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White Salmon Transportation System Plan

Update

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Introduction

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Why a Transportation System Plan?

- Identify transportation projects, programs, policies, and partnerships to improve access and walkability in White Salmon
- Complement the Comprehensive Plan
- Set design standards and guidelines for new developments and expansion into Urban Exempt Area
- Identify funding mechanisms and strategies



CITY OF WHITE SALMON TRANSPORTATION PLAN

TSP Scope

Public Engagement

- Identify network gaps – Spring 2022
- Feedback on project ideas – Spring 2023
- Public comment on draft plan – Summer 2023

Existing Conditions Assessment

Street Types, Standards and Guidelines

- Design toolbox
- Recommended updates to municipal code

Evaluation and Prioritization Framework

Identify and Prioritize Projects and Programs

- Planning-level cost estimates

Draft and Final Plan

TSP Goals

- TSP goals are based on themes that have come up through past planning efforts in White Salmon

Increase Safety

Improve Connectivity

Prioritize Sustainable Transportation

Make our Streets Beautiful

Provide Mobility Choices

Maintain Our Assets

Existing Mobility System

2

Modal Networks

White Salmon has sidewalks on most major streets and on minor streets near downtown.

Shared-use paths just outside city limits are popular for walking and bicycling. There are no designated on-street bike facilities.

Mt. Adams Transit bus service connects White Salmon to Bingen and Hood River.

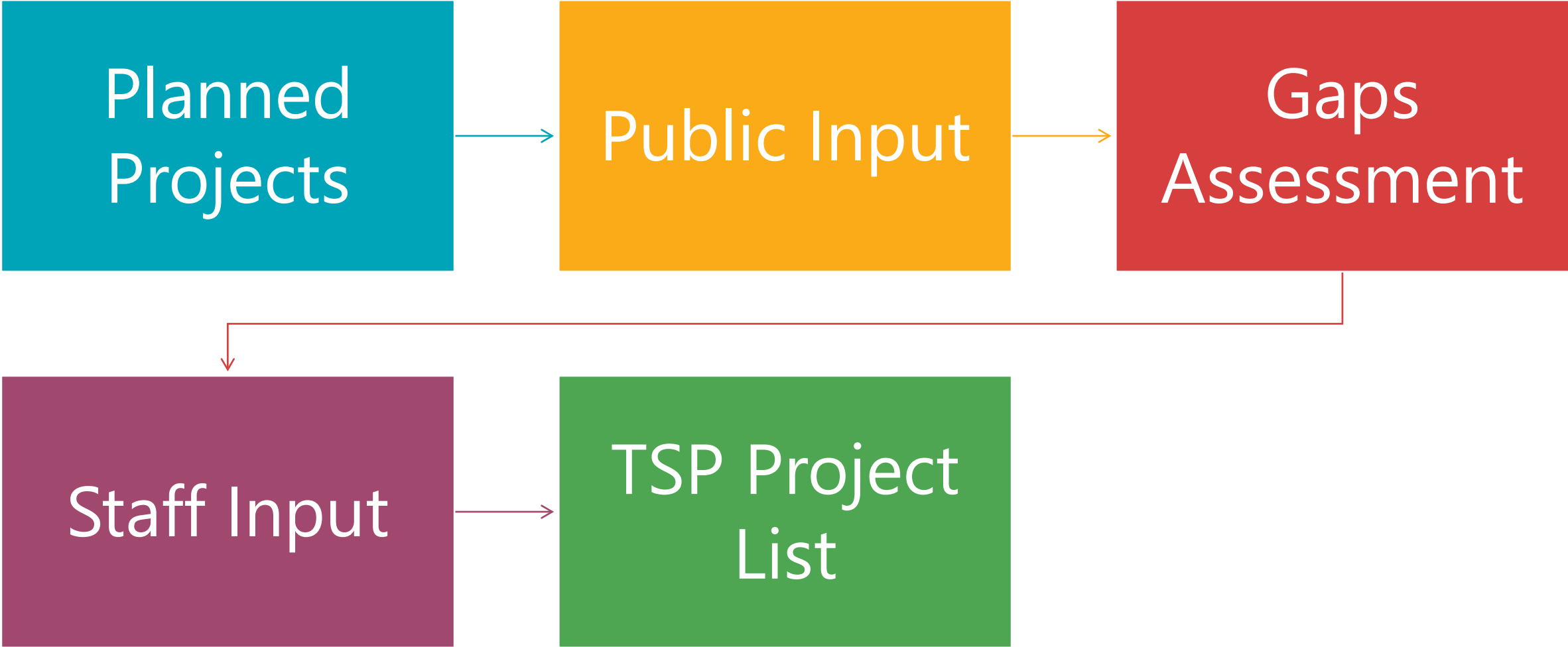
Freight vehicles use SR 14, Jewett/SR 141 and Estes Ave.



