



White Salmon Planning Commission Meeting A G E N D A

August 09, 2023 – 5:30 PM

119 NE Church and Via Zoom Teleconference

Meeting ID: 854 3562 4821

Call in Number: 1 (253) 215-8782 US (Tacoma)

Call to Order/Roll Call

Public Comment

Approval of Minutes

- [1.](#) Approval of Minutes - May 10, 2023 (Meeting)
- [2.](#) Approval of Minutes - May 10, 2023 (Workshop)
- [3.](#) Approval of Minutes - May 24, 2023

Public Hearing

- [4.](#) Transportation System Plan "Lite" (TSP)
The city consultant, Nelson/Nygard, will present to the Planning Commission a DRAFT Transportation System Plan "Lite," including testimony from the public. There will be an opportunity for individuals to testify by teleconference or in person. A copy of the proposed Transportation System Plan "Lite" document is available on the City's website.

- A. Presentation
- B. Public Testimony
- C. Discussion and Action

Adjournment



File Attachments for Item:

1. Approval of Minutes - May 10, 2023 (Meeting)



DRAFT

CITY OF WHITE SALMON
Planning Commission Meeting - Wednesday, May 10, 2023

COMMISSION AND ADMINISTRATIVE PERSONNEL PRESENT

Commission Members:

Greg Hohensee, Chairman
Ross Henry, Chair Pro-Temp
Seth Gilchrist
Tom Stevenson (Arrived at 5:37 pm)
Michael Morneault (Absent)

Staff:

Jeff Broderick, City Land-Use Planner
Erika Castro Guzman, City Associate Planner

Planning Consultants:

Alex Capron, Consultant Planner

CALL TO ORDER/ ROLL CALL

Chairman Greg Hohensee called the meeting to order at 5:35 pm. A quorum of planning commissioner members was present. Four audience members attended in person and by teleconference.

PUBLIC COMMENT

There was no verbal or written public comment.

APPROVAL OF MEETING MINUTES

1. Meeting Minutes – April 26, 2023 (Meeting)
2. Meeting Minutes – April 26, 2023 (Workshop)
3. Meeting Minutes – May 3, 2023

Moved by Greg Hohensee. Seconded by Tom Stevenson.

Motion to approve minutes of April 26, 2023 (Meeting), May 3, 2023, as written and approve minutes of April 26, 2023 (Workshop) as amended.

MOTION CARRIED 4–0.

Henry – Aye, Stevenson – Aye, Gilchrist – Aye, Hohensee – Aye.

PUBLIC HEARING

1. Draft Shoreline Master Plan and Critical Area Ordinance

Chair Pro-Temp Ross Henry opened the public hearing at 5:41 pm.

Presentation

The Land-use Planner, Jeff Broderick, introduced Alex Capron from DCG/Watershed and stated that the purpose of this meeting was to review the proposed Shoreline Master Plan. The meeting's goal is to provide the background of the Shoreline Master Program (SMP) update, including project history, and provide an update on upcoming steps and status for separate City-wide critical area work.

The Shoreline Master Plan primarily applies to lands within 200 feet of the Columbia River. The draft plan contains minor revisions to assure consistency with State law. The Department of Ecology must review the proposed amendments/edits before the city council public hearing.

Consultant Planner Alex Capron stated the project is preparing a comment response matrix based on two agencies' comments on the proposed Shoreline Master Program. The next step is to submit the matrix to the Department of Ecology for initial determination. In communication with the Department of Ecology, they do not anticipate any changes. Consultant Planner Capron refocused tonight's meeting to receive public testimony, close the public hearing, and request a recommendation to the City Council on the proposed draft. The project can move on for local adoption unless substantive changes are found.

Public Comment

Chair Pro-Temp Henry opened the public comment portion of the hearing at 5:47 pm.

There was no verbal or written public comment.

Chair Pro-Temp Henry closed the public comment portion of the hearing at 5:48 pm.

Discussion

There was no further discussion by the Planning Commission.

Motion

Moved by Greg Hohensee. Seconded by Tom Stevenson.

The Planning Commission recommends the Draft Shoreline Master Plan, as presented, to move forward to the City Council for further public comment. MOTION CARRIED 4-0.

Further Discussion

Planner Jeff Broderick clarified for the Planning Commission that the City Council tentatively would hold their public hearing on June 21st, the second meeting for the proposed draft consideration.

Vote

Henry – Aye, Stevenson – Aye, Gilchrist – Aye, Hohensee – Aye.

Chair Pro-Temp Henry closed the public hearing at 5:51 pm.

ADJOURNMENT

The meeting was adjourned at 5:52 pm.

Greg Hohensee, Chairman

Erika Castro Guzman, City Associate Planner

File Attachments for Item:

2. Approval of Minutes - May 10, 2023 (Workshop)



DRAFT

**CITY OF WHITE SALMON
Planning Commission Workshop - Wednesday, May 10, 2023**

COMMISSION AND ADMINISTRATIVE PERSONNEL PRESENT

Commission Members:

Greg Hohensee, Chairman
Ross Henry, Chair Pro-Temp
Seth Gilchrist
Tom Stevenson
Michael Morneault (Absent Excused)

Staff:

Jeff Broderick, City Land-Use Planner

CALL TO ORDER/ ROLL CALL

Chair Pro-Temp Ross Henry called the workshop to order at 5:53 p.m. A quorum of planning commissioner members was present. Four audience members attended by teleconference.

DISCUSSION ITEMS

1. Transportation System Plan (TSP)

The Planning Commission discussed the transportation system plan and potential projects for improving traffic flow and safety. They considered prioritizing certain projects and adding columns to the existing list to aid in decision-making.

The list of transportation projects for the city was discussed. The commission debated whether to focus on ranking individual projects or refining the tool for ranking them, and discussed the sources of the project list.

2. White Salmon Municipal Code 17.28.034(A3)

The Planning Commission discussed WSMC 17.28.034(A3) that states, "*All dwellings shall be not less than twenty feet in width at the narrowest point of its first story,*" and proposals for changing the code to allow for architectural features while still maintaining a minimum width of 20 feet for the street-facing part of the structure. They also debated the possibility of removing the minimum width requirement altogether, but had concerns about potential structural issues and the burden it could place on the building department.

The group discussed potential zoning changes to allow for smaller, more affordable housing options. Planner Jeff Broderick stated that he would draft options and consider the risks involved.

3. Potential Changes to Housing Code

The goal of this workshop is for the Planning Commission to discuss and suggest potential changes to White Salmon's Housing Code, primarily within White Salmon Municipal Code Title 17—Zoning.

The Planning Commission discussed the history of zoning regulations in White Salmon and how they have contributed to a lack of affordable housing. In order to address the housing crisis, staff suggested expanding the variety of housing types and developing strategies for residential development in different areas.

A variety of housing types were discussed during the meeting, and zoning changes were suggested that would increase affordability and sustainability in White Salmon. House Bill 1337 was also reviewed, and its potential impact was considered by the group.

Planning Commissioners contemplated lot coverage and setbacks for ADUs. To encourage more ADU development, they considered reducing restrictions and impact fees, but they also discussed concerns regarding short-term rentals and homeowner costs.

In addition to exploring the potential for more housing density through infill development and ADUs, commissioners also acknowledged the need to address parking and traffic issues. They also considered the possibility of limiting the size and cost of development while encouraging a certain type of construction to create more inexpensive housing options. They agreed to explore options for code changes to allow for more ADUs and flexible housing options while still maintaining livability standards.

The Planning Commission talked through a number of topics, including development costs and construction costs, narrow streets, parking management, and public outreach for a revamped housing code.

Planning Commissions discussed the need for public outreach before making changes to the housing code and getting guidance from the city council.

ADJOURNMENT

The workshop was adjourned at 7:58 p.m.

Greg Hohensee, Chairman

Erika Castro Guzman, City Associate Planner

File Attachments for Item:

3. Approval of Minutes - May 24, 2023



DRAFT

**CITY OF WHITE SALMON
Planning Commission Meeting - Wednesday, May 24, 2023**

COMMISSION AND ADMINISTRATIVE PERSONNEL PRESENT

Commission Members:

Greg Hohensee, Chairman
Michael Morneault
Seth Gilchrist
Tom Stevenson
Ross Henry (Arrived at 5:40 pm)

Staff:

Jeff Broderick, City Land-Use Planner
Erika Castro Guzman, City Associate Planner

CALL TO ORDER/ ROLL CALL

Chairman Greg Hohensee called the meeting to order at 5:30 p.m. A quorum of planning commissioner members was present. One audience member attended by teleconference.

PUBLIC HEARING

1. Ordinance 2023-06-1142 Amending the Zoning Code Regarding Residential Home Widths

Chairman Greg Hohensee opened the public hearing at 5:31 p.m.

Presentation

The Land-use Planner, Jeff Broderick, introduced Ordinance 2023-06-1142 Amending the Zoning Code Regarding Residential Home Widths.

Public Comment

Chairman Greg Hohensee opened the public comment portion of the public hearing at 5:35 p.m.
There were no written or spoken public comments.

Chairman Greg Hohensee closed the public comment portion of the public hearing at 5:36 p.m.

Discussion

The Planning Commission discussed the proposed amendments to the zoning code regarding residential home widths.

The commission discussed potential changes to the residential zoning code, specifically regarding the minimum width of living spaces and how to measure square footage. They also discussed the need for visual aids to help people understand the code and the importance of balancing property rights with design concerns.

During the conversation, Chairman Greg Hohensee suggested reducing the 20-foot width to 15 feet. Commissioner Michael Morneault also discussed the definition of "living space" and the possibility of eliminating section C.

The group discussed the definition of minimum floor area for residential buildings and considered various options, including measuring from interior wall to interior wall and using the definitions from the International Building Code (IBC). They ultimately simplified the requirements to a 14-

foot minimum width in elevation with at least 75% of the footprint being 14 feet with a minimum of six and a minimum of 600 square feet as measured interior wall to interior wall. They also debated the best way to measure living space and the potential impact on builders.

The Commissioner Ross Henry discussed eliminating all width standards, but some members expressed concerns about the potential negative impacts on the town's small-town feel and livability.

Motion made by Ross Henry, Seconded by Seth Gilchrist

Motion to recommends deleting WSMC Ch. 17.23.035(A)(3), WSMC Ch. 17.24.035(A)(3), WSMC Ch. 17.28.035(A)(3), and Ch. 17.32.034(A)(3); eliminate all width standards all together within code and to move forward to the City Council for further public comment.

Further Discussion

The group discussed the elimination of a house width requirement in a 100-year-old town. It was argued that Hood River has a height standard, but no minimum width. Some commissioners believed that an opportunity should be given to the Building Official to research no minimum width code compliance with Washington’s State International Building Code. Other commissioners expressed their concerns about eliminating the width requirements as they do not wish to negatively affect our small-town sense and livability. Planner Jeff Broderick said that eliminating all width standards would be controversial and it would not be something the community would be expecting.

MOTION FAILS 2-3.

Henry – Aye, Stevenson – Abstained, Morneault – Nay, Gilchrist – Aye, Hohensee – Nay.

Discussion

The Planning Commission discusses the option to table the discussion or continue revising the proposed ordinance. Chairman Hohensee with the commissioners edited the proposal and ultimately made a motion to send the recommendation to the city council as edited below:

SECTION 1. WSMC Ch. 17.23.035(A)(3)

WSMC Ch. 17.24.035(A)(3)

WSMC Ch. 17.28.035(A)(3)

WSMC Ch. 17.32.034(A)(3):

and is hereby amended as follows: Key: Deleted = ~~strikethrough~~

Added = **bold underlined**

17.23.035 Property development standards.

A. Dwelling standards:

1. A single-family residential dwelling shall have a minimum floor area of six hundred square feet, **as measured from interior wall to interior wall**, excluding porches, carports, garages, and basement or other rooms used

exclusively for the storage or housing of mechanical or central heating equipment.

2. All single-family dwellings shall be placed on permanent foundations.
3. ~~All dwellings shall be not less than twenty feet in width at the narrowest point of its first story.~~

No more than 25% of the ground floor may be less than **1420² feet from exterior wall to exterior wall** in width at the narrowest point.

- a. Any street-facing portion of the structure shall be no narrower than 1420² feet in width. Residences on corner lots shall have all elevations facing a street considered street-facing.
 - b. Architectural features, including, but not limited to **entryways**, porches, bay windows, offset facades, offset elevations, and the like, may be part of street-facing portions of structures and may be narrower than **1420² feet** in width as long as the overall face of that side of the residence is not narrower than **1420² feet**.
 - c. The narrowest portion of a residence designed for living space shall not be less than 6 feet in width. Architectural features, such as unenclosed porches, bay windows, offset facades, offset elevations and the like, may be narrower than **156 feet** in width.
 - d. ~~For hallways, entryways or corridors connecting two or more sections of a larger house, the narrowest point shall not be less than 12 feet in width and shall not comprise of living space, bedrooms, kitchens or dining rooms. Such connecting narrow hallways or corridors shall count toward the 25% maximum ground floor space allowed to be less than 20 feet in width.~~
 - ed. For structures that are two stories or more in height and **structures that are two stories or more in height or two floors touch the ground grade all floors touching the ground grade will be considered ground floors.** ~~where two or more floors touch the ground/grade, all floors shall be held to the following standard: no more than 25% of a floor touching a grade or the ground may be narrower than 20².~~
4. All manufactured homes must be new on the date of installation and comply with applicable siting standards in Section 17.68.130 - Manufactured home siting standards.
 5. Maximum building height shall not exceed twenty-eight feet in single-family residential zones.
 6. No business signs shall be erected or displayed on residential lots or adjacent street right-of-way buffer strips, except as provided in Sign Ordinance, Chapter 15.12 of this code.
 7. No contour or existing topography shall be substantially altered by fill, excavation, channeling, or other device that would cause flooding, inundation, siltation, or erosion by storm water on adjoining lots, open spaces, or rights-of-way.

Motion made by Seth Gilchrist, Seconded by Tom Stevenson.

Motion to recommends revised changes as discussed in WSMC Ch. 17.23.035(A)(3), WSMC Ch. 17.24.035(A)(3), WSMC Ch. 17.28.035(A)(3), and Ch. 17.32.034(A)(3); and to move forward to the City Council for further public comment.

Tom Stevenson withdrew his second, Seth Gilchrist withdrew motion.

Discussion

Commissioner Gilchrist clarified that the interior surface of exterior walls, excluding garages, porches, and storage rooms. Planner Broderick agreed to add additional clarification, as measured from interior wall to interior wall and 14 feet as the minimum width.

Motion made by Seth Gilchrist, Seconded by Ross Henry.

Motion to recommends revised changes, as read by Chairman Hohensee and Commissioner Seth Gilchrist, plus edited by Planner Jeff Broderick, in WSMC Ch. 17.23.035(A)(3), WSMC Ch. 17.24.035(A)(3), WSMC Ch. 17.28.035(A)(3), and Ch. 17.32.034(A)(3); and to move forward to the City Council for further public comment.

MOTION CARRIES 5-0.

Henry – Aye, Stevenson – Aye, Morneault – Aye, Gilchrist – Aye, Hohensee – Aye.

Chairman Greg Hohensee closed the public hearing at 7:07 p.m.

FINAL ANNOUNCEMENTS/REMARKS

Planner Jeff Broderick stated that the next Planning Commission meeting will be in early August for the consideration of the draft Transportation System Plan (TSP).

The Planning Commission thanked Planner Broderick for his effective short time with the City of White Salmon.

ADJOURNMENT

The meeting was adjourned at 7:12 p.m.

Greg Hohensee, Chairman

Erika Castro Guzman, City Associate Planner

File Attachments for Item:

4. Transportation System Plan "Lite" (TSP)

The city consultant, Nelson/Nygaard, will present to the Planning Commission a DRAFT Transportation System Plan "Lite," including testimony from the public. There will be an opportunity for individuals to testify by teleconference or in person. A copy of the proposed Transportation System Plan "Lite" document is available on the City's website.

A. Presentation

B. Public Testimony

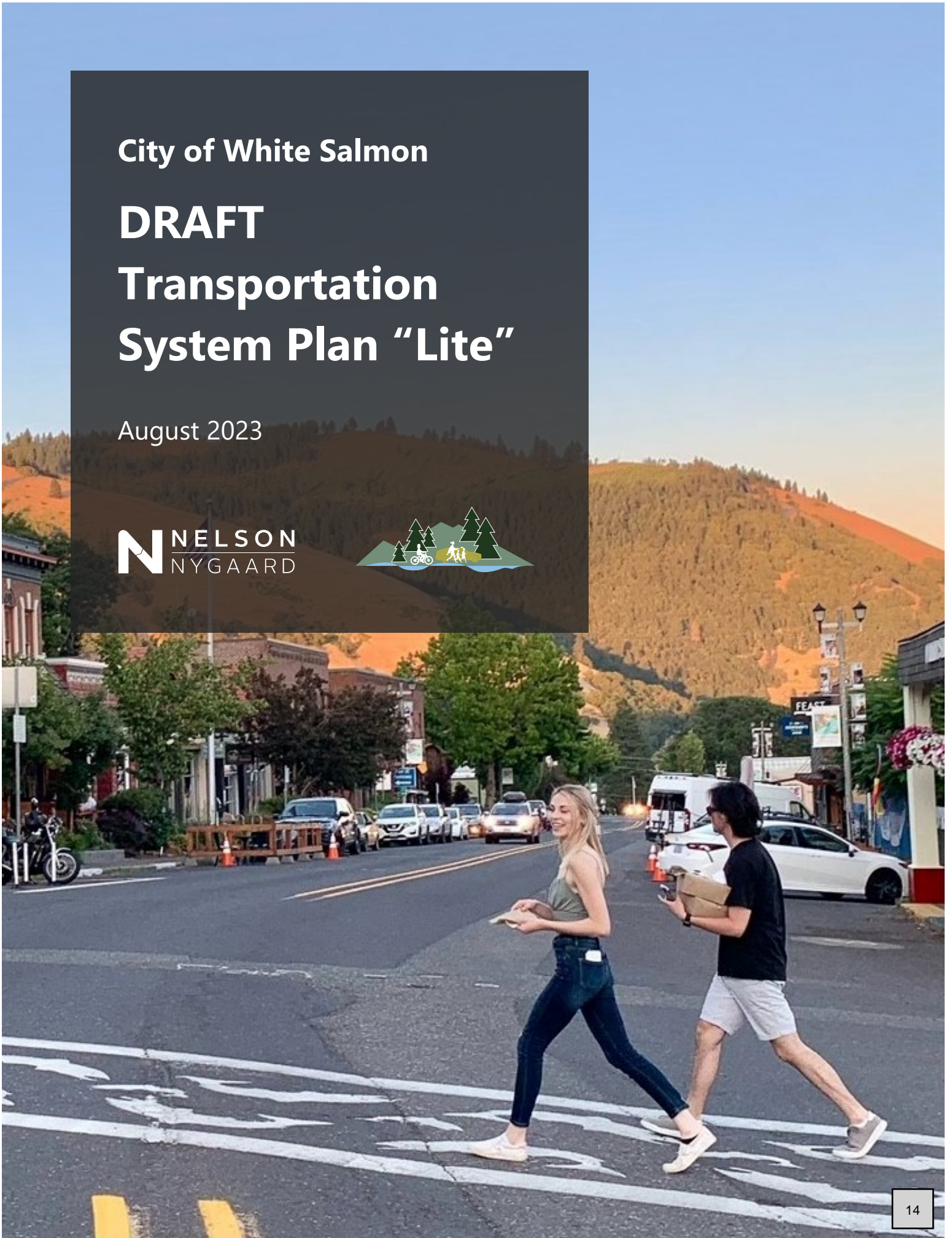
C. Discussion and Action

City of White Salmon

DRAFT Transportation System Plan "Lite"

August 2023

N NELSON
NYGAARD



ACKNOWLEDGEMENTS

The project team wishes to thank the following and acknowledge their invaluable roles in developing this plan:

- White Salmon residents & businesses
- Mayor Marla Keethler
- White Salmon City Council Members
- Planning Commission
- City Administrator Troy Rayburn
- Public Works Director Andrew Dirks
- Public Works Crew
- Community Development/Special Project Coordinator Erika Castro Guzman
- *City photo credits: Troy Rayburn*

Photos are from Nelson\Nygaard unless noted otherwise.

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1 INTRODUCTION

White Salmon will build a sustainable, safe, and attractive transportation system that provides mobility and connectivity for all people living in, working in, and visiting the city.

A Transportation System Plan (TSP) is a guiding document that identifies projects, programs, and policies to meet a city's transportation needs. It sets design guidelines for new developments within White Salmon and future expansion into the Urban Exempt Area, to account for anticipated demands on transportation infrastructure. Additionally, the TSP explores different funding mechanisms and strategies for implementing the recommended projects, programs, and policies.

The TSP is designed to complement White Salmon's Comprehensive Plan, charting a roadmap for integrating transportation improvements with the city's land use, local economy, and surrounding environment.



City of White Salmon

1-1

Why Now?

The population in White Salmon and the Urban Exempt Area is growing at 2.2% per year. However, developable land within White Salmon remains limited. To accommodate the expected population growth over the next 20 to 30 years, further annexation of the Urban Exempt Area may be necessary. This expansion into new areas will add to the existing burdens on the transportation system, highlighting the need for more sustainable infrastructure that serves multiple modes of travel.

The City of White Salmon is part of a regional economy and recreation network along the Columbia River Gorge, and has accordingly seen an uptick in tourism. This influx of people, combined with population growth and increasing geographic area, presents a unique challenge to the City's transportation system and demands proactive, intentional planning for the future.

Past and current policies, such as the lack of sidewalk requirements for new developments, mean that additional City resources will be needed to meet residents' expectations for safety and walkability on City streets.

A Community-Driven Approach

The TSP relied heavily on public engagement, which was conducted in three phases throughout the project. White Salmon residents, workers, and City staff were invited to:

- Identify and prioritize projects, programs, policies, and partnerships to improve multimodal access and walkability; and,
- Influence proposed design standards and guidelines for new developments and expansion into the Urban Exempt Area, as well as funding mechanisms and strategies.

The three phases included (Figure 1):

- Phase 1: Identify network gaps (Spring 2022)
- Phase 2: Feedback on project ideas (Spring 2023)
- Phase 3: Public comment and hearing on draft plan (Summer 2023)



Figure 1 Overview of Engagement Plan

Touchpoint	Intention	Timeframe	Objectives	Engagement Tools
Phase 1: Vision & Goals / Gaps & Needs	<ul style="list-style-type: none"> Introduce the TSP to the community Confirm the community's values/goals for transportation and mobility in White Salmon Refine understanding of current gaps and needs through public input 	Spring 2022	<ul style="list-style-type: none"> Understand people's transportation needs Document the existing transportation system Understand the barriers that prevent people from using non-auto modes for travel (both behavioral barriers and those related to infrastructure, cost, and other factors) Confirm the community's mobility values & goals for White Salmon Identify bicycle and pedestrian network gaps and infrastructure needs 	<ul style="list-style-type: none"> Online Wikimap to understand needs Online "goals" survey Presentations or pop-ups at existing community events with intercept "goal" survey or mapping Online wiki map to solicit project ideas and feedback
Phase 2: Evaluation Framework & Project Identification	<ul style="list-style-type: none"> Solicit input from the community on potential projects Introduce a values-driven approach to decision making. 	Spring 2023	<ul style="list-style-type: none"> Collect ideas for projects to improve multimodal transportation choices and overall mobility for White Salmon Establish a values-driven evaluation framework for prioritizing projects 	<ul style="list-style-type: none"> Online Storymap and survey Presentations or pop-ups at existing community events
Phase 3: Draft & Final Plan	<ul style="list-style-type: none"> Review recommendations (including near-term and long-term priorities) as part of the draft TSP review. 	Summer 2023	<ul style="list-style-type: none"> Measure support for the plan's key recommendations Understand people's willingness to fund transportation improvements 	<ul style="list-style-type: none"> Online draft plan comment opportunity Presentations to Planning Commission and City Council



Community Engagement Key Takeaways

Phase 1: Vision & Goals / Gaps & Needs

Phase 1 of engagement reached 80 people. Key takeaways identified the community's support to build and maintain a network of sidewalks, crossings, and bikeways that connect to schools, parks, and other destinations. There was additional emphasis on the need to manage parking, repave streets, and install green stormwater infrastructure.

Phase 2: Evaluation Framework & Project Identification

Phase 2 underscored feedback on project prioritization. 83 people were engaged in Phase 2. There was approximately equal importance placed on:

- Safety
- Connectivity
- Equity
- Public Support

Instead of the prioritization process determining if or when a project gets built, the public suggested looking at funding potential and ease of implementation as overlays to the other criteria.

Phase 2 also presented draft projects, programs, and policies. Community feedback indicated the strongest support for projects that improve regional connectivity and provide more protection for people bicycling and walking through shared-use paths. There was also strong support for programs and policies that enhance the walking environment and improve pedestrian connectivity.

Phase 3: Draft & Final Plan

This phase helped to publicize the TSP effort and measure the public's support to adopt this TSP as the city's guiding transportation document. A draft for public review was available on the City website for more than 30 days, from June 30 to August 2, 2023, and notices were published in the newspaper. More than 20 comments were received from city councilmembers, the Mayor, implementation partners including Washington State Department of Transportation, and from the general public. The project team incorporated this feedback into the final draft presented for Planning Commission approval and City Council adoption.



City of White Salmon

1-4

Related Planning Efforts

The TSP builds on ongoing and adopted planning efforts that build on community values to guide public and private short-term and long-term investments.

White Salmon Comprehensive Plan (2021)

White Salmon's 2040 Comprehensive Plan, updated in 2021, provides the goals and policies that guide the community's land use, growth and infrastructure decisions for the next 20 years. Transportation is one of the four key focus areas that were established at the outset of the Plan update, with this vision:

White Salmon's transportation system reflects a desire to develop on a human scale.

The community identified the creation of a network of small streets, pedestrian and bike paths, and connected parks and trails as key actions to help the City enact this vision. This right-sized infrastructure would conveniently connect residents to downtown, nature trails, and neighborhood destinations, while an integrated and balanced system of wider, centrally located roads and narrower shared residential roadways provides connections within and among neighborhoods, to safely accommodate all users.

The Comprehensive Plan is the authoritative guiding document for planning decisions in both the City of White Salmon, and the Urban Exempt Area. As the City iteratively updates its Comprehensive Plan, this Transportation System Plan will inform transportation components and be consistent with the goals of the Comprehensive Plan.

White Salmon Capital Improvements

White Salmon's Comprehensive Plan includes a series of long-term capital improvements, such as:

- Updates to the city's street network are guided by the Six-Year Transportation Improvement Program (STIP), which was updated by City Council in June 2023. Improvements include making Dock Grade Road a one-way road going uphill to eliminate a previous blind spot, and the addition of a traffic signal and turn lanes at the intersection of Highway 35, SR 14, and the north end of the Port of Hood River Bridge.
- Water System improvement plans were initially outlined in the 2014 City of White Salmon Water System Plan, updated in 2023 to reflect incomplete and continuing projects.



White Salmon also executes yearly projects for entities such as the police department, fire department, and City parks and general facilities in accordance with the yearly municipal budget.

Ongoing and planned STIP capital projects, along with other roadway improvements being conducted in coordination with the Washington State Department of Transportation (WSDOT), are factored into the overall project list presented in this TSP for prioritization and implementation.

White Salmon Shoreline Master Plan (ongoing)

The Shoreline Master Plan (SMP) dictates the development of the City of White Salmon's Columbia River shoreline in accordance with the objectives of the state of Washington's Shoreline Management Act (passed in 1971). The SMP requires that development does not result in a net loss of ecological functions and shoreline ecological resources are preserved and enhanced as part of a new development's planning process. White Salmon has an approximately one-mile-long shoreline located along the Columbia River and it is of statewide significance per the Shoreline Management Act. As such, the SMP defines goals and policies including:

- Reconnect White Salmon with its waterfront by planning for public access and recreational opportunities such as a park and trail system.
- Preserve and enhance the shoreline environment by adequately identifying opportunities, and planning and implementing conservation and restoration opportunities within the financial resource constraints of the City and its partners.
- Promote the full economic potential of White Salmon's shoreline to accommodate water-oriented uses that preserve full ecological function.

WSDOT SR 14 Bingen/White Salmon Circulation Study (2018)

The SR 14 Bingen/White Salmon Circulation Study guides potential transportation and circulation improvements along the SR 14 corridor. This information is intended to identify future transportation needs and outline a few alternatives to improve circulation and address current travel impacts. The study pertains to the segment of state highway between the western end of White Salmon and eastern Bingen city limits. Without improvements to the current conditions, increased vehicle volumes and congestion are expected to negatively impact traffic flow along the targeted segment and other SR 14 segments by 2037. White Salmon related improvements recommended by this study include:

- Short-term/lower cost



- Revise signal timing at the **intersection of SR 14 and the Hood River Bridge** to improve flow for people turning right onto SR 14 from the bridge.
- Improve safety at the **SR 14/SR 141 Alt intersection** by updating striping and adding a radar speed feedback sign.
- Longer-term/higher cost
 - **Widen the SR 14 highway** to add one or more new through lanes.
 - **Construct a multi-use path along SR 14.**

Figure 2 Bingen/White Salmon Circulation Study Area



Source: SR-14/White Salmon Circulation Study for Southwest Washington Regional Transportation Council, December 2018



2 GOALS AND PRIORITIES

White Salmon will have a balanced, multimodal transportation system that prioritizes connectivity and safety for all.

The goals of this Transportation System Plan (TSP) are founded in the Comprehensive Plan vision, and based on themes that emerged during past planning efforts in White Salmon. Community members also had the opportunity to weigh in on these values during the first round of public engagement in April 2022. People highlighted the importance of sidewalks, crossings, bikeways, parking management, and stormwater infrastructure to the future of White Salmon.



People cross the street in one of White Salmon's distinctive salmon-stenciled downtown crosswalks.

Photo: City of White Salmon



Figure 3 City of White Salmon TSP “Lite” Plan Goals



3 EXISTING MOBILITY SYSTEM

Today, travelling in and around White Salmon can be challenging, especially when doing so without a vehicle.

The City of White Salmon sits on major land and water thoroughfares and experiences a high volume of through traffic on state routes 141 and 14, which are managed by the Washington State Department of Transportation (WSDOT). White Salmon also serves as the northern bridgehead for the Hood River-White Salmon Interstate Bridge, which is the only roadway infrastructure connecting Washington and Oregon for nearly 20 miles in either direction along the Columbia River. On an average weekday, 11,000 vehicle trips pass over the bridge in each direction. Dock Grade Road serves as a gateway into White Salmon from SR 14 and the Hood River Bridge, which is configured as a one-way road up a steep incline into the city. SR 141 serves as the primary roadway for vehicles entering and exiting White Salmon via the City of Bingen.

Getting Around White Salmon Today

Key destinations within White Salmon (shown in Figure 4) include the three schools, the offroad bike park, Skyline Hospital, and the downtown core. There is also a small riverfront camping ground and visitor's center near the northern bridgehead of the Hood River Bridge, which makes that area an attractive destination for visitors.

With growth, the schools, parks, and library can expect higher volumes of young people, who may not always have access to a personal vehicle. In particular, Columbia High School and Henkle Middle School fall outside municipal boundaries; yet they are the only post-elementary institutions serving White Salmon and Bingen, creating long trip distances for the journey to school. The Bike Park also has a dedicated BMX off-road trail, which is an attractive destination for mountain bike enthusiasts of all ages.



White Salmon Bike Park Map and Billboard



Figure 4 Key Community Destinations in White Salmon



Streets

Figure 5 presents most paved streets in White Salmon and Bingen, categorized by WSDOT's Functional Classification system.¹

Figure 5 Functional Classification



¹ Some more recently paved streets are not present in the GIS data source maintained by the City of White Salmon, and are thus omitted from the maps herein.



State Route 141, also known as Jewett Boulevard, is both a state highway and White Salmon's commercial main street. It is a designated state Scenic and Recreational Highway, and is one of the key corridors connecting to the Mount Adams recreational area north of White Salmon. As such, SR 141 attracts through-traffic as well as visitors. However, the route cuts through the downtowns of both White Salmon and Bingen, both of which see lively commercial activity. This results in a number of competing uses for Jewett Boulevard, where high throughput as a vehicular corridor needs to be balanced with slower, safer conditions for people visiting and exploring these downtown areas.

Main Street and Estes Avenue serve as the primary **north-south collectors** connecting most of White Salmon to SR 141 and ultimately SR 14. Both streets merge into Loop Road on the north side of the city, which serves as the most direct roadway between downtown White Salmon and the middle and high schools. Both Main St and Estes Ave are on an uphill incline to the north, which can be challenging for people walking, biking, or rolling.

Dock Grade Road is a preferred direct route into White Salmon from SR 14 for many drivers as it avoids congestion through Bingen. It is periodically closed during inclement weather due to its steep incline and hillside erosion.

Minor collector streets provide important **east-west connections**, which include Spring Street and Lincoln Street. Both of these corridors provide connectivity for residents living in lower density neighborhoods on the city's western limits and beyond, intersecting the two major collectors in Main Street and Estes Avenue. As such, these intersections are key nexuses of transportation activity.

Speed limits within White Salmon are generally 25 mph, including on Jewett Boulevard, with some segments signed as 20 mph (for example, Lincoln Street at Rhinegarten Park). NW Loop Road has a flashing 20 mph school zone speed limit near Henkle Middle School and Columbia High School. The speed limit on SR 14 is 40 mph.

Nearly all streets in White Salmon have **two travel lanes**. The exception is SR 14, which has a few segments with center two-way left turn lanes, left-turn pockets, and/or right turn pockets.

On-street **parking** is common throughout White Salmon. Designated on-street parallel parking spaces are striped along some streets in or near downtown, including Main Street, Tohomish Street, Estes Avenue, Lincoln Street, Washington Street, and E Jewett Boulevard. One block of E Jewett Boulevard, between 1st Avenue and 2nd Avenue, has head-in angle parking on the south side.



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High visibility crosswalk with signage on NW Loop Road near Henkle Middle School.



Main Street in front of Whitson Elementary School is marked for both dedicated wheelchair-accessible parking and school bus parking.



Some streets that do have sidewalks do not have curb ramps at corners, even where marked crosswalks are striped. Maintenance of existing roadways remains a priority for the City.



Sidewalks, where present, are often narrow. Parking on the street is common throughout White Salmon.



City of White Salmon

3-5

Many streets throughout White Salmon have very deteriorated pavement surfaces, and many were not constructed with proper subbase and full thickness pavement to begin with, leading to shorter functional life spans of the roadways and contributing to increased maintenance needs. Poor quality roadway surfaces can make bicycling challenging and unsafe, and may inhibit some people from choosing to bicycle. The deteriorated surface can also make driving difficult, with narrow pavement sometimes making it challenging to pass other people driving, bicycling, or walking.



Many streets throughout White Salmon have deteriorated pavement.

Photo: City of White Salmon

Walking and Bicycling

There are currently 7.6 miles of sidewalks in the city and 1.2 miles of shared-use paths just outside city limits. The sidewalk mileage represents roughly 10% of the paved street edges in the city, assuming all streets should ideally have sidewalk on both sides.

Figure 6 illustrates the locations of completed sidewalks and shared-use paths. Sidewalks are present along most major streets and on minor streets near downtown.

Some sidewalks have recently been installed including along Hood

Street, Wauna Avenue, Lincoln Street, Tohomish Street, and Snohomish Avenue. Sidewalks provide some connections to schools, parks, and shared-use paths along existing streets, whereas shared-use paths connect to and from the existing street network. Unpaved paths in parks do not provide substantial transportation connections. Sidewalks are generally built adjacent to the curb, with no planting strip for landscaping or buffer between people walking and motor vehicle traffic on the streets. An exception is along the north side of E Jewett Boulevard between Main Street and Wauna Avenue, which has a narrow sidewalk adjacent to the street, then a planted buffer with street trees and landscaping and another section of sidewalk adjacent to the building facades.

