

APPENDIX C:

Public Engagement Summary – Milestone 2

This memorandum summarizes the public and stakeholder outreach conducted in Fall of 2022 to support the TSP. The purpose was to gather reactions to the TSP draft modal networks, vision, and big ideas.

TECHNICAL MEMORANDUM

DATE: January 19, 2023

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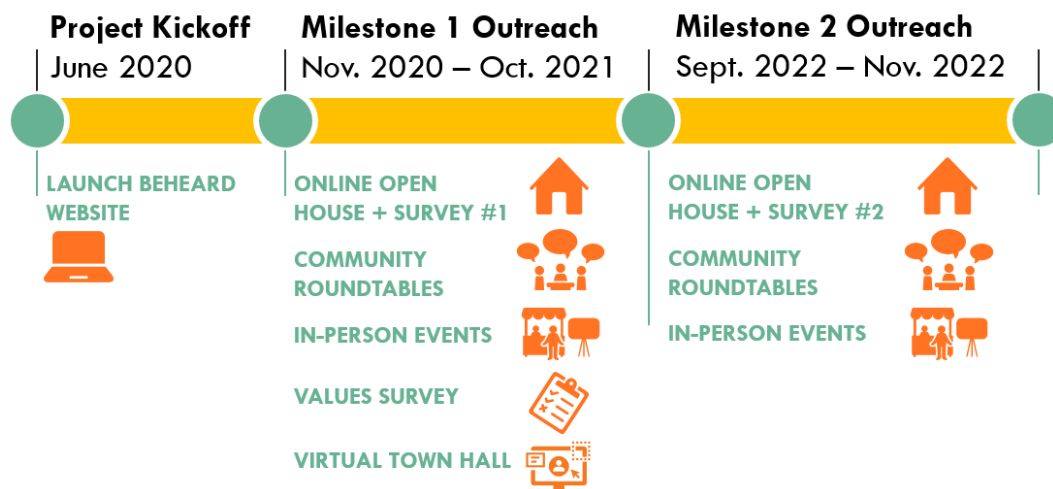
SUBJECT: Milestone 2 Community Engagement Summary – **Draft** Report V.2

PROJECT NAME: Vancouver Transportation System Plan

1 Overview

This memorandum summarizes the public and stakeholder outreach conducted in Fall of 2022 to support the *Vancouver Transportation System Plan (TSP)*. The second community engagement milestone focused on gathering feedback on the Big Ideas for Transportation, draft transportation networks, and potential improvements for the draft TSP. All outreach activities detailed here were part of the second community engagement milestone, as summarized in Figure 1 below. Information about earlier engagement for Milestone 1 can be found on Transportation System Plan webpage, [Outreach Summary link](#).

Figure 1. Community Engagement Timeline



Note: Milestone 1 Outreach was extended and ongoing due to the COVID-19 pandemic.

Milestone 2 activities took place between September 26 and November 15, 2022 and focused on gathering community feedback on the Big Ideas for Transportation and the draft transportation networks that have been developed for the TSP. The Big Ideas form the foundation for the TSP’s plans, policies, and projects, and the transportation networks present the roadmap to infrastructure investments to improve travel for people walking, rolling, using transit, bicycling and using small mobility devices. These will form the foundation of the Draft TSP document that will be shared with the community in 2023.

2 Overview

The objectives of the Milestone 2 outreach were to:

- **Share information** with community and stakeholders about the Big Ideas, which include strategies designed to help meet the City of Vancouver’s goals. Explain what each Big Idea is trying to achieve and the types of programs and policies that would fit within each. Educate community and stakeholders on benefits and impacts of each strategy under consideration.
- Ask for community feedback and preferences on **draft transportation networks**.
- Gather broader feedback on **proposed improvements and solutions in the City**.
- **Coordinate outreach** between concurrent City transportation projects. Milestone 2 outreach for the Vancouver TSP was done in tandem with outreach for the *Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project*, as this is a key and interrelated project with the TSP. The project team also coordinated outreach with other projects such as the *Heights District Plan* and messaging around upcoming ARPA funding.

Coordinating outreach across multiple City projects was an important strategy for addressing post-pandemic community engagement “burnout”, making the most efficient use of City outreach resources, and helping community members understand the interrelated nature of the TSP with many of the City’s concurrent transportation planning efforts.

2.1 Outreach Activities

Milestone 2 engagement activities are summarized in Table 1.

