

The background of the slide features a photograph of the Vancouver City Hall building on the left, characterized by its curved facade and large glass windows. The words "VANCOUVER CITY HALL" are visible on the building's exterior. On the right side, there are vibrant pink and purple flowers in the foreground, slightly out of focus. The overall scene is set against a clear blue sky.

Vancouver City Council City Manager's Recommended 2021-2022 Budget: Streets & Transportation Planning & Implementation

CITY OF
Vancouver
WASHINGTON

October 12, 2020

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Dan Swensen, Interim Public Works Director
Rebecca Kennedy, Planning Manager

Agenda

- Overview Recommended 2021-2022 Streets & Transportation Budget
 - Total Revenues and Expenditures
- Project selection & development framework and process
 - Complete Streets Projects in the Recommended Budget
- Review of projects & programs:
 - Capital program – planning & design,
 - Capital construction program in the Recommended 2021-2022 Budget
 - Pavement management
 - Street Maintenance
- Impact of I-976 on the 2021-2022 Recommended Budget
- Questions and Discussion

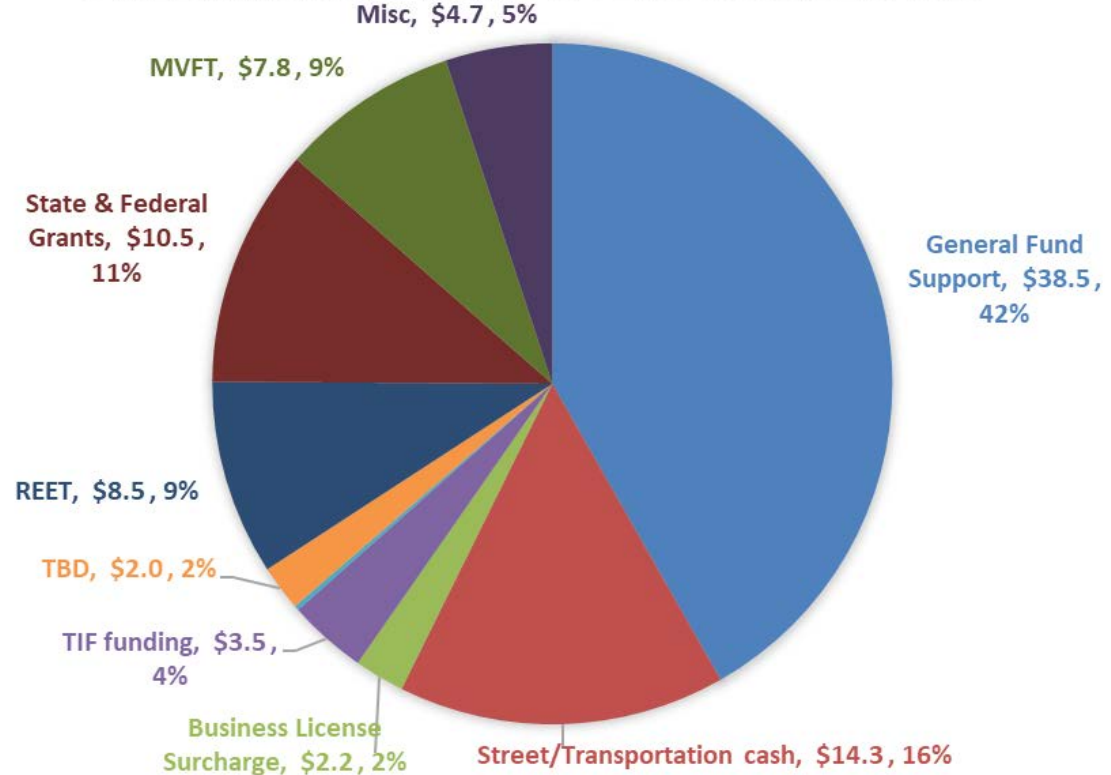
2021-22 Recommended Transportation Revenues

