



May 2023

# 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 hearing 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 Hwy 14, Jewett/141 and Estes Ave.**





# Functional Classification

**Federal Functional Classifications describe how streets are used by automobiles.**

**Jewett Blvd, White Salmon's main street, is a state highway.**

**Main St and Estes Ave are major collectors that move most north-south traffic through White Salmon.**

**Minor collectors in White Salmon are similar to local streets.**

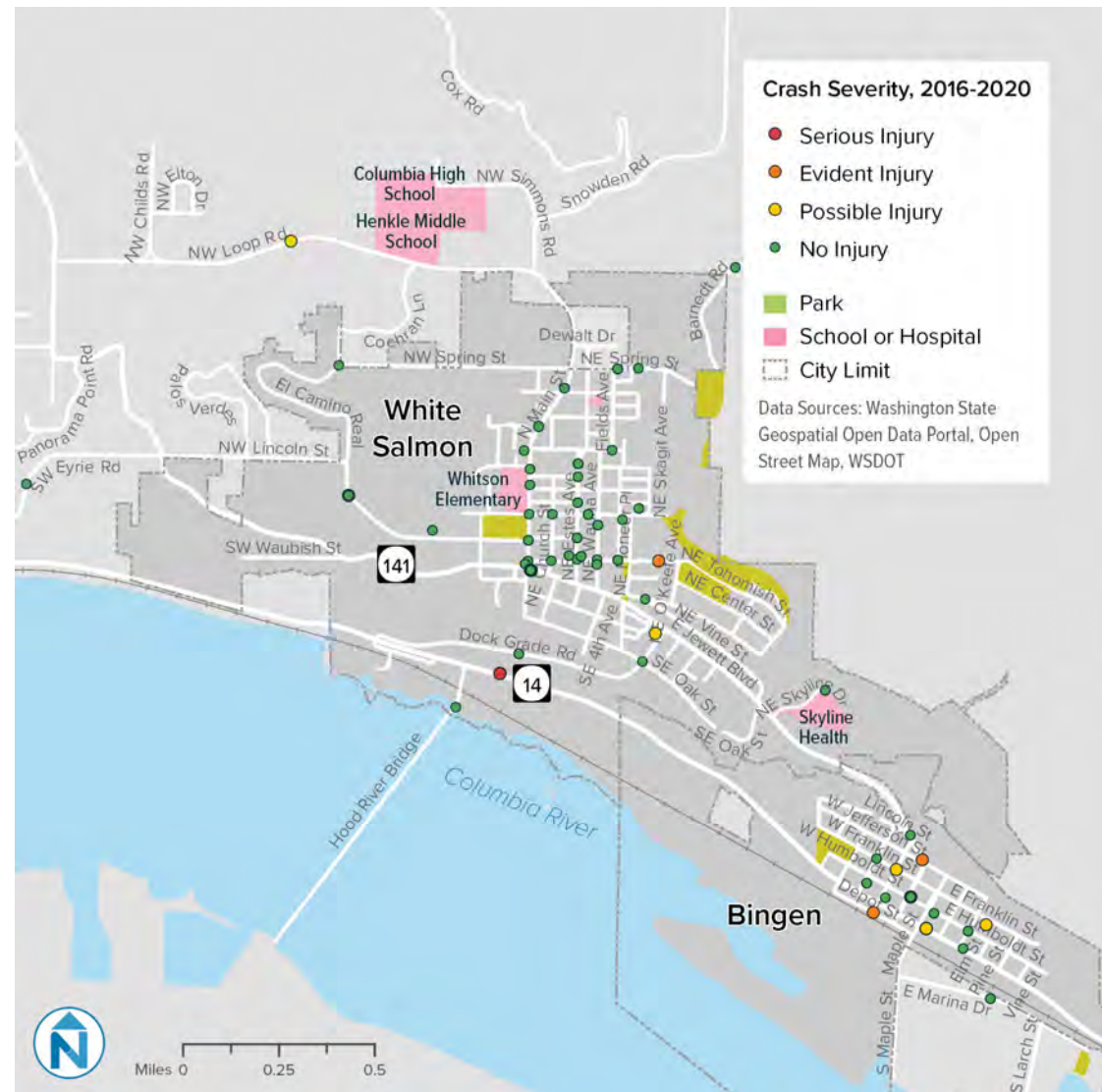


# Crashes

The majority of crashes that took place in White Salmon from 2016-2020 were automobile-only and did not result in an injury.

One crash on NE Tohomish St resulted in an injury to someone bicycling.

