

DATE: November 28, 2023

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SUBJECT: Milestone 1 Community Engagement Summary

PROJECT NAME: 112th Avenue Safety and Mobility Project

Overview

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable for all users on 112th Avenue between SE McGillivray Blvd and NE 51st Street, in coordination with upcoming pavement work slated for 2025 and 2026. The 3.3-mile project corridor is an important north-south connector to several neighborhoods, businesses, schools, and other community destinations.

Through robust community engagement and technical analysis of existing conditions, the project team will recommend design options that address identified safety and mobility challenges and align with the community's priorities for this corridor.

Community engagement efforts for this project occur throughout the project and include two focused milestones:

- **Milestone 1** (Summer-Fall 2023): Gather community feedback on existing conditions, needs/challenges, and vision for the corridor.
- **Milestone 2** (Winter-Spring 2024): Share draft corridor design options based on data, identified needs, and priorities/values heard; and seek community feedback on the designs.

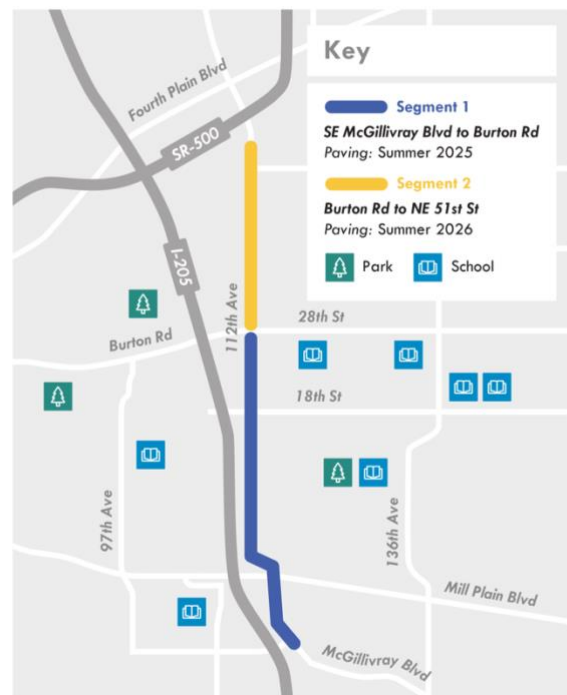


Figure 1: Project area map

This summary details Milestone 1 community engagement activities and results. Feedback presented in this summary will inform draft design options for the corridor.

Engagement Objectives & Approach

Milestone 1 engagement objectives 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.
- Seek input from a wide range of key stakeholders while decreasing barriers to engagement for all.

According to the City of Vancouver’s Equity Index Map, neighborhoods in the north and south ends of the project area contain high equity index scores. Equity index scores consider the following variables:

- People of color (non-white and/or Hispanic/Latinx);
- Median Family Income;
- Renters;
- Adults without a 4-year college degree;
- Households with limited English proficiency;
- Persons with disabilities;
- Households with children (below 18 years of age); and
- People 65 and over.

