

97th/98th Avenue Existing Conditions

Corridor Project
Safety and Mobility Planning Phase
November 2025

CITY OF Vancouver WASHINGTON



Southeast 98th Avenue at St Helens Avenue

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Intersection of Northeast 97th Avenue and Mill Plain Boulevard

Introduction

The **97th/98th Avenue Corridor Project** is on a roadway in central Vancouver west of Interstate 205 (I-205) between Southeast 10th Street to Northeast 39th Street. The Project will explore opportunities to enhance safety and mobility for all ages and abilities regardless of mode of travel. This document summarizes existing conditions in the study area and identifies considerations and opportunities for advancing project goals. The Project helps implement:

- The Complete Streets Policy to provide safe, accessible streets that benefits all users, ages, and abilities, regardless of how they choose to travel.
- The Transportation System Plan (TSP), where this corridor is on the primary bicycle and small mobility network and identified as a primary pedestrian corridor between Southeast 10th Street and Burton Road and a secondary pedestrian corridor between Burton Road and Northeast 39th Street.

The Project also supports:

- The City's Strategic Plan to ensure a safe, future-ready and convenient transportation system that offers affordable and climate-friendly options for people to get where they need to be, by reaching the goals to increase the number of complete streets and reduce the number of collisions that occur between vehicles and pedestrian/bicyclists.
- The City's Climate Action Framework to reduce greenhouse gas emissions and build resiliency to climate change impacts by creating neighborhoods that support clean modes of transportation and shifting driving trips to clean, active modes of transportation.

Project Initiation

The 97th/98th Corridor Project (Figure 1) was selected for a comprehensive planning phase based on a review of strategic opportunities including the annual pavement preservation plans, other City projects, and the TSP's Modal Networks for important pedestrian, bicycle and small mobility facilities. The project will identify specific near- and longer-term improvements to build out the TSP Modal Networks and provide a valuable opportunity to implement near-term improvements in conjunction with the upcoming pavement preservation project between Mill Plain Boulevard and Burton Road.

Project Goals

- **Safety**: Improve safety and create facilities for all ages, abilities and modes of travel.
- **Equity**: Engage with members of the community and provide solutions that benefit the full range of community members.
- **Climate**: Identify solutions that advance climate goals to transition to clean, green modes of travel.
- **Connectivity**: Implement active transportation in alignment with the Transportation System Plan Modal Networks.

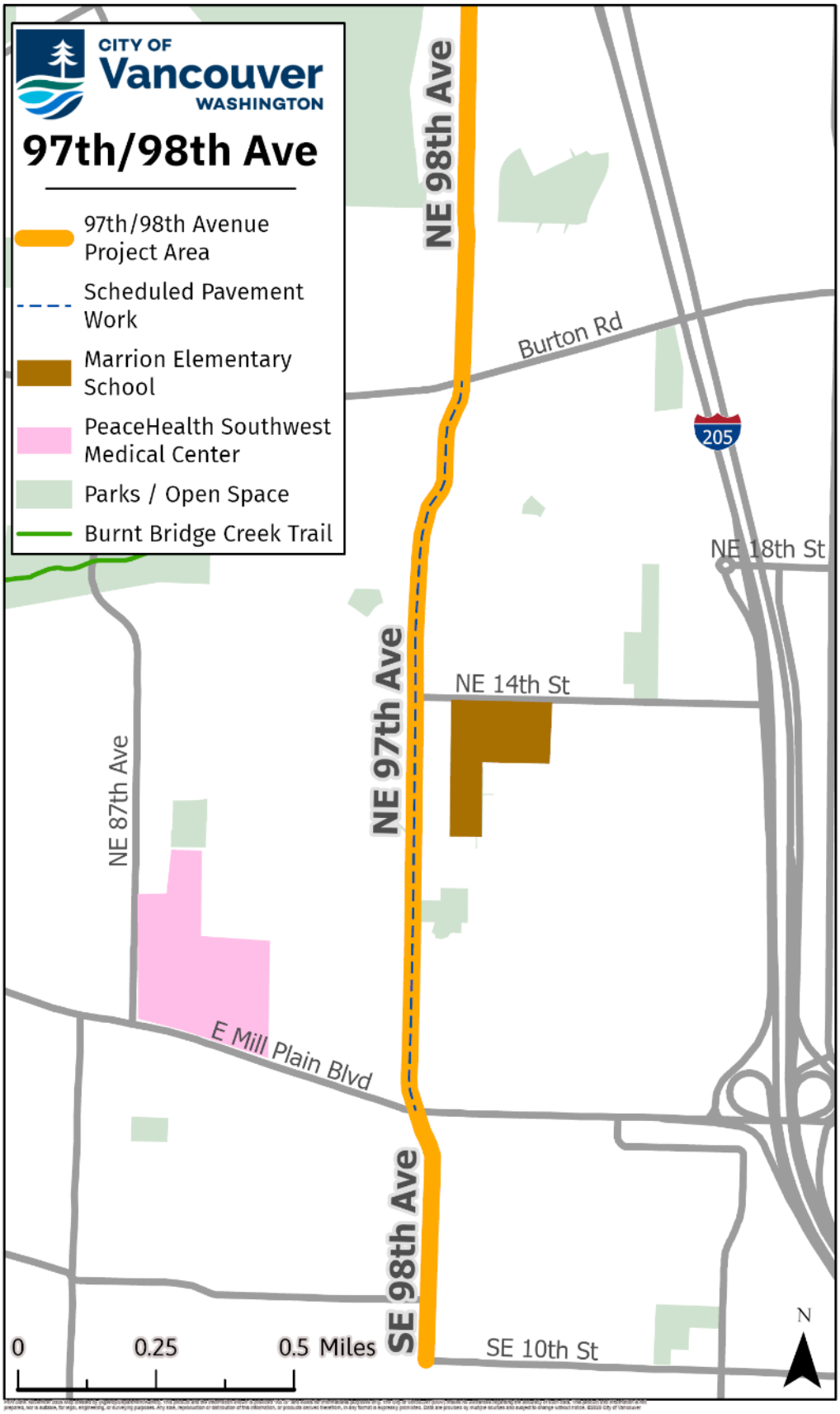


Figure 1: 97th/98th Corridor Project Map

Project Scope and Schedule

The Project scope includes two objectives. First, the planning phase will identify recommendations for near-term and long-term improvements in the corridor that incorporate the existing policies and plans noted above. City staff will collect data and document the existing conditions in this Existing Conditions Report to identify opportunities that will be considered in the design concepts. Staff will develop a range of concepts consistent with the project goals and evaluate which concepts could be implemented in the near-term and long-term. Staff will use the concepts to develop final recommendations in the Design Concepts Report. In conjunction with this planning phase, staff will consult with and inform the community of project developments through community engagement activities and communications.

