



CITY OF
Vancouver
WASHINGTON

NE 112th Avenue Safety & Mobility Project

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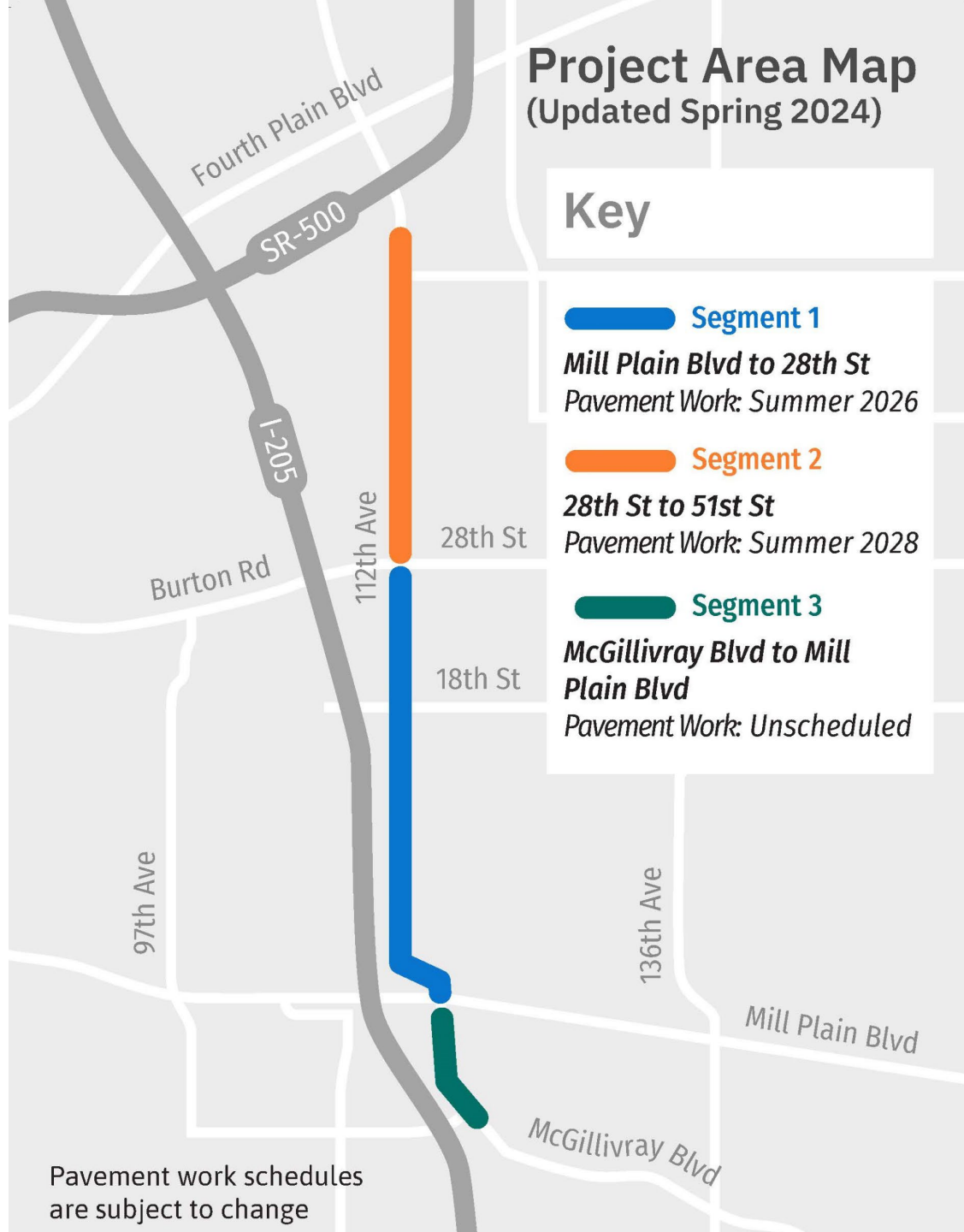
May 7, 2024



Agenda

- Overview
- Project update
- Concepts update
- Outreach feedback
- Next steps





Reminder – Study Area

Limits: McGillivray Blvd to NE 51st Street

UPDATED Paving Schedule

Segment 1: 2026 (Previously 2025)

Segment 2: 2028 (Previously 2026)



Project Goals

Reviewed by TMC in September 2023

- Mobility improvement for people walking, using a mobility device, bicycling, or using the bus
- 'Safe Systems' approach to improvements for all users of the corridor, including people walking, using a mobility device, bicycling, driving, or using the bus
- Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities.
- Greenhouse gas (GHG) reduction benefits
- Equitable outcomes



Issues and Needs

Reviewed by TMC in September and December 2023

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:

- Missing, 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
- Poor road surface condition (potholes)
- Congestion worse north of 18th

Corridor Safety

- Previously identified safety hot spots in the Transportation System Safety Analysis (2018) and the Local Road Safety Plan (2016-2020)
 - NE 112th segment of 28th to 39th
 - Chkalov/Mill Plain Intersection
 - Intersections with 18th, 28th, 39th, 49th, 51st

Crash History (2017 – 2021)

