

CHAIRMAN:
Mark R. Stedman, County Commissioner
Lincoln County
P.O. Box 28
Davenport, WA 99122
(509) 725-3031

LEAD AGENCY:
Lincoln County
Department of Public Works
27234 SR25 N
Davenport, WA 99122
(509) 725-7041

QUADCO RTPO
Quad County
Regional Transportation Planning Organization

**SFY 2017
Surface Transportation Block Grant (STBG) Set-Aside Program
APPLICATION**

Applications are due: October 7th, 2016 – 4:00 p.m.

To be at LEAD AGENCY (not postmarked). Applications can be submitted by single signed hard copy by mail, OR signed copy (signature in colored ink) scanned in PDF format and submitted by email to:

pnollmeyer@co.lincoln.wa.us

**Applications must be signed by appropriate agency representatives
(NO faxed copies shall be accepted)**

Basic Information:

Project Title Davenport Sports Complex Recreational Trail Phase 2

Location City of Davenport, Washington

Lead Agency City of Davenport, Washington

Contact Person Steve Goemmel, City Administrator
(Name) (Title)

Phone: 509-725-4352

Email: sjgoemmel@centurytel.net

Address P.O. Box 26
Davenport, Washington, 99122
(City) (State) (Zip Code)

Does sponsoring agency have "Certification Acceptance: status from WSDOT?"

Yes No

If No, state which agency will serve as your CA sponsor and please fill-out CA confirmation form.

CA Sponsor: Lincoln County

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Cost Estimate and Funding Sources:

<i>Funding Source</i>	<i>Amount</i>
STBG Set-Aside (Funds Requested	\$176,633
Match (13.5% required)	\$27,567
Other	
In-Kind	
TOTAL	\$204,200

Type of STBG Set-Aside Project:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation right-of-way.
- Archaeological activities relating to impacts for implementation of transportation projects eligible under this title.
- Environmental mitigation activity related to highway construction due to highway runoff.
- Eligible project under the Recreational Trails Program, Safe Routes to School Program, and within the right-of-way of former interstate routes.

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Total Project Description:

Explain the nature of the **entire project**. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc. Identify if this is part of a larger project. Include drawings as required to explain the project. **AND Attach a detailed 8 1/2" x 11" vicinity map)**

This project will be the continuation of the trail work that has already been completed to serve the Davenport Sports Complex with a recreational trail. This project will complete an ADA compliant 10 foot wide pedestrian pathway around the Davenport Sports Complex located just northeast of the City and down to Highway 2. A previous pathway project has been constructed in Davenport that starts at Lincoln Street and McInnis Road and follows McInnis north to the Sports Complex. The City would like to complete a fully looped pathway that loops around the complex and down through City property and out to Highway 25 which is the planned Phase 1 of the project. This phase of the project would finish the loop by constructing the path south along Highway 25 down to Highway 2.

1. Alternative Travel Modes (10 points):

Describe how the project encourages the use of alternative travel modes. Identify what types of alternative travel modes will be encouraged. Include estimates of how much this will be used by primary and alternative modes of transportation.

The project location was chosen primarily to focus on the use of alternative travel modes both for fitness/recreation and for safe access to the City's Sports Complex. The proposed trail provides both a destination based trail system as well as a looped trail for continuous usage. The trail leads to a destination and extends those improvements into a looped system instead of a one-way trail system. The destination of the trail, the sports complex, provides people with a way to access the fields in lieu of driving. People can walk or bike to the fields for various events. The looped system also promotes use by creating a nearly 1.5 mile looped section for people to use without having to stop for traffic or street crossings. Davenport is a moderately sized community and the residential neighborhoods are quite dense with very few longer stretches of ADA compliant sidewalks thus making it difficult for those individuals requiring the use of mobility aid, as well as bikers, joggers, and parents with small children to enjoy an outing outside of the hustle and bustle of town.

School athletes will also use the trail as a means to travel to the sports complex for practices and games as no school bus service is utilized to serve the sports complex.

100% of this project will be used with alternative modes of transportation.

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2. Economic Revitalization and Tourism (20 points):

Describe how this project promotes economic revitalization. Provide estimates of the specific economic revitalization this enhancement will provide, including your justification or rationalization of the estimates. Explain how this project enhances tourism in your community, what kind of impact does it have on tourism and how does it benefit the community.

