

US 395: Hafer Rd to Chewelah

Complete Streets Pre-Design

Stakeholders Project Kickoff Meeting

July 6, 2023 | 8:30-10:00am | Microsoft Teams Meeting

AGENDA

- 1) Introductions
- 2) WSDOT Complete Streets Overview
- 3) Project Overview
- 4) Summary of Existing Conditions for Complete Streets
- 5) Review of Plans and Studies
- 6) Complete Streets Gaps
- 7) Preliminary Complete Streets Strategies
- 8) Next Steps

AGENDA

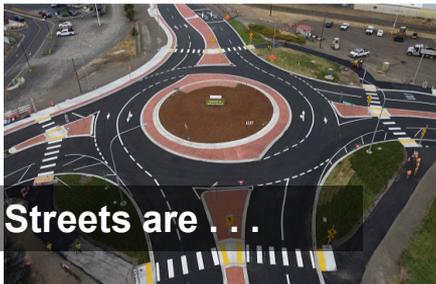
- 1) Introductions
- 2) WSDOT Complete Streets Overview
- 3) Project Overview
- 4) Summary of Existing Conditions for Complete Streets
- 5) Review of Plans and Studies
- 6) Complete Streets Gaps
- 7) Preliminary Complete Streets Strategies
- 8) Next Steps

AGENDA

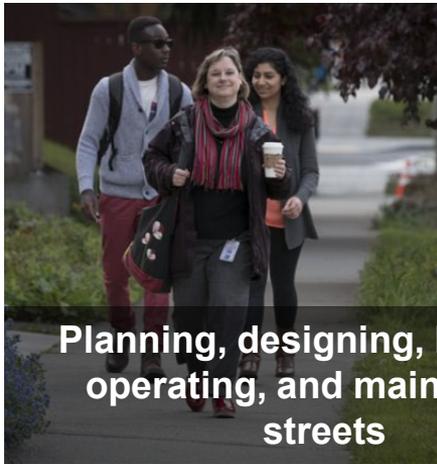
- 1) ~~Introductions~~
- 2) **WSDOT Complete Streets Overview**
- 3) Project Overview
- 4) Summary of Existing Conditions for Complete Streets
- 5) Review of Plans and Studies
- 6) Complete Streets Gaps
- 7) Preliminary Complete Streets Strategies
- 8) Next Steps



Complete Streets are . . .



Providing safe access for all people



Planning, designing, building, operating, and maintaining streets



Move Ahead Washington: Complete Streets Requirement

Added to Chapter 47.24 RCW - CITY STREETS AS PART OF STATE HIGHWAYS

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
- 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.)

