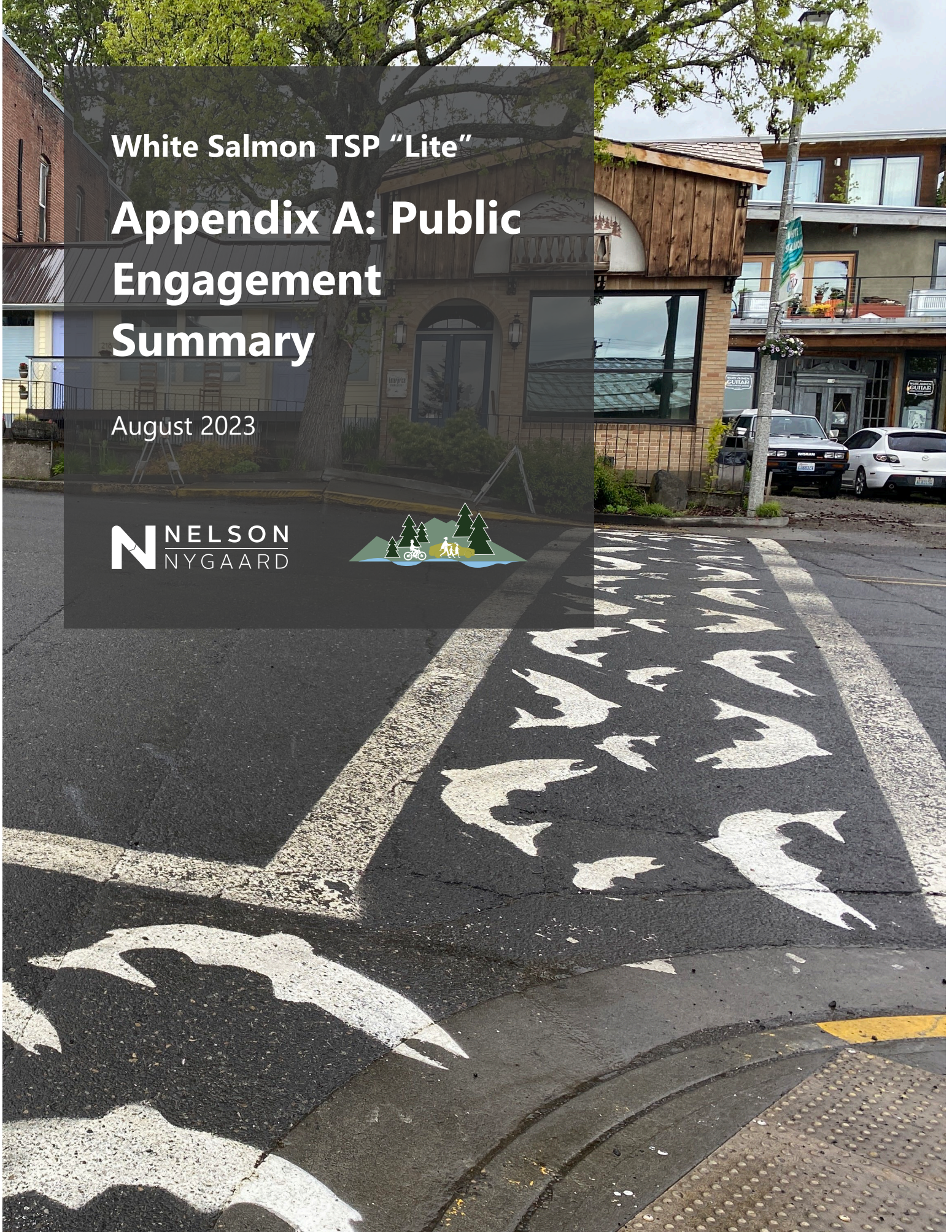


White Salmon TSP "Lite"

# 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](http://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

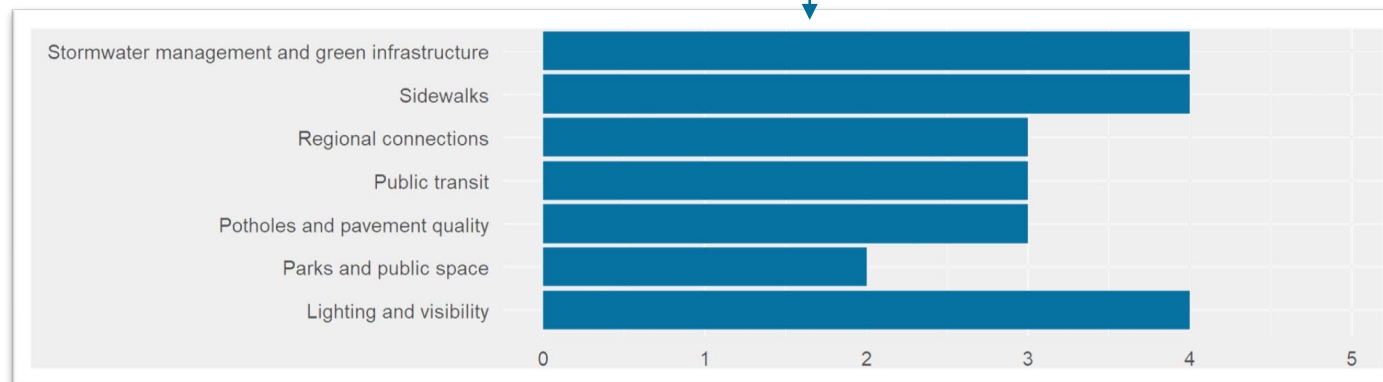
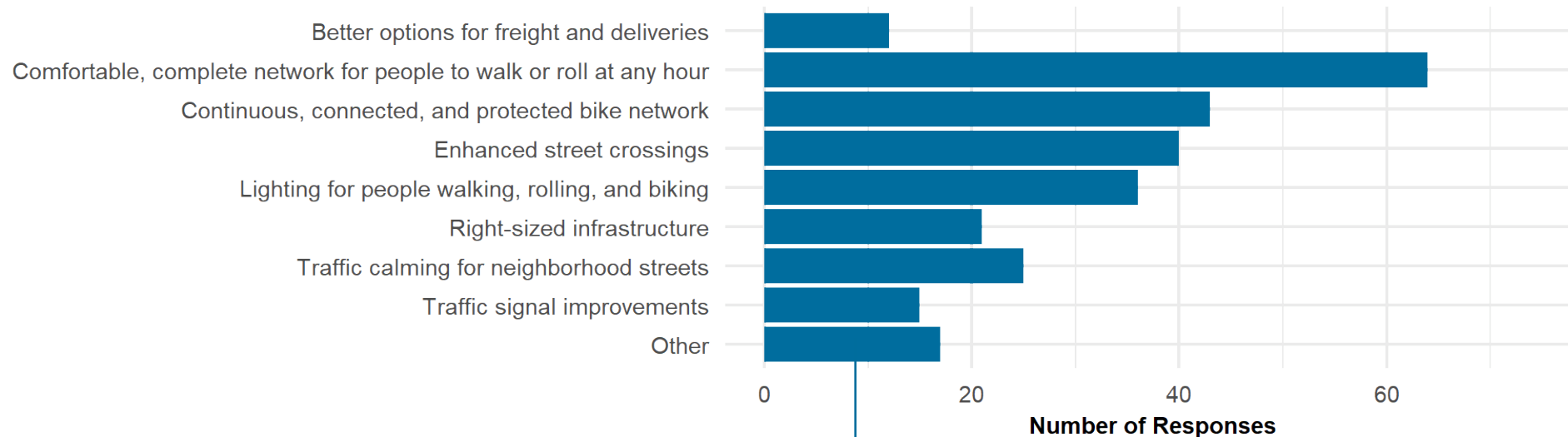
Provide Mobility Choices

Maintain Our Assets

# Theme: Increase Safety

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

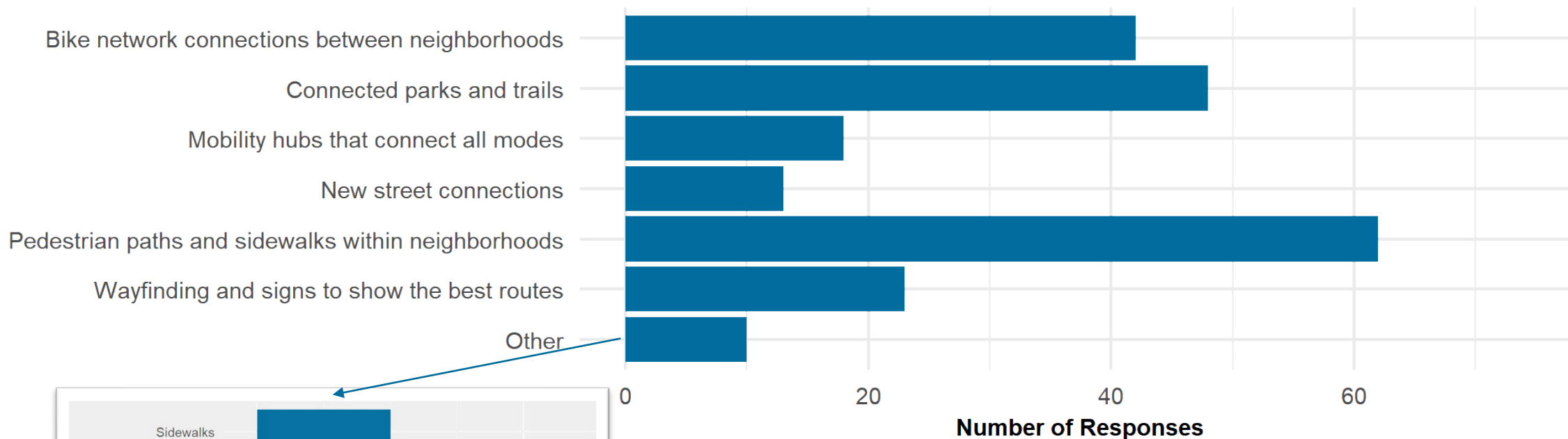
Most respondents value a complete network of pedestrian infrastructure that is always comfortable to use.