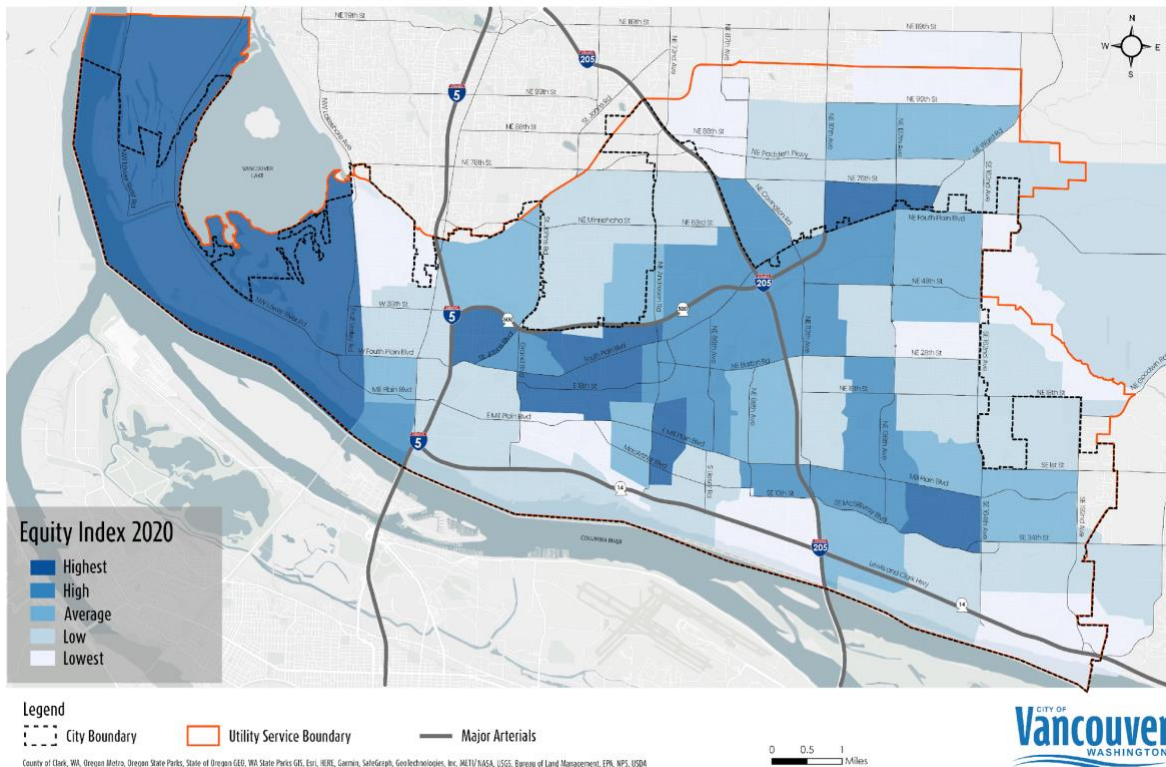


Figure 2: City of Vancouver Equity Index Map.

Tactics used by the project team to meet the needs of equity-priority populations and decrease participation barriers include:

- Proactive translation and interpretation of project materials into Spanish and Russian; translations into other languages available by request.
- Use of bilingual staff during outreach activities.
- Reaching people where they are through a mix of virtual and in-person opportunities, including tabling, canvassing, and meeting attendance.
- Coordination with public schools to facilitate student engagement by leveraging existing programming.

112th Avenue

SAFETY & MOBILITY PROJECT



Milestone 1 Community Engagement Snapshot

Reached **23,000+** community members



564
surveys
completed



315
in-person
conversations



1,500
project webpage
views



21k+
digital
engagements

Feedback Themes

- Strong support for **improving road surfaces** and **widening lanes** to improve comfort and safety.
- General support for improving safety, accessibility, and comfort for **pedestrians**.
- Mixed support for **mobility/bike lanes** – while some would like to see safe bike lanes, others oppose bike lanes due to concerns about removing space for cars and/or believe the corridor is unfit for bike use.
- Desire to address **vehicles speeding** and **traffic congestion** throughout the corridor.

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

This table summarizes key feedback themes heard during each engagement activity.

Engagement Activities & Results

A variety of digital and in-person engagement strategies were used to accomplish Milestone 1 engagement objectives.

Digital Engagement

Digital tools allowed the project team to reach many people who may be interested in or potentially impacted by this project, providing the latest project information available at their fingertips when they need it 24/7. The following digital engagement tools were used to spread awareness and drive people to the project website and/or survey.

- [BeHeard Project Webpage](#) – The project’s webpage serves as a public information hub and provides a direct link for the community to connect with the project team. Project information is available in English, Spanish, and Russian including fact sheets, timeline, project area maps, and survey links. A section of the webpage is dedicated to answering Frequently Asked Questions, which includes information about Complete Streets, and a widget allows community members to sign up to receive project updates directly to their email. **From June 1 – October 20, 2023, the webpage received 1,500 visitors.**
- **Social Media** – Two rounds of social media content were distributed to followers of City of Vancouver social media channels including Facebook, Instagram, Twitter, and Nextdoor, **generating over 21,000 engagements.** Social media content asked what improvements people would like to see along the 112th Avenue corridor and drove users to the project’s online survey.
- **E-newsletters** – On September 27, the **project’s first e-newsletter was sent and opened by 67 subscribers**, encouraging people to complete the project survey. This information was also emailed directly to neighborhood associations, schools and faith-based organizations located within the project area, plus local community-based organizations. On October 13, **information about the project’s survey was sent to subscribers of the Office of Neighborhoods Weekly Update and opened by 417 subscribers.**



Figure 3: Project survey opportunity amplified via City of Vancouver social media channels in English and Spanish.

Tabling Sessions

The project team staffed an informational table at six locations/community events throughout the months of August and September:

- National Night Out Event at LeRoy Haagen Memorial Community Park
- East Vancouver Business Association Networking Event near Columbia Tech Center
- Downtown Vancouver Farmers Market
- East Vancouver Farmers Market
- Fred Meyer (11325 SE Mill Plain Blvd)
- McKenzie Stadium during Evergreen High School football game



Figure 4: Project team members tabling at community events near 112th Avenue.

