

# **Public Involvement Report**

## **SE Neighborhood Traffic Management Plan**

**TWC Project #01-131**

**July 2002**

*Prepared for:*

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**SE Neighborhood Traffic Management Plan**

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**July 2002**

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## INTRODUCTION

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The City of Vancouver initiated the Subarea Plan, known as the Southeast Neighborhood Traffic Management Plan (SE NTMP), in 2001. A subarea plan is an area specific plan that is a subset of an overall Comprehensive Plan for a community. A subarea plan addresses geographically specific issues such as transportation, environment or land use. It is implemented in order to address traffic management issues on the local street system.

The COV project area for the SE NTMP is defined by NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. The project area includes the entire southeast portion of the City of Vancouver. The area is comprised of primarily residential, commercial, and office development. Large employers include Hewlett Packard and Consolidated Freightways. A map of the study area can be found in Appendix A.

The City of Vancouver was simultaneously developing a 20-year Citywide Transportation System Plan (TSP) focused on the arterial road system. The SE NTMP and TSP, in conjunction with \$2 million in neighborhood transportation pilot projects, aimed to identify transportation / traffic issues, develop solutions for the identified issues, and prioritize projects in citizen-driven processes.

The City contracted with a team of consultants including DKS Associates, Otak, Inc., The JD White Company, Inc., Alta Transportation Consulting, and Janice Kelley to implement the planning process.

## PROJECT DESCRIPTION

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The SE NTMP provided an opportunity for citizens to participate actively in the development of a long-term plan that addresses the balance between arterial system capacity and performance while mitigating neighborhood impacts and fostering community livability. The JD White Company, Inc. (TWC) implemented an interactive public involvement program developed by DKS Associates to address key issues and develop the basis for long-term citizen-driven participation in transportation management decisions. The program provided a coordinated shift from single neighborhood decision-making to a planning process that reflects how people travel within the community and responds to neighborhood concerns. The public involvement process for the study was coordinated with the TSP's public involvement as the projects had the same public involvement task manager. The public involvement program incorporated meaningful citizen participation, public information, and a citizen-driven public involvement management strategy.

## PUBLIC INVOLVEMENT PLANNING

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TWC conducted the project's public involvement program. Area residents and business owner volunteers worked together to develop a workable traffic management plan. A multi-tiered approach that included the following components promoted public involvement:

- Steering Team Meetings
- Stakeholder Interviews
- Transportation Forums

- TSP Coordination
- Media

## **PUBLIC INVOLVEMENT IMPLEMENTATION**

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### **STEERING TEAM MEETINGS**

Eight Steering Team meetings were held between July 2001 and May 2002. The steering team included representatives from neighborhood associations, businesses, Evergreen School District, C-TRAN, City Planning Commission, Emergency Medical Response, City Fire and Police, TSP Citizen Advisory Committee, and Vancouver Bicycle Club. Topics of discussion included Neighborhood Traffic Management policy, goals, and process, and areas of concern such as particular streets needing traffic management and control. Incorporating the needs of emergency service providers along with design guidelines and implementation were major areas for Steering Team attention. Steering Team meetings helped guide the development of the overall project by incorporating the viewpoints of technical, neighborhood, and business representatives with those of project task leaders. Copies of sign-in sheets, meeting summaries, and public comments submitted can be found in Appendix B.

### **STAKEHOLDER INTERVIEWS**

At the project's start, stakeholders were interviewed to explore key issues, opportunities, and constraints about their knowledge of traffic calming, their opinions of the proposed NTMP process, existing neighborhood traffic issues, and what the priorities of the plan should be. Ten different stakeholder interviews were completed and their results are in Appendix C. The following is a list of the stakeholders interviewed and organizations represented:

- Bill Baker, TSP representative
- Duane Buell, The Columbian
- Bob Byrd, Waste Connections, Inc.
- Bob Eichhorst, City of Vancouver Street Maintenance
- Ron Gibson, United Parcel Service (UPS)
- Bob Hukee, Bennington Neighborhood Association
- Steve Madison, Cana Realty
- Ralph Peabody, SE Vancouver area resident
- Dave Scheels and Kay Schramm, Caples Post Office
- Alex Veliko, Vancouver Neighborhood Alliance

A second series of stakeholder interviews was completed at the conclusion of the public involvement process to gather input on the final draft NTMP. Stakeholders were sent copies of the final draft NTMP before the interview. At the interview, stakeholders were asked a series of questions relating to various elements of the plan. Eight interviews were completed and the results are in Appendix D. The following is a list of stakeholders interviewed at the conclusion of the project along with the organizations represented:

- Becky Archibald, Vancouver Neighborhood Alliance (VNA)
- Bill Baker, TSP representative
- Bob Byrd, Waste Connections, Inc.
- Richard Hoffman, City of Vancouver Maintenance Services
- Steve Madison, Cana Realty
- Ralph Peabody, SE Vancouver area resident
- Dave Scheels, Caples Post Office

- Jonathan Upshaw, Vancouver Youth Council

## **TRANSPORTATION FORUM**

Two public forums held June 11, 2001, and November 19, 2002 featured Dan Burden of Walkable Communities, Inc. At the June forum, Dan discussed the process of developing a traffic-calming system as it relates to identifying the problem leading to the end result. At the second open house, Dan discussed three phases of traffic calming: managing driver behavior, managing traffic, and traffic dispersal. He also discussed the importance of balancing fire response with traffic safety. Approximately 50 people attended the first forum and nearly 30 came to the second. The summary, sign-in sheet, and public comments collected from both forums can be found in Appendix E.

## **TSP COORDINATION**

To coordinate with the efforts of the TSP, TSP Citizen Advisory Team members were included in the NTMP Steering Committee and were also interviewed during the stakeholder interview process. Their involvement helped to ensure that the efforts of both projects were mutually supportive.

## **MEDIA**

Over the course of the development of the NTMP, both *The Oregonian* and *The Columbian* featured the project in several articles. Both newspapers announced the second public forum.

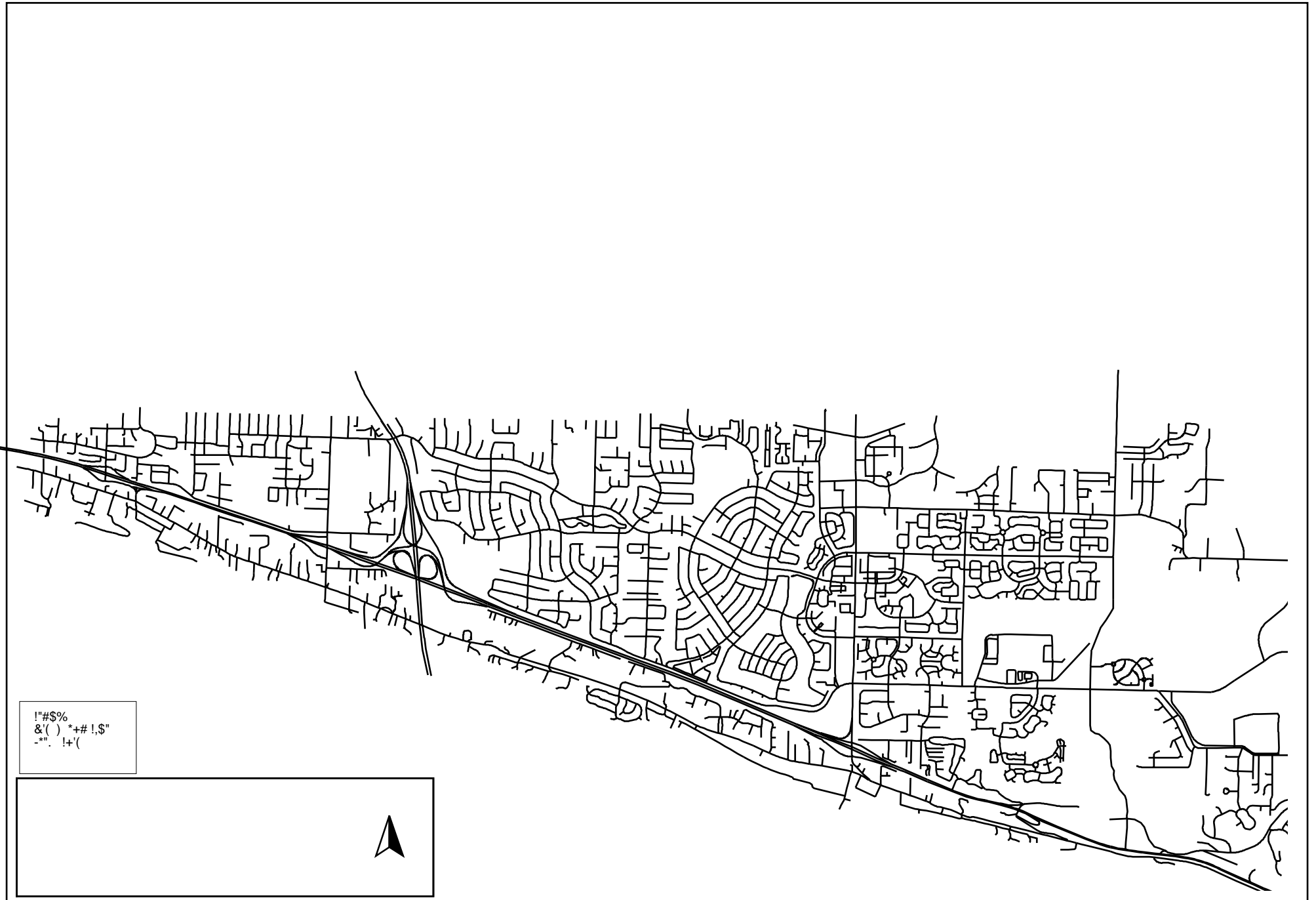
## **SUMMARY**

The public involvement program incorporated a variety of community members including SE Vancouver area neighbors, businesses, and organizations. Throughout the process, their efforts through steering committee meetings, stakeholder interviews, and public forums helped develop and refine the SE NTMP. Their input was essential in developing a traffic management plan for SE Vancouver.

# **APPENDIX A**

## **Study Area Map**

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# **Appendix B**

## **Steering Team Meeting Summaries/Sign-in Sheets/Public Comments**

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**City of Vancouver**  
**SE Neighborhood Traffic Management Plan (NTMP)**  
**Steering Committee Meeting Summary**  
**May 30, 2002**

**Members Present:**

Jim Etzkorn  
Patrick Greene  
Chuck Hoover  
Dennis Johnson  
Jean Kent  
Tim Schauer  
Gary Thomsen

**Project Team Members:**

Todd Boulanger, City of Vancouver Transportation Services (COV)  
Tom Litster, Otak, Inc.  
Chris Maciejewski, DKS Associates  
Randy McCourt, DKS Associates  
Matt Ransom, COV  
Jessica Stalberger, The JD White Company, Inc.

**Introductions/ Review**

Todd Boulanger began the meeting by welcoming everyone. He inquired if committee members had received chapters 1 through 6 of the draft Southeast Neighborhood Traffic Management Plan, which were mailed out a few weeks prior.

Randy McCourt briefly reviewed the agenda for the evening. The majority of the meeting time will be spent on collecting comments from committee members regarding the draft plan. At the end of the meeting the group would spend time briefly discussing key policy issues. Randy confirmed that the group was comfortable with the agenda and meeting expectations. Randy requested the group discuss the document in a roundtable fashion, beginning with chapters 2, 3, and 4. Randy stated that any changes to these chapters made to date are a reflection of comments collected from committee members at previous meetings.

Dennis Johnson suggested a glossary be added in reference to tables 3.7 and 3.9. Randy responded the final draft would include a technical appendix with a glossary.

Gary Thomsen stated he felt the document was put together well and was easy to read. He had no changes.

Tim Schauer stated he agreed the document reads very well.

Chuck Hoover stated he felt the document tends to be confusing. There are several parts of it that he cannot make sense of. He specifically referred to the terms "levels," "steps" and "warrants." The definitions to these are not very clear. He suggested that section 3.21 should explain more clearly what a "variation" is. He suggested adding numbers to the flow diagrams. He also felt the prioritization scoring on page 3.23 was not very clear.

Jim Etzkorn stated his suggestions are very similar to those of Chuck. The NTMP process chart on page 3.12 is not comprehensible. He felt the entire document needs to be understandable to someone who is seeing the document for the first time and who has concerns about issues in their neighborhood.

Chuck advised not to make the process appear too simple so that people would not have false expectations.

Randy stated the NTMP process chart (Figure 3-5) was an attempt to get everything on one page. Randy stated he would be willing to work further with Jim and Chuck to refine the figure.

Jim raised the issue of voting requirements, which has been discussed at previous meetings. He noticed the draft plan states a 51% voter approval rate is required. He does not recall reading anything in the document

that states who does or does not get to vote, residents with or without direct access to a street. He felt this has the potential to be an issue of contention in the future. Randy responded that as the document reads now it states "petitioning includes all property owners or renters fronting the project street section with auto or nonauto access." Randy confirmed that the issue of Jim's concern is backing property owners with no access having the right to vote. Randy suggested that an exception could be added to include backing properties in the petition on "A" and "B" routes with limited fronting properties. Jim confirmed.

The group moved on to discuss chapters 5 and 6. Tom Litster briefly discussed the most recent additions and changes to these chapters. One change is to emphasize the notion that a pedestrian is a "design vehicle." They need to be considered explicitly in terms of their safety and operational needs. A second issue is that of nontraditional sidewalk treatments. A third issue is large commercial parking lots and the importance of incorporating the pedestrian "design vehicle". A final point is that of arterial streets and understanding that they are a neighborhood to neighborhood connection. Access to neighborhoods can be seriously impeded if the design of these streets is not thought out well.

Tom distributed cross sections of various alternative border areas and other design features to committee members.

The group discussed comments on chapter 5 in a roundtable fashion. Gary Thomsen voiced concern that larger vehicles such as buses might get overlooked in the design process. He felt that movement of larger vehicles could be inhibited if their needs are not considered.

Patrick Greene voiced concern that people driving on 28 foot streets would not see pedestrians because they would be distracted by looking for other cars. Randy responded that streets of this width have a strong track record of effectively slowing traffic and that they have not been documented as a cause for pedestrian collision increases.

Patrick raised the issue of far side bus stops versus near side bus stops and inquired what the city's position is. A far side stop refers to the departing side of the intersection versus the approaching side. Matt Ransom responded that C-TRAN is currently looking at establishing guidelines to standardize their stops. Currently the traffic engineer with the City prefers a far side stop. This poses the question of how far away from the intersection is the far side stop. The push would be to establish the stops closer to the intersection so that pedestrians have a safer place to cross.

A short discussion followed regarding pedestrians crossing the street behind the bus and the benefits of a far-side stop.

Tim discussed his concerns regarding street width issues. It is a difficult issue because standards have changed drastically in recent years. The issue of street width is not an isolated issue, it also involves a debate of attached versus detached sidewalks. Standards apply differently to old neighborhoods than they do to new neighborhoods. Tom agreed that the standards can be difficult to apply. Different housing types can change street requirements. He also agreed that retrofitting an existing street system can be very difficult. Randy responded that it can be incorporated into the document. Tom suggested emphasizing the fact that it is a flexible enough plan to respond to unique and different situations.

Chuck and Jim both stated their agreement with chapter 5.

Jean Kent stated her concerns about the safety of pedestrians crossing in front of buses. Ideally, people should cross behind the bus, but this conflicts with what people are taught as children and could be difficult to change. A short discussion on this followed.

Dennis Johnson raised the issue of mailboxes constricting the width of sidewalks. Randy responded there should be a four foot clearing on any sidewalk. Chuck stated that fire hydrants often block sidewalks as well. Todd responded and briefly discussed acceptable sidewalk widths.

Tom reviewed the cross section drawings of various alternatives. The drawings on pages one and two illustrate alternative border areas with and without curbs. Tom discussed the street right of way as an area that can be utilized for various design options. Page three displayed four conditions to consider when considering a person as a vehicle. The last page illustrated various design options for breaking up large commercial parking lots and making them more pedestrian friendly. Todd mentioned the Jantzen Beach area in Portland, Oregon where this type of parking lot design has been incorporated. Tim discussed that there is currently a heavy push in the City of Vancouver's Development Review Services department to incorporate pedestrian access into design plans.

