

Transportation Alternatives Program 2019 Application

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. 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 564-397-5212.

General Information

Project Title: 1st Street Pedestrian Amenities & Overlook Project

Project Location and Limits: 1st Street in Stevenson from west of Columbia Avenue to the 2nd Street couplet

Project Length (miles): 0.20 miles

Agency: City of Stevenson

Contact Person: Ben Shumaker

Telephone: 509-427-5970 Email: ben@ci.stevenson.wa.us

Certified Acceptance Agency: 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	07/22/2019	\$132,800	\$52,950	\$185,750
Right of Way	07/22/2019	\$0	\$0	\$0
Construction	05/06/2020	\$442,650	\$176,450	\$619,100
Totals	n/a	\$575,450	\$229,400	\$804,850
Overall Match Ratio:				28.50%

Project Type

Check all that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input 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 type="checkbox"/> Environmental mitigation activity |
| <input checked="" type="checkbox"/> Turnouts, overlooks, and viewing areas | <input 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:

This project addresses a critical gap in Stevenson's pedestrian network and separates pedestrians and automobiles in a dangerous corridor which connects the downtown commercial core with the Columbia River waterfront. The main project components involve 1) crosswalk improvements (striping & vegetated curb extensions) to the intersection of 1st Street and Columbia Avenue and across 1st Street at a mid-block location, 2) ~600 feet of new sidewalk along 1st Street, 3) a pedestrian overlook of the Columbia River Gorge, 4) streetscape enhancements in keeping with the enhancements to 2nd Street within the downtown (basalt detailing, benches, bike racks, trashcans, etc.), and 5) connection to a pedestrian footpath leading to the Columbia River waterfront under the BNSF rail line. Conceptual improvement plans and cross sections are included on Pages 1-3 of the attachments.

The primary benefits of this project involve the safety improvements for pedestrians along this route, shortened walking distances between key downtown and waterfront activity areas, and the expanded use of an access to the waterfront that is grade-separated from the BNSF rail line.

If funded, this project will leverage several other recent and planned investments to improve the connection between downtown Stevenson and the Waterfront:

- 1) In 2020, the City intends to complete sidewalk enhancements and provide traffic calming measures to Russell Avenue between 2nd Street and Cascade Avenue. The improved pedestrian experience created by that project is intended to draw those disembarking from tour boats at Stevenson Landing into the retail core of the downtown. That project's improvements work in concert with this project as the only two pedestrian routes connecting downtown and the waterfront.
- 2) In 2019, the Port of Skamania County intends to complete a missing link within the waterfront pathway system between Russell and Leavens streets. Funded as a Transportation Alternatives project, the walking route of that system will be a key part of the pedestrian loop connecting to this request.
- 3) In 2018, volunteers from the Pacific Crest Trail Association and the Washington Trails Association created a new pathway connecting the waterfront to the downtown commercial core. This 200' long, 2' wide gravel pathway replaced a user-created scramble directly up the 25' hillslope between the 2 areas. In both cases, the guardrail along 1st Street limits the usability to the pathway to only the most nimble pedestrians. This project moves the guardrail to make the walking loop available to a much larger user group.
- 4) In 2017, the City and the Port collaborated to purchase a dilapidated house at the eastern end of Cascade Avenue to expand the usability and park amenities available at the Stevenson boat launch. Designs for the park improvements are currently being developed.
- 5) In 2016, the City completed a Transportation Improvement Board funded project to add sidewalks along Cascade Avenue to fill gaps between Russell and Leavens Street and add parking for visitors to the area. The parking will be usable for pedestrians walking on this loop, and that project's sidewalks provide access to the businesses and restaurants within this corridor.

Project Information

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

The 5 main project components discussed in #1 will transform the experience for both motorists and pedestrians and will also increase the options for pedestrian circulation between the downtown and the waterfront.

The current travel involves speeding vehicles, a lack of pedestrian facilities, long walking routes, and recent traffic volume increases. More detail on harrowing aspects of this experience is included in #7, below. As those issues highlight, this is an area in substantial need of improvement for the safety and enjoyment of Stevenson's residents and visitors.

