



# *City of Stevenson*

## **Planning Department**

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Stevenson, Washington 98648

**TO: Prospective Firms**  
**FROM: Ben Shumaker**  
**DATE: Sept 26<sup>th</sup>, 2024**  
**SUBJECT: 1005-ST Lasher Street Improvement Project Update**

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### **Introduction**

Life is difficult. The cross section and condition of Lasher Street make it more difficult.

Lasher Street is 0.2 miles in length and climbs 90 feet from Vancouver Avenue to its terminus (~8.5% average grade). At its terminus sits Cascade Village, a 36-unit affordable housing community. The people living there are underserved. Lasher contains 2 narrow lanes, no pedestrian facilities, no/limited shoulders, inadequate intersection sight lines, no/limited stormwater controls/treatment. On Upper Lasher, fire hydrant coverage is inadequate. Downhill speeding threatens pedestrians. Lower Lasher is crumbling. Tenants on Lower Lasher compete for the limited street parking Vancouver Avenue.

This project intends to make life easier by transforming Lasher Street from its dangerous, undervalued condition into a Complete Street prioritizing pedestrians and safety. The project will add sidewalks, pedestrian lighting, landscaping, and calming traffic features.

This project comes directly from our citizens. In 2022, the City surveyed the tenants of Cascade Village about the need for, and ideal location of, a sidewalk to serve them. They rated the safety of school-bound children as half-way between nightmarish and fine (2.5 out of 10). They overwhelmingly saw sidewalks as an improvement to this situation. They prioritized Lasher over 2 other routes.

The City has since developed concept plans and initiated several funding applications to ensure the needs of the Lasher Street community are served.

### **Community Development Block Grant**

One application is to the Washington Department of Commerce to request funds entrusted to them by the United States Department of Housing and Urban Development

The application process involves a public hearing to review community development and housing needs, inform residents of the availability of funds and eligible uses of the state Community Development Block Grant (CDBG), and receive comments on proposed activities, particularly from lower income persons residing in the vicinity of Lasher Street.

Through this program, up to \$2,000,000 may be available to the City of Stevenson to fund community facility, public facility, infrastructure in support of affordable housing, housing rehabilitation and microenterprise assistance projects that principally benefit low- and moderate-income persons.

**Prospective Request**

A conceptual improvement is included as Attachment 1. Estimates for this improvement are approximately \$2.2m.

Prospective funding for the project is as follows:

- \$800k from Washington State Multi-Modal Account (Secured)
- \$785k from Washington State Transportation Improvement Board (Requested)
- \$550k through the CDBG program (Request under consideration)
- \$57k remaining to be covered by the City

