TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards · Connor Godsil · Matt Herman · Alexander Hubert · Leah Jackson · Mike Paine · Mario Raia · Eduardo Ramos · Derya Ruggles · Ken Williams

February 1, 2022

Time: 5:00 – 6:29 p.m.
Location: Convened telephonically, no in person attendance

CALL TO ORDER AND ROLL CALL (00:20)
The February 1, 2022 meeting of the Transportation Mobility Commission was called to order at 5:01 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Alexander Hubert, Leah Jackson, Mike Paine, Derya Ruggles, Ken Williams

Absent: Matt Hermen

Motion by Commissioner Jackson, second by Commissioner Williams, and carried unanimously, to excuse the absence of Commissioner Hermen.

ACTION ITEMS

ADOPTION OF MINUTES (02:48)
Motion by Commissioner Edwards, seconded by Commissioner Williams, and carried unanimously to approve the January minutes.

ROLL CALL VOTE:

Jeananne Edwards	Yes
Connor Godsil	Yes
Alexander Hubert	Yes
Leah Jackson	Yes
Mike Paine	Yes
Derya Ruggles	Yes
Ken Williams	Yes
Mario Raia	Yes
Eduardo Ramos	Yes

STAFF COMMUNICATIONS (03:49)
Rebecca Kennedy, Deputy Director of Community Development, provided administrative updates to the Commission. The process to acknowledge written comments received by the Commission has been updated to include identifying written comments received at the end of the Community Forum portion

of the meeting and directing members of the public who wish to access them to the meeting agenda page. The Chair will announce if written communication has been received, and that it is posted on the meeting website for the public and Commissioners to read. Additionally, with no one registered to speak during Community Forum at this meeting, Commissioner Williams requested skipping the break and continuing the second workshop after the first. The Commissioners requested guidance from Legal staff who said the change was acceptable and then the group agreed to the change.

WORKSHOP ITEM (8:55)
2023-2028 Transportation Improvement Program (Chris Malone, Public Works Finance and Asset Manager)

Rebecca Kennedy introduced the workshop on the Transportation Improvement Program (TIP), which is updated annually. The Transportation and Mobility Commission (TMC) will make a formal recommendation to Council at the public hearing scheduled for April 2022. Like last year, the 2023-2028 TIP includes an interim prioritization process this year, which was developed at the direction of City Council. Prior to this, the TIP did not have a prioritization process. The Transportation System Plan (TSP), when it is developed and finalized, will have a more permanent process to prioritize projects in the TIP, which will incorporate feedback from TMC and Council through the TSP process.

Chris Malone presented a review of the program, how the TIP fits with other planning documents and implementation of projects, updates to the TIP since the last workshop in November, the outreach process, an updated online map with TIP projects as well as other utility investments, and specific changes to the projects in the document.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Projects listed as “completed” but are not finished as of today. Staff responded, if a project is planned to be completed in 2022, the document will show it as completed. The document represents projects from 2023 to 2028 and should not show projects which will be finished in 2022.
- Main Street’s active transportation project, and what the active transportation component is. Staff responded the funding for this project was received through the American Rescue Plan Act (ARPA). It’s classified as active transportation because it will improve safety for bikers and pedestrians and will improve appearance and lighting along the corridor. The details sheet in the meeting materials provides more information.
- Fourth Plain from Ft. Vancouver to NE Andresen Rd. has a different ID number from the re-striping planned on Fourth Plain, and various other projects along the corridor. Staff responded there are a lot of investments planned for the Fourth Plain corridor, including ARPA funded projects. There is another grant for safety improvements, and various other projects planned. They are listed as separate projects because they are each funded in different ways. Staff noted that the map tool shows all of the projects in the City and includes descriptions of each project.
- How the McGillivray project relates to pavement projects and possible lane reallocation for that area, and how projects in the TIP are developed with pavement management plans. Staff responded that there is coordination with the pavement management program for these projects to ensure resources are used efficiently.

Staff continued the presentation, covering future revisions to the TIP and TSP, and next steps for the TIP.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Information on the outreach process and how it relates to the equity index. The City is planning to work with community partners on this project. Staff resources are limited and staff are also trying to be respectful of the variety of projects and plans that the City overall is asking people to participate in. The City is also requesting community input on longer range projects like the Transportation System Plan (TSP), the Climate Action Plan, and a variety of projects in the Fourth Plain Corridor. Community partners the City is intending to reach out to related to the 2033-38 TIP include: Bike Clark County, Community in Motion (formerly Human Services Council), the Area Agency on Aging and Disabilities of SW Washington, Washington State School for the Blind, Washington State School for the Deaf, YWCA, LULAC, Clark County Latino Youth Conference (CCLYC), NAACP, The Noble Foundation, Pacific Islanders Community Association (PICA-WA), Vietnamese Community Association, Fourth Plain Forward, and Collective for Social and Environmental Justice at WSU.
- When new developments cut into the street, is there a timeframe for the developer to repair the street? Staff responded developers are required to repair the full width of the street, curb to curb. They try to minimize the amount of time where the street under construction, but certain factors such as weather can extend the timeline for this work.
- Prioritization of the unfunded projects list. Staff responded the unfunded projects are not scored now. When the final prioritization process is completed with the TSP, the TIP will include scoring of the unfunded projects list. The TSP is targeted to be adopted by the end of 2022.
- The kind of information sought through public outreach. Staff responded they are looking for recommendations for projects, such as adjusting the scope of a project or adding an element to a project, or information on projects that are not included in the TIP but may be needed. Staff look for the community's input on issues they see and work to identify the appropriate programmatic or project tool or tools available to address issues, balancing them with a variety of other priorities.

COMMUNITY FORUM (55:27)

No members of the public were present to provide comments.

WORKSHOP ITEM (56:55)

Complete Streets – SE 34th Street Safety and Mobility Project (Jennifer Campos, Principal Transportation Planner, Community Development)

Rebecca Kennedy introduced the workshop on SE 34th Street, which is a Council identified priority that was funded through the 2021-22 biennial budget process. The project will enhance mobility for all users and will address the gap in East-West bike routes.

Jennifer Campos provided an update to the timeline of the project. The initial plan was to start work in Summer of 2022 but has been delayed to 2023. The presentation covered the scope and goal of the Complete Streets Program, specific goals for this project, project boundary, existing conditions on the corridor, timeline and components of the project, and design considerations to improve comfort and mobility for all users, facilitate near-term implementation, and prioritize safety for all users. The community engagement process will be an inclusive process that includes key stakeholders in the area and utilizes tools to encourage multiple opportunities to provide feedback.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- If looking to repurpose a travel lane, would like to see buses have the ability to pull over but not interfere with the bike path. Staff responded that C-TRAN prefers to stop in lane, rather than pull out of traffic. In some communities, they use platforms for bus stops and bike lanes. Staff are looking at this and considering design options.
- The importance of this bike connection for the surrounding area.

COMMISSION COMMUNICATION (01:22:06)

Commissioner Jackson identified two acquaintances who were hit in crosswalks, where police responded but did not issue a citation, and raised concerns that those incidents are not collected in the data for pedestrian collisions. How do we ensure we are getting accurate data regarding collisions? Staff responded that they can coordinate directly with the Vancouver Police Department (VPD) and how they assign citations in the short term, and staff from VPD are also actively engaged in the TSP process. If there is no citation or a contributing circumstance identified, data is still collected and reported when an officer responds, and a report is created. Staff agreed the limited data is a challenge.

ADJOURNMENT 6:29 PM

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Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

City of Vancouver
Pavement Management Program

March 1, 2022

Transportation & Mobility Commission

Ryan Miles – Street Operations Program Manager

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Presentation Overview

- Program Information and Summary Overview
- 2022 Pavement Program
- 2023 & 2024 Preliminary Pavement Program
- Program in Future Years
- Questions and Discussion

Presentation Purpose

- Provide an overview of the City's Pavement Management Program
- Provide information about the 2022 program as well as the 2023 & 2024 preliminary pavement management programs
- Respond to questions about the overall program and planned future investments
- Receive feedback on the overall program and planned future investments

Council Policies that Guide PM Program

- Street Funding Strategy Guiding Principles and Outcomes
  - “Take care of what we have”
  - Over a 20-year period, improve pavement conditions from Fair to Good
- City Budget Capital Planning and Asset Management Policies
  - #33 – Pursue an asset management strategy that prioritizes safety, equity, and climate action
- The City’s Complete Streets ordinance requires roadway investments to provide a safe, accessible street system that serves all users, ages and abilities, regardless of mode of travel.

Pavement Management Goals & Objectives

- Extend the life of existing pavements over the entire network for as long as possible – “Take care of what we have”
- Maintain overall network conditions
- Improve overall citywide pavement conditions from “fair” to “good” over 20 years
- Spread work around entire City to ensure benefits distributed evenly and equitably
- Coordinate with Transportation Planning to leverage pavement investments to build complete streets

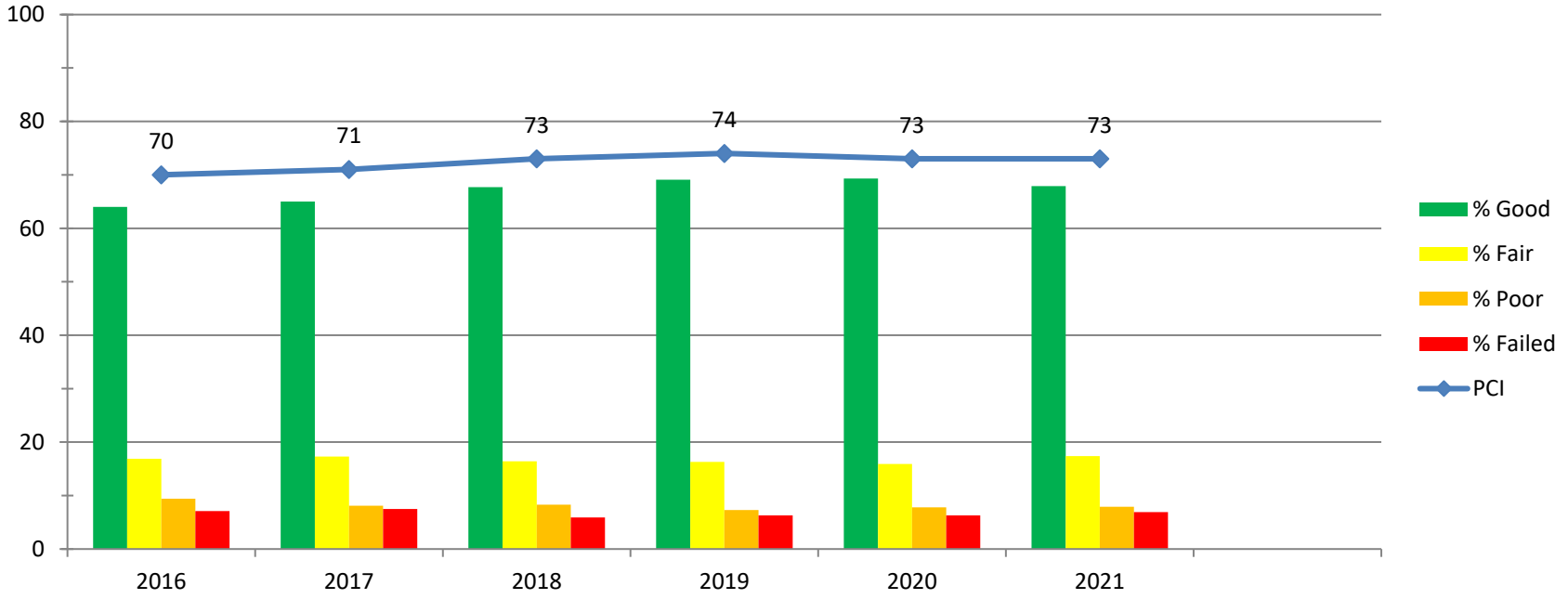
Vancouver's Pavement Network

- 600+ centerline miles (1,900+ lane miles)
- Manage over 7,000 segments
- 30% Arterial Streets; 70% Residential Streets
- Current Network PCI = 73 (0 to 100)

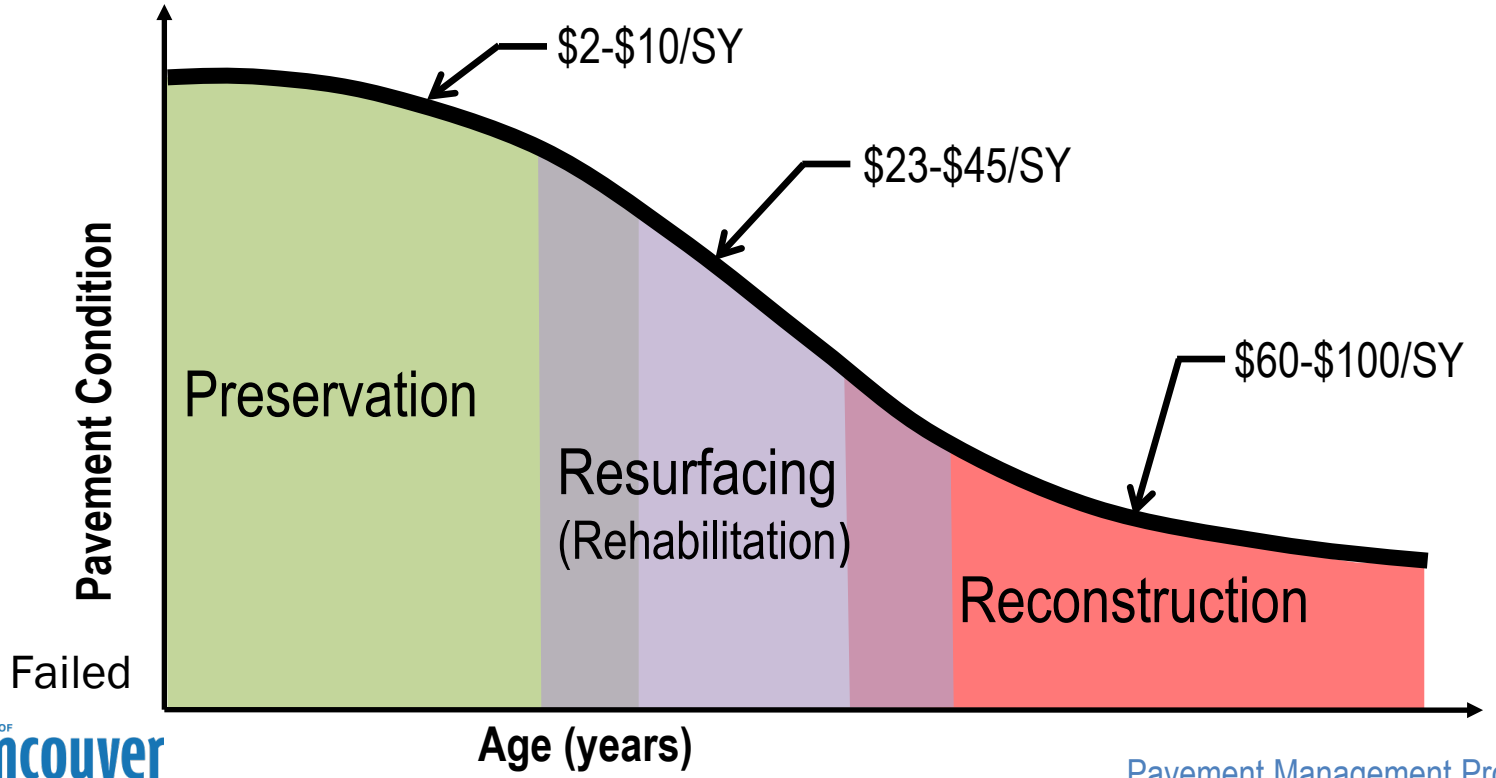
Good+	Fair	Poor	Very Poor
69%	17%	7%	7%

**PCI: Pavement Condition Index*

Pavement Conditions (2016 – 2021)



Pavement Life and Treatment Curve



Pavement Management Program Budget

Funding Sources

- Gas Tax
- REET Allocation
- General Fund
- Street Funding Strategy
- Transportation Benefit District

Current Budget

- $12.9M Total in 2022
- ~ $10M - $11M for Construction

Types of Pavement Management Treatments

- Crack Sealing
- Slurry Sealing
- Microsurfacing
- Asphalt Rubber Chip Sealing
- Cape Sealing
- Resurfacing and Rehabilitation

Pavement Management Treatment Selection Criteria

- Pavement Condition Index (PCI) and type of defects on each street
- Balance Preservation with Resurfacing
- Keep streets in good condition
- Keep streets from needing a more expensive pavement treatment in the future
- Priority on arterial streets but don't neglect residential streets
- Time since last street work completed
- Group streets together with similar treatments
- Spread work throughout the entire City
- Needed ADA curb ramp upgrades
- Consider equity impacts when having to decide between similar streets

