



MEMORANDUM

DATE: July 2, 2024

TO: Chair Ramos and Transportation and Mobility Commission (TMC) members

FROM: Kate Drennan, Transportation Planning Program Manager, Community Development

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

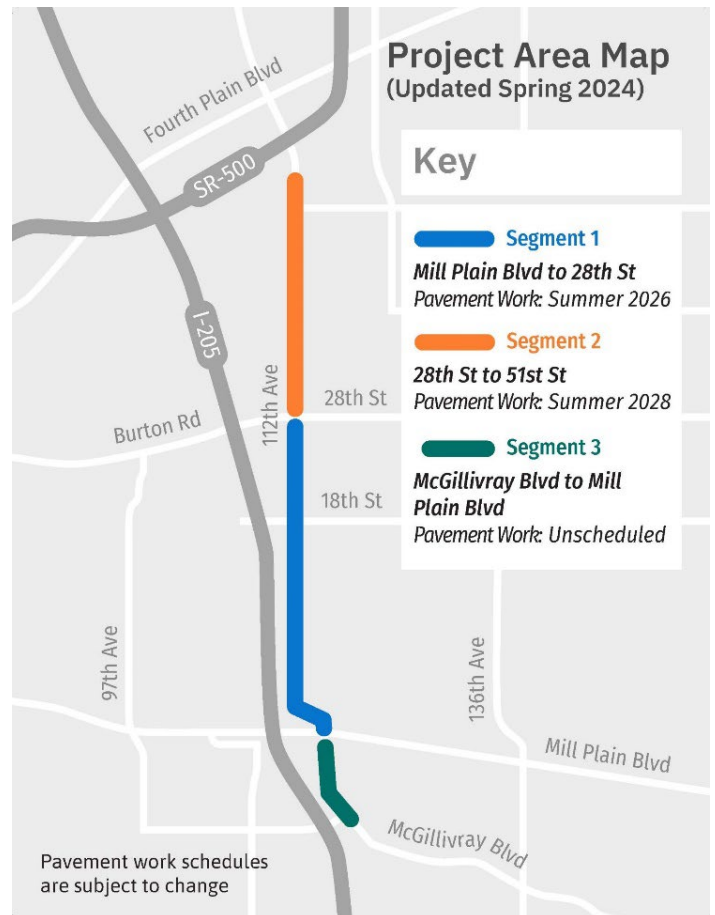
CC: Rebecca Kennedy, Deputy Director, Community Development
Ryan Lopossa, Streets and Transportation Manager, Public Works

Overview/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. Recommendations will include striping revisions that leverage upcoming paving work, as well as complementary safety projects and programs to be addressed through the Transportation Improvement Program (TIP). The Project began in spring 2023 and is expected to conclude in winter 2024, with pavement work slated for 2026/2028 and other long-term investments identified for future implementation.

Project Update

Since the last TMC meeting in early May, the project team has continued to refine near- and long-term corridor recommendations based on TMC feedback. The team has also finished the



second major round of public outreach (key findings are discussed below) that will inform final refinements to the draft recommended investments presented in this memo.

Public Engagement Milestone #2

Milestone 2 was completed in June 2024. Engagement activities and key themes heard are shown in Figure 1.