Table 1. Milestone 2 Engagement Activities

Activity	Date	Event / Location / Group	TOTAL REACHED
Online Open House + Survey	September 2 – November 7	Online – BeHeardVancouver.org	400+ Total visits 42 Completed surveys
Tabling	August 2	Fourth Plain Forward & Columbia Play Project Arte en El Parque	170+ Total engaged
	September 17	LULAC Grows Mercado	
	September 17	Multicultural Resource Fair at Clark College	
	October 1	Downtown Vancouver Farmers Market	
Fourth Plain Business Canvassing	October 11, 12, & 19	Fourth Plain (F Street to Fort Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain) *tsp materials shared in concert with other project outreach	34 Businesses
Community Meetings	<ul style="list-style-type: none"> • NSTA – Nov. 16, 2022 • ACE – Nov. 16, 2022 • Meadow Homes – Nov. 16, 2022 • Arnada – Jan. 13, 2023 • Fourth Plain Village – TBD Feb/Mar 2023¹ 	Virtual attendance	25+ Participants
Focus Groups	September 26 & 29	Transportation Talks at Clark College	7 Total participants
Community Roundtable	November 8, 2022	Virtual attendance	6 Total participants

The Project Team utilized a mix of in-person and online outreach tactics to engage community members during Milestone 2.

¹ All neighborhood associations within the study area were contacted during Milestone 2, but not all replied. Fourth Plain Village agreed to let the Project Team come present the project in 2023 but did not have time to engage with the project during the Milestone 2 outreach.

2.1.1 Online Open House and Survey

An online open house and survey collected community feedback from September 26, 2022 to November 15, 2022. The online open house was published on ArcGIS Story Maps and the survey was hosted on the City’s existing BeHeard webpage. The online open house summarized the recent work on the TSP to develop “Big Ideas” and asked for community feedback on the TSP’s draft transportation networks. Results from the survey are summarized in Section 2.2 below.

2.1.2 Tabling (co-outreach)

The Project Team hosted an informational table at four (4) public events to share details about the project, ask for community feedback, and build relationships for future and ongoing engagement opportunities. Tabling at public events was coordinated in partnership with the following host organizations: Fourth Plain Forward and Columbia Play Project, League of United Latin American Citizens (LULAC), Clark College, and Vancouver Farmers Market.



Photo 1. Project Team member Eddie Montejo sharing project information with a community member at the LULAC Mercado on September 17, 2022.

2.1.3 Fourth Plain Business Canvassing (co-outreach)

The team conducted in-person visits to engage directly with business owners, property owners, and employees along the Fourth Plain corridor. Although this outreach was primarily done in support of the *Fourth Plain Blvd and Fort Vancouver Way Safety and Mobility Project*, the Project Team shared information with corridor businesses about the TSP and gathered feedback on the draft transportation networks.

2.1.4 Community Meetings (co-outreach)

The Project Team contacted a wide range of neighborhood associations and interested stakeholders and presented information and gathered feedback from those able to host outreach staff at their regular meetings. During the fall, the Team presented at meetings of Fourth Plain Forward, Neighborhood Traffic Safety Alliance (NTSA), Action for Climate Emergency (ACE), and Meadow Homes Neighborhood Association. Additional meetings are scheduled for early 2023.

2.1.5 Focus Groups (co-outreach)

Three small focus group sessions were offered (two in English and one in Spanish) at Clark Community College to share more detailed information on the draft transportation networks and potential improvements/solutions for the draft TSP. The presentation time was split between discussion of the Vancouver TSP draft modal networks and the Fourth Plain Safety and Mobility Project draft design options. The Transportation Talks were publicized on the project website, social media, and on-site at the college.

2.1.6 Community Roundtable

The Project Team hosted an online community roundtable with representatives from Bike Clark County, the Washington State School for the Blind, and other community stakeholders to share information and gather feedback on the TSP draft transportation networks. During this meeting, attendees were also briefed on as the concurrent *Heights District Plan*.

3 Themes and Findings

The following sections detail the themes and findings of both in-person and online outreach done as part of Milestone 2.

3.1 In-Person Outreach

In-person outreach during Milestone 2 was primarily informational and focused on educating community members about the general goals and objectives of the TSP, work done to date, and explaining the purpose and intent of the draft transportation networks. The format of the in-person tabling and canvassing on Fourth Plain also limited the ability of the Project Team to do a “deep dive” with community members on finer aspects of the draft transportation networks. However, general feedback was collected through the dozens of in-person conversations with community members. Key themes and feedback from these conversations are summarized below.