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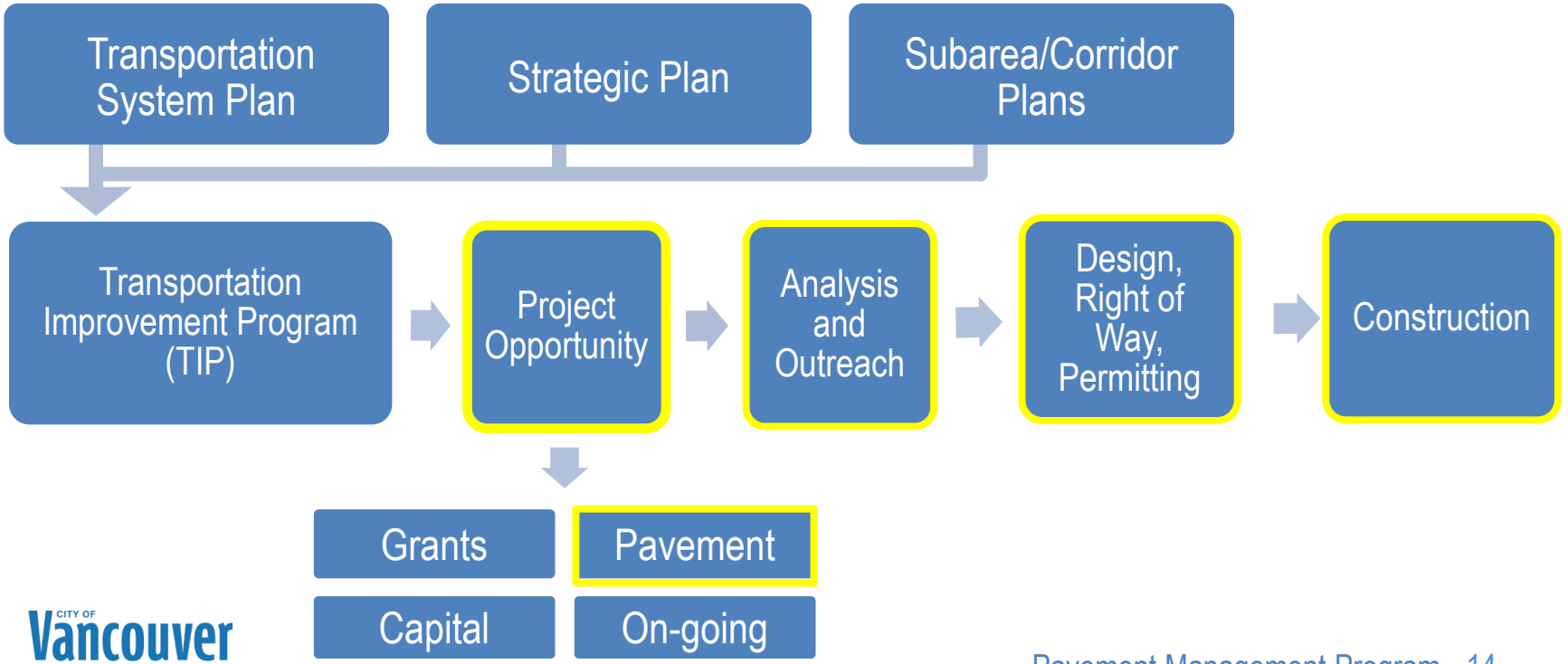
Pavement Management Treatment Selection Process

- Generate initial street candidate list
- Inventory ADA curb ramps and update estimated cost
- Coordinate with Transportation planners, other departments, other agencies, and private utilities
- Grants
- Revise plan as needed to available funding
- Maintain 3 years of future street plans

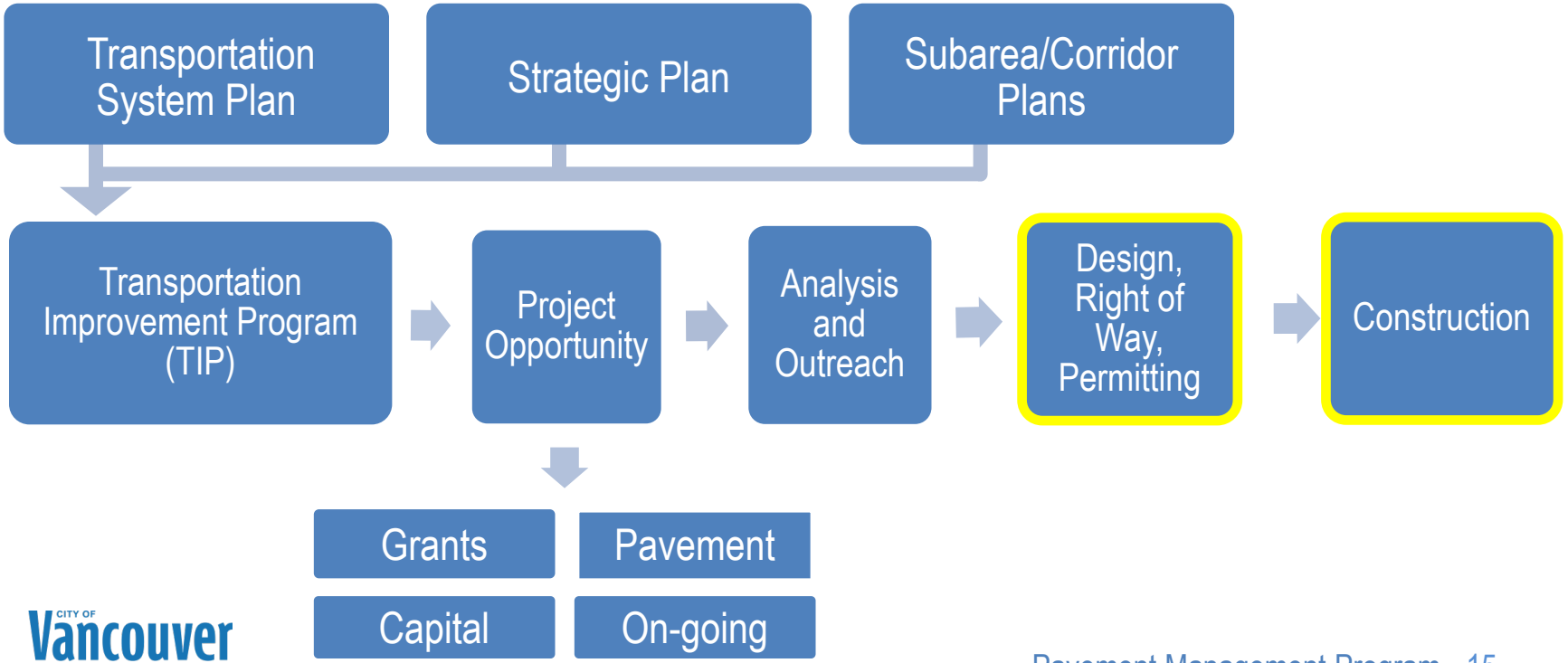
Coordination and Collaboration

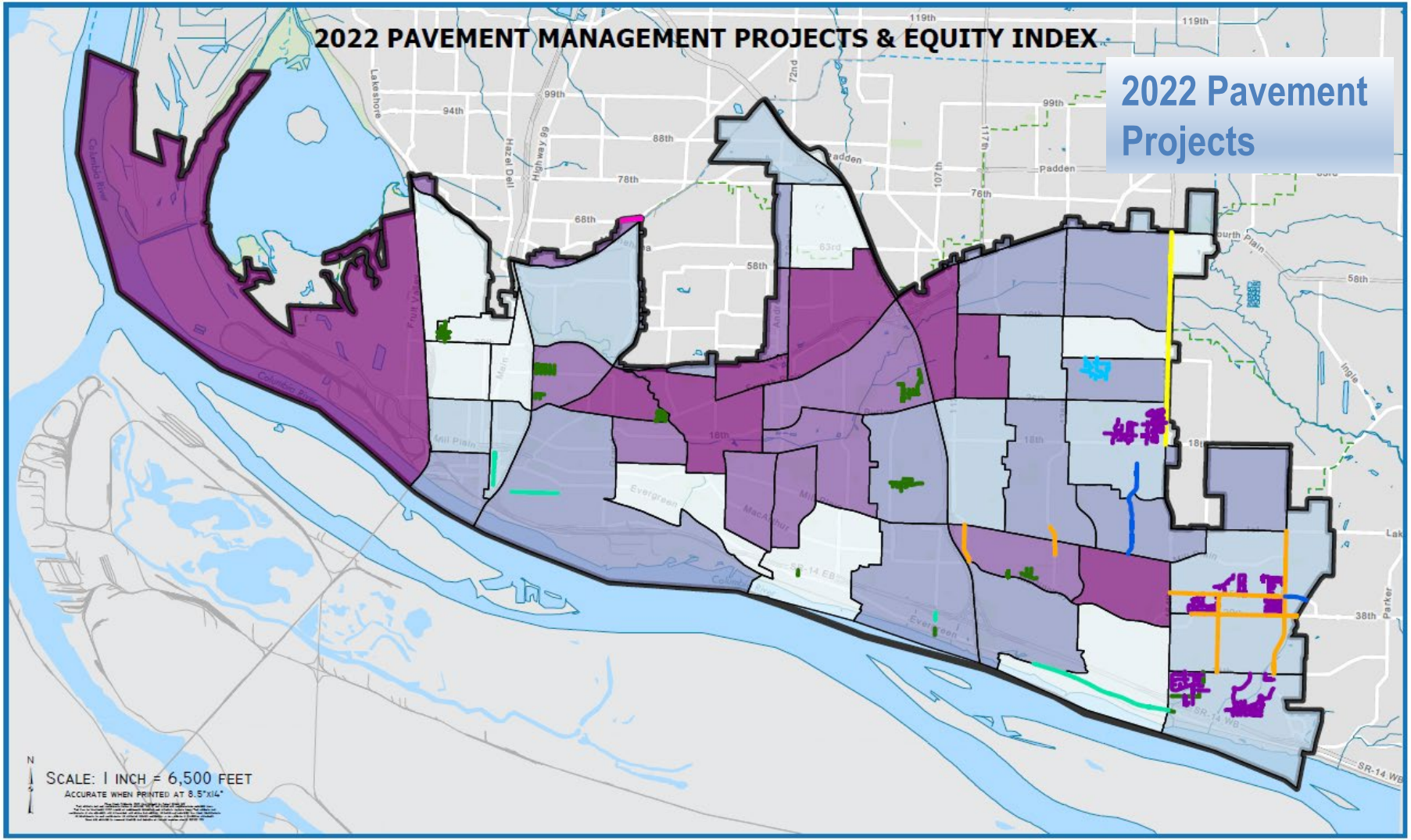
- Opportunity to improve striping for traffic flow, bikes, and pedestrians (safety and mobility)
- Opportunity to implement Council endorsed Complete Streets projects
- Opportunity to implement Neighborhood Traffic Safety Alliance (NTSA) projects
- Teaming with utility projects and other agencies

Transportation Project Pipeline



Transportation Project Pipeline – 2022 Pavement Program




2022 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX
2022 Pavement Projects
SCALE: 1 INCH = 6,500 FEET
ACCURATE WHEN PRINTED AT 8.5"X14"

2022 Pavement Projects

- Broadway Phase 2: W 6th St. to W 13th St.
- Rose Village: Street Rehabilitation
- Oakbrook: Street Rehabilitation
- NE 162nd Avenue and SE 192nd Avenue
- SE 15th Street, SE 20th Street, and SE 176th Avenue
- NE 155th Avenue/Countryside (including NTSA implementation)
- Preservation work east of I-205

2022 Pavement Management Program

- 9 contracts (3 curb ramp, 3 preservation, and 3 resurfacing) totaling ~$11M
- 215 new or upgrading curb ramps
- 89 lane miles of preservation
- 19.4 lane miles of resurfacing
- 23 city neighborhoods

2022 Pavement Management Program - Projects

Council Approved Complete Streets Projects

- Planning is in progress on several – will implement in ‘23 & ‘24

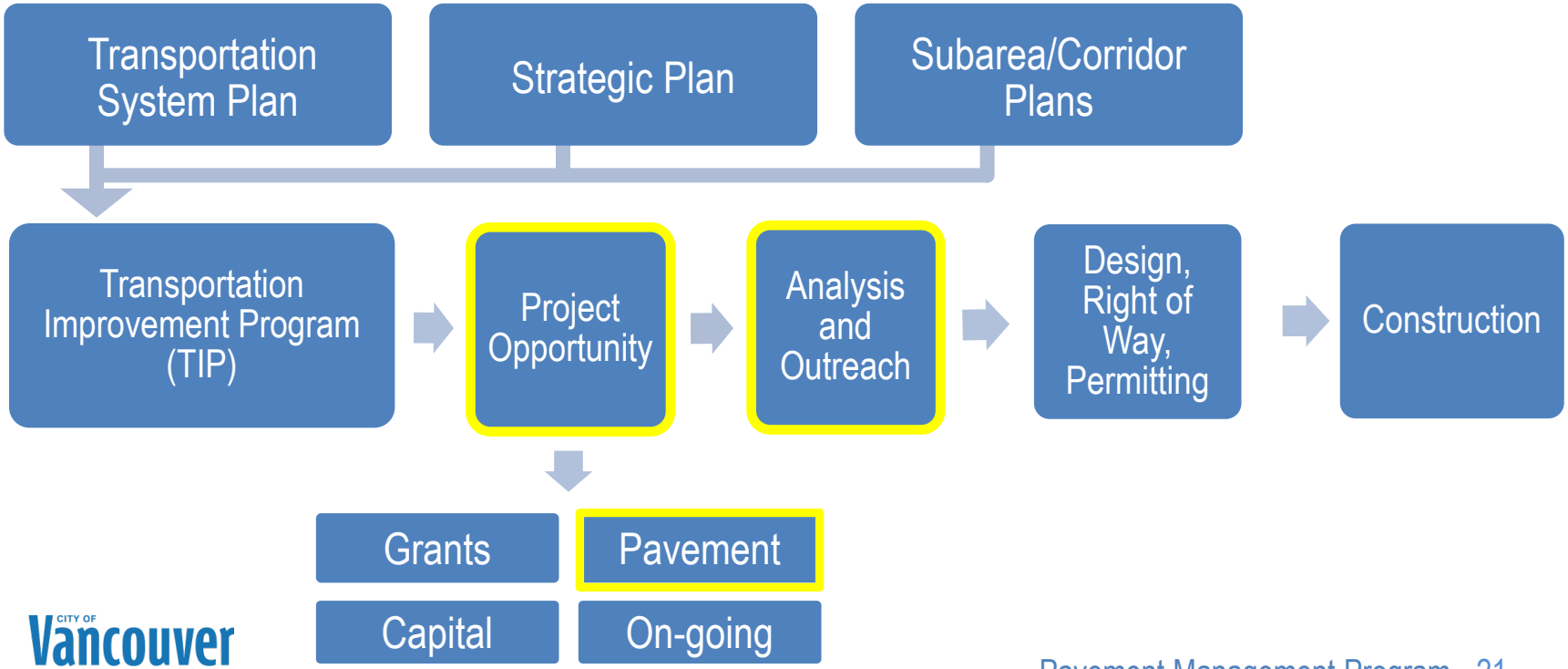
Opportunity Streets

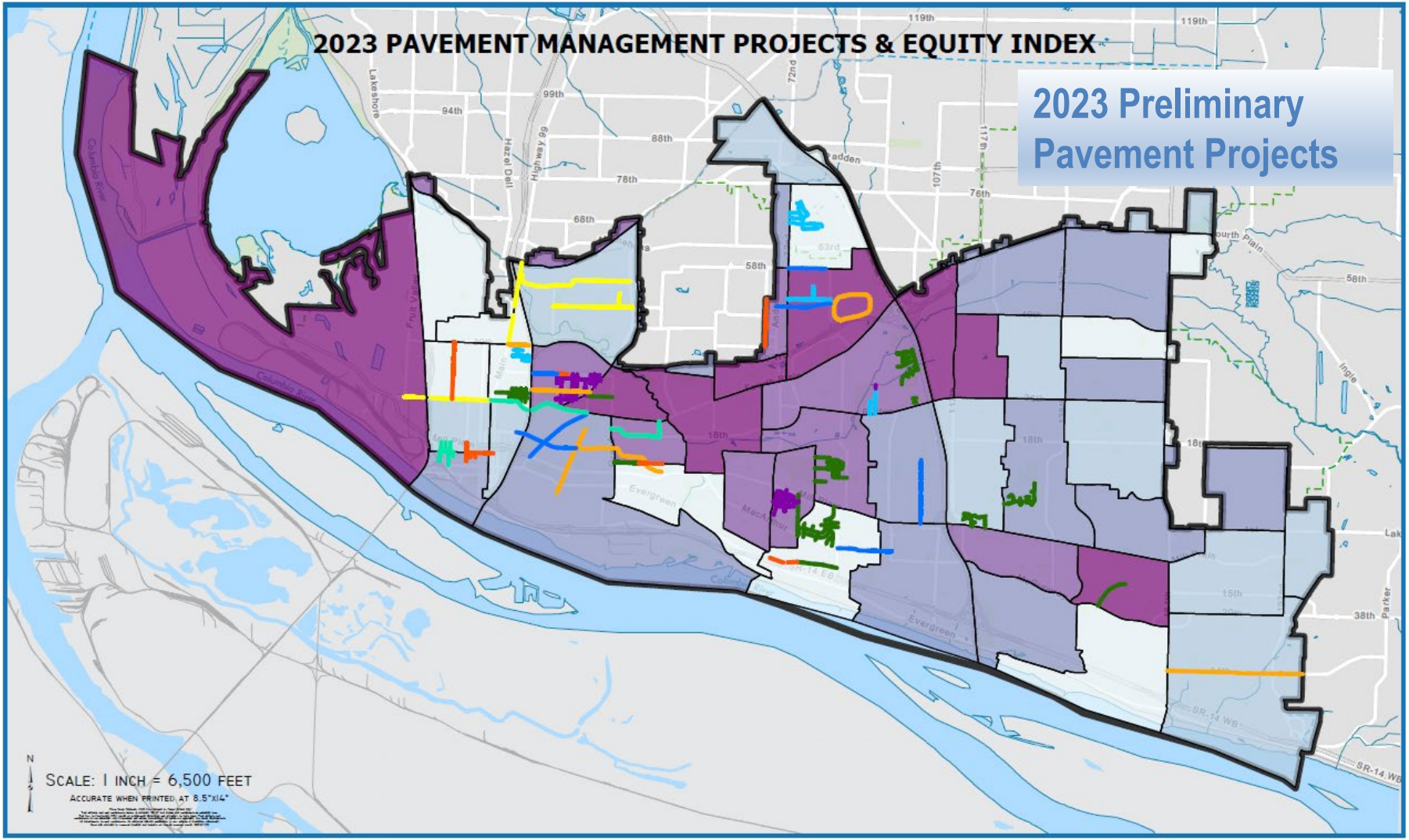
- 155th Ave/Countryside: implement NTSA project
- SE 15th Street: SE 164th Ave. to SE 192nd Ave
- SE 20th Street: SE 172nd Ave to SE 192nd Ave
- SE 176th Avenue: SE 34th St to SE 15th St