Additional \$1.4 m is included in planning to fund:

- Transportation System Plan
- Planning and design for four complete streets projects

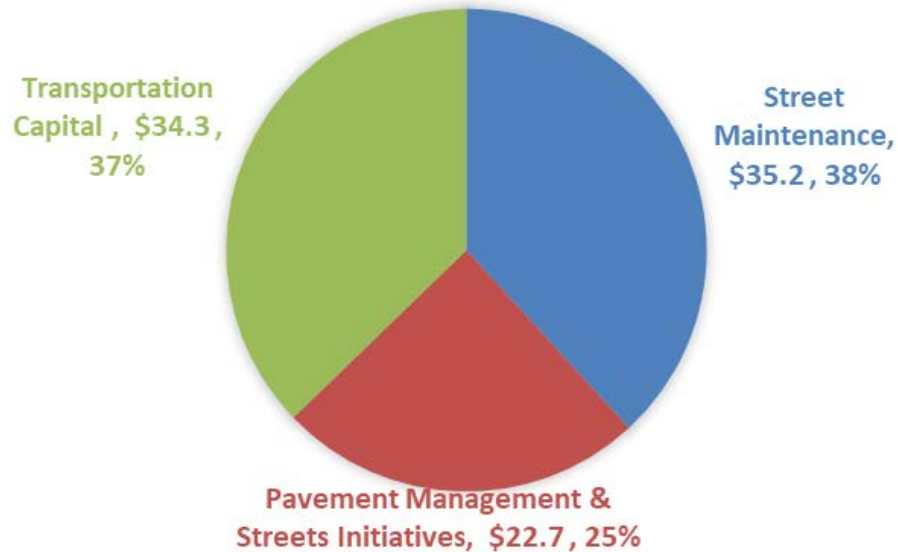


STREET/TRANSPORTATION FUNDING: \$92.2 MIL



2021-22 Recommended Transportation Expenditures by Purpose

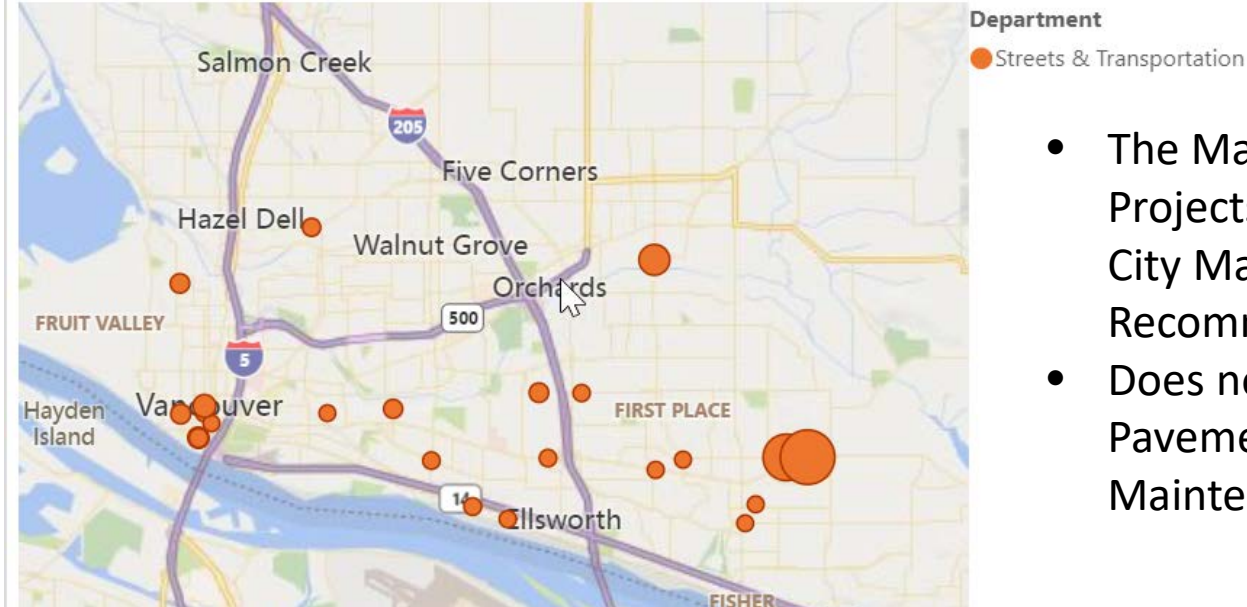
STREETS AND TRANSPORTATION CAPITAL: \$92.2 MIL



