



Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: March 20, 2017

Re: 2017 Pavement Management Plan Report

Executive Summary

The 2017 Pavement Management Plan report provides a synopsis of the Public Works pavement management program which identifies accomplishments during the 2016 calendar year, includes maps of the current condition rating for Columbia streets network, and provides a plan for and assessment of future needs.

Discussion

The purpose of the pavement management program is to proactively manage the pavement condition of Columbia streets. It's important to keep the streets in good condition because maintaining roadways that are already in good condition is typically the most economical approach. The attached report highlights accomplishments made in 2016 and provides information about future planning.

Staff utilizes the nationally recognized Pavement Surface Evaluation and Rating (PASER) system to assess the condition of Columbia streets. Good condition is considered a 7 or above in the PASER 10 point scale system. Staff continues to update the street network in the City's GIS system, but with 95% of the streets already in the system, current network grades show an overall rating of 7 (good condition).

While street maintenance funding levels have historically been underfunded, staff has aggressively pursued a data driven maintenance program over the past five years. This approach has improved many streets to good condition; however, there is significant concern that many of the streets that have recently been brought to good condition in that five year period, will begin to deteriorate in 2018/2019. If the program continues at the current pace without additional funding, staff anticipates that we will need to transition back to more preservation activity almost exclusively on those major roads that have recently been brought to good condition, and focus less on local streets. We will also be faced with tough choices for those streets that have base failure issues, and concrete streets that begin to deteriorate, especially neighborhood streets. Clinically, it would be better to allow most of those failing roads to continue to deteriorate and invest more wisely in preserving larger sections of roads that are already in better shape, since dollars are more easily stretched maintaining good roads. That, however, is difficult from a public perception perspective.



Fiscal Impact

Short-Term Impact: Material and contractual services for pavement management are currently budgeted at \$3.1 million for FY2017.

Long-Term Impact: If fully funded, the pavement management program would cost \$4.75 million for FY2018, and increased based on a percentage of lane miles added to the system (typically an additional \$60,000-\$100,000 per year).

Vision & Strategic Plan Impact

Vision Impacts:

Primary Impact: Transportation, Secondary Impact: Economic Development, Tertiary Impact: Governance and Decision Making

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Operational Excellence, Tertiary Impact: Economy

Comprehensive Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Livable & Sustainable Communities, Tertiary Impact: Mobility, Connectivity, and Accessibility

Legislative History

Date	Action
N/A	N/A

Suggested Council Action

For information only.