



MEMORANDUM

DATE: May 7, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Kate Drennan, Transportation Planning Program Manager; Brett Setterfield, Associate Planner, Community Development

RE: **112th Avenue Safety and Mobility Project – TMC Workshop on Roadway Design Options and Project Outreach**

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

Introduction

The 112th Avenue Safety and Mobility Project is studying opportunities to make travel safer and more comfortable between SE McGillivray Blvd and NE 51st Street, in coordination with upcoming pavement preservation work. The pavement schedule has shifted since the project team last met with the TMC, and segments originally slated for 2025/2026 are now scheduled for 2026 and 2028. The southern portion between SE Mill Plain Blvd and McGillivray Blvd does not currently have scheduled pavement work, but we are planning for it now so it can be implemented through future work.

Background

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.

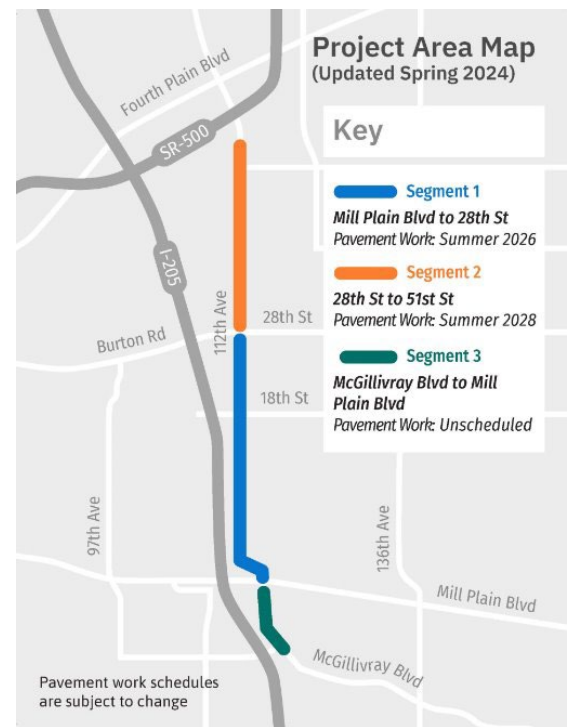


Figure 1: Updated 112th Avenue Safety and Mobility Project Area Map

The project team is studying corridor conditions, engaging the community about their experience using the corridor, defining project values and goals, and creating corridor design options to improve user safety and mobility. Several issues and needs have been identified by the team, including a lack of midblock and enhanced crosswalks, sidewalk gaps, missing/disconnected mobility lanes, narrow travel lanes, and speeding. The team is engaging neighbors, businesses, stakeholders such as schools and C-TRAN, and the wider public throughout the project process.

The Project began in Spring 2023 and is expected to conclude in Winter 2024, with pavement work now slated for 2026/2028 and other long-term investments identified for future implementation.

Concepts Update

After detailed analysis of the roadway the project team broke the corridor into three segments based on the planned paving year, but also found that the segments featured differences in roadway widths and existing and future traffic volumes that impacted design recommendation. The project team has developed three tiers of recommended improvements (near-term, mid-term, and long-term) that reflect paving timelines as well as cost and complexity of some recommendations.

Below are the near-, mid-, and long-term recommended roadway reconfiguration options:

Near-Term (2026 Pavement Work)

The project team has developed two different near-term roadway design recommendations based on segment traffic volumes, right-of-way width and community feedback. The first section is between SE McGillivray Blvd and NE 18th St. This segment has lower traffic volumes, allowing for a lane reconfiguration which would drop the number of vehicle travel lanes from two in each direction with a center turn lane to one lane in each direction with a center turn lane and adding buffered bicycle and small mobility lanes in each direction. The reconfiguration will enable striping a wider, standard vehicle travel lane width of 11 feet, from today's 9-foot lanes in some areas. While the design recommendation extends south to McGillivray Blvd, Chkalov Blvd between SE McGillivray Blvd and Mill Plain Blvd is not currently scheduled for repaving, so



Figure 2: 112th Avenue proposed near-term improvements between SE McGillivray Blvd and NE 18th Street

implementation of this design is slated for mid- to long-term implementation.