Similar to the roadway pavement conditions mentioned above, many sidewalks in White Salmon have deteriorating or buckled surfaces and crumbling edges. Poor sidewalk conditions can make travel especially challenging for disabled people, people pushing strollers, older adults, people with mobility challenges, and people using wheelchairs. The sidewalk data mapped in Figure 6 does not include a measure of sidewalk quality, but simply where sidewalks currently exist.



Most streets in White Salmon do not have sidewalks.



Many sidewalks have crumbling surfaces and edges.

Photos: City of White Salmon

Many street corners, especially those with no sidewalks, are missing curb ramps. New curb ramps have been installed along the segments of new sidewalk in the areas mentioned above. The compliance of curb ramps with current ADA standards is unknown. Along key crosstown corridors such as Jewett, Lincoln, Main, and Estes, curb ramps are present at most corners with sidewalks. All intersections in Washington State are legal crosswalks (unless signed otherwise) regardless of the presence or condition of crosswalk signage or striping. Marked crosswalks are present in some locations in White Salmon, primarily near schools, along and across Main Street and Estes Avenue, and in downtown. Marked crosswalk styles vary – most marked crosswalks use typical transverse bars, while some locations, particularly near Henkle Middle School and Columbia High School along NW Loop Road, use high visibility longitudinal bars (also called



Salmon stencil crosswalk markings at 2nd Avenue and Jewett Boulevard reflect the city's character.

zebra or continental crosswalks). Some downtown crosswalks are marked with the distinctive salmon stencil shown in the image above.

Figure 6 Walking and Bicycling Infrastructure



There are no designated on-street bicycle facilities in White Salmon. However, about three-quarters of a mile of recreational bicycling trails exist at the White Salmon Bike Park.

Despite being separated by only 1.25 miles there is no complete pedestrian or bicycling infrastructure to connect White Salmon and Bingen. This likely discourages bicycling and walking trips and may make driving the default choice for short local trips.



Safe Routes to School

White Salmon has designated a network of streets and walking paths as a Safe Routes to School (SRTS) network connecting to Whitson Elementary, the only public school inside the city limits. The network includes portions of Center, O’Keefe, Tohomish, Hood, Main, Jewett, Wauna, Fields, and Spring streets (Figure 7). This plan includes a December 2021 resolution considered by Klickitat County, which would extend the SRTS network to include areas outside the city limits connecting to Henkle Middle School and Columbia High School along NW Loop Road and NW Jewett Boulevard. Appropriate safety and access improvements for students along and across school walking and bicycling routes may include traffic calming (e.g., speed humps and neighborhood traffic circles), crosswalk and crossing improvements, modifications to speed limits and zones, lighting improvements, pathway connections, and bikeways. Projects along and across this SRTS network may be eligible for Washington State Safe Routes to School program funding (see the Funding section of Chapter 6 below for further detail).



Many streets do not have sidewalks.

Figure 7 Safe Routes to School Network and County Extensions



City of White Salmon

Wayfinding

While some wayfinding signage exists in White Salmon, the designs are inconsistent and are not widespread enough to form a network that can reliably guide people across the city, regardless of mode. Examples of existing signage are shown below.

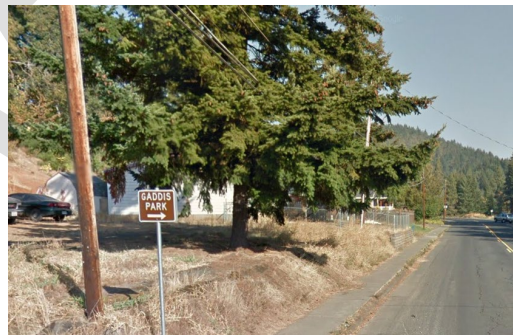


Signage indicating the location of the schools and sports fields in the northern area of White Salmon.



Directions to public parking and lodging are present at the intersection on Jewett Blvd and Church Ave.

While White Salmon is a popular destination for visitors and has many community destinations for local residents, the lack of a comprehensive wayfinding program may be a hindrance to people unfamiliar with the city. This is especially true for those trying to navigate without access to a smartphone or GPS device, and those who travel by non-motorized means.



A sign for Gaddis Park at the intersection of Main St and Spring St.

Freight

Designated freight routes in White Salmon include SR 141/Jewett Boulevard, SR 14, and Estes Avenue (Figure 8). East of the intersection of SR 14 and SR 141, a rock cliff and curve in the road reduces visibility for drivers stopped on southbound SR 141 waiting for gaps in traffic on SR 14 to turn right or left. The intersection at SR 14 and Dock Grade Road has a high speed limit (40 mph on SR 14) and is uncontrolled. It is especially important to carefully plan and design for walking and bicycling facilities along and across freight routes because crashes with heavy vehicles are more severe.

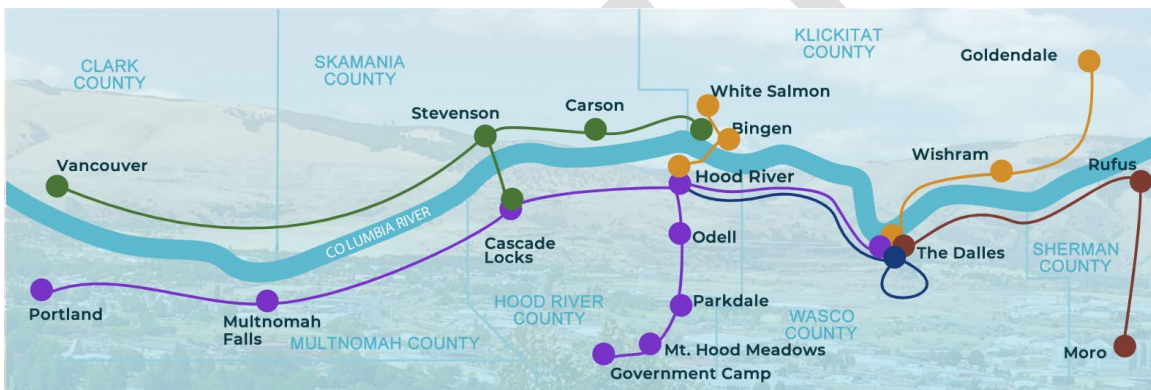
Figure 8 Freight Routes



Public Transit

One bus route serves White Salmon, operated by Klickitat County as Mount Adams Transportation Services (MATS). The route connects the city of White Salmon to the city of Hood River, via the city of Bingen and the Bingen Amtrak Station. Buses operate every 75 minutes between 7 a.m. and 7 p.m., Monday through Friday. The lack of weekend and night-time service may discourage ridership. MATS reported 10,274 unlinked passenger trips on its entire system for 2021, which includes this and one other route in Goldendale.² MATS is one of five rural public transportation providers comprising the Gorge Translink alliance that provides wider connectivity throughout the Columbia River Gorge.

Figure 9 Gorge Translink Service Network Map



Source: [Gorge Translink](#)

Mt. Adams Park & Ride is a multimodal transportation facility located within White Salmon city limits, just to the south of SR 14 and west of the Hood River Bridge bridgehead. A visitor center is located at the facility and maintains an A-frame poster sign denoting the MATS bus stop. The park & ride also serves as an interchange station for Skamania County Transit services to Vancouver, WA, via Stevenson.

There are four bus stops located within White Salmon city limits, including the northern terminus at Pioneer Center. Stop locations are illustrated in Figure 10. Passenger amenities at bus stop locations are limited; most stops lack bus stop poles, passenger seating, or shelters. Certain locations such as downtown White Salmon (pictured at right)



MATS bus stop on Main Street & Jewett Boulevard/SR 141

² [Federal Transit Administration, National Transit Database 2021 Annual Agency Profile 0R03-00299](#)

and Mt. Adams Park & Ride have A-frame poster signs in place. There are also no marked stopping areas for buses. Notably, there are no stops in the northern areas of White Salmon including near the middle and high schools. MATS routes also accommodate deviations to pick up or drop off up to ¾-mile off the scheduled route. Passengers must call at least one day ahead to schedule a deviated pickup or drop-off. This can theoretically extend the reach of the scheduled route to include most areas of the city.

Figure 10 MATS Transit Network



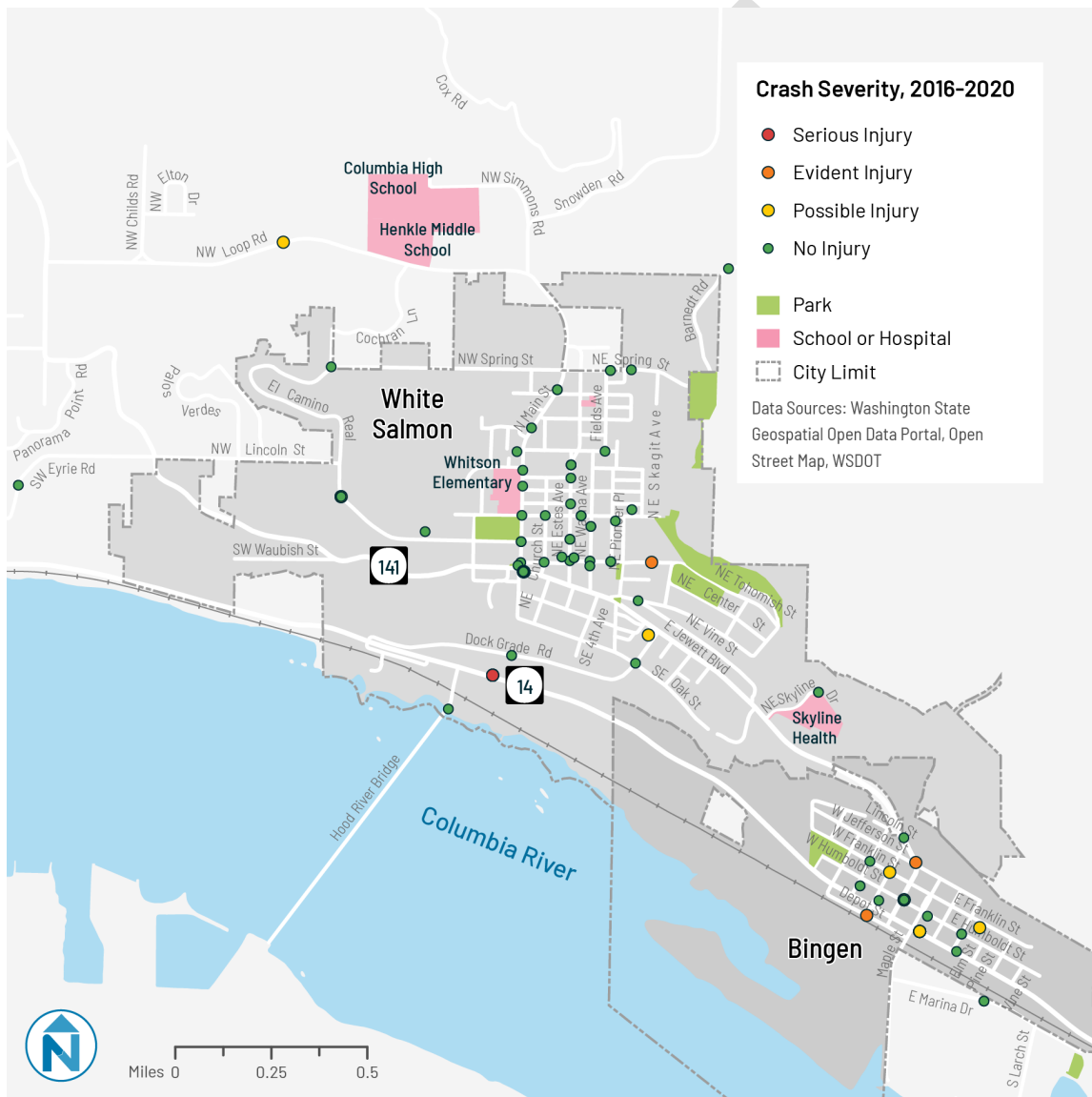
MATS operates transit service with ADA-accessible buses, with special wheelchair lifts at the back of each vehicle. While the fixed route serves Pioneer Center and Senior Services, there is no regular designated stop at Skyline Hospital, a potentially significant destination for elderly residents and people with disabilities. Service directly to the hospital could be arranged with call-ahead deviations as mentioned above. Enhancing transit service is key to advancing the City’s climate and transportation goals for a more human-scale transportation system.



Safety

Between 2016 and 2020, there were two crashes that resulted in a serious injury, nine crashes that resulted in an evident injury, 18 crashes that resulted in a possible injury, and 131 crashes that resulted in no injury, within a quarter mile of White Salmon and Bingen (Figure 11). This is more than 66 crashes per square mile³ across both cities in this five-year period.

Figure 11 Crashes by Severity, 2016-2020



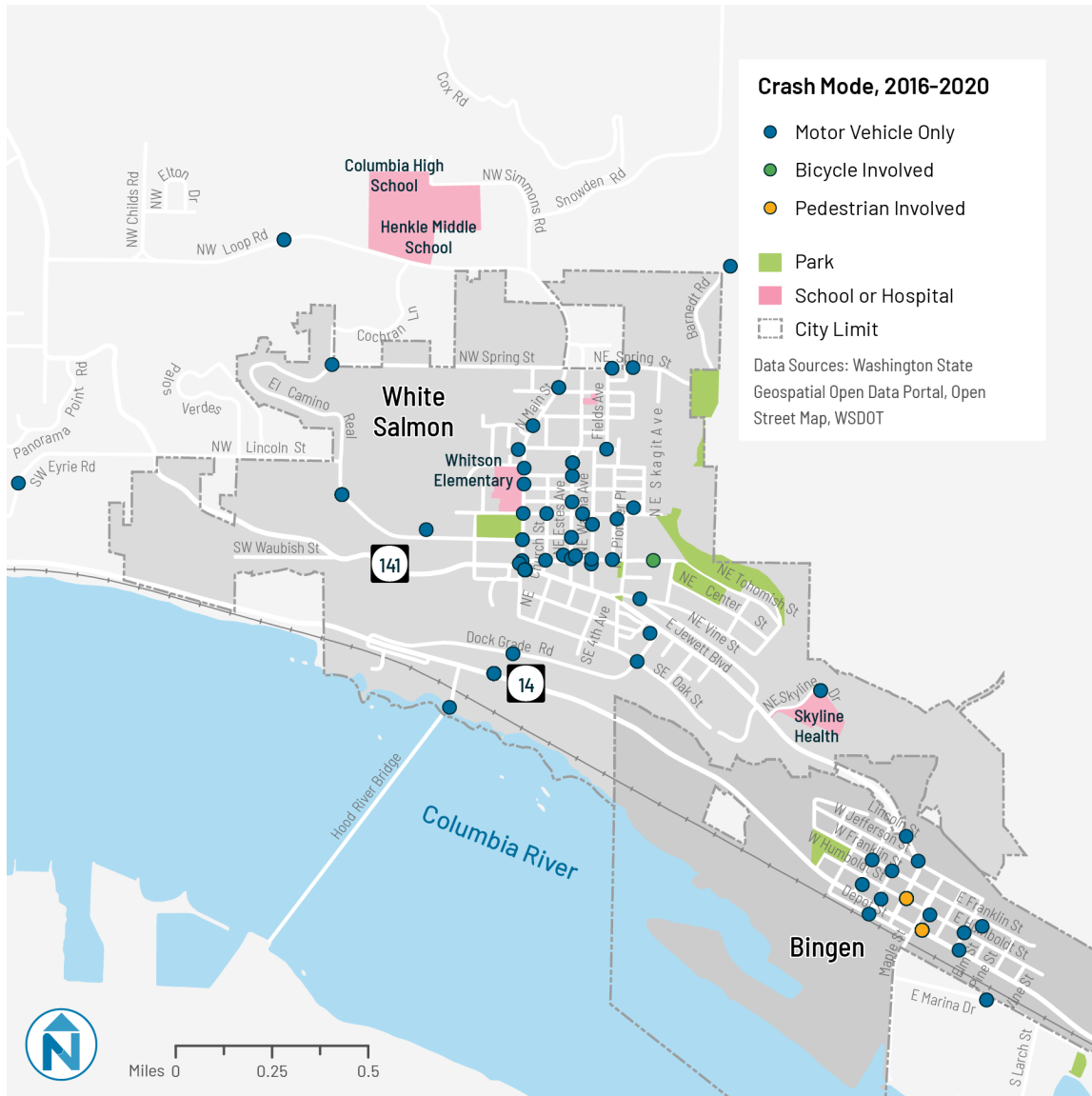
³ There were 160 crashes in White Salmon and Bingen between 2016 and 2020. Both cities comprise approximately 2.42 square miles.



White Salmon Transportation System Plan - DRAFT

Between 2016 and 2020, there were 155 crashes only involving motor vehicles, one crash involving someone bicycling, and four crashes involving people walking, within a quarter mile of White Salmon and Bingen (Figure 12).

Figure 12 Crashes by Mode, 2016-2020

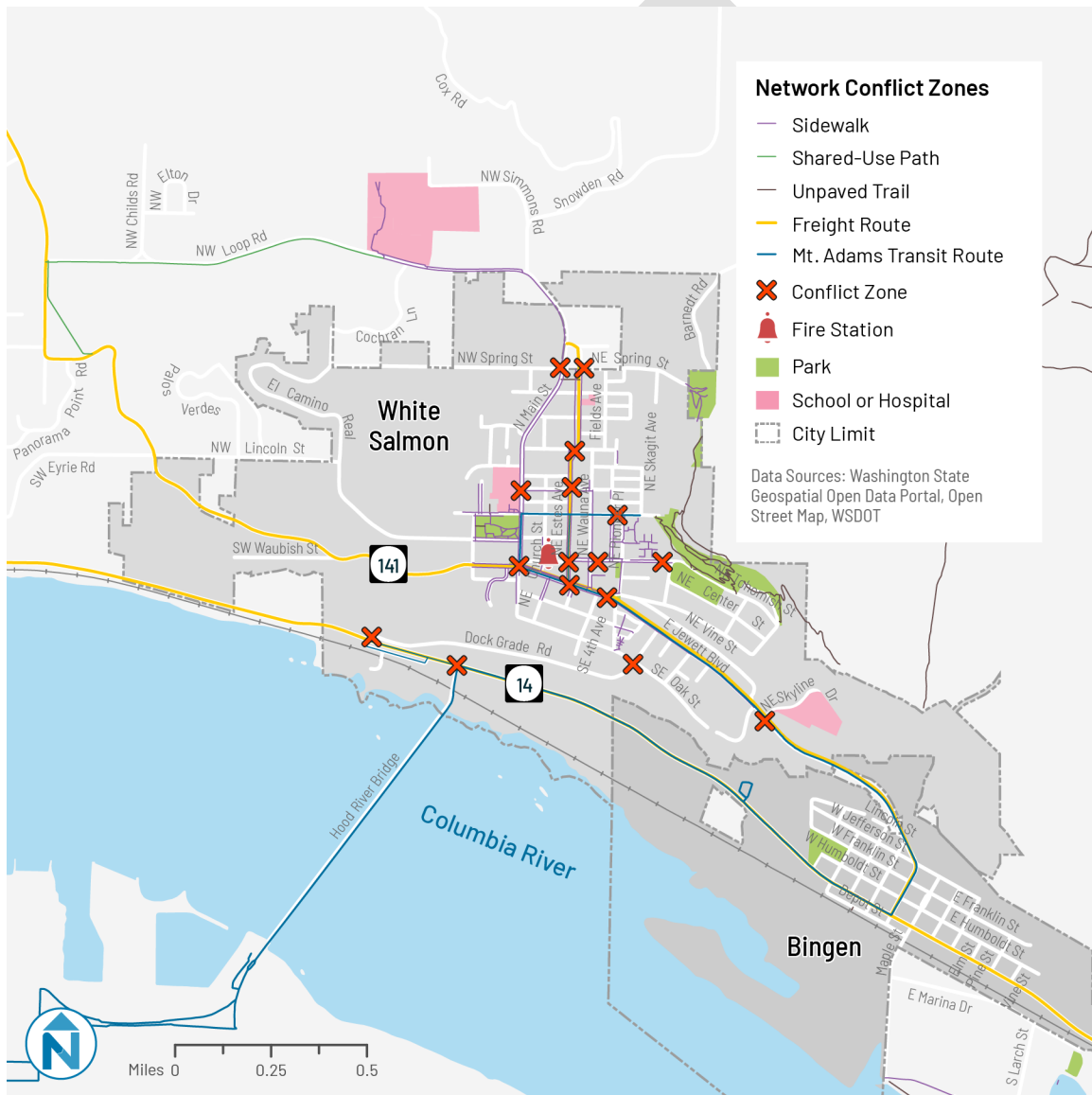


City of White Salmon

Overall Network Assessment

As the previous sections demonstrate, the streets and roadways of White Salmon see a multitude of uses by a diverse range of people meeting a wide range of transportation needs. Figure 13 illustrates the locations of potential areas of conflict between different street users and their travel needs. The conflict zones are identified based on intersecting or overlapping modal networks that have limited separation features, such as places where high levels of pedestrian and general purpose traffic activity overlap without enhanced crossings.

Figure 13 Network Challenges and Areas of Conflict



City of White Salmon

The following descriptions spotlight some of the conflict zones and the considerations necessary to make these locations safer and more accessible to all. Together with public input, these considerations helped inform the preliminary project list for White Salmon.

- As a designated freight route, **Estes Avenue** should provide for logistics and freight vehicles while also allowing safe passage for people walking, biking, and driving light vehicles trying to cross from one side of the city to the other.
- **Jewett Boulevard** land uses generate visitors, while also serving as a high-demand through-corridor that is shared by people walking, biking, and driving passenger vehicles, plus heavy freight and light goods traffic, public transit, and emergency services. Intentional street design will be crucial to balancing the safety and needs of all these road users.
- **Skyline Hospital** is a central medical facility for both White Salmon and Bingen, equipped with the area's only emergency room. However, the site provides access infrastructure only for drivers, ambulances, and helicopters. Even for non-emergency trips, residents living less than a five-minute walk away would still be likely to drive due to lack of walkways and crossings.
- As the only roadway connection within city limits between SR 14 and downtown, **Dock Grade Road** generates high through-traffic volume on the residential streets between **Oak Street** and Jewett Boulevard/SR 141, with an uncontrolled intersection at the top.
- There is currently no infrastructure dedicated to people walking, bicycling or rolling from downtown White Salmon to the riverfront and the Hood River Bridge bridgehead. As a one-way uphill road, **Dock Grade Road** only serves a specific travel direction and travel mode despite being the most direct roadway connection.
- As previously identified, Spring Street, Lincoln Street, and Tohomish Street are the city's critical **east-west corridors**. Yet the first two lack pedestrian and bicycle facilities, while Tohomish has partial and segmented sidewalks.

Public Input

Beyond the technical analysis shown above, members of the public were also invited to share their experiences and concerns with the existing transportation network. During the second round of public engagement, respondents were invited to annotate an online map with their suggestions and thoughts on how the transportation infrastructure around them can be improved. The results are summarized in the following maps, and the full descriptions of each suggestion are recorded in the full Public Engagement Summary in Appendix A.

Point-based projects in Figure 14 and Figure 15 are represented by dots at intersections and mid-blocks. Street improvements in both figures are represented by lines. Street



improvement and point-based projects are symbolized by color depending on the type of project.

Figure 14 Walking and Bicycling Project Ideas from Public Input



City of White Salmon

Figure 15 Driving and Other Project Ideas from Public Input



Key Issues and Opportunities

Based on the existing conditions analysis as well as community input, gaps in the transportation system were identified (Figure 16). There are many opportunities to improve safety, connectivity, and mobility for all people living in, working in, and visiting White Salmon, especially in areas where travel routes and modes converge. The identified locations and corridors inform the project and program recommendations presented in the next chapter. Issues and opportunities shown on the map are described in detail in Appendix A, and in summary in Figure 17.

Figure 16 Network Gaps and Opportunities

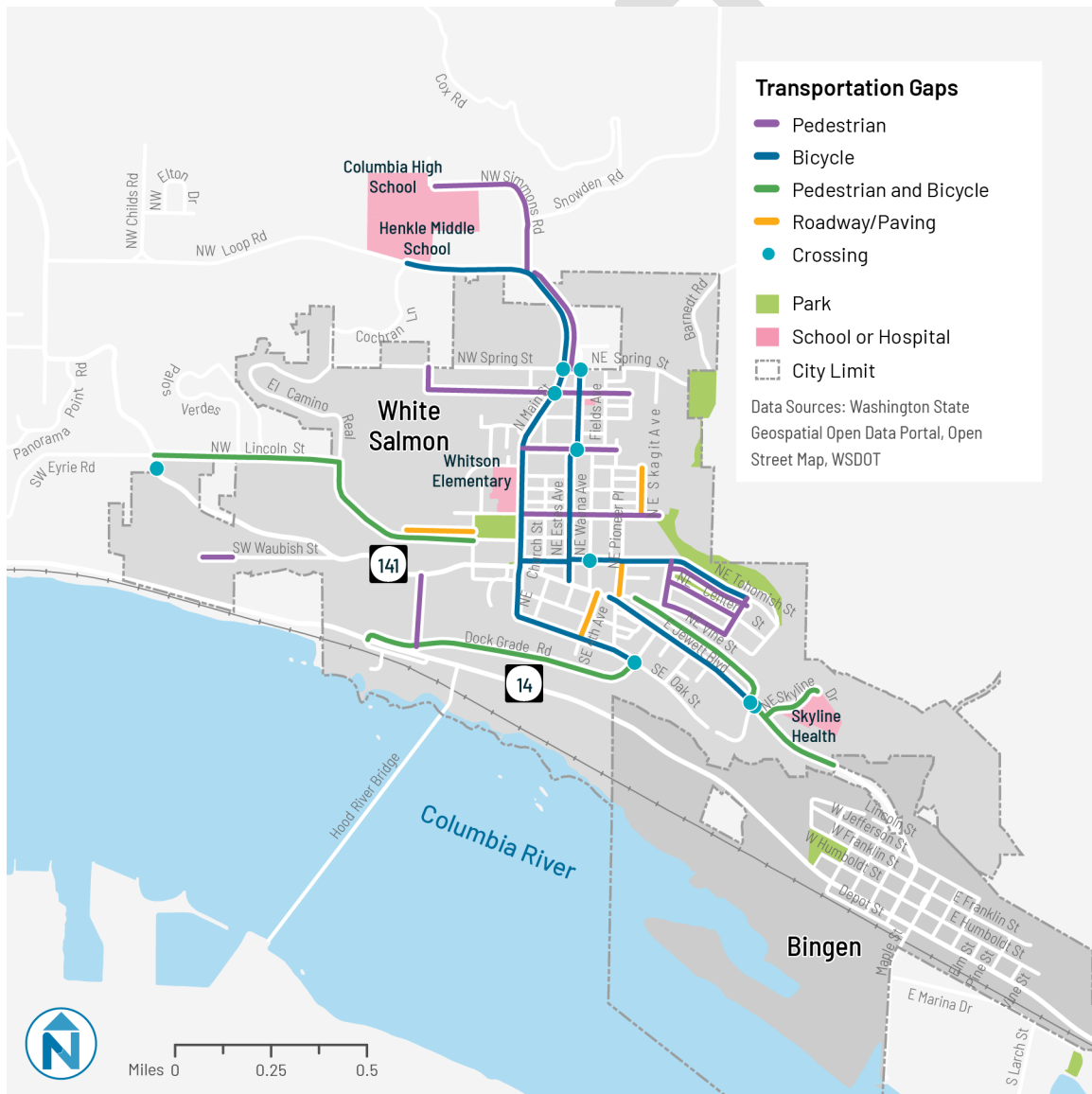


Figure 17 Mobility System Issues & Opportunities

Mode	Issue	Opportunity
Pedestrian	<ul style="list-style-type: none"> ▪ Lack of sidewalks along many streets and key connections including NW Simmons Rd, N Main St, NE Cherry St, Dock Grade Rd, NE Vine St, and NW Lincoln St. ▪ Sidewalks surfaces and edges are deteriorating. ▪ Crossing the street at some locations is challenging and feels unsafe, including Spring & Estes, Spring & Main, and Tohomish & Wauna. 	<ul style="list-style-type: none"> ▪ Install new sidewalks, or designate walking space in the street or on the shoulder with striping, curbs, or other vertical delineators. ▪ Improve existing sidewalks with ▪ Install appropriate crossing enhancements such as upgraded crosswalk markings, curb extensions, or flashing beacons.
Bicycle	<ul style="list-style-type: none"> ▪ Lack of dedicated bikeways in White Salmon. ▪ Insufficient bicycle parking. 	<ul style="list-style-type: none"> ▪ Install on- and off-street bikeways connecting to existing shared-use paths and key destinations to form a continuous bike network. ▪ Install bike racks, create a request-a-rack program, and require developers to install bicycle parking with new residential and commercial projects where appropriate.
Roadway	Deteriorated pavement surfaces and narrow streets.	Resurface and/or reconstruct to meet updated street design guidelines incorporating all travel modes as appropriate for context.



Downtown streets have pleasant but narrow sidewalks.

Photo: City of White Salmon



City of White Salmon

4 FUTURE MOBILITY SYSTEM

There are opportunities to collaboratively improve walking, bicycling, driving, and taking transit across White Salmon.

Proposed Projects, Programs, and Policies

This transportation system plan considered more than 70 projects, in addition to several new proposed programs and policies.

- A **project** is a specific capital project or a transportation service that is typically located in a defined geography. Projects can be part of programs and are carried out according to policies. An example of a project is Church Avenue Sidewalk and Street Rebuild (project ID number 39), which would reconstruct Church Avenue with curb on both sides and sidewalk on west side from Columbia to Jewett.
- A **program** is an ongoing coordinated effort to achieve specific results that may involve numerous small projects or activities. An example of a proposed program is citywide wayfinding, which will strategically install signs and maps to help residents and visitors find walking and bicycling routes to destinations.
- A **policy** is a guiding principle for decision making and project implementation. An example of a policy is to slow traffic speeds in front of schools.
- A **regulation** is an ordinance or law defines legal and prohibited actions. An example of a regulation is establishing speed limits for small electric vehicles that may operate in bicycle lanes.

Developing the Project List

The draft project list was compiled using input from many different sources and stakeholders:

- Existing network gaps and conflicts from technical analysis, as presented in Chapter 3 above.
- Input from a workshop with city planning and public works staff.
- Input from the wider public and community members as part of Phase 1 public engagement.



These inputs and ideas were then individually reviewed by the project team for their feasibility and impacts on the wider transportation network. Consideration of existing street conditions and their connectivity implications were also qualitatively assessed before inclusion into the project list. Other projects, such as those funded or identified through the Six-Year Transportation Improvement Plan (STIP), or those developed by WSDOT plans and studies, were also added to the project list for a comprehensive outlook on the future transportation system.

A total of 74 projects was ultimately identified for consideration and implementation as part of this TSP. This list was then advanced for prioritization. The full set of identified projects is presented in Figure 18. This list was further refined through a prioritization and phasing process (described below) to arrive at the final list of projects recommended for implementation during the assumed 20-year time period covered by this TSP. Those projects that scored lower in the prioritization process are documented here as long-term projects but are not recommended for inclusion in the final TSP list due to implementation and funding challenges in the medium-term.

Project types

Projects are either linear/corridor-based or point-based. Linear or corridor-based projects are those that will occur along street segments. Point-based projects are those that will occur at intersections or mid-block locations, or at other discrete locations such as bus stops. Many projects include elements that serve multimodal travel needs (for example, a roadway reconstruction that builds a new road surface but also adds new sidewalks where none currently exist).

Bicycle

Bicycle projects are all linear or corridor-based projects concerning the construction of dedicated bicycle lanes with protective buffers, and the designation of a street as a bike boulevard with shared lane markings and traffic calming elements. Including the long-term projects, **there are three bicycle projects** in the project list.

Bicycle and Pedestrian

Bicycle and pedestrian projects are all linear or corridor-based projects. These projects involve reconstructing streets to include sidewalks or a pedestrian lane on both or either side of the street; the designation of streets as bicycle boulevards with or without shared lane markings; the construction of shared-use paths, bicycle paths, and bicycle lanes; and adding signage for bicyclists and pedestrians. Including the long-term projects, **there are 18 bicycle and pedestrian projects**.



New connections to existing streets

Projects that add new connections to existing streets are all linear or corridor-based projects. These projects are concerned with building new network connections, extending existing streets, and building a new network connections in undeveloped areas. The final design of these new connections will be determined by future land use plans in consideration of who the priority users should be. Connections could, for example, consist of paved paths that prioritize bicycling and walking while supporting emergency vehicle access, or Local Streets per the Street Typology and Design Toolbox described in detail in chapter 5 below. Including the long-term projects, **there are 13 projects that will provide new connections to existing streets.**

Pedestrian

Pedestrian projects are all linear or corridor-based projects. These projects involve reconstructing pedestrian facilities and the construction of new pedestrian facilities on one side or both sides of the street. Pedestrian facilities include curbs and curb extensions, sidewalks, pedestrian lanes, pedestrian trails, and crosswalks. Including the long-term projects, **there are 13 pedestrian projects.**

Roadway

Roadway projects are all linear or corridor-based projects. These projects would involve chipseal paving, reconstruction of streets and roads, and the integration of green stormwater infrastructure. These projects begin to address the identified need to repave and rebuild streets with deteriorated surfaces as mentioned above. Including the long-term projects, **there are four roadway projects.**

Intersection

Intersection projects are all point-based projects. These projects involve adding traffic circles, traffic signals, median crossing islands, new and upgraded marked crosswalks, sidewalk landing pads, signage for pedestrians and bicyclists, curb extensions, pedestrian and bicycle pathway entry points, RRFBs or other types of pedestrian-actuated signal. Including the long-term projects, **there are 19 intersection projects.**

Transit

Transit projects are all point-based projects. These projects involve improving and/or relocating bus stops. Including the long-term projects, **there are three transit projects.**



Other

There is one point-based project that stands alone from all other point-based projects. This project proposes building a public boat dock along the Columbia riverbank.

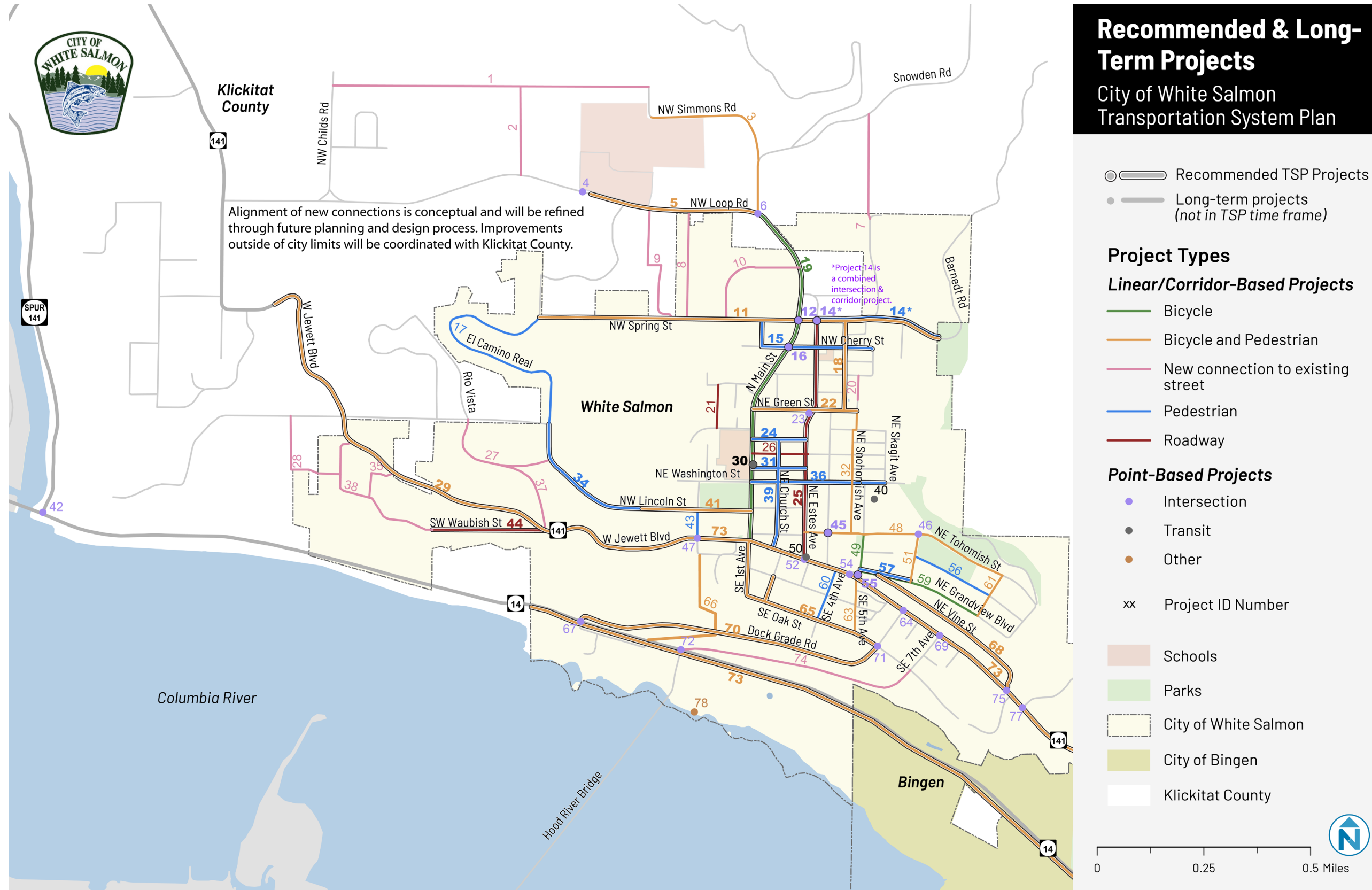


White Salmon has a wealth of natural assets, including easy access to the Columbia River Gorge and Mt. Hood.

