WSDOT Eastern Region:

Turning State Highways into Complete Streets in Eastern Washington

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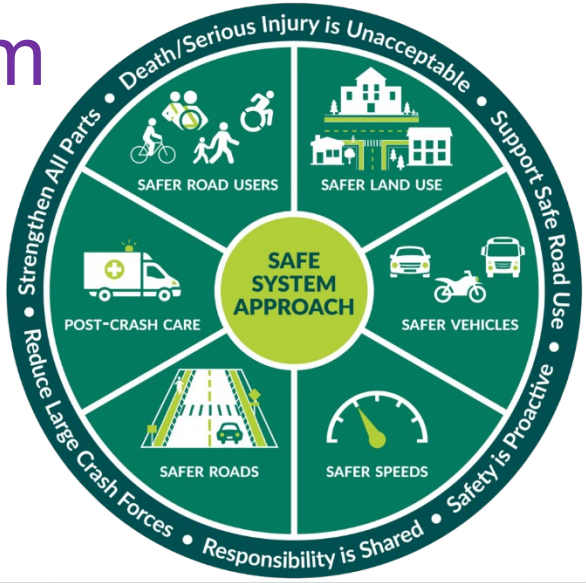
Today's Route

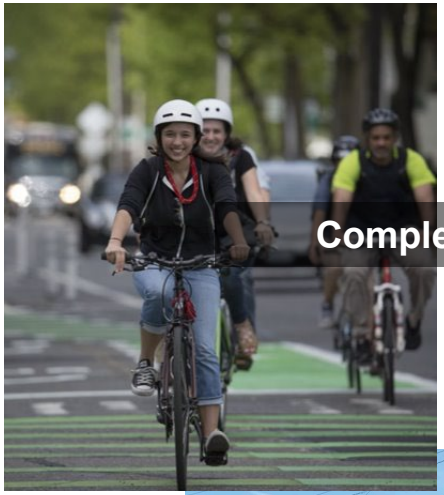
Setting the Context: Complete Streets

Engaging for a Better System

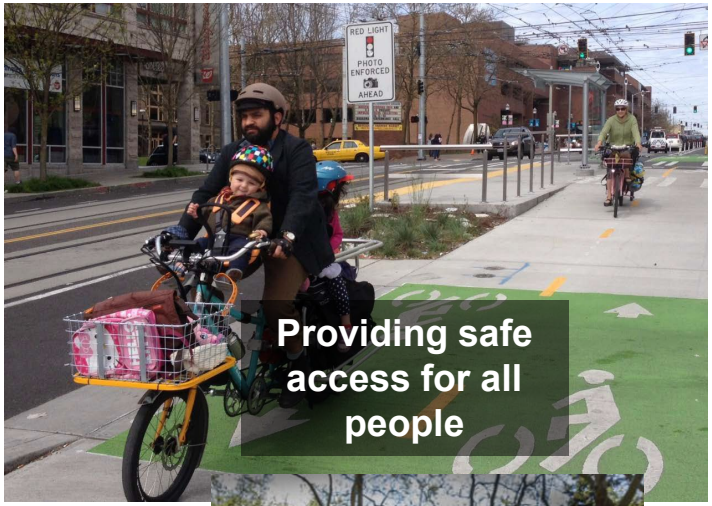
Tools for the Job

Outcomes + Lessons

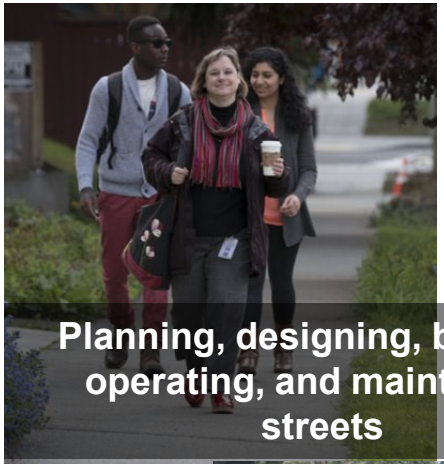




Complete Streets are . . .



Providing safe access for all people



Planning, designing, building, operating, and maintaining streets

Move Ahead Washington: Complete Streets Requirement

RCW 47.04.035: Street access—Principles of complete streets—Requirements

Purpose: "(1) In order to improve the safety, mobility, and accessibility of state highways, it is the intent of the legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, notwithstanding the provisions of RCW 47.24.020 concerning responsibility beyond the curb of state rights-of-way."

General Stipulations:

- **Applies to "state transportation projects starting design on or after July 1, 2022 that are $500,000 or more" in population centers (increasing to $1 million or more on or after August 1, 2025)**
- **Emergency projects are not required to comply**
- **"Maintenance of facilities constructed under this provision shall be as provided under existing law."**

Complete Streets Requirement (cont.)

ADD ADA PEDESTRIAN INFRASTRUCTURE

"[M]ust: (a) **Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path**,"

ADD BICYCLE INFRASTRUCTURE

"[M]ust: (a) Identify those locations on state rights-of-way … **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,"**

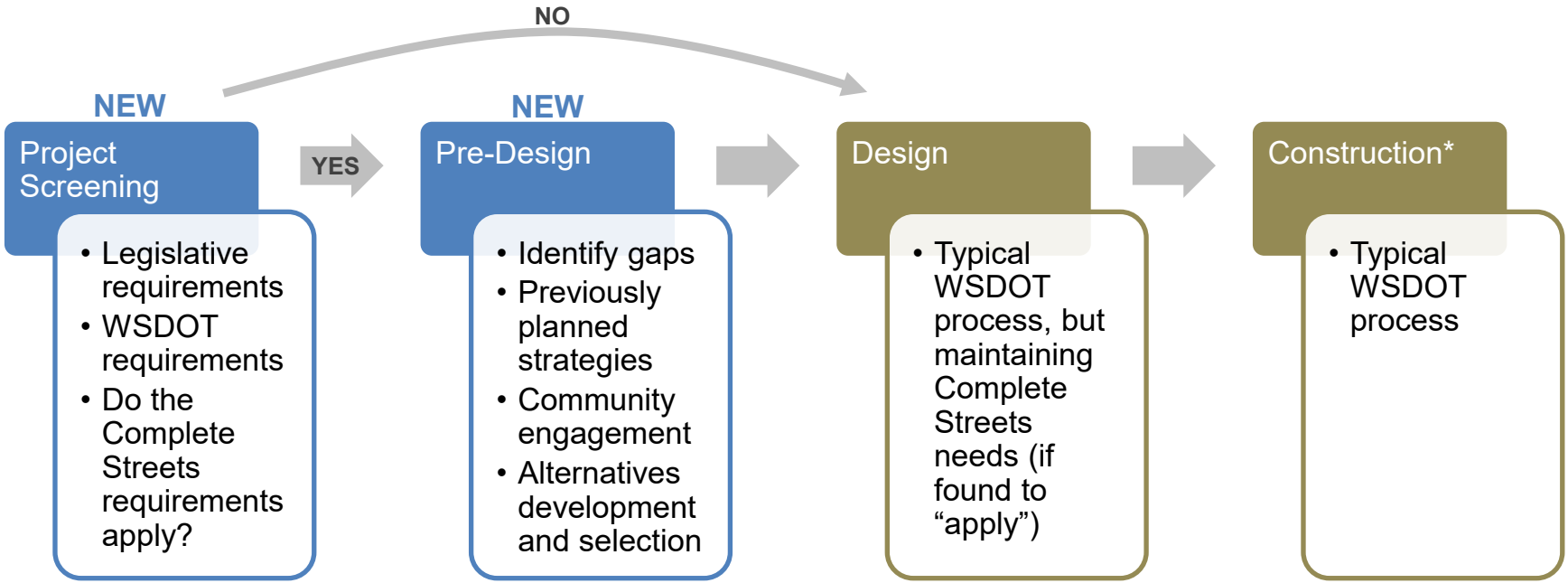
SEPARATION WHEN > 30 MPH

"[M]ust: (a) Identify those locations on state rights-of-way … **that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists**"

VISIBILITY & STOPPING DISTANCE

"[M]ust: (a) Identify those locations on state rights-of-way … **that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration**;"

