

DATE: June 24, 2024

TO: Kate Drennan, Principal Transportation Planner, City of Vancouver

FROM: Monica Santos-Pinacho, Bryan Stebbins, PointNorth
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SUBJECT: Milestone 2 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 Boulevard and NE 51st Street, in coordination with upcoming pavement work slated for 2026 and 2028.

As shown in Figure 1, the 3.3-mile project corridor is an important north-south connector to several neighborhoods, businesses, schools and other community destinations.

Community engagement for this project was conducted over two milestones. Milestone 1 focused on gathering community feedback on project area existing conditions, needs and challenges. Feedback gathered during Milestone 1 informed the development of proposed design recommendations for the corridor.

This summary details Milestone 2 community engagement activities and results.

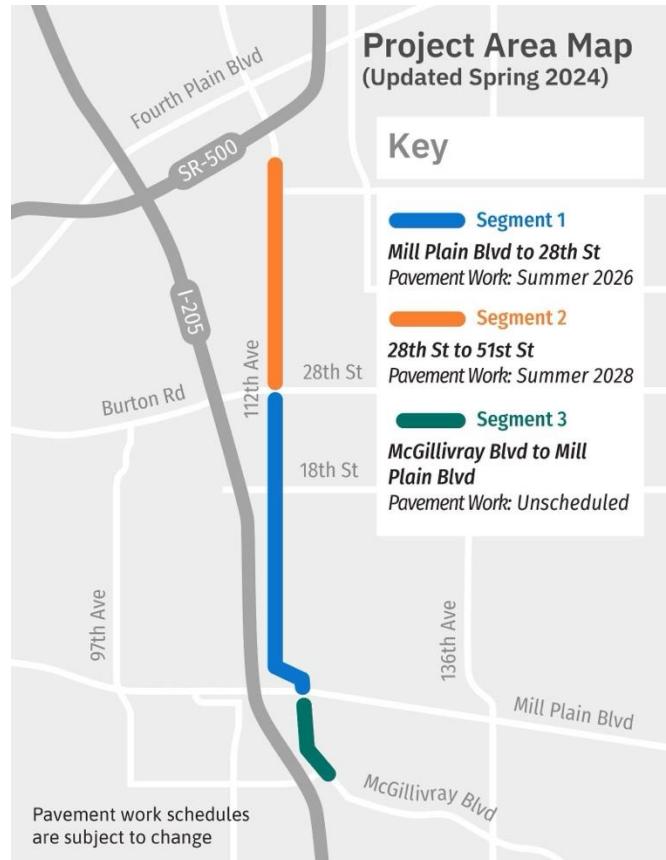


Figure 1: Project Area Map

Milestone 2 Engagement Objectives & Approach

Milestone 2 engagement objectives:

- Increase awareness of the project among project area residents and businesses and the broader Vancouver community.
- Collect community feedback on proposed near-, mid- and long-term proposed improvements.

Tactics used by the project team to reach and engage with equity priority communities and decrease participation barriers included:

- Proactive translation and interpretation of project materials into Spanish and Russian; translations into other languages available by request.
- Prioritizing in-person engagement activities in areas or events with stronger opportunities to reach equity priority community members.
- Use of bilingual staff during all in-person and virtual outreach activities.
- Reaching people where they are through a mix of virtual and in-person engagement opportunities.
- Coordination with Evergreen Public Schools to encourage student engagement.

Engagement Activities & Results

A variety of digital and in-person engagement strategies were used to accomplish Milestone 2 engagement objectives.

Figure 2: Milestone 2 Community Engagement Snapshot



Digital Engagement

Digital tools allowed the project team to reach the Vancouver community at-large as well as people interested in or potentially impacted by the project. The project team shared project updates with strong calls to action for the community to review proposed corridor improvements that would be built in the near-term (2 years), mid-term (4 years) and long-term (5 years and beyond). The following digital engagement tools were used to spread awareness and drive people to the project website and/or the survey to share their feedback.