- Capital Projects Fund: ROW, design, Construction of streets, lights
- Maintenance (Street Fund): Signals, Striping, ROW maintenance, Sidewalks, Pavement Maintenance
- Pavement Management (Fund 103): Maintenance and pavement preservation

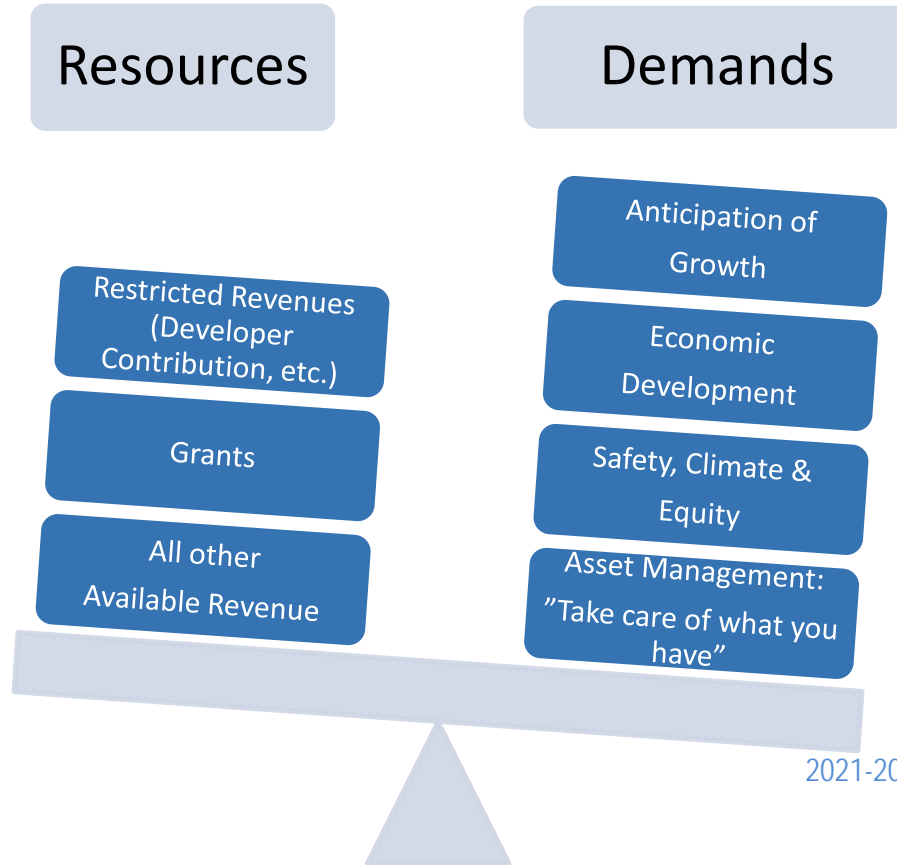
2021-22 Recommended Budget: Transportation Capital

Capital Projects by Department



- The Map outlines Capital Projects in the 2021-2022 City Manager's Recommended Budget
- Does not include Pavement Management or Maintenance work

Capital Project Selection Framework



Project Development Process – the “Pipeline”



Comprehensive Planning

- Transportation and land use planning conducted in tandem as part of the comprehensive planning process
- Transportation System Plan is transportation element of the Comprehensive Plan
- Complete Streets Policy applies to all roadways and all projects, both public and private
- Integration of transportation policies and goals with other planning/projects/programs citywide: subarea/corridor planning, housing policy/plans, development review process, transit planning, capital design of arterial upgrades, pavement management, etc.