At least **145 people** were engaged in one-on-one conversations during Milestone 1 tabling outreach efforts. Community members received information about the project and were invited to share their experience traveling 112th Avenue. Most people engaged were familiar with 112th Avenue and used the roadway frequently or semi-frequently. Feedback themes heard during tabling sessions include, in no particular order:

- **Paving improvements welcomed.** Road surface needs repair, including potholes.
 - “I think the street needs to be resurfaced. The right lane is full of dips and valleys.”
 - “The paving is the #1 thing 112th needs; the cut across from ARCO to Safeway needs to go - it's not safe.”
 - “Potholes near Burton; it's too narrow, people are moving over because of potholes.”
 - “People will hit curbs to avoid bumps.”
- **Lanes are too narrow.**
 - “Widen lanes - you can't take a trailer through; lanes are too narrow, 112th turning onto 9th - it's scary.”
 - “Road is too narrow, no wiggle room on side.”
- **Experience traffic congestion.**
 - “Entrance into Safeway is always backed up.”
 - “Too many red lights; need to sync traffic lights to maintain traffic flow.”
 - “Build roads before you build houses.”
- **Can feel unsafe to walk, bike or use a mobility device.** The majority of engaged community members support pedestrian improvements. The team heard mixed support for mobility/bike lanes. Some expressed support for finding parallel mobility/bike routes to 112th Avenue.
 - “Not enough sidewalks or bike lanes – safety is #1.”
 - “It is hard to push a stroller when walking due to curb ramps and narrow sidewalks.”
 - “Not safe for bikes as cars have no line of sight coming out of business park north of 28th Street.”
 - “Don't add bike lanes to 112th or main roads. It's not safe, they will get hit. A lot of people don't wear helmets/are unaware of surroundings.”

- “Need more lighting at night.”
- “The connection is not safe on Burton Road.”
- **Suggestions for infrastructure improvements.**
 - “Add a right turn lane and bike/ADA box, improve street-level enforcement, and demark with cones and bollards.”
 - “Widen bike lanes to share with mobility scooters.”
 - “Improve sidewalk material to make it easier to travel.”
 - “More yellow bump strips and orange delineators.”
 - “Ensure height visibility when traveling along the corridor.”

Small Group Briefings

Two stakeholder meetings occurred during Milestone 1 engagement. On October 3, the project team attended a Fircrest Neighborhood Association meeting to share information about the project, collect feedback from neighbors and answer questions.



Figure 5: Project briefing at Fircrest Neighborhood Association virtual meeting

Sixteen Fircrest neighborhood residents were in attendance. Overall, most neighbors expressed support for improving the road conditions of the project area. One neighbor vocalized strong concern for the possibility of removing a lane in the corridor. Comments and questions shared included:

- “Biking is a death trap. There is no good route on the west side of 112th Avenue.”
- “I watched a truck go up over the curb. It is so tight!”
- “Very important that 112th [intersections] have sensors.”
- “I don’t want sidewalks to take away from the respect that area should have. Keep area respected and protected (referring to Memorial Gardens).”

- “People [currently] walk in the area even now that there are no sidewalks. I feel there should be a sidewalk there (referring to Memorial Gardens).”
- “Thank you for finally doing this project. Thank you. I am overjoyed this is happening.”
- “I am looking forward to improved biking conditions. What about between now and then [when the project happens]?”
- “How many lanes are you taking away? Are you going to do the same thing that’s happening on McGillivray? That is a freaking nightmare!”

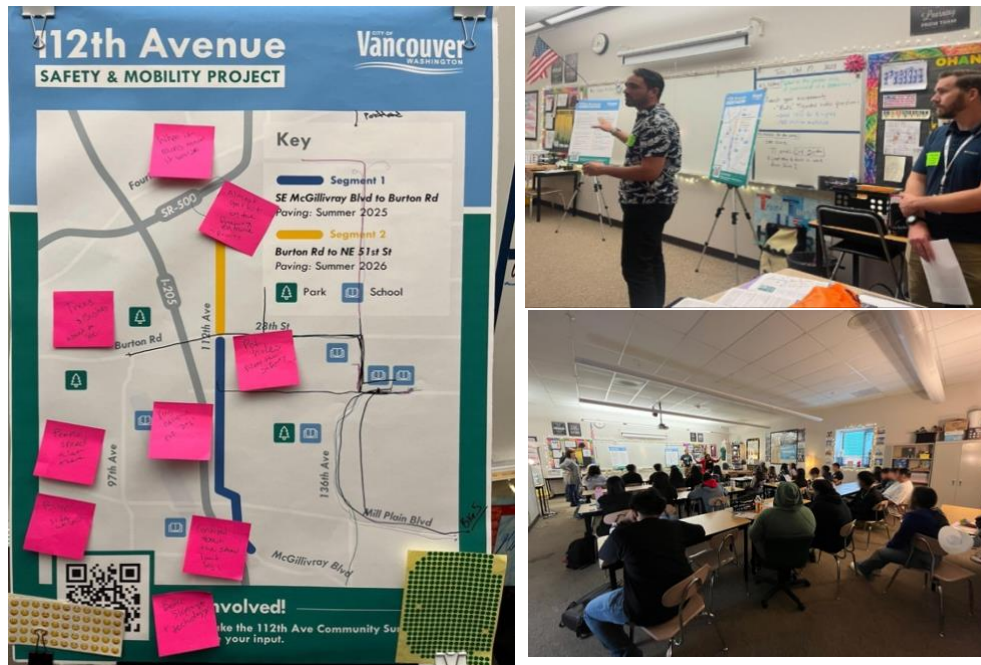


Figure 6: Engagement session with the Latino Student Union at Evergreen High School.