Implementation: WSDOT's Complete Streets Process



* funding dependent

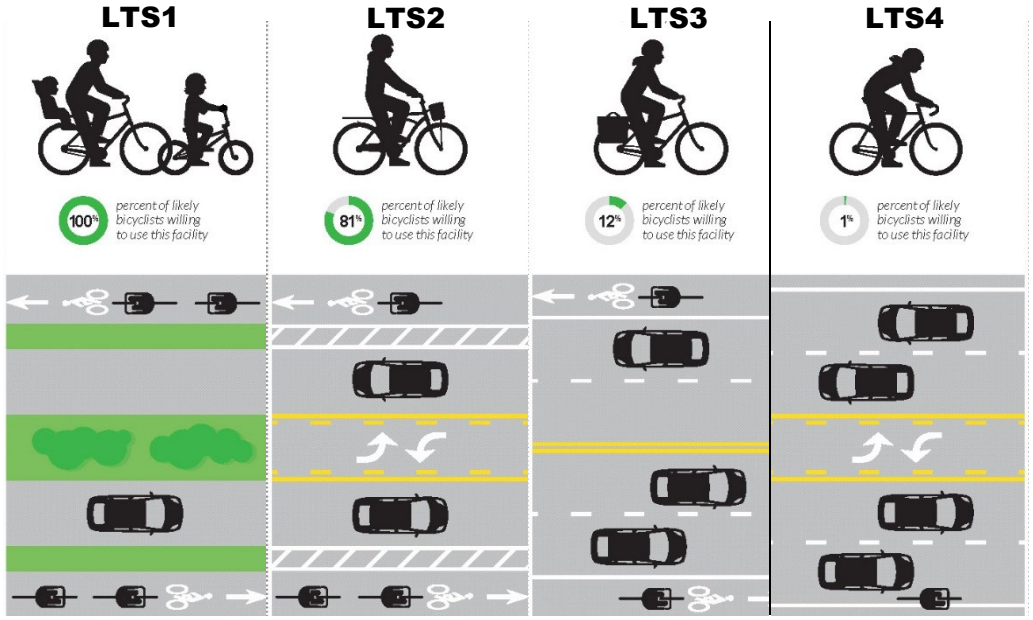
Complete Streets Pre-Design

- Planning and early design phase that leads into full design
- Consists of 4 elements:
  - Identify Complete Streets gaps along/across project area
  - Review WSDOT and local plans
  - Community engagement / close coordination with local and regional partners
  - Alternatives development and selection
- Culminates in a Complete Streets Report and Basis of Design (BOD) that aims for 30% design of selected strategies

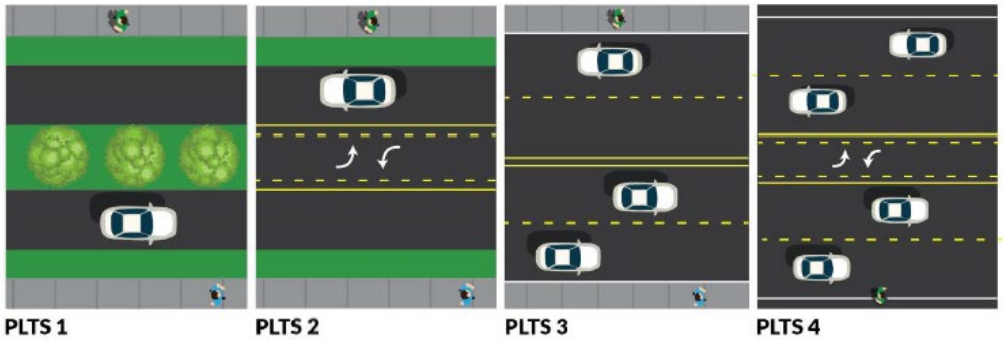
General example for bicycles (BLTS):

Level of Traffic Stress (LTS)

- Rating of comfort based on:
  - Type of bike/ped infrastructure
  - Number of lanes
  - Traffic volumes
  - Speeds
- WSDOT requires LTS 2 or better to meet legislation



General example for pedestrians (PLTS):

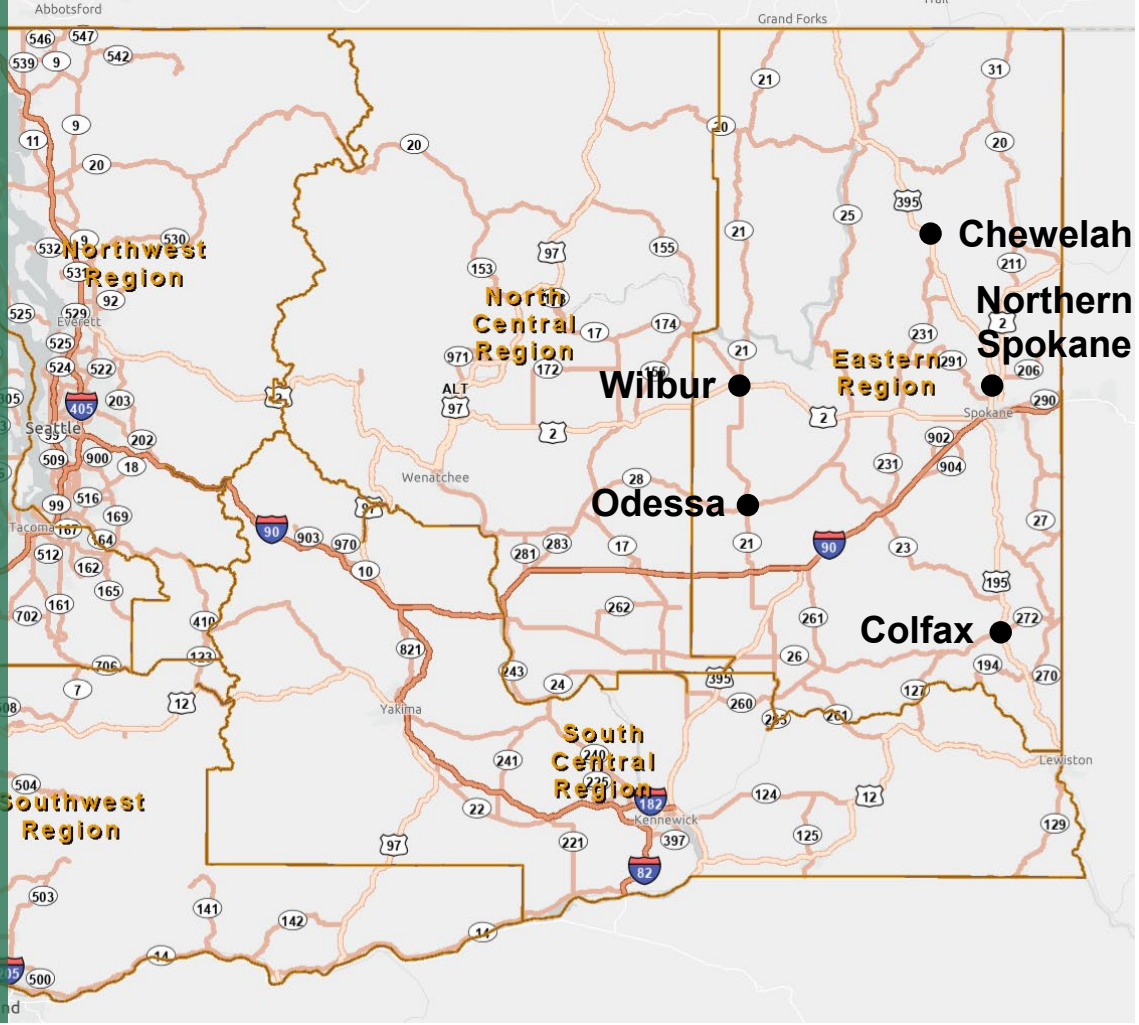


Finding the Right Balance

- Legislative Complete Streets and HEAL Act requirements
- WSDOT Complete Streets goals + Practical Solutions + Safe Systems + …
- City and regional plans
- Community needs, priorities, and preferences
- Available resources and project delivery

Trade-offs

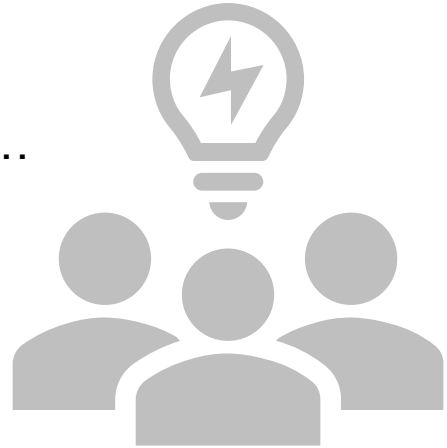
Where is WSDOT Eastern Region working on Complete Streets?