Each year, Davenport hosts a Pioneer Days Festival which is a large community and tourism event for the City. During the festival weekend, there are numerous events that take place at the Sports Complex including disc golf, baseball games and races. Many tourists and residents will be able to access this area without having to drive due to limited parking at the fields. The City also has plans to expand the complex which can make Davenport a host for larger baseball, softball and little league tournaments which will bring hundreds of people to the City on multiple weekdays and weekends during the spring and summer months. The City also has fireworks at the Complex on the fourth of July which is a major draw for residents and people outside the community. The trail system provides an alternative method of accessing the events without the need for motorized vehicles. A designated looped pedestrian pathway from two separate areas of the town will accommodate the tourists staying in town for the festival as well as weekend ballplayers and their families.

3. Public Benefit and Regional Importance (15 points):

Describe how the population of the geographic area expects to use, benefit, or be served by the project. Explain how the project will improve the public travel experience and provide travel options. Describe the regional importance of the project and whether it enhances connections to regional, statewide systems, or scenic highway.

Benefits to the city's population include both the use of the pathway for fitness/recreational purposes due to its width and location and as a means to access the Sports Complex. People who require mobility aid who cannot drive and who live on the east side of town will have a safe route to the Sports Complex to watch and participate sporting events.

State Highway 25 is one main highway that runs into Highway 2. In conjunction with previous phases of this project, the pathway will have a connection at Highway 2 which is the main thoroughfare in the City. When travelers see the new improvements, it will inspire a positive image of town which in turn can inspire a positive image of the region.

Lunch-time and evening walkers use the existing trail until it ends and then they are observed continuing their walk along the sewer lagoon roads to extend their activity. The looped trail will discourage the use of the sewer lagoon roads which can be a potential health hazard.

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4. Safety (10 points):

Describe how the project improves public safety for transportation system users. For example, does the project address a specific safety issue, or does it address pedestrian or bike safety? How will it either reduce crashes or reduce the potential for future crashes?

This project improves public safety along Highway 25. The pathway will keep all persons using alternative modes of transportation off of the Highway which will be safer for both the pedestrians and for the automobile users. The pathway is also planned to be 10 feet wide and will include 2 foot gravel shoulders on either side which will easily facilitate two way bike traffic as well as any other non-motorized transportation, pedestrian, and persons requiring mobility aid. The Path will also be separated from the roadway to provide buffer area between cars and pedestrians.

5. Connectivity (10 points):

Describe how this project enhances connections or existing facilities. (i.e. trail/path connections). Please provide a drawing and description of existing facilities, and how this enhancement completes the connection.

This project, in conjuncture with previous phases, will complete a nearly 1.5 mile looped recreational pathway that connects a residential area (Lincoln and McInnis) on the northwest side of the City with a commercial area (Highway 2). The existing pathway parallels McGinnis Road and ends in a dead end at Highway 25. The proposed pathway will create a loop around the ballfields and parallel SR25 along the newly established Business Park currently under construction. The end product will be a looped, separated trail all the way back to highway 2. The pathway will mostly be used for fitness/recreational purposes, however some individuals may use it as a safe ADA compliant access the Sports Complex and the east side of the commercial zone.

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6. Environmental Enhancement (10 points):

Describe the project's ability to preserve and enhance significant natural and cultural resources.

The pathway will provide pedestrians safe access to non-residential areas of the City. Within just a few minutes of walking (or riding), pedestrians will be able to appreciate unobstructed views of the vast countryside that surrounds Davenport. There are many farms in the area that grow wheat, which is appreciated by many as a beautiful sight during both the summer and fall months. Bird watching is also an attraction just outside of the populated areas of town as any larger bird species hunt small vermin in small shrubby ground cover. Davenport is on the Great Washington State Birding Trail-Palouse to Pines Loop and is featured on published maps and literature. The planting of various trees in the sports complex has added to the diversity of the bird population in town.

A cultural resources survey was completed prior to construction of the sports complex in October of 2009 by Rain Shadow Research, Inc. to ensure that the proposed project would not impact any culturally sensitive areas or artifacts.

7. Regional Transportation Plan Support (5 points):

Describe how this project meets regional transportation plans, policies and goals. Specifically list where this project has been previously approved in regional or local plans, policies, or goals for this project type. Demonstrate the need of the project by providing previous conceptual project plan dates, previous funding requests, and/or planning programs that include the project.

QUADCO has recognized the need for pedestrian and bike facilities to encourage non-motorized travel. This project will encourage safe non-motorized travel and promote recreation for the City.

The City of Davenport's Comprehensive Plan states that "The community should encourage changes that promote livability, pedestrian orientation, protection of cultural resources and high quality design, and limit stress factors such as noise pollution and traffic congestion." The completion of this looped pathway meets one of the main goals that has been set forth in the City's Comprehensive Plan and meets many of the objectives within the Parks & Recreation Element of the plan. The plan's Parks & Recreation Element details the need for lower cost activities in the area such as walking and biking as well as the need for "Open Space Links" which is an objective to provide residents the opportunity for recreation within the natural environment.