On October 17, the project team met with 30 members of the Latino Student Union at Evergreen High School. Students shared that they experience poor road conditions and narrow lanes along 112th Avenue, safety concerns related to vehicles speeding, crime and presence of people experiencing houselessness, and a desire for wider sidewalks. Specific feedback included:

- “People speed a lot there [referring to 112th Ave].”
- “I am confused by the speed limit in Segment 1¹.” (new driver)
- “The lanes are very narrow...especially Segment 1 [of the project area].”
- “There are a lot of potholes.”
- “I almost got hit [by another driver] near SR500 [Segment 2² of the project area].”
- “I’ve nearly been hit [while walking].”
- “I feel unsafe standing outside waiting for the bus. Someone pointed a gun at me.” (student lives in Segment 2 of the project area)

¹ Segment 1 refers to the section of 112th Ave between SE McGillivray Blvd and NE Burton Rd

² Segment 2 refers to the section of 112th Ave between NE Burton Rd and NE 51st St

- “I don’t walk or bike but take the bus a lot. It’s easy to use [referring to public transportation].”
- “Safety concerns with the homeless.” (general comment)
- “Curbs feel too close to the road.”
- “Need bigger sidewalks.”
- “Need better signage. Use more and better technology. Technology with real-time updates.”
- “I want to see more trees and bushes.”

Canvassing

Both in-person and phone canvassing occurred during Milestone 1 engagement. The team used canvassing to increase awareness of the project, share engagement opportunities, and gather feedback from businesses and residents located within the project area.

The project team reached out to **55 stakeholders via phone** including businesses, faith-based organizations, schools, apartment complexes, and assisted living centers. Feedback themes heard during phone canvassing included:

- Lanes are too narrow. Some people mentioned having to swerve into turn lanes to get around larger cars or trucks.
- Road surface needs repair. This includes potholes and speed bumps.
- Tight corners and curves in the road negatively impact travel experiences.
- Poor lighting at night.
- Lots of dangerous jaywalking.
- Intersections identified as needing improvements: Mill Plain Blvd. & Chkalov Dr., NE 18th St., NE 28th St.

In-person and multilingual canvassing occurred over four days in September. The project team **directly engaged 140 businesses and apartment complexes** throughout the project area through canvassing. Overall, people were pleased to hear about the upcoming road surface improvements. Feedback themes heard during in-person canvassing included, in no particular order:

- **Road surface needs repair, including potholes.**
 - “[There are] tons of potholes at the Mill Plain intersection (particularly after ice storms).”
 - “Entering onto SR 500, there's some big potholes. At Burton, there's a lot of potholes in the intersection. Heavy freight brings a lot of wear and tear on the road.”
 - “There is a flooding issue on 39th and 112th. There is a fairly deep depression around SEH and the water can come into the parking lot.”
- **Narrow lanes.**
 - “The right-hand lane on 112th is very narrow and rough. The center turn lane that the city put in created some very narrow thru- lanes.”
 - “Lanes feel narrow, especially the middle turn lane. It is more narrow on the north side compared to south.”
- **Traffic congestion.**
 - “It is difficult to get in and out of the shopping centers during peak traffic times.”

- "I've noticed traffic can get bad when there are badly timed signals on the freeway ramps."
- "It is hard to get on the side roads and apartment complexes when there's traffic on 112th."
- "The intersection of Mill Plain/Chkalov gets people confused and it gets backed up. Signal timing should be longer."
- **Concerns related to speeding, crashes, and pedestrian and bicyclist safety.**
 - "There is a lot of speeding where the freeway exits onto Mill Plain."
 - "9th and 112th has many accidents."
 - "There have been street racing and car accidents around 39th."
 - "Trees should be removed, can act as blind spot. Suggested street lighting when days get shorter. Trees could block potential street lighting."
 - "I know I'm supposed to ride in the bike lane but I'm terrified. People in general don't see bicyclists. Trimming bushes next to the bike lane will make it so I don't have to ride out in the road to avoid encroaching shrubbery."
 - "Houseless population on the sidewalk makes it difficult to walk."
 - "Crosswalks are very unsafe and dangerous. People have been hit. Lack of driver awareness. Flashing lights and striping will be most helpful. The 10 seconds to cross at intersections is not enough time to get to the other side of the street. We need better street and crosswalk striping."
- **The majority of people engaged desire improved infrastructure for pedestrians and bicyclists, while some prefer to prioritize improvements for vehicles.**
 - "Bike lanes or more sidewalks would be good. Crosswalks or a footbridge would be helpful for crossing 112th."
 - "I think widening the road and adding bike paths would be a good idea."
 - "It'd be nice to have bike lanes. One person here commutes to work by bike."
 - "We need to add more signage, so drivers know to stop, and that people are walking."
 - "Please do not use our money to create more sidewalks and bike lanes. We need more room for cars."
 - "I'm for bike lanes, but not in such a busy area."
- **Desire to improve public transportation reliability**
 - "I know people who take transit. There are problems with the transit being on time (referencing the C-Van paratransit)."
 - "The buses sometimes run late and cause issues."



