



**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**

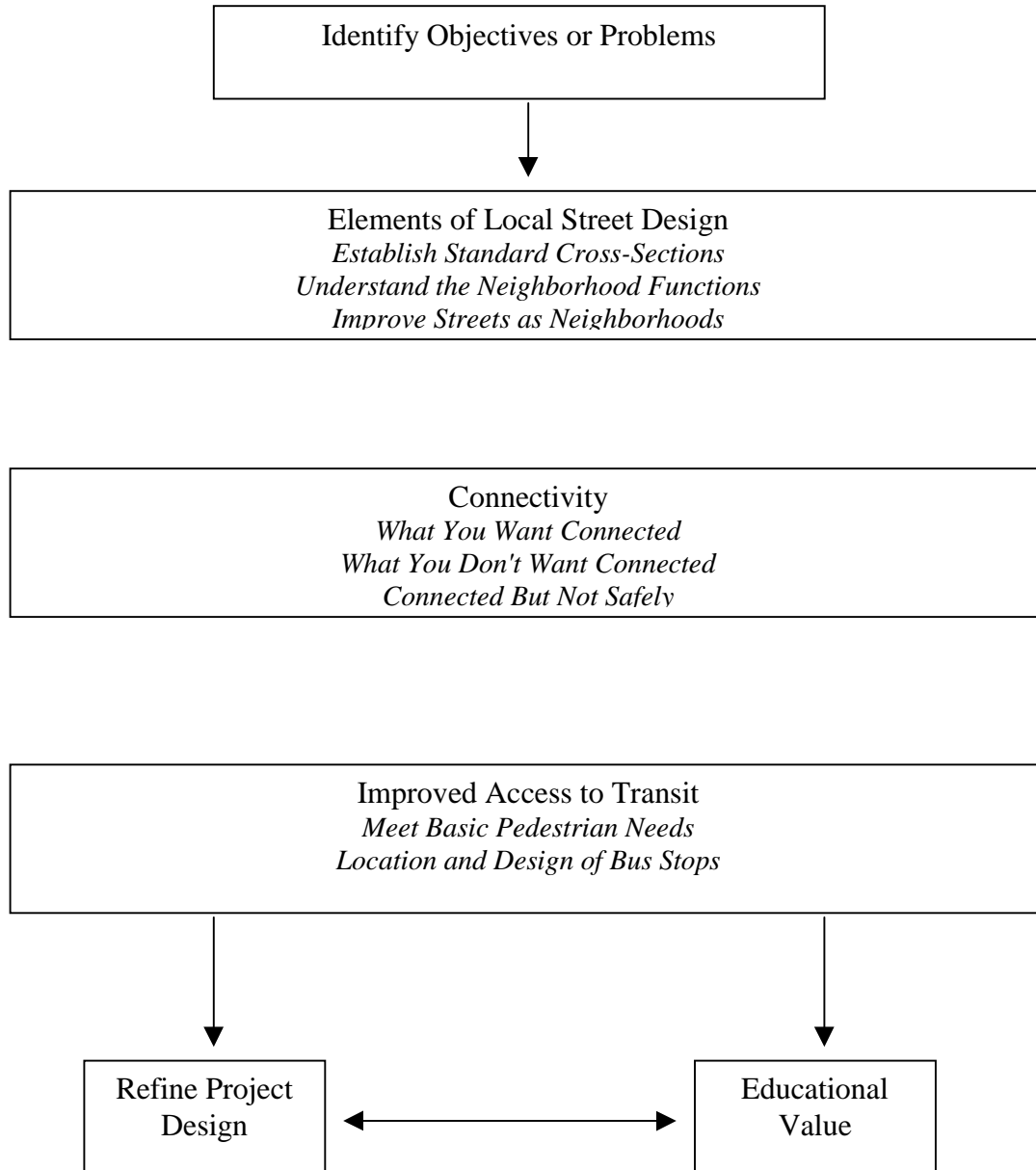
Todd explained the next step of the process is to take the information from the street livability surveys and compile it.

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

