



Northeast 72nd Avenue Existing Conditions

Corridor Project
Safety and Mobility Planning Phase
November 2025



CITY OF
Vancouver
WASHINGTON



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Introduction

The **Northeast 72nd Avenue Corridor Project** is on a collector roadway located in Central Vancouver north of State Road 500 at Northeast 40th Street to Northeast 78th Street. The Project will explore opportunities to enhance safety and mobility for all ages and abilities regardless of mode of travel.

The Project helps implement:

- The [Complete Streets Policy](#) to provide safe, accessible streets that benefit 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 to have buffered and protected mobility lanes and a secondary pedestrian corridor.

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 collisions 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

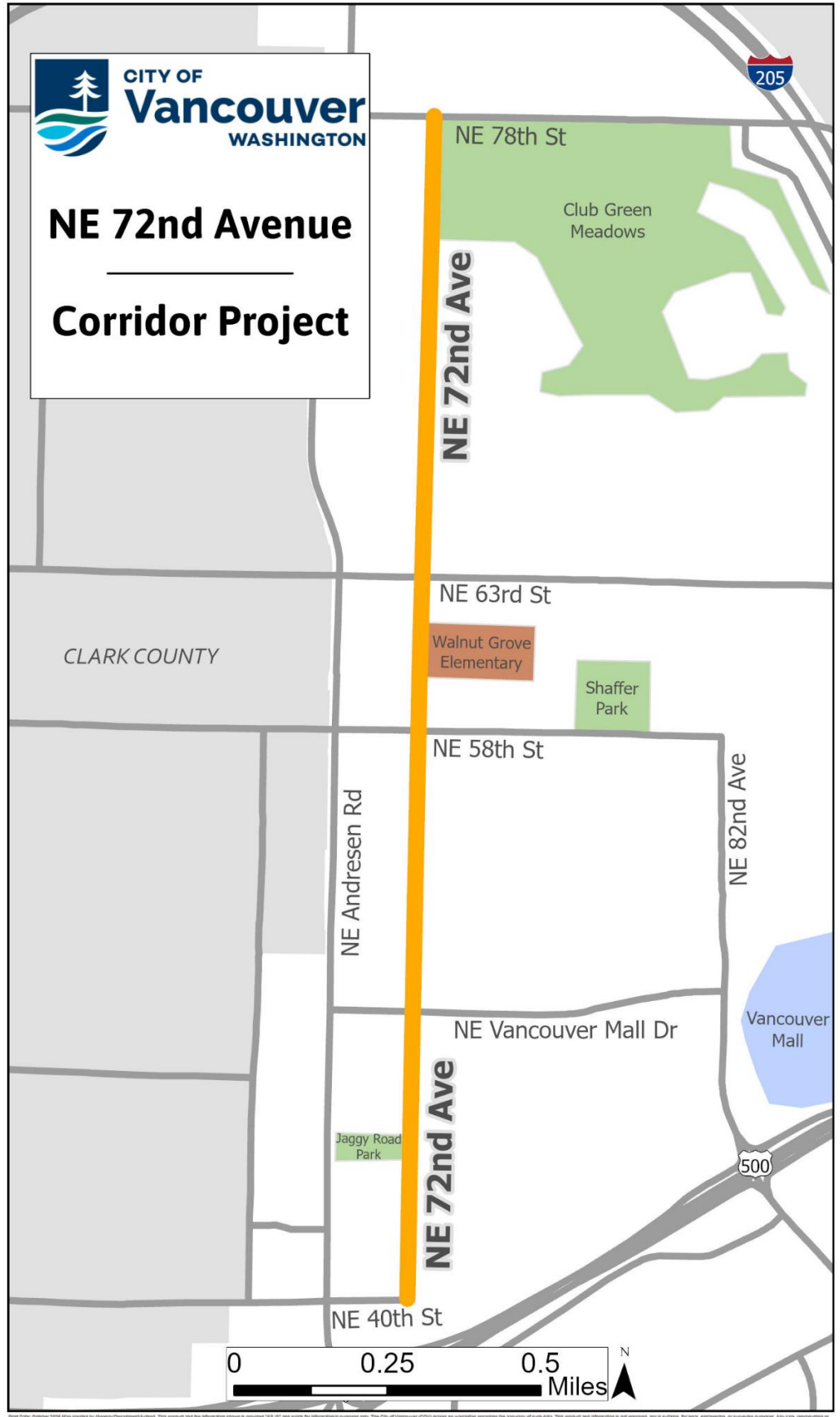
The Northeast 72nd Avenue Corridor Project was selected for a comprehensive planning phase based on a review of strategic opportunities including the annual pavement preservation plans, other City projects, and the TSP's Modal Networks for important pedestrian, bicycle and small mobility facilities. 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.

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.

Project Map

The map on this page shows the project extents between Northeast 78th Street and Northeast 40th Street, nearby and intersecting roads like Northeast Andresen Road and Northeast 63rd Street, the City/County boundary and destinations like parks and the Vancouver Mall.



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. The Project Team will collect data and document the existing conditions in this Existing Conditions Report to identify opportunities that will be considered in the design concepts. The Project Team 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. The Project Team will use the concepts to develop final recommendations in the Design Concepts Report. In conjunction with this planning phase, the Project Team 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 project. The Project Team will complete design work and integrate the corridor planning into the annual pavement preservation project. 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 in the [Transportation Improvement Program \(TIP\)](#).

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 future funding or grants 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 funding and implementation.

The Project schedule is shown in the figure below. 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.

