



# Vancouver's Neighborhood Traffic Calming Program

## Program Overview

**I**ncreased driver speeds and high traffic volumes can affect the livability and safety of neighborhoods throughout Vancouver. To improve the existing quality of life and meet future needs, the City of Vancouver takes a citywide approach to neighborhood traffic management. The focus of the Neighborhood Traffic Calming Program is to address high priority needs within neighborhoods that have documented speed, safety or traffic issues.

Working in partnership with the Neighborhood Traffic Safety Alliance (NTSA), the City of Vancouver has developed the Neighborhood Traffic Calming Program to address ongoing needs

of residents who want to improve safety and create more walkable and livable neighborhoods. The City is looking for projects that are efficient, low maintenance, long-lasting, and in some cases provide creative solutions to directly address identified speed, safety or traffic concerns.

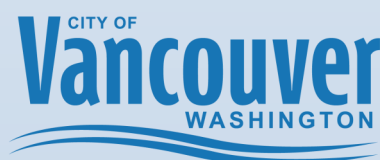
For a project to be considered for funding through the program, a project proponent will need to be identified and work closely with City staff and the NTSA to advance the project through the program process. The City accepts applications only once per year, so it is vital that project proponents closely follow the schedule to ensure their project is considered for the program.

**For more information, please contact:**

[www.cityofvancouver.us/TrafficCalmingProgram](http://www.cityofvancouver.us/TrafficCalmingProgram)

[trafficalmingprogram@cityofvancouver.us](mailto:trafficalmingprogram@cityofvancouver.us)

Updated for January 2023



# Neighborhood Traffic Calming Program Requirements

Applications will be accepted from Vancouver residents, whether representing a recognized neighborhood association or not. Applications are accepted from apartment complexes or multi-family unit representatives, but will not be accepted from businesses, organizations, institutions or schools. However, these entities may work with residents and/or a neighborhood association to propose a traffic calming project location. All project proponents are encouraged to work with their neighborhood associations on traffic calming proposals, as applicable.

## Requirements for the Program include:

- Residents/neighborhood associations may submit only one application per program year.
- A project proponent must be identified to champion the project idea through the entire process. If there is no project proponent, a project location will not be considered for the program.
- Preliminary project cost estimates will be capped between approximately \$120,000 to \$150,000 per project; the program does provide some flexibility to allow for comprehensive projects that most effectively address the identified safety issue.
- Infrastructure projects (proposals that include adding a traffic calming device or structure onto or in the street) will be limited to only residential and collector arterial streets.
- Principal arterials will not be considered for the program. Principal arterials are typically reviewed, evaluated and considered through the City's work with other existing programs.
- All projects must meet speed/volume criteria and demonstrate resident support.
- Street mural proposals will be considered and evaluated separately from the Traffic Calming Program.

The process outlined in this document lays the groundwork for making sure projects that reach the final prioritization process are well supported by the community and meet a basic level of safety criteria and demonstrated need. Vancouver residents are encouraged to submit traffic locations and concerns for program consideration. Final traffic calming elements are determined by City staff to ensure suitable devices are being proposed for specific streets.

Funding for the Neighborhood Traffic Calming Program is available through a combination of Real Estate Excise Tax (REET), Transportation Benefit District (TBD) fees and multiple other revenue sources, providing a 2023 approximate budget of \$300,000. The funding allocations from these sources can increase or decrease each year due to current economic conditions, so the city may adjust the program funding level as needed.

Project costs are coordinated through several different strategies and partnerships within city departments to maximize cost efficiencies. City staff continue to explore program requirements, guidelines and funding efficiencies as we look at options to best support this neighborhood program and continue its success into the future. *Please note that funding may be allocated to address urgent safety issues related to traffic calming, and these issues may be associated with a proposed project regardless of ranking.*



# Neighborhood Traffic Calming Program Steps

## 1. Call for Projects

*January – February*

To be considered for the Neighborhood Traffic Calming Program, interested residents must submit an official request during the first part of the year. Call for project locations occurs from January 1 through the end of February. A proposed project location must have an identified project proponent for program consideration.

Residents will need to submit their traffic concerns using an online web application form. Note concerns of neighborhood speeding and include the location where traffic concerns occur.

[www.cityofvancouver.us/TrafficConcerns](http://www.cityofvancouver.us/TrafficConcerns)

### Project Proponent Requirements

A project proponent must be identified to champion the project idea through the entire process. If there is no project proponent, a project location will not be considered for the program. A project proponent's responsibilities will include the following:

1. Read this document thoroughly so that there is a good understanding of the program and process.
2. Attend at least two Neighborhood Traffic Safety Alliance meetings, typically May and September.
3. Work with City as staff help determine appropriate designs to address current traffic issues for proposed projects.
4. Work with NTSA to develop short project presentation on proposed project
5. Present project location, traffic calming ideas and respond to questions via community evaluation panel during September NTSA meeting.
6. Discuss project elements with neighbors who may be impacted by the proposed project.

## 2. Initial Review by City Staff

*February – March*

City staff will conduct an initial, internal review of possible project locations to determine applicability for the program.

## 3. Conduct Speed and Volume Counts

*March – April*

After the internal review by city staff, those proposals meeting initial applicability will be moved forward to the speed and volume stage of the program. Speed and volume counts, if not previously collected, will be used to determine if the proposed project location meets the minimum program thresholds (below). Minor arterials are only eligible for signing and striping projects. Principal arterials are not considered using this program.

