

Option A-Policy to set minimum standard for all city-owned roads to be paved. Level of standard to be determined.								
6-year Street TIP 2023-2028	Phase	2023	2024	2025	2026	2027	2028	2023-2028
First Street	Design/Engineering Construction	800,000						- 800,000
Loop Road Storm, Grind and Inlay	Design/Engineering Construction	390,000						- 390,000
Iman Cemetery, Overlay	Design/Engineering Construction	65,000						- 65,000
Lasher to School St.-SRTS	Design/Engineering Construction	150,000	800,000					150,000 800,000
Chip seal McEvoy, Wisteria, Ridgecrest	Design/Engineering Construction	36,000						- 36,000
School Street Grind and Inlay	Design/Engineering Construction		- 440,000					- 440,000
Roselawn Ave Overlay	Design/Engineering Construction		165,000					- 165,000
Frank Johns Sidewalk (Loop-Second)	Design/Engineering Construction		25,000	50,000	400,000			75,000 400,000
Columbia Ave Realignment	Design/Engineering Construction			625,000	1,200,000			625,000 1,200,000
Bulldog-School-Kanaka Intersection	Design/Engineering Construction		5,000 45,000					5,000 45,000
W-SR-14 and Rock Creek Improvements	Design/Engineering Construction				100,000			100,000
East SR-14 Improvements-Low Phase	Design/Engineering Construction					50,000		50,000
West SR-14 Improvements-Low Phase	Design/Engineering Construction					50,000	340,000	50,000 340,000
Leavens Improvements	Design/Engineering Construction						225,000	- 225,000
Paving Gravel Roads:		50,000						50,000
Ash Alley	Design/Engineering Construction		95,000					- 95,000
Del Rey Avenue	Design/Engineering Construction						95,000	- 95,000
Gropper Park Loop	Design/Engineering Construction						95,000	- 95,000
H&H Avenue	Design/Engineering Construction						95,000	- 95,000
Holly Street	Design/Engineering Construction			95,000				- 95,000
Kanaka Creek Underpass	Design/Engineering Construction					100,000		- 100,000
Lakeview Road	Design/Engineering Construction	95,000						- 95,000
Maple Alameda	Design/Engineering Construction						95,000	- 95,000
Total Street CIP by Year		1,586,000	1,575,000	770,000	1,700,000	800,000	1,285,000	7,716,000
Total Grant Funds		1,354,700	1,398,500	588,125	1,504,500	605,500	801,950	6,253,275
Total City Funds		231,300	176,500	181,875	195,500	194,500	483,050	1,462,725



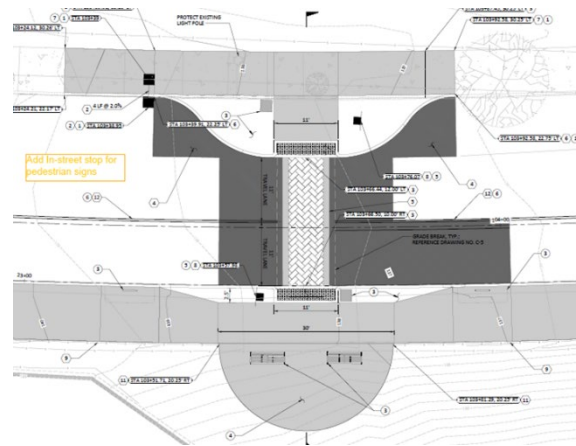
First Street Overlook

Description:

Project consists of crosswalk striping, vegetated curb extensions, new sidewalk, pedestrian overlook, path connecting to existing waterfront path and streetscaping.

The City spent \$166k on the design phase preparing for construction in 2021 when it was discovered WSDOT still owned the First Street right of way. This was paid for with partial grant funds and, due to the delay, the construction portion of those funds were lost. If the project is not constructed by January 1, 2030, those funds would need to be paid back (\$133k).

The City has applied for grant funds through the state (TIB) to construct the project in 2023. If that grant is not successful, we will apply to the original federal program (TAP) and construction would take place in 2024. More information on the project, the right of way issue and complete plans are on the city's website at <https://www.ci.stevenson.wa.us/publicworks/project/first-street-overlook>.



TIP Year: 2023 (const) **Project Type:** Improvement **Project Cost:** \$800k **Funding:** 100% Grant

Average Priority Score from Workshop: 1.2 (low)

Workshop Comment Summary:

- Concerned with number of people who would use this pathway.
- Narrowing streets can make it unsafe for folks to open their car doors. 2nd street as an example.
- Not great views looking down at RR and private backyards.
- Another place to send trail money.
- Like the traffic calming aspect
- What is the value add versus the cost of this project. Safety concern for vehicle pedestrian conflicts. Recommend passing or delaying for higher priority projects.
- Hold off. Low priority. Money better spent elsewhere.
- Overlook to nowhere. Scrap the plan. Waste of \$\$\$. Does not overlook anything the city should be proud of. Much better options for viewing. Traffic calming on the wrong side of road, should be eastbound.
- Traffic is fastest. Narrows road, extends sidewalk, traffic calming



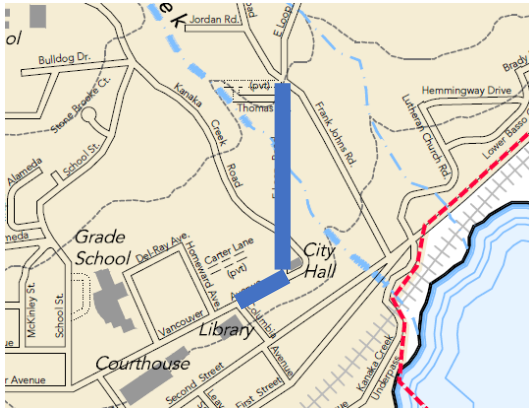
Loop Road Storm, Grind and Inlay

Description:

This project will repair the failing stormwater system (pictures below), grind and inlay the south-bound lane from the intersection with Columbia north to Frank Johns Road.