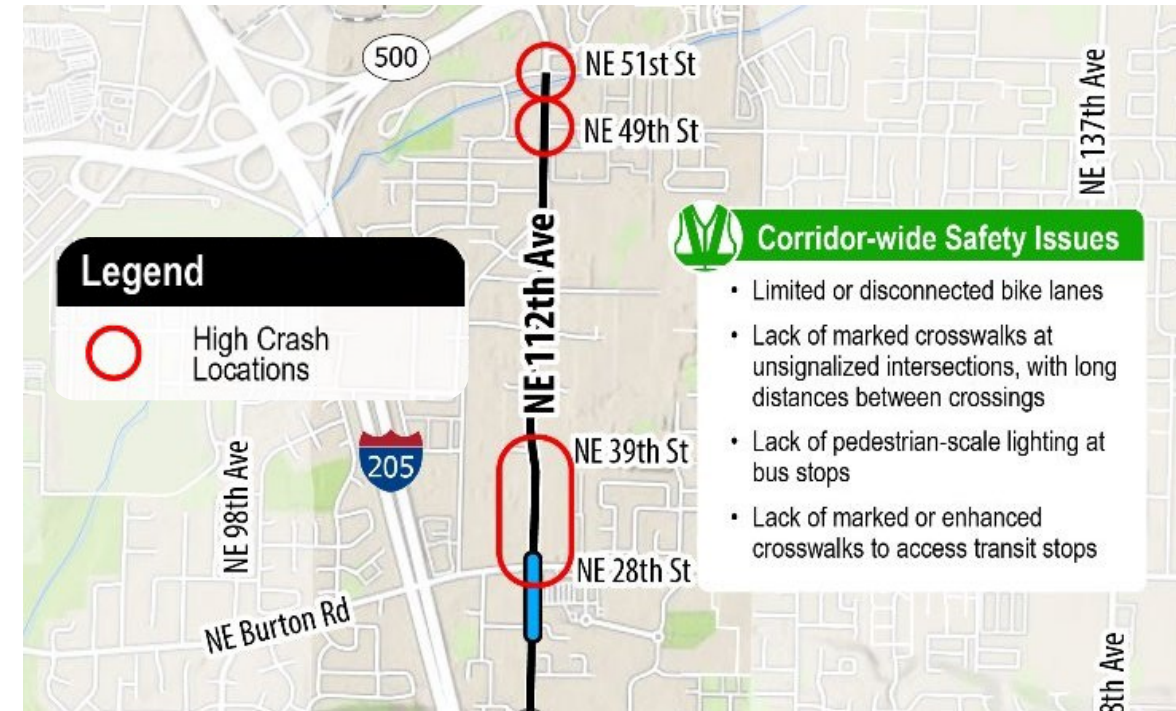
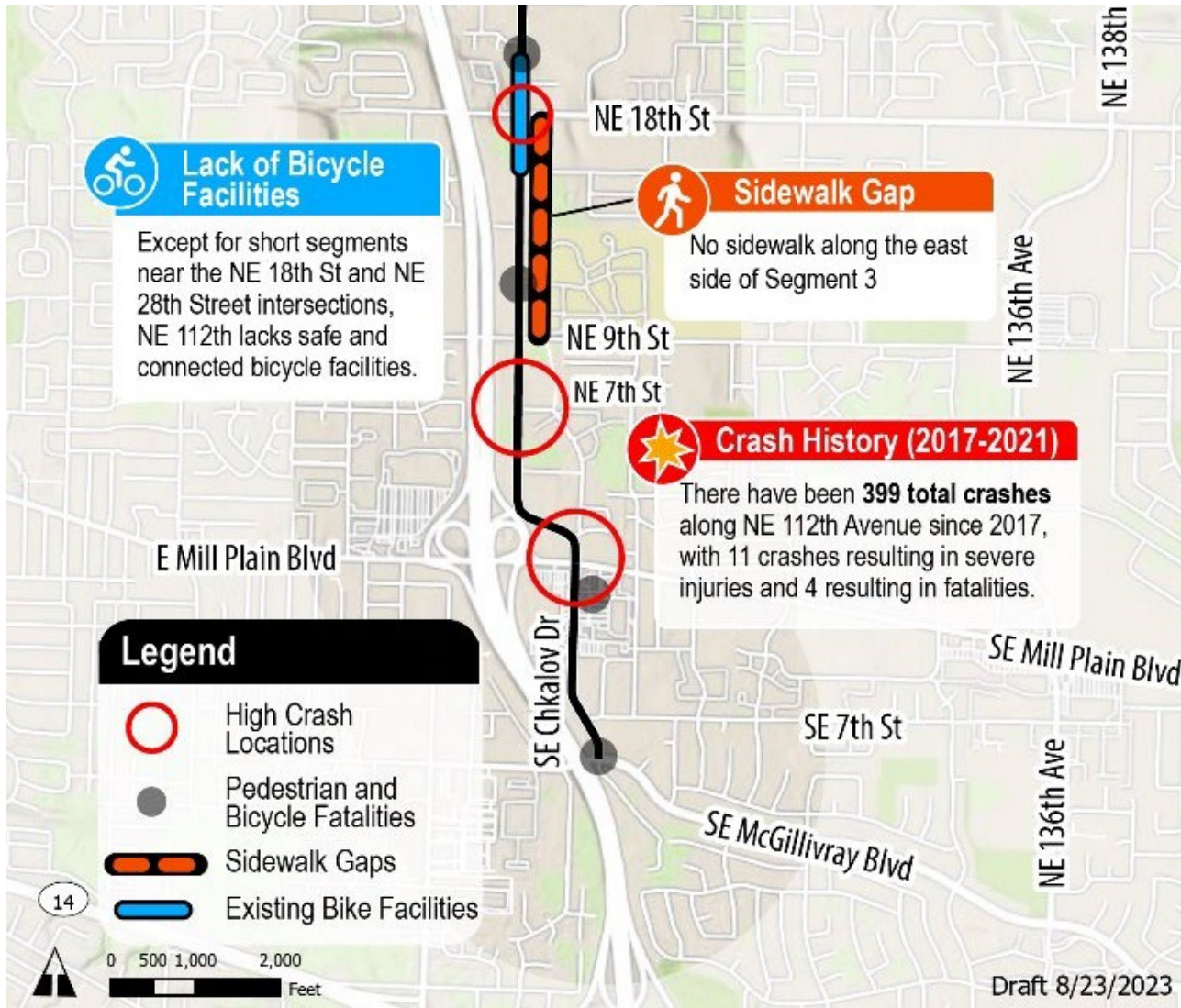
- 399 Total Crashes
- 4 Fatalities
- 11 Severe Injuries