# Theme: Improve Connectivity

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

Most respondents want pedestrian paths and sidewalks within neighborhoods.

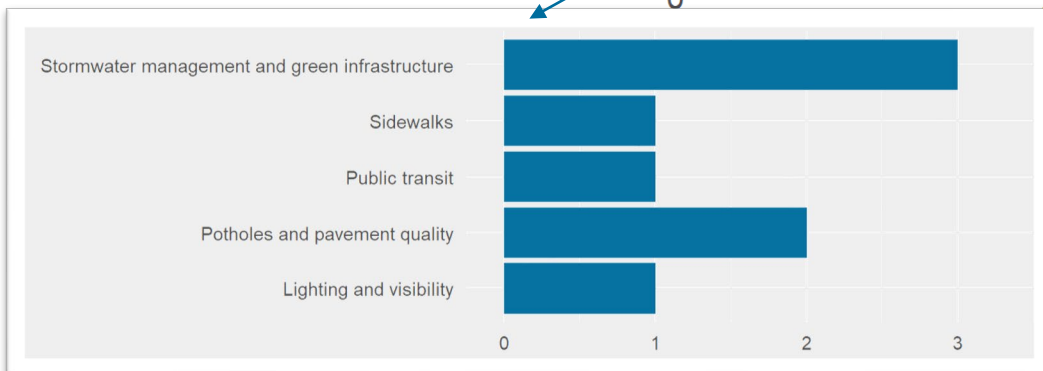
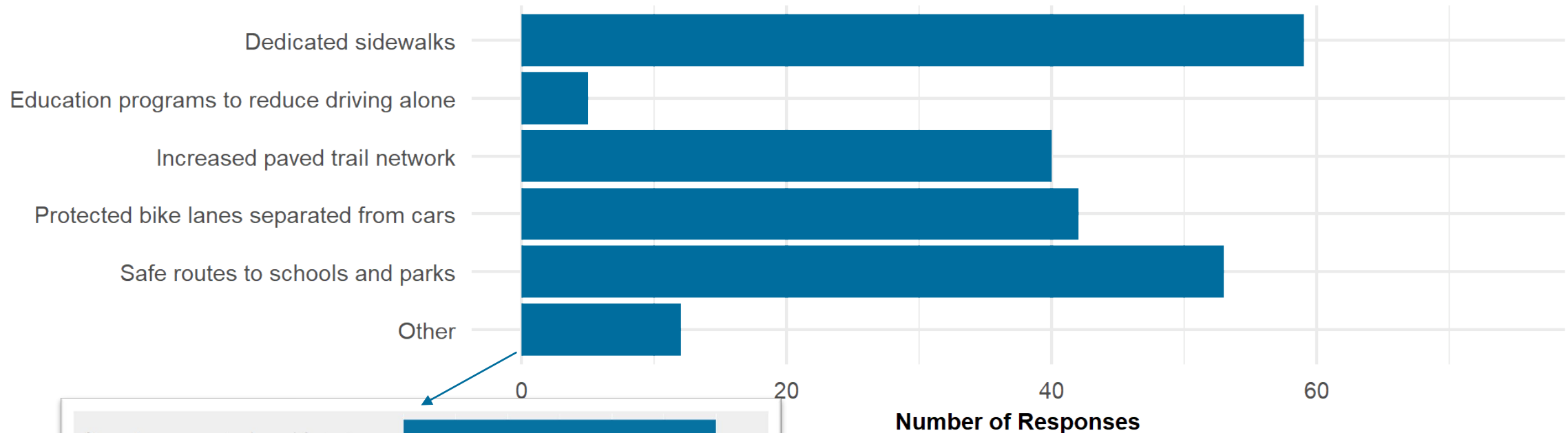




# Theme: Prioritize Sustainable Transportation

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

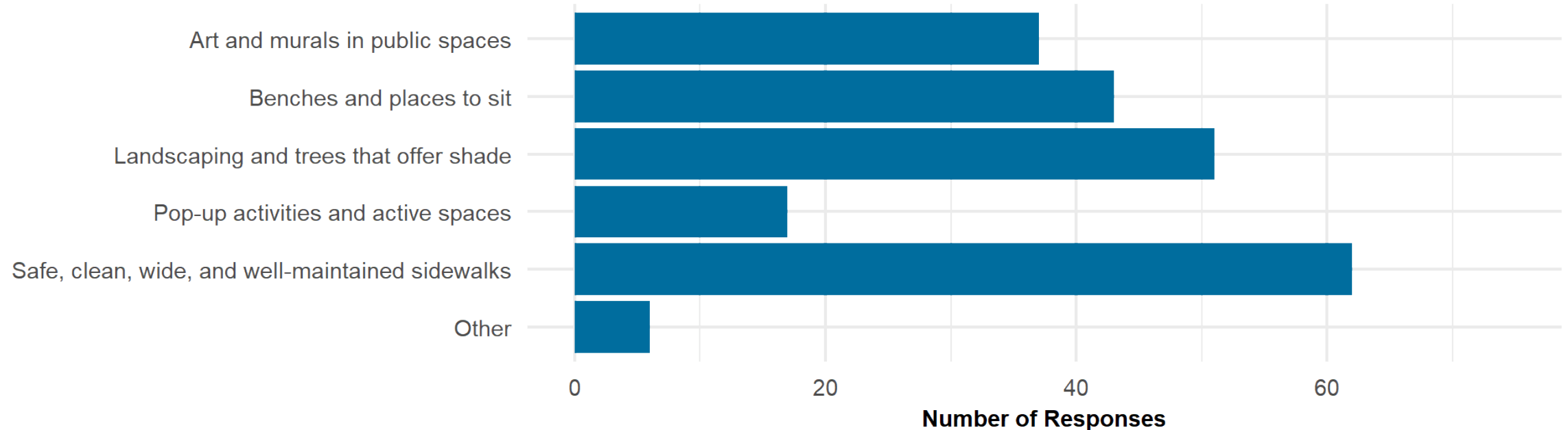
Most respondents desire dedicated sidewalks, followed closely by safe routes to schools and parks.



# Theme: Make our Streets Beautiful

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

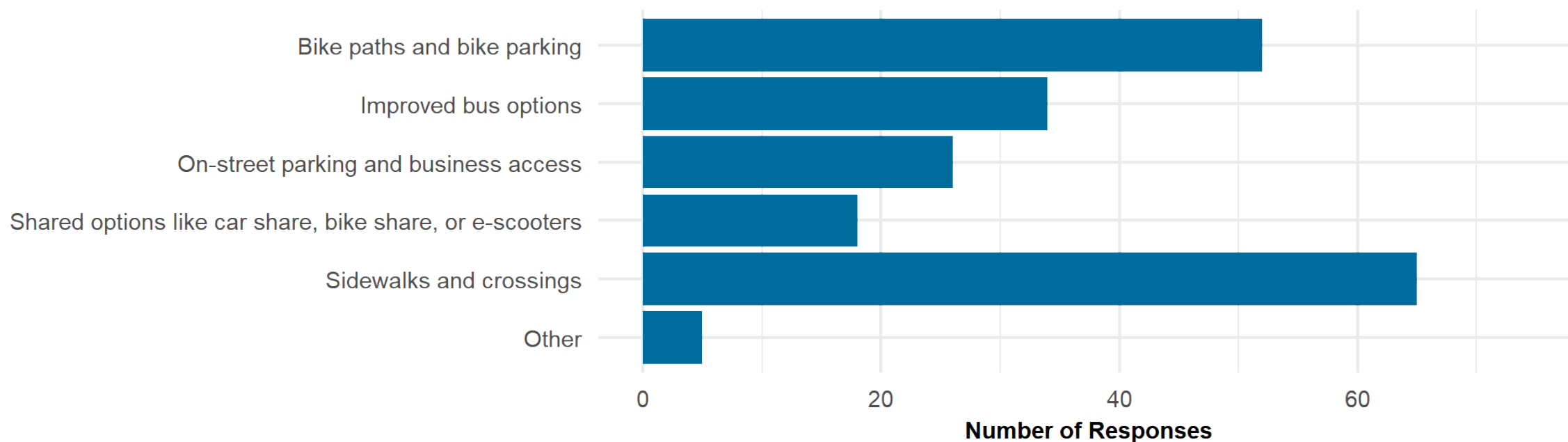
Most respondents want to see safe, clean, wide, and well-maintained sidewalks.