The sewer infrastructure extension will be completed this year (Main D Extension project).

Water infrastructure improvements to remove a section of AC pipe and address valve clusters will be completed prior to this project (2022 water infrastructure project).



TIP Year: 2023 (const) **Project Type:** Maintenance

Project Cost: \$390k

Funding: 95% Grant

Average Priority Score from Workshop: 3.1 (mid)

Comment Summary:

- Finish what's been started
- Finish recent work

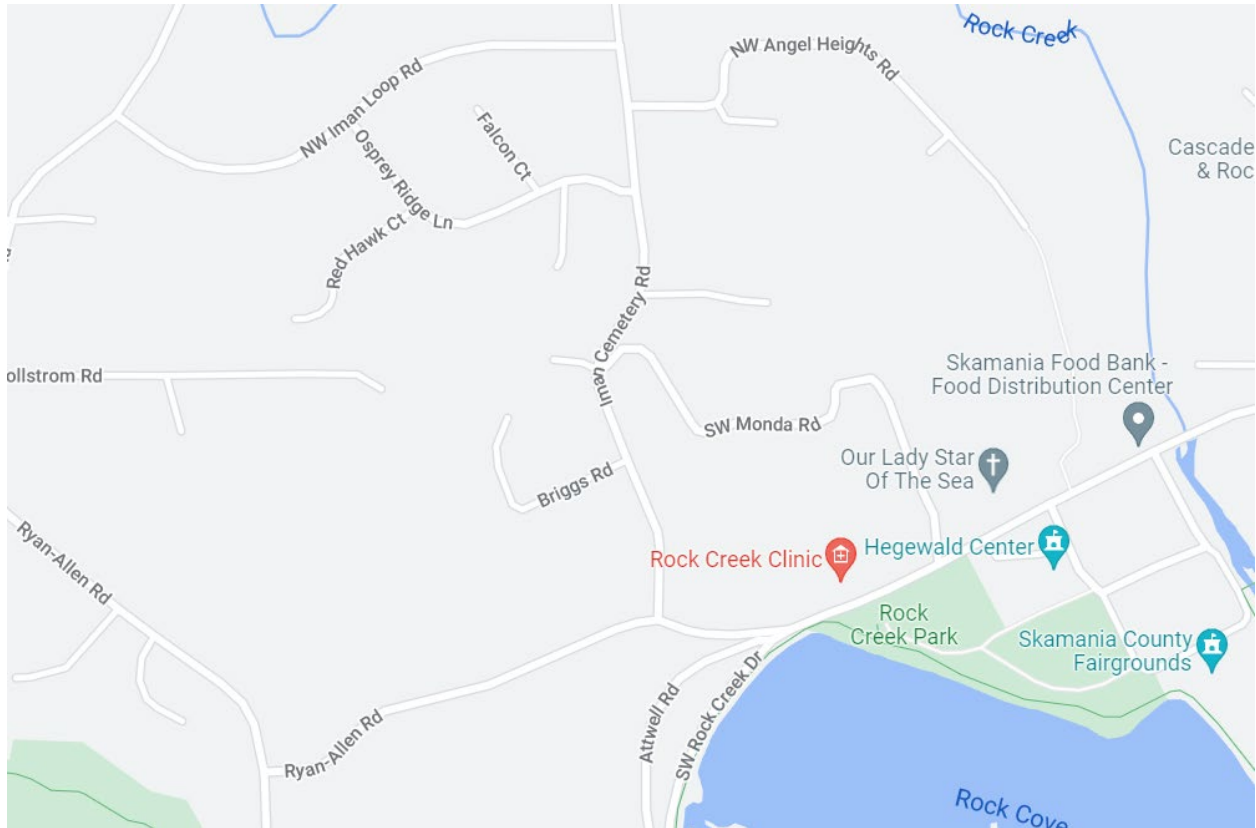


Iman Cemetery Overlay

Description:

This project is to do some minor leveling and overlay of Iman Cemetery Road from Ryan Allen to Osprey Ridge Lane. It was initially slated for 2022, however the County is unable to fit it in their schedule this year. This project will extend the life of the road until future improvements can be made.

Additional improvements will be included in the city's Capital Improvement Program, which extends past 6-years. This includes extension of the sewer collection system as indicated in the city's General Sewer Plan, stormwater improvements, and sidewalks.



