

MINUTES
CITY OF STEVENSON COMMUNITY ENGAGEMENT MEETING
May 12, 2022
6:00 PM, City Hall

1. Introductions and Protocols

The meeting started at 6:05pm with Public Works Director Carolyn Sourek and City Administrator Leana Kinley present. Residents Tracy Grotto, Phil Crawford, Ben Shumaker (attended first 20 minutes or so), and Philip Watness were also present. The process will be running through the projects and gathering input with the goal of everyone ranking their top three projects at the end.

2. Topic Overview/Background

6-Year TIP Background memo and supporting documents. Reviewed the street inventory maps on road condition, service levels, collision hot spots and school inventory audit. Documents distributed and discussed at the meeting are included with these minutes.

3. Workshop

-The Iman Loop-Iman Cemetery sidewalk is infill from the subdivisions, connecting and continuing the sidewalks.

-The chipseal program keeps roads in good condition.

-Phil commented the extension of sidewalk along Loop Rd. from Bone Rd. to McEvoy Lane is an important extension

-The Frank Johns sidewalk project will also include water pressure reducing valves and undergrounding utilities.

-Monda Road needs a long term approach to address stability on the west end and sight distance concerns.

-The sidewalk at the east end of Vancouver would allow people to walk to City Hall on a continuous sidewalk.

-Bridge assessments for the Rock Creek Bridge currently indicate it is in okay condition.

-Include HH and Del Rey Avenues on the paving list for city owned gravel roads.

-Phil expressed interest in adding pathways through town for walking access. Current paths include Del Rey and Hidden Ridge (for future development). Other improvements include creating parklets, or a small stopping point with a bench, near creeks such as Kanaka Creek by

Rodeway Inn along SR 14 or the spring along Lasher Rd leading to a storm drain. This can also be included as part of the water access grant or an overall city-wide walking/path program.

-The idea was raised to rank the projects by crash reduction and safety potential.

-Input on the 3-lane section SR-14 from 1st Street to Rock Creek Drive include improving pedestrian crossings at this end of town. Incorporate shoreline access and walking loops. Possible Rock Creek viewing area. Seems cost effective compared to the roundabouts.

-Input on the asymmetrical east roundabout at SR-14 and 1st Street include ensuring pedestrian safety is considered. Encourage traffic calming/slowing via island east of the roundabout, what do we do with the extra room on the north side of the east end of the roundabout where the retaining wall is located, discussion of the Kanaka underpass change/pedestrian only was positive.

-Positive feedback for the East SR-14 safety improvements concept.

-Input on the traffic signal concept was that it was not necessary if roundabouts are used, the light at Columbia is not necessarily required if the intersection is realigned, WSDOT is moving away from traffic lights and to roundabouts. Comments on Russell sight distance included the masonry bollards, bushes and parked cars blocking the view.

-Input on the Kanaka Creek Road at School Street and Bulldog Drive was limited to no concern with crossing Kanaka, lots of confusion when crossing or exiting on Bulldog.

-Input on converting intersections to all-way stop control included comments on the confusion of other drivers, school crossings should be clear, and comments about cars not yielding to pedestrians.

4. Wrap-up/Summary

Attendees worked on ranking the projects.

5. Next Steps

The feedback will be incorporated into the 6-year transportation improvement program for the May 19th public hearing. From there it will be determined if another workshop is necessary ahead of the June 16th public hearing and formal adoption before the June 30th deadline.

6. Adjournment

The meeting was adjourned at 7:45pm.

List of Inventory Figures

Figure 1: Stevenson Vicinity Map

Figure 2: Roadway Jurisdiction Map

Figure 3: Study Area Intersections Map

Figure 4: Roadway Pavement Quality Map

Figure 5: Collision Hotspots Map

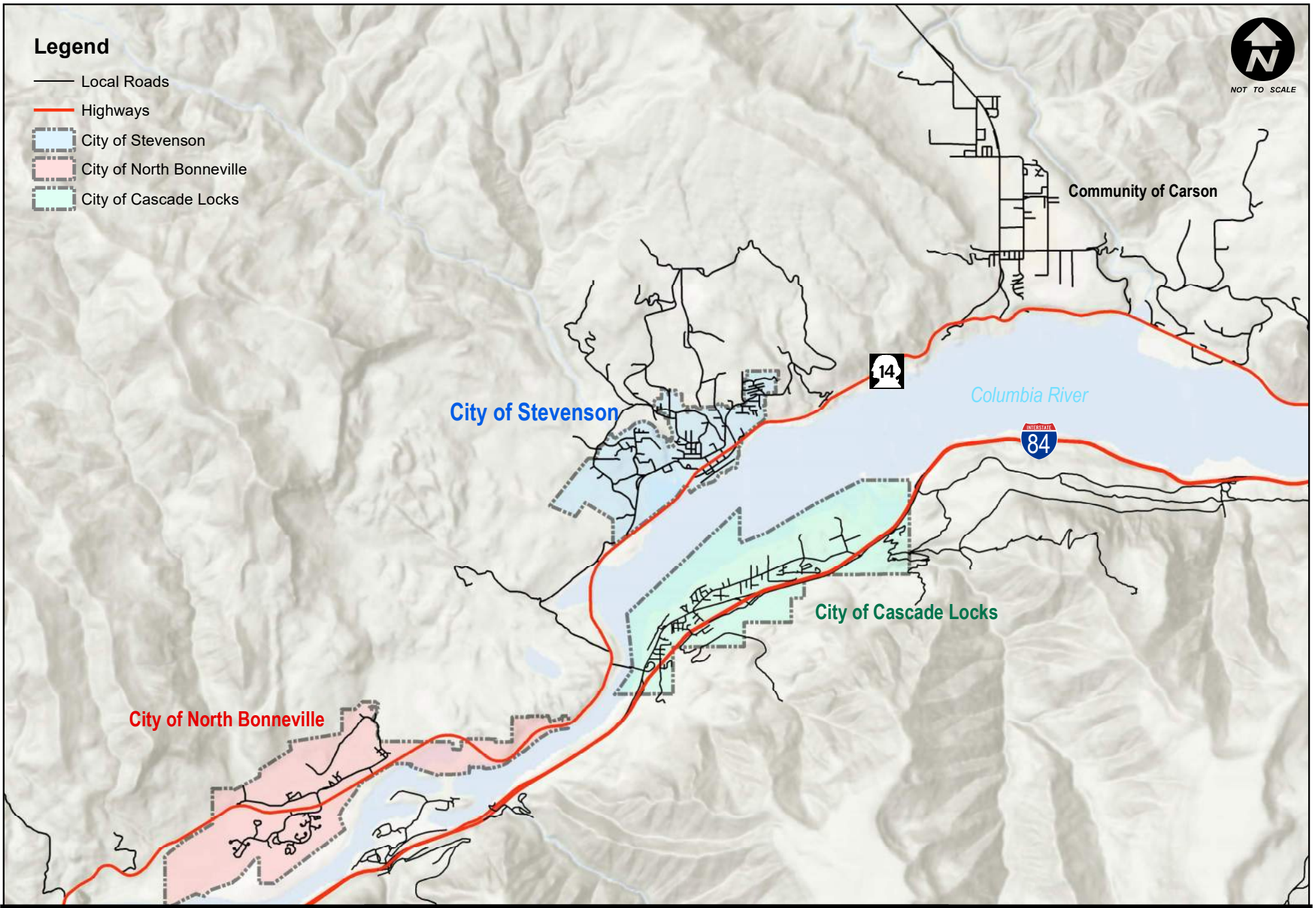
Figure 6: Stevenson Elementary School Walk Audit Map