2020-22 Transportation System Plan Update

- Last Transportation System Plan completed in 2004
- Update of the Transportation System is included in the Recommended Budget (additional to Streets budget): \$0.6 m
 - Robust public engagement
 - Existing conditions analysis
 - Equity analysis/framework and updated goals/policies/objectives
 - Creation of 7 modal element plans with prioritized project lists
 - Creation of collision dashboard tool
 - Updated pedestrian crossing policy, land use-responsive street standard typologies/details
 - Updated project development and implementation systems

Transportation System Plan: Equity Framework

- Equity Analysis: Identifies key demographic characteristics of concern for equity focus and uses these geographies to aid the City's project prioritization and selection processes:
 - Determines needs of underserved populations represented in TSP
 - Develops updated or new policies that integrate racial justice and equity into project prioritization
 - Targets resource allocation in equity areas
 - Builds stronger relationship between the City and the historically underserved population

Engagement Throughout Project Development

Strategies to engage diverse communities:

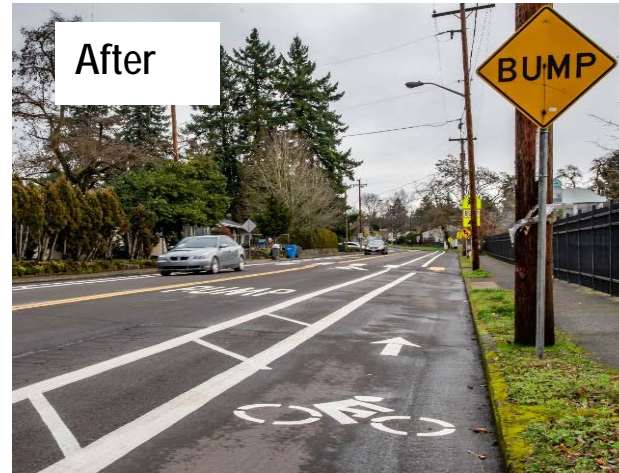
- Communicate in a variety of formats to ensure accessibility
- Outreach at a variety of times/locations; meet people where they are
- Provide childcare, translation/interpretation, food and transportation
- Work with BIPOC-led organizations and community leaders; build long-term relationships and reduce barriers to participation
- Incorporate messaging and activities into partner programs and outreach

Tools for outreach/engagement:

- Email newsletters, press releases, social media, radio
- Flyers/mailers, yard signs, posters, postcards
- City website, Be Heard Vancouver, Peachjar
- Work with community-based organizations: churches, community groups, non-profits, service providers, businesses/organizations and neighborhood groups
- One-on-one: targeted, culturally competent outreach to specific communities

Example: E. McLoughlin Safety Project

McLoughlin Boulevard – Reserve Street to Brandt Road: multimodal corridor improvement project that included addition of buffered bike lanes (pilot element), pedestrian crossings, and traffic calming to improve system connectivity and neighborhood safety concerns, implemented by leveraging pavement program



Capital Program: Complete Streets Planning

2021-2022 Complete Streets projects selected to move forward for planning/outreach/analysis based on the following framework:

- Priorities outlined in the existing planning documents
- Prioritization consistent with City priorities of safety, equity and climate action
- Address geographically specific issues and advance overall system connectivity in alignment with City priorities
- Ability to complete planning and design work in the next biennium, in advance of planned pavement work with existing resources

Capital Program: Complete Streets Planning

Fourth Plain, F Street – Andresen Road - \$0.2 m

- Listed in CFP, TIP, Strategic Plan
- Resurfacing planned from 2022-2023; awarded grant funding for construction of safety improvements on one segment of corridor- F Street and Ft. Vancouver Way
- Safety: one of highest pedestrian-involved serious injury/fatality corridors citywide
- Equity: home to significant populations of people identifying as/experiencing: BIPOC, low income, non-English speaking, transit dependent, environmental & public health hazards
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions in overburdened area, increase access to transit, provide opportunities to experience mental & physical health benefits of active transportation/recreation