- **BeHeard Project Webpage** – The project's webpage serves as a 24/7 public information hub and provides a direct link for the community to connect with the project team. On March 22, the project website was updated with proposed designs that would be implemented in 2026 and 2028 as part of the scheduled pavement work and potential long-term improvements that would be implemented as funding is secured. The second community survey was also launched for the community to share comments and feedback on the proposed designs and improvements. **During March 22 - June 6, 2024, the project webpage received 1,659 views and 981 visits.**
- **Social Media** – Two rounds of social media content were distributed to followers of City of Vancouver Facebook, Instagram, Twitter and NextDoor channels, **generating over 18,135 views and 833 engagements**. Social media content previewed proposed designs and drove users to the project's survey. With **more than 120 comments** on Instagram and Facebook, the social posts drove strong response from the community. Comments called for the proposed improvements to happen sooner, sentiments were divided regarding the need for bike lanes and many shared concerns regarding the proposed lane removal in some areas of the corridor. Overall, reactions on Instagram drove higher than typical engagement activity for the City's social channels, with the project posts receiving the highest views and engagements across all channels during both digital engagement efforts.

Figure 3: Social Media Post Round 1

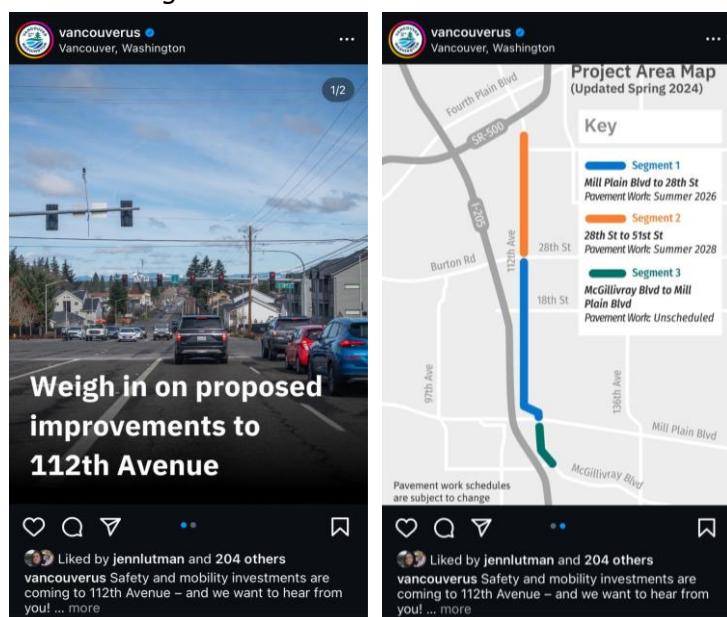


Figure 4: Social Media Post Round 2



- **E-newsletters** – On March 29 and April 16, project updates were distributed to **97 email newsletter subscribers**. The project team further amplified these updates by distributing the newsletter to **64 interested parties**, including neighborhood associations, schools, churches and community-based organizations. The e-newsletter encouraged community members to review the proposed designs and share their feedback via the survey.

Figure 5: Snapshot of March 29 Project Newsletter

Share your thoughts on safety and mobility investments for 112th Avenue



City of Vancouver <cityinfo@cityofvancouver.us>

[Unsubscribe](#)

To: monica@pointnorthinc.com

Friday, March 29, 2024 at 9:



Share your thoughts on safety and mobility investments for 112th Avenue

This is an update on the [112th Avenue Safety and Mobility Project](#) – a City of Vancouver project that is using planned pavement work on the 112th corridor to improve safety and comfort for all who travel on the roadway, regardless of age, ability or how you choose to travel.

What's Happening Now?

We're collecting feedback on proposed corridor improvements that would be built in the near-term (2 years), mid-term (4 years) and long-term (5 years and beyond). [Complete our survey](#) to share your thoughts!

In-Person Engagement

From March through May, the project team and City partners staffed an informational table at three locations/community events and conducted a small group briefing:

- **Tabling Session at the 2024 State of the City and Council Community Forum** – On March 18, the project team promoted the upcoming community survey and handed out factsheets in English and Spanish to more than 30 community members. The factsheets contain updated project information and direct people to the website for more information and to participate in the survey.
- **Small Group Briefing with Fircrest Neighborhood Association** – On April 2, the project team met with the Fircrest Neighborhood Association to share proposed plans and gather feedback. Fifteen neighborhood residents attended. Overall, neighbors appreciated the work happening but expressed disappointment that the near/mid-term improvements are not happening sooner and that long-term improvements are not yet funded. Several neighbors expressed strong concerns about proposed designs that remove existing vehicle lanes, citing concerns that the change will increase congestion in the area.
- **Follow up with Evergreen High School Latino Student Union** – On April 9, the project team followed up with the Evergreen High School Latino Student Union leadership to provide a project update and encourage students to participate in the survey.
- **Cascadia Technical Academy Career Fair** – On April 23, City partners attended the Cascadia Technical Academy Career Fair to engage students and helped amplify the call-to-action to participate in the survey. More than 150 students and families attended the event.