TIP Year: 2023 (const) **Project Type:** Maintenance **Project Cost:** \$65k **Funding:** 95% Grant

Average Priority Score from Workshop: Not listed/Reconstruct 4 (mid-high)

Workshop Comment Summary:

- Consider adding Iman Cemetery Road - additional development, dump access. No longer a dead-end road. Should be reconstructed - stump was dug out recently. Concerned for safety of bus access. Serves over 100 residences, school bus 4 times/day through fare to Ryan Allen Road.



Lasher to School St - SRTS

Description:

This project adds a sidewalk to the north side of upper Lasher Street, and a crossing with flashing beacons at the intersection of School Street and the Stevenson Elementary School entrance. The application for a Safe Routes to School (SRTS) grant (\$800k limit for 100% grant) was submitted on June 6th and we expect to hear back on the project ranking by the end of the year. Grants are awarded in the summer of 2023.

Additional improvements will be included in funding applications for additional stormwater, street and sidewalk infrastructure for lower Lasher and the south side of Jefferson Avenue. These will be applied for after the SRTS grant is received.

Lasher Street to Stevenson Elementary (Phase 1) 2022 Concept-Level SRTS Grant Proposal Details



TIP Year: 2023-2024 (all) **Project Type:** Improvements **Project Cost:** \$950k **Funding:** 85% Grant

Average Priority Score from Workshop: 4.6 (high)

Workshop Comment Summary:

- Question/concerns about delineators getting ran over by new drivers.
- Gave high scores for kids and safety.
- Should be a high priority.
- Crosswalk at school entrance is the most important item in this TIP. Should be raised.
- 100% state funding
- Heavy traveled roads
- Recommend prioritizing this project.
- Yes, protect the children.
- Looks good! Coordinate with the school district on the option they want.

Additional Comments Received:

"I am writing to you about the proposed sidewalk along Lasher and Jefferson. First, let me thank you for communicating the plan with city residents using the postal mailer.



Lasher to School St - SRTS

I am a home owner and full time city resident on the corner of Jefferson and Lasher. I fully support the sidewalk proposal.

Along with providing safe walking for school children, many of us in the neighborhood walk these streets for exercise and would also benefit from sidewalk access.

As a city resident directly impacted by the proposal, I would like to know if the city would consider additional project requirements:

1. Garbage cans located along Lasher, Vancouver and Jefferson.
2. Plastic bag dispensers for dog owners to use to clean up after their dogs.
3. Speed bump along Lasher.

There is a lot of garbage along Lasher and at the intersection of Vancouver Ave and Lasher. I pick it up monthly. The garbage never stops.

There is also a tremendous amount of dog feces on the east side of Lasher between Vancouver and Jefferson. My neighbors have been picking this up as the feces finds it's way onto the road. With a new sidewalk, if current behavior persists, the sidewalk will be a mess.

And finally, Lasher is a bit of a speedway. Those of us who live next to or along Lasher are keenly aware of this. A speed bump similar to what exists on Rock Creek Dr at the intersection of Skamania Lodge would be very much appreciated.

Given the construction requirements to put in sidewalk, curb and gutter, new storm drains, etc., this is a perfect opportunity to address these other issues that are present in this area at little cost to the overall project, but big impact to those in the immediate vicinity."



Chip Seal McEvoy, Wisteria, Ridgecrest

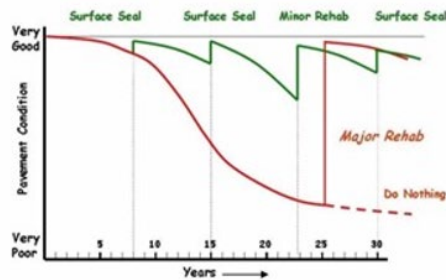
Description:

This chip seal project conditions and extends the life of the pavement on Ridgecrest Drive, Wisteria Way and McEvoy Lane. Maintaining the road is less costly than waiting until the road needs complete reconstruction.



Cost of Maintaining 1 Mile

$$\$28,000 + \$28,000 + \$700,000 + \$28,000 = \sim \$756,000 - \text{Proactive Approach}$$



~\$2,444,000
Opportunity Cost

~\$3,200,000 - Worst 1st Approach

StreetScan streetloix

TIP Year: 2023 (const) **Project Type:** Maintenance **Project Cost:** \$36k **Funding:** 95% Grant

Average Priority Score from Workshop: 2.5 (mid-low)

Workshop Comment Summary: None



School St. Grind and Inlay

Description:

This project will grind and inlay School Street from the intersection with Hot Springs Alameda north to Kanaka Creek Road.

Water infrastructure improvements to remove a section of AC pipe and address an area of multiple water leaks will be completed prior to this project (2023 planned water infrastructure project).

Additional waterline improvements along lower School Street are planned and that section of street, outside of the safe routes to school project, will be addressed later.



TIP Year: 2024 (const) **Project Type:** Maintenance **Project Cost:** \$440k **Funding:** 95% Grant

Average Priority Score from Workshop: 4.2 (high)

Comment Summary:

- Heavy traveled roads.



Roselawn Avenue Overlay

Description:

This project will overlay Roselawn Avenue from the intersection with Willard Street east to McKinley Street.

Additional stormwater and sidewalk improvements are planned and will be addressed later.



TIP Year: 2024 (const) **Project Type:** Maintenance **Project Cost:** \$165k **Funding:** 95% Grant

Average Priority Score from Workshop: 2.4 (mid-low)

Comment Summary: None.