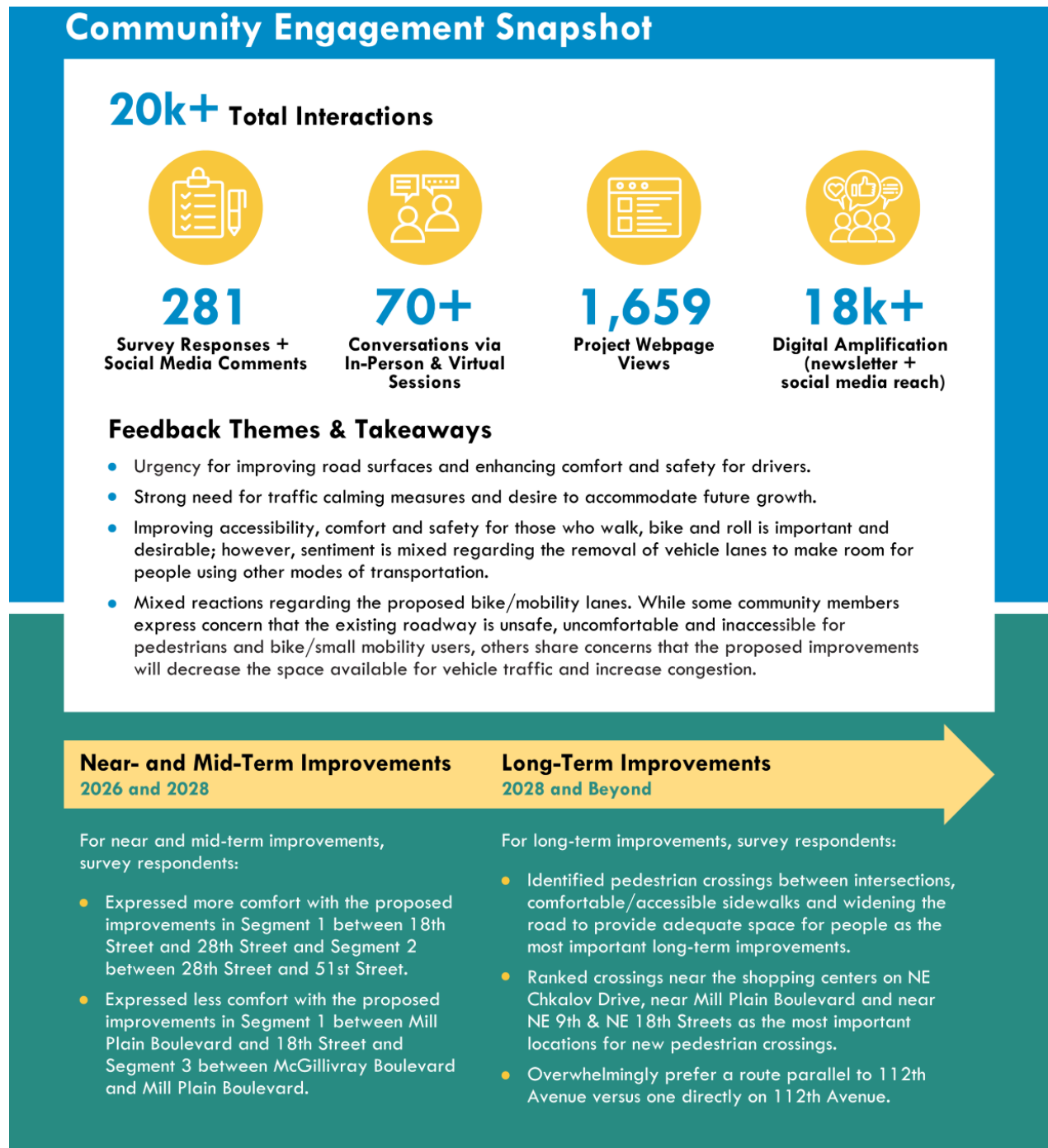


Figure 1. Milestone #2 Community Engagement Snapshot

Project Goals and Evaluation Criteria

Early in the project, the team developed a set of criteria for guiding the development and selection of investments. The following criteria, in addition to public, TMC, and staff feedback, guided development of the recommended investments.

- 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
- Greenhouse gas (GHG) reduction benefits
- Equitable outcomes
- Access to housing, businesses, jobs, services, parks and recreation, and educational opportunities

Corridor-wide Recommended Investments

Figure 2 shows recommended near-term and future projects to improve mobility for people walking and rolling corridor-wide. Near-term projects coincide with planned paving in 2026 and 2028, while future projects would be programmed through the Transportation Improvement Program as funding allows. In the near-term, the bike and small mobility lane gap between NE 18th Street and NE 28th Street on 112th Avenue would not be fully addressed; a proposed Neighborhood Greenway on NE Four Seasons Lane to the east of the corridor would provide a north-south connection for people rolling east of the immediate 112th Avenue corridor. Future projects would address this gap by procuring right-of-way to build an off-street shared use path.