Photo: City of White Salmon



Figure 18 Recommended TSP and Long-Term Projects



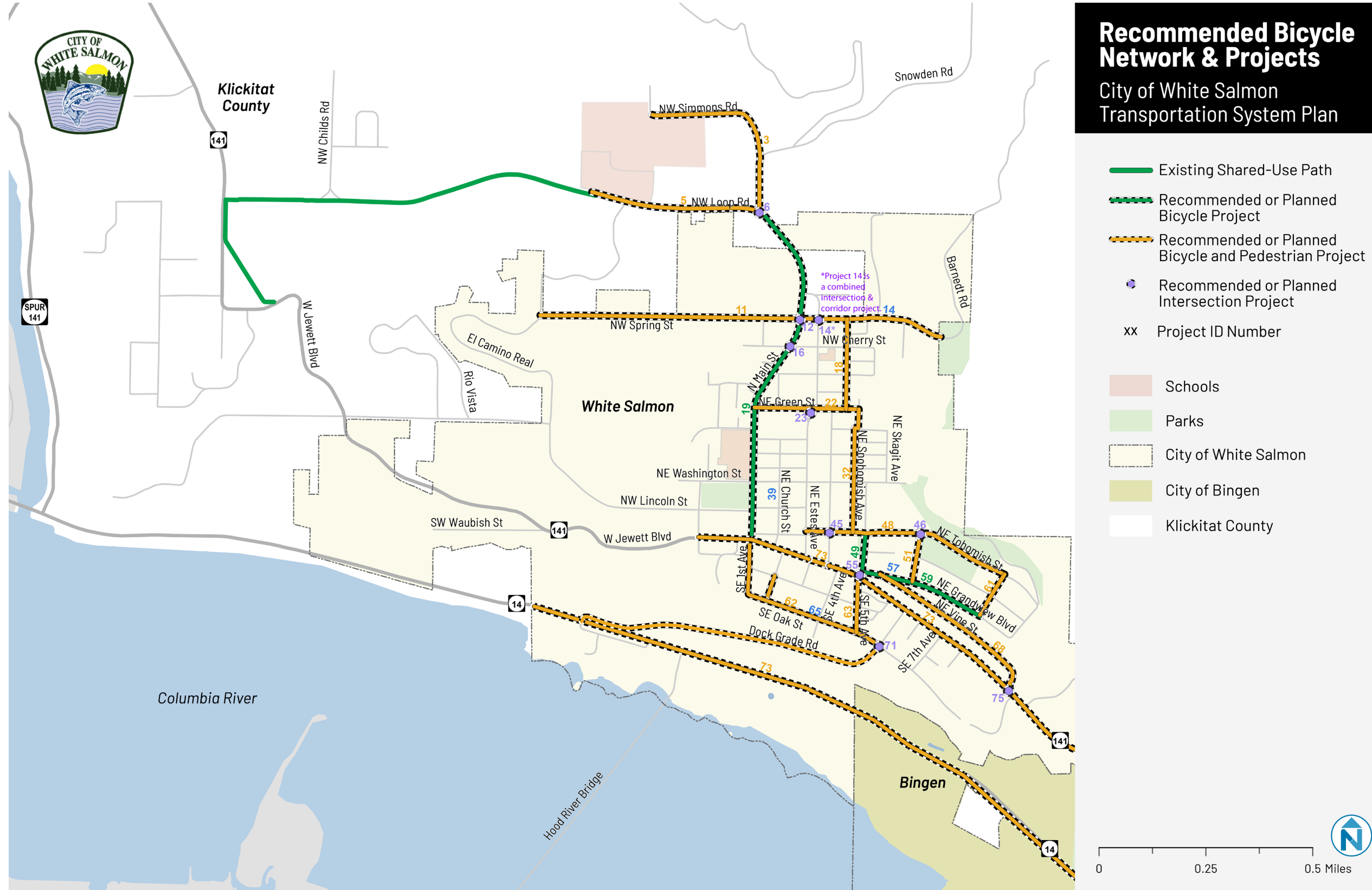
The Proposed Bicycle Network

A designated city-wide bicycle network was identified to connect people on bicycles seamlessly to key destinations. Similar to the main project list, public input played a foundational role in identifying how to complete this network. Projects on the proposed bike routes were factored into the prioritization process. This network would be a first for White Salmon, signifying the preferred routes that bicyclists should take where there are fewer conflicts with other travel modes and lower traffic stress. It was also important for the bicycle network to be accessible from all parts of the city and improve cross-town connectivity. Figure 19 presents the proposed bike network and the projects that lie therein.

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Figure 19 Long-term Recommended Bicycle Network and Projects



City of White Salmon

Priority Projects

With more than seventy potential projects identified through the planning process, it was important to **prioritize** and **phase** the projects in accordance with how well they might meet the community's goals, and when they can practically be constructed. The prioritization scoring process illuminated **where it is most important** to invest in transportation improvements using a geographic overlay process. After projects were scored against the geographic evaluation criteria, two phasing criteria were applied to the top tier of projects that scored best in the prioritization scoring to understand which of the top tier projects are likely realistic to construct within the time frame of this plan. The project phasing criteria are a synthesis of the feasibility of including the project in the short-term implementation list.

At the conclusion of ranking and phasing all of the projects, a limited number can be advanced and included in the cost-constrained Transportation Improvement Program (TIP) list. It is assumed that all eight of the near-term projects described below will be included in the 6-year TIP.

Each project on the list, whether identified as a near-term, medium-term, or long-term priority, will require additional planning, design, public input, and funding to become a reality.

Evaluation Criteria and Process

The project team developed a project evaluation process that provides a framework for data-based decision making based on the plan's goals. The framework used evaluation criteria that were applied to all draft projects in a geographic overlay method, which evaluates how well each project scores against each of the metrics. The evaluation criteria included metrics of Connectivity, Public Support, Equity, Safety, Funding Potential, and Ease of Implementation. Public input collected in Winter 2023 indicated top support for Safety and Connectivity criteria. Later City Council and Planning Commission feedback advised on how these metrics should be used for prioritization and phasing. More detail on the project evaluation can be found in Appendix B – Prioritization Framework, and final project scores can be found in Appendix C – Project List and Map.

Near-Term Projects

The near-term project list consists of eight high priority projects including street reconstruction, sidewalk installation, bikeway improvements, and pedestrian crossing upgrades (Figure 20). These were determined to be high priority by overlaying the City's current 6-year TIP list with all identified TSP projects and determining where TSP projects align with previously planned TIP projects. The 6-year TIP list was finalized in Spring 2023 by



key City staff including the mayor, public works director, city administrator, and finance officer. Those projects that line up with the 6-year TIP projects were designated as the near-term list, and will be advanced for design and funding opportunities beginning in Fall 2023. The total cost for the nine near-term projects is estimated at \$13 million, with costs for the Bluff Connector Trail (project number 66) to be determined at a later date.

Bluff Connector Trail



Conducting pre-engineering review for Bluff Connector Trail
Photo: City of White Salmon

One of the key near-term projects is the Bluff Connector Trail, which would provide a comfortable path for people walking between downtown White Salmon and the Hood River Bridge bridgehead/park & ride area. The City has already received grant funding for project planning and design. Together with the White Salmon-Bingen Loop Trail (project number 76), these trails would create a

continuous active transportation connection between key local destinations, including downtown White Salmon, downtown Bingen, and the Columbia River waterfront.

Figure 20 High Priority Near-Term Projects

Category	Source	Map ID	Name	Description	Estimated Cost
Pedestrian	STIP	39	Church Avenue Sidewalk and Street Rebuild	Reconstruct with curb on both sides and sidewalk on west side from Columbia to Jewett.	\$2.1M
Bicycle and Pedestrian	STIP & TSP	65	Oak Street Multimodal Improvements and Street Rebuild	Reconstruct Oak from 1st to Dock Grade with sidewalk on one side. Designate as bike boulevard with shared lane marking until Dock Grade/6th. Reconstruct 2nd Ave with sidewalk on one side.	\$3.0M
Pedestrian	STIP	24	Columbia Street Sidewalk and Street Rebuild	Reconstruct with sidewalk on one side between Main and Estes.	\$0.9M
Pedestrian	STIP	31	Scenic Street Sidewalk and Street Rebuild	Reconstruct road and add sidewalks to both side from Main to Estes.	\$1.1M
Bicycle and Pedestrian	TSP	11	NW Spring Street Pedestrian and Bike Improvements	Designate NW Spring Street as bike boulevard for entire length. Add curb and sidewalk west of Estes or consider pedestrian lane between Country View Road and Estes.	\$2.0M
Roadway	STIP	44	Waubish Street Rebuild	Rebuild Waubish Street from Jewett to west end and add sidewalk on south side.	\$1.1M
Pedestrian	STIP	57	Grandview Boulevard Sidewalk and Street Rebuild	Reconstruct with sidewalk one side from Pioneer to O'Keefe.	\$0.9M
Pedestrian	STIP & TSP	14	Spring Street Pedestrian Improvements and Street Rebuild	Reconstruct, add sidewalk one side from Estes to Barnedt. Add high-visibility pedestrian and bicycle crossing with curb extensions on Estes freight corridor.	\$1.9M
Pedestrian	TSP	66	Bluff Connector Trail	Stairway/pedestrian trail proposed to connect White Salmon with Hood River Bridgehead and the Park & Ride, with viewing platforms and north- and south-end trailheads.	Cost TBD
Total Near-Term Project Costs: \$13M (Exclusive of Project 66)					



Developing Project Cost Estimates

Project costs for the near-term priority projects were developed utilizing a high-level composite cost methodology with reasonable design assumptions for implementation of improvements within a build environment. These assumptions include commonly-used project elements; including concrete sidewalk, concrete curb and gutter, installation of new drainage inlets, repaving with an asphalt cross section, and application of contingences to cover potential known and unknown costs.

For example, to fully replace and repave a side street, the existing pavement must be removed and disposed of, followed by excavation of subbase to remove existing subbase and prepare for a new subbase, installation of a new rock subbase, and finally paving with hot mix asphalt. Each of these steps has a unit cost associated with it, and these steps can be combined in a “composite” form, when combined with a roadway width, to create a per-route-foot cost for paving. These assumptions are reasonable given how common this type of street reconstruction is.

Unit costs were derived from WSDOT Unit Bid Analysis, a recent White Salmon Safe Routes to School Project, Seattle Department of Transportation, City of Vancouver, and internal Nelson\Nygaard Cost Estimating tools. As project design advances, costs are further defined and refined, reducing contingency and reducing risks associated with high-level cost estimating. As of the writing of this report in June 2023, and given the ongoing nature of inflation, global supply chain issues, and changing commodity costs, these estimates presented represent an educated guess, while the final project installation costs may change significantly over time.

Due to variability in costs projected into the future, only the near-term projects were costed.

Medium-Term Projects

After the eight near-term projects were identified, 66 projects were left on the potential TSP list. From these 66, the project team took the 20 projects that scored highest in the project evaluation described above, and based on City Council and Planning Commission guidance applied two phasing criteria to suggest an order in which the medium-term projects should be considered for implementation. The two phasing criteria were:

- **Funding Potential** – The project team evaluated the applicability of each funding source described below in chapter 6 to each project. Projects that may be eligible for more grant funding sources received a higher Funding Potential score.
- **Implementation Challenges** – The project team and the City public works director assessed each project location for high-level implementation challenges such as right-of-way limitations, environmental and modal conflicts, and major excavation



needs. Those projects with lower barriers to implementation received a higher Implementation score.

The list of medium-term projects is shown in Figure 21. It is assumed that these 18 projects may be feasible to construct within the 20-year TSP timeframe. All 20 medium-term projects came from public input and analysis conducted for this TSP effort; none are drawn from previous planning efforts such as WSDOT and City of White Salmon plans.

Figure 21 Medium-Term Project List (remaining top tier projects)

Category	Map ID	Description	Location	Score
Bicycle	19	Construct dedicated bicycle lanes with protective buffers. Green stormwater infrastructure where possible instead of parking.	N Main St	43.3
Intersection	16	Add high-visibility pedestrian and bicycle crossing across Main. Repaint crossing on Cherry if needed.	Main St & Cherry St	32.8
Bicycle and Pedestrian	18	Designate as bike boulevard with shared lane marking and striped pedestrian lane.	Fields Ave	28.1
Pedestrian	15	Add sidewalk on north side east of Main, consider pedestrian lane west of Main.	NE Cherry St	25.5
Bicycle and Pedestrian	73	White Salmon-Bingen Loop Trail - Build new bike and pedestrian improvements on the south side of SR-14 and along SR 141, via Oak St in Bingen, connecting Heritage Plaza to new Bluff Trail crossing, riverside park, dock, and downtown White Salmon to downtown Bingen. Construct planted parkway, and narrow travel lanes. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reduction to 35 or 30 mph.	SR 141/Jewett Blvd, Oak St, & SR 14	27.7
Pedestrian	34	Add pedestrian facilities such as sidewalks or pedestrian lanes along the El Camino Real - Lincoln corridor.	NW Lincoln St	25.0
Bicycle and Pedestrian	5	Consider a bike path on the north side adjacent to the sidewalk for students bicycling to school. Consider widening existing asphalt shared-use path on south side.	NW Loop Rd	26.8
Transit	30	Bus stop improvements and possible relocation.	Main St Bus Stop	24.0
Pedestrian	36	Reconstruct with sidewalk and curb on both sides.	NE Washington St	23.6



White Salmon Transportation System Plan - DRAFT

Category	Map ID	Description	Location	Score
Bicycle and Pedestrian	68	Designate as bike boulevard with sidewalk or pedestrian lane on one side. Provides option for pedestrians and bicyclists who prefer not using Jewett/141.	NE Vine St	26.3
Bicycle and Pedestrian	29	Install bicycle and pedestrian improvements. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reductions.	SR-141	26.1
Intersection	12	Mini traffic circle to intersect bicycle boulevard with bike facilities on Main and act as traffic calming device.	Spring St & Main St	23.5
Bicycle and Pedestrian	22	Reconstruct with sidewalks on both sides, and designate as bike boulevard.	NE Green St	25.9
Roadway	25	Freight route. Incorporate green stormwater infrastructure where possible instead of parking.	NE Estes Ave	21.7
Intersection	45	Consider curb extensions and bike route signage.	Tohomish St & Wauna Ave	22.5
Intersection	55	Create bicycle and pedestrian pathway through Firemen's Park, connecting to high-visibility crosswalks on Grandview and Jewett. Repaint 5th St ped crossing. Add ped-activated signal or RRFB for Jewett crossing.	Jewett/141 & Grandview, Pioneer, and 5th	21.5
Bicycle and Pedestrian	70	In the short term, add a railing on Dock Grade Rd. In the longer term, stabilize the cut and fill portions of the road base and widen for two-way travel. Add protected shared-use path for walking and bicycling access.	Dock Grade Rd	21.5
Bicycle and Pedestrian	41	Repave until extent of residential settlement. Add sidepath for walking and bicycling along one side of roadway for full extent.	NW Lincoln St	18.6

All Other Projects (Long-Term)

These 46 projects are shown in Appendix C as long-term projects for future consideration. In many instances, these projects have been added by staff to address long-term considerations (e.g., annexation access or fire safety) as the city grows. However, some of the long-term projects may be considered within a shorter timeframe if they align with annexation, new development, or planned maintenance where funds are made available from other government agencies (e.g., WSDOT, Klickitat County, City of Bingen) or through private



sources. If a project moves from long-term to short-term implementation, the City will work with local neighbors to review the overall scope and focus for the project.

Programs and Policies

Programs

The program list is oriented towards providing active public spaces, a supportive and interesting environment for walking and riding a bike, and public transit service that is more useful for a wide variety of daily needs. In the first round of public engagement, people shared that they wanted bike parking, more public art, and street furniture like benches, while City Council feedback suggested a need for expanded transit service. The following programs can help achieve these objectives in collaboration with businesses and residents.

- **Placemaking** programs encourage residents to come together to create public art and community spaces in the right-of-way.
- **Wayfinding** programs put up signs and maps to help residents and visitors find walking and bicycling routes to destinations. The City should develop a comprehensive wayfinding program with special attention to serving the needs of tourists and out-of-town overnight guests, whose visits peak during the months of May through October. The locations highlighted in Figure 4 can provide an initial list of key community destinations to serve with the comprehensive wayfinding program.
- **Curb Ramp** programs complete access ramps citywide, starting with locations requested by the public, on school routes, and where high volumes of pedestrians exist.
- **Request-a-rack** programs help businesses work with the City to install **bike parking** where it is needed.
- Enhancing transit service is key to advancing the City's climate and transportation goals for a more human-scale transportation system. Work with transit providers (Mt Adams Transit and Columbia Area Transit (Hood River)) and Klickitat County to study transit opportunities and identify funding to **expand public transit service**, including:
 - Streamlined service between White Salmon, Bingen, and Hood River seven days per week (up from the current Monday-Friday schedule).
 - Expand deviated fixed-route service between White Salmon and Bingen to six days per week, with service to Pioneer Center, Main Street, Loop Road, Pucker Huddle Road, Jewett Boulevard, Insitu, Inc., and other destinations in Bingen. Ensure timed connections to fixed-route service in Hood River.
 - Explore adding service to Trout Lake and Snowden.



Policies

These policies were identified through analyzing the TSP goals against needs identified through community outreach. White Salmon residents shared that they are interested in safety through a comfortable and complete network for people to walk or roll at any hour, improved multimodal network connectivity, and sustainable transportation that emphasizes prioritizing the roadway for people instead of cars. To maximize space and ensure everyone in White Salmon feels safe on the roadway, the TSP is proposing policies related to three topics:

- **Small mobility** – Small mobility refers to small, electric assisted vehicles that may be publicly shared.
 - **Support safe use of e-scooters** and other newer forms of small mobility.
 - **Set speed limits** for small electric vehicles in bike lanes at 15 mph.
 - **Allow small mobility and bicycles on all streets;** prohibit on sidewalks in downtown.
- **Parking**
 - Consider **reducing minimum parking requirements** in downtown and other mixed-use areas. Reducing minimum parking requirements can reduce barriers to development and reduce development costs, while making cities and streets more welcoming to people by right-sizing the area devoted to motor vehicle parking.
 - **Establish shared parking** (based on hours of operation) as an option for meeting minimum parking requirements. Shared parking refers to an arrangement between tenants, owners, and property managers that helps right-size the parking supply of a site or district to meet the parking demands of users more efficiently.
 - **Add bicycle parking requirements** for some multi-family residential and commercial uses. Requiring bike parking can encourage people to bicycle for daily needs by ensuring they have a safe, secure, protected space to store bicycles at both ends of a bicycle trip.
- **Land Development**
 - Consider requiring a **Transportation Impact Analysis** (TIA) for new development projects. TIAs can be tailored to local context to illuminate the anticipated travel impact on the multimodal network resulting from planned development projects and can help cities to set reasonable requirements for developers to construct or contribute toward multimodal improvements to accommodate the impact.



- Set **standards for pedestrian connectivity** in new developments (maximum block lengths, additional access points, cul-de-sac connections).
- **Complete Streets**
 - Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks. The concept supports planning for all modes in appropriate context when designing and constructing street improvements. The adoption of **Complete Streets policies and ordinances** to codify this thinking into White Salmon projects and programs would increase funding eligibility.
- **WSDOT Coordination**
 - Roadways controlled by WSDOT provide several key community and regional connections. Establish a working relationship with WSDOT Southwest Region team to coordinate improvements proposed in this TSP and in future WSDOT projects, including possible speed limit reductions on SR 14 and SR 141.



Distinctive salmon stencil markings in downtown crosswalks contribute to a sense of place.

Photo: City of White Salmon

5 STREET DESIGN TOOLBOX

A multitude of street treatments and typologies will make White Salmon comfortable for people of all ages and abilities traveling by any mode.

Street Design Guidelines

The White Salmon Transportation System Plan is focused on improving walkability, bike-ability, and access in White Salmon. These Street Design Guidelines describe a system of street classification, known as a typology, and include a design toolbox with elements that support connectivity and a low-stress experience for people traveling in White Salmon.

Street Typology

The Federal Highway Administration (FHWA) uses functional classification to define streets based on the level of mobility and access they provide people traveling in automobiles. The State of Washington Department of Transportation (WSDOT) applies functional classifications to public roads statewide. The TSP street typology adds another layer beyond functional classifications for streets in White Salmon. This typology considers land use and the experience of people using all modes, including walking and bicycling. The street types described here are meant to capture the unique characteristics of streets in White Salmon.

The TSP street typology is the basis for street design guidelines. These guidelines set standards while still allowing flexibility in how each individual street is designed. Each street type includes unique examples of potential cross-sections with recommended dimensions and design elements such as sidewalks, bike facilities, and green infrastructure. The typology and design guidelines can be applied to existing streets when they are redesigned and to new streets as they develop, which allows for streets to change as land uses and priorities change.



Figure 22 Street Typology and Functional Classifications

White Salmon Street Type	Federal Functional Classification
Main Street	Arterial/Highway
Regional Thoroughfare	Arterial/Highway or Major Collector
Connector Street	Major Collector
Neighborhood Street	Minor Collector or Local Access Street

Downtown Street

Design Objectives

- A main activity spine of the city
- Wide sidewalks for pedestrian access and lingering
- Distinct, activated streetscapes with furnishings and plantings
- On-street parking for business access



Example Locations

- Jewett Blvd in downtown White Salmon

Figure 23 Cross-Section for Downtown Street Option 1

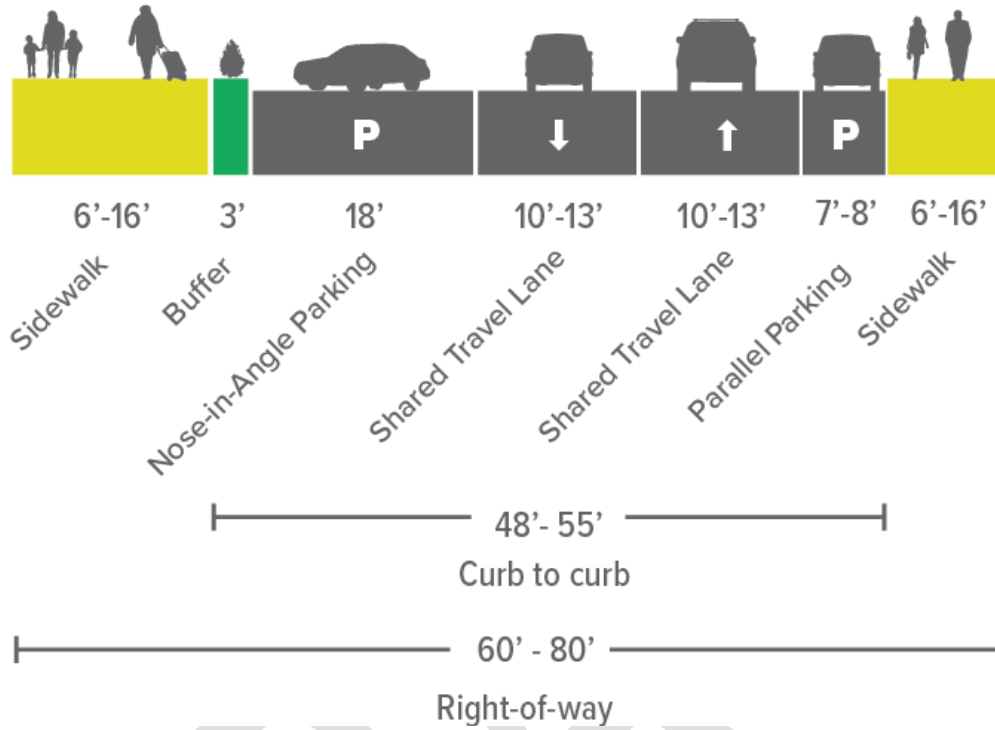
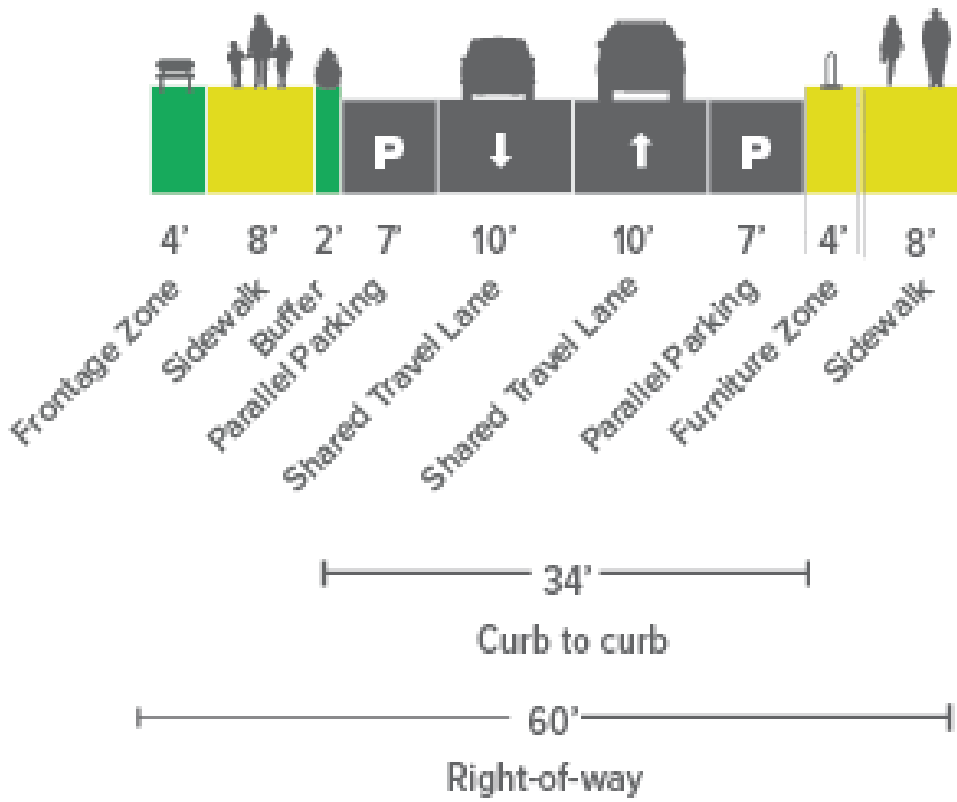


Figure 24 Cross-Section for Downtown Street Option 2



Downtown Street



Regional Thoroughfare

Design Objectives

- Provides regional access
- Moves people using all modes
- Biking and walking facilities are separated from automobiles

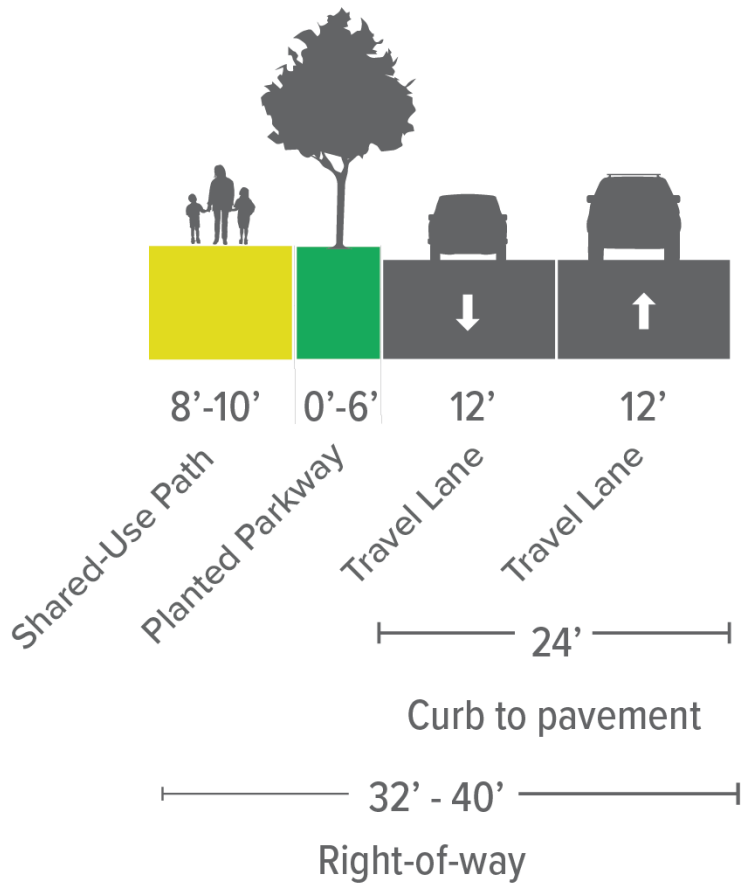
Example Locations

- Jewett/SR 141 outside of downtown
- Loop Road



Photo: Google Streetview

Figure 25 Cross-Section for Regional Thoroughfare



City of White Salmon

Connector Street

Design Objectives

- Provides access across the city for all travel modes
- Slow vehicular travel speeds through design
- Bike infrastructure could include protected facility, shared use path, or bike lanes
- Safe pedestrian crossings at convenient intervals
- Integrate green stormwater infrastructure



Example Locations

- Main Ave
- Estes Ave

Figure 26 Cross-Section for Connector Street on the Bicycle Network (Standard or Protected Bicycle Lane)

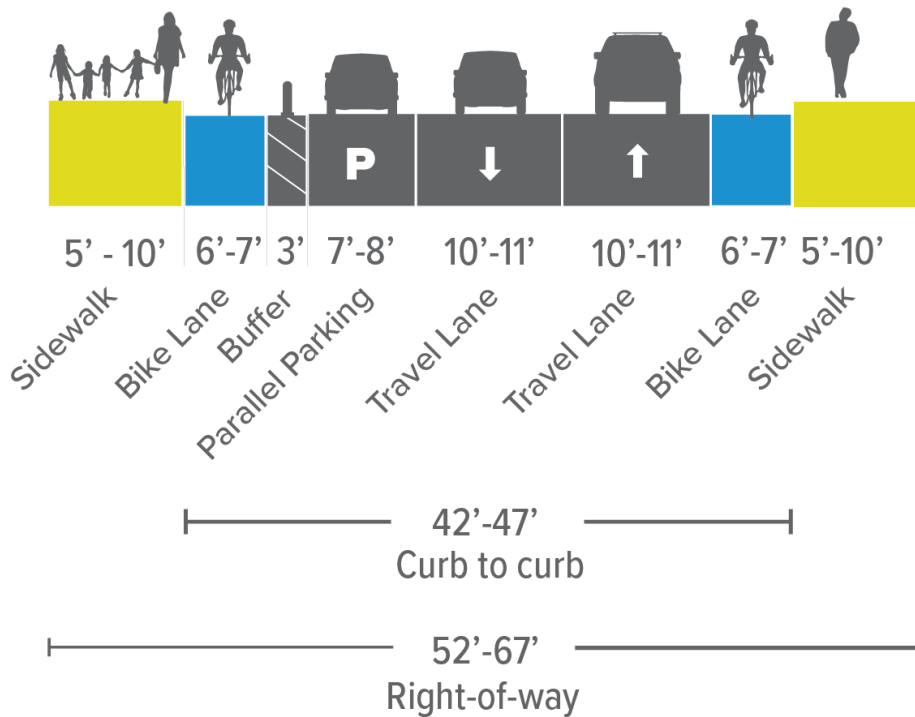
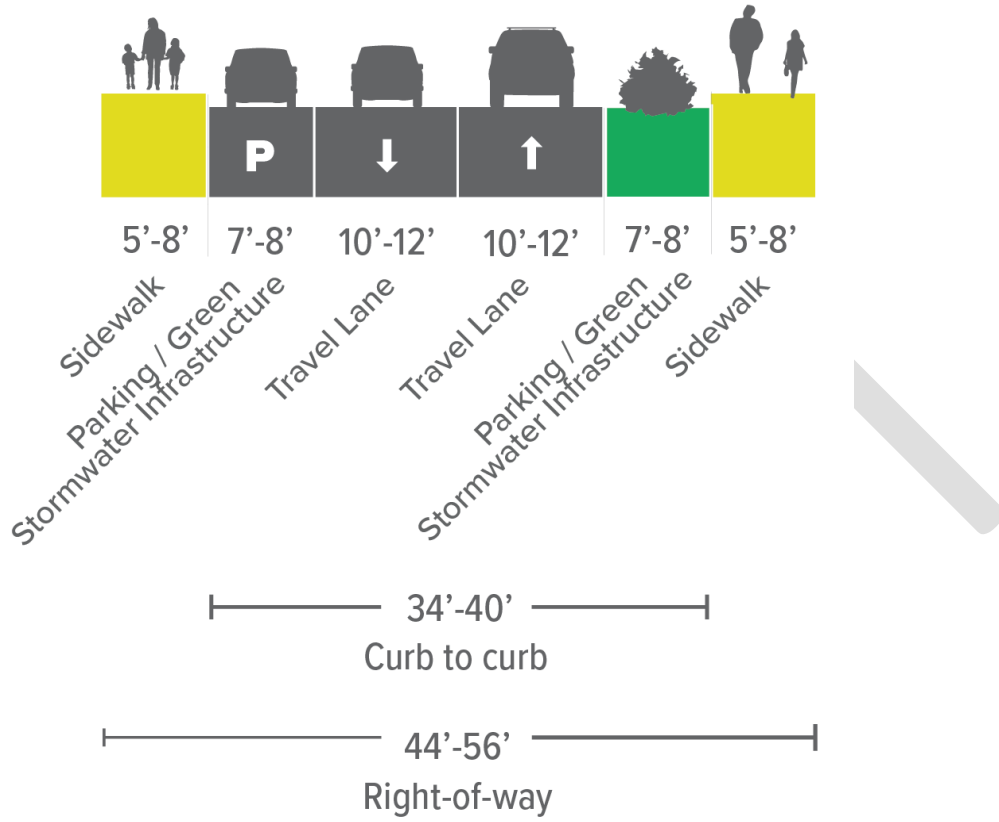


Figure 27 Cross-Section for Connector Street on the Freight Network



Neighborhood Street

Design Objectives

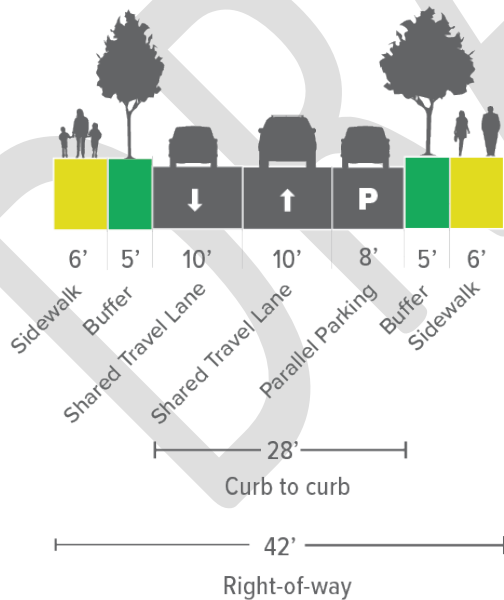
- Provide access to homes and community destinations
- Low vehicular volumes
- Slow vehicular travel speeds through traffic calming
- Safe pedestrian crossings
- Bicycles can be accommodated in the travel way intermixed with slow moving traffic