Speeding

- Especially north of 9th Avenue



Issues and Needs



Project Update

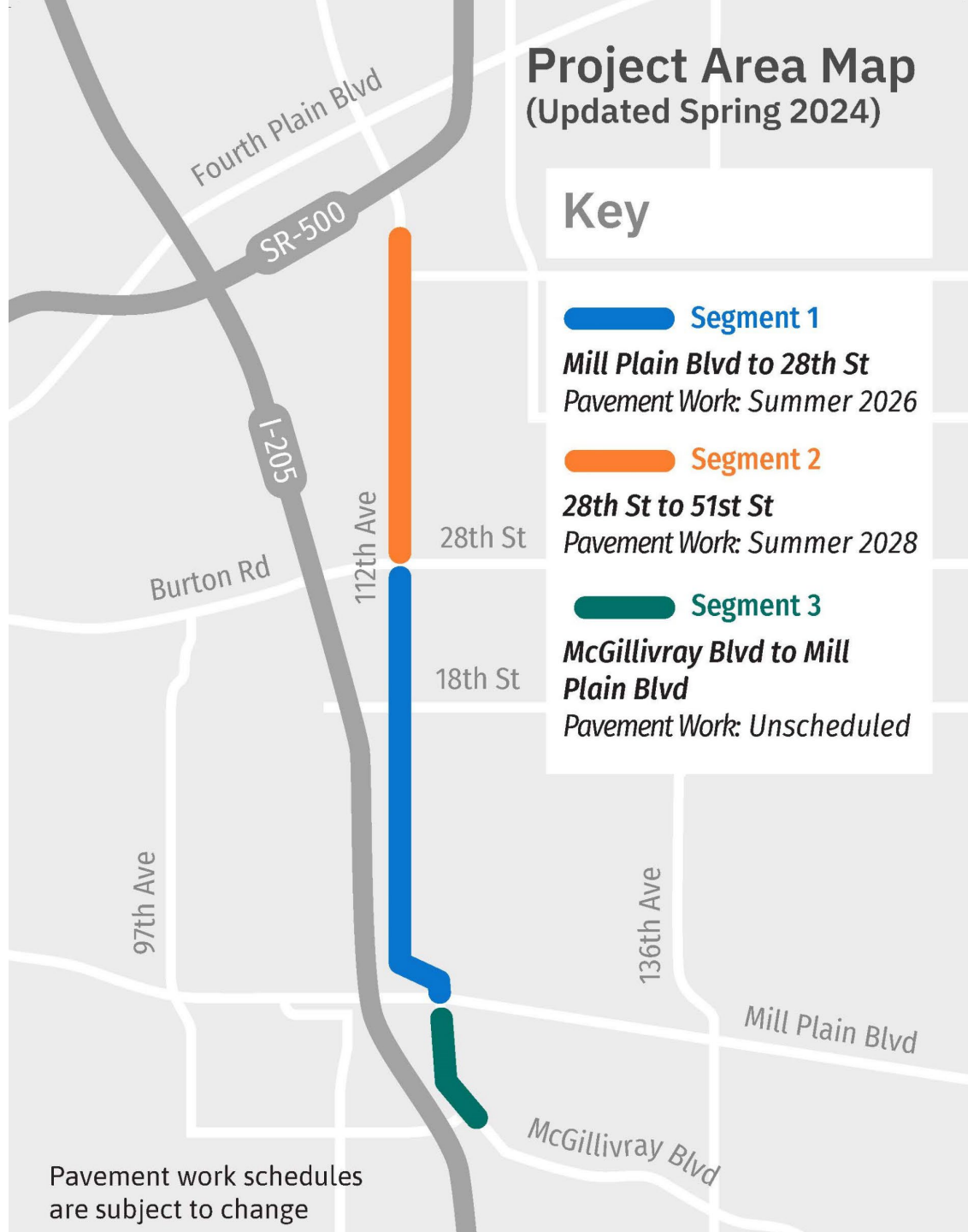
- Prior TMC discussions:
 - September 2023 - project introduction
 - December 2023 - initial design ideas
- Continued advancing near-term design ideas
- Substantial work to understand design possibilities at Mill Plain / Chkalov intersection
- Second round of outreach underway



Project Area Map (Updated Spring 2024)

Key

-  **Segment 1**
Mill Plain Blvd to 28th St
Pavement Work: Summer 2026
-  **Segment 2**
28th St to 51st St
Pavement Work: Summer 2028
-  **Segment 3**
McGillivray Blvd to Mill Plain Blvd
Pavement Work: Unscheduled