Quadco sponsored a Trail/Path study in 2012 under their UPWP plan and Davenport was awarded \$16,500 for the completed plan. This route was designated as a Fitness/Recreational route in that plan. Excerpts from the plan are included including the map designation of the trail as well as the narrative description of the proposed trail.

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8. Project Readiness (10 points):

Does your project require property rights outside of your ownership on other agency or private land owner property? Yes No :If so, please describe. Note: Coordinate early in the scoping process. Attach letters of concurrence from affected agencies (i.e. WSDOT Local Programs, County, State, Federal, etc.) or private property owner(s). AND Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.) Does this application request sufficient funds that result in a complete and usable facility?

The City of Davenport will require the acquisition of a Right-of-Way for this project. The property acquisition will consist of a 14 foot wide Right-of-Way from the end of the path completed in phase 1 along Highway 25 to the terminus at Highway 2. The right-of-way necessary will be purchased from the Davenport Gun Club, who has willingly worked with the City in the past and is not anticipated to object to the right-of-way acquisition. It is not anticipated that R-O-W acquisition will cause time delays to the project based upon previous discussions with the Gun Club.

This project application does request sufficient funds that result in a usable facility, however, with Phase 1 of this project a fully looped connection of two areas of the City will be completed.

9. Local or Regional Support (10 points):

Demonstrate local or regional support of the project. (letters of support, previous public involvement and input, partnerships with private or public agencies)

During the Town's development and adoption of the Comprehensive Plan, local City Councilmembers as well as other community members and other local agencies were available to comment and provide input as to what they would like to see in the future development of the recreational elements within the City. One objective that was agreed upon that has been added to the Comprehensive plan is as follows:

OBJECTIVE A: Improve Community Character. The City will seek to improve the existing character of the community with projects that enhance an open and uncrowded ambiance in a safe environment.
Policy 1: The City will work to develop a system of pedestrian corridors and bicycle paths to encourage pedestrian orientation and discourage noise, pollution and traffic congestion.
Policy 2: The City will develop buffer areas and sidewalks along the pedestrian corridors to provide for pedestrian safety.

This project fully encompasses this objective that has been approved and voted on by the City and community members.

An excerpt from the Comprehensive Plan has been attached.

The trail also was identified in the Trail Study funded by QuadCo. The Trail Study was presented for public comment and solicited input from the community on the proposed trail system which the community wholeheartedly supported.

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Approval/Concurrence of Submitting /Lead Agency

This project has the approval/concurrence of the submitting agency and is consistent with the agency comprehensive plan. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY City of Davenport

DATE: 12-14-16

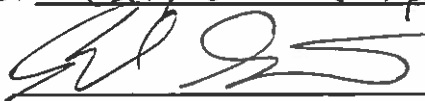
BY: 
(Mayor / Chairman/Responsible Party)

Approval of Receiving Agency that will operate and maintain

This project has the concurrence of the agency and this agency will provide ongoing maintenance and operations for the anticipated design life of the proposed project. Certification is hereby given that the information provided is accurate and all information is complete and included as part of the application.

AGENCY City of Davenport

DATE: 12-14-16

BY: 
(Mayor / Chairman)

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SURFACE TRANSPORTATION BLOCK GRANT (STBG) SET-ASIDE PROGRAM

Certification Acceptance (CA) Confirmation:

Certification Acceptance (CA) is a program in which the Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration on federal-aid projects. WSDOT has the option of further delegating this authority to qualified agencies. All federal-aid projects must be administered by a CA agency. Non-CA entities can apply for Surface Transportation Block Grant (STBG) Set-Aside funding, but they must have a CA agency sponsor the project. This sponsorship must be in place prior to applying for funds. All 39 counties in Washington State have CA status, as well as approximately 60 cities, and the six WSDOT region Local Programs offices.

Non-CA entities must have this sheet signed by the CA agency that will administer the proposed project. This signed confirmation must be included with all project proposals submitted by non-CA entities.