Second, the Project will move forward with near-term improvements that can be incorporated into the pavement preservation program. The City will complete design work and integrate corridor plans into the annual pavement preservation package. Any near-term and longer-term improvements that are not implemented with the pavement preservation project will be considered in other City-wide project prioritization efforts, such as the Transportation Improvement Program (TIP) process.

Near-term improvements typically include low-cost enhancements such as revised or reconfigured pavement markings, signage, bicycle and small mobility facility enhancements, turn lane changes, and traffic signal adjustments. These changes are usually within the existing roadway, between the curbs or edges of shoulder.

Long-term improvements may include higher-cost changes such as constructing sidewalks, enhanced pedestrian crossings, and lighting improvements. These project elements often require additional funding or grant programs and may require additional right-of-way. These projects can take longer to plan, design and construct.

The Project will provide preliminary cost estimates and may approach design-level estimates for some elements. The Project team will prioritize recommendations based on the available budget for near-term improvements. Estimates for long-term improvements can be used for TIP updates to identify additional opportunities for implementation.

The project schedule is shown in Figure 2. The planning phase of the project started in August 2025, which includes existing conditions, concept development and improvement recommendations, and community engagement. The design phase will begin in 2026, with construction of near-term improvements occurring with the pavement preservation project as early as 2027. In addition to 97th/98th Avenue, two other Corridor Projects happening simultaneously include Northeast 72nd Avenue and Northeast 86th/87th Avenue. These three Projects will follow a similar schedule and have a coordinated community engagement approach.

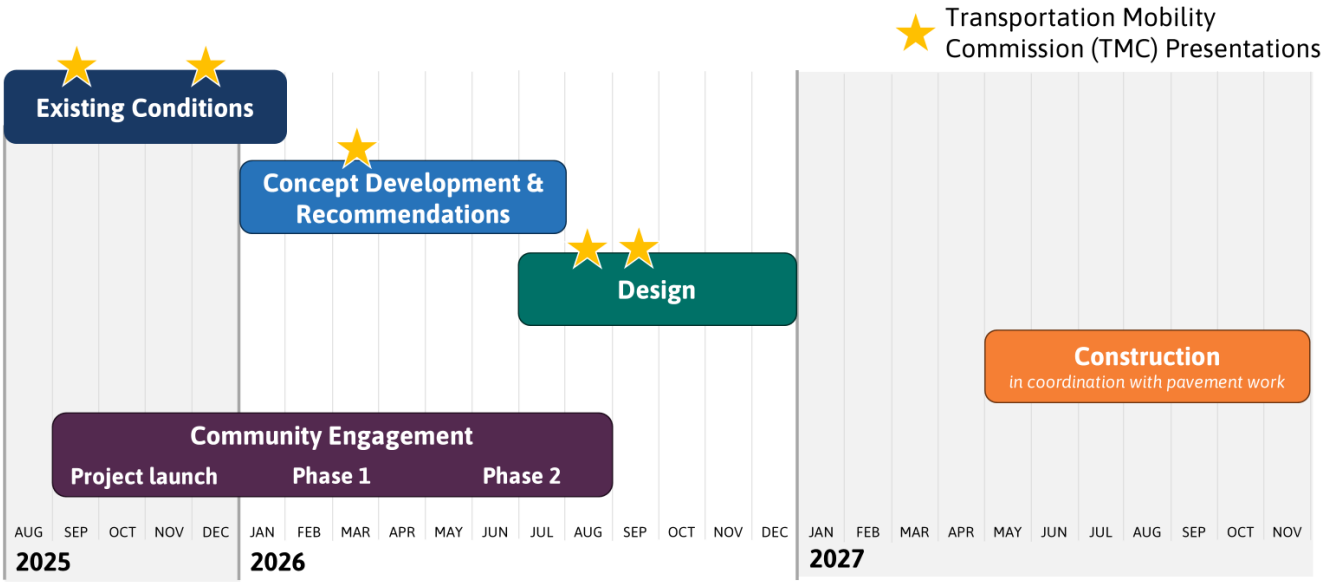


Figure 2: Project Schedule for 2025-2026 Corridor Projects, including 97th/98th Avenue

Related Projects

PAVEMENT MANAGEMENT PROGRAM AND ANNUAL CURB RAMP PROGRAM

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A portion of the Project (between Mill Plain Boulevard and Burton Road) is identified for the annual pavement program in 2027 to preserve the corridor, with microsurfacing and cape seal, to extend the pavement life and improve the driving surface. This program will also provide sidewalk curb ramps compliant with the Americans with Disabilities Act (ADA) to help people with disabilities transition from the street to the sidewalk and vice versa where pavement work is occurring.

NORTHEAST 18TH STREET IMPROVEMENT PROJECT

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This Project will connect Northeast 97th Avenue to I-205. Corridor improvements have been carried out in segments, to better manage funding needs. The next segment of Northeast 18th Street to be upgraded to urban standards will be west of Interstate 205, between Northeast 97th and 107th avenues. Design for this segment is now getting underway, with funding from the Vancouver Transportation Benefit District fees.

OAKBROOK PARK MASTER PLAN

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Oakbrook Park recently reopened, following initial construction on Phase 1 of the Oakbrook Community Park master plan. Phase 1 construction creates new, engaging recreation amenities for all ages, while maintaining the natural character of this beloved park.

Existing Conditions

Land Use and Transportation

97th/98th Avenues primarily have low-density residential land uses along the corridor with a small pocket of commercial and higher density residential land uses near Mill Plain Boulevard (Figure 3). Parks located near the corridor include George and Hazel Stein Neighborhood Park, Forest Ridge Park, Oakbrook Park and Beaver Marsh at the north end of Northeast 98th Avenue. Schools located near the corridor include Ellsworth Elementary School, a preschool at Skyview Baptist Church, Henrietta Lacks High School and Marrion Elementary School.

