

**CITY OF STEVENSON
RESOLUTION NO. 2023-411**

**A RESOLUTION OF THE CITY OF STEVENSON ADOPTING THE SIX-YEAR
TRANSPORTATION IMPROVEMENT PROGRAM FOR 2024-2029**

WHEREAS, as required by State and/or Federal law, the City of Stevenson must adopt a revised Transportation Improvement Program (TIP) annually to determine the City's current transportation needs; and

WHEREAS, the proposed TIP has been submitted by staff to be reviewed by the City Council; and

WHEREAS, public hearings have been held by the Stevenson City Council on May 18, 2023, and June 15, 2023 to take public input on the proposed TIP update.

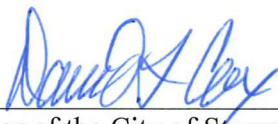
NOW, THEREFORE, be it resolved that the City Council of the City of Stevenson, Washington, hereby adopts the updated Stevenson Transportation Improvement Program for 2024-2029 in Exhibit A, attached hereto and incorporated by reference.

APPROVED AND PASSED by the City Council of the City of Stevenson, Washington at its regular meeting this 15th day of June, 2023.

ATTEST:




Clerk of the City of Stevenson



Mayor of the City of Stevenson
Pro-Temper

APPROVED AS TO FORM:



Attorney for the City of Stevenson

Project Name	Year of Completion	Cost	City Cost	Funding Source
Bulldog-School Kanaka Intersection	2024	\$50,000	\$0	SRTS
Roselawn Ave Overlay	2024	\$165,000	\$8,250	TIB
First Street	2024	\$884,186	\$117,712	TAP, TIB
Loop Rd.-Columbia to E. C/L	2025	\$1,173,000	\$58,650	TIB
Ash Alley-Gravel	2025	\$550,000	\$550,000	City
Cascade Avenue Utility Upgrades-Street Only	2025	\$328,800	\$0	.09 Funds
Frank Johns Sidewalk (Loop-Second)	2026	\$1,500,000	\$225,000	TIB, City, Multiple
Lasher to School (SRTS)	2026	\$2,300,000	\$345,000	TIB, SRTS, CDS, City, Mix
School Street Grind and Inlay	2026	\$550,000	\$27,500	TIB
Columbia Avenue Realignment	2026	\$800,000	\$120,000	TIB, City, Commerce, Mix
Holly Street-Gravel	2026	\$95,000	\$95,000	City
Kanaka Creek Underpass-Gravel	2028	\$550,000	\$27,500	TIB
Rock Creek Bridge	2028	\$15,500,000	\$0	WSDOT
W-SR-14 and Rock Creek Improvements	2028	\$700,000	\$35,000	TIB
East SR-14 Improvements-Low Phase	2029	\$390,000	\$19,500	TIB
West SR-14 Improvements-Low Phase	2029	\$390,000	\$19,500	TIB
Maple Alameda-Gravel	2029	\$95,000	\$95,000	City
Gropper Park Loop-Gravel	2029	\$95,000	\$95,000	City
H&H Avenue-Gravel	2029	\$95,000	\$95,000	City
Del Ray Avenue-Gravel	2029	\$95,000	\$0	SRTS
Leavens Improvements	2030	\$550,000	\$27,500	TIB

Total City Cost-All Projects:

\$1,961,112

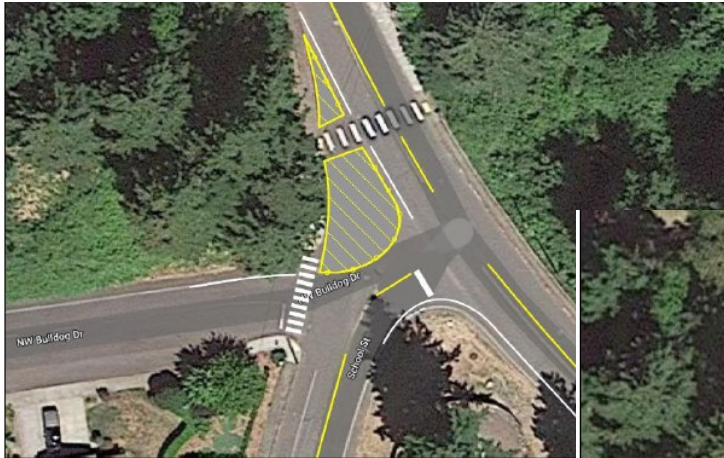
Row Labels	Sum of City Cost
2024	\$ 125,962
2025	\$ 608,650
2026	\$ 812,500
2028	\$ 62,500
2029	\$ 324,000
2030	\$ 27,500
Grand Total	\$ 1,961,112



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.



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.