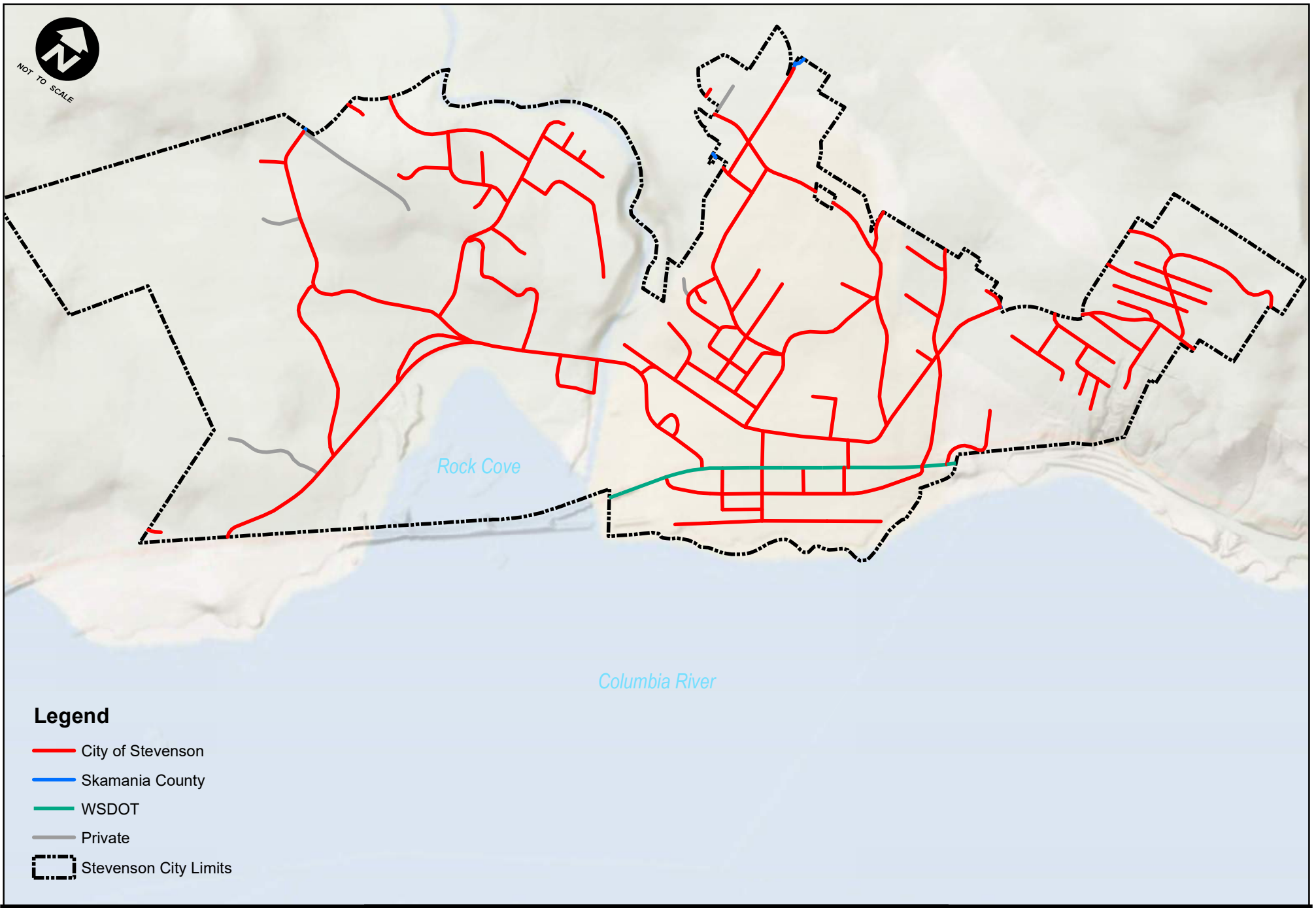
Figure 7: Stevenson High School Walk Audit Map

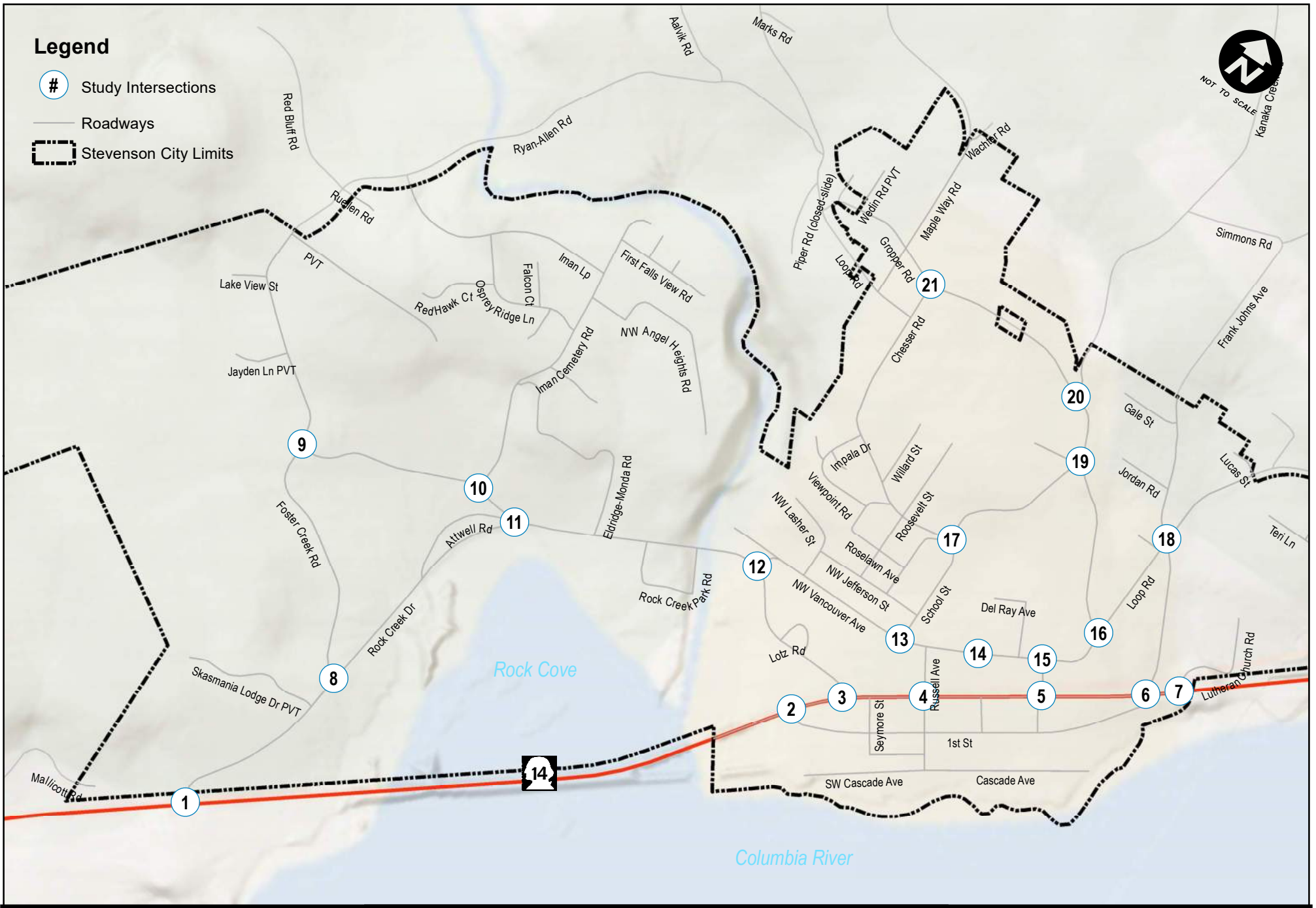
Figure 8: Existing Intersection Level of Service