The group moved on to discuss Chapter Six of the draft plan in a roundtable fashion. Randy stated that the intent of the chapter was to discuss the various types of improvements along with their associated costs. Projects have been prioritized by street type with neighborhood streets having the highest priority and arterial streets the least.

Tim discussed the issue of sidewalk improvements. He stated the necessity to emphasize that it is the responsibility of the property owners to pay for their own sidewalk improvements. He felt people would support a levy that contributes to that effort. A short discussion followed regarding levy's and their potential success in making improvements.

Chuck raised the issue of making sure that the NTMP does not conflict with either the Transportation System Plan (TSP) or the Transportation Improvement Plan (TIP) currently in progress with the City of Vancouver as well. He also felt it is important to reinforce to the public that sidewalks do add to property values. He suggested utilizing examples of how to preserve landscaping when adding sidewalks so that people do not lose their buffer from the street. Jim stated this also raises the issue of people losing mature plantings in their yards due to sidewalk improvements or additions.

Jim mentioned the importance of educating the public on how improvements such as this are funded. The group briefly discussed the City's current budget shortfall along with the difference between the costs to public agencies versus the cost to private agencies for things such as sidewalk improvements. It was stated that in general, the public does not understand the barriers presented to the City in relation to costs.

Randy requested the group move on to the final list of items for approval. The group agreed that the plan process, NTM toolbox, and Action Plan were acceptable. The group discussed how the plan could be presented most effectively. Chuck suggested that the funding portion be broken down to be more palatable. He suggested the plan be presented as a long term plan. The group agreed that the TSP related projects and projects on "A" and "B" routes should be listed in a separate table.

The costs of the plan are not finalized yet and will depend on the priorities of the plan. It is equally important to be straight forward about the costs of the plan as well as the benefits.

Randy stated the next report out will be in June including the incorporated comments. The project team will work further with Chuck and Jim to make the language of the plan more understandable. The plan will be posted on the web and Todd will give a CD-ROM version to all steering committee members as well.

It was confirmed that the group had consensus on the plan to move forward.

The meeting adjourned at 7:45 p.m.



**City of Vancouver**  
**SE Neighborhood Traffic Management Plan (NTMP)**  
**Steering Committee Meeting Summary**  
**February 28, 2002**

**Members Present:**

Jeff Bissett  
Jim Etzkorn  
Chuck Hoover  
Jean Kent  
Barbara Mills  
Harry Russell for Mary White  
Tim Schauer  
Margaret Zuke

**Project Team Members:**

Mia Birk, Alta Transportation Planning and Design  
Todd Boulanger, City of Vancouver Transportation Services (COV)  
Jennifer Campos, COV  
Tom Litster, Otak  
Chris Maciejewski, DKS Associates  
Randy McCourt, DKS Associates  
Matt Ransom, COV  
Jessica Stalberger, The JD White Company, Inc. (TWC)

**Introductions/ Review**

Todd Boulanger, COV Transportation Services, began the meeting by welcoming everyone and reviewing the highlights of the agenda.

**Chapter 2, 3, and 4 Review and Comments**

Randy McCourt, DKS Associates, stated that Chapters 2, 3, and 4 were reviewed at the last meeting. Comments on these chapters need to be collected by Friday, March 1, 2002. In the next two months, all chapters will be revised and combined into a draft document. Randy asked if there was anything so far that needs to be changed or reviewed.

Jim Etzkorn asked how a street classification could be changed up or down. He gave the example of SE 9th Street as a location where citizens would like to see a classification change. He suggested that language pertaining to reclassification of streets should be included in the document.

Todd responded by asking Matt Ransom, COV Transportation Services, if street reclassification was part of the Transportation System Plan (TSP). Matt responded it was something the TSP had taken on. He stated that questions regarding street reclassifications were very common. Regarding street reclassification as part of this process, there is an effort to be more flexible and responsive to adjacent land uses.

Jim raised a second concern about the language that discusses neighborhoods without neighborhood associations in Section 3.14 under Stage One. It states "...neighborhoods that do not have associations may form groups for mail-outs or open houses and they may utilize the VNA for assistance." He felt it was unlikely that neighborhoods would actually come together without some type of assistance from the City. If the City could somehow support the process or help in initiating it, then it might be more successful. He suggested the Office of Neighborhoods as a starting point to help the communication process among residents of that area.

Randy asked if there were any other comments. There were none. He stated that comments will be incorporated throughout the process. Nothing is set in stone, and the document can be modified. It will be more difficult to add feedback once it is in the form of a draft report. He encouraged committee members to provide input earlier in the process.

Jim stated he had one additional comment regarding Section 4.1 under New Street Design. He wondered if more language regarding infill development should be incorporated into the document. Todd responded there have been questions raised about this before.

Tim Schauer stated he felt that incorporating language about infill wasn't necessary because it would leave too many other questions unanswered.

Randy mentioned that if infill reached the set threshold, it would be subject to the same criteria in the NTM Plan as all other developments. He again emphasized that, until the draft is complete, comments will remain informal.

Randy then introduced Mia Birk of Alta Transportation Consulting. She was in charge of carrying the demonstration project on 160th Avenue and McGillivray Boulevard through the NTMP process to validate the current plan. Mia presented this process through a PowerPoint presentation.

### **Demonstration Project Discussion**

Mia emphasized the corridor of 160th Avenue is more of a collector street than a neighborhood street. The TSP is designed more for collector streets, and the NTMP is designed more for neighborhood streets. This is something to keep in mind when considering the results of the demonstration project.

160th Avenue has several problems. It currently has no bike lanes and there is a high incidence rate of speeding, drivers running stop signs, and collisions. Two main conceptual solutions were developed for this corridor. The first is to develop a bikeway on 160th Avenue, Village Loop Road, and 162nd Avenue connecting north of Mill Plain Boulevard down to the Fishers Landing Transit Center. The second is to develop intersection treatment options for McGillivray/Village Loop Road.

The first step in the NTM process for the demonstration project was to identify if thresholds are met. Because the project meets warrants, it is appropriate to proceed to the next step, which is a stage one action plan. This is focused on both education and enforcement.

Mia brought the attention of the group to Section 3.16, Table 3-6. She discussed the analysis and scoring process for the 160th Avenue corridor. 160th Avenue scored 83 points, Village Loop scored 39 points, and 162nd Avenue scored 70 points.

Randy emphasized that the NTMP plan deals only with certain issues. It is built for the local street level, not for arterial and collector streets.

Jim stated the score of Village Loop will change once the new Target store opens.

Tim emphasized the point is for neighborhood streets to score high. He would not want to see neighborhood funds drained to fix arterial streets based on the scoring system.

Mia introduced the next few steps of the process: a neighborhood petition followed by prioritization and identification of funding, then project design and development of a concept plan.

Within the concept plan for the corridor, there are bike lanes throughout the corridor, raised and/or lighted crosswalks, signage, sidewalk infill, and potential for colored/textured bike lanes and/or intersection treatments. For the McGillivray/Village Loop Road intersection, there are several improvement possibilities that include striping, curb extensions, medians, and a roundabout. Mia distributed a document that displayed possible conceptual design alternatives for the intersection of McGillivray and Village Loop.

The PowerPoint presentation included several examples of various intersection treatments which Mia discussed.

The next-to-last step of the NTMP process is the implementation and construction phase. Mia discussed the cost estimates of the various possible intersection treatments. At the conclusion of her presentation, she asked if anyone had questions regarding the demonstration project or the NTMP process.

Todd raised a previous concern: a heavy population of elderly pedestrians in the project demonstration area. Jim echoed that concern.

Randy stated there would be different solutions for different streets. He distributed a list of petition voting area guidelines along with a sample map to attendees. The map contained examples of how neighbors would vote on certain street designs. Those residents who have street frontage would be able to vote. The intent is to limit voters to those who have immediate frontage and reside on closed-in roads. The rules need to be uniformly applicable.

Jean Kent commented that in the case of the demonstration project, those residents without road frontage are the ones voicing the most concern.

Randy responded that any designs that would divert traffic would expand the voting area. The intent of the voting area guidelines is to create a public process that is consistent. Those citizens not included in the voting area can still participate in the project team and have input on the project design.

Jim stated he anticipates problems with this method.

Jean suggested that residents with backage be included in the voting process to avoid future potential problems.

Randy asked if those who had backage would be willing to pay for improvements. He asked if there were any other comments. There were none.

Randy then distributed the NTMP Process Modification Outline document taken from Table 3-8 of the Draft SE Vancouver Neighborhood Traffic Management Plan document distributed at the January meeting. This revised table was created to address the results of the demonstration project test on the NTM process. The NTMP toolbox had been color coded to reflect the ease or difficulty with which certain street treatments could be implemented. Based on street classification and the NTM tools chosen, some projects would have less process than the existing NTM plan and some would have more. City staff would have the authority to make determinations on certain treatments. Part of the aim of the document is to avoid going to City Council for every traffic improvement need. The intent is to provide a process for action. It is set up to make sure that the community is engaged and in agreement.

### **Design Guidelines Discussion**

Tom Litster, Otak, reviewed the street design guidelines along with potential implementation issues. He used the Design Guidelines for Residential Streets document as a basis for his discussion, which was distributed to Steering Committee members before the meeting. He displayed several diagram layouts of the process for the group to review (see diagrams on pages 5 and 6 of this meeting summary). He emphasized that it is critical to maintain a tight focus during the process of Neighborhood Traffic Management (NTM).

Tom suggested the engineering and enhancement toolboxes be used in open houses and for public education. He emphasized that the focus of the NTM toolbox is for community-based design. The approach for street design will be different for different land uses and demographics.

Following his review of the design guidelines, Tom asked if there were questions or comments.

Jim stated he thought it was a start to a good discussion for solving NTM problems. It provides direction through the process without getting wrapped up in the engineering details.

Chuck asked the group if it felt it was fit for a community group.

Tim responded that he sees it as a process for identifying solutions once a problem is identified. It needs to be accessible to the neighborhoods so something can be accomplished. It might provide a way to better analyze the underlying issues or the best solutions. He used the example of the overuse of speed humps.

Chuck raised his concern that the project would go to the degree of analysis paralysis and it would not be useful to people. He suggested the group do a demonstration project on a local street to see if the NTMP would actually work.

Randy stated he would discuss with Todd how to engage in another demonstration project. He would like to see it done on 131st Avenue above Talton.

He asked the group if the demonstration project had been helpful. The consensus was yes.

Todd distributed the list of recent rankings for traffic calming requests from 2002. It represents projects approved as of February 26, 2002.

### **Next Steps**

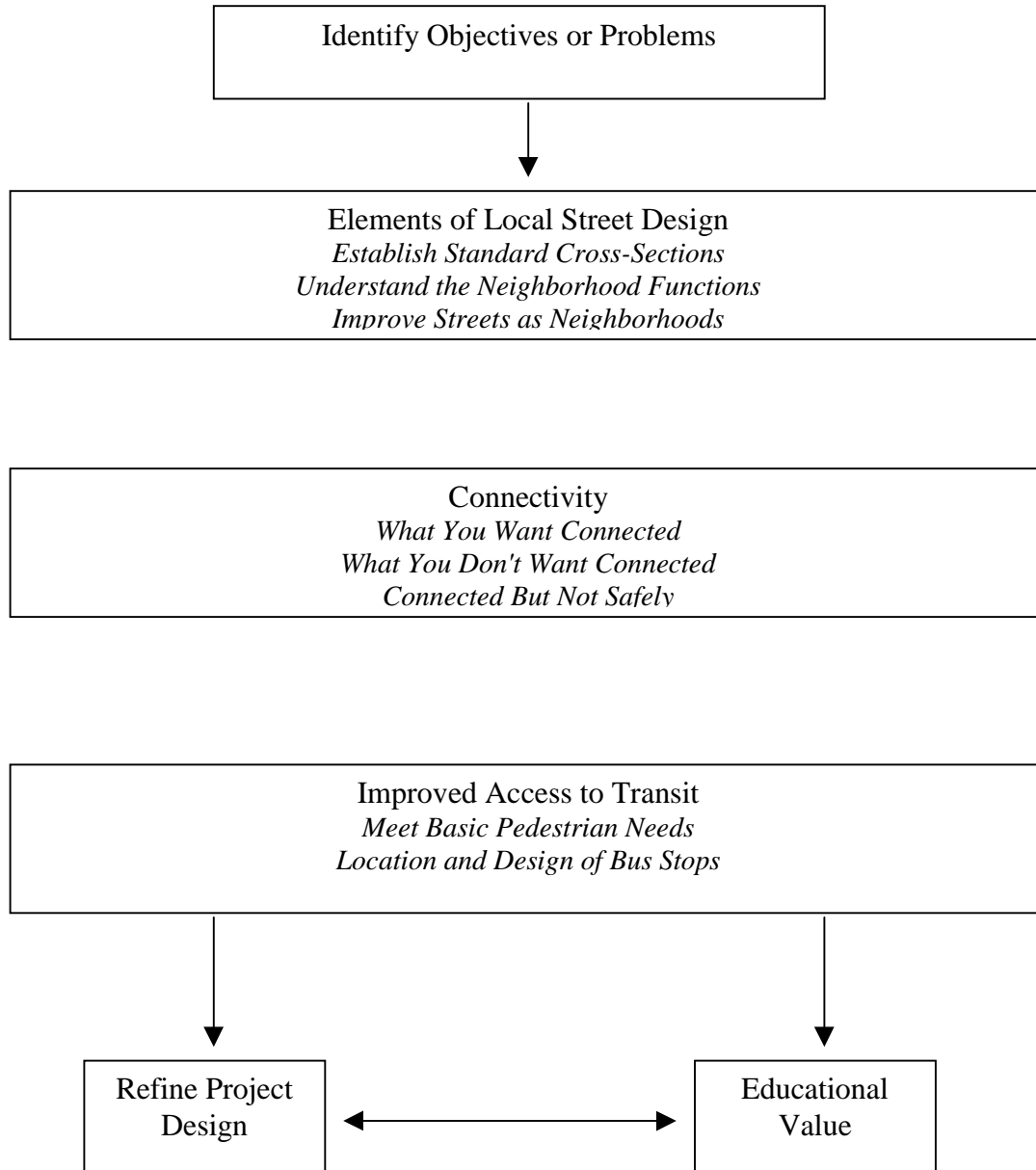
Todd explained the next step of the process is to take the information from the street livability surveys and compile it.

The next meeting will be held Thursday, April 25, 2002. At that time, the Steering Committee will be reviewing a draft of the report.