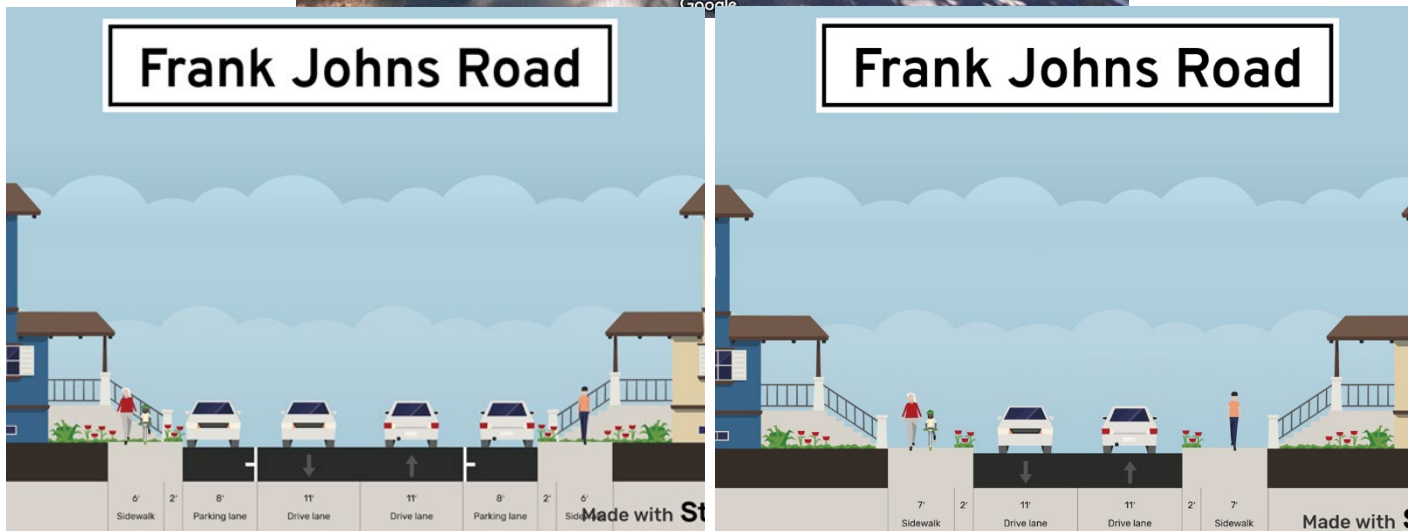


Frank Johns Sidewalk

Description:

The city is working with residents along lower Frank Johns Road to improve pedestrian accessibility. This project was identified as early as 2006 and traffic has continued to increase along this corridor.

Concepts are currently being evaluated, engineering is proposed to start in 2024, and construction estimated to break ground in 2026. This project will include water system improvements, identified as a need in the 2017 water system plan update.



TIP Year: 2024-6 (all) **Project Type:** Improvement **Project Cost:** \$475k **Funding:** 95% Grant

Average Priority Score from Workshop: 3.7 (mid-high)

Workshop Comment Summary:

- Move this up in priority. Bump above any changes to Kanaka Underpass. Start sooner.
- Yes, lower priority. Fix bigger safety issues first.
- Move this in priority and start sooner.