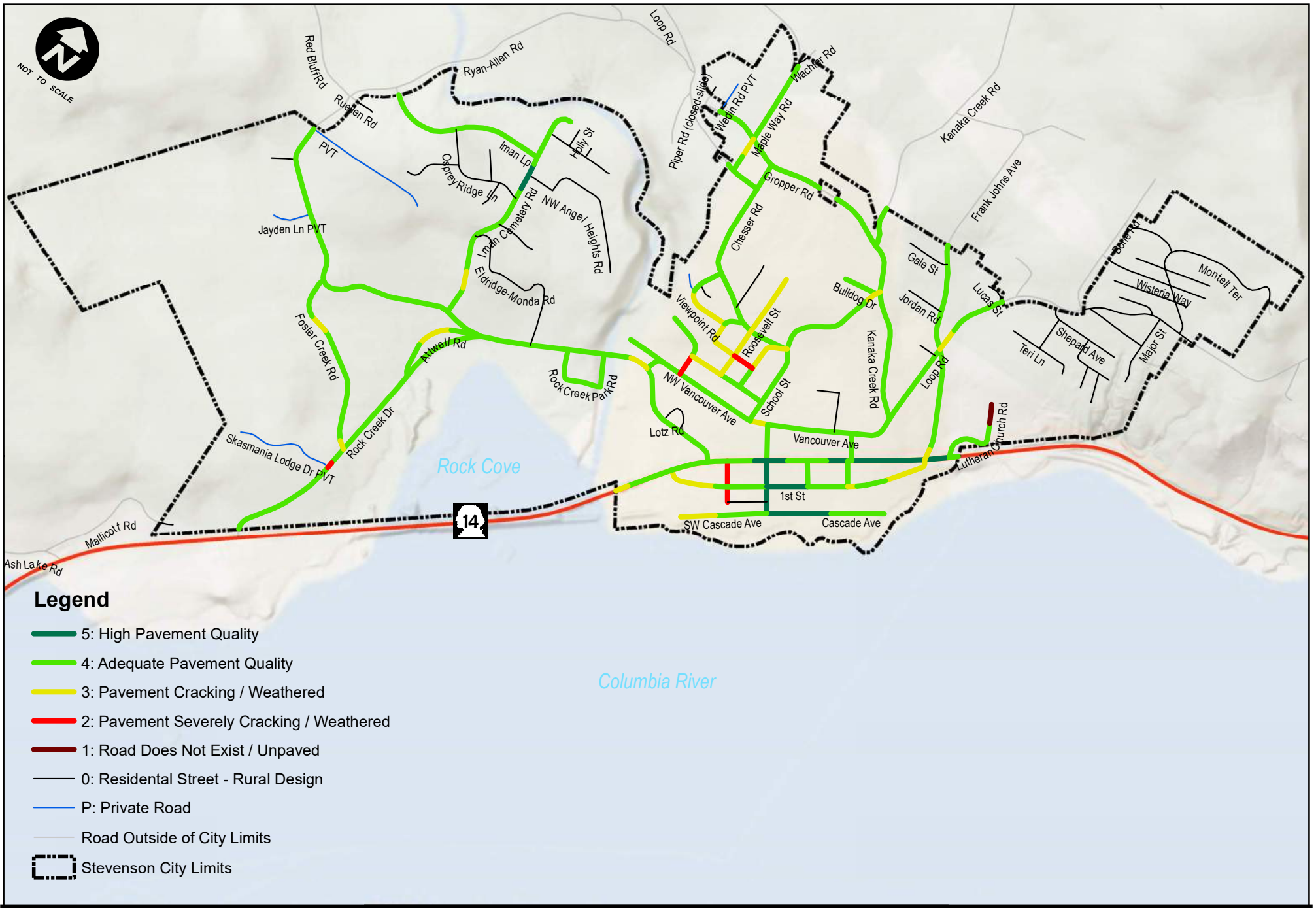
Figure 9: Planning Horizon Baseline Year 2041 Intersection Level of Service