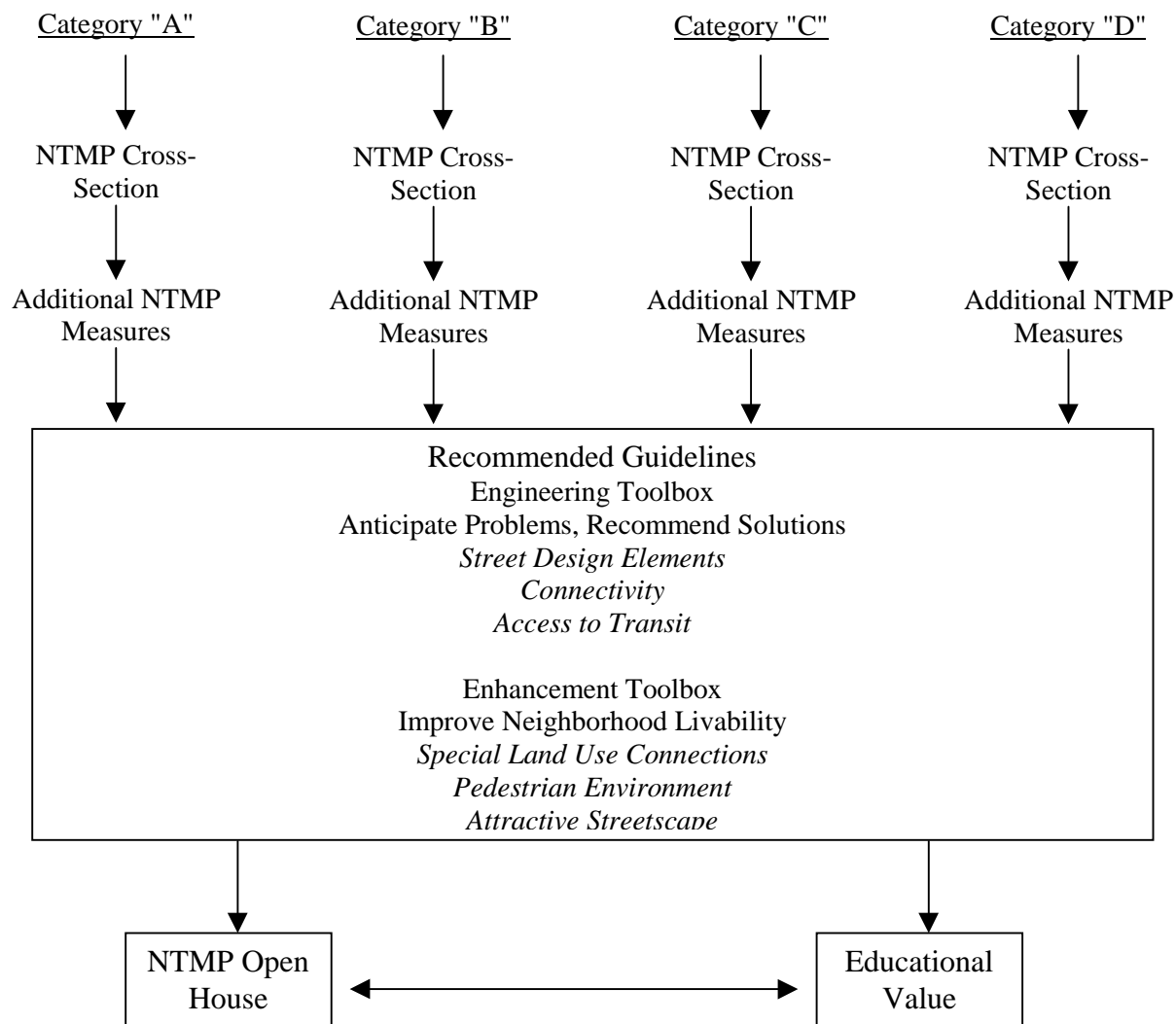
The meeting adjourned at 7:50 p.m.

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**Focus for Community-Based Design**



## User-Friendly Guidelines





**City of Vancouver**  
**SE Neighborhood Traffic Management Plan (NTMP)**  
**Steering Committee Meeting Summary**  
**January 24, 2002**

**Members Present:**

Terry Brown for Lyn Wilson  
Jim Etzkorn  
Patrick Greene  
Chuck Hoover  
Dennis Johnson  
Tom Miletich  
Tim Schauer  
Gary Thomsen  
Mary White

**Project Team Members:**

Todd Boulanger, City of Vancouver Transportation Services (COV)  
John Manix, COV  
Chris Maciejewski, DKS Associates  
Randy McCourt, DKS Associates  
Matt Ransom, COV  
Jessica Stalberger, The JD White Company, Inc. (TWC)

**Introductions/ Review**

Todd Boulanger, City of Vancouver Transportation Services, began the meeting by introducing himself. Todd is the project manager of the SE Neighborhood Traffic Management Plan. Introductions were done around the table.

**NTMP Goals/ Policies Review**

Todd stated that Chapter 3 is more or less a policy by which older streets are retrofitted. Todd asked if anyone had any thoughts about the chapter.

Chuck Hoover asked if part of the intention of the document was for presentation to the Vancouver City Council. Todd answered it would be presented to the City Council. Chuck stated it seems a bit long and wordy. He suggested summarizing it into a few short paragraphs.

Todd asked if anyone else had any thoughts regarding that section of the document. There were no other issues raised regarding that section.

Todd stated he wanted to discuss the traffic impact guidelines.

Patrick Greene inquired if the guidelines were based on the volume of traffic. Todd answered yes, they are based on volume as well as street design.

Jim Etzkorn stated it is important to have these guidelines and that they are absolutely necessary.

Chuck suggested emphasizing the effort to get the most value out of the available finances. It should be repeated several times throughout the text of the document.

Dennis Johnson suggested including a table or chart that would list the various steps and stages of the overall neighborhood traffic management process, making it easier to understand.

Todd asked if anyone had any thoughts on the speeds or the scoring points laid out in Chapter 3 of the document. He stated the scoring procedure is based on street types similar to other cities. The point system functioned as more of a planning activity.

Chuck mentioned there should be enough flexibility to have options to choose from. Todd agreed that choices are needed.

There was some discussion about the 500-vehicle-per-day volume for a "D" category street being too high of a threshold. Todd asked John Manix, City of Vancouver Transportation Services, what his opinion was of the 500-count threshold. John responded it sounds fairly high for a cul-de-sac type street design. On the other hand, setting it too low needs to be avoided as well. Setting it at 400 might be a good starting point. He also stated demographics of the street need to be considered along with the volume of traffic.

Todd asked if anyone had any thoughts on how the scoring was prioritized in Section 3.21, Table 3-10. Jim stated he thought there was a better term to use than "low-income area." John proposed the term "block grant qualifying." It was agreed that a different term such as the one mentioned would be used.

#### **Chapter 4**

Randy McCourt, DKS Associates, stated while Chapter 3 is geared toward addressing existing problems, Chapter 4 is directed toward future development and takes more of a proactive stance. The intent is to identify criteria for the impacts of new development and street design. Randy asked if there were any questions about Chapter 4.

Dennis mentioned the first two sentences of the second-to-last paragraph in Section 4.5. He suggested that different wording be used. As it is currently stated, the language refers to mitigating something that does not exist.

Chuck Hoover questioned the vehicle thresholds used in Chapter 4. Randy discussed thresholds that were chosen for the "C" and "D" street categories listed in Section 4.3. The intent of setting the daily volume total for "C" streets at 1,000 vehicles per day is to set a threshold to determine that action will be needed to improve the street. John Manix agreed that 1,000 vehicles per day is an appropriate threshold for "C" routes. Thresholds for "D" streets were set at 500 vehicles per day to account for lower through volumes on these local streets.

The second threshold of vehicles was set based on peak-hour trip generation. The amount of traffic generated by a site depends on the size of land use. The criteria listed in Chapter 4 are typical of many subdivisions common to the southeast Vancouver area. The peak-hour trip generation criteria are fairly new and are different from most traffic management plans. Ninety-nine percent of traffic management plans in the US are reactive instead of proactive. Salem, Oregon, and Camas, Washington, both use criteria similar to this and neither have had to make any adjustments yet. Their criteria have been in place for two to three years.

Randy stated the criteria are easy to monitor. The intent is to identify emerging issues before they become a significant problem.

Tim Schauer suggested adding a sentence to the document that would clarify what it means if a threshold is reached. It means only that improvements need to be looked into; it is not automatically binding to anything specific. He also stated if a neighborhood has some type of traffic-calming program implemented, it lends a marketable aspect for that community.

Randy stated the intent of this neighborhood traffic management plan is geared toward the livability of neighborhoods. One funding option for this plan would be to require developments to mitigate

their impacts as part of the approval process. He also mentioned that with the cash-out option for developers, the burden of coming up with a solution is placed on the city. With the cash-out option, funds collected for calming improvements are pooled and then used when and where they are needed.

Another funding option is a Traffic Impact Fee (TIF). With this type of program, it doesn't matter where the impact is; everyone contributes financially. With this type of program, there needs to be a strong nexus between impacts and funding.

Tim stated he would advocate against a TIF because it tends to create a hot button issue. Most of the committee agreed.

Randy stated most developers are okay with paying impact fees as long as they don't have to pay every time. If it is made less confusing for them, such as with a TIF program, then the burden of traffic impacts is off the developer. It is also important to avoid making the process too automatic without any room for choices.

Tom Miletich brought up the issue of traffic-calming devices needing to be conducive to emergency response vehicles.

John raised the concern that, with the nexus approach, developers will do only the minimum required impact improvements. It would be better if they could financially contribute to something that would make a more meaningful impact instead.

Tim stated that developers want their impact fees to be used to improve their developments. In Clark County, there is already a stigma against all the money going into one fund and then being dispersed from there.

Chuck suggested there should be a process to drive developers away from using the least expensive possible solution. The example of speed humps was used. There needs to be a definite process concerning what type of traffic-calming devices to apply in certain situations.

John mentioned the next step would be some type of buy-out program. He asked if the impact improvements would be the city's prerogative with this type of program. Randy answered it would be the neighborhood's prerogative, and there would need to be some type of neighborhood process.

Jim stated that because certain traffic-calming solutions do not work for emergency response vehicles, this would help to narrow the list of options.

Randy stated the intent is to be able to select from a set of standards that are appropriate for Vancouver. The standards will take time to develop, and educating the public will come much sooner than the solutions will.

Gary Thomsen mentioned that school buses need to be accommodated when considering traffic-calming solutions.

Next, Randy discussed the current criteria of street standards. Currently, there are set minimum standards. The goal for the future is to establish maximum standards. Randy gave the example of setting a maximum standard width of 28 feet for a street. Currently, it is set at 36 feet.

Tim commented that, generally, 28 feet works well for neighborhood streets.

A short discussion of on-street parking followed, and a question was asked about enforcement of on-street parking. Tim commented that on-street parking is affected by the presence or absence of driveways attached to the street. If so, the amount of on-street parking is limited.

Randy stated they were going to lay out the new standards and will have them ready for review next month. He stated one of the last issues for discussion is the link between connectivity and traffic calming. Connectivity is very important for emergency response vehicles. There need to be multiple routes to choose from. Linking livability with safety is equally important. At some point, there may have to be a tradeoff between the cost of various traffic-calming devices and safety.

Jim suggested that a document be created that focuses on the needs of emergency response vehicles and school buses. It should be made readily available to everyone, including developers and neighborhood associations.

Randy asked the group if Chapter 4 makes sense to everyone. The group consensus was yes.

### **Connectivity Modeling Results Summary**

Chris Maciejewski, DKS Associates, distributed maps of potential connections in Evergreen Airport area neighborhoods that were tested in the 2020 forecast model to determine the effectiveness of connectivity as a traffic management tool. Randy also displayed a large map of southeast Vancouver.

Randy stated the testing was aimed at various concepts. The intent was to track micro neighborhoods of travel patterns and aim to understand the connectivity of these areas. They were also looking to see what the impact was to certain neighborhoods when connections were added. Overall, the same lesson was replicated throughout the east side of the study area. However, it did not replicate itself at all on the west side.

One question they were seeking to answer was this: "Is connectivity a viable traffic calming measure?" The answer found was yes. Connectivity can be used to spread travel patterns to the streets that provide access into the neighborhoods.

Gary asked if the models accounted for cut-through traffic. Randy responded in the affirmative.

Randy emphasized there were two major findings of the modeling. One finding was that connectivity and livability must go hand in hand. The other major finding was that certain neighborhoods would have greater benefits from connectivity than other neighborhoods.

### **Demonstration Project Selection/ Discussion**

Chris handed out a document containing the list of potential demo projects. Randy asked the group to focus on the last page where the projects were divided into two categories: large capital investments and small capital investments. The projects with a large capital requirement are too big for the focus right now. The projects requiring a small investment are more neighborhood oriented. He stated the best way to go with the demo projects is where there will be an actual benefit.

Jim suggested that the intersection of McGillivray Boulevard and Village Loop be added to the list because of a recent near fatality. The committee agreed that this project would be a good traffic management demo project as part of the 160<sup>th</sup> bike corridor project.

**Map Updates**

Chris then handed out the Chapter 2 updates and the maps. Randy stated the maps have been updated and encouraged the group to review them.

**Wrap-Up**

The next meeting will be held Thursday, February 28, from 5:30–7:00 p.m. at Fire Station 89.

The meeting was adjourned at 7:35 p.m.



**City of Vancouver**  
**SE Neighborhood Traffic Management Plan (NTMP)**  
**Steering Committee Meeting Summary**  
**November 15, 2001**

**Members Present:**

Jeff Bissett  
Jim Etzkorn  
Chuck Hoover  
Dennis Johnson  
Tim Schauer  
Val Stewart for Dennis Walker  
Gary Thomsen

**Project Team Members:**

Todd Boulanger, City of Vancouver Transportation Services (COV)  
Traci Chumbley, COV  
Karyn Criswell, The JD White Company, Inc. (TWC)  
John Manix, COV  
Chris Maciejewski, DKS Associates  
Randy McCourt, DKS Associates

**Introductions / Review**

Randy McCourt, DKS Associates, started the meeting by reminding the group that they left off last time discussing the draft Neighborhood Traffic Management Plan (NTMP) process and reviewing the list of potential demonstration projects. Randy shared his appreciation for the feedback received from the committee members so far and encouraged members to continue to review and provide feedback on the draft NTMP.

Randy provided an overview of the November agenda, which included NTMP goals and policies review and input, group discussion on the NTMP process, overview of a jurisdiction comparison matrix, discussion and committee input on the structure and elements of the NTMP, and additional review of potential demonstration projects.

Before going on, Randy asked the committee members if they had any questions about anything that had been covered to date. There were no questions.

**Comparison Matrix Memo Review**

At a previous meeting, committee members had requested information on comparable jurisdictions' NTM plans. Randy reviewed a Jurisdictional Process Comparison Matrix memo dated November 7, 2001. This memo (and its attached matrix) lists NTM plans from Washington and other states. Information on NTM format, problem identification, threshold/warrants, key criteria, prioritization, NTM toolboxes, petition percentage, and funding were compared. The selected comparables demonstrate that Vancouver is using an NTM plan development process that is similar to other jurisdictions.

Jim Etzkorn noticed there was great variability among jurisdictions on the required level of petition signatures. Randy indicated when jurisdictions first started developing NTM plans, the tendency was to require a simple majority of signatures to show sufficient public support. NTMPs developed more recently usually have higher petition standards. This helps to ensure fewer problems downstream.

**Maps / Updates**

Randy stated the maps have been continuously updated at the Steering Committee works throughout the NTMP development process. He encouraged members to keep gathering input. Jim stated he had comments from the Hearthwood and Ellsworth areas that he would provide to Randy. Randy stated there would be new maps reflecting all of the input received to date at the next Steering Committee meeting.

### **NTMP Goals / Policies**

Randy reminded members that they can still submit comments on the draft NTM goals and policies which begin on page 3.2 of the draft Southeast Vancouver NTMP. He reminded members that this is the same information the committee has been working on from the beginning of the process. Randy asked the members whether they are still comfortable with the NTMP goals and policies.

Todd Boulanger inquired whether there should be a special focus on truck routes. For example, should trucks be limited to just Category “A” routes? Randy agreed there should be a focus on truck routes. Jim agreed the neighborhoods are concerned about truck traffic on their streets.

Randy reminded the committee that the NTMP goals and policies will continue to be revisited at every meeting. Members were again encouraged to keep reading and reflecting.

### **NTMP Process Discussion**

Randy initiated a roundtable review of the NTM process. Members were asked to give input on the following:

- Is the level of detail correct?
- Are the right steps included?
- Are they in the right order?

Randy indicated that once the roundtable review was completed, members would be completing an exercise to help the project team in weighting criteria. The criteria are important because they will form the objective basis for prioritizing projects. Members will have a chance to state whether the criteria they previously selected are still appropriate. Randy indicated there will be criteria for each street category (see page 3.7 of draft NTMP for description of categories). The criteria may be different for each category. The criteria may be weighted differently as well.

Randy then reminded the committee where the criteria would be used in the NTMP process by reviewing the process on page 3.12, Figure 3-5.

Dennis Johnson asked, at what point does it go back to the initial complainant? Randy indicated he would like comments on the level and timing of public involvement. The presumption is that there will be a lot of public involvement at the neighborhood association level.

Randy stated the plan is very detailed to ensure that it is implemented as this Steering Committee intends it to be implemented. This could be viewed two ways—bureaucratic or pragmatic. Randy reminded the committee that he needed their comments on the level of detail: Too much? Not enough? Too many petitions? Not enough?

### **Roundtable Comments on Draft Process**

The group proceeded to provide comments on the draft NTMP in a roundtable fashion.