By embracing this opportunity for improvement, pedestrian travel will take priority in an important and growing part of the commercial core. Safe, short, and well-marked crosswalks will lead to the sidewalk. The sidewalk will be curb- and guardrail separated from vehicles. Without the need to worry about passing vehicles, pedestrians will be able to linger and enjoy a full display of the Gorge's natural beauty from the overlook this project creates. An unobstructed and unparalleled viewpoint from this location is highly sought after, as users are able to see the Columbia River make its way past Dog and Wind Mountains as it flows to and around Stevenson toward the Bridge of the Gods. Its beauty will be even more pronounced in the morning, when the sun's warmth graces Washington's shores long before it can be felt on Oregon's riverfront. At the equinox, the sun's first light will be visible directly from the bottom of the natural "V" created by the Gorge walls. The project will become a marquee location for tourist photographs as they enjoy Stevenson.

Motorists will also benefit from the pedestrian separation, and the addition of the pedestrian amenities in this corridor will decrease speeds and the likelihood of fatal and/or damage causing collisions.

Additional project benefits are included on pages 1-3 of the attachments.

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):

This ~600' sidewalk extension and its connection to the existing pathway to the waterfront will provide a continuous walking loop connecting downtown Stevenson to the Waterfront. Key land uses are identified on Project Vicinity Map on Page 5 of the attachments. These include a unique rural grocery store, 3 banks, a pharmacy, a transit stop, the Skamania County Courthouse, the Stevenson Elementary School, multiple retail shops, social clubs and restaurants, the Chamber of Commerce's Visitor Information Center, the community library, and major job centers.

On the Columbia River directly south of this project, the Stevenson boat launch serves motor- and sailboats with its ramp and seasonal mooring docks. Several swimming, kiteboarding, and windsurfing beaches line the Port of Skamania's shorelines. Surf skiing is increasingly popular, and Stevenson's beaches also provide ideal launches for this burgeoning watersport. To the west the Stevenson Landing tour boat dock serves regional tours traveling between Astoria and Lewiston.

Based on the improvements included in this project, the residents and visitors of this area will have the shortest, safest loop possible to access and connect these land uses and recreation areas with its pedestrian, automotive, waterborne, and transit travel modes.

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):

Within the 10 goals established by the 2013 "Stevenson Comprehensive Plan", Goal 4A states "The waterfront is an extension of the downtown core and a place where people live, work, and play." This goal is furthered by the following objectives and tactics:

-4.10 - Provide better connections between downtown and the waterfront.

-6.6 - Provide access from the waterfront to other parts of town via safe, attractive, and convenient walkways.

-7.1-4 - Consider traffic calming measures such as narrow streets.

-7.4. - Provide safe and accessible pedestrian crossings throughout the city.

-7.6 - Reduce the effects of through traffic in the downtown commercial area...

-9.6-2 - Connect the parks and trails of the City, its partner agencies, and private entities.

-9.6-3 - Include nature walks, scenic vistas, and connections to forests in the system of pathways.

Strategic retreats by the City Council in 2018 led to the "SMART Goals for 2019-2024", including Goal 3: "The downtown corridor will be thoughtfully planned to encourage utilization of the entire downtown, allow for safe and easy flow of traffic, and support mixed-use development by the end of 2024" , priority "ix. First St. Sidewalk" and more generally, "3.a East-side Downtown Improvements".

The county-wide Community Action Team agreed with City on these priorities and has listed this project as #10 on their Priority Project List. (See page 4 of the attachments)

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

This project improves mobility for disadvantaged populations including: low income, disabled, and elderly. The project connects residents of low cost housing with the job centers and the recreational and community assets on the waterfront and in downtown (See also #6 below). Disabled populations will have barrier free access at all crosswalks and will be able to enjoy views from the accessible overlook the project will construct. This will benefit Stevenson's mobility-challenged pedestrians and our steadily aging population, who, without this overlook must navigate down steep hills to see the best viewpoints of the Gorge. Lightly disabled, elderly, youthful, and dog owners will also enjoy barrier free passage through the guardrail as this project connects to the existing footpath leading to the railroad underpass and the waterfront area.

