

AGENDA
CITY OF STEVENSON COMMUNITY ENGAGEMENT MEETING
6-YEAR TIP WORKSHOP #2
June 08, 2022
6:00 PM, City Hall

1. Introductions and Protocols-Determine if a quorum of councilmembers are present.

2. Topic Overview/Background

[a\)](#) 6-Year TIP background memo, worksheet and project information.

3. Workshop

4. Wrap-up/Summary

5. Next Steps

6. Adjournment



City of Stevenson

Public Works Department

(509)427-5970

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

TO: Workshop Attendees

FROM: Carolyn Sourek, Public Works Director and Leana Kinley, City Administrator

DATE: 6/8/22

SUBJECT: 6-Year Transportation Improvement Program (TIP) Workshop #2

Executive Summary:

This is the annual review of all street projects planned in the city limits. Projects on this list represent those already in progress through grants and those identified through an evaluation process. The list is used to meet requirements for grant funding applications. There are two public hearings held and the final list is required to be adopted by July 1st of each year. This is the second workshop for the 2023-2028 Transportation Improvement Program. There was a workshop held on May 12th, a Public Hearing on May 19th and there will be second Public Hearing at the June 16th City Council meeting. The documents from those meetings can be found on the city's website at <https://www.ci.stevenson.wa.us/meetings>.

Overview:

All Cities, Towns, and Counties are required to adopt a 6-year Transportation Improvement Program. Elements of the program should contain fiscally constrained projects for the first four years, and projects of regional significance shall be submitted to the Regional Transportation Planning Organization (RTPO) for inclusion in their respective TIP's, where applicable. The RTPO then submits their regional TIP to Washington State Department of Transportation (WSDOT) for inclusion into the Statewide Transportation Improvement Program (STIP).

The transportation projects that are listed in the TIP go through a process in which the City of Stevenson uses a prioritization system to determine which road systems will be upgraded/rebuilt and in what order. Road projects may not always take place in order of prioritization due to funding eligibility and grant program criteria. The City Council has the ultimate say in which projects are approved and the order in which these projects will be completed.

The projects reflected are a continuation of those in process, recommendations from a transportation study and others identified through an evaluation process based on safety, citizen input and infrastructure condition.

The following documents include:

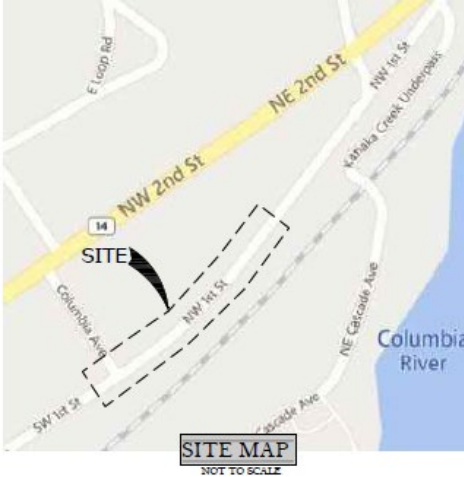
- A summary and overview of all projects on the TIP.
- A brief overview of the projects including a map and associated improvements.

Action Needed:

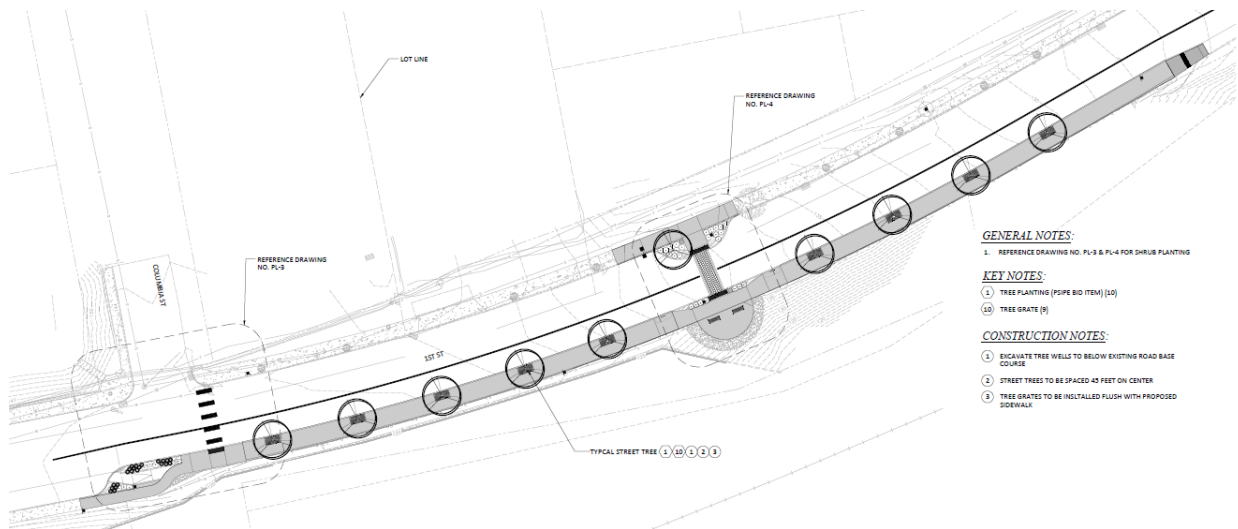
Review list, provide feedback, ask questions, add what is missing, help brainstorm updates or revisions to the TIP presented at the June 16th council meeting.