Chuck Hoover indicated that although he hadn't had time to review the NTMP in depth, the number of steps looks good and he fully agrees with the concept. He stated the process will need to ensure that everyone has ample opportunity to consider what is being proposed and to reach agreement on which projects to proceed on, especially with finite resources.

Dennis indicated that he, too, needed more time to review the draft NTMP. He did state the adopted NTM process will need to ensure that problems are well defined so that they can be properly addressed. There should be plenty of up-front discussions to ensure that problems are well defined.

Randy told the committee it is still several meetings away from finalizing the plan and that it still has time to review and provide input. In the next meeting, the focus of the committee will transition from the NTMP *process* to *action planning*. The input that is gathered during the process development phase will have a direct impact on the action planning phase.

Tim Schauer suggested that a timeline be included in the NTMP. Randy responded it might be possible to do timelines based upon “typicals,” such as high priority vs. low priority projects. The community will dictate timeframes, and they will vary by neighborhood. Tim stated that even with the most controversial cases, there is still some timeframe attached to it. Todd Boulanger said the current process is a timeline tied to an annual funding cycle. Randy suggested that selecting a timeframe for the process is really a policy issue. A couple of committee members suggested cases where the process could be shorter than one year. Dennis stated there may be funding for some small projects that could be completed in less than one year. Tim suggested many homeowners’ associations have budgets for such projects. So, private-public funding partnerships could lead to shorter timeframes. Randy agreed that these were excellent suggestions and that the project team could probably create timelines.

Tim inquired as to whether the City would have difficulty funding the collection of speed, volume, and collision data to determine whether further analysis is warranted. Randy indicated cost could become an issue depending on the demand for this service, but likely it won’t be an issue.

Tim asked how this process plugged into permitting processes. He cited a common scenario wherein a neighborhood is already concerned about a traffic issue and uses the permitting process for a new project as an opportunity to find a solution to the pre-existing problem, which may or may not have been exacerbated by the proposed development. Randy responded a two-track process is envisioned: 1) retrofitting solutions to already developed areas, and 2) new development standards to ensure new problems aren’t being created. There will be an entire chapter in the NTMP devoted to standards for new streets. This chapter will be reviewed at the next Steering Committee meeting.

John Manix, City of Vancouver Transportation Services, asked the group whether a Traffic Impact Fee (TIF) for neighborhood traffic impacts could be used. Tim Schauer replied that prior to the last TIF increase, TIFs for neighborhood impacts might have been easier to support. Tim offered that if a developer is contributing to solving an offsite problem (one that isn’t directly caused by his development), which means he is not required to solve it, then he should get TIF credit for this. It was recognized that it may be cheaper and faster for the private sector to construct the improvement and receive TIF credit rather than wait for the City to complete the required contracting process. Tim further suggested that if neighborhood TIFs were implemented, they should be based on the number of buildings or units, not just a flat fee. Randy informed the group that they would be addressing funding issues in greater depth upon completion of the street standards review.

Jim Etzkorn offered suggestions intended to make Figure 3-5 easier to understand. His suggestions included adding the starting point for Phase 2 on Figure 3-5, and adding additional text to Figure 3-5. Jim suggested this would be particularly useful for presentations to the Planning Commission and City Council. Randy offered to make these types of revisions to Figure 3-6, but prefers to keep Figure 3-5 as is.

There was some discussion about when neighborhood associations would get involved in the process. The discussion then turned to how to involve the public in areas without neighborhood associations, which account for 50% of the southeast area. Jim suggested that a process similar to the legal noticing procedure for development permits be used. This involves notifying residents living within a certain radius and providing an opportunity to participate or provide comment. It would then be up to City staff to schedule a meeting to bring people together.

Jim stated the Vancouver Neighborhood Alliance (VNA) Traffic Safety Committee (TSC) would like to be a resource to Vancouver neighborhood associations. The TSC's role could be to assist neighborhood associations in working through the process. He stated they didn't want to be another bureaucratic step or roadblock, but would instead act in a "neighbor-helping-neighbor" effort. This could save on staff wear and tear. Randy asked Traci and John if they supported this idea. They agreed. Randy indicated he thought it was a good idea, and one that has worked in other communities as well.

Gary Thomsen asked for clarification on whether all City neighborhood associations were members of VNA. Jim replied that all Vancouver neighborhood associations are invited to participate in VNA. George then indicated his support for the NTMP process.

Jeff Bissett had no comments.

### **Criteria Weighting**

Randy directed the committee to view Tables 3-4, 3-5, and 3-6 on pages 3.16 and 3.17. These three tables cover the Stage 2 warrant scoring process criteria, points, and basis for scoring for each of the four street categories ("A", "B", "C", and "D"). The data in these tables is based upon previous Steering Committee work on prioritizing the criteria that will be used to prioritize projects for future funding. Randy indicated the next step in the process is to get the Steering Committee's confirmation that these criteria are the correct ones for all four street categories. Input is also needed on how the criteria should be weighted for each street category.

For example, Categories "A" (regional connectors and residential) and "B" (commercial/ industrial access and circulation) have different needs from Category "C" (neighborhood streets that connect to "A" and "B" streets). If "A" and "B" streets were working right, an NTMP would not be needed, but the reality in southeast Vancouver is different. The criteria might be viewed (weighted) differently at the neighborhood level vs. arterial streets.

Jim Etzkorn raised the issue of perhaps including schools on the criteria list. Randy stated the Steering Committee had already completed a prioritization exercise and schools didn't rate high enough to be included on the criteria list for the street categories. Randy referred the committee to Figure 3-10, which reflects how it previously prioritized the criteria. Randy said the committee can still change these criteria, but the committee should do so with the knowledge that it had previously prioritized the criteria list.

Randy reinforced he was looking for feedback on the relative weight of each criteria for each street category. He cited the example of traffic speed to demonstrate that perhaps speeding isn't as big of a concern on a Category "A" street as it is on a Category "D" street, and therefore should be weighted differently depending on the street category.

Randy then referenced a new handout that provided speed and traffic count data for several streets in the southeast area. A committee member clarified that traffic counts were conducted over a 24-hour period and the data reflects this.

Todd Boulanger inquired as to whether bus transfer points are more dangerous for pedestrians than areas where there is just a transit stop? Randy indicated this could influence the weighting (points given) to the transit stop criteria on Category “A” and “B” streets, but not for “C” and “D” streets—because one wouldn’t typically see transfer points on these types of streets.

Randy then gave instructions for a group exercise to provide direction from the Steering Committee to the project team on the relative weight of the criteria for each street category list and for the additional criteria. He explained the additional criteria table, Table 3-10—Prioritization Scoring (page 3.22). In short, additional points would be awarded to potential projects based upon the additional criteria listed in this table: proximity to land use, population density, bus/truck route, share of non-city funding, and low-income area. Committee members were given a supply of colored dots (14 dots/person/category table and 7 dots/person for the additional criteria table (3-10). Members were directed to place dots next to the criteria they believed were the most important and should be weighted the most heavily when it comes to assigning points for the purpose of prioritizing projects.

A committee member asked Randy to explain the connectivity criteria and proposed basis for scoring. Randy explained that people believe that increasing the number of streets in and out of a neighborhood (level of connectivity) will increase the traffic through the neighborhood. The basis for scoring the connectivity criteria means that projects would receive more points and be prioritized higher where there is good connectivity and other problems exist. Under this scenario, options other than increasing connectivity would be explored.

John Manix inquired as to why traffic collisions were de-emphasized in the proposed criteria prioritization tables. Randy indicated that traffic speed and volume are precursors to collisions, citing Talton as a good example. This is a street where 20% of the traffic is going more than 10 m.p.h. over the speed limit. Though there has not been a significant number of collisions, they are likely to occur in the future given what is seen today. Typically, there aren’t many collisions on local streets. Randy also pointed out that many of the “fixes” for the arterial streets are extremely expensive. Therefore, if collisions are weighted strongly on arterials, the City wouldn’t be able to afford to do neighborhood street improvements because all of the funding would be spent on the arterials. In addition, there is an early warrant test, and in areas where there are a high number of collisions, they would go to the front of the line. At this phase, the criteria have a different role. We have passed the point of yes/no and are now determining what gets top priority.

Dennis Johnson stated collision history must be more important. He asked, are we waiting until there is a fatality until we do something?

Randy asked whether people were comfortable with the measures. The group proceeded with the dot exercise. The results are shown below:

<b>Category</b>	<b>Warrant</b>	<b>Points</b>
<b>A</b>		
	Speed	10
	Volume	8
	Connectivity	3
	Sidewalks	13
	Bike Lanes	10
	Transit Stops	5
	Ped or Bike Collisions	11
	Motor Vehicle Collisions	10
<b>B</b>		
	Speed	15
	Volume	10
	Connectivity	4
	Sidewalks	9
	Bike Lanes	9
	Transit Stops	3
	Ped or Bike Collisions	12
	Motor Vehicle Collisions	8
<b>C and D</b>		
	Speed	19
	Volume	8
	Connectivity	3
	Sidewalks	13
	Bike Lanes	2
	School Bus Stops	5
	Ped or Bike Collisions	10
	Motor Vehicle Collisions	6
	Category C Bonus	4
<b>Bonus</b>		
	Proximity to Land Use	12
	Population Density	10
	Bus/Truck Routes	4
	Share of Non-City Funding	7
	Low Income Area	2

### **Demonstration Project Selection / Discussion**

Following the dot exercise, Randy reviewed a map with the potential demonstration projects highlighted. The demonstration project will be a test run of the proposed NTMP. The criteria requirement for the demonstration project is that there has to be a problem (i.e., Talton). Randy then reviewed the list of potential projects, reminding the committee that this topic was introduced at the last meeting and tonight they would review in greater detail. The direction to the committee was to starting thinking about the potential sites for the demonstration project.

The committee was informed that the project team will be visiting these areas with Dan Burden and getting his thoughts. Committee members are invited to participate in this tour and discussion.

Chuck Hoover noted that the demonstration project needs to be one that can be audited for results. It is necessary to be able to measure before and after and compare the results. Randy agreed, affirming this is exactly the reason a demonstration project is being done—to learn before moving to full implementation.

The next Steering Committee meeting is scheduled for January 24, 2002, at the Fisher's Landing Transit Center.

The meeting ended at 7:30 p.m.



**City of Vancouver**  
**SE Neighborhood Traffic Management Plan (NTMP)**  
**Steering Committee Meeting Summary**  
**October 25, 2001**

**Members Present:**

Sean Brinkley for Jeff Bissett  
Jim Etzkorn  
Andy Furrer for Dennis Walker  
Chuck Hoover  
Nannette Kistler for Mary White  
Tim Shauer  
Gary Thomsen  
Deb Wallace  
Lyn Wilson

**Project Team Members:**

Todd Boulanger, City of Vancouver Transportation Services (COV)  
Traci Chumbley, COV  
Matt Ransom, COV  
John Manix, COV  
Randy McCourt, DKS Associates  
Chris Maciejewski, DKS Associates  
Karen Ciocia, The JD White Company, Inc. (TWC)  
Kyle Brown, TWC  
Tony Depietro, TWC

**Introduction**

Randy McCourt, DKS Associates, welcomed the group to the October steering committee meeting. The main focus of the meeting will be to discuss the DRAFT Neighborhood Traffic Management Plan (NTMP) process which was detailed in a memorandum distributed to the committee prior to the meeting. The last portion of the meeting will consist of current work such as testing of alternatives, survey work at the neighborhood level, and project sites.

**Response Routes**

A map showing emergency response routes was distributed to the committee prior to the meeting. Dennis Walker, City of Vancouver Fire Department, was interviewed to identify emergency response routes. This information will become a part of the NTMP criteria in order to ensure that emergency vehicles respond in a timely fashion. Fire station locations, detailed on the map, also speak to the need for appropriately balancing adequate emergency response (street access & response times) with the traffic-calming needs of the neighborhood.

Future routes will also be considered (i.e., area surrounding Kurt Warner Chevrolet near Mill Plain and I-205). A classic transportation planning problem is retrofitting roads that do not adequately connect. Emergency response representatives are very unhappy with this lack of connectivity and would prefer roads that are more grid-like, allowing enhanced access to the neighborhoods through the establishment of multiple approaches to a fire. In addition, emergency response officials would prefer traffic calming that accommodates emergency access vehicles with minimal delay.

**NTMP Process—Stage 1 Overview and Discussion**

Randy stated that he would like the group to understand the steps involved in the draft process and the criteria established for each step. Randy then provided an overview of the process.

### *1. Problem Identification*

Current programs allow residents to communicate with their local government if they are concerned about a traffic issue. One issue with this is that residents can abuse the system, shopping for approval from multiple staff members, resulting in an overuse of staff time. Neighborhood associations are more likely to present the collective views of a neighborhood rather than that of one individual.

A committee member stated that many areas in southeast Vancouver are not represented by neighborhood associations. Randy stated that neighborhood associations could be used in areas that have representation, while those that do not could utilize the Vancouver Neighborhood Alliance (VNA). There should at least be one place where everyone can go to voice their concerns.

A committee member stated that they were concerned that the VNA's safety committee would veto a neighborhood complaint. Another committee member stated that if the VNA committee is used to field complaints, a specific criteria is needed. It was suggested that complaints could be fielded by the police, transportation department, neighborhood associations, and schools which could then be compared relative to a threshold established relative to police records of complaints and citations. A committee member suggested that school principals collect complaints.

A committee member stated that a process that focuses on smaller, growing issues is needed rather than one that emphasizes larger problems.

### *2. Threshold*

A committee member inquired as to what criteria are used by cities in responding to neighborhood concerns. Randy stated that in some cities, a letter must be signed by the chair of the neighborhood association in order for a project to be considered by the city. There are many issues surrounding neighborhood associations' endorsements of a concern, though the benefits include a decision based on a board's policy. A committee member suggested that criteria could be established to prevent future conflicts between associations and their residents. Another member noted that a focus on the threshold in which the city becomes involved would be beneficial.

Randy stated he is hearing that processes should consist of neighborhood involvement. There should be a city policy that is used to determine whether a complaint requires immediate mitigation. A committee member stated that an established process would be useful in fielding complaints throughout the City.

A committee member suggested that school principals be the primary contact for school zone complaints that could then be communicated to the City. Another committee member suggested a complaint hotline.

Randy stated a minimum amount of analysis should be implemented when a genuine concern is received from a neighborhood association. This would consist of the collection of data such as traffic volumes and speed, or collecting data from police citation databases.

### *3. Stage 1 Action Plan / Analysis*

Randy stated that once the problem has been identified, the issue can then be analyzed by staff to determine whether the complaint is valid.

A committee member suggested the City show residents how to use reader boards and radar as a means of educating the public and lowering costs to the municipality.

A committee member stated that the process should acknowledge future and current growth when considering action.

A committee member stated that neighborhoods can often apply for grants to obtain traffic-calming devices.

Randy summarized that he is hearing that the City should be more calculated in determining whether to install traffic calming. The City should take into consideration the impacts of traffic calming devices on the transportation system.

### **NTMP Process—Stage 2 Overview and Discussion**

#### *4. Prioritization / Funding and 5. Project Development*

Once the thresholds in step 3 have been met, the priority of the specific project would be determined.

At this point in the process, there needs to be a step that allows the neighborhoods to respond to the proposed traffic-calming measure to determine if there is sufficient support for traffic calming.

The problem would be put into the context of the City's overall need. Funding is also critical because the public is often of the opinion that nothing is being done, though the reality is that the funding has yet to be established. The process can often become political if funding issues are not prioritized and communicated to the public.

A committee member suggested that an estimated dollar amount be established for a particular mitigation measure for the public to get a better understanding of the expense of various remedies. Randy stated that if a particular level of detail is achieved without adequate funding, public dissatisfaction with the process often results due to wasted resources of both the neighborhoods and the City. Available funding should guide the process.

John Mannix, City of Vancouver, stated that the public should be aware of a timeline and the solution's reality throughout the process.

A committee member emphasized education programs that communicate the integral nature of funding in these processes. Another committee member stated that this could be useful in the public realizing the amount of funding and process-oriented steps involved in traffic calming. A City-wide education program would communicate that traffic-calming devices are not simply installed as a response to a complaint; rather, they require substantial funding, support, and staff time.

Randy added that cost controls should also be part of the process.