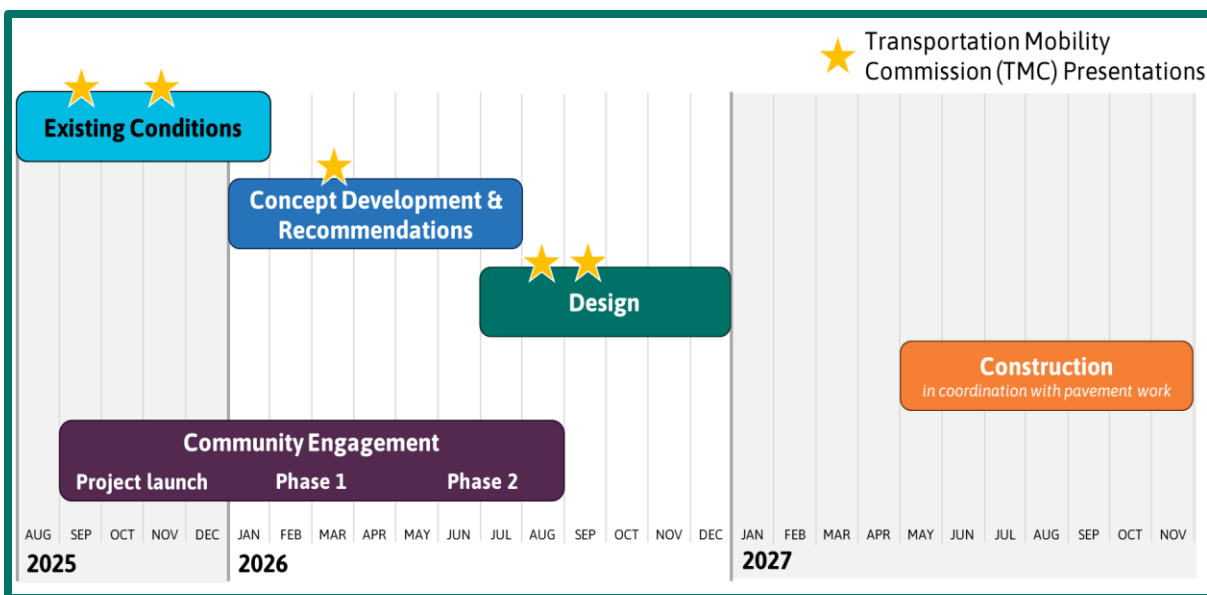


Figure 2: Project Schedule for 2025-2026 Corridor Projects – Northeast 72nd Avenue

In addition to Northeast 72nd Avenue, two other Corridor Projects happening simultaneously include Northeast 86th/87th Avenue and Northeast 97th/98th Avenue. These three Projects will follow a similar schedule and have a coordinated community engagement approach.

Related Projects

PAVEMENT MANAGEMENT PROGRAM AND ANNUAL CURB RAMP PROGRAM

CITY OF VANCOUVER

The Project 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.

FOURTH PLAIN FOR ALL

CITY OF VANCOUVER

This Project implements several improvements throughout the Fourth Plain Boulevard corridor as identified in the Fourth Plain for All Investment Strategy. In the Northeast 72nd Avenue Corridor, the project will provide an enhanced pedestrian crossing at Northeast 55th Street, including a rectangular rapid flashing beacon (RRFB), high-visibility signage and striping, and lighting.

JAGGY ROAD PARK PLAYGROUND

CITY OF VANCOUVER

This Project will replace the play equipment and add amenities like benches, picnic tables and bike racks for the park serving Van Mall and Walnut Grove neighborhoods.

RAYMOND E. SHAFFER COMMUNITY PARK

CITY OF VANCOUVER

This Project is developing a master plan for the 10-acre undeveloped park serving the Walnut Grove neighborhood and will construct amenities such as a large playground, sport fields, picnic shelters, water features, and restrooms.

WALNUT GROVE ELEMENTARY SAFE ROUTES TO SCHOOL

CITY OF VANCOUVER AND WASHINGTON DEPARTMENT OF TRANSPORTATION

The Walnut Grove Elementary School (Northeast 72nd Avenue Sidewalk and Pedestrian Crossing Improvements Project) will fill sidewalk gaps and add planted buffers, install traffic calming treatments, create high visibility crosswalks, ADA curb ramps, and lighting at pedestrian and bicyclist crossings, and add accessible pedestrian signals and stop lines at controlled crosswalks between Northeast 54th Street and Northeast 60th Street.

Existing Conditions

Land Use and Transportation

Land use along the northern part of the corridor is primarily low density residential transitioning to medium and high density residential south of Northeast 63rd Street. Small pockets of commercial (community, general, and neighborhood) land uses are present near Northeast 78th Street, Northeast Vancouver Mall Drive, and Northeast 41st Street.

There is one park on the corridor, Jaggy Road Park, one park nearby on Northeast 58th Street, Raymond E Shaffer Community Park, and open space with the Green Meadows Golf Course toward Northeast 78th Street.

Walnut Grove Elementary School is located on the corridor just south of Northeast 63rd Street. The Vancouver Fire Department Station 5 is located just west of the intersection with Northeast 63rd Street.

The Vancouver Mall and surrounding commercial area, located a half mile east of the corridor, is a key destination and employment center in the City and County.

There are two signalized intersections on the corridor: Northeast Vancouver Mall Drive and Northeast 63rd Street. There is one all-way stop at Northeast 58th Street. There are two bus stops on the corridor, serving two routes, at the intersection with Northeast Vancouver Mall Drive.

There are some gaps in the sidewalk network. Several gaps south of Walnut Grove Elementary to Northeast 55th Street will be filled with the upcoming Walnut Grove Elementary School Safe Routes to School Project. There remain gaps in the sidewalk network north of Northeast 69th Street on the west side and just south of Northeast 55th Street.

