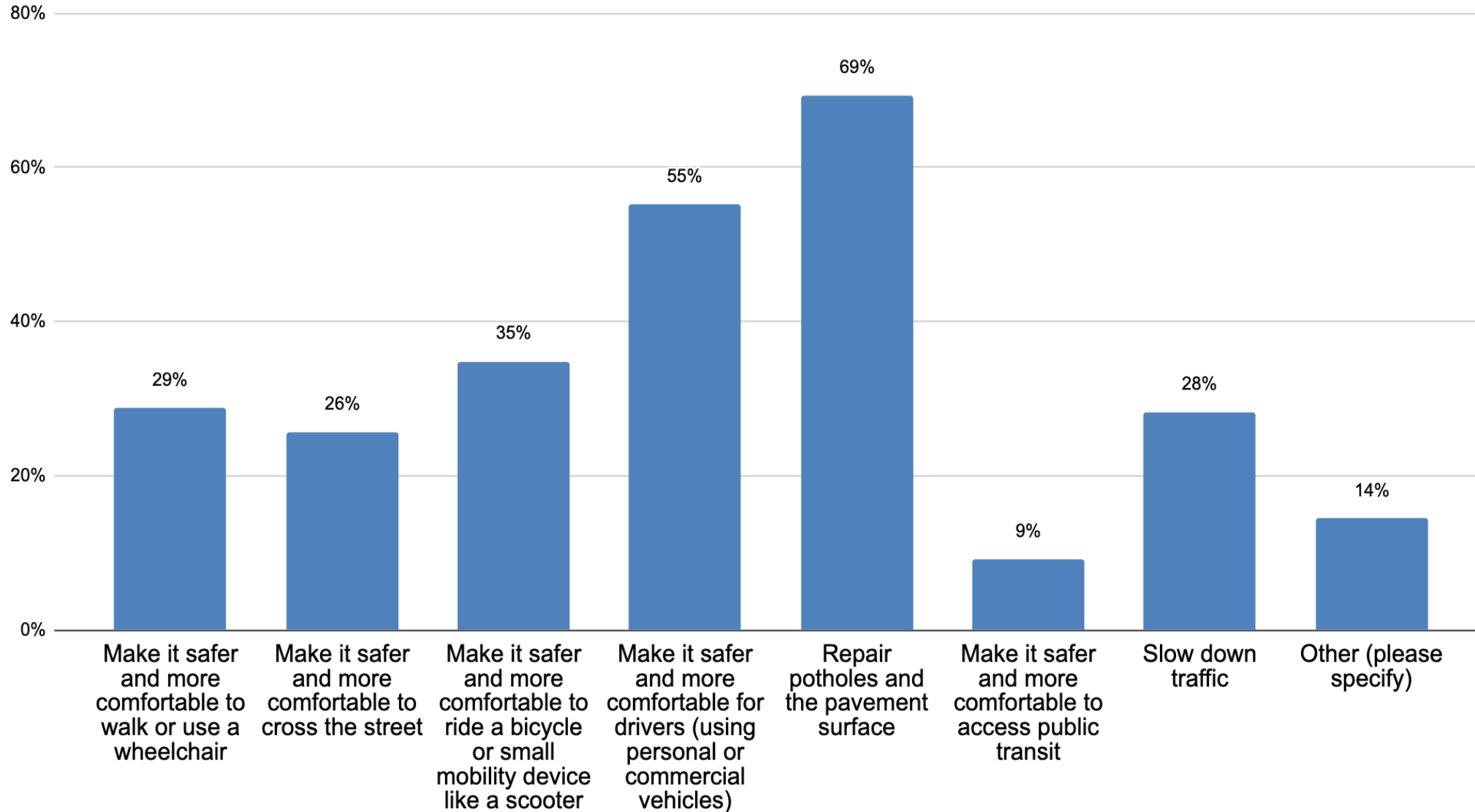
How comfortable do you feel traveling in the following ways on NE 112th Avenue?



Which challenges, if any, do you experience while traveling on NE 112th Avenue (Check all that apply)



What are your top three (3) priorities to improve travel on NE 112th Avenue?