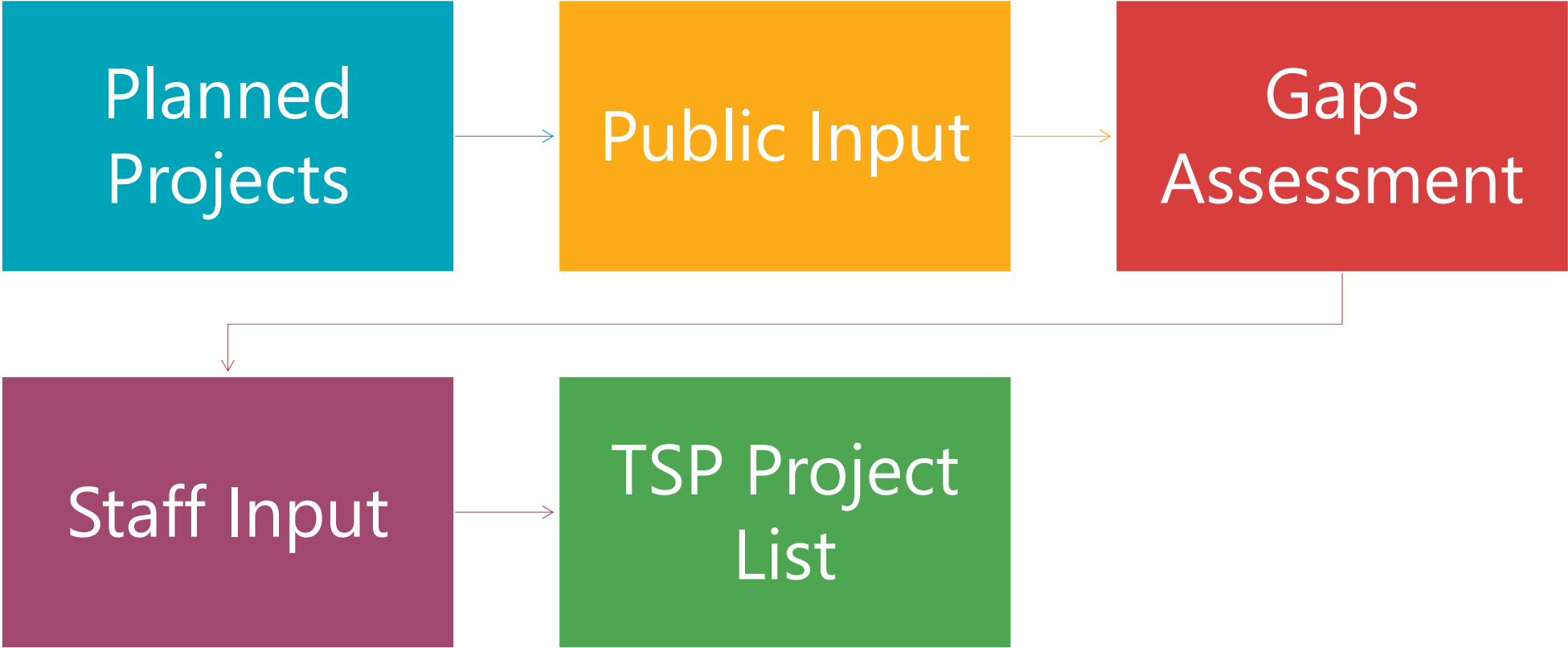
The only serious injury crash was on Highway 14.



# Identifying Transportation Projects



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# 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.