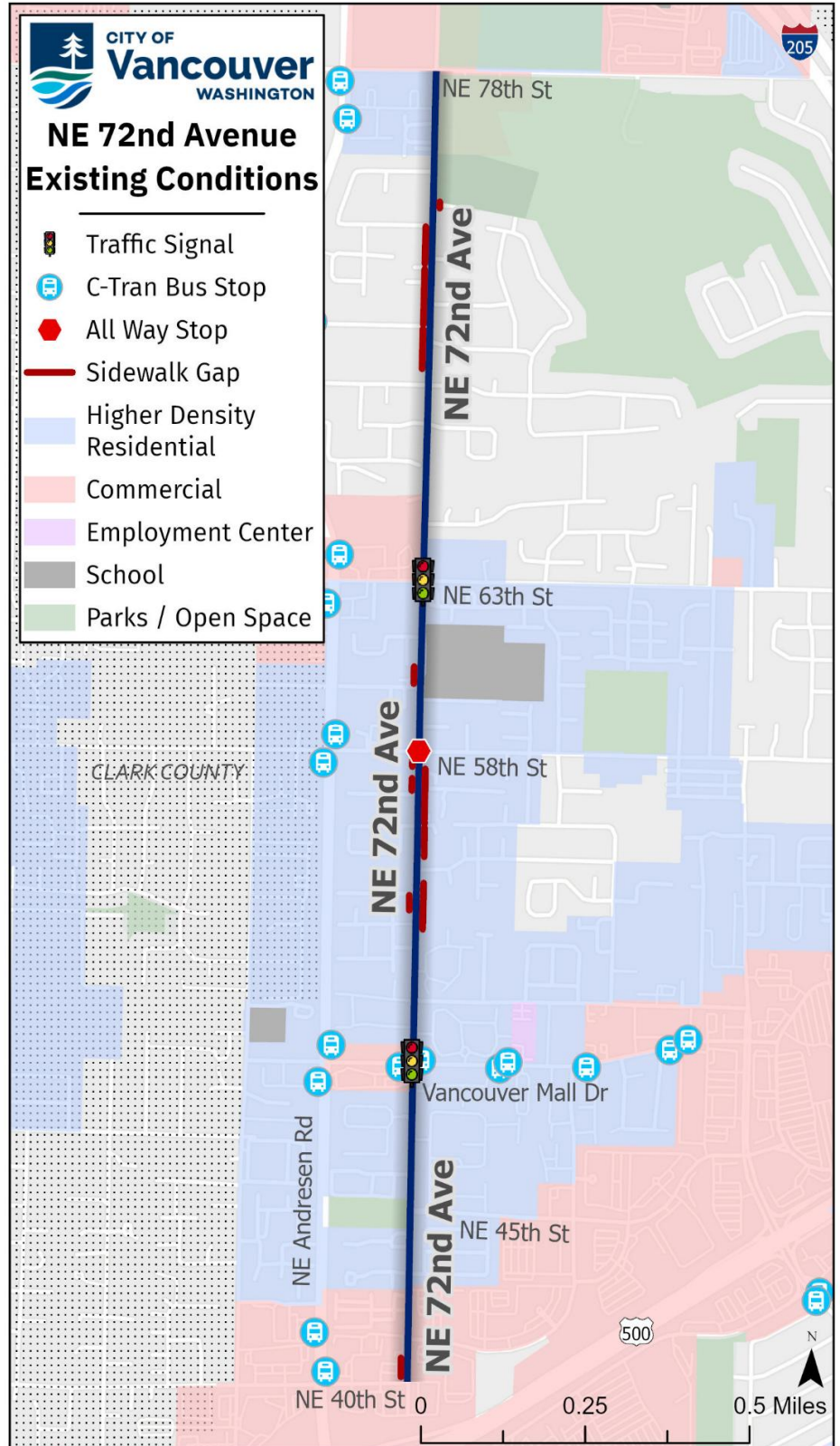


Figure 3: Northeast 72nd Avenue Existing Conditions Land Use and Transportation Map

Roadway Configuration – Cross Sections¹

The corridor is functionally classified as a collector with two vehicle lanes, one in each direction northbound and southbound. There are center turn lanes south of Northeast Vancouver Mall Drive. South of Northeast Vancouver Mall Drive the corridor is posted at 25mph and north of Northeast Vancouver Mall Drive the corridor posted at 30 mph.

Below are four sample cross sections to illustrate the main roadway configurations found on Northeast 72nd Avenue and also one intersection illustration at Northeast 72nd Avenue and Northeast 45th Street.

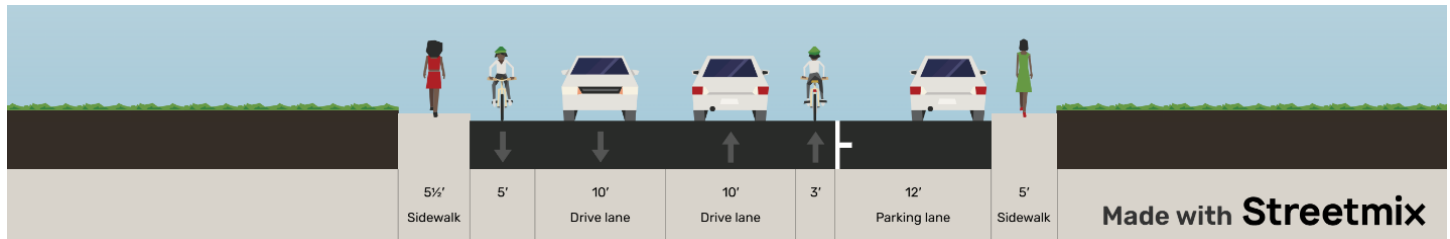


Figure 5: Northeast 72nd Avenue from Northeast 45th Street to Northeast Vancouver Mall Drive has sidewalk and unbuffered bike and small mobility facilities in both directions, travel lanes, and parking in the northbound direction.

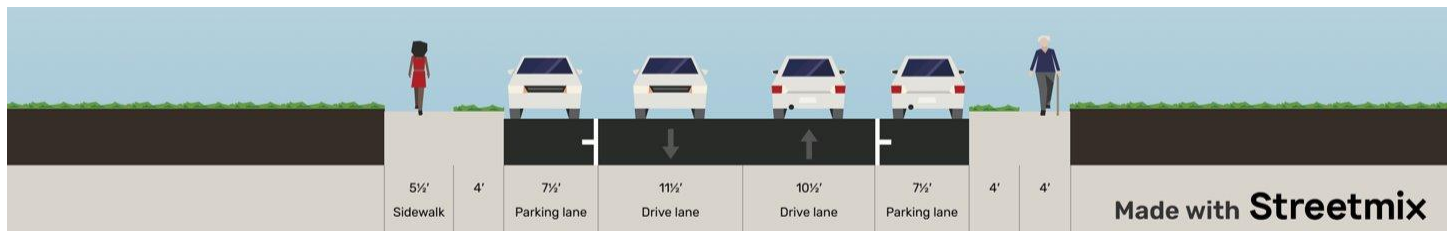


Figure 6: Northeast 72nd Avenue from Northeast Vancouver Mall Drive to Northeast 55th Street has sidewalk facilities as well as shoulders, used for parking, on both sides of the street adjacent to travel lanes.