#### *6. Implementation (Construction)*

This step involves developing an implementation schedule, notifying the neighborhood association, and completing construction of the project.

Randy stated a petition process would be helpful in identifying neighborhood support, though those in support of the project might view this as another level of bureaucracy to hinder the process of traffic calming. A committee member emphasized that the petition process can be useful in identifying public support prior to continuing with expensive design analysis. John added that it is often difficult to define an area for petitioning and have support for a project since each resident has a different perspective.

Before circulating a petition, a public involvement program with open houses, etc., should be used to allow residents the opportunity to voice their opinions and bring the neighborhood together to educate the public. A committee member stated that further alternatives can also be borne out of this public process.

A committee member stated that 60% support on a petition should indicate a majority opinion. Another committee member stated that showing the location of proposed speed humps or other traffic calming devices to residents would help their understanding of a project.

A committee member stated that a meeting regarding the preliminary plan should be held before substantial design concepts are drafted. Randy added that at this step, the level of detail is such that speed humps, for example, can be located on a map, though construction details have yet to be drafted.

#### *7. Monitor (Before / After Study)*

A means by which the public can respond to the effectiveness of the project should be in place following construction. Further analysis needs to occur on the traffic calming measures for further refinement of future programs.

#### *8. City Standards / Development Review*

The process also needs to account for areas that have yet to be developed. Otak will be present at a future meeting to discuss this issue from a design standpoint.

### **Conclusion**

Meetings will now consist of more dialogue from committee members rather than project team presentations. It is important that everyone attend the meetings in order to have effective dialogue that represents the various viewpoints.

A sample questionnaire was distributed to the committee. This questionnaire will be sent to the various neighborhoods in the project area to gauge general public perception. The project team will have the results available to the committee by January 2002. Randy stated the project team is beginning to study connectivity options in an area north of Mill Plain and south of SE 18<sup>th</sup> Street at a high level of detail.

The meeting ended at 7:45 p.m.



City of Vancouver  
SE Neighborhood Traffic Management Plan (NTMP)  
**Steering Committee Summary**  
**September 27, 2001**

**Members Present:**

Jeff Bissett  
Jim Etzkorn  
Patrick Greene  
Dennis Johnson  
Nannette Kistler  
Bob Knight  
Deb Wallace  
Lyn Wilson

**Project Team Members:**

Todd Boulanger, City of Vancouver  
Transportation Services (COV)  
Matt Ransom, COV  
John Manix, COV  
Randy McCourt, DKS Associates  
Chris Maciejewski, DKS Associates  
Kristy Laing, The JD White Company, Inc.

**Opening**

Randy McCourt, DKS Associates, began the meeting with brief introductions. Jim Etzkorn noted that he was recently elected the Neighborhood Traffic Safety Chair for the Vancouver Neighborhood Alliance. Randy asked that committee members continue to forward any comments they may have about the NTMP goals to Todd Boulanger, City of Vancouver, at [todd.boulanger@ci.vancouver.wa.us](mailto:todd.boulanger@ci.vancouver.wa.us).

**Local / Neighborhood Routes**

Randy distributed a map identifying the local / neighborhood cut-through routes, as marked by the Steering Committee at the last meeting. He said that this map will continue to be updated throughout the process. Randy also distributed a map showing the arterial street system and classification. He said that this may be useful to the committee when prioritizing projects. Randy noted that at last month's meeting, there was a tendency to mark arterials as local routes. These were found to be routes that the committee identified as neighborhood streets, even though they are classified as arterials.

**Street Categories**

Randy distributed a third map, Figure 12 Street Categories, to the Steering Committee. He reviewed the various categories, as shown on the map. Randy said that categories A and B are streets that are related to the City's Transportation System Plan, while categories C and D are more applicable to the SE Neighborhood Traffic Management Plan. Category C is unlikely to be an emergency response route, and category D would not be an emergency response route. Because categories A and B are possible emergency response routes, the number of tools that can be used on these streets is limited. The intent of the street classification is to match the appropriate tools with the streets. Most of the time the issue with neighborhood traffic improvements is with the process. Citizens and the City need a process that can be applied on a day-to-day basis. This makes it easier for citizens to understand the program and ways street improvements are carried out.

**Program Options**

Randy reviewed the memorandum, emailed to committee members and distributed by Todd, regarding the process for the Neighborhood Traffic Management (NTM) Program. He reviewed five different programs that may be considered. These programs are detailed in the memo, and included multi-level NTM, Capital Improvement Program (CIP) related, neighborhood complaint, warrant/threshold, and functional classification.

Randy said that some cities have mixed and matched programs. He then asked committee members if they see elements that should be included in Vancouver's program. A representative from the City of Vancouver

Police Department said that she preferred the multi-tiered approach. The department receives numerous traffic complaints, and she noted that the department does not come close to satisfying the public with complaints on congestion, speed, etc. Sometimes it is reality that citizens call about, while sometimes it is perception. Another member said that solutions need to be a combination of programs. No one solution would answer every road. He does not think that the functional classification program would work.

A member asked if the programs have previously been implemented. Randy said that all have been implemented by different cities. The success rate increases when there is a tiered program developed through effective neighborhood involvement.

Two other members thought a multi-tiered program is needed. A member noted that she did not like the complaint method. She said that she can see the functional classification program as a start. Concerns were noted about the CIP program forcing neighborhood projects to compete with other transportation projects. Investment needs to be allocated for traffic calming, pedestrian, and bicycle improvements.

Another member expressed support of the multi-level approach. He noted that it is essential to have citizens involved in the process. Communication failures with neighborhoods can cause disaster. The warrant / threshold program would put pressure on people to organize and put together a neighborhood association.

Randy said that in Salem, programs started through the neighborhood associations. Changes first had to be supported / sponsored within the neighborhood association, and that became the warrant / threshold.

A member requested comparison information on how programs work in other cities. Randy said he would distribute a matrix of this information. Others who have implemented plans will present at a future Steering Committee meeting. A member said it is important to know the cost, how effective the program is, and how the community benefited from the program.

A member asked about the project timeline. Randy said that a NTM plan will be drafted in the winter of 2001, continuing to 2002. In the spring of 2002, the plan will be released to the public, with a project list. The two keys are to put a process into place, and to develop a project list. A member asked when the committee would decide on a program. Randy responded that he will design a multi-tiered program that mixes in other elements. He said he has received general direction from the committee, and will start from there and bring a draft back to the table.

### **Measuring Criteria**

Randy said that at some point it must be determined if there is a neighborhood traffic problem, its extent, and what problem should be addressed first. He noted that there will not be sufficient resources to fix everything.

Randy presented criteria to measure the need for a project. *Speed* is easy to measure and quantify. Often, 85% speeds of 28 to 32 miles per hour is a point at which neighbors commonly become concerned. *Volume* focuses on the number of vehicles per hour or per day, measured by road count tubes. Two to three thousand cars a day on a residential street can commonly be seen as the environmental capacity of a street. Research does not identify a specific capacity number that changes from neighborhood to neighborhood. *Pedestrian / multi-modal accessibility* can be measured through the presence or absence of sidewalks or presence of bike lanes or transit.

A member noted frustrations with the lack of curb cuts and with the curb cut installation process. She says that curb cuts often compete with neighborhood parks for funding. Randy noted a neighborhood with children has a different environment than does a neighborhood with older residents. A majority of curb cut requirements are included in the design standards, and in new developments. However, a large proportion of older development needs curb cuts.

One member said that, last month, there was discussion about the need to be pedestrian friendly. Will this program address pedestrian needs, or is it focusing on traffic calming and traffic management? Randy responded that there are two parts to the NTM program: 1) a review of the design standards for new development – such as sidewalks and curb cuts; 2) managing what is already in place. If criteria are set giving high points for sidewalks, prioritization can be influenced.

A member suggested including a factor for the use of property along the street, such as schools, churches, public buildings, etc. The density of the property is also important.

John Manix, City of Vancouver, requested that criteria consider income level, noting a small number of low/moderate income neighborhoods in the southeast portion of the city. He suggested that low-income neighborhoods be given a higher score for the prioritization list. He also suggested looking at projects that involve partnerships with potential financial assistance to a project.

A member requested a more specific definition of *activity center* to include major retirement communities and day care centers, where the age of residents will not vary. John suggested using this definition for ranking sidewalk improvements.

The group discussed street classification, cut-through traffic and emergency response routes. Randy continued to review the measurable criteria. *Noise* is measured in decibels, but this may already be measured through speed or volume. Statistics are not available that compare variations in noise levels for low volume streets. Noise varies in terms of peak hour, proximity of schools, weather, etc. He also noted that stop signs and speed humps can increase noise levels.

*Traffic diversion* also needs to be considered. If a calming device is installed on one street, traffic may reroute to neighboring streets. *Cost* can include funding versus income levels. *Standards* are things such as street width, visibility, landscaping. *Connectivity* looks at the number of routes in the neighborhood. *Volume* may also be a measure of connectivity. There are several measures that look at multi-modal transportation. Some projects allow pedestrians, bicycles and buses to use a street.

Randy would like the committee to prioritize these criteria and use them to identify project worthiness for transportation funding. A member asked that *proximity to transit route* be added as a criterion (it was pointed out that this criteria was already represented in the bus/truck route criteria)

Three criteria were added to the list: population density, neighborhood income level, and proximity of land use. The committee members then scored the criteria using fake money to assign value. The scoring results indicate that speed and volume are the highest priority level for criteria. The second level includes proximity to land use, impacts to emergency response, population density/pedestrian activity centers, and multi-modal accessibility. The remaining criteria all received a small percentage of the total points.

### **Next Meeting**

Next month, the committee will identify a series of streets for further research to create a range of statistics for assessment. Randy distributed a list of potential demonstration projects to the committee; members can add to this list at the next meeting. He would like to find a project that some of the process can be applied to, then refine the process. The project team is conducting a detailed operational analysis on connectivity, targeting the area of 136<sup>th</sup> Avenue. He defined *road diet* as reducing the number of lanes and or width of street. Emergency Response Diverters are streets that do not allow car traffic, but allow for ambulances, fire trucks and bicycles.

The meeting adjourned at 7:30 p.m.



City of Vancouver  
SE Neighborhood Traffic Management Plan

**Steering Committee Summary**  
**July 26, 2001**

**Members Present:**

Jim Etzkorn  
Dave Fontana  
Chuck Hoover  
Dennis Johnson  
Chris Nowak  
Gary Thompson  
Tim Schauer  
Terry Schoft  
Gail Spolar  
Lyn Wilson

**Project Team Members:**

Todd Boulanger, City of Vancouver Transportation Services (COV)  
Traci Chumbley, COV  
Matt Ransom, COV  
John Manix, COV  
Randy McCourt, DKS Associates  
Karen Ciocia, The JD White Company, Inc. (TWC)  
Kyle Brown, TWC

**Introductions**

Todd Boulanger, City of Vancouver (COV), began the meeting by welcoming those in attendance to the first City of Vancouver Subarea Plan Steering Committee meeting. The agenda for this meeting was kept short to encourage the groups' participation. The Steering Committee is comprised of 14 members from neighborhoods and business as well as technical experts. Until recently, neighborhood traffic management was typically approached on a smaller scale. The east side of Vancouver is experiencing larger-scale traffic problems and with the recent annexations, these problems needed to be addressed. Todd then introduced project team members and consultants.

Karen Ciocia, The JD White Company, Inc. (TWC), stated that nametags used at this meeting are temporary and placards will be used next month. The project team wanted to ensure that everyone's name was spelled correctly before constructing the placards. Karen circulated a form with the committee's contact information for the group to check for accuracy. Karen stated that the committee is welcome to e-mail or call if they had any questions throughout the project. It was also emphasized that if the committee hears any unknown terms during the meetings, they are encouraged to ask for clarification. Other TWC staff members, Kristy Laing and Kyle Brown, are additional contacts if members need information. The meeting was then handed over to Randy McCourt, DKS Associates, who described main agenda topics.

Randy stated that he wished to introduce the project at tonight's meeting while also collecting information from the committee regarding their opinions on traffic calming, and positives and

negatives of the existing transportation system. The project team formulated a short agenda to encourage the committee to return with unique ideas. It was reiterated that if the committee was confused with any terminology, they were encouraged to ask for clarification. Randy then asked the committee to briefly introduce themselves.

Chuck Hoover is a member of the Bella Vista Neighborhood Association and a participant in the City of Vancouver Transportation System Plan Community Advisory Team. Chuck is also a former Planning Commissioner and has participated on the Vancouver Planning Oversight Committee (VPOC).

Gary Thompson is the director of transportation for the Evergreen School District.

Tim Schauer is an engineer with McKay and Sposito in Vancouver. His company designed many of the eastside neighborhoods that are considered pedestrian friendly.

Jim Etzkorn is president of the East Neighborhood Alliance Group (ENAG) and a member of the Vancouver Neighborhood Alliance (VNA) Traffic Safety Committee.

Gail Spolar is representing C-TRAN and is a member of the Bella Vista Neighborhood Association. Heather Coston will be representing C-TRAN at future meetings.

Chris Nowak is representing the City of Vancouver Police Department in Mary White's absence.

Dave Fontana is representing American Medical Response in Jeff Bissett's absence.

Lyn Wilson is representing Independent Living Resources who typically works with the City.

Dennis Johnson is representing the Vancouver Bicycle Club.

Terry Schoft is with the City of Vancouver Fire Department and is substituting for Dennis Walker at this meeting.

### **Review of the Scope of Services**

Randy stated that it is important for the committee to realize the wide range of perspectives and opinions on the committee. The second item on the agenda reviewed the project's scope of work. Task one is the public involvement component of the project and will be lead by Karen. Committee members are encouraged to communicate with the community as outreach is an integral component of this process. It is important to emphasize that this project is process-driven. Without the ongoing process of the Steering Committee, the project will not be as successful. Additional perspectives will be collected later in the project as the process progresses. Tasks two and three focus on data collection and modeling. Task four consists of developing a goals / needs assessment which tonight's exercise initiates. Tasks five and six are the core components of the study. Task five is comprised of a pilot project and a management strategy matrix. Task six employs reasonable methods in developing the design of traffic calming devices. Task seven will be the drafting of a local street standard plan development guidebook. This task will be made possible through assistance from OTAK, the engineering firm working on the project. Task eight is the final task. Everything may not be identified in the final report, though the committee will have the opportunity to identify a wide variety of potential actions. Again, the process portion of this project is the single most important element in its success.

Monthly meetings will be held with workshops later in the project. The neighborhoods in the subarea have experienced a great deal of issues with livability and the City chose to select a larger subarea in order to determine if a regional approach to studying traffic issues is successful. If so, the City will likely perform a city-wide study of neighborhood traffic.

Matt Ransom, City of Vancouver, stated that his interpretation of the scope of work is developing a policy and process which will then be tested. This is a unique approach as the process is often not tested.

Randy stated that he will provide background information to the committee through the use of maps. It was emphasized that these maps are draft and will change throughout the life of the project due to the dynamic nature of the databases they were created from, and the new information that will be created by this study.

Randy described a map of sidewalks in the subarea. Pedestrian accidents in the study area were also included. It was seen that these accidents typically occur near arterials such as Mill Plain Boulevard. Additional statistics were included in the map as follows: The total street mileage in the subarea is 262 miles with local streets comprising 192 (73%) of those miles. The total street mileage with sidewalks is 110 miles, with local streets encompassing 77 (70%) miles. It is also important to note that a majority of the sidewalks in the project boundaries are located in the eastern portion of the subarea.

Todd stated that though sidewalks can be found, some may not be suitable for all due to a lack of curb cuts, etc.

Randy stated that though database updates are not the focus of this study, existing sources need updating and this project will likely set efforts in motion. The committee is free to add any details to the existing maps as more data is certainly welcome. Randy warned that the maps are not precise and the committee should be continually aware of this.

Karen asked Randy to describe the project boundaries. Randy replied that the project area is NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. Approximately 20 neighborhood associations are located in the study area. Existing data sources will be fused with others to attain desired results.

Randy presented a map of public transportation routes in the subarea. An important aspect of this map is the ability to correlate bus stops which see high use with the existing sidewalk infrastructure. If a bus stop is experiencing a high capacity in an area with poor existing conditions of sidewalks, it can be identified for action. Matt stated that the transit routes are incorrect on the map due to the fact that it does not show recent changes to routes, nor does it include Evergreen Transit Center.