Figure 7: Project team members canvassing along 112th Avenue.

Survey

The project’s digital survey launched on August 1 in English. A Spanish version of the survey launched on August 15 and a Russian version launched on September 28. All surveys closed on October 20. On August 31, a postcard was mailed to **14,996 residents and/or businesses within the project area**, including 38 low-income and senior housing apartments. The postcard shared information about the project and encouraged survey participation. In total, the Milestone 1 survey received **564 responses**, including 558 English responses, six Spanish responses and no Russian responses.

Survey Respondent Demographics

The majority of survey respondents shared the following voluntary demographic information:

- 62% live, go to school, work, or own a business within the project area.
- 73% identify as white; 13% identify as a BIPOC (Black, Indigenous and People of Color); 16% prefer not to answer.
 - BIPOC demographics include Hispanic or Latino/a/e (5%), Asian (4%), Black/African American (2%), American Indian or Alaska Native (1%) and Native Hawaiian or Pacific Islander (1%).
- 75% own their home; 22% rent and 2% live with someone but don’t pay rent.
- 25% are 65 years old or older; 4% are between 16-24 years old.

As displayed in Figure 8, project survey respondents underrepresent BIPOC individuals and renters who live within the project area, and overrepresent older adults (people 65 years old and older).

Demographic information for project area residents is sourced from [City of Vancouver Equity Index data](#).

Demographic variable	Survey Respondents	Project Area Residents
Identify as a person of color (BIPOC)	13%	18-49%
Renter	22%	56-73%
65 or older	25%	11-18%

Figure 8: Comparison of survey respondent demographics and project area demographics.

To address the limitations of survey reach, the project prioritized in-person engagement. In-person engagement specifically targeted people who live in the project area, including renters, youth and Spanish speakers which is the second most prominent language spoken within the project area.

Survey Respondent Travel Habits

Survey respondents primarily drive alone through the 112th corridor. Thirty-nine percent of respondents drive alone through the corridor every day or almost every day. Most respondents never use a small mobility device (96%), take public transit (85%), bike (73%) or walk, use a wheelchair or assistive device (51%) to travel through the corridor.

When asked about the level of comfort when traveling on 112th Avenue, **most survey respondents feel uncomfortable regardless of transportation mode**. As shown in Figure 9, respondents are most likely to feel comfortable driving and least likely to feel comfortable biking.