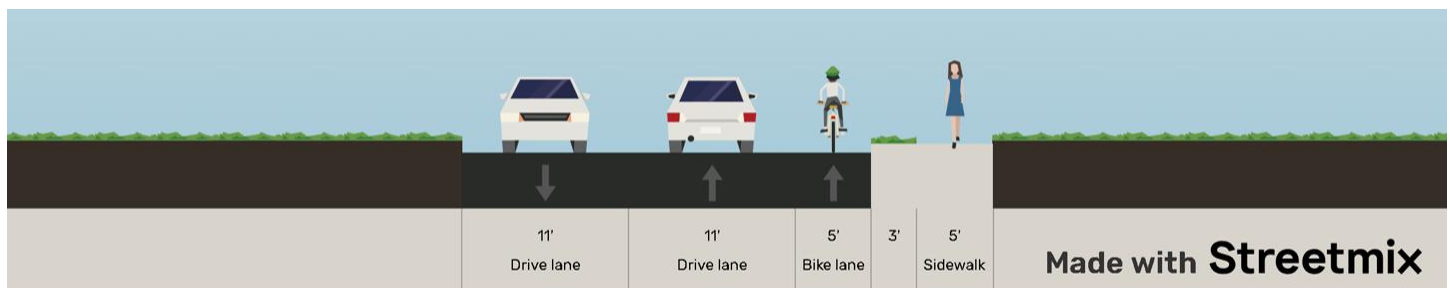


Figure 7: Northeast 72nd Avenue from Northeast 69th Street to Northeast 78th Street has two travel lanes with an intermittent unbuffered bike lane and sidewalk facility mainly on the eastern side of the street.

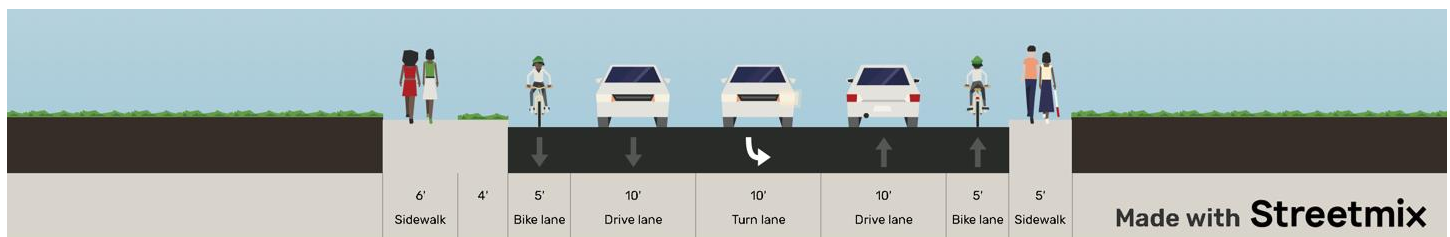


Figure 8: At the intersection of Northeast 72nd Avenue and Northeast 45th Street there are two travel lanes and a dedicated left turn lane, with bike and small mobility lanes and sidewalk facilities on both sides of the street.

¹ Note: 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 Northeast 72nd Avenue.

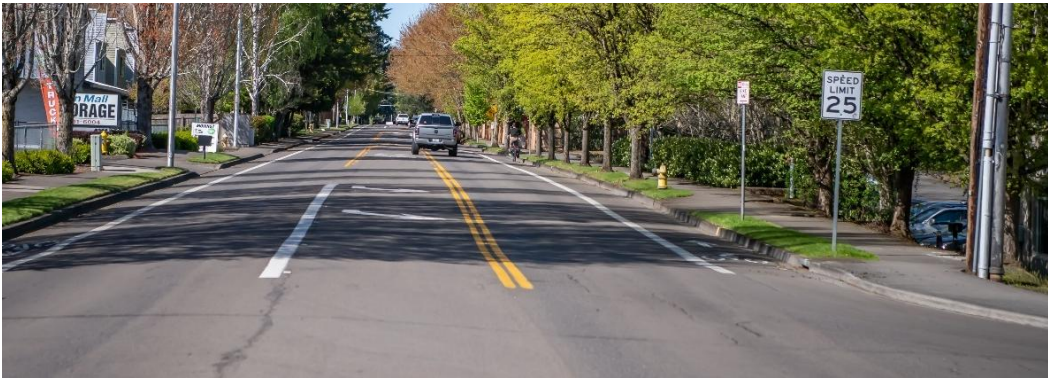


Figure 9: At the intersection of Northeast 72nd Avenue and Northeast 41st Street, the corridor has two travel lanes, bike and small mobility lanes, and a dedicated left turn lane on the north leg of the intersection, with sidewalks in each direction next to a planted buffer.



Figure 10: Northeast 72nd Avenue near Northeast 55th Street has two travel lanes with shoulders that are used as parking.



Figure 11: Northeast 72nd Avenue near Northeast 55th Street has two travel lanes with some shoulders that are used as parking.



Figure 12: Northeast 72nd Avenue near Northeast 69th Street has travel lanes with sidewalk and bike and small mobility lane on one side of the street.

Transportation Safety Data

Crash data was obtained from the Washington State Department of Transportation (WSDOT) for the years of 2020-2024 for the Northeast 72nd Avenue corridor.

Intersection crashes are crashes that occur within 150' of the intersection. All other crashes are segment crashes, or those that occur between intersections.

For more detailed crash data, see the Safety Data Appendix.

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 to provide insight into opportunities to improve safety in this corridor. Findings from the CCSAP include:

- 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.
- Identified systemic factors that may contribute to crash types occurring in this corridor, such as speeding, and crashes within a quarter-mile of schools and within 500 feet of bus stops.
- Emphasis areas include intersection crashes, pedestrian and bicyclist crashes, and behavior such as distracted driving, impaired driving and crashes involving younger drivers.