A map illustrating the range of speed limits was presented. A majority of the roads have a 25 mile per hour speed limit due to the large number of local routes in the subarea.

Randy discussed a map displaying the number of motor vehicle collisions in the subarea relative to a street's functional class. A high amount of collisions are seen on arterials. It was noted that of 1161 accidents in the study area from 1997 to 2000, 90 (5%) occurred in residential areas. A majority of accidents occurred on Mill Plain Boulevard, a principal east-west arterial.

A bicycle route map with collisions was also presented to the committee. As is seen with other maps, only 10% of the collisions occurred on local streets. This map speaks most poignantly as to the barriers which separate neighborhoods. Arterials are seen to be a threat to bike because they are unsafe to cross.

The final map displayed the various Neighborhood Action Plans occurring in the subarea and existing traffic calming efforts. It is hoped that data from the police could later be incorporated into this map to show where speeding occurs. A committee member stated that they knew of an effort in the City Manager's Office that aims to increase the accuracy of collecting such data. Efforts to enhance the efficiency of logging traffic complaints have also been implemented. Randy responded that this would help immensely and would follow-up to gain access to the information.

Todd described the significance of Neighborhood Action Plans. These plans are the effort of each neighborhood association and focus on traffic and other issues. Action plans are considered a legal document and a conduit for funding.

John Manix, COV, stated that an effort to study pedestrian accidents will be beginning soon. The City is unsure as to how the study will be coordinated though it will likely include an education program.

Todd stated that the tools of traffic calming (bulbouts, chicanes, etc.) must be balanced with the needs of the community. The safety and livability of the neighborhoods should coexist with other services such as police and fire response.

Randy stated that most of the information presented to the committee will be map-oriented. Though some data may be deficient now, by the end of the project it may improve due to the committee's efforts.

Traffic calming studies, as we are familiar with them today, began in San Francisco. As a result, other studies along the west coast were established. Portland, Oregon was the leader in implementing calming efforts. Lessons were learned from neighbors in these studies and they will be referenced throughout the course of the current project. Traffic calming efforts typically receive approximately 75-90% support from the public. Efforts such as speed humps and speed trailers were often successful. When problems did occur, it was often found in the public process. Studies should be process-oriented in order to gain the public's perspective.

Randy then turned the meeting over to the committee who listed their impressions of traffic calming. They included:

- Livability and safety.
- Adherence to speed laws which make the streets safe for pedestrians.
- Limiting the speed of vehicles.
- Enforcement coupled with calming.
- Speed bumps, circles, bulbouts.
- A means to reduce the threatening nature of automobiles.
- Neighborhood-focused means of problem solving. Compromise.
- Streets sometimes unsafe for bicycles and pedestrians. Opportunity to reduce threatening nature of automobiles through use of bike lanes and landscaping.

- Creative ways to mitigate traffic concerns. Methods to get traffic to follow the intent of roadway.
- Trip reduction.
- Noise reduction.

Randy asked that each member to formulate one positive and one negative aspect of Vancouver's transportation system. If a member supplied a positive response, they would follow with a negative, and vice versa. They included:

### **Positive**

- Neighborhood streets in Fisher's Landing are well-planned in terms of width and curvature.
- Bike lanes on SE Ellsworth Avenue and SE Talton Avenue.
- SE 164<sup>th</sup> Avenue is "smooth sailing."
- Ability to cross SE Briarwood Drive safely.
- The beginning of SE 164<sup>th</sup> Avenue is the "right idea."
- Area west of SE 140<sup>th</sup> Avenue includes a system of well-connected streets.
- SE 136<sup>th</sup> Avenue from Mill Plain Boulevard to NE 18<sup>th</sup> Street has had very few accidents.
- McGillivray Boulevard has many good qualities and is a pleasant drive. The route is also a major east-west bike arterial
- Hearthwood Boulevard's landscaped parkways lends to traffic calming.
- Vancouver's tree ordinance lends to natural means of traffic calming.
- Separated sidewalks.
- Speed bumps that accommodate fire and ambulances.

### **Negative**

- McGillivray Boulevard's design lends to speeding. The actual speed of motorists on this route is often more than what they perceive. Stop signs are often ignored and pedestrians are threatened by their exposure to traffic.
- SE St. Helens Avenue between NE 97<sup>th</sup> and NE 98<sup>th</sup> Avenue is often used as a cut-through and is too wide.
- Schools are often not connected with bike lanes.
- Traffic signals are not synchronized on Mill Plain Boulevard between NE 104<sup>th</sup> Avenue and Chkalov Drive.
- SE 164<sup>th</sup> Avenue has insufficient pedestrian access and feels like a freeway.
- The neighborhoods in the vicinity of SE 15<sup>th</sup> Street and SE 170<sup>th</sup> Avenue have streets that are difficult to navigate and find addresses. The naming protocol of the City's streets does not make sense and the streets do not form a complete network.
- NE 98<sup>th</sup> Avenue is the result of standards that create wide streets. This induces speeding and is a poor use of the land.
- SE 112<sup>th</sup> Avenue, from Mill Plain Boulevard to NE 18<sup>th</sup> Street: cut-through with large traffic loads.
- Bulbouts on SE St. Helens Avenue to NE 98<sup>th</sup> Avenue conflict with bicycle traffic.
- Large amount of traffic accidents in the Countryside Woods neighborhood (NE 155<sup>th</sup> Avenue between Mill Plain Boulevard and 18<sup>th</sup> Street.)

A committee member asked if the City has plans for speed bumps in the Countryside Wood neighborhood. John stated that the City does not currently have speed bumps planned for that area.

Karen stated that a bike / walk forum is being held on Saturday July 28, 2001 at Esther Short Park from 9:00 a.m. to 12:00 p.m. A video copy of Dan Burden's recent presentation is also available for committee members to view. Karen then asked the committee if they preferred to receive meeting materials via e-mail or standard mail. The committee responded that they preferred e-mail. Karen stated that the committee can notify the sender if they are unable to open file attachments.

Randy stated that the next meeting will consist of how to transform ideas to reality. Todd asked the committee to read Dan Burden's publication on traffic calming and formulate ideas for the next meeting.

The meeting ended at 7:00 p.m.

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City of Vancouver  
SE Neighborhood Traffic Management Plan (NTMP)  
**Steering Committee Summary**  
**August 23, 2001**

**Members Present:**

Jeff Bissett  
Heather Coston  
Jim Etzkorn  
Chuck Hoover  
Doug Green  
Kevin Griffiee  
Gary Thomsen  
Deb Wallace

**Project Team Members:**

Todd Boulanger, City of Vancouver  
Transportation Services (COV)  
Matt Ransom, COV  
Traci Chumbley, COV  
Randy McCourt, DKS Associates  
Chris Maciejewski, DKS Associates  
Kristy Laing, The JD White Company, Inc.

**Opening**

Randy McCourt, DKS Associates, said that the Steering Committee will help guide the City and consultants with the SE Neighborhood Traffic Management Plan (SE NTMP), resulting in an action list of measures and a programmatic system. He checked in with the group to ensure the emailed files could be opened – all confirmed that they had no problems. Randy asked that comments regarding the July meeting summary should be emailed to Todd Boulanger at the City of Vancouver (todd.boulanger@ci.vancouver.wa.us).

Randy distributed a Neighborhood Traffic Management Inventory Map, which gives a comprehensive inventory of traffic calming devices in SE Vancouver, with the focus on neighborhood / local streets. He asked that the committee email him with information on other traffic calming devices in the SE area. Also included in the handout was a street width pie chart, showing the percentage of streets in various paved width groups.

A Steering Committee member noted that the Vancouver Neighborhood Alliance is still willing to help with surveys of neighborhood streets. Randy responded that three to five neighborhood streets would be surveyed in September or October, including neighbors' perception of the streets. A Steering Committee member requested that these perceptions be matched with the neighbor's relationship/proximity to the street. Randy responded that the intent is to get information from fronting property owners on the street, asking six questions that focus on perception.

**Policy Discussion**

Randy told the group that he will be using some of the key phrases discussed at the July meeting to create a statement of the purpose and goals of the NTMP project. He referred to the list, on page two of the agenda, of the previously mentioned phrases. Randy clarified that the word compromise on page two is referring to the engineering standards versus the needs of the community.

Suggestions and comments for supplementing the list included:

- Accessibility
- A well-designed street can help facilitate relationships and community
- Barrier Free (don't block neighbors ability to walk a few blocks, don't separate neighborhoods)
- Noise, part of livability (list under 'Desires')
- Facilitate cohesive community
- Overwide Streets are a function vs. design mismatch
- Pedestrian Improvement Funds
- Solutions should be non-threatening
- Solutions should not punish all drivers

A member noted that part of livability is being able to get around quickly. A member added that from a neighborhood street standpoint, he is most concerned with safety issues, and feels that people are threatened by traffic that is moving too quickly. Another member said that there is a need to balance responsible driving with the reality that not all will abide. People will continue to drive, and the City should not get to the point where drivers feel threatened.

The committee discussed the list of neighborhood transportation components that were identified last month as to what they desire in a neighborhood traffic program and how desires associate with a direct measure. For instance, reasonable speed can be measured by miles per hour. The committee discussed the standard for street width, and a member asked for better-defined standards, as some streets in Vancouver seem wide. Matt Ransom, City of Vancouver, said that the committee's input could help to change the standards. Randy said that street widths should be appropriate to their use. A committee member identified Poplar Street (far NE corner of the city limits) as being an example of unfriendly neighborhood street surrounded by tall fences.

Randy noted that multi-modal access may also be difficult to measure. A committee member said that C-TRAN has multi-modal access information in relationship to transit. Another committee member discussed some alternative route planning that was used in the Fisher's Landing area. Neighborhoods were designed so people don't use the same arterials.

Some of the listed desires may be included in the new standards, such as landscaping, schools and parks accessibility, design and sustainability.

A member said the committee needs to have a goal that is solid – for example, "in 20 years, Vancouver is fully accessible." A suggestion was made to put a time frame on the goals. Randy asked if the request of fully accessible (sidewalks and wheelchair accessible) is both on local and arterial streets. The committee member responded that it should be for both, and that without pedestrian accessibility and sidewalks, you do not get a high quality of life.

The group reviewed threats of traffic that were identified at the July meeting. A member requested that street width be added as a threat and that discouraging wide streets should be added to the desires list. He said that in one neighborhood, the association is trying to move the curbs in (i.e. bulbs) to slow traffic. Another member said there is a safety issue when wheelchairs cannot get onto the sidewalk due to curb heights and lack of curb cuts.

A committee member said that there is a catch 22 with reducing truck numbers in neighborhoods. If the city wants more commercial development, it will bring in more trucks and more money. Trucks also bring jobs into the neighborhood, reducing commute trips. The member was uncomfortable with listing trucks as a threat. Randy said that the city needs to ensure that trucks are properly accommodated.

A member said that there needs to be a willingness to spend money on pedestrian improvements rather than roadways.

Randy said that the list would be modified as the process continues. He then had the members mark local street cut-through routes on a map. He said this, and other distributed maps, will evolve as work continues. This information will help the project team prioritize community needs.

### **Next Steps**

The next Steering Committee meeting will focus on the NTM process. Randy said that the committee will receive a draft directive statement with goals that the team is laying out.

The meeting adjourned at 7:10 p.m.

# **Appendix C**

## **Stakeholder Interviews—Round One**

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 19, 2001

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Time: 1:00 p.m.

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Location: Telephoned from The JD White Company, Inc.

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Stakeholder(s): Bill Baker, Transportation System Plan Representative

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Interviewer: Kyle Brown, The JD White Company, Inc.

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The City of Vancouver is beginning the process to develop the Southeast Neighborhood Traffic Management Plan (SE NTMP) to address traffic issues on the local street system. The project area for the SE NTMP is NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. The City is also in the process of developing a 20-year citywide transportation system plan (TSP), which focuses on the arterial road system. The SE NTMP and TSP, in conjunction with \$2 million in neighborhood transportation pilot projects, will identify transportation / traffic issues, develop solutions, and prioritize projects in citizen-driven processes.

Initially, the City invited Dan Burden, a nationally known neighborhood traffic expert, to present, in a community forum, information about traffic calming and neighborhood traffic issues. The second step in the process is to interview key stakeholders in the project area. Stakeholders, by definition, are those people directly or indirectly affected by project impacts. The City contracted with a team of consultants to implement the planning process.

A key component of the plan is input from a wide range of citizens throughout the planning process. One activity in the public process is stakeholder interviews. We will be interviewing you and 11 others as the process starts, and will interview you again when the draft plan is completed. Information and input gathered during the early process will be shared with the SE NTMP Steering Committee. The SE NTMP Steering Committee, comprised of a broad-based representation of the project area, will work with the project team for the next nine months identifying issues, developing solutions, and prioritizing projects.

1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes. Perused Dan Burden's packet and agreed with his interpretation of traffic calming

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Yes, this approach is reasonable. One concern is that no one will respond to the plan once it has been developed.

3. Who should be involved in the process?

- Neighborhood associations
- City of Vancouver Transportation staff

The plan should fit with broader issues affecting traffic. Arterials outside the project boundaries that may influence traffic within the subarea need to be addressed. This would be most effective by having open communication between this study and the City of Vancouver's Transportation System Plan, which primary purpose is to study arterials.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

Traffic problems in Vancouver are due to a deficiency in the arterial system. Highway 14 needs to be widened from I-205 to NE 164<sup>th</sup> Avenue to maintain at least three lanes. This is because the highway narrows to two lanes at this interchange, which often causes delays. Widening the highway would also minimize impacts to those travelling beyond NE 164<sup>th</sup> Avenue.

The NE 192<sup>nd</sup> Avenue interchange improvements will help alleviate problems. Improvements to SE 28<sup>th</sup> Street and SE 18<sup>th</sup> Street will also improve traffic conditions.

Cut-through traffic on McGillivray is also an issue; though those who live on the street have no reasonable complaint, since they were aware of the traffic conditions before they moved in.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

Yes, Mill Plain is a large problem. A connection between McArthur and McGillivray and distributing loads to SE 18<sup>th</sup> and 28<sup>th</sup> Street would help alleviate traffic on Mill Plain. A consistent north / south travel corridor from NE 87<sup>th</sup> Avenue would be a benefit as well.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

1. Handle the traffic load—arterials that are designed for effective movement of traffic.
2. Support alternative means of transportation. Dedicated bicycle corridors are needed, though not all arterials need to support multiple modes.
3. Livability on residential streets—sidewalks and traffic-calming devices.

Yes, cost does affect priorities. If the public asks for a certain level of service, they should not complain about traffic.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Somewhat. Areas with speed humps are *very* undesirable. Traffic-calming devices, such as visually narrowing the street, bike lanes, and curb extensions, would be preferred to speed humps. The City and its citizens can do a better job of developing solutions to traffic.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

Yes, the City of Vancouver's Transportation System Plan. Aware of others, though not as familiar with them.

9. Do you have any additional comments?

Should look outside City boundaries for planning projected volumes. As Vancouver is annexing land previously owned by Clark County, the City must then catch up with maintenance, as the County does not have the same standards.

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 20, 2001

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Time: 9:00 a.m.

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Location: The Columbian

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Stakeholder(s): Duane Buell, Transportation and Distribution Manager

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Interviewer: Kristy Laing

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The City of Vancouver is beginning the process to develop the Southeast Neighborhood Traffic Management Plan (SE NTMP) to address traffic issues on the local street system. The project area for the SE NTMP is NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. The City is also in the process of developing a 20-year citywide transportation system plan (TSP), which focuses on the arterial road system. The SE NTMP and TSP, in conjunction with \$2 million in neighborhood transportation pilot projects, will identify transportation / traffic issues, develop solutions, and prioritize projects in citizen-driven processes.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

I understand it as the safe flow of traffic and pedestrians.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Yes. But, it seems that for some of the areas we are planning after the fact.

3. Who should be involved in the process?

UPS drivers – they deliver in all the neighborhoods and are probably the largest percentage of delivery drivers.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

When there aren't adequate thoroughfares to get from one area to another, or if they are all plugged up, you'll have people cutting through the neighborhoods. There is no adequate north, south, east, and west route to funnel traffic through the neighborhood. For roads that run clear through, like Hearthwood Boulevard, there should be controls for speed, as there are a lot of kids. Traffic circles would help.