- **Tabling Session at Muchas Gracias Mexican Restaurant** – On May 8, the project team conducted a two-hour tabling session at the Muchas Gracias located between Segment 1 and Segment 2 of the project area. Meeting people where they are, the team shared project information with more than 25 community members inside the restaurant and in the plaza parking lot. The need to slow traffic down and improve roadway conditions/fix potholes were among the most common reactions during the tabling session. Questions around traffic impacts during construction also came up, and the team shared that more details will be available after designs are finalized and as construction nears.

Figure 6: Project tabling sessions at Muchas Gracias (left) and State of the City (right)



Community Survey

The project's second digital survey launched on March 22 in English. A Spanish version of the survey launched on April 4. All surveys closed on May 10. To increase project awareness and encourage participation in the survey, 20 signs were posted throughout the project area. In total, the Milestone 2 survey received **161 responses**.

Survey Respondent Demographics

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

- About 67% identify as White/Caucasian; 10% identify as BIPOC (Black, Indigenous and People of Color); about 3% identify as Other; and about 20% preferred not to answer.
 - BIPOC demographics include American Indian or Alaska Native (2.17%), Asian (2.9%), Black/African American (2.17%), Hispanic or Latino/a/e (5.8%), and Middle Eastern or North African (1.45%).

- Some individuals who selected “Other” and provided additional comments, noted “Irish” and “Mixed Asian.”
- About 76% own their home; 23% rent; and less than 1% live with someone but don’t pay rent.
- Approximately 28% of survey respondents identify as living in or near the project area; 72% of survey respondents identify as living in zip codes outside the project area; and about 12% of survey respondents skipped the question.

As displayed in Table 1, BIPOC individuals and renters who live within the project area are underrepresented among project survey respondents. Demographic information for project area residents is sourced from [City of Vancouver Equity Index data](#).

Table 1: Comparison of survey respondent demographics and project area demographics.

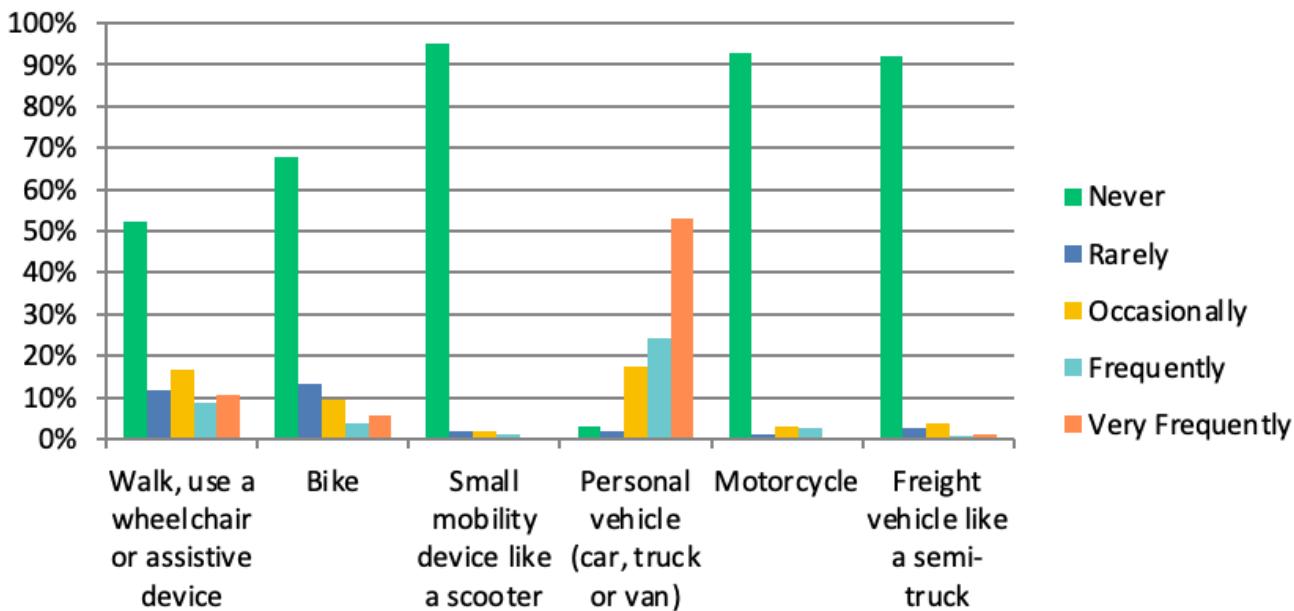
Demographic Variable	Survey Respondents	Project Area Residents
Identify as a person of color (BIPOC)	10%	18 - 49%
Renter	23%	56 - 73%