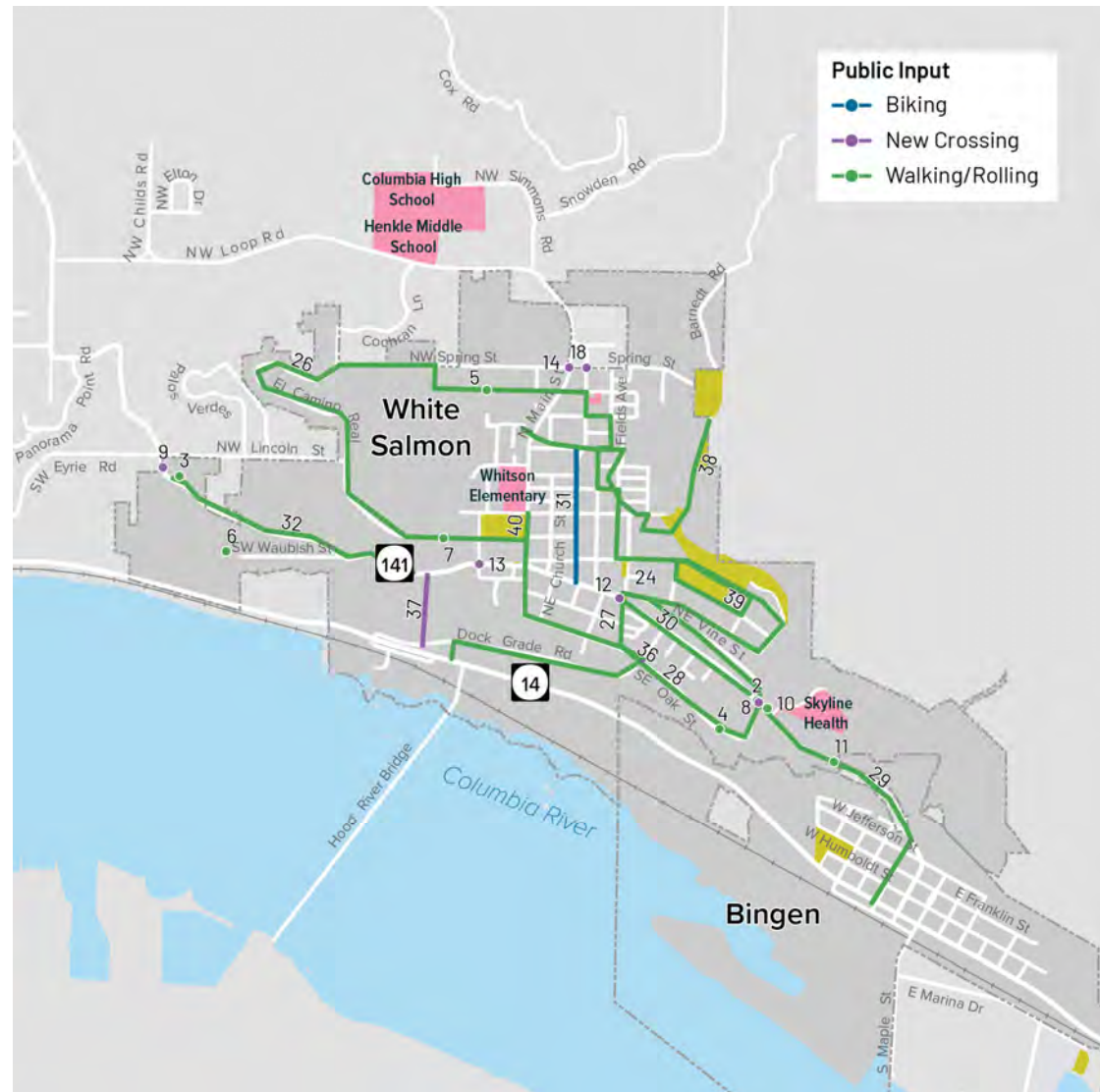


Visit the website for more details:  
[www.white-salmon.net](http://www.white-salmon.net)



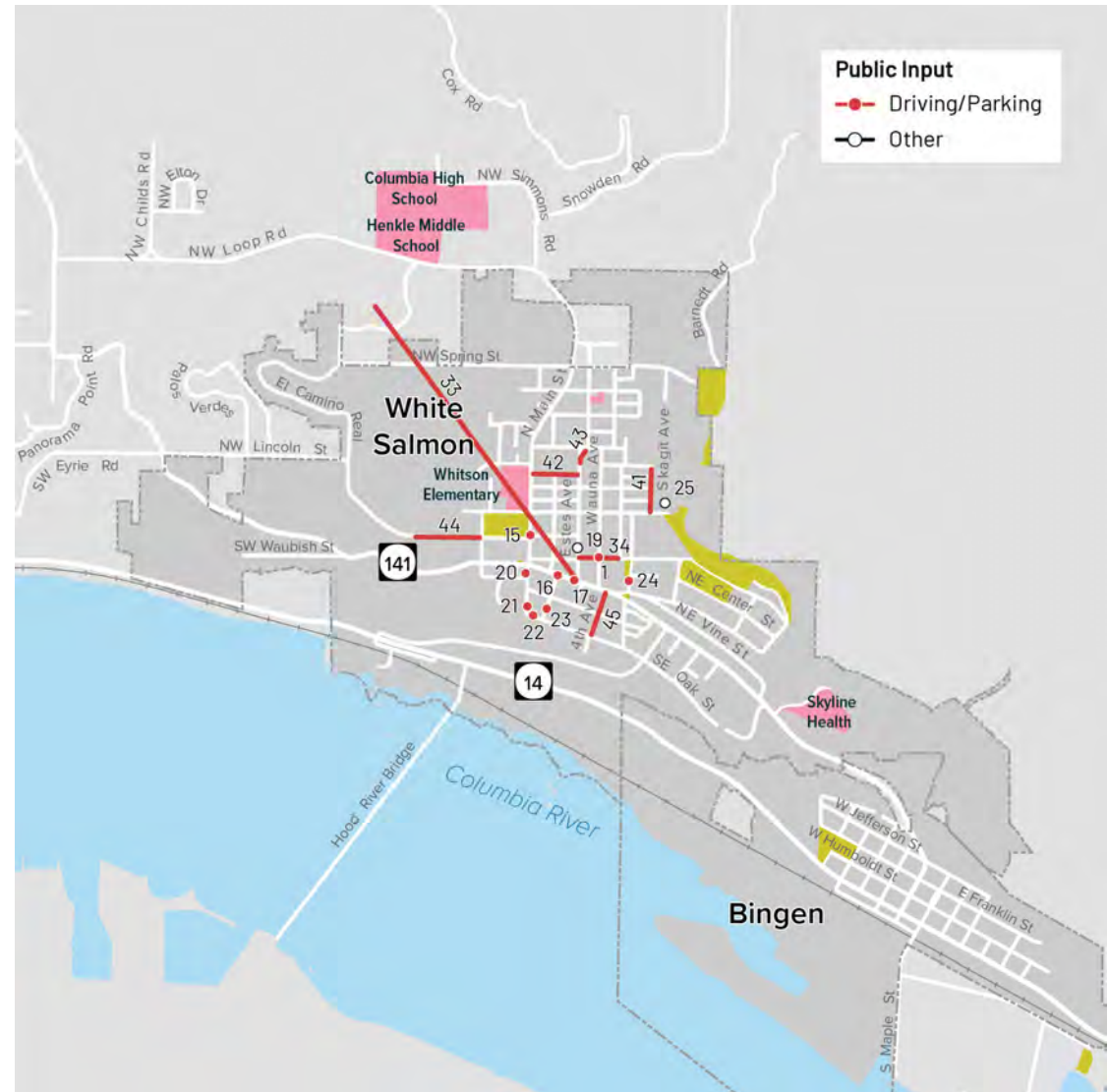
# Public Input: Walking/Rolling and Bicycling

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, and crossing the street.



