

DATE: February 22, 2022

TO: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy – Deputy Director, Community Development Department

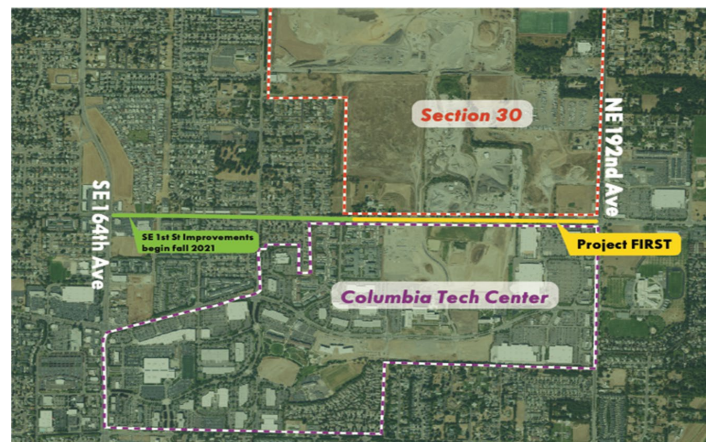
FROM: Ryan Lopossa – Streets & Transportation Manager, Public Works Department

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.

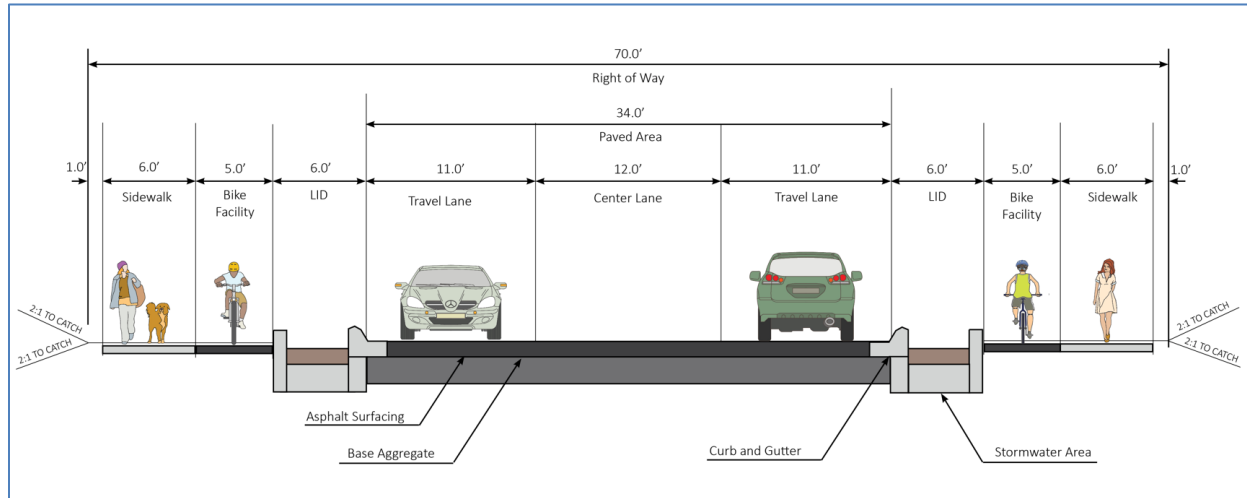


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Currently, SE 1st Street is a two-lane farm-to-market road with no sidewalks, bicycle facilities or street lighting. Improvements to the road will include detached sidewalks, protected bicycle facilities, street lighting, storm drainage, upgraded signalized 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)