Anticipating this, the project prioritized in-person engagement with equity priority community members as well as students and residents within the project area, ensuring diverse perspectives were captured. In-person engagement specifically targeted locations frequented by equity priority community members, in particular Spanish-speakers who account for the second most prominent language within the project area.

Survey Respondent Travel Habits

As shown in Figure 6, survey respondents primarily drive through the 112th corridor. 53% of respondents use a personal vehicle to travel through the corridor every day. Most respondents said they never use a small mobility device (95%), motorcycle (93%), freight vehicle (92%), bicycle (68%), or walk, use a wheelchair or assistive device (52%) to travel through the corridor. However, about 11% of respondents walk, use a wheelchair or assistive device and about 6% use a bicycle to travel through the corridor every day. Overall, 48% of respondents will walk, use a wheelchair or assistive device or 32% of respondents will use a bicycle to travel through the corridor rarely, occasionally, frequently, or every day.

Figure 7: Survey responses showing the frequency and ways people travel on 112th Avenue



Response to Proposed Improvements

When asked to share about their level of comfort when traveling through the 112th Avenue corridor if the proposed improvements are completed in each segment of the project area, **survey respondents expressed more comfort with the proposed improvements in Segment 1 between 18th Street and 28th Street and Segment 2 between 28th Street and 51st Street**. Respondents' comfort level with the proposed improvements in Segment 1 between Mill Plain Boulevard and 18th Street and in Segment 3 between McGillivray Boulevard and Mill Plain Boulevard leaned more towards uncomfortable or very uncomfortable. All survey respondents answered this question, yielding the following results:

- **Segment 1 between Mill Plain Boulevard and 18th Street** – Nearly 48% chose uncomfortable or very uncomfortable, nearly 10% neutral and 42% comfortable or very comfortable.
- **Segment 1 between 18th Street and 28th Street** – About 34% chose uncomfortable or very uncomfortable, about 17% neutral and nearly 49% comfortable or very comfortable.
- **Segment 2 between 28th Street and 51st Street** – 36% chose uncomfortable or very uncomfortable, 17% neutral and 47% comfortable or very comfortable.
- **Segment 3 between McGillivray Boulevard and Mill Plain Boulevard** – 47% chose uncomfortable or very uncomfortable, 8% neutral and 45% comfortable or very comfortable.

When asked to share their general comments about the proposed near- and mid-term improvements along the 112th Avenue corridor, survey respondents provided 129 additional comments that included the following key themes:

- **Road safety, biking facilities and traffic speeds** - About a third of the comments explicitly highlighted thoughts on the proposed improvements and additional ideas for how to improve their level of comfort traveling through the corridor. Calls for traffic calming, better/more protected biking facilities and improved sidewalks were among the most common. Sample comments include:

- *"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! Thanks."*
- *"The only reason I don't ride my bike and walk more on this Corridor is because when I've tried it, it has been so difficult and so unpleasant, particularly at the segment two, which is the northern most part where there are no sidewalks. That is the area that I most need to see Improvements. Improving that northern section would make a big difference in my life if I could be a pedestrian and a bright bike rider through that area."*
- *"There are parts between Mill Plain and 18th that don't have sidewalk but have overgrowth. Someone walking almost fell in my lane so I try to avoid 112th or drive in the left lane. Even before that incident I wasn't very comfortable driving on that street due to lots of potholes and careless drivers."*
- *"Traffic calming measures are desperately needed between Mill Plain and 18th. There are a lot of new apartment complexes and as someone who lives in one, I can attest that almost no one abides by the speed limit. It can be scary trying to pull out into traffic, especially during rush hour."*
- *"My biggest concern is reducing traffic speeds through this area. As someone who lives in the Bryan's Place apartment complex west of 112th and just north of 18th street, my biggest complaint is the late night drag racing that is a nightly occurrence."*
- *"Would love some protected left turning lanes out of some of the neighborhoods. I live on 25th and trying to turn left without the ability to at least get into the middle yellow lane to then get over is really hard to do during high traffic times. I've seen some neighbors almost get in accidents trying to turn left."*
- *"112th from Mill Plain to 28th street is un-bikeable due to the narrow roadway from Mill Plain to 18th and high traffic volume and speed from 18th to 28th. Bus stops are located on 28th and Mill Plain and are currently entirely inaccessible via bike from the area around 18th St."*
- *"Please add SOME form of physical separation for the bicycle lanes between 28th and 51st. Concrete or flex posts at a minimum. Paint is not infrastructure, and will not protect micro mobility users, nor will it encourage people to use it."*
- *"In segment 1 between 18th and 28th streets, perhaps reducing to just 2 motor vehicle lanes to allow for bike/scooter lanes? In Segment 2, please add a thin barrier lane with concrete protections; 1 foot to 2 feet on each side between cars and bikes/scooters."*
- *"The 18th street to 28th street segment should match the others as it is one of the more heavily populated areas with an incredibly large interaction between all the transportation modes."*