Pavement work schedules are subject to change

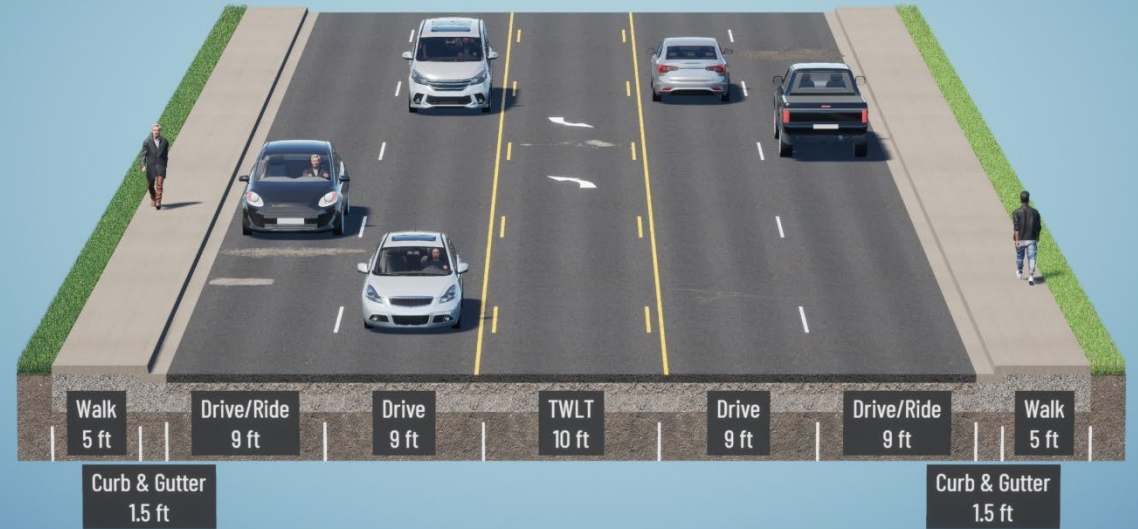
Concepts Update



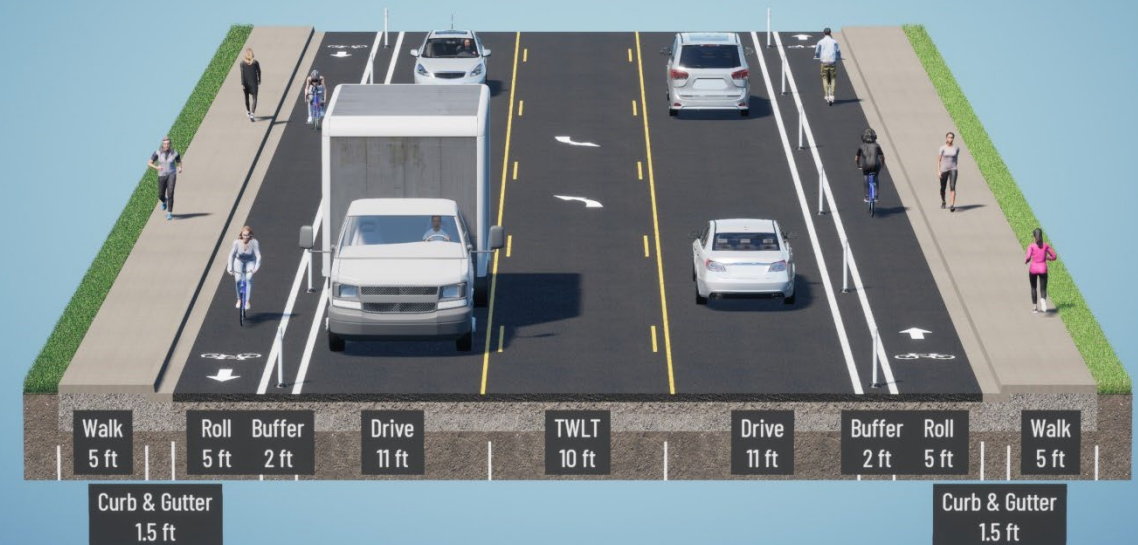
Near Term: McGillivray to 18th Roadway Reconfiguration

- Lower-traffic section
- Lane reconfigurations are proven safety improvement for all users
 - Reduce speeds, conflict points
 - Improve cycling/small mobility safety and comfort
- Note: Chkalov between Mill Plain and McGillivray not slated for repaving at this time