● = active Complete Streets projects

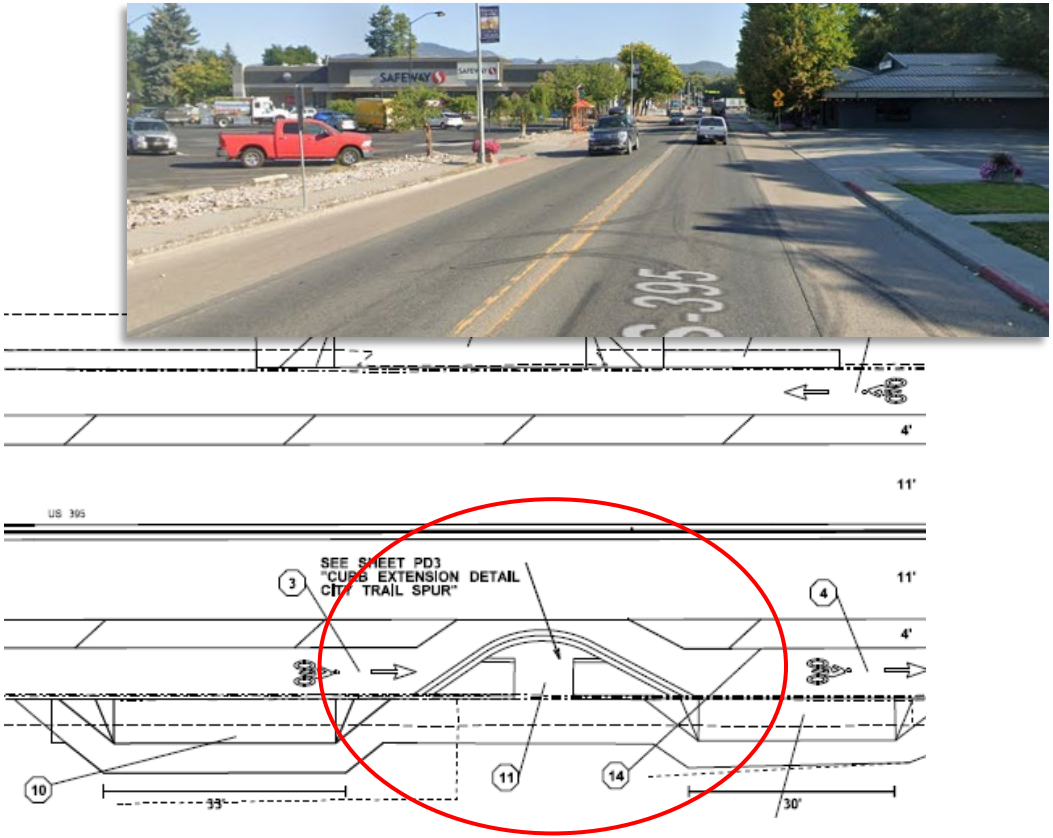
Engaging for a Better System

- **Community**
- **External Partners**
  - Staff from local jurisdictions
  - Elected officials
  - RTPOs / MPOs
  - Tribes
  - Transit agencies
  - Emergency responders
  - Schools / universities
  - Health districts
  - Chambers of commerce
  - Parks
- **Internal**
  - Planning
  - Project Office / Engineering
  - Traffic
  - Environmental / Stormwater
  - Utilities
  - Maintenance
  - And many more…



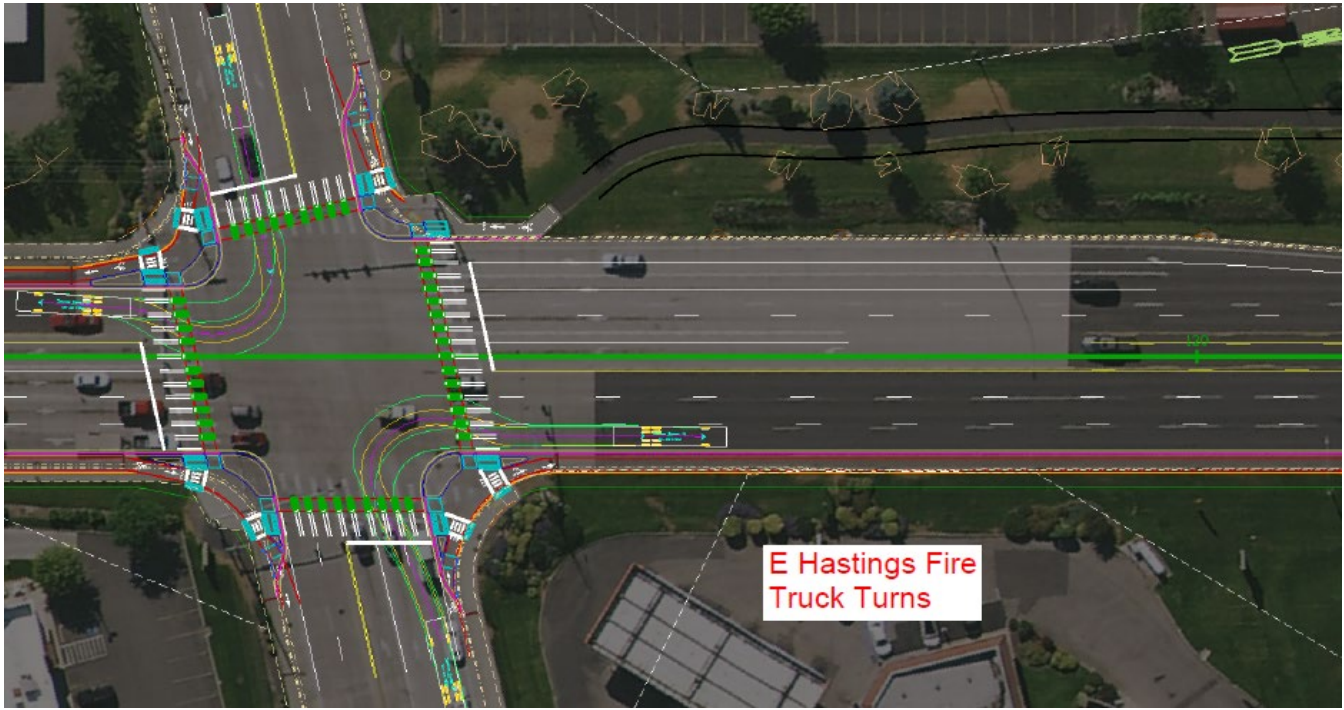
Engaging Partners: Chewelah

- City was interested in a center two-way left turn lane
- Did not align with Complete Streets needs
- Conversations with the City found passing on the right in parking lanes was main concern
- Design bulb-outs to address at intersections and other location



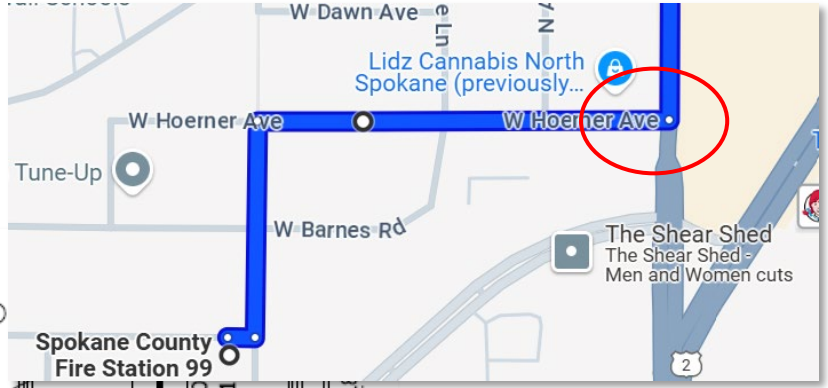
Engaging Partners: North Spokane

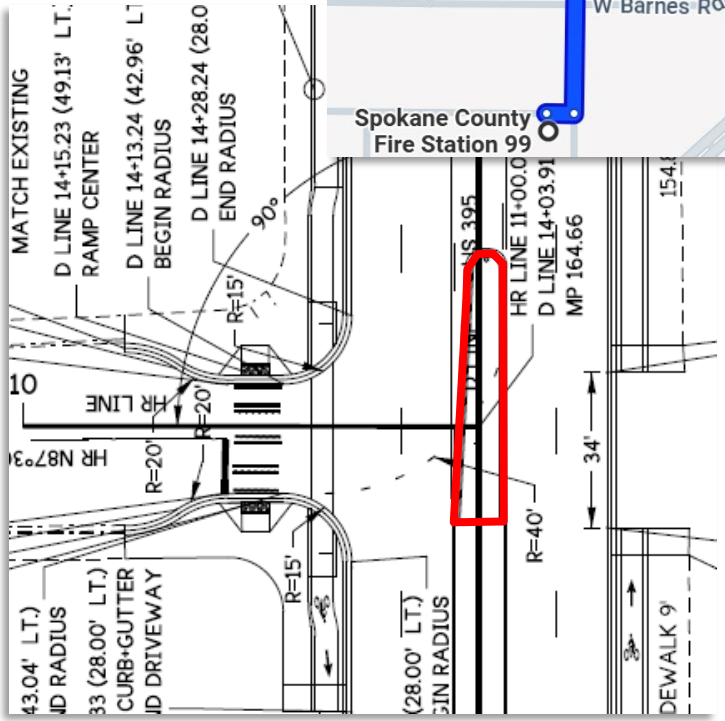
- Worked with Spokane County Fire District
  - Ladder truck dimensions to model in AutoTurn



