

# Transportation Alternatives Program 2017 Application

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## Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to [dale.robins@rtc.wa.gov](mailto:dale.robins@rtc.wa.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 360-397-6067 x5212.

## General Information

Project Title: Phase III Waterfront Trail Construction: Stevenson Shoreline Restoration & Enhancement Project  
 Project Location and Limits: Stevenson, WA  
 Project Length (miles): 0.10  
 Agency: Port of Skamania County and City of Stevenson  
 Contact Person: [REDACTED]  
 Telephone: [REDACTED] Email: [REDACTED]  
 Certified Acceptance Agency: Port of Skamania County

## Project Screening Criteria

*Check all that apply.*

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

## Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	09/01/2016		\$58,750	\$58,750
Right of Way				\$0
Construction	06/01/2018	\$200,000	\$85,908	\$285,908
Totals	n/a	\$200,000	\$144,658	\$344,658
<b>Overall Match Ratio:</b>				41.97%

## Project Type

Check all that apply.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities              | <input checked="" type="checkbox"/> Vegetation management practices   |
| <input checked="" type="checkbox"/> Safe routes for non-drivers             | <input type="checkbox"/> Archaeological activities                    |
| <input type="checkbox"/> Abandoned railroad corridors for trails            | <input checked="" type="checkbox"/> Environmental mitigation activity |
| <input checked="" type="checkbox"/> Turnouts, overlooks, and viewing areas  | <input checked="" type="checkbox"/> Recreational Trails Program       |
| <input type="checkbox"/> Control of outdoor advertising                     | <input type="checkbox"/> Safe Routes to School Program                |
| <input type="checkbox"/> Historic preservation of transportation facilities |   |

## Project Information

### 1. Project Description:

The Port of Skamania County requests funding for Phase III of the Stevenson Shoreline Restoration and Enhancement Project. Phase III is the construction of a new, accessible 550-foot waterfront bike-pedestrian trail in Stevenson, WA that will create a continuous, uninterrupted waterfront trail paralleling the Columbia River, providing better public access to the waterfront and beautiful river vistas.

Many years ago, the Stevenson waterfront had a continuous waterfront bike-pedestrian trail. However, severe river bank erosion has washed away the middle section between Russell and Leavens Streets and parallel to Cascade Avenue. All that remains are two separate segments totaling 829.5 feet. Construction of this 550-foot segment will not only create a continuous waterfront trail and an overlook at Leavens Point, but also link the waterfront with Stevenson's downtown corridor and complete the connection to citywide interpretive trails, including the U.S. National Park Service's Lewis & Clark National Historic Trail and the Ice Age Floods National Geologic Trail.

The Port's Stevenson Shoreline Restoration and Enhancement Project has been in the works for ten years. Phase I of the project included the design, fabrication and installation of interpretive, wayfinding and destination signage along the waterfront. Part of a broad, citywide tourism initiative to provide cohesive and beautiful signage throughout the City, the Port's Phase I investments to date total approximately \$85,000. Phase I will be substantially complete by July 2017. This will complete the connection to the existing interpretive trail system that extends from Skamania Lodge, through town, and along the Columbia River waterfront.

The Port of Skamania has already secured \$454,000 in funding for Phase II of the Stevenson Shoreline Restoration and Enhancement Project from the Washington Recreation and Conservation Office (Aquatic Lands Enhancement Account) and the City of Stevenson (local lodging taxes). The objective of Phase II is to arrest severe bank erosion, stabilize the shoreline and restore aquatic habitat along 600 feet of Columbia River bank by extending the shoreline 80 feet south of the existing shoreline. An estimated 35,000 cubic yards of rock and soil will be placed to restore the footprint of the historic river bank. With the shoreline stabilized in Phase II, estimated to be complete by spring 2018, the Port will be able to proceed with Phase III waterfront trail construction.

The development of the waterfront is the highest priority project in the Port's capital plan and enjoys unanimous community support. Furthermore, the Skamania County Community Action Team ranks this as the 2nd highest priority public works project in Skamania County for 2017. The Mid-Columbia Economic Development District ranks this as the sixth highest priority on the 2017 Columbia Gorge Economic Development Strategy list (it is the 2nd highest priority project in the state of Washington). Construction of this multi-modal trail will serve as a catalyst to increase tourism and spark additional development along the waterfront.

## Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

The Stevenson waterfront trail will provide the public a means of multi-modal travel separate from Cascade Avenue that provides singular access to the waterfront and the Port's industrial and public recreational parks. This 550-foot connector will complete the waterfront trail system and allow residents and visitors direct access to the Columbia River in a natural setting. In the last five years, the Stevenson waterfront has seen an increase in commercial vehicle traffic as well as tourists looking for wind and water recreation options, beverage tasting rooms and a restaurant. This trail will allow people to safely maneuver past the congestion within the street system (commercial, industrial and train traffic) to access these economic and recreational amenities on the waterfront.