Current Design, Segment 1 Mill Plain Blvd to 18th St



Near-term Improvements

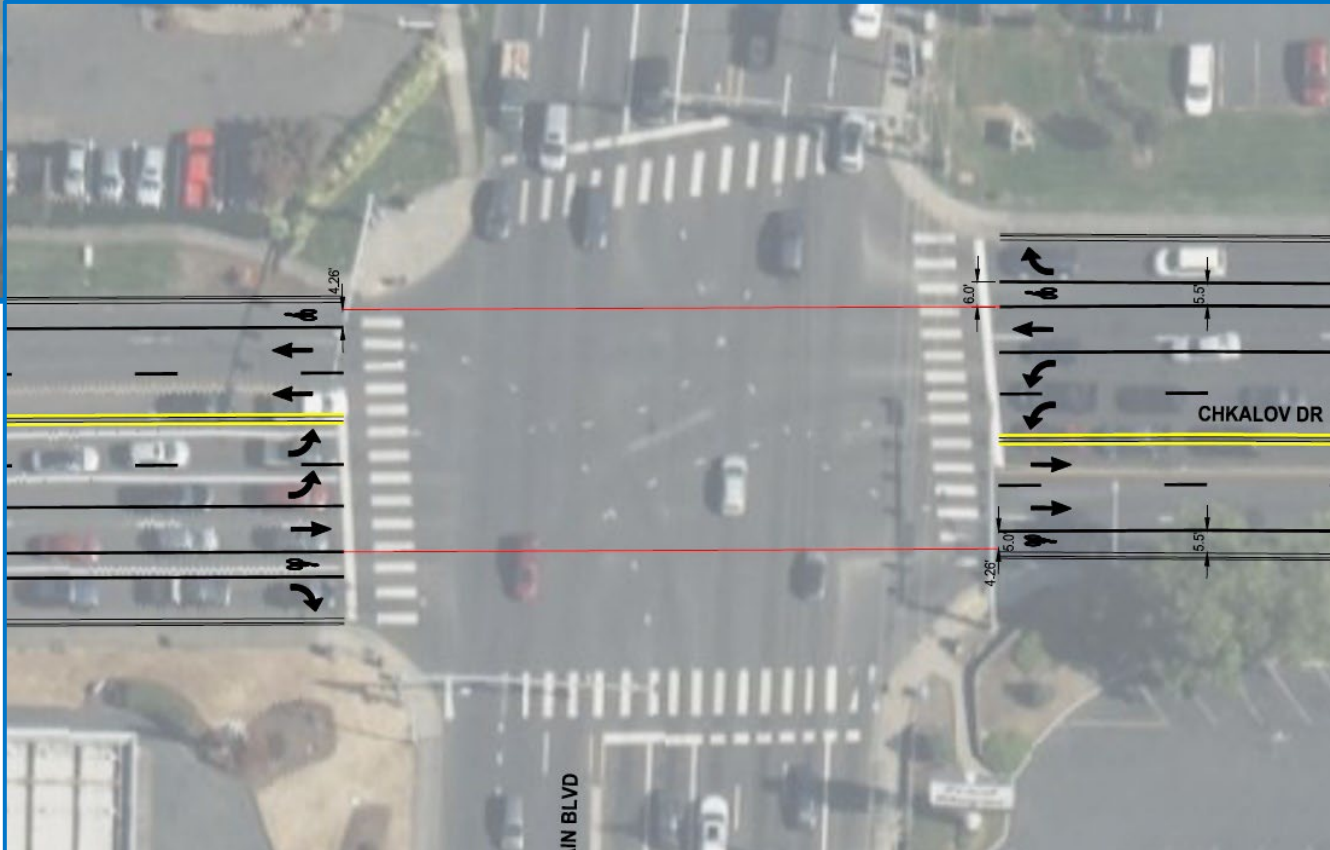
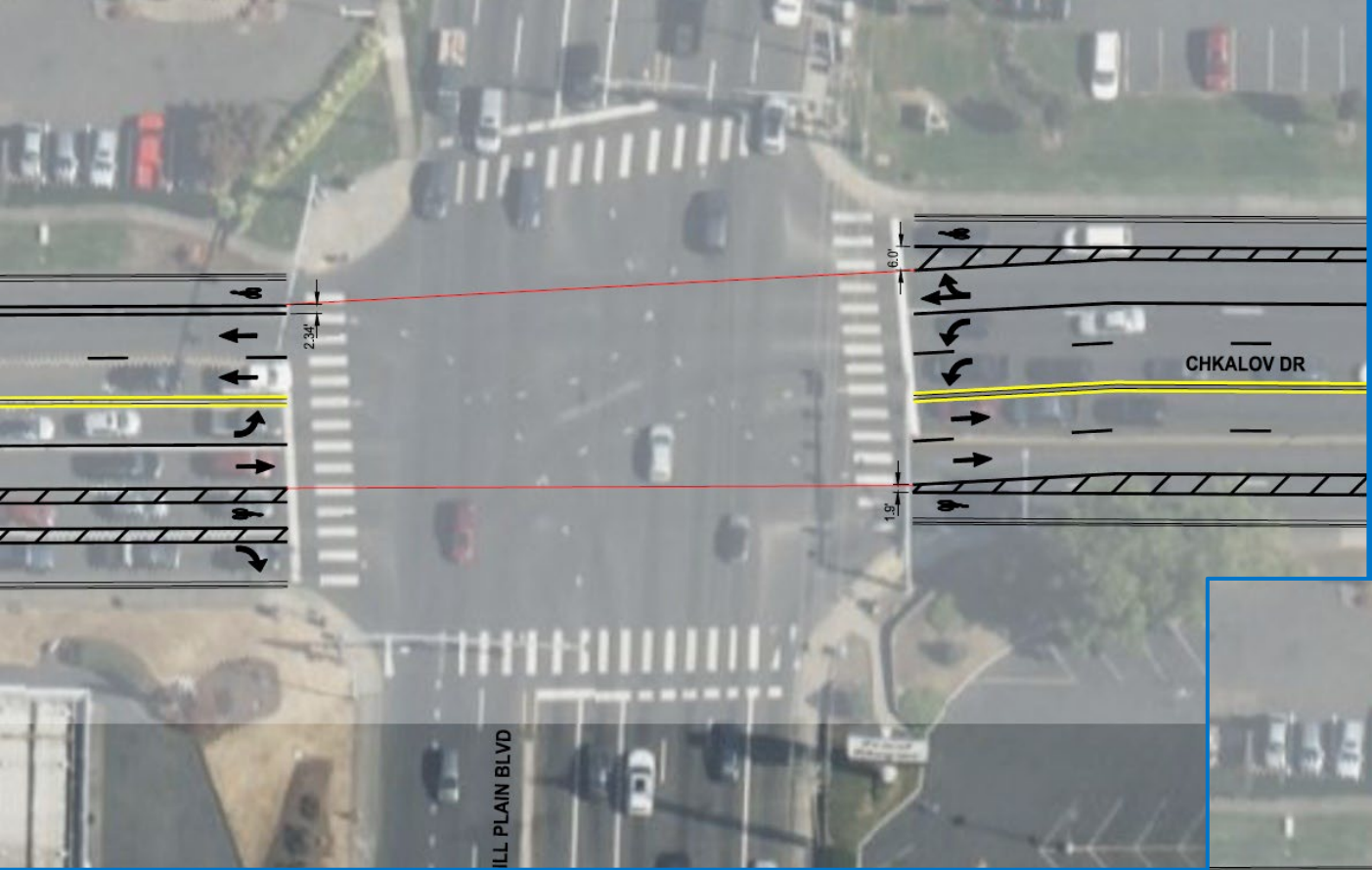


SE Chkalov Dr. / Mill Plain Blvd Intersection

- One of the highest-crash locations in entire City
- New Bus Rapid Transit (BRT) service on Mill Plain
 - Increased transit usage means higher numbers of people walking/cycling
- Busy destinations (like Fred Meyer on SW corner)
- Heavy traffic volumes
 - Proximity to I-205 ramps is a key issue
 - Need to maintain Mill Plain corridor signal timing to keep traffic and BRT moving



Possible Configurations



Near Term: 18th to 28th

- Traffic volumes make a lane reconfiguration difficult while still meeting concurrency standards
- Community feedback on the existing narrow lanes
- Improvements include pothole fixes, road resurfacing, but no proposed changes to existing striping