# Theme: Provide Mobility Choices

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

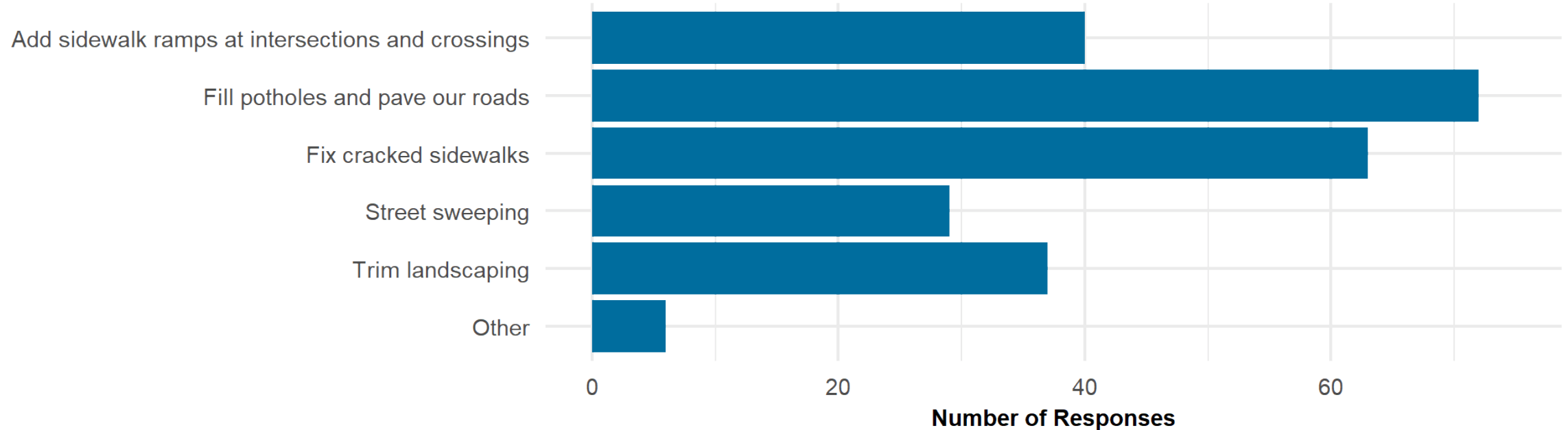
Most respondents support sidewalks and crossings improvements.



# Theme: Maintain Our Assets

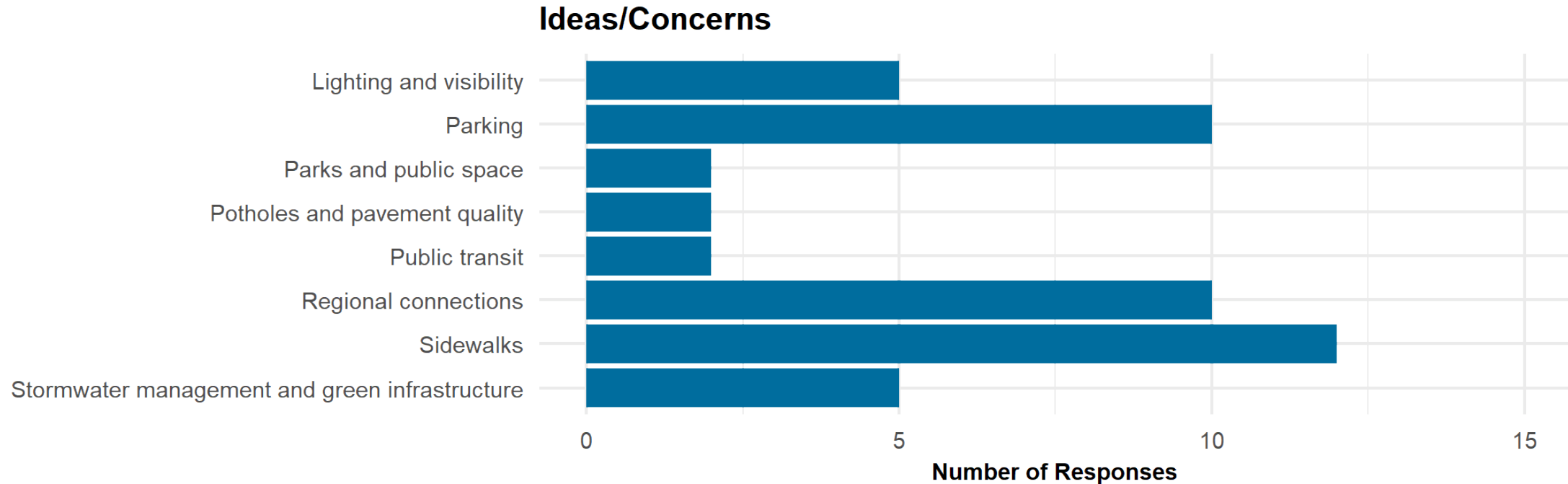
WHAT DOES THIS MEAN TO YOU? CHECK ALL THAT APPLY.

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

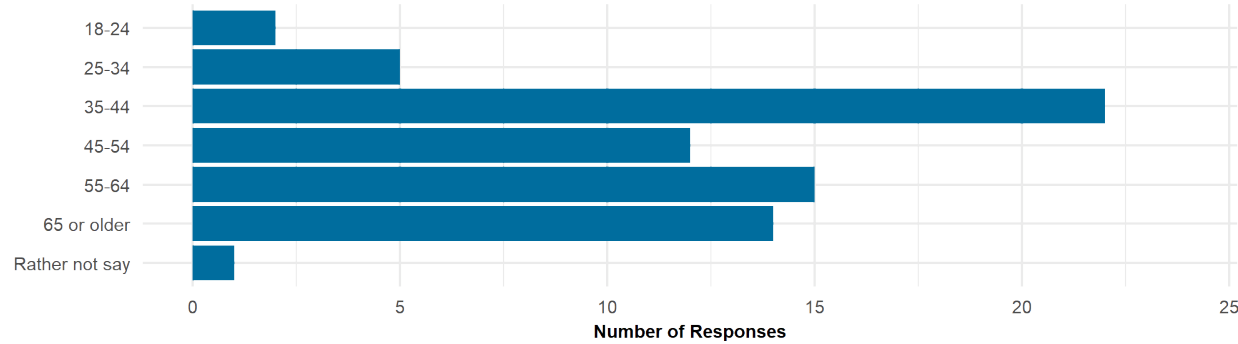
# Phase 1 Survey Respondent Demographics

- **Demographics:**

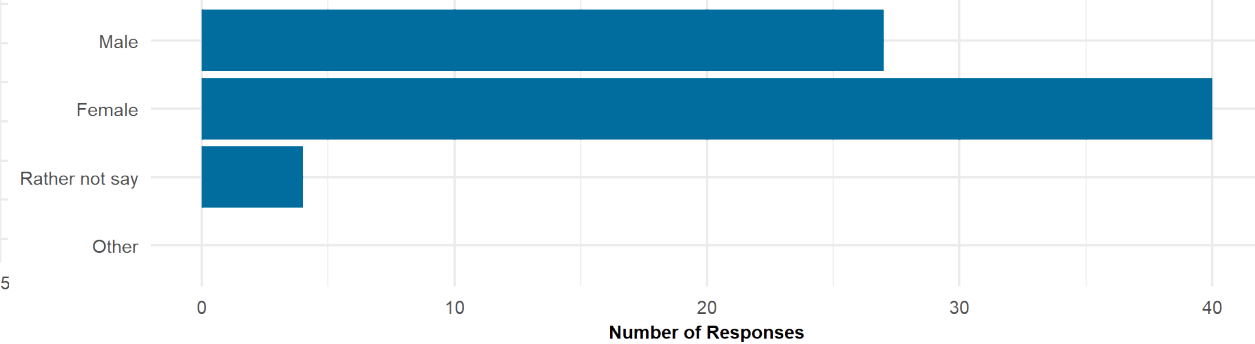
- More respondents identified as female than male (56% compared to 38%, while 6% preferred not to say).
- The largest share of respondents were between the ages of 35 and 44 (31%).
- Most respondents identified as white (86%).
- The largest share of respondents indicated living in a two-person household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