INITIAL FINDINGS

- There are approximately 15 crashes per year, including 5 injury crashes per year.
- There were three non-motorist crashes reported over this period, all occurring at intersections.
- 84% of the total crashes occurred at intersections.
- 89% of the injury crashes occurred at intersections.
- 70% of the intersection crashes involved angle crashes or turning crashes.

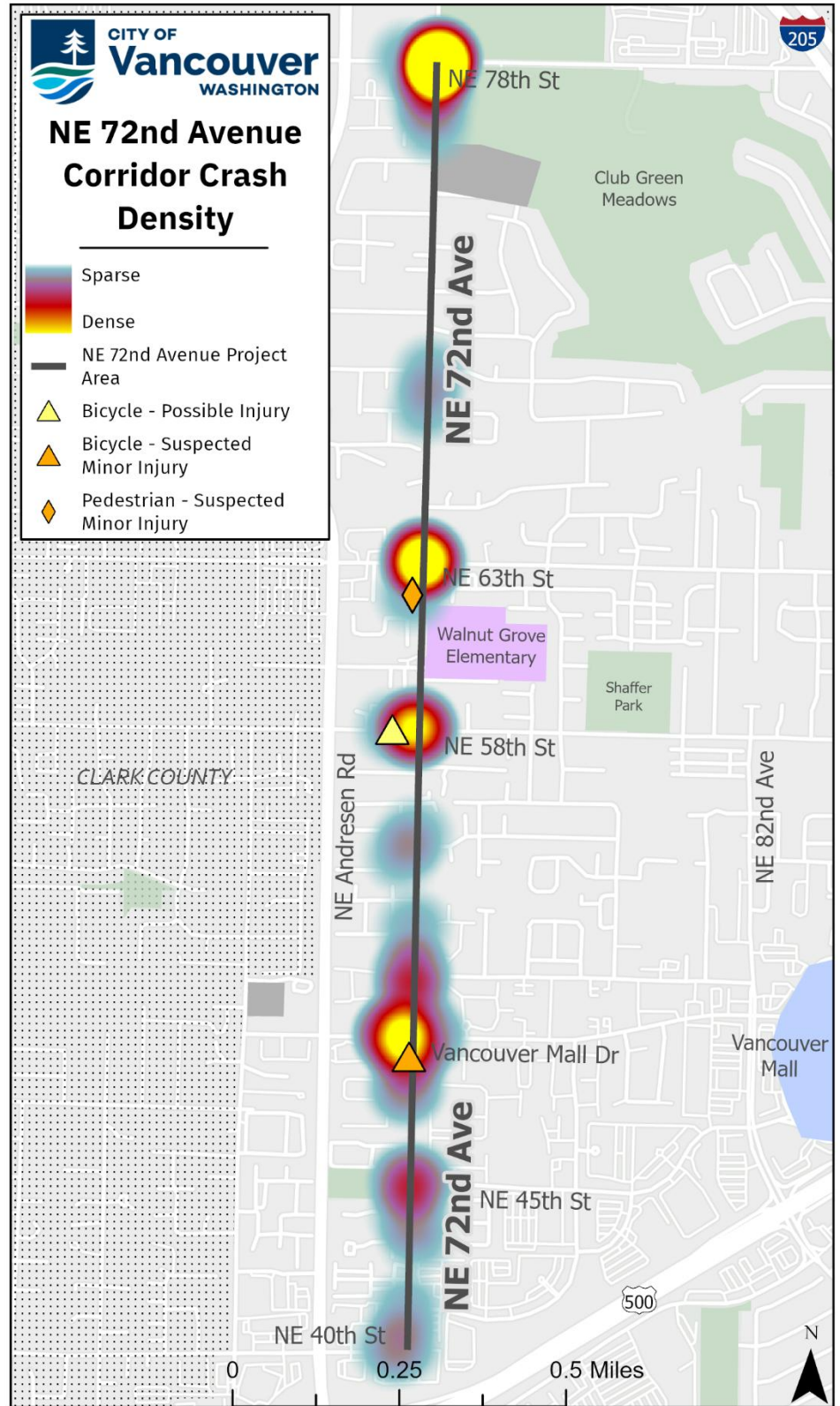


Figure 14: 2020-2024 Crash Density Along Northeast 72nd Avenue Corridor

Table 1 - Total Crash Data By Crash Severity, Crash Location and User

Crash Severity				Crash Location		User	
Fatal ²	Injury	Property Damage Only	Total	Intersection	Segment	Bicyclist	Pedestrian
0	27	49	76	64	12	2	1

Figure 15 Total Crashes Per Year on Northeast 72nd Avenue (2020 – 2024)