6-year Street TIP 2023-2028	Phase	2023	2024	2025	2026	2027	2028	2023-2028
First Street	Design/Engineering Construction	800,000						- 800,000
Loop Road Storm, Grind and Inlay	Design/Engineering Construction	390,000						- 390,000
Kanaka Underpass-Ped Walkway	Design/Engineering Construction	2,000 8,000						2,000 8,000
Lasher to School St.-SRTS	Design/Engineering Construction	100,000	700,000					100,000 700,000
Chip seal McEvoy, Wisteria, Ridgecrest	Design/Engineering Construction	36,000						- 36,000
School Street Grind and Inlay	Design/Engineering Construction		- 440,000					- 440,000
Roselawn Ave Overlay	Design/Engineering Construction		165,000					- 165,000
Frank Johns Sidewalk (Loop-Second)	Design/Engineering Construction		25,000	50,000	400,000			75,000 400,000
Columbia Ave Realignment	Design/Engineering Construction			625,000	1,200,000			625,000 1,200,000
Bulldog-School-Kanaka Intersection	Design/Engineering Construction			5,000 45,000				5,000 45,000
W-SR-14 and Rock Creek Improvements	Design/Engineering Construction				150,000			150,000
East SR-14 Improvements-Low Phase	Design/Engineering Construction					900,000 20,000		900,000 20,000
West SR-14 Improvements-Low Phase	Design/Engineering Construction					40,000	180,000	40,000 180,000
Leavens Overlay	Design/Engineering Construction						225,000	- 225,000
Paving Gravel Roads:								
Ash Alley	Design/Engineering Construction			5,000 95,000				5,000 95,000
Del Rey Avenue	Design/Engineering Construction						5,000 95,000	5,000 95,000
Gropper Park Loop	Design/Engineering Construction						5,000 95,000	5,000 95,000
H&H Avenue	Design/Engineering Construction				5,000 95,000			5,000 95,000
Holly Street	Design/Engineering Construction					5,000 95,000		5,000 95,000
Kanaka Creek Underpass	Design/Engineering Construction						5,000 95,000	5,000 95,000
Lakeview Road	Design/Engineering Construction		5,000 95,000					5,000 95,000
Maple Alameda	Design/Engineering Construction	5,000 95,000						5,000 95,000
Total Street CIP by Year		1,436,000	1,430,000	825,000	1,850,000	1,060,000	865,000	7,466,000
Total Grant Funds		1,304,700	1,298,500	588,125	1,547,750	830,400	507,850	6,077,325
Total City Funds		131,300	131,500	236,875	302,250	229,600	357,150	1,388,675
Total remaining for be funded		-	-	-	-	-	-	-

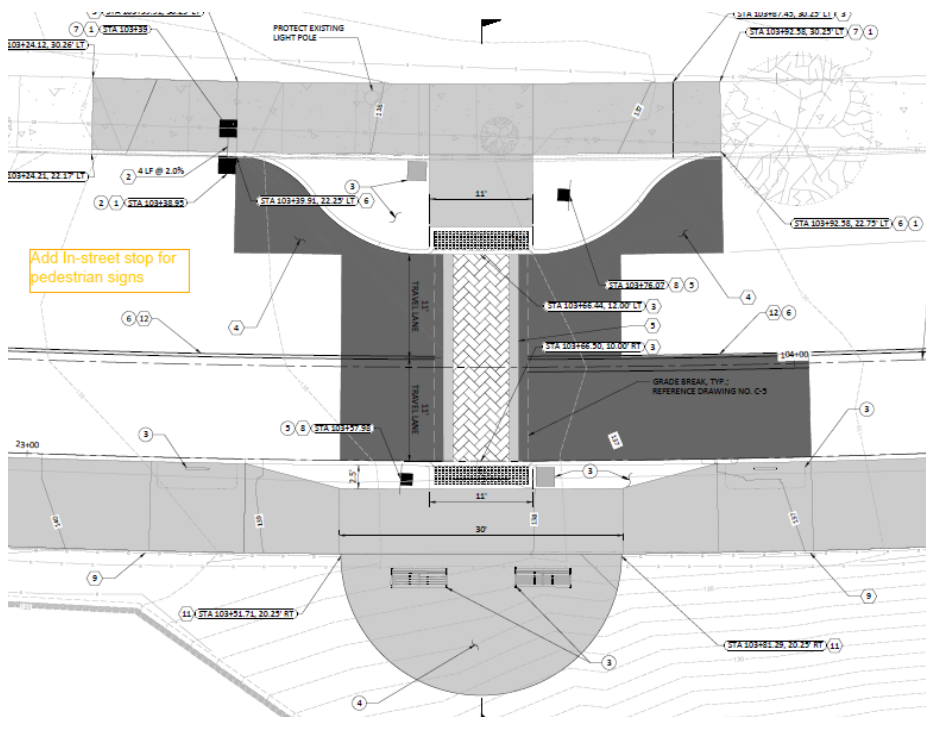
First Street Overlook



This project consists of crosswalk striping, vegetated curb extensions (to slow traffic), new sidewalk, pedestrian overlook, trees, and streetscaping. This project was planned to be constructed in 2021, before it was discovered the right of way still belonged to WSDOT. This required additional design approval through WSDOT and agreement on what improvements were needed to the road before the city took back the right of way. This is moving forward and the city is reapplying for construction phase funding with the goal of constructing in 2023. More information on the project and complete plans are on the city's website at <https://www.ci.stevenson.wa.us/publicworks/project/first-street-overlook>.



- GENERAL NOTES:**
- REFERENCE DRAWING NO. PL-3 & PL-4 FOR SHRUB PLANTING
- KEY NOTES:**
- TREE PLANTING (PS/PR BID ITEM) (10)
 - TREE GRATE (9)
- CONSTRUCTION NOTES:**
- EQUALIZE TREE WELLS TO BELOW EXISTING ROAD BASE COURSE
 - STREET TREES TO BE SPACED 45 FEET ON CENTER
 - TREE GRATES TO BE INSTALLED FLUSH WITH PROPOSED SIDEWALK



Kanaka Creek Underpass



The City has prioritized maintaining a consistent access Level of Service (LOS) for all residents, government, and commercial partners of the City of Stevenson. The City currently has 8 unpaved streets.

The City has developed a plan to systematically convert our gravel streets to hot mix asphalt (pavement).

The longest of the City's gravel streets (at double the length of the next longest) is 0.15 miles. Roadway surface condition was also evaluated (compared to others) and existing geometry, as it relates to safety. The street that rose to the top as a priority for improvement was Kanaka Creek underpass (aka Cascade Ave).

The feasibility of reconstruction and realignment of Cascade Avenue to current city standards is being evaluated, however, given the other stakeholders (BNSF and

environmental regulators), both planning and construction would take considerable time and expense.

Geometric deficiencies:

- Width (12 ft vs. 22 ft)
- Radius (25 ft vs. 165 ft)
- Sight Distance (210 ft req)

Current Safety Concerns:

- Pedestrian/vehicle conflicts
- Vehicle/vehicle conflicts
- Vehicle/EMS conflicts

One interim safety mitigation is to close the road to vehicles and make it open to bikes, pedestrians, and emergency vehicles only. We welcome other options to come forward, keeping in mind future intersection improvements at SR-14.



Left-Entrance from Cascade Ave.

Right-From Cascade along Kanaka after the wide spot/turn around.



Kanaka Creek Underpass



Left-Approach from Cascade to the underpass.



Below-View through the underpass from Cascade.



Left-View from the Underpass to the sharp corner before the bridge.



Below-View from Kanaka Creek Underpass of the intersection with SR-14.