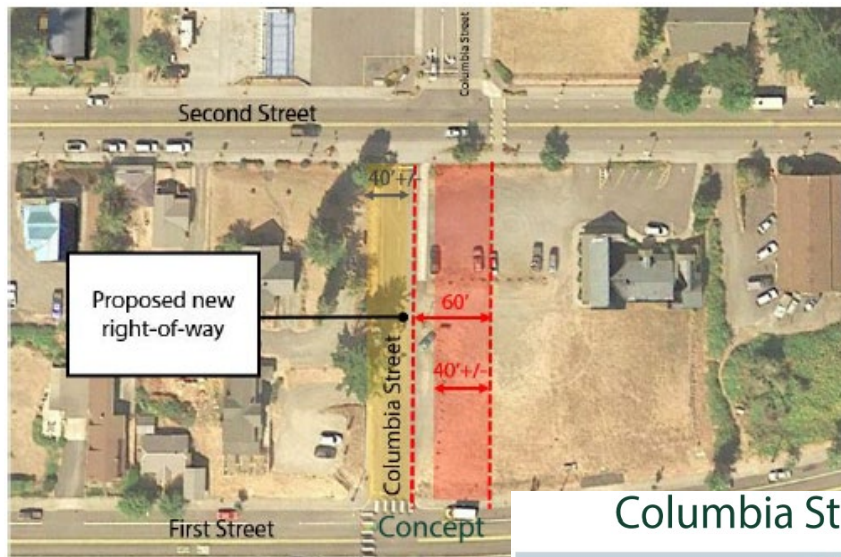


Columbia Realignment

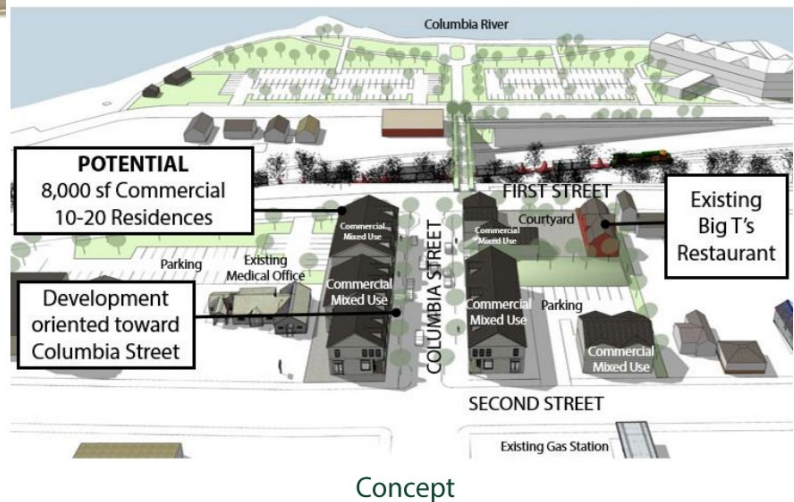
Description:

This project consists of a 2-lane asphalt roadway flanked by unconnected sections of sidewalk. Improvement of this corridor is intended as a catalyst project as outlined in the 2019 Downtown Plan. More information on this project can be found on the city website at <https://www.ci.stevenson.wa.us/planning/project/columbia-realignment>.

The project is currently in the feasibility stage through a \$200k grant with the Department of Ecology.



Columbia Street Catalyst Project



TIP Year: 2025-7 (all) **Project Type:** Improvement **Project Cost:** \$1.8M **Funding:** 85% Grant

Average Priority Score from Workshop: 2.6 (mid-low)

Workshop Comment Summary:

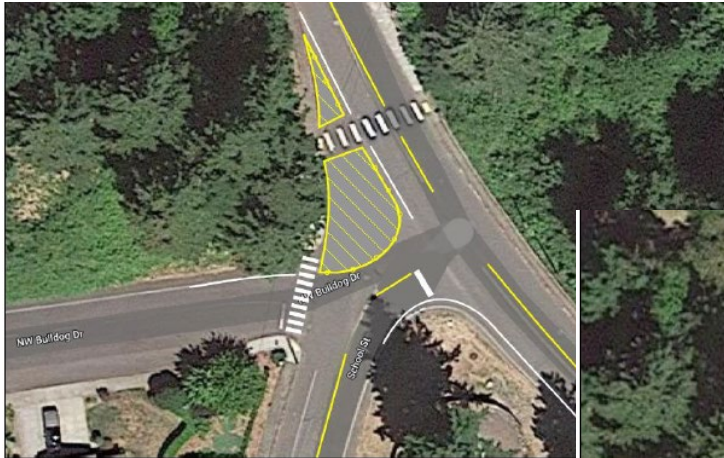
- Can help with safety and overall vision.
- Close road to create parking. Dog park in open area versus moving road.
- Yes, high priority, dangerous intersection.



Bulldog-School-Kanaka Intersection

Description:

Revises the intersection of Kanaka Creek Drive at School Street and Bulldog Drive by extending the northwest corner using striping and flexible post delineators (\$20k option in yellow stripes) or in concrete and adding a pedestrian crossing median island (\$50k option in solid red).



TIP Year: 2024(all)

Project Type: Improvement

Project Cost: \$50k

Funding: 100% City

Average Priority Score from Workshop: 3.7 (mid-high)

Workshop Comment Summary:

- Need to plan for permanent solution-\$50k not short term for \$20k
- Safety for young drivers.
- \$50k option
- Like more permanent \$50k
- Agree
- Yes, lower priority
- Slowing down cars at that intersection is a good idea. Bus barn is on Bulldog-what do bus drivers think? Not sure about median.



W-SR-14 and Rock Creek Improvements

Description:

Construct an eastbound acceleration lane on SR-14 (left photo below) or construct a westbound right-turn deceleration lane on SR-14 at Rock Creek Drive (right photo below).



TIP Year: 2026-7(all) **Project Type:** Improvement **Project Cost:** \$700k **Funding:** 95% Grant

Average Priority Score from Workshop: 2.5 (mid-low)

Workshop Comment Summary:

- Not convinced acceleration lanes or other improvements would be appropriate for the issues/accidents. Seems like there should be plenty of sight distance. Adding signage and using lower MPH to control.
- Accel lane seems too long.
- Lane should be turning to allow folks to turn at Rock Creek - center turn lane.
- Adequate signage prior to the Rock Creek turn for the Lodge/Interpretive Center/Fair - industrial looking.
- Unless shorter rt turn lane only, west bound
- West bound
- Do the alternate plan-veggie & sign
- Acceleration lane westbound-good! Westbound turn lane onto Rock Creek-Good! Eastbound acceleration lane not needed.
- Westbound
- Longish right turn lane
- Agree with this proposal [right turn lane]-wouldn't this be Wash DOT?
- Low priority, outside of town?
- Why would this be a city project? Good idea.



East SR-14 Improvements-Low Phase

Description:

Relocate retaining wall 8 to 10 ft north of current location and regrade and landscape the property adjacent to the sidewalk to improve sight lines. Add a 1 to 2 ft wide ribbon median with post delineators in the gore between SR-14 and First Street to prevent the illegal northbound left-turn movements from SW Cascade Avenue/Kanaka Creek Underpass.