Initial Design Ideas Under Exploration

- 112th Identified on all Transportation System Plan (TSP) modal networks
- Design options developed based on consideration of:
 - Technical assessment of needs and issues
 - TSP guidance
 - Community feedback
 - Corridor constraints
 - Feasibility
 - Mobility standards (concurrency, intersection LOS)
- Evaluation criteria help to select near- and long-term design options

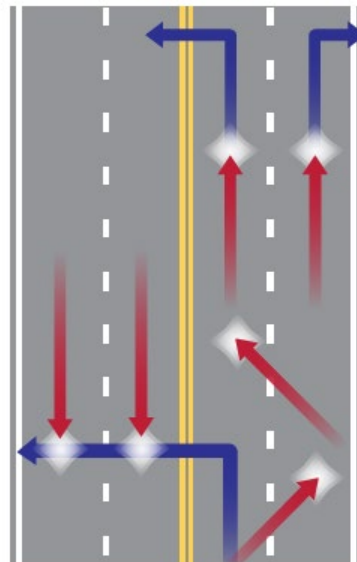
Near-Term Corridor Alternatives



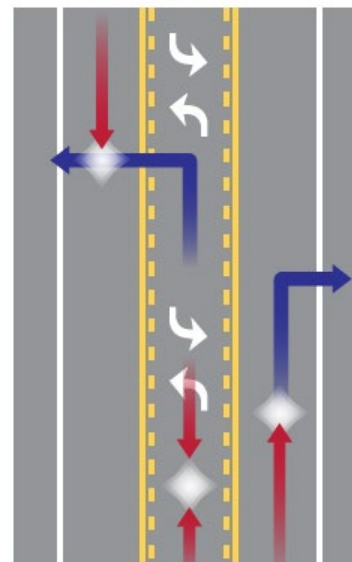
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Lane Restriping or Narrowing to Standard Widths North of 18th

BEFORE



AFTER



Lane Reconfiguration to Create Turn Lane Refuge / Widen Lanes to Standard Width South of 18th

Near-Term Corridor Alternatives

South of 18th

16

- Consider lane reconfiguration to add turn lane/ widen outside lane/ mobility lane space
- Major constraints:
 - Corridor varies in curb-to-curb width
 - Chkalov/Mill Plain intersection congested
 - Many driveways create conflict points

North of 18th

- Much higher traffic volumes, lane restriping most likely
- Parallel routes for people cycling
- Major constraints:
 - 18th to 28th very narrow, restriping not possible
 - North of 28th, room to establish unbuffered bike lane – does not meet TSP guidance

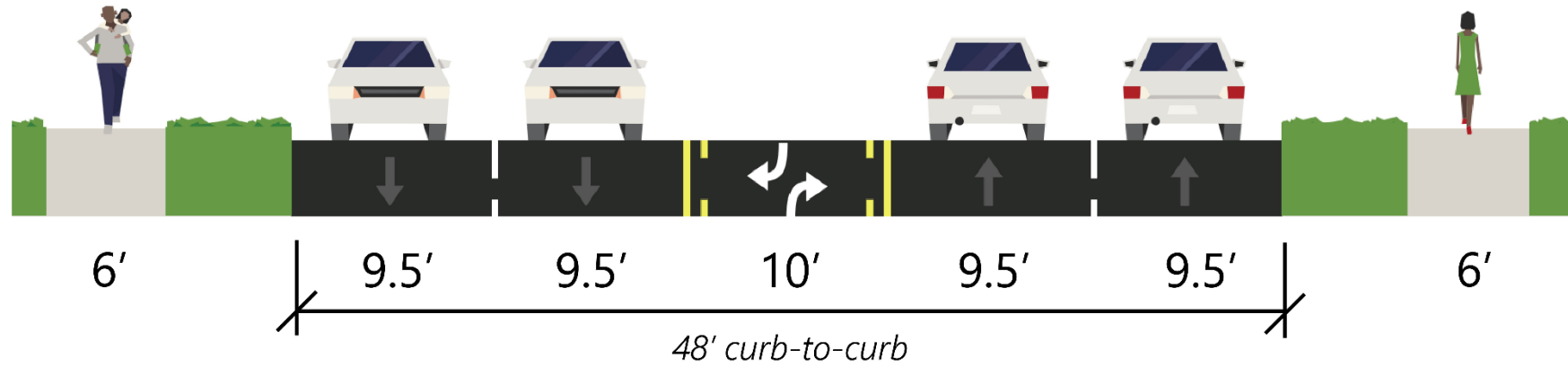
Mill Plain Intersection

- Very busy!
- Dual left turn lanes on all legs of intersection complicate lane reconfiguration possibilities
- I-205 ramp influence
- More work needed to determine feasibility