# 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.





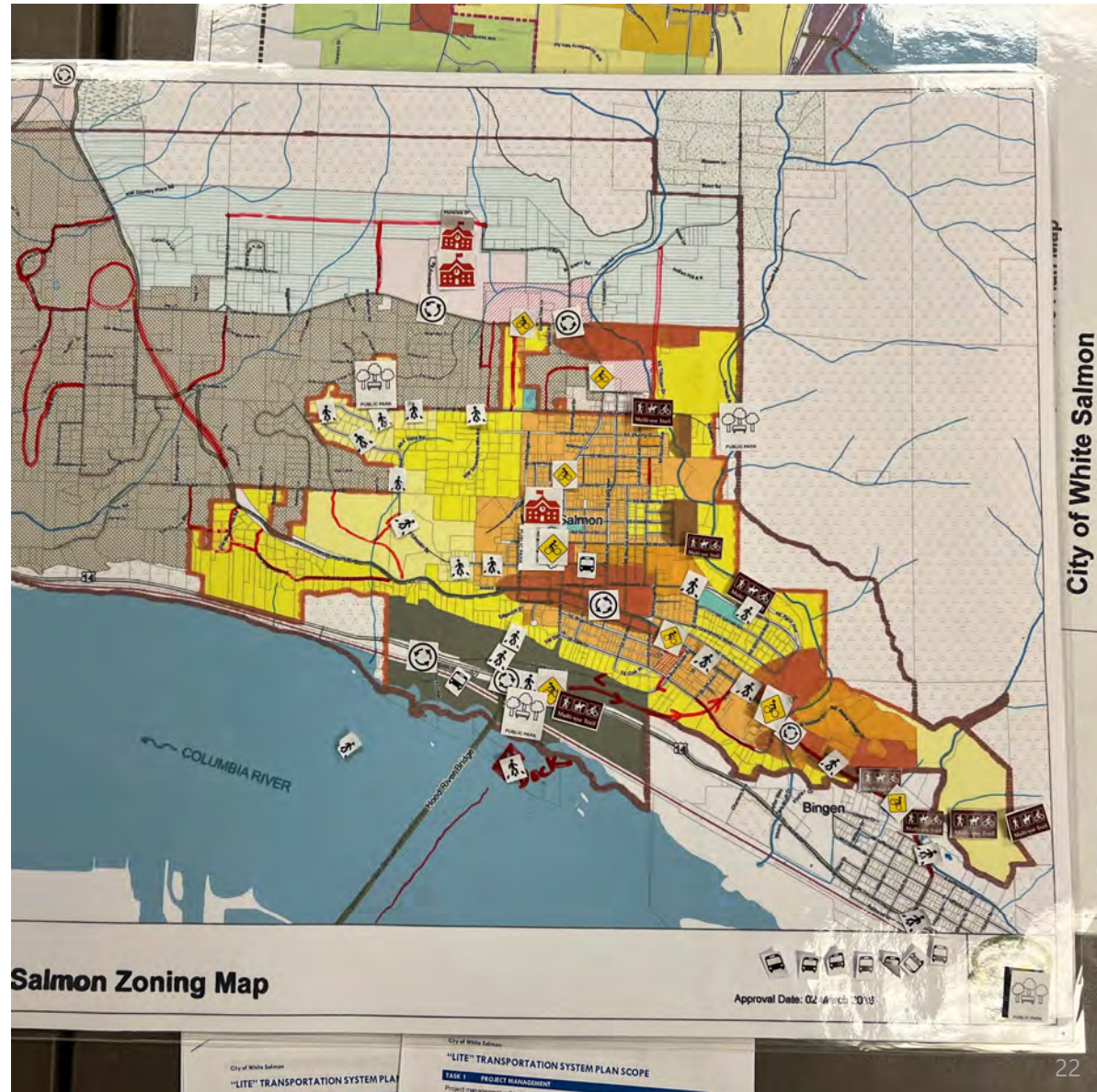
# Network Gaps

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



## Staff Work Session

Planning and public works identified additional projects, with an eye towards potential future annexations and infrastructure needs.