The Port also owns a cruise ship pier used seven months out of the year by American Queen Steamboat Company and American Cruise Lines. The capacity of the cruise ships docking in Stevenson ranges from 150-223 passengers. Completing this trail system will allow these passengers to walk along the water while stopping to enjoy the beverage tasting rooms, restaurant, and water recreation opportunities without having to access Cascade Avenue.

The local community will also benefit from this trail. During the 2013 City of Stevenson Comprehensive Plan update, residents identified the waterfront as a "sacred place" that defines the community and expressed that one of the highest priorities for their quality of life is improving connectivity between the waterfront and the rest of the town.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

Completion of this 550-foot trail will provide a continuous multi-modal means of travel from all the business and recreation uses along the waterfront to the entire downtown area. Stevenson's downtown area includes a grocery store, three banks, the Skamania County Courthouse, multiple retail shops, restaurants, the Chamber of Commerce, a library and medical services. All of these land use services provide amenities and opportunities for people accessing downtown from the waterfront industrial or public recreational parks or for people accessing the waterfront from the downtown area.



## Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

- This project is Phase III of the Stevenson Shoreline Restoration and Enhancement Project and is the Port's highest priority capital project.
- The Stevenson Comprehensive Plan update completed in 2013 identifies four cornerstone principles, including an active waterfront.
- The Skamania County Community Action Team ranks this project as 2nd highest priority economic development project within the County.
- Regionally, Mid-Columbia Development District ranks this project as the 6th highest priority project on its Columbia Gorge Economic Development Strategy list (five-county region).
- A 1991 City of Stevenson Pedestrian and Bicycle Link System Plan identifies a waterfront path as important for completing the existing bike/ped circulation system, encouraging more walking within the City, improving access to retail and riverfront areas, and creating a lively downtown.

All of the above listed plans or priority lists recognize the Stevenson waterfront and its accessibility to the local community and visitors as crucial for the health of the local economy and a high quality of life for residents as well as a positive experience for visitors.

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

This project will create a continuous, level and paved waterfront trail to be accessed by all persons regardless of age, disability, or income. There is no continuous waterfront trail accessible to the elderly and disabled populations, who are currently limited to enjoying the waterfront from Cascade Avenue. This presents a significant mobility issue, as 28 percent of Skamania County's population is 60 or older – seven percent higher than the state average of 21 percent. Furthermore, a majority of cruise ship passengers disembarking at the Port's dock are between 60-85. Limiting elderly and disabled populations' safe access to the waterfront and the businesses located there severely restricts the waterfront's growth potential.

The trail will also allow persons who are unable to drive or afford motorized transportation to access their employment along the waterfront. According to Scott Bailey, Regional Labor Economist, Skamania County median household income is five percent lower than the national average at \$50,986. Per capita personal income is \$36,999, which is 25 percent less than the state average and 20 percent less than the national average. (<https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/county-profiles/skamania-county-profile#wages>)

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

Two of the city's three affordable housing complexes are within half a mile of the project. The affordable units at Rock Creek Terrace (36) and Cascade Village (36) make up 82 percent of the city's total public housing supply.

## Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

- The old, eroded trail is currently barricaded at both ends because it is unsafe and unstable. However, people can easily step over these barricades. This poses a real safety hazard because someone could slip and fall into the river or rocks below the trail. In April 2017, a hole a few feet deep formed on Port property adjacent to the washed-away trail due to erosion and heavy rains. If this had not been discovered and repaired, someone walking next to the eroded trail could have been seriously injured. This will continue to be a safety issue until the shoreline is stabilized.
- The project is located parallel to Cascade Avenue, which is adjacent to railroad tracks and is a corridor with commercial and industrial job centers as well as public parks. Restoring the trail will divert pedestrians and cyclists away from Cascade Avenue and decrease the risk of pedestrian collisions with commercial vehicles traveling in/out of the job centers.
- Buses transporting cruise ship passengers from the boat to various outings throughout the Gorge currently use parking spaces at the intersection of Cascade Avenue and Russell Street, also adjacent to a railroad crossing, as their passenger loading and unloading zone. Restoring this trail would allow for a safer passenger loading zone.

8. Describe how the project addresses the safety issues identified:

The pathway will provide a separate passage for pedestrians and cyclists from higher speed traffic along Cascade Avenue, greatly reducing a conflict between higher speed cars and commercial trucks and trailers. On average, about 40 commercial trucks per month move in and out of the Port's waterfront commercial and industrial job centers on Cascade Avenue. These include less-than-truckload and common carriers as well as a mix of FedEx and UPS delivery trucks. Separating pedestrians and cyclists from this type of commercial traffic is critical for safety, particularly since the majority of pedestrians in the spring and summer months are cruise ship passengers between the ages of 60-85.