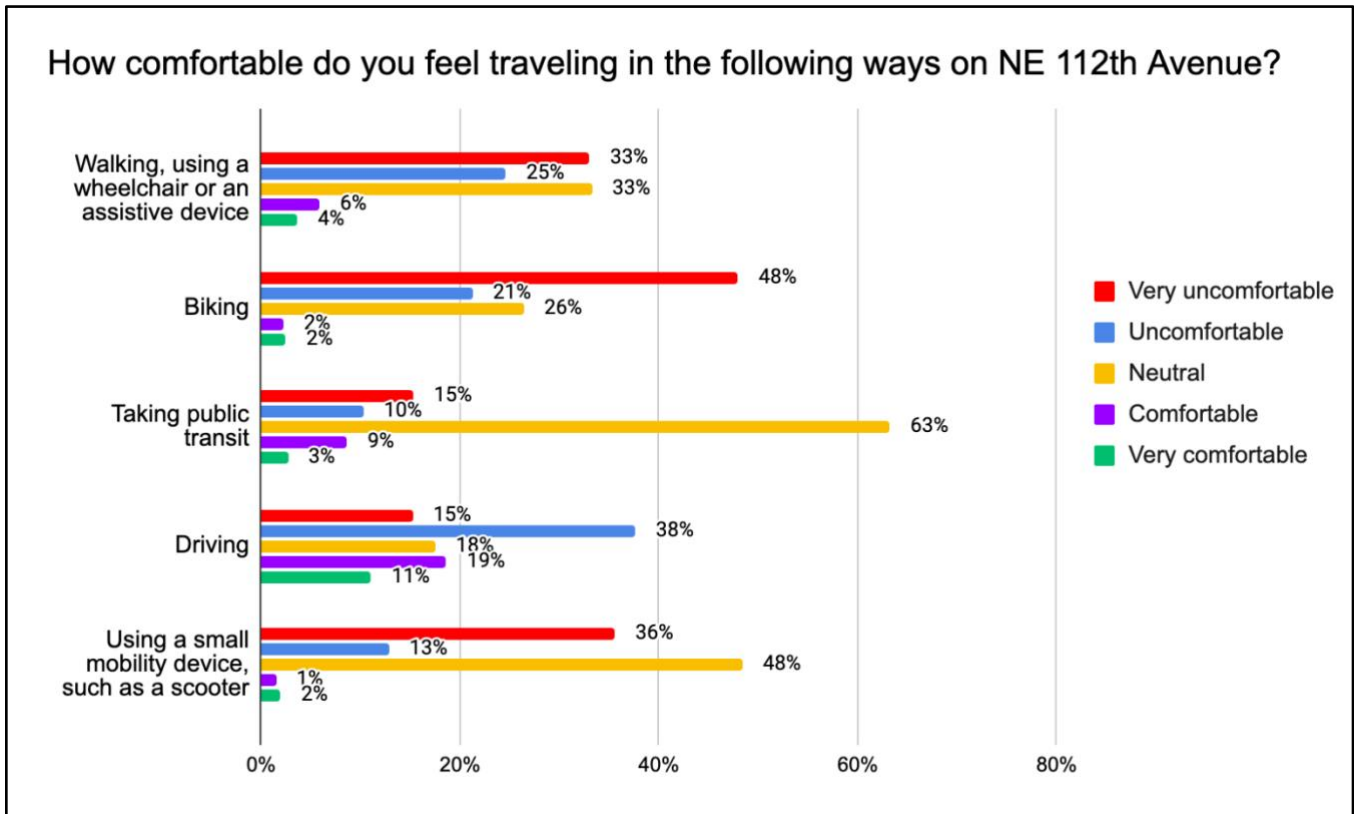


Figure 9: How comfortable survey respondents feel traveling on 112th Avenue.

