

SR500/NE 42nd and NE 54th Safety Study

Scott Langer, WSDOT Southwest ARA of Operations and Planning

August 7, 2018

Identify & analyze cost-effective strategies to address safety issues through practical solutions, while maintaining bicycle & pedestrian access across.



Safety Study Purpose



NE 42nd Ave / NE Falk Ave



NE 54nd Ave / NE Stapleton Ave

396 crashes at and around these intersections (2012-2016)

About 75% rear-end crashes

Crash History



Schedule Overview

	Funding Amount	Year Allocated	Type of Funding			Work Completed
			Preliminary Engineering	Right of Way	Construction	
St Johns, 42nd and 54th	~ \$1,500,000	1999	X			Environmental Assessment
St Johns	~ \$45,000,000	2005	X	X	X	Design and Construction
42nd and 54th	~ \$300,000	2005	X	X		Purchases from Willing Sellers

*Not all funds legislatively allocated

- Funding for 42nd and 54th was included alongside funding for St. Johns in Referendum 51 (2002) – bill defeated by about 60%
- 2003 Nickel Funding Package included NE 112th Interchange
- 2005 Transportation Partnership Package included St. Johns Interchange
- 2015-16 Clark County Transportation Alliance Washington State Legislative Policy Statement included 42nd & 54th as a regionally validated state system priority project
- 2015 Connecting Washington Package did not include funding for 42nd and 54th

SR 500 Funding History

Audience

Emergency Services	Vancouver Police Department, Clark County Sheriff Department, Washington State Patrol, Vancouver Fire Department, & American Medical Response
Neighborhood Associations	Bagley Downs, Truman, Rose Village, Fourth Plain Village, Roads End, West & East Minnehaha
Stakeholders	COV Neighborhood Traffic Safety Alliance, Vancouver School District, Fourth Plain Forward, & US Post Office
Agencies	RTC, C-TRAN, City of Vancouver, & Clark County
	SR 500 Users

Outreach

- Increased traffic on local streets
- Safety on local streets
- Delays for emergency services
- Pedestrian/bicycle crossing
- Equitable access to/from SR 500
- Desire to retain some left turn movements
- Sufficient signage and acceleration lanes

Right-In/Right-Out Feedback

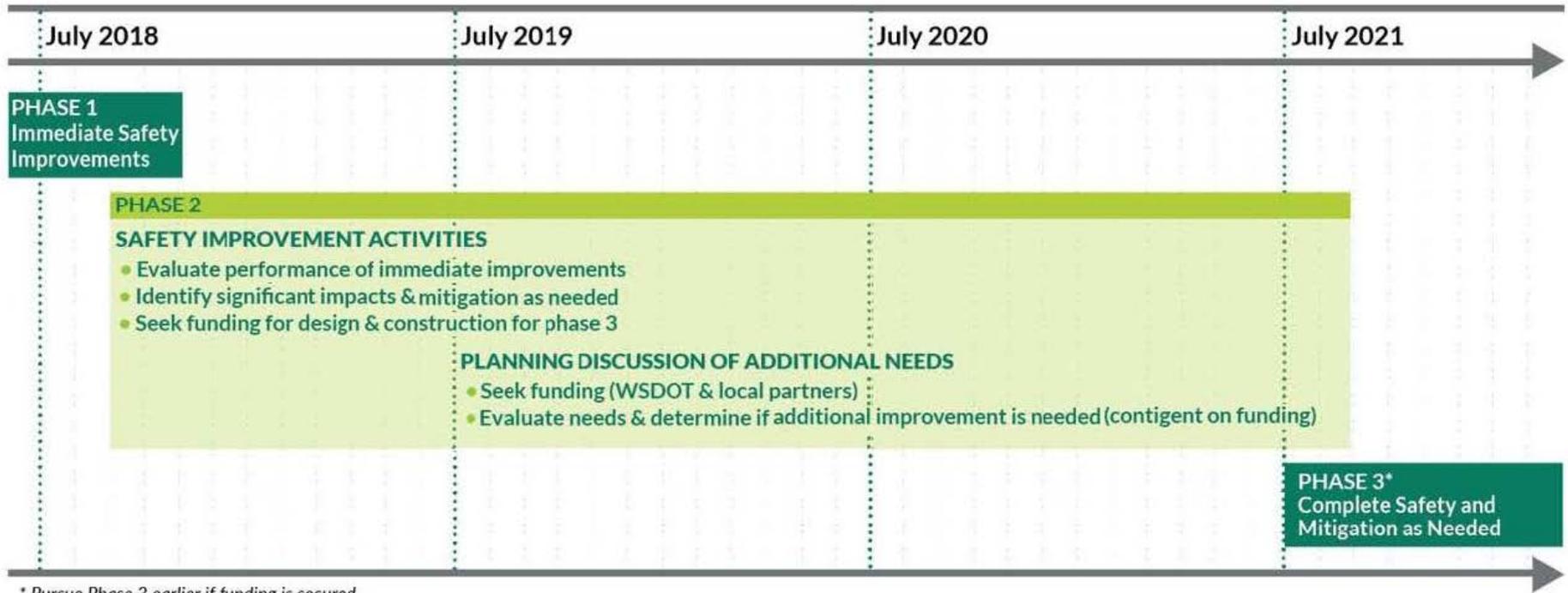
Estimated project cost: \$6,000,000

- Safety improvements on SR 500: Reconfigure 42nd & 54th intersections
- Construct connected bicycle-pedestrian grade-separated crossing at 54th
- Address demonstrated significant impacts on local streets as determined through multi-agency work plan

Funding Efforts

- Incorporating complete project in agency 10-year plan
- Submitted grant request for design of bicycle-pedestrian improvements
 - \$850,000 (inc. \$200,000 match). Award notice – June 2019
- Collaborating with local agencies to consider partnerships & related local improvements

Cost and Funding



Safety Improvements Aspirational Timeline

Scope

- Install median barrier on SR 500
- Remove traffic lights on SR 500
- Stripe and extend merge lanes
- Reconfigure intersections to safely direct traffic on and off the highway

Outcomes

- Reduce crashes on SR 500
- Improve traffic flow on SR 500
- New traffic patterns -a few more or a few less vehicles a minute- on local streets
- Remove at-grade pedestrian and bicycle access across SR 500 at NE 54th Ave
 - WSDOT to communicate constraint and seek opportunities to mitigate

Timeline

- As early as this fall

Step 1: Immediate Safety Improvements

Suggested Outreach for Immediate Safety Improvements	Proposed Approach
Work with COV neighborhood office to identify key events to reach out neighborhoods and SR500 users (i.e., evening & noon concerts, Fourth Plain Multicultural Festival, National Night Out, etc.)	Focus WSDOT direct effort in adjacent areas WSDOT to provide info and briefing to local agency staff attending
Inclusion in Fourth Plain Forward electronic list serve	WSDOT to request & facilitate
Ask NAs to help distribute flyers to neighbors and businesses	WSDOT to request
Drop off flyer announcing “change is coming” at: Goodwill (to distribute in shopping bags) and apartment buildings.	WSDOT to develop & deliver
Reader board along SR500	WSDOT to determine safe usage for notice of changes

Step 1: Immediate Safety Improvements

- Contract advertisement: August 13
- Contract award: August 31
- Earliest construction start: October 1
- Earliest weekend closure (weather permitting): October 6

Potential Implementation Dates

- **Safety Improvement Activities**

Timing: to begin concurrent with immediate safety improvements

- Analyze immediate safety improvements using data collected before and after implementation
- Identify secondary investments needed
- Seek funding/seek to advance funding for design and construction of complete project

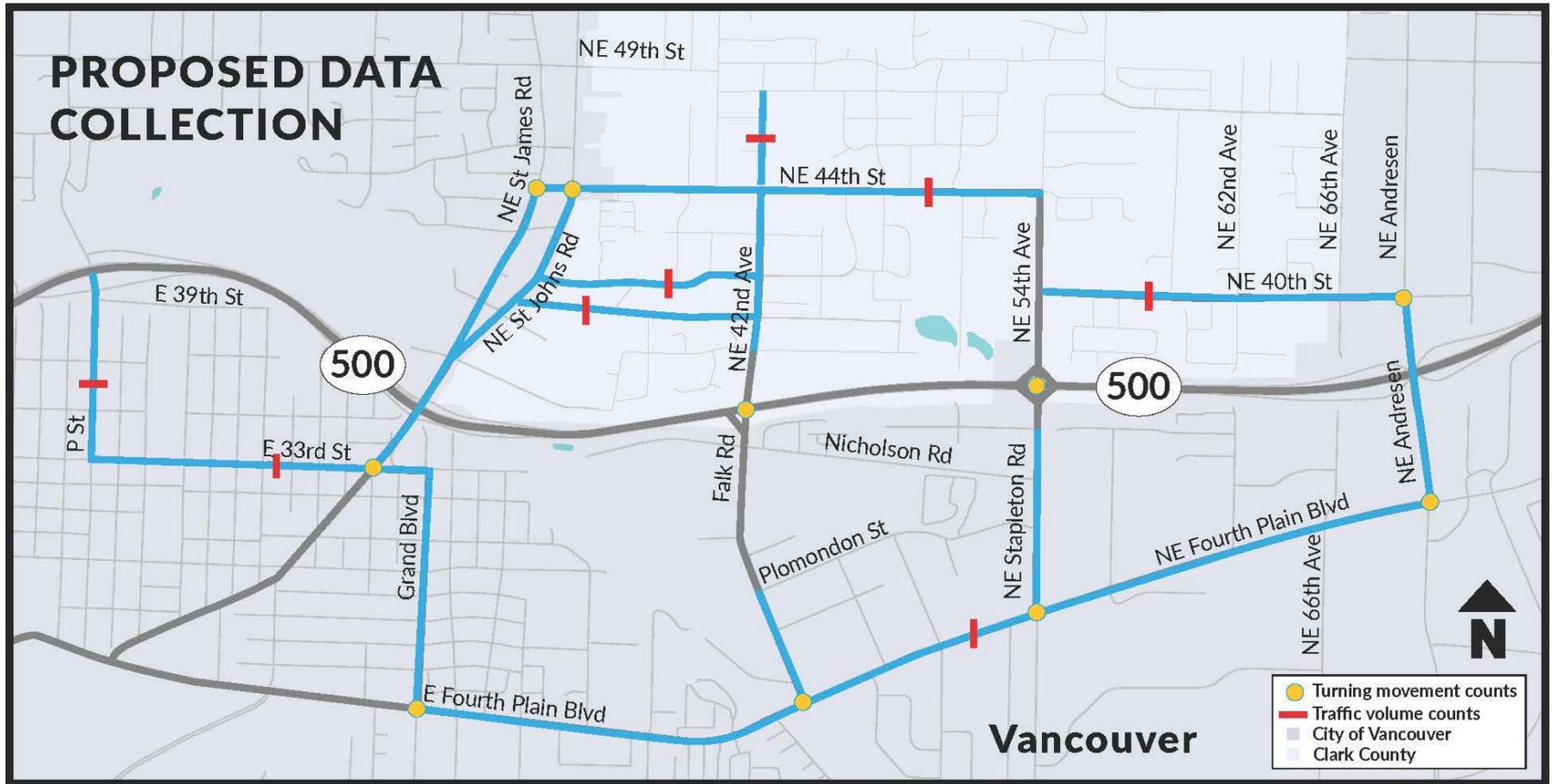
- **Planning for Additional Needs**

To begin as funding allows and no earlier than June 2019

- Seek funding (WSDOT & local agencies)
- Identify needs and determine if additional improvement is needed

Step 2: Inform Step 3 and Future

PROPOSED DATA COLLECTION



Scope

- Design and construct grade-separated pedestrian and bicycle crossing at NE 54th Ave
- Design and implement local system improvements needed to address impacts identified in Step 2

Outcomes

- Reconnect pedestrian and bicycle access across SR 500 at NE 54th Ave
- Address secondary impacts that may be associated with actions taken on SR 500, which could include investment in city and/or county system

Timeline

- Agency budget will show funding available beginning in July 2021 through June 2025
- Region office to seek opportunities to secure and advance funds and reduce duration of funding planned

Step 3: Complete Safety Improvements