The Port will install barriers to vehicle access at each trail approach. Wayfinding signage will be installed on the Stevenson landing pier to safely direct cruise ship passengers as they disembark to the amenities and businesses in downtown and on the waterfront.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

Because this is a phased project, design is already at approximately 85%. Upon completion of Phase II shoreline stabilization, the Port will make final adjustments to the trail design. Design will be 100% complete by January 2018. In addition, trail excavation and base layer fill is included in the Phase II scope of work.

Right of way acquisition is not needed, as the Port and the City (co-applicants) own all of the property within the project area. Environmental permits for both Phase II and III – City of Stevenson Critical Areas and Shoreline Substantial Development permits and Washington Department of Fish and Wildlife Hydraulic Project Approval – will be approved by July 2017. The Port already has its Section 404 Permit from the US Army Corps of Engineer

The Port will begin Phase III trail construction in June 2018.



## Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

The Port of Skamania has been working on this project for approximately 10 years; it is the Port's highest priority capital project. The public consistently tells the Port that completing the waterfront trail system is critical for a vibrant community. During the City of Stevenson's Comprehensive Plan update in 2013, community members overwhelmingly declared that they want to be more connected to the waterfront. In addition, during the Wayfinding Master Plan process, the community spoke out about the need for consistent signage to direct people to the waterfront and the amenities and businesses located there.

This project has unanimous community support based on input received from the community during the processes discussed above and significant investments by the City of Stevenson for other phases of the project. Phase I – funded by the City of Stevenson and the Port – is part of the broad, citywide tourism initiative to provide cohesive and beautiful signage throughout the City directing the local community and visitors to resources and amenities within the city downtown core and waterfront (funded by the City). Phase II – funded mostly with grants from the state and City of Stevenson – will stabilize the eroded shoreline and restore aquatic habitat. Phase III (waterfront trail) will create a continuous connection to the existing interpretive trail system that extends from the Stevenson waterfront to the Downtown area and west of Stevenson towards and connecting to the Skamania Lodge.

In addition to the Port's public budgeting and capital planning process and the City of Stevenson's Comprehensive Plan and Wayfinding Master Plan updates, the Skamania County Community Action Team and the Mid-Columbia Economic Development District (MCEDD) identify this as a high priority project for both the County and region.

11. Describe how the project improves public health and increase physical activity:

The overall development of the waterfront will encourage more active lifestyles. The Stevenson waterfront is world-renowned for kiteboarding and windsurfing. Constructing this trail will not only expose more people and encourage more participation in these sports, but also make the entire town more walkable by completing the connection between the waterfront and interpretive trails that run throughout the city. Having a continuous waterfront trail will also make it possible for the City of Stevenson to host walking and running events that take advantage of the amazing river views to be enjoyed from the trail. Finally, the new public beach access point that will be constructed during Phase II and connected to this trail will provide an extra area for non-motorized watercraft such as kayaks and paddleboards to access the river.

12. Describe how the project includes design elements that contribute to quality of life:

The trail design includes benches for seating and an overlook at Leavens Point for maximum enjoyment of the waterfront. In addition, native vegetation is worked into the landscape design. The trail will have wayfinding and interpretive signage that ties into the Wayfinding Master Plan. The trail will be designed for people of all abilities and will encourage physical activity and health by walking, biking and other forms of non-motorized transportation. Finally, establishing connectivity between the waterfront and the community services, parks, retail, restaurant, and medical land uses in the Stevenson downtown area is paramount for enhancing quality of life.

This trail addresses all four cornerstone principles in the City's Comprehensive Plan: Active Waterfront, High Quality of Life, Natural/Scenic Beauty, and Healthy Economy. Tying these principles into the design and construction of the trail signifies that their input is valued and heard. This, in turn, creates community pride in and a sense of ownership of the trail.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Port of Skamania	\$144,658
RTC TAP Grant	\$200,000

## Other Information

You may use this space to provide any additional project information considered worth noting:

Please see attached exhibits:

Exhibit A - Proposed Project Area and Pictures of Existing Eroded Trail

Exhibit B - Copies of Pages from Comprehensive Plan and Regional Project Priority Lists Identifying Project

# Exhibit A

## Project Area and Pictures of Eroding Trail

Location



Proposed Trail





Current Trail with Erosion Damage







## CHAPTER 1-VISION & CORNERSTONE PRINCIPLES

This plan represents the culmination of the “Chart the Course: Stevenson 2030” visioning process (Appendix A) which began on September 17th, 2009 when the Stevenson City Council directed staff to update the City’s 1984 Comprehensive Plan. Through this process, the City Council sought to give the citizens of Stevenson a strong voice in determining the future of their town.