3.1.1 Key Themes and Feedback

- **Growth-related congestion is a concern:** Community members generally agreed that congestion throughout the City is getting worse as Vancouver grows, and that planning for a better transportation system is needed.
- **Prioritize transit:** Many community members stressed the importance of prioritizing bus travel throughout the City. Many people rely on C-TRAN fixed route and Vine BRT service, which should be prioritized in the TSP. In general, there was strong support for the multimodal corridor network proposed in the TSP.
- **Desire for more transportation options:** Several community members mentioned a desire for more transportation options, including safer options for walking, riding a bike, or taking existing transit. The TSP should seek ways of making these options more attractive to give people greater options for getting around town. Community members

were supportive of the multimodal emphasis placed on the complete corridor, bike and small mobility, and pedestrian draft networks.

- **Safety is a priority:** Community members generally agreed that safety should be a leading consideration in the development of the draft modal networks. Regardless of how well-connected the networks appear on paper; they are only as good as they are safe and accessible for as many people as possible.
- While the networks address modal opportunities, the TSP should also prioritize ways of **improving the existing streetscapes** throughout the City. For example, some community members commented that while there's been an increase in interesting murals around town, many of the existing streets in town are not attractive or conducive to more people wanting to walk and bike through them. The modal networks should identify corridors that are also overdue for streetscape and beautification improvements, such as Fourth Plain Blvd.

3.2 Online Open House and Survey

The purpose of the online open house and survey was to share and gather feedback on the TSP draft transportation networks for Walking, Biking and Small Mobility, Transit, and Complete Corridors. Community members were encouraged to share their feedback on these networks as the first step and identifying the projects, policies, and programs that will be incorporated into the Draft TSP in early 2023.

3.2.1 Questions

The survey asked the following eleven questions:

1. **[Multimodal Network Map]** What do you think? Do you agree that these are the most important multimodal corridors for the City to focus on improving over the next 20 years?
2. What are your top three (3) priorities for future investments on multimodal corridors?
3. **[Walking and Rolling Network Map]** What do you think? Is there anything else we should consider when identifying pedestrian corridors?
4. What are your top three (3) priorities for the future walking and rolling network?
5. How comfortable would you feel walking on a busy street with high traffic speeds on the following pedestrian facilities?
6. **[Low-Stress Bicycling and Small Mobility Map]** What do you think? Are these the right corridors for the City to invest in low-stress bicycling and small mobility improvements over the next 20 years?
7. Do you think it's important that the City's future bicycle network provides access to a low-stress facility within every half mile?

From September 26, 2022 to November 15, 2022, community members had the opportunity to visit the online open house and explore the interactive content to learn more about these networks. During this time, the online open house was visited **403** times and the BeHeard site was visited **225** times. The online open house and BeHeard survey were available in English and Spanish.

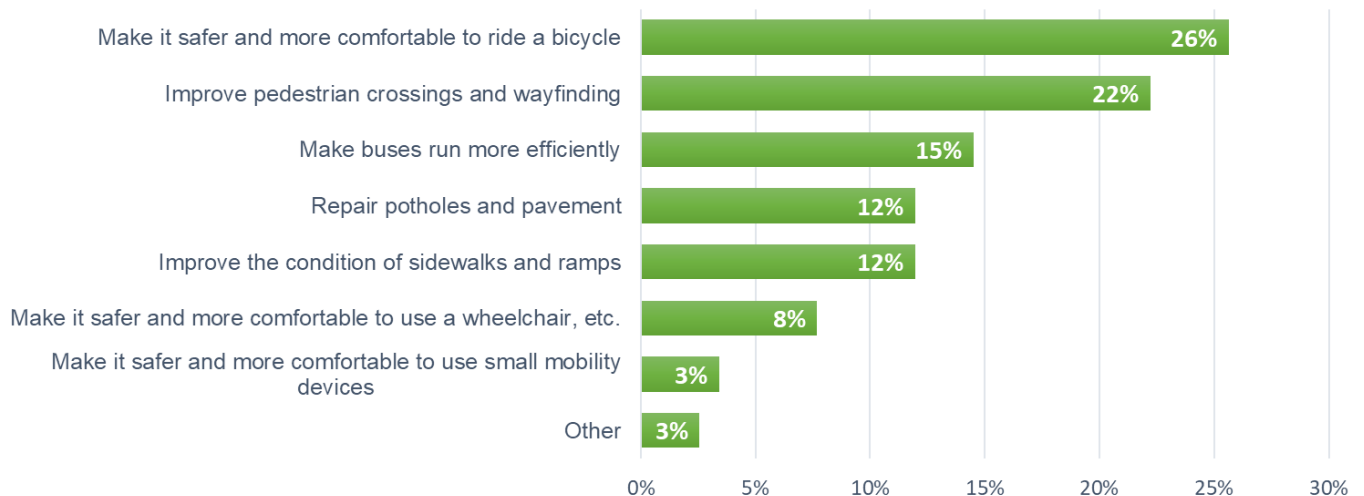
In total, there were **42** completed surveys, 41 in English and 1 in Spanish.