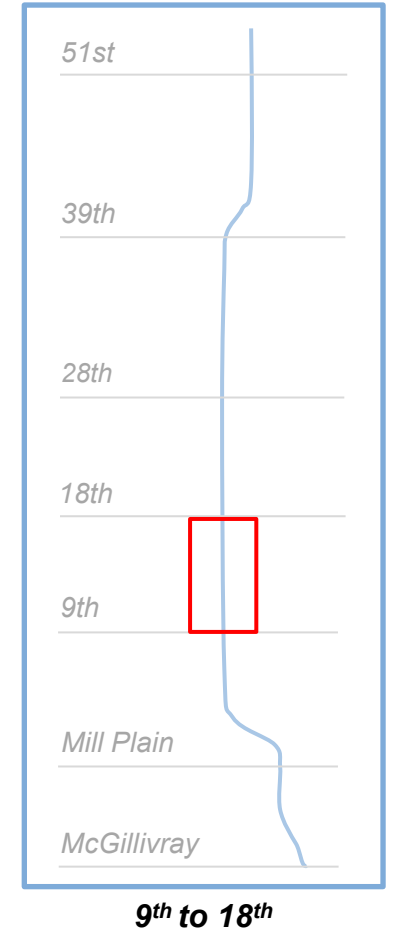
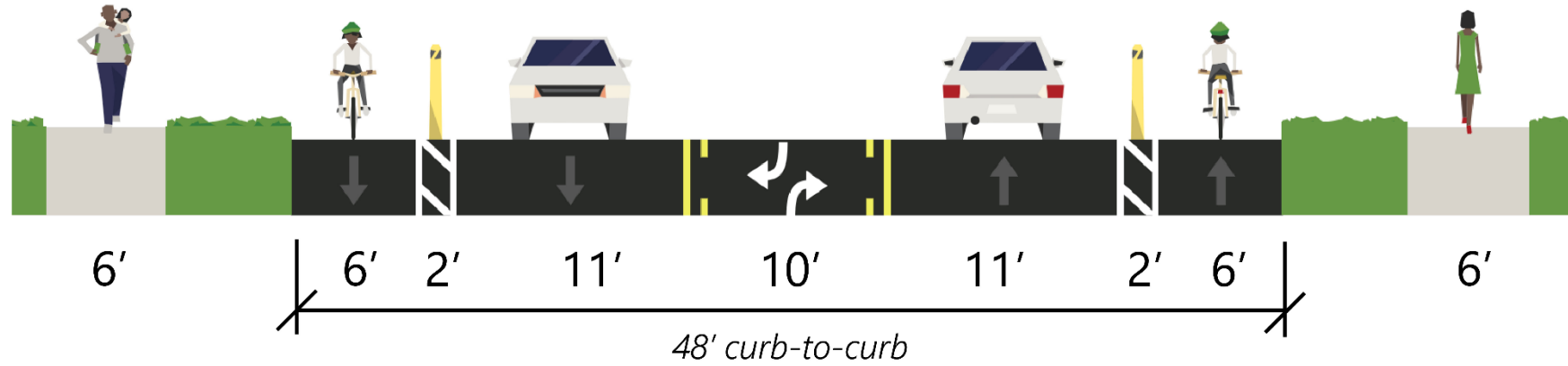