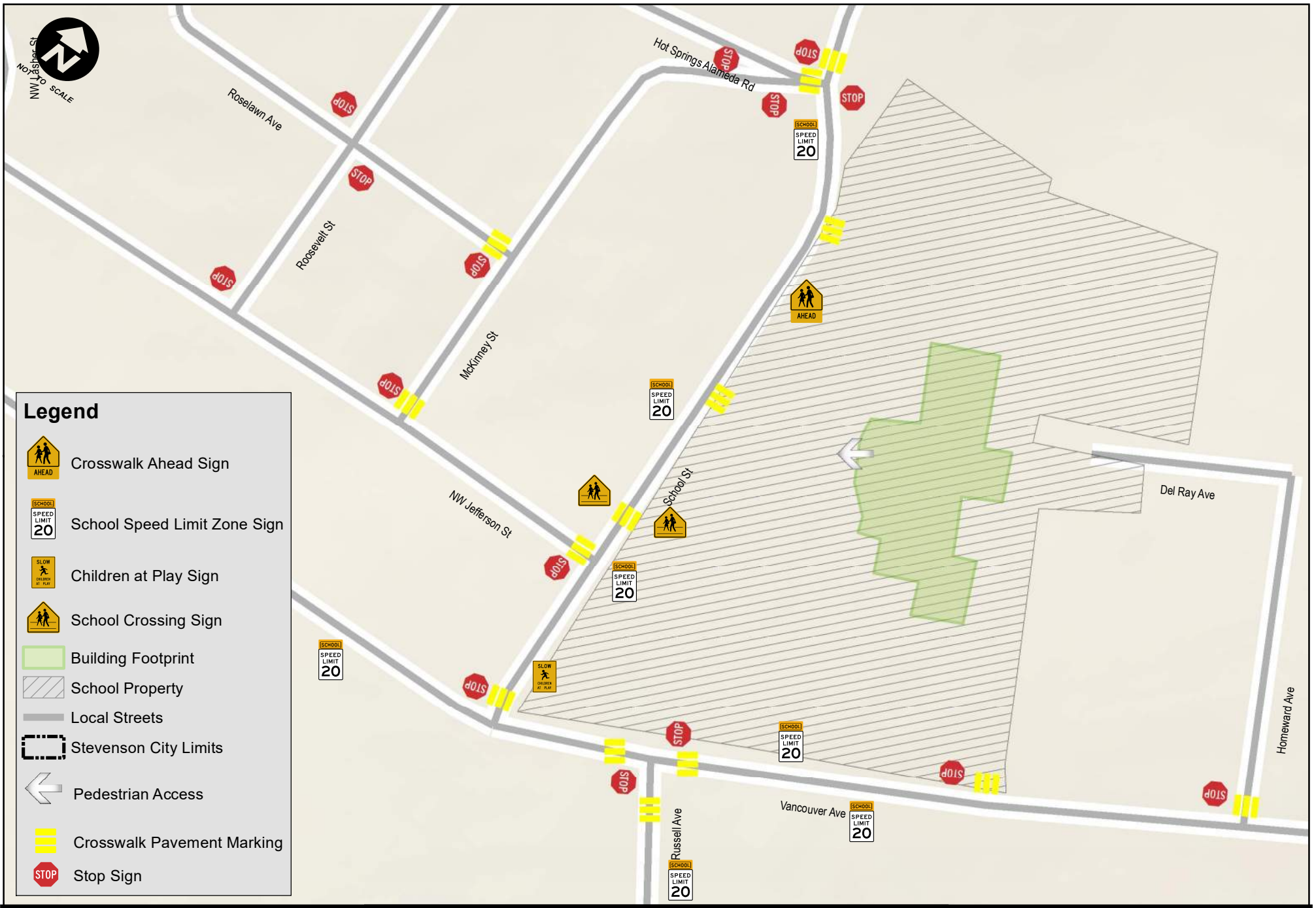


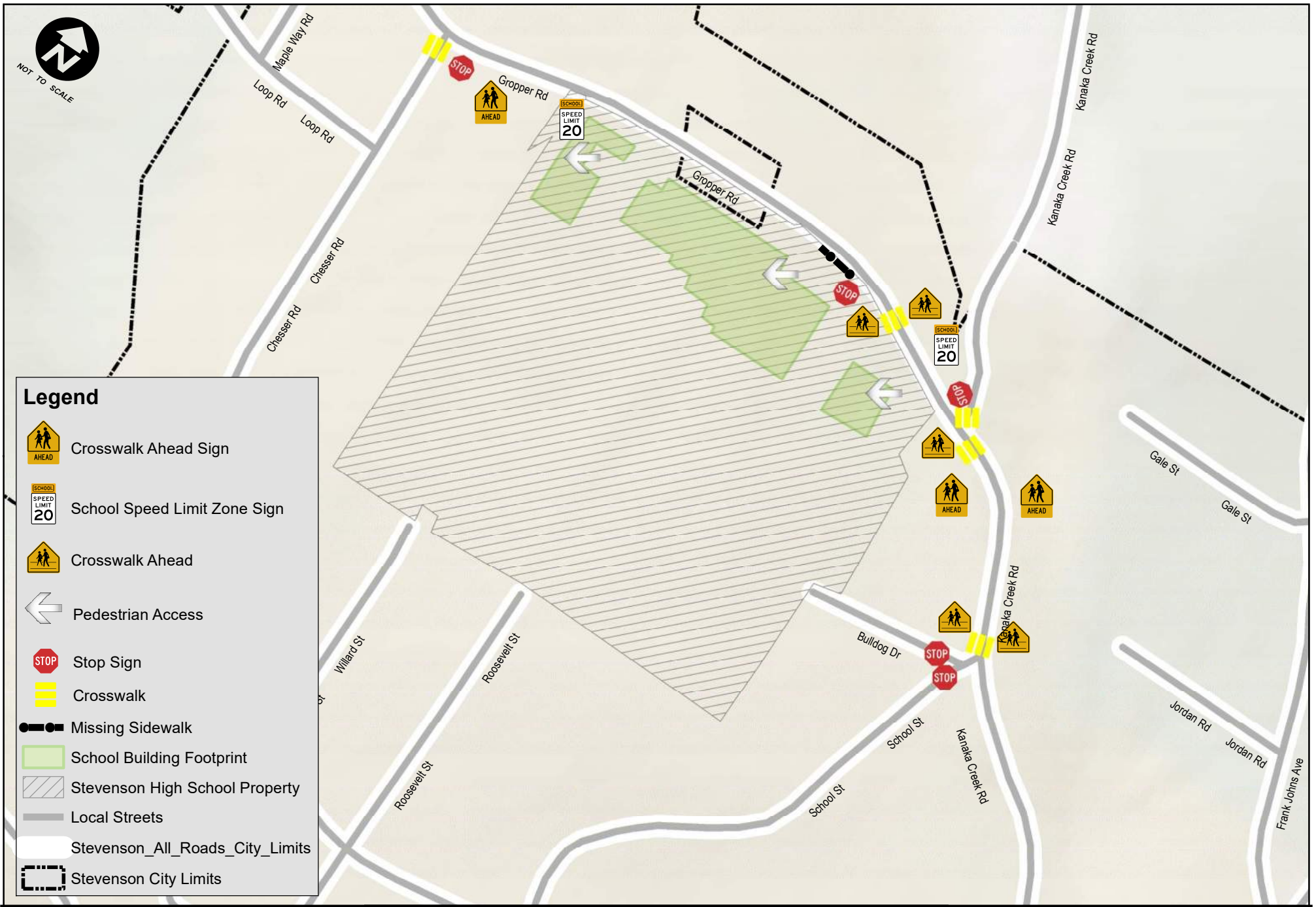


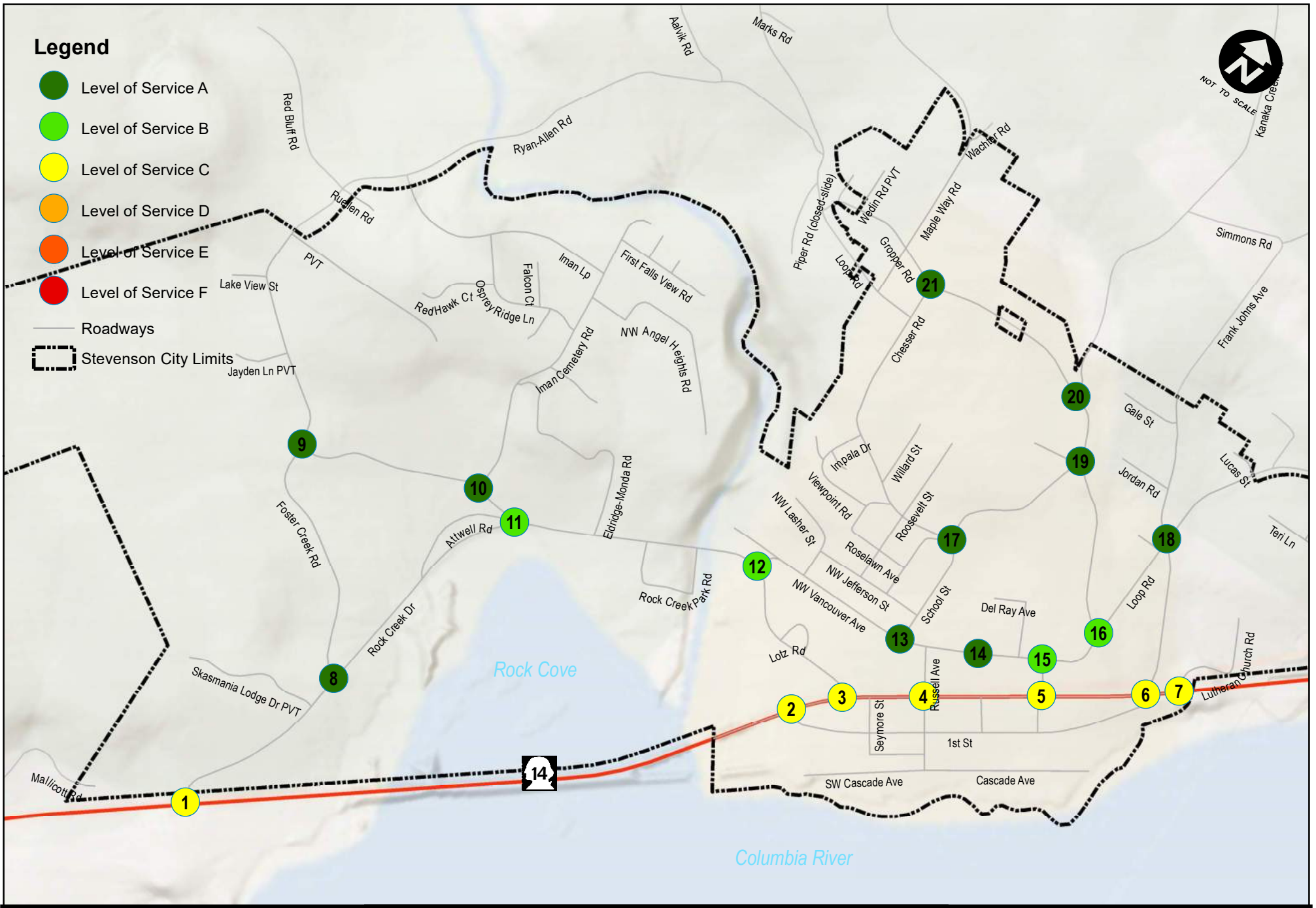






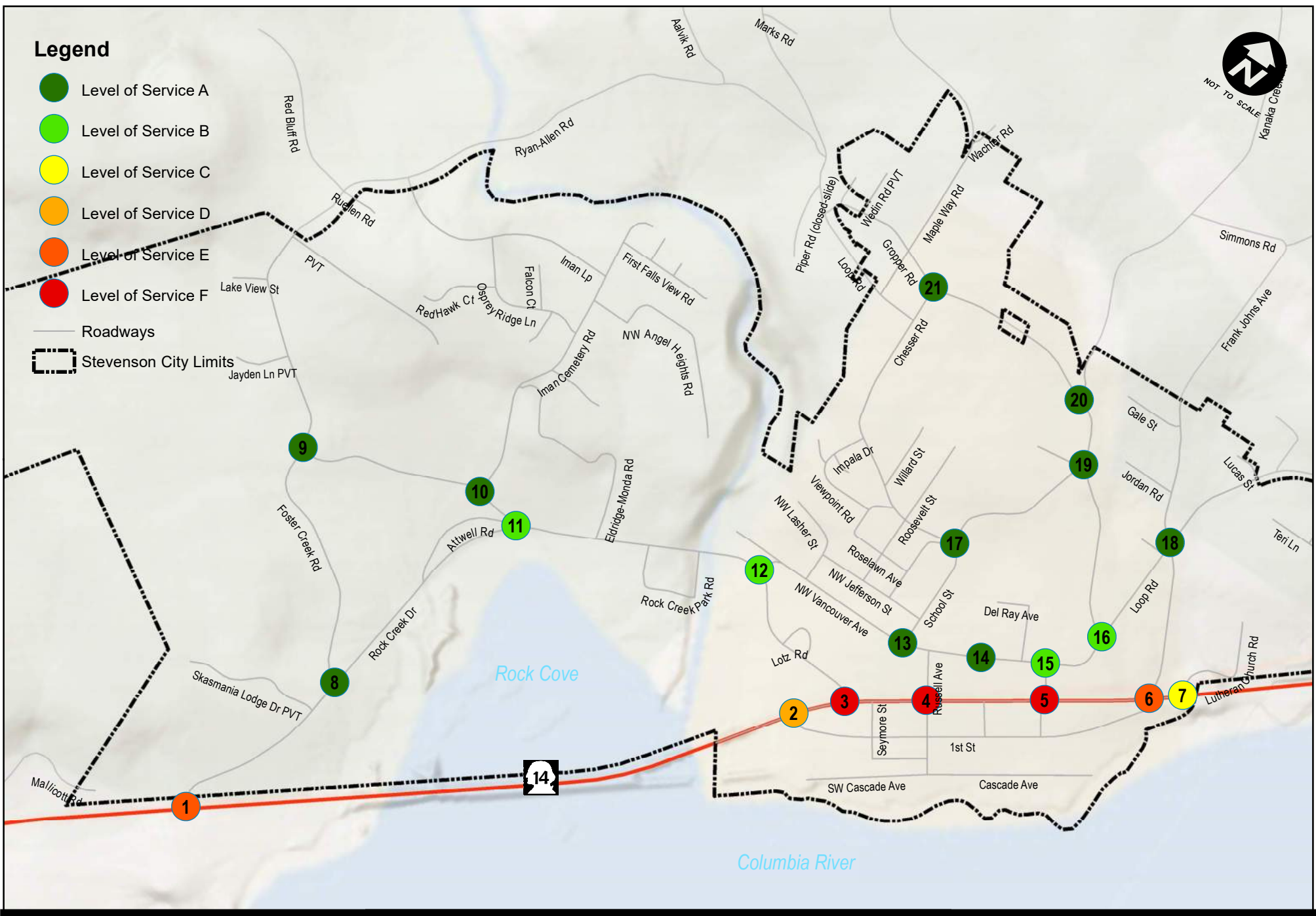






Legend

- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F
- Roadways
- ▭ Stevenson City Limits



Improvement Concept: Eastbound Acceleration Lane at SR-14 & Rock Creek Drive



Description

Construct an eastbound acceleration lane on SR-14 at Rock Creek Drive. The lane illustrated above is approximately 1,200 feet in length.