Example Locations

- Lincoln St
- Hood St

Figure 28 Cross-Section for Neighborhood Street

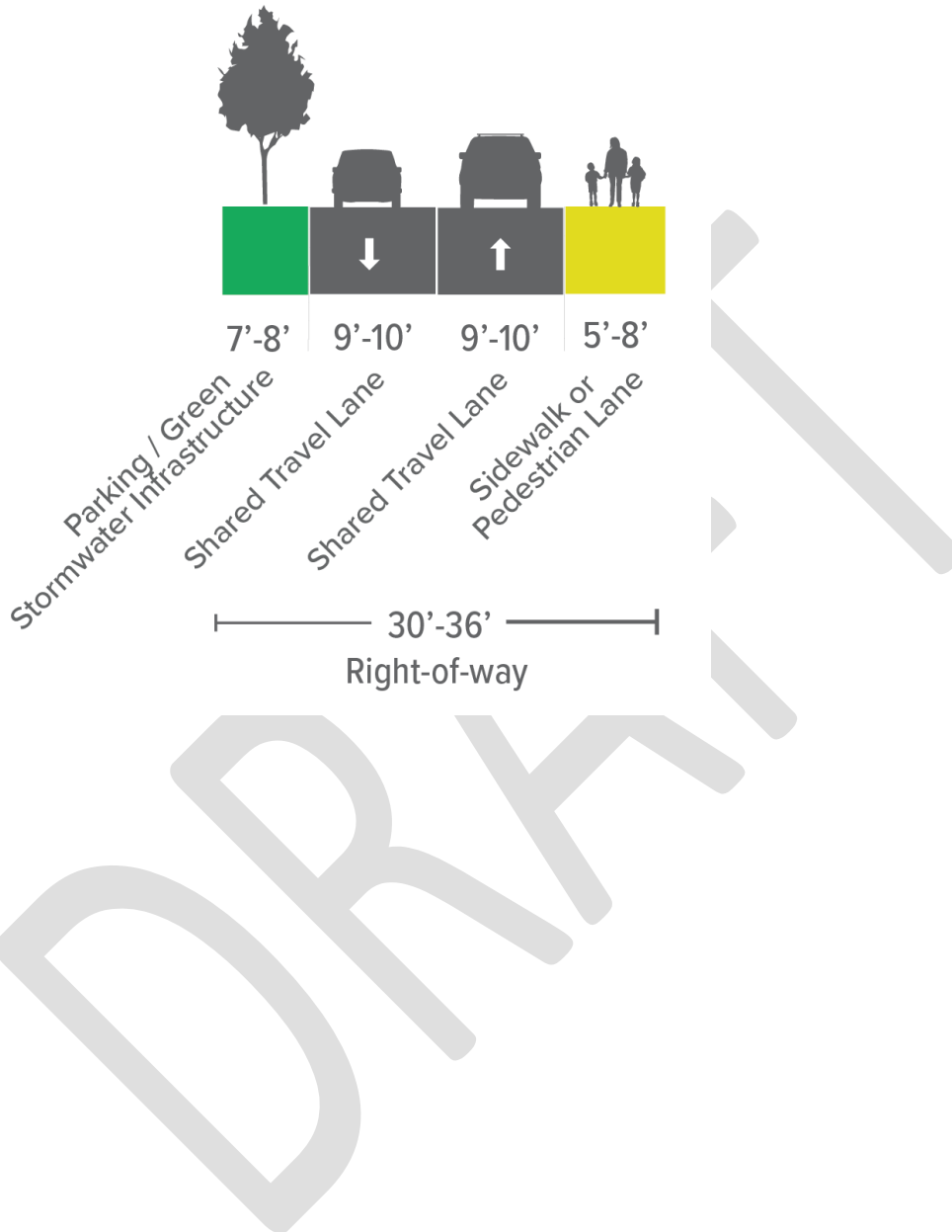


Neighborhood Street



City of White Salmon

Figure 29 Cross-Section for Constrained Neighborhood Street



DESIGN TOOLBOX

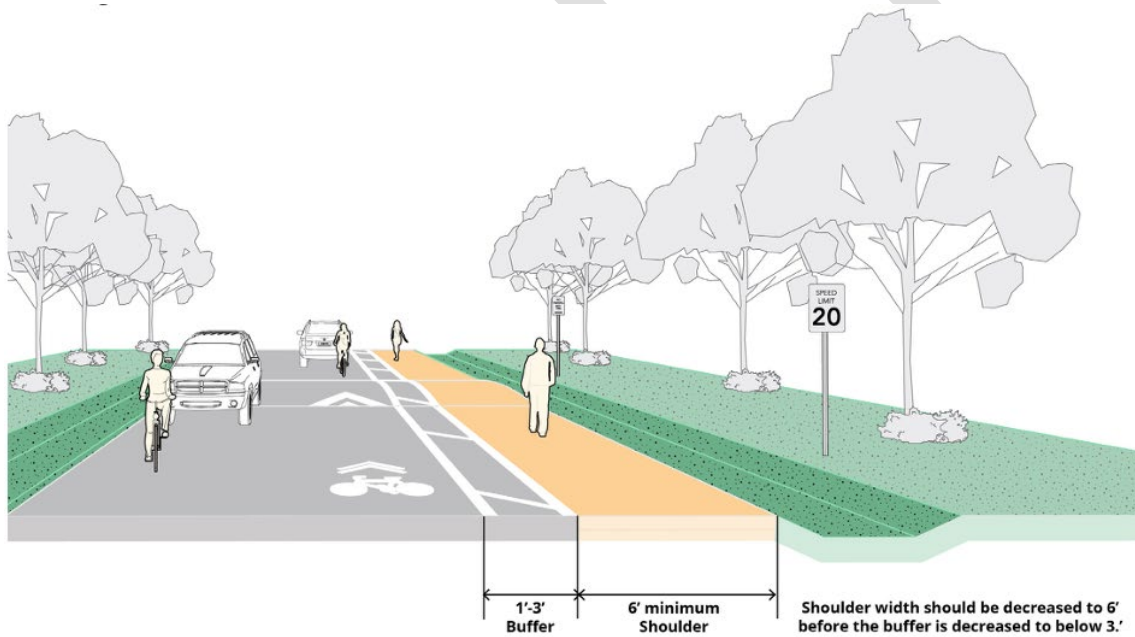
All photos are from Nelson\Nygaard unless otherwise noted.

The Design Toolbox describes improvements that the City of White Salmon could make to streets and sidewalks to complement the basic elements that are shown in the cross-section for each street type in the previous section. Many of these elements are referenced in the TSP project list.

Streets

Pedestrian Lane

Figure 30 Example Pedestrian Lane Treatment



Source: Portland Pedestrian Design Guidelines, p. 45 *Slower Safer Shoulder*

Description

Pedestrian lanes are an interim or temporary type of walkway that can be applied to fill gaps in the walking network where a sidewalk is not feasible in the near-term. There are two main types: a Slow Safer Shoulder, which is a paved roadway shoulder with lane striping to protect pedestrians from traffic, and a Protected Safer Shoulder, which is a paved roadway shoulder that separates pedestrians from traffic with a physical barrier. Seattle is an example of a city



that allows this treatment under certain circumstances, including topographic conditions and/or mature vegetation that does not allow for traditional sidewalks.

Design considerations

Slow Safe Shoulders are appropriate on streets with traffic speeds at 20 mph or lower and vehicle volume of 3,000 ADT or less. The minimum walkway width should be 6 feet of clear space, with narrower spaces only to be used on a case-by-case basis. The shoulder should be delineated with diagonal hatching, if the buffer width supports it. Buffers narrower than 2.5 feet can be delineated with a broken lane line with 3 feet line segments and 6 feet gaps, plus an additional solid white line for clearer separation. However, the roadway should not be marked. No street parking is allowed. Tactile warning surface indicators should indicate crossing areas and side street crossings should be marked.

Protected Safer Shoulder considerations are like those of Slow Safe Shoulder, but Protected Safer Shoulders can be applied on larger streets with traffic speeds up to 35 mph and no ADT limit. They must have a vertical delineator, which likely would be a bollard but could be a wheel stop or extruded curb. Optional elements include on-street parking or a directional tactical edge away from roadway using rumble strips, thickened MMA/thermoplastic, or roadside bioretention to enhance safety conditions.

Street type it can be applied to

- Neighborhood Street
- Connector Street

Design guidance references

- [Seattle Right-Of-Way Improvements Manual](#)
- [PBOT Pedestrian Design Guide](#)
- [FHWA Small Town and Rural Multimodal Networks](#)

Relative cost

\$



Examples

Figure 31 19th Ave NE between NE 130th PI and NE Brockman PI, Seattle, WA

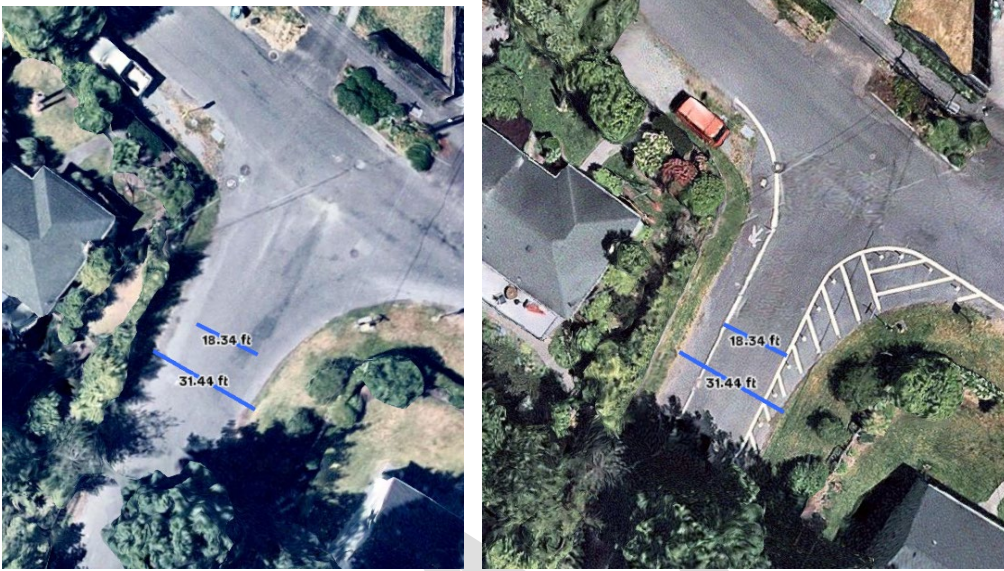
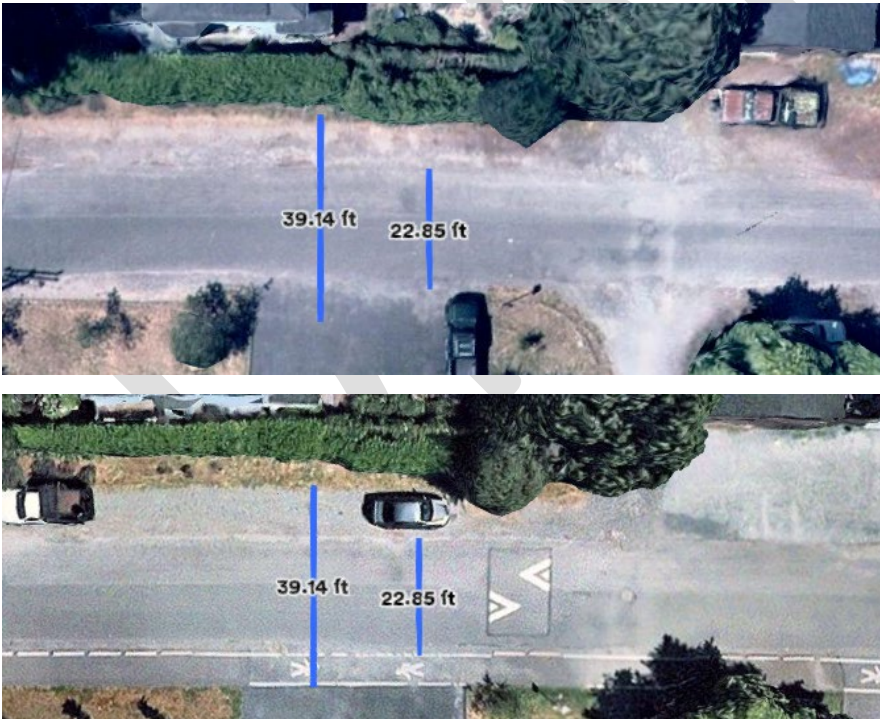


Figure 32 NE 113th St between 34th Ave NE and 35th Ave NE, Seattle, WA



Bike Boulevard

Description

Bike boulevards are streets where people bicycling share the travel lane with automobiles. A low-stress environment for people bicycling is accomplished through signs, pavement markings, and traffic calming elements to manage automobile speeds and volumes. Bike boulevards are appropriate for streets with maximum traffic volumes of about 3,500 daily vehicles and speeds of no more than 25 mph, according to the Washington State Department of Transportation (WSDOT). The desired condition for a bike boulevard is 1,500 or fewer daily vehicles and speeds of 20 mph.

Design considerations

Bike boulevards should be designed so that local streets can be enhanced to create safe options for people riding bikes. There are eight types of design treatments that can be used as safety enhancements.

1. Route planning and wayfinding
2. Signs and pavement markings
3. Speed management
4. Volume management
5. Minor street crossings
6. Major street crossings
7. Offset crossings
8. Green infrastructure

Street type it can be applied to

- Neighborhood Street

Design guidance references

- [WSDOT Design Manual m22-01, Chapter 1520 Bicycle Facilities](#)
- [NACTO Urban Bikeway Design Guide](#)
- [FHWA Small Town and Rural Multimodal Networks](#)

Relative cost

\$ (pavement markings) - \$\$\$\$ (green infrastructure)



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Bike Lane

Description

Bike lanes are preferential lanes for people biking demarcated with striping, pavement markings and signs. Bike lanes are used to protect people biking from vehicle traffic and people walking from people biking. Bike lanes allow for an increase in bicycle traffic. According to WSDOT, conventional bike lanes should be installed when daily traffic volumes are less than 7,500 vehicles and speeds are between 25 and 30 mph. The ideal conditions for a conventional bike lane are when daily traffic volume is between 1,500 and 3,000 vehicles and speeds are less than 25 mph. The addition of a striped buffer at least 18 inches wide is recommended for bike lanes on streets with traffic volumes between 3,000 and 6,000 daily vehicles.

Design considerations

Bike lanes are usually installed between the travel lane and curb, road edge, or parking lane. Parking lane width should always be minimized to favor the bike lane. A desirable bike lane width is 6 feet, exclusive of gutter. A bike lane next to a parking lane must be at least 5 feet. A bike lane next to a guardrail or other physical boundary must increase by 2 feet. There must be a 6-to-8-inch solid white lane marking to indicate the separation between the travel lane and bike lane.

Street type it can be applied to

- Main Street
- Connector Street
- Neighborhood Street

Design guidance references

- [WSDOT Design Manual m22-01, Chapter 1520 Bicycle Facilities](#)
- [NACTO Urban Bikeway Design Guide](#)

Relative cost

\$-\$\$



Protected Bike Lane

Description

Protected bike lanes have the skeletal structure of conventional bike lanes with added physical protection from vehicle traffic provided by a vertical buffer. Protected bike lanes offer dedicated and protected space, eliminated risk from collisions with vehicles, and prevention from double-parking. Protected bike lanes should be installed on streets with traffic volumes above 8,000 daily vehicles and speeds of 35 to 50 mph, according to WSDOT. NACTO guidance recommends protected bike lanes when daily traffic volume is greater than 6,000 vehicles and speeds consistently exceed 25 mph.

Design considerations

The bike lane itself must be a minimum of 5 feet wide (exclusive of gutter) and up to 7 feet wide. Depending upon the adjacency to on-street parking, the buffer that includes the physical barrier must be at least 2 feet wide (3 feet adjacent to parking). Existing pavement and drainage as well as parking lanes can be used as the physical barrier. Bike only markings or legends must be marked along the bike lane. Special attention must be given to transit stops along the bike lane to ensure safety for pedestrians and bicyclists.

Street type it can be applied to

- Regional Thoroughfare
- Main Street
- Connector Street

Design guidance references

- [WSDOT Design Manual m22-01, Chapter 1520 Bicycle Facilities](#)
- [NACTO Urban Bikeway Design Guide](#)
- [FHWA Small Town and Rural Multimodal Networks](#)

Relative cost

\$\$\$



Advisory Bike Lane



Description

Advisory bike lanes are wide bike lanes used on streets that are too narrow for dedicated bike lanes, have low vehicle traffic (5,000 or fewer ADT) and 30 mph or lower speeds. Vehicles use the center lane as bi-directional, pulling into the advisory bike lanes, as available, when needed for passing.

Design considerations

Streets with advisory bike lanes should be at least 16 feet wide; however, there are case studies with narrower roads. This width includes one vehicle travel lane and one bike lane on either side. They should be accompanied by signage indicating two-way traffic warning sign or yielding behavior: both between vehicles and bikes and vehicles with each other when they are trying to pass each other. There should not be a marked center line, unless for a short period of time to demarcate opposing traffic flows at specific locations. Advisory Bike Lanes are best implemented when there is a clear sight distance. When there are obstacles, such as at-grade crossings, around curves, over hills, and at bridges, the road should be widened enough to make space for conventional general purpose travel lanes as well as bike lanes. Advisory Bike Lanes must use bike lane pavement markings that should be continued



through the crossings of minor intersections but stopped 50 feet before intersections controlled by stop signs or traffic signals.

FHWA has approved advisory bike lanes as an experimental treatment and several jurisdictions currently have them in place. However, FHWA is not considering new requests for advisory bike lanes as of this writing.

Street type it can be applied to

- Main Street
- Neighborhood Street

Design guidance references

- [PBOT Advisory Bike Lanes](#)
- [NACTO Edge Lane Roads](#)
- [FHWA MUTCD FAQ Traffic Control for Bicycle Facilities](#)
- [Alta Planning + Design: Lessons Learned, Advisory Bike Lanes in North America](#)

Relative cost

\$

Guardrail



Photo from FHWA.



City of White Salmon

Description

Guardrails are used to protect drivers by deflecting cars that have accidentally left the roadway. They are best used when installed in places where there are embankments, side slopes, tree linings, bridge piers, retaining walls, or utility poles that lead to more severe outcomes when a car leaves the roadway.

Design considerations

Guardrails should be installed where high speeds occur and the conditions noted above make roadway departure crashes more severe; however, the guardrail can also encourage vehicles to drive at speeds over the speed limit. The guardrail has two main components: the guardrail face and the end terminal. The guardrail face is used to redirect the vehicle and the end terminal is used to absorb the impact of a vehicle hitting the guardrail. To do so, the end terminal must be treated, most commonly with an energy-absorbing end treatment. This will allow the impact to slide down the guardrail face.

Street type it can be applied to

- Regional Thoroughfare
- Connector Street

Design guidance references

[FHWA Roadway Departure](#)

Relative cost

\$



Public Art and Streetscape



Photo from City Repair Portland. 8th and Holman.

Description

Public art and streetscaping enliven the experience of a neighborhood, provide an opportunity for cultural expression, and encourage people to connect with each other and use public space in new ways. Many communities have created “livable streets” or “open streets” programs to rethink the use of public right-of-way and create safe, welcoming active spaces in neighborhoods. Livable or open street programs usually include:

- Murals and other public art, including street paintings
- Street furniture and amenities such as temporary or permanent seating, planters, and pedestrian-scale lighting

Design considerations

Streetscaping can include elements like light poles, benches, trash receptacles, and planters. Street furniture should be placed on streets with high pedestrian activity, popular gathering spaces or key destinations, or those serving a recreational or lingering role. Street furniture must be placed outside of the pedestrian through zone, which must be at least 5-feet wide.



Public art should be located to be pedestrian amenity that enhances the park, plaza, or walkway. Art needs to support accessibility, including detectable warning strips, if in close proximity to the through walking zone. Street and original art murals cannot use moving structural elements, light elements of any kind, and design that would make the art appear to have moved or changed. Some cities have programs that allow community members to design and paint murals directly on the pavement of neighborhood streets, for short term enjoyment or as part of a long term installation.

Street type it can be applied to

- Main Street
- Neighborhood Streets
- Shared Streets

Design guidance references

- [City Repair](#)
- [SF Better Streets, Public Art](#)
- [SF Better Streets, Street Furniture](#)
- [PBOT Healthy Block Permit](#)
- [PBOT News Release](#)
- [Portland Public Street Plazas](#)
- [Portland City Code](#)

Relative cost

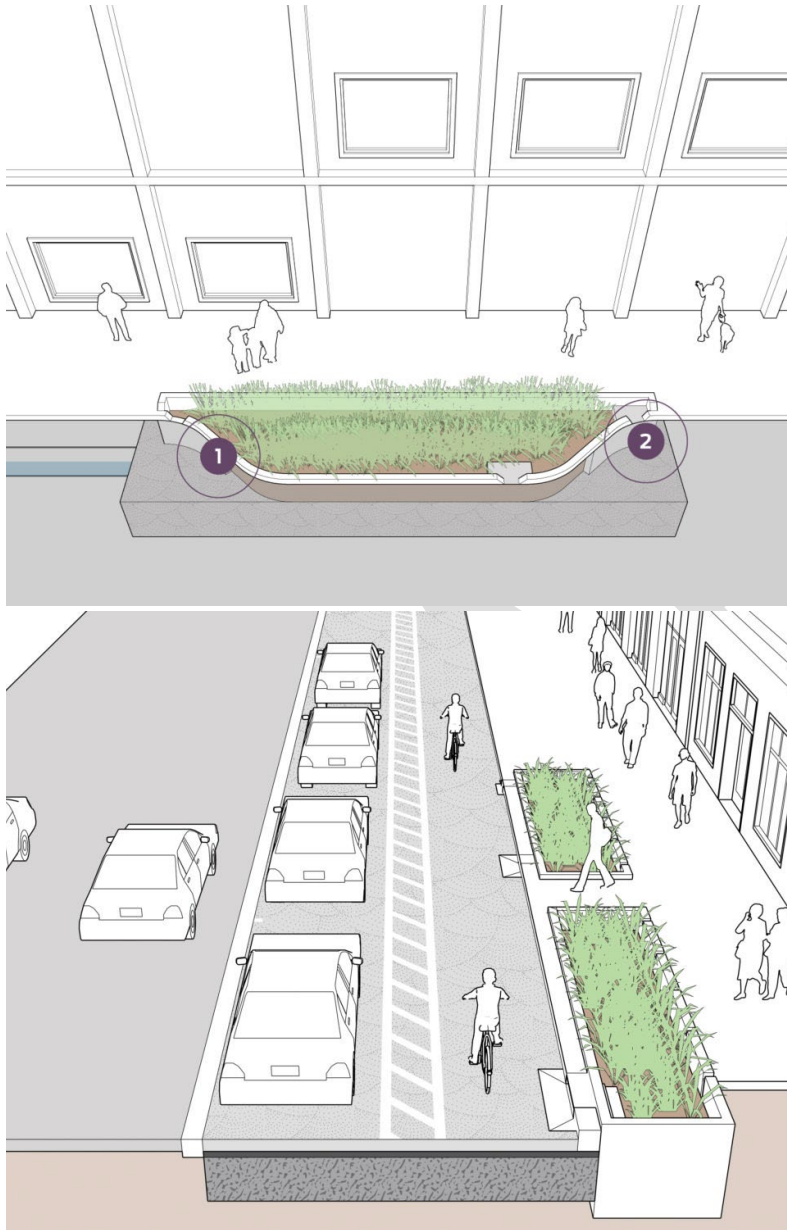
Figure 33 Street furniture estimated costs

Infrastructure	Description	Median	Average	Min. Low	Max. High	Cost Unit	# of Sources (Observations)
Street Furniture	Street Trees	\$460	\$430	\$54	\$940	Each	7(7)
Street Furniture	Bench	\$1,660	\$1,550	\$220	\$5,750	Each	15(17)
Street Furniture	Bus Shelter	\$11,490	\$11,560	\$5,230	\$41,850	Each	4(4)
Street Furniture	Trash/Recycling Receptacle	\$1,330	\$1,420	\$310	\$3,220	Each	12(13)

Source: pedbikesafe.org



Green Infrastructure



Both photos from NACTO.

Description

Green infrastructure is a term for elements that capture, filter, and infiltrate stormwater. Green infrastructure that can be installed in streets and public right-of-way includes pervious pavement, which allows water to flow through an otherwise impermeable surface, and



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bioretention planters, which capture water runoff from impermeable surfaces. Street trees and vegetation in bioswales intercept and filter stormwater, and provide shade and evaporative cooling. Green infrastructure also helps enhance multi-modal safety and accessibility when it is used as a buffer between automobile, bicycle, and/or pedestrian travelways, achieving both environmental and mobility goals.

Design considerations

Many different green infrastructure elements may be used in combination. It is important to consider context-specific ecological needs and the placement of underground utilities when locating and designing green infrastructure. Maintaining these facilities may require specialized expertise and equipment.

Pervious pavement design must consider the ability to both support traffic and store water long-term. Pervious concrete must have a depth between 4-5 feet for sidewalks or pathways, 5-6 inches for residential driveways and light duty parking lots, and 8-10 inches for heavier truck areas. Colder climate areas that use pervious pavement must account for biodegradable, non-corrosive de-icing agents and moderation of salt application.

When designing bioretention elements, considerations include: sizing the bioretention element to fit the available space and meet water absorption needs; maintaining a minimum of 3 vertical feet between the bottom of the infiltration method and water table or bedrock layer; choosing soil and plantings that support drainage and filtration needs; and siting the stormwater infiltration system at least 100 feet from any sensitive public water supply.

Street type it can be applied to

- Main Street
- Connector Street
- Neighborhood Street

Design guidance references

- [NACTO Pervious Pavement](#)
- [NACTO Urban Street Stormwater Guide](#)
- [Washington Pervious Concrete](#)
- [NACTO Case Study, Street Edge Alternatives Street Pilot](#)
- [City of Seattle, Broadview Green Grid Brochure](#)

Relative cost

\$-\$\$\$



Crossings

Curb Extension



Source: NACTO Urban Street Design Guide

Description

A curb extension is a section of sidewalk or landscaped area extending into the roadway at an intersection or mid-block crossing that physically narrows the roadway. They are used to create safer, shorter crossings for pedestrians; increase visibility of people waiting to cross the street; slow traffic speeds around corners; and/or increase pedestrian zone space for street furniture, benches, plantings, and street trees. These are also referred to as curb bulb-outs or bump-outs. Curb extensions on streets that accommodate transit vehicles will need to carefully consider the turning radii of those vehicles. Regardless of street type, curb extensions may only be used where a curb lane is present and used for parking, parklets, or loading, not bicycle or motor vehicle travel. Curb extensions are particularly beneficial in commercial frontage contexts where pedestrian volumes are high, where traffic calming is desired, and on very wide streets.

Design considerations

Curb extensions should not narrow any bike or general traffic lanes to an unsafe width. Extensions should preserve one to two feet of shy distance between the curb face and the first travel lane or bicycle lane. When applied to streets with on-street parking, they are typically six to seven feet wide; alternatively, extensions can shadow the length of the parking stall if parking is on the diagonal. Corner or mid-block extensions with crosswalks should be at least as wide as the crosswalk, and ideally extend to the stop bar. The curve of the extension must fit outside of any crosswalks. Extensions are intended to narrow pedestrian



crossing distance and slow traffic speeds. To accomplish this, maintain tight turning radii no greater than 20 feet. The effective turning radius may be wider.

Street type it can be applied to

- Regional Thoroughfare
- Main Street
- Neighborhood Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013](#)
- [FHWA: Small Town and Rural Multimodal Networks, 2016, Chapter 2, Page 14](#)
- [AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004](#)

Relative cost

\$-\$\$



Pedestrian Refuge Island



Description

Pedestrian refuge islands are raised or physically separated areas within the roadway. They provide a safe landing zone for people walking and bicycling to use while crossing a street with multiple travel lanes. Also known as median pedestrian and bicycle refuge islands, they make roadway crossings easier and safer by 1) limiting exposure to through moving vehicles; 2) enabling crossings to commence when there are gaps in traffic from one direction at a time; and 3) providing a safe stopping place in the middle of the roadway for pedestrians who are not able to make the complete street crossing during a pedestrian signal phase. They may be used at signalized and unsignalized intersections or mid-block crossings.

Design considerations

Pedestrian refuge islands are most often used on multi-lane roadways where a pedestrian must cross 44 feet or more of continuous roadway or where they are necessary to provide a safe crossing. Pedestrian refuge islands may also be used as a traffic calming or traffic channelization device, often in concert with mini roundabouts or acute angle right turns. Pedestrian refuge islands should be a minimum of eight feet deep, and preferably 10, to comfortably accommodate single pedestrians, pedestrians with strollers or assisted mobility



devices, or people with bicycles. Signs and pavement markings provide guidance to drivers about where to stop for people crossing.

Street type it can be applied to

- Regional Thoroughfare
- Connector Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013](#)
- [AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004](#)
- [Federal Highway Administration: Small Town and Rural Multimodal Networks, Chapter 2: Mixed Traffic Facilities](#)

Relative cost

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Pedestrian Crossing Signage



Description

Pedestrian crossing signage includes Stop for Pedestrian and in-street pedestrian crossing signs. The Stop for Pedestrians sign is regulatory. It is used in advance of unsignalized marked or unmarked crosswalks. In-street pedestrian crossing signs use the same sign type, installed on the centerline. They can be used in high activity locations to complement other signs and pavement markings. The in-street signs require periodic inspection and replacement.

Design considerations

Crosswalk ahead signs can be placed 20 to 50 feet before the nearest crosswalk markings, and Stop Here for Pedestrians signs are placed at the crosswalk. In-Street Pedestrians signs can be used temporarily on a seasonal basis to prevent damage due to plowing operations.

Street type it can be applied to

- Main Street
- Connector Street
- Neighborhood Street

Design guidance references

- [MUTCD FHWA Chapter 2B. Regulatory Signs](#)



- [FHWA Course on Bicycle and Pedestrian Transportation, Lesson 14](#)
- [PedBikeSafe: Pedestrian Safety Guide and Countermeasure Selection System](#)

Relative cost

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Rectangular rapid flashing beacon



Description

Rectangular Rapid Flashing Beacons (RRFBs) are devices using LED flashing beacons in combination with pedestrian and bicycle warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians and bicyclists use a crosswalk. RRFBs can be used when a signal is not warranted at an unsignalized crossing. They are not appropriate at intersections with signals or "STOP" signs.

Design considerations

RRFBs should be used in conjunction with advance yield pavement lines and high-visibility crosswalks. They should be placed curbside on both sides of the road below the pedestrian crossing sign and above the arrow indication pointing at the crossing. If there is a pedestrian refuge or other type of median, an additional beacon should be installed in the median. A push button is used to activate the beacon, or another activation method used by the person to signal the intent to cross. The push button and other components of the crosswalk must meet all other accessibility requirements. RRFBs should be limited to locations with critical safety concerns and high-volume pedestrian crossings but may also be considered for priority bicycle route crossings and at locations with high volume pedestrian destinations on either side of a street without a nearby controlled crossing.

Street type it can be applied to

- Regional Thoroughfare



- Connector Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013: Intersection Design Elements: Traffic Signals](#)
- [AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004: Section 4.1: Pedestrian Signals](#)

Relative cost

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Traffic Calming

Roundabouts/Traffic Circles



Description

Roundabouts and traffic circles are circular designs for intersections. One or more lanes curve around a central circular island. Entering vehicles yield to traffic that is already circulating through. Roundabouts have significant safety benefits because they reduce conflict points and slow traffic. They can reduce crashes by 82% when they replace a stop-controlled intersection and by 72% when they replace a signalized intersection.⁴ They are also effective at keeping people moving and reducing delay.

Design considerations

Roundabouts can be used in a variety of different settings. On major roads, they can be used to provide a transition between higher-speed portions and lower-speed areas. Smaller traffic circles can be used at the intersection of local streets to slow the speed of traffic.

Traffic circles can be installed using simple markings or raised islands, but they also provide opportunities to include stormwater management facilities or pieces of art. They may or may not be used in conjunction with stop signs. Design requirements include:

- Design speeds or alternative routing to support people walking or bicycling
- Regulatory and/or warning signage should be provided to remind traffic to proceed counterclockwise around the circle.

⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

- At least 15 feet of clearance is needed between the street corner and the central circle.

Street type it can be applied to

- Main Street
- Regional Thoroughfare
- Connector Street
- Neighborhood Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013](#)
- [AASHTO: Guide for the Development of Bicycle Facilities, 2012](#)
- [ITE: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 2010](#)

Relative cost

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Speed humps



Description

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps are three to four inches high and 12–14 feet wide, with a ramp length of three to six feet, depending on target speed. Speed humps reduce speeds to 15–20 mph and are often referred to as “bumps” on signage and by the general public. They will be most common on lower order streets (local and residential). They may also be used on streets where traffic volumes are higher than desired or those that are used by cut-through traffic on a regular basis. Speed cushions achieve the same goals as speed humps but are installed on routes classified as key emergency response corridors. Speed cushions have cut-outs to allow for the wheels of the emergency vehicles to travel through and are flatter than speed humps.

Design considerations

Vertical speed control elements should be applied on streets with speeds limits less than 30 mph, and where there is higher than desired operating speeds. Vertical speed control elements should be accompanied by a sign warning driver of the upcoming device. Speed humps should not be placed in front of driveways or other significant access areas. They



should be located where there is sufficient visibility and available lighting. Spacing for vertical speed controls should be determined based on the target speed of the roadway. Speed humps should be spaced no more than a maximum of 500 feet apart to achieve an 85th percentile speed of 25–35 mph. To achieve greater speed reductions, space speed humps close together.

Street type it can be applied to

- Main Street
- Neighborhood Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013](#)
- [AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004](#)
- [AASHTO: Guide for the Development of Bicycle Facilities, 2012](#)
- [PBOT North Portland Traffic Calming Project](#)

Relative cost

\$



Diverters



Description

Diverters are physical or regulatory barriers that restrict motor vehicle access and movement. They may prevent turning or through movements or restrict access to local traffic only, while allowing passage of bicycle and pedestrian traffic. On bike boulevards, they are designed so people biking can continue on the road, but larger vehicles need to turn. This decreases traffic volumes. Diverters and medians can create opportunities for landscaping.

Design considerations

Sometimes called a “half street closure,” semi-diverters prevent vehicles from crossing an intersection in one direction of a street while permitting traffic in the opposite direction to pass through. It is an alternative to one-way street operation for a block and it allows residents on the block limited two-way travel opportunity. A semi-diverter should be located at the end of a block to prevent vehicles from entering but allowing exits. Diagonal diverters are barriers installed across an intersection, allowing people on bikes through and requiring vehicles to turn right.

Street type it can be applied to

- Neighborhood street

Design guidance references

- [AASHTO: Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004](#)
- [AASHTO: Guide for the Development of Bicycle Facilities, 2012](#)
- [FHWA: Small Town and Rural Multimodal Networks, Chapter 2: Mixed Traffic Facilities](#)

Relative cost

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Chicanes



Both photos from NACTO.

Description

A chicane is a narrowing or turn constructed into a road that causes motorists to slightly shift lanes to travel forward in a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. The offset curb extensions allow for an increase of public space, space for amenities, and landscaping space.

Design considerations

Reflective markings, striping and signs reinforce the artificial curve in the curbline to alert drivers of the lateral shift in the lane. If drainage is an issue, chicanes can be designed as bioswales or installed 1-2 feet away from curb, also called edge islands. Chicanes can also be achieved with alternating on-street parking if there is parking demand high enough to always be occupied. It is preferred to install chicanes at a midblock location near a streetlight.