### Vision

Those citizens have now spoken, and their vision for the future is to proudly look out their window, walk down their street, or return for a visit in 2030 and honestly say:

“Stevenson is a friendly, welcoming community that values excellent schools and a small town atmosphere. The natural beauty is enjoyed by residents and visitors through a network of recreational opportunities. The strength of Stevenson’s economy is built upon high quality infrastructure and a vibrant downtown that provides for residents’ daily needs. Stevenson takes advantage of our unique location on the Columbia River by balancing jobs, commerce, housing, and recreation along the waterfront.”

The Stevenson described by that statement represents the ideal endpoint toward which the City’s future policies, programs, and actions should lead. Far from being an arbitrary and unattainable statement, this endpoint embodies the current citizens’ core desires—their Cornerstone Principles—and carries them through to their logical end.

### Cornerstone Principles

The core desires of Stevenson’s citizens in 2013 are expressed through four cornerstone principles: High Quality of Life, Natural/Scenic Beauty, Healthy Economy, and Active Waterfront.

**FIGURE 1-1: CORNERSTONE PRINCIPLES**



Figure Credits: Nancy Marshall

#### High Quality of Life

High Quality of Life represents Stevenson residents’ ability to appreciate their community as a whole while avoiding the many frustrations that commonly befall other localities. This includes the successes shared by the community’s residents, the quality of the schools, services, and utilities, and the general sense of pride that residents have for their community.





### Sacred Places (Class IV)

- Size:** Sacred places come in all sizes
- Characteristics:** Though they may include the same characteristics as any other class of parks, the primary characteristic of sacred places are their psychological impact on the community as a whole. These places are often in highly visible locations and come to define, reinforce, and transmit what is important to a community's inhabitants. The term "sacred" conjures up mental images of the importance of cathedrals, shrines, and temples in highly religious societies, but applies equally to highly commercial societies where harbors, malls, or skyscrapers represent a community's shared values. In highly secular societies they may come in the form of civic buildings, parks, and other public works. In all areas, Sacred Places contribute heavily to the sense of community and community members desire a strong voice in the face of change
- General Use:** Gregarious or solitary, active or passive use for all ages
- Service Area:** Community-wide
- Existing Examples:** Downtown Waterfront, Rock Creek & Cove, Skamania County Courthouse Lawn
- Potential Examples:** Rock Creek Falls

### Downtown Waterfront



**Description:** Nearly a mile of the Columbia River Waterfront is accessible from Downtown Stevenson with more than three quarters of it in public ownership. A windsurfing launch is provided at Bob's Beach, a Kiteboard and boat launch at East Point, a tour boat dock at Stevenson Landing. A riverfront trail connects them all with picnic areas, restrooms, vista parking areas, and informal swimming beaches to the east of town.



**Management Issues:** The majority of the waterfront is owned and maintained by the Port of Skamania County and devoted to recreational, commercial, and industrial purposes and the City owns two rights-of-way leading to the water's edge. The remainder is privately-owned and either vacant or used for single-family housing. A substantial portion of the riverfront trail was recently lost to bank-side erosion, and strong east winds and waves batter the Port's personal watercraft docks.

**Potential Enhancements:** The Port is seeking ways to redevelop some of its underdeveloped properties and actively working to secure funds to control the trail-destroying erosion problems. Other projects include renovating and upgrading Stevenson Landing, extending the trail system, improving the roadways of Cascade Avenue and Kanaka Creek Underpass, adding gathering places, and reinforcing the personal watercraft docks.

## CEDS Priority Rankings 2017

Washington Technical Assistance/Public Works	
Rank	Project
1	White Salmon Slow Sand Filter Water System
2	Cascades Business Park Grading and Enhancements
3	Construction of Aircraft De-icing Facility
4	John Day Pool Pumped Storage
5	Brownfield Assessment and Redevelopment: Skamania County
6	Stevenson Shoreline Restoration and Enhancement
7	Natural Gas Facility: Klickitat PUD
8	Stabler Feeder Upgrade
9	Flex Buildings: DIP Cornerstone and Bingen Point
10	Wind River Boat Launch Improvements

Oregon Technical Assistance/Public Works	
Rank	Project
1	Hood River Interstate Bridge Replacement Project
2	Workforce Housing: Hood River and Sherman Counties
3	Dog River Pipeline Upgrade
4	Biggs Water System
5	Mosier Well Repair
6	Historic Columbia River Highway State Trail
7	Mosier Fire Hall/City Hall
8	New Fire Hall: South Sherman Fire and Rescue
9	Bridge of the Gods Maintenance
10	Fiber Project: Sherman County