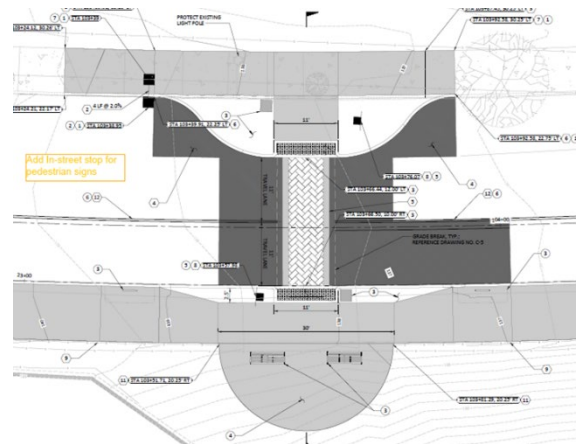
First Street Overlook

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



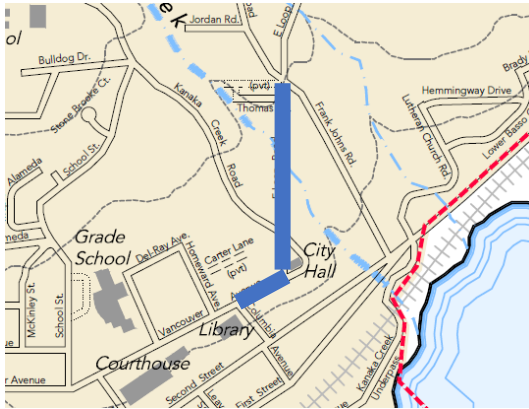
Loop Road Storm, Grind and Inlay

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



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:

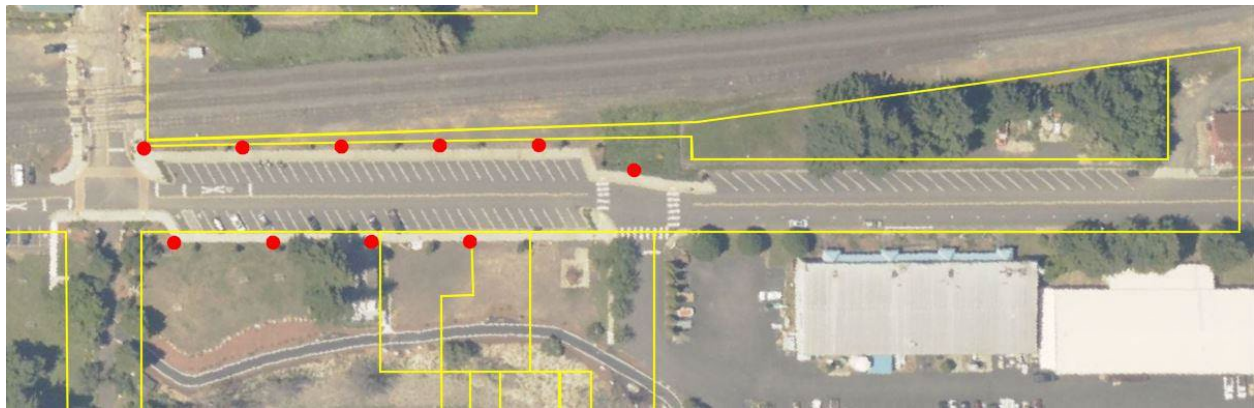
- Near downtown and government buildings
- Downtown/near government offices
- Business activity increase



Cascade Avenue Improv.

Description:

This project is to upsize the city's sewer line along Cascade Avenue to meet the needs of existing users, replace the AC waterline, and add additional lighting and landscaping along the north side of Cascade Avenue as indicated in the photo below for increased safety and to protect the sidewalk infrastructure.



TIP Year: 2024 (const) **Project Type:** Improvement **Street Portion Project Cost:** \$328,800 Total
Project Cost: \$2,231,800 **Funding (Street):** 100% Grant