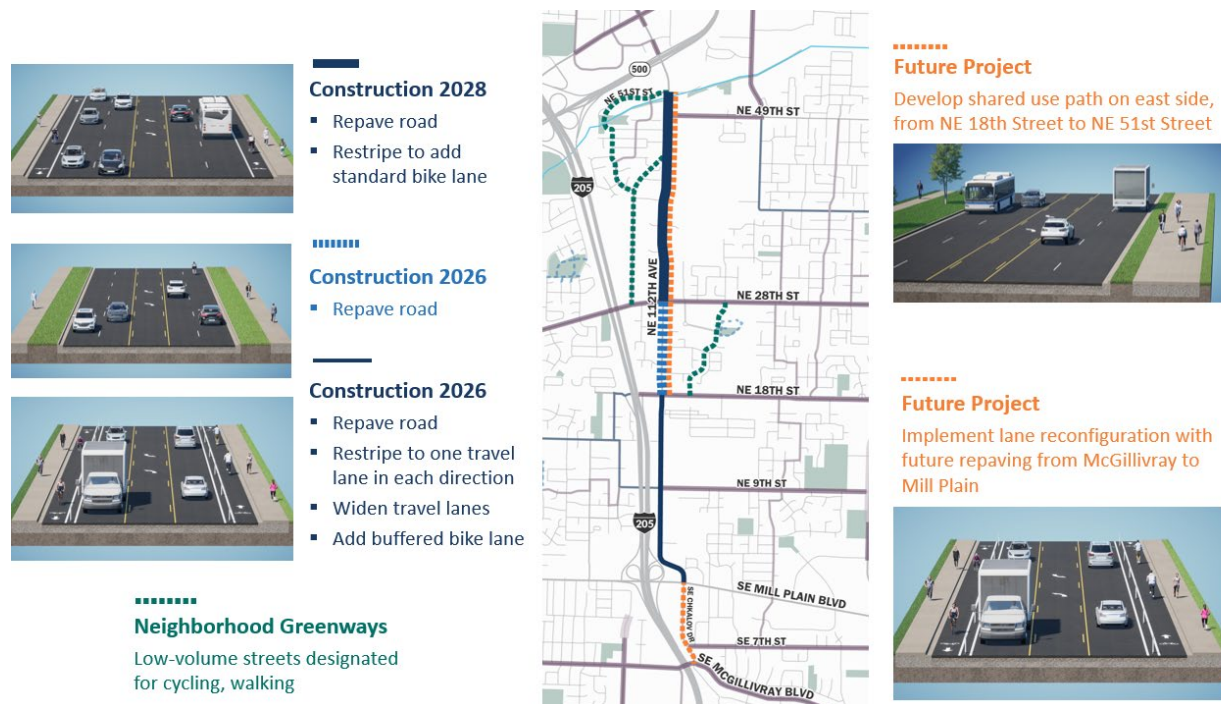


Figure 2. Near-term and future corridor-wide small mobility investments

Additional Recommended Improvements

Public feedback showed a strong desire for additional safe crossings between signalized intersections. Several new proposed mid-block enhanced crossings – which may include crosswalk markings, median islands, street lighting, or flashing beacons – in the corridor would generally align with the locations of bus stops (Figure 3). Crossings were prioritized based on an evaluation of each location with respect to the City’s pedestrian crossing policy. Street lighting at bus stops in the corridor would improve safety and visibility, as well as personal security. Finally, areas of deteriorated sidewalk are recommended for repair.

Additional safety interventions that would address known issues in the corridor include:

- Leading pedestrian intervals at arterial intersections to make pedestrian crossings safer
- Medians/access control, especially between McGillivray and Mill Plain Blvds.
- Street lighting at crossings and bus stops
- Traffic calming and enforcement

Some of these additional investments may be included in planned paving projects, such as enhanced crossings, as funding allows.

Action, Timeline, Next Steps

Recommended improvements will be reviewed by the TMC on July 2nd and will be refined based on feedback from TMC and staff. During the TMC Public Hearing in October, the project team will present final recommendations and invite public testimony. The project team will then advance the designs for preferred near-term concepts that will be implemented with paving in 2026 and 2028.

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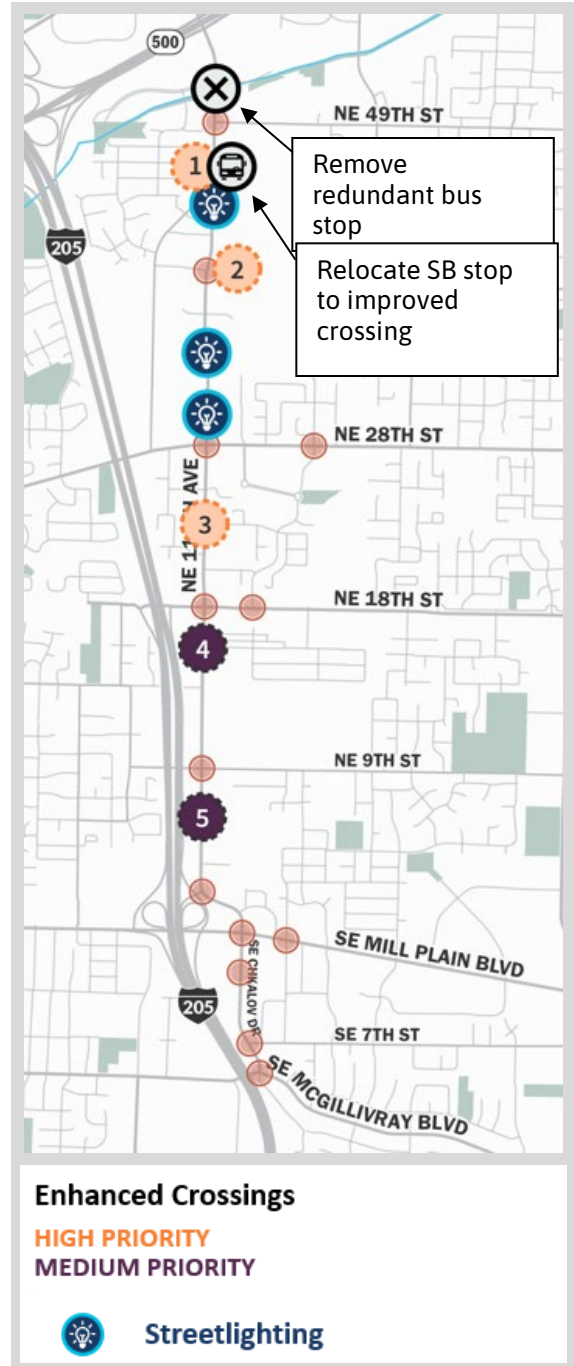


Figure 3. Additional Corridor Investments