2022 Pavement Management Program - Schedule

- Broadway Improvements – February to June
- Curb Ramps – March to early July
- Pavement Repairs and Surface Prep – March to July
- Preservation Work – July and August
- Paving and Rehabilitation Work – July to September
- Re-striping of Streets – August and September

Transportation Project Pipeline – 2023-2024 Projects




2023 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX
2023 Preliminary Pavement Projects
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2023 Preliminary Pavement Projects

- 4th Plain Blvd: Main St. to Ft. Vancouver Way
- Ft. Vancouver Way: Mill Plain Blvd. to 4th Plain Blvd.
- McLoughlin Blvd: F St. to Brandt Rd.
- Vancouver Heights and Oakbrook: Street Rehabilitation
- SE 34th Street: SE 164th Ave. to SE Payne Rd.
- NE 54th Street and NE 49th Street
- Preservation work west of I-205

2023 Preliminary Pavement Projects

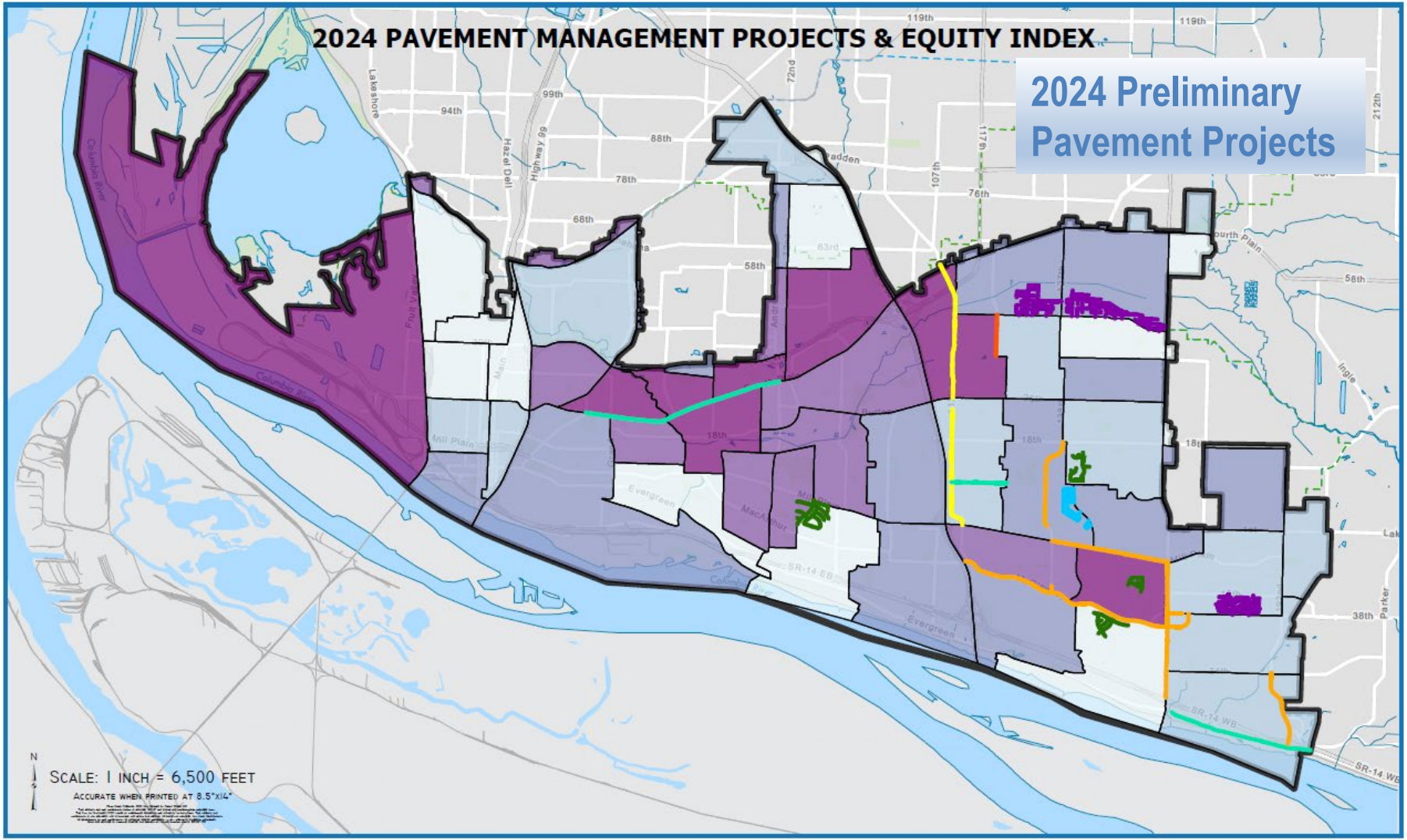
Council Approved and Funded Complete Streets Projects slated to be implemented in 2023:

- 4th Plain Blvd: Main St. to Ft. Vancouver Way
- Ft. Vancouver Way: Mill Plain Blvd. to 4th Plain Blvd.
- McLoughlin Blvd: F St. to Brandt Rd.
- SE 34th Street: SE 164th Ave. to SE 192nd Ave.

2023 Preliminary Pavement Projects

Opportunity Streets slated to receive pavement treatment in 2023:

- Kauffman: 4th Plain Blvd. to W 39th St.
- E 29th Street: I-5 to St. Johns Blvd.
- Ross/NE 54th Street: Hwy 99 to St. James Blvd.
- NE 49th Street: NE 15th Ave. to St. James Blvd. (NTSA)
- NE 104th Avenue: Mill Plain to NE 14th Street


2024 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX
2024 Preliminary Pavement Projects
SCALE: 1 INCH = 6,500 FEET
ACCURATE WHEN PRINTED AT 8.5"X14"

2024 Preliminary Pavement Projects

- 4th Plain Blvd: Ft. Vancouver Way to Andresen Road
- NE 112th Avenue: Mill Plain Blvd. to 4th Plain Blvd.
- SE McGillivray Blvd: Chkalov Dr. to SE 164th Ave.
- SE 164th Ave, SE Mill Plain, SE 192nd Ave
- Vancouver Heights and Cascade: Street Rehabilitation
- Evergreen Highway: SE 164th Ave. to City limits
- Preservation work east of I-205

2024 Preliminary Pavement Projects

Council Approved Complete Streets Projects:

- 4th Plain Blvd: Ft. Vancouver Way to Andresen Road
- NE 112th Avenue: Mill Plain Blvd. to 4th Plain Blvd.
- SE McGillivray Blvd: Chkalov Dr. to SE 164th Ave.

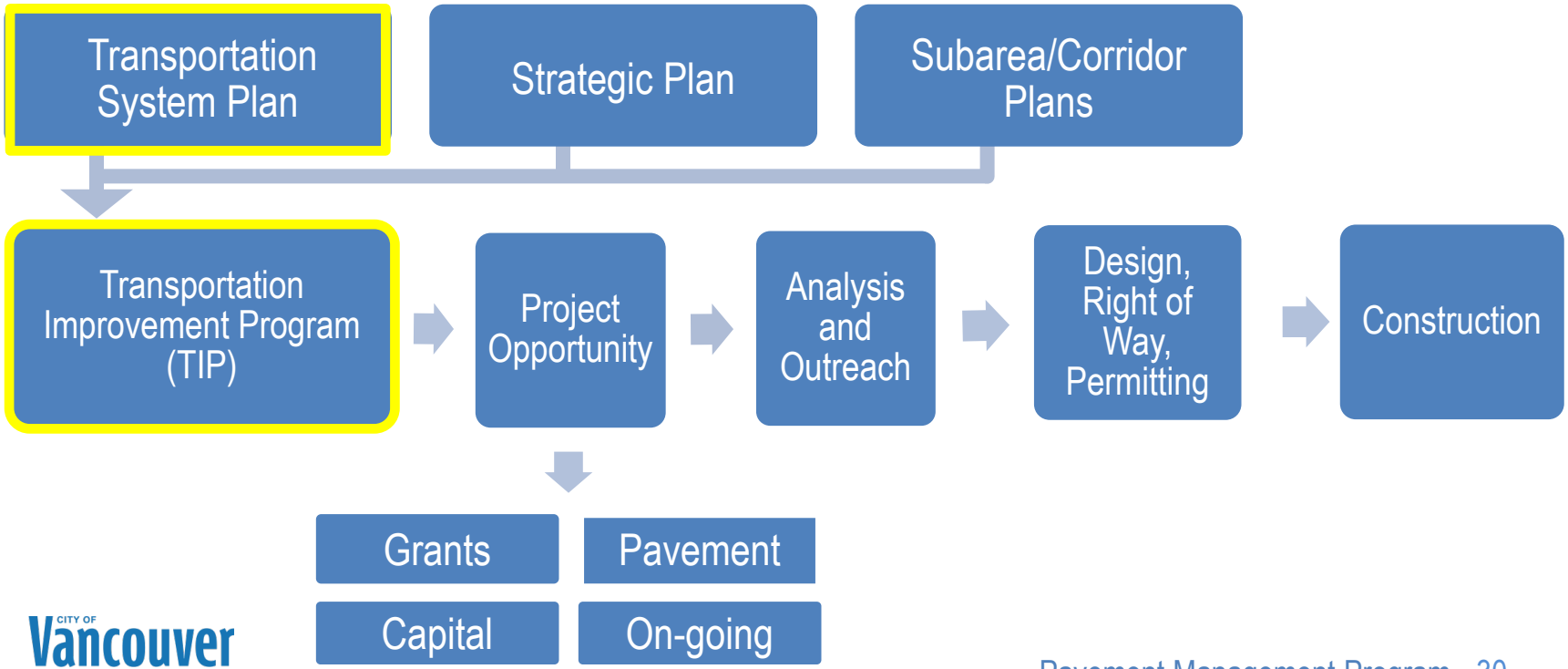
Opportunity Streets:

- NE 9th Street: NE 112th Ave. to NE 125th Ave.
- NE 136th Avenue: SE 4th St. to NE 18th St.

2025 Paving Program and Beyond

- Discussion on Complete Streets projects recommended for 2023-2024 budget (implemented with 2025 & 2026 paving projects)
- Incorporation of elements from the Transportation System Plan update
- Annual updates to the Transportation Mobility Committee

Transportation Project Pipeline – 2025 and Beyond



Questions and Discussion

Ryan Miles, Street Operations Program Manager, Public Works
Ryan.Miles@cityofvancouver.us

www.cityofvancouver.us/publicworks/page/pavement-management

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Pavement Conditions

Crack Sealing

Slurry Sealing

Microsurfacing

Asphalt Rubber Chip Sealing

Cape Sealing

Resurfacing and Rehabilitation

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Treatment Costs

• Crack Sealing	$0.6 to $1/lf.	Doesn't trigger ADA
• Slurry Sealing	$1.6 to $2.5/sy.	Doesn't trigger ADA
• Microsurfacing	$2.25 to 4.25/sy	Triggers ADA
• AR Chip Seal	$5.5 to 7.5/sy.	Doesn't trigger ADA
• Cape Sealing	$7 to 11/sy	Triggers ADA
• Resurfacing/Rehab	$25 to 45/sy	Triggers ADA

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MEMORANDUM

DATE: February 21, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa, Public Works Streets and Transportation Division Manager

FROM: Ryan Miles, PE, Street Operations Program Manager

RE: **Pavement Management Program Overview**

The purpose of this memo is to provide information about the Pavement Management (PM) Program in advance of the Transportation and Mobility Commission meeting on March 1, 2022.

Background

The City of Vancouver has over 1,900 lane miles of paved street. About 30% of the streets are classified as arterials. The other 70% are residential streets. Streets are generally classified as either arterial streets or residential streets. Arterials have higher traffic volumes and speeds, whereas residential streets have lower traffic volume and speeds and generally provide local access. Under the City's current classification system, which is being revisited through the Transportation System Plan (TSP) update process, the primary purpose of arterials is to provide a high degree of vehicular mobility through effective street design and by limiting property access, given that vehicles on arterials are often through traffic. Under the current system, generally the higher the classification of a street (Principal Arterial being the highest), the greater the volumes, through movements, length of trips and fewer access points. Arterials in the City of Vancouver are further divided into the three classes and are described as follows:

- Principal Arterials have higher levels of local land access controls, with limited driveway access, and regional significance as major vehicular travel routes that connect between cities within a metropolitan area. Examples: Andresen Road and Mill Plain Blvd.

- Minor Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of a regional mobility. Examples: Macarthur Blvd. and McGillivray Blvd.

- Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterials. Collector Arterials provide for both mobility and access to

property and are designed to fulfill both functions. Examples: NW Lincoln Avenue (between NW 39th Street and NW Bernie Drive) and Cascade Park Drive.

All streets other than arterials are generally designated as non-arterial (residential) streets, which provide local access. As noted above the City will be updating its street classification system through the TSP process, to focus on greater mobility for all users on all types of streets, and an emphasis on person throughput and access rather than vehicular access, which our current classification system prioritizes.

The primary goal of the City of Vancouver Pavement Management (PM) Program based on current funding is to extend the life of the existing pavement over the entire network for as long as possible, and to maintain the overall network condition with a gradual improvement each year. This is based on the City's Street Funding Strategy (SFS) guiding principles and outcomes related to the PM Program and the City's Capital Planning and Asset Management (CPAM) Policies #33-37:

- "Take care of what we have" – SFS Guiding Principle
- Over a 20-year period, improve pavement conditions overall from Fair to Good – SFS Outcomes
- In pursuit of an asset management strategy that prioritizes safety, equity and climate action, the City will (CPAM Policy #33):
    - Consider the climate impacts of asset investments and pursue asset management strategies that reduce its contribution to climate change over time.
    - Consider equity impacts of capital projects and asset management strategies and prioritize investments that improve equity within the City.
    - Consider the potential improvements to community safety associated with capital investments and prioritize investments that improve community safety, particularly in the transportation system.
- The City's Complete Street ordinance requires roadway investments to provide a safe, accessible street system that serves all users, ages and abilities, regardless of mode of travel.

Since 2016 and the addition of Street Funding Strategy investments, the overall Pavement Condition Index (PCI) for the city has increased from 70 to 73. The percentage of streets that are in good condition or better has increased by about 4%.

Overview of the City's Pavement Management (PM) Program

The PM Program consists of five engineering technicians and inspectors as well as a licensed civil engineer. The department is supported by engineering consultants and many other city staff. Other city staff include public outreach, transportation planners, street operations and maintenance, construction engineers, and construction inspectors.

The primary tasks performed by PM Include:

- Monitoring pavement condition.
- Selecting streets for street preservation and paving projects.
- Coordinating projects with Transportation Planning to design and implement complete streets.
- Inventorying curb ramps that need to be upgraded for ADA Compliance.
- Preparing plans and specifications for streetwork and curb ramp projects.

- Coordinating pavement restoration with City utilities, private utilities, and development projects.

Pavement Condition Monitoring
We monitor the condition of the streets by performing a pavement condition assessment of half the city streets each year. The condition of all the streets is assessed every two years. This assessment is performed by visually inspecting every street for defects such as cracks, patches, weathering, rutting, and potholes. The assessment provides a pavement condition index (PCI) that ranges from 0 to 100 with 0 being a completely failed street, and 100 being a brand-new street without defects.

Preservation Treatment Types
The purpose of pavement preservation treatments is to slow down pavement degradation. Some of the primary causes of degradation include water intrusion through cracks and traffic loads. Sun exposure and oxidation also make the pavement brittle, which results in more cracking and water intrusion. Preservation treatments are thin and are applied to the surface of the pavement to help seal the surface. They are very effective at preserving pavement that is still in fair to good condition. However, since they are thin, they are not effective on a pavement that has too much degradation and cracking. Streets that are in poor condition generally must be resurfaced or rehabilitated with conventional hot mix asphalt to improve their condition.

The primary preservation treatments we use include crack sealing, slurry sealing, microsurfacing, asphalt rubber chip sealing, and cape sealing. Each of these treatments is described below:

Crack sealing is one of the most cost-effective method for preserving streets by sealing cracks. Crack sealant consists of polymer modified asphalt and is applied in a molten state to penetrate cracks, and then hardens after it cools down. Each street that gets one of the preservation treatments will be crack sealed before the preservation treatment is applied.