Project Identification



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Planned Transportation Projects

The City of White Salmon plans local transportation improvements through the Six-year Transportation Improvement Program.

The City is also working with WSDOT on crossing and shared-use path projects on Jewett Blvd/SR 141.



Phase 1 Community Input

- Support for enhancements to:
 - Safe, connected networks for people to walk, roll, and bike
 - Sidewalks, crossings, and paved paths
 - Landscaping and green stormwater infrastructure
 - Bike parking
 - Safe routes to schools and parks
 - Lighting and visibility
 - Regional connections
 - Public art
 - Street furniture

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.

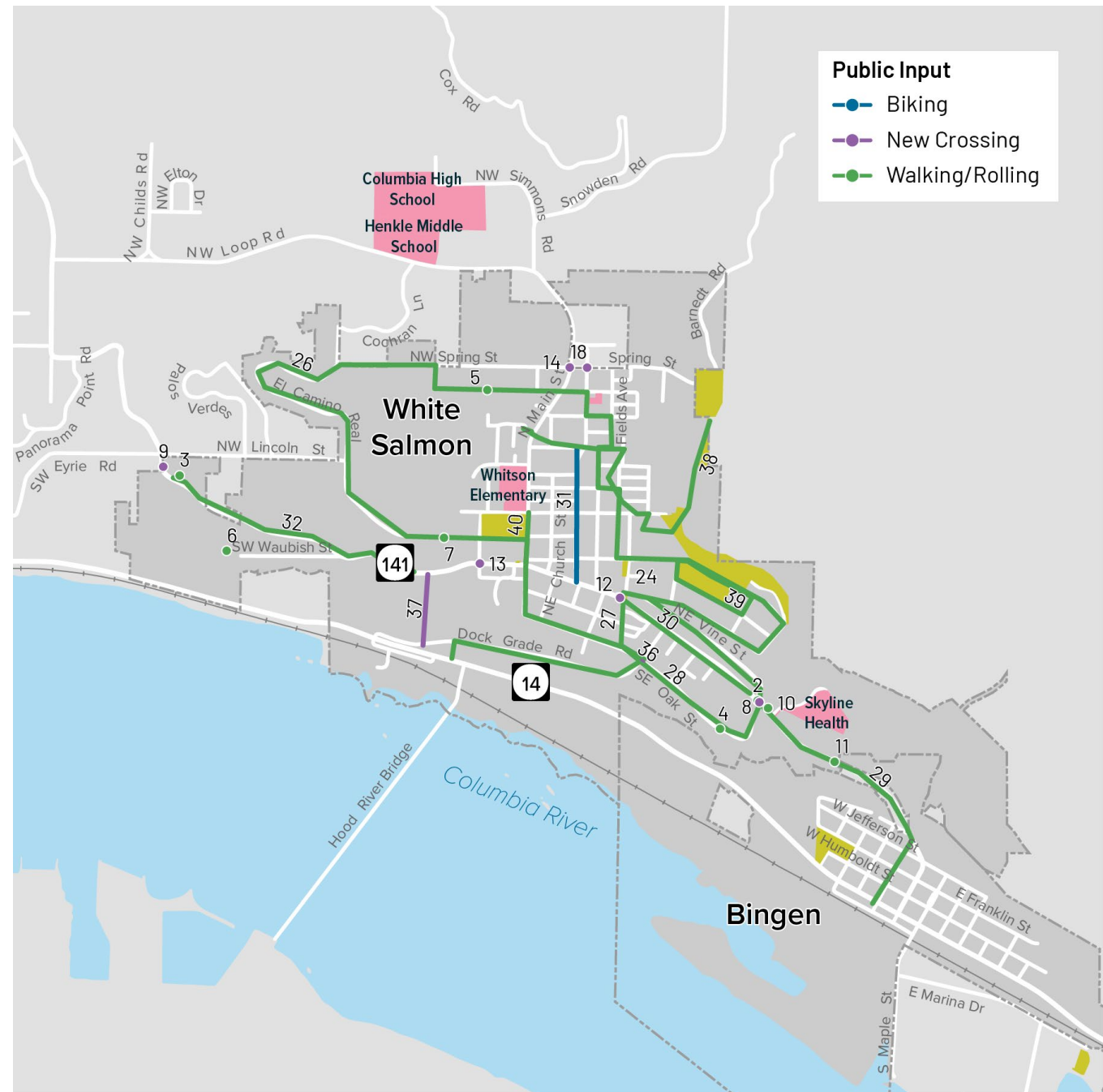


Visit the website for more details:
www.white-salmon.net



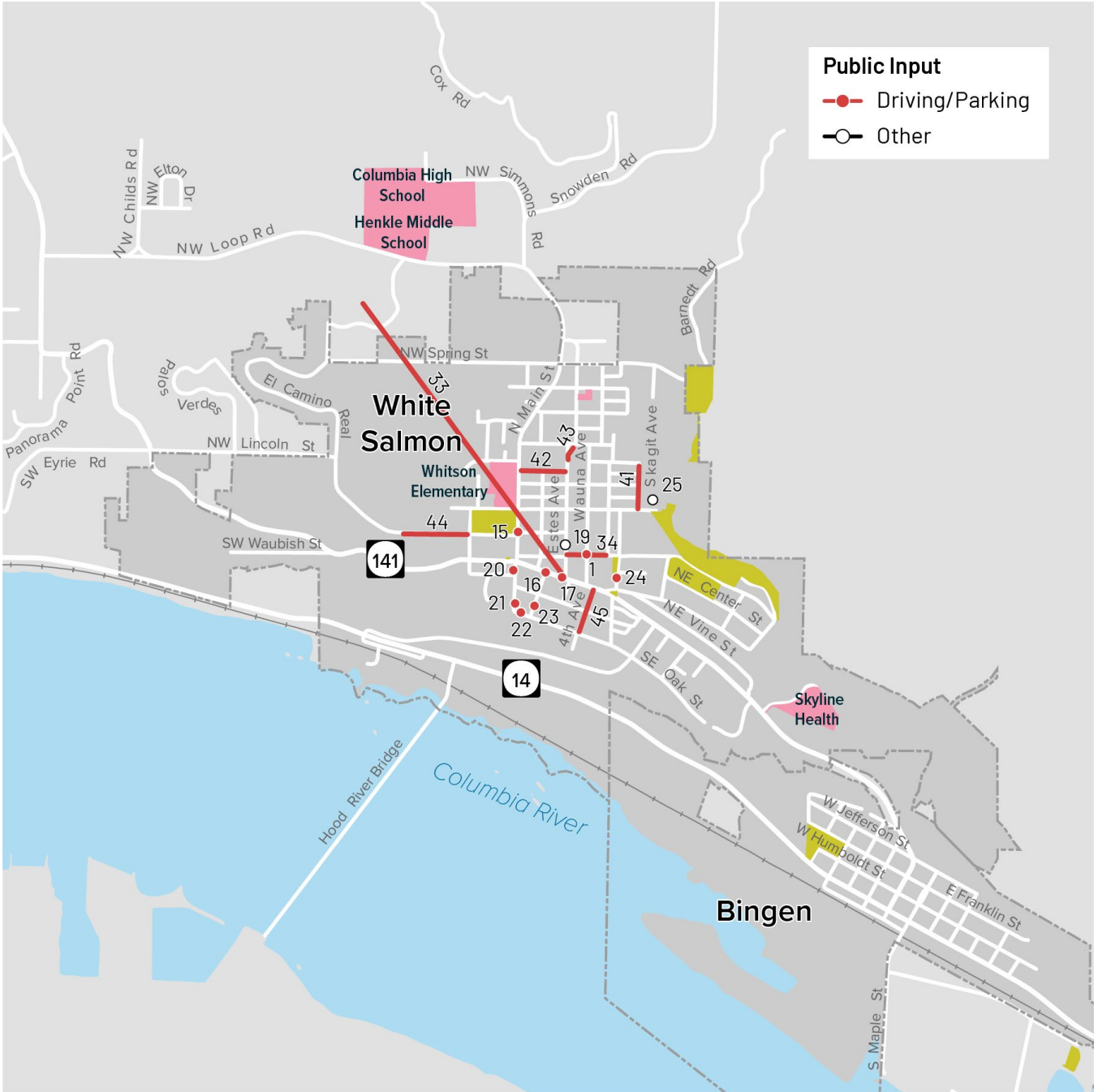
Public Input: Walking/Rolling and Bicycling