Lasher Street Safe Routes to School 2022 Concept-Level Grant Proposal



Sidewalk Rest Area
Bench/cement landing part way up hill.
Incorporate water quality features as necessary

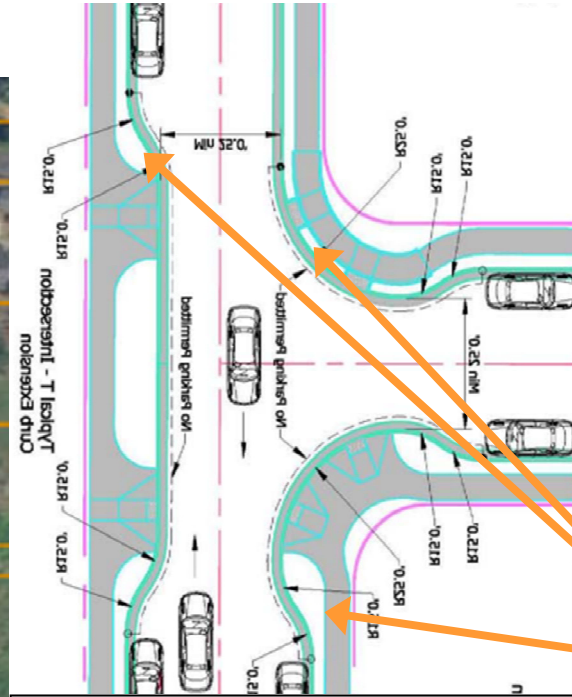
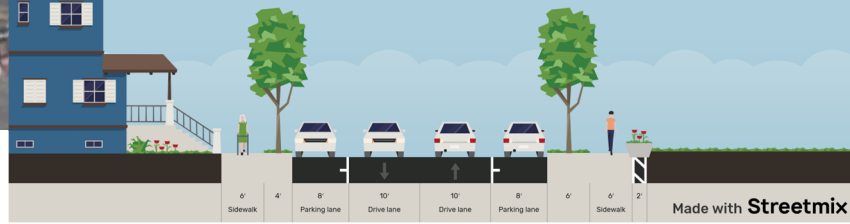
Upper Lasher

Centerline: 20' from west ROW line



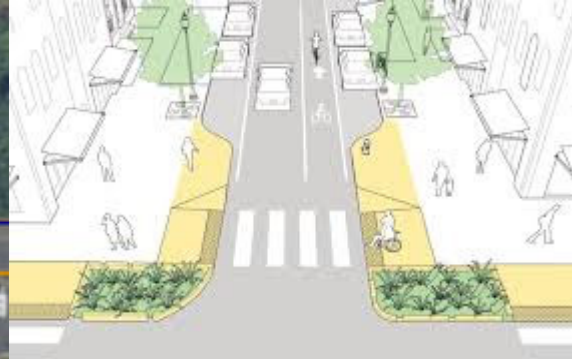
Lower Lasher

Lateral Shift/Chicane to the east
Centerline: 28' from west ROW line

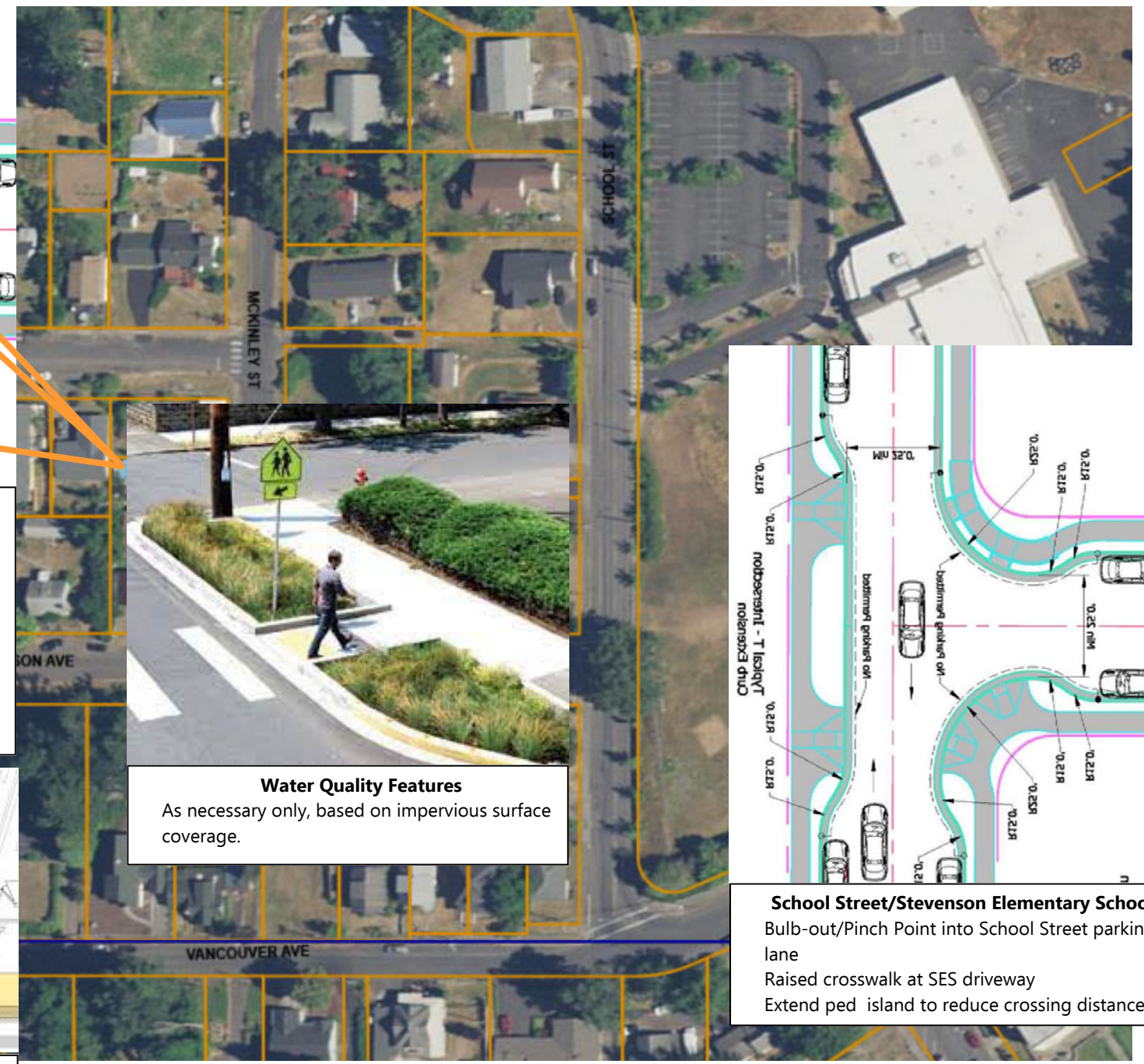


Lasher/Private Driveway, Jefferson West
Bulb-out/Pinch Point into Lasher
Consider raised crosswalk at private driveway/
Jefferson West
Add water quality features as necessary

