

Downtown Revitalization, Safety & Congestion Improvements, SR-14 – Bingen

Project Description

Location

City of Bingen

SR-14 MP 65.09 to MP 66.84

Purpose & Need

The purpose of this project was to reduce traffic congestion through this section of SR-14, which improved safety and traffic flow (mobility). The city of Bingen needed economic revitalization of the downtown corridor, and anticipated that their efforts to improve the transportation system would result in improved economic vitality.

Context

This project is rural in nature with business and residential land use. On-street parking is present. The town has a posted speed of 40 mph just preceding the city, with speeds lowering to between 25-35 mph through the city. This location has the potential for additional new development. The project is also environmentally sensitive because of the Columbia River. There are sidewalks present in the central part of town and shoulders exist for use by bicyclists. The corridor experiences high levels of freight traffic.

Initial Design Concept

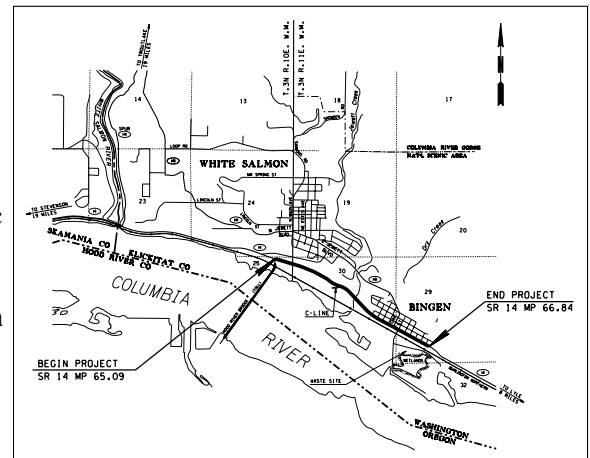
To relieve congestion and improve safety and mobility, it was envisioned that the westerly portion of this project would provide two through lanes, a two-way left-turn lane, and shoulders with curbs and a sidewalk on the south side from MP 65.12 to MP 66.17. The north side is curbed to separate the off-site water from the roadway drainage, with a ditch section behind the curbing from MP 65.12 to MP 66.17. A new sidewalk will be installed on the north side from MP 65.93 to MP 66.17.

The easterly portion of this project is from Willow Street to Vine Street (MP 66.17 to MP 66.84). This portion of the project, which is within downtown Bingen, proposes to rebuild the roadway to meet the recommendations set forth in Bingen's "Downtown Revitalization Plan." The wide sidewalks will be rebuilt with bulbouts, new drainage will be installed, and the roadway will be overlaid with asphalt concrete pavement. New streetscapes will be installed along with decorative lighting to enhance the downtown corridor. A sidewalk will be constructed from MP 66.47 to 66.76 on the north side.

Challenges

The scope of the project was modified to include the downtown revitalization project, which affected the project's delivery schedule. The city requested a downtown roadway cross section consisting of a two-lane roadway with narrow shoulders and diagonal parking on both sides of the road. This resulted in a need to acquire additional right of way.

Exhibit 1 – Project Vicinity Map



Challenges

- Designing the project to help revitalize the downtown
- Not enough room to widen roadway
- Location and number of diagonal parking on both sides of road in downtown section

Funding

Funding for this project came from an assortment of federal and state grants, local agencies, and Klickitat County. The Washington Department of Transportation's (WSDOT's) contribution to the construction phase of this project was about \$392,000. The City was able to obtain two revitalization grants for the project in addition to other federal funding and state funding, for a total of about \$7.8 million. The overall project budget is about \$8.2 million.

Schedule

Construction was completed in August 2004.

Process

Exhibit 2 –Parking, Sidewalk, and Illumination improvements



Public Participation

The city of Bingen developed a conceptual vision of the “Downtown Revitalization Plan.” Open houses were then held to illustrate the proposed downtown corridor and to develop a comprehensive plan for the community.

Key stakeholders contributed to planning this project, including WSDOT, the cities of Bingen and White Salmon, local businesses, and residents.

Results

Design /Construction Considerations

Solutions

- Shoulders widened to 6 feet
- Left-turn lanes and right-turn pockets added to facilitate traffic movement through town
- Street trees and planting strips added in the downtown area
- Pedestrian bulb-outs and wider-than-standard sidewalks installed through the downtown corridor to encourage pedestrian activity
- Utilities placed underground through the town's core area
- Concrete pavers, street furniture, and special light standards added to improve the aesthetic qualities of the downtown corridor

The purpose of the WSDOT project was to improve mobility and safety within the SR-14 corridor from Dock Grade to Willow Street. The city of Bingen initiated discussion with WSDOT on how to include the downtown revitalization as a portion of the corridor project. The discussions and the results of subsequent efforts to secure funding led to the extension of the SR-14 project from Hood River Bridge to Vine Street.

As plans for SR-14 from Hood River Bridge to Vine Street were developed by WSDOT (the city of Bingen had WSDOT as contract administrator), the city provided for public review that included the Bingen City Council. During the design phase, the project team recommended that WSDOT be involved in the community visioning process. This enabled the design team to clearly understand and put forth the community vision, while maintaining WSDOT *Design Manual* guidelines.

One of the major issues during the construction phase was utility relocation. Utilities relocated were overhead power, telephone, cable, and gas and water lines. Undocumented underground utilities such as fiber optic conduits, sanitary sewer and water lines were found. The roadway sections, drainage, and utilities were modified to accommodate changed conditions.