Slurry Seals consist of a mixture of asphalt emulsion and sand and are approximately a quarter inch thick. We typically use this treatment on residential streets that are still in good condition, and apply it on streets in the PCI range of 70 to 80. If there are nearby streets outside that range, we'll add those streets as well so that we can complete entire neighborhoods, which efficiently utilizes limited funding by reducing construction costs and allowing for efficient public outreach processes. This product goes down wet during construction and takes several hours to set up before cars can drive on it.

Micro-surfacing- consists of a mixture of polymer modified asphalt emulsion with additives and sand. The polymers make the treatment more durable than slurry and the additives can help the treatment set up much faster than slurry, so that streets can be opened to traffic sooner after application. This treatment can either be applied with one fourth or three eighths inch aggregate. The three eighths inch aggregate makes a more durable treatment than the one fourth inch aggregate, so it is used on streets with higher traffic volumes. As with the slurry seal, we typically use it on arterials that are still in good condition, with a PCI in the range of 70 to 80. If there are nearby streets outside that range, we typically add these to complete full neighborhoods, which efficiently utilizes limited funding by reducing construction costs and allowing for efficient public outreach processes.

Asphalt Rubberized (AR) Chip Seals consist of melted tire rubber/asphalt and three eighths inch rock chips. Note that the other preservation treatments use emulsified asphalt for the

binder whereas this treatment uses melted tire rubber and asphalt for the binder, which is heated to over 400 degrees Fahrenheit. The construction process consists of first spreading the melted tire rubber/asphalt over the street with a distributor truck. This is followed by chip spreaders that spread the chips over the molten rubber/asphalt. This is then followed by rollers that roll the chips into the molten rubber/asphalt. The chips are locked into place after the molten tire rubber/asphalt cools down. The street is then swept with street sweepers to remove loose chips. After sweeping, a fog seal is applied, which further helps lock in the chip. Fog seal is emulsified asphalt that has been diluted with water. AR chip sealing is very different than a traditional chip seal process, which uses emulsified asphalt. Because of the process and the way chips are locked into the asphalt, there is far less chip loss than with traditional chip sealing. We typically use this method on arterials that have a PCI in the range of 55 to 80.

Cape Seals are a combination of an AR Chip Seal with a slurry seal or a micro-surfacing treatment placed over it to help smooth out the surface, and is approximately a half inch thick. We typically use it on residential and collector arterial streets with PCI ranging from 50 to 70.

Program Budget

The pavement management budget is approved at an amount designed to maintain the entire network condition over time based on modeling projections run through our pavement management system as well as following best pavement practices. Reductions to the modeled amounts to maintain the system will result in a decrease in pavement condition over time and an increase in deferred maintenance and added costs for treating streets that have a worsened condition.

There are two main components of pavement management funding comprised of City General Fund dollars and Street Funding Strategy (SFS) investments. The General Fund component is outlined in City Financial & Asset Management Policy #35, which sets a base amount of pavement investment and allows for adjustments due to system increases and inflation. The SFS amounts were added starting in 2016 with the annual amount developed and set to an amount that would make up the difference between the General Fund component and the amount needed to maintain the network condition over time.

For 2022, the combined amounts of both sources of funding for the pavement management program is approximately $12.3M with approximately $10M allocated for construction contracts and the rest going to construction inspection, design, consultant help, street operations and traffic signal crews doing prep work for contracts, and other aspects of managing and running the program.

Program Street Selection

We use a best-first approach for selecting streets for treatments, which is in accordance with pavement best practices. This approach maximizes the available funding to extend the service life of the entire system. When selecting streets for annual pavement projects, the PM program looks at several criteria:

- Pavement Condition Index (PCI) and type of defects on each street
- Balance Preservation with Resurfacing
- Keep streets in good condition
- Keep streets from needing a more expensive pavement treatment in the future
- Priority on arterial streets but don’t neglect residential streets

- Length of time since last street work completed
- Group streets together with similar treatments
- Spread work throughout the entire City
- Needed ADA curb ramp upgrades
- Consider equity impacts when having to decide between similar streets

Once the preliminary street selection is done, the PM program coordinates with Transportation Planning, other city departments, other agencies, and private utilities for input related to conflicts and partnering opportunities. Revisions are then made to the preliminary street lists to get a final project list for the year based on this input and any needed adjustments to meet the annual budget.

When we do streetwork, it is an opportunity to make changes and improvements to roadway striping as well as adding traffic calming elements or other changes that help improve safety and mobility as well as implement our Complete Streets ordinance, which requires roadway investments to be safe for all users regardless of age, ability, or mode of travel, and NTSA projects. On many projects, we change striping to achieve enhanced traffic flow, and add new or improve existing bike lanes, including adding protected facilities. The program has also reconstructed and replaced many worn out traffic calming devices, like speed bumps, and have installed new speed cushions and traffic tables.

In this biennium (2021-2022), the Council has identified four street segments that will be evaluated for updated striping, traffic calming and other treatments that will enhance their safety for all users and create Complete Streets. These planning projects are being done in advance of future paving work, which allows us to leverage resources to improve pavement condition and mobility and safety, as noted above. These projects were reviewed by the Commission at several previous meetings meeting and will be part of its ongoing work program over the next 12 months, and include the following:

- Fourth Plain Blvd. between Main Street and Andresen Rd.
- Fort Vancouver Way between Mill Plain Blvd. and Fourth Plain Blvd.
- SE 34th Street between 164th and 192nd
- NE 112th Avenue between Mill Plain and Fourth Plain/City limits

In addition, through subsequent Council endorsement of a chartering process for these Complete Streets planning projects, another project was added that will start planning work in this biennium, and will continue into the next one:

- SE McGillivray Blvd: Chkalov Dr. to SE 164th Ave.

2022 Pavement Management Program

The 2022 pavement program is set and well underway with all projects either being in construction, out to bid, or finalizing design. There are 9 separate contracts (3 curb ramp projects, 3 resurfacing projects, and 3 preservation projects), that are being managed by the program to complete work on all of the programmed streets.

The 2022 program consists of the following:

- 9 contracts totaling approximately $11.0M

- 215 new or upgraded ADA curb ramps
- 89 lane miles of preservation
- 19.4 lane miles of resurfacing
- 80 lane miles of street Crack sealing and mastic repairs
- 23 city neighborhoods will receive some work through the above activities

The 2022 program will also implement the Countryside Woods Neighborhood Traffic Calming Program project along NE 155th Avenue as well as speed tables along SE Evergreen Highway to complete the section out to SE 164th Ave. Originally, the Council supported SE 34th Street Complete Street project was going to be implemented with the 2022 program. However, this was delayed to 2023 to allow more time to get through the planning process and subsequent design. In addition, several streets/corridors are being evaluated for minor striping changes to improve safety and mobility. These include SE 176th Avenue, SE 15th Street, SE 20th Street, NE 162nd Avenue, and SE 192nd Avenue.

2023 & 2024 Preliminary Pavement Management Program
The 2023 and 2024 preliminary street lists have been developed. Coordination with Planning and other departments has already begun, and design on the 2023 project will begin, starting with the curb ramp projects, once all of this year's projects are out to construction. The streets will likely change slightly based on timing of coordinated efforts and projects, feedback from the Transportation and Mobility Commission, future construction costs, and aligning the projects with the approved 2023-2024 biennial budget, which will happen later this year.

<u>2023 Preliminary Pavement Management Program</u>
There are several Complete Streets corridors that Council endorsed as part of the 2021-2022 budget process that will be implemented in 2023 with the pavement program. Planning is already underway for these streets, which include:

- 4th Plain Blvd: Main St. to Ft. Vancouver Way
- Ft. Vancouver Way: Mill Plain Blvd. to 4th Plain Blvd.
- McLoughlin Blvd: F St. to Brandt Rd.
- SE 34th Street: SE 164th Ave. to SE 192nd Ave.

Streets where there will be an opportunity to consider making minor adjustments to existing striping to improve the safety and mobility for all users include:

- Main Street: W 39th St. to Highway 99, in alignment with planning work that C-TRAN will undertake for their forthcoming Highway 99 Bus Rapid Transit project
- Kauffman: 4th Plain Blvd. to W 39th St.
- E 29th Street: I-5 to St. Johns Blvd.
- Ross/NE 54th Street: Hwy 99 to St. James Blvd.
- NE 49th Street: NE 15th Ave. to St. James Blvd. (Identified through the City's Neighborhood Traffic Calming Program)
- NE 104th Avenue: Mill Plain to NE 14th Street

<u>2024 Preliminary Pavement Management Program</u>

There are several Complete Streets corridors that Council endorsed as part of the 2021-2022 budget process and the subsequent Complete Streets chartering process that will be implemented in 2023 with the pavement program. Planning is already underway for these streets, which include:

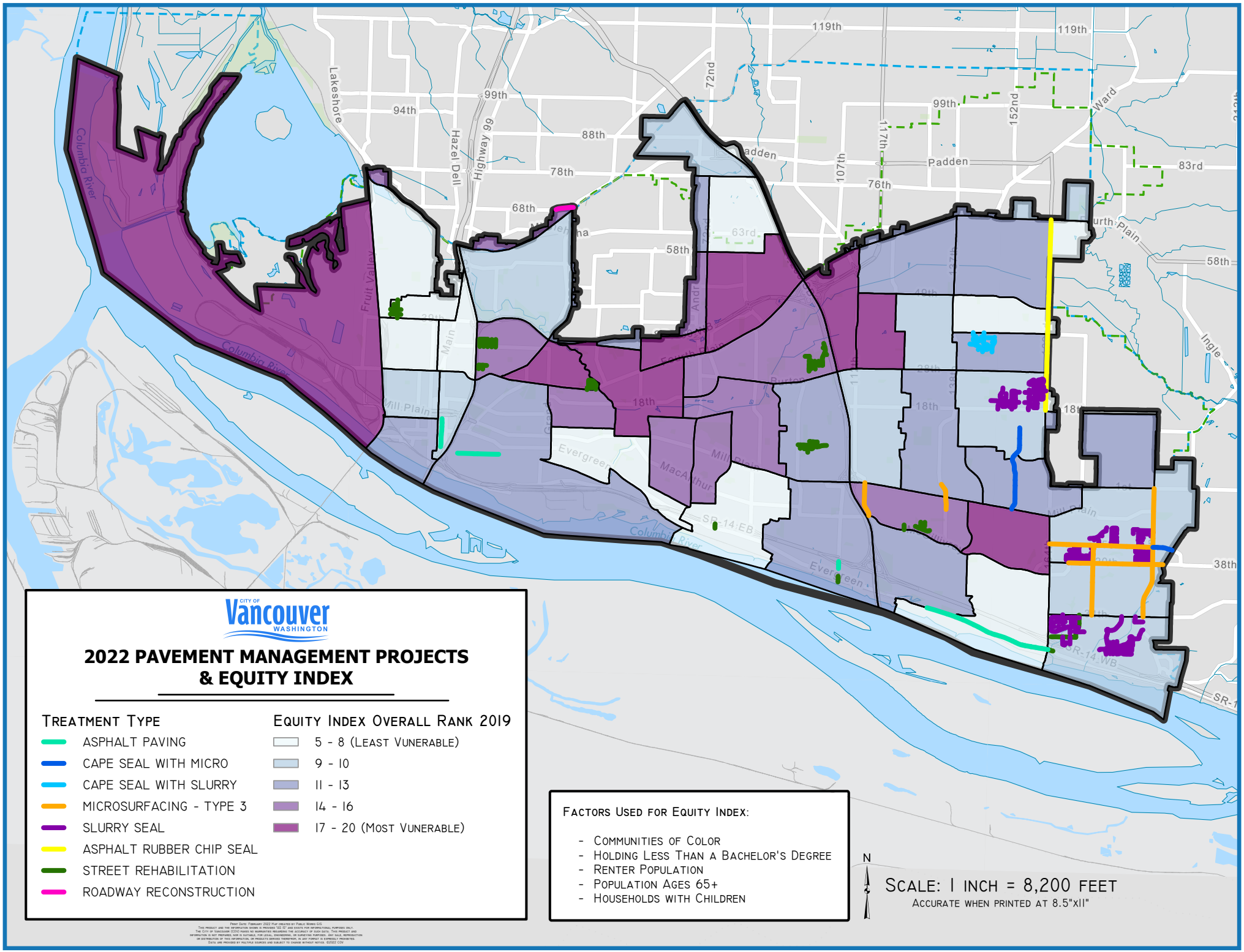
- 4th Plain Blvd: Ft. Vancouver Way to Andresen Road
- NE 112th Avenue: Mill Plain Blvd. to 4th Plain Blvd.
- SE McGillvray Blvd: Chkalov Dr. to SE 164th Ave.

Streets where there will be an opportunity to consider making minor adjustments to existing striping to improve the safety and mobility of all users will include, but not limited to:

- NE 9th Street: NE 112th Ave. to NE 125th Ave.
- NE 136th Avenue: SE 4th St. to NE 18th St.

Pavement Programs in Future Years
As the program moves into future years beyond the current 3-year implementation and planning cycle, there will be continued coordination with the Transportation Mobility Commission (TMC) annually. This will allow the opportunity for the TMC to provide input and feedback on proposed street lists before they get to the design phase, which will allow time to consider minor adjustments to existing streets for safety and mobility improvements as part of the pavement program. The pavement program will also be able to integrate recommendations from the updated Transportation System Plan once it is complete. In addition, the TMC will have the opportunity to discuss future Complete Streets projects that are endorsed by Council as part of future budget cycles and can be implemented with the pavement program.

Conclusion
The Pavement Management Program was established several years ago to keep the City's entire network of streets in the best condition that the available funds will allow. Every year we preserve streets that are ready for a preservation treatment and rehabilitate/repave as many streets as possible with the remaining funds. We can't pave all the streets that need paving in a single year, but by following this strategy we are maintaining and incrementally improving the condition and safety for the City's overall street network over time. The Pavement Management Program is also the primary program within the City that constructs and upgrades curb ramps to current ADA standards, and supports implementation of Complete Streets projects and Neighborhood Traffic Calming Projects, and supports broad improvements to safety and mobility for users of all ages and abilities, regardless of how they choose to travel.



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2022 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX

Treatment Type

- ASPHALT PAVING
- CAPE SEAL WITH MICRO
- CAPE SEAL WITH SLURRY
- MICROSURFACING - TYPE 3
- SLURRY SEAL
- ASPHALT RUBBER CHIP SEAL
- STREET REHABILITATION
- ROADWAY RECONSTRUCTION

Equity Index Overall Rank 2019

- 5 - 8 (Least Vunerable)
- 9 - 10
- 11 - 13
- 14 - 16
- 17 - 20 (Most Vunerable)

Factors Used for Equity Index:

- Communities of Color
- Holding Less Than a Bachelor's Degree
- Renter Population
- Population Ages 65+
- Households with Children

N

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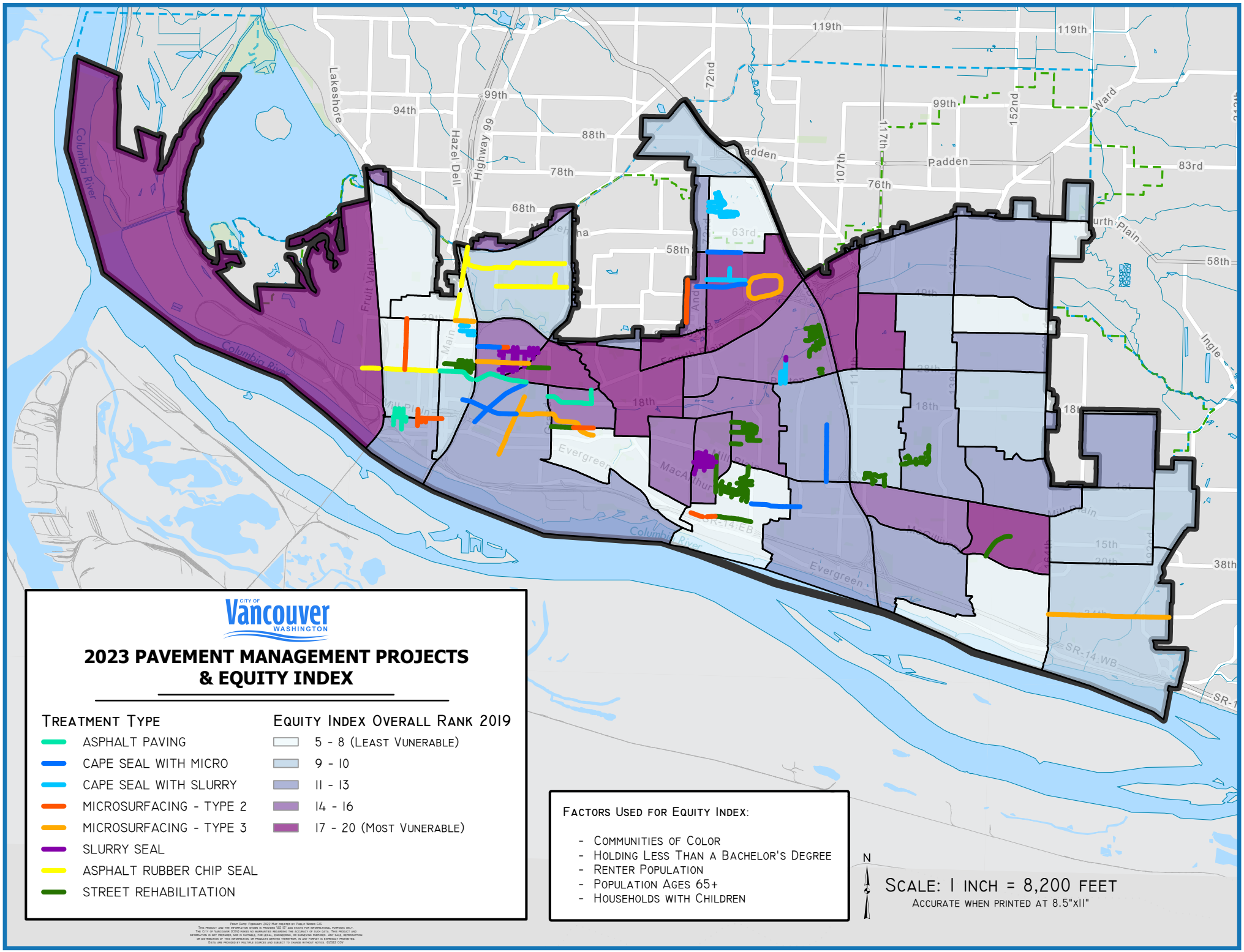