Capital Program: Complete Streets Planning

SE 34th Street, SE 164th Ave. – SE 192nd Ave./City Limits - \$0.2 m

- Listed in CFP
- Resurfacing planned for 2022
- Safety: provide facilities for people to bike (none existing), discourage driver speeding & decrease predominant speeds
- Equity: rebalance street for all users, provide multimodal connectivity, serve east side of City, connect people to employment opportunities
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions, improve multimodal access to large employment centers

Capital Program: Complete Streets Planning

NE 112th Avenue, NE 51st Circle – SE Mill Plain Boulevard - \$0.4 m

- Listed in CFP and TIP, rising safety issues related to recent fatalities
- Resurfacing planned for 2022 and 2024
- Safety: provide facilities for people to walk and bike (none existing), discourage driver speeding & decrease predominant speeds, address congestion
- Equity: rebalance street for all users, provide multimodal connectivity, opportunity to provide sidewalks
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

Capital Program: Complete Streets Planning

Fort Vancouver Way, Mill Plain Blvd. – Fourth Plain Blvd. - \$0.1 m

- Listed in CFP and TIP
- Resurfacing planned for 2023
- Safety: discourage driver speeding & decrease predominant speeds to enhance safety for students and other transit users accessing the Vine
- Equity: rebalance street for all users, provide multimodal connectivity, serve students
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

Capital Program: Complete Streets Planning

Questions and Council Discussion on
the prioritization of future complete
streets projects for planning work

2021-2022 City Manager's Recommended Budget

Transportation & Streets Initiative Capital: \$34.3 million

- SE 1st St (grants and GF backup) \$19.0 m
- Westside Bike Mobility (GF) \$2.2 m
(Columbia Street complete street project - coordinated with pavement management)
- 137th Corridor – 49th St \$2.9 m
- NE 18th St. – 97th to 107th \$0.8 m
- Jefferson: Evergreen to Mill Plain \$0.6 m
- Evergreen Trail \$0.3 m
- McArthur Blvd complete Streets \$0.3 m



2021-2022 City Manager's Recommended Budget

Transportation & Streets Initiative Capital: \$34.3 million

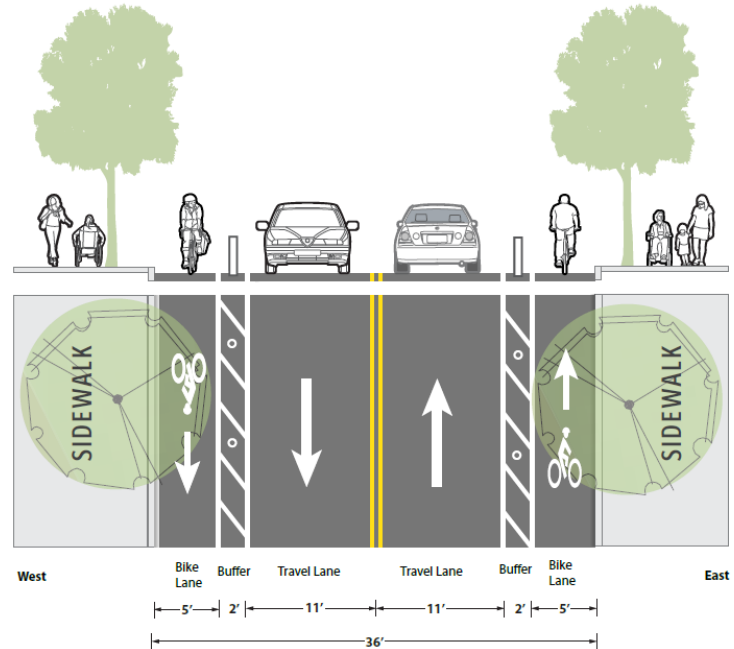
- Neighborhood Traffic Management Program \$0.9 m
- Devine Pedestrian Improvements (grant) \$0.9 m
- Lincoln Sidewalks (grant) \$1.0 m
- Columbia & 13th Signal \$0.4 m
- NE 68th sidewalks \$0.5 m
- Other Safety/Signals/LED replacement \$4.5 m