Street type it can be applied to

- Neighborhood Street

Design guidance references

- [NACTO: Urban Street Design Guide, 2013](#)
- [FHWA Traffic Calming ePrimer](#)

Relative cost

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Hillside Connections

Public Stairs

Figure 34 Public Stair Design Example

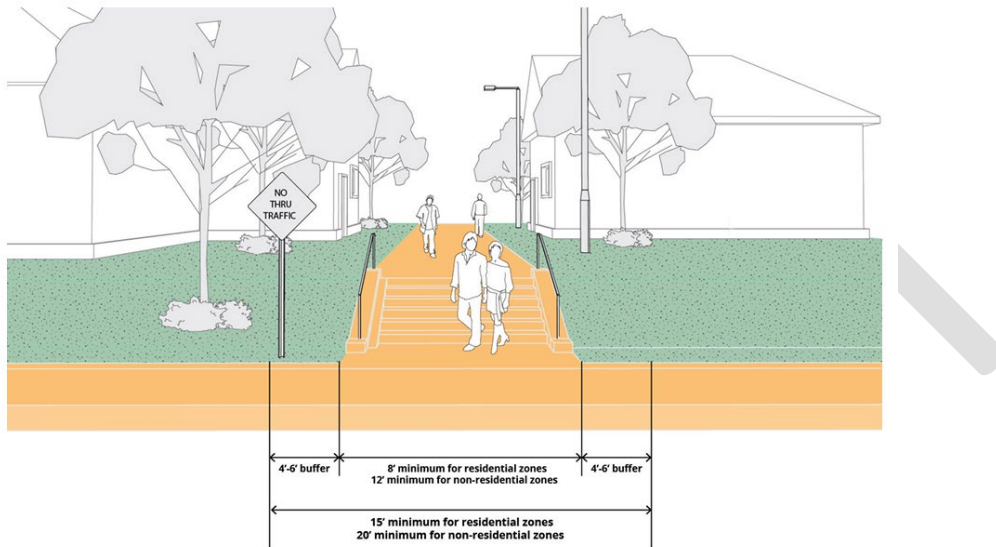


Figure B-34: Pedestrian/Bicycle Connection - stairway

Portland Pedestrian Design Guide, pg. 43

Description

Public stairs can be used as a pedestrian/bicycle connection where topography is too steep for a path. Stairs are typically short segments of walkway that are not adjacent to vehicular roadways, instead located midblock within rights-of-way. They could be used to meet pedestrian connectivity guidelines where direct alternative routes are not feasible. However, they are not accessible to people who use wheelchairs, requiring that there be suitable alternative routes or design accommodations.

Design considerations

Stairs should be at least 8 feet wide for residential zones and at least 12 feet wide for non-residential zones. There should be a 4- to 6-foot buffer on each side of the bottom of the stairs, making the entire width including both buffer zones at least 15 feet wide for residential zones and at least 20 feet wide for non-residential zones. Where no alternative routes are available for people with disabilities, ramps between stair landings will increase the width substantially.



Street type it can be applied to

Midblock within rights-of-way of any street type

Design guidance references

- [Portland Pedestrian Design Guide, B.5.4.2 Pedestrian/Bicycle Connection](#)
- [Portland City Code, Chapter 17.88 Street Access](#)

Relative cost

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Funicular/Aerial Tram

Description

Aerial trams and cable-operated funicular railways are a form of public transportation used to connect destinations that are separated by steep topography. They are an alternative to building out streets. Both aerial trams and railways are often associated with tourism, and most funiculars in the U.S and Europe are historic.

Design Considerations

The unique infrastructure and maintenance needs of these relatively rare forms of transportation can be expensive and require specialized experience. Both aerial trams and funiculars rely on cables for their operations that require regular maintenance and inspection.

Examples

Portland's Aerial Tram connects the South Waterfront to Marquam Hill. South Waterfront serves other forms of active transportation like buses, shuttles, a streetcar, a cycle track, dense bike parking, and a pedestrian bridge. Marquam Hill serves a residential neighborhood, natural trails, and major hospitals. The aerial tram travels 3,300 linear feet and rises 500 feet during the 4-minute ride.



Photo from Go By Tram.

Los Angeles' Angels Flight Railway travels between Hill Street (downtown) and Grand Avenue on Bunker Hill (fashionable residential district). It serves as an historic landmark for the city.





Photo from Wikipedia.

Sandia Tram in Albuquerque travels above the Cibola National Forest and takes passengers to an elevation of 10,378 feet.



Photo from NewMexico.org

Design guidance references

- [Go By Tram](#)
- [Angels Flight](#)
- [Los Angeles Conservancy](#)
- [Visit Albuquerque](#)

Relative cost

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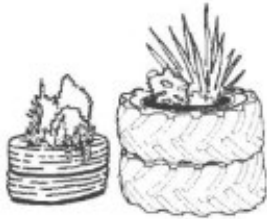
City of White Salmon

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Temporary and Low-Cost Materials

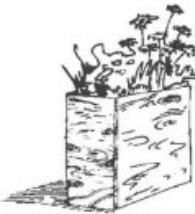
Lower budget and temporary design materials⁵ allow safety improvements and street enhancements to be put in place quickly. They also have the advantage of allowing the city to easily make adjustments to the designs if needed. All materials placed in the roadway must be supplemented with reflective materials, either on the feature or via signs or posts.

TIRE PLANTERS



- Lowest cost option, can be donated
- For median islands: place 2-3 feet apart with a minimum of 6 feet for crosswalk and pedestrian access
- For curb extensions and plazas: place every 8 to 10 feet
- For mini roundabouts: use to demarcate perimeter, along with signs

CUSTOM WOOD PLANTERS



- Medium cost, approximately \$40 per planter
- For bikeways: place 8 to 20 feet apart to create buffer, 1.5 feet minimum installation width needed
- For median islands: place 2-3 feet apart with a minimum of 6 feet for crosswalk and pedestrian access
- For curb extensions: place every 6 to 8 feet
- For plazas: place every 8 to 10 feet
- For mini roundabouts: use to demarcate perimeter, along with signs

GALVANIZED STEEL PLANTERS



- High cost, approximately \$90 per 4 feet or \$150 per 6 feet
- For bikeways: place 8 to 20 feet apart to create buffer, 3 feet minimum installation width needed
- For curb extensions and plazas: place every 8 to 10 feet
- For plazas: place every 8 to 10 feet
- For mini roundabouts: use to demarcate perimeter, along with signs

⁵ https://issuu.com/streetplanscollaborative/docs/tu-guide_to_materials_and_design_v1



LARGE POLYMER PLANTERS



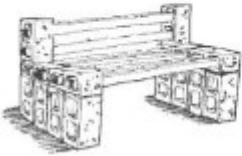
- Highest cost, approximately \$441 for 34 inches by 27 inches or \$785 for 42 inches by 33 inches
- For bikeways: place 8 to 20 feet apart to create buffer, 4 feet minimum installation width needed
- For curb extensions and plazas: place every 8 to 10 feet
- For plazas: place every 8 to 10 feet
- For mini roundabouts: use to demarcate perimeter, along with signs

MILK CRATES



- Lowest cost, \$4.75 for a square crate or \$8 for a rectangular crate
- Can be used like wooden planters for barriers
- Can be used as seats for curb extensions and plazas

BENCH - CINDER BLOCK + WOOD



- Medium cost, \$1.25 per block and \$5 to \$10 per board
- Can be used as bench seats for parklets and curb extensions
- Place blocks every 4 feet for stability

BENCH - HAY BALE



- Higher cost, \$10 to \$40 per bale
- Can be used as barriers for bikeways, pedestrian crossings, curb extensions, and plazas
- Can be used to define mini roundabouts
- Temporary, only lasts 1 to 3 days



STREET STANDARDS AND MUNICIPAL CODE RECOMMENDATIONS

To align with the TSP goals and community priorities identified throughout the engagement phases, Appendix D provides a list of street standards and municipal code recommendations. These recommendations are divided into two areas: transportation focused standards and land and housing focused standards. The review of the municipal code identifies revisions from the existing code to provide clarity and structure to uphold the TSP vision and goals.



People ride bicycles in White Salmon in spite of a lack of designated on-street bikeways.



City of White Salmon

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6 IMPLEMENTATION AND NEXT STEPS

FUNDING

Funding to implement the projects and programs identified in this TSP can come from a wide range of sources. Some of the most applicable potential sources for White Salmon are described below.

Local Funding

Transportation Benefits District

Street improvements in White Salmon have historically been funded by property taxes. In 2023, White Salmon created a Transportation Benefit District (TBD). Funds are generated by a .1% sales tax and may be expanded to include a local car registration fee if approved in future City ordinance. Revenues may be used for transportation improvements identified in the Six-Year Transportation Improvement Program, Transportation System Plan, and Capital Improvement Plan. The TBD is initially expected to generate \$72,791 annually. These funds can be used as a local match for grant funding opportunities.

State Grants

Statewide Transportation improvement Program (STIP)

The STIP is a fiscally constrained, prioritized multimodal transportation program of state, local, tribal, and public transit projects. It includes highways, streets, roads, sidewalks, bike lanes, trails and safety projects funded with federal, state, tribal, and local resources. The STIP list consists of projects identified and developed through local, county, and regional transportation improvement programs and plans.

Projects identified as a priority in this plan should be added to the STIP, which can also be amended should the City solicit federal funding.



City Safety Program

The City Safety Program is funded through the federal Highway Safety Improvement Program, which allows states and local governments to target safety funds to their most critical safety needs. The development of a local road safety plan is a prerequisite for receiving City Safety Program funding.⁶ The City Safety Program provides funds for projects that reduce fatal and severe injury crashes on city or town streets and state highways using engineering improvements and targeted safety countermeasures that provide the highest safety impacts per dollar. The program includes two subprograms: Spot Location program for specific intersections, spots, or mid-block locations or corridors that address at least one fatal or severe injury crash within the past five years (TSP projects along SR 14 may be eligible based on the location of severe injury crashes – see Figure 11); and Systemic program for projects identified through a city's local road safety plan. \$26.8 million was awarded in the 2022 funding cycle.

Pedestrian & Bicycle Program and Safe Routes to School

The Pedestrian & Bicycle Program and Safe Routes to School Program are funded on a two-year cycle by the state legislature, and are administered by WSDOT. Projects on the bicycle network and school routes are good candidates for this program.

Pedestrian & Bicycle Program

The purpose of the Pedestrian and Bicycle Program is to eliminate fatal and serious injury traffic crashes involving people walking and bicycling, and build low-stress walking and bicycling networks. Improvements along streets with higher rates of collisions and projects along the bicycle and shared-use trail network could be candidates for this funding source.⁷

Safe Routes to School

The purpose of the WSDOT Safe Routes to School (SRTS) Program is to increase the number of students walking and bicycling to school safely. SRTS promotes and supports walking and bicycling to school through infrastructure improvements, enforcement, and safety programming and education.⁸ The City of White Salmon can partner with local schools to

⁶ WSDOT Local Road Safety Plan brochure. Available at <https://wsdot.wa.gov/sites/default/files/2021-10/LP-Local-Road-Safety-Plan.pdf>.

⁷ WSDOT Pedestrian & Bicycle Program. Available at <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program>.

⁸ WSDOT Safe Routes to School Program. Available at <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>.



apply for federal SRTS funds to improve streets within 2 miles of K-12 schools. White Salmon had previously received grant funding in this way for Hood Street improvements.

Program timeline & Funding

The Pedestrian & Bicycle and Safe Routes to School programs operate on a 2-year cycle, with the following general timeline:

- Even numbered years: Call for projects launches in January-February, with application deadlines in May-June.
- Odd-numbered years: The legislature sets the funding level in the spring, and WSDOT confirms project details and awards projects.

The most recent round of funding approved in 2023 included a total of \$103.9 million awarded to 38 SRTS projects and 28 Pedestrian & Bicycle Program projects. The next call for projects is expected in early 2024.

Washington Transportation Improvement Board (TIB)

The TIB is a State of Washington's program to invest in quality local transportation projects. The TIB distributes grant funding to cities and counties each year using revenue generated by the three-cent statewide gas tax. White Salmon has received TIB funding in the past for street reconstruction. White Salmon would apply under the Small City Programs, designed to serve cities and towns with populations less than 5,000 people.⁹ A local match is required, the percentage of which varies by the city assessed valuation; White Salmon's local match for TIB funding is 5%. The call for projects is typically issued each June, with applications due at the end of August and funding decisions announced in November-December. Funding for the 2023 Small City Program is anticipated at \$25 million for arterial streets, preservation, and maintenance, and \$5 million for active transportation.

Complete Streets Program

TIB's Complete Streets Award is a funding opportunity for local governments that have adopted a Complete Streets ordinance. White Salmon could become eligible for TIB Complete Streets Award funding if the City adopts a Complete Streets ordinance in the future. The next Complete Streets Award opportunity is anticipated in either 2023 or 2024.¹⁰

⁹ 2023 TIB Funding Workshop – Small City Programs booklet. Available at http://www.tib.wa.gov/tibinfo/publications/Training/2023/2023%20TIB%20Funding%20Workshop%20-%20SMALL%20CITY_print%20version.pdf.

¹⁰ Transportation Improvement Board – Other Funding Opportunities. Available at <http://www.tib.wa.gov/grants/grants.cfm>.



Federal Grants

Under the Department of Transportation, the federal government offers a number of funding programs that local jurisdictions (such as the City of White Salmon) can apply for. Many of the programs were created and/or funded by the 2021 Infrastructure Investment and Jobs Act (IIJA) or the 2022 Inflation Reduction Act (IRA). Other funding for TSP projects may be available through the United States Department of Agriculture.

Safe Streets and Roads for All (SS4A)

The IIJA established this discretionary program to fund initiatives that prevent roadway deaths and serious injuries. SS4A Planning Grants to complete Action Plans are available at the City, County, regional and State level, and are a prerequisite for implementation grants. Work conducted in this TSP can be augmented to complete an Action Plan.

Carbon Reduction Program (CRP)

The IIJA in 2021 also established the CRP, which provides funding for projects that are designed to reduce transportation emissions, specifically carbon dioxide emissions. This grant is administered through the Federal Highway Trust Fund, passed through to Southwest RTC MPO via WSDOT. White Salmon can apply for funds through Southwest RTC, to implement projects such as:

- Deploying energy-efficient traffic control devices and street lighting
- Implementing vehicle electrification technology
- Planning and implementing transportation alternative initiatives and projects such as micromobility and bicycling infrastructure
- Certain public transportation projects such as transit corridors and bus lanes

Recreational Trails Program (RTP) and Land and Water Conservation Fund

These programs, also funded by the IIJA, provide grants that can be used for recreational trail planning, acquisition, and construction. The former can also be used to maintain and restore existing trails, and for programming.

Surface Transportation Block Grant (STBG)

The STBG is a flexible funding source administered by the Federal Highway Administration (FHWA) for states and localities to address local transportation needs. Klickitat County



currently receives STBG funds that are disbursed to local cities including White Salmon. While there is no application available as the County is the receiver of funds, coordination will be important to make sure Klickitat County is aware of efforts to implement TSP projects.

STBG – Transportation Alternatives

The Transportation Alternatives grant is a legislative set-aside under the wider STBG grant funding, specifically for smaller scale projects such as pedestrian and bicycle facilities, recreational trails, and Safe Routes to School (SRTS). Transportation Alternatives grants are disbursed through and managed by the regional MPO, Southwest RTC.

Based on current figures, the 2023-2024 Rural sub-allocation is \$145,000, although there is an additional \$480,000 in “flexible” allocation that could be used for urban or rural projects. It may be more challenging to compete for these flexible funds with larger metropolitan areas such as neighboring Clark County, which is also within the MPO.

Federal Lands Access Program (FLAP)

FLAP funds can be used by entities that own or have responsibility for a public highway, road, bridge, trail, or transit system and are located on, are adjacent to, or provide access to Federal lands (such as the Columbia River Gorge National Scenic Area, White Salmon National Wild and Scenic River, and Gifford Pinchot National Forest). Funds are administered by the state. The most recent round of funding approved in December 2020 included a project near White Salmon, the Dog Mountain Trailhead Safety Mitigation/Relocation.

Active Transportation Infrastructure Investment Program (ATIIP)

The Fiscal Year 2023 Omnibus Appropriations Bill, passed in December 2022, includes \$45 million to kick-start the ATIIP. The program will establish competitive grants that invest in projects that connect active transportation networks and spines. The US Department of Transportation has not yet released details on the application requirements or timeline.

USDA Forest Service Urban & Community Forestry (UCF) Program

The UCF Program, funded through the IRA, provides monetary support to communities who are affected by low urban tree canopy and climate change impacts. This funding improves communities’ resilience and expands access to environmentally focused careers to directly improve economic, social, and environmental challenges. Many projects identified in this TSP could include the addition of green infrastructure and street trees, which may qualify for UCF



grant funding. The Inflation Reduction Act will award up to 1.5 billion dollars to eligible applicants to diversify and restore access to nature through multiyear programmatic efforts. The first Public Notice of Funding Opportunity (NOFO) closed in June 2023, but the funding will be available through 2031, depending on the amount awarded to the first NOFO applicant and administrative and legislative matters.¹¹ However, White Salmon is not considered a disadvantaged community and would need to provide a full match to increase the chances of eligibility. Other federal funds would not match but volunteers, city staff time, and state resources could maximize the City's eligibility for UCF funding if the proposed project directly invested and benefitted the community.

PARTNERSHIPS

To implement the wide array of projects and programs, the City of White Salmon should partner with a range of stakeholders and organizations to coordinate efforts and identify opportunities for mutual benefit. Examples include:

- Partnerships with **state agencies** to develop grant applications
- Partnerships **with transit agencies** to expand service and improve and/or relocate stops, in coordination with streetscape and amenity improvements on sidewalks
- Partnerships **with developers** to give them incentives to go above and beyond transportation improvement requirements
- Partnerships **with neighboring jurisdictions** such as WSDOT, Klickitat County, and Bingen to complete critical connections,
- Partnerships **with schools** to understand and support students travel needs and develop SRTS plans and grant applications

As previously described, White Salmon is part of a wider Columbia River Gorge regional economy. Partnership with the city of Hood River, Oregon and other cities along the gorge can further develop and manage inter-city mobility, as tourism demand continues to grow.

CONCLUSION

The White Salmon community confirmed, through their participation in this plan, that the way forward to a human-scaled transportation system is to make decisions and funding investments that build and maintain a network of sidewalks, crossings, and bikeways that connect to schools, parks, and other destinations. The near-term and longer looking

¹¹ USDA Forest Service Urban & Community Forestry Inflation Reduction Act Notice of Funding Opportunity (NOFO). Available at <https://iraucfgrants.urbanandcommunityforests.org/>.



commitments that will make White Salmon a fabulous place to walk and bicycle are summarized below.

Near-Term Actions (Next 1-5 Years)

- Amend STIP to include high priority projects.
- Develop Wayfinding program and transit service coordination.
- Develop planning and design concepts for the High-Priority Near-Term priority projects (Figure 20).
- Consider staffing needs to support transportation project, program, and policy implementation , including creating a new transportation planner position.
- Develop grant applications and apply for funding.
- Consider developing and adopting a Complete Streets ordinance to enable White Salmon to compete for Complete Streets grant funding.
- Continue to update STIP as projects are built, adding projects from the Medium-Term list.

Medium/Long-Term Actions (5-20 Years)

- Continue to update Medium-Term project list as projects are built.
- Look for opportunities to install projects at the same time as planned maintenance projects and as an element of new developments.
- Update Medium-Term project list with high-scoring projects in the Long-Term list (those not recommended during TSP time frame).
- Develop other program and policies described above, perhaps starting with the curb ramps program, small mobility policies, and parking reforms.



APPENDICES

A - Public Engagement Summary

B – Prioritization Framework

C – Full Prioritized Project List and Map

D - Street Standards and Municipal Code Recommendations

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City of White Salmon

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White Salmon TSP "Lite"

Appendix A: Public Engagement Summary

August 2023

N NELSON
NYGAARD



Public Engagement Plan

Audience

- We engaged residents, workers, and city staff of White Salmon, WA, through surveys, council meetings, and a listening session.

Goals & Intention

- Inform and engage the community and provide them ideas and receive their feedback in the following:
 - Identifying and prioritizing projects, programs, policies, and partnerships with the project team and City to improve access and walkability
 - Influencing project team and city decisions on design standards and guidelines for new developments and expansion into the Urban Exempt Area, as well as funding mechanisms and strategies
 - Developing the Transportation System Plan (TSP) over time to complement the Comprehensive Plan

Scope

- **Phase 1:** Identify network gaps (Spring 2022)
- **Phase 2:** Feedback on project ideas (Winter-Spring 2023)
- **Phase 3:** Public comment on draft plan (Summer 2023)

Phase 1: Goals, Themes, Challenges and Opportunities



1

What did we do for Phase 1?

- Online survey
 - Respondents indicated their transportation, mobility, and community values and how they primarily get around White Salmon today.
- Wikimap
 - Respondents drew on a map to indicate how and where they get around and would like to travel in the future.
- Listening session pop-up events
 - Informed community members of the project's objectives, asked for input, administered surveys, and gathered community members' feedback at existing community destinations.

SHARE YOUR GOALS

- What matters most to you when you think about the future of transportation in White Salmon?
- Is it safety?
- Is it having options for how you move around?

Take a short survey to help us set our transportation goals. You can also tell us where and how you travel today. We will use your input to identify projects and help to set priorities for funding.



Visit the website for more details:
www.white-salmon.net



CITY OF WHITE SALMON
TRANSPORTATION PLAN

Key Takeaways from Phase 1

- Respondents emphasized the importance of building and maintaining a safe, connected network of sidewalks, paved paths, crossings, and bikeways that connects to schools, parks, and other destinations in White Salmon and connects White Salmon with the broader region.
- People also mentioned the need for parking management, streets maintenance, landscaping, and installation of green stormwater infrastructure.
- Respondents also supported lighting and visibility improvements, public art, and street furniture.

TSP Goals

- The TSP goals are based on themes that have come up through past planning efforts in White Salmon.
- In April 2022 we asked people to weigh in on what these values and goals mean to them.

Increase Safety

Improve Connectivity

Prioritize Sustainable Transportation

Make our Streets Beautiful

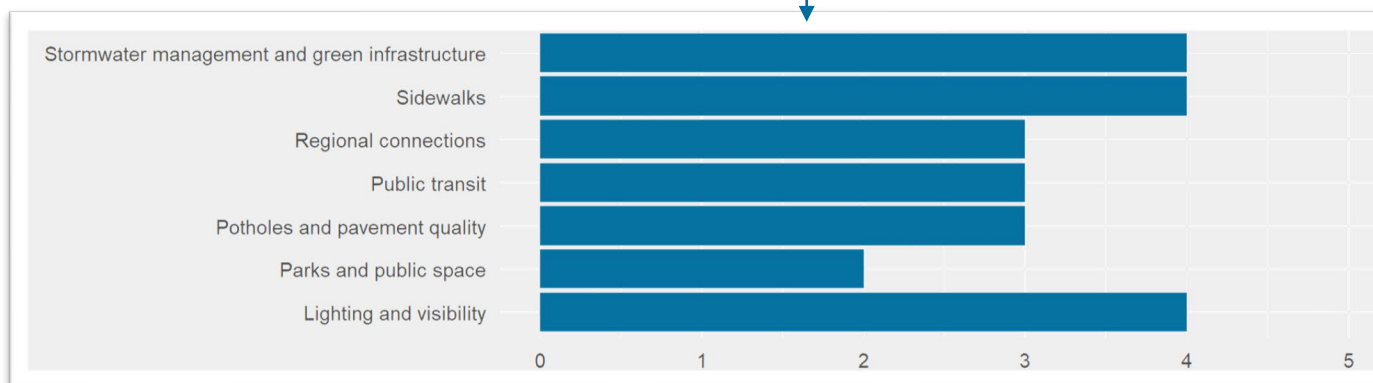
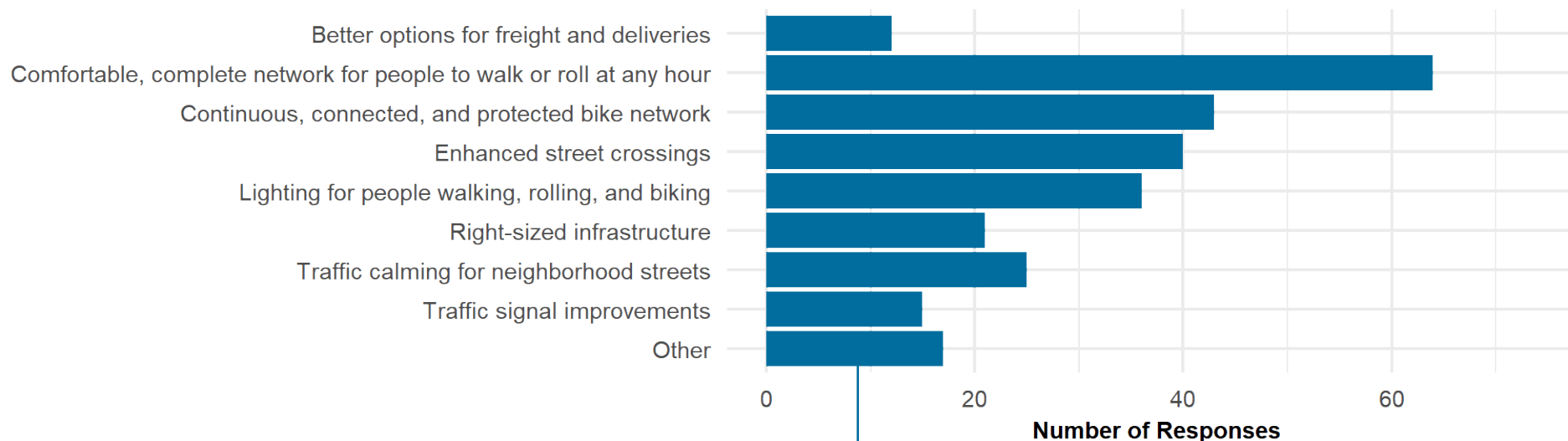
Provide Mobility Choices

Maintain Our Assets

Theme: Increase Safety

WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

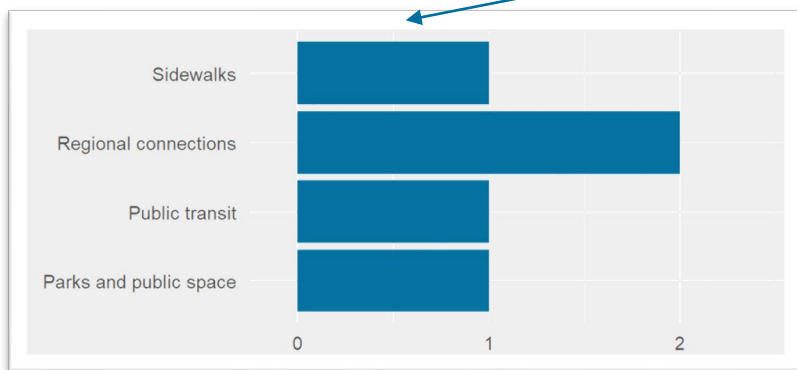
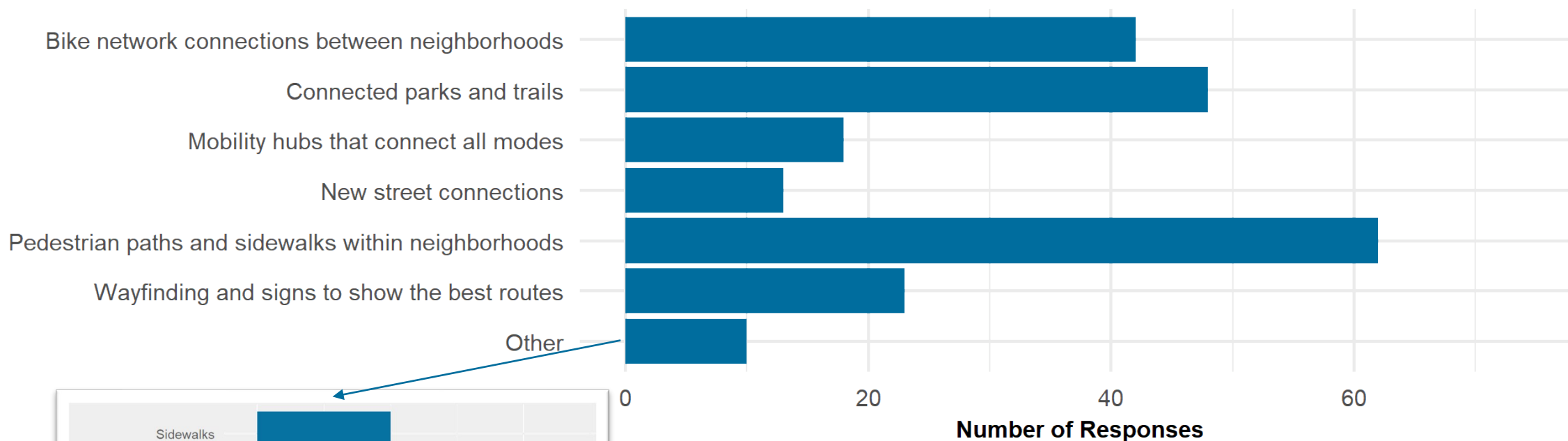
Most respondents value a complete network of pedestrian infrastructure that is always comfortable to use.



Theme: Improve Connectivity

WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

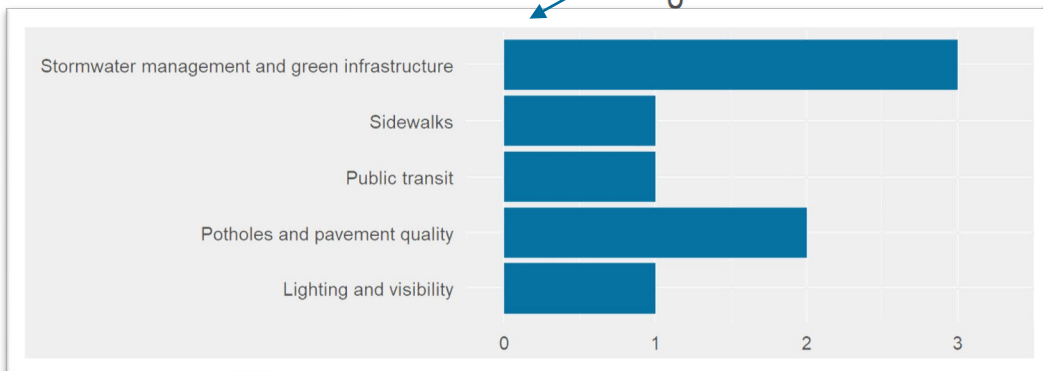
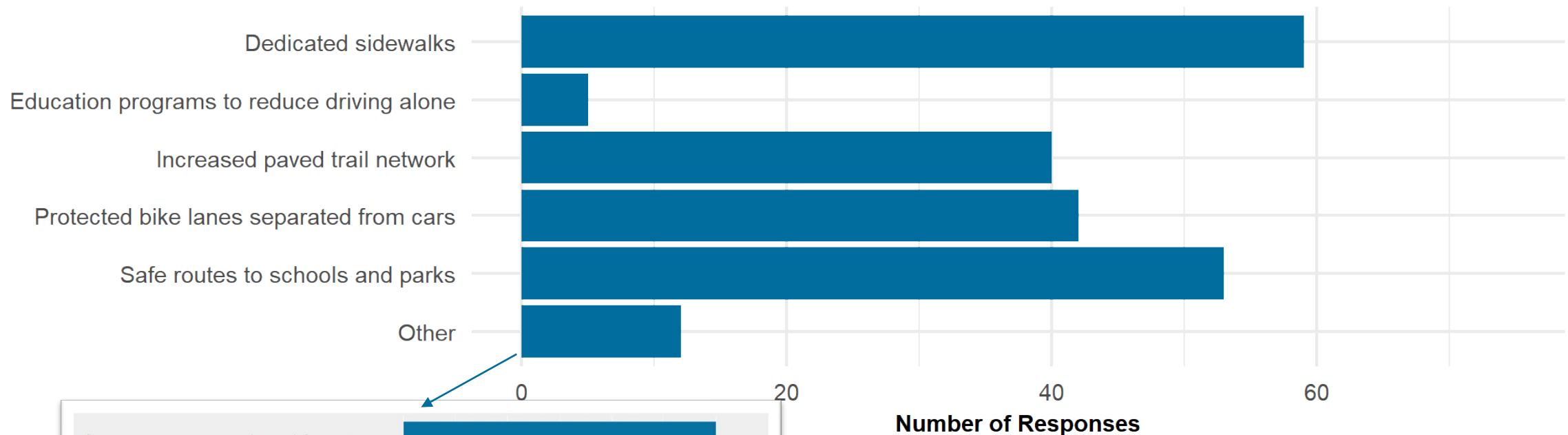
Most respondents want pedestrian paths and sidewalks within neighborhoods.



Theme: Prioritize Sustainable Transportation

WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

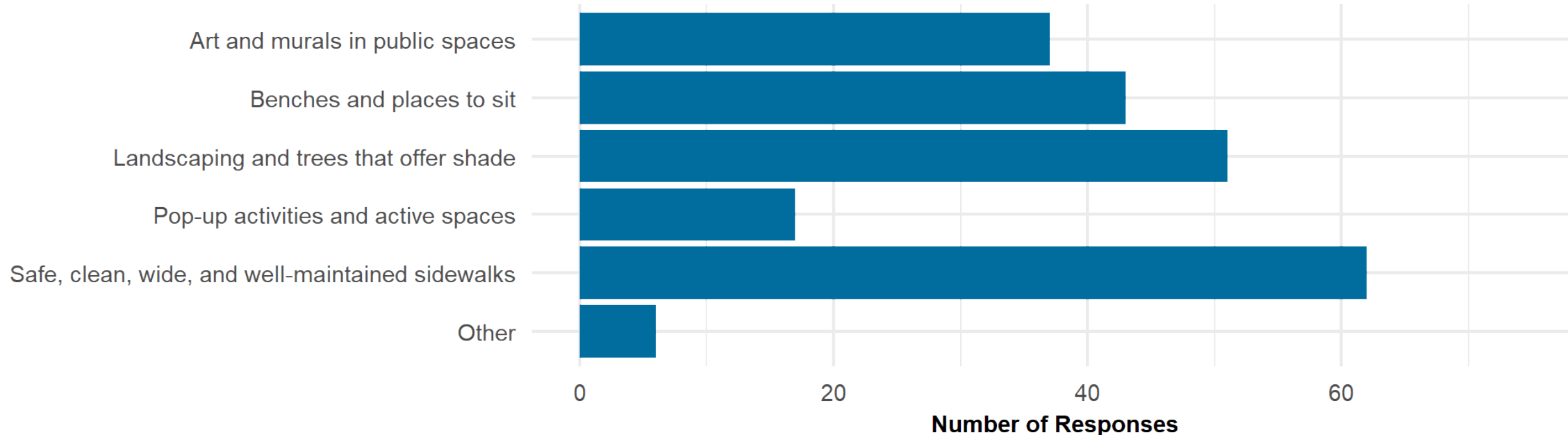
Most respondents desire dedicated sidewalks, followed closely by safe routes to schools and parks.