Non-CA Entity: City of Davenport

Project Title: Ballfields Pathway Phase 2

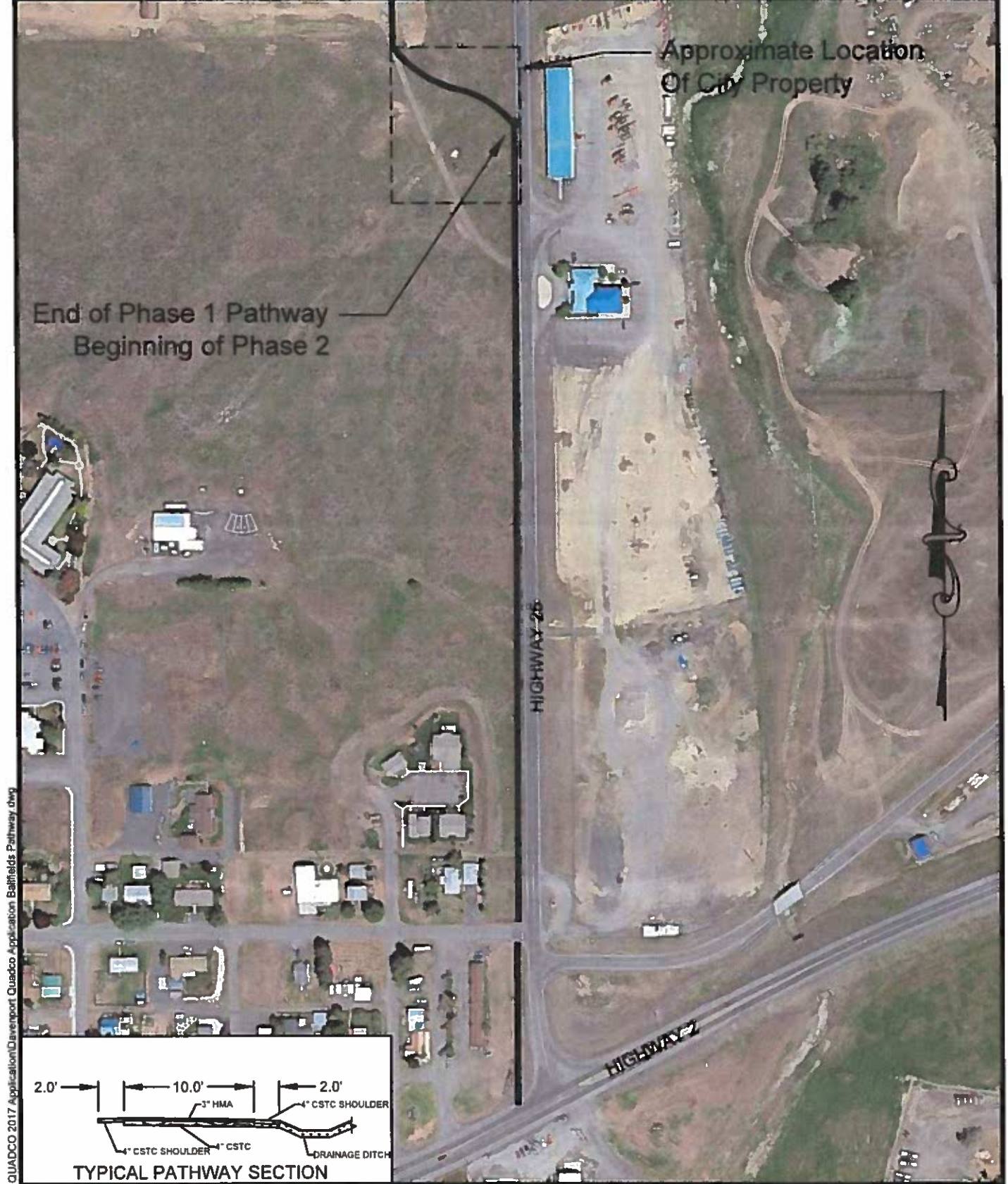
CA Agency: Lincoln County

CA Representative

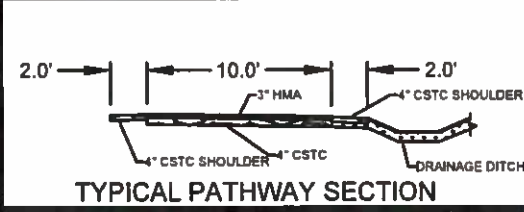
Signature: Richard T. Becker

Printed Name: RICHARD T. BECKER

Title: PUBLIC WORKS DIRECTOR



I:\LDD Projects\Davenport - QUADCO 2017 Application\Davenport Quadco Application\Balfields Pathway.dwg



DSGND BY: NDN	CHCKD BY:
DRWN BY: NDN	SCALE: 1" = 250'
PROJECT NO:	

CITY OF DAVENPORT
QUADCO APPLICATION VICINITY MAP
PHASE 2 SPORTS COMPLEX PATHWAY

	SPOKANE OFFICE 11701 E. MONTGOMERY DRIVE SPOKANE VALLEY, WA 99208 509.826.3910 509.826.3955 FAX
	DATE: 9/23/16
FIGURE: 1	

4 TRAIL AND PATH PLANNING

One of the main objectives in preparing this Community Path/Trail System study was to designate various pedestrian and bike routes that will encourage and promote use of the facilities as a viable mean of transportation and well as for health, wellness, and recreational benefits. The existing facilities inventory as described in Section 3 of this Plan was evaluated against the locations of the public and community facilities and amenities also described in Section 3. From this information, a three-tiered route system was created, including Primary Routes, Secondary Routes, and Fitness/Recreational Routes.