All projects are required to meet speed and volume thresholds in order to be eligible for the program. City staff may use discretion in applying the volume threshold based on conditions on the street. Projects proposing pedestrian crossings will be evaluated using the city's pedestrian crossing policy to determine appropriate type of crossing for specific locations.

Staff from the City's Public Works Department, Community Development Department, Police Department and Fire Department will review projects meeting speed and volume thresholds to ensure proposals include appropriate engineering solutions to traffic issues and do not negatively affect emergency response. A project not approved by City Police, Fire or Public Works Departments will not be eligible to move forward in the program.

### Thresholds for Speeds and Volumes

Street Category	Speed	Volume
Minor Arterials	85% speed is 5 MPH or more over posted limit	> 1,500 vehicles per day
Collector Arterials	85% speed is 5 MPH or more over posted limit	> 1,500 vehicles per day
Local Streets	85% speed > 30 mph	> 500 vehicles per day

#### NOTES:

The 85th percentile is a traffic engineering standard used to determine the predominant speed for a street. The measurement shows the speed at which 85 percent of drivers are comfortable driving at or below and is a typical standard used for setting street speed limits. Speed and volume counts are considered valid for three years. Project proponents must wait to request new counts unless there has been a significant change to the street, like the building of a new school, housing development or business complex.

Minor arterials are only eligible for signing and striping projects and must meet program thresholds.





## 4. Connect with Project Proponents

*April – May*

Residents who have submitted project proposals will be notified via email of the project's status after the speed and volume counts have been conducted. For project proposals meeting minimum program thresholds, City staff will connect with those project proponents to detail next steps and appropriate traffic calming elements to address current traffic issues.

## 5. City Evaluation and Ranking

*April – May*

City staff will evaluate and rank projects based on a set of objective criteria, including speed, volume, sidewalks, mobility lanes, vicinity to school, transit/school bus stops and collision history. Based on the results of the City's evaluation, the top eight (8) ranking projects will be forwarded to the Neighborhood Traffic Safety Alliance (NTSA) for their evaluation. The City will develop a Project Proposal Fact Sheet for each of the eight proposals, detailing suitable traffic calming elements. Fact sheets will be presented at the May NTSA meeting.

## 6. Community Evaluation by NTSA

*June – October*

Project proponents will work directly with the NTSA during the summer and early fall months to prepare presentations and materials necessary for the community review. The NTSA will select an evaluation panel and conduct independent scoring and ranking as part of this evaluation. The scores will be provided to City staff by the second Tuesday in October, so that City scores and NTSA scores can be combined (and weighted equally) to develop a final prioritized list of projects. Required project documents/materials due to NTSA by Aug. 31. Questions? Contact NTSA Chair: [montre2ecs@aol.com](mailto:montre2ecs@aol.com)

## 7. Final Project Rankings

*October*

When all scores from the community project review panel have been submitted, they will be combined with the City's scores to prioritize the projects based on the total, equal-weighting scores. A final project ranking list will be presented by city staff at the October NTSA meeting.

The prioritized project list will then be matched up with available funding to determine how many projects will receive funding. In most cases, not all projects will be chosen due to the limited funding for the City's Neighborhood Traffic Calming Program.

Projects meeting initial speed/volume criteria and not selected due to low ranking or funding restraints may be rolled over into the next year's project selection process. The project proponents must request in writing (via email) that the project be considered in the next year's funding cycle. Projects may be rolled over up to two times, meaning that projects may be included in the program for up to three consecutive funding years at a time.

### NOTE: Resident Input Survey Process (October – January of the Following Year)

Project proponents are strongly encouraged to survey neighbors who may be impacted by proposed project elements and garner neighborhood support for the project. Resident input surveys are required if proposed elements include in-roadway infrastructure improvements such as speed tables/cushions or raised crosswalks. The resident input survey process will only be conducted after a project proposal has been ranked high enough and selected for funding through the program. City staff will work with project proponents if this step is needed for project implementation.



## 8. Project Implementation

### *Typically the Following Year*

Once the final project list is approved, City staff will connect with each of the project proponents, most likely in early spring, to review design elements. Any feedback received through this review will be used to make final adjustments and changes to the design plans. The city will then schedule the projects into future year's construction timeline for implementation. Typically, projects are constructed in the year after receiving funding through the Neighborhood Traffic Calming Program. Project costs and implementation strategies are coordinated through several different approaches and partnerships within city departments to maximize cost efficiencies. Projects with more intricate traffic calming elements might have a prolonged design stage, and installation could take longer.



**To request other formats or additional project information, please contact:**

[TrafficCalmingProgram@cityofvancouver.us](mailto:TrafficCalmingProgram@cityofvancouver.us) | WA Relay: 711 | 360-487-7130



Interpretive services in many languages are available upon request. Please contact the City for assistance with this service.

Hay disponibles a solicitud servicios de interpretación en varios idiomas. Póngase en contacto con la ciudad para obtener asistencia con este servicio.

По требованию могут быть предоставлены услуги по переводу на различные языки. При необходимости получения таких услуг, просьба обратиться в городскую администрацию.

Chúng tôi có sẵn dịch vụ thông dịch theo nhiều ngôn ngữ theo yêu cầu. Vui lòng liên hệ với Thành Phố để được hỗ trợ dịch vụ này.