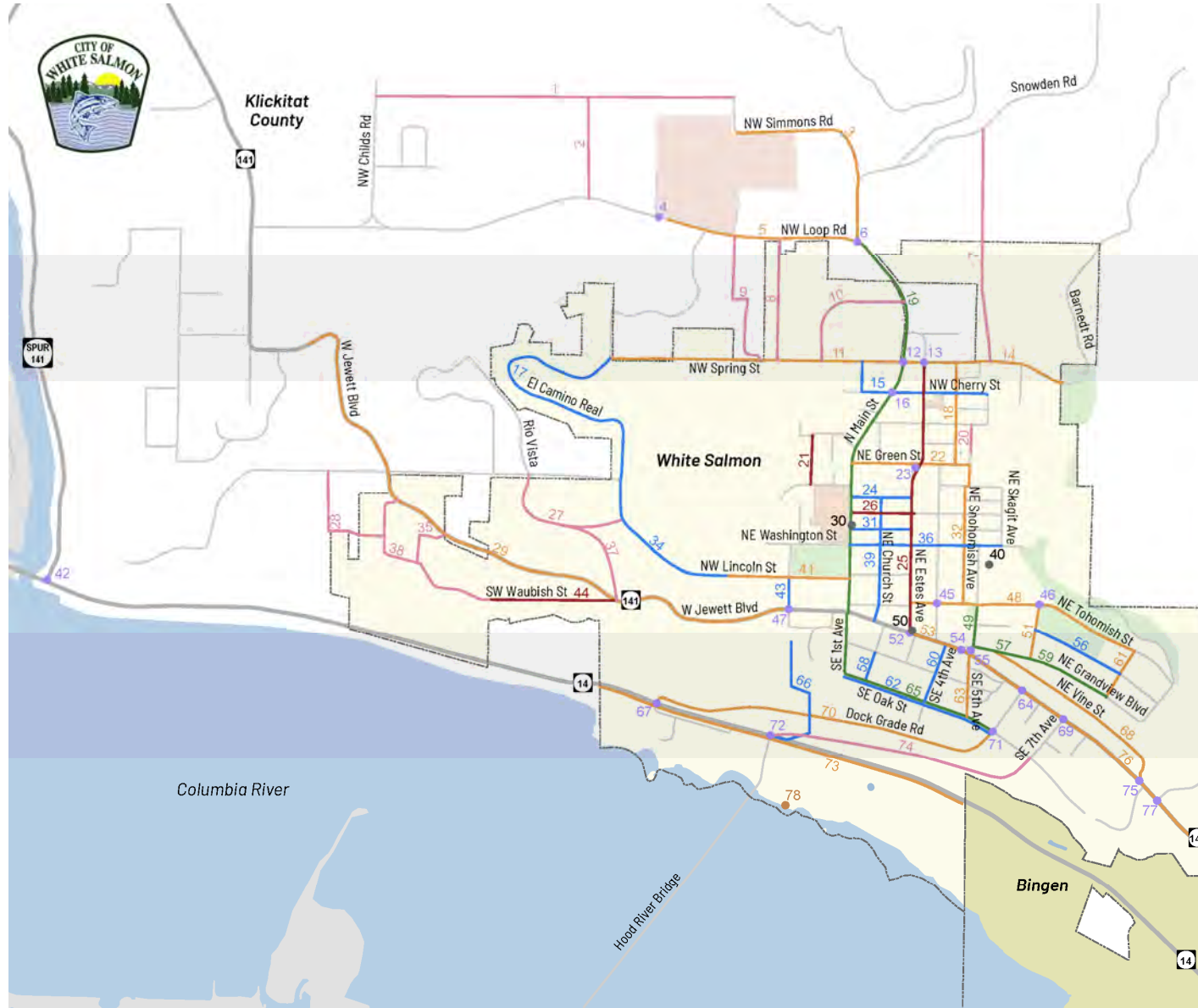


## The TSP Project List

- Long-term vision for transformational public right-of-way improvements
- Includes:
  - New facilities on existing streets
  - Concepts for new streets 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



Klickitat County



## Recommended Projects

City of White Salmon  
Transportation System Plan

### Linear/Corridor-Based Projects

- Bicycle
- Bicycle and Pedestrian
- New or Extended Street
- Pedestrian
- Roadway

### Point-Based Projects

- Intersection
- Transit
- Other
- 23 Project ID Number

Schools

Parks

City of White Salmon

City of Bingen

Klickitat County

0 0.25 0.5 Miles



# Prioritizing Projects



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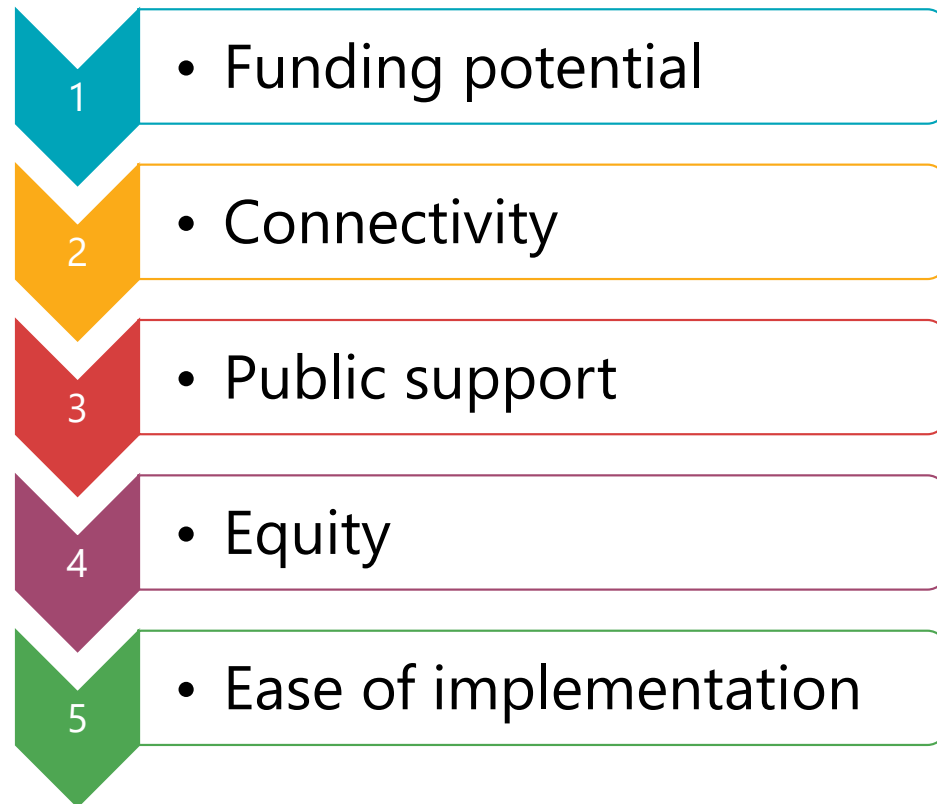


## Which projects should White Salmon build first?

- **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?