Mill Plain has connections to many medical and commercial services and deserves to be represented in the multimodal corridor network.

- Some respondents noted that the draft multimodal corridors should be wide enough for two-way movement and different active transportation modes, including walking, biking, transit, and small mobility devices.
- The following intersections were suggested to make safer for pedestrians: Fourth Plain Blvd and F St, 164th Ave and McGillivray, and 164th Ave and 34th St.
- One respondent was opposed to the inclusion of SE 34th St claiming that making this a complete street would increase traffic in the context of a growing City. This community member instead suggested SE 20th St since it connects to McGillivray Blvd.
- There were concerns about the corridors not connecting well in an overall network. Some mentioned there’s a missing east-west corridor to connect downtown to McGillivray, 162nd Ave, and 192nd Ave.

3.2.2.2 *Question 2: What are your top three (3) priorities for future investments on multimodal corridors?*

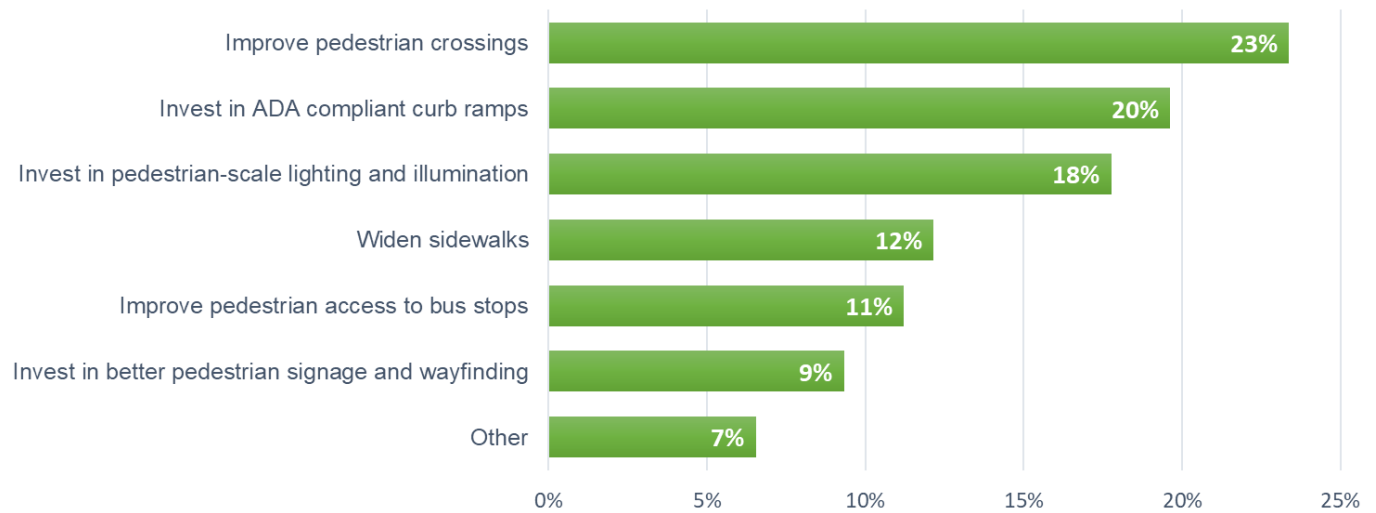
What are your top three (3) priorities for future investments on multimodal corridors?



- Respondents said that their top three (3) priorities for improving the multimodal corridor were *Make it safer and more comfortable to ride a bicycle* (26%), *Improve pedestrian crossings and wayfinding* (22%), and *Make buses run more efficiently* (14%).
- Respondents also said that improving the traffic flow for vehicles, adding trees to improve air quality and comfort along the corridors, and increasing transit shelters were important priorities.