These are the places where Phase 1 survey respondents told us they would like to see improvements related to walking or rolling in a wheelchair, bicycling, along and across streets.



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.



Network Gaps

This is our evaluation of where facilities are needed to connect to key destinations.





Klickitat County

141

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

White Salmon

Columbia River

Bingen

Recommended & Long-Term Projects

City of White Salmon
Transportation System Plan

- Recommended TSP Projects
- Long-term projects (not in TSP time frame)

Project Types

Linear/Corridor-Based Projects

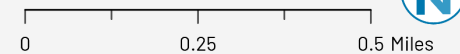
- Bicycle
- Bicycle and Pedestrian
- New connection to existing street
- Pedestrian
- Roadway

Point-Based Projects

- Intersection
- Transit
- Other

xx Project ID Number

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



The TSP Project List

- Long-term vision for transformational public right-of-way improvements
- Includes:
 - New facilities on existing streets
 - Concepts for new connections in potential future annexation areas
 - Previously planned pavement projects
- Does not include:
 - Maintenance projects
 - Long-term paving projects
- Each project on the list will need additional planning, design, public input, and funding
- Prioritization process will help White Salmon decide which projects to focus on first
- TSP positions the city to be eligible for state and federal funding to meet stated policy goals

Project Prioritization and Implementation



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Which projects should White Salmon build first?

Initial Considerations:

- **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 ROW or topography challenges?
- **Public Support:** How much support does the project receive from the community?

Final Prioritization

- **Prioritization** helps us understand **where it is most important to invest**
- Updated based on public input and discussion from May Commission/Council meeting
 - Added numerous Safety measures to describe whether proposed project is in a location with a history of unsafe conditions or crashes
- Funding and Implementation considered as “overlay” to initial scoring

Safety

Connectivity

- Does the project connect to key destinations, add a link in the bike network, fill a gap in the network, or complete a cross-town route?

Public support

- How much support did the project receive in Phase 2 TSP public outreach? Is the project a priority for Council?

Equity

- Does the project serve an area with lower incomes or more people who speak a language other than English?

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?