# Survey Respondent Demographics

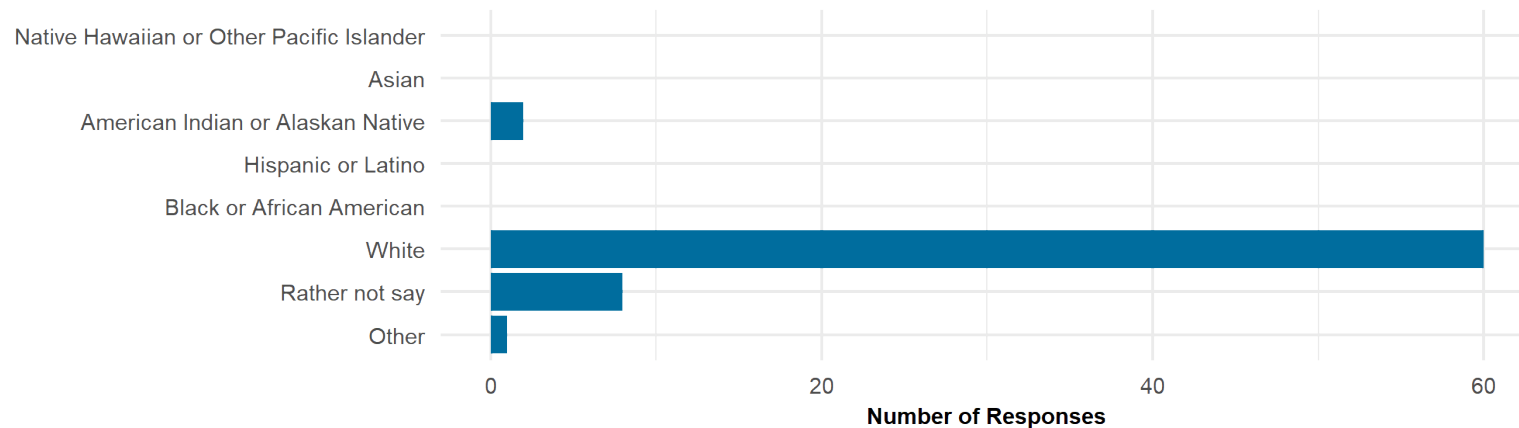
## Age



## Gender



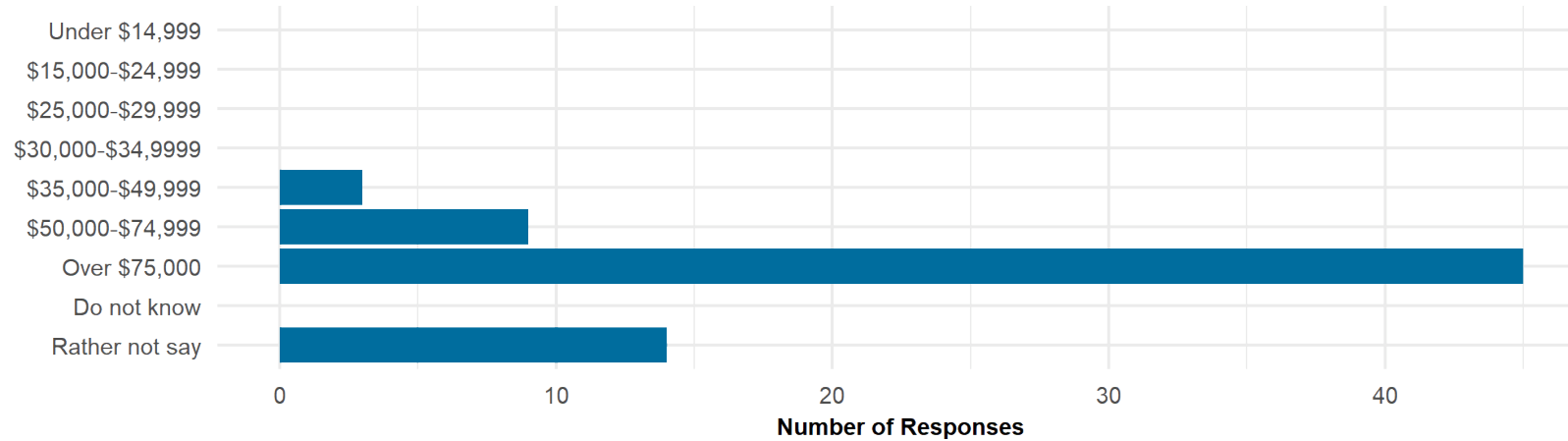
## Race and Ethnicity



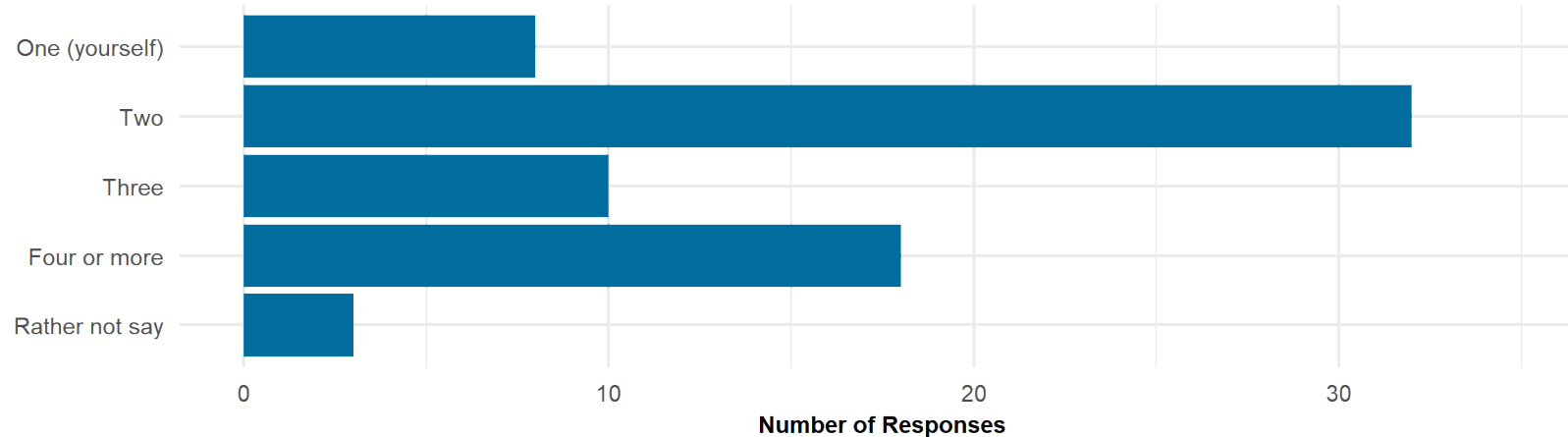


# Survey Respondent Demographics

## Household Income



## Household Size



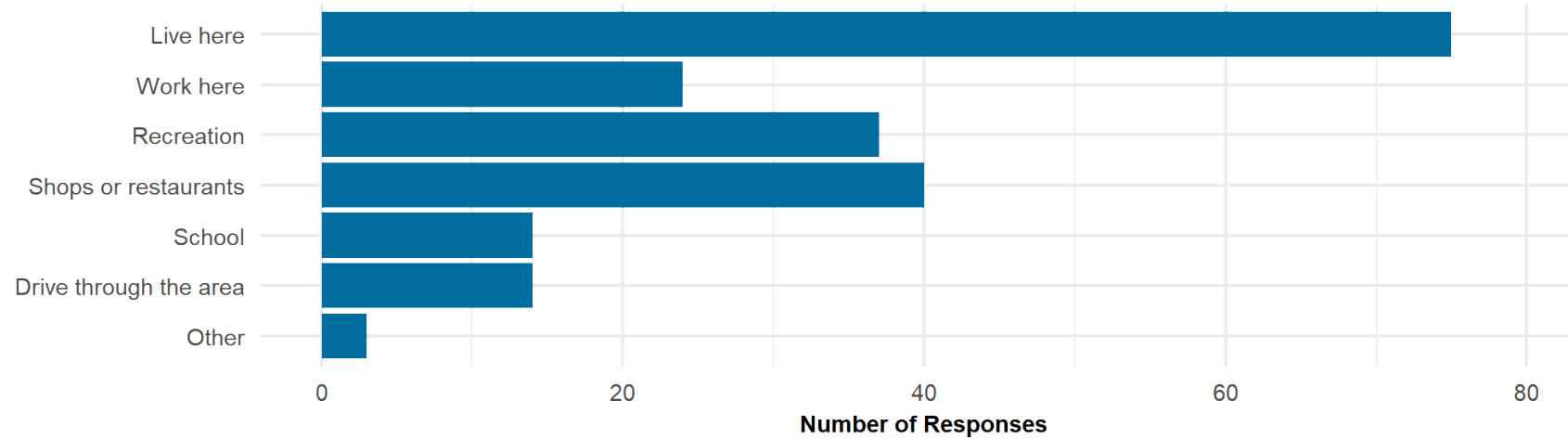
# Phase 1 Survey Respondent Travel Habits

- **Travel Habits:**

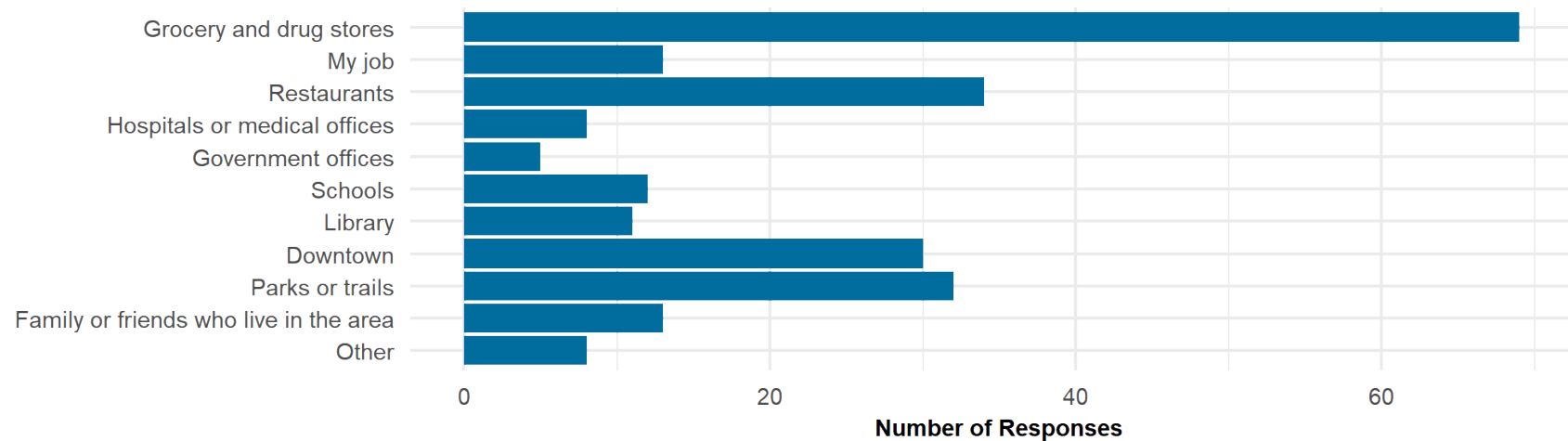
- Most respondents live in White Salmon or the Urban Exempt Area (97%), and over half of respondents shop or go to restaurants here (52%). Almost half are brought here for recreation activities (48%).
- Most respondents often visit grocery stores and drug stores (86%), while large shares of respondents 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?**