Engaging Partners: North Spokane

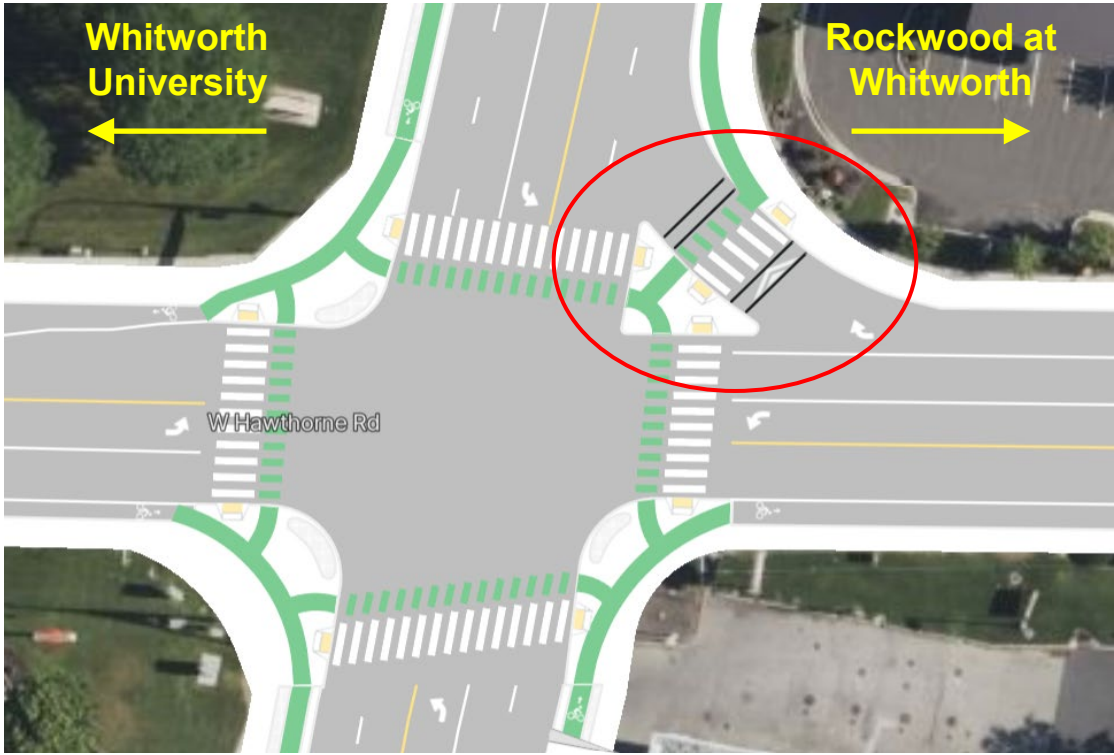
- Worked with Spokane County Fire District
  - Ladder truck dimensions to model in AutoTurn
  - Hoerner Rd. mountable curb for fire trucks





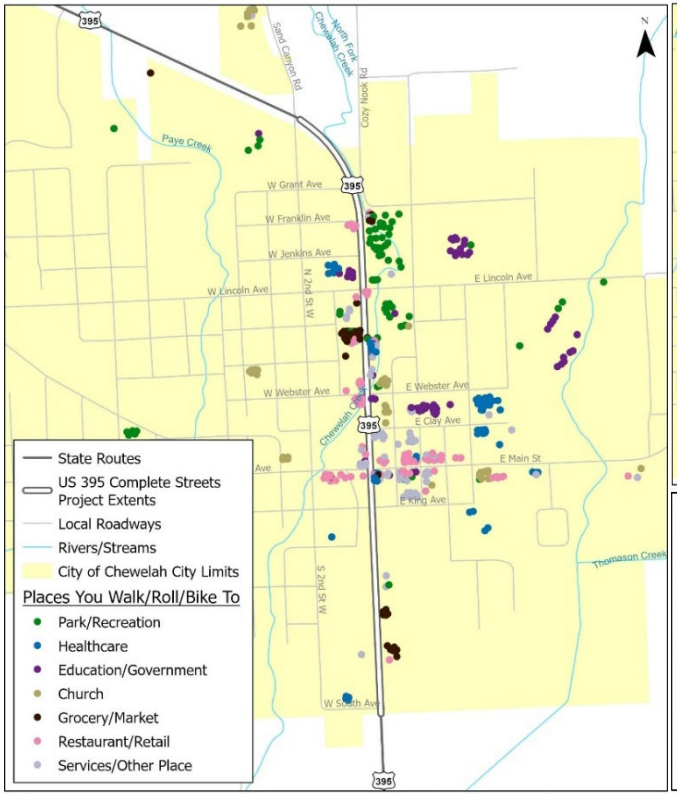
Engaging Partners: North Spokane

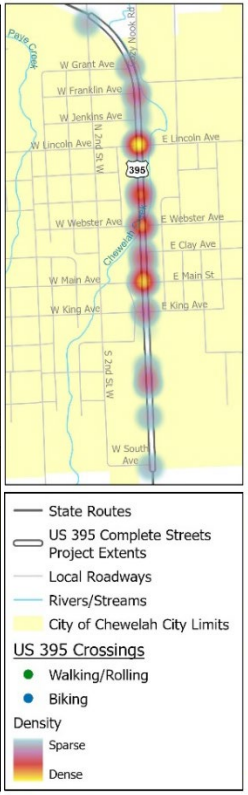
- Whitworth University connected project team with Rockwood at Whitworth Retirement Community
- Found retirement community frequently interact with Whitworth and experience challenges crossing
- Considering:
  - Signalized slip lane with raised crossing (red)
  - Leading pedestrian interval

