

DATE: April 26, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Name, Department/Division

FROM: Ryan Miles, Street Operations Program Manager

RE: **2023 and 2024 Preliminary Pavement Program**

The purpose of this memo is to provide a quick update on the 2022 program. The memo will also provide information about the 2023 and 2024 Preliminary Pavement Management (PM) Programs as well as what potential opportunities could be looked at as part of these programs to improve general mobility and accessibility for all users without a formal planning process in advance of the Transportation and Mobility Commission meeting on May 3rd, 2022.

Background

The City of Vancouver has approximately 610 centerline miles (over 1,900 lane miles) of paved street. About 30% of the streets are classified as arterials. The other 70% are residential streets. Since 2016 with the addition of Street Funding Strategy investments, the overall Pavement Condition Index (PCI) for the city has increased from 70 to 73 (on a scale from 0 to 100). The percentage of streets that are in good condition or better has increased by about 4%.

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.

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- 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.

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.

2022 Pavement Program

For 2022, the funding for the pavement management program is approximately \$12.3M with over \$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. Work is well underway and all projects are either under construction or out to bid.

The 2022 program consists of the following:

- 9 contracts totaling over \$10M
- 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. Originally, the Council supported the SE 34th Street Complete Street project, which 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 were 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.

Pavement Project Opportunities

When we do full street work, whether a preservation treatment or repaving, it is an opportunity to make changes and improvements to roadway striping and add traffic calming elements or other changes that help improve safety and mobility. In addition, it is a good way to implement our Complete Streets ordinance, which requires roadway investments to be safe for all users regardless of age, ability, or mode of travel as well as neighborhood traffic calming projects. On many projects, we change striping to achieve enhanced traffic flow, and either add new or improve existing bike lanes, including adding protected facilities. The program also reconstructs and replaces many worn

out traffic calming devices, like speed bumps, and have installed new speed cushions and speed tables.

In the current biennium (2021-2022), the Council has identified four street segments that are being 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 later this year, and will continue into the next one:

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

Streets receiving pavement work that are not part of a Council endorsed Complete Streets project are evaluated for striping adjustments as part of project development and design. The opportunities to make changes and adjustments are limited in scope and easily implemented without requiring additional planning studies or significant public outreach.

Typical opportunities that are considered are:

- Lane widths – to increase bike lane widths or to add bike buffers
- Bike lanes – new, widened, or buffered
- Widened shoulders
- Crosswalk striping – converting from two line to ladder or new if lighting is adequate
- Shared use symbols
- Green paint markings – to improve bike safety in key areas
- Parking configurations – converting from parallel to angled, for example

Changes and adjustments that aren't typically able to be implemented as part of the program unless they are part of a larger planning or public outreach effort are ones that:

- Reduction in the number of travel lanes
- Removal of parking for an entire block or more - can look at minor loss for improved pedestrian crossings at locations
- Removal of turn lanes – requires traffic study to ensure that there aren't operational or safety issues with the change

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- New traffic calming devices – replacement or changes to existing devices can be done but new requests go through the City’s Neighborhood Traffic Program

2023 & 2024 Preliminary Pavement Management Program

The 2023 and 2024 preliminary street lists have been developed and are being refined. Coordination with Planning and other departments has already begun, and design on the 2023 project will begin, starting with the curb ramp projects this summer. The streets will likely change slightly based on if any work is not able to be completed in 2022 due to construction costs and budget, 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.

2023 Preliminary Pavement Management Program

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

2024 Preliminary Pavement Management Program

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.

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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:

- Main Street from 5th Street up to Mill Plain.
- 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.

Attachment(s):

2022 Pavement Program Street Map

2023 Preliminary Pavement Program Street Map

2023 Preliminary Pavement Program Street List

2024 Preliminary Pavement Program Street Map

2024 Preliminary Pavement Program Street List