Capital Program: Construction

Columbia Street – Columbia Way to 45th Street - \$4.4 mil. (2021 and 2022)

- Listed in CFP, TIP, Westside Mobility Strategy, Strategic Plan
- Resurfacing currently planned for 2021 (to 33rd) and in 2022 (to 45th)
- Analysis, outreach and design completed for the design phase
- General Fund's strategic initiative funding of \$2.2 m + Pavement Mgmt. funding of \$2.2 m



Capital Program: Construction

SE 1st St from 164th to 192nd St.: \$19 m

- Listed in CFP, TIP, comprehensive plan
- Opportunity to facilitate economic development and private investment in Section 30
- Brings major E/W arterial up to urban standards
- Design and ROW acquisition in final stages
- Funded by grants and local matching funds



Capital Program: Construction

137th Corridor – 49th Corridor: \$2.9 m

- Listed in CFP, TIP, TSP and comprehensive plan
- Design and right-of-way acquisition only budgeted for biennium
- Project will complete vital North/South arterial to urban standards
- Project will stimulate economic development along north end of corridor



Impacts of Initiative 976

- Loss of \$4.8 M in Annual TBD Revenue:
 - Reduced for Design and ROW for TIP projects
 - Reduced funds for local match for State and Federal Grants
 - Scaled down Pavement Management Program (-11%)
 - Traffic Signal and Lighting — 50% reduction in funding for Asset Replacement
 - Eliminated funding for all multi-modal capital programs
- Potential discussion on options for replacement of the TBD revenue in 2021

Discussion and Questions about the Recommended Transportation Capital Projects



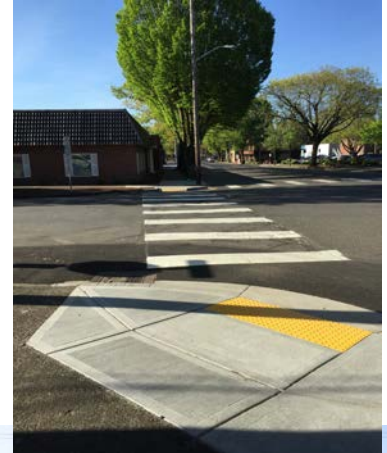
Pavement Management Program

- 1900 Lane Miles of City Streets
- Proactive versus Reactive
- Program Objectives:
 - To extend the life of existing pavement for the longest time possible
 - Leverage safety, mobility and multi-modal opportunities
 - Maintain the overall network condition
 - Improve streets citywide from “Fair” to “Good” over time



Transportation Mobility and Multimodal

- Annual Pavement Management coordination with Transportation Planning to look at opportunities for additions and improvements
- Pavement Management projects often include enhancements for both mobility and multimodal functions
 - Pedestrian improvements – typically construct or reconstruct over 100 curb ramps per year – 120 planned for 2021
 - Traffic calming and Neighborhood traffic safety
 - New bike lanes and modifications to existing bike facilities
 - Minor sidewalk repairs and sidewalk infill