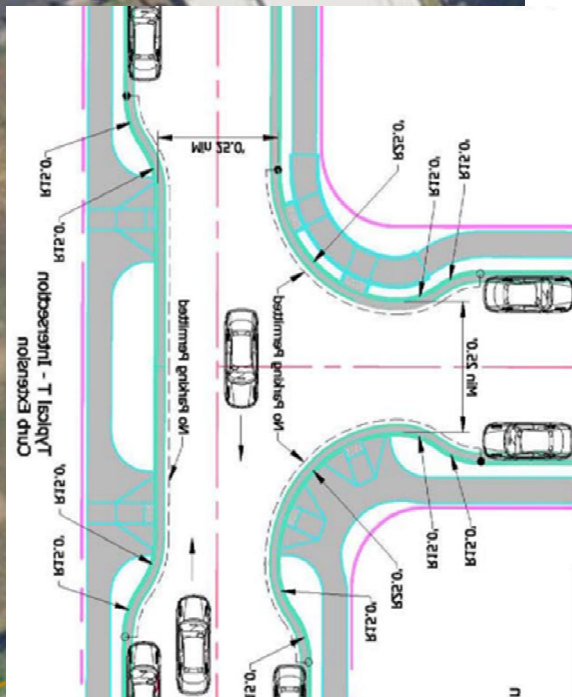
Lasher/Jefferson East
Bulb-out into Lasher parking lane.
Bulb-out into Jefferson/plan for sidewalks,
planter strip, parking lane.
Add water quality features as necessary.



Lasher/Vancouver Intersection
Bulb-out into Lasher parking lanes.
No bulb-out onto Vancouver.



Water Quality Features
As necessary, based on impervious surface coverage.



School Street/Stevenson Elementary School
Bulb-out/Pinch Point into School Street parking lane
Raised crosswalk at SES driveway
Extend ped island to reduce crossing distance

Overall Project Benefits

- Serves low-income, historically overlooked community
- Calms traffic along a hilly route between apartments and elementary school
- Improves fire suppression and emergency response
- Rehabilitates areas with failing pavement
- Anticipates future development

CDBG Project Overview

- Construct cul-de-sac at street end for fire safety
- Add fire hydrant for suppression in unserved area
- Construct ~250' half-street improvement for pedestrian safety
- Provide necessary stormwater filtration for new impervious surfaces

Safe Routes to School Project Overview

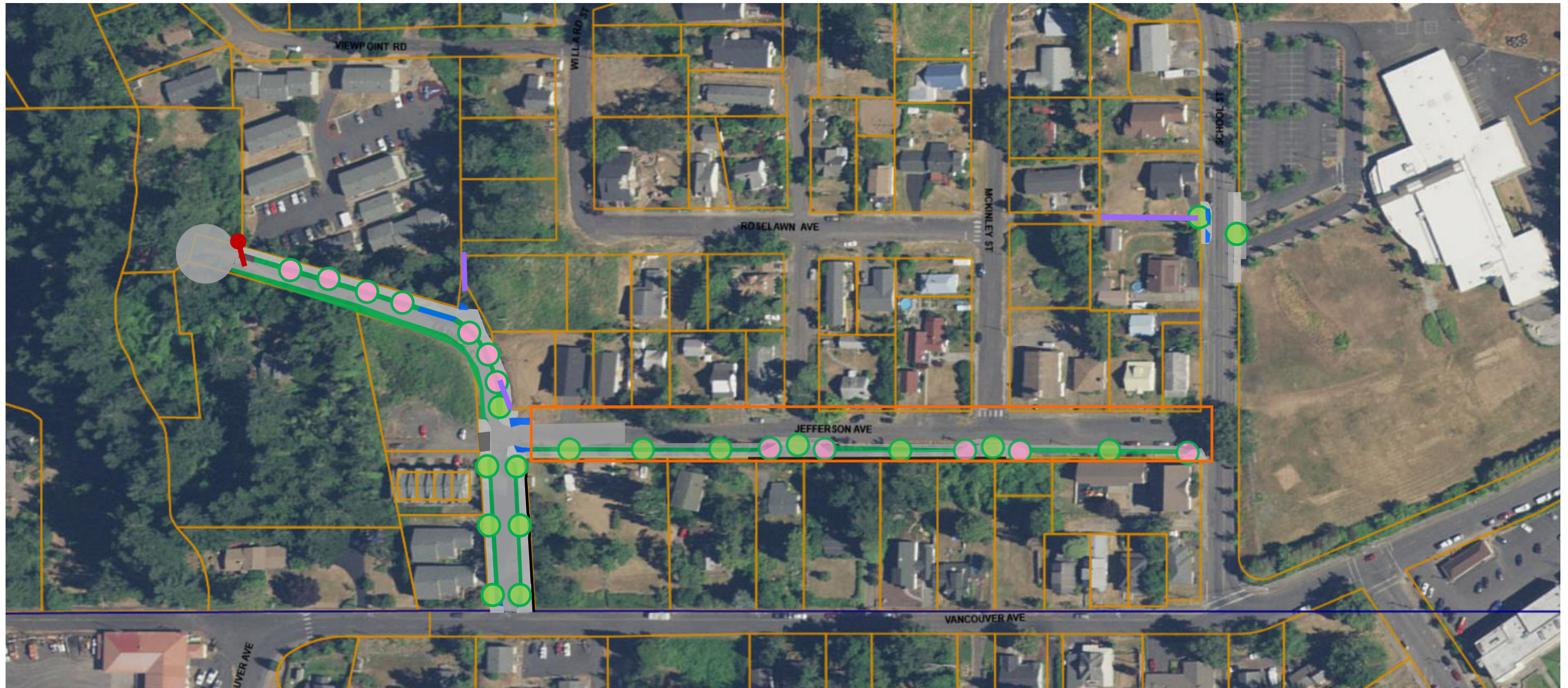
- Narrows crosswalk distances
- Slows traffic at Jefferson and Vancouver Intersections
- Slows traffic along Lasher and School Street roadway
- Adds landscape features, a sidewalk rest area with views, and overlook