3.2.2.4 *Question 4: What are your top three (3) priorities for the future walking and rolling network?*

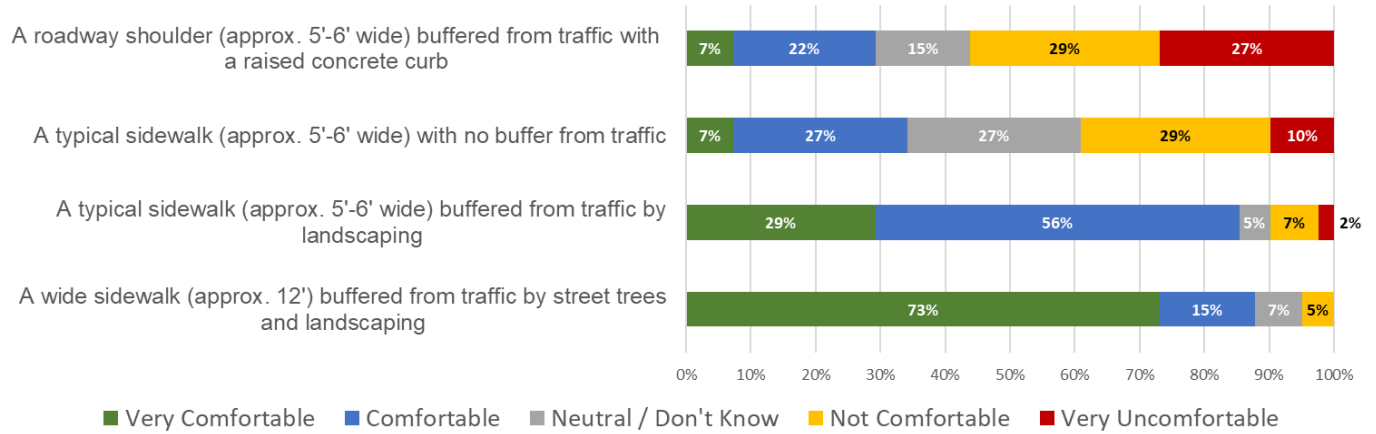
What are your top three (3) priorities for the future walking and rolling network?



- Respondents said that their top three (3) priorities for improving the walking and rolling network were *Improve pedestrian crossings* (23%), *Invest in ADA compliant curb ramps* (20%), and *Invest in pedestrian-scale lighting and illumination* (18%).
- Respondents also said that connecting all neighborhoods, leading pedestrian interval at walk signals, and improving safety near sidewalks by retaining walls were important priorities.

3.2.2.5 *Question 5: How comfortable would you feel walking on a busy street with high traffic speeds on the following pedestrian facilities?*

How comfortable would you feel walking on a busy street with high traffic speeds on the following pedestrian facilities ?



- Most respondents (88%) said they were either *Very Comfortable* (73%) or *Comfortable* (15%) of walking on a wide sidewalk buffered by street trees and landscaping.
- Most respondents (85%) also said they were either *Comfortable* (56%) or *Very Comfortable* (29%) of walking on a typical sidewalk buffered by landscaping.
- More than half respondents said they were *Not Comfortable* (29%) or *Very Uncomfortable* (27%) of walking on a roadway shoulder buffered with a raised concrete curb.

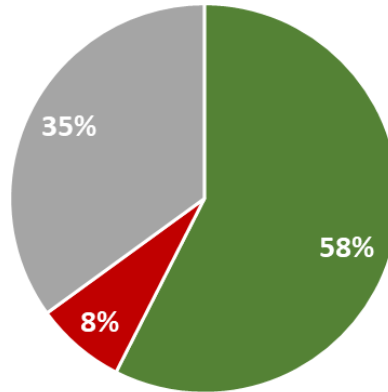
3.2.2.6 *Question 6: What do you think? Are these the right corridors for the City to invest in low-stress bicycling and small mobility improvements over the next 20 years?*



hazeldellave

- Most respondents agreed with the corridors identified in the draft bicycle and small mobility network.
- The following roads were suggested to be included to invest low-stress bicycling and small mobility improvements: NE Hazel Dell Ave and the rail corridor heading out to North County.
- There are a few concerns on having bike corridors ranging from their connection to the overall bike network, needing buffered bike lanes, and a few are against investing in bike improvements.