Theme: Make our Streets Beautiful

WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

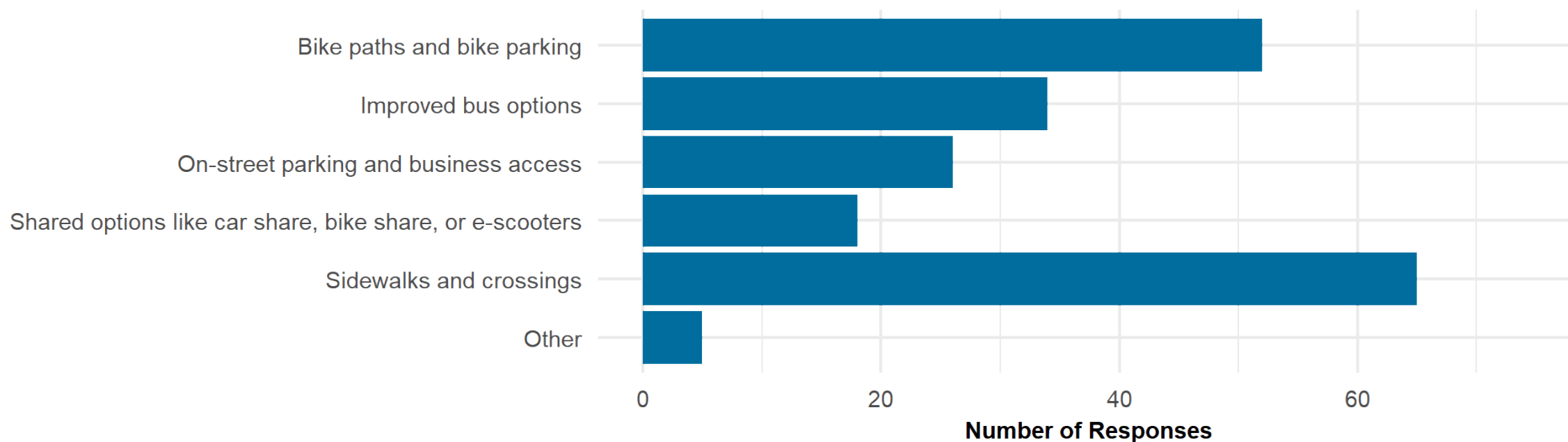
Most respondents want to see safe, clean, wide, and well-maintained sidewalks.



Theme: Provide Mobility Choices

WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

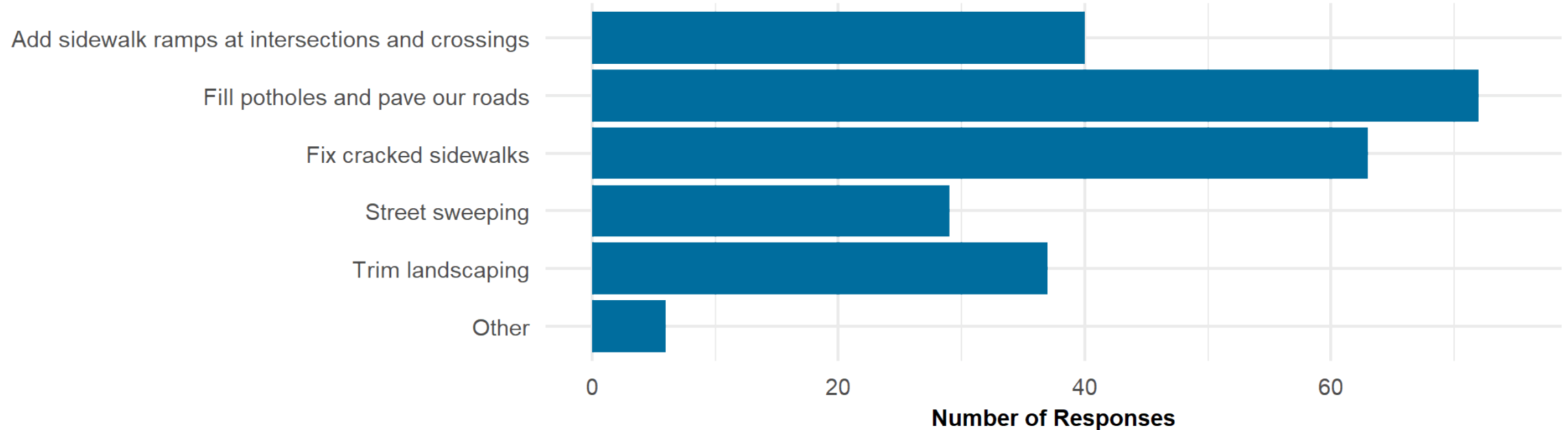
Most respondents support sidewalks and crossings improvements.



Theme: Maintain Our Assets

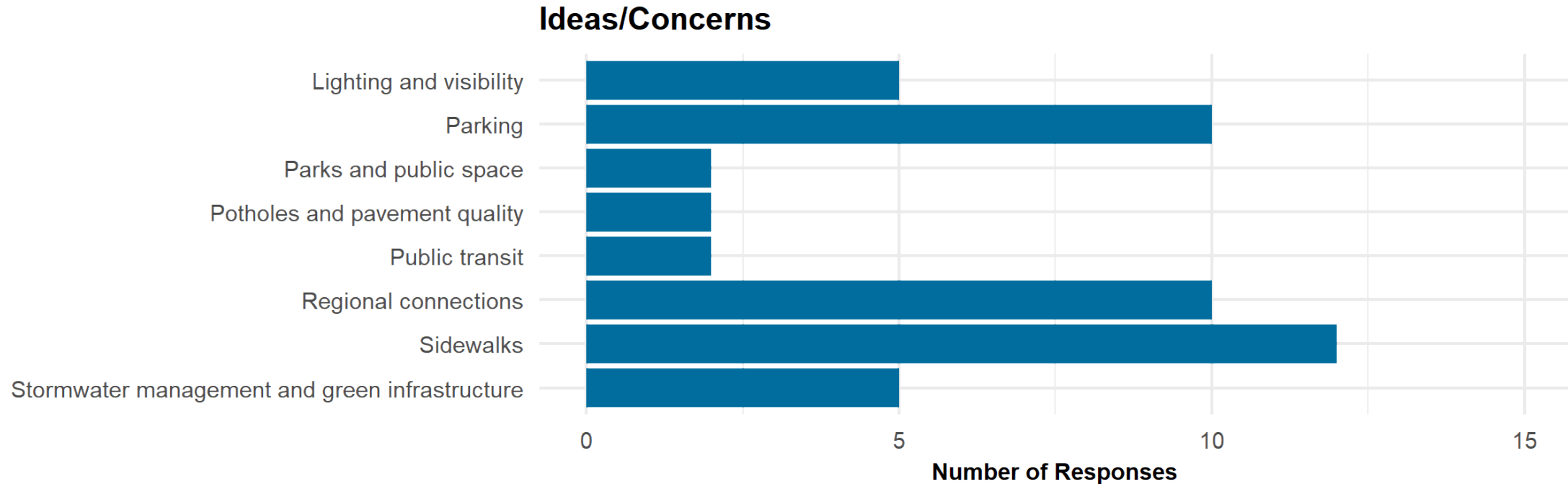
WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

Most respondents want to fill potholes and pave roads, followed by fixing cracked sidewalks.



Other Ideas and Concerns

OPEN-ENDED QUESTION, CATEGORIZED BY COMMON THEMES



Sidewalks were the most common theme among open-ended comments from respondents, followed by regional connections and parking, lighting and visibility, and stormwater management and green infrastructure.

Other Ideas and Concerns

Comment
Delivery vehicles ONLY downtown -- please get the logging trucks and other large trucks off Jewett and diverted to Alt 141. Would love to see the city convert Dock Grade into a combined bike and pedestrian route.
Keep dock grade one way. Increase frequency of line/crosswalk painting or use better paint. Consider traffic light or 3 way stop at the bottom of Estes. Consider traffic light at Dock Grade/Jewett and speed bumps down Vine.
A street has the potential to be so much more than a place for cars. Green infrastructure can help with climate resilience, habitat health and human health. Isn't it a no-brainer? Let's employ "systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat" for a happier healthier White Salmon
Please make a safe sidewalk/pedestrian lane top to bottom from Bingen to White Salmon. We need something more to keep motorists off the shoulder around the loop. I've had too many close calls when running the loop and cars drive too close to the shoulder. Ideally we'd have a pedestrian trail around the whole loop.
Bike lanes and sidewalks on side streets would be a huge improvement for walking. A bike lane/commuter path along Spring Street would be ideal for families walking to school and walking/biking downtown.
More transit options across the river
I'd love to see bike lanes installed, and places to park bikes. I also feel we need a bit more parking, especially up Main Street, and I'm in favor of a monthly paid for parking lot just for folks who work daily in downtown to keep them from using the "luxury" parking. However, with that there must be more 10 min unloading zones for business owners, since there is no back access to any of the businesses on the north side of town. I would bike more if there was a safe place to park my bike and if I felt safe biking in town, right now, I rarely feel safe walking. Angry aggressive drivers are way too common in town. I basically agreed with everything the Consultant, Speck said, except maybe the back in parking, tried that. It would have to be moved to the other side of the street. Thank you for all the hard work going into improving our streets and town!
We drive to and from our home in White Salmon. When in town I try to drive or bike as much as possible. However, walking from our home on Jewett Blvd is not possible to downtown. So we end up driving 4 blocks to get downtown then walk. Please, please fix the sidewalks on Jewett. That one sidewalk on the south side is not safe or sufficient for mobility-impaired persons. I also cannot bike up Jewett from Bingen feeling safe without worrying about logging trucks. A separate bike lane would improve the situation.
A sidewalk, curbing and paving program would go a long way towards making the city more walkable within existing right of ways.
People here are so great about stopping for pedestrians and driving slowly! Also, it's VERY difficult to navigate the sidewalks with a stroller (and, presumably, a wheelchair).
As we make long-term investments in our transportation & city beautification, these investments could affordably be completed - affordable in the short and long term - with improved stormwater management: porous/pervious pavements, bioswales, daylight creeks, etc. When you consider the long term consequences of failing to implement sustainable groundwater management in an ecosystem like hours, we really can't afford not to

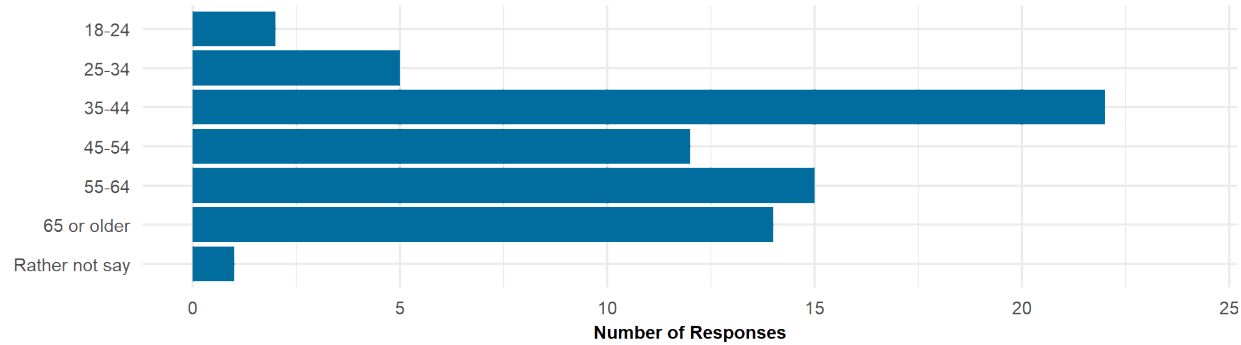
Phase 1 Survey Respondent Demographics

- **Demographics:**

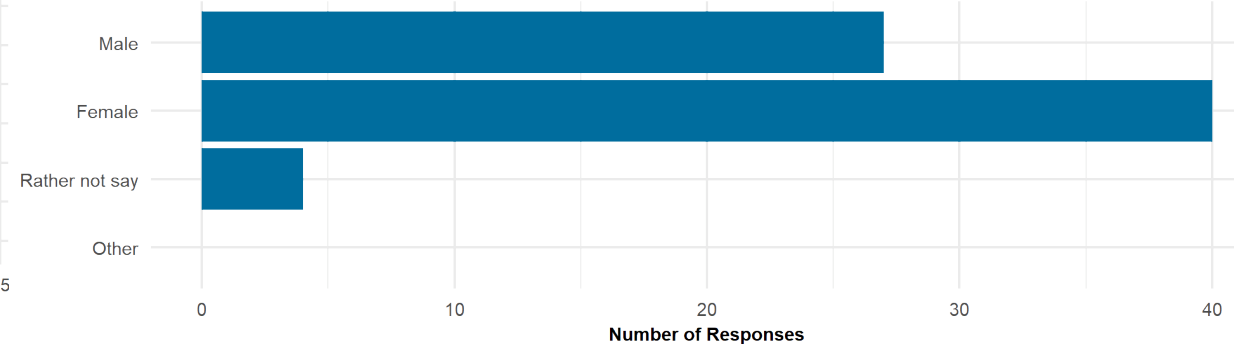
- More respondents identified as female than male (56% compared to 38%, while 6% preferred not to say).
- The largest share of respondents were between the ages of 35 and 44 (31%).
- Most respondents identified as white (86%).
- The largest share of respondents indicated living in a two-person household (45%).
- Most respondents indicated earning a household income over \$75,000 (63%).

Survey Respondent Demographics

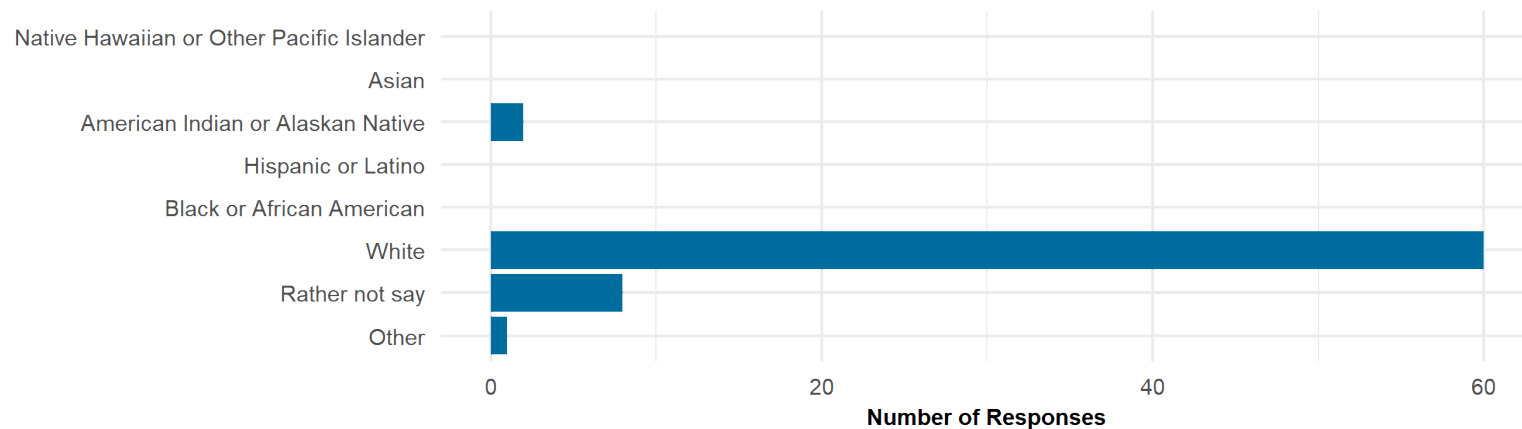
Age



Gender

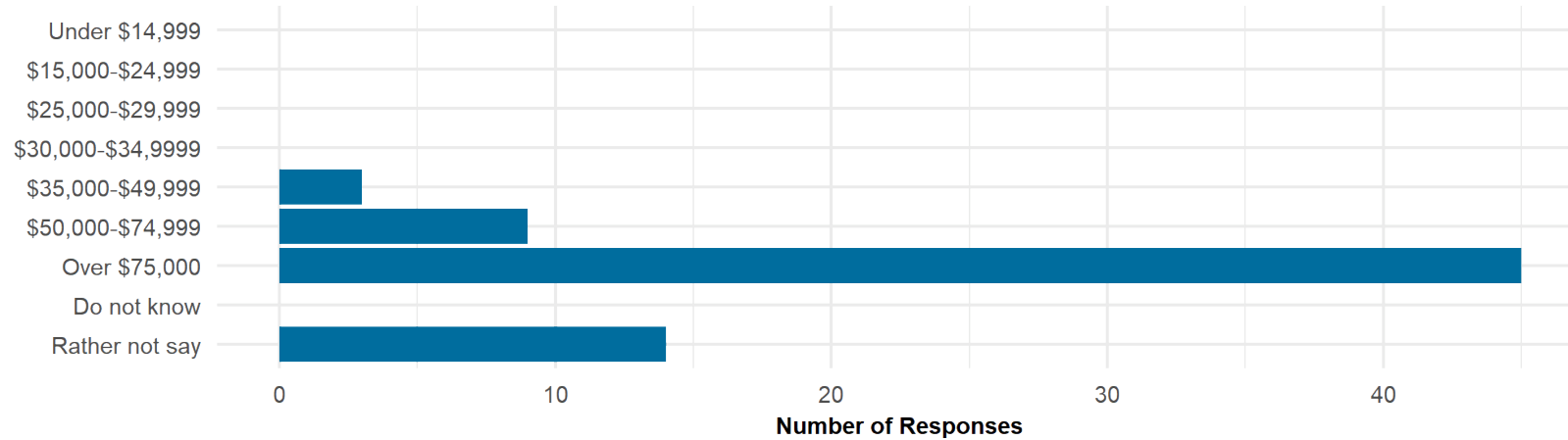


Race and Ethnicity

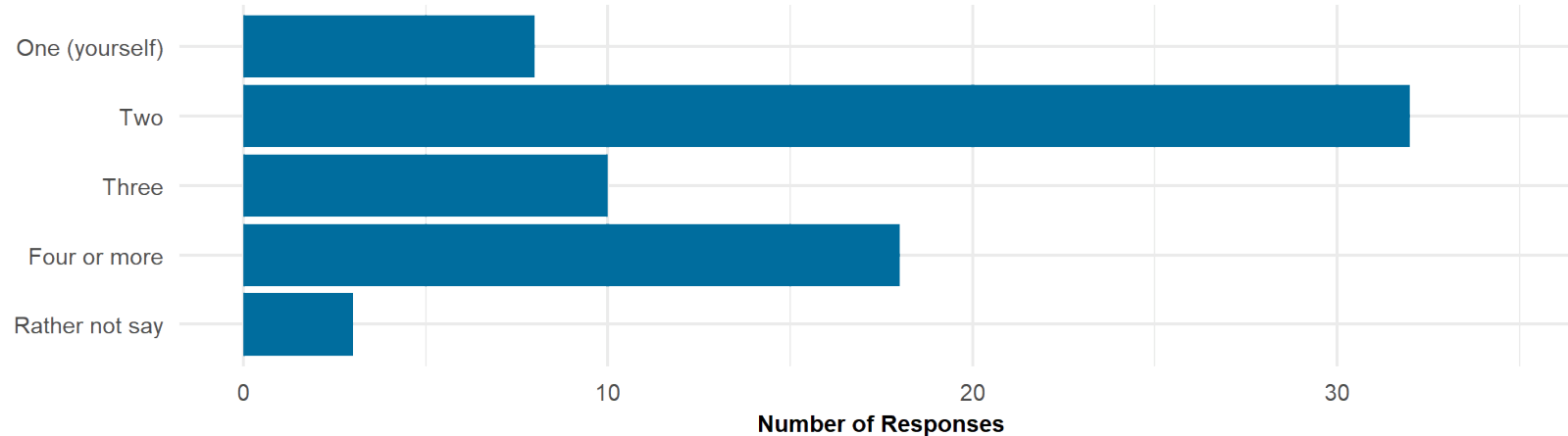


Survey Respondent Demographics

Household Income



Household Size



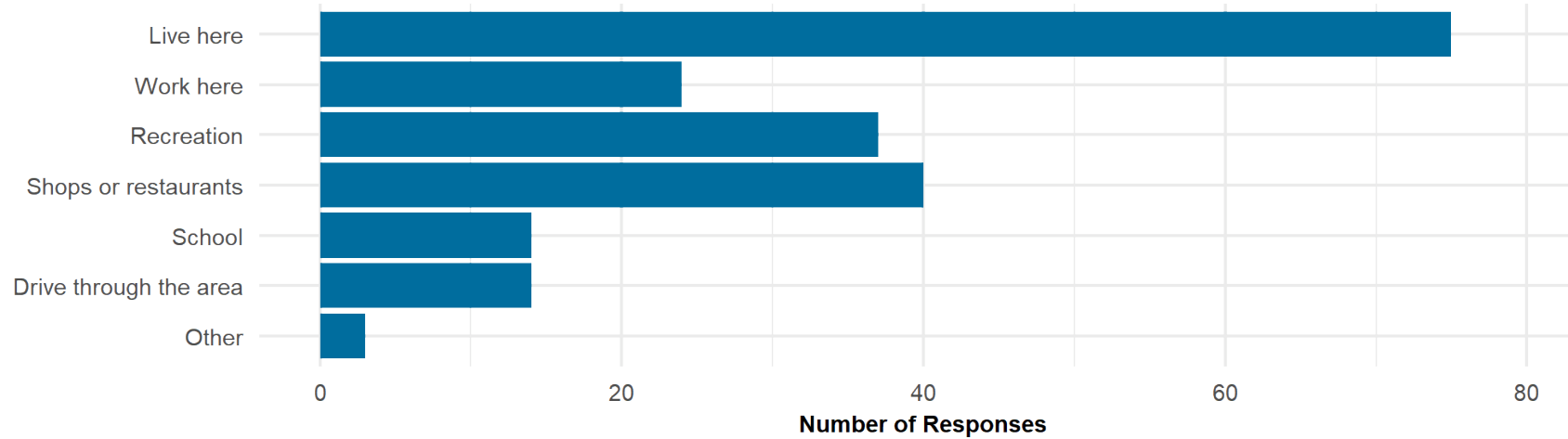
Phase 1 Survey Respondent Travel Habits

- **Travel Habits:**

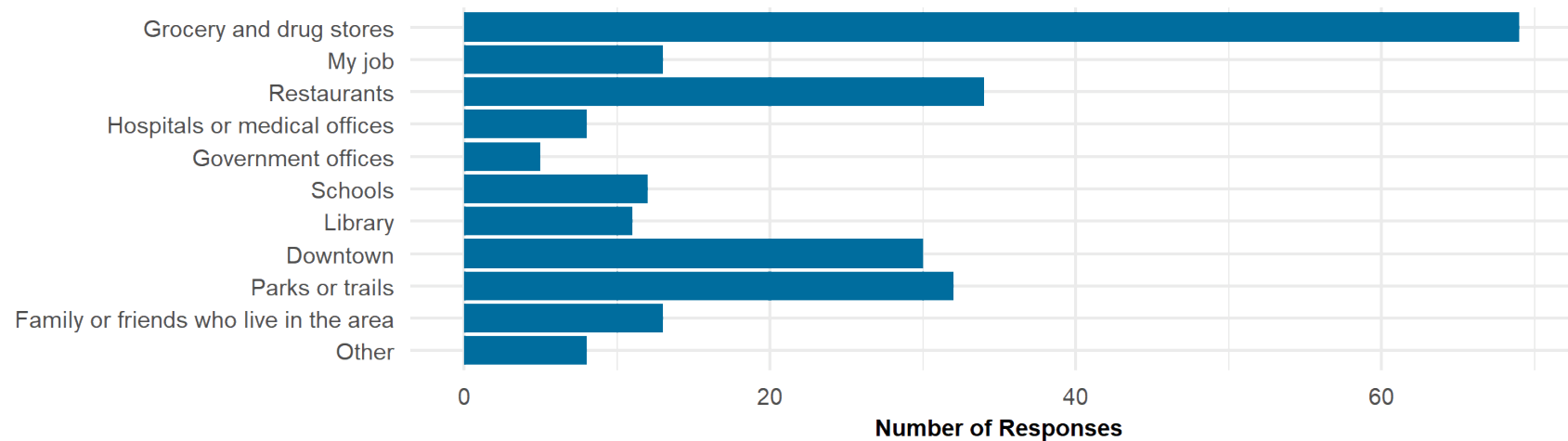
- Most respondents live in White Salmon or the Urban Exempt Area (97%), and over half of respondents shop or go to restaurants here (52%). Almost half are brought here for recreation activities (48%).
- Most respondents often visit grocery stores and drug stores (86%), while large shares of respondents often visit restaurants (43%), parks and trails (40%), or downtown (38%).
- The largest share of respondents walk or use a mobility device such as a wheelchair (34%) or drive with family or friends (36%).
- Most respondents who drive would consider walking, biking, or taking the bus (83%).

Survey Respondent Travel Habits

What brings you to White Salmon or the Urban Exempt Area?

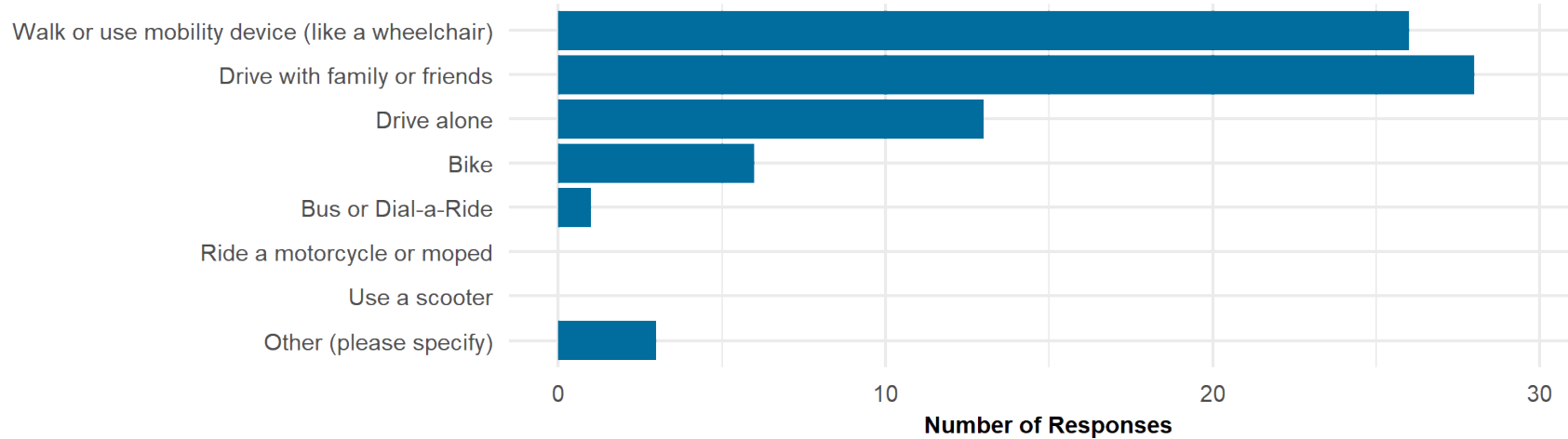


What three (3) places do you visit most in White Salmon?

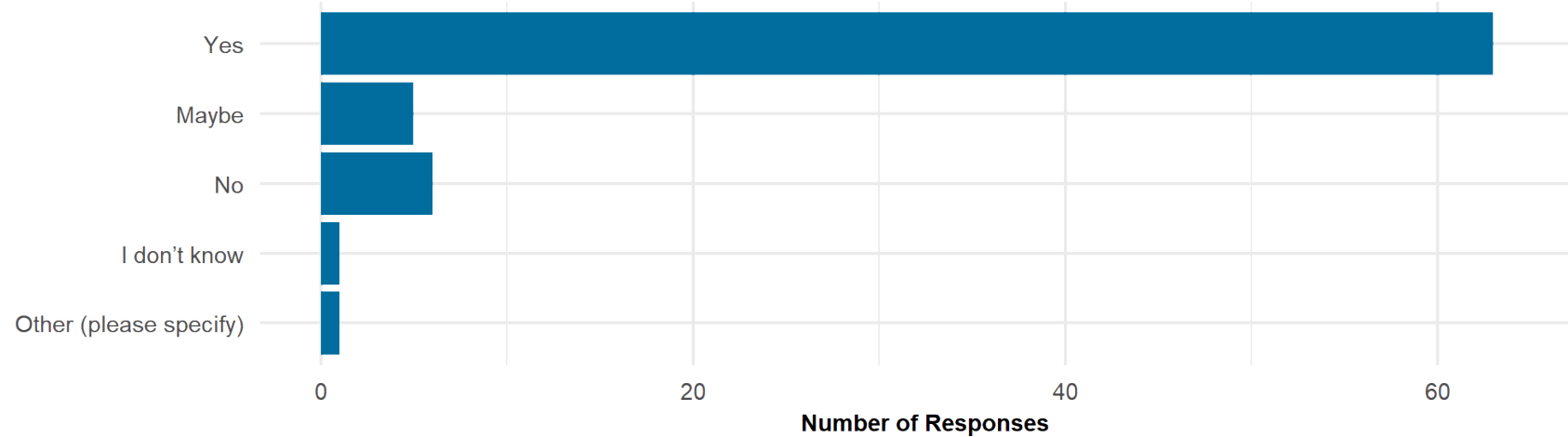


Survey Respondent Travel Habits

Travel Habits



If you drive, would you consider walking, biking or taking the bus sometimes?



Public Input: Walking/Rolling and Bicycling

These are the places where Phase 1 survey respondents told us they would like to see improvements related to walking, rolling, bicycling, and crossing the street.

The numbers on the map correspond to the comment details in the next two slides. Public comments were one set of inputs used to create the draft project list.



Walking/Rolling and Bicycling Comments

Map ID	Comment
2	Pedestrian activated crosswalk sign, or painted crosswalk with non flashing sign crossing Jewett. Cars here are traveling 35mph+ . It is a bit of a death dash as some cars stop and some don't. A crosswalk sign would notify drivers that a pedestrian
3	From here to town the loop trail needs to be maintained so that pedestrians are not forced into the street by bushes, deep mud puddles etc, cars are moving fast here so it is really nerve wracking and unsafe to walk at times.
4	Make this dedicated walking path with trail sign.
5	Make this trail a dedicated walking path with a sign
6	Make this a dedicated walking path with sign. It provides a safer walking area than on Jewett.
7	Blind corners and narrow sections on Lincoln are problems for walkers and drivers. Can this be widened or marked someway ? This is road heavily used by walkers, at times it doesn't feel safe when in a blind corner so walkers cross to the other side
10	Unpleasant / challenging to walk from SE Oak / NE Vine to NE Skyline
11	How great would that be to be able to walk to Bingen, and Bingen to White Salmon?
26	A favorite walking route with some upgrades. 1. Expanded shoulder for walking/biking on Lincoln St 2. Cherry Lane connection from Strawberry Mt. Rd. to Hillside Ln. 3. Stairs: From Grandview down to Jewett. 4. Crosswalk at Jewett to SE 5th Ave.
28	Dock Grade Walking/Bike Path with a stairway aligning with the new bridge head crossing to Hood River.
29	Adding a sidewalk down Jewett to Bingen.
30	Walking from hospital to downtown. Walking route unsafe and not connected.
31	Biking up Estes Ave, no separate bike line or even painted lines. Unsafe when cars are accelerating up the hill.
32	It is scary to walk along this section of Jewett with cars speeding by.
38	Walk to hike hospital hill from elementary school, generally.
39	Sidewalks please. Lots of pedestrian traffic and cars.
40	Needs regular snow clearing in winter so people can access park, school, neighborhoods, and downtown.

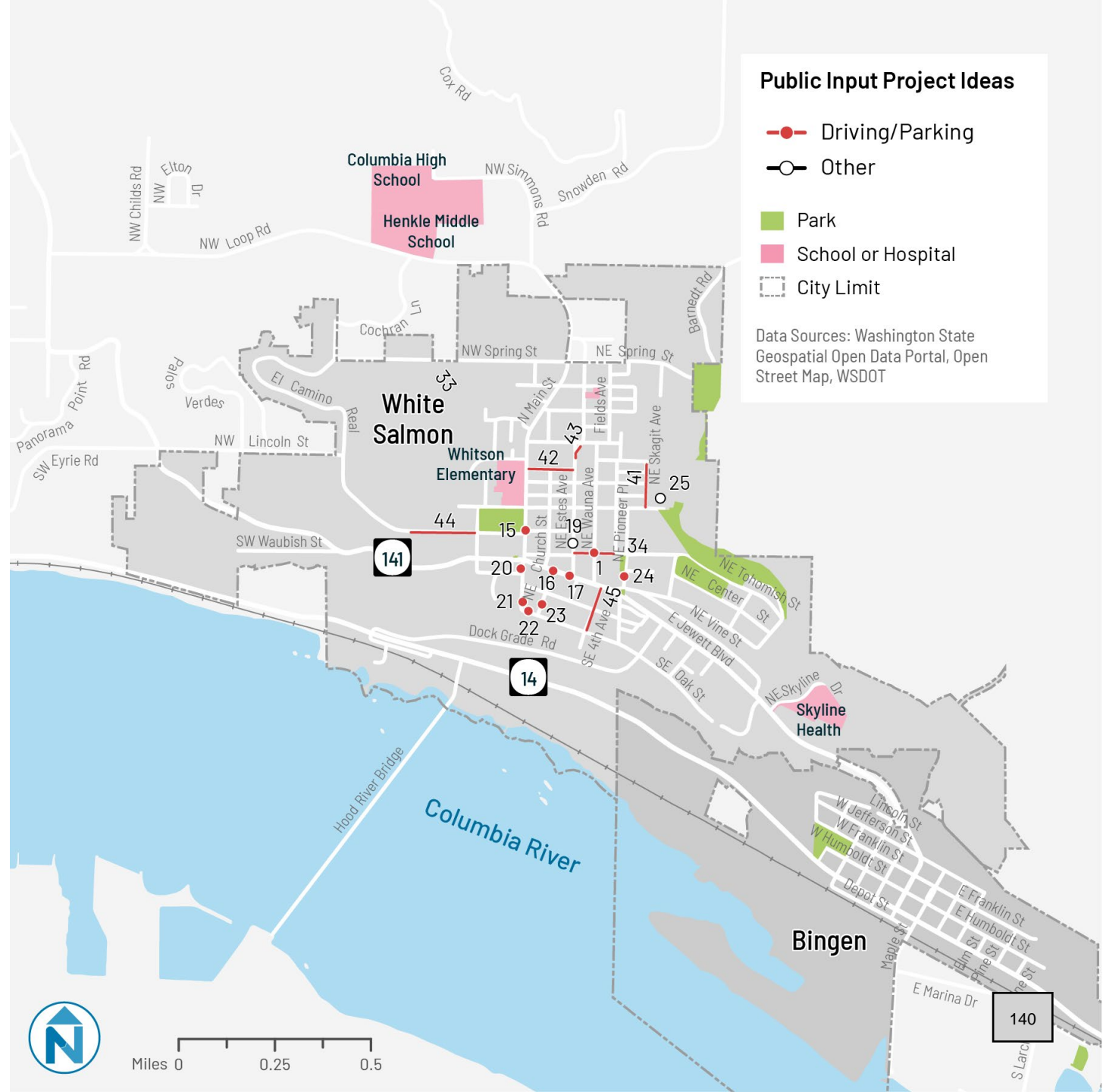
Crossing Comments

Map ID	Comment
8	Add this please
9	Jewett could use a pedestrian crossing in this area. There are no other crossings after the downtown corridor.
12	Dangerous 3-way road point that has no ped crossing. Should have painted crossing with warning signage and lights.
13	Needs painted crosswalk at very least
14	New crosswalk to align with new stop signed intersection
18	Needs marked crossing to help people get to Gaddis Park.
27	Crosswalk at Jewett to SE 5th Ave.
35	need a safe crosswalk here for pedestrians
36	need safe crosswalk here for pedestrians
37	staircase going up bluff

Driving/Parking

These are the places where survey respondents told us they would like to see improvements related to driving, parking, or other miscellaneous transportation issues.

The numbers on the map correspond to the comment details shown in the next slide.