The roadway classification varies along the corridor (Collector between Southeast 10th Street and Mill Plain Boulevard, Local Roadway between Burton Road and Mill Plain Boulevard and Neighborhood Circulator between Burton Road and Northeast 39th Street) but the posted speed limit is 25mph along the entire corridor. Traffic signals are located along the corridor at Mill Plain Boulevard and Burton Road. Intersections with all-way stop signs include St Helens Avenue, Northeast 9th Street, Northeast 14th Street and Northeast 18th Street. Bus stops along the corridor are located at Mill Plain Boulevard, where people can catch the Vine connecting Downtown Vancouver and the Mill Plain Transit Center, and Burton Road, where people can catch Route 30 connecting Downtown Vancouver and the Fisher's Landing Transit Center. Mobility lanes exist along most of the corridor except for the sections between Northeast 2nd Street and just south of Northeast 9th

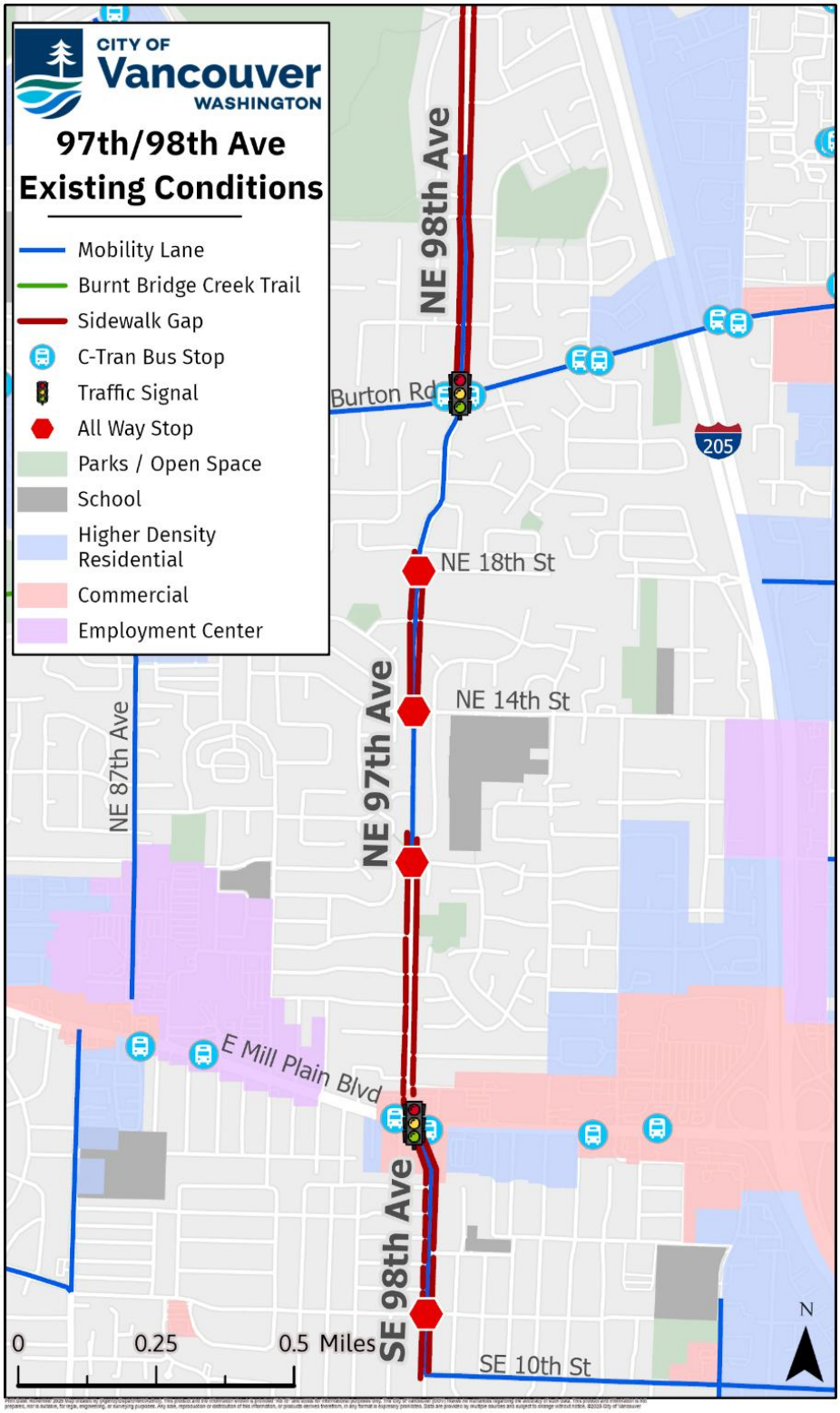


Figure 3: 97th/98th Avenue Existing Conditions Land Use and Transportation Map

Street, which has shared roadway markings (sharrows), and north of Northeast 34th Street. There are several sidewalk gaps along the corridor south of Northeast 10th Street, between Northeast 14th Street and Northeast 18th Street and north of Burton Road. Marked crossings along the corridor exist at St Helens Avenue, Mill Plain Boulevard, Northeast 9th Street, Northeast 14th Street and Burton Road. The existing crossing spacing does not meet the City's Pedestrian Crossing Policy (a marked crossing approximately every 800ft).

Proposed Transportation Network

97th/98th Avenues are identified in the City's Transportation System Plan (TSP) as part of the bicycle and small mobility network and as a pedestrian corridor (Figure 4). This would provide active transportation access along the corridor and opportunities to connect to other east-west active transportation connections. Project recommendations should identify opportunities to provide seamless, comfortable connections between existing and future active transportation routes.