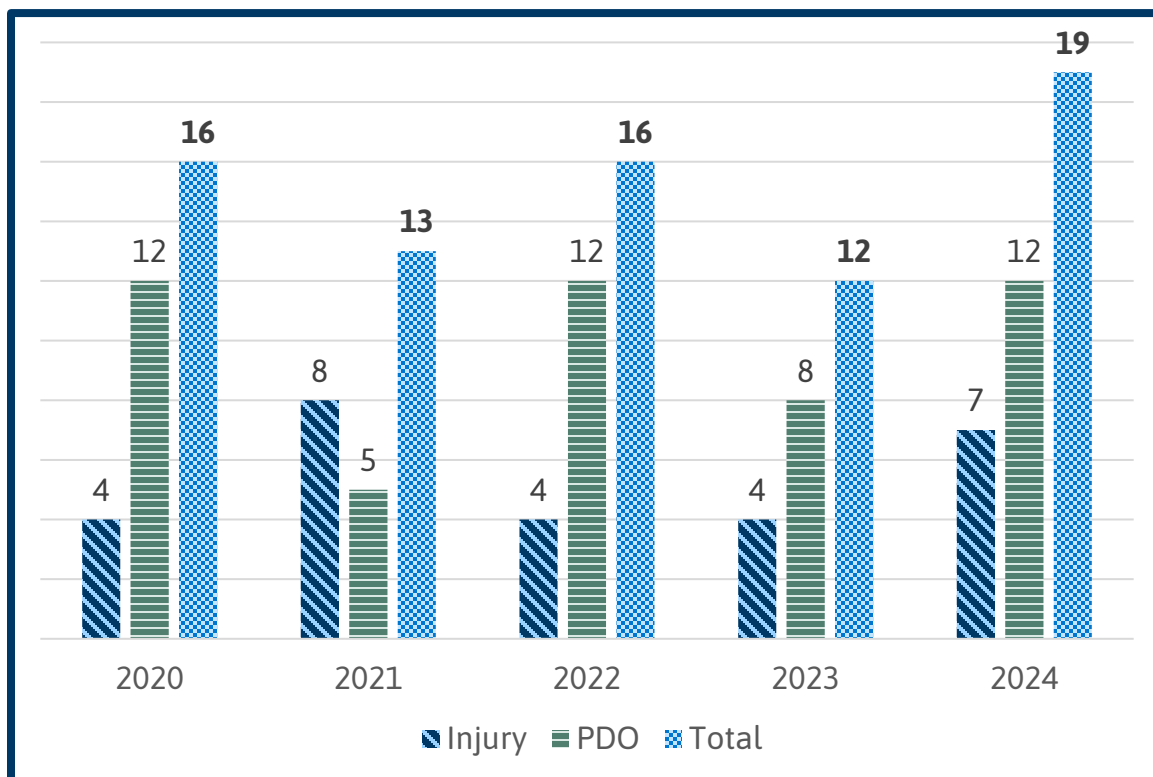


Table 2: Segment Crashes by Severity and Types

Crash Severity				Crash Type and Conditions						
Fatal	Injury	Property Damage Only	Total	Turning ³	Single Vehicle	Fixed-Object	Lighting - Dark, Dawn, Dusk	Roadway Surface - Wet	Speed Related	Under Influence of Alcohol
0	3	9	12	3	5	6	7	6	2	3

² There were no reported Suspected Serious Injury crashes. All were Suspected Minor Injury or Possible Injury.

³ Turning crashes on segments are typically into or out of driveways not considered intersections.

Table 3 - Intersection Crashes by Severity and Type

Intersection	Crash Severity				Crash Type							Other Conditions			
	Fatal	Injury	Property Damage Only	Total	Angle	Turning	Sideswipe	Rear-End	Pedestrian	Bicyclists	Other	Lighting - Dark, Dawn, Dusk	Roadway Surface - Wet	Speed Related	Under Influence of Alcohol
Northeast 41st Street	0	0	1	1	1	0	0	0	0	0	0	1	0		
Northeast 45th Street	0	1	2	3	0	1	0	0	0	0	2	2	1	0	1
Northeast Vancouver Mall Drive	0	5	7	12	4	5	0	1	0	1	2	5	7	0	0
Northeast 51st Street	0	0	3	3	1	1	0	1	0	0	0	1	1	0	0
Northeast 58th Street	0	3	5	8	5	1	0	1	0	1	0	2	3	0	1
Northeast 63rd Street	0	4	8	12	3	5	1	1	1	0	2	3	3	0	2
Northeast 69th Street	0	0	2	2	1	0	0	0	0	0	1	1	0	0	0
Northeast 78th Street	0	11	9	20	12	4	0	1	0	0	3	2	5	0	0
Other Intersections	0	0	3	3	1	0	0	0	0	0	3	1	1	0	0
Total	0	24	40	64	28	17	1	5	1	2	13	17	21	0	4

Traffic Data

Traffic data was collected for segments, the roadway between intersections, between October 1 and October 6, 2025, as well as between November 5 and November 10, 2025. Traffic data was collected for intersections on October 4 and October 7, 2025, for vehicles as well as bicycles and pedestrians.

- Weekday average daily traffic (ADT) varied from approximately 2,200 vehicles per day toward the north end of the corridor and roughly 3,300 vehicles per day near the middle of the corridor (between Northeast Vancouver Mall Drive and 58th Street).
- Near the south end of the corridor, weekday ADT was approximately 3,040 vehicles per day north of Northeast 41st Street, and 5,320 vehicles per day south of Northeast 41st Street.
- The 85th percentile speed for segments ranges from 25 – 31 miles per hour. Speeds were highest between Northeast 58th Street and Northeast 63rd Street.

For all the traffic data collected, see the Traffic Data Appendix.