Elementary School Entrance

- Adds pedestrian crossing, narrow crossing distance
- Slows traffic along School Street
- Slows turning movements into SES parking lot
- Adds landscape features
- Acquires ped easement/connection to Rose Lawn Street

Lasher Street Safe Routes to School

2022 Concept-Level Grant Proposal Details



Pavement

Cul-de-sac: 41' radius: ~5,300 sf
 Upper Lasher: 475' long, 20' wide: ~9500 sf
 Lower Lasher: 20' long, 36' wide: 7200 sf
 Jefferson Intersection: 30' x 30': 900 sf
 School Entrance: 90' x 20': 1800 sf

Right-of-Way

Cul-de-sac: ??? 3000 sf, 2 to 3 owners
 Upper Lasher: 150' long, 10' wide, 1 owner
 School Entrance: 130' long, 15' wide, 2 owners

Undergrounding

School Entrance: 250' communications

Curb

Cul-de-sac: ~260 ft
 Upper Lasher: ~1000 ft
 Lower Lasher: ~400 ft
 Jefferson Intersection: ~100 ft
 School Entrance: ~100 ft

Storm

Catch Basins/Curb Inlets: 11?
 Storm Pipe: ~750 ft
 Treatment Swales/Rain Gardens: 6???~1000 ft???

Sidewalks

Upper Lasher: 475' long, 6' wide: 2850 sf
 Lower Lasher: 400' long, 6' wide: 2400 sf
 Jefferson Intersection: 100', 6' wide: 600 sf
 School Entrance: 180' long, 8' wide: 1440 sf

Retaining Wall

Upper Lasher: 25' long, 4' tall
 Lower Lasher: 200' long, 4' tall

Lighting

Upper Lasher: ?? 1 auto, 3 pedestrian
 Lower Lasher: ?? 2 auto, 2 pedestrian, Decorative??
 School Street: ?? 2 pedestrian, Decorative??

Landscaping

Upper Lasher: 475' long, 6' wide: 2850 sf planter strip/grass, 8 trees (seek donation of 7 flowering cherries from Yoshida family), 1 rest area/bench, trashcan??, Railing?? 10'??
 Lower Lasher: 400' long, 10' wide: 4000 sf planter strip/grass, 6 street trees
 School Entrance: 2 street trees, 2 basalt pillars

Fire Hydrant

Upper Lasher: 1 hydrant, 3 6" valves, 50' 6" ductile iron pipe

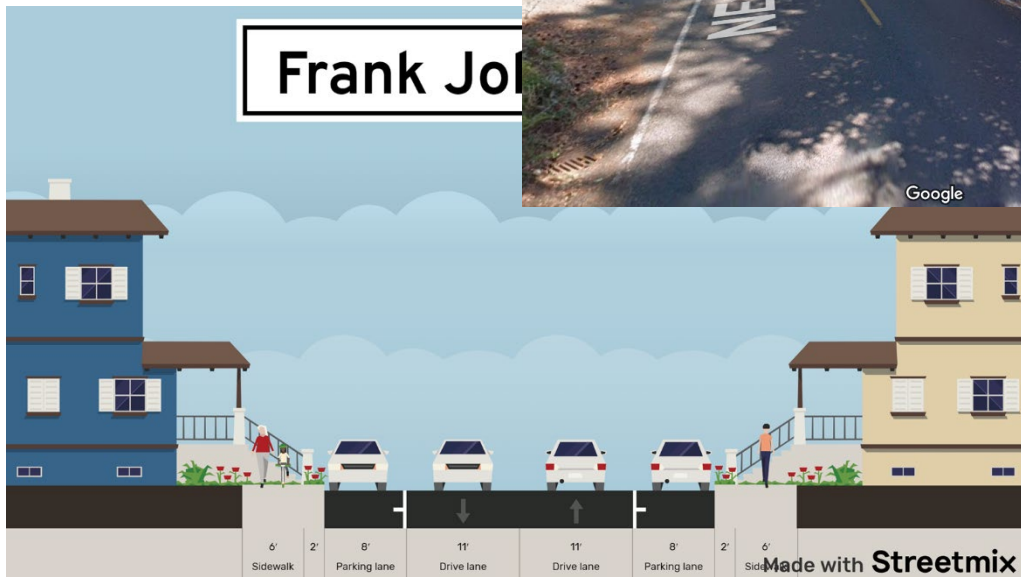
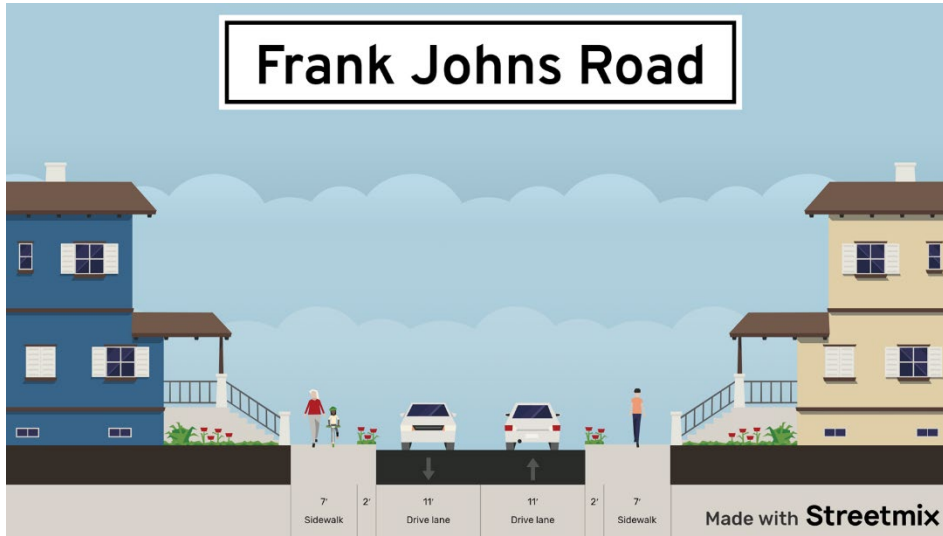
Add-Ons

Jefferson Street East:
 Curb: 950' long
 Pavement: 200' long, 28' wide
 750' long, 2' wide
 Storm: 6?? Catch basins, ??? 500' pipe
 Sidewalk: 650' long 6' wide: 3900 sf
 Planter Strip: 900' long 4' wide: 3600 sf
 Street Trees: 12 trees
 Lighting: ?? 3 auto, 3 pedestrian, decorative?
 Retaining Wall: ?? 400' long, 6' tall
 Railing: 400' long
 Right-of-Way: 400' long, 5' wide slope easement, 5 owners
 Undergrounding: 700' power and comms

Frank Johns Sidewalk

The City is working with residents along lower Frank Johns Road to improve pedestrian accessibility. This project was identified as early as 2006 and traffic has continued to increase along this corridor.