Primary Routes are considered major through walkways, similar to the designation of arterials for roadway systems, in that they are intended to provide more capacity and connect major destinations (such as the school to the Downtown Business Core). There are fewer Primary Routes, but they are intended to be well maintained, highly visible, and easily accessible. Secondary Routes are intended to extend access between the Primary Routes and other public and community amenities, and are similar in scale to collectors or local streets compared to roadway systems. They provide service for lower volumes of users but reach more areas. Fitness/Recreation Routes are intended to provide multimodal facilities that connect existing fitness or recreational facilities with longer looping distances. Exhibit 4 (EX 4) in Appendix A illustrates the various proposed routes.

4.1 Proposed Primary Routes

Primary Routes as proposed for this plan are shown on EX 4 in red. The following locations comprise the proposed Primary Routes:

- Morgan Street/Hwy 2- this Primary Route serves the Downtown Business Core; it extends from 3rd Street to 12th Street/Hwy 28; it connects to two Primary Routes, three Secondary Routes, and two Fitness/Recreational Routes
- 12th Street /Hwy 28- this route serves the Southwest Industrial and Commercial Area; it extends from Morgan Street/Hwy 2 to Fitness Lane/southern City limits; it connects to two Primary Routes, six Secondary Routes, and the Fitness/Recreational Route along Fitness Lane
- 6th Street- this route serves the Downtown Business Core, the City Park and community facilities, and the school facilities; it extends from McInnis Road/northern City limit to the Elementary School on Washington Street; it connects to three Primary Routes, four Secondary Routes, and two Fitness/Recreational Routes
- Sinclair Street- this Primary Route serves the county facilities; it extends from 3rd Street to 6th Street; it connects to the Primary Route on 6th Street and two Fitness/Recreational Routes
- Adams Street- this Primary Route serves the Elementary School as well as school sport facilities; it extends from 12th Street/Hwy 28 to the west side of the school campus on 7th Street, and wraps a block north on 7th Street and a block east on Washington Street to connect to the Primary Route at 6th Street; it connects to two Primary Routes and one Secondary Route

4.2 Proposed Secondary Routes

Secondary Routes as proposed for this plan are shown on EX 4 in orange. The following locations comprise the proposed Secondary Routes

- Sinclair Street- this Secondary Route extends from 12th Street to 6th Street; it connects to the Primary Route on 6th Street and one Fitness/Recreational Route
- Morgan Street/Hwy 2- this Secondary Route extends from Gunning Road to 12th Street; it connects to the intersection of Primary Routes along the two major state highways, one Secondary Route, and one Fitness/Recreational Route
- Merriam Street- this Secondary Route extends from the county Fairgrounds located at 14th Street to 3rd Street; it connects to two Primary Routes, one other Secondary Route, and one Fitness/Recreational Route
- Maxwell Street- this Secondary Route extends from 13th Street to 3rd Street; it connects to two Primary Routes, one other Secondary Route, and one Fitness/Recreational Route
- Washington Street- this Secondary Route extends from 12th Street/Hwy 28 to the Elementary school on 7th Street, and again from 6th Street to 5th Street; it connects to two Primary Routes and one other Secondary Route
- Jefferson Street- this Secondary Route extends from 12th Street/Hwy 28 to 14th Street near the entrance to the Quail Ridge Estates development; it connects to the Primary Route on 12th Street/Hwy 28
- Monroe Street- this Secondary Route extends from 12th Street/Hwy 28 to 8th Street; it connects to the Primary Route on 12th Street/Hwy 28
- 12th Street- this Secondary Route extends from Sinclair Street to Morgan Street/Hwy 2; it connects to the intersection of Primary Routes along the two major state highways and one additional Secondary Route
- 5th Street- this Secondary Route extends from Morgan Street/Hwy 2 to Jefferson Street and is an alternative north-south route between the Downtown Business Core, the community parks and amenities, and the Elementary school campus; it connects to the Primary Route on Morgan Street/Hwy 2, three additional Secondary Routes, and one Fitness/Recreational Route

4.3 Proposed Fitness/Recreational Routes

Fitness/Recreational Routes as proposed for this plan are shown on EX 4 in purple. The following locations comprise the proposed Secondary Routes