Survey Respondent Challenges

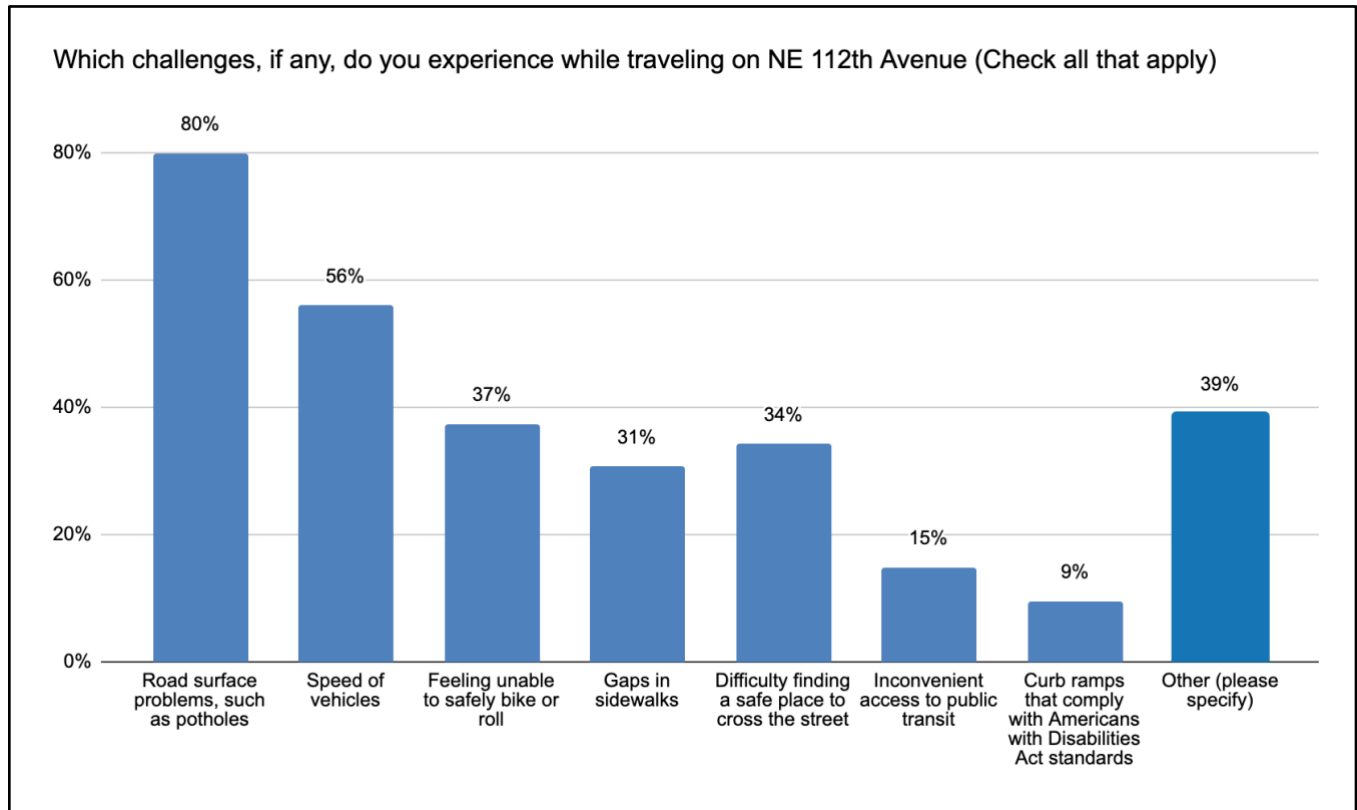


Figure 10: Challenges survey respondents experience while traveling on 112th Avenue.

As shown in Figure 10, the top three challenges survey respondents experience while traveling on 112th Avenue include **road surface problems such as potholes, speed of vehicles, and feeling unable to safely bike or roll**. Challenges listed by survey respondents in the “Other” category include:

- **Narrow lanes – 65% of comments mention challenges related to narrow lanes.**
 - “Most of this road is much too narrow for oversized vehicles, forcing them to drive partially in center lane.”
 - “The lanes of 112th are VERY narrow between 18th street and Chkalov. Sometimes 2 vehicles won't even fit, so it's like having one lane.”
 - “Inadequate lane width (no shoulder in some places).”
- **Congestion and traffic signals.**
 - “Very heavy traffic that the road is not built to handle.”
 - “Uncoordinated traffic lights cause stop and go traffic, waste gas, pollute... should STOP truck parking in center lane immediately - huge safety hazard because of narrow lanes, bad sight lines.”
 - “Waiting at red left turn arrows when there is no opposing traffic; uncontrolled southbound traffic turning left into Mannahouse Christian Academy.”
 - “Trees/branches blocking traffic light.”
- **Road surface and design.**
 - “Striping & curb highlighting is worn & not very visible at night or in rain.”

- “Drainage catch basin are too deep and are very dangerous.”
- “Lack of turns around Starbucks and Shari’s make people do illegal U-turns and weird parking lot cut through at higher than acceptable speeds.”
- **Safety and infrastructure for people who walk, bike and use mobility devices.**
 - “There are ZERO sidewalks at certain points.”
 - “Disappearing bike lanes and sidewalks that make 90-degree angle turns. Very hard to take a wheelchair or bike.”
 - “I feel anxious when I pass pedestrians or bicyclists. They are too close.”
 - “Crossing at NE 9th street the light is not triggered by bicycles and the crosswalk is just not very visible for cars turning.”
 - “It'd be suicide to try riding a bike on that, no bike lanes and the sidewalk is terrible.”
 - “Sidewalk obstructions & uneven surface (see SE corner at 9th St. where the pavers are for an example.)”