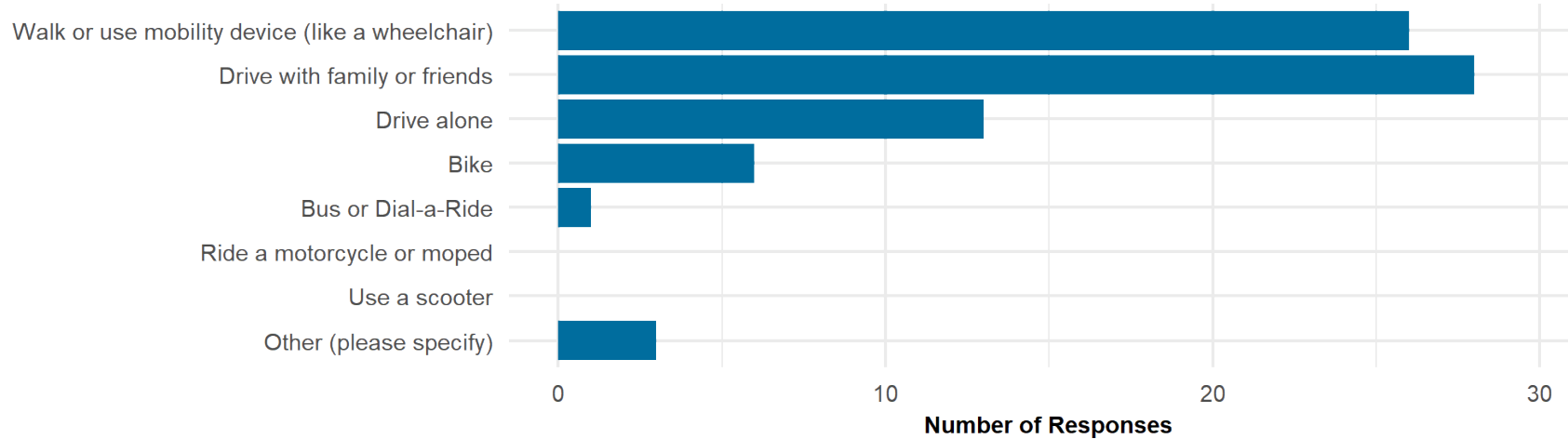


**What three (3) places do you visit most in White Salmon?**

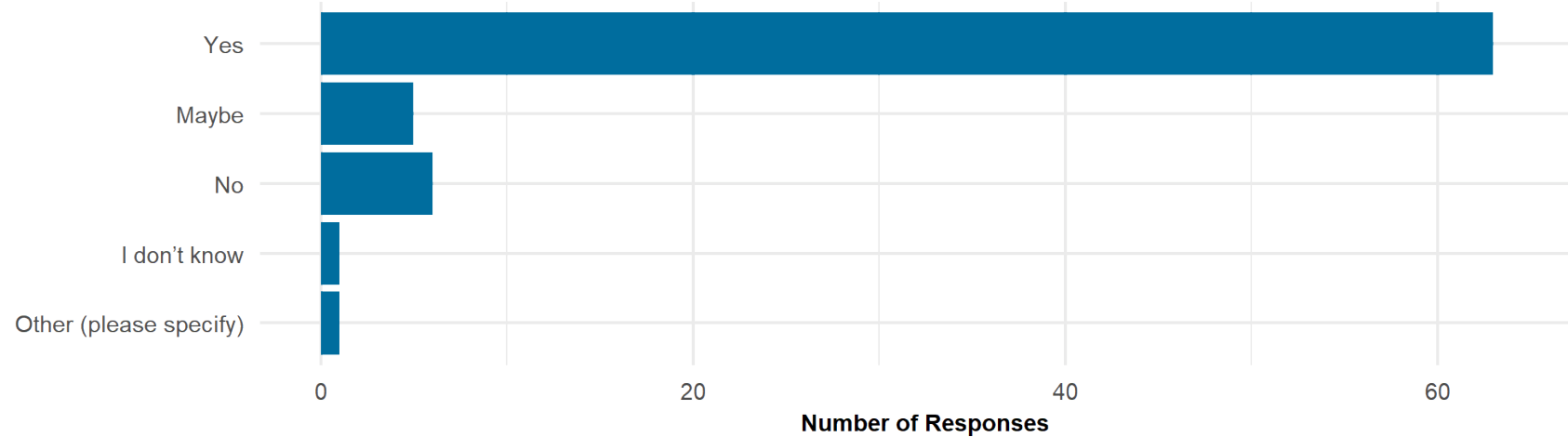


# Survey Respondent Travel Habits

**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.

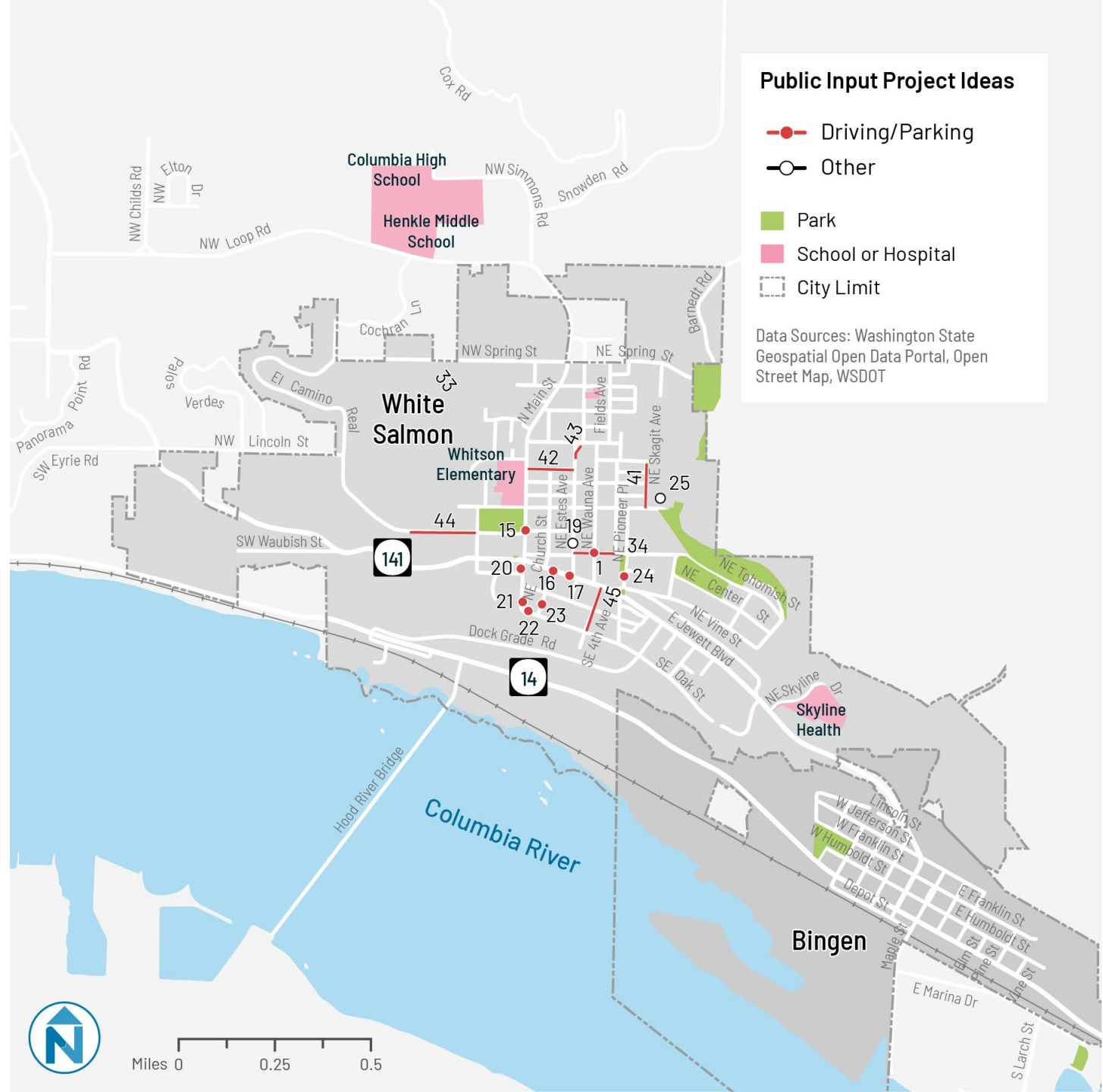
# Crossing Comments

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.