Purpose

This improvement is intended to:

- Provide increased capacity for the southbound left-turn movement
- Reduce the likelihood of rear-end and angle collisions in the eastbound direction
- Potentially Improve sight lines looking to the east

Additional Considerations

Other factors to consider with this improvement include:

- Access to WSDOT yard south of the intersection would need to be addressed
- The project will increase impervious surface, inducing stormwater considerations
- Sight distance requirements to east will be longer with additional lane to cross
- Additional grading and possible structural wall may be needed on northeast corner
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Sight distance could likely be addressed with removal of vegetation on the northeast corner of the intersection without need for greater improvement.

Cost Opinion

\$1,050,000

Improvement Concept: West Roundabout at SR-14 & 1st Street



Description

Construct a three-legged roundabout at the west entrance to the City at the intersection of SR-14 (2nd Street) and 1st Street. The roundabout illustrated above is approximately 120-130 feet in diameter. The connection to Railroad Street would need to be relocated.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address the long-term need for a left-turn lane on westbound SR-14
- Create a gateway feature for the City of Stevenson

Additional Considerations

The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Other factors to consider with this improvement include:

- Focused engineering study for the appropriateness of a westbound bypass lane
- Some right-of-way acquisition will likely be required
- Access could be limited for some properties
- The footprint of the project will be larger than the roundabout to accommodate necessary grading
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Consider westbound left-turn lane on SR-14 at 1st Street

Cost Opinion

\$2,450,000 (Excludes right-of-way acquisition)

Improvement Concept: 3-Lane Section SR-14 from 1st Street to SW Rock Creek Drive



Description

Convert to 3-lane cross-section on SR-14 (2nd Street) between 1st Street and SW Rock Creek Drive. This project is expected to be a combination of roadway widening and restriping. Adding the center lane would provide the opportunity to include a median island refuge at the crosswalk east of SW Rock Creek Drive.

Purpose

This improvement is intended to:

- Increase capacity for left-turn movements
- Reduce the likelihood of some types of collisions (rear end and angle)
- Improve pedestrian crossing with potential median island

Additional Considerations

The image above is a conceptual layout only. Other factors to consider with this improvement include:

- Widening the roadway may require grading
- The project will increase impervious surface
- This project could be constructed in phases with left-turn striping at SW Rock Creek Drive and possible median island refuge constructed with the existing paved width and extension of two-way left-turn lane to 1st Street as a later phase
- Project is on a state highway and WSDOT will need to be engaged

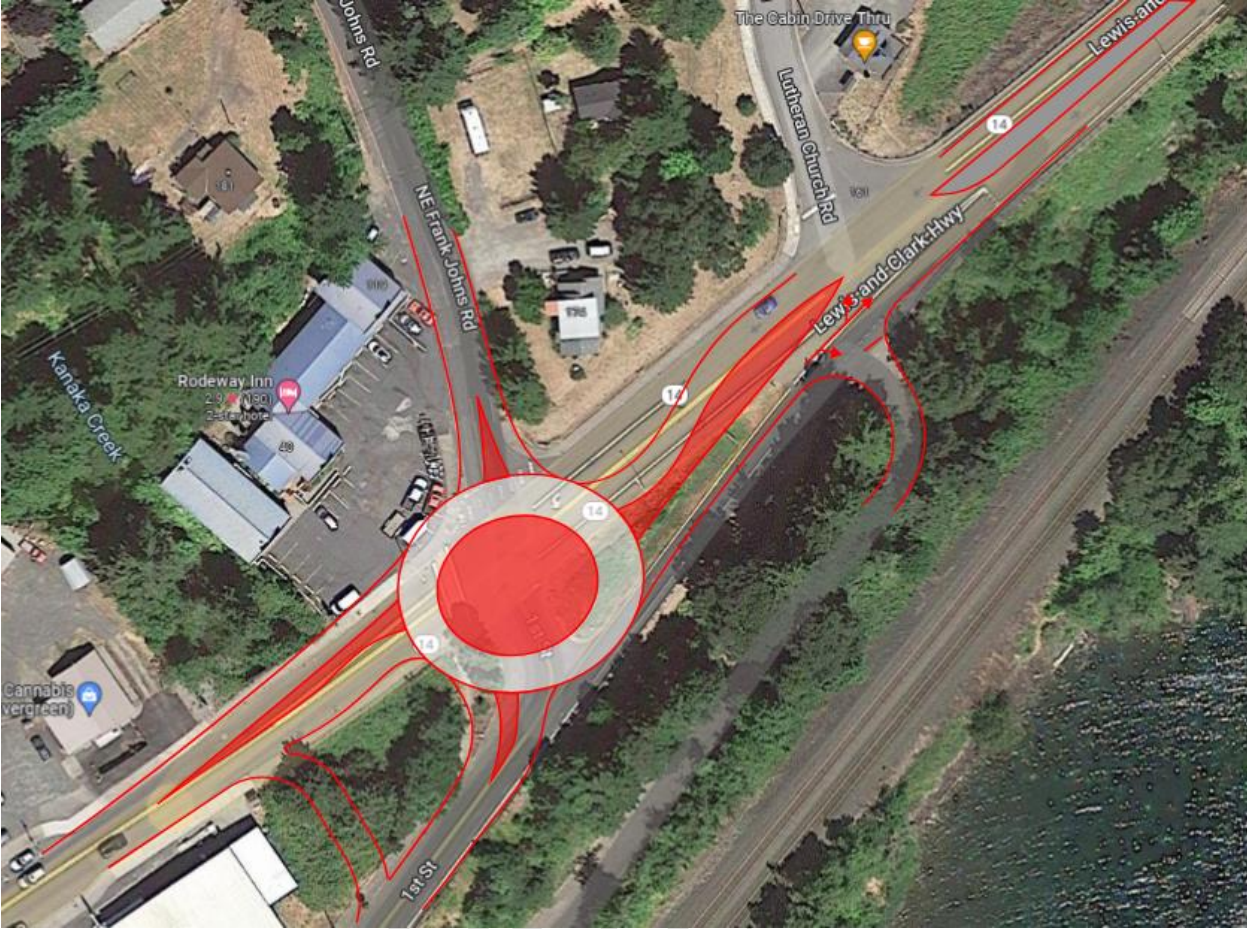
Alternative Improvement

The improvements could be limited to the SW Rock Creek Drive intersection with SR-14 (2nd Street)