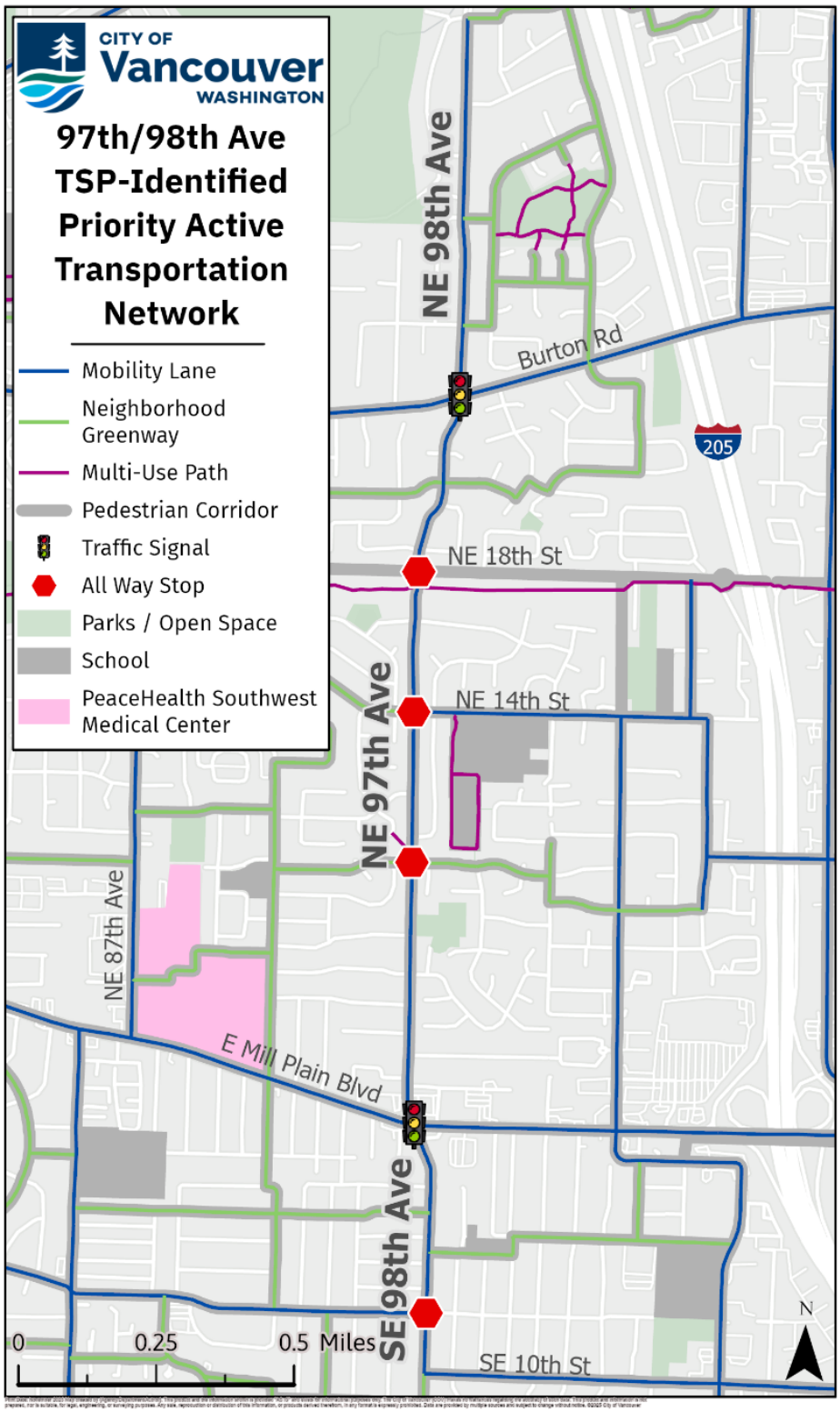


Figure 4: 97th/98th Avenue TSP Identified Priority Active Transportation Networks

Roadway Configuration

The roadway configuration varies along 97th/98th Avenues. Most of the corridor has a travel lane in each direction, bike and small mobility lanes on both sides of the street and turn lane or median island. Some segments, particularly the north and south ends of the corridor, also have on-street parking on both sides of the street. One section of the corridor between Northeast 2nd Street and just south of Northeast 9th Street, has one travel lane in each direction with a narrow shoulder but no bike and small mobility lanes or on-street parking. Below are four sample cross sections to illustrate the main roadway configurations found on 97th/98th Avenue (Figure 5 – Figure 8).[1]

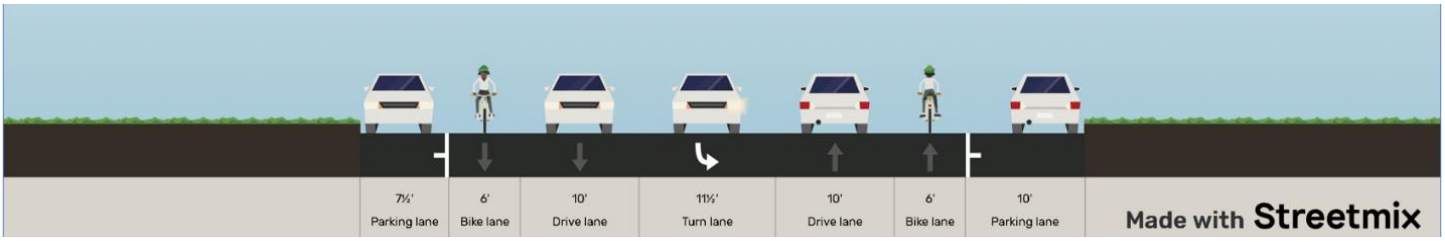


Figure 5: The cross section of Southeast 98th Avenue from Southeast 10th Street to Boulder Avenue has a travel lane in each direction, parking lanes and mobility lanes on both sides of the street, and a dedicated two way left turn lane

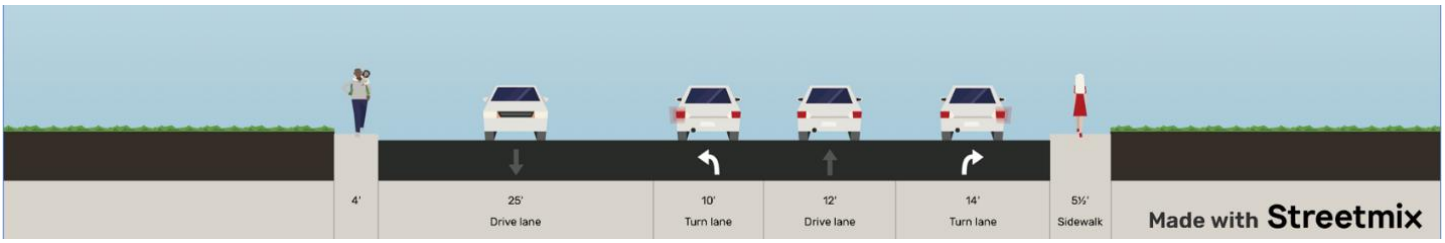


Figure 6: The intersection of Mill Plain Boulevard and Southeast 98th Avenue has travel lanes in each direction, dedicated left and right turn lanes, and sidewalks on both sides of the street close to the intersection.