Example: 9th to 18th

EXISTING



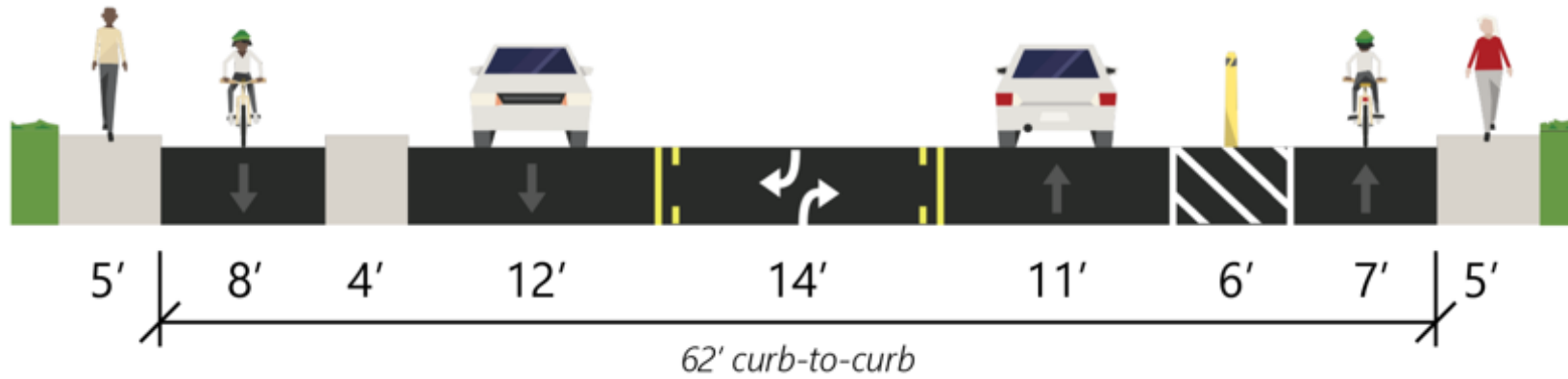
DESIGN CONCEPT



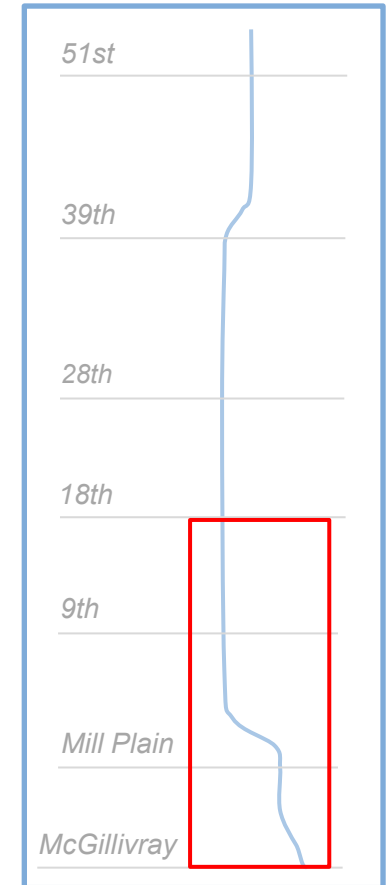
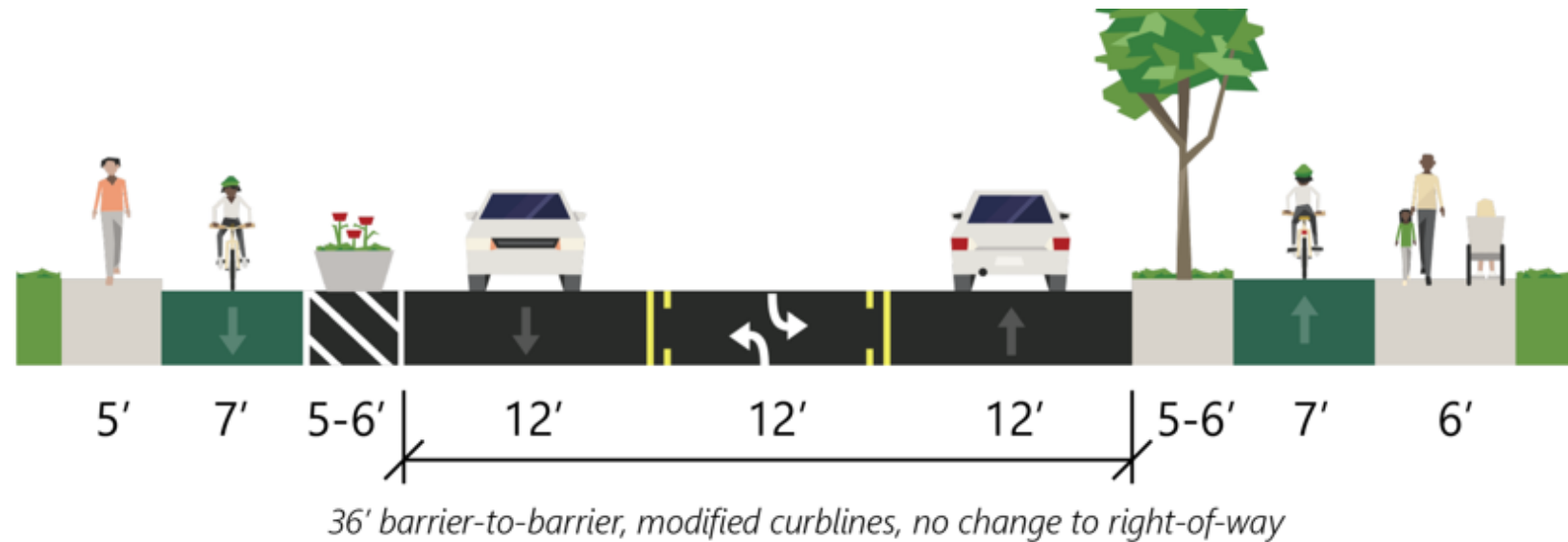
Long-Term Corridor Alternatives

