

DATE: December 5, 2023

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Kate Drennan, Principal Transportation Planner, Community Development

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

RE: **112th Avenue Safety and Mobility Project Update**

Overview

At the December 5th Transportation and Mobility Commission (TMC) meeting, the project team will present feedback gathered during Phase 1 of public engagement for the 112th Avenue Safety and Mobility Project. This will include an overview of engagement methods and tactics and common themes shared by the public. The second half of the workshop will provide an overview of potential design alternatives and project investments that the project team is exploring. These include roadway designs and additional project elements to address the major deficiencies identified in the existing conditions project phase. The project team is looking to the TMC to reflect on the engagement themes, provide feedback on the potential designs, and daylight any other concerns the project team should consider as they continue to explore the feasibility of different roadway designs and supporting investments.

Project Background

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable along Chkalov Drive and 112th Avenue between SE McGillivray Blvd and NE 51st Street in coordination with upcoming repaving projects scheduled to occur 2025 and 2026 (Figure 1).

Project Area Map

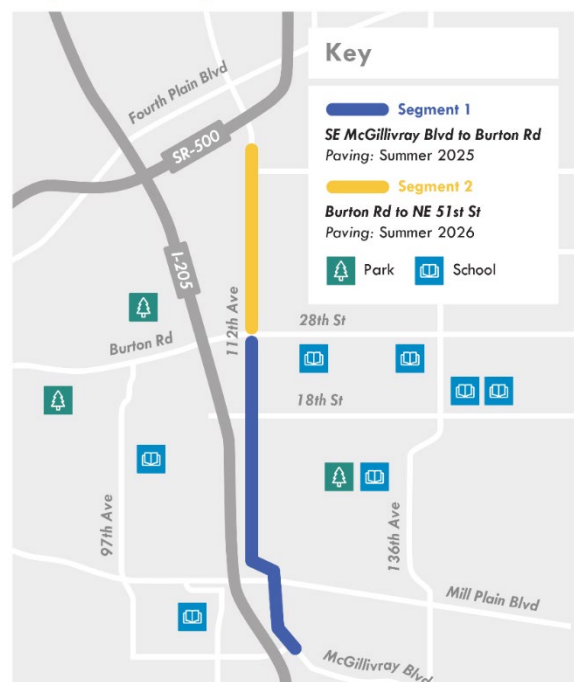


Figure 1. Project Study Area

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The team has been engaging with neighbors, business owners and representatives, community groups and schools, agency partners like C-TRAN, and the wider public throughout the process. Recommendations will include striping revisions that leverage upcoming paving work as well as complementary safety projects and programs.

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).

Project Update

During the summer and fall of 2023, the project team documented existing conditions and needs in the project study area. The team also developed evaluation criteria that were reviewed by the TMC in September. The needs identified in the corridor, along with the evaluation criteria, helped the team to start work on potential design concepts. Additionally, the project team engaged with the community to talk about the project and take feedback about issues that need to be addressed in the corridor.