3.2.2.7 *Question 7: Do you think it's important that the City's future bicycle network provides access to a low-stress facility within **every half mile**?*

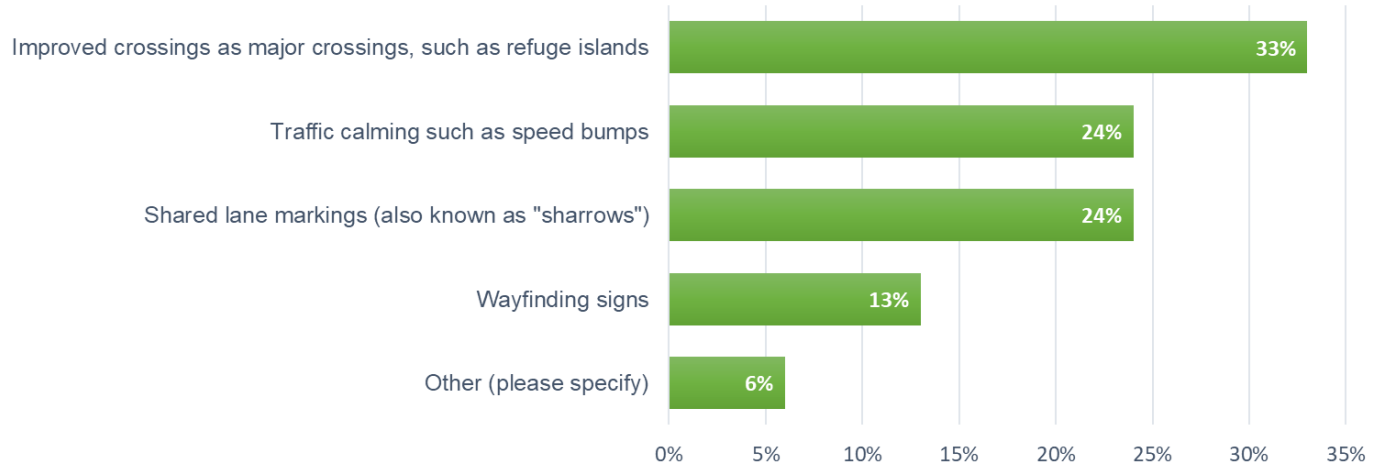


■ Yes ■ No ■ Don't know / Not sure

- More than half of the respondents (58%) said yes, that it is very important that the bicycle network should provide access to a low-stress facility every half mile.
- About 1/3 respondents (35%) don't know or are unsure. And a few respondents said no, it is not important (8%).

3.2.2.8 *Question 8: What three (3) bicycle improvements are most important to you on quieter neighborhood streets?*

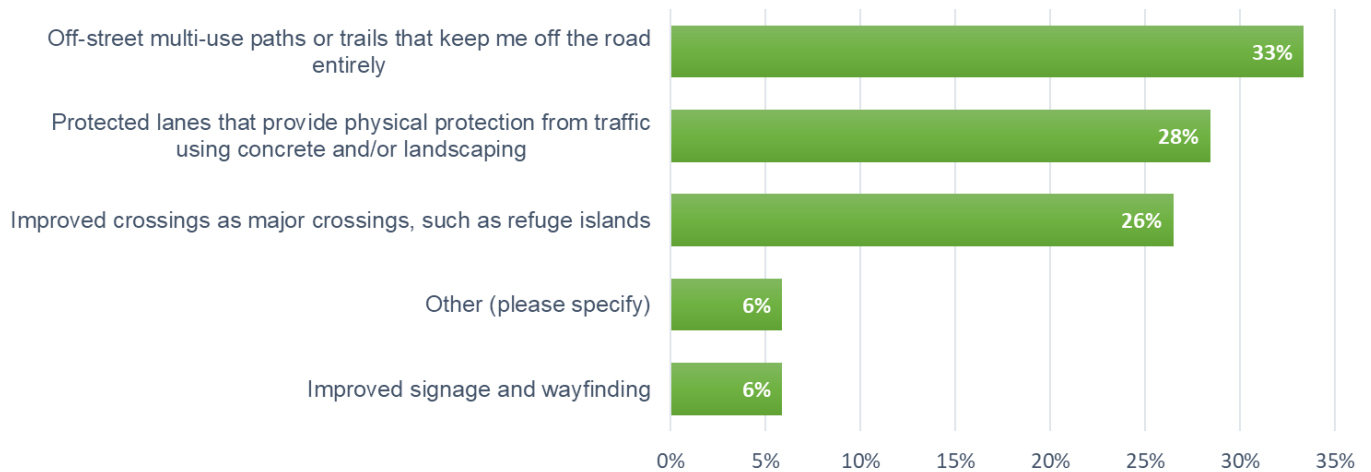
What three (3) bicycle improvements are most important to you on quieter neighborhood streets?