- **Lane width** - Other comments call out that lanes are currently "very narrow" and ask for lanes to be widened to increase comfort and safety in the corridor. Lanes south of NE 18th Street, especially lanes between NE 18th Street and NE 29th Street, are most often called out by survey respondents. Sample comments include:
 - *"I dislike the current narrow lane widths between 18th and 28th St with no way to dodge the potholes so I risk damaging my tires and alignment. I am not happy that the current narrow lane widths will be maintained."*

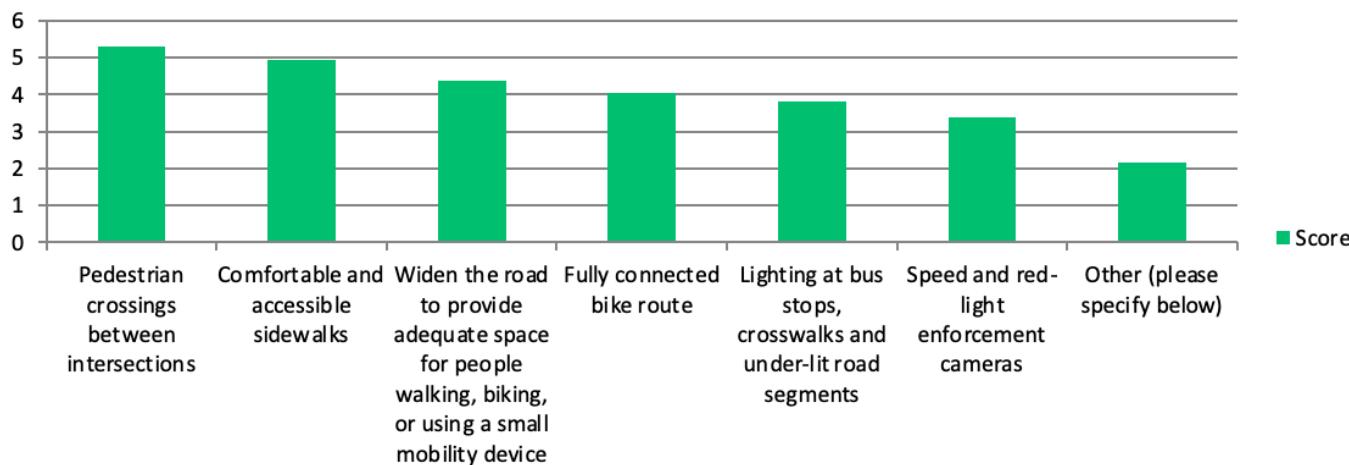
- *"Widening lanes and smoothing the road is the greatest necessity on 112th from mill plain to 28th."*
- *"I really think you need to look for some solution for 18th to 28th street. It is incredibly uncomfortable to even drive down - the travel lanes are very narrow. Is it possible to remove the seldom used turn lane?"*
- *"We have too much traffic to be taking away lanes. And making lanes more narrow would make it more uncomfortable. It's already uncomfortable driving down 112th."*
- *"Please do not reduce or narrow the amount of lanes through any part of this project."*
- *"The vehicle lanes need to be widened. They're way too tight."*
- *"Widen the streets. Most of these proposals restrict traffic in already heavy traffic areas. Don't make a bad situation worse."*
- **Lane reductions** - About another third of the comments list lane reductions as undesirable due to concerns related to congestion and anticipated urban growth and development. Several commenters point out the growing volume of vehicles on the road outweighs the need for bike lanes, calling the move "unacceptable" and "inadvisable." Sample comments include:
 - *"The volume of cars on these streets are very high. Decreasing the number of vehicle travel lanes on this street is inadvisable. Instead, you should find an alternate bike route that does not include these streets."*
 - *"Southbound on 112th from 18th to Mill Plain will be extremely congested trying to get through the intersection. It is freeway access and needs to have adequate vehicle traffic lanes to avoid congestion. Traffic on Mill Plain that wants to go north on 112th will cause the intersection at Mill Plain to be severely congested. Westbound traffic will back up on Mill Plain east of 112th. This congestion WILL cause delays in emergency responses. This is the direct way to PeaceHealth and heavily used by first responders. Eastbound traffic on Mill Plain will also be congested and will likely back up on the exit ramp from 205 southbound to Mill Plain and from the northbound off ramp from 205 to Mill Plain eastbound."*
 - *"Do NOT take away lanes on a major road when we have more and more cars moving into our town and using these roads. The amount of traffic has increased exponentially in the past 10-15 years. I see hardly any bikes on the road in order to justify bike lanes on these major arteries throughout the city."*
 - *"Please please please do not take away car lanes. Our neighbors in Portland have shown us how ineffective that is in practice at relieving congestion."*
 - *"concerned about the reduction to one lane each direction and the bottleneck that will create backing up vehicles, traffic coming in and out of the high-density housing and back up behind buses."*
 - *"Taking away vehicle lanes for bike lanes on these major streets is unacceptable."*
 - *"Please don't reduce the travel lanes on 112th between mill plain and 18th street (or the area near Fred Meyers) ...this area is already very busy as it is now and with so many new housing developments going in around the area near 18th st it is only going to make traffic worse. There is plenty of space to widen the road on both sides in that area to accommodate a bike lane."*