Further north on Segment 1, the roadway narrows and traffic volumes increase. Traffic analysis found that between NE 18th St. and NE 28th St. a roadway reconfiguration would not meet city concurrency standards. This segment will receive pavement work and pothole fixes, but the current striping of two lanes in each direction with a center turn lane will remain.

Mill Plain- Chkalov Drive Intersection

In addition to new roadway configurations between signals, the project team is working to determine potential adjustments needed to the Mill Plain Blvd – Chkalov Dr. intersection to accommodate new mobility facilities. This intersection is one of the highest-crash locations in the city and has a new Bus Rapid Transit (BRT) service “the Vine” that has brought higher numbers of people walking and bicycling. While exploring intersection concepts, the project team needed to consider impacts to the Vine with signal timing on Mill Plain Boulevard and transit signal priority, impacts to the freeway interchange and WSDOT facilities just west of the intersection, intersection geometry that meets safety standards, mobility lane connectivity, and vehicle queuing spillback. Given these factors, the project team has advanced two potential intersections designs that will be shared with the Transportation and Mobility Commission for discussion.

Mid-Term (2028 Pavement Work)

The mid-term proposed improvements along 112th Ave between NE 28th Street and NE 51st Street don't include a full lane reconfiguration due to high traffic volumes that would also not meet concurrency with a lane reduction. Instead, the four travel lanes will be standardized from 12 to 11 feet and the center turn lane will be reduced from 14 to 10 feet, allowing for standard bicycle and small mobility lanes in each direction. Although this mobility lane design would not meet the Transportation System Plan (TSP) recommended design guidance, it would provide an option for those using a bicycle or small mobility device while also creating some separation between vehicle traffic and pedestrians.

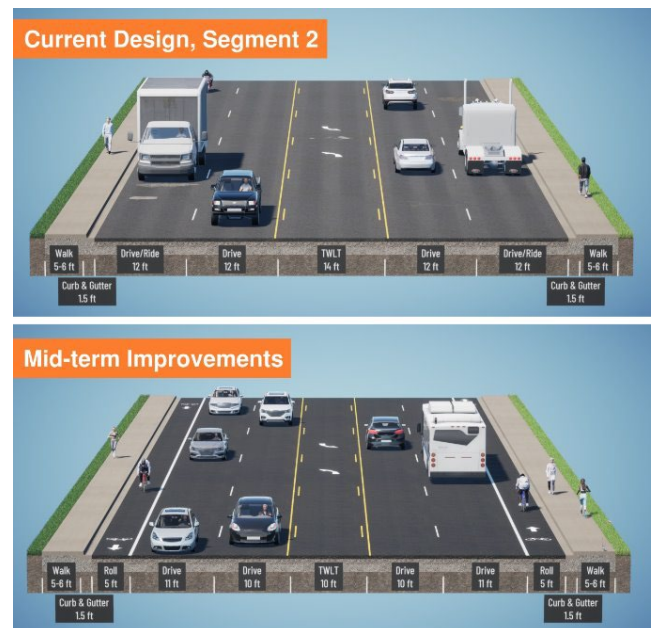


Figure 3: 112th Avenue proposed mid-term improvements between NE 18th Street and NE 51st Street

Long-Term

Recommended long-term improvements along 112th Avenue would be implemented after 2028 north of NE 18th Street and include adding a shared-use path along one side of the roadway and possibly a bicycle and small mobility lane along the other side. This would be a capital improvement project and require considerable funding for right-of-way acquisition in some areas along with utility work.