Vancouver Pavement Condition: GOOD

2015 Conditions (Pre – SFS): Citywide PCI = 68

Good or Better	Fair	Poor	Very Poor
61%	20%	9%	10%

Excellent	85-90
Good	70-85
Fair	55-70

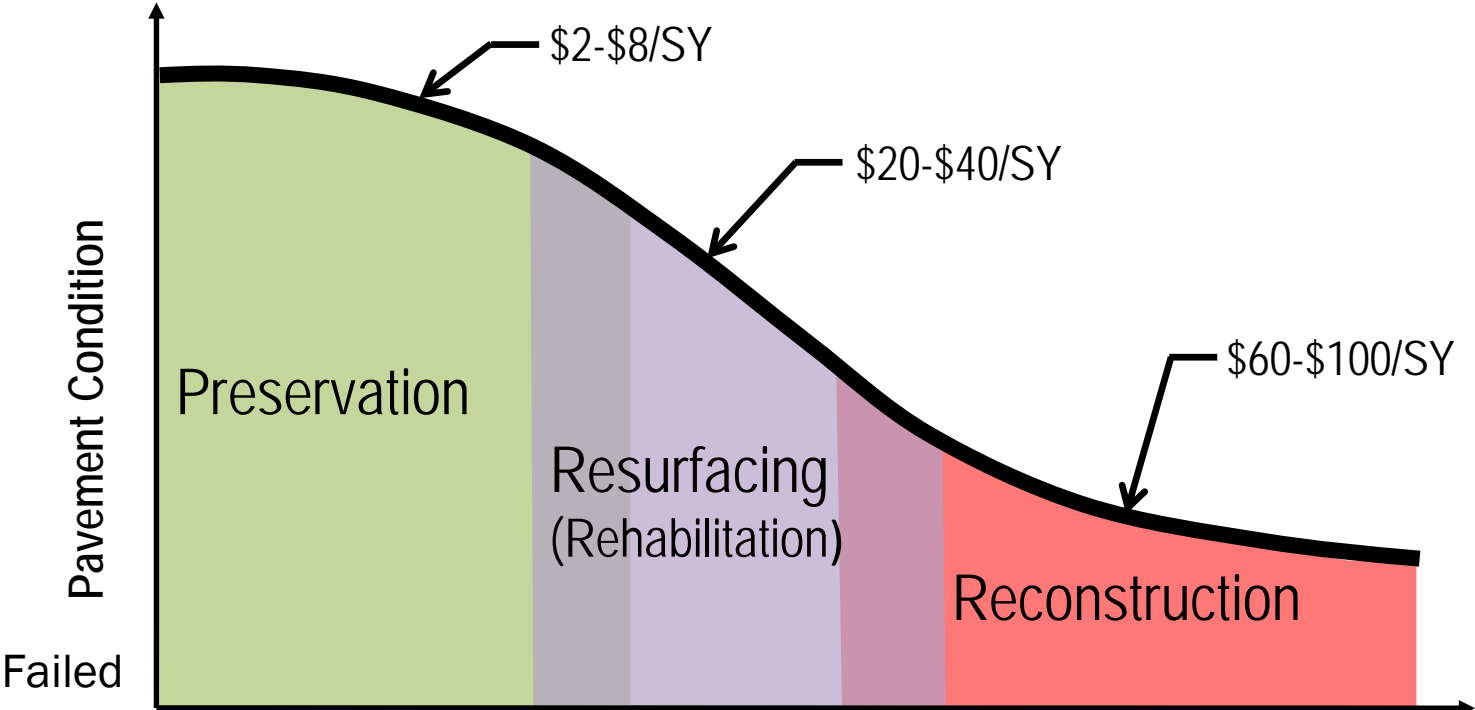
2019 Conditions (Pre – I-976): Citywide PCI = 73