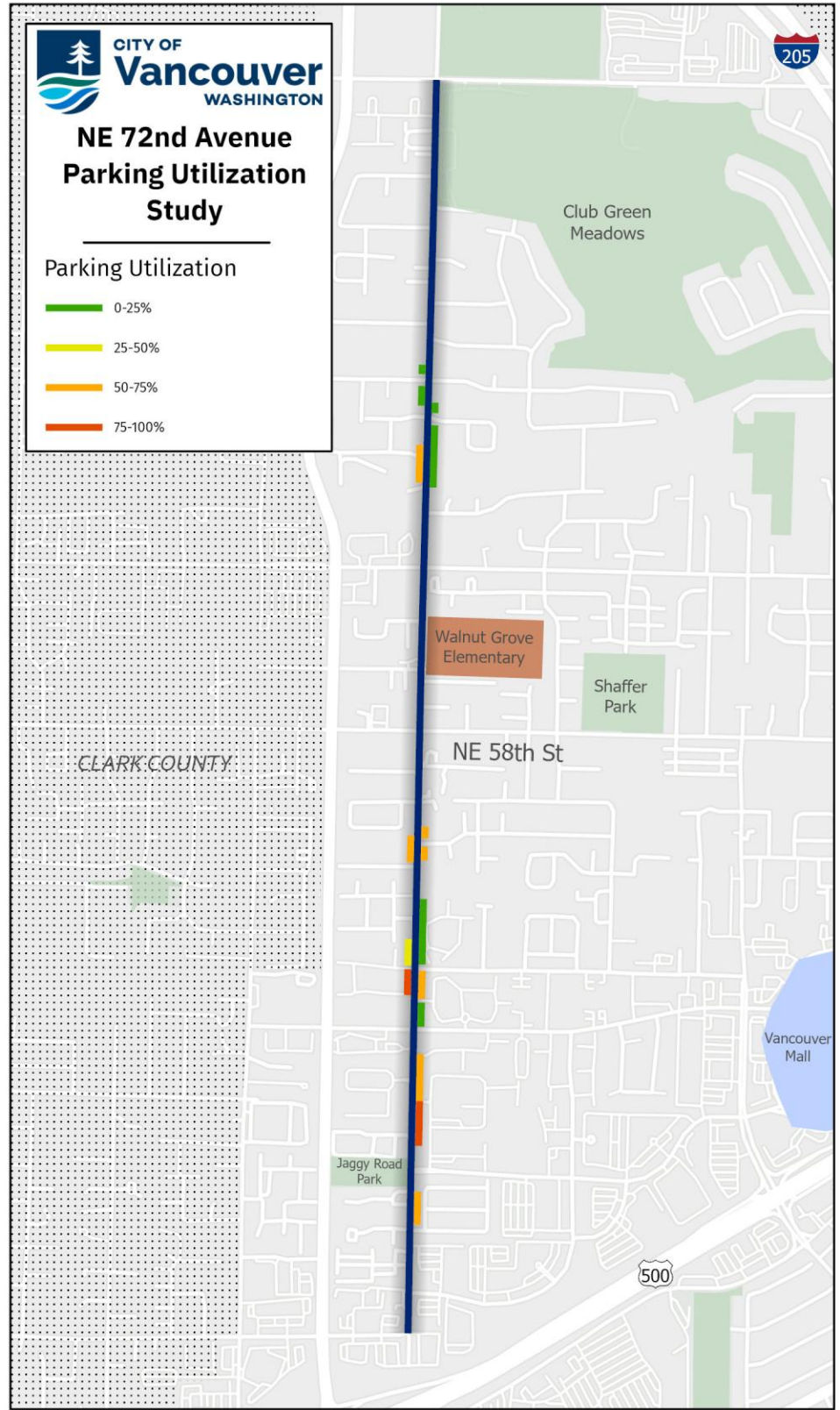
Table 4: Vehicle ADT and Bicycle and Pedestrian Counts by Intersection

Intersection	Total Vehicles			12-Hour Bicycle and Pedestrian Counts			
	Weekday AM Peak Period	Weekday PM Peak Period	Weekend Peak Period	Weekday Pedestrians	Weekend Pedestrians	Weekday Bicyclists	Weekend Bicyclists
Northeast 41st Street	748	854	1,149	68	51	4	1
Northeast 45th Street	485	730	1,013	365	183	11	28
Northeast Vancouver Mall Drive	1,226	1,972	3,711	240	220	17	21
Northeast 58th Street	779	938	1,309	275	123	4	13
Northeast 63rd Street	1,548	1,935	2,695	101	75	16	19
Northeast 69th Street	296	474	753	93	131	8	2
Northeast 78th Street	1,339	1,988	2,888	84	35	5	4

Parking Utilization

On street parking is present on the corridor. Parking is intermittently present and marked on the east side of the road between Northeast 43rd Street to Northeast Vancouver Mall Drive. There is non-marked parking intermittently between Northeast Vancouver Mall Drive to Northeast 78th Street. Generally, on-street parking is more available near higher density housing in the southern part of the corridor.

A parking utilization study was conducted to understand the usage of the current parking capacity. The study found that parking occupancy rates are similar between weekday and weekend and tend to be higher where housing density is higher.



Transportation Features Summary

Transportation Element	Existing Condition Summary
Posted Speed Limit	<ul style="list-style-type: none"> • 25 MPH (Northeast 40th Street to Northeast Vancouver Mall Drive) • 30 MPH (Northeast Vancouver Mall Drive to Northeast 78th Street)
Number of Travel Lanes	2 lanes (one in each direction)
Functional Classification	Collector
Intersection Control	Signals (Northeast Van Mall Drive and Northeast 63rd Street)
Bicycle and Small Mobility Facilities	<ul style="list-style-type: none"> • Marked on both sides (Northeast 40th Street to Northeast Van Mall Drive and Northeast 63rd Street to Northeast 65th Street) • Marked on east side (Northeast 60th Street to Northeast 63rd Street and Northeast 65th Street to Northeast 67th Street) • Marked on west side (Northeast 75th Street to Northeast 78th Street)
Bicycle and Pedestrian Level of Traffic Stress (LTS)	Ranges from 2 to 3 along the corridor.
Speed and Volume	<ul style="list-style-type: none"> • Average speeds were highest just south of Northeast 63rd Street. • Average daily traffic is around 3,000 for the corridor.
Pedestrian Facilities	<ul style="list-style-type: none"> • Sidewalk on both sides (Southeast 40th to 5200 block, Northeast 58th Street to Northeast 60th Street, Northeast 62nd Street to 69th Street, Northeast 76th Way to Northeast 78th Street) • Sidewalk on east side only (Northeast 60th Street to Northeast 62nd Street and Northeast 69th Street to 76th Way) • Gaps intermittently (5200 block to Northeast 58th Street, Northeast 60th to Northeast 61st Street)
Traffic Calming	<p>Speed Tables</p> <ul style="list-style-type: none"> • 1 south and 1 north of intersection at Northeast 45th Street • 2 between Northeast 51st Street to 5200 block <p>Speed Cushions</p> <ul style="list-style-type: none"> • 7 between Northeast 63rd Street and Northeast 78th Street
Transit From C-TRAN	<ul style="list-style-type: none"> • Stops: 2 at Northeast Vancouver Mall Drive intersection • Routes: 32 and 78 • Ridership: average daily boardings higher westbound (about 100) than eastbound (about 60)
Parking	<ul style="list-style-type: none"> • On-street parking is more available and occupied near higher density housing in the southern part of the corridor. • Occupancy rates are similar on weekday and weekend.
Lighting	<ul style="list-style-type: none"> • Street lighting follows Standard Plan T21—01A (T10-13 Street Section), with a maximum spacing of 180' and installation on alternating sides of the street (preferred). • Lighting standard followed: Northeast 40th Street to 5300 block, Northeast 57th Street to Northeast 58th Street, Northeast 59th Street to Northeast 63rd Street, Northeast 75th Street to Northeast 77th Street
Crashes	<ul style="list-style-type: none"> • About 15 crashes per year. • Most crashes and injury occur at intersections.