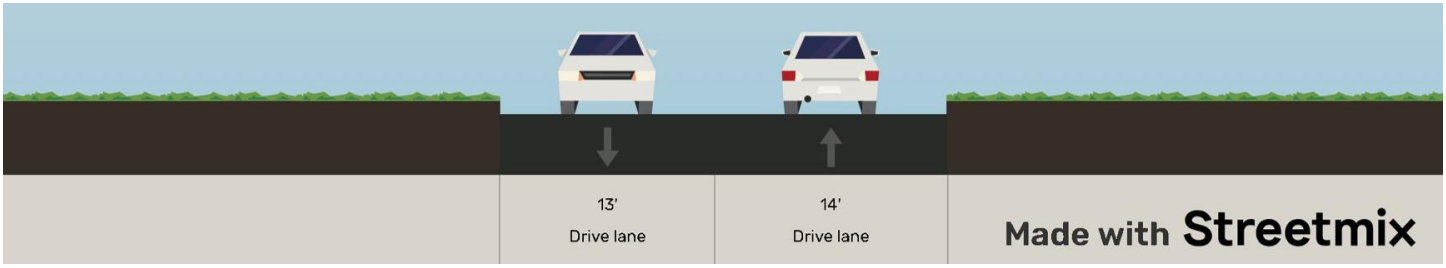


Figure 7: The cross section of Northeast 97th Avenue from Northeast 3rd Street to Northeast 7th Street has travel lanes in each direction with a shoulder on both sides.

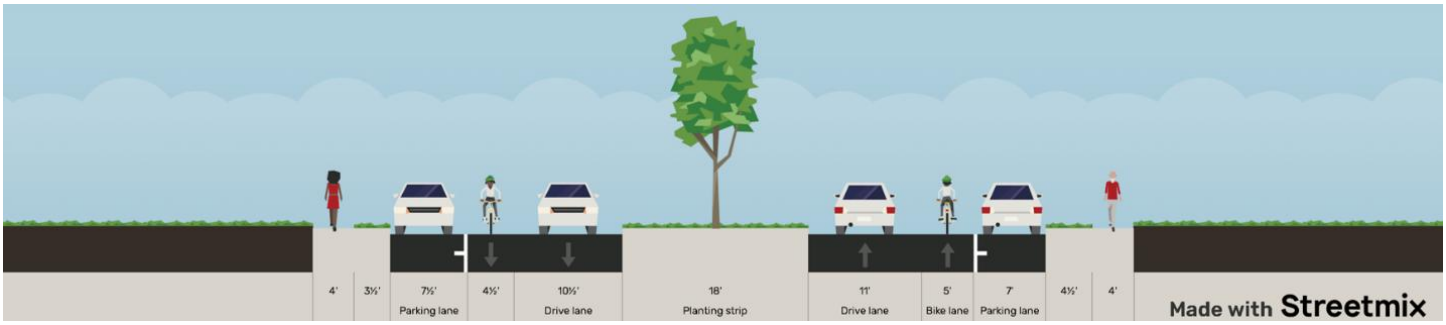


Figure 8: The cross section of Northeast 97th/ Northeast 98th Avenue from Northeast 16th Street to Burton Road has a travel lane, bike lane, intermittent parking lane, planter and sidewalk on both sides of the street. A planted median exists along this segment in the center of the roadway.

[1] Dimensions are approximate at this time and features outside the sidewalk area are omitted for simplicity.

Corridor Photos

The images below show the existing roadway on 97th/98th Avenues.



Figure 9: Southeast 98th Avenue at Southeast 7th Street, looking south. There are two travel lanes in each direction with a mobility lane and parking on both sides of the street. The center lane provides space for a median island at the crossing at St Helens Avenue.



Figure 10: Northeast 97th Avenue at Northeast 3rd Street, looking north. There are two travel lanes in each direction with sharrows and a narrow shoulder.



Figure 11: Northeast 97th Avenue at Northeast 14th Street. Crossings at this intersection, near Marrion Elementary School, have a median island with concrete structures.



Figure 12: Northeast 98th Avenue at Northeast 31st Street. There are two travel lanes in each direction, mobility lanes and space for parking on both sides of the street, and a median island with trees along the center of the roadway.

Community Characteristics

The project corridor intersects six neighborhoods: Oakbrook, Burton Ridge, Forest Ridge, Marrion, Vancouver Heights and Ellsworth Springs.

Based on the City's Equity Index, areas north of Burton Road and south of Mill Plain Boulevard, which includes the Oakbrook, Ellsworth Springs and eastern edge of Vancouver Heights neighborhoods, generally score high on the index, while areas between Mill Plain Boulevard and Burton Road score average (Figure 13). A more detailed review of area demographics can be found in Appendix A.



Figure 13: 97th/98th Avenue Equity Index

Transportation Safety Data

Crash data was obtained from the Washington State Department of Transportation for the years of 2020-2024 and is summarized in the following tables, chart and map for the 97th/98th Avenue corridor. Appendix B includes a list of crashes in the corridor during this time period. Intersection crashes include crashes that occur within 150' of the intersection. All other crashes are segment crashes, or those that occur between intersections.

The City's 2024 Local Road Safety Plan (LRSP) and the Southwest Washington Regional Transportation Council's Clark County Safety Action Plan (CCSAP) were reviewed for established findings that can provide insight into opportunities to improve safety in this corridor.

Notable findings include:

- 90% of the crashes occurred at intersections. Intersection crashes include those that occur within 150' from the center of the intersection.
- There are approximately 12 crashes per year in the corridor, including 5 injury crashes per year.
- There were four non-motorist crashes reported over this period. All occurred at intersections.
- 96% of the injury crashes that occurred were located at intersections.
- 38% of the intersection crashes involved angle crashes or turning crashes.



Figure 14: 97th/98th Avenue Crash Density Map

- The LRSP found that 25.4% of all City fatal and severe crashes were angle crashes or turning crashes.
- In the region, the CCSAP noted that pedestrian fatal and serious injury crashes make up 26% of all pedestrian crashes, and bicyclist fatal and serious injury crashes make up 12% of all bicyclist crashes. These modes are overrepresented relative to vehicle-only fatal and serious injury crashes, which make up 2% of all vehicle-only crashes.

- The CCSAP identified systemic factors for the region that may contribute to crash types that occur in this corridor, such as speeding, underserved communities[2], crashes within a quarter-mile of schools and within 500 feet of bus stops. The CCSAP also identified emphasis areas including intersections crashes, pedestrian and bicyclist crashes, and behavior such as distracted driving, impaired driving and crashes involving younger drivers.