TIP Year: 2027-8(all) **Project Type:** Improvement **Project Cost:** \$390k **Funding:** 95% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Westbound turn lane
- Focus on roundabout
- Agree-move above Kanaka project. Start sooner
- Wash DOT?
- Yes, dangerous intersection. No good sidewalks.
- I like moving the sidewalk.



West SR-14 Improvements-Low Phase

Description:

Convert to 3-lane cross-section on SR-14 (Second Street) between First Street and SW Rock Creek Drive. This project is expected to be a combination of roadway widening and restriping. Adding the center lane would provide the opportunity to include a median island refuge at the crosswalk east of SW Rock Creek Drive.



TIP Year: 2027-8(all) **Project Type:** Improvement **Project Cost:** \$390k **Funding:** 95% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Do need some help with this intersection
- ?

Additional Comments Received:

“Concerning the intersection on West End.

I drive that every day, turning from Rock Creek Dr onto SR-14 going East.

Rarely do I have a car in front of me and never is it an issue turning cross traffic and heading east.

So I wonder, why are we proposing a major road construction effort to build a round about?

Does a road engineer think is a fun thing to do?

Do have Taxpayer money we don't know what to do with?

Because it “might” be a problem 20 years from now?

I'm all for improving this wonderful city but let us put or funds towards projects that would make Stevenson a better place, not projects that are disruptive and solve a problem we don't have. We can always improve the intersection if and when it becomes a bottle neck.”



Leavens Overlay

Description:

Leavens Street between First and Second will need leveling, grind and inlay to improve the road surface conditions. Sidewalk and stormwater improvements are also needed. Prior to this work, water/sewer utilities will need to be assessed to support current and potential development and utilities may need to be relocated underground. The plan is to match mid and lower Russell Avenue when completed.



TIP Year: 2028(all) **Project Type:** Improvement **Project Cost:** \$225k **Funding:** 95% Grant

Average Priority Score from Workshop: 3.6 (mid)

Workshop Comment Summary:

- Important to maintain
- Low priority
- Improving downtown streets and alleys should be a high priority.



Paving Gravel Roads

Description:

Option A: Maintains the goal to improve the safety and provide a minimum level of service standard for all city streets, focusing on gravel roads.

- The city's 1972 Austin Grader has been excised as it has exceeded its useful life with a cracked engine and brake failure. Replacement cost and frequency of use were factors in the decision to remove it from the fleet without immediate plans in the equipment management plan for replacement. Any future grading will require a private contract or be included with the other maintenance requests to Skamania County. Road condition improvement and maintenance request for remaining gravel streets, moving forward, will take more time to address, due to the reliance on others for support.
- This option addresses absent or failing infrastructure and will provide all city residents with a minimum level of service.
- To advance this goal, the proposed project for 2023 begins transitioning the eight currently gravel roads by evaluation, designing to a minimum standard, and producing cost estimates for each road.
- The first road proposed to be paved is Lakeview, followed by Ash Alley (downtown core), Holly Street (requested by Cemetery District) and the Kanaka Underpass (to address ongoing maintenance concerns). The remaining streets are to be constructed in later years of this TIP.
- Maintaining all eight currently gravel roads on the TIP allows the city to acquire additional right of way as part of a short plat (SMC 16.02.210(A)), if necessary.

Option B: Does not further the city goal of identifying and progressing a minimum safety and operational standard for currently owned city streets.

- Streets listed for improvement have only been requested by neighboring property owners or users. The timing of design and construction of improvements remain the same as Option A.
 - Ash Alley
 - Holly Street
 - Kanaka Creek Underpass
 - Lakeview Road

TIP Year: 2023-8 (all) **Project Type:** Improvement **Project Cost:** \$815k(all) **Funding:** 100% City

Average Priority Score from Workshop: Scored by individual projects.

Workshop Comment Summary:

- Start downtown. Move outwards.
- Prioritize on residences and safety.
- Set aside budget for this project as a whole. Figure out priorities as infrastructure needs develop.
- Consider public benefit.
- Consider how to develop the policy to complete this project. Keep it open enough to address specific situations.
- Move Forward
- High Priority
- Low Priority
- Yes. Start downtown and move outward as time and \$ allow.



Paving Gravel Roads

Ash Alley (between Russell and Seymore) (.08 miles)

Currently there are multiple infill commercial developments proposed between First and Second street. As part of these projects, we anticipate public infrastructure improvements will be required. By combining improvements into one contract or a series of contracts within a short timeframe, we take advantage of potential cost savings as well as consistent aging of the infrastructure. Ash Alley is a secondary access for 6 residences as well as multiple commercial properties. It is tied for second longest section of unpaved roadway in the city, 0.08 miles. A stormwater catchment basin concern has been recently corrected and the urgency to address this alley is lessened.



Upper Left-Ash Alley at Seymore intersection looking east.

Above-Mid-Ash Alley looking west.

Lower Left-Ash Alley looking east at intersection with Russell.

TIP Year: 2024 (const) **Project Type:** Improvement

Project Cost: \$95k

Funding: 100% City

Average Priority Score from Workshop: 3.4 (mid)

Workshop Comment Summary:

- Near downtown and government buildings
- Downtown/near government offices
- Business activity increase



Paving Gravel Roads

Del Rey (.02 miles)

This section of Del Rey serves two developed properties and provides access to multiple undeveloped properties.