Current Design, Segment 1 18th St to 28th St



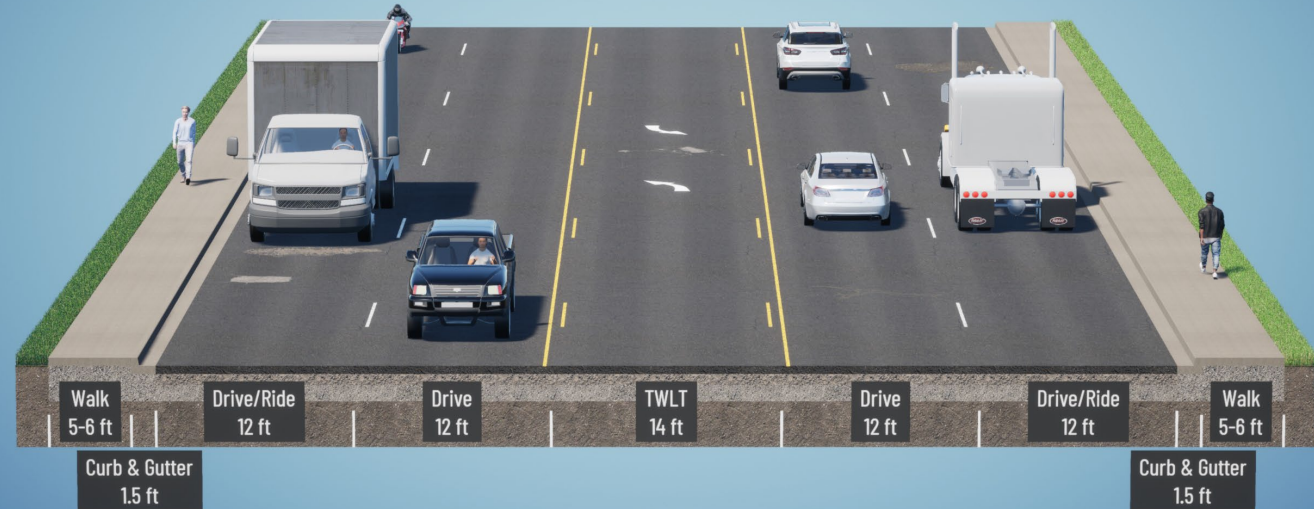
Near-term Improvements



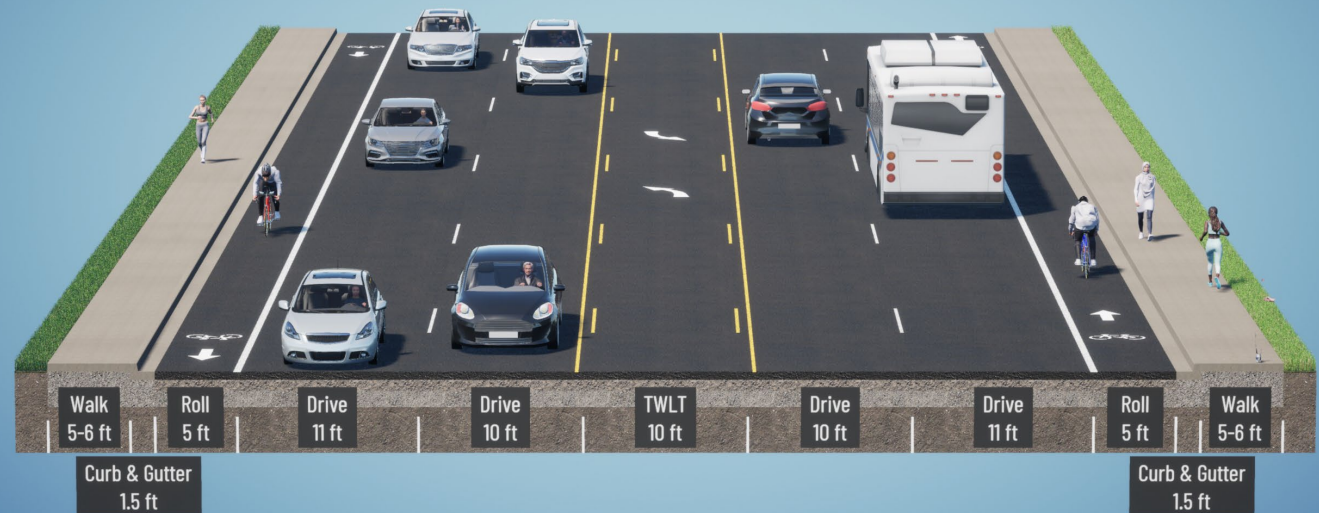
Mid Term: 28th to 51st

- Traffic volumes make a full lane reconfiguration difficult
- Lane narrowing possible to result in standard mobility lane
- Would not meet TSP goals, but would provide some separation