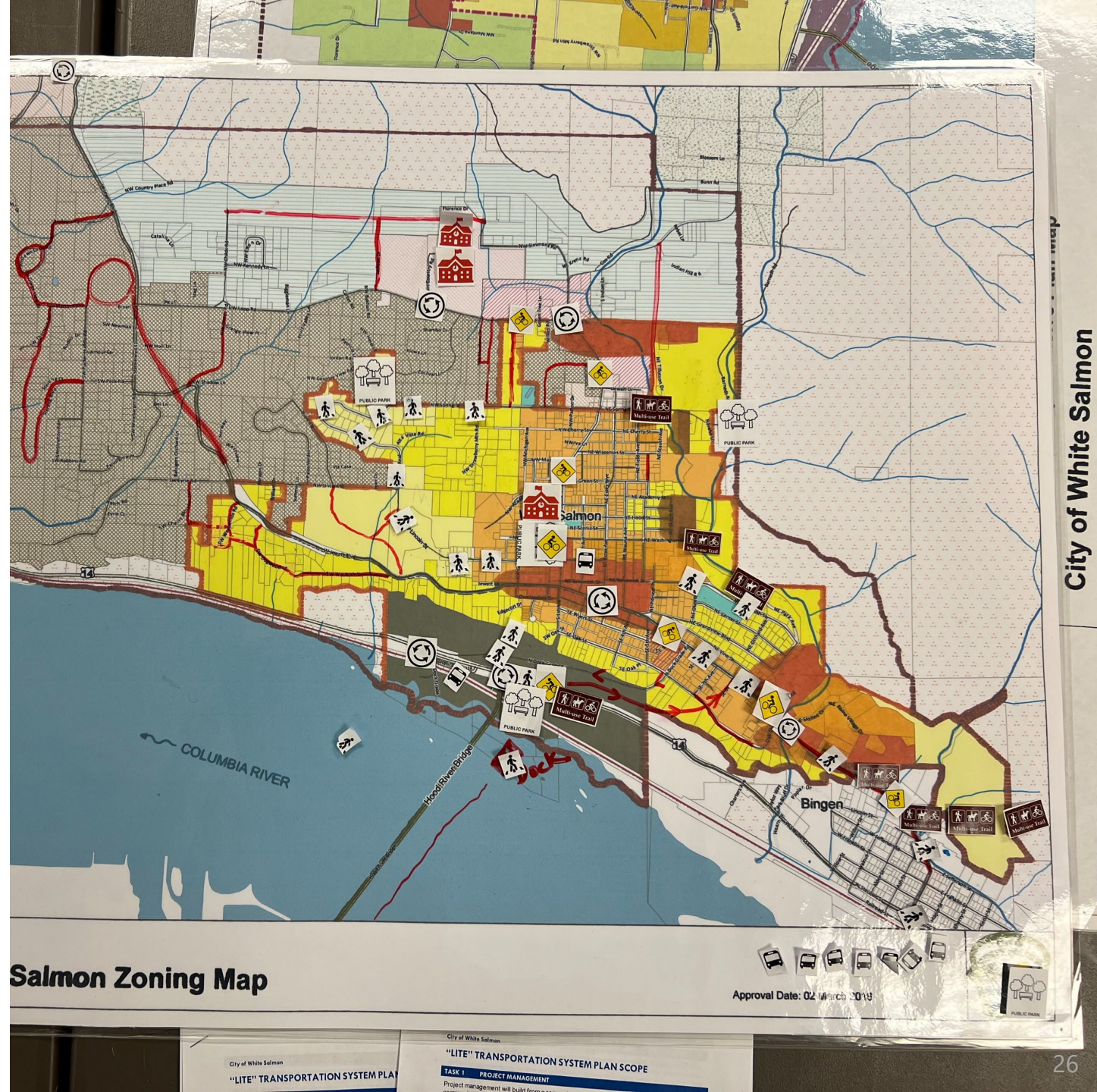


# Driving/Parking and Other Comments

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 20<sup>th</sup>, 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.



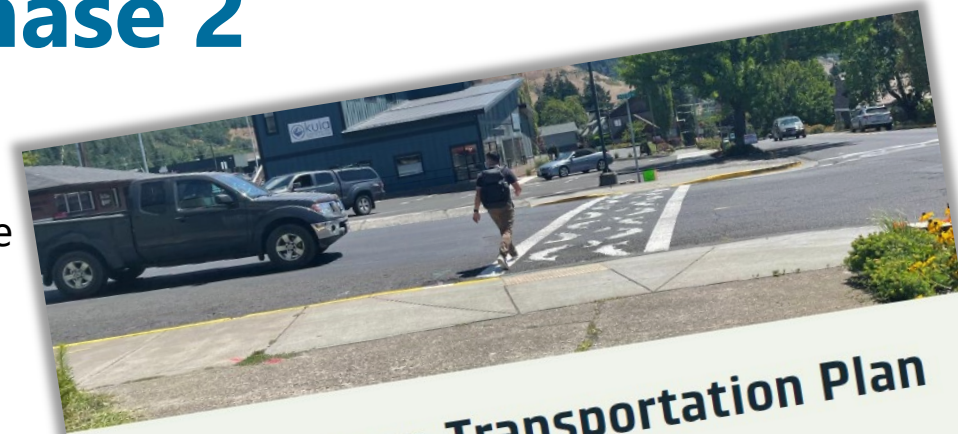
# Phase 2: Projects & Prioritization



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 Plan

The White Salmon Transportation System Plan List

**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](http://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

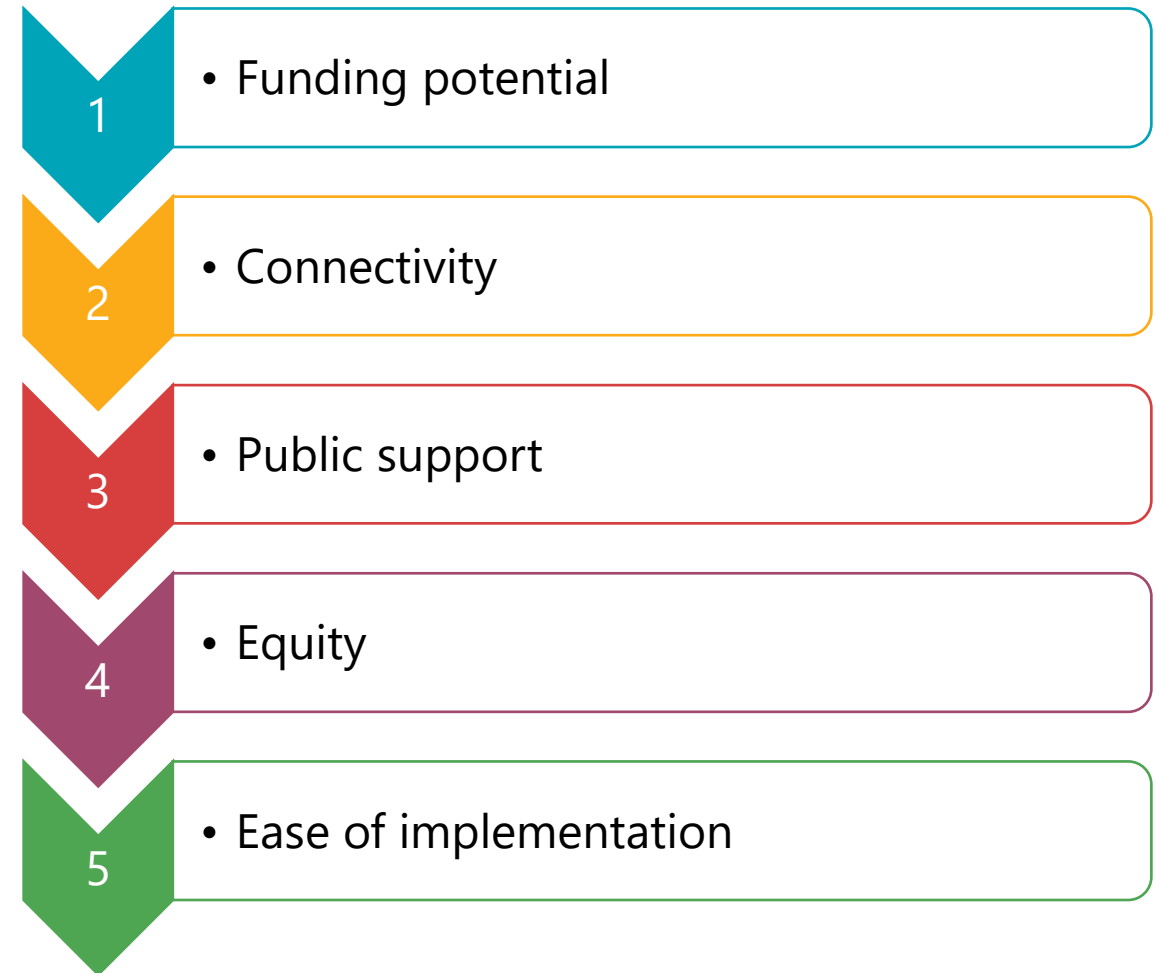
- The project team presented the following draft project scoring framework for public input.
  - **Connectivity:** Does the project connect to a key destination or complete a cross-town route?
  - **Equity:** Does the project serve an area with lower incomes or more people who speak a language other 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.