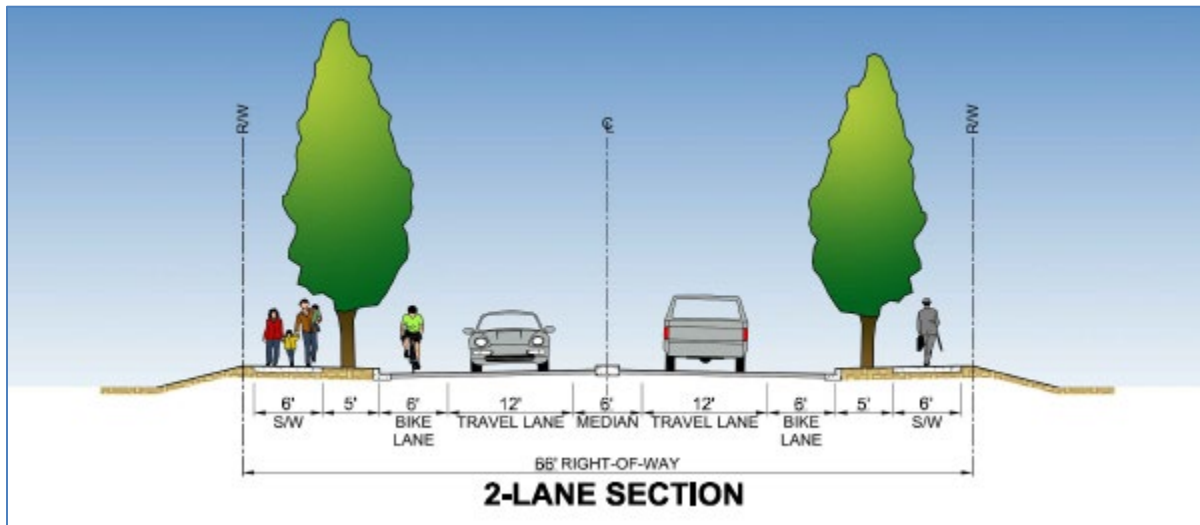
This project has been under design for approximately seven years. This is the final leg of the NE 137th/138th/136th Avenue corridor that stretches from Mill Plain Boulevard to Fourth Plain Boulevard. Reconstruction of this heavily travelled corridor will better facilitate vehicular and non-motorized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

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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.

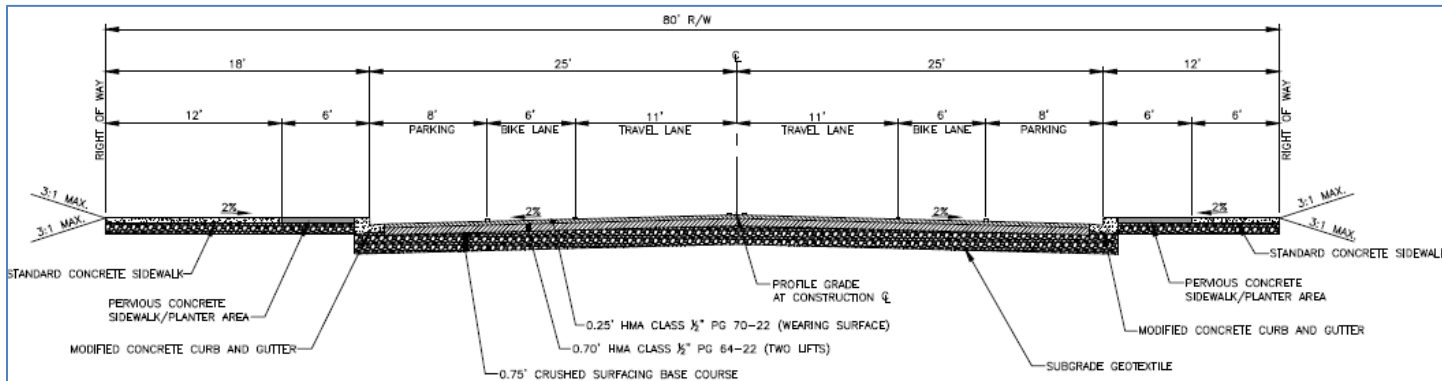


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The project design is currently 75% complete and staff are now working through the right-of-way phase, acquiring the necessary properties to facilitate the completion of the project. The project has received grant funding from the RTC, and we anticipate 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.