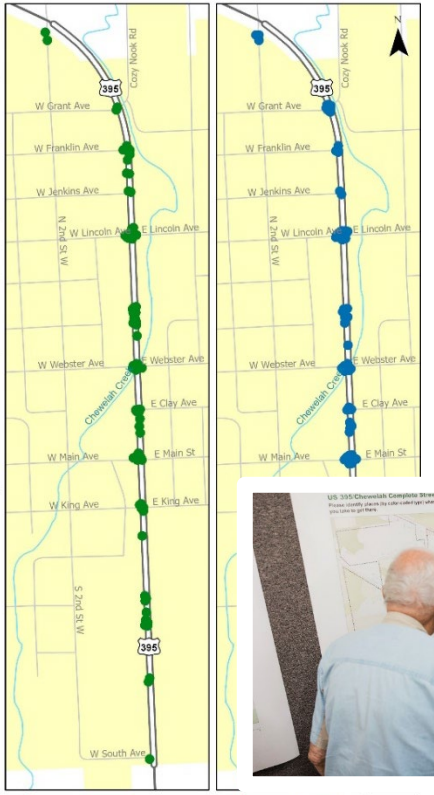


Engaging Community: Chewelah

Active transportation generators/ attractions identified by community



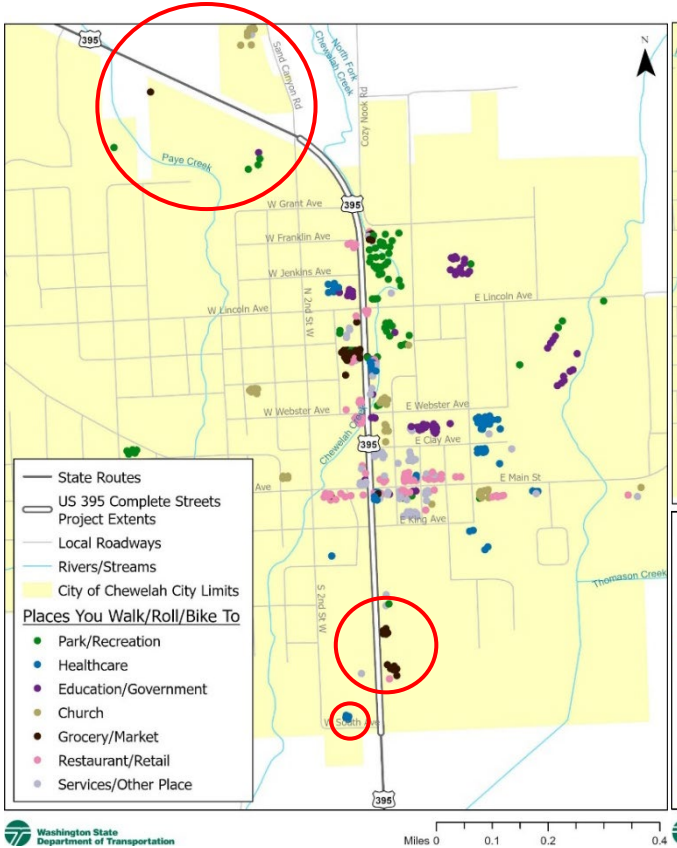


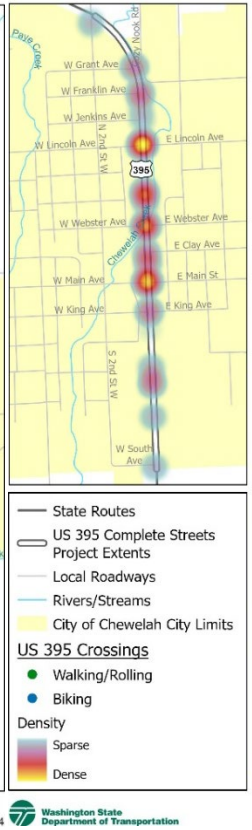


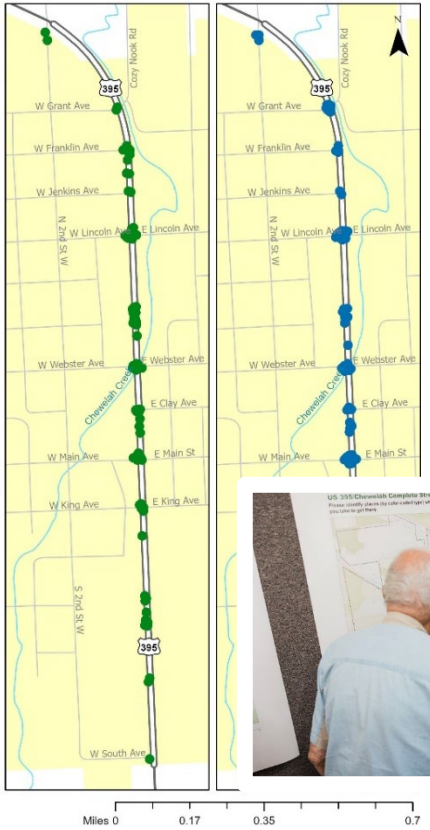
Active transportation crossings identified by community

Engaging Community: Chewelah

Active transportation generators/ attractions identified by community





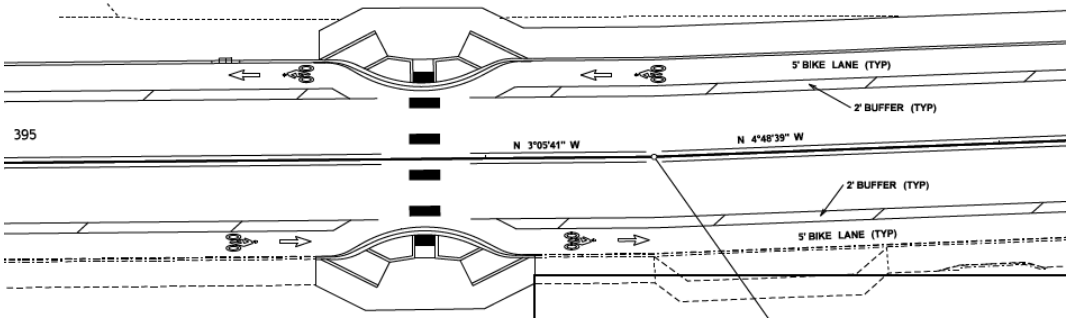


Active transportation crossings identified by community

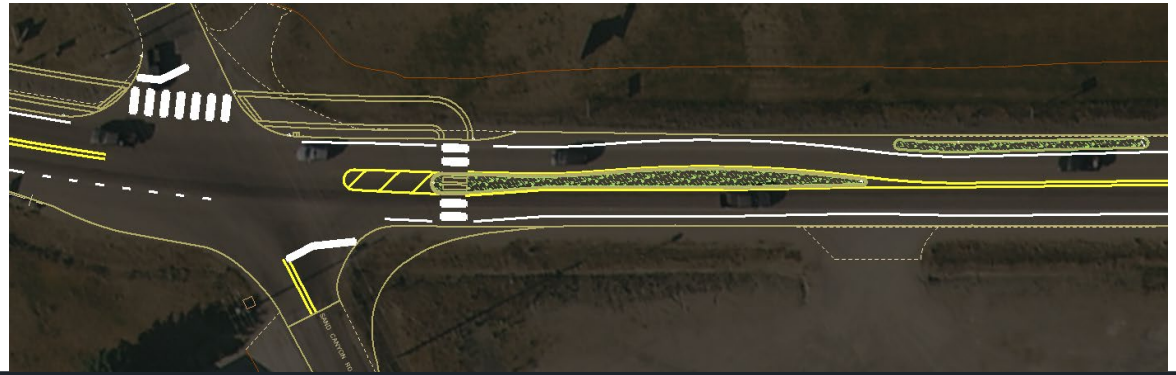
Engaging Community: Chewelah

- Community input on destinations and crossings led to…

New midblock crossing near convenience store and Dollar General



New chicane with median refuge shared use path crossing at Sand Canyon Rd

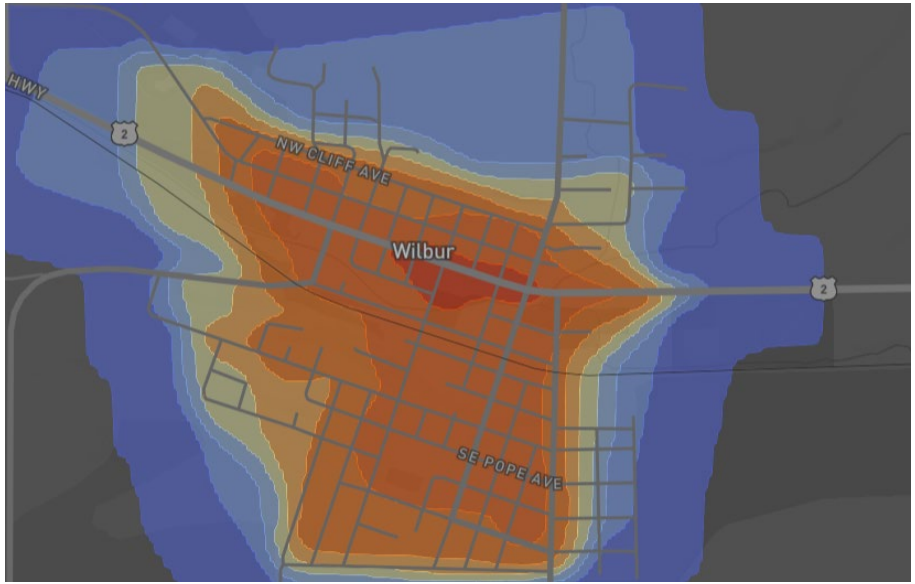


New median refuge crossing at South St.