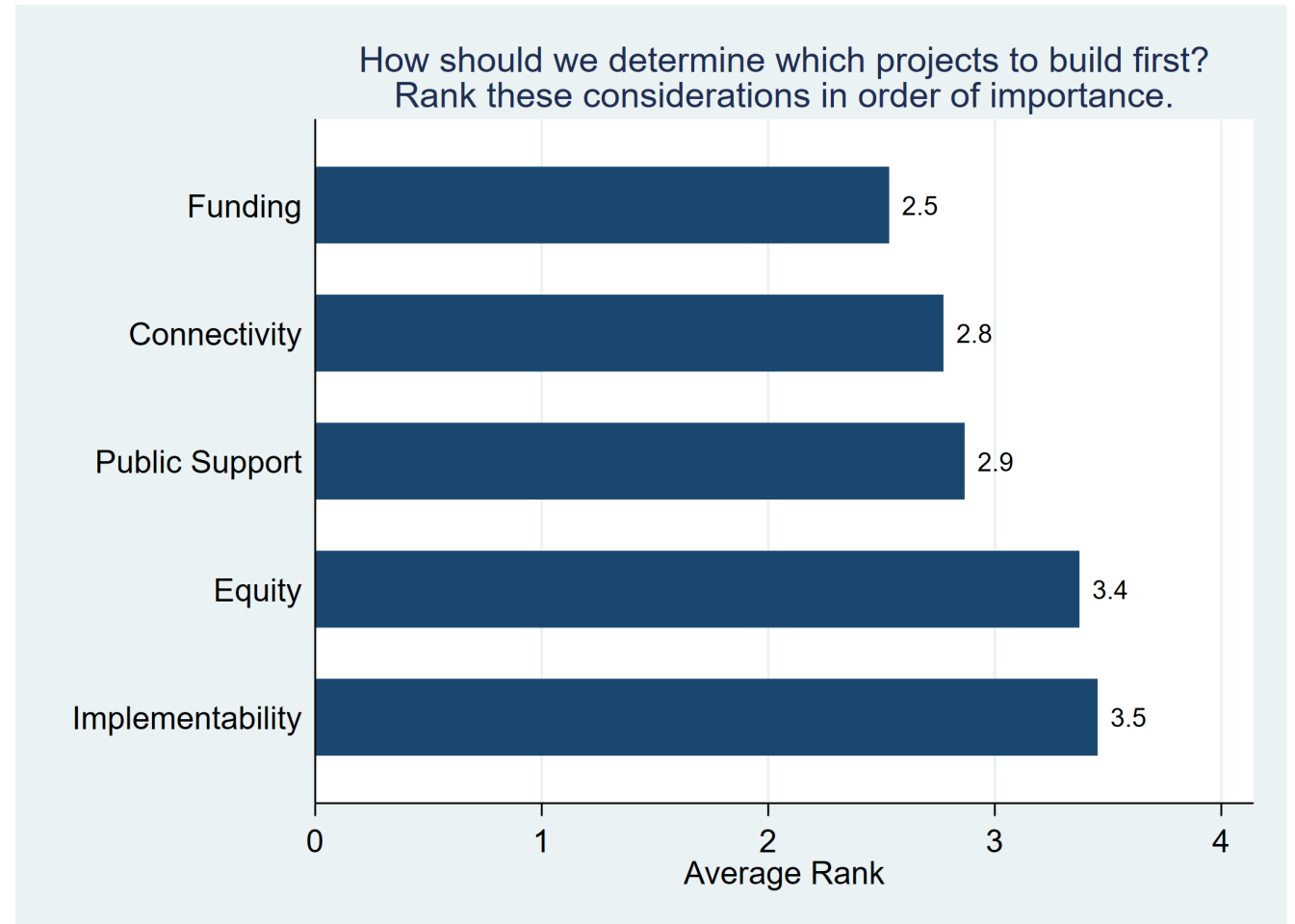


# Public Input on Projects and Programs

- 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

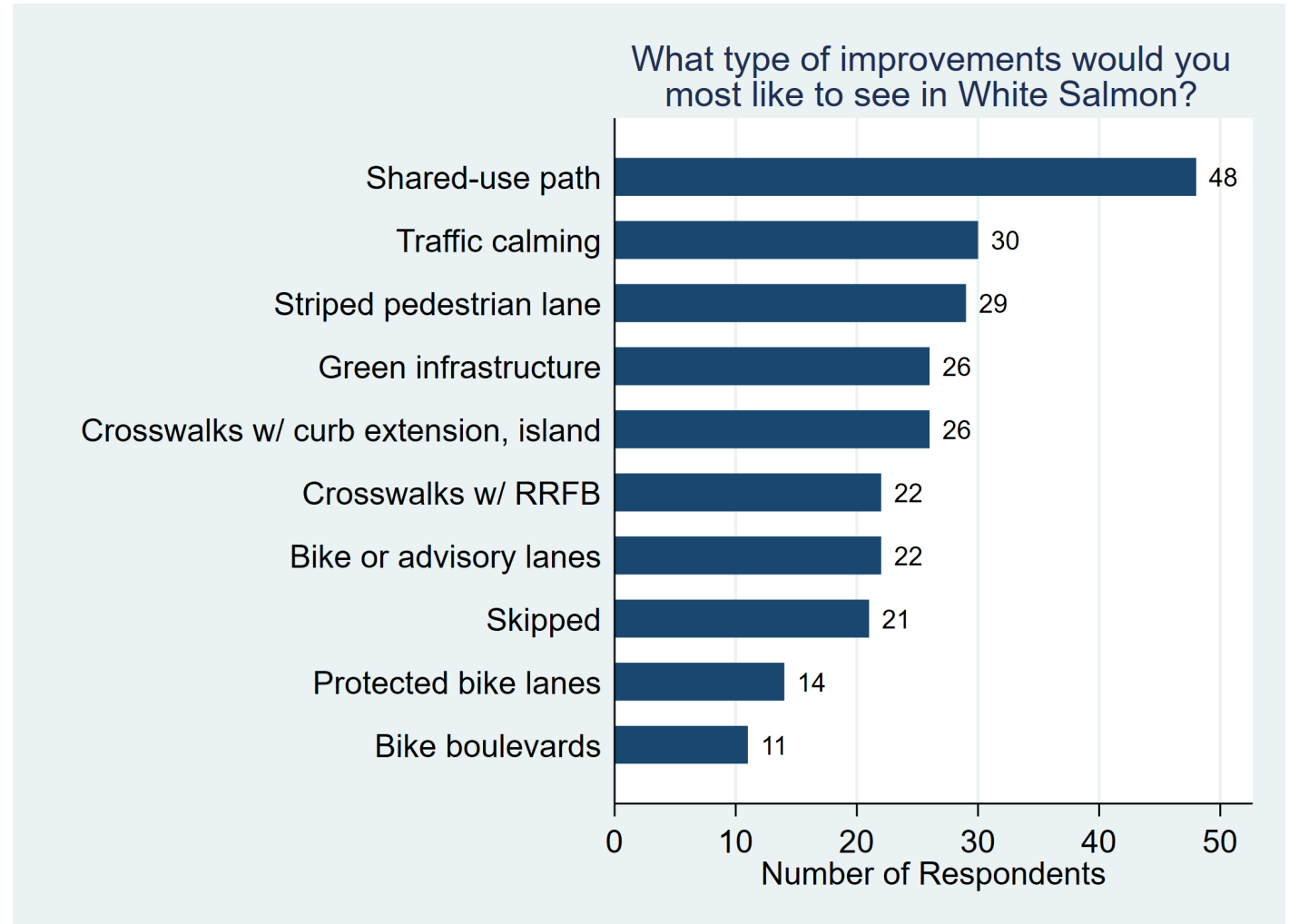
- We asked respondents to rank the importance of the draft prioritization criteria, then we averaged the selected ranks for each criteria.
- Project funding potential had the highest average rank at 2.5.
- Ease of implementation had the lowest average rank at 3.5.



# Improvement Types Desired by Respondents

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

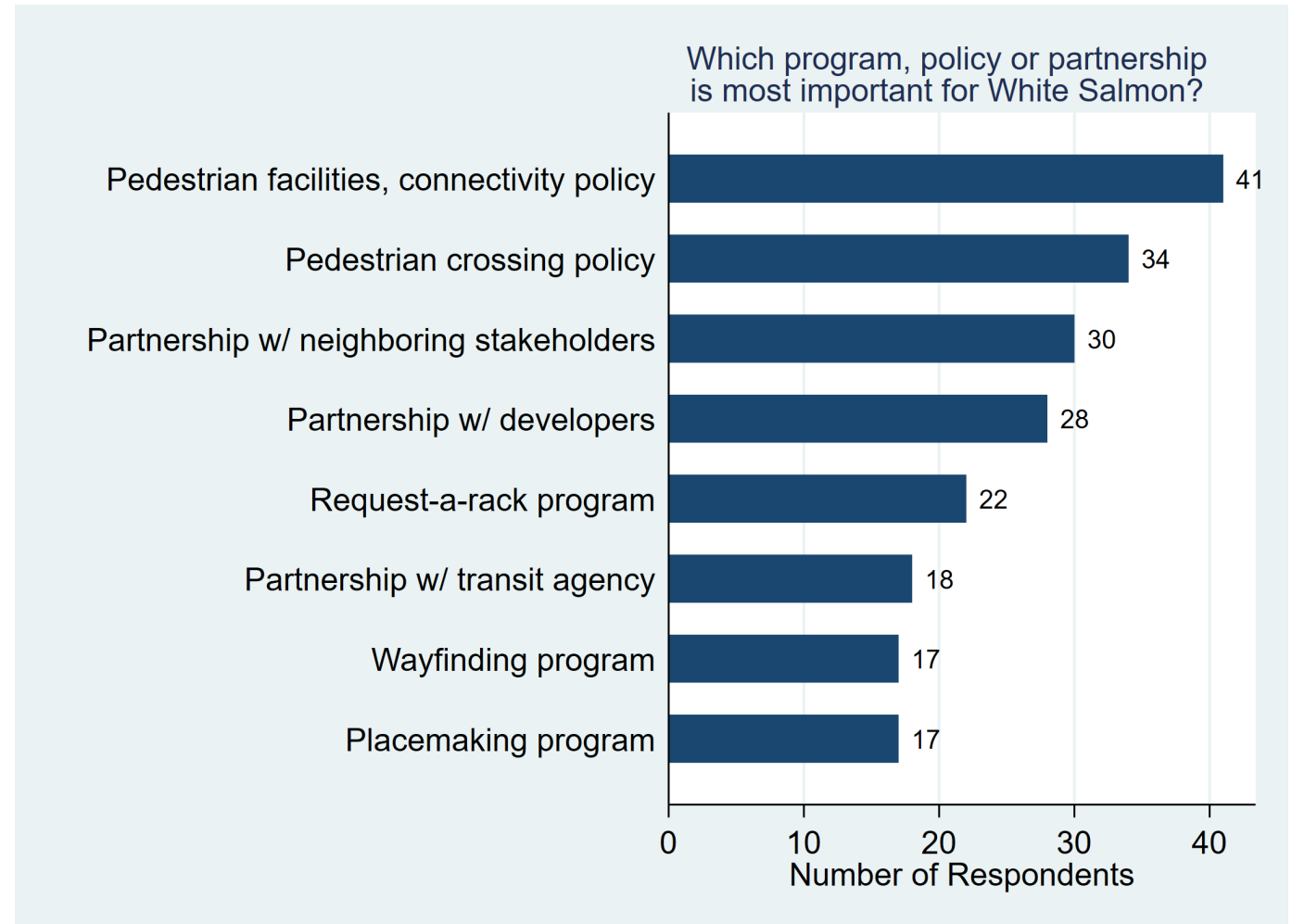
- A shared-use path project for walking and bicycling was the highest-ranked project idea, with 48 votes.
- Protected bike lanes with a physical barrier from motor vehicle traffic and bike boulevards with lane markings and signs were the lowest-ranked project ideas, with 14 and 11 votes, respectively.