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2023 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX

Treatment Type

- Asphalt Paving
- Cape Seal with Micro
- Cape Seal with Slurry
- Microsurfacing - Type 2
- Microsurfacing - Type 3
- Slurry Seal
- Asphalt Rubber Chip Seal
- Street Rehabilitation

Equity Index Overall Rank 2019

- 5 - 8 (Least Vunerable)
- 9 - 10
- 11 - 13
- 14 - 16
- 17 - 20 (Most Vunerable)

Factors Used for Equity Index:

- Communities of Color
- Holding Less Than a Bachelor's Degree
- Renter Population
- Population Ages 65+
- Households with Children

N

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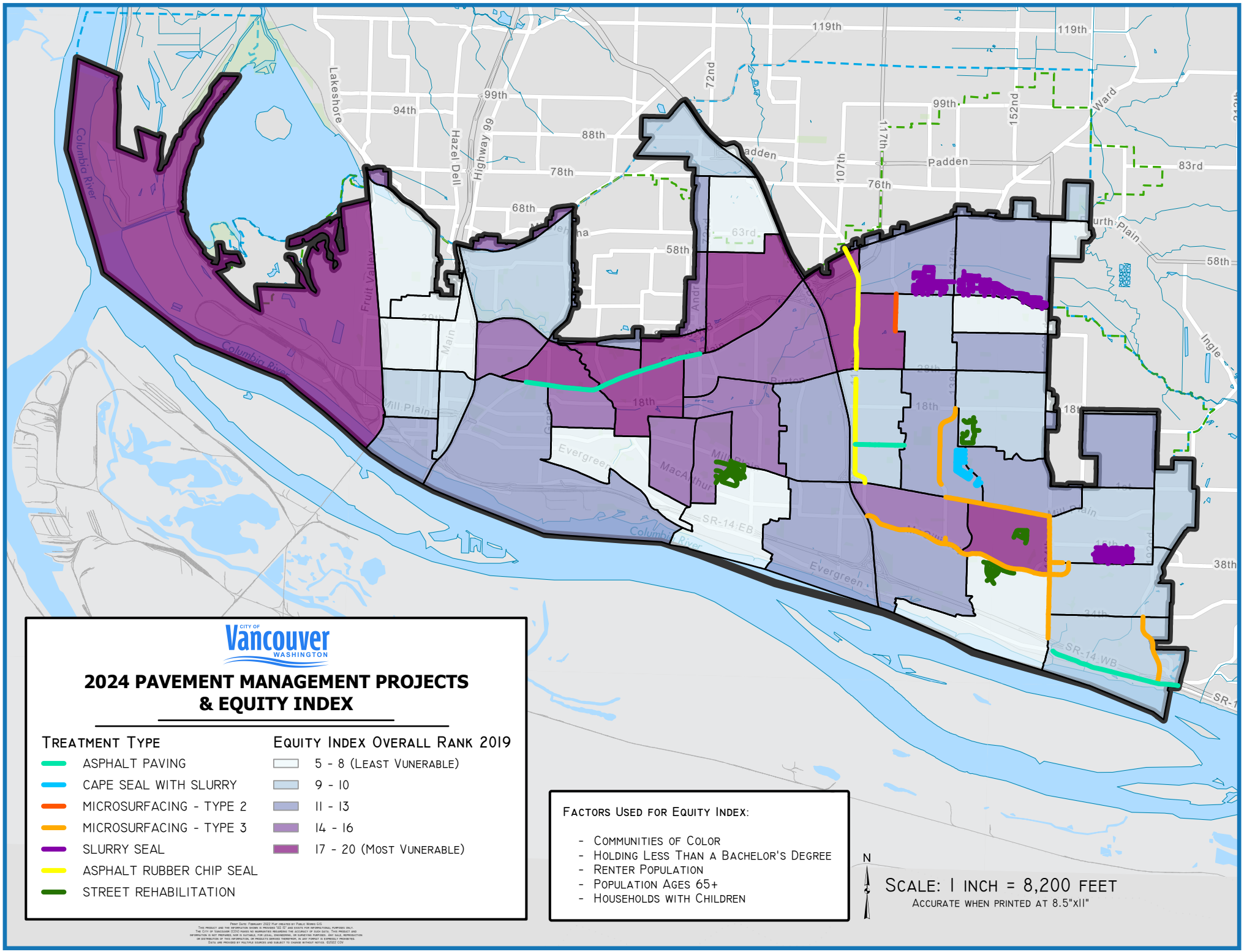

CITY OF Vancouver WASHINGTON
2024 PAVEMENT MANAGEMENT PROJECTS & EQUITY INDEX
Treatment Type
ASPHALT PAVING
CAPE SEAL WITH SLURRY
MICROSURFACING - TYPE 2
MICROSURFACING - TYPE 3
SLURRY SEAL
ASPHALT RUBBER CHIP SEAL
STREET REHABILITATION
Equity Index Overall Rank 2019
5 - 8 (Least Vunerable)
9 - 10
11 - 13
14 - 16
17 - 20 (Most Vunerable)
Factors Used for Equity Index:
- Communities of Color
- Holding Less Than a Bachelor's Degree
- Renter Population
- Population Ages 65+
- Households with Children
N
Scale: 1 inch = 8,200 feet
Accurate when printed at 8.5"x11"
Columbia River
Lakeshore
Hazel Dell
Highway 99
72nd
119th
99th
94th
88th
78th
68th
63rd
58th
Padden
107th
117th
152nd
Ward
83rd
76th
Plain
Ingle
Main
Mill Plain
18th
Evergreen
MacArthur
SR-14 EB
SR-14 WB
38th
34th

vancouver moves

Transportation System Plan Update

Transportation and Mobility Commission, March 1, 2022

Presenters: Corinna Kimball-Brown, Esther Needham

Staff: Jennifer Campos, Principal Planner

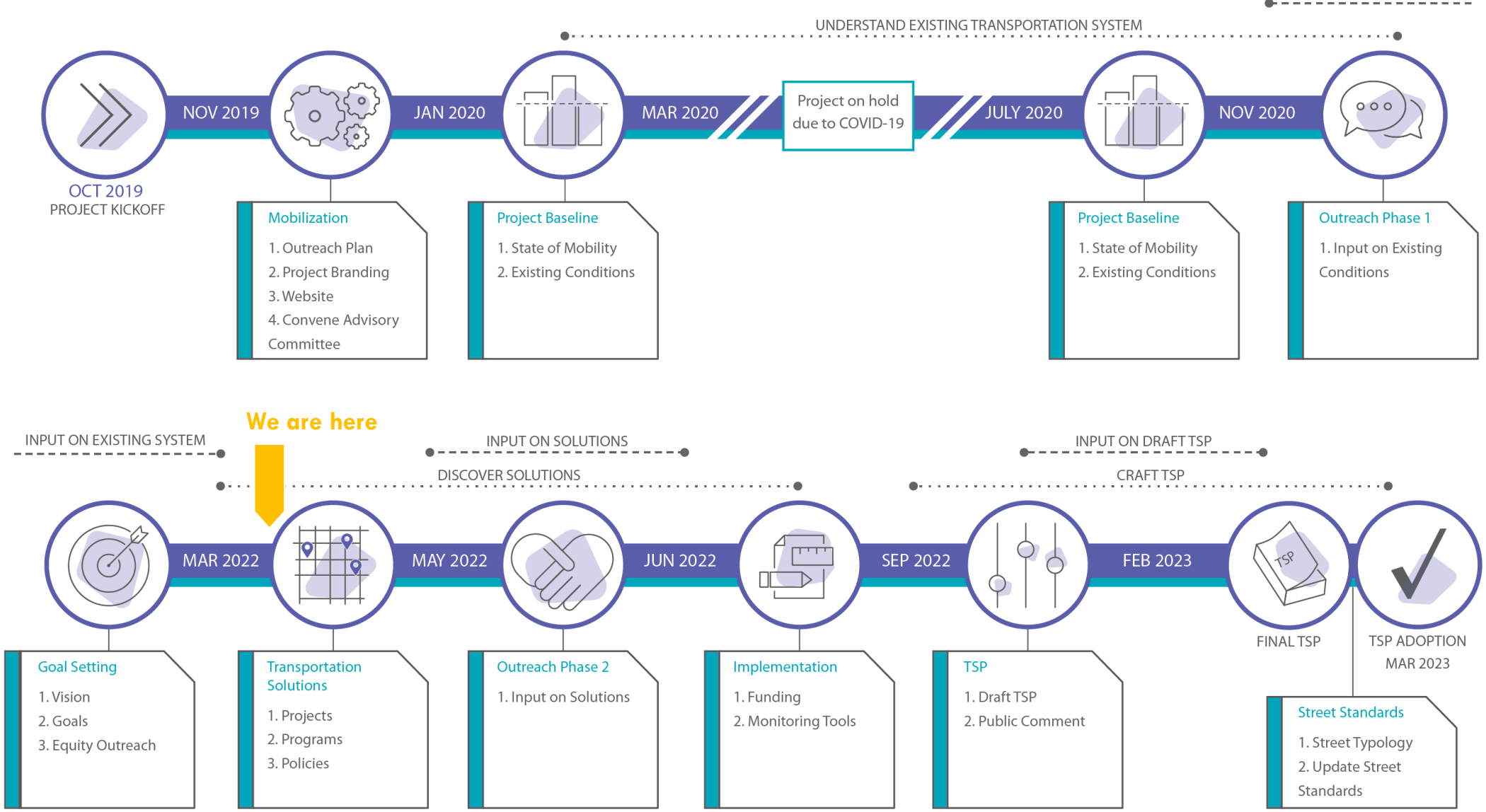
CITY OF Vancouver WASHINGTON

NELSON NYGAARD

Agenda

1. **Draft Goals Framework 5:00 – 6:00**

Project Schedule



1

Draft Goals Framework

Draft Goals Framework

- Sets goals, policies and metrics
  - Each policy will have one or more measurable metric and target direction
- Helps guide Vancouver Moves recommendations
- Provides transparency and accountability towards goal progress
- Consolidates stakeholder input

Draft Goals Framework - Inputs

- Vancouver 2004 TSP
- Vancouver Strategic Plan (2016-2021)
- Public Engagement Results
- Values Exercise Results
- Staff Work Sessions
- City Council Goals
- Technical Advisory Committee

Draft Goals Overview

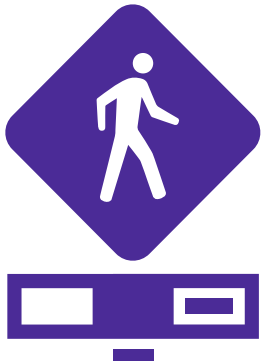
1 Improve safety and promote health

2 Maintain assets and invest strategically for economic vitality

3 Reduce the impact of our transportation system on the climate and natural environment

4 Connect and strengthen our region and provide equitable access to local communities

5 Expand mobility choices to improve efficiency and accessibility for people and goods



1

Improve safety and promote health

Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions

Increase awareness of road safety, traffic laws, and safe systems principles

Increase the number of safe facilities for people walking, rolling, and biking

Enhance active transportation linkages to and within historically marginalized communities

2

Maintain assets and invest strategically for economic vitality

Bring existing infrastructure and transit assets into a state of good repair

Balance cost-effective, implementable projects with high-impact projects

Invest in technology to support the future of the transportation system

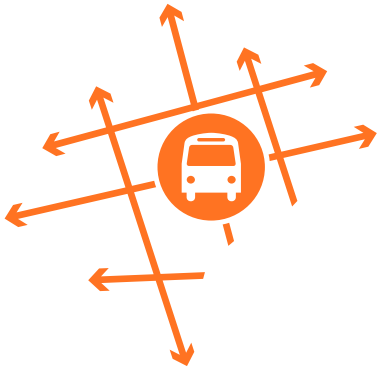
3

Reduce the impact of our transportation system on the climate and natural environment

Reduce transportation-related air emissions

Minimize sediment, nutrients, and litter entering surface water

Reduce impact of light pollution



4

Connect and strengthen our region and provide equitable access to local communities

Support regional connections and improve community access to services through local multimodal investments

---

Engage with and invest in historically disadvantaged areas and in neighborhoods that have been adversely impacted by transportation decisions

---

Promote development patterns that are supportive of transit and connected communities

5

Expand mobility choices to improve efficiency and accessibility for people and goods

Increase the number of available mobility options

Optimize the reliability and frequent connections in our transit system

---

Improve freight movement

Discussion

- Do these draft goals and policies reflect your values for Vancouver?

- How do you see the draft goals framework supporting the rest of the TSP?

Questions and Discussion

Thank You!

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CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: February 22, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Deputy Director, Community Development Department
Ryan Lopossa, Streets and Transportation Manager, Public Works Department

FROM: Jennifer Campos, Principal Transportation Planner, Community Development Department

RE: **Transportation System Draft Plan Goals Framework**

The purpose of this memo is to provide an overview of the development of the draft Transportation System Plan goals framework in advance of the Transportation and Mobility Commission meeting on March 1, 2022.

Background

Major milestones have been reached on the Transportation System Plan update including developing a project baseline that has provided a solid understanding of how our existing transportation system is currently operating. As a part of this process, the community was invited to participate in engagement activities and to provide input on how they use the current transportation system, challenges they face, and what changes they would like to see made in the future.

This information, along with input from other existing goals, plans, and policies have been used to develop a set of five draft goals for the plan update. Establishing goals for the Transportation System Plan are a critical component for helping to guide the recommendations in the plan, as they provide transparency and accountability for determining successful implementation, and they help to consolidate stakeholder input.

Each of the goals also includes a set of potential policies and example metrics that could be used in the development of the plan. The five draft overarching goals are:

1. Improve Safety and Promote Health
2. Maintain Assets and Invest Strategically for Economic Vitality
3. Reduce the Impact of our Transportation system on the Climate and Natural Environments
4. Connect and Strengthen our Region and Provide Equitable Access to Local Communities
5. Expand Mobility Choices to Improve Efficiency and Accessibility for People and Goods

Included in this memo is a table showing each major goal, the potential policies for the 5 goals, and examples metrics that could be used for each one. For each of the goals, set of policies, and metrics, the table shows if it is an equity focus area priority, whether the metric should be going up or down, and then how the different metrics connect to the different values that were used in the most recent community engagement process for the plan update. The values and their associated definitions are identified below:

During the March 1, 2022 workshop, the TMC will receive an overview of the draft Transportation System Plan goals framework and have an opportunity to provide active feedback on them along with potential policies and example metrics. This information, along with other input, will be used to further the development of the draft goals in preparation for a City Council workshop on March 21, 2022.