- *“Reducing vehicle lanes is never a good option. Only adds to the congestion and increases commute times. Vehicles sitting in congestion increase fuel consumption which is bad for the environment. The above are bad options.”*
- *“There is too much traffic on this road. How will reducing lanes in turn reduce traffic and wait times at stop lights?”*
- *“Vancouver is getting more congested because of all the new apartment builds. Less streets due to bicycle lanes is going to make everything much worse. These proposed plans are going to benefit the minority while hurting the majority.”*

Rankings of Potential Long-Term Improvements

When asked to rank the potential long-term improvements in order of importance, responses showed **pedestrian crossings between intersections** and **comfortable/accessible sidewalks** were most important, coming very closely at number one and number two respectively. **Widening the road** to provide adequate space for people walking, biking or using a small mobility device was ranked as the next most important potential long-term improvement followed by a **fully connected bike route**. The two least important potential long-term improvements were **lighting at bus stops, crosswalks and under-lit road segments** and **speed and red-light enforcement cameras**. 146 survey respondents answered this question and 15 skipped.

Figure 8: Survey responses showing the most important potential long-term improvements



Survey respondents provided additional commentary on “other” potential long-term improvements. Overall, 45 comments were submitted, expressing a need to slow traffic down and a focus on increasing safety and accessibility for people walking and biking. While sentiment is mixed regarding the reduction of the number of vehicle lanes, many call out the need to create a more pronounced physical separation between drivers and people walking or biking. Sample comments include:

- *“Fully connected bike route that is ACTUALLY safe for the entire length of the road.”*
- *“Designs that optimize pedestrian/mobility access on a separate sidewalk without reducing the number of traffic lanes. Narrowing lanes is fine.”*
- *“Make the sidewalks actually usable and handicapped accessible. Put in more working crosswalks (have the lights stay on long enough for someone to actually cross the road safely).”*