Engaging Community: Wilbur

- Spatial survey questions help show demand for several locations on outskirts of town

Where currently walk/bike/roll to/from:

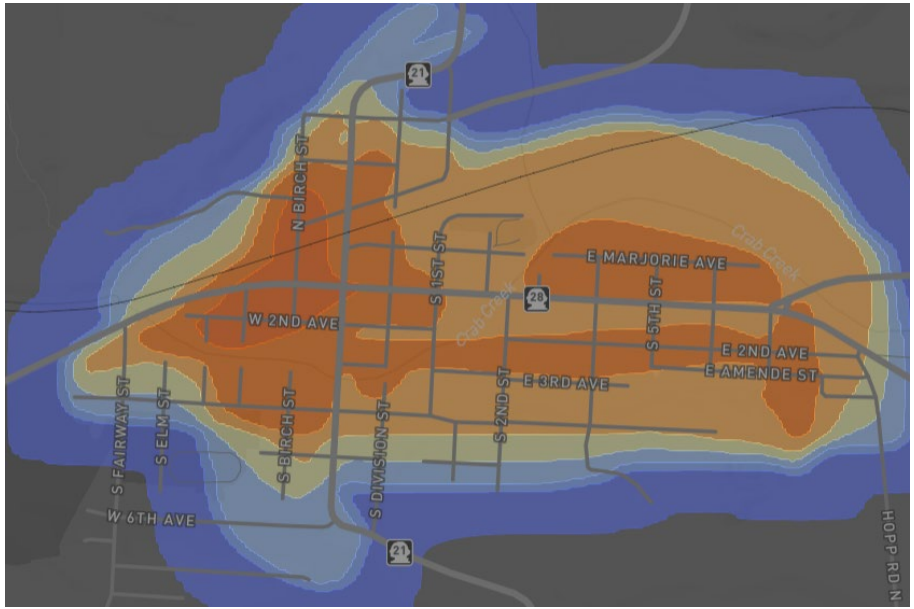


Where want to walk/bike/roll to/from but don't:

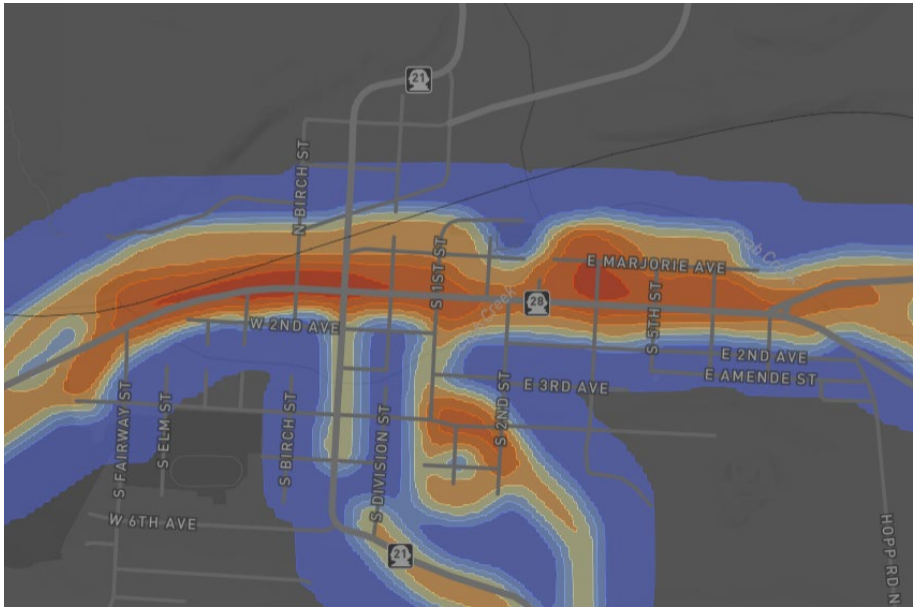
Engaging Community: Odessa

- Spatial questions show demand for locations around SR 28, which is the most direct route, but respondents are not comfortable using the highway

Where currently walk/bike/roll to/from:



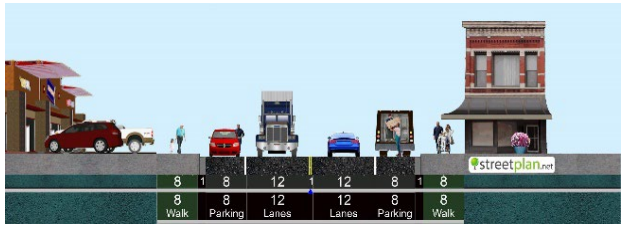
Routes avoided:



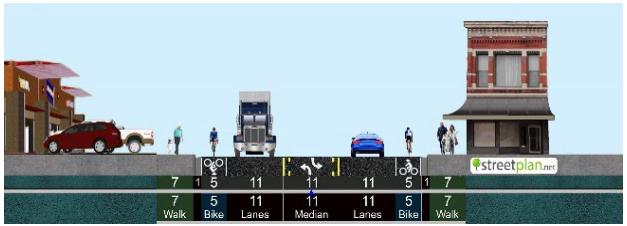
Engaging Community: Chewelah

- Participants at Chewelah workshop rated comfort of 7 bike/ped scenarios, including existing condition
- Helped lead to selecting buffered bike lanes as preferred alternative