Table 1: Total Crash Data by Crash Severity

Fatal	Injury[3]	Property Damage Only	Total
0	24	37	61

Table 2: Total Crash Data by Crash Location Type and Users

Intersection	Segment	Bicyclist	Pedestrian
55	6	2	2

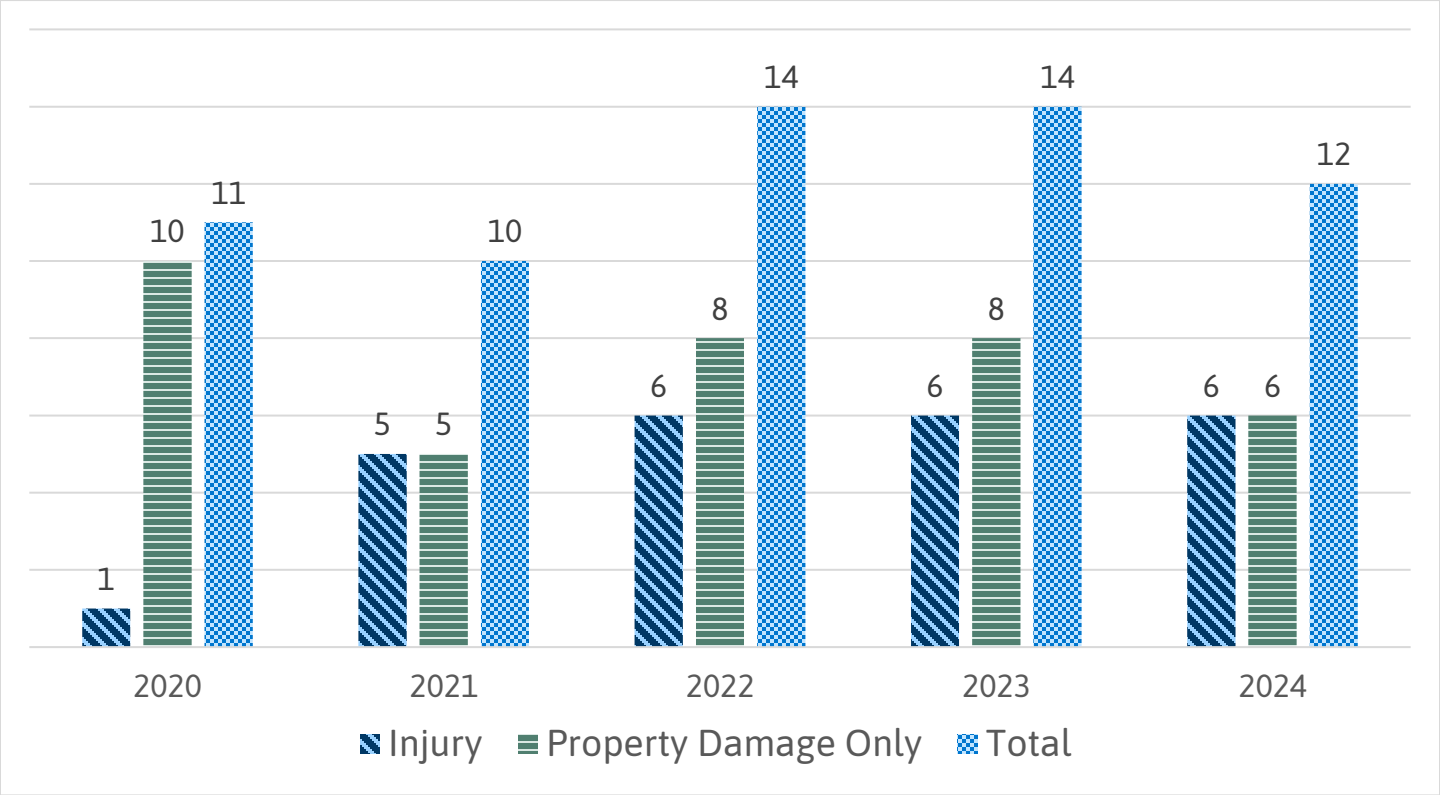


Figure 15: Total Crashes Per Year on Northeast 97th/98th Avenue (2020 – 2024)

[2] The CCSAP defined underserved communities: A disadvantaged community is defined as a census tract in the U.S. that experiences cumulative disadvantages across multiple dimensions including transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability.
[3] There were no reported Suspected Serious Injury crashes. All were Suspected Minor Injury or Possible Injury.

Table 3: Segment Crash Severity

Fatal	Injury[4]	Property Damage Only	Total
0	1	5	6

Table 4: Segment Crash Types[5]

Turning[6]	Single-Vehicle	Fixed Object	Lighting - Dark, Dawn, Dusk	Roadway Surface - Wet	Speed – Related	Under Influence of Alcohol
0	2	5	5	4	0	0

Table 5: Intersection Crashes by Severity and Type

	Crash Severity				Crash Type							Other Data			
Intersection	Fatal	Injury	Property Damage Only	Total	Angle	Turning	Sideswipe	Rear-End	Pedestrian	Bicyclist	Other	Lighting - Dark, Dawn, Dusk	Roadway Surface - Wet	Speed-Related	Under Influence of Alcohol
Southeast 10th Street	0	0	3	3	0	0	0	0	0	0	3	3	1	0	1
St Helens Avenue	0	0	2	2	1	0	0	0	0	0	1	2	2	0	0
Mill Plain Boulevard	0	13	14	27	8	6	1	9	1	1	1	12	7	1	0
Northeast 14th Street	0	1	2	3	1	0	0	0	0	0	2	2	1	0	1
Burton Road	0	5	3	8	2	1	0	3	0	1	1	1	3	0	0
Northeast 28th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Intersections	0	4	8	12	0	2	1	1	1	0	7	5	1	1	1
Total	0	23	32	55	12	9	2	13	2	2	15	25	15	2	3

[4] There were no reported Suspected Serious Injury crashes. All were Suspected Minor Injury or Possible Injury.
[5] There were no bicyclist or pedestrian crashes reported on segments.
[6] Turning crashes on segments are typically into or out of driveways not considered intersections.

Traffic Data

Traffic data was collected for segments from October 3 through 9, 2025. Weekday average daily traffic (ADT) varied from approximately 750 vehicles per day to 1,800 vehicles per day in the northern part of the corridor between Northeast 28th Street and Northeast 39th Street. Between Southeast 5th Street and Northeast 28th Street, the weekday average daily traffic was higher, ranging between 3,700 vehicles per day to 4,100 vehicles per day.