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 units) and Cascade Village (36 units) make up 82 percent of the city's total public housing supply. While not run as formal affordable housing complexes, Manor Apartments (12 units), adjacent to this project, and several existing homes along Cascade Avenue also provide options for lower cost housing within the community.

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):

Speeding: Functionally classified as a Rural Minor Arterial, current vehicular usage of this corridor primarily involves eastbound passenger and freight vehicles seeking to avoid congestion on 2nd Street (SR 14) through downtown Stevenson. The easternmost marked crosswalk occurs at Columbia Avenue where adjacent land uses become more disbursed and are limited to the north side of the road. With no hazards present on the right, a quick glance to the left allows the eastbound drivers to see their competitors on 2nd Street. Soon, this downhill stretch also provides time-thrifty drivers with a view of their goal, the eastern couplet with SR 14. Their engines purr a little louder and--despite the 25 mph pavement markings--the vehicle is soon ready for travel at the 50 mph speed limit after the couplet.

Lack of Pedestrian Facilities: It is a brave pedestrian that travels in this corridor. On the south side of the street, the shoulders are progressively narrower from west to east. A sidewalk is available on the north side of the road but only as far as the couplet. At its terminus, there is no crosswalk connecting to the street's south side, and pedestrians seeking to go to the waterfront must contend with the now-highway speed vehicles.

Increased Use: These safety concerns and user conflicts already existed on 1st Street, but have increased in recent years after the removal of a stop sign at the intersection of 1st Street and Russell Avenue.

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

Speeding: This project contends with speeding in three ways. First it will allow motorists to better see pedestrians within vegetated curb extensions at key locations within the corridor. Second, it intends to narrow the curb-to-curb width. Finally, by narrowing the south side shoulder it will add a curb and bring the guardrail and decorative amenities closer to the eastbound travel lane.

Lack of Pedestrian Facilities: This project will facilitate pedestrian safety in four ways. First, it will provide, mark and shorten the crossing distance at key crosswalks in this corridor. Second, it will clearly separate the appropriate areas for pedestrians and vehicles by replacing the shoulder with a curb and sidewalk. Third, it will provide additional separation by moving the guardrail from the outside of the road shoulder to a location between vehicles and pedestrians using the sidewalk. Finally, by connecting to the existing footpath, the project will modify pedestrian flows to the waterfront thereby reducing A) the number of pedestrian crossings at the 1st Street couplet with SR 14 and B) the number of pedestrians using the at-grade crossing of the BNSF rail line at Russell Avenue.

Increased Use: This project deals with the unintended consequences of past efforts to increase vehicular usage of this road by better separating modes and preparing for additional traffic increases in the future.

9. Readiness:

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

Please explain:

There are no delays anticipated for the delivery of this project. Right-of-way for the area was obtained as part of the "Stevenson Two-Way Couplet" project, federal aid numbers STPF-0014(028) and DPR-0078(001). While environmental permitting for the current project has not been completed, the project will remain within the paved and/or previously disturbed areas of the previous federally funded project. Known unknowns are limited largely to stormwater treatment needs, however, the project cost estimates include storm treatment costs if impervious surface coverage increases beyond the appropriate threshold.

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:

No opposition has emerged related to this project and none is expected.

Property owners adjacent to 1st Street have been directly consulted about this project. An early concern of the City's was for the potential for theft from Columbia Hardware's supply lot. The concern was not shared by the store's owner. They and others are excited about the potential improvement of this corridor, and the City will continue to engage them as final construction documents are being prepared.