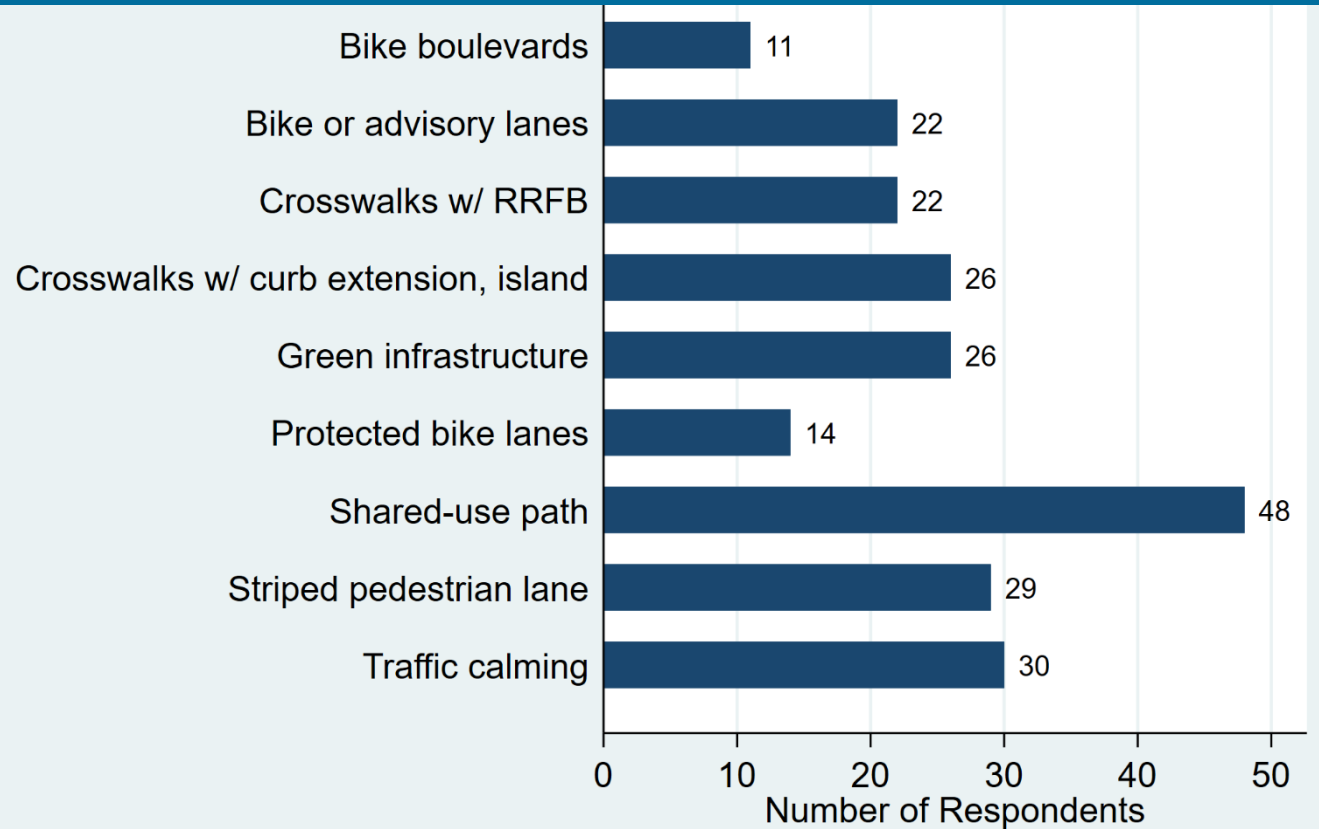
School access

- Is the project near a school & does it support safer school access?

Public Input on Projects

- Strongest support for projects that:
 - Connect central White Salmon to further-out areas
 - 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

What type of improvements would you most like to see in White Salmon?





City of White Salmon Transportation System Plan

Klickitat County

SPUR 141

141

Columbia River

Lood River Bridge

Bingen

White Salmon

White Salmon Transportation System Plan Projects

- Scored in top 20%
- All other scores

Project Types

- Bicycle
- Bicycle and pedestrian
- New or extended street
- Pedestrian
- Roadway
- Intersection
- Bus stop
- Other (Public boat dock)
- xx Project ID Number

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

*Project 14 is a combined intersection & corridor project.



Final Phasing

- **Phasing** informs **what projects we should advance first**
- Based on Commission and Council feedback, Funding and Implementation were considered as Phasing “overlay” to initial scoring
- Phasing criteria were applied to the top-scoring ~20 projects after top priority projects were identified for cost estimates

Funding Potential

- 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?
- Is it in a location already slated for paving or other maintenance?

Final Phasing

- **Funding**

- Project team screened the projects against funding sources identified in draft TSP
- Projects received higher weighting if they could qualify for more funding sources

- **Ease of Implementation**

- Team worked with Public Works director to identify challenges such as right-of-way constraints and major earthwork
- Projects received higher weight if they had minimal implementation challenges

Funding Potential

- 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?
- Is it in a location already slated for paving or other maintenance?