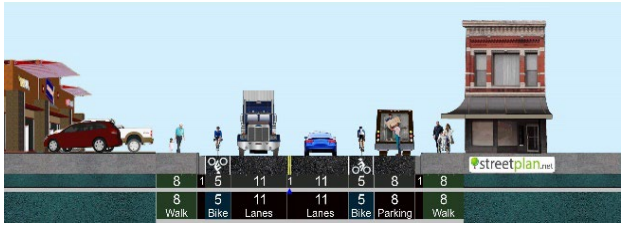
US 395
Existing



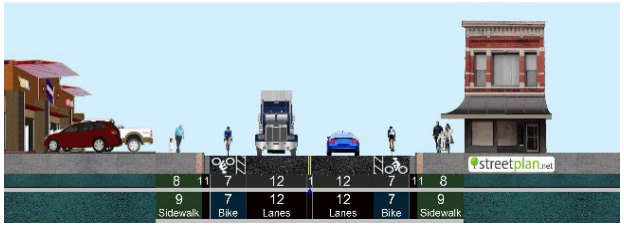
US 395
3-lane w/ Bike Lane



US 395 Bike Lane
+ Parking on One
Side

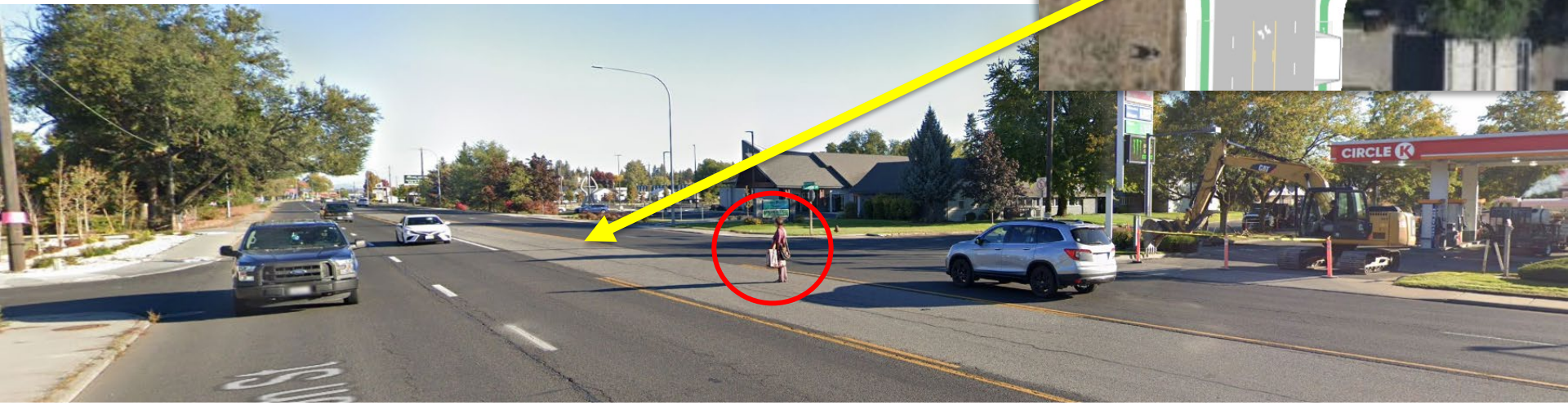


US 395 Buffered
Bike Lanes



Engaging Community: Chewelah & North Spokane

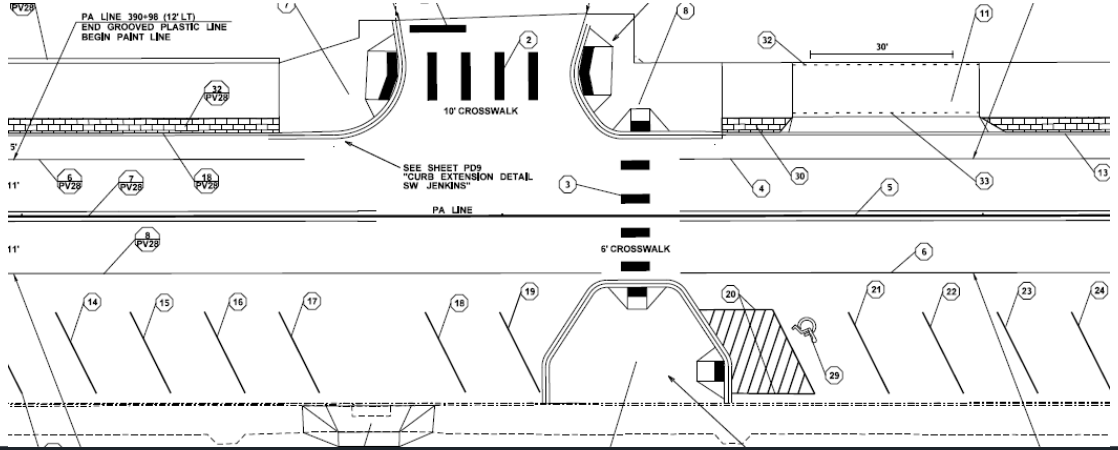
- Conversations help with context
  - Chewelah Napa Auto delivers some orders on foot
  - Circle K in north Spokane sees frequent crossings



North Spokane: US 395/Division at Westview, potential new pedestrian hybrid beacon (PHB) crossing

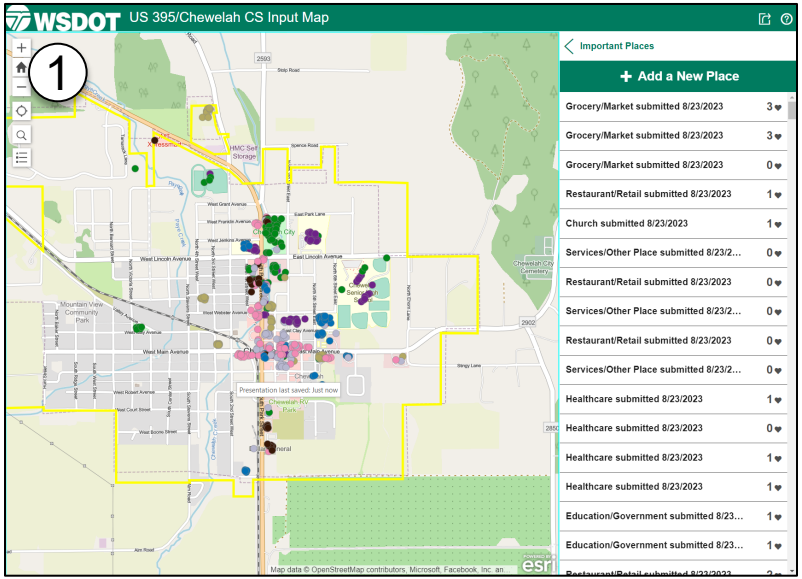
Engaging Community: Chewelah

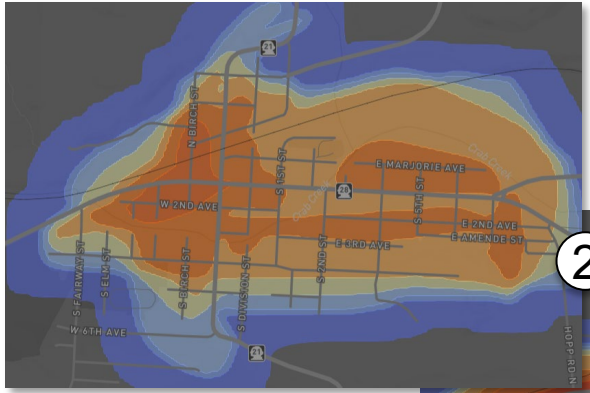
- Project team was interested in back-in angled parking
- Marked temporary back-in angled parking spaces with how-to sign, posted QR code to survey, and had staff observe parking behavior



Tools for the Job: Identifying Needs & Values

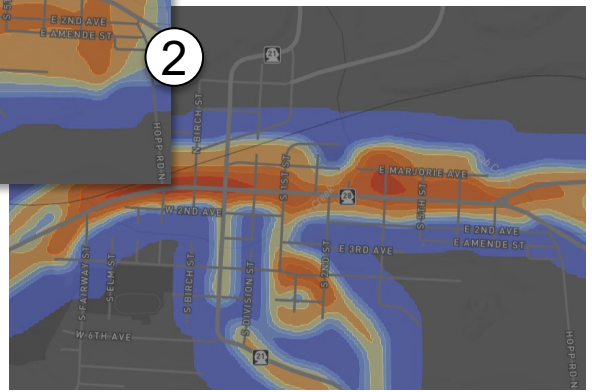
1. Esri Citizen Reporter Tool (GIS) setup for point-based input (ex: destinations)
2. U. of WA – Tacoma Action Mapping Project (AMP) allows drawing of routes (ex: taken/avoided) and polygons (ex: areas where walk/bike) + survey questions





User prompted to draw <u>area</u>, system aggregates into heatmap

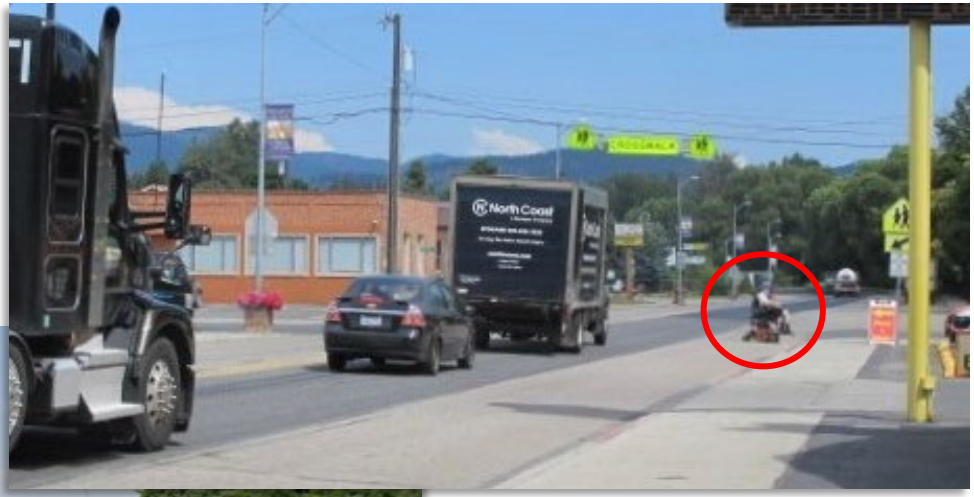
2



User prompted to draw <u>routes</u>, system aggregates into heatmap

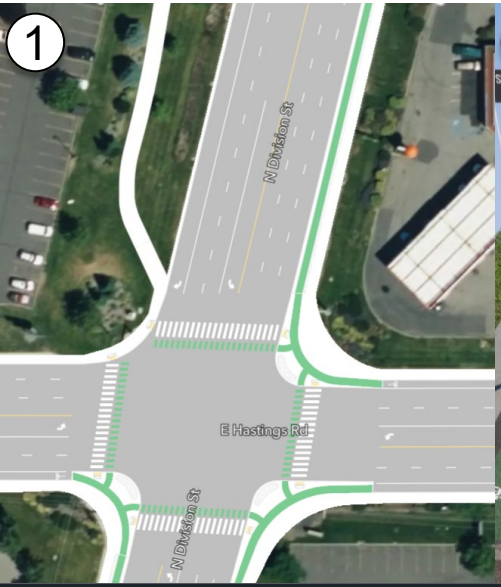
Tools for the Job: Pictures are worth…

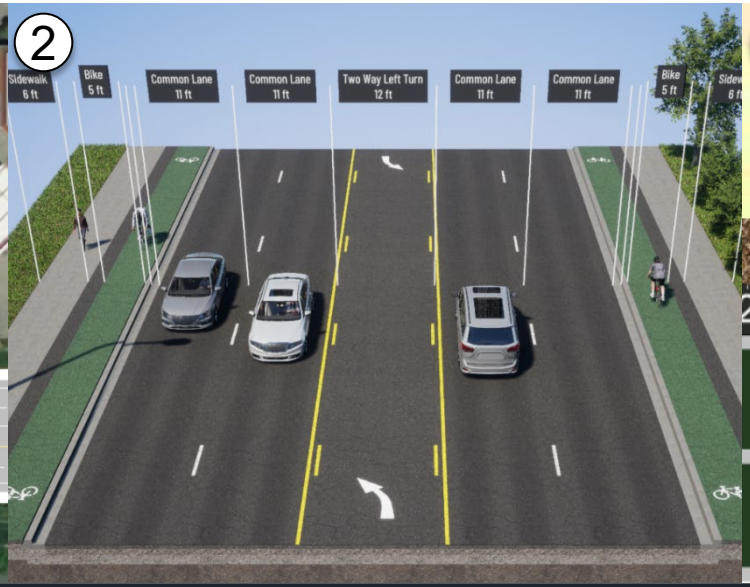
- StreetView captures and in-field pictures can humanize the data/context