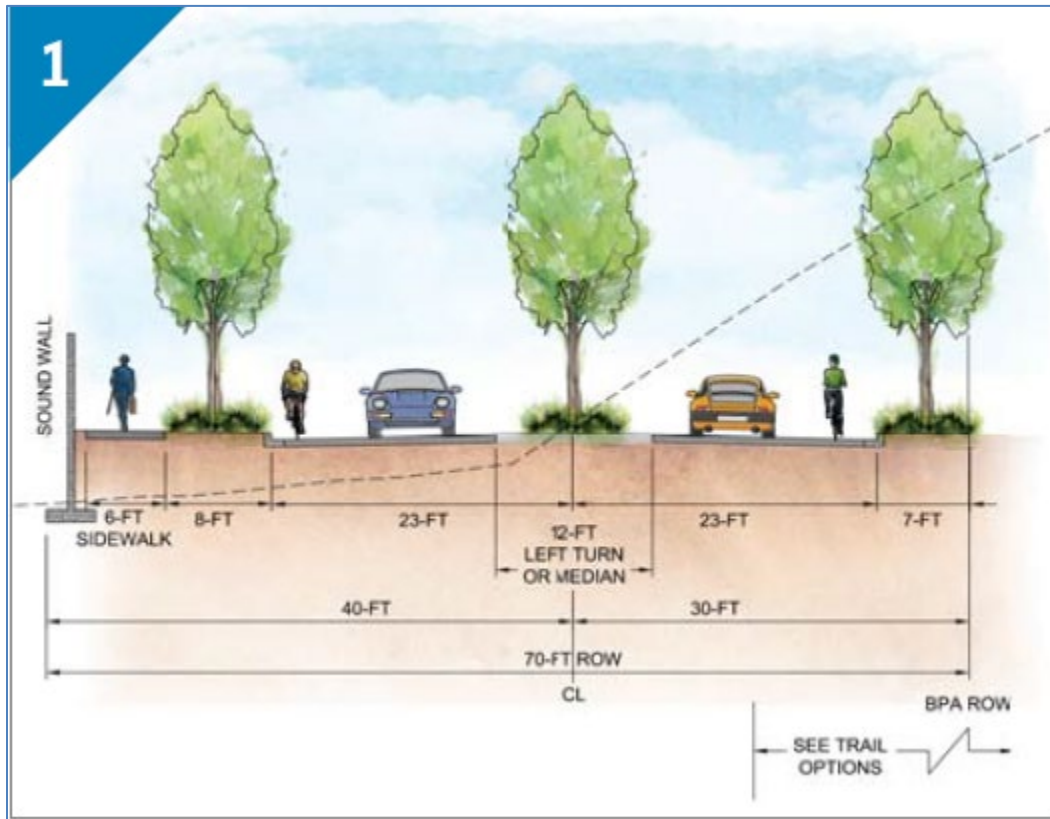


NE 18th Street (97th Avenue to 107th Avenue)

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% 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 2024. The project is slated to go to construction in 2025.

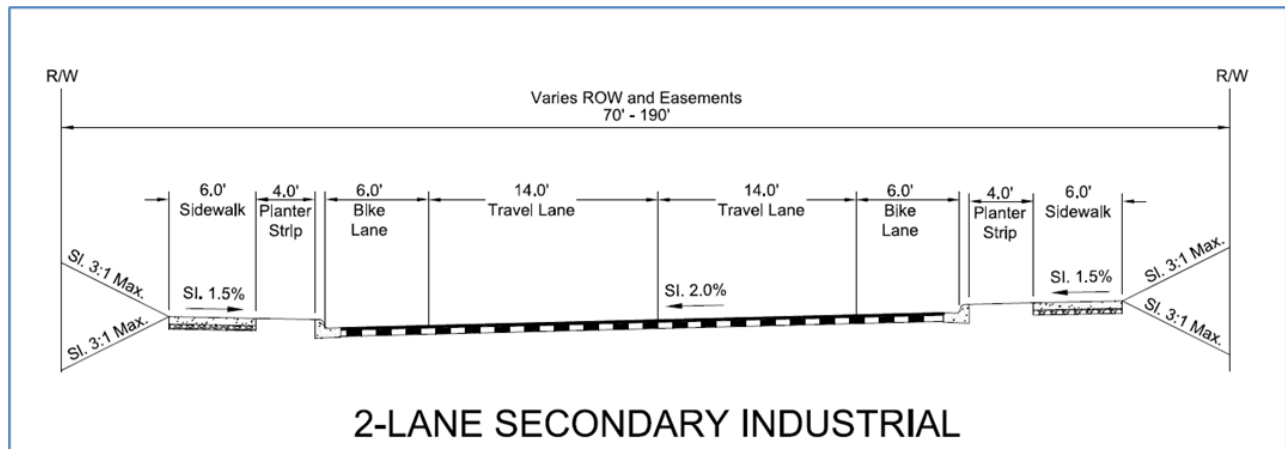
NW 32nd Avenue (SR-501 to NW 78th Street)