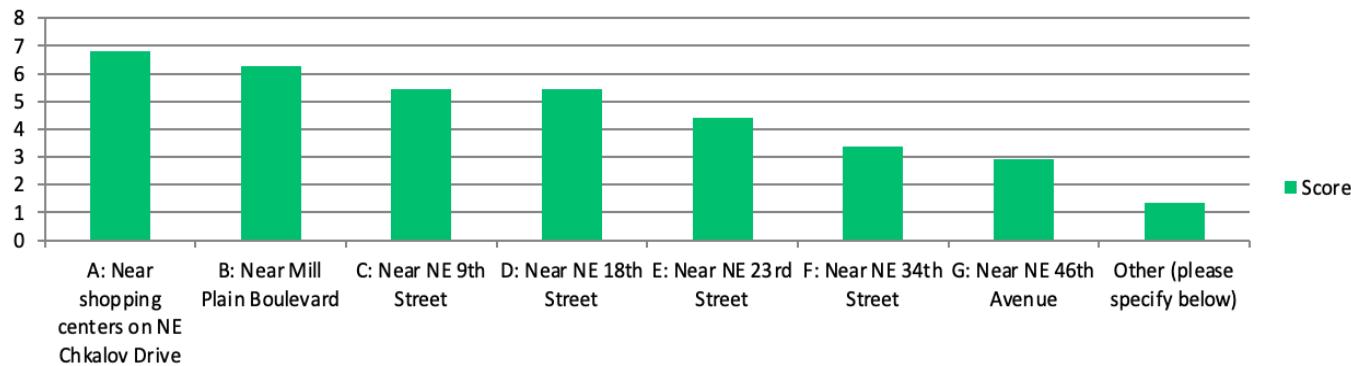
New brighter street lights are necessary to not just be a safer pedestrian, but to light the road for drivers at night.”

- *“Roads do not need to be widened. Vehicle lanes should be reduced. Bike and mobility lanes should be completely separated from roadways as either part of the sidewalk or separated by Jersey barriers.”*
- *“A physical barrier (curb, landscape strip) between vehicles and bicyclists. Not only would this protect existing bicyclists but would encourage others to bike more because they will feel more safe to bike.”*
- *“Lowering speeds around the 18th and 112th intersection and enforcing all of it, including noise ordinances. If physical police presence is not possible, then cameras please.”*
- *“Keep the existing vehicle lanes in each direction with a center turn lane. Add width for sidewalks, small mobility.”*
- *“It is incredibly unsafe to travel on these roads without a car. Even then, I feel unsafe while driving. Please reduce car lanes, calm traffic, widen sidewalks, and add protected bike lanes.”*
- *“The lanes between mill plain and 18th are too narrow and need to be widened.”*
- *“Most important are vehicle flow and lane count. Accommodating the increasing number of vehicles on the road.”*

Rankings of Enhanced Pedestrian Crossings

When asked to rank the importance of where to locate enhanced pedestrian crossings, survey respondents said enhanced pedestrian crossings **near the shopping centers on NE Chkalov Drive were the most important**. The second most important location was **near Mill Plain Boulevard** followed by pedestrian crossings **near NE 9th Street** and **NE 18th Street**. The least important locations for enhanced pedestrian crossings were near NE 23rd Street, NE 34th Street and NE 46th Avenue. 146 survey respondents answered this question and 15 skipped.

Figure 9: Survey responses ranking the most important locations for new enhanced pedestrian crossings



Survey respondents provided additional commentary on “other” potential locations for enhanced pedestrian crossings. Overall, 14 comments were submitted, showing general support for additional pedestrian crossings in the project area. Sample comments include:

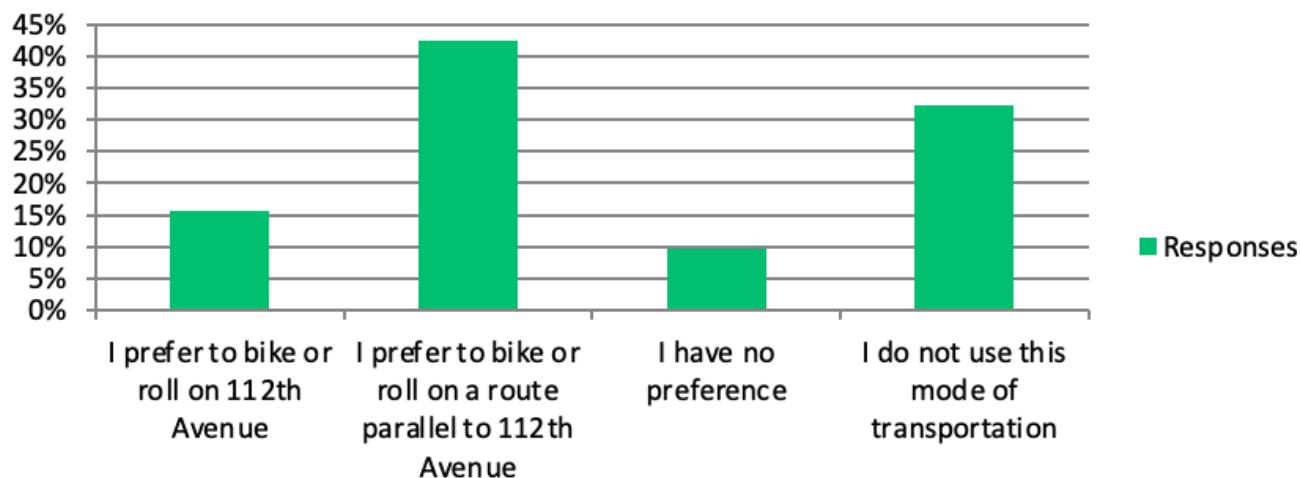
- *“ALL OF THEM”*
- *“Between mill plain and McGillvary there are 4 stop lights with crosswalks. No need for more”*