Current Design, Segment 2

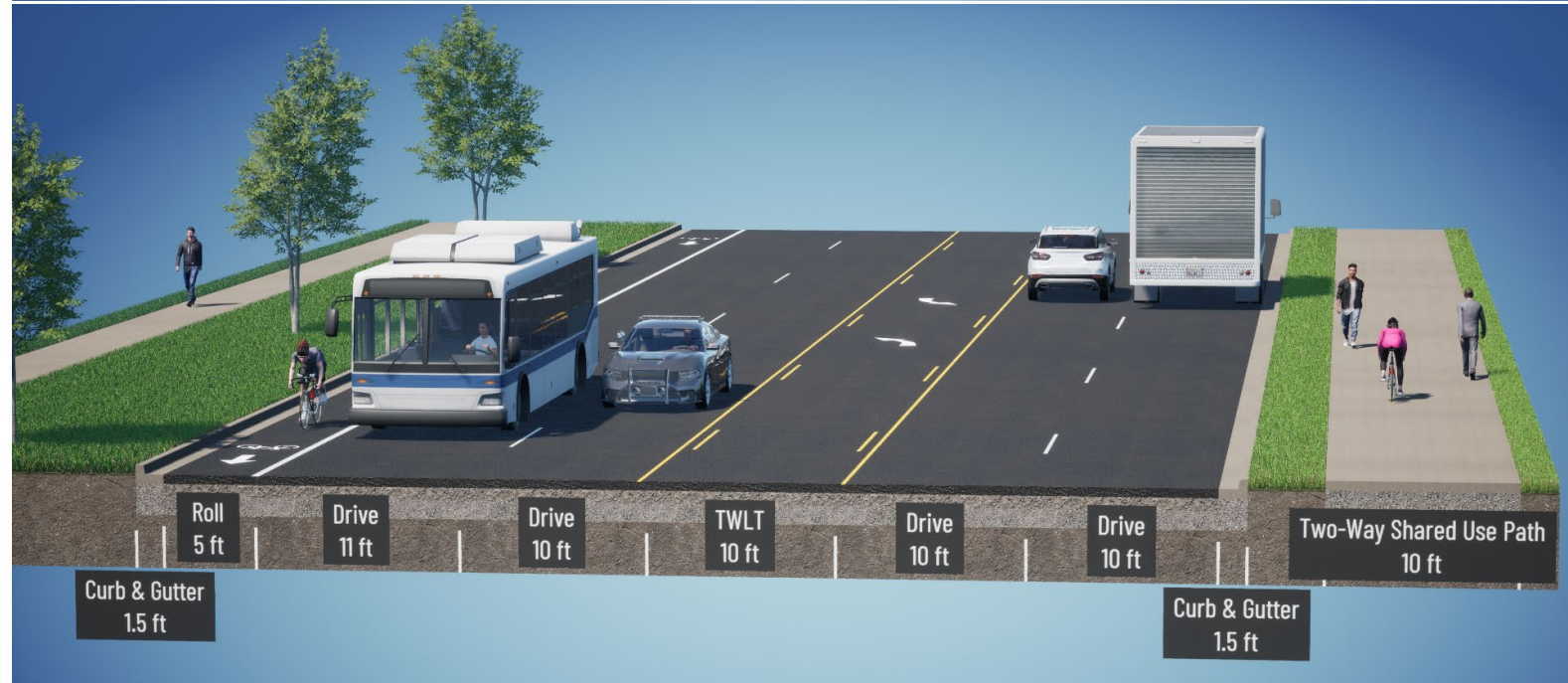
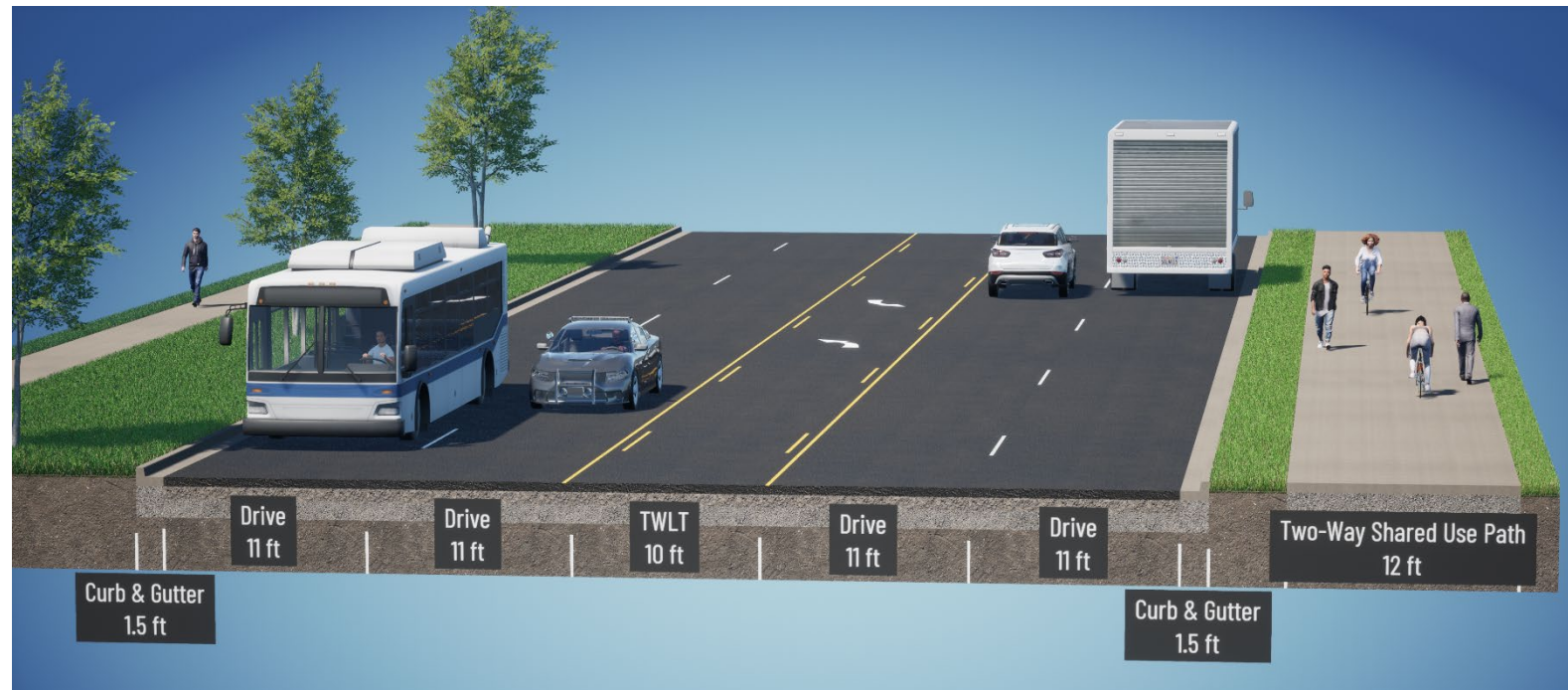