The City's partner agencies at the City of North Bonneville, the Port of Skamania County, and Skamania County were informed of this grant proposal and invited to comment. The City received no statements of concern about this project or the City's desire to apply for the limited funding available through the Transportation Alternatives Set-aside. The volunteer creation of the existing footpath and its volunteer-led maintenance show on-going support and need for improvements in this corridor from our partners at the Pacific Crest Trail Association, Washington Trails Association, Stevenson Business Association, the Stevenson Downtown Association. The Stevenson Downtown Association is particularly supportive of this project's alignment with their 2-year-and-counting focus on walkability in Stevenson.

The project has been discussed by the Port of Skamania's Waterfront Improvement Committee and is supported as a complement to their projects.

Where negative feelings have been expressed, they are related to the continued presence of the guardrail along 1st Street and the challenges it creates for access to the 2018 volunteer-developed footpath. This project seeks to eliminate that barrier and ensure the pathway is available to a far wider range of users including those unable to climb over the guardrail because of less-than-nimble legs, leashed dogs, and heavy strollers. With its removal, the negative feels are expected to subside.

This project is listed by name in the top 10 priority projects compiled by the Skamania County Community Action Team.

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

This critical improvement to Stevenson's pedestrian facilities will encourage more active lifestyles and support the community's efforts to improve walkability. This is particularly important in Skamania County, which is frequently designated as Washington's most obese. Having safe facilities connecting the east end of the waterfront with the downtown will make it possible for the Columbia Gorge Running Club to use the looped route as part of its Stevenson fun run courses (the former St. Patty's Day 4-miler was canceled because of safety concerns where the Kanaka Creek Underpass Road meets SR 14 east of the couplet). The pedestrian loop envisioned through this project together with the projects leveraged in #1 will connect the Stevenson waterfront's world-renowned kiteboarding windsurfing, and surf skiing beaches with its downtown. In the process, it will expose more people to those sports and encourage participation.

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

The design elements and amenities included with the project will build upon the quality established with the 2nd Street improvement project. Landscape vegetation, basalt detailing, decorative fencing, benches, trashcans and wayfinding are all included in the project budget. These elements contribute to quality of life through their demonstration of community pride. The project's investment in this under-utilized area is also intended to give confidence to private investors to build adjacent to the property. Vacant lands where prospective development is considered includes the property bounded by 1st Street, 2nd Street and Columbia Avenue and the vacant land west of the Columbia Hardware store along 1st Street. The development of those lands will have a multiplier effect on this project's pedestrian safety capacity and will add more users and destinations that will be served by the pedestrian amenities. Eliminating safety hazards and creating opportunities for physical activity also have important implications on the public's health and the quality of life enjoyed by our residents and our visitors.