Prepared by,

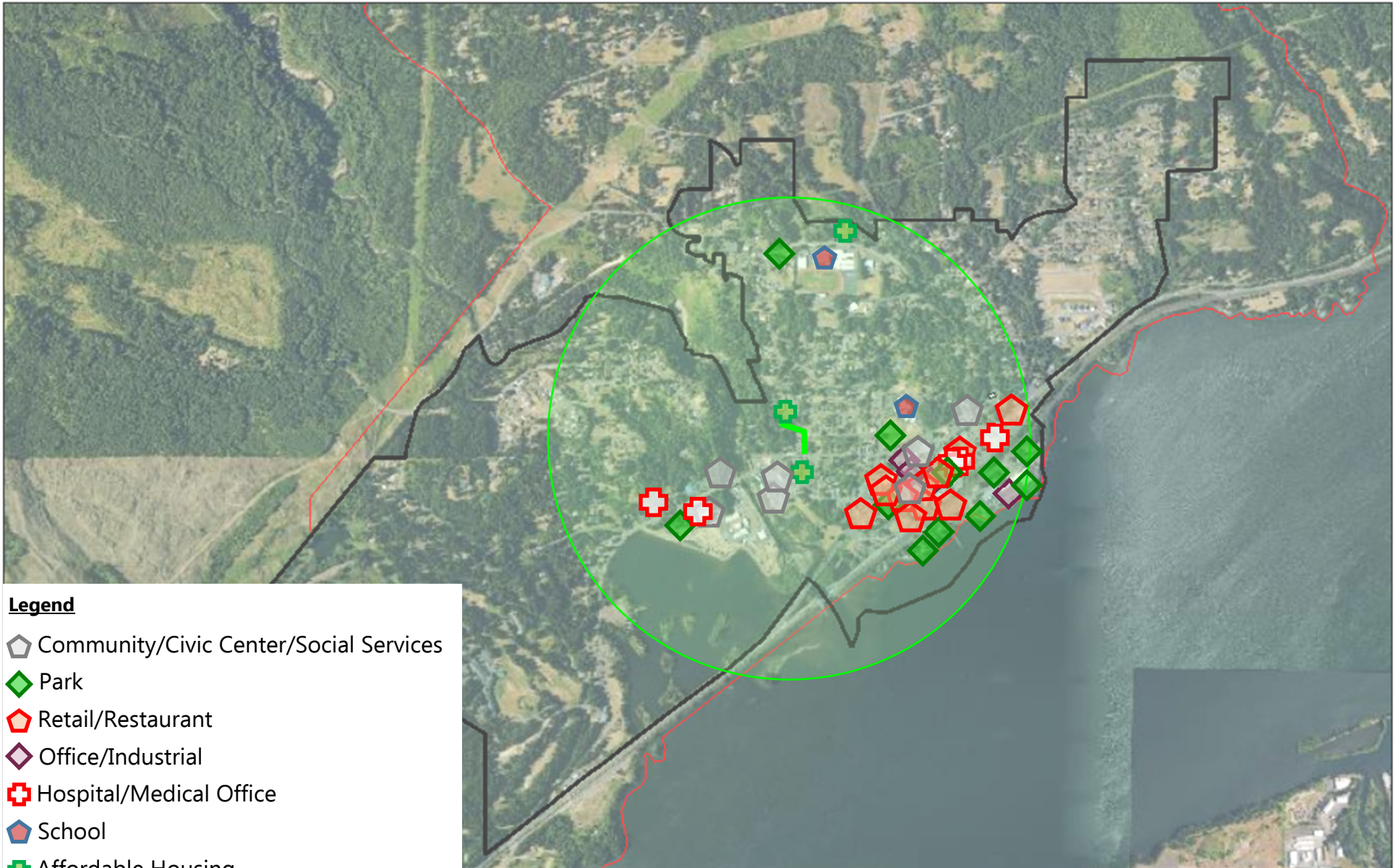
Ben Shumaker

Community Development Director

Attachments:

1. Vicinity Map
2. Conceptual Cross Sections
3. 2022 Community Questionnaire

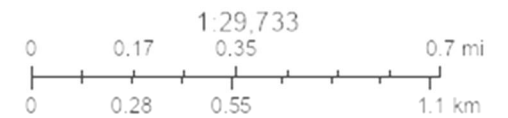
# Lasher Street 0.5 Mile Radius



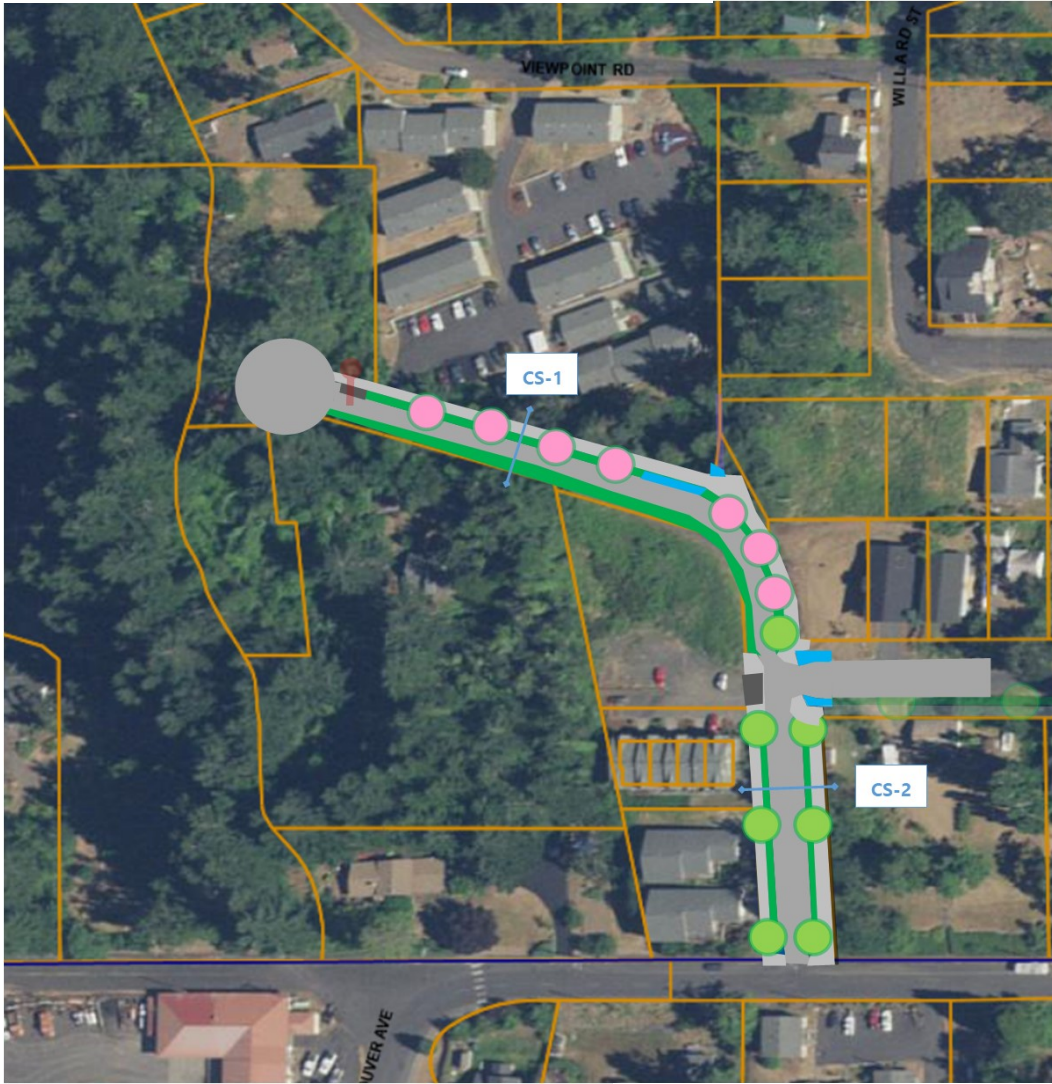
## Legend

- Community/Civic Center/Social Services
- Park
- Retail/Restaurant
- Office/Industrial
- Hospital/Medical Office
- School
- Affordable Housing