Top Priority Projects

- Reviewed prioritization scoring results with City Manager and Public Works Director
- Identified top priority projects that could be implemented in the near term by overlaying current 6- year TIP list with TSP projects
- Completed planning level cost estimates to support budgeting and grant applications

Category	Source	Name	Description
Pedestrian	STIP	Church Avenue Sidewalk and Street Rebuild	Reconstruct with curb on both sides and sidewalk on west side from Columbia to Jewett.
Bicycle and Pedestrian	STIP & TSP	Oak Street Multimodal Improvements and Street Rebuild	Reconstruct Oak from 1st to Dock Grade with sidewalk on one side. Designate as bike boulevard with shared lane marking until Dock Grade/6th. Reconstruct 2nd Ave with sidewalk on one side.
Pedestrian	STIP	Columbia Street Sidewalk and Street Rebuild	Reconstruct with sidewalk on one side between Main and Estes.
Pedestrian	STIP	Scenic Street Sidewalk and Street Rebuild	Reconstruct road and add sidewalks to both side from Main to Estes.
Bicycle and Pedestrian	TSP	NW Spring Street Pedestrian and Bike Improvements	Designate NW Spring Street as bike boulevard for entire length. Add curb and sidewalk west of Estes or consider pedestrian lane between Country View Road and Estes.

Top Priority Projects, cont.

Category	Source	Name	Description
Roadway	STIP	Waubish Street Rebuild	Rebuild Waubish Street from Jewett to west end and add sidewalk on south side.
Pedestrian	STIP	Grandview Boulevard Sidewalk and Street Rebuild	Reconstruct with sidewalk one side from Pioneer to O'Keefe.
Pedestrian	STIP & TSP	Spring Street Pedestrian Improvements and Street Rebuild	Reconstruct, add sidewalk one side from Estes to Barnedt. Add high-visibility pedestrian and bicycle crossing with curb extensions on Estes freight corridor.
Pedestrian	TSP	Bluff Connector Trail	Stairway/pedestrian trail proposed to connect White Salmon with Hood River Bridgehead and the Park & Ride, with viewing platforms and north- and south-end trailheads.

Developing Cost Estimates

- Scope: Develop planning-level cost estimates for top 7 projects
- Used unit costs for common project elements such as concrete sidewalk, installation of new drainage inlets, etc.
- Unit costs determined from
 - Recent WSDOT Unit Bid Analysis
 - White Salmon SRTS project
 - City of Vancouver
 - City of Seattle
- **Total cost of Near-Term projects: \$13M**
 - Not including Bluff Connector Trail

Project Name	Estimated Cost
Church Avenue Sidewalk and Street Rebuild	\$2.1M
Oak Street Multimodal Improvements and Street Rebuild	\$3.0M
Columbia Street Sidewalk and Street Rebuild	\$0.9M
Scenic Street Sidewalk and Street Rebuild	\$1.1M
NW Spring Street Pedestrian and Bike Improvements	\$2.0M
Waubish Street Rebuild	\$1.1M
Grandview Boulevard Sidewalk and Street Rebuild	\$0.9M
Spring Street Pedestrian Improvements and Street Rebuild	\$1.9M
Bluff Connector Trail	<i>Cost TBD</i>

Medium-Term Projects (~20 years)

- Selected top-scoring ~20 projects after Near-Term projects were identified by City staff
- Applied Phasing weighting to arrive at a final project score
- All other projects are considered “long-term,” outside the ~20-year time frame of this project

Description	Location	Final Score
Construct dedicated bicycle lanes with protective buffers. Green stormwater infrastructure where possible instead of parking.	N Main St	43.3
Add high-visibility pedestrian and bicycle crossing across Main. Repaint crossing on Cherry if needed.	Main St & Cherry St	32.8
Designate as bike boulevard with shared lane marking and striped pedestrian lane.	Fields Ave	28.1
White Salmon-Bingen Loop Trail - Build new bike and pedestrian improvements on the south side of SR-14 and along SR 141, via Oak St in Bingen, connecting Heritage Plaza to new Bluff Trail crossing, riverside park, dock, and downtown White Salmon to downtown Bingen. Construct planted parkway, and narrow travel lanes. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reduction to 35 or 30 mph.	New Multi-Use Trail	27.7
Consider a bike path on the north side adjacent to the sidewalk for students bicycling to school. Consider widening existing asphalt shared-use path on south side.	NW Loop Rd	26.8
Designate as bike boulevard with sidewalk or pedestrian lane on one side. Provides option for pedestrians and bicyclists who prefer not using Jewett/141.	NE Vine St	26.3
Install bicycle and pedestrian improvements. Improvements may include a combination of bike lanes, shared-use paths, and sidewalks, with a target of achieving level of traffic stress 2 or better. Consider speed limit reductions.	SR-141	26.1

Medium-Term Projects (~20 years), cont.