Project Information

13. List all funding partners contributing to the project:

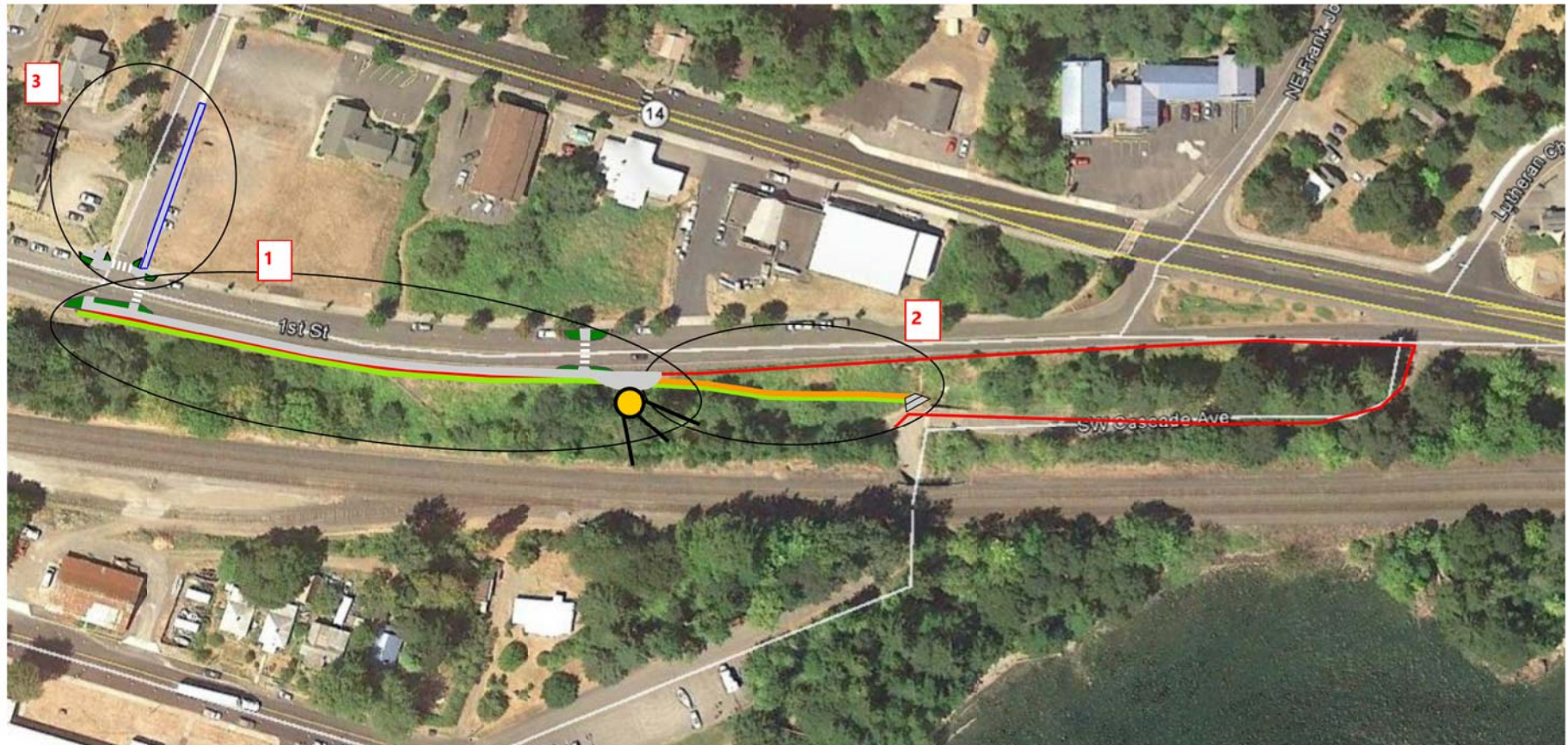
Funding Source	Amount
TIB (prospective)	\$108,650
City	\$120,750

Other Information

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

As a rural community with limited means, Stevenson is adept at finding cost-effective, practical solutions to our transportation problems (e.g., the volunteer efforts to create and maintain the footpath, and business-sponsored pedestrian flags we place at key crosswalks). Some problems, though, overwhelm our ability to make due with those solutions and we need federal assistance for the transportation system to work. This project addresses one of those problems, and we are grateful funding programs like the Transportation Alternatives Set-aside are available when we need them. We would appreciate whatever funding is available to support this important project.

1st Street Pedestrian Amenities & Overlook Project 2019 Transportation Alternatives Grant Proposal



Overall Project Benefits

- Promote pedestrian safety on 1st Street where speeds exceed posted limit.
- Shortens walking distance route from 1,700' (red) to 750' (green) and avoids highway danger.
- Makes key east-downtown investment.

#1 TAP Project Overview

- Fill ~600 ft gap in pedestrian network with new sidewalk.
- Construct pedestrian overlook with views of Columbia Gorge.
- Install new vegetated curb extensions, and storm water controls as necessary.

#1 Key Pedestrian Enhancements

- Narrows crosswalk distances.
- Creates walkable loop from waterfront to downtown.
- Adds decorative amenities, landscape features, wayfinding stones, and jaw-dropping views up the Gorge from a pedestrian overlook.

#2 Footpath to Waterfront (Existing)

- Installed in 2018 through partnership with PCTA & WTA volunteers.
- ~2'-wide compacted gravel pathway
- Contains 2 stone steps at eastern end.
- Separated from 1st Street by guardrail
- Consider paving at future date, TBD.