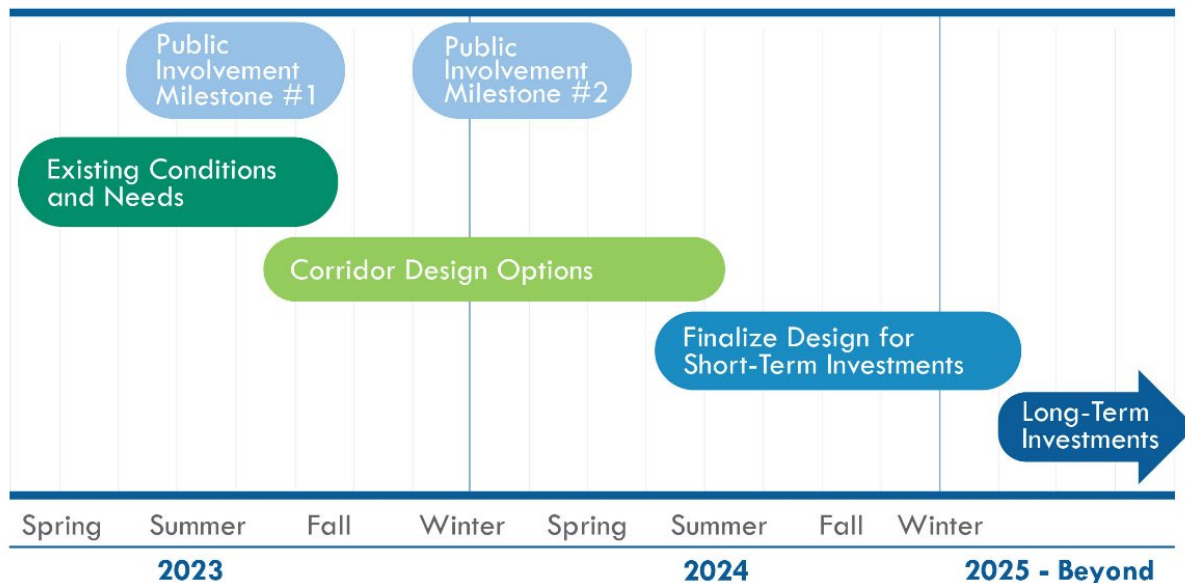


Figure 2. Project Schedule

Public Engagement Milestone #1

The project team created a comprehensive engagement plan to discuss the project with the corridor community and hear feedback on existing conditions, needs/challenges, and a corridor vision.

Outreach events and tactics included:

- Hosting a Project webpage: 1,500 visitors
- Posting on social media: 21,000+ engagements
- Multiple tabling events: nearly 150 people engaged, staff with Spanish-language skills at events

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- 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

Key themes from the first public engagement milestone include:

- Strong support for improving road surfaces and widening vehicle lane widths where narrow
- Support for improving safety, accessibility, and comfort for pedestrians
- Mixed support for mobility (bike) lanes; some concern about repurposing lanes
- Desire to address speeding vehicles and traffic congestion
- Notable discomfort with traveling in the corridor across most modes of travel (Figure 3)