Good or Better	Fair	Poor	Very Poor
69%	17%	7%	7%

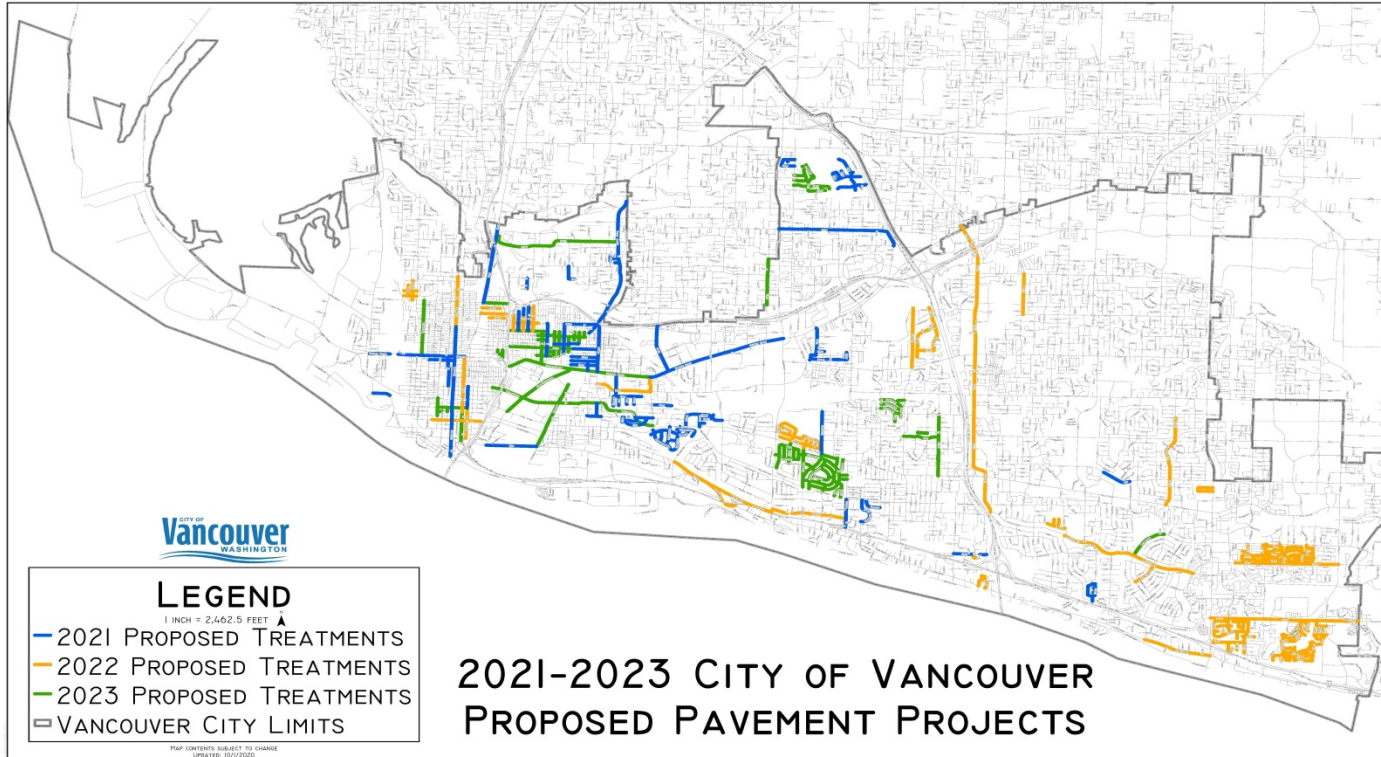
How Are Streets Selected?

- Balance Preservation with Resurfacing
- Pavement Condition Index (PCI) and type of defects
- Priority on arterial streets
- Preservation alternates between East and West sections of City

Cost Comparison



Proposed 2021-2023 Pavement Projects



2021-2022
Recommended
Pavement
Management
budget:

\$22.7 m

Questions and Discussion about the Pavement Management Program proposed priorities



2021-2022 Recommended Budget: Street Maintenance

2021-2022 Recommended Budget maintains the current service level of Street Maintenance. Activities include:

- Pavement maintenance
- Annual restriping
- Traffic signals - 261
- Street lighting – 19,000+
- Clean up of illegal dumping in ROW



2021-2022 Recommended Budget: Street Maintenance (cont-d)

- Graffiti Removal
- Storm Response (Ice/Snow/Wind)
- Emergency response support for VPD, VFD and others
- Maintenance of City-owned sidewalks
- Sight distance and legal height landscape maintenance in ROW
- Median landscape maintenance



Questions and Discussion

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