# Public Input on Prioritization

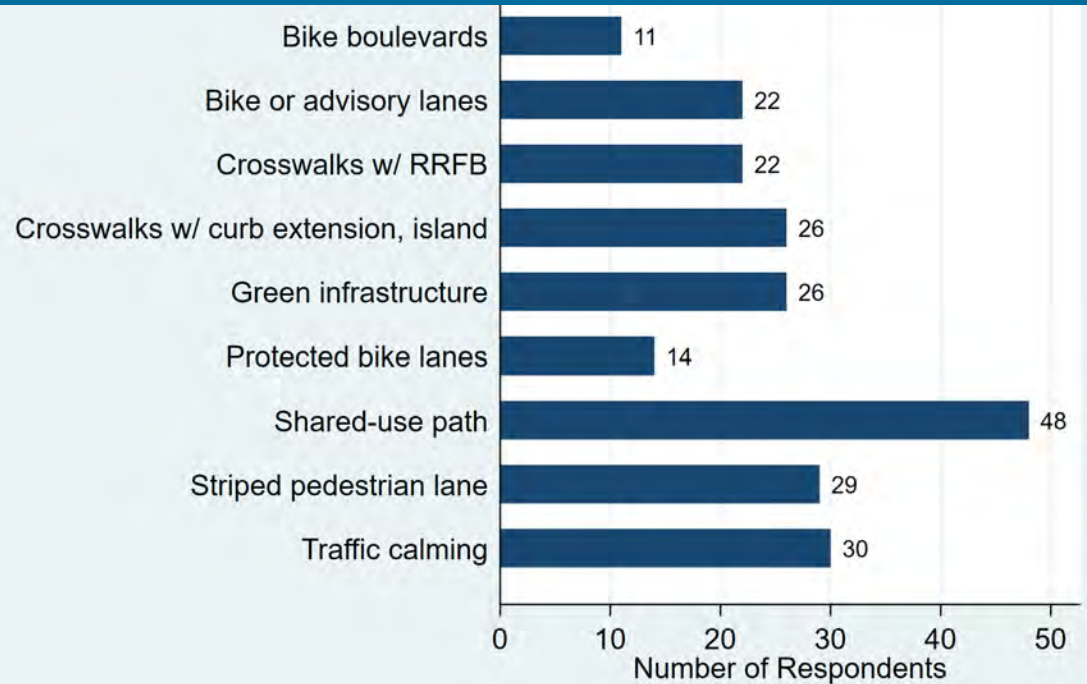
- We asked respondents to rank the importance of the draft prioritization criteria



# 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?







Klickitat County

141

NW Childs Rd

NW Simmons Rd

Snowden Rd

NW Loop Rd

Barrett Rd

SPUR 141

W Jewett Blvd

El Camino Real

Rio Vista

White Salmon

NW Spring St

NW Cherry St

N Main St

NE Green St

NE Skagit Ave

NE Washington St

NW Lincoln St

NE Church St

NE Estes Ave

NE Shoofish Ave

NE Tohomish St

SW Waubish St

W Jewett Blvd

14

SE 1st Ave

SE Oak St

SE 5th Ave

SE 7th Ave

Dock Grade Rd

NE Grandview Blvd

NE Vine St

# 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

# Discussion

# Building Projects: Street Design Guide



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# Street Design Elements

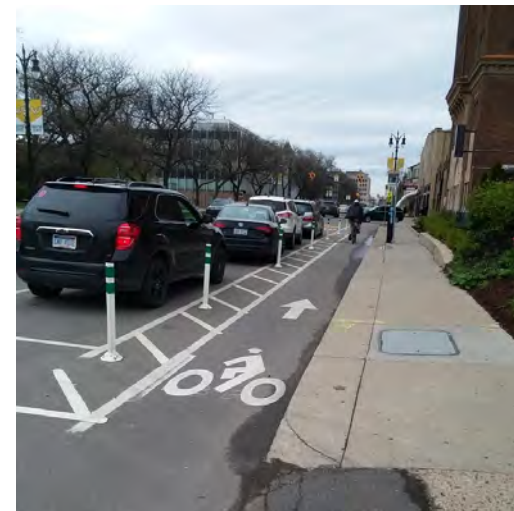
- Street Design Elements are grouped in these categories:
  - Bicycling
  - Walking
  - Crossing the Street
  - Traffic Calming
  - Stormwater
  - Low-Cost Materials

# Bicycling

- Striped Bike Lanes
  - Reserved for people biking through striping, pavement markings and signage
- Protected Bike Lanes
  - Add a buffer and a vertical element of protection to bike lanes, such as a raised curb, posts or bollards, or planters
  - Used on streets with higher traffic volumes and speeds, or with lots of parking activity



Striped Bike Lanes



Protected Bike Lanes



# Bicycling

- Shared-Use Paths
  - Completely separate from motor vehicle traffic
  - Shared by people walking and bicycling
- Bike Boulevards
  - People bicycling share the travel lane with automobiles
  - Low-stress environment is accomplished through signs, pavement markings, and traffic calming