Cost Opinion

\$390,000

Improvement Concept: Asymmetrical East Roundabout at SR-14 & 1st Street



Description

Construct a four-legged roundabout at the east entrance to the City at the intersection of SR-14 (2nd Street) and NE Frank Johns Road/1st Street. The roundabout illustrated above is asymmetrical and approximately 120-140 feet in diameter. A possible connection between 2nd Street and 1st Street is included.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Address the long-term need for a left-turn lane at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14
- Create a gateway feature for the City of Stevenson

Improvement Concept: Asymmetrical East Roundabout at SR-14 & 1st Street (continued)

Additional Considerations

The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Sidewalk would be included on the urban sections, which would widen the footprint from what is shown. Other factors to consider with this improvement include:

- Significant right-of-way acquisition will likely be required
- Access could be limited for some properties
- Parking at the hotel on the northwest corner would be affected
- Significant grading and structural retaining walls will be necessary; the footprint of the project will be larger than the roundabout itself
- The grades between 2nd Street and 1st Street may be too steep for connection shown
- Kanaka Creek could be affected, potentially requiring significant structural engineering of culvert (or bridge)
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

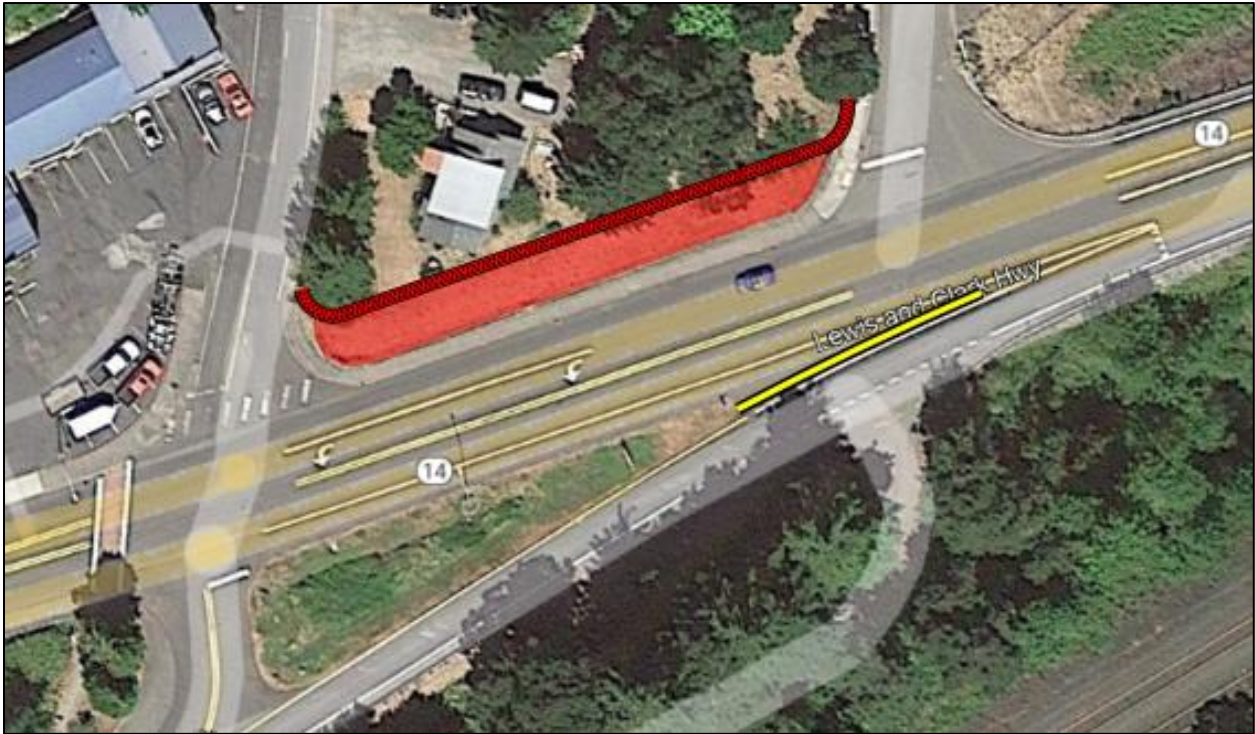
Alternative Improvement

Consider constructing a new retaining wall for the property north of SR-14 at the right-of-way line to improve sight lines at NE Frank Church Road and Lutheran Church Road and consider adding a 1- to 2-foot-wide ribbon median in the gore between SR-14 and 1st Street to prevent the illegal northbound left-turn movement from SW Cascade Avenue.

Cost Opinion

\$4,200,000 (Excludes right-of-way acquisition and any environmental mitigation)

Improvement Concept: East SR-14 Safety Improvements



Description

Relocate retaining wall to ROW line and regrade and landscape the property adjacent to the sidewalk to improve sight lines. Add a 1- to 2-foot-wide ribbon median with post delineators in the gore between SR-14 and 1st Street to prevent the illegal northbound left-turn movement from SW Cascade Avenue. Both improvements are illustrated above.

Purpose

This improvement is intended to:

- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14

Additional Considerations

Other factors to consider with these improvements include:

- The improvements could be fully constructed in the existing right-of-way
- Perceived impacts to private property
- Wall reconstruction would potentially impact trees on private property
- Projects are independent and could be constructed independently
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Physically prohibit southbound left turns at Lutheran Church Road at SR-14 concurrent with northern connection of Lutheran Church Road and NE Pine Street

Cost Opinion

\$40,000 for ribbon median
\$50,000 for retaining wall

Improvement Concept: One-Way Couplet System Downtown



Description

Convert 2nd Street (SR-14) and 1st Street (Truck Route) to a one-way couplet system. Three potential lane striping options are illustrated with the concept: maintain two through lanes on 1st and 2nd Streets or reduce the number of travel lanes to one with either a buffered bike lane (Option A) or a cycletrack (Option B).

Purpose

This improvement is intended to:

- Increase the capacity of the downtown network and intersecting streets
- Potentially add bike facilities through downtown

Improvement Concept: One-Way Couplet System Downtown (continued)

Additional Considerations

The image above includes potential median and striping improvement and the east and west corridor entries into town. Other factors to consider with this improvement include:

- One-way traffic flow will reduce the volume of traffic past existing businesses on 2nd Street and increase the volume of traffic past businesses on 1st Street
- One-way traffic flow will reduce the number of conflict points at downtown intersections which can result in fewer collisions.
- One-way traffic flow can make it easier for pedestrians to cross the street, especially with the one-lane striping options
- Striping concept with two through lanes would add more capacity but could result in higher travel speeds through town
- Striping concepts with one through lane will add less capacity than two-lane concept but would still increase capacity on SR-14 compared with the two-way traffic flow
- Cycletrack option would require reconstruction of curb extension on one side of the street.
- Pavement on 1st Street may not be designed for highway traffic volumes
- Sidewalks could be chosen to be widened
- Entire project could be constructed within existing right-of-way
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

Potential downtown traffic signals at

- SR-14 & SW Rock Creek Drive (east)
- SR-14 & SW Russell Avenue
- SR-14 & Columbia Street
- SR-14 & NE Frank Johns Road

Cost Opinion

\$500,000 (Assumes pavement on 1st Street is adequate for highway traffic)

Improvement Concept: Traffic Signals Downtown



Description

Add traffic signals downtown on SR-14 (2nd Street) when warranted by traffic volumes or other factors.