- Building
- Urban Area
- City Boundary



# CORRIDOR CONCEPT DETAILS



**Key**

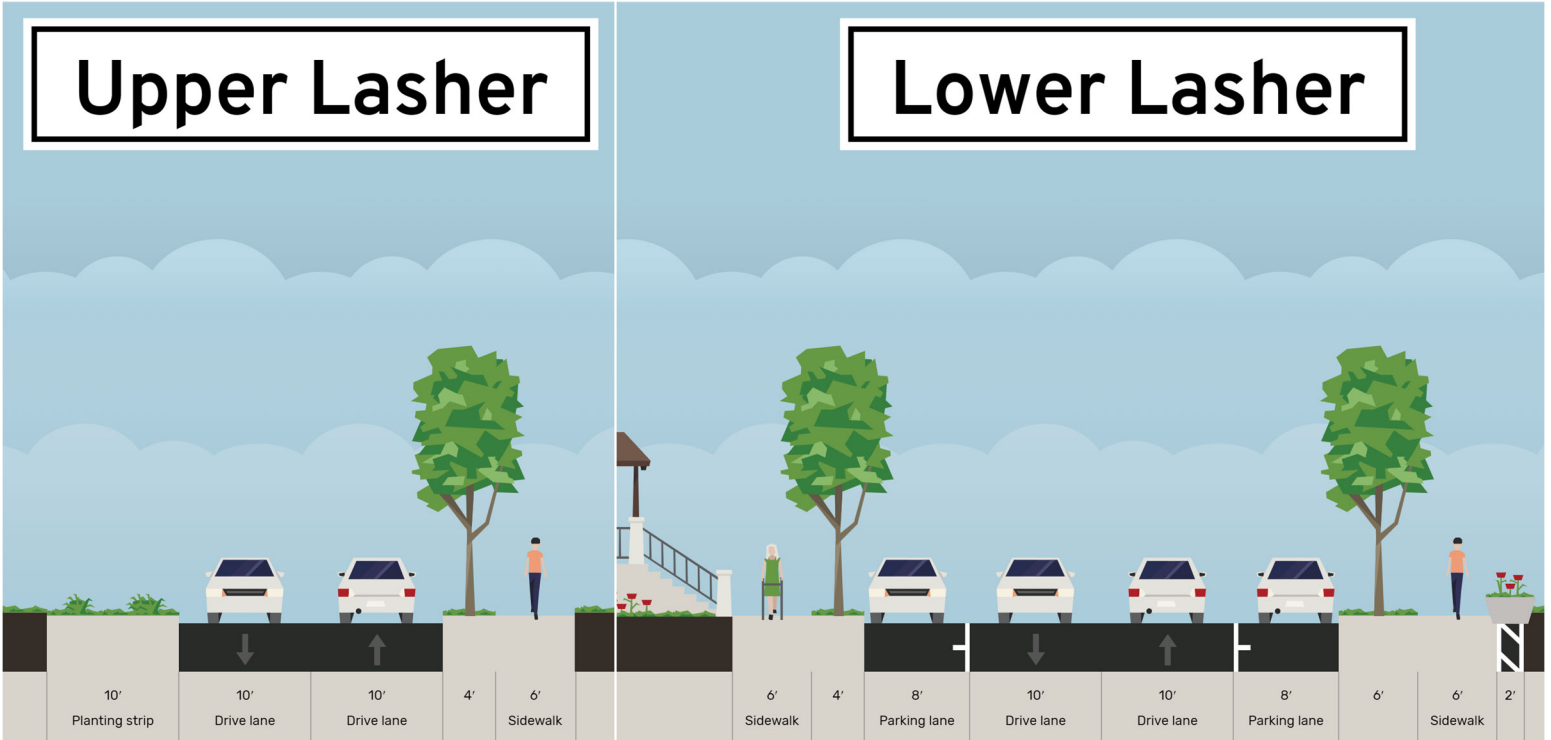
-  Street
-  Sidewalk
-  Stormwater
-   Street Trees/Street Lighting
-  New Fire Hydrant

## CROSS SECTION 1

## CROSS SECTION 2

**Upper Lasher**

**Lower Lasher**



# CASCADE VILLAGE RESIDENT QUESTIONNAIRE RESULTS

## HEART OF STEVENSON SIDEWALK IMPROVEMENTS

City Hall sees Cascade Village Apartments as a hub of activity for children and families in the heart of town.

We are concerned because there are no sidewalks connecting these homes to our community's schools and we want to fix that.

Before we do, we asked the residents if that was a good idea and, if so, which routes would be most used and appreciated. Each of the 36 apartments received a paper questionnaire. The questionnaire had 8 questions and included link and QR code for those preferring to complete it online. We received responses from 13 recipients during a 3-week collection period (3/30—4/21/2022).

All responses but one thought new sidewalks and crosswalks would help improve their sense of safety. While the **GREEN** and **BLUE** routes (see reverse) would be equally used and appreciated, the **GREEN** route elicited the strongest responses.

### Please rate the safety of children and others walking between Cascade Village and the schools.

Nightmarish

It's fine

Sunshine & Lollipops

0 1 2 3 4 5 6 7 8 9 10



12 respondents answered this question. The average rating was 2.5. The highest rating was 6.

### Other than building sidewalks and crosswalks is there anything else we could do to increase your sense of safety for pedestrians in your neighborhood?

The blue path you made has the least amount of car traffic which would make my kids, and I feel a lot safer for the school commute.

Many children from Rock Creek Terrace choose to walk up Lasher Street, through Cascade Village and then to the schools. Even though it is shorter to walk up Jefferson Street, they go through Cascade Village.