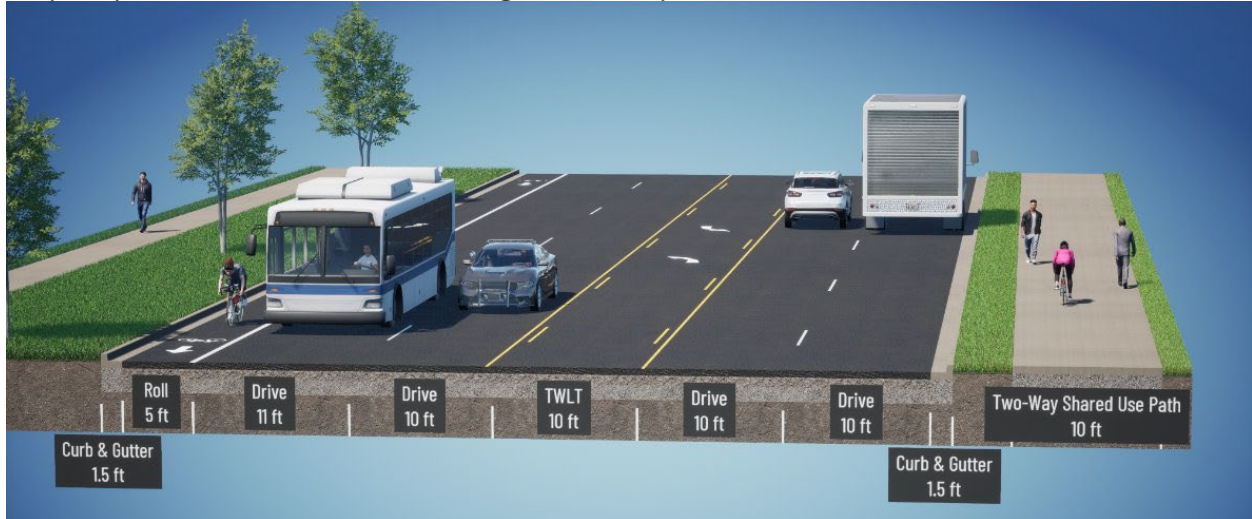


Figure 4: 112th Avenue proposed long-term improvements north of 18th Street

Additional Improvements

The project team is also examining additional pedestrian, bicycle and small mobility safety improvements that will need to be implemented over a near-, mid-, and long-term horizon. Pedestrian improvements could include the addition of enhanced mid-block crossings with flashing beacons, pedestrian refuge islands, leading pedestrian intervals and street trees. Additional street lighting will also be added at new crossings, and identified in poorly lit areas that serve C-TRAN bus stops. Bicycle and small mobility improvements include identifying improvements to parallel routes to provide users an alternate option to segments of 112th Avenue that have unprotected or missing facilities. The parallel improvements could include wayfinding signage, bike boxes at intersections, and added conflict markings such as green paint. Other improvements to increase safety include strategies such as reducing speed limits, adding speed feedback signs, automatic speed enforcement, and No Turn On Red restrictions.

Outreach Update

The second round of community engagement began March 22nd with the launch of the [Milestone 2 Survey](#) that will run through May 10th asking respondents on their thoughts about the near-, mid-, and long-term proposed improvements along 112th Avenue. The project team has been promoting the survey through social media posts, newsletters/emails, community-based organization correspondence, and a presentation with the Fircrest Neighborhood Association at their monthly meeting. About 130 community members have engaged through either the survey or in-person presentations. Feedback on the proposed designs has been mixed. Some approve of the bicycle and small mobility lane recommendations, while others are concerned about

traffic impacts from removing a travel lane. The project team will continue engagement efforts through May including a tabling session on May 8th at Muchas Gracias along 112th Avenue and NE 28th Street. Once the outreach is completed in May, the project team will compile all the responses and include them in the development of preferred near and mid-term concepts to be implemented with the paving schedule in 2026 and 2028. A public hearing on the preferred concepts will be held at a fall TMC meeting.

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