The 85th percentile speed for segments ranges from 27 to 29 miles per hour. Speeds were highest between Southeast 5th Street and Silver Star Avenue.

Traffic data was collected for intersections on October 4 and 7, 2025, for vehicles as well as bicycles and pedestrians. The following table summarizes the traffic data at intersections, displayed as total entering vehicles, pedestrians and bicyclists during peak hours at the major intersections in the corridor.

See Appendix C for all traffic data.

Table 6: Vehicle ADT and Bicycle and Pedestrian Counts by Intersection

Intersection	Total Vehicles			12-Hour Bicycle/Pedestrian Counts			
	Weekday AM Peak Period (2 hours)	Weekday PM Peak Period (2 hours)	Weekend Peak Period (4 hours)	Weekday Pedestrians	Weekend Pedestrians	Weekday Bicyclists	Weekend Bicyclists
Southeast 10th Street	493	893	959	33	33	0	0
St Helens Avenue	609	1,095	1,219	44	56	1	3
Mill Plain Boulevard	3,402	4,356	6,618	101	111	22	18
Burton Road	1,900	2,614	3,849	52	31	19	16
Northeast 28th Street	182	332	510	35	24	1	3

Parking Utilization

A parking utilization study evaluated parking use along the 97th/98th project corridor. Data was collected on:

- Tuesday, October 14, 2025 from 8 to 9 p.m.
- Saturday, October 18, 2025 from 8 to 9 a.m.

Observations completed during these times aim to assess parking demand associated with residential uses, which is the primary land use along the corridor. Figure 16 shows the average parking utilization for both the weekday and weekend. Areas with the highest parking utilization included:

- The westside of Southeast 98th Avenue between St Helens Avenue and Boulder Avenue
- The eastside of Southeast 98th Avenue just south of Mill Plain Boulevard
- The westside of Northeast 98th Avenue just south of Northeast 21st Street

Additional details about the parking utilization study can be found in Appendix D.