- Respondents said that their top three (3) bicycle improvements for quieter neighborhood streets were *Improved crossings as major crossings, such as refuge islands (33%), Shared lane markings (also known as “sharrows”) (24%), and Traffic calming such as speed bumps (24%)*.
- Respondents also said that adding bike lanes, adding more prominent signange than standard sharrow markings, and improving speed limit control were important improvements.

3.2.2.9 *Question 9: What three (3) bicycle improvements are most important to you on busier neighborhood streets?*

What three (3) bicycle improvements are most important to you on busier neighborhood streets?



- Respondents said that their top three (3) bicycle improvements for busier neighborhood streets were *Off-street multi-use paths or trails that keep me off the road entirely* (33%), *Protected lanes that provide physical protection from traffic using concrete and/or landscaping* (28%), and *Improved crossings as major crossings, such as refuge islands* (26%).
- Respondents also said that adding bike lanes, adding slip lanes, and improving connection were important improvements.

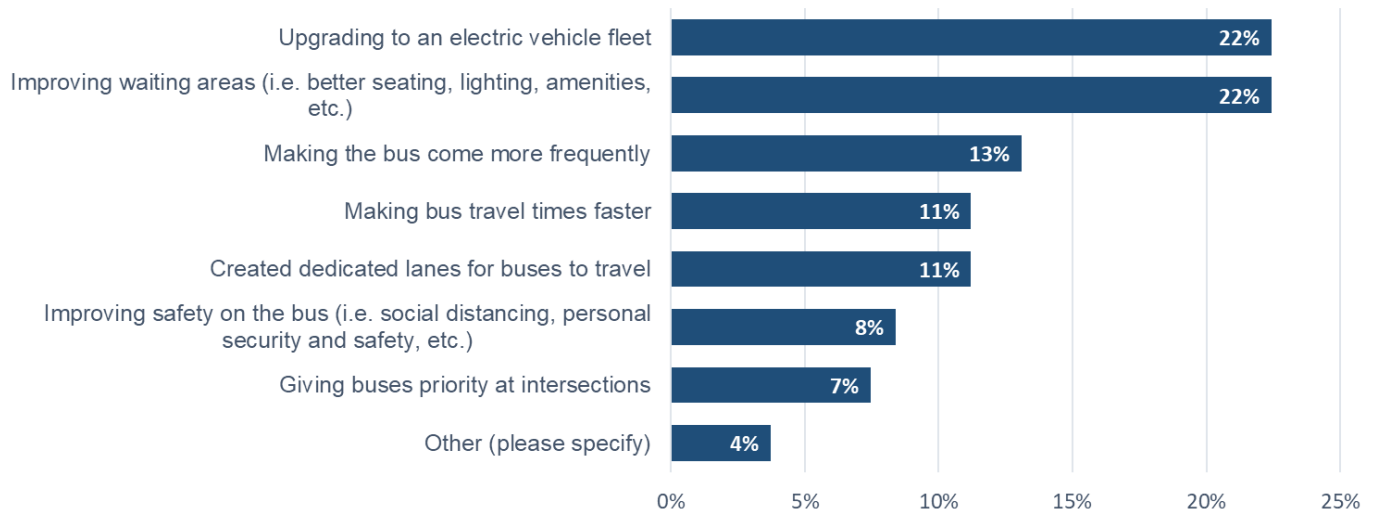
3.2.2.10 *Question 10: What do you think? Are there any important transit corridors missing from the map?*

This question was open ended and allowed respondents to share any other ideas or comments around improving safety and mobility along the corridor.

- The following roads were suggested to be included as important transit corridors: a connection the Portland Airport, Andresen Rd, Lincoln Ave, 39th St, Fruit Valley Rd, east on 78th street to 152nd Ave, and extend 99th St service.

3.2.2.11 *Question 11: What three (3) types of enhanced transit investments are most important to you?*

What three (3) types of enhanced transit investments are most important to you?