South of 18th (full width)

LOWER COST



HIGHER COST

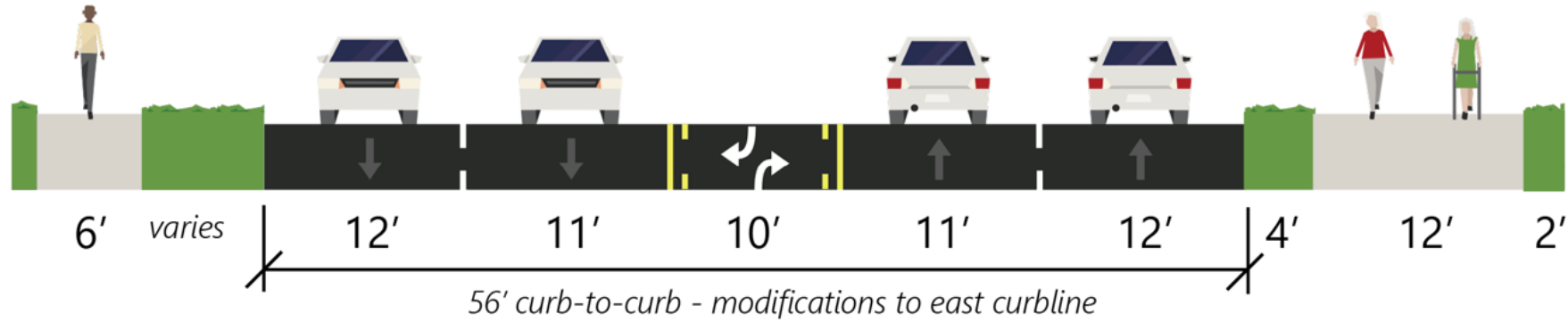


South of 18th
(full width)

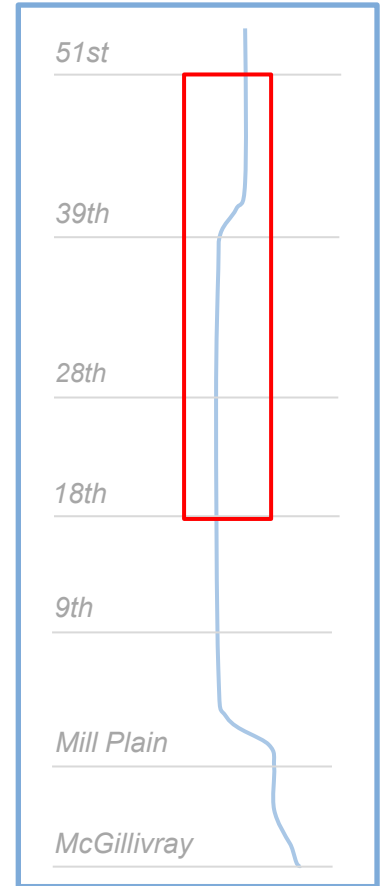
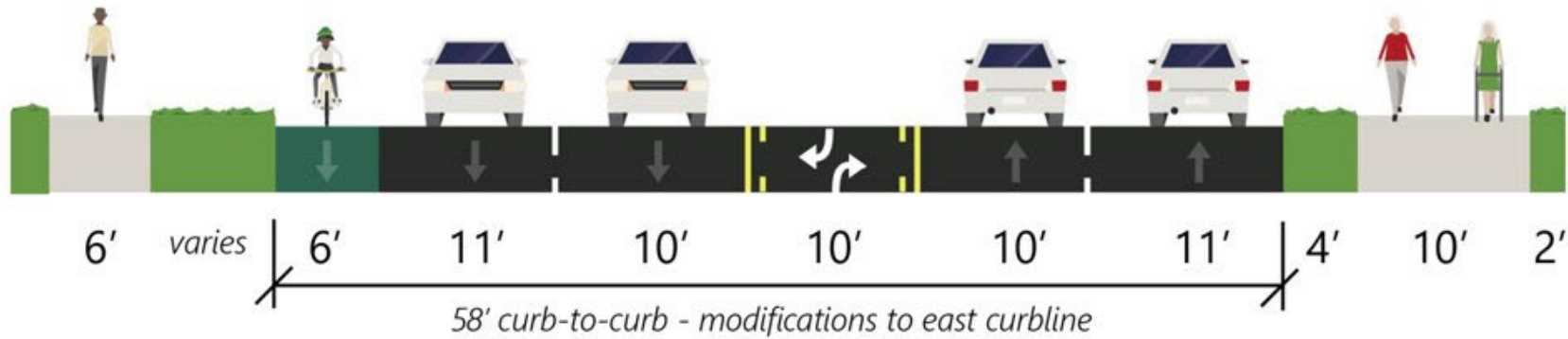
Long-Term Corridor Alternatives