- 3rd Street- this Fitness/Recreational Route extends from the hospital campus near Lincoln Street at the northern City boundary to Fitness Lane, the southern City boundary; it connects to two Primary Routes, two Secondary Routes, and four of the other Fitness/Recreational Routes

- **Fitness Lane**- this Fitness/Recreational Route extends from the eastern City limits near Buck Flats Road to Hwy 28; it connects to the Primary Routes on Hwy 28 and the Fitness/ Recreational Route on 3rd Street
- **Adams Street**- this Fitness/Recreational Route extends from the school football field and track at the Elementary school campus to the Jahn Ball Fields located near 1st Street; it connects with the Secondary Route on 5th Street and the Fitness/Recreational Route on 3rd Street
- **Sports Complex Loop**- this Fitness/Recreational Route serves the new sports complex as well as the county facilities located on Hwy 25; it starts at Lincoln Street and 6th Street and runs along McInnis Road to Hwy 25, along Hwy 25 from McInnis Road to Sinclair Street, and along Sinclair Street between Hwy 25 and 3rd Street; it connects to two Primary Routes and the Fitness/Recreational Route along 3rd Street
- **Cottonwood Creek Nature Path**- this Fitness/Recreational Route will highlight and follow the City's only surface water body, Cottonwood Creek; the route will overlap with part of the Fitness/Recreational Route along 3rd Street between Marshall Street and Morgan Street/Hwy 2; from the intersection of 3rd Street and Morgan Street/Hwy 2, it is anticipated that the path will follow the north bank of the water course to where it crosses Morgan Street/Hwy 2 again near 8th Street, and then follow the south bank of the creek from 8th Street north of Morgan Street/Hwy 2 all the way to Gunning Road; it will cross two Primary Routes, two Secondary Routes, and connect with Fitness/Recreational Routes at either end of the proposed path
- **Gunning Road**- this Fitness/Recreational Route extends from the crossing of Cottonwood Creek to Hwy 2 and provides connection to the main airport entrance; it connects to one Secondary Route and the Fitness/Recreational Route along Cottonwood Creek

4.4 Current Deficiencies for Designated Routes

Existing conditions of pedestrian and bike facilities were observed in December 2012. From these observations, the proposed routes as described in Section 4.3 were compared to the conditions listed in Section 3. Routes with inadequate or non-existent pedestrian or multimodal facilities are shown on Exhibit 5 (EX 5) in Appendix A. The following list summarizes the current deficiencies for designated routes:

- **12th Street /Hwy 28 (PRIMARY)**- this proposed route currently has no pedestrian facilities; there are several proposed routes with existing facilities in good condition that terminate at Hwy 28, including the bike path on Fitness Lane; the proposed route would be located within the existing 80-foot wide WSDOT ROW, and as such, would require joint coordination with WSDOT for any proposed improvements
- **6th Street (PRIMARY)**- this proposed route had adequate facilities from Morgan Street/Hwy 2 south to the Elementary school campus, but is in need of improvements north from Morgan Street/Hwy 2 to Lincoln Street; the proposed route, including improvements north of Morgan Street/Hwy 2 would be within the existing 60-foot wide ROW
- **Morgan Street/Hwy 2 (SECONDARY)**- this proposed route between Gunning Road and has inadequate or non-existent facilities; the proposed route would be located within the existing 100-foot wide WSDOT ROW, and as such, would require joint coordination with WSDOT for any proposed improvements

- Merriam Street (SECONDARY)- this proposed route has a mix of adequate, inadequate, and non-existent facilities; in general, improvements would be made to correct the inadequacies and ensure linkage along the entire route where possible; the proposed improvements would be within the existing 80-foot wide ROW
- Maxwell Street (SECONDARY)- this proposed route has a mix of adequate, inadequate, and non-existent facilities, particularly between 12th Street/Hwy 28 and 10th Street, and from 5th Street to 3rd Street; in general, improvements would be made to correct the inadequacies and ensure linkage along the entire route; the proposed improvements would be within the existing 60-foot wide ROW
- Jefferson Street (SECONDARY)- this proposed route currently has no pedestrian facilities; the proposed improvements would be within the existing 80-foot wide ROW
- Adams Street (FITNESS/RECREATIONAL)- this proposed route currently has no pedestrian facilities; the proposed improvements would be within the existing 100-foot wide ROW
- Sports Complex Loop (FITNESS/RECREATIONAL)- this proposed route has had minor improvements, but in general lacks facilities for the majority of the route; the existing gravel shoulder provided on the east side of McInnis Road does provide is considered a temporary improvement, as the City plans construct a permanent paved fitness path that is separated from McInnis Road, still within the existing county ROW; there are currently no pedestrian facilities along Hwy 25, this portion of the proposed route would be located within the existing WSDOT ROW, and as such, would require joint coordination with WSDOT for any proposed improvements
- Cottonwood Creek Nature Path (FITNESS/RECREATIONAL)- this proposed route has a mix of adequate, inadequate, and non-existent facilities; existing sidewalk along the creek south of Morgan Street/Hwy 2 can be incorporated into the proposed route, taking advantage of existing ROW; additional ROW would most likely be required near the fire station, as well as for the portion of the route north of Morgan Street/Hwy 2 between 8th Street and Gunning Road; the amount of area needed for additional easements or public ROW to construct the path has yet to be determined
- Gunning Road (FITNESS/RECREATIONAL)- this proposed route currently has no pedestrian facilities; the proposed improvements would be within the existing county ROW