- Selected top-scoring ~20 projects after Near-Term projects were identified by City staff
- Applied Phasing weighting to arrive at a final project score
- All other projects are considered “long-term,” outside the ~20-year time frame of this project

Description	Location	Final Score
Reconstruct with sidewalks on both sides, and designate as bike boulevard.	NE Green St	25.9
Add sidewalk on north side east of Main, consider pedestrian lane west of Main.	NE Cherry St	25.5
Add pedestrian facilities such as sidewalks or pedestrian lanes along the El Camino Real - Lincoln corridor.	NW Lincoln St	25.0
Bus stop improvements and possible relocation.	Main St Bus Stop	24.0
Reconstruct with sidewalk and curb on both sides.	NE Washington St	23.6
Mini traffic circle to intersect bicycle boulevard with bike facilities on Main and act as traffic calming device.	Spring St & Main St	23.5
Consider curb extensions and bike route signage.	Tohomish St & Wauna Ave	22.5
Freight route. Incorporate green stormwater infrastructure where possible instead of parking.	NE Estes Ave	21.7
Create bicycle and pedestrian pathway through Firemen's Park, connecting to high-visibility crosswalks on Grandview and Jewett. Repaint 5th St ped crossing. Add ped-activated signal or RRFB for Jewett crossing.	Jewett/141 & Grandview, Pioneer, and 5th	21.5
In the short term, add a railing on Dock Grade Rd. In the longer term, stabilize the cut and fill portions of the road base and widen for two-way travel. Add protected shared-use path for walking and bicycling access.	Dock Grade Rd	21.5
Repave until extent of residential settlement. Add sidepath for walking and bicycling along one side of roadway for full extent.	NW Lincoln St	18.6
Stairway/pedestrian trail proposed to connect White Salmon with Hood River Bridgehead and the Park & Ride, with viewing platforms and north- and south-end trailheads.	Bluff Trail	12.3

Funding Opportunities

- Local funding
 - Transportation Benefits District
- State grants
 - Statewide Transportation Improvement Program
 - City Safety Program
 - Pedestrian & Bicycle Program and Safe Routes to School
 - Washington Transportation Improvement Board
- Federal grants
 - Safe Streets and Roads for All
 - Carbon Reduction Program
 - Recreational Trails Program and Land and Water Conservation Fund
 - Surface Transportation Block Grant
 - Federal Lands Access Program
 - Active Transportation Infrastructure Investment Program
 - USDA Forest Service Urban & Community Forestry Program



Programs and Policies



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Programs

- Placemaking programs encourage residents to come together to create public art and community spaces in the right-of-way
- Wayfinding programs put up signs and maps to help residents and visitors find walking and bicycling routes to destinations
- Request-a-rack programs help businesses work with the City to install bike parking
- Curb ramp programs complete access ramps citywide
- Enhancing transit service as a key to advancing the City's climate and transportation for a more human-scale transportation system



Partnerships

- Partnerships with transit agencies to expand service and improve and/or relocate stops
- Partnerships with developers to give them incentives to go above and beyond transportation improvement requirements
- Partnerships with neighboring jurisdictions, WSDOT, Klickitat County, and Bingen to complete critical connections
- Partnerships with schools to understand and support students travel needs



Policies

- Small mobility
 - Support safe use of e-scooters and other newer forms of small mobility
 - Set speed limits for small electric vehicles in bike lanes at 15 mph
 - Allow small mobility and bicycles on all streets; prohibit on sidewalks in downtown
- Parking
 - Consider reducing parking minimums in downtown and other mixed-use areas
 - Establish shared parking (based on hours of operation) as an option for meeting requirements
 - Add bicycle parking requirement for some multi-family residential and commercial uses
- Land Development
 - Consider requiring a Transportation Impacts Analysis
 - Set standards for pedestrian connectivity in new development (maximum block lengths, additional access points, cul-de-sac connections)