Bike Boulevards



Shared-Use Paths

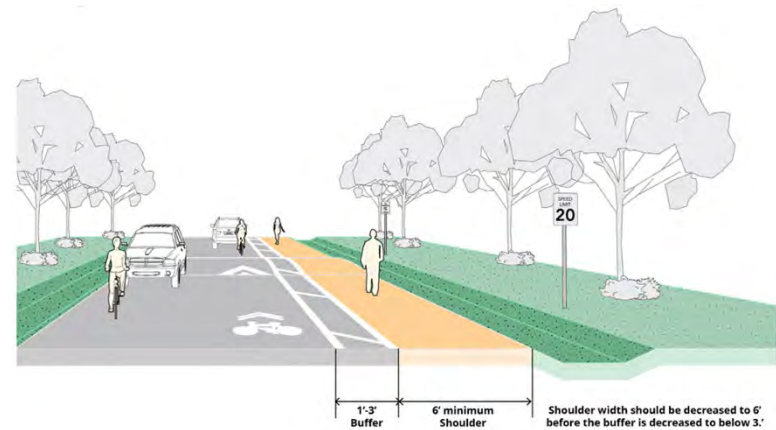


# Walking

- Pedestrian Lanes
  - Interim or temporary type of walkway where new curbs and sidewalks are not feasible
  - **Slow Safer Shoulder:** paved roadway shoulder with lane striping to protect pedestrians from traffic
  - **Protected Safer Shoulder:** paved roadway shoulder that separates pedestrians from traffic with a physical barrier



Source: Google Maps



Safer Shoulder. Source: Portland Design Guide

# Crossing the Street

- Curb Extensions
  - Section of sidewalk or landscaped area extending into the roadway at an intersection or mid-block crossing that physically narrows the roadway
- Refuge Island
  - Provide a safe landing zone for people walking and bicycling to use while crossing a street with multiple travel lanes
- Raised Crosswalk
  - Crossing at sidewalk level makes people crossing more visible and acts as speed hump
- RRFB
  - Pedestrian-activated flashing beacons at marked crosswalks at minor intersections or mid-block crossings of major streets



Curb Extension



Refuge Island



Raised Crosswalk



RRFB



# Traffic Calming

- Speed Humps
  - Parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads
  - Common on local and residential streets
- Mini-roundabouts
  - Small traffic circles used at the intersection of local streets to slow the speed of traffic
  - Reduce vehicle speeds and crashes in low volume areas



Speed Humps

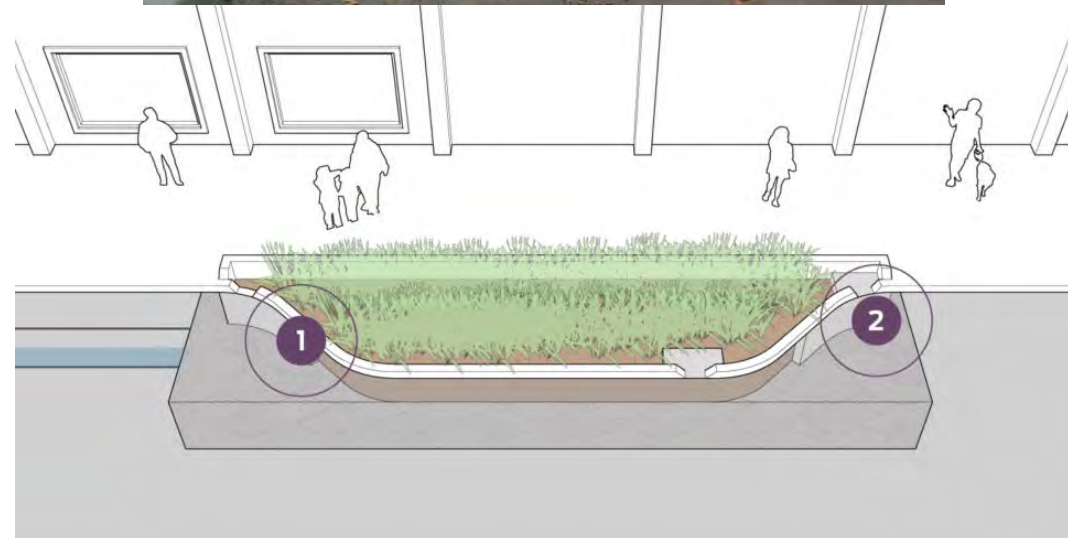


Mini-roundabouts



# Stormwater

- Green Stormwater Infrastructure
  - Elements that capture, filter, and infiltrate stormwater
  - Includes pervious pavement and bioretention planters
  - Helps enhance multi-modal safety and accessibility when it is used as a buffer between automobile, bicycle, and/or pedestrian travelways



Source: NACTO

# Low-Cost Materials

- Temporary and low-cost materials allow improvements to be made quickly, tested out, and adapted as needed
  - Paint
  - Plastic posts
  - Temporary planters



# Street Typology

- A classification system that describes:
  - Unique characteristics of streets in White Salmon, including land use context
  - Desired experience for people using those streets
- Provides a basis for street design guidelines
  - Each street type will have recommended design elements
  - Guidelines set standards while still allowing flexibility
- Complements functional classification rather than replacing it
- Applied to existing streets when they are redesigned and to new streets as they develop