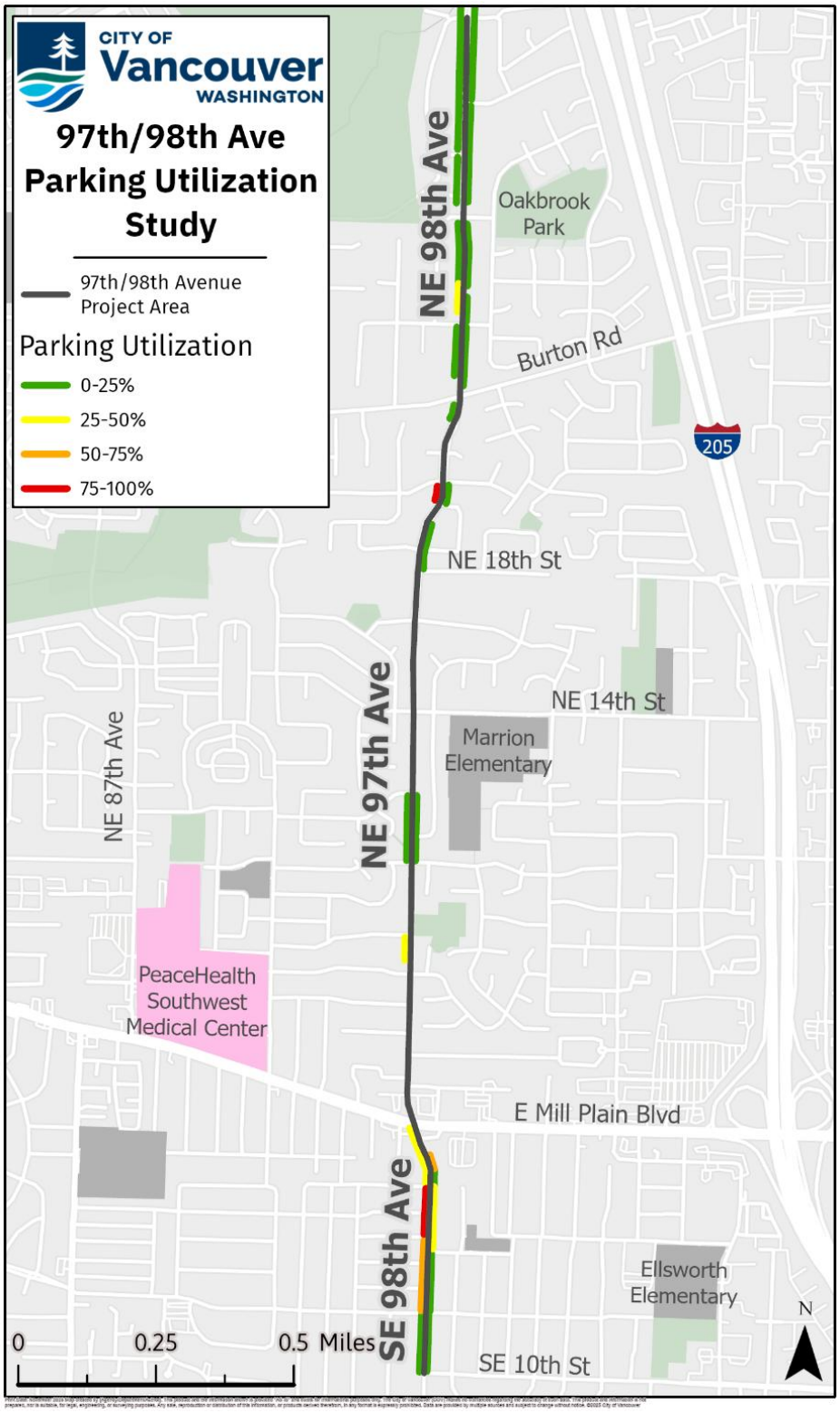


Figure 16: 97th/98th Avenue Parking Utilization

Transportation Features Summary

Table 7: 97th/98th Avenues Transportation Features Summary

Transportation Element	Existing Condition Summary
Posted Speed Limit	25 MPH
Number of Travel Lanes	2 lanes (one in each direction)
Functional Classification	• Collector between Southeast 10th Street and Mill Plain Boulevard • Local Roadway between Burton Road and Mill Plain Boulevard • Neighborhood Circulator between Burton Road and Northeast 39th Street
Intersection Control	• All Way Stop (St Helens Avenue, Northeast 9th Street, Northeast 14th Street and Northeast 18th Street) • Signals (Mill Plain Boulevard and Burton Road)
Speed and Volume	• Average 85th percentile speeds were between 27 to 29 miles per hour along the corridor • Average daily traffic south of Burton Road is approximately 3,800 vehicles • North of Burton Road, average daily traffic decreases to about 1,200 vehicles
Bicycle and Small Mobility Facilities	• Mobility lanes marked on both sides (Southeast 10th Street to just south of Mill Plain Boulevard, just south of Northeast 9th Street to just south of Burton Road, just north of Burton Road to Northeast 34th Street) • Mobility lane marked on east side (north of Mill Plain Boulevard to just south of Northeast 2nd Street) • Sharrows (Northeast 2nd Street to just south of Northeast 9th Street)
Bicycle Level of Traffic Stress (LTS)	• Ranges from 2 to 3 south of Northeast 28th Street • Between Northeast 28th Street and Northeast 34th Street BLTS is 1, and is 2 from Northeast 34th Street to project limits
Pedestrian Facilities	• Sidewalk on both sides (just south of Mill Plain Boulevard to Northeast 2nd Street, Northeast 10th Street to Northeast 14th Street, Northeast 18th Street to Burton Road) • Gaps on both sides (Southeast 10th Street to just south of Mill Plain Boulevard, Northeast 2nd Street to Northeast 10th Street, Northeast 14th Street to Northeast 18th Street, Burton Road to Northeast 39th Street)
Pedestrian Level of Traffic Stress (LTS)	Ranges from 2 to 3 along the corridor but several sections without a sidewalk or shoulder are off the PLTS chart, indicating no pedestrian facilities are present which may be considered a high LTS for pedestrians walking along the roadway
Traffic Calming	Speed feedback signs in both directions on Northeast 97th Avenue between Northeast 6th and Northeast 7th Streets

Transit
From C-TRAN
	• Stops: 2 at Mill Plain Boulevard intersection, 2 at Burton Road Intersection
	• Routes: Vine on Mill Plain, 30
	• Average daily weekday boardings for:
	  ○ Mill Plain Vine stops at Northeast 97th Avenue and Mill Plain Boulevard: 26
	  ○ Route 30 stops at Northeast 98th Avenue and Burton Road: 3

Transportation Element	Existing Condition Summary
Parking	• Higher on-street parking utilization between St Helens Avenue and Mill Plain Boulevard • Occupancy rates are similar on weekday and weekend
Lighting	• Street lighting follows Standard Plan T21—01A. • Lighting standard followed: Southeast 5th Street to Boulder Avenue, Northeast 7th Street Intersection, Northeast 10th Street to 1200 Block, Northeast 19th Street to Northeast Burton Road, Northeast 31st Street to 3700 Block
Crashes	• Approximately 12 crashes per year • Most crashes occurred at intersections

Considerations & Opportunities

Review of available data and roadway conditions reveals several items to consider on the 97th/98th Avenue Corridor Project corridor as well as opportunities to advance the TSP Modal Networks and City priorities. A summary of this by transportation element is outlined in the table below.

Table 8: Summary of Considerations and Opportunities for Design Concept Development

Transportation Element	Considerations	Opportunity
Bicycle and Small Mobility Facilities	• Inconsistent facility from Northeast 2nd Street and Northeast 9th Street. • Facilities do not meet design guidelines.	Implement bicycle and small mobility improvements recommended in the TSP to create a more complete and connective active transportation network to improve safety for all modes.
Sidewalks and Crossings	• Gaps in sidewalk completeness and connectivity. • Existing crossing spacing does not meet the TSP Pedestrian Crossing Policy.	Improve access for people walking and rolling to schools, parks, places of worship and other community resources along and near the corridor. Reduce distance between marked crossings to align with TSP Pedestrian Crossing Policy.
Traffic Calming	• Posted speed limit is 25mph. • Hills along the corridor.	Determine corridor target speed and strategies such as traffic calming, designs and placement to improve safety for all modes.
On-Street Parking	• Limited available right-of-way for mobility lane. • Some areas being used for on-street parking do not meet minimum width of 7ft.	Where needed, reallocate available right-of-way to implement bicycle and small mobility facilities and daylight intersections to improve safety for all modes. Add no parking signage to areas that are not wide enough for on-street parking.
Turn Lanes	• Crossing distances for pedestrians. • Mobility lanes drop approaching major intersections.	Analyze segments and intersections to identify opportunities to reduce turn lanes where feasible. Reallocate available right-of-way to implement bicycle and small mobility facilities.
Crashes	• 90% of the crashes occurred at intersections. • 38% of the intersection crashes involved angle or turning crashes.	Analyze crash data at intersections and consider improvements to address the most common crash types and improve safety.
Variable Roadway Cross-Sections	• Road isn't wide enough in some areas for pedestrian, bicycle and small mobility facilities.	Analyze where pedestrian and bicycle and small mobility facilities can be implemented in near-term and long-term projects.

Corridor Location for Improvement

The images on this page display locations on the 97th/98th Avenue Corridor where improvements may be recommended to increase safety and mobility for all users. These images and locations are for illustrative purposes and may be included in the project's final recommendations for the near-term and long-term. The Design Concepts Report and resulting design recommendations will include appropriate analysis and selection of specific improvements for the corridor.



Figure 18: Along Southeast 98th Avenue between Mill Plain Boulevard and Southeast 10th Street there is currently no dedicated sidewalk or shoulder for pedestrians to travel.



Figure 17: Bike and small mobility lanes end approaching the Mill Plain Boulevard intersection. Narrowing travel lanes or removing dedicated turn pockets could allow space for bike and small mobility lanes to be extended all the way to the intersection.



Figure 20: A portion of Northeast 97th Avenue with sharrows could potentially have bike and small mobility lanes but this may require additional right-of-way.



Figure 19: A new marked crossing at the intersection of Northeast 98th Avenue and Northeast 31st Street would help fill the 3,600 foot crossing gap north of Burton Road.

Next Steps

In the coming months, the Project Team will analyze the findings from this report to develop design concepts and begin community engagement to share about the Project and learn how the community uses the corridor today. This information will inform design concepts for the corridor.

Appendix

The following pages provide additional information, data collection methodology, and initial analysis to support the above existing conditions.

- Appendix A: Demographics
- Appendix B: Safety Data
- Appendix C: Traffic Data
- Appendix D: Parking Utilization



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