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.

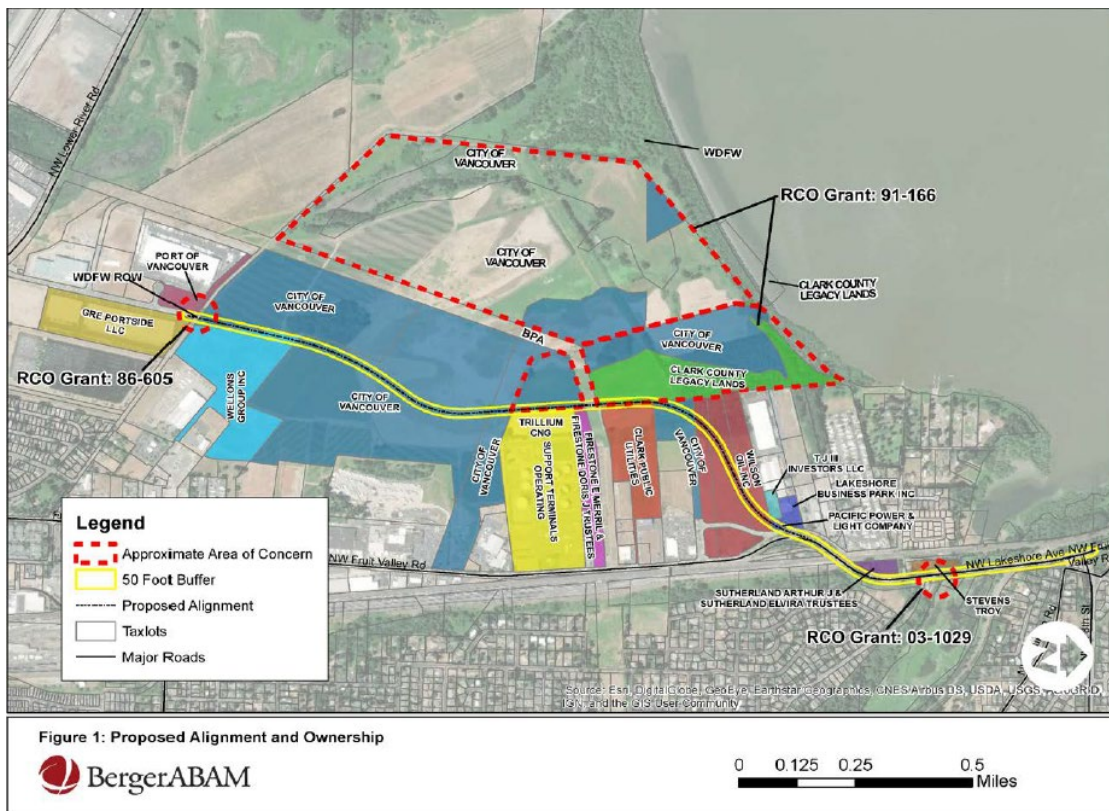
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In 2016, the City published the West Side Mobility Strategy, which evaluated options for improving freight access between I-5 and the Port of Vancouver. Completion of the NW 32nd Avenue project was highly recommended in that study. In 2019, a feasibility 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.



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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:

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