- Respondents said that their top three (3) enhanced transit investments were *Upgrading to an electric vehicle fleet* (22%), *Improving waiting areas (i.e. better seating, lighting, amenities, etc.)* (22%), and *Making the bus come more frequently* (13%).
- Respondents also said that making the bus convenient and affordable, and adding curbside bus pull-out stops were important improvements.

3.3 Community Roundtable

3.3.1 Questions

The outreach team prioritized asking the following four questions during the community roundtable effort with members of the community:

1. *What are the key corridors and network connections you want to see improved?*
2. *If you had \$1,000 to spend on any of the proposed transportation networks, where would you put it towards?*
3. *What kinds of treatments would make these networks most useful to you?*
4. *Anything else?*

3.3.2 Key Themes and Feedback

3.3.2.1 *Question 1: What are the key corridors and network connections you want to see improved?*

- Network Connections:
 - Lewis and Clark Regional Trail Concept Plan would connect Camas to Washougal
 - Fourth Plain is major connection of kids walking to school and people getting groceries.
- Lane Reconfigurations:
 - Chkalov Dr/NE 112th Ave, where it crosses Mill Plain Blvd, has seven vehicle lanes and are very wide. This area would be a great opportunity to narrow down the vehicle lanes and add bike lanes and widen sidewalks.
- Improvements that are helpful to low vision and blind community:
 - Majority of folks with low vision/blind use transit. Older population tends to use paratransit more. Cost is a factor as well. Younger population with the training use transit.
 - More connected trail network.
- Sidewalk Improvements and Concerns:
 - There is a need for good sidewalks that are separated from vehicles and bikes. It can be dangerous for people with low vision.
 - Increase budget for sidewalk development compared to vehicle infrastructure. It was expressed it would improve health and safety.
 - Walmart at 20th St and Grand Blvd - Trees on the sidewalk made it very narrow for people to get around them with mobility devices.
- Bike and Mobility Improvements and Concerns:
 - Concerns expressed on design issue of the bike lanes in the City. The bike lanes have deep drainage drains, making them narrower.
 - Concerns expressed on bike share management of bikes being left on the sidewalk and can become a problem.
 - Bikes are not accessible to all families at all levels.
- Enhance transit connections for people walking and rolling.

3.3.2.2 *Question 2: If you had \$1,000 to spend on any of the proposed transportation networks, where would you put it towards?*

Community members suggested they would use the proposed money on the following networks:

- Low-Stress Walking and Rolling Network - \$400
- Enhanced Transit Network - \$300
- Bike and Mobility Network - \$300

3.3.2.3 *Question 3: What kinds of treatments would make these networks most useful to you?*

Community members mentioned the following treatments:

- Lane reconfigurations

- Pedestrian Improvements: Improved crossings, ADA curb ramps, wider sidewalks
- Bike Improvements: Buffered/protected bike lanes, bike parking structure/hitching posts in popular destinations
- Transit Improvements: Bus and right turn lanes
- Speed Management Measures: Traffic bumps, radar signs, etc.
- Tactical Interventions: Low-cost, temporary changes like chicanes, etc.
- Wayfinding and signage

3.3.2.4 *Question 4: Anything else?*

- **Main concern expressed was about traffic and the speed.** Community members support lane reconfiguration to address the speeding issue. It was expressed that SR 500 is good for traffic flow and keeps fast moving traffic off other streets. “Neighborhood traffic slowing is important - bumps, reconfigurations, etc. But slower speeds are going to make people feel safer.”
- Recommendation of creating a city network of bike and walk only trails like the Burnt Bridge Creek trail.

4 Next Steps

Feedback from this second community engagement Milestone will inform the refinement of the draft transportation networks and draft projects, policies, and programs to be included in the Draft TSP. In early 2023, the Project Team will develop materials and an outreach plan for the third and final community engagement period as part of the Vancouver TSP update.

Early outreach in 2023 will include ongoing coordination with more of the City's neighborhood associations and community-based organizations, the publication of the Draft TSP, and a final round of online and in-person engagement to gather public input on the draft plan and projects, policies, and programs. In the Summer of 2023, the Draft Plan will be advanced for adoption, which will include additional public touchpoints through the City's existing protocols, including City Council Hearings and meetings with the Vancouver Transportation and Mobility Commission. The Vancouver TSP is expected to be adopted in Summer 2023, informed by all the public engagement conducted as part of the project.