Concepts are currently being evaluated, engineering is proposed to start in 2024, and construction estimated to break ground in 2026. This project will include water system improvements, identified as a need in the 2017 water system plan update.

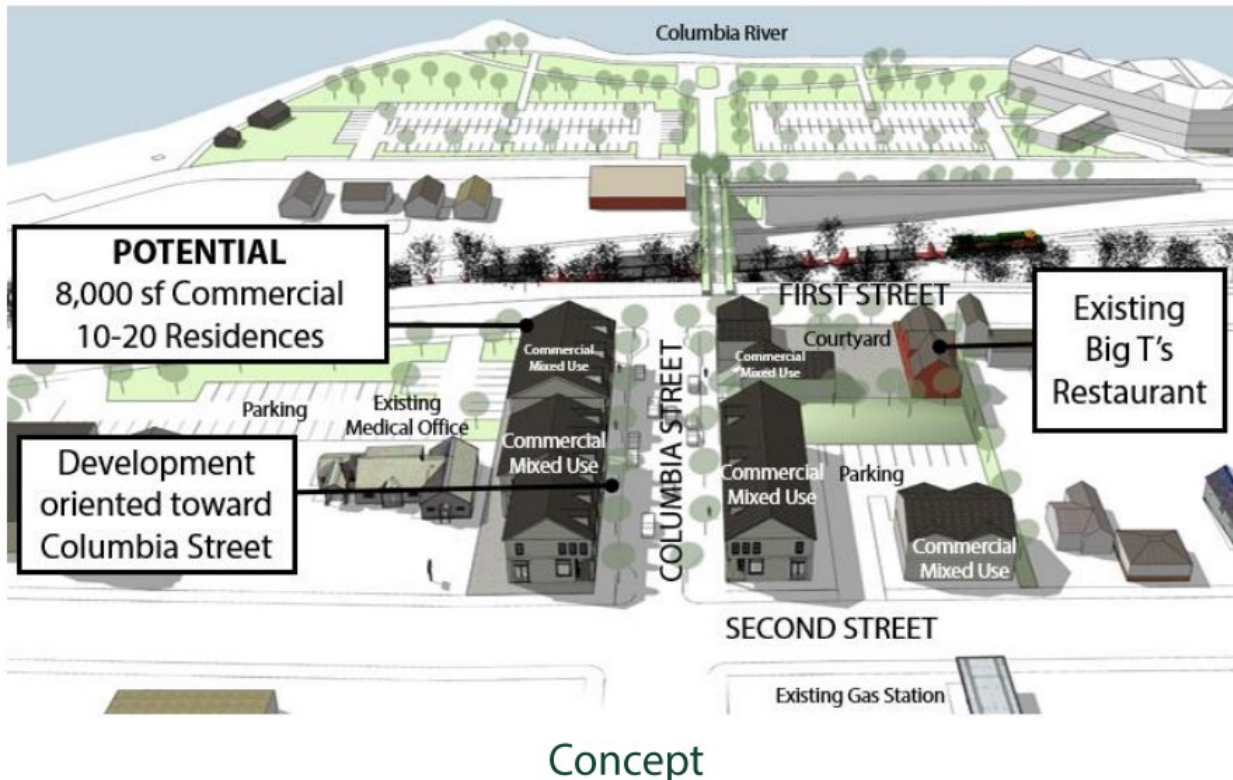


Columbia Avenue Realignment

This project consists of a 2-lane asphalt roadway flanked by unconnected sections of sidewalk. Improvement of this corridor is intended as a catalyst project as outlined in the 2019 Downtown Plan. More information on this project can be found on the city website at <https://www.ci.stevenson.wa.us/planning/project/columbia-realignment>. The project is currently in the feasibility stage.



Columbia Street Catalyst Project



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

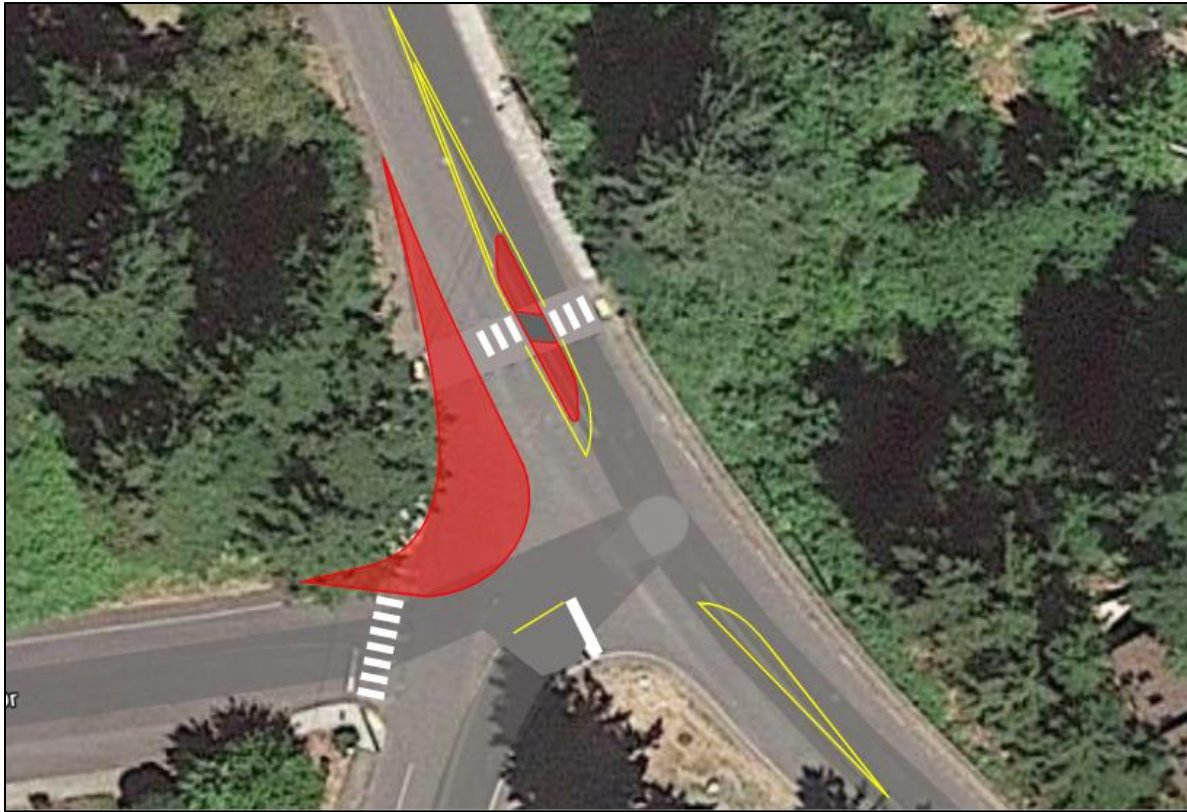
Alternative Improvement

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: 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