Staff Contact:
Jennifer Campos, Principal Planner
Jennifer.campos@cityofvancouver.us
360-487-7728

#	Draft Goal	Potential Policies	Example Metrics	Equity Focus Area Priority	Target Direction	Safe	Earth-Friendly	Reliable Travel Times	Regional Connectivity	Affordable	Well-maintained	Comfortable & User-friendly	Equitable Access & Investment	Easy to Use	Many Ways to Get Around	Healthy Options	Supports the Economy
						Relationship to Values											
1	Improve safety and promote health	Eliminate traffic-related fatalities and reduce serious injuries from traffic collisions	Number and rate of serious and severe injuries and fatalities from collisions	x	Down	X						X			X		
			Number of projects completed within ¼ mile of an arterial	X	Up	X						X					
		Increase awareness of road safety, traffic laws, and safe systems principles	Number of people reached by safety education campaign (could be focused on certain groups like middle school/high school students, people getting a WA driver's license for the first time, etc)	X	Up	X						X				X	
			Unsafe behaviors, as measured by traffic citations and "near misses"		Down	X						X				X	
		Increase the number of safe facilities for people walking, rolling, and biking	Miles of new sidewalk completed *(prioritizing sidewalk gaps)*	X	Up	X	X			X		X		X	X	X	
			Miles of bike lanes installed *(prioritizing completing a low-stress bike network for cross town connections)*	X	Up	X	X			X		X		X	X	X	X
			Number of new marked pedestrian crossings installed *(prioritizing arterial streets with transit access and park access)*	X	Up	X						X		X	X	X	
			Number of new marked pedestrian crossings installed	X	Up	X						X		X	X		
		Enhance active transportation linkages to and within historically marginalized communities	Number of projects completed in an Equity Focus area	X	Up	X						X	X	X	X	X	
2	Maintain assets and invest strategically for economic vitality	Bring existing infrastructure and transit assets into a state of good repair	Percent of lane miles of pavement in good condition	X	Up						X						
			Percent of lane miles of pavement in poor condition	X	Down						X						

			Percent of bridges in good condition	X	Up						X						
			Percent of transit assets in a state of good repair	X	Up						X						
		Balance cost-effective, implementable projects with high-impact projects	Number of Vancouver Moves priority projects completed	X	Up	X					X		X		X		
		Invest in technology to support the future of the transportation system	Percent of assets entered in a GIS database		Up						X						
			Number of EV charging stations installed		Up		X								X		X
			Number of locations with data collection equipment installed		Up						X						
3	Reduce the impact of our transportation system on the climate and natural environment	Reduce transportation-related air emissions	Total greenhouse gas emissions from ground transportation		Down		X										
			Total vehicle miles traveled		Down		X										
			Number of projects or programs that focus on travel demand management or existing transportation system management		Up		X								X		X
		Minimize sediment, nutrients, and litter entering surface water	Number of projects completed that incorporate green stormwater infrastructure features or best practice approaches to managing run-off		Up		X				X						
		Reduce impact of light pollution	Percent of the City's streetlight system converted to LED		Up		X				X						
4	Connect and strengthen our region and provide equitable access to local communities	Support regional connections and improve community access to services through local multimodal investments	Number of projects within a 20-minute walk or bike ride to schools, job centers, parks, essential services, affordable and senior housing, and basic life needs	X	Up			X	X	X		X	X	X	X	X	X
			Percent of households with 30-minute (or 45-minute) transit connections to job centers	X	Up			X	X	X		X	X		X		X
			Number of transit stop projects that improve accessibility, comfort, and convenience	X	Up							X	X		X		
		Engage with and invest in historically disadvantaged areas and in neighborhoods that have	Number of transit projects completed in an Equity Focus area or a low- to moderate-income census tract	X	Up			X	X	X		X	X		X		

		been adversely impacted by transportation decisions															
			Average household housing and transportation costs	X	Down					X			X				X
		Promote development patterns that are supportive of transit and connected communities	Number of projects completed in high suitability locations, such as urban growth centers, as determined by the City		Up		X	X	X								X
5	Expand mobility choices to improve efficiency and accessibility for people and goods	Increase the number of available mobility options	Percent of people who take transit, walk or roll, bike, and share rides for all types of trips		Up							X		X	X	X	
			Percent of households within a 10-minute walk of an Enhanced Transit Corridor	X	Up				X			X	X	X	X	X	X
			Percent of qualified residents enrolled in programs to provide financial incentives for transit or other micro-mobility services	X	Up					X			X				
		Optimize the reliability and frequent connections in our transit system	Miles of new transit priority lanes	X	Up		X	X	X	X					X		
			Number of signals with transit priority improvements	X	Up		X	X	X	X					X		
			Person hours of transit delay	X	Down		X	X	X	X					X		X
		Improve freight movement	Freight corridor travel time		Down			X	X								X

Transportation Capital Improvement Projects

CITY OF Vancouver WASHINGTON

March 1, 2022

Vancouver Transportation and Mobility Commission Workshop

Ryan Lopossa, Streets & Transportation Manager

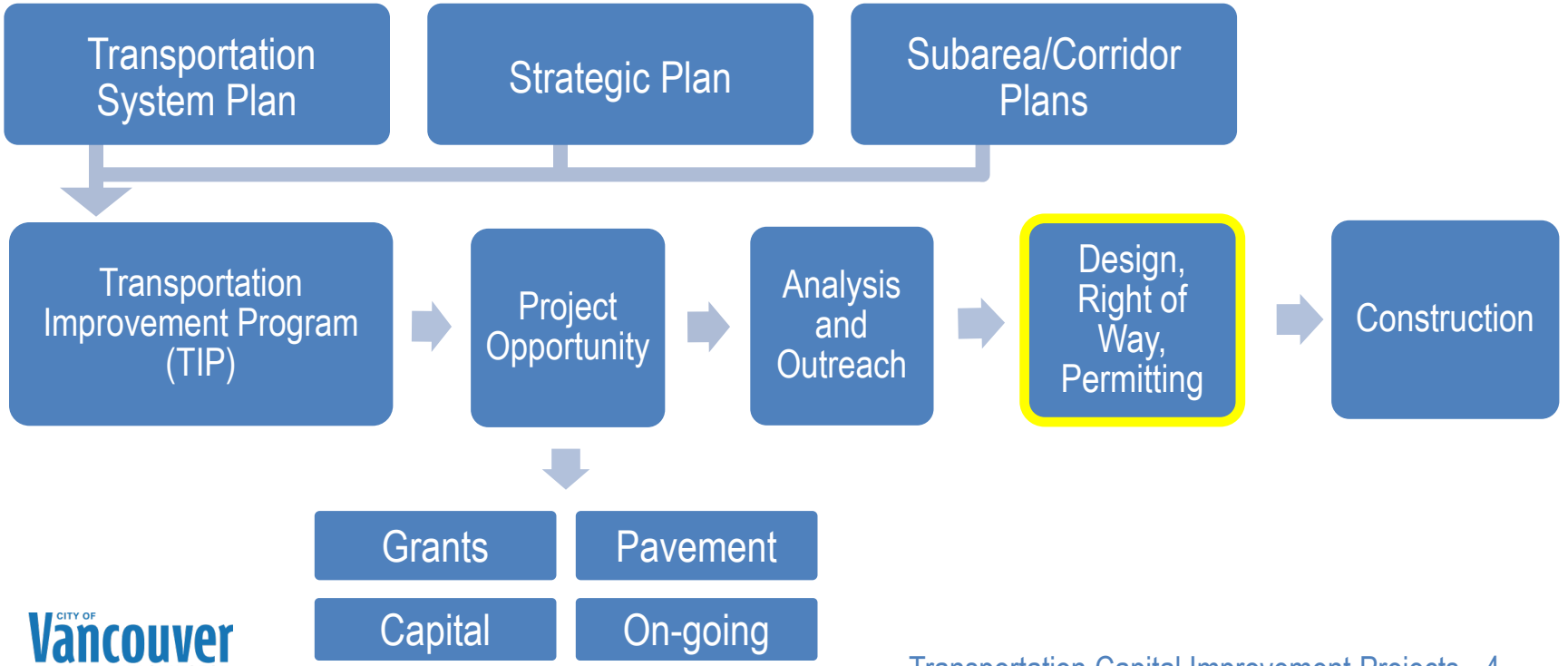
Presentation Overview

- Presentation Purpose
- Complete Streets Policy
- SE 1st Street (164th Avenue to 192nd Avenue)
- NE 137th Avenue (49th Street to Fourth Plain Blvd)
- Jefferson/Kaufmann (Evergreen Blvd. to Mill Plain Blvd.)
- NE 18th Street (97th Avenue to 107th Avenue)
- NW 32nd Avenue (SR-501 to NW 78th Street)
- Questions/Discussion

Presentation Purpose

To provide the TMC with an update on several key transportation projects that are currently in the design, right-of-way or construction phase and to solicit feedback on a key project that will move into design in the coming years.

TIP project pipeline



Complete Streets Policy

What are Complete Streets? Streets for Everyone.

- All Users and Modes (Motorized, Bike, Pedestrians, Mobility, Transit)
- Interconnected Networks • Flexible Design • Environmental Design
- Best Use Practices • Prioritizes Safety, Comfort, Access

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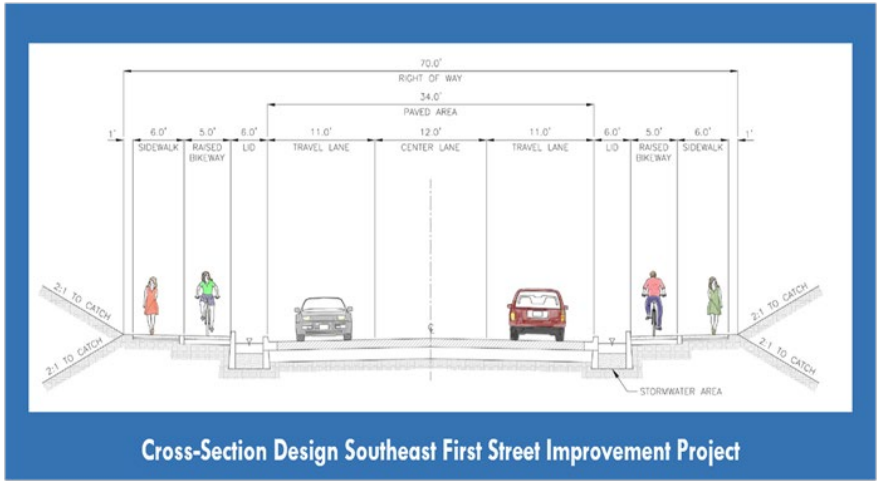
Complete Streets Implementation

- ✓ Multimodal Safety & Accessibility Program
- ✓ Transportation Capital Program
- ✓ Pavement Management Program
- ✓ Sidewalk Program
- ✓ Asset Replacement
- ✓ Transportation Development Review



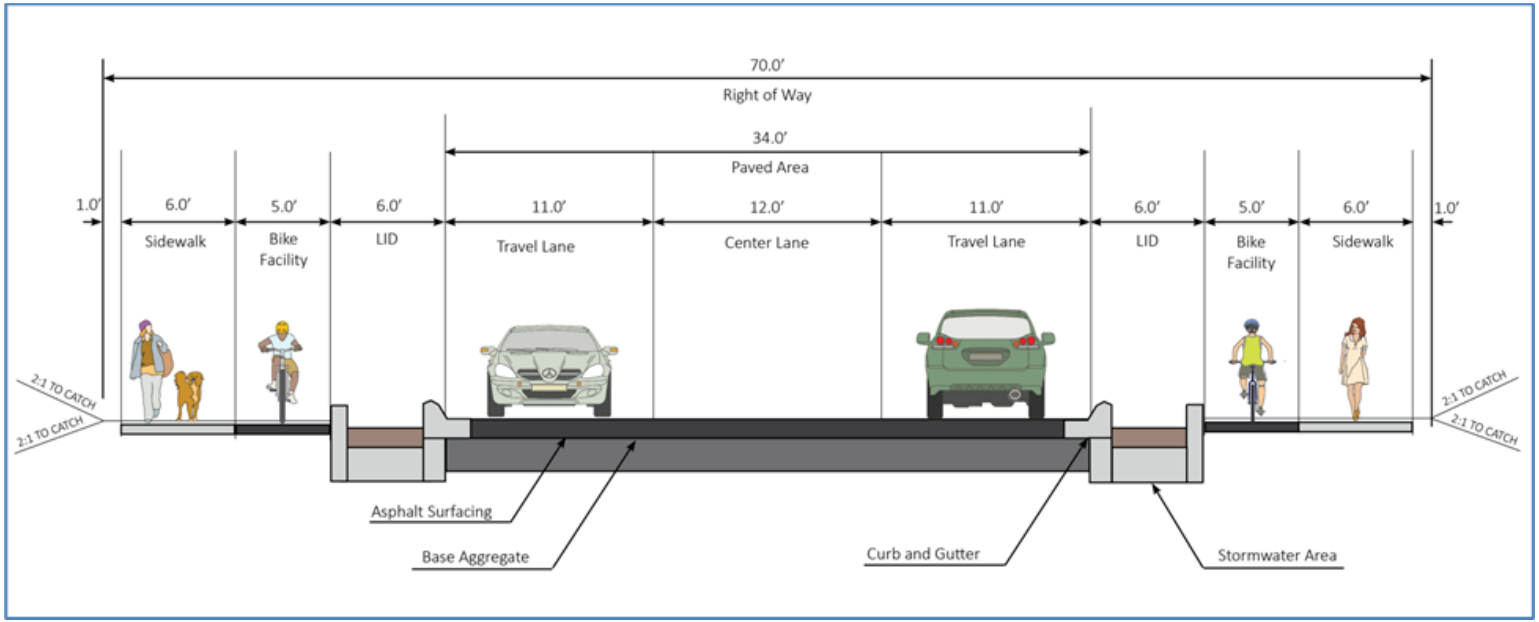
Cross-Section Design Southeast First Street Improvement Project

SE 1st Street (164th Avenue to 192nd Avenue)

- City has been planning improvements to the SE 1st Street corridor for years
- Existing road is a narrow two-lane farm-to-market road with no pedestrian or bicycle facilities or street lighting
- Project is being built in two phases with Phase I under currently under construction (164th Ave to 192nd Ave). Phase II to go to construction in Fall 2022
- Facilitates remaining development of CTC campus and redevelopment of Section 30 subarea

SE 1st Street (164th Avenue to 192nd Avenue)

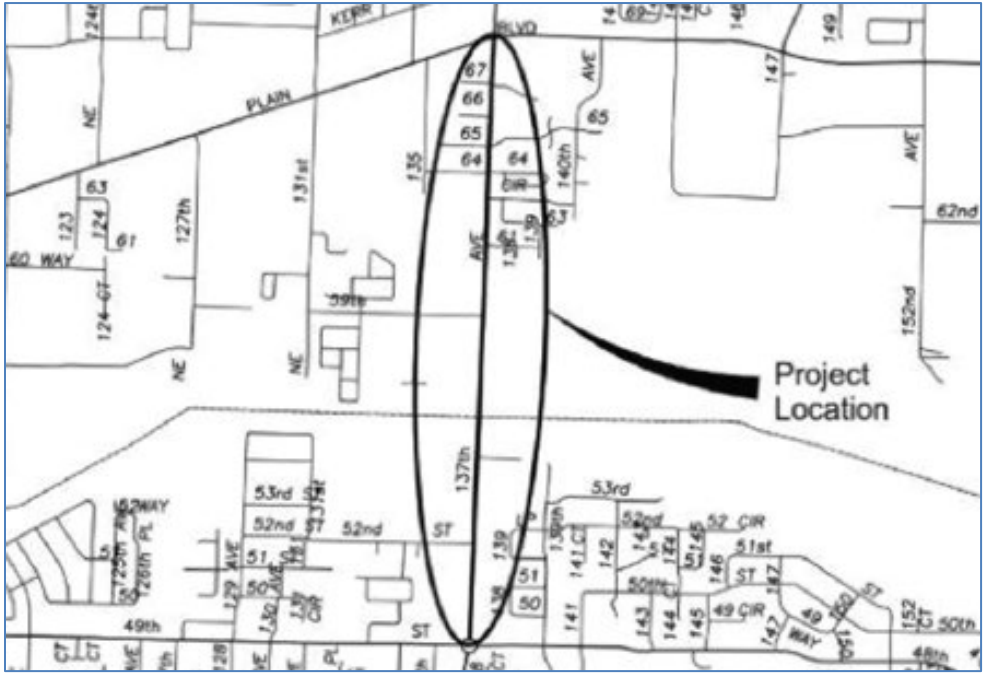
SE 1st Street (164th Avenue to 192nd Avenue)



NE 137th Avenue (49th Street to Fourth Plain)

- Final leg of the 136th/137th/138th corridor that stretches from Mill Plain Blvd to Fourth Plain Blvd
- Existing road is a narrow two-lane road with no pedestrian or bicycle facilities or street lighting
- Project design is 95% with current focus on ROW acquisition
- Construction slated for 2023
- Funded with grants from RTC and TIB

NE 137th Avenue (49th Street to Fourth Plain)



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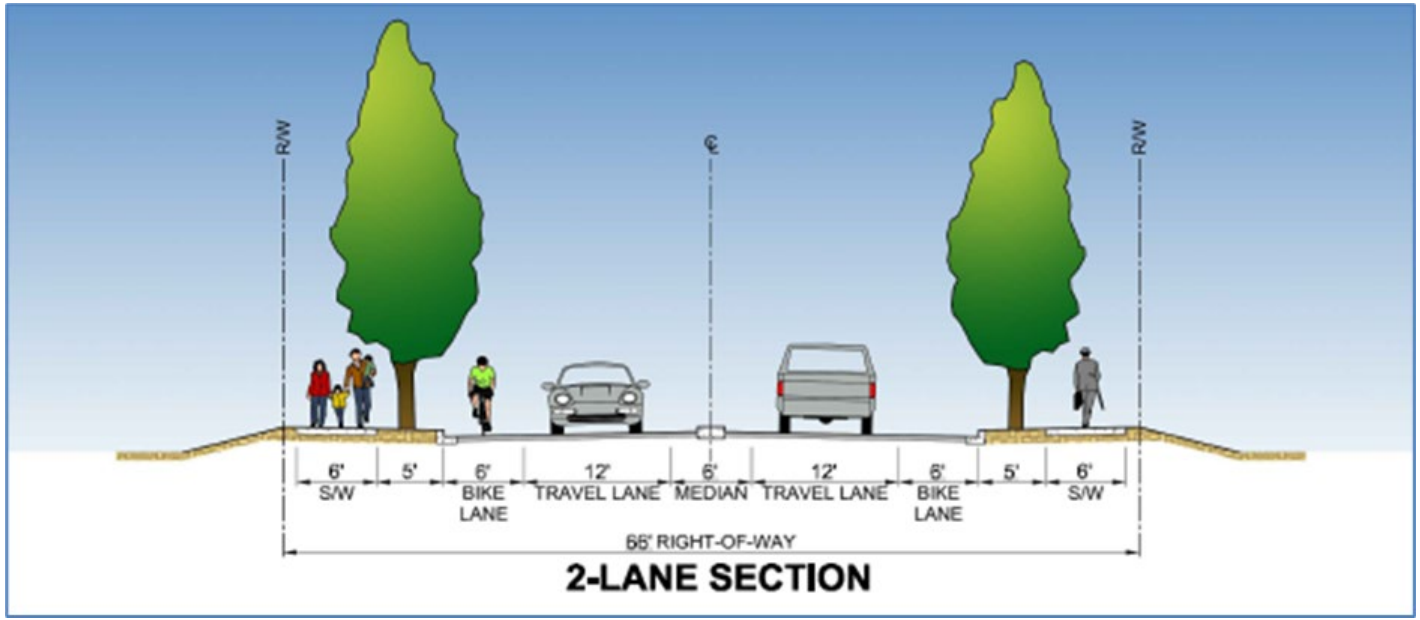
NE 137th Avenue (49th Street to Fourth Plain)