#3 Columbia Avenue (Future)

- Complete gap in east-sidewalk
- Fund by requiring improvements as part of future development impacting this intersection, STP, or TIB

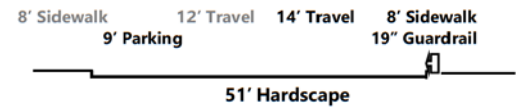
1st Street Pedestrian Amenities & Overlook Project 2019 Transportation Alternatives Grant Proposal



Cross Section 1 - No Change



Cross Section 2 - New Sidewalk



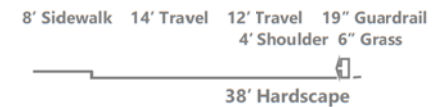
Cross Section 3 - New Sidewalk, Bumpouts



Cross Section 4 - Narrow Parking Lane



Cross Section 5 - No Change



Decorative Crosswalks

To match SR 14 & Columbia



Basalt Downtown Monument

To match SR 14, midblock



Decorative Detailing

To match SR 14:

- Sidewalks
- Street Trees
- Light Poles
- Fencing
- Retaining Walls



Mid-Block Vegetated Bumpouts

To match SR 14 directly to the north



Sunrise in the Gorge

Safely viewed from the path/overlook



Waterfront Pathway Connection Project & First Street Plans 2018 & 2019 Volunteer Efforts & Community Support

Pre-Project 2018

2019 Work Party

Post-Project 2018

2019 Post Project

2018 Press



Regional news in brief

2018 Project Details

- Partnership with Pacific Crest Trail & Washington Trails associations
- 200' long x 2' wide gravel tread pathway
- 15% slope
- 2 small stairs near Kanaka Creek

2019 Project Details

- Partnership with Stevenson Downtown and Stevenson Business associations
- Treated blackberries, cleared debris, maintained tread and slope

2013 Comp Plan	OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES	RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE	
Goal 4- Downtown & Waterfront							
4.10- Provide better connections between downtown and the waterfront	4.10-1- Consider converting Russell Street into a pedestrian mall between Second and First streets. 4.10-2- Consider improving sidewalks and street crossings and installing public art and seating areas on Russell Street from downtown to the waterfront.		HQL NSE HE AW	Planning & Public Works	Port, SBA	Mid-Range	
Goal 4A- The waterfront is an extension of the downtown core and a place where people live, work, and play.							
2018 City Priorities CITY OF STEVENSON COUNCIL RETREAT MINUTES February 8, 2018 12:00 p.m.-5:00pm, Riverside Lodge							
5. MAYOR AND COUNCIL MEMBER PRIORITIES FOR 2018 AND 2019: Johnson led the group through a brainstorming activity wherein all Councilors and Staff present listed their priorities for the City for 2018 and 2019. The group then went through a ranking process and identified the following priorities in order of importance:							
i. Fire Hall (47)		ii. Russell Ave. (45)		iii. Broadband (33)		iv. Workforce Housing (26)	
v. Downtown Traffic/Parking (24)		vi. Parks-Dog Park, Kids Park / Aesthetic Improvements (20)		vii. Communication Plan		viii. Utility Pricing (18)	
ix. First St. Sidewalk (15)		x. Safe Routes to School (14)					
2019 CAT List Skamania County Community Action Team Priority Project List March 27, 2019							
Project		Sponsor					
1. Stevenson Wastewater system- Public Infrastructure		City of Stevenson					
10. First Street Traffic Calming & Sidewalk Pedestrian Path Connection		City of Stevenson					
11. Kanaka -- Stevenson Elementary Sidewalk Connection		City of Stevenson					

Plans Implemented by Project

- 2013 Stevenson Comprehensive Plan, especially Objective 4.10 and Goal 4A
- 2018 Stevenson City Council retreat priorities
- 2019 Skamania County Community Action Team "Priority Project List"

1st Street Pedestrian Amenities & Overlook Project
2019 Transportation Alternatives Grant Proposal

