



Meeting Summary

PROJECT NAME: NE 18th Street Improvement Project – West Segment

SUBJECT: Informational Open House

TIME AND DATE: June 6, 2019, 4:30-6:30 p.m.

VENUE: Henrietta Lacks (HeLa) Health and Bioscience High School

This meeting summary was prepared for the City of Vancouver by WSP USA.

1. PURPOSE

The City of Vancouver hosted a public informational open house regarding the west segment (NE 97th Avenue to NE 107th Avenue) of the NE 18th Street improvement project. The public open house was an opportunity for stakeholders and interested community members to meet one-on-one with subject matter experts. The open house also allowed the project team members to hear and record feedback directly from the community. The meeting was held from 4:30 to 6:30 p.m. at Henrietta Lacks (HeLa) Health and Bioscience High School.

The purpose of the open house was to present existing conditions, the need for and goals of the project, conceptual design options for the road and multi-use path, and next steps. Attendees were encouraged to provide written comments on forms provided by the City and were told that project materials would be made available for online review and additional comment on the project webpage. The meeting was facilitated by the following City and consultant staff members.

2. PROJECT TEAM ATTENDANCE

- Leslie Degenhart, Civil Engineer/Project Manager, City of Vancouver Public Works
- Loretta Callahan, Communications/Public Information, City of Vancouver Public Works
- Dustin Cooley, Project Manager, PBS
- Cory Kratovil, Project Engineer, PBS
- Robert Phipps, Landscape Architect, PBS
- Hermanus Steyn, Traffic Engineer, Kittelson
- Emma Johnson, Public Involvement, WSP
- Nicole McDermott, Public Involvement, WSP

3. PROJECT BACKGROUND

Vancouver's NE 18th Street is an important east-west travel corridor. The City has steadily been improving segments of this corridor over time. Most recently, the City completed the segment from Four Seasons to about 136th Avenue. Most of the existing roadway in the west segment of 18th Street is a two-lane paved street with minimal shoulders and substandard pavement, originally

built to more rural standards. In addition, there is no roadway between NE 100th Avenue and NE 105th Avenue. As part of improving the west segment, the City will be looking at how to best improve travel; meet federal/state stormwater requirements; encourage safety, accessibility, and mobility; and enhance the neighborhood where possible. Improvements will also include a multi-use path within the adjacent Bonneville Power Administration easement for cyclists and pedestrians. The project will evaluate existing traffic and environmental conditions, gather input from the community, and recommend improvements to address mobility and safety for all users: motorists, pedestrians, and bicyclists.

4. EVENT OVERVIEW

The project team and the City of Vancouver advertised the open house to interested community members and the most affected property owners through several methods. The open house was advertised through a combination of public mailers, Nextdoor, and the project webpage. The mailers were sent to all properties within 600 feet of the project corridor (see section 8 of this summary). Approximately 35 community members attended the open house and, after signing in, the attendees were provided a colored pin to identify on a map where they live (see section 10 – Exhibits). The attendees were also provided a project fact sheet (see section 9).

There were seven stations set up around the room, including an “About the Project” station following the welcome/sign-in station, which provided an overview of the project need, project goals, and estimated timeline. The four stations following the introduction focused on a design element or design option for the project, including:

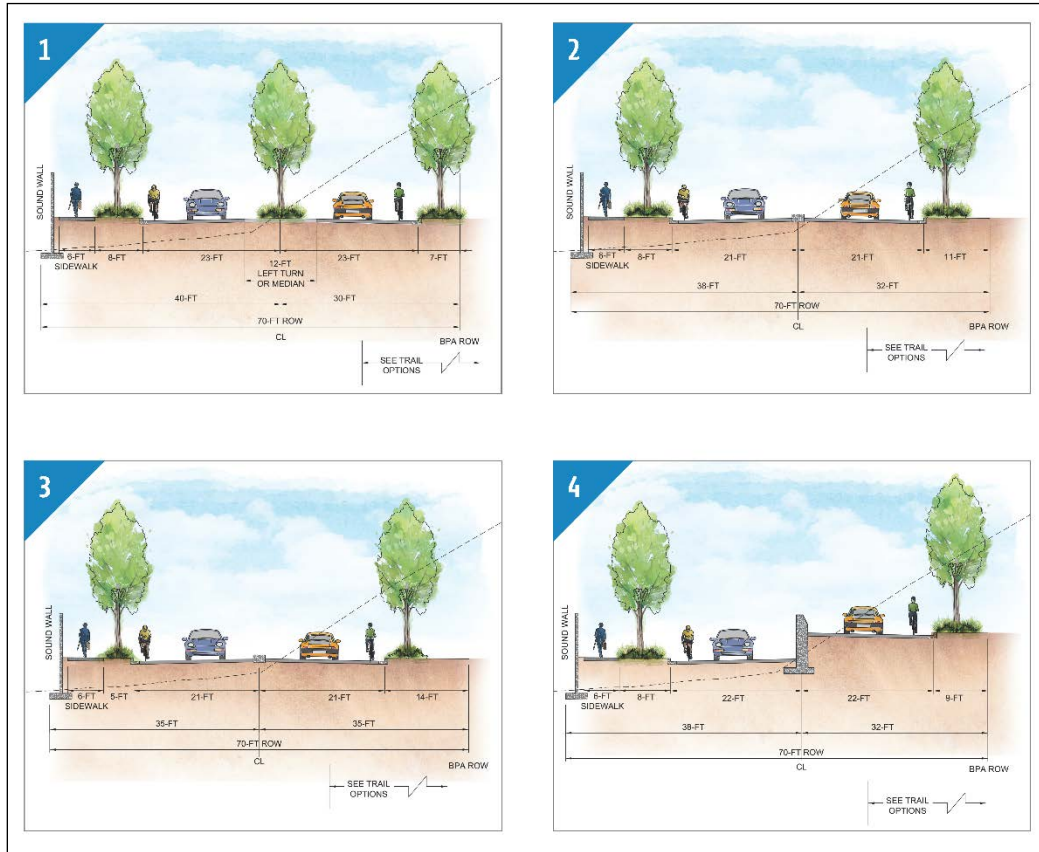
- NE 18th Street Roadway Design Options
- Multi-use Path and Bicycle Facilities Design Options
- Corridor Aesthetics
- NE 18th Street West Segment Corridor – Project Overview

Attendees were able to visit each station and either speak with a team member or review the available materials. At the two Design Options stations, attendees were handed a design concepts form on which they identified their preferred section design concepts for both roadway design and the multi-use path. At the Project Overview station, attendees were able to review large-scale, roll-out maps of the entire corridor, showing concepts for alternative path alignments and roundabout versus signalized intersections. The final station included several tables and chairs for attendees to write and submit their public comments, either using a general comment form or the design concepts form. See section 10 for all exhibits and section 11 for comment forms.

Following the open house, the City provided an online opportunity for community members to view the concepts and offer input. The fact sheet, display boards, and a link to an online survey were posted on the project webpage. The online survey was open from June 7 to July 1, 2019, and a total of 19 responses were received. The responses to the online survey are incorporated herein. Most survey takers were from the Marrion and Burton Ridge neighborhoods, although the online responses came from a variety of neighborhoods, as follows: Marrion (4 respondents), Burton Ridge (3), Northwest (2), Forest Ridge (2), North Garrison (2), Oakbrook (1), Ogden (1), and Landover-Sharmel (1).

6. DESIGN CONCEPTS FEEDBACK

Twenty-two design concepts forms were submitted. On these forms, the project team asked that open house attendees provide responses to two questions. The first question was “What section(s) do you like most for NE 18th Street?”, and offered the four street concepts below as options.