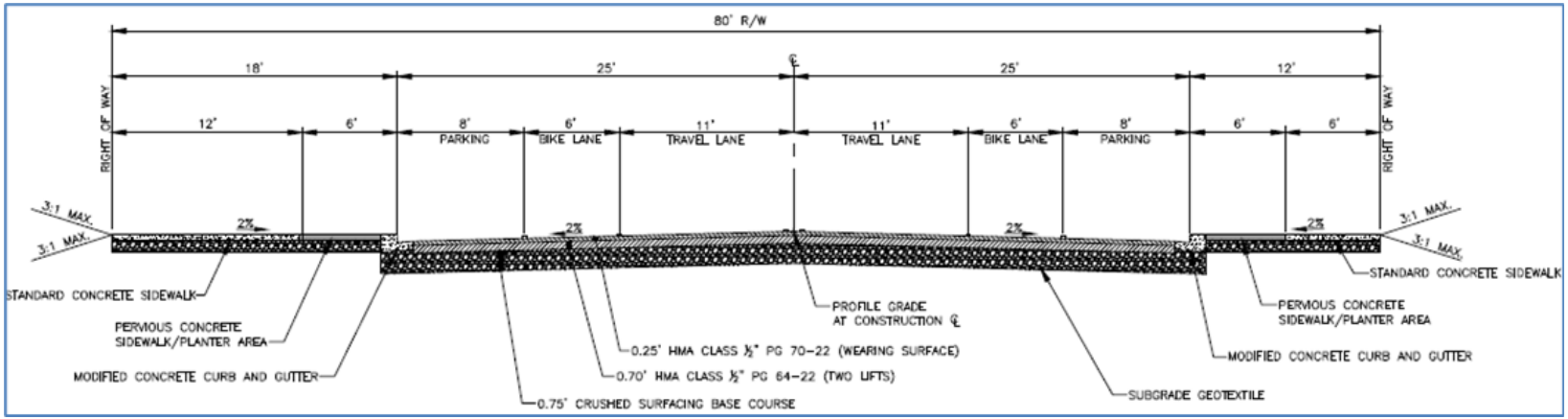


Jefferson/Kaufmann (Evergreen to Mill Plain)

- Final segment of corridor improvements that were initiated with the Waterfront Access project
- Improvements include a multi-use path that will connect the Waterfront Trail to the multi-use path system that runs along SR-501 (Lower River Road) to Vancouver Lake/Frenchman's Bar
- Project design is 75% complete with current focus on ROW acquisition
- Construction slated for 2024
- Funded with grants from RTC and TIB

Jefferson/Kaufmann (Evergreen to Mill Plain)

Jefferson/Kaufmann (Evergreen to Mill Plain)



NE 18th Street (97th Avenue to 107th Avenue)

- City has been working to improve the 18th Street corridor for years
- This segment follows the completion of the I-205/18th Street Interchange
- Current road is 95% non-existent. Improvements include sidewalks, protected bicycle lanes, a multi-use path, street lighting and storm drainage
- Project design is 95% complete with current focus on ROW acquisition
- Construction slated for 2025
- Funded with grants from RTC and TIB

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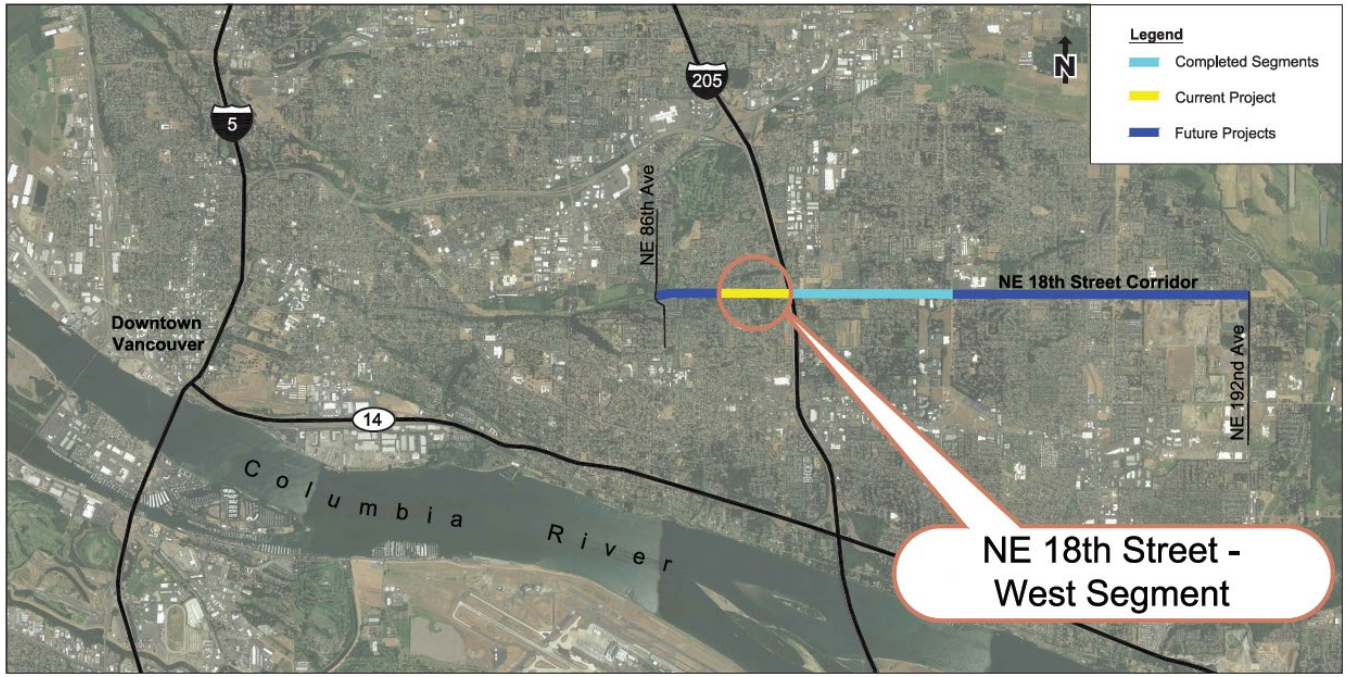
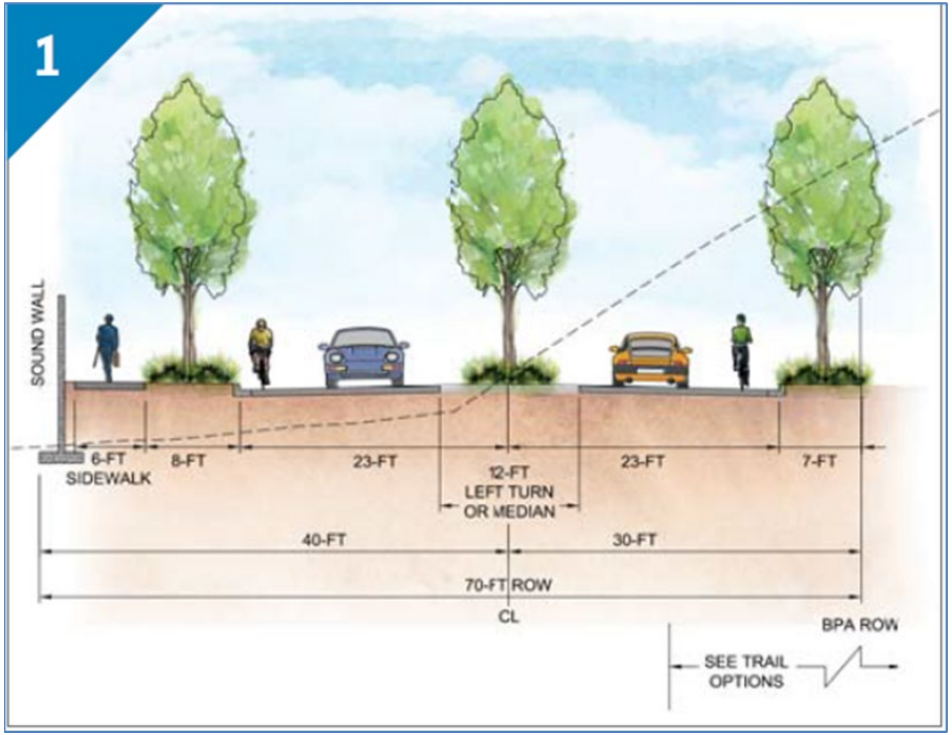
NE 18th Street (97th Avenue to 107th Avenue)



NE 18th Street (97th Avenue to 107th Avenue)



NW 32nd Avenue (SR-501 to NW 78th Street)

- City has been looking at a new north-south industrial corridor for the past 15 years
- Need for improved freight access to the Port of Vancouver and a lessening of congestion on Fruit Valley Road
- 2007-08 – City developed alignment options
- 2016 West Side Mobility Strategy reaffirmed the need for the project
- 2019 Feasibility Study provided additional context and cost estimates
- Pursuing design funding through RAISE and NHFP
- Opportunity for TMC input on the design

NW 32nd Avenue (SR-501 to NW 78th Street)

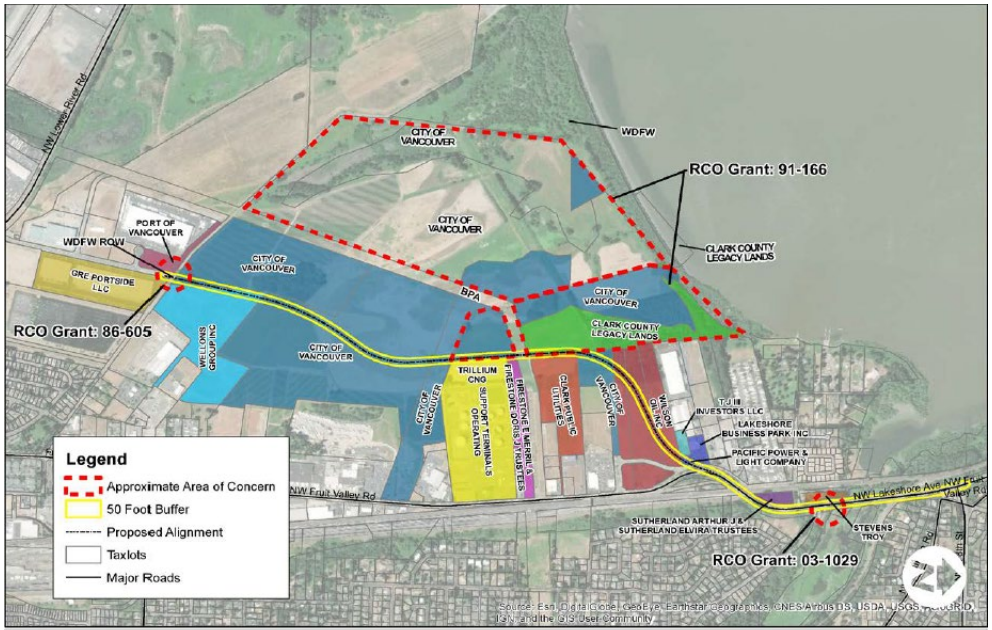


Figure 1: Proposed Alignment and Ownership

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NW 32nd Avenue (SR-501 to NW 78th Street)

Questions and Discussion

- **Ryan Lopossa**, Streets & Transportation Manager
- Ryan.Lopossa@cityofvancouver.us

CITY OF Vancouver WASHINGTON

CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: February 22, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

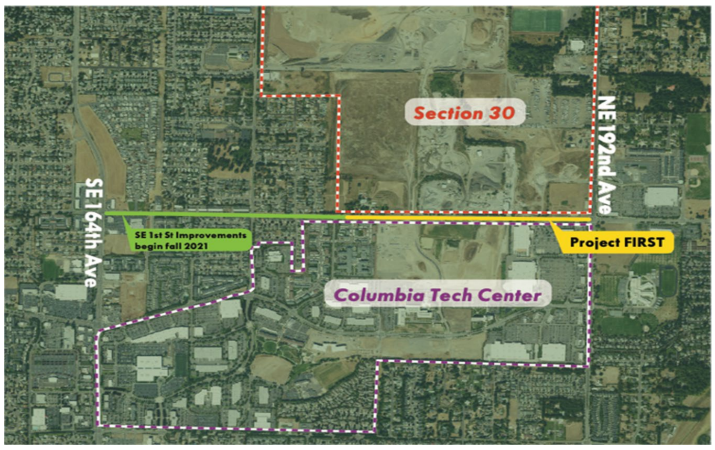
CC: Rebecca Kennedy – Deputy Director, Community Development Department

FROM: Ryan Lopossa – Streets & Transportation Manager, Public Works Department

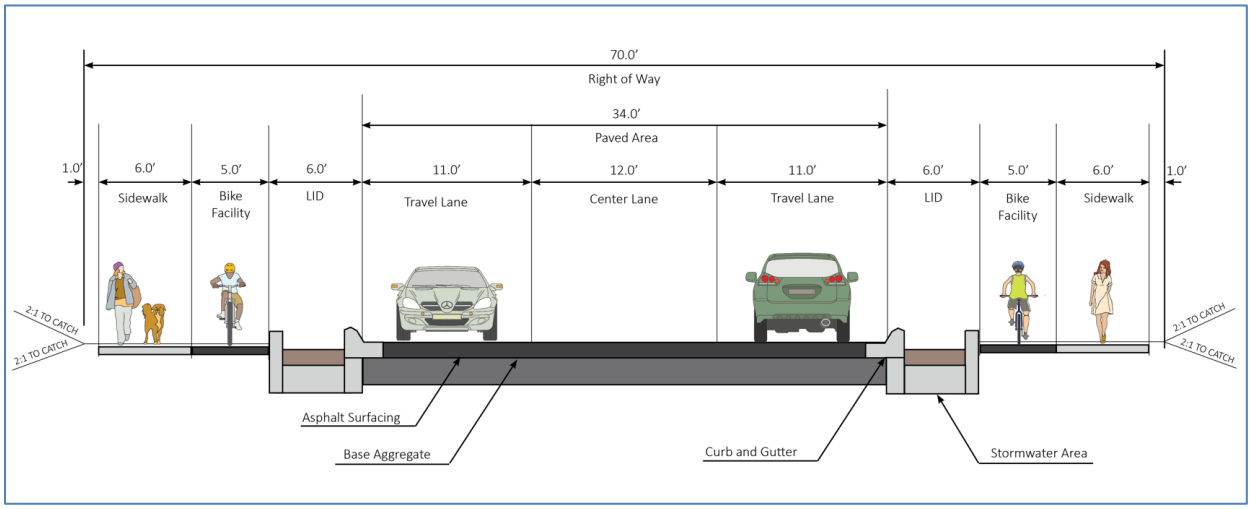
RE: **Transportation Capital Improvement Projects**

In preparation for your March 1, 2022 meeting where we will be discussing our current transportation capital improvement program, I wanted to provide some advance information concerning key projects the City is currently working on. Each of these projects are included in the adopted Six-Year Transportation Improvement Program and represent key enhancements to the City's arterial street system. In addition, each project has or will be designed in a manner that is consistent with the City's Complete Streets Policy, ensuring that each corridor is accessible for all users, regardless of their choice of travel mode or ability.

SE 1st Street (164th Avenue to 192nd Avenue)
This project has been in the planning/design phase for at least the past 20 years. In recent years, the City has partnered with several grant agencies including the Southwest Washington Regional Transportation Commission (RTC) and the Washington State Transportation Improvement Board (TIB) to fund the completion of this critical project. The project has been split into two phases with Phase I currently under construction between 164th Avenue and 177th Avenue. Phase II, which runs between 177th Avenue and 192nd Avenue will commence construction later this Fall.



Currently, SE 1st Street is a two-lane farm-to-market road with no sidewalks, bicycle facilities or street lighting. Improvements to the road will include detached sidewalks, protected bicycle facilities, street lighting, storm drainage, upgraded signalized intersections and a roundabout intersection at 184th Avenue. The Phase II segment will be lowered in elevation to better align with current and future developments on both the north and south sides of the street. An illustration of the proposed cross-section of the completed street is shown below.