Above – Del Rey (east) looking west



Above – Del Rey (west) looking west

TIP Year: 2028 (const) **Project Type:** Improvement **Project Cost:** \$95k **Funding:** 100% City

Average Priority Score from Workshop: 1.1 (low)

Workshop Comment Summary:

- Not convinced this is a good use of City resources. Landowners on either end do not want this paved.
- Traffic engineer wrote a memo/report on this street. People may think this is a through street and it is not. GPS thinks it is a street and sends people down it.
- Residents do not want a road there.
- No one seems to want this road paved
- Residents don't want it paved
- Unless property is developed

Additional Comments Received:

Written comments have been received from four individuals, owning two lots abutting Del Ray, opposing paving the road, and a verbal comment was received from an additional property owner adjacent to the road opposing paving the road. The written comments are included in the packet as well as their engineer's report on the matter.



Paving Gravel Roads

Gropper Park Loop (.08 miles)

This road provides access to two residential properties, and surrounds Gropper Park. The photos below were taken before the sidewalks were installed along Gropper.



TIP Year: 2028 (const) **Project Type:** Improvement **Project Cost:** \$95k **Funding:** 100% City

Average Priority Score from Workshop: 2.3 (mid-low)

Workshop Comment Summary:

- 2nd most residents
- Property access only



Paving Gravel Roads

H&H Avenue (.05 miles)

H&H Avenue serves 1 developed property and multiple undeveloped properties.



TIP Year: 2028 (const) **Project Type:** Improvement **Project Cost:** \$95k **Funding:** 100% City

Average Priority Score from Workshop: 1.8 (low)

Workshop Comment Summary:

- Less Residents
- Single residence at this time

Additional Comments Received:

"I've mentioned it before, but in case I don't get to the meeting, I prefer not to have H H Ave. paved, although I'm only one voice for the street."



Paving Gravel Roads

Holly Street (.05 miles)

Holly Street is the access to Iman Cemetery. There are undeveloped lots on the east side of the street which may have alternative access on H&H Avenue when developed.



TIP Year: 2025 (const) **Project Type:** Improvement **Project Cost:** \$95k **Funding:** 100% City

Average Priority Score from Workshop: 1.8 (low)

Workshop Comment Summary:

- Less Residents
- Single lane-existing chip seal

Additional Comments Received:

“The Cemetery District is in favor of Holly Street being paved, preferably two lanes wide to accommodate public access to the Iman Cemetery as well as the adjoining lots.”



Paving Gravel Roads

Lakeview Road (.05 miles)

Lakeview Road provides primary access for 5 residences. Paving this currently unpaved City roadway would be the most impactful for residents on unpaved roadways.



TIP Year: 2023 (const) **Project Type:** Improvement

Project Cost: \$95k

Funding: 100% City

Average Priority Score from Workshop: 3.5 (mid)

Workshop Comment Summary:

- Have more developed properties
- Most residents, most concerned



Paving Gravel Roads

Maple Alameda (.08 miles)

There are multiple reasons Maple Alameda should be considered priority in the 6 year TIP. Tied for second longest section of unpaved roadway, at 0.08 miles, Maple Alameda is a primary access (currently) for 3 residences. It is also a secondary access for 2 residences. There are multiple buildable lots for which Maple Alameda is the primary access and property owners have indicated a desire for development. Lastly, the Catholic Church reservoir is one of the City's water reservoirs. Adequate access should be provided for this valuable and critical public asset.



TIP Year: 2028 (const) **Project Type:** Improvement **Project Cost:** \$95k **Funding:** 100% City

Average Priority Score from Workshop: 2.9 (mid)

Workshop Comment Summary:

- Have more properties (developed)
- 2nd most residents



Paving Gravel Roads

Kanaka Creek Underpass (.15 miles)

The longest of the City’s gravel streets (at double the length of the next longest) is 0.15 miles. Roadway surface condition was also evaluated (compared to others) and existing geometry, as it relates to safety. The street that rose to the top as a priority for improvement was Kanaka Creek underpass (aka Cascade Avenue).

The feasibility of reconstruction and realignment of Cascade Avenue to current city standards is being evaluated, however, given the other stakeholders (BNSF and environmental regulators), both planning and construction would take considerable time and expense.

Geometric deficiencies:

- Width (12 ft vs. 22 ft)
- Radius (25 ft vs. 165 ft)
- Sight Distance (210 ft req)

Current Safety Concerns:

- Pedestrian/vehicle conflicts
- Vehicle/vehicle conflicts
- Vehicle/EMS conflicts



TIP Year: 2027 (const) **Project Type:** Improvement **Project Cost:** \$100k **Funding:** 100% City

Average Priority Score from Workshop: 4 (mid-high)

Workshop Comment Summary:

- Safety
- Needs maintenance & potholes fixed. Because of access issue should be high priority to get drivable by all vehicles.
- Safety for residents and workers to get out if railroad crossing is blocked.
- Pave only no rebuild required

Additional Comments Received:

A petition was submitted to the city and as of 6/14/22 the summarized results are on the next page. The detailed comments are included as part of the record.