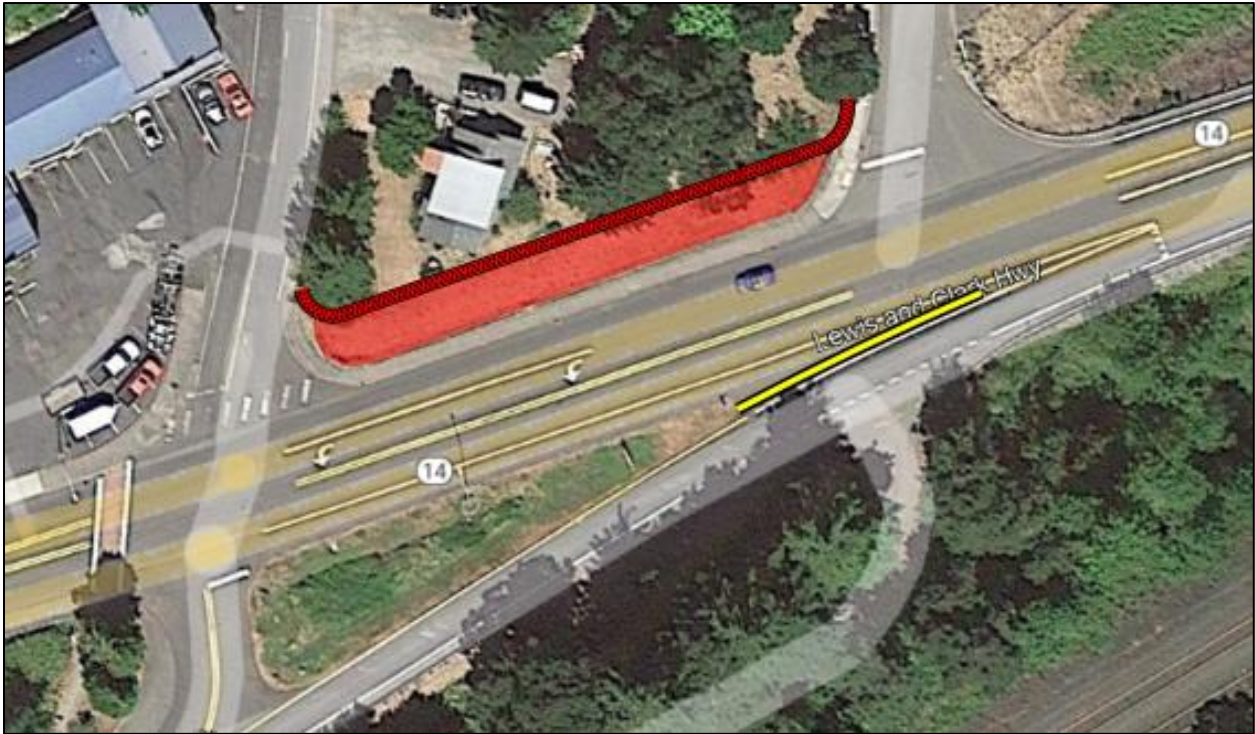
Alternative Improvement

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: 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: 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

Leavens Overlay

Leavens Street between First and Second will need leveling, grind and inlay to improve the road surface conditions. Sidewalk and stormwater improvements are also needed. Prior to this work, water/sewer utilities will need to be assessed to support current and potential development and utilities may need to be relocated underground. The plan is to match mid and lower Russell Avenue when completed.



Above-Leavens St. from First St.
Left-Overhead view of Leavens
Below-Map of location



Paving Gravel Roads

The city has prioritized maintaining a consistent access Level of Service (LOS) for all residents, government, and commercial partners of the City of Stevenson. The city currently has 8 unpaved streets. Typically, roads are developed when lots are created as part of the subdivision process. Our current city standards do not require frontage improvements for properties adjacent to roads that are substandard.

The city has developed a plan to systematically convert our gravel streets to pavement. A list of the streets and information on each is below.

Ash Alley (between Russell and Seymore) (.08 miles)

Currently there are multiple infill commercial developments proposed between 1st and 2nd street. As part of these projects, we anticipate public infrastructure improvements will be required. By combining improvements into one contract or a series of contracts within a short timeframe, we take advantage of potential cost savings as well as consistent aging of the infrastructure. Ash Alley is a secondary access for 6 residences as well as multiple commercial properties. It is tied for second longest section of unpaved roadway in the city, 0.08 miles. A stormwater catchment basin concern has been recently corrected and the urgency to address this alley is lessened.



Upper Left-Ash Alley at Seymore intersection looking east.

Above-Mid-Ash Alley looking west.

Lower Left-Ash Alley looking east at intersection with Russell.

Paving Gravel Roads

Del Rey (.02 miles)

This section of Del Rey serves one developed property and provides access to multiple undeveloped properties.



Gropper Park Loop (.08 miles)

This road provides access to two residential properties, and surrounds Gropper Park. The photos below were taken before the sidewalks were installed along Gropper.



Paving Gravel Roads

H&H Avenue (.05 miles)



Holly Street (.05 miles)

Holly Street is the access to Iman Cemetery. There are undeveloped lots on the east side of the street which may have alternative access on H&H when developed.



Paving Gravel Roads

Lakeview Road (.05 miles)

Lakeview Road provides primary access for 5 residences. Paving this currently unpaved City roadway would be the most impactful for residents on unpaved roadways.