Purpose

This improvement is intended to:

- Decrease delays on side streets intersecting the highway
- Stop traffic for pedestrians crossing the highway

Additional Considerations

Other factors to consider with this improvement include:

- Traffic signals will add delay to through traffic on the highway but decrease delay for side streets
- Crashes rates may increase with traffic signals, but most collisions are likely to be less severe (i.e., fewer and less severe injuries)
- Pedestrian crossing phases will be provided with signals
- Signals could be constructed within existing right-of-way
- Traffic signals are generally not installed until warrants are met
- Project is on a state highway and WSDOT will need to be engaged

Alternative Improvement

One alternative improvement is the one-way couplet option.

Another option is to live with some congestion, with longer delays for turns from side streets and left turns from the highway.

Cost Opinion

Estimated cost per signal \$500,000

Improvement Concept: Kanaka Creek Road at School Street & Bull Dog Drive



Description

Revise the intersection of Kanaka Creek Drive at School Street & Bulldog Drive using striping and flexible post delineators.

Purpose

This improvement is intended to:

- Reduce intersection size
- Improve sight lines at pedestrian crossing across Kanaka Creek Road and shorten crossing distance
- Reduce intersection conflict points
- Better define roadway hierarchy

Additional Considerations

Other factors to consider with this improvement include:

- Striping and post delineators will require additional maintenance

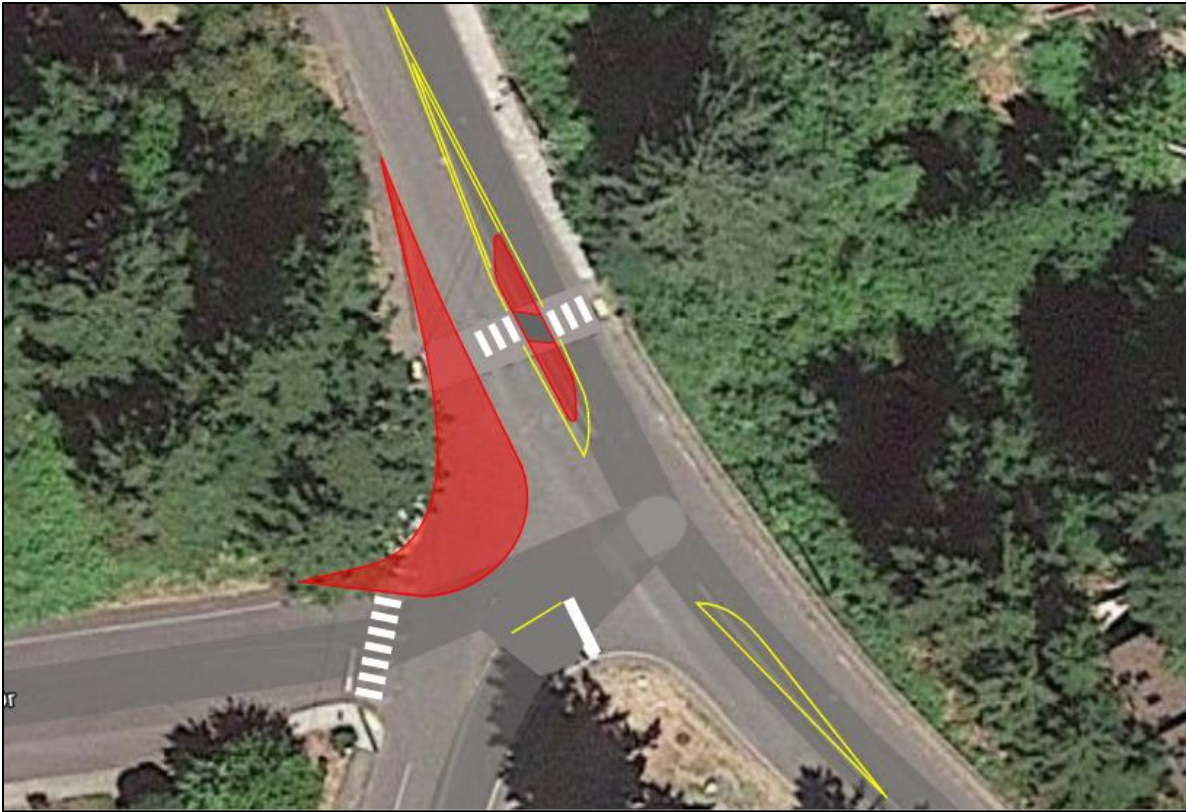
Alternative Improvement

Consider more permanent improvements such as medians rather than striping and delineators.

Cost Opinion

Less than \$20,000

Improvement Concept: Kanaka Creek Road at School Street & Bull Dog Drive



Description

Revise the intersection of Kanaka Creek Drive at School Street & Bulldog Drive by extending the northwest corner and adding a pedestrian crossing median island.

Purpose

This improvement is intended to:

- Reduce intersection size
- Improve sight lines at pedestrian crossing across Kanaka Creek Road and allow two-stage crossing
- Better define roadway hierarchy
- Potentially slow speeds by narrowing travel lanes

Additional Considerations

Other factors to consider with this improvement include:

- Corner could include planting feature
- Pedestrian median island can include angled crossing to turn pedestrians towards oncoming traffic
- Pedestrian crossing a Bulldog Drive can be shortened
- The project will increase impervious surface which can be minimized with planting area

Alternative Improvement

Consider as using striping and delineators for corner with possible median island for crossing.

Cost Opinion

Less than \$50,000

Improvement Concept: Convert Intersections to All-Way Stop Control



Description

Convert non-standard stop-controlled at NW Vancouver Avenue at Russell Avenue and Columbia Street to all-way stop control.

Purpose

This improvement is intended to:

- Standardize traffic control to meet normal driver expectations
- Improve intersection safety

Additional Considerations

Other factors to consider with this improvement include:

- Delays on NW Vancouver Avenue will generally decrease (3 to 4 seconds per vehicle) while delay is added to Russel Avenue and Columbia Street (7 to 8 seconds per vehicle)
- Traffic control is also more consistent with pedestrian expectations
- Drivers on Russell Avenue and Columbia Street will be stopping on a grade of approximately 7 to 8 percent

Alternative Improvement

Consider removing free right-turn movement from eastbound approaches.

Cost Opinion

Less than \$10,000