Paving Gravel Roads

SUMMARY

Total Commenters	148
Total Written Comments	114
Number of Comments saying "what" should happen to the road	36
Maintain/Repair	19
Grade	3
"Improve", generally	6
Mirrors at Underpass	2
Limit SR 14 Speed	2
Pave	1
Improve Underpass	2
Sign	1
Number of Comments saying "why" the road should remain open	71
Safety (including evacuation & first responders)	42
Evacuation Need	8
First Responder Access	7
Livability/Inconvenience	29



Other Projects-Not on TIP

Description:

These projects are identified and may appear as part of the city's Capital Improvement Program, further out than the 6-year TIP.

Chip seal (Major, Hillcrest, E. Loop Road)

TIP Year: Not Listed **Project Type:** Maintenance **Project Cost:** \$35k **Funding:** 95% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Traffic Justifies

Chip seal Vancouver (needs more)

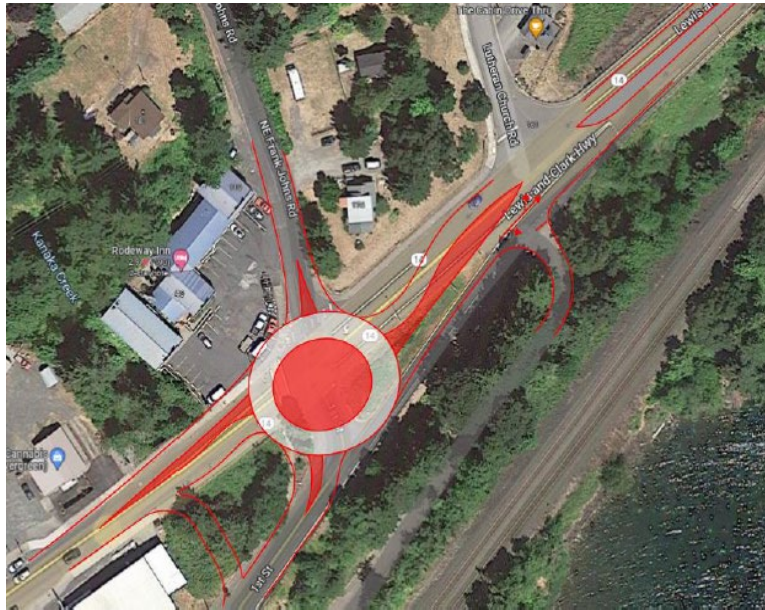
TIP Year: Not Listed **Project Type:** Maintenance **Project Cost:** \$45k **Funding:** 95% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Traffic Justifies

East End SR-14 Roundabout



TIP Year: Not Listed

Project Type: Improvement

Project Cost: \$4.2M

Funding: 85% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Traffic Justifies
- Like roundabouts! Needs more engineering. Agree with slowing traffic. Also Wash DOT. Creates safety issue to turn left on Lutheran Church Road over what exists today. Yes, like this. Many new homes 71 in Chinidere

Mtn. Estates. Need traffic control. How do people turn on Lutheran Church Road?

El Paso Road Reconstruction

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** Unknown **Funding:** 100% City

Average Priority Score from Workshop: 2 (mid-low)

Workshop Comment Summary: None



Other Projects-Not on TIP

Foster Creek Road (acquire additional ROW)

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** Unknown **Funding:** 100% City

Average Priority Score from Workshop: 4 (mid-high)

Workshop Comment Summary: None.

Iman Loop-Iman Cemetery Sidewalk

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$75k **Funding:** 95% Grant

Average Priority Score from Workshop: 1 (low)

Workshop Comment Summary:

- Property is about to change hands
-

Monda Road (straighten out intersection with Iman Cemetery Road)

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$200k **Funding:** 95% Grant

Average Priority Score from Workshop: 4 (mid-high)

Workshop Comment Summary:

- Reconstruction to be at same time of Iman Cemetery Road reconstruction
-

Rock Creek Bridge Replacement

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$8.2M **Funding:** 95% Grant

Average Priority Score from Workshop: None

Workshop Comment Summary:

- Important to protect infrastructure under the bridge
-

Roosevelt Street Overlay

TIP Year: Not Listed **Project Type:** Maintenance **Project Cost:** \$670k **Funding:** 100% City

Average Priority Score from Workshop: None

Workshop Comment Summary: None.

Russell Avenue Phase 2 (Vancouver-Second)

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$400k **Funding:** 85% Grant

Average Priority Score from Workshop: 1

Workshop Comment Summary: None.



Other Projects-Not on TIP

Overall Stormwater System Repair/Upgrade

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$500k **Funding:** 95% Grant

Average Priority Score from Workshop: 4 (mid-high)

Workshop Comment Summary:

- Should include manhole leveling with pavement

Vancouver Sidewalk – East End (Columbia to City Hall)

TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$125k **Funding:** 95% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary: None.

West End Roundabout



TIP Year: Not Listed **Project Type:** Improvement **Project Cost:** \$2.5M **Funding:** 85% Grant

Average Priority Score from Workshop: 3 (mid)

Workshop Comment Summary:

- Like roundabouts! Good to consider slowing traffic, however wouldn't this be Wash DOT? Do East side first. Ok.