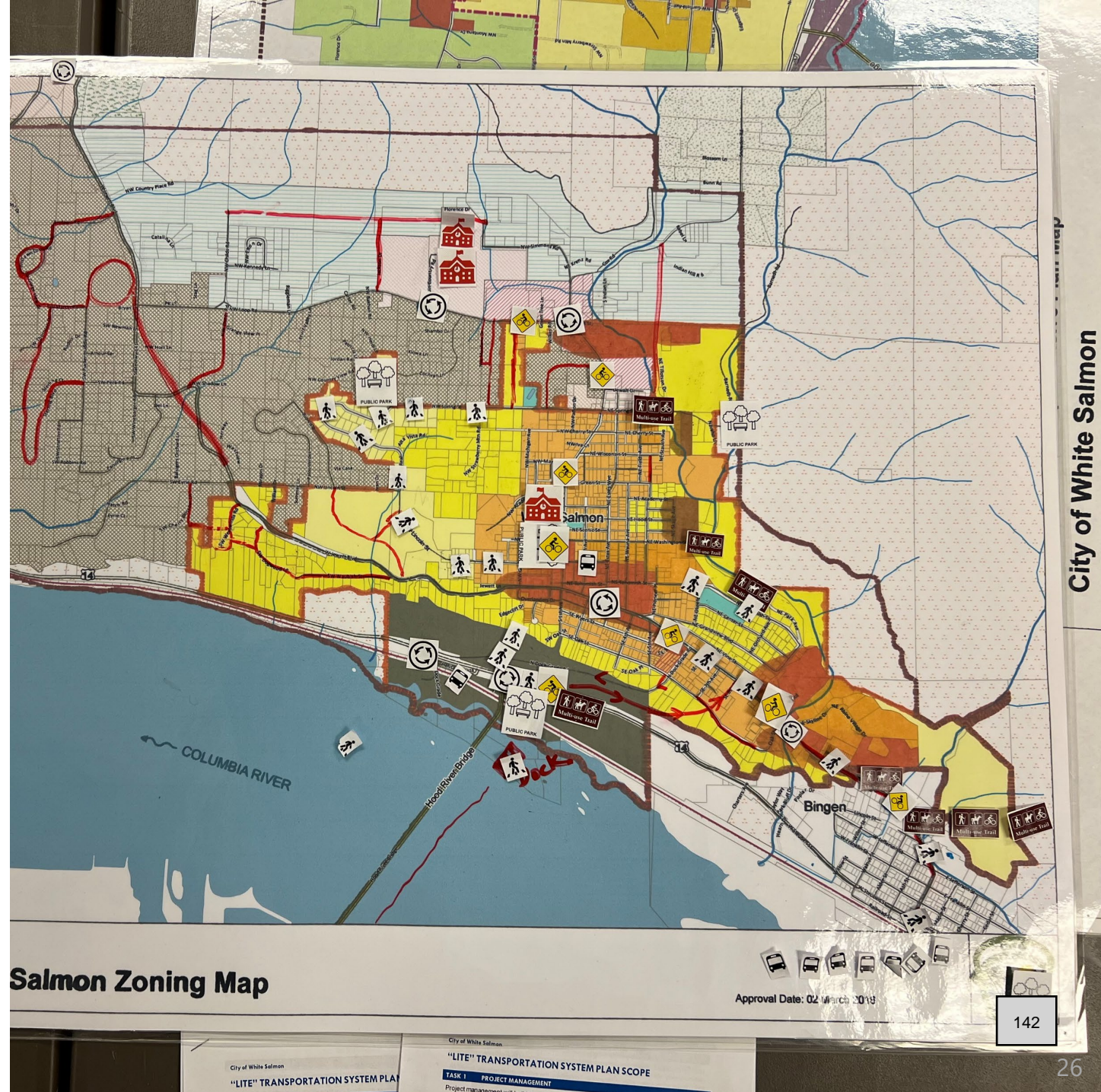


Driving/Parking and Other Comments

Map ID	Comment
1	This intersection needs a 4 way stop. I have had near misses making a left here leaving the grocery heading west on Tohomish. It is difficult to see cars heading west on tohomish.
15	Sight lines are difficult when vehicles are parked on the East side of Main.
16	Difficult sight lines to see oncoming traffic from the West when approaching Jewett from the south.
17	Difficult sight lines. Cannot see cars approaching from the West when cars are parked on the south side of Jewett in front of Ace Hardware
19	Fire engine warning signs on north and south of alley leading to fire station.
20	Difficult sight lines looking east.
21	Fix bad street
22	Fix bad street
23	Fix bad street
24	Fix bad street
25	Great space for a public park
34	parking along this area sometimes will make lanes extremely tight and slows down traffic
41	Needs repaved
42	Needs pot holes fixed
43	Consider making this a no parking area on East side of Estes. Tight corner could lead to collision with parked cars here.
44	Re-pave from Garfield up to new asphalt the county paved several years ago.
45	Re-pave

Staff Work Session

Planning and public works staff met on December 20th, 2022 to identify additional projects, with an eye towards potential future annexations and infrastructure needs. These project ideas provided additional key inputs used to create the draft project list.



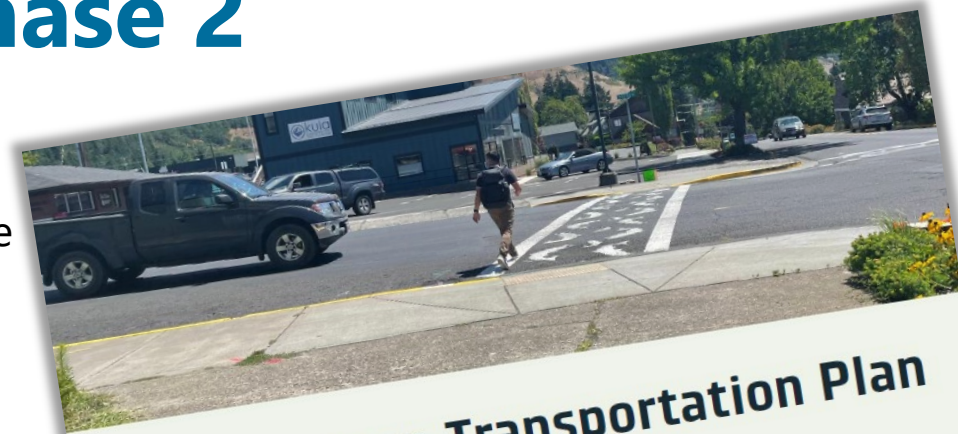
Phase 2: Projects & Prioritization



2

What did we do for Phase 2

- Online open house Storymap
 - The project team created an open house website to gather survey feedback, identify implementation strategies (including a Street Design Guide and a project prioritization and evaluation framework), and share ongoing project deliverables.
- Online survey
 - Respondents indicated which projects, programs, policies, and partnerships are most important for White Salmon.
 - Respondents were introduced to a series of values for prioritizing projects and were asked to rank the values in order of importance.



White Salmon Transportation Plan Online Open House

We want to hear from you!

Learn about the draft plan and take the survey

[About the Plan](#)

What We've Heard So Far

Street

What is the Transportation P

The White Salmon Transportation System Plan Lit

TAKE A SURVEY!

We want to know which transportation improvement projects are most important to you.

- Which projects should we prioritize?
- What type of street designs would you like to see?
- Which of the draft programs and policies is most important for White Salmon?
- How should we determine which projects to build first?

Use our **interactive map** to show us where we should focus... and don't forget to tell a friend!

PROJECTS

-
-
-
-
-

SCAN HERE

Visit the website for more details:
www.white-salmon.net/planning/page/transportation-planning

Key Takeaways from Phase 2

- Top two prioritization criteria indicated by respondents
 - The potential for a project to be funded
 - Projects that improve connectivity
- Respondents strongly supported projects that would improve regional connectivity and provide more protection for people walking and bicycling through shared-use paths.
- Programs and policies that improve the pedestrian environment and pedestrian connectivity received the most support among respondents.

Draft Framework for prioritizing projects

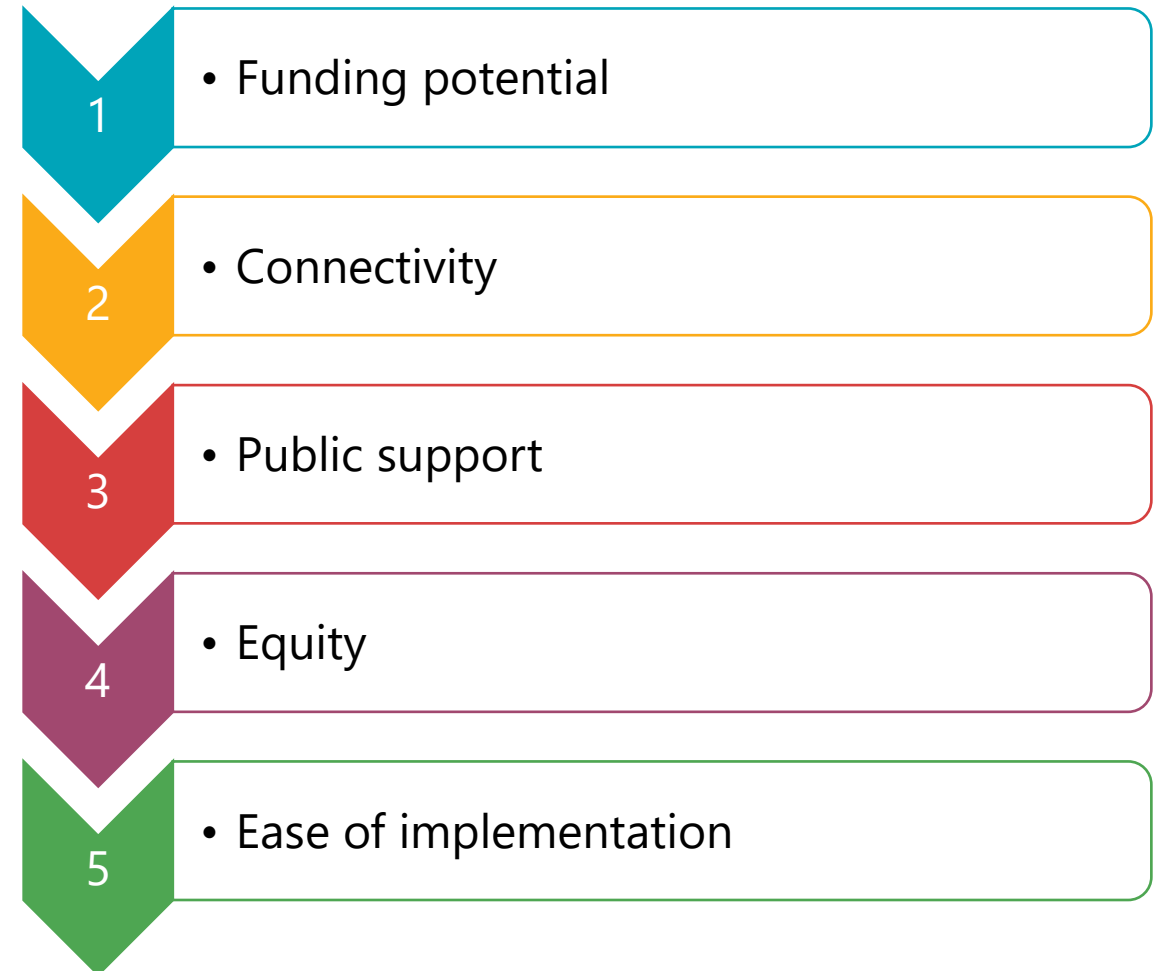
- The project team presented the following draft project scoring framework for public input.
 - **Connectivity:** Does the project connect to a key destination or complete a cross-town route?
 - **Equity:** Does the project serve an area with lower incomes or more people who speak a language other than English at home?
 - **Funding:** Does the project have high potential to get grant funding?
 - **Ease of Implementation:** Does the project have environmental impacts or right-of-way or topography challenges?
 - **Public Support:** How much support did the project receive from the community, based on the online open house survey?

Why did we choose these criteria?

- **Connectivity:** A project that connects a key destination or completes a cross-town route will be more useful to more people than a standalone project.
- **Equity:** A project that serves an area with lower incomes or people who do not primarily speak English could have a more equitable impact than a project that would serve people who have historically benefited from planning projects.
- **Funding:** A project with a high potential for receiving grant funding would have a greater likelihood to be implemented than a project with low funding potential.
- **Ease of Implementation:** A project with environmental impacts or right-of-way or topography challenges could have a longer time horizon for planning and engineering than a project without such obstacles.
- **Public Support:** A project with a high level of community support could be more politically feasible to implement than a project with a low level of support.

Public Input on Prioritization

- As indicated by the graphic, project funding potential was the top priority among respondents, followed by connectivity project improvements, public support for projects, equity impacts of projects, and ease of project implementation.
- City council commented that:
 - **Safety** should be included as a prioritization metric,
 - Scoring weights for prioritization criteria should be removed,
 - Funding potential and ease of implementation should be part of all criteria.

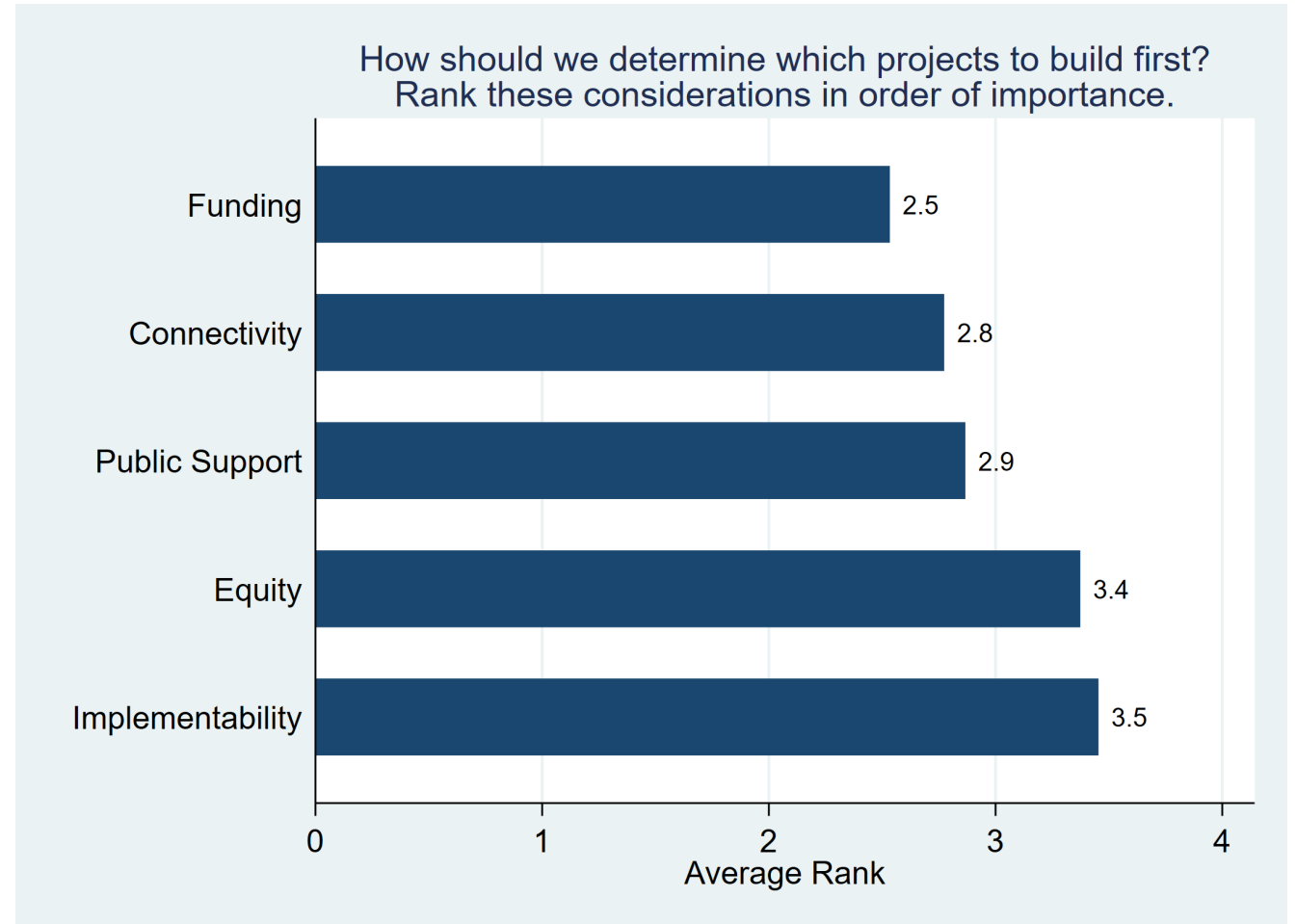


Public Input on Projects and Programs

- Strongest support for projects that:
 - Connect central White Salmon to locations across the broader area
 - Provide more protection for people bicycling and walking (shared-use paths)
 - Most popular projects:
 - Shared-use paths along SR-14 and SR-141
 - Stairway/pedestrian trail from Hood River bridgehead to Cliff Dr
 - Sidewalk on Spring Street to Gaddis Park
 - Public boat dock
 - Pedestrian facilities on NW Lincoln
- Strongest support for programs and policies that support a better walking environment and pedestrian connectivity

Prioritization Criteria Ranked by Respondents

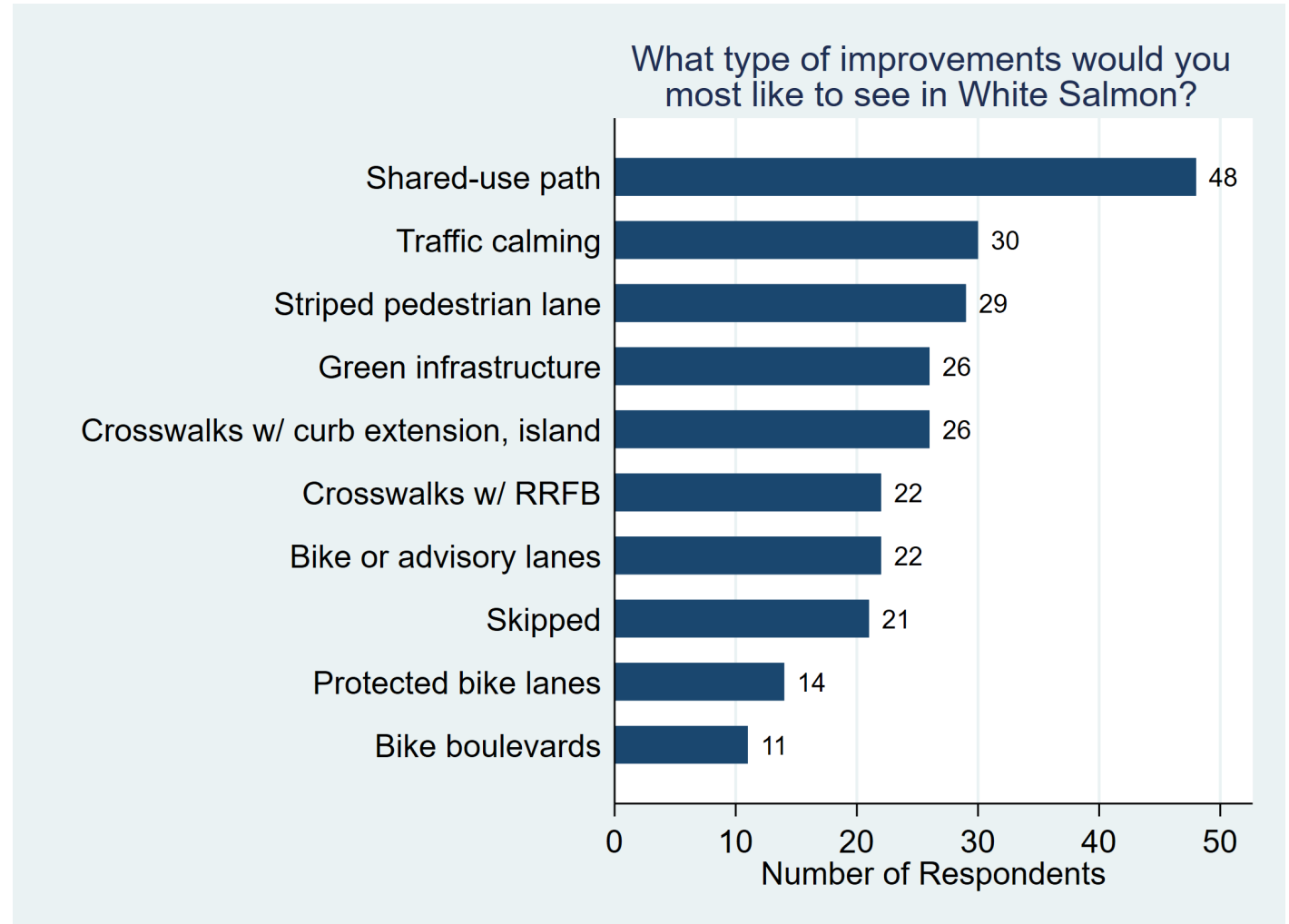
- We asked respondents to rank the importance of the draft prioritization criteria, then we averaged the selected ranks for each criteria.
- Project funding potential had the highest average rank at 2.5.
- Ease of implementation had the lowest average rank at 3.5.



Improvement Types Desired by Respondents

We asked respondents about the types of improvements they would like to see in White Salmon.

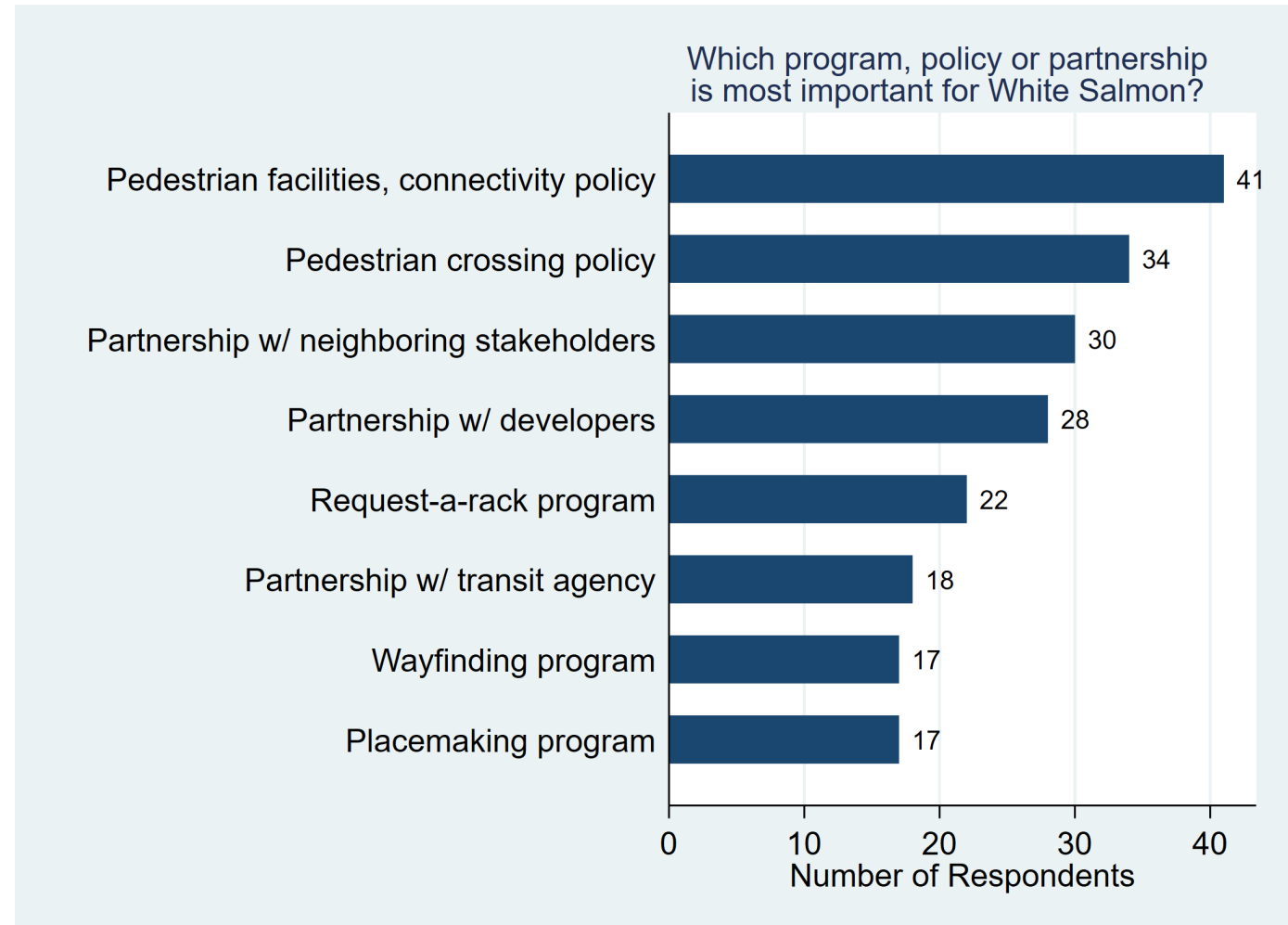
- A shared-use path project for walking and bicycling was the highest-ranked project idea, with 48 votes.
- Protected bike lanes with a physical barrier from motor vehicle traffic and bike boulevards with lane markings and signs were the lowest-ranked project ideas, with 14 and 11 votes, respectively.



Desired Programs, Policies and Partnerships

We asked respondents about the kinds of programs, policies, and partnerships they think are most important for White Salmon.

- Connectivity policy for pedestrian facilities was the highest-ranked program idea, with 41 votes.
- Wayfinding and placemaking ranked the lowest, with 17 votes.



Open Comment Detail – Prioritization Criteria

- **Add traffic calming**, particularly in neighborhood streets, improve **safety** near schools, and consolidate and **slow traffic** in general.
- Create holistic **multimodal** and **safety** improvements and **connectivity** with a focus on downtown, schools, parks, and trails. Focus connectivity in dense parts of town.
- **Strategize project implementation** adhering to cost estimates and task schedules. Consider the logistics of county involvement.
- **Focus on quick wins**, given small town with limited funding. Small projects in residential neighborhoods don't seem cost-effective. Prioritize cost-effectiveness.
- **Pedestrian and bicycle infrastructure** should be welcoming for all ages, abilities, incomes, etc.
- Take care of **basic street construction**, prioritize **repair and maintenance** of existing infrastructure, e.g., Spring Street, potholes on Jewett and deteriorating asphalt.
- Be thoughtful in addressing **engineering issues**, e.g., waterline depth issues under Champion, when developing project cost estimates.

Open Comment Detail – Projects

- Improve network of alleyways for **active transportation**, with wayfinding & crosswalks; enforce code to avoid obstructing the right-of-way; and prioritize sidewalks along busier streets or to fill gaps.
- **Improve signage to trails** and reduce signage as needed where GPS is sufficient.
- **Add more transit service** across the river and to Portland, dedicate ped/bike infrastructure where feasible, make downtown more walkable, improve snow maintenance of sidewalks, and **mitigate light pollution**.
- **Improve snow maintenance/sidewalk visibility** on streets, sidewalks, and crosswalks. Focus on long-term maintenance needs.
- **Integrate green street/stormwater infrastructure into standard street design**. Plant traffic circles to calm traffic, such as at 4th and Wyers, and on NW Michigan and other residential streets. Add crosswalks and curb extensions with planted green street/stormwater infrastructure. Add bike lanes/advisory lanes with planted right-of-way for protection. **Offset environmental impact of new pavement** with green infrastructure and tree plantings. Direct roadway water to planted right-of-way along every street.
- Implement **LED lighting**. Use **cut-off shades in residential areas** to direct light and reduce glare. Encourage **dimmed/part-time lighting** to reduce ill effects on habitat. Locate light source closer to the ground to reduce wasted light.
- Code changes: Plan for more **housing density** in the **walkable neighborhoods**. Improve the **street-level design** of new housing. Require subdivisions to include connectivity improvements where there is not already infrastructure. A flexible, form-based code with **reduced setbacks** and **alley-accessed parking** would do a lot to improve the streetscape.
- **Manage existing parking issues**, particularly downtown where additional parking or signage for parking areas seems higher priority. Add parking where needed. **Add sidewalks on new roads and adjacent to new developments**. Install sidewalks on all streets.

Open Comment Detail – Projects

- The Bluff Trail and a bike lane on Dock Grade seem most implementable. Make Field a bike street for North-South way.
- **Fix existing streets** and potholes, with Lincoln and Garfield as examples. Oak St and NE Church between Jewett and Lincoln are described as awful, with **sidewalks and vision clearance needed** on Lincoln.
- **Jewett Street:** Add roundabout/other traffic control at Estes. Improve road maintenance. Manage parking to improve turning from Wauna. Add ped/bike lane to cross Jewett Creek Bridge. Improve establishment, signage, connectivity, and maintenance of trails along Jewett Creek. Improve walking facilities at Hwy 141 from Eyrie Rd east. Add crossing at Hwy 141 into Pucker Huddle area near NW Loop Rd, making it wider. Reduce speed limit between Bingen and White Salmon. Add bike lane to Bingen, with finished sidewalks. Prioritize 6th and Jewett intersection, where traffic is routed from Dock Grade through neighborhoods with rush hour bottlenecks.
- **Spring St:** Too narrow, and cars travel too fast. Add sidewalk or ped/bike lane. Opposition to more streets to Loop Road. Stop with candlestick barriers. Preserve existing character. Add hard-surface non-pavement walking path. Improve drainage.
- **Hwy 141 and Dock Grade:** Divert logging trucks to alternative route. Make it walkable between the town and the path by LDS church. Maintain to prevent falling rocks. Add roundabout at Hwy 141. Dangerous to bike on Hwy 141 or alternate route, traffic calming needed here.
- **Tohomish St:** Reconstruct between Main and Estes. Add active ped/bike infrastructure around Grandview and back to Jewett, with a focus on managing parking and burying utilities lines. Improve turning onto Estes by clearing vision and reducing parking.
- **Main Ave:** Control speed between Jewett and Green St for safer school zone. Add speed humps between Green and Washington St for safer school zone. Reconstruct and add sidewalks. Add drainage on NW Academy.
- **Bluff Trail:** Allow pedestrian connection or loop, connecting commercial district, park and ride, and waterfront.

Open Comment Detail – Programs

Many respondents raised **concerns about ped/bike infrastructure**, mentioning the following needs:

- Add sidewalks on residential streets or otherwise lower speed limits
- Safe pedestrian corridors in specific areas
- Create walking routes to services
- Protect side streets and crossings for people walking and biking
- Maintain existing bicycling paths or streets
- Add green space for walking on new developments
- Install more permanent and aesthetically pleasing crosswalks
- Create an education campaign for pedestrian and bicycle etiquette/safety.

Some respondents also mentioned needs for:

- Better facilitation of traffic flow on main thoroughfares
- More transit service
- Green street/stormwater infrastructure in developments and roadways

Several respondents mentioned **parking concerns**, one saying that it needs to be addressed in some way, and another expressing a need for dedication of more ADA-accessible spaces downtown.

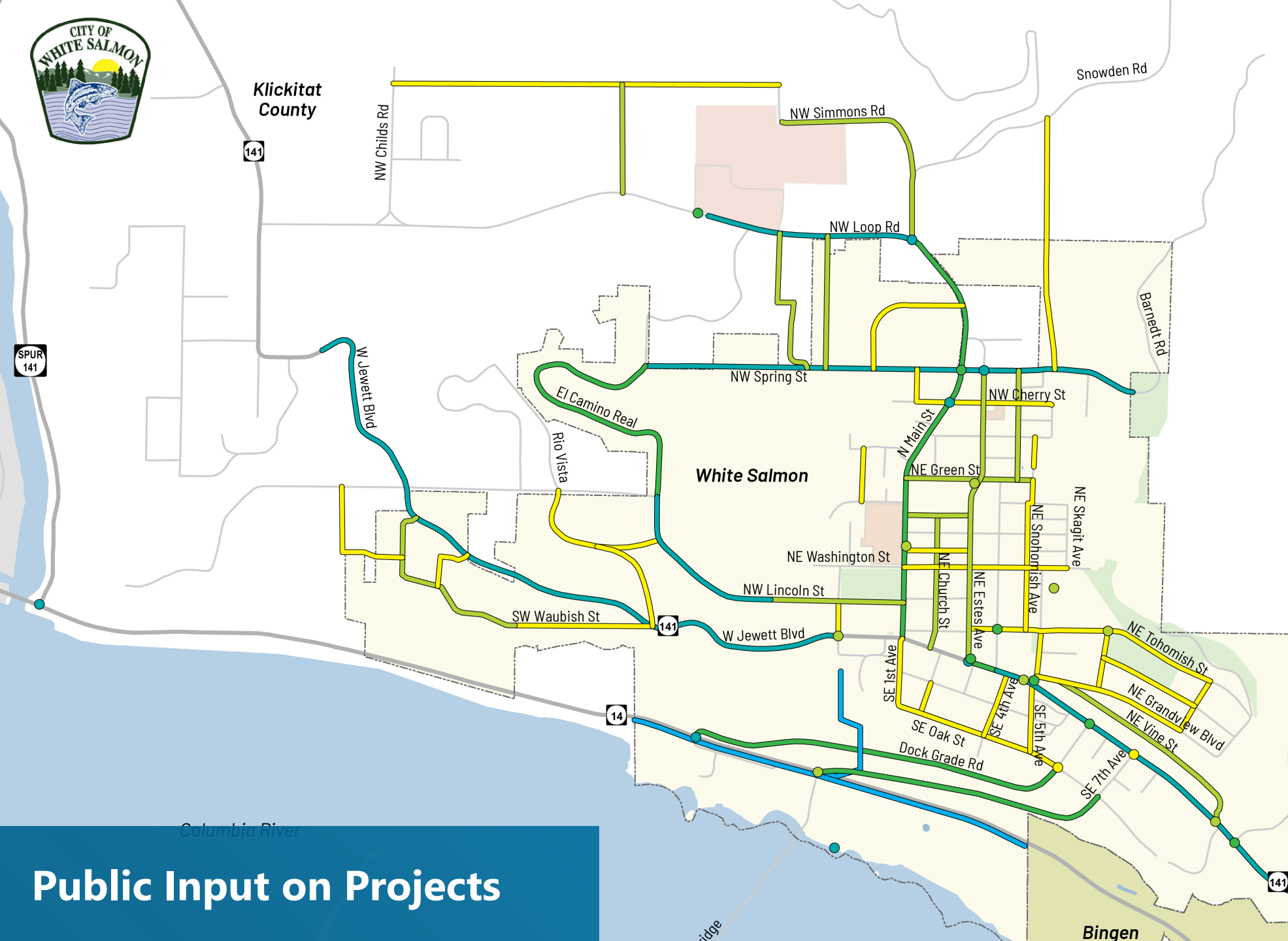
Open Comment Detail – Miscellaneous

- Opposition to connecting Champion Lane to Jake and extending Schoolview Pl. Opposition to incorporating Schoolview Pl into White Salmon.
- **Avoid eminent domain** on streets like Champion and Schoolview. Weight the voices of impacted residents. Projects may be unnecessary or more harmful for such a small community. Proposed walking roads may limit access for residents.
- Two of the **proposed road extensions are on private roads** owned by all members along the road and are county, built over a spring that was never properly diverted.
- Roundabouts must be large enough for **functionality**.
- **Benefits of green street/stormwater infrastructure are obvious** (water quality & conservation, heat island reduction, property value increase, health & well being). Planted bulb-outs are safe and aesthetically pleasing – developers should be incentivized to implement.
- **Preserve dead end streets** (don't connect them to vehicle traffic), but support **connectivity for ped/bike**.