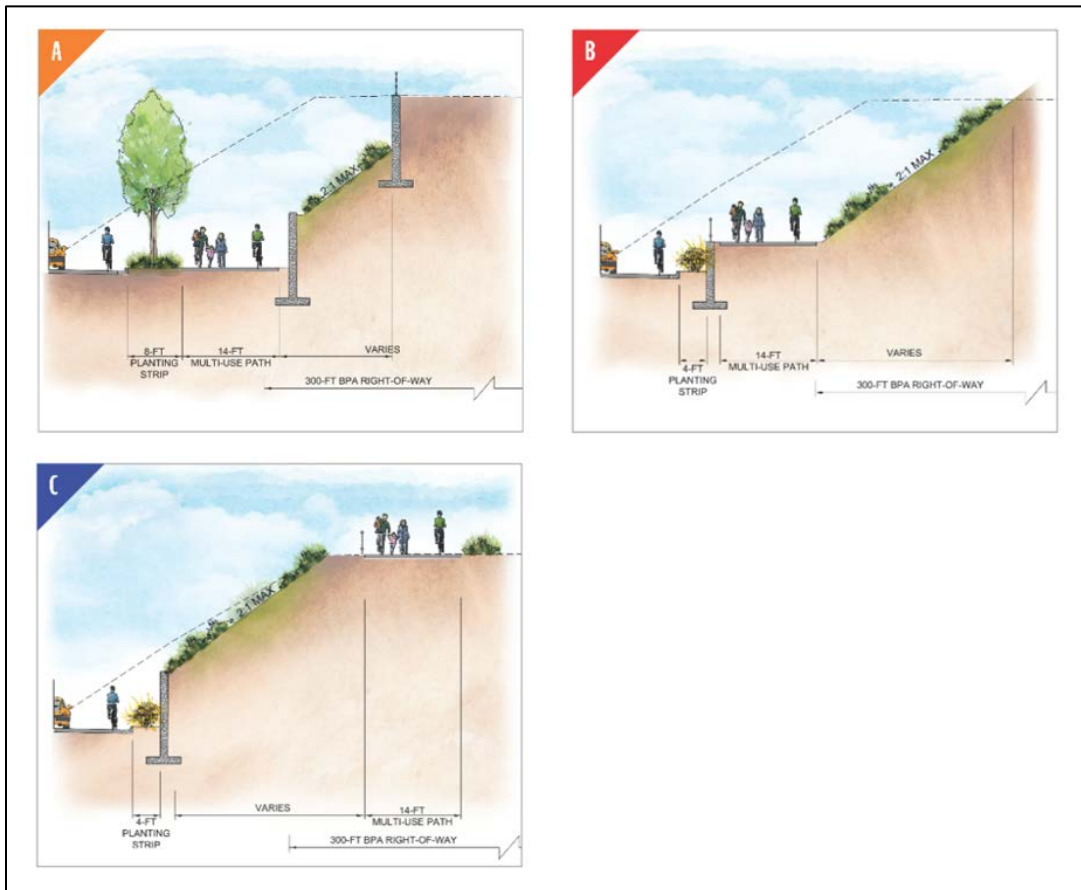


The percentages below indicate the written responses of attendees and the online survey results to the first question. Please note that attendees and respondents to the survey were able to select as many concepts as they wanted, and therefore the percentages may add to more than 100 percent.

What section(s) do you like the most for NE 18th Street?

	<u>Open house:</u>	<u>Online survey:</u>
Street Concept 1	73%	68%
Street Concept 2	5%	21%
Street Concept 3	5%	16%
Street Concept 4	18%	5%

The second question was “What section(s) do you like most for the multi-use path?”, and offered the three path concepts below as options. Again, attendees could choose as many options as they wanted.



The percentages below indicate the responses to the second question. Attendees and respondents were able to select as many concepts as they wanted, and therefore the percentages may add to more than 100 percent.

What section(s) do you like most for the Multi-use Path?

	<u>Open house:</u>	<u>Online survey:</u>
Path Concept A	26%	53%
Path Concept B	39%	11%
Path Concept C	35%	37%

5. PUBLIC COMMENTS

Thirteen general comment forms were submitted at the open house. The following written comments were received.