# Downtown Street

## MAIN ACTIVITY SPINE OF THE CITY

- A destination
- Wide sidewalks for pedestrian access and lingering
- Distinct, active streetscapes with furnishings and plantings
- On-street parking for business access
- Slow vehicle speeds



# Downtown Street Examples



# Regional Thoroughfare

## ACCESS TO THE REGION

- Connects White Salmon to nearby communities
- Moves people using all modes: biking, walking, transit, and automobile
- Adjacent shared use path is ideal facility for walking and bicycling



# Regional Thoroughfare Examples



Shared-Use Path



Buffered Bike Lanes



# Connector Street

## ACCESS ACROSS THE CITY

- Slow vehicular travel speeds through design
- Bike infrastructure could include protected facility, shared use path, or bike lanes
- Wide sidewalks with landscaping and amenities
- Safe pedestrian crossings achieved through well demarcated crosswalks, curb extensions, and signage
- Integrate green stormwater infrastructure



# Connector Street Example



Pedestrian amenities



Protected bicycle lanes

# Neighborhood Street

## ACCESS TO HOMES AND COMMUNITY DESTINATIONS

- Low vehicular volumes
- Slow vehicular travel speeds
- Traffic calming
- Walkways can be sidewalks or pedestrian lanes
- Bicycles can be accommodated in the travel way intermixed with slow moving traffic



# Neighborhood Street Examples

Bike boulevard



Yield streets with pedestrian lane (before and after)



# 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



## 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, WSDOT, Klickitat County and Bingen to complete critical connections
- Partnerships with schools to understand and support students travel needs



# Policies

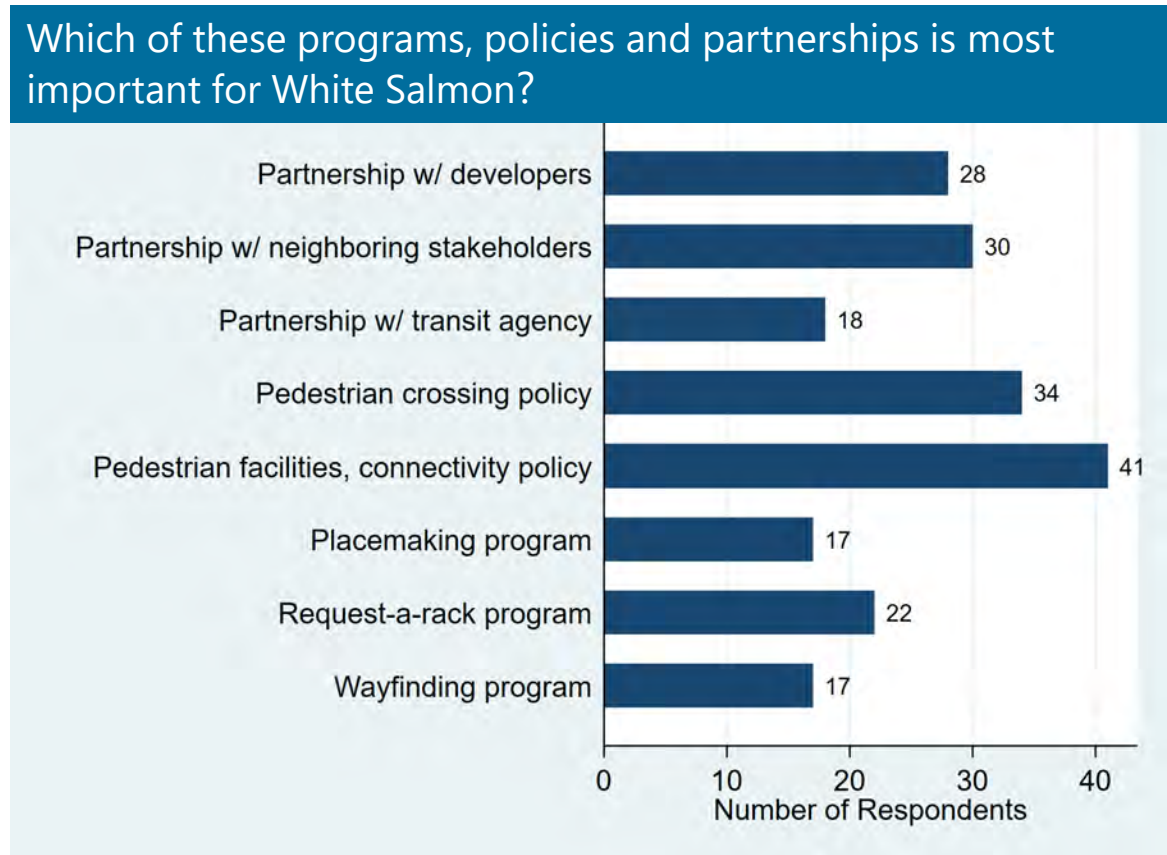
- Support safe use of e-scooters and other newer forms of small mobility
  - Set speed limits for small electric vehicles in bike lanes at 15 mph
  - Allow small mobility and bicycles on all streets; prohibit on sidewalks in downtown
- Parking
  - Consider reducing parking minimums in downtown and other 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
- 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)





# Public Input on Programs

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



# Discussion



## Next Steps

- Prioritize projects and provide planning-level cost estimates for top priority projects
- Finalize program, policy, and partnership recommendations
- Draft and final TSP



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