- “Not sure why you don’t have another option below... if all of 112th was a specific bike lane, then I’d stay on it but when you have to fall into traffic for a period of time, then the other way might be better until it changes.”
- “I see people standing in the middle of the road by E very frequently, waiting to cross the other half of the road. There’s a very unreasonable distance between the 2 crosswalks in that area, and a lot of housing on both sides. There needs to be a pedestrian crosswalk in the middle between Burton and 18th and 112th.”
- “Do add any additional pedestrian crosswalks.”
- “A concern with proposed crossing B is that cars would be stuck in the intersection of Chkalov and Mill Plain when heading northbound.”
- “It is hard to pick one of these as I do not think one is more important than others. Need to evaluate land uses, current use, as well as proximity to housing, services, and recreation”
- “I feel there is already an adequate number of crosswalks in the area”
- “Please make sure that there is less time so that traffic doesn’t stop.”
- “Vancouver has the most sinister built environment for pedestrians ever. Signalize all these and divert traffic and it’s possible this project could be one with no net casualties.”

Biking/Rolling on 112th Avenue vs a Parallel Route

Survey respondents were asked to share their preference for traveling on 112th Avenue directly versus on a route parallel to 112th Avenue when biking or using a small mobility device. Of those who shared a preference, **respondents overwhelmingly prefer a route parallel to 112th Avenue**.

Figure 10: Survey responses showing preference to bike/roll on 112th Avenue versus a parallel route



Conclusion & Next Steps

During Milestone 2 engagement efforts, the project team **received direct feedback from 351 Vancouver community members** through the survey, in-person/virtual conversations and comments on the City’s social channels. The team amplified the project further through broad digital communications efforts, **generating more than 19,955 interactions** across the project

webpage, newsletter and social views and engagements. Prevalent feedback heard across all engagement efforts included:

- Urgency for improving road surfaces and enhancing comfort and safety for drivers.
- Strong need for traffic calming measures and desire to accommodate future growth.
- Improving accessibility, comfort and safety for those who walk, bike and roll is important and desirable; however, sentiment is mixed regarding the removal of vehicle lanes to make room for people using other modes of transportation.
- Mixed reactions regarding the proposed bike/mobility lanes. While some community members express concern that the existing roadway is unsafe, uncomfortable and inaccessible for pedestrians and bike/small mobility users, others share concerns that the proposed improvements will decrease the space available for vehicle traffic and increase congestion.
- For near- and mid-term improvements, survey respondents:
 - Expressed more comfort with the proposed improvements in Segment 1 between 18th Street and 28th Street and Segment 2 between 28th Street and 51st Street.
 - Expressed less comfort with the proposed improvements in Segment 1 between Mill Plain Boulevard and 18th Street and Segment 3 between McGillivray Boulevard and Mill Plain Boulevard.
- For long-term improvements, survey respondents:
 - Identified pedestrian crossings between intersections, comfortable/accessible sidewalks and widening the road to provide adequate space for people walking, biking or using a small mobility device as the most important long-term improvements.
 - Ranked crossings near the shopping centers on NE Chkalov Drive, near Mill Plain Boulevard and near NE 9th & NE 18th Streets as the most important locations for new pedestrian crossings.
 - Overwhelmingly prefer a route parallel to 112th Avenue versus one directly on 112th Avenue.

The project used the feedback heard during Milestone 2 engagement efforts to finalize restriping designs and long-term improvement recommendations that will be presented to the Transportation Mobility Commission on July 2, 2024. If approved, Segment 1 and Segment 2 final designs will be implemented as pavement work is scheduled to occur in 2026 and 2028 respectively.