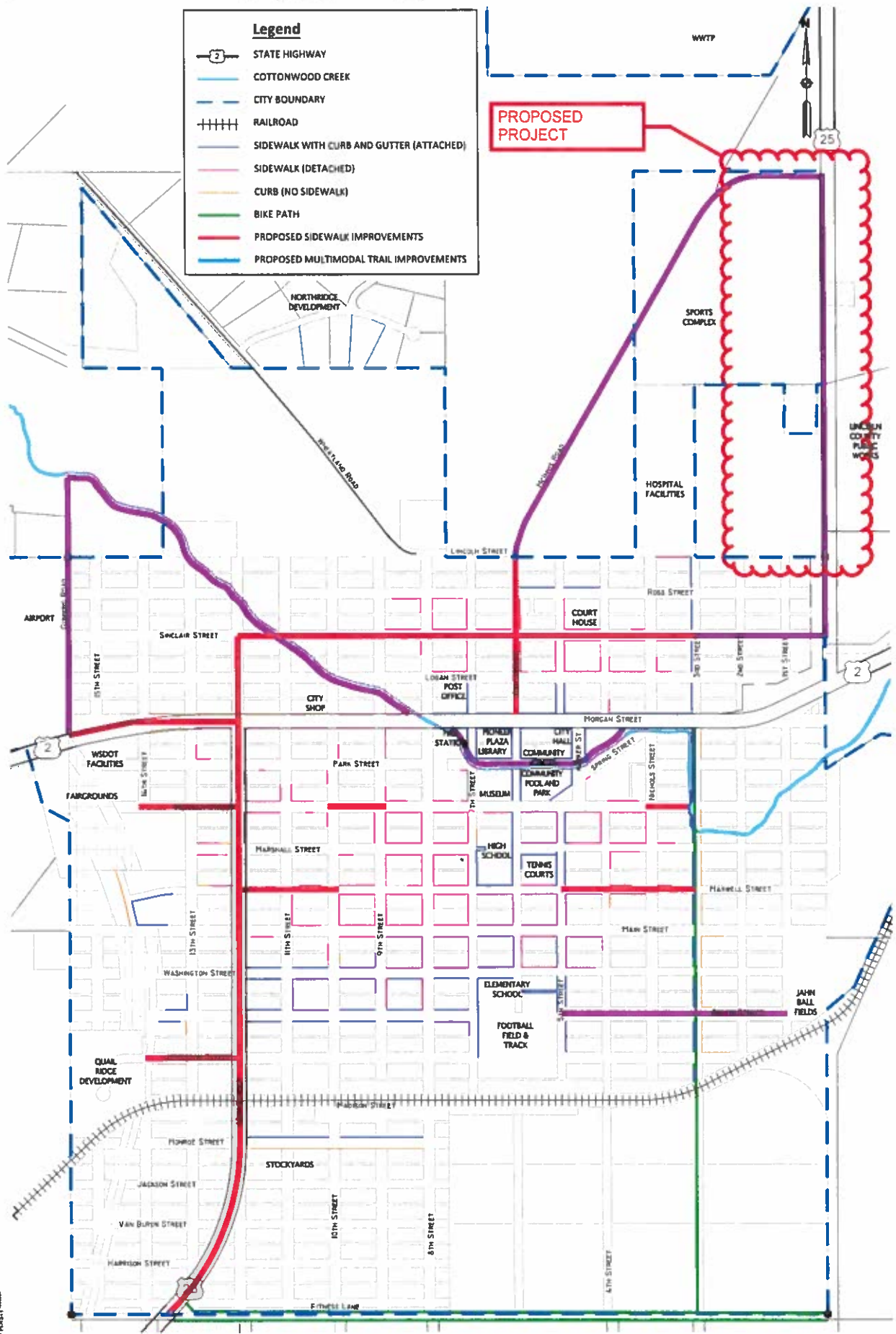
4.5 Safety Concerns

The City has identified one area specifically where pedestrian and motorist safety improvements are needed due to safety concerns. The Downtown Business area has been identified as being at the top of the City's list of safety concerns after a fatal collision occurred in February 2011 when a pedestrian was struck and killed by a motorist traveling westbound on Morgan Street/Hwy 2. This area is heavily used by pedestrians during business hours, on weekends, and for special events while also serving as a major state highway route. Curb ramps can be difficult for motorists to see pedestrians' waiting to cross as the onstreet parking obstructs the line of sight. Crosswalks are only provided at either end of the street block. Pedestrians who cross outside of the crosswalk may be even more difficult to see as they emerge from between the cars parking alongside the street.

As noted in WSDOT's Pedestrian Facilities Guidebook, pedestrians who are most likely to be involved in collisions are also the ones who most rely on pedestrian travel for transportation- children, older adults, and persons with

Legend

- STATE HIGHWAY
- COTTONWOOD CREEK
- CITY BOUNDARY
- RAILROAD
- SIDEWALK WITH CURB AND GUTTER (ATTACHED)
- SIDEWALK (DETACHED)
- CURB (NO SIDEWALK)
- BIKE PATH
- PROPOSED SIDEWALK IMPROVEMENTS
- PROPOSED MULTIMODAL TRAIL IMPROVEMENTS



- **Geological Features.** The City will preserve geological features and vistas that are dominant in the landscape and aesthetically pleasing. Open space areas will also be designated to protect critical areas and resource lands.
- **Incompatible Land Uses.** The City will use open space and buffer areas to separate incompatible land uses.
- **Open Space Links.** The City will develop links between open space areas that provide a variety of functional recreational areas and other uses such as schools and commercial areas in order to encourage pedestrian-oriented transportation.
- **Recreational Opportunities.** The City will encourage individual public and private endeavors as well as partnerships that provide a full range of easily accessible recreational opportunities to all persons including the physically disabled, elderly, youth and economically disadvantaged.
- **Community Beautification.** The City will work closely with community groups and support efforts to help in projects that bring cleanliness and environmental friendliness to the City.

OBJECTIVE A: Improve Community Character. The City will see to improve the existing character of the community with projects that enhance an open and uncrowded atmosphere in a safe environment.