Considerations & Opportunities

Review of available data and roadway conditions reveals several items to consider on the Northeast 72nd Avenue 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 5: Summary of Considerations and Opportunities for Design Concept Development

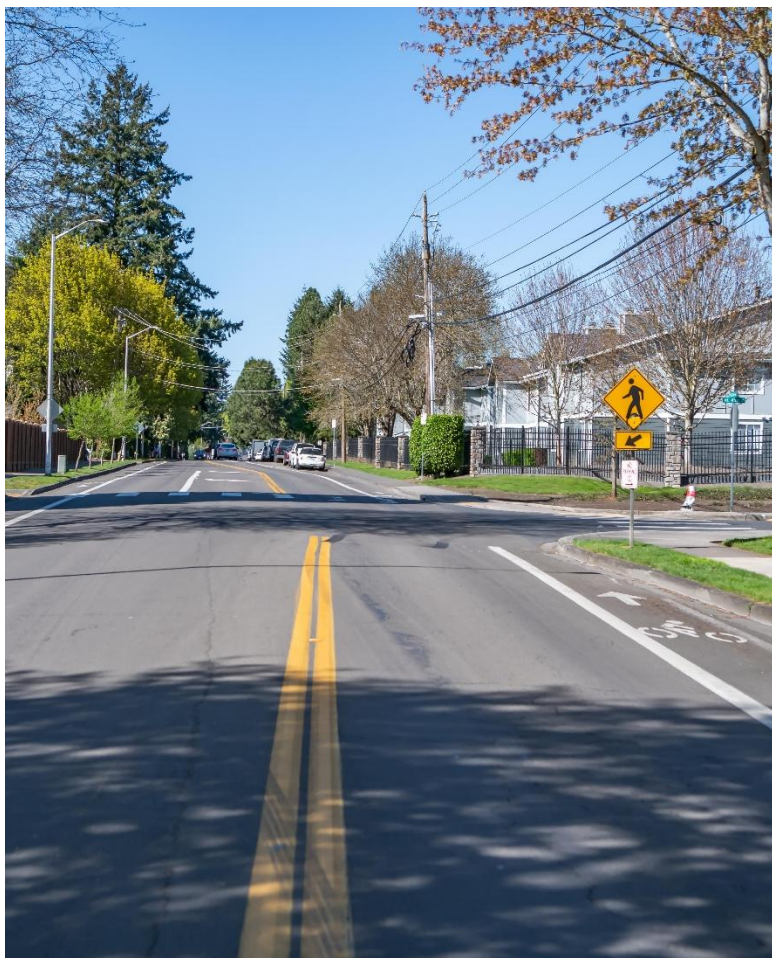
Transportation Element	Considerations	Opportunity
Bicycle and Small Mobility Facilities	<ul style="list-style-type: none"> Inconsistent facility from Northeast 40th Street to Northeast Vancouver Mall Drive. No marked facility from Northeast Vancouver Mall Drive to Northeast 78th Street. Facilities do not meet design guidelines. 	Implement bicycle and small mobility improvements recommended in the TSP to create a more complete and connective active transportation network and daylight intersections to improve safety for all modes.
Sidewalks and Crossings	<ul style="list-style-type: none"> Gap in sidewalk completeness and connectivity. Facilities do 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 and improve crossings. Reduce distance between marked crossings to align with TSP Pedestrian Crossing Policy.
Traffic Calming	<ul style="list-style-type: none"> Posted speed limit. Speed tables. 	Determine corridor target speed and strategies such as traffic calming, designs and placement to improve safety for all modes.
On-Street Parking	<ul style="list-style-type: none"> Limited available right-of-way for mobility lane. Marked and signed parking. 	Reallocate available right-of-way to implement bicycle and small mobility facilities and daylight intersections to improve safety for all modes.
Turn Lanes	<ul style="list-style-type: none"> Crossing distances for pedestrians. Limited available right-of-way for mobility lane. 	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.
Variable Roadway Cross-Sections	<ul style="list-style-type: none"> Several areas do not currently have the roadway width necessary 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

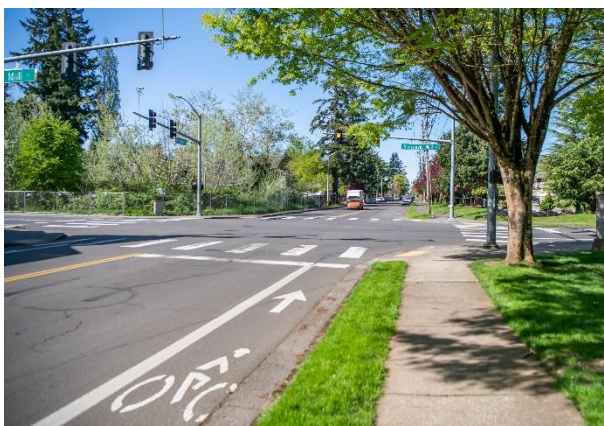
The images on this page display locations on the Northeast 72nd Avenue Corridor where improvements may be recommended to increase safety and mobility for all users. These images and locations are for illustrative purposes and may be included in the project's final recommendations for the near-term and long-term. The Design Concepts Report and resulting design recommendations will include appropriate analysis and selection of specific improvements for the corridor.



Near-Term: Add crosswalks at Northeast 78th Street.
 Long-Term: Analyze the need for additional intersection control options.



Near-Term: Add mobility lane buffers near Northeast 45th Street.
 Long-Term: Add a rectangular rapid flashing beacon at the crosswalk.



Near-Term: Add mobility lane buffers, bike boxes and green cross-marking at Northeast Vancouver Mall Drive.
 Long-Term: Increase bus stop amenities such as bus shelters and additional lighting.



Near-Term: Add marked mobility lanes near Northeast 55th Street. Long Term: Construct sidewalk to fill gaps south of Northeast 55th Street and widen the roadway to include buffered and protected mobility lanes in each direction.

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