Mid-term Improvements

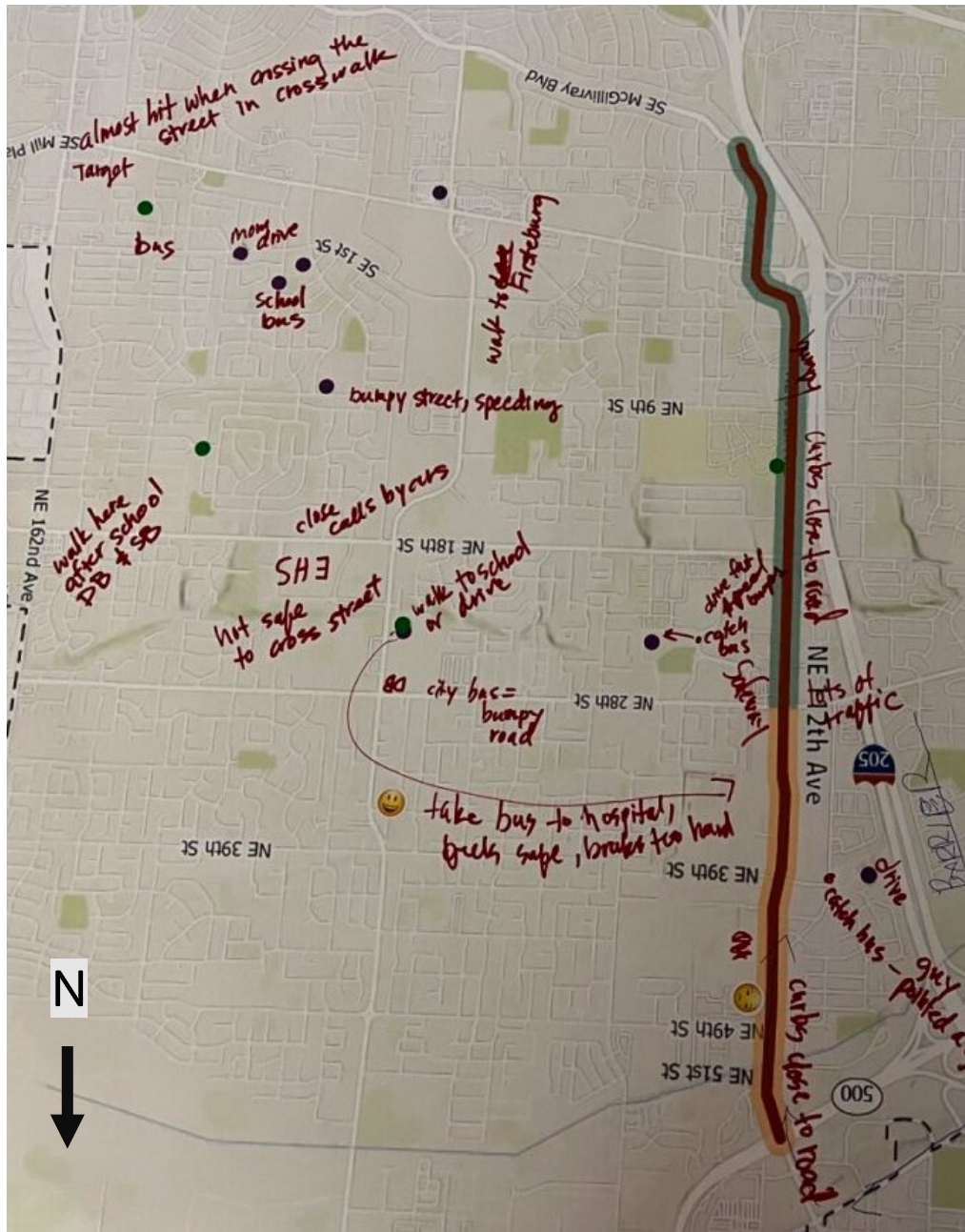


Long Term: North of 18th

- Capital improvement project
- Add shared path on one side of roadway
- Right-of-way reserved for this purpose already in some areas
- Requires significant funding



Outreach Update



Outreach Update

- **~129 community members engaged** through the survey and in-person activities so far, 150+ engaged via newsletters/social media posts.
- Follow up correspondence with Evergreen High School Latino Student Union, neighborhood associations, nearby churches and community-based organizations

Themes heard to-date:

- Support for reducing speeds, improving safety
- Mixed responses about near-term lane reconfiguration ideas:
 - Some like mobility lanes
 - Some worried about traffic impacts from removing a lane
 - Others say they wouldn't be comfortable using a mobility lane on 112th if installed



Outreach Update

Community Comments

I am not comfortable riding my bike in an unprotected bike lane. I will continue to use the sidewalk as it is proposed. Would there be any chance of getting the guards like in segment 3?

As a Vancouver resident who bikes about 3-4 times a week, Segment 1 between Mill Plain and 18th and segment 3 [McGillivray Blvd to Mill Plain Blvd] have the kind of bike / car separation we need for safe biking.

"Uncomfortable" only because instead of widening it's going back down to three lanes and I anticipate traffic will be very congested through that area.

Taking away vehicle lanes for bike lanes on these major streets is unacceptable.

Love this idea of working within existing footprint so that trees will be preserved hopefully. It should help slow things down, too. Room for bikes and walkers is awesome. I can walk to work more often!



Outreach Update

Remaining Engagement Activities:

- Tabling session at Muchas Gracias in project area, May 8th
- Tabling session at Cascadia Technical Academy Career Fair, April 23
- Community Survey live through May 10!

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



Next Steps

- Complete outreach in May
- Develop preferred near-term concepts that will be implemented with paving in 2026 and 2028
- Review preferred concepts with the TMC later this summer
- TMC public hearing in fall
- Advance design for near-term improvements

Questions or additional comments?

Thank you!