Policy 1: The City will work to develop a system of pedestrian corridors and bicycle paths to encourage pedestrian orientation and discourage noise, pollution and traffic congestion.

Policy 2: The City will develop buffer areas and sidewalks along the pedestrian corridors to provide for pedestrian safety.

OBJECTIVE B: Enhance and Preserve Recreational Areas. The City will see mechanisms to fund the enhancement and expansion of existing parks and recreation facilities.

Policy 1: The City will undertake 3, 10 and 20-year park reviews.

Policy 2: The City will support the development of a trail and pursue the means to provide facilities for a "trailhead" in Davenport.

Policy 3: The City will prepare a plan for the development of an additional jogging/exercise path.

Policy 4: The City will pursue the development of additional bike routes.

Policy 5: The City will plan and enhance the park in conjunction with the Museum.

Policy 6: The City will require impact fees to be applied to open space park areas in newly developing residential zones sufficient to serve the new population.

OBJECTIVE C: Separate Incompatible Land Uses. The City will ensure the separation of incompatible land uses through the development of buffer areas and standards.

Policy 1: The City will identify existing land areas which will benefit from the development of vegetated or natural buffer areas.

Policy 2: The City will develop buffer standards for new development.

OBJECTIVE D: Provide Open Space Links. The City will develop an integrated open space system that offers residents many opportunities for physically active and/or passive recreation in the surroundings of the natural environment.

Policy 1: Connect existing City parks and recreation facilities by means of walking and bicycle routes.

Policy 2: Require new development to participate in a linked system and provide land area where appropriate.

OBJECTIVE E: Provide Recreational Opportunities. Determine what role the City's parks should play in the future revitalization/economic development plans developed for the City then provide a sufficient budget over a long-term timeframe to accomplish capital improvements.

Policy 1: Adopt a regular maintenance/improvement schedule for the parks and equipment that prioritizes needed improvements and provides a timeline for implementing and completing them.

Policy 2: Make the parks a showcase for promoting tourism and recreational activities that contribute to economic growth.

Policy 3: Regularly update the Parks and Recreation Element and make it a readily used management tool for future improvements.

Policy 4: Encourage programs that promote varied recreational activities and development and participation opportunities.