Recommended Projects

City of White Salmon Transportation System Plan



Public Input on Projects

Number of Likes

- 2 - 8
- 9 - 14
- 15 - 19
- 20 - 25
- 26 - 31

Schools

Parks

City of White Salmon

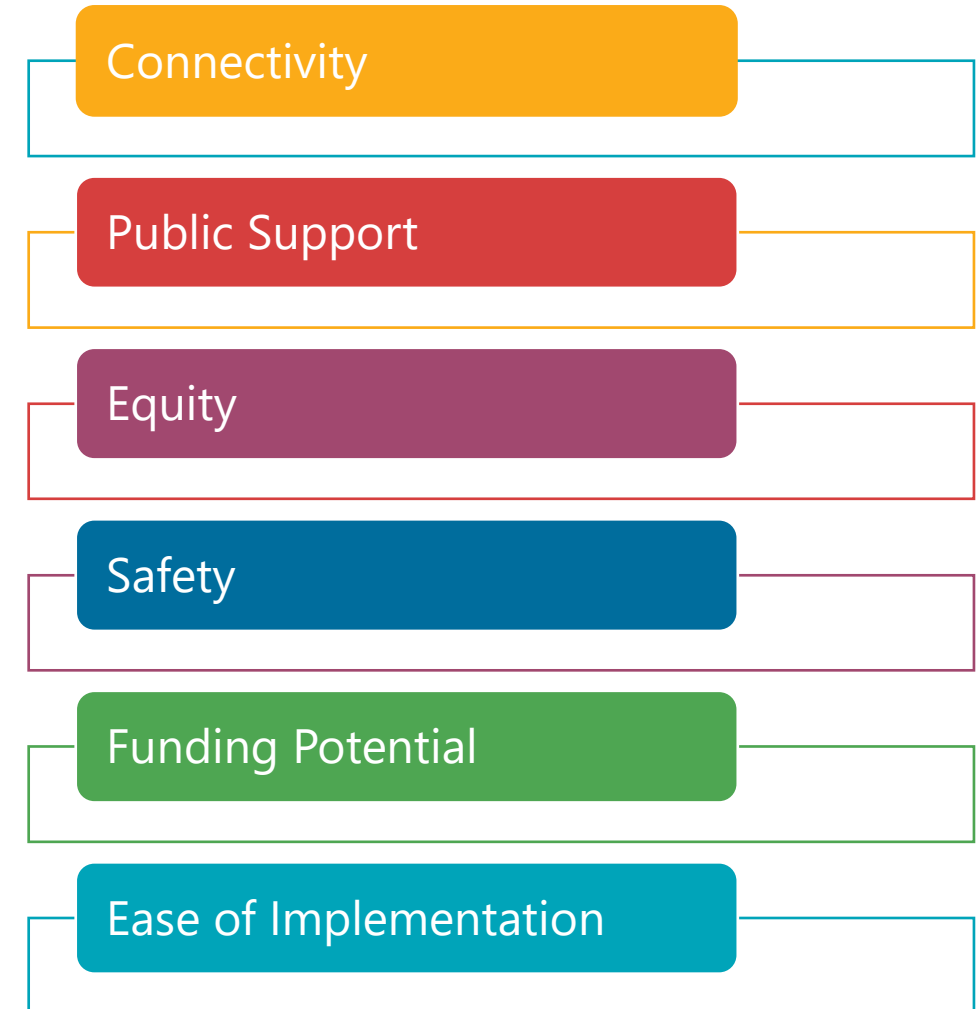
City of Bingen

Klickitat County

Public Input on Projects

Final Prioritization Framework

- The project team revised the project prioritization framework based on public input and City Council feedback.
 - Removed scoring weights
 - Added a **Safety** metric: How well a project serves areas with a history of collisions, and how well it improves safe access to schools
 - Scores for **Ease of Implementation** and **Funding Potential** were applied after the geographic and community input scores were calculated.
- All proposed TSP projects were scored based on the following finalized framework, using a combination of geographic overlay methods, public input, and engineering judgement.



Final Prioritization Framework

- Values Criteria
 - **Connectivity:** Does the project connect to a key destination or complete a cross-town route?
 - **Public Support:** How much support did the project receive in Phase 2 of the TSP public outreach? Is the project a priority for City Council?
 - **Equity:** Does the project serve an area with lower incomes or more people who speak a language other than English at home?
- Safety Criteria
 - **Crash History:** Is the project on a street or intersection with a history of crashes?
 - **Traffic Stress:** Is the project on a street or intersection with a higher order functional classification?
 - **School Access:** Is the project near a school and/or does it support safer school access?
- Phasing Criteria
 - **Ease of Implementation:** Does the project have environmental or right-of-way or topography challenges?
 - **Funding:** Does the project have high potential to get grant funding?

Phase 3: TSP Public Hearing



3

Recommendations Review

- City posted a review draft of the final plan to the City website from June 30 to August 2, 2023
- Draft plan included recommendations for near-term and long-term priorities
- Notice was published in the newspaper
- Solicited comment from:
 - Washington State Department of Transportation (WSDOT)
 - City Council
 - Mayor
- Project team collected more than 20 comments from members of the public, WSDOT, City Council, and Mayor Keethler
- Updates were incorporated into final draft submitted for Planning Commission and Council approval



White Salmon TSP "Lite"

Appendix B: Project Prioritization Framework

August 2023

N NELSON
NYGAARD





MEMORANDUM

To: City of White Salmon
From: Nelson\Nygaard
Date: June 5, 2023
Subject: Draft TSP Project Prioritization Framework

The White Salmon TSP will include a phased list of multimodal transportation projects. To determine which project locations are the highest priority for White Salmon to invest in during the near-term, each project will be evaluated for how well it meets community goals and needs. The table below includes six evaluation criteria and a scoring rubric for each.

Projects have a maximum possible base score of 12 (2 points x 6 metrics).

Criteria	Score
<p>Connectivity: Does the project connect to key destinations, add a link in the bike network, fill a gap in the network or complete a cross-town route?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project completes a cross-town route, is a bicycle project on the draft bicycle network, and directly connects (within a distance of 250 feet) to numerous destinations (schools, parks, senior center, downtown, or the hospital) ▪ 1 point if the project fills a gap in a cross-town route or connects to destinations within a distance of 250 to 500 feet ▪ 0 points if the project does not serve a destination within 500 feet, is not on the draft bicycle network, and does not help provide a cross-town route
<p>Public support: How much support did the project receive in Phase 2 TSP public outreach? Is the project a priority for Council?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project has a high level of public and Council support ▪ 1 point if the project has a medium level of public and Council support ▪ 0 points if the project is not supported by the public or Council

White Salmon TSP Project Prioritization and Phasing Memo

City of White Salmon

Criteria	Score
<p>Equity: Does the project serve an area with lower incomes or more people who speak a language other than English at home?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project is in the census block group with the greatest concentration of low-income and ESL-speaking residents ▪ 1 point if the project is in the census block group with the second-greatest concentration of low-income and ESL-speaking residents ▪ 0 points if the project is in the census block group with the lowest concentration of low-income and ESL-speaking residents

Safety Criteria	Score
<p>Crash History: Is the project on a street or intersection with a history of crashes?</p>	<p>Linear projects:</p> <ul style="list-style-type: none"> ▪ 2 points if the project ranks in the top tier (1 of 2) for crash density, normalized per mile using natural breaks ▪ 1 point if the project ranks in the bottom tier (2 of 2) for crash density, normalized per mile using natural breaks ▪ 0 points if the project is in a location with no crashes <p>Point projects:</p> <ul style="list-style-type: none"> ▪ 2 points if the project is in the top tier (1 of 2) for number of crashes within 50', using natural breaks ▪ 1 point if the project in the bottom tier (1 of 2) for number of crashes within 50', using natural breaks ▪ 0 points if the project has no crashes within 50'
<p>Traffic Stress: Is the project on a street or intersection with a higher order functional classification?</p>	<p>Functional class is assumed as a proxy for traffic volume, ease of crossing, and posted speed limit.</p> <ul style="list-style-type: none"> ▪ 2 points if the project is within 250 feet of a State Highway ▪ 1 point if the project is within 250 feet of: <ul style="list-style-type: none"> – Other Principal Arterial – Major Collector – Minor Collector ▪ 0 points if within 250 feet from a Local Access or Private roadway
<p>School access: Is the project near a school / does it support safer school access?</p>	<ul style="list-style-type: none"> ▪ 2 points if the project is within 500 feet of a school ▪ 1 point if the project is less than or equal to 800 feet and greater than 500 feet from a school ▪ 0 points if the project is greater than 800 feet from a school

Criteria to inform project phasing

These criteria will be applied after scoring projects using above GIS methods. While prioritization informs **where** it is most important to invest in new transportation projects, phasing tells us **when** those investments should take place. Multipliers for each may range from 1 to 2, resulting in a potential final score of up to 48 points.

Criteria	Scoring
<p>Ease of implementation: Does the project have environmental impacts or right-of-way (ROW) or topography challenges? Is it in a location already slated for paving or other maintenance?</p>	<ul style="list-style-type: none"> ▪ Add higher multiplier if the project has no environmental impacts and is not constrained by topography or available ROW and/or is in a location slated for paving/maintenance in current 6-year TIP list ▪ Add medium multiplier if the project has some environmental impacts or ROW/topography constraints ▪ Add no multiplier if the project faces major challenges due to impacts and constraints
<p>Funding: Does the project have high potential to get grant funding? (sources include STBG, TA, CMAQ, HSIP, NHPP, SRTS and Pedestrian/Bicycle program)</p>	<ul style="list-style-type: none"> ▪ Add higher multiplier if the project is a good fit for grant funding ▪ Add medium multiplier if the project is eligible but not a great fit ▪ Add no multiplier if the project is not a good candidate for grant funding

White Salmon TSP "Lite"

Appendix C: Project List and Maps

August 2023

N NELSON
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White Salmon TSP "Lite" Project List

Category	Status	Source	Description	Location	Final Score	Phase
Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard for entire length. Add curb and sidewalk west of Estes or consider pedestrian lane between Country View Road and Estes.	NW Spring St from Country View to Barnedt	35.5	1 - Near Term
Pedestrian	Planned	STIP & TSP	Reconstruct, add sidewalk one side. Add high-visibility pedestrian and bicycle crossing with curb extensions on Estes freight corridor.	Spring St from Estes to Barnedt, and crossing improvements at Estes and Spring	35.0	1 - Near Term
Pedestrian	Planned	STIP	Reconstruct with curb on both sides and sidewalk on west side.	Church Ave from Columbia to Jewett	33.6	1 - Near Term
Pedestrian	Planned	STIP	Reconstruct with sidewalk on one side. Columbia between Main and Estes	Columbia St from Main to Estes	28.8	1 - Near Term
Pedestrian	Planned	STIP	Reconstruct road and add sidewalks to both sides.	Scenic St from Main to Estes	23.2	1 - Near Term
Pedestrian	Planned	STIP	Reconstruct with sidewalk one side.	Grandview Blvd from Pioneer to O'Keefe	20.2	1 - Near Term
Bicycle and Pedestrian	Planned	STIP & TSP	Reconstruct Oak from 1st to Dock Grade with sidewalk on one side. Designate as bike boulevard with shared lane marking until Dock Grade/6th. Reconstruct 2nd Ave with sidewalk on one side.	Oak St from 1st to Dock Grade, 1st from Wyers to Oak, and 2nd Ave from Wyers to Oak	16.7	1 - Near Term
Roadway	Planned	STIP	Reconstruct with sidewalk on south side.	Waubish St from SR 141 to west end	10.5	1 - Near Term
Bicycle	Recommended	TSP	Construct dedicated bicycle lanes with protective buffers. Green stormwater infrastructure where possible instead of parking.	N Main St	43.3	2 - Medium Term
Intersection	Recommended	TSP	Add high-visibility pedestrian and bicycle crossing across Main. Repaint crossing on Cherry if needed.	Main St & Cherry St	32.8	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard with shared lane marking and striped pedestrian lane.	Fields Ave	28.1	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	White Salmon-Bingen Loop Trail - Build new bike and pedestrian improvements on the south side of SR-14 and along SR 141, via Oak St in Bingen, connecting Heritage Plaza to new Bluff Trail crossing, riverside park, dock, and downtown White Salmon to downtown Bingen. Construct planted parkway, and narrow travel lanes. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reduction to 35 or 30 mph.	New Multi-Use Trail	27.7	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	Consider a bike path on the north side adjacent to the sidewalk for students bicycling to school. Consider widening existing asphalt shared-use path on south side.	NW Loop Rd	26.8	2 - Medium Term

White Salmon TSP "Lite" Project List

Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard with sidewalk or pedestrian lane on one side. Provides option for pedestrians and bicyclists who prefer not using Jewett/141.	NE Vine St	26.3	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	Install bicycle and pedestrian improvements. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reductions.	SR-141	26.1	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	Reconstruct with sidewalks on both sides, and designate as bike boulevard.	NE Green St	25.9	2 - Medium Term
Pedestrian	Recommended	TSP	Add sidewalk on north side east of Main, consider pedestrian lane west of Main.	NE Cherry St	25.5	2 - Medium Term
Pedestrian	Recommended	TSP	Add pedestrian facilities such as sidewalks or pedestrian lanes along the El Camino Real - Lincoln corridor.	NW Lincoln St	25.0	2 - Medium Term
Transit	Recommended	TSP	Bus stop improvements and possible relocation.	Main St Bus Stop	24.0	2 - Medium Term
Pedestrian	Recommended	TSP	Reconstruct with sidewalk and curb on both sides.	NE Washington St	23.6	2 - Medium Term
Intersection	Recommended	TSP	Mini traffic circle to intersect bicycle boulevard with bike facilities on Main and act as traffic calming device.	Spring St & Main St	23.5	2 - Medium Term
Intersection	Recommended	TSP	Consider curb extensions and bike route signage.	Tohomish St & Wauna Ave	22.5	2 - Medium Term
Roadway	Recommended	TSP	Freight route. Incorporate green stormwater infrastructure where possible instead of parking.	NE Estes Ave	21.7	2 - Medium Term
Intersection	Recommended	TSP	Create bicycle and pedestrian pathway through Firemen's Park, connecting to high-visibility crosswalks on Grandview and Jewett. Repaint 5th St ped crossing. Add ped-activated signal or RRFB for Jewett crossing.	Jewett/141 & Grandview, Pioneer, and 5th	21.5	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	In the short term, add a railing on Dock Grade Rd. In the longer term, stabilize the cut and fill portions of the road base and widen for two-way travel. Add protected shared-use path for walking and bicycling access.	Dock Grade Rd	21.5	2 - Medium Term
Bicycle and Pedestrian	Recommended	TSP	Repave until extent of residential settlement. Add sidepath for walking and bicycling along one side of roadway for full extent.	NW Lincoln St	18.6	2 - Medium Term
Pedestrian	Recommended	TSP	Stairway/pedestrian trail proposed to connect White Salmon with Hood River Bridgehead and the Park & Ride, with viewing platforms and north- and south-end trailheads.	Bluff Trail	12.3	2 - Medium Term
Pedestrian	Recommended	TSP	Add pedestrian facilities such as sidewalks or pedestrian lanes along the El Camino Real - Lincoln corridor.	El Camino Real	14.0	3 - Long Term
New connection to existing street	Recommended	TSP	Street extension between Spring St and Loop Rd.	New Street	14.0	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard east of Estes. Fill sidewalk gaps on north side. Provide wayfinding signage towards the Bike Park.	Tohomish St	13.7	3 - Long Term
Roadway	Planned	STIP	Chipseal paving.	Hood St	13.7	3 - Long Term

White Salmon TSP "Lite" Project List

New connection to existing street	Recommended	TSP	Concept for new one-way multimodal road in parallel to existing Dock Grade Road.	New Street (Dock Grade Rd)	13.3	3 - Long Term
Transit	Recommended	TSP	Bus stop improvements.	Downtown White Salmon Bus Stop	13.0	3 - Long Term
New connection to existing street	Recommended	TSP	Street extension between Spring St and Loop Rd.	New Street	13.0	3 - Long Term
Bicycle	Recommended	TSP	Designate as bike boulevard with shared lane markings between Pioneer and Orchard.	NE Grandview Blvd	12.7	3 - Long Term
Intersection	Recommended	TSP	Add traffic circle to calm and control traffic access to hospital.	Jewett/141 & Skyline Dr	12.0	3 - Long Term
Intersection	Planned	WSDOT	Planned traffic circle project.	Jewett/141 & Dock Grade Rd	12.0	3 - Long Term
Intersection	Planned	WSDOT	Planned traffic circle project.	Jewett/141 & Estes Ave	12.0	3 - Long Term
Intersection	Recommended	TSP	Add high visibility bicycle/pedestrian crosswalk across Estes on south side of Green, using the island median as a mid landing. Consider adding pedestrian crossing signage or RRFB.	Estes Ave & Green St	12.0	3 - Long Term
Intersection	Recommended	TSP	Traffic circle, potential to add RRFB to crossing with advance signage on Main northbound before the curve.	Main Ave/Loop Rd & Snowden Rd	12.0	3 - Long Term
Intersection	Recommended	TSP	Add traffic circle to calm and control traffic access to schools.	Loop Rd & Bruin Country Rd	12.0	3 - Long Term
Intersection	Recommended	TSP	Add protected crossing with potential median island. High visibility crosswalk with signage and ped/bike-activated signal.	Jewett/141 & Vine St	11.7	3 - Long Term
Pedestrian	Planned	STIP	Reconstruct road, add sidewalk on east side.	Garfield Ave	11.7	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Add separated shared-use path for students cycling to school.	NW Simmons Rd	11.3	3 - Long Term
Intersection	Planned	WSDOT	Crosswalk and landing across Jewett/141 at Grandview.	Jewett and Grandview	11.0	3 - Long Term
Intersection	Planned	STIP	Add traffic circle and crosswalk.	Jewett and Garfield	11.0	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard. Continue sidewalk, filling gaps between Washington St and Green St.	NE Snohomish Ave	10.3	3 - Long Term
Intersection	Recommended	TSP	Add high-visibility crossing at the three-way stop controlled intersection.	O'Keefe Ave & Tohomish St	10.0	3 - Long Term
New connection to existing street	Recommended	TSP	Extend SW Waubish St and formalize SW Dogwood Ln.	SW Waubish St	10.0	3 - Long Term
Intersection	Planned	WSDOT	Hood River Bridge and SR 14 Interchange upgrade project.	Hood River Bridge & SR 14	9.0	3 - Long Term
Intersection	Recommended	TSP	Add traffic signal if 7th becomes connection to new parallel Dock Grade Road.	Jewett/141 & 7th Ave	9.0	3 - Long Term
Intersection	Recommended	TSP	Traffic circle/roundabout.	Dock Grade Rd and SR-14	9.0	3 - Long Term
Transit	Recommended	TSP	Bus stop improvements.	Pioneer Center/Senior Services Bus Stop	9.0	3 - Long Term
Intersection	Recommended	TSP	Potential signalisation (full or ped-activated) of intersection. Add high-visibility bike/ped crossing.	Dock Grade Rd & Oak St	8.0	3 - Long Term

White Salmon TSP "Lite" Project List

Pedestrian	Recommended	TSP	Reconstruct/repave road and add sidewalk on East side from Oak to Wyers. Add full sidewalk and curb on West side to Jewett.	SE 4th Ave	8.0	3 - Long Term
Bicycle	Recommended	TSP	Designate as bike boulevard with shared lane marking between Grandview and Tohomish.	NE Pioneer Pl	8.0	3 - Long Term
Intersection	Recommended	TSP	Add roundabout/traffic circle to alleviate dangerous intersection.	SR 14 & SPUR 141	8.0	3 - Long Term
New connection to existing street	Recommended	TSP	New street connecting Main St and Spring St.	New Street	8.0	3 - Long Term
New connection to existing street	Recommended	TSP	Extend NE Tillotson Dr to Snowdon Rd.	NE Tillotson Dr	8.0	3 - Long Term
Other	Recommended	TSP	Build a public boat dock along the river bank.	Columbia River	7.7	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Designate as bike boulevard with shared lane marking and striped pedestrian lane.	SE 5th Ave	7.7	3 - Long Term
Roadway	Planned	STIP	Reconstruct road.	Achor Ave	7.7	3 - Long Term
New connection to existing street	Recommended	TSP	Build new street network with sidewalks in undeveloped area with residential zoning.	New Street	6.0	3 - Long Term
New connection to existing street	Recommended	TSP	Formalize and complete Dogwood Ln to Jewett/151.	SW Dogwood Ln	6.0	3 - Long Term
New connection to existing street	Recommended	TSP	Build new road completing a new street network to the north and west of the schools. Include bike and pedestrian facilities.	New Street	6.0	3 - Long Term
New connection to existing street	Recommended	TSP	Build new street network with sidewalks in undeveloped area with residential zoning.	New Street	5.0	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Add bike route with signage.	NE Orchard Ave	4.7	3 - Long Term
Pedestrian	Recommended	TSP	Reconstruct with sidewalk and curb on north side to access Pioneer Park Sports Complex.	NE Center St	4.7	3 - Long Term
Bicycle and Pedestrian	Recommended	TSP	Reconstruct with curb and sidewalk on one side and designate as bike boulevard.	NE O'Keefe Ave	4.7	3 - Long Term
New connection to existing street	Recommended	TSP	Complete Snohomish Ave between Green St and Wisconsin St.	NE Snohomish Ave	4.7	3 - Long Term
New connection to existing street	Recommended	TSP	Build new road completing a new street network to the north and west of the schools. Include bike and pedestrian facilities.	New Street	4.0	3 - Long Term
New connection to existing street	Recommended	TSP	Formalize and build new street connection between W Winds Rd and SW Eyrie Rd via Amos Bertie Ln and Cherry Blossom Ln.	New Street	0.0	3 - Long Term



Recommended & Long-Term Projects

City of White Salmon Transportation System Plan

Klickitat County

Alignment of new connections is conceptual and will be refined through future planning and design process. Improvements outside of city limits will be coordinated with Klickitat County.

*Project 14 is a combined intersection & corridor project.

○ Recommended TSP Projects

● Long-term projects (not in TSP time frame)

Project Types

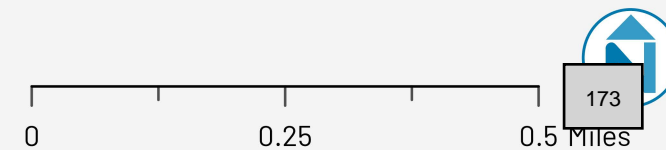
Linear/Corridor-Based Projects

- Bicycle
- Bicycle and Pedestrian
- New connection to existing street
- Pedestrian
- Roadway

Point-Based Projects

- Intersection
- Transit
- Other
- xx Project ID Number

- Schools
- Parks
- City of White Salmon
- City of Bingen
- Klickitat County



White Salmon TSP "Lite"

Appendix D: Street Standards and Municipal Code Recommendations

August 2023

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Transportation Focused Street Standards and Municipal Code Recommendations

Title	Chapter	Section	Description of Existing Code	Recommended Revision
Title 10 -- Vehicles and Traffic	10.08 -- Speed Limits	10.08.010 -- State Route 14 and 141 speed limits.	Determines speed limits of State Route No. 14, State Route 141, and mile points 0.94, 1.24, 1.63, and 2.52 on State Route 141.	Amend to decrease maximum speed limit to thirty-five miles per hour (from forty miles per hour) from the west city limits upon SR 14 to east city limits and to thirty miles per hour (from thirty-five mph) from the east city limits, on SR 141, to M.P. 094.
	10.32 -- Bicycle and Toy Vehicles	10.32.010 -- Definitions.	Defines bicycle, roller skates, and skateboards	Add exception for bicycles, scooters, and other small conveyances with electric motors - set speed limits for small electric vehicles in bike lanes at 15 mph
		10.32.020 -- Riding bicycles, roller skates, and skate boards prohibited where.	Prohibits bicycle, roller skate, and skateboard riding on five blocks in downtown White Salmon, the White Salmon Tennis Courts, and walkways of Rhinegarten Park	Amend to prohibit bicycles and small mobility on sidewalks in downtown White Salmon, on the tennis courts and in Rhinegarten Park, allowing them on all streets
	10.34 -- Motorized Foot Scooters	10.34.020 -- Areas of operation.	Prohibits scooters on city streets with speed limits greater than twenty-five miles per hour, sidewalks, bicycle lane, and multiple purpose trails	Amend to prohibit scooters on sidewalks and unpaved trails. Allow and encourage them everywhere bicycles are allowed and encouraged.
Title 12 -- Streets, Sidewalks, and Public Places	12.26 -- Street Design and Planning Standards	Potential new section		Include public street cross-sections from sec. 16.65.070 in this section.
Title 12 -- Streets, Sidewalks, and Public Places	12.26 -- Street Design and Planning Standards	12.26.030 -- Complete streets.	Consider all users (drivers, bicyclists, transit riders, and pedestrians) during the planning, designing, building, and operating of all roadways.	Amend to include language for people with disabilities AND for scooters and other small conveyances with electric motors and reference the typology, cross-sections, and other design guidance and standards.
Title 16 -- Land Divisions	16.65 -- Short Plats and Short Subdivisions	16.65.070 -- Review standards.	Design Requirements. The location, width and grade of streets shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, and the proposed use of land to be served by the streets.	Update standard street cross-sections to comply with new engineering design standards, as needed. Consider moving cross-sections to section 12.26.
Title 16 -- Land Divisions	16.45 -- Design Standards	16.45.030 Access	Sets requirements for public roads, lot access, street rights-of-way, and blocks in subdivisions.	Establish maximum block lengths (800 feet or less is recommended) and require more than two access points from public roads to sub-divisions to support pedestrian network connectivity. Consider requiring pedestrian and bicycle path connections from the end of cul-de-sacs to adjacent streets.
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.050 Off-Street Parking	In the R2 district, at least two permanently maintained off-street parking spaces or a private garage for two cars for each dwelling unit shall be on the same lot as the two-family dwelling, or be attached thereto or made a part of the main building. Each parking space shall not be less than ten feet wide and twenty feet long. The size of the garage is not to exceed the size of the dwelling.	Reduce to 1 off-street space/unit to support a variety of housing types, affordability, and walkability
Title 17 -- Zoning	17.32 R3 Multifamily Residential District	17.32.010 Principal Uses Permitted Outright	Principal uses permitted in the R1 and R2 districts and subject to all development standards applicable to such uses.	Consider allowing neighborhood-serving commercial to support walkability
Title 17 -- Zoning	17.32 R3 Multifamily Residential District	17.32.050 Off-Street Parking Space	For dwelling units in an R3 district, there shall be two off-street spaces or private garage or building on the same lot as the dwelling unit complex, or attached thereto, or made a part thereof, for each housekeeping unit in the dwelling, the size and type of such parking space to be the same as prescribed in the R1 and R2 districts.	Reduce to 1 off-street space/unit to support a variety of housing types, affordability, and walkability
Title 17 -- Zoning	17.64 Accessory Dwelling Units	17.64.030 Design Standards	Parking. Additional on-site parking of one space is required in conjunction with the establishment of an ADU having a single bedroom. Two on site parking spaces are required in conjunction with the establishment of an ADU having two bedrooms. The off-street parking requirements set forth in Chapter 17.72 shall be maintained for the primary residence. Spaces provided to serve the ADU shall be dedicated to that purpose and must be kept open and available for use by residents and guests of the ADU	Reduce or remove ADU parking requirements

Transportation Focused Street Standards and Municipal Code Recommendations

Title	Chapter	Section	Description of Existing Code	Recommended Revision
Title 17 -- Zoning	17.68 Design and Use Standards	17.68.150 Townhouse Siting Standards	Projects providing more than three townhouse units shall provide off street parking at the ratio of 2.5 spaces per unit to help accommodate guests and additional vehicles	Reduce or remove this parking standard to 1/unit
Title 17 -- Zoning	17.72 Off-Street Parking and Loading	17.72.090 Number of Spaces for Designated Uses	General comment	Consider comprehensive review of parking minimums. Notable items include Residential (reduce to 1/unit for units with less than 4 BRs), Most commercial (reduce to 1.25 spaces/1,000 SF of usable floor area),
Title 17 -- Zoning	17.72 Off-Street Parking and Loading	17.72.090 Number of Spaces for Designated Uses	General comment	Consider adding bicycle parking requirements for multi-family residential and commercial uses, based on the number of units and gross floor area, respectively. Include minimums for both short-term (outdoor bike racks) and long-term (indoor/secure) bike parking.
Title 17 -- Zoning	17.72 Off-Street Parking and Loading	17.72.090 Number of Spaces for Designated Uses	General comment	Establish shared parking as an allowable strategy for land uses that have different parking demand patterns throughout the day and are able to use the same parking lot or spaces at different times. New developments and significant redevelopment can provide less than the minimum if they provide a shared parking agreement.
Title 19 -- Administration of Land Development Regulations	19.10 Land Development Administrative Procedures	19.10.100 Development Permit Application	Lists information required for project permits	Add requirement of a Transportation Impact Analysis (TIA), including impacts on the roadway system, transit system, and bicycle and pedestrian networks. The TIA should include as estimate of the additional trips associated with the proposed project; likely effects on vehicular traffic operations; availability and expected use of transit; existing conditions for walking and bicycling. Include types of mitigation that may be required as a condition of the permit.
Title 19 -- Administration of Land Development Regulations		New section		Consider developing and codifying an incentive program to encourage developers to voluntarily provide public space, public art, and streetscape improvements. Incentives could include height or FAR bonuses, fee waivers, or expedited approvals.

Title	Chapter	Section	Description	Recommended Revision
Title 17 -- Zoning	17.24 Single-Family Residential District	17.24.035 Property Development Standards	Dwelling Standards: A single-family residential dwelling shall have a minimum floor area of six hundred square feet excluding porches, carports, garages, and basement or other rooms used exclusively for the storage or housing of mechanical or central heating equipment.	Remove minimum floor area standards to support a range of housing types
Title 17 -- Zoning	17.24 Single-Family Residential District	17.24.035 Property Development Standards	All dwellings shall be not less than twenty feet in width at the narrowest point of its first story.	Remove minimum width to support a range of housing types
Title 17 -- Zoning	17.24 Single-Family Residential District	17.24.035 Property Development Standards	All manufactured homes must be new on the date of installation and comply with applicable siting standards in CSection 17.68.130 .	Remove "must be new" standard to support a range of housing types
Title 17 -- Zoning	17.24 Single-Family Residential District	17.24.040 Density Provisions	C. Minimum area of lot: five thousand square feet for each single-family structure; D. Minimum depth of lot: eighty feet; E. Minimum width of lot: fifty feet	Remove minimum lot size regulations to support non-discriminatory housing practices (source: https://www.whitehouse.gov/cea/written-materials/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/)
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.025 Principal Uses subject to site plan review	Residential developments of duplex or townhouse units are subject to site plan review pursuant to Chapter 17.81 , Site and Building Plan Review of this title, in addition to general development guidelines listed in [Chapter 17.81 .]	Ensure additional site plan review process is not adding a burden for this housing type. Recommend local developer forum to discuss.
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.034 Property Development Standards	A single-family residential dwelling shall have a minimum floor area of six hundred square feet excluding porches, carports, garages, and basement or other rooms used exclusively for the storage or housing of mechanical or central heating equipment.	Remove minimum floor area standards to support a range of housing types
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.034 Property Development Standards	All dwellings shall be not less than twenty feet in width at the narrowest point of its first story.	Remove minimum width to support a range of housing types
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.034 Property Development Standards	All manufactured homes must be new on the date of installation and comply with applicable siting standards in Section 17.68.130 .	Remove "must be new" standard to support a range of housing types
Title 17 -- Zoning	17.28 R2 Two-Family District	17.28.034 Property Development Standards	Minimum area of lot: five thousand square feet per single-family structure, six thousand [square] feet per two-family structure, three thousand square feet per townhouse; Minimum depth of lot: eighty feet; Minimum width of lot: fifty feet; twenty-five feet for townhouses;	Remove minimum lot size regulations to support non-discriminatory housing practices (source: https://www.whitehouse.gov/cea/written-materials/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/)
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.010 Principal Uses Permitted Outright	Multi-family residential developments or townhouses are subject to site plan review pursuant to [Chapter 17.81] of this code in addition to General Development Guidelines listed in Section [17.50.070].	Ensure additional site plan review process is not adding a burden for this housing type. Recommend local developer forum to discuss.
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.034 Property Development Standards	A single-family residential dwelling shall have a minimum floor area of six hundred square feet excluding porches, carports, garages, and basement or other rooms used exclusively for the storage or housing of mechanical or central heating equipment.	Remove minimum floor area standards to support a range of housing types
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.034 Property Development Standards	All dwellings shall be not less than twenty feet in width at the narrowest point of its first story.	Remove minimum width to support a range of housing types
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.034 Property Development Standards	All manufactured homes must be new on the date of installation and comply with applicable siting standards in Section 17.68.130 .	Remove "must be new" standard to support a range of housing types
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.040 Density Provisions	Minimum area of lot for single-family dwellings: five thousand square feet; two-family dwellings attached: six thousand square feet; and shall be governed by the standards in the R1 and R2 districts;	Remove minimum lot size regulations to support non-discriminatory housing practices (source: https://www.whitehouse.gov/cea/written-materials/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/)

Title	Chapter	Section	Description	Recommended Revision
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.040 Density Provisions	Minimum area of lot for multifamily dwellings and townhouse buildings: two thousand five hundred square feet per dwelling unit for the first two dwelling units; additional dwelling units, two thousand square feet per unit;	Remove minimum lot size regulations to support non-discriminatory housing practices (source: https://www.whitehouse.gov/cea/written-materials/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/)
Title 17 -- Zoning	17.32 Multifamily Residential District	17.32.040 Density Provisions	Lot depth and other standards	Explore if these standards are prohibitive, recommend local developer forum to discuss
Title 17 -- Zoning	17.40 Conditional Uses	17.40.020 Residential Conditional Uses Identified	Conditional uses for all residential districts include: Parks and playgrounds;	Change to permitted use
Title 17 -- Zoning	17.40 Conditional Uses	17.48.030 Conditional Uses	Conditional Uses	Create a mixed use district where residential is permitted by right or allow residential by-right in the commercial districts
Title 17 -- Zoning	17.40 Conditional Uses	17.48.030 Conditional Uses	The dwelling units shall have a minimum living area of six hundred square feet and a maximum of one thousand five hundred square feet.	Remove minimum floor area standards to support a range of housing types. Discuss removing maximum as that could limit families living in this area.
Title 17 -- Zoning	17.40 Conditional Uses	17.48.030 Conditional Uses	The design of commercial establishments which include dwellings shall be a matter subject to review and approval by the planning commission.	Ensure additional site plan review process is not adding a burden for this housing type. Recommend local developer forum to discuss.
Title 17 -- Zoning	17.40 Conditional Uses	17.48.030 Conditional Uses	Light Manufacturing	Consider a "maker space" type of use category or editing this one to make it easy for live/work, onsite crafts with retail components, etc. to operate
Title 17 -- Zoning	17.48 General Commercial Districts	17.48.060 Density Provisions	Maximum building height: three stories, but not to exceed thirty-five feet;	Change to 40' max to allow quality ground floor retail spaces
Title 17 -- Zoning	17.48 General Commercial Districts	17.48.070 Prohibited Uses	Any business, service, repair, processing or storage not conducted wholly within an enclosed building, except for off-street parking, off-street loading, automobile service stations and limited outside seating for restaurants and cafes.	Ensure this doesn't limit markets, pop up spaces, etc.
Title 17 -- Zoning	17.48 General Commercial Districts	General comment	Form standards	Consider adding basic form standards such as transparency and entrance spacing to commercial zones to formalize desire for retail-supportive buildings in this area and produce predictable, non-discretionary results
Title 17 -- Zoning	17.48 General Commercial Districts	General comment	Use standards	Consider allowing for broader use of commercial uses to support area during low season and to provide authentic tourist experience of locals and tourist interaction
Title 17 -- Zoning	17.50 Riverfrontage District	17.50.030 Conditional Uses	Conditional uses for all residential districts include: Parks and playgrounds;	Change to permitted use
Title 17 -- Zoning	17.50 Riverfrontage District	17.50.030 Conditional Uses	Maximum Building Height. Four stories, not to exceed forty-five feet	Change to 55' max to allow quality ground floor retail spaces
Title 17 -- Zoning	17.50 Riverfrontage District	17.50.070 General Development Guidelines	General Development Guidelines	Consider codifying specific form standards (transparency, entrance spacing, bulk, parking) to formalize intent of this zone and reduce discretionary review
Title 17 -- Zoning	17.64 Accessory Dwelling Units	17.64.030 Design Standards	Minimum lot size. An ADU shall not be established on any parcel smaller than four thousand five hundred square feet. Note: site size and configuration must accommodate all parking and other development standards in addition to meeting the minimum lot size requirement.	Remove minimum lot size regulations to support non-discriminatory housing practices (source: https://www.whitehouse.gov/cea/written-materials/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/)
Title 17 -- Zoning	17.68 Design and Use Standards	17.68.150 Townhouse Siting Standards	G. Project Design	Consider codifying some high-level specific form standards, these leave a lot of room for interpretation and use non-binding language
Title 17 -- Zoning	17.68 Design and Use Standards	17.68.150 Townhouse Siting Standards	Maximum height is twenty-eight feet beyond the first ten feet off the property line	Raise maximum height to 35' if 2 story townhouses desired and 40' if 3 story townhouses desired to support quality indoor spaces