Survey Respondent Priorities

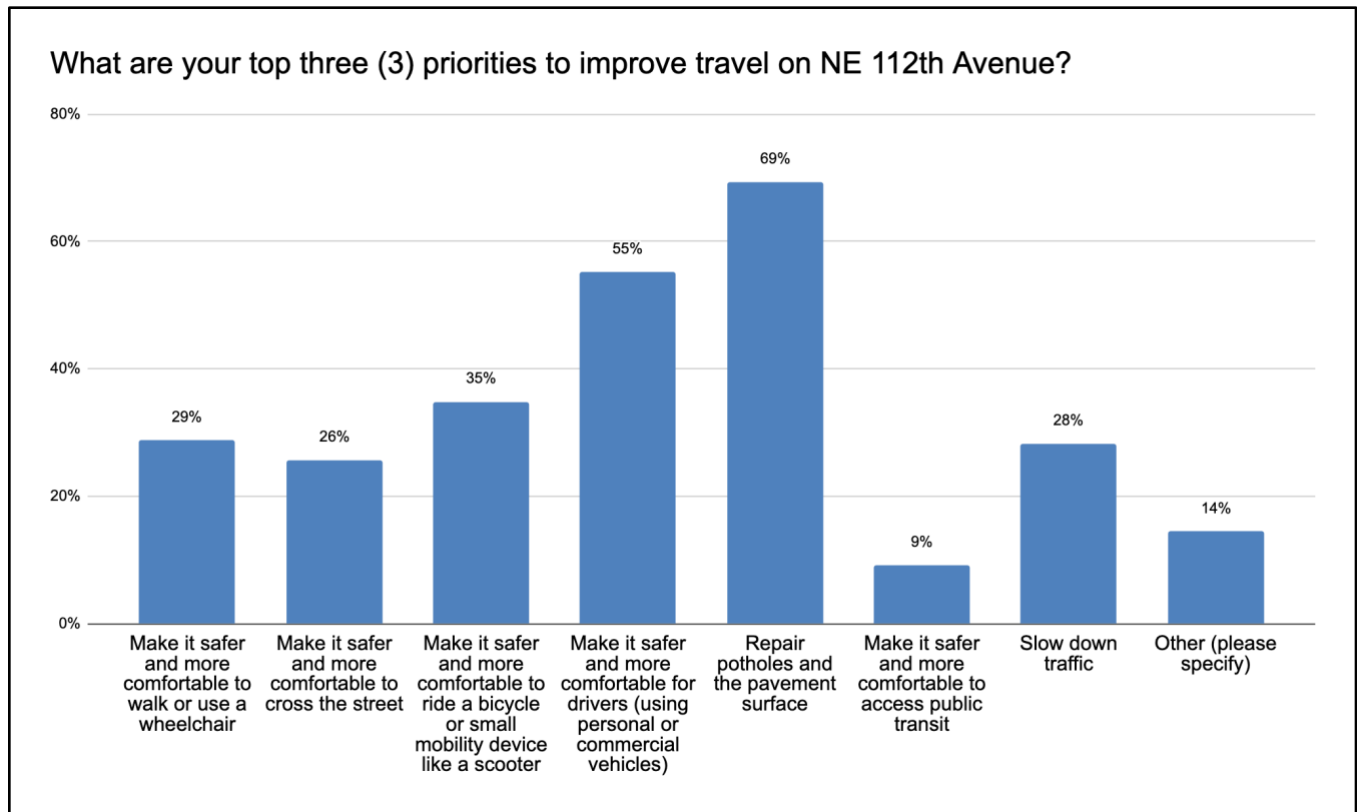


Figure 11: Survey respondent priorities to improve travel on 112th Avenue

As shown in Figure 11, the top three priorities for improving travel on 112th Avenue for survey respondents include:

- 1. Repair potholes and the pavement surface.**
- 2. Make it safer and more comfortable for drivers.**
- 3. Make it safer and more comfortable to ride a bicycle or small mobility device.**

Priorities listed by survey respondents in the “Other” category include:

- **Lane width** – 40% of comments list widening lanes as a priority. Lanes south of NE 18th Street, especially lanes between NE 18th Street and NE 28th Street, are most often listed by survey respondents.
 - “Make both lanes in each direction wider, along with a wider center lane and shoulders the entire way. Dedicated turn lanes at the 49th intersection.”
 - “Most of this road must be "drivers" 1st! It's not safe to drive in areas, let alone worry about bikes or walking! The lanes need to be widened & NO!!! Dividers, which are unsafe!”
 - “Between the exit from the freeway and 18th the street is too narrow to accommodate bike lanes. The street must be widened or reduced to one lane to have room for bike lanes.”
- **Road safety and design** – several comments provide suggestions for how to improve safety for drivers and improve road design or configuration.
 - “A lot of the traffic is headed toward (SR)500 and I-205. A northbound access at 18th St would make a big difference, especially as many more apartments/condos are opening up in the area.”
 - “ENFORCE TRAFFIC LAWS! Red lights are ignored daily!”
 - “Make a way to get from 112th to ?107th (Walmart street) without having to cut through neighbors. It would help reduce congestion at Mill Plain and 112th.”
 - “Remove the curve and add long wide turn lanes so access to the fuel station and the business can be better.”

Conclusion & Next Steps

During Milestone 1 engagement efforts, the project team reached more than **23,000 Vancouver community members** and **received feedback from 950 people**. Prevalent feedback heard across all engagement efforts included:

- **Strong support for improving road surfaces and widening lanes to improve comfort and safety for drivers.**
- **General support for improving safety, accessibility, and comfort for pedestrians.**
- **Mixed support for mobility/bike lanes – community members opposed to mobility/bike lanes are concerned about removing space for cars and/or believe the corridor is unfit for bicycle/ small mobility use.**
- **Desire to address vehicles speeding and traffic congestion throughout the corridor.**

In the coming months, the project team will share draft design options with the community and seek continued feedback. Planned engagement efforts during Milestone 2 include:

- Updated survey to gather feedback regarding draft design options.
- Additional small group briefings with businesses and/or community-based organizations.
- Open house event within the project area.
- Amplification of feedback opportunities via e-newsletters, social media and traditional media outreach.