The main roads, like McGillivray, should not allow parking. Bicycle lanes and sidewalks are fantastic on the main roads. The speed limit should be 35 mph through McGillivray.

Bus stops for C-TRAN need to have areas to pull off the road during the loading process, so they aren't sitting out in traffic.

During rush hours, traffic signals need to be synchronized, as not to create a block in additional streets, clearing intersections so traffic can move through.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

SE 164<sup>th</sup> Avenue corridor is difficult. SE 192<sup>nd</sup> Avenue will take pressure off SE 164<sup>th</sup> Avenue. Burton Road is not adequate for the traffic. In the Fisher's Landing area, the roads are narrow and there's no room for bicycles. With the delivery vans, we have to drive 10 to 15 mph, and the van takes up the whole street. SE 1<sup>st</sup> Street needs work.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

Safety, speeds. Neighborhoods around schools need to have adequate sidewalks so kids can walk to school. I hope that with a new school, these are planned.

Cost is always a factor, but you can implement a lot of things with a minimum amount of excess cost. Traffic flow, regulating, and enforcement. Possibly, high fines for speeding in school zones, and enforcement of school zone speed limits. Do it the first time around when you're putting in a street – bus pullouts, bicycle lanes, etc. Cost is not a factor when it comes to adequate safety.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

I am familiar with some of the programs. No parking on thoroughfares, pullouts for buses should be implemented. Anything you can do to keep traffic from going into the neighborhoods will be less money that needs to be spent on neighborhood streets. Neighborhood management is needed. Traffic flow can be directed by having medians; that way you manage traffic flow to intersections that are safe.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

The growth north of the area will directly affect SE Vancouver.

9. Do you have any additional comments?

- Cascade Park started out well – the side streets north / south are good.
- Newspaper runs are in the morning to schools.
- Major newspaper drops are now at night, which cuts 20 to 30 minutes off the route versus the last year's afternoon delivery time.
- Thirty-third Street finally did it right, by taking out the big humps. It's wide enough for fire trucks, but traffic has to slow down. On SE 7<sup>th</sup> Street, that runs parallel to Mill Plain, they are doing a good job of keeping speeds down.

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: July 10, 2001

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Time: 10:00 a.m.

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Location: Telephoned from The JD White Co., Inc.

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Stakeholder(s): Bob Byrd, Waste Connections, Inc.

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Interviewer: Kyle Brown, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes, I am familiar with traffic calming.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Yes, this is a reasonable process. A multi-faceted approach should be implemented in order to meet the needs of the emergency response and service providers (i.e. garbage collection, mail delivery).

3. Who should be involved in the process?

## Stakeholder Questionnaire for Southeast Neighborhood Traffic Management Plan

As stated earlier, in addition to the general public, service providers and emergency response should be part of the process due to the fact that they utilize the roads on a daily basis.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

The project area is experiencing a substantial amount of growth. Important issues include congestion and speeding.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

Problems are often encountered in older neighborhoods (i.e. vicinity of NE 18<sup>th</sup> Street and NE 136<sup>th</sup> Avenue) in which the roads are not wide enough to accommodate service vehicles. Areas near Evergreen High School are unsafe due to students speeding through the neighborhoods.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

1. Livability
2. Speed, in terms of expediting construction
3. Cost

Yes, cost most certainly influences these priorities.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Yes, very familiar. Narrowing streets could cause conflicts for service vehicles if on-street parking is included. Service vehicles should be considered in traffic calming designs.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

Not familiar with current projects. Waste Connections, Inc. is beginning an automated garbage program in the Fishers Landing and Cascade Highlands Neighborhoods. This program entails a robotic arm, connected to the vehicle, which is operated by the collector to retrieve garbage cans without leaving the cabin. This program will enhance efficiency and safety.

9. Do you have any additional comments?

No additional comments at this time.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: 7-24-01

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Time: 8:30 A.M.

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Location:

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Stakeholder(s): City of Vancouver Street Maintenance, Bob Eichhorst

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Interviewer: Kristy Laing, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Looks good to me

3. Who should be involved in the process?

All of the groups you outlined.

**Stakeholder Questionnaire for Southeast Neighborhood Traffic Management Plan**

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4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

I would like to see more weight limit restrictions or truck routes.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

No

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

If your going to install bulb outs, circles, etc: make sure they are sweeper friendly.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

I'm not a big fan of speed humps/ bumps. The traffic starts using other streets. Humps / bumps are hard to sweep along the curb line and if we do get a snow storm plows have to raise up to go over them.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

Not to my knowledge.

9. Do you have any additional comments?

Thanks for including maintenance with your questionnaire.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 27, 2001

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Time: 4:30 p.m.

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Location: Teleconference

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Stakeholder(s): Ron Gibson, United Parcel Service

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Interviewer: Kristy Laing, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

It's a difficult question until you define the problem. But absolutely – it's reasonable to have a plan for development and traffic control.

3. Who should be involved in the process?

Agree with those already involved. Maybe involve FedEx.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

1. Loading zones in the retail portion
2. Overhead clearance for parking on residential streets.
3. Maintaining visibility at residential intersections.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

The area along Mill Plain Boulevard where retail is right next to residential. There is no access for commercial vehicles at all. Trucks have to get in the way in order to deliver their packages. Loading zones are needed along Mill Plain. Yes, this should be considered a priority.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

The west side of town is different from the east side. They do address some of the traffic issues. But, Mill Plain and Chkalov are different due to the extreme rapid growth. Aesthetics are nice, but from a business perspective, it isn't pertinent. From a taxpayer's standpoint, cost is important. You want to get the biggest bang for your buck.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Yes, I am indirectly aware of programs. Things such as loading zones and visibility are important for the plan's success.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

Not that I'm aware of.

9. Do you have any additional comments?

- I think there is an ordinance requiring eleven feet of clearance at the curb, but this is not always maintained. It is essential to delivery, as if there is not enough clearance; the trucks can't get out of the way of traffic.
- Traffic circles are generally not a problem for the trucks that deliver in the neighborhoods.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 21, 2001

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Time: 4:45 p.m.

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Location: Telephoned from The JD White Co., Inc.

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Stakeholder(s): Bob Hukee, Bennington Neighborhood Association

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Interviewer: Kyle Brown, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

He understands traffic planning, not traffic calming.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Yes. An improvement would be to consider all modes of traffic and the impacts of these various modes. When developing large streets (i.e., NE 164<sup>th</sup> Avenue), consider quantity and timing of traffic lights. The area near Wal-Mart is a good example of an area that has a large number of signals, which are not properly timed. Bike lanes and sidewalks are beneficial to accommodating multi-modal traffic.

3. Who should be involved in the process?

He thinks he should be. All neighborhood associations should be involved. The police should be involved, as they are aware of what occurs during all hours of the day.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

- Defining the use of a street (arterial versus residential) and allowing the neighborhoods to influence this decision-making process.
- Timing of lights.
- Multi-modal transportation.
- Noise.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

Yes. There is a large amount of traffic at SE 1<sup>st</sup> Street and NE 172<sup>nd</sup> Avenue. Trucks in this area often use unmuffled exhaust brakes, which is very noisy for the adjacent neighborhood. The formation of established truck routes would help alleviate this problem.

SE 18<sup>th</sup> Street is dangerous because it is a wide road with high vehicle speeds. This is hazardous to all that use the road.

The intersection at NE 192<sup>nd</sup> Avenue and SE 25<sup>th</sup> Street is hazardous since motorists often do not realize that it is a four-way stop. Clear markings and signage would assist those who may not be familiar with the intersection.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

1. Livable neighborhoods
2. Consistency of arterial versus residential street nomenclature
3. Aesthetics

Yes. Though the money could be spent more wisely. The software powering the traffic signals on Mill Plain is a good example. This software was expensive and was not tested before its implementation. Subsequently, a large amount of money was spent on something that actually causes more problems. Furthermore, poor timing also results in speeding as motorists attempt to race to the next green light, as encountering a red is common.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Familiar, although he has not served on any committees. Not in favor of speed humps unless they are used in school zones or near blind corners. Plantings make a road feel more like a neighborhood and less like an arterial.

On McGillivray, road narrowing forces cars closer to bike and pedestrian traffic. If this narrowing had been planned with other uses in mind, it would be safer and more enjoyable for all. By analyzing how bikes or pedestrians could use roads to get from point A to point B, roads could be designed with more forethought.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

The NE 192<sup>nd</sup> Avenue extension will affect traffic flow, as will the Padden Expressway.

9. Do you have any additional comments?

Establishing truck routes and limiting the use of exhaust brakes near neighborhoods should be a priority. Proper timing of traffic signals should be emphasized.

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 18, 2001

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Time: 10:00 a.m.

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Location: Cana Realty

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Stakeholder(s): Steve Madison

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Interviewer: Kristy Laing, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes. I'm not sure if the community distinguishes traffic calming as an economic revitalization from a transportation management standpoint. The east side has more suburban development than downtown, and it seems as though they try a bunch of traffic-calming methods. These may or may not achieve what the neighborhood objectives actually are. Traffic may slow down, but it also may result in additional noise. Stop signs seem to curtail traffic more than speed bumps.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

It seems as though a baseline of information is needed from the public, but education is more important than just letting the neighborhoods vent.

3. Who should be involved in the process?

(I explained to Steve the different people currently involved in the process.) These are important people to include. Someone has to have a vision, develop that vision, and sell that vision. At times it seems as though the tail is wagging the dog.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

In this area, the vision of mixed use is important. Take the traffic and achieve what you want to by shortening trips, and lessening the amounts of time people spend in the car and the distances needed to travel. People going to shorter destinations will change the pattern of traffic. Zoning is also an important element, so there are not just pockets of single zoning in Vancouver.

The City of Vancouver has to have a vision, and then the process is how the neighborhoods and businesses can fit in the vision. Things need to be encouraged, like sidewalks offset from the street. Zoning has as much to do with this process as traffic corrections. Landscaping between the street and sidewalk will encourage more pedestrians. In the past, some of this has been done, but there is no money to maintain the landscaping. The City says they want to encourage pedestrian traffic, but needs to take the steps to get there.

A more comprehensive look needs to be taken, not just a speed hump here or there. This can encourage different traffic patterns.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

See above.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

On the west side of Vancouver is an older, more established area. It needs to be looked at from a revitalization standpoint. How do we bring people back to this area? The east side has a little different focus, and looking at the livability standpoint is key.

Safety issues are always the most important. It is also important that the City develops a plan, so that funding is there. It is important to maintain what is put in place. It is cheaper to maintain a building or landscaping consistently than to rebuild it.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Only on a subliminal basis. The new radar system may work well.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

No.

9. Do you have any additional comments?

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: July 9, 2001

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Time: 1 p.m.

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Location: Teleconference

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Stakeholder(s): Ralph Peabody

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Interviewer: Kristy Laing, The JD White Company, Inc.

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1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes. I was involved in a petition to install speed bumps in 1995, and continued with the process through the SE Vancouver annexation into the city limits.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

It is a reasonable process, but I am concerned with who will develop the solutions and prioritize projects. The issues in SE Vancouver may be considered the highest priority in the City. There is not enough emphasis on solutions.

3. Who should be involved in the process?

Neighborhood leaders, City engineering staff and traffic professionals should be involved in the process. Joe Gianotti was very active in the concurrency program and would be a good person to get involved.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

- Cut through traffic
- No police enforcement of traffic laws
- Major arterials that do not move traffic, and force cut through traffic.

There are solutions to some of the major arterial problems. Speed bumps help, but are not the entire solution.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

Schools and in neighborhoods should be the priority. The schools in the Marrion and Ellsworth area need improvements, which are already in the works. Fircrest Elementary also needs improvements such as sidewalks. 118<sup>th</sup> Street (which goes by the school) is wide and like a raceway.

Truck traffic on Mill Plain Boulevard needs to be reduced. The County did this before the area was annexed into the City. Companies such as Pacific Rock have a large number of trucks on the road.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

Livability is the top priority. Maintenance and aesthetics are secondary to livability. Cost is a main issue along with a true willingness by City officials to make it work. We need a true commitment from the City or nothing is going to work.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Speed humps and bumps are not affective unless you have enough of them – they are more of a hindrance. Dan Burden had many good idea's at his lecture – such as curb bulbouts, roundabouts, and narrowing streets. Cost for those calming tools is not that high.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

The VAST program – it is important to have better use of traffic flow tools, and good traffic lights. Apparently the cameras that have been installed cannot work because there are not fiber optic cables, which are needed for VAST.

9. Do you have any additional comments?
- Tools such as reducing truck traffic on Mill Plain Boulevard do not cost anything.
  - Bus pullouts on Mill Plain would help the traffic flow and would not be a big deal to install.
  - Vancouver needs a knowledgeable traffic engineer to work on these problems, someone that will work in the field with the neighbors and listen. It seems that some City staff are more politicians than engineers. Leadership is needed.

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 20, 2001

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Time: 12:00 p.m.

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Location: Caples Post Office

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Stakeholder(s): Kay Schramm, Hearthwood Post Office, Dave Scheels, Postmaster

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Interviewer: Kyle Brown, The JD White Company, Inc.

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The City of Vancouver is beginning the process to develop the Southeast Neighborhood Traffic Management Plan (SE NTMP) to address traffic issues on the local street system. The project area for the SE NTMP is NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. The City is also in the process of developing a 20-year citywide transportation system plan (TSP), which focuses on the arterial road system. The SE NTMP and TSP, in conjunction with \$2 million in neighborhood transportation pilot projects, will identify transportation / traffic issues, develop solutions, and prioritize projects in citizen-driven processes.

Initially, the City invited Dan Burden, a nationally known neighborhood traffic expert, to present, in a community forum, information about traffic calming and neighborhood traffic issues. The second step in the process is to interview key stakeholders in the project area. Stakeholders, by definition, are those people directly or indirectly affected by project impacts. The City contracted with a team of consultants to implement the planning process.

A key component of the plan is input from a wide range of citizens throughout the planning process. One activity in the public process is stakeholder interviews. We will be interviewing you and 11 others as the process starts, and will interview you again when the draft plan is completed. Information and input gathered during the early process will be shared with the SE NTMP Steering Committee. The SE NTMP Steering Committee, comprised of a broad-based representation of the project area, will work with the project team for the next nine months identifying issues, developing solutions, and prioritizing projects.

1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes. Traffic-calming efforts on St. Helens Avenue is a problem for carriers. This is due to curbouts at intersections, which prevent pedestrian and bicycle access. These also cause problems for carriers who operate the vehicle from the right side and must use a portion of the oncoming lane to make a turn. Speed bumps cause loads in the truck to shift and potentially spill. This problem could be alleviated by a smoother taper. The intent of these calming efforts is good, though the safety is not necessarily enhanced.

It would be useful to pre-plan mail box placements, if sidewalks are to abut the street, for the safety of the carriers.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Yes, and a plan is definitely needed, as traffic flows are not what they should be. SE Ellsworth Road is good between SE 14th Street and SE 10th Street, though there is no direct north / south arterial. Drivers must travel down on Mill Plain Boulevard to Chkalov Drive in order to continue north or south. Heavy traffic is commonplace due to a large amount of lanes and stops signs. Traffic signals would be more feasible, because when roads have a large capacity, stop signs tend to cause delays. Essentially, there are no useful north / south arterials. Evergreen is a good arterial, though the condition of the road is poor east of Grand Avenue. Mill Plain is a relatively efficient road.

NE 18th Street is a fairly good arterial, though access can be poor in areas. Burton Road suffers from the same problems, and it does not appear that the current improvements will alleviate them.

Vancouver's arterials are not designed as the classification intends. Arterials need to be defined and designed for use as such. This would likely be expensive though, considering the alternative. If you have efficient arterials, you reduce cut-through in adjacent neighborhoods.

Kay added that cut-through in neighborhoods is unsafe for carriers since drivers often exceed the speed limit.