# 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.



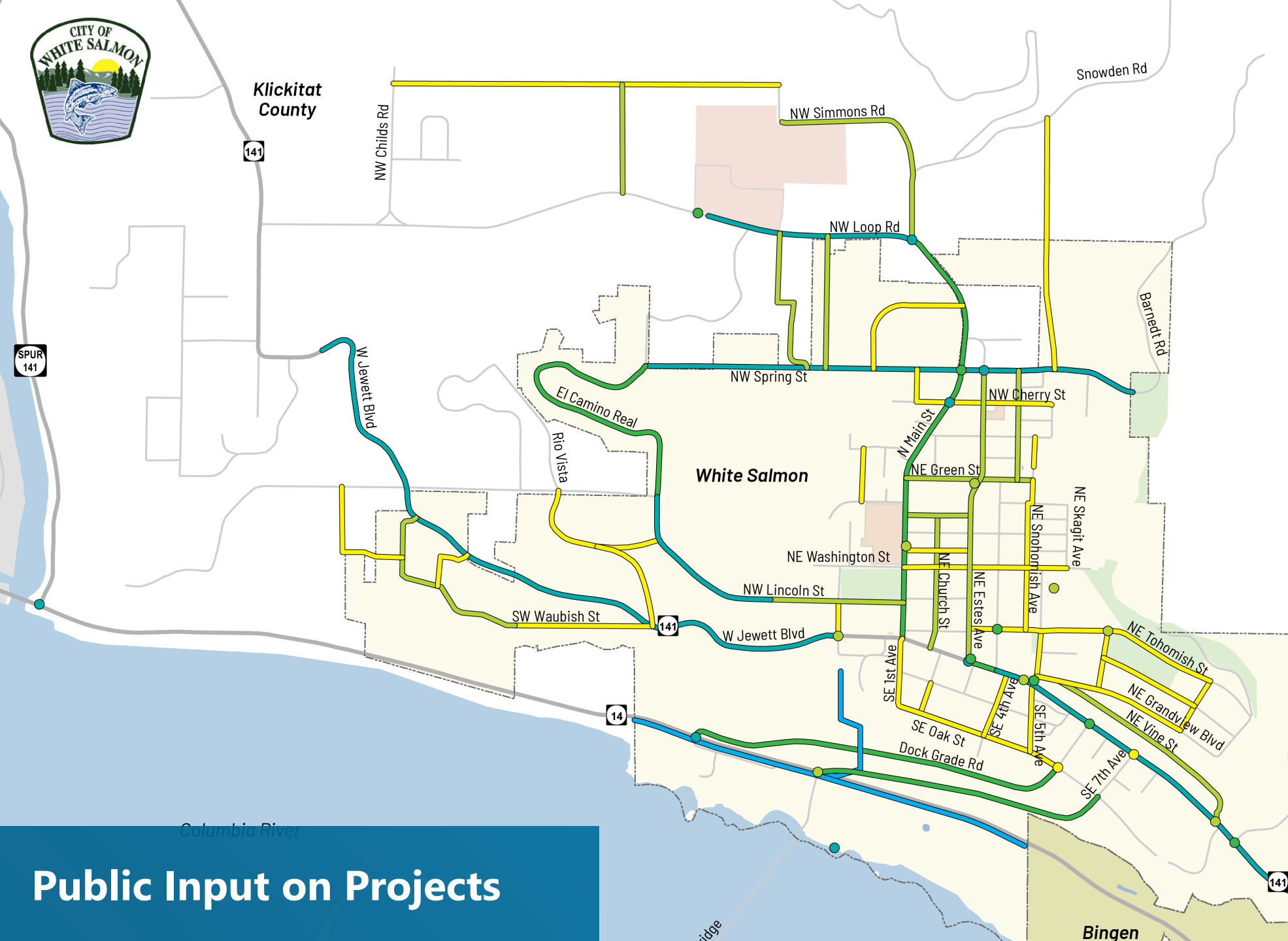
# Open Comment Detail – Miscellaneous

- 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

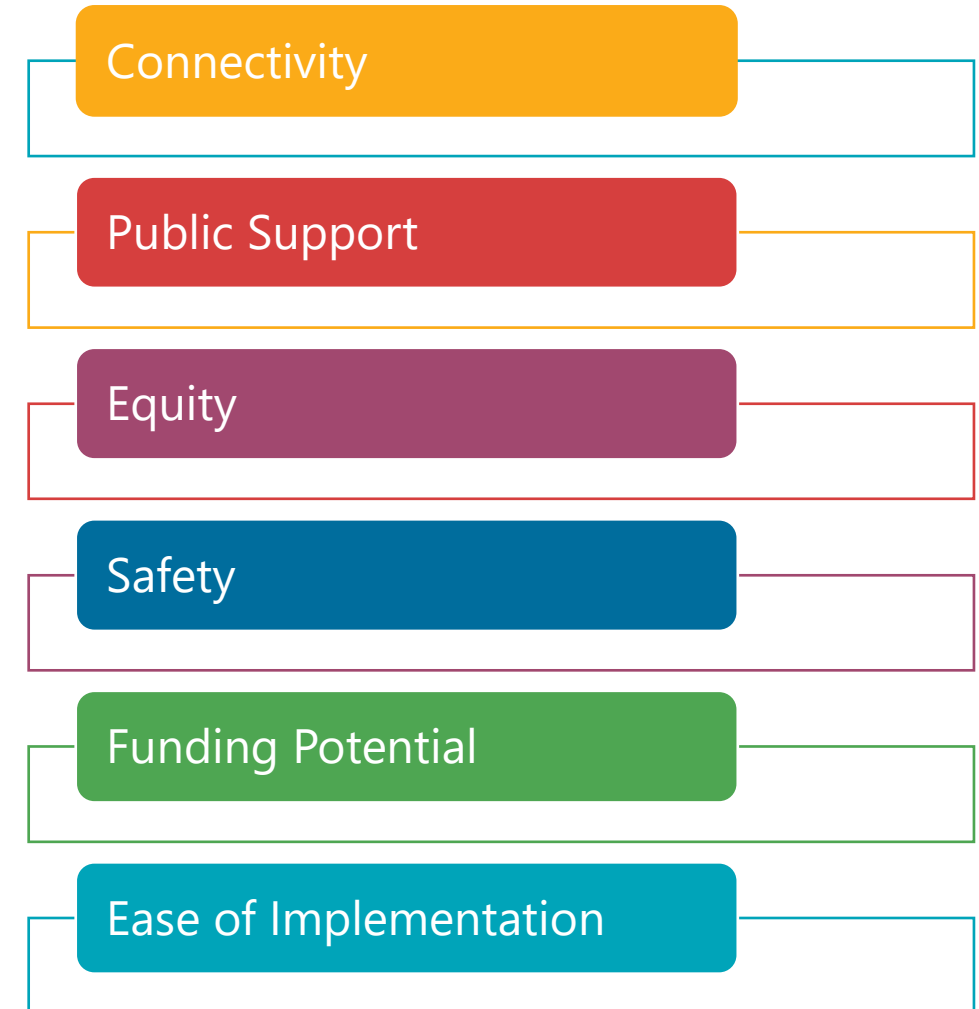
City of Bingen

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 3, 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
- Two projects received significant feedback and in response the format of the project list was revised to notate all projects that currently reside outside the city limits of White Salmon. Specific written comments against the extension of Tillotson Drive and the extension of Schoolview Place are included in the City Council Meeting Minutes of August 30, 2023.