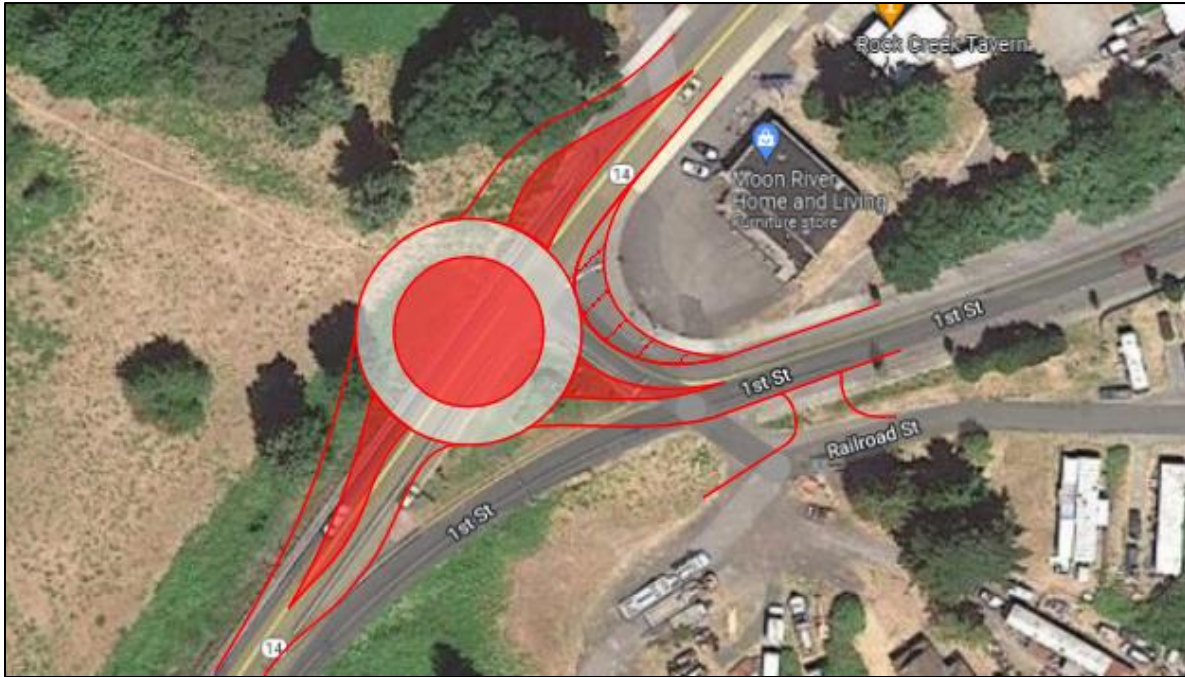
Maple Alameda (.08 miles)

There are multiple reasons Maple Alameda should be considered priority in the 6 year TIP. Tied for second longest section of unpaved roadway, at 0.08 miles, Maple Alameda is a primary access



(currently) for 3 residences. It is also a secondary access for 2 residences. There are multiple buildable lots for which Maple Alameda is the primary access and property owners have indicated a desire for development. Lastly, the Catholic Church reservoir is one of the City's water reservoirs. Adequate access should be provided for this valuable and critical public asset.

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

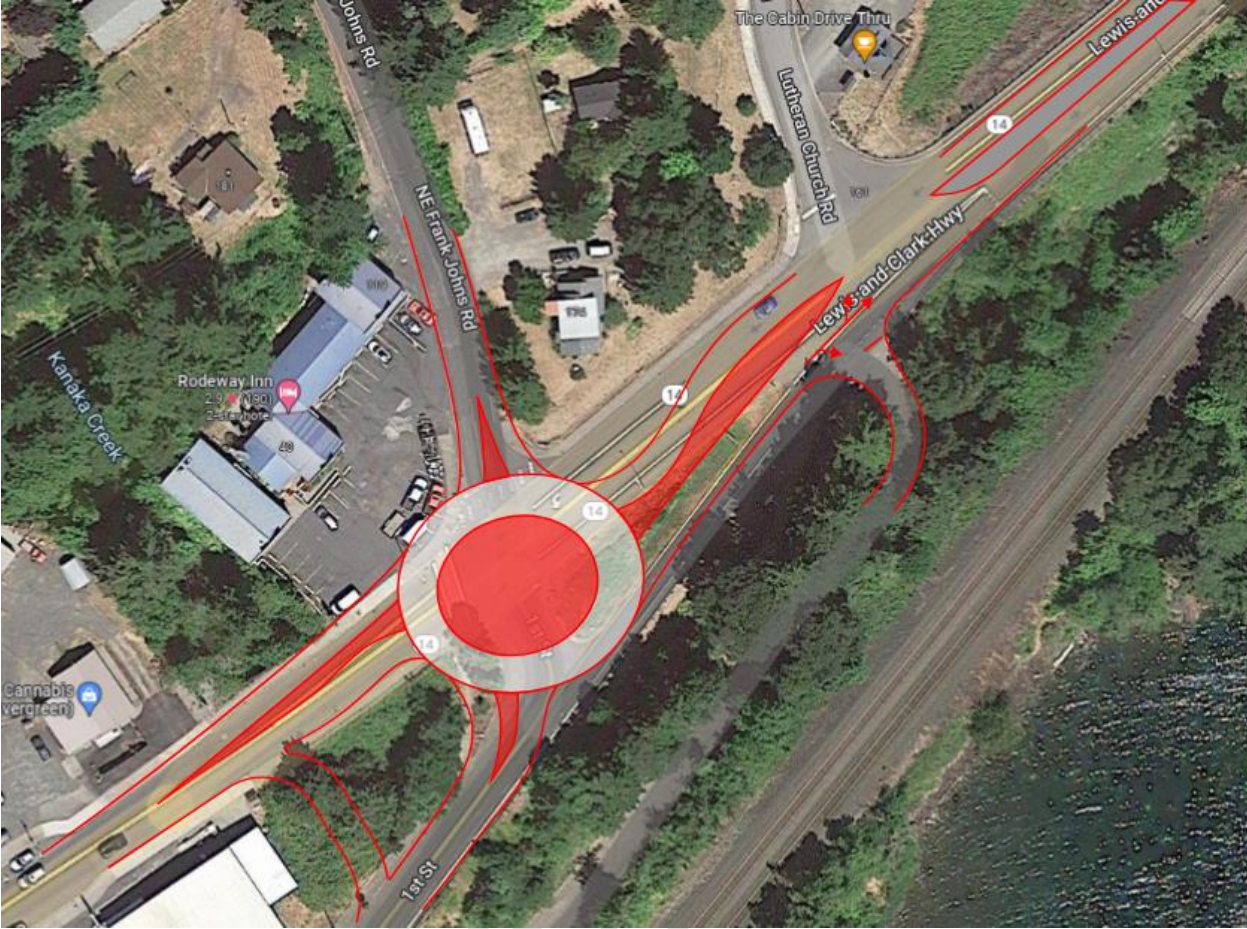
Alternative Improvement

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

Cost Opinion

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

Improvement Concept: 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)