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## **AGENDA MEMO**

Needs Legal Review: No  
Council Meeting Date: December 5, 2018  
Agenda Item: Jewett Blvd. Improvements – Request to Washington State Department of Transportation  
Presented By: Pat Munyan, City Administrator

### **ACTION REQUIRED:**

Authorization to write Washington State Department of Transportation requesting certain actions to be taken in conjunction with the 2020 Highway 141 paver.

### **PROPOSED MOTION:**

Motion to authorize the Mayor to write Washington State Department of Transportation requesting certain actions to be taken in conjunction with the 2020 Highway 141 paver:

1. Create a roundabout at Garfield and Jewett Blvd. (Highway 141).
2. Lower the speed limit for 25 mph to 20 mph from Garfield to Grandview.
3. Lower the speed limit from the west city limits boundary to Garfield from 35 mph to 25 mph.
4. Narrow the travel lanes on Highway 141 from Garfield to the Mormon Church (where the "Loop Path" leaves the highway right-of-way) in order to widen the shoulder on the north bound lane and to widen the rumble strip from 6 inches back to 12 inches.
5. Install concrete bulb outs at Main and Jewett Blvd. (Highway 141) and Wauna and Jewett Blvd. (Highway 141) where there are currently temporary white flexible bollards in place.
6. Install crosswalk and bulb outs at Church and Jewett Blvd. (Highway 141).
7. Installation of two speed reader signs (one prior to the Garfield roundabout headed east bound and one at Grandview headed west bound).
8. Installation of pedestrian crossing signs and flashers at Main and Wauna.
9. Foursquare the crosswalk at Main and Jewett Blvd and Estes and Jewett Blvd.
10. Add "No U-Turn" signage in appropriate locations.

### **Why is it a legislative issue:**

The Mayor and staff is seeking direction/consensus from the City Council regarding a request to Washington State Department of Transportation regarding improvements/actions to be taken in conjunction with the 2020 Highway 141 paver.

### **Explanation of issue:**

Washington State Department of Transportation will be repaving the travel lanes only of Highway 141 from Highway 14 to west of White Salmon in 2020. The mayor, staff and the council have discussed possible improvements/actions that could be done in conjunction with the paver work scheduled for 2020.

1. Create a roundabout at Garfield and Jewett Blvd. (Highway 141). This will help slow traffic down as drivers come into White Salmon from the west. The roundabout will also allow drivers to "turn around" at Garfield to travel east without making unsafe "U" turns in the middle of Highway 141.
2. Lower the speed limit for 25 mph to 20 mph from Garfield to Grandview. There is a lot of congestion in this area of town. Slowing the traffic down will help pedestrians feel safer in this corridor.



3. Lower the speed limit from the west city limits boundary to Garfield from 35 mph to 25 mph. Language in the letter should be included that requests the 25 mph but at a minimum change it to 30 mph.

A "Loop Path" uses the shoulder of Highway 141 until it reaches the Mormon Church (the path then cuts across private property until it reaches Loop Road). This Loop Path is used heavily by pedestrians.

There are 6 cautionary signs as you travel east from Loop Road have speed limits of 25 miles per hour or less.

There are several "hidden driveways" that due to curves it is very difficult for drivers to see oncoming vehicles as the drivers attempt to enter onto Highway 141.

4. Narrow the travel lanes on Highway 141 from Garfield to the Mormon Church (where the "Loop Path" leaves the highway right-of-way) in order to widen the shoulder on the north bound lane and to widen the rumble strip from 6 inches back to 12 inches.

See above discussion in #3.

5. Install concrete bulb outs at Main and Jewett Blvd. (Highway 141) and Wauna and Jewett Blvd. (Highway 141) where there are currently temporary white flexible bollards in place.
6. Install crosswalk and bulb outs at Church and Jewett Blvd. (Highway 141).

This location is currently used by individuals crossing the street.

7. Installation of two speed reader signs (one prior to the Garfield roundabout headed east bound and one at Grandview headed west bound).
8. Installation of pedestrian crossing signs and flashers at Main and Wauna.
9. Foursquare the crosswalk at Main and Jewett Blvd and Estes and Jewett Blvd. (the southside of the road is a sidewalk so a crosswalk will not be necessary in that location).
10. Add "No U-Turn" signs in appropriate locations. These need to be sited in a way that is clear to drivers that no u-turns are allowed along Jewett Blvd. Work with WSDOT for signage language that could be added noting that a roundabout at Garfield and Jewett will allow for drivers to legally turn around to be able to park on the south side of Jewett.

Staff considered the idea of asking Washington State Department of Transportation to allow the angled parking to be moved from the south side of Jewett Blvd. to the north side. However, after careful consideration staff does not feel this is in the best interests of the city because it would result in less parking and possibly cause some siteline issues at Main and Estes intersections (which already have some level of siteline issues).

Staff considered the idea of adding a crosswalk at Grandview and Jewett Blvd. At this time this cannot be done safely and is not included in the list of requests.



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The City will have to pay for improvements that are not included in the paver which include: the roundabout, bulb outs, additional costs for crosswalks using the "fish" design and any special signage the city requests.

The City and WSDOT will need to discuss how the "fish" crosswalks will be installed versus the standard "piano/zebra" style crosswalks.

It is imperative that the city notify Washington State Department of Transportation regarding the city's desires as WSDOT is currently beginning planning for the 2020 paver.

**Staff Recommendation:**

Staff recommends the city council authorize the mayor to write a letter to the Washington Department of Transportation requesting certain actions to be taken in conjunction with the 2020 Highway 141 paver.