Even though I picked blue as her preferred route, the green route between the apartments is used by a lot of children and is still very necessary.

The street above the apartments is where most kids walk to go to school, but Lasher is where we all walk, adults and kids, and it's the least safe road we have. While the blue route is the most school friendly, the green is the one that would be used most by the community as a whole.

Maybe crosswalk lights, so people have to stop and let pedestrians cross. We've almost been hit many times trying to cross b/c people don't pay attention.

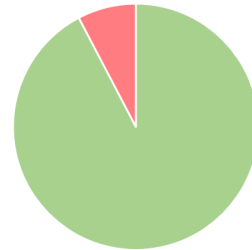
Lasher is a HUGE problem. -A speed sign for going UP Lasher St. -A ban on parking in the road. P.S. I'm shocked that in 20 years living here-no one has died on Lasher St. CHILDREN and others walk this road-and; people SPEED; ignore the stop sign at the bottom of the road. Also at the top left hand side of Lasher, people are starting to park ON the road itself!! This needs to STOP! Children walk this road!! PLEASE fix this issue!

Crosswalk lights to help people cross the street safely.

Streetlights along Lasher Dr.

cross walk lights

### When walking to the schools, would additional sidewalks and crosswalks improve your sense of safety?



13 respondents answered this question. Only 1 said no.

### Is there anything else you'd like to tell us? (This doesn't have to be about walking or sidewalks)

People drive a lot faster than 25mph when you try to cross the street on Hot Springs Alameda. I won't allow my kids to walk because of the fast traffic while trying to cross. Please weight heavily on this when deciding. Many of us here have children with disabilities. The blue path has the least amount of car traffic. Thank you so much for working to make our children safer. Greatly appreciate it!

If you're going to work on making this area safer for people to use, the sidewalk on Lasher is a great start. But it won't fix the issue we all encounter, which is the safety of the road and driveway. A driveway that's a blind corner, so no one can see anyone - especially children - walking until it's almost too late. And Lasher itself is busy right outside the driveway where the neighbors all park on the street, so it reduces the road to one lane frequently. Especially in the summer, which is the worst time as children are running up and down there, and families with strollers are trying to walk up. Fixing that issue would help greatly toward safety.

There definitely needs to be a crosswalk on Lasher St. I walk my son down that hill every day for other things and not just school and basically have to jump in a ditch b/c of speeding cars going up and down the road.

I feel the green one should be done, it is not safe to be walking down this route w/o a sidewalk. Blue and yellow are connected so why cant all 3 be done? In the end yellow/blue would connect.

The kids feel pretty safe

Lasher Dr needs to be a "no parking" street. It is pretty narrow 2 lane road and is quite often used for parking, by residents blocking lanes I would love Lasher to get a sidewalk so my grandson and daughter in law can be safe on their walks

The questionnaire had 3 ideas for routes and asked for help understanding which would be most used and appreciated.

**Yellow**- This route makes the most use of the existing sidewalk network and equally benefits children walking to the elementary and high schools. Improvements would start with the crosswalk at Hot Springs Alameda/Impala intersection, construct a new sidewalk along Impala Drive and View Point Drive, and connect back to Hot Springs Alameda via a new sidewalk along Willard Street.

**Blue**- This route most benefits children walking to the elementary school. Improvements would involve new sidewalks along View Point Drive, then a new sidewalk going south along Willard Street, changes to existing sidewalks on Roselawn, a new pathway between McKinley Street and School Street, and a new crosswalk to Stevenson Elementary.

**Green**- This route benefits children on their way to the elementary and all users headed downtown or to the park/fairgrounds. Improvements would involve new sidewalks along Lasher Street and Jefferson Street.



Compared to the other routes how much would you/your children use and appreciate the **GREEN** route?



13 respondents rated this route. The average rating was 3.7.

Compared to the other routes how much would you/your children use and appreciate the **YELLOW** route?



10 respondents rated this route. The average rating was 2.3.

Compared to the other routes how much would you/your children use and appreciate the **BLUE** route?



10 respondents rated this route. The average rating was 3.7.

Compared to the other routes how much would you/your children use and appreciate a totally different route than those above?



0 respondents identified another route.