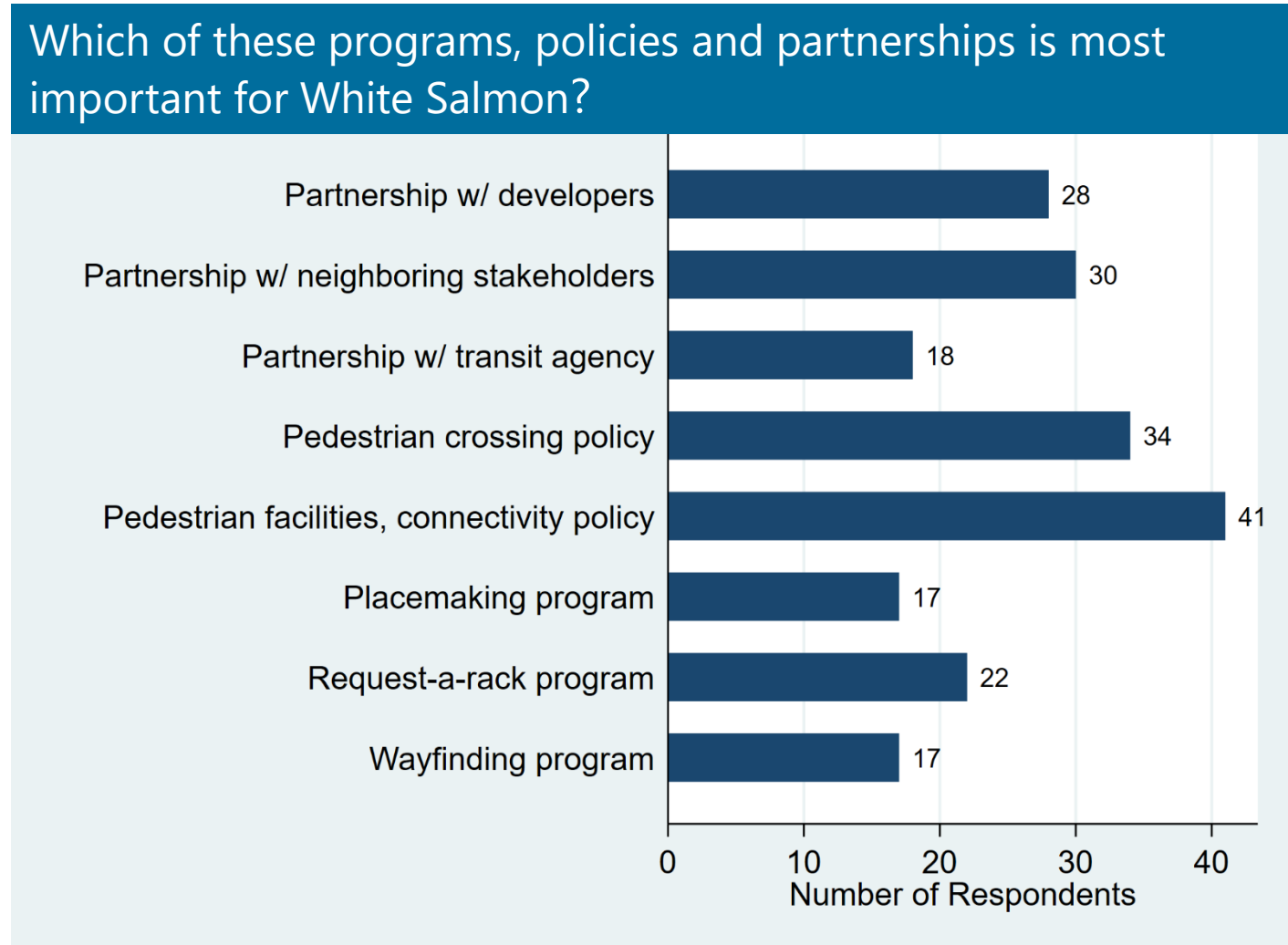
Policies

- Complete Streets
 - Codify integration of people and place in the planning, design, construction, operation, and maintenance of White Salmon projects and program and increase funding eligibility
- WSDOT Coordination
 - Establish a working relationship with WSDOT Southwest Region team to coordinate improvements proposed in this TSP and in future WSDOT projects



Public Input on Programs

- Strongest support for programs and policies that support a better walking environment and pedestrian connectivity



Discussion

Next Steps

- Draft and final TSP



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