18th to 51st

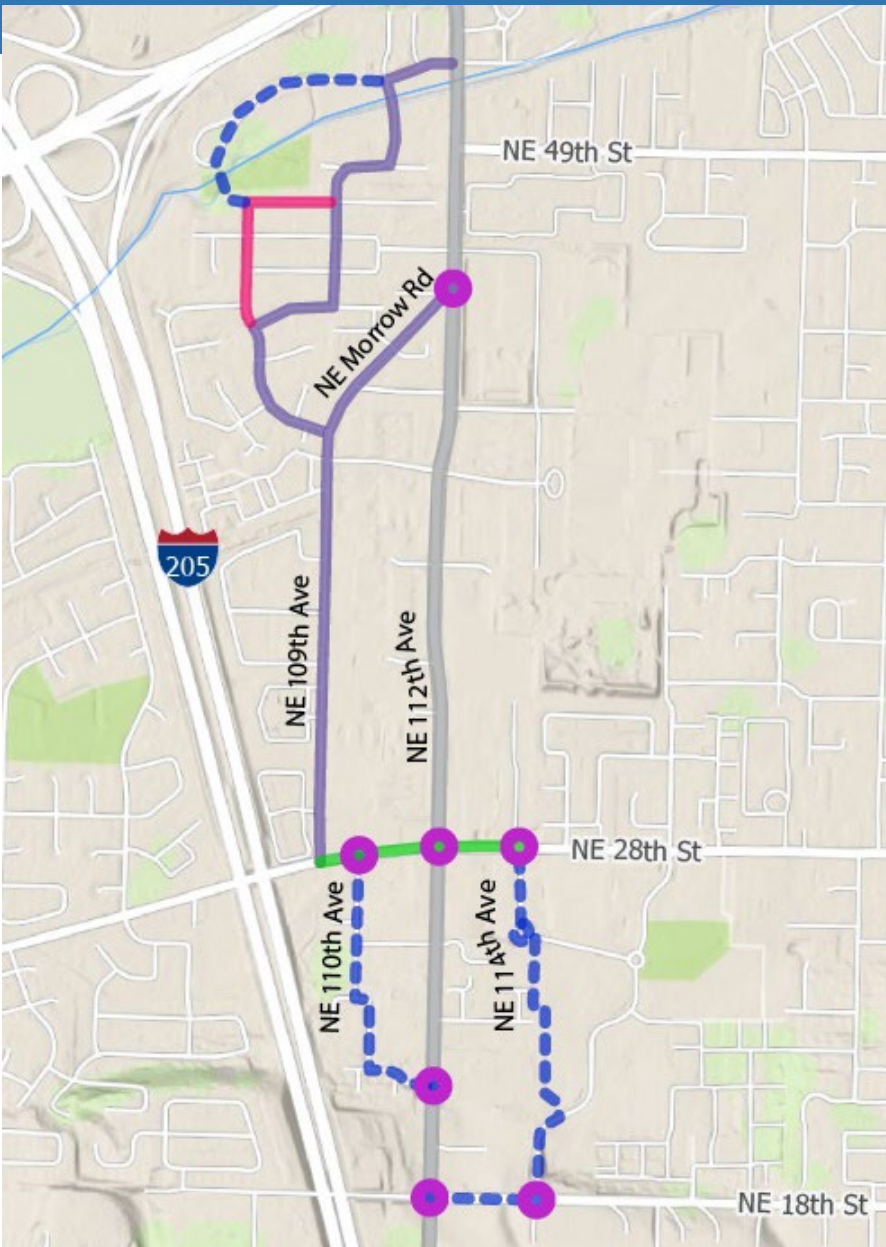
CONCEPT #1



CONCEPT #2



18th to 51st







Parallel Mobility Route Alternatives

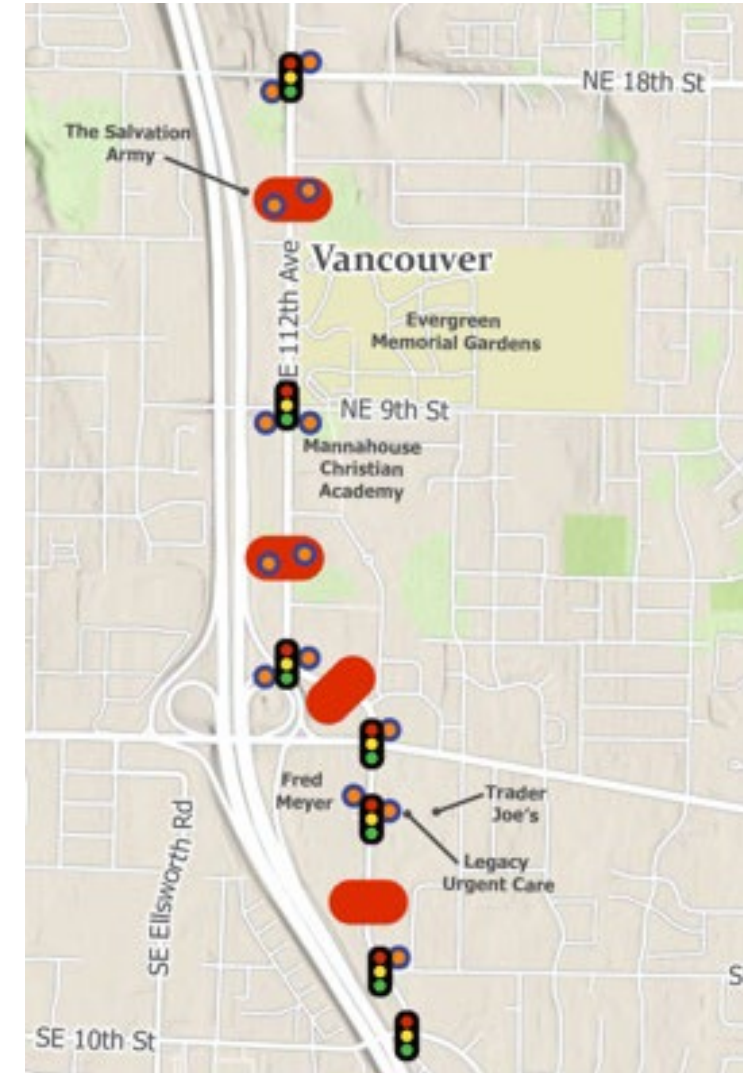
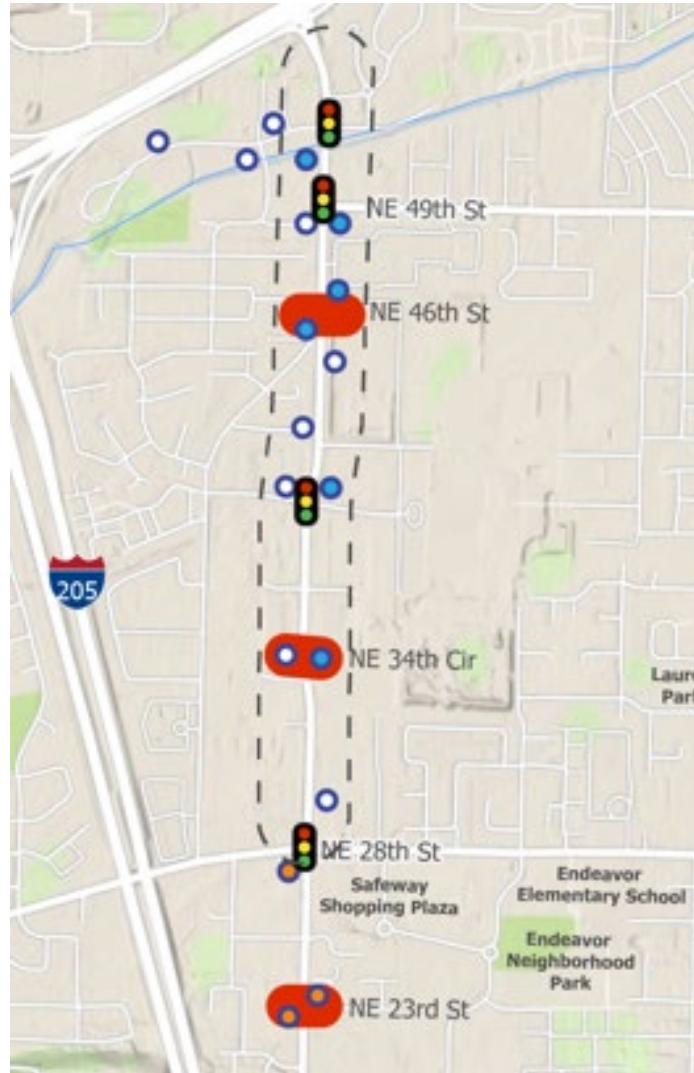
- Improvements needed to create a comfortable route with intuitive connections
- Near-term future small mobility lane gap along 112th between 18th and 28th is challenging
- Creative solutions with local street network would be needed between 18th and 28th

- 2004 TSP Low-Stress Route
- Draft TSP Proposed Low-Stress Route
- Existing Bike Lane
- - - Additional Potential Low-Stress Route
- Intersection Improvement Needed

Enhanced Crossing Locations

“Enhancements” could include signals, flashing beacons, median islands, lighting, etc.