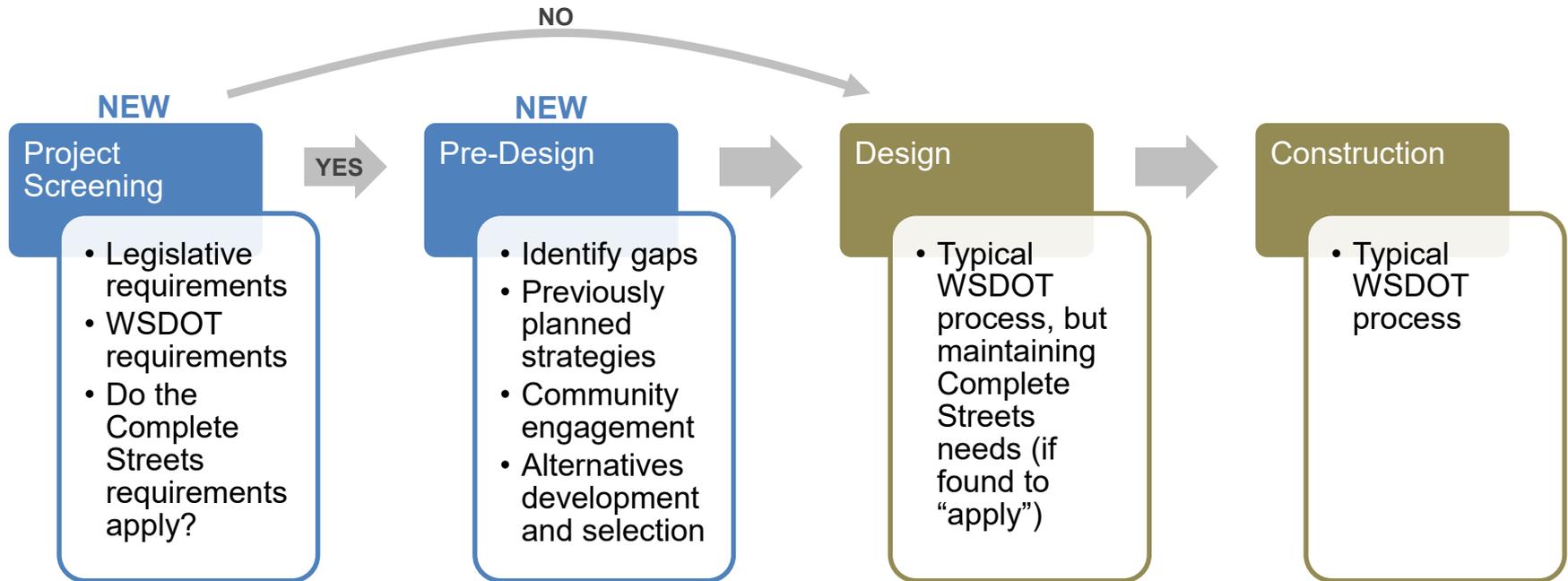
“[M]ust: (a) **Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,**”

“[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,**”

“[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**”

“[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



Complete Streets Screening

- Screening of all WSDOT projects starting design after July 1, 2022, and have an estimated cost of \$500,000+
- Focus on projects
 - in incorporated cities,
 - and other population centers where:
 - active transportation gaps have been identified in WSDOT or local plans
 - and/or projects touch overburdened communities
- Conducted by Region Complete Streets Teams, reviewed by WSDOT HQ
- Some exclusions and nuances exist
 - Facilities where bikes are prohibited
 - Limited Access facilities
 - Regionwide low-cost/spot treatments

Complete Streets Pre-Design

- Planning and development phase that leads into 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 Basis of Design (BOD) and aims for 30% design of selected strategies

Goals for Projects Where Complete Streets Applies

[WSDOT Project Delivery Memo](#)

“Projects implementing Complete Streets:

- **Are developed in cooperation with the affected community through active public engagement.**
- Address unique concerns, related to Complete Streets, of overburdened communities.
- Address active transportation network gaps that have been identified through a WSDOT or local plan and/or through public engagement.
- Eliminate bicycle and pedestrian network gaps within the project limits.
- **Provide bicycle and pedestrian facilities that offer LTS 1 or 2 in alignment with ‘Design Bulletin #2022-01: Designing for Level of Traffic Stress’.** *
- **Provide a separation from vehicular traffic when it is determined that a posted speed must be maintained at greater than 30 mph. See ‘Design Bulletin #2022- 01: Designing for Level of Traffic Stress’ for more information.** *

*A Design Analysis is required for projects that are determined to be subject to the Complete Streets requirement and do not meet these criteria.”

Notable Allowed Solutions

In addition to typical strategies that incorporate Complete Streets, WSDOT's Project Delivery Memo directly notes:

“Include a design option in the Basis of Design alternatives analysis that limits the expansion of the roadway footprint (road diet). Potential modifications to the highway's layout (e.g., narrowing of lanes, road diet or elimination of lanes) may reduce the highway's vehicular Level of Service (LOS), but provide for the introduction of Complete Streets design features at lower cost. Options that reduce vehicle LOS are acceptable on a case-by-case basis in cooperation with the local agency. Consult with your ASDE to assess the potential for mode shift as part of this analysis.”

Other potential solutions:

- Parallel local facilities
- Speed limit reduction