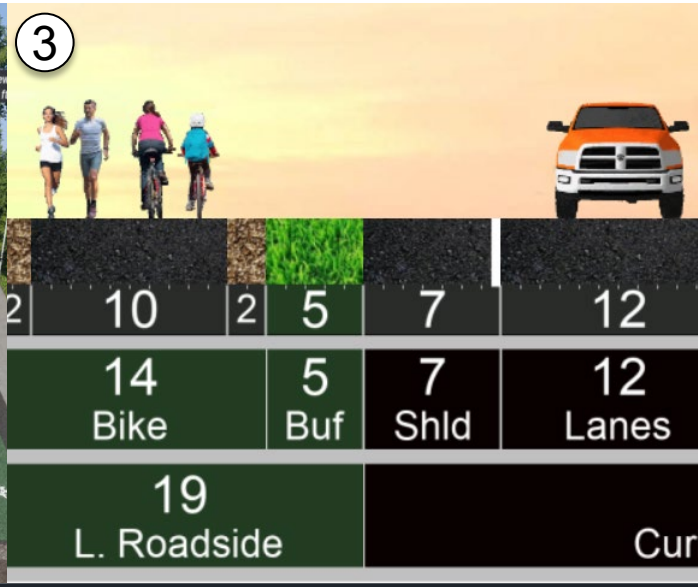


Tools for the Job: Visualizing the Plan

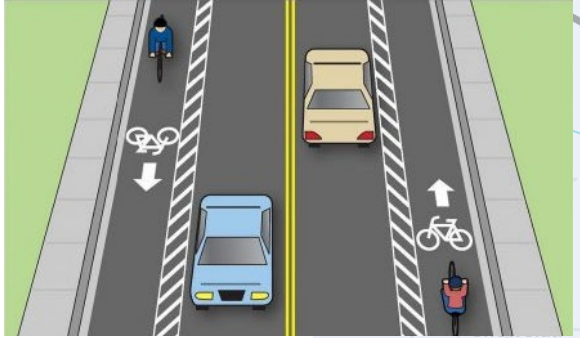
1. Remix ($) – overhead illustrative example of corridor and intersections on aerial
2. BeyondTypicals ($) – 3D animated cross-section that represents conditions
3. StreetPlan / Streetmix (free) – 2D graphic cross-section creators



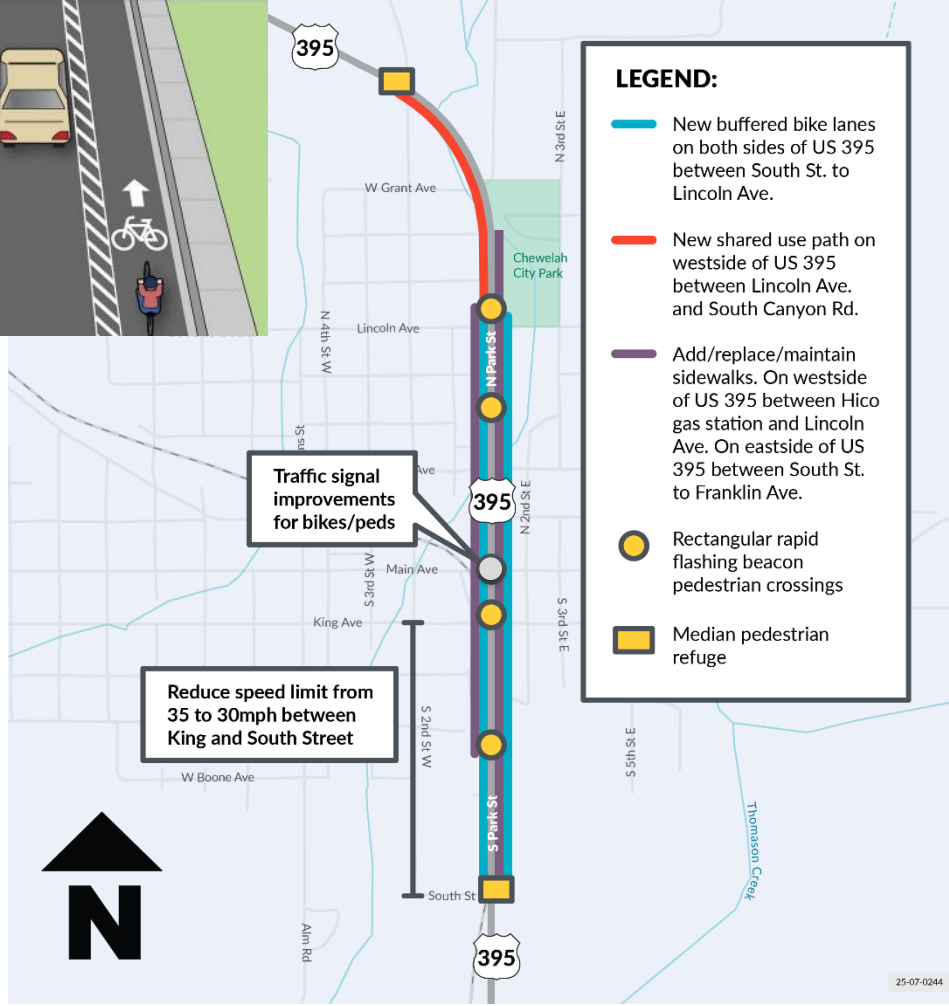




Outcomes:
Chewelah



- Add/replace/maintain sidewalks
- Add buffered bike lanes by repurposing shoulder, on-street parking, and some painted median
- Shared use path north of Lincoln
- Reduced speed limit from 35mph to 30mph south of King
- Bulb-outs
- Rectangular rapid flashing beacons
- Median refuge and chicane
- Traffic signal adjustments including leading pedestrian interval



Example (Emerging) Outcomes: North Spokane

Pedestrian hybrid beacons (PHBs) to add more controlled crossings

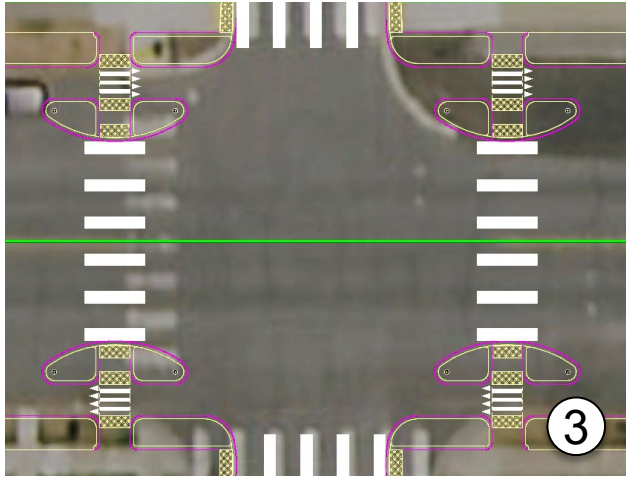
Protected intersections for increased separation

Example (Emerging) Outcomes: Odessa

1. Raised crossings and intersections to manage speed and make crossings easier for pedestrians
2. Parking separated bike lanes with curbed buffer to prevent vehicle intrusion into the bike lane
3. Bulb-outs with bike lane cutouts to shorten crossings but still protect bicyclists

1

2



3

Lessons Learned / Words of Wisdom

- Invest in visuals and interactivity
- Provide engagement options that are right-sized for community
- Conversations help tell a story
- Continuous engagement
- Retrofitting a space that was designed under different context, so expect the unexpected

Questions?
Want to Learn More?

WSDOT's Complete Streets webpage:
https://wsdot.wa.gov/construction-planning/complete-streets

- Legislation links
- Complete Streets resources
- List of contacts

Contact:

- Shea Suski – Eastern Region Complete Streets Lead
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