-  Approximate location midway between signals
-  Existing Bus Stop - Shelter
-  Existing - Bus Stop - Sign Only
-  Planned Bus Stop





Access Control/ Raised Medians

- Provide trees within median
- At strategic locations or throughout the corridor
- Access management



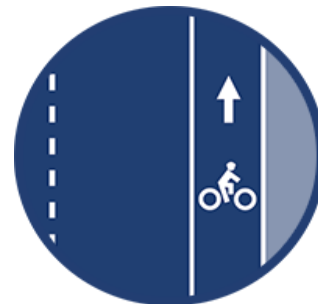
Additional Streetlighting

- At enhanced crosswalks
- At bus stops
- Along poorly lit segments



Reduce Speeds

- Reduced speed limits
- Speed feedback signs
- Automatic speed enforcement



Planned Bike/ Small Mobility Connections

- NE 9th west of 112th



Signalized Intersection Improvements

Walking

- Hi-viz crosswalk markings
- Leading Pedestrian Interval (LPI)
- Increase crossing times
- Curb extensions

Safety for All

- Upgrade left turns from permissive to protected
 - Traffic calming for turning vehicles
 - *No Turn On Red* restrictions
 - Red light photo enforcement*
- * May require updates to existing City ordinance to enable photo enforcement at new locations

Small Mobility/Cycling

- 2-stage turn boxes
- Bike boxes
- Added conflict markings

TMC Discussion

- What findings from engagement resonate with you?
- Do these design concepts help to address identified issues? Are they on the right track to keep exploring?
- What other things should the team be thinking about?

Next Steps

- **Further Develop** design options based on data analysis; TMC, staff, and community feedback
- **Evaluate** design options using evaluation framework
- **Gather** feedback on design options from stakeholders and the community this winter/early spring
- **Refine** design options

Thank You

VancouverMoves@cityofvancouver.us

<https://www.beheardvancouver.org/112thaveproject>



Future TMC Touchpoints

April 2024

- Outreach Phase #2 findings, refined design concepts

June 2024

- Review preferred concepts

October 2024

- Final recommendations for Council

Other dates as needed



TSP Guidance

Designations:

- Primary Pedestrian Corridor
- Truck Freight Economic Corridor
- Bike & Small Mobility Network
- Proposed Enhanced Transit Corridor (future)

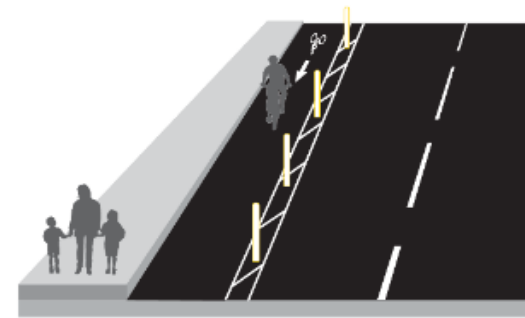
TSP Street Typologies:

- 25th St - 51st St: Commercial Blvd
- 14th St - 25th St: Neighborhood Blvd
- McGillivray - 14th St: Commercial Blvd

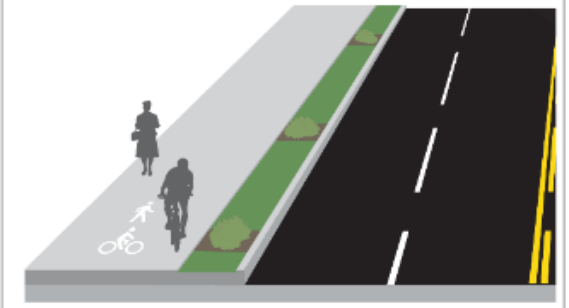
Recommended Treatments:

- Protected BSM or Multi-Use Path
- Buffered Sidewalk or Multi-Use Path

Protected Mobility Lane



Multi-Use Path



Sidewalk + Buffer