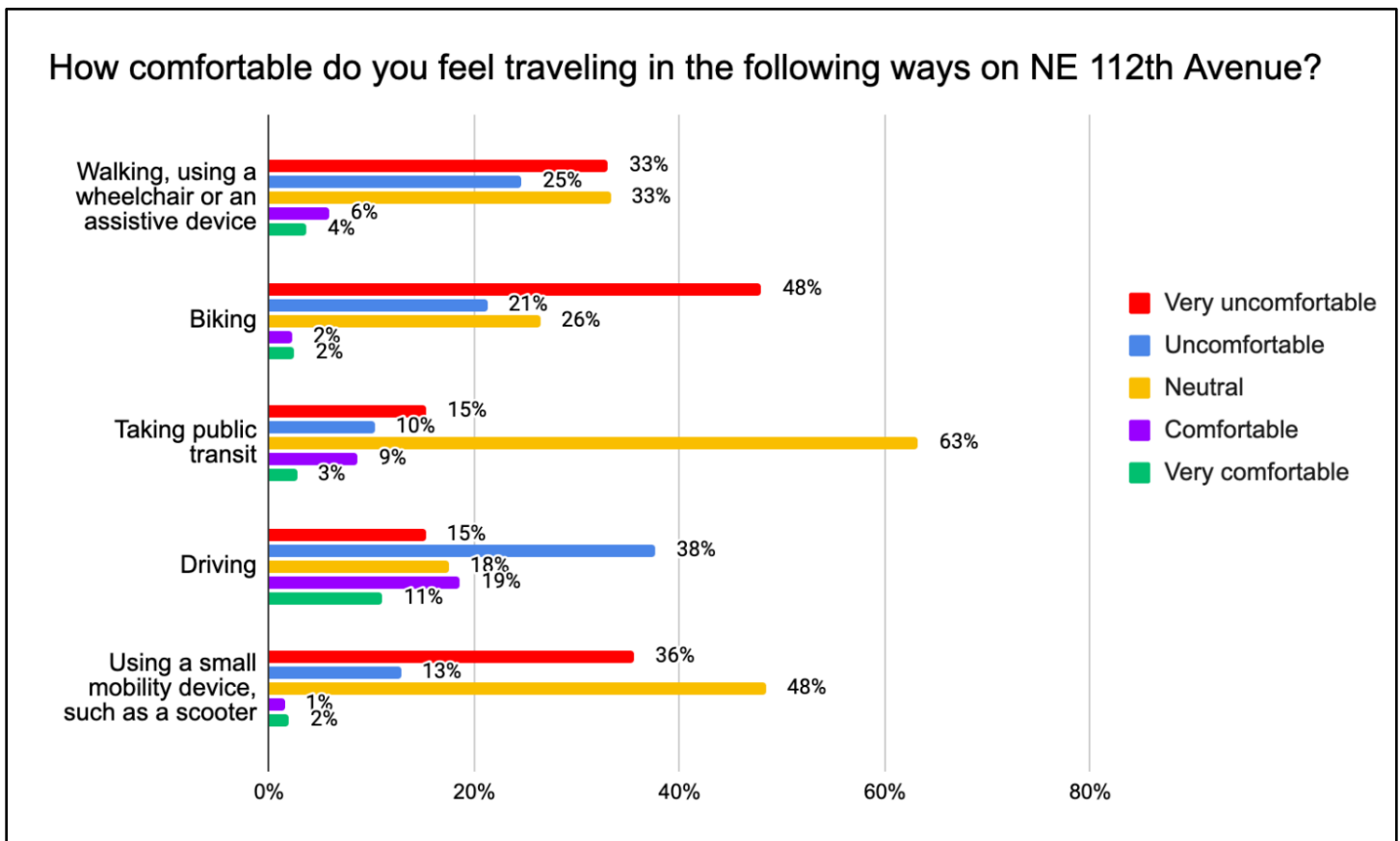


Figure 3. Feedback to the question, "How comfortable do you feel traveling in the following ways on NE 112th Avenue?"

Needs and Issues Summary

Needs and issues were discussed with the TMC in September 2023. This section briefly summarizes the issues identified.

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Walking, Rolling, and Cycling

- It is very difficult to cross 112th Ave. except at signalized intersections. In some segments, it is about ½ mile between signals, making for a long distance between comfortable pedestrian crossings
- There are no sidewalks along the east side of 112th between 9th to 14th Streets
- Most of the corridor does not have mobility lanes. Where present, mobility lanes are disconnected and unprotected

Transit

- Many transit stops are not located near marked or enhanced crossings and often lack lighting that illuminates waiting areas

Traffic

- The City has standards for vehicle mobility that apply to much of the 112th corridor. These standards require that a certain minimum vehicle speed be maintained during peak travel times and will affect the ability to consider certain design concepts that further slow travel times in areas with higher congestion
- In general, traffic volumes are higher north of 18th Street and lower south of 18th Street to McGillivray Boulevard
- Speeding is particularly prevalent between 9th and 39th Streets
- Intersections with high levels of vehicle delay today include Chkalov / Mill Plain, 112th / 23rd, and 112th / 28th

Safety

- 399 crashes were reported in the corridor between 2017 and 2021. Four of these were fatal crashes and 11 were severe injury crashes. 22 crashes involved pedestrians or bicyclists
- 3 of the fatal crashes involved pedestrians and occurred during dusk or dark conditions
- The Local Road Safety Plan (2022) ranked the Chkalov / Mill Plain intersection as having the highest crash frequency and severity within the entire city. The same safety analysis found the roadway segment with the highest crash incidence across the city was on SE Chkalov Drive between NE 7th to Mill Plain (the south end of the project corridor)

Initial Design Concepts Under Evaluation

The project team has started developing design concepts to address issues in the corridor. Design concepts will consider Transportation System Plan (TSP) guidance, the evaluation criteria developed previously, community and stakeholder feedback, roadway space constraints, traffic volumes, costs, and available funding. The project team has developed initial design concept ideas discussed in Table 1.