- I like the idea of using roundabouts because it slows down traffic but increases through-put.
- I like the path C concept best because of having pedestrians farther away from traffic, however I have a large concern with having an area for homeless to make camp that will keep people from using the trail.
- We live on the south side of the BPA power lines. BPA does not maintain the grass field behind our property during the summer. This makes for high risk of grass fires. We have the field mowed every summer to cut down on the fire danger. Will there be any maintenance to reduce the risk of grass fire or will we need to continue to have it mowed? Will there be any type of sound barriers for those who live on the south side of the easement? We prefer the roundabouts proposed.
- I like the idea of the roundabouts rather than signals. Also, I'm hoping the walking path is visible from the road rather than secluded for the sake of safety. Thank you for taking the time to come speak with us!
- #1) Roundabouts preferred over traffic lights.
#2) Variety of tree species preferred – very boring and plain to have the same tree.
#3) Consider some evergreen trees in the mix when space allows – less tree debris in the fall and beautiful.
#4) Roundabouts landscaped similar (no water feature) to Columbia Tech on Mill Plain and 164th Intersection – beautiful, looks classy, looks like PNW. Would especially fit in as 18th gets closer to Forest Ridge neighborhood on 15th and 97th.
- Can we look at adding a sound wall to the north end between 105th and (Freeway) roundabout?
- Not crazy about the no left turn from 107th. It takes me out of my way to get back to NE 20th Circle from 107th. Make the “roundabout” on 18th a real roundabout!
- When you are coming from Walmart up 104th/107th, we need a way to turn left on 18th to enter our neighborhood.
- Single-lane roundabouts are good, two lanes are bad for safety. I hope there will be lighting and access to the current trail that goes down the nature area.
- Make the “new” state roundabout all the way around to allow access to the Kristen Point neighborhood from 107th.
- 1) Roundabouts on 97th/18th and 97th/14th, so people don't throw more garbage and traffic gets backed up from using signal.
2) Medians on 97th between 18th and 14th to slow the hot rodders.
3) Speed signs telling how fast people are going (Burton to Mill Plain).
Thanks for doing an open house and listening to our concerns. 97th is already full of traffic, noise, hot rodders, garbage, and homeless; we don't want more. (Why 18th should not be put in between 107th and 97th.

- I fully appreciate the fact that the project is already in motion and there is little hope of abandoning the plan. I would hardly endorse an alternative approach to lessening the traffic on the NE 97th Ave by continuing NE 18th Street to NE 92nd and then to NE 87th Street. As it stands now the traffic on 97th Ave is far from tolerable. There are no stop signs from Mill Plain to 9th Street. Almost every one travels 50 miles an hour or more, the noise is beyond comparison, and the amount of traffic increases monthly. The intersection of 97th Ave and 9th street is especially dangerous. I have only been involved in two accidents in my entire life. Both accidents occurred there, one half a block from my home. One in 2000 and the other in 2016. The need is for a vertical crossing there. Please rethink how we can decrease traffic on 97th and 98th Ave, not increase it.
- Roundabout option from access and safety into homes. Will sound for emergency vehicles be taken into account? Do pavement cuts on 97th/98th south of 18th to narrow road and add green space. Add roundabout at 14th and 9th to reduce speed.

In the online survey, respondents were asked to comment on the signalized intersection concept and roundabout intersection concept. A space was also available for respondents to provide additional comments.

Comments on the signalized intersection concept:

- I prefer roundabouts. But intersections look cleaner and would be consistent with the rest of 18th.
- No a stop sign. Signal will take too long to get out of the neighborhood and will back up traffic.
- No.
- Currently People blow through/ignore the 3-way stop at 97th & 18th.
- Signal preferred but as I am in the right-of-way profession, roundabouts are most cost effective.
- No signals, not super busy and people are good at managing turns themselves, keeps traffic from backing up.
- I prefer the roundabout option to control and manage traffic, better efficiency.
- No, traffic signal not appropriate here.

Comments on the roundabout intersection concept:

- Roundabouts: will manage/reduce speed & manage traffic flow better.
- I think traffic will flow smoother and force people to slow down in what is very residential neighborhood.
- A roundabout will help slow the speeding traffic that travels down 97th.
- Roundabouts tend to slow down traffic in the area.
- I don't like sitting at the light.
- Yes, traffic flows better and it looks better.

- No roundabout coming out of the neighborhood. Stop sign only. This will make it harder to get out of the neighborhood.
- Yes, I think they are safer and keeps the flow of traffic going.
- Strongly prefer roundabouts - continuous traffic flow at low-moderate volumes, better aesthetics and traffic safety.
- People HATE roundabouts -- but proven to be safest way to control traffic and minimize damage/injury vs ignoring sign/signal.
- Absolutely no roundabouts. Creates many more potential accidents and REALLY slows traffic.
- Signal would be best but roundabout less costly to build/maintain.
- I've been told it is less expensive to maintain.
- Yes. Better flow of traffic without waiting for light changes.
- Yes, roundabouts are more efficient and better for the environment.
- Yes, as a bicyclist that lives nearby I feel much safer with roundabouts

General comments:

- Rather you didn't do it. Traffic on 87th Ave will be horrible.
- You have a bigger issue -- south of 97th -- towards mill plain cannot handle the increase in traffic especially where the road narrows to 1 lane with NO SHOULDERS or SIDEWALKS and a neighborhood park is going in at the top of 97th where the road narrows. 97th heading south toward Mill Plain cannot handle the current traffic -- it will be worse when the Stein park expands to face 97th.
- Please no dividers between lanes, no trees = no maintenance.
- Trails that stay closer to streets are safer for single pedestrians. If they go too far into the woods, people can get mugged. I love Burnt Bridge Trail, but I'm afraid to walk/bike it by myself.
- Has any planning or discussion taken place regarding not only the flow but the speed of traffic exiting westbound 18th St onto 97th Ave north or south? There are already stop signs in place and the posted speed is 25 but the true travel speeds are 35-40. With increased traffic will there be ways to keep speeds down and the neighborhoods to the north and south of 18th Street safe?
- Please consider lane width on the design if a roundabout is used. The WSDOT 205/18th roundabout is a wonderful addition to 205 options but the lanes were designed too narrow. I drive this turnabout 4-8 times a day. Large trucks, rv's, buses must drive well up onto curve (pedestrians) to make the tight turn. It's doesn't take that much more right of way to design/build the roundabout with wider lanes.

7. NEXT STEPS

In order to capture feedback from interested community members who did not attend the open house, the City has posted the open house exhibits on the project webpage and created an online survey to capture design concept preferences (www.cityofvancouver.us/18thWest).

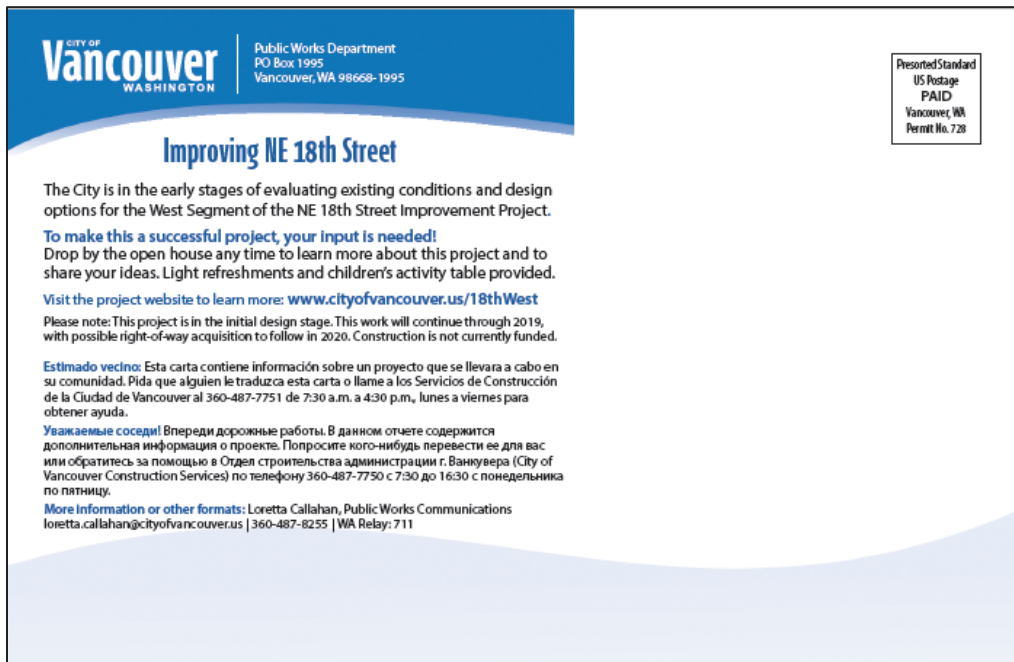
The project team will begin to develop and refine preliminary design options and conduct an alternatives analysis in Summer/Fall/Winter 2019, with final design to be completed in Winter/Spring 2020. A second mailer will complete the public feedback process, informing stakeholders and the community about the outcome of public outreach events and the anticipated final design and construction schedule. The mailers will also be posted to the project's webpage and distributed through other online forums (e.g., Nextdoor).

8. MAILER

Front:



Back:



9. FACT SHEET

NE 18th Street Improvement Project West Segment

Open House, June 6, 2019



This project will gather input from the community, evaluate existing/future conditions, and recommend improvements to address mobility and safety for all users: motorists, pedestrians, and bicyclists.