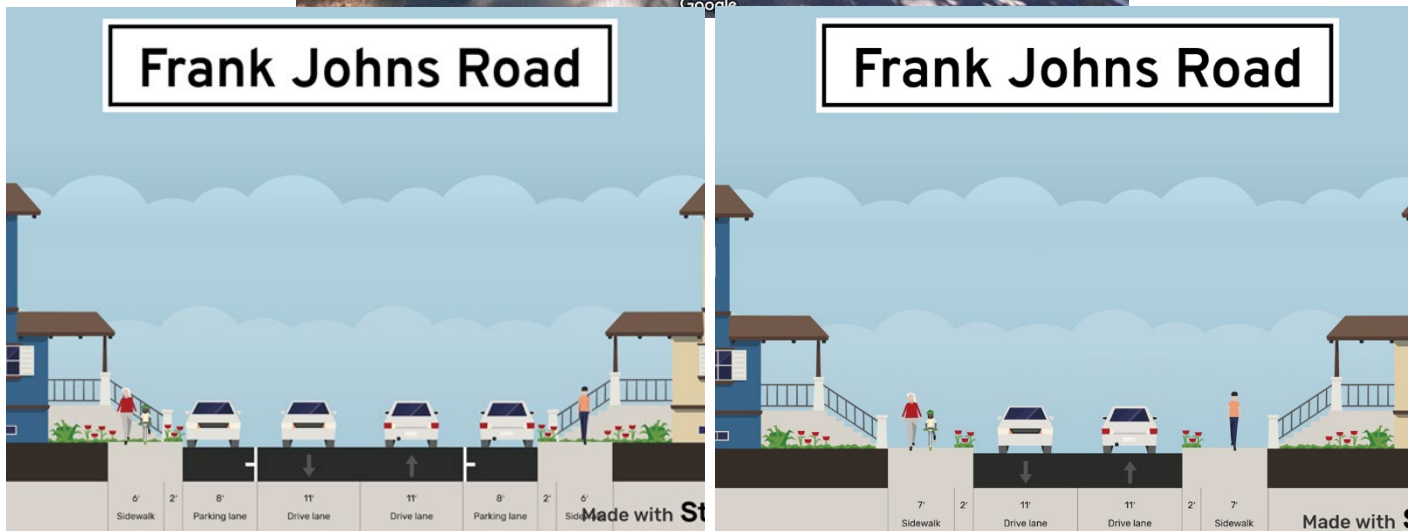


Frank Johns Sidewalk

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.



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.



Columbia Realignment

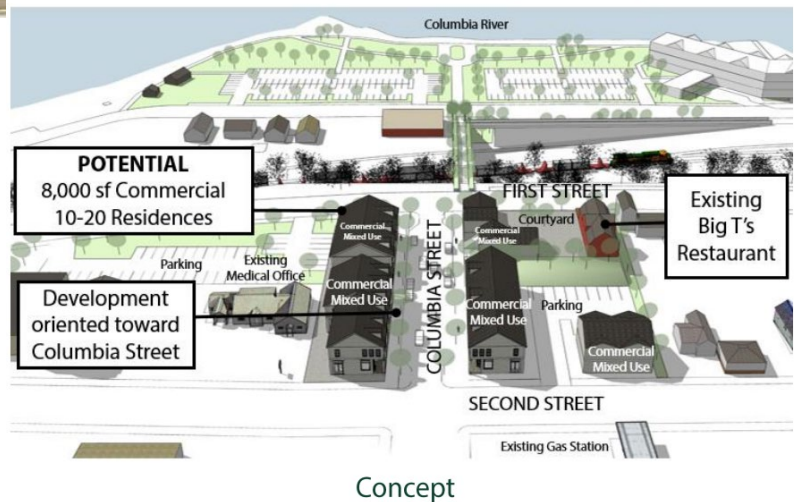
Description:

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.



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

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:

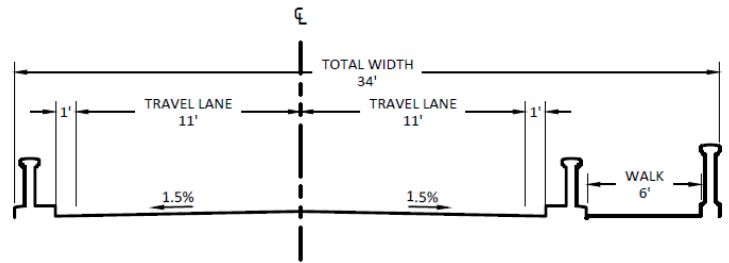
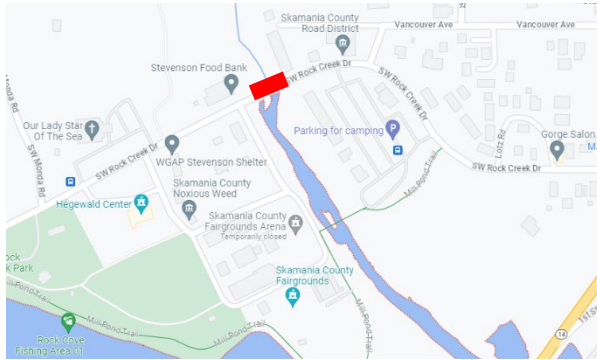
A petition was submitted to the city and as of 6/14/22 the summarized results are on the next page. The detailed comments are included as part of the record.



Rock Creek Bridge Replacement

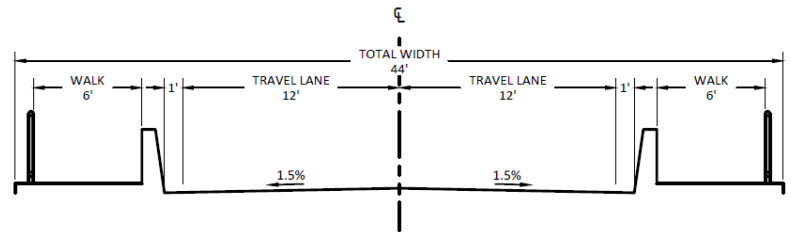
Description:

This project will replace Rock Creek Bridge (2nd bridge), a 102-year-old, load-restricted, scour critical bridge with either a single or multi-span bridge. The new bridge will be 10 feet wider to meet City standards, provide safer pedestrian, and bicycle facilities. The existing bridge is experiencing aggradation and sees frequent log jams and flooding. Reducing or eliminating substructure elements (piers and pilings) in the channel would improve the hydraulic performance.



EXISTING SECTION

INFORMATIONAL ONLY



PROPOSED SECTION

N.T.S.



TIP Year: 2023 (const) Project Type: Improvement Project Cost: \$15.7M Funding: 100% Grant



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."



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.”



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

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

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 Rey, 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

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



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.