Table 1. Draft Design Concepts

Possible Design Approaches	
Near-term Corridor Concepts	<ul style="list-style-type: none"> Consider a lane reconfiguration on 112th Avenue between McGillivray and 18th. Lane reconfigurations are a proven intervention that improves safety for all roadway users. This southern section of the corridor has lower traffic and a lane reconfiguration is most feasible here. The existing curb-to-curb pavement width varies in this segment; in general, a lane reconfiguration would include one travel lane in each direction and a buffered mobility lane (Figure 4). A key constraint is the 112th/Mill Plain intersection, which is congested and complex, and interacts with the I-205 ramps. The intersection operation will ultimately play a key factor in the feasibility of any roadway design.
	<ul style="list-style-type: none"> North of 18th, a lane reconfiguration is not likely possible due to high vehicle volumes and traffic congestion, and the requirement to meet City mobility standards for this section of the corridor. From 18th to 28th, the existing lanes are very narrow and substandard, and lane narrowing is not possible. Between 18th and 28th, parallel routes for people cycling and rolling are a possible solution. North of 28th, lane narrowing is possible to achieve mobility lanes north to 51st Street. However, these mobility lanes would not meet TSP standard widths for a roadway of this size.
Long-term Corridor Concepts	<ul style="list-style-type: none"> Streets parallel to 112th could be improved to support lower-stress bicycle and small mobility travel. Upgrades could include signage, pavement markings, speed humps, and enhanced crossings. In some areas, there is no clear parallel route. Long-term improvements between McGillivray Blvd. and 18th Street could include raised bikeways or bikeways protected by hardscape curbing/barriers which provide a greater level of separation and safety for people cycling or rolling. This would require purchasing right-of-way from adjacent land uses in some areas, as well as considerable cost to implement. Between 18th and 28th, the City has been acquiring right-of-way easements outside the roadway as parcels redevelop. A long-term improvement could include widening existing walkways within this space to include a multi-use path for people walking, bicycling and using small mobility devices.
Additional Potential Corridor Investments	<ul style="list-style-type: none"> New enhanced pedestrian crossings: install crosswalks and related enhancements where there are long distances between signalized intersections. These would consider the location of current and future bus stop locations. Potential improvements range from high-visibility crosswalks, median islands, and flashing beacons or signals.
	<ul style="list-style-type: none"> Install additional street lighting at transit stops, enhanced crossings, and along poorly lit segments.
	<ul style="list-style-type: none"> Reduce corridor travel speeds by: <ul style="list-style-type: none"> Installing speed feedback signs

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	<ul style="list-style-type: none">○ Installing automatic speed enforcement cameras¹○ Installing red-light running automatic enforcement cameras○ Employing <i>No Turn On Red</i> restrictions at signalized approaches with a documented crash history○ Reducing posted speed limits● Safety for all at signalized intersections:<ul style="list-style-type: none">○ Upgrade left turns from permissive to protected○ Traffic calming for turning vehicles○ <i>No Turn On Red</i> restrictions○ Red light photo enforcement● Small Mobility/Cycling<ul style="list-style-type: none">○ 2-stage turn boxes○ Bike boxes○ Added conflict markings● Walking<ul style="list-style-type: none">○ Hi-viz crosswalk markings○ Leading Pedestrian Interval (LPI)○ Increase crossing times○ Curb extensions● Consider consolidating or reducing the number of driveway accesses to 112th over time to reduce conflict points throughout the corridor
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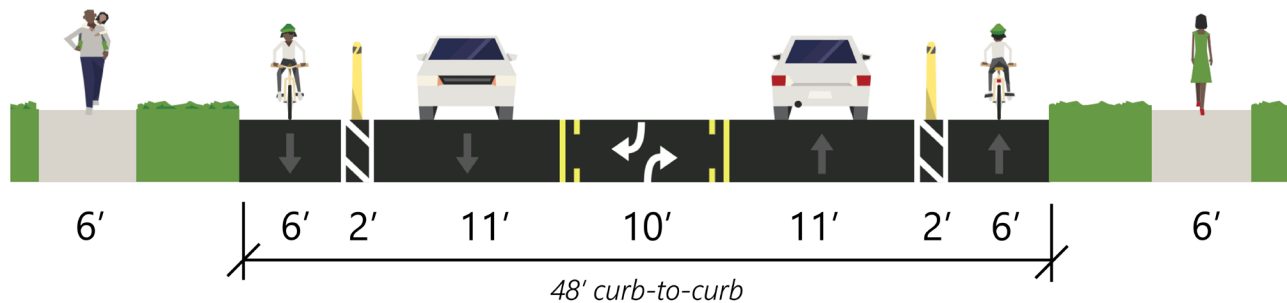


Figure 4. Example Lane Reconfiguration concept for 112th Avenue from 9th to 18th

¹ RCW 46.63. 170 authorizes cities and counties in Washington State to use automated traffic safety cameras in limited situations. These cameras may be used to detect stoplight violations (red light cameras), railroad crossing violations, and (in limited contexts) speed violations. The City of Vancouver would need to authorize the use of automated enforcement cameras through enabling ordinances to begin implementation of this practice.

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Next Steps

The project team will continue exploring designs concepts and share ideas with community members this winter. The project team will review more detailed information about the design concepts, as well as public feedback, later this spring with the TMC.

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