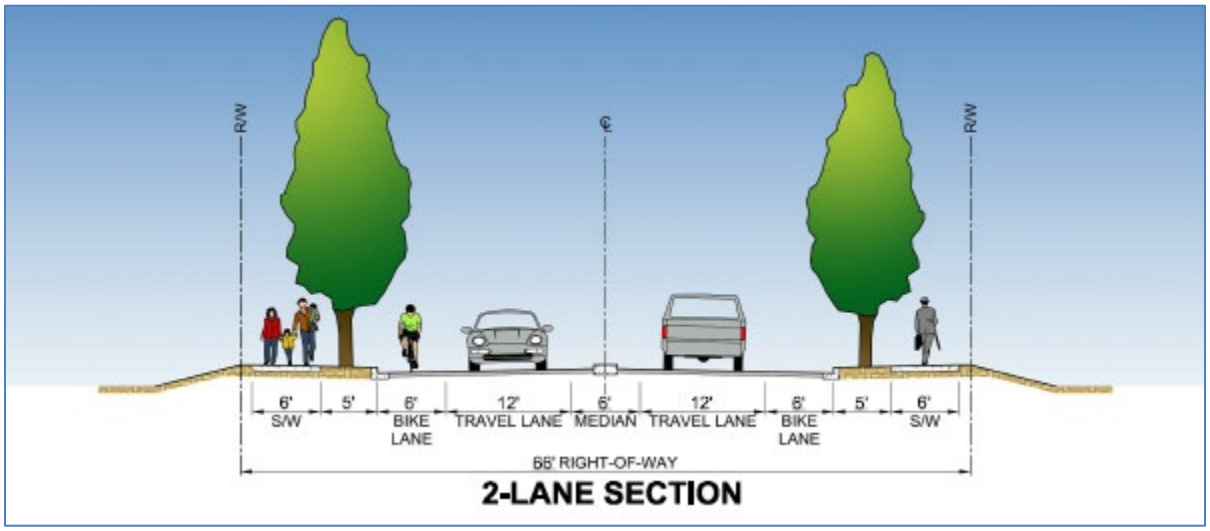


Completion of the SE 1st Street improvements will facilitate ongoing development within the Columbia Tech Center campus located on the south side of the street as well as future development of the Section 30 subarea located on the north side of the street. Completion of all improvements is slated for Fall 2023, just in time for Hewlett Packard to commence construction on Phase I of their new campus to be located in Section 30.

NE 137th Avenue (49th Street to Fourth Plain Boulevard)

This project has been under design for approximately seven years. This is the final leg of the NE 137th/138th/136trh Avenue corridor that stretches from Mill Plain Boulevard to Fourth Plain Boulevard. Reconstruction of this heavily travelled corridor will better facilitate vehicular and non-motorized travel along the corridor and improve connections between the neighborhoods, schools, parks and businesses.

Currently, this section of NE 137th Avenue is a narrow two-lane road with no sidewalks, bicycle facilities or street lighting. Improvements to the road will include detached sidewalks, protected bicycle facilities, street lighting, storm drainage, and roundabout intersections at 52nd Street and 59th Street. The project will also improve parking for the recently completed Nikkei Park located west of 137th Avenue on 52nd Street. A typical section showing the completed improvements is shown on the next page.

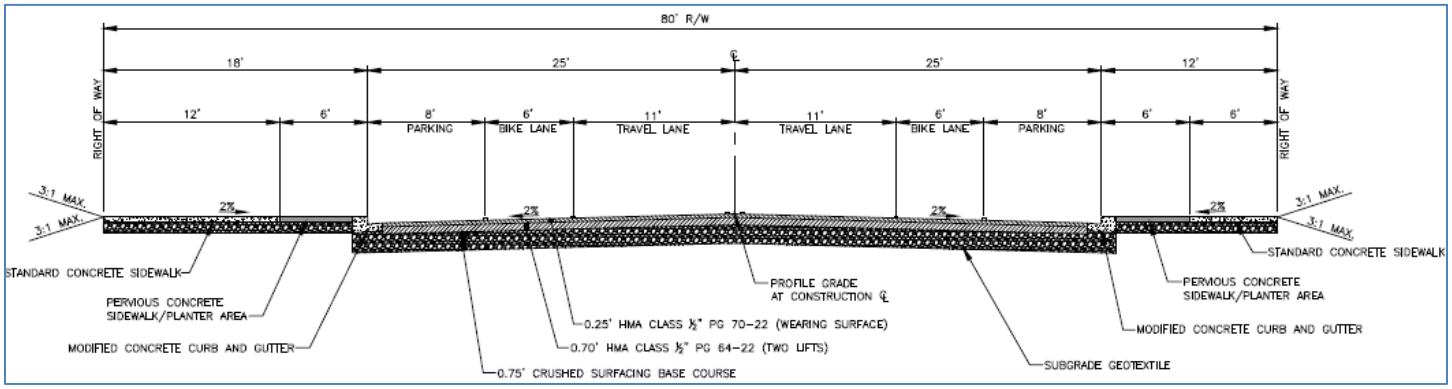


The project design is currently 95% complete and staff are now working through the right-of-way phase, acquiring the necessary properties to facilitate the completion of the project. The project has received grant funding from the RTC, and we anticipate pursuing additional grant funding through the TIB later this year. The project is slated to go to construction in 2023.

Jefferson/Kaufmann (Evergreen Boulevard to Mill Plain Boulevard)

This project represents the final segment of improvements to the Jefferson/Kaufmann corridor that were initiated with the Waterfront Access Project. Those improvements, built up to Evergreen Boulevard, included two travel lanes, a center/turn lane, bike lanes, sidewalks, street lighting, storm drainage and a multi-use path located along the west side of the street that facilitates a connection between the Waterfront Trail and the multi-use path system that runs along SR-501 to Vancouver Lake. The project limits are illustrated below.

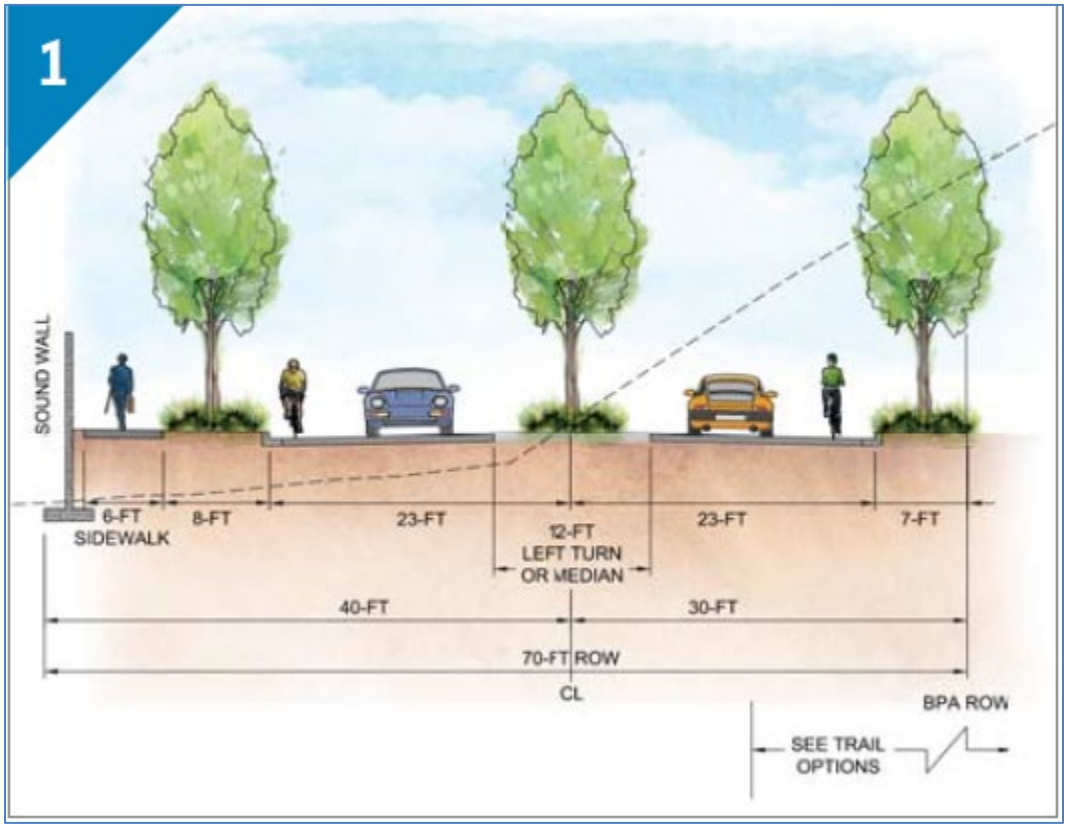
The project design is currently 75% complete and staff are now working through the right-of-way phase, acquiring the necessary properties to facilitate the completion of the project. The project has received grant funding from the RTC, and we anticipate pursuing additional grant funding through the TIB in 2023. The project is slated to go to construction in 2024. A typical section showing the completed improvements is shown below.



NE 18th Street (97th Avenue to 107th Avenue)

The City has been working to improve the 18th Street corridor for the past fifteen years. Sections of 18th Street between I-205 and 138th Avenue are now complete. With the completion of the I-205/18th Street interchange in 2016, the City is focusing their efforts on completing improvements to the corridor west of I-205 to improve access to the freeway for residents in those areas. The project limits are illustrated below.

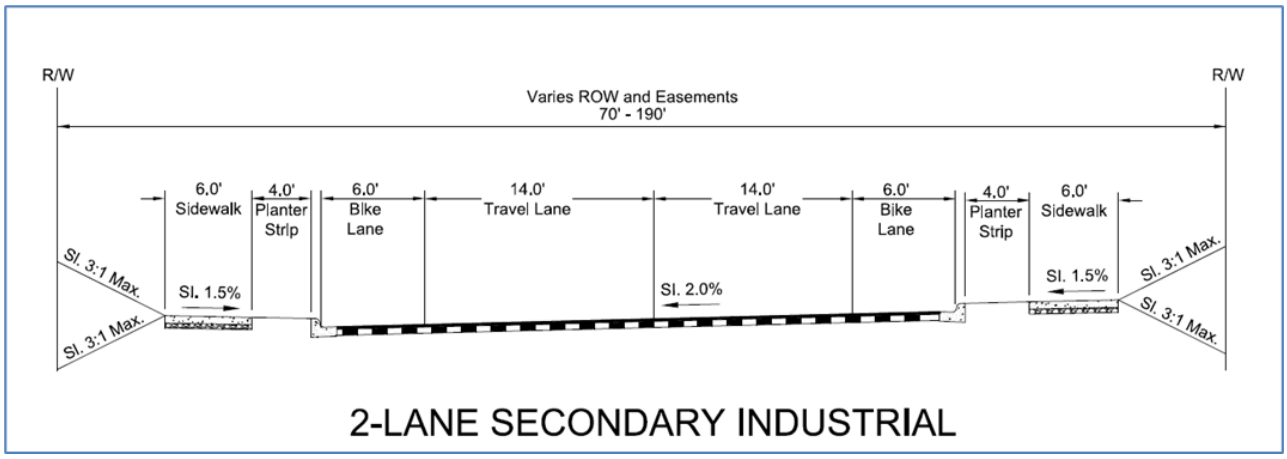
Currently, most of this section of NE 18th Street is non-existent. Improvements to the road will include a two-lane street, detached sidewalks, protected bicycle facilities, street lighting, storm drainage, and improved intersections at 97th Avenue and 107th Avenue. A typical section showing the completed improvements is shown on the next page.



The project design is currently 95% compete and staff are now working through the right-of-way phase, acquiring the necessary properties to facilitate the completion of the project. The project has received grant funding from the RTC, and we anticipate pursuing additional grant funding through the TIB in 2024. The project is slated to go to construction in 2025.

NW 32nd Avenue (SR-501 to NW 78th Street)

The City has been looking at a new north-south industrial corridor for the past 15 years. There is a need to provide better freight access for the Port of Vancouver and lessen congestion on Fruit Valley Road, especially where it passes through the Fruit Valley neighborhood and the Fruit Valley Elementary School. In 2007-08, the City developed an alignment option for a NW 32nd Avenue corridor that would run between SR-501 (Lower River Road) and NW 78th Street. A typical cross-section of the street improvements envisioned in the study is shown below. We plan to modify this section to better conform with the City's Complete Streets Policy.



In 2016, the City published the West Side Mobility Strategy, which evaluated options for improving freight access between I-5 and the Port of Vancouver. Completion of the NW 32nd Avenue project was highly recommended in that study. In 2019, a feasibility analysis was completed to identify any fatal flaws associated with the corridor project and to analyze anticipated costs. At that time, the study projected 2025 costs for the entire project at just under $130 million. A map showing the limits of the project is shown below.

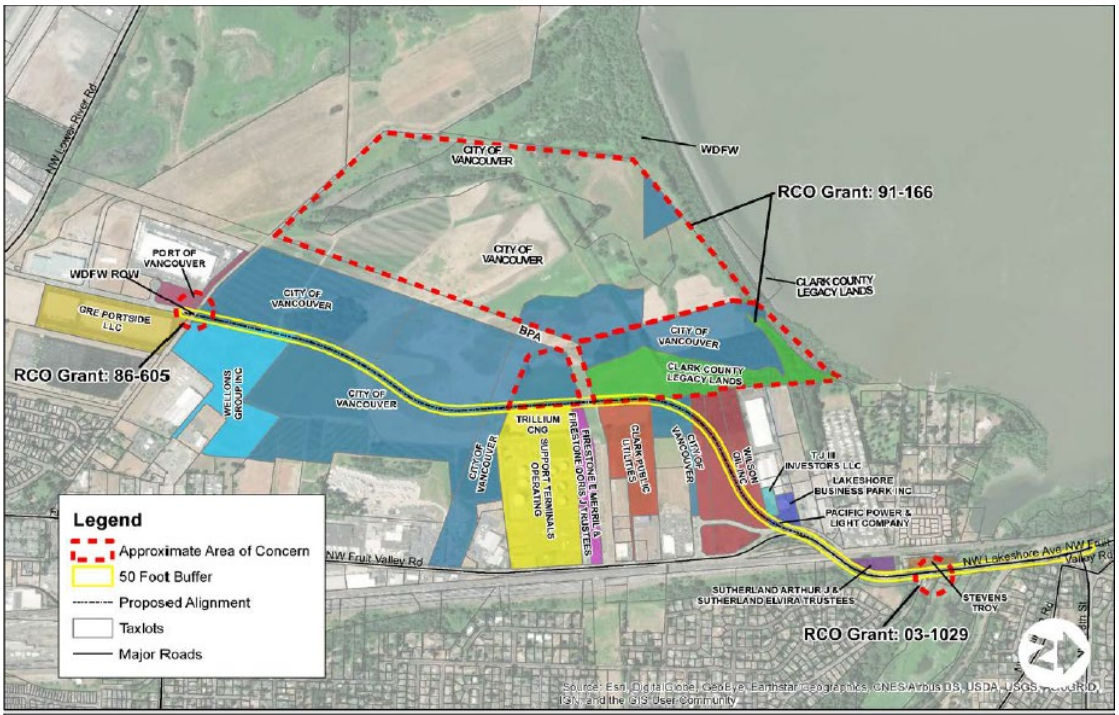


Figure 1: Proposed Alignment and Ownership

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We are now exploring options for funding the design of the project. We anticipate submitting applications to the US Department of Transportation for their RAISE (Rebuilding American Infrastructure with Sustainability and Equity) as well as to the Washington State Department of Transportation for their NHFP (National Highway Freight Program). If successful under either or both programs, the City would anticipate commencing with design in 2023. A construction date is yet to be determined.

Staff Contact:
Ryan Lopossa – Streets & Transportation Manager, Public Works Department
Ryan.Lopossa@cityofvancouver.us

From: Protect our children"s future. Vote yes on 1287 and 1091
To: Transportation and Mobility Commission Agenda Calendar
Subject: Steinke"s comments for tonight
Date: Tuesday, March 1, 2022 12:41:03 PM

From Don Steinke
To the TMC

Sorry this I late.

Hello everyone, My name is Don Steinke. I taught math and science mostly at FVHS. Thanks for volunteering your time and expertise.
The City has established the official goal of reducing greenhouse gas emissions 50% by 2030, in all sectors. That means at least 50% of the trips we take now should be in transit or EVs by 2030.
I'm on Vancouver's Climate Action Citizen Advisory committee. Staff prepared a very comprehensive list of possible actions to consider in the transportation sector, including bike and pedestrian options. I was impressed.
Fortunately, our legislature has adopted the California ZEV mandates which includes the Clean Trucks Rule. That legislation will drive sales of EVs in all sectors.
On January 21, I attended the WSU Green Transportation webinar where I learned that:

Starting in 2025, Washington State Law requires that a steadily increasing percentage of sales by auto manufacturers in all weight classes are battery electric. The requirement is on the manufacturer, not the buying public. I assume the manufacturer will need to lower the price enough to make it happen or buy credits from manufacturers that have sold more than required.

Washington has already met the 2025 requirement for light duty vehicles such as cars, small pickups and vans, but the law will require a greater percentage of their sales to be electric every year until 2035, when their sales are required to be 100% electric.

The electric vehicle sales requirement varies depending on weight classification.
For large pickups and vans, 7% of the sales must be electric in 2025 increasing gradually to 55% by 2035.
For delivery vans, bucket trucks, service vans, school and transit buses, 11% of the sales must be electric in 2025, gradually increasing to 75% by 2035.
For Class 7-8 Tractors, 7% of the sales in 2025, and 40% of the sales in 2035 must be battery electric.

Fortunately, large fleet operators and manufacturers seem eager to make the switch. Amazon, FedEx, UPS and Walmart are in the news with plans for 200,000 electric delivery trucks. Amazon has said it wants 100,00 electric trucks. FedEx plans to convert its entire feet of 87,000 to battery electric. Hertz has ordered 100,000 EVs. It is rumored that Walmart, UPS and Frito Lay are planning to electrify their fleets.

Those efforts alone are not enough. We need better transit and active transportation access.

I'm here mainly to ask that you evaluate all proposals in light to the official city goals. Particularly regarding capital projects. For example, will money spent there subtract from money needed for Transit and complete streets?