About the NE 18th Street Improvement Project

- NE 18th Street has been a regional priority since the late 1970s, and it remains an important east-west travel corridor.
- The corridor project will provide a safe, efficient multi-modal east/west connection, improve access to emergency facilities, and alleviate nearby traffic congestion.
- The City of Vancouver has been steadily upgrading segments of the corridor over time. This west segment will connect to the recent WSDOT I-205/NE 18th Street interchange.

About the West Segment

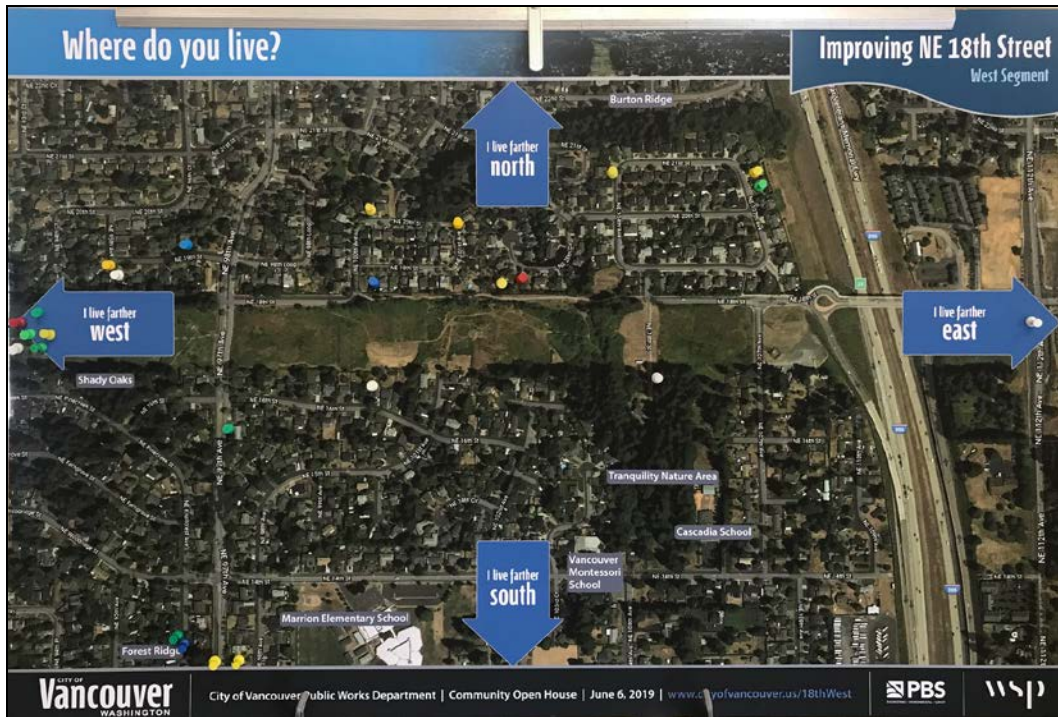
- Most of the existing roadway in the west segment is a two-lane paved street with minimal shoulders and substandard pavement. There is no existing roadway between NE 100th and NE 105th avenues.
- Upgrades would improve the roadway to current urban standards, including the addition of pedestrian facilities and bike lanes.
- Improvements will also include a new multi-use path within the adjacent Bonneville Power Administration property for cyclists and pedestrians.

Project Timeline

- Spring 2019 – Begin gathering data and interview stakeholders
- Summer/Fall/Winter 2019 – Alternative Analysis & Preliminary Design
- Winter/Spring 2020 – Complete Design
- Spring 2020 – Begin right-of-way acquisition and easement process
- Spring 2024 – Approximate construction start, depending upon funding

P.O. Box 1995 • Vancouver, WA 98668 • Loretta.Callahan@cityofvancouver.us
www.cityofvancouver.us/18thWest

10. EXHIBITS



Display Board 1 – Where do you live?

About the Project

Improving NE 18th Street West Segment

The NE 18th Street Improvement Project

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The West Segment

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Approximate Project Location

NE 18th Street Improvement Project West Segment

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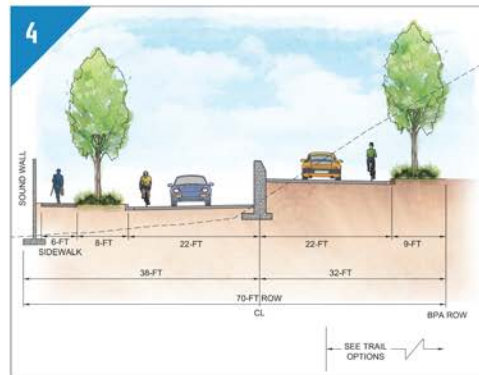
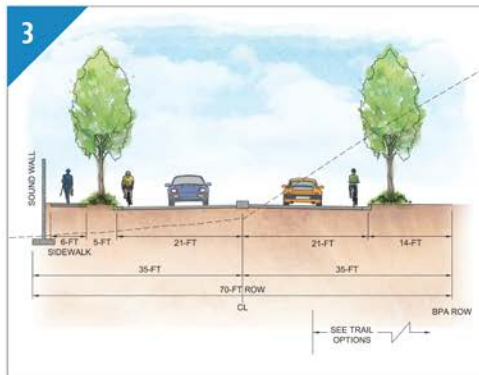
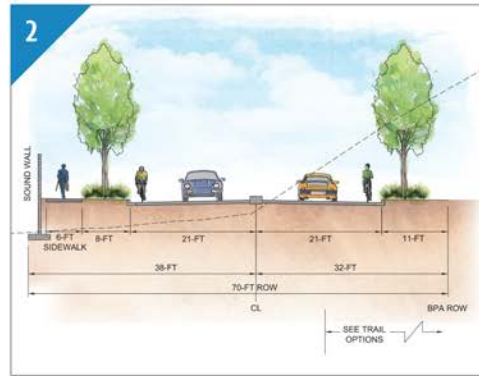
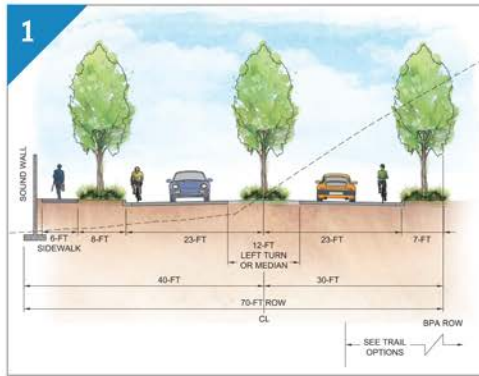
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PBS WSP

Display Board 2 – About the Project

NE 18th Street SECTION CONCEPT

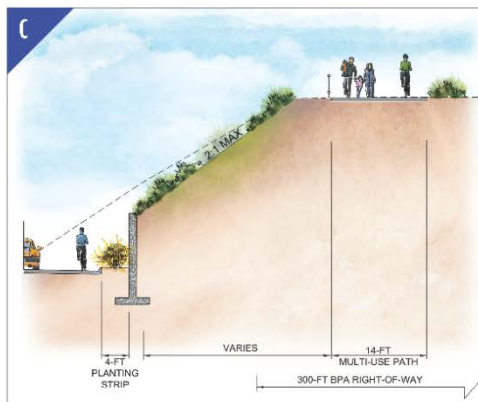
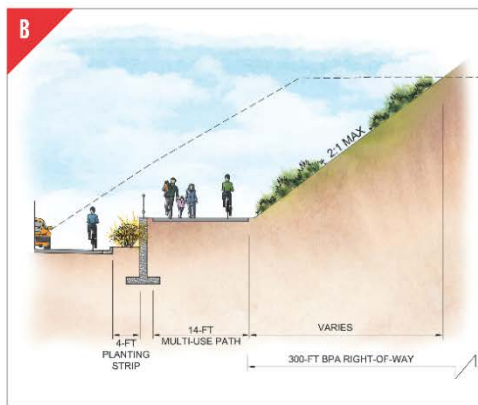
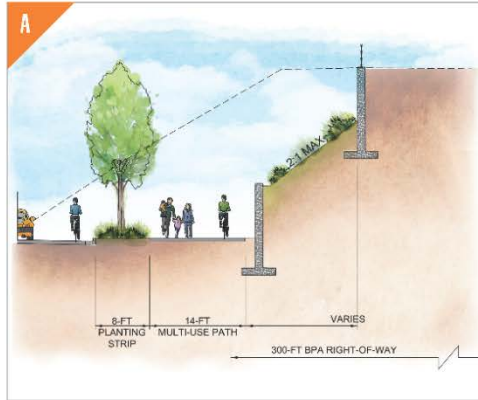
Improving NE 18th Street West Segment



Multi-Use Path and Bicycle Facilities

SECTION CONCEPT

Improving NE 18th Street West Segment



Corridor Aesthetics

Improving NE 18th Street West Segment



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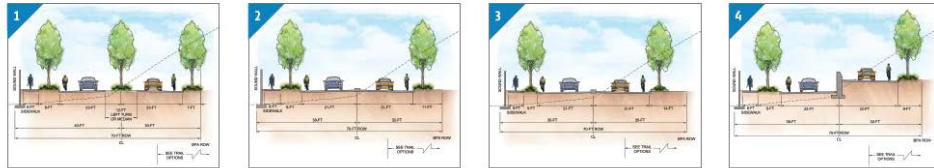
Display Board 5 – Corridor Aesthetics

Signalized Intersections Concept

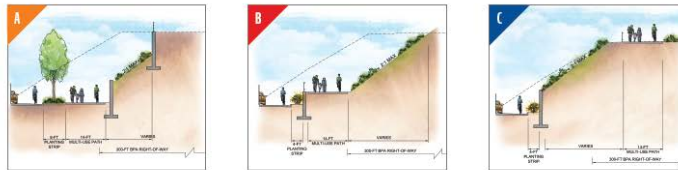
Improving NE 18th Street
West Segment



Roadway Section Options



Multi-Use Trail Options
Colors correspond with trail layouts above.



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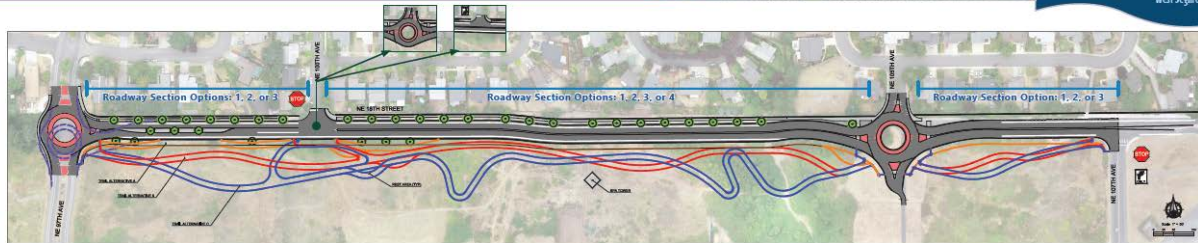
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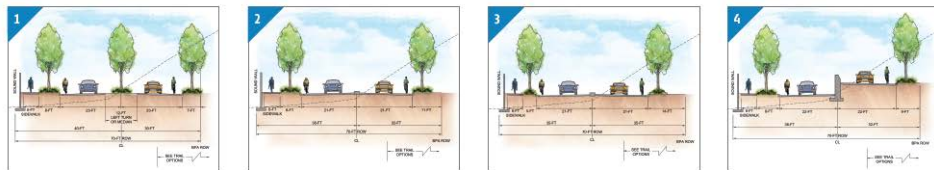
Roll-out Map 1 – Signalized Intersections Concept

Roundabout Intersections Concept

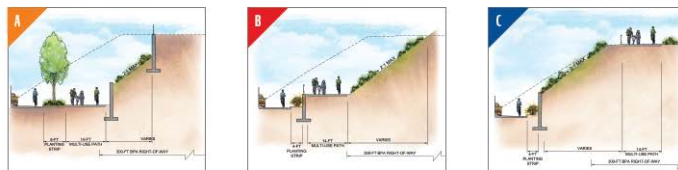
Improving NE 18th Street
West Segment



Roadway Section Options



Multi-Use Trail Options
Colors correspond with trail layouts above.



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Roll-out Map 2 – Roundabout Intersections Concept

Design Concepts Feedback Form:

We'd like to know what you think!

Check the box next to your preferred concepts.
(You may pick more than one from each list.)

What section(s) do you like most for NE18th Street? (see Station 3)

- Street Concept 1
- Street Concept 2
- Street Concept 3
- Street Concept 4

What section(s) do you like most for the Multi-Use Path? (see Station 4)

- Path Concept A
- Path Concept B
- Path Concept C