3. Who should be involved in the process?

Current projects have a good mix of individuals in which to gain insight. Emergency response, police, and City Engineering staff should be included as well.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

1. Lack of arterials.
2. Too many streets without sidewalks. The only place in the City where sidewalks are usefully implemented is the Cascade Park area. Fort Vancouver High School suffers from a lack of pedestrian access. This is not well planned due to the fact that students who live within a 0.5-mile of the school do not have bus service.
3. Poor planning. Neighborhoods are being developed without traffic in mind. This causes problems in delivery and emergency response.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

No clear access plans have been defined for developments. From NE 137th to NE 155th Avenue, there is no access through the Al Angelo development. This is due to plans, which keep developments separate from the surrounding neighborhood, with one access to an arterial.

The SE 9th Street extension to NE 136th Avenue will be beneficial. SE 1st Street is a good street until 142nd, though it does not connect with Hearthwood. There seems to be no good east / west corridor as motorist must travel to Mill Plain Boulevard to find a consistent arterial.

North / south access between McGillivray and Mill Plain Boulevard is good, as is access between NE 162<sup>nd</sup> and NE 172<sup>nd</sup>. Problems exist south of McGillivray. Traffic problems abound west of I-205 due to a large number of stop signs, with high volumes. This forces use of Chkalov and Lieser to access Highway 14. The signals near the Wal-Mart on Mill Plain Boulevard cause traffic delays as well.

Essentially, defining an efficient traffic flow would be beneficial overall.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

Livability is related to safety and emergency response. If rated, livability should be first, with maintenance, aesthetics, and cost following.

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Yes. Speed cushions appear to be a good solution to speeding, while accommodating emergency access. Overall, support all forms of traffic calming as long as they are designed properly. Traffic circles are often designed poorly, which makes them difficult to travel around. As long as calming devices are designed properly, there should be no problem.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

Not aware of any.

9. Do you have any additional comments?

There should be more coordination with construction projects and the post office. Delivery access issues could be alleviated by having a postal representative provide input as to the design of the road. In this manner, the appropriate mailbox plan can be developed to best fit the neighborhood, while also providing appropriate access for the mail carriers.

The NE 172<sup>nd</sup>, Burton Road, and NE 87<sup>th</sup> Avenue projects have conflicted with carrier access and calls to the City have not yielded a response. During construction projects, temporary mailboxes must be placed with carrier access and safety in mind.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire**

Date: June 15, 2001

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Time: 11:30 a.m.

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Location: Java House

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Stakeholder(s): Alex Veliko, Vancouver Neighborhood Alliance

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Interviewer: Kristy Laing

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The City of Vancouver is beginning the process to develop the Southeast Neighborhood Traffic Management Plan (SE NTMP) to address traffic issues on the local street system. The project area for the SE NTMP is NE 87th Avenue east to SE 192nd Avenue, and NE 18th Street south to the Columbia River. The City is also in the process of developing a 20-year citywide transportation system plan (TSP), which focuses on the arterial road system. The SE NTMP and TSP, in conjunction with \$2 million in neighborhood transportation pilot projects, will identify transportation / traffic issues, develop solutions, and prioritize projects in citizen-driven processes.

Initially, the City invited Dan Burden, a nationally known neighborhood traffic expert, to present, in a community forum, information about traffic calming and neighborhood traffic issues. The second step in the process is to interview key stakeholders in the project area. Stakeholders, by definition, are those people directly or indirectly affected by project impacts. The City contracted with a team of consultants to implement the planning process.

A key component of the plan is input from a wide range of citizens throughout the planning process. One activity in the public process is stakeholder interviews. We will be interviewing you and 11 others as the process starts, and will interview you again when the draft plan is completed. Information and input gathered during the early process will be shared with the SE NTMP Steering Committee. The SE NTMP Steering Committee, comprised of a broad-based representation of the project area, will work with the project team for the next nine months identifying issues, developing solutions, and prioritizing projects.

1. Do you understand what Traffic Calming or Neighborhood Traffic Management is?

Yes.

2. The initially proposed process to develop the Southeast Neighborhood Traffic Management Plan is to define the problem, develop solutions, and prioritize projects. Is this a reasonable process? Do you have any concerns or suggestions as to how to improve the process?

Projects should also be used as a template – can the City use this solution in another situation? We will see results of the work being done at Ellsworth Springs Elementary and Marrion Elementary, and can feed this information into the plan.

3. Who should be involved in the process?

Neighborhoods should be involved in the design process. Through the VNA Traffic Committee, neighborhoods can be identified that are directly involved with a specific project. If you do it without the neighborhoods, it could create a conflict, and that is not healthy for the community. Public involvement is needed.

4. In your opinion, what are three key neighborhood traffic issues on the City's local street system in the project area (NE 87th Avenue to SE 192nd Avenue, NE 18th Street to river)?

Safety concerns – and speed humps / bumps don't do the job. Neighborhoods need raised crosswalks, curb extensions, and traffic circles. Use all of these things where they fit – slow down the traffic and force drivers to think.

There is a consistency of traffic issues – safety, speed, and noise – that encompass the neighborhood concerns. There are the same issues on the arterials.

5. Are any areas within the project area worse than others? If so, should these areas be considered a priority?

SE 164<sup>th</sup> Avenue and Mill Plain have gridlock issues. This forces traffic through the neighborhood streets, which weren't meant to take the additional traffic. Commuters are using neighborhood streets to avoid congested areas. Hopefully, SE 192<sup>nd</sup> Avenue will take trucks off SE 164<sup>th</sup> Avenue.

6. Ultimately, the plan should minimize impacts to safety, maintenance, public transit, emergency response, and other users (i.e., walkers, bicyclists, and transit users). What are the priorities – maintenance, livability, aesthetics, same throughout the city, speed, cost? What are the top three priorities? Does cost affect those priorities?

Livability is very important. It is a bigger issue for relocation, and how we bring people into the community. It is a safety / speed mix. It is also a problem of where you get the funding. The two dilemmas are how do you physically solve the problems, and how do you pay for it?

7. Are you familiar with any City of Vancouver Neighborhood Traffic implementation programs (i.e., speed hump program)? If you were to implement this NTMP, what other things should be considered to make this a success?

Try to incorporate Dan Burden's handbook with the NTMP. Continued research is needed in case something has been left out. The standard thought process will not work anymore.

8. Are there other neighborhood projects or programs that could affect the SE Neighborhood Traffic Management Plan?

There is a plan to put in traffic circles in the Central, Shumway, and Fircrest neighborhoods. There are more potential projects than available funding.

9. Do you have any additional comments?

- VNA subcommittee decided that 60% of the \$2 million will go to improvements at schools, and the other 40% will go to different areas.

## **Stakeholder Questionnaire for Southeast Neighborhood Traffic Management Plan**

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- VNA did a traffic study, and found high speeds in the area. On McGillivray, the traffic went up from 900 to 2,000 during the peak hour.
- The meeting with Dan Burden was extremely successful and well attended.
- Alex has a matrix of neighborhood issues, and will email it to TWC.
- VNA has asked the Evergreen School District to get involved.

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# **Appendix D**

## **Stakeholder Interviews—Round Two**

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## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 07-15-02

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Time: 10:00 a.m.

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Location: Telephone

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Stakeholder(s): Becky Archibald, VNA (896-8632)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Would like to see citizen input higher on the prioritization list. Referring to Figure 3-6, would like to see more neighborhood involvement later in the process, prior to stage 2.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- Seems that it has been well thought out. Would like to see increased citizen input and ongoing communication with neighbors throughout the process.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- Tools seem appropriate. Needs to be more clarification as to what the current base for scoring of street classifications is.

5. Is the level of public involvement outlined in the plan adequate?

- Again, increased neighborhood involvement throughout the process. Referring to Figure 3-7, there needs to be more citizen involvement between the steps of petition to proceed and neighborhood review/approval.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- No, they do not have any direct impact. Would like to see more background information in the plan as to what the current standards for street widths for the city are. Is more concerned about what is common in the Vancouver area, not the Portland area. The sidewalks seem to be extremely wide. Concern with this is that residents are expected to maintain the sidewalks, this could be very expensive. Six to eight foot sidewalks seem much more reasonable.

7. Do you have any additional comments?

- Would like to see additional background information in the plan on City's current standards for the sake of comparison.

- Concerned about the development review process. Developers should have to pay for traffic impacts not only at the project site, but neighborhood wide. Suggests a 50/50 split of development review funds for project site impacts/neighborhood wide impacts.
- Likes layout of pedestrian environment on page 5.12, especially bulb-outs.
- Suggests giving consideration to driveways and pedestrian zones for safety of pedestrians and oncoming traffic regarding Table 5.1.
- Neighborhood should be involved even before the development review process begins. It sometimes seems as though the City is working against citizens. Neighborhoods often do not find out about something until it is too late to change anything.
- Enforcement of new standards is critical for success.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 7-11-02

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Time: 8:00 a.m.

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Location: Telephone stakeholder at work

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Stakeholder(s): Bill Baker, Resident ([503]790-9222, x2162)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- No, there is not enough background information. There is no specific section explaining traffic calming. There is a good explanation of various traffic calming tools, but the plan lacks the background information. Some of the tools seem contradictory to tools presented in the Transportation System Plan (TSP). For example, in the NTMP it states speed bumps help to reduce speed, but the TSP states they do not reduce speed.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Yes, the process seems adequate and reasonable. Recommends including a step where the City responds to citizen concerns on an ongoing basis regarding where they are at in the process as well as general response to their concerns. Keeping the channel of communication open is key.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- The timeline is appropriate. From a citizen's point of view it seems too long, but is reasonable for the length of time it takes to accomplish anything.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- For the most part they are appropriate. Not sure of the reasonableness of curb extensions and roundabouts on Category "A" streets.

5. Is the level of public involvement outlined in the plan adequate?

- Yes, it seems adequate. The majority of public involvement seems to take place through Neighborhood Associations. Again, ongoing communication with citizens is very important.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- No.

7. Do you have any additional comments?

- Suggests utilizing the landscape as a traffic calming device. There is landscaping in the design plans, but it is not discussed as a specific tool. When using landscaping should look at the long-term growth and how it will affect the street and sidewalks.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 7-10-02

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Time: 10:00 a.m.

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Location: Telephone

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Stakeholder(s): Bob Byrd, Waste Connections (944-2377)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes, there is enough background information. Had a good understanding of traffic calming to begin with.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Believes it provides adequate opportunity, as long as proper notification is given for participation.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- Yes, the plan provides an appropriate balance. If the timeline were to be lengthened it could cause problems. In the essence of time, it is adequate.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- Yes, there are a lot of options. Everything seems to be covered. Has no changes to recommend.

5. Is the level of public involvement outlined in the plan adequate?

- Yes, it is adequate. Cautions involving too many people, which can make it convoluted.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- Street widths definitely have an impact. 28 feet is adequate, any less than that would be difficult.

7. Do you have any additional comments?

- Agrees there is a need to slow down traffic and feels the City is heading in the right direction. Only concern would be the use of speed bumps to slow down traffic. These cause difficulties for trucks and are also damaging.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 07-11-02

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Time: 9:30 a.m.

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Location: Telephone

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Stakeholder(s): Richard Hoffman, COV Maintenance Service (735-8894)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes, for his purposes there is enough information.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Yes, it provides adequate opportunity. It seems that most everything is covered.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- Yes, it seems it has been well thought out.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- Yes, the tools seem appropriate.

5. Is the level of public involvement outlined in the plan adequate?

- Yes, it seems adequate. Will not always be able to please everybody, but the level of involvement is good.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- Does not have an impact unless there is on-street parking. If so, will impact street sweepers.

7. Do you have any additional comments?

- No additional comments, the plans looks good.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 07-19-02

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Time: 2:30 p.m.

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Location: Telephone

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Stakeholder(s): Steve Madison, CTC Investments, LLC (696-9551)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?
  - Yes, there is enough information. Already had a good understanding of traffic calming.
2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?
  - Seems there is enough opportunity. Balance is important.
3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?
  - Appropriate as long as it does not add any time to the process of development or fulfilling requirements by the City.
4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?
  - No comment.
5. Is the level of public involvement outlined in the plan adequate?
  - Refer to answers for questions 2 and 3.
6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?
  - Street widths are fine, no impact.
7. Do you have any additional comments?
  - The best traffic calming is stop signs, because people will no longer take those routes.
  - Avoid creating another layer of bureaucracy.
  - There is no mention of how gated communities are affected or involved in this plan; this should be covered.
  - Maintenance of ongoing NTM needs to be mentioned. Who will be responsible for long-term maintenance?
  - The plan does focus on education, which is the key to alleviating some of these issues.
  - Meandering sidewalks and landscaping between the street and sidewalk should be used whenever possible.

## Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2

Date: 7-10-02

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Time: 1:30 p.m.

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Location: Telephone

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Stakeholder(s): Ralph Peabody, Resident (892-3891)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Yes.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- There is a good balance between the two. If anything, would like to see more citizen participation.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- Yes , the tools are appropriate. Struggles with being able to correlate them to what the City has currently. The current plan has a long ways to go. The NTMP is on the right track.
- Biggest concern is neighborhood streets and cut-through traffic,

5. Is the level of public involvement outlined in the plan adequate?

- Yes it is.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- Likes the curb build-outs and traffic islands.

7. Do you have any additional comments?

- Twelve foot sidewalks seem a bit excessive. Concerned that they take up a lot of growing space for landscaping.
- Overall it is a well thought out plan.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 07-18-02

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Time: 2:00 p.m.

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Location: Telephone stakeholder at Portland office location

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Stakeholder(s): Dave Scheels, Caples Post Office ([503] 294-2566)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes there is enough information. Has an understanding of traffic calming from previous committee experience.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Not sure, outline of time frame could not be done to get a good communication process. Nothing in initiation of involvement. Time frame is short and seems too condensed. Didn't see anything that mentioned how people would be notified. Plan assumes neighborhoods will notify residents in time to participate.
- Referring to Table 3.3, there is no clear definition of who is responsible to monitor and review the thresholds.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- Refer to answer for question 2. Appropriate only if the plan is strictly adhered to and there is a well defined communication plan. Communication plan needs to be defined better.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- No problem with 3-7, agrees with most of it.

5. Is the level of public involvement outlined in the plan adequate?

- Intent is adequate, but how do you communicate it.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- Yes, it can affect the curb delivery service. Placement of mail boxes is very important. Also, consider a public easement. Suggests placing mail boxes in one location for one square block. This issue needs to be addressed more.
- Street widths will also have an impact on bicycles.

7. Do you have any additional comments?

- Bikers are overlooked in Figure 6-6, forced to be with traffic at intersection. It is too narrow for bikers and large cars or trucks.

- Speed bumps can cause difficulties too, especially the four-sided ones. Rubber speed mats are much better.
- Do not have adequate arterials defined. Access to these is very limited. Direction east to west has poor egress. Poor access going north to south.
- The plan states there will be no speed bumps on arterial routes, but SE 7<sup>th</sup> Street has them. They should be taken out.
- Completing projects all the way is necessary.
- Portable basketball hoops in street are dangerous; this should be addressed.
- There is no reference to flag lots or driveways in the plans; this needs to be addressed. These have an impact on traffic, and seem to slip through the plan.

## **Southeast Neighborhood Traffic Management Plan Stakeholder Questionnaire #2**

Date: 7-18-02

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Time: 10:30 a.m.

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Location: Telephone

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Stakeholder(s): Jonathan Upshaw, Vancouver Youth Council (260-8406)

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Interviewer: Jessica Stalberger, The JD White Company, Inc.

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1. Is there enough background in the plan to help you understand traffic calming?

- Yes.

2. Does the process outlined in Chapter 3 of the plan provide adequate opportunity for stakeholder input?

- Yes.

3. Does the plan provide an appropriate balance between the timeline of NTM project implementation and citizen participation?

- Yes.

4. Are the NTM tools listed in Table 3-7 appropriate for the various NTM street classifications? Would you recommend changing the application of any of the tools?

- Yes, tools are listed appropriately.

5. Is the level of public involvement outlined in the plan adequate?

- Yes.

6. The cross-sections shown in Chapter 5 (28 to 32 foot widths) are common in the Portland area. Do these street width applications as outlined in the plan have any impact on your operation?

- No.

7. Do you have any additional comments?

- Plan is well thought out and well written.

# **Appendix E**

## **Transportation Forums**

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