



Phase 1 Engagement Summary

Corridor Projects
Safety and Mobility Planning Phase
March 2026



CITY OF
Vancouver
WASHINGTON



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Introduction

The 2025-2026 Corridor Projects will study opportunities to make travel safer and more comfortable for all road users along the following three corridors (Figure 1):

- Northeast 72nd Avenue from Northeast 40th Street to Northeast 78th Street
- Northeast 86/87th Avenue from East Mill Plain Boulevard to Northeast Fourth Plain Boulevard
- 97th/98th Avenue from Southeast 10th Street to Northeast 39th Street



Community engagement for these projects will occur in two phases:

- **Phase 1 (September 2025–March 2026):** Learn how the community currently uses the corridors within the project area, set expectations and share preliminary design considerations.
- **Phase 2 (April–September 2026):** Share design recommendations and priorities informed by the existing conditions analysis, community input from phase 1, and feedback from the Transportation and Mobility Commission.

This summary details engagement activities, communication tactics and key findings for the first phase of engagement, which occurred in September 2025 through March 2026.

Phase 1 Overview

During the first phase of engagement, the project team generated project awareness, listened to current uses and concerns from the community and shared findings from the existing conditions analysis. Community engagement during this phase focused on two levels of participation:

- **Inform** – Share balanced and objective information with the community to help them understand project goals, scope, timeline and recommendations. Generate awareness of how the community can share feedback and engage with the team directly.¹
- **Consult** – Solicit and acknowledge community feedback on transportation needs, desires and concerns for the project area. Set expectations for how community input influences design recommendations.²

Key messages during this phase of engagement included:

- Share your feedback on:
 - Current travel experience along the corridor
 - Access to destinations on/near the corridor
 - Locations with safety issues
- Your input will supplement our technical analysis and help inform the proposed recommendations.
- Tell us the best way to reach you going forward.
- Join our email list to stay up to date on the latest project updates.

All outreach materials were available in English, Spanish, Russian and other languages via request. These languages are spoken by more than 5% of the population within the project areas.

¹ International Association for Public Participation. Spectrum of Public Participation.

https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/iap2_spectrum_2024.pdf

² International Association for Public Participation. Spectrum of Public Participation.

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Engagement by the numbers

The following engagement activities (Table 1) and communication tactics (Table 2) were used during Phase 1.

Table 1: Phase 1 Engagement Activities

Engagement Activity	Date	Details
Survey & interactive map	January 6, 2026 – February 28, 2026	176 survey respondents, 285 map comments
In-Person Presentations/ meetings	September 2, 2025	Transportation & Mobility Commission Workshop #1
	December 2, 2025	Transportation & Mobility Commission Workshop #2
	December 12, 2025	Walnut Grove Neighborhood Association
	January 9, 2026	Multifamily housing development on 72nd
	January 9, 2026	Walnut Grove Elementary School
	January 16, 2026	Fort Vancouver High School
	February 10, 2026	Ogden Elementary School
	February 25, 2026	Marrion Neighborhood Association
	February 26, 2026	Ellsworth Springs Neighborhood Association
	February 26, 2026	Vancouver Heights Neighborhood Association
	March 12, 2026	Marrion Elementary School PTA
	March 12, 2026	Forest Ridge Neighborhood Association
	March 18, 2026	Parks & Recreation Advisory Commission
In-Person Tabling & Canvassing	September 20, 2025	Oakbrook Park Reopening
	October 29, 2025	Jaggy Road Park Playground Open House
	January 28, 2026	Canvassed businesses/churches around 97th and Mill Plain intersection
	March 7, 2026	Downtown Farmers Market
Email/phone correspondence	March 2, 2026	Input from Evergreen Public Schools bus drivers
	March 12, 2026	Input from Vancouver Public Schools bus drivers

Table 2: Phase 1 Communication Tactics

Communication Tactic	Date	Details
BeHeard Project Webpage	November 13, 2025 (Content launch)	24/7 public information hub with 1,527 views through March 19, 2026
Email Newsletters	June 13, 2024	Survey announcement sent to project email list with 72 subscribers
	January 9, 2026	Information about the survey included in the Vancouver Connects newsletter with 13,908 subscribers, 5,932 opens and 196 clicks on the Project Corridors article
	January 16, 2026	Information about the survey included in the Office of Neighborhoods newsletter with 1,860 subscribers and 596 opens
	February 4, 2026	Information about the survey included in the Parks, Recreation and Cultural Services newsletter with 32,484 subscribers and 12,019 opens
	February 12, 2026	Survey reminder sent to project email list with 127 subscribers and 93 opens
Social Media	January 14, 2026	Project information shared on City of Vancouver Facebook (9,538 views and 80 interactions) and Instagram (2,491 views and 89 interactions)
	January 16, 2026	Shared social media with C-TRAN to repost
Mailer	January 7, 2026	4,800+ mailers sent to property owners and occupants within 0.1 mile of the project corridors
Yard Signs	January 13, 2026	50 yard signs placed throughout project area
PeachJar	January 22, 2026	Flyer with survey information sent to three Vancouver Public Schools (Ogden Elementary School, Walnut Grove Elementary School and Fort Vancouver High School) resulting in 2,100+ impressions

Key Themes

The following summarizes the key themes of what we heard from the engagement activities, including the survey and interactive map, presentations and meetings, tabling and canvassing, and email and phone correspondence.

Northeast 72nd Avenue

- **Speeding** – Traffic speeding along the corridor creates challenges for people walking, rolling and biking. Traffic calming, such as speed tables and speed cushions and narrowing travel lanes were suggested to slow speeds.
- **Active transportation connectivity** – Sidewalk gaps and the lack of consistent bike and small mobility lanes make it challenging for people walking, rolling and biking along the corridor. Suggestions for improvement included filling sidewalk gaps, adding protected or buffered bike and small mobility lanes and adding more crossings at locations such as Northeast 78th Street near the Wildlife Habitat.
- **Lighting** – Suggestions for more streetlighting along the corridor.

- **Driver behavior** – People parking in the bike and small mobility lanes and on sidewalks make it difficult for people walking, rolling and biking along the corridor.

Northeast 86th/87th Avenue

- **Speeding** – Traffic speeding along the corridor, particularly along the hill between Northeast 20th Street and Northeast 15th Street near the Burnt Bridge Creek Trail as well as near Ogden Elementary School, creates challenges for people walking, rolling and biking. Traffic calming, such as speed cushions, were suggested to slow speeds.
- **Bike and small mobility lane improvements** – Adding protection or a buffer to the existing bike and small mobility facilities was suggested to improve biking along the corridor.
- **Lighting and landscaping** – Suggestions for more streetlighting along the corridor, particularly around the Burnt Bridge Creek trail connection and at crossings. People also suggested more maintenance of the landscaped medians near the Burnt Bridge Creek and tree trimming at Northeast 15th Street to provide better sight lines of the traffic signal.
- **Driver behavior** – Near Ogden Elementary people expressed concerns about drivers not obeying the stop paddles on school buses, not stopping for students crossing the street and parking in the bike and small mobility lanes near make it difficult for people walking, rolling and biking near the school. Additionally, the two lane to one lane merge at Mill Plain Boulevard was mentioned as being difficult for drivers to navigate. People also mentioned drivers turn onto Northeast 20th Street to avoid the intersection of Northeast 86th Avenue and Northeast Burton Road.
- **Crossing improvements** – Crossing improvements with better lighting were suggested at Northeast 11th Street and Northeast 15th Street. The crossing at Ogden Elementary School was also identified as needing improvements, specifically to address technical issues with the rectangular rapid flashing beacon (RRFB).

97th/98th Avenue

- **Speeding** – Traffic speeding along the corridor creates challenges for people walking, rolling and biking, particularly in areas where there are no sidewalks or bike and small mobility lanes. Consider traffic calming and narrowing wide travel lanes.
- **Active transportation connectivity** – Sidewalk gaps and the lack of continuous bike and small mobility lanes, particularly between Northeast 10th Street and Southeast 10th Street, make it challenging for people walking, rolling and biking along the corridor. Suggestions for improvement included filling sidewalk gaps, adding more crossings, and adding protected or buffered bike and small mobility lanes.
- **Lighting** – Suggestions for more streetlighting is needed along the corridor. People described it being particularly dark at night around curves between Northeast 18th Street and Burton Road.
- **Intersection improvements** – Northeast 14th Street, Northeast 9th Street and St Helens Avenue were common locations identified for improvements. Concerns include pedestrian crossing safety, a lack of stop sign compliance and sight line visibility.

Next Steps

Based on the technical analysis, feedback from the Transportation and Mobility Commission and community input gathered during this first phase of engagement, the project team will develop design concepts for each corridor. The project team will share these proposed recommendations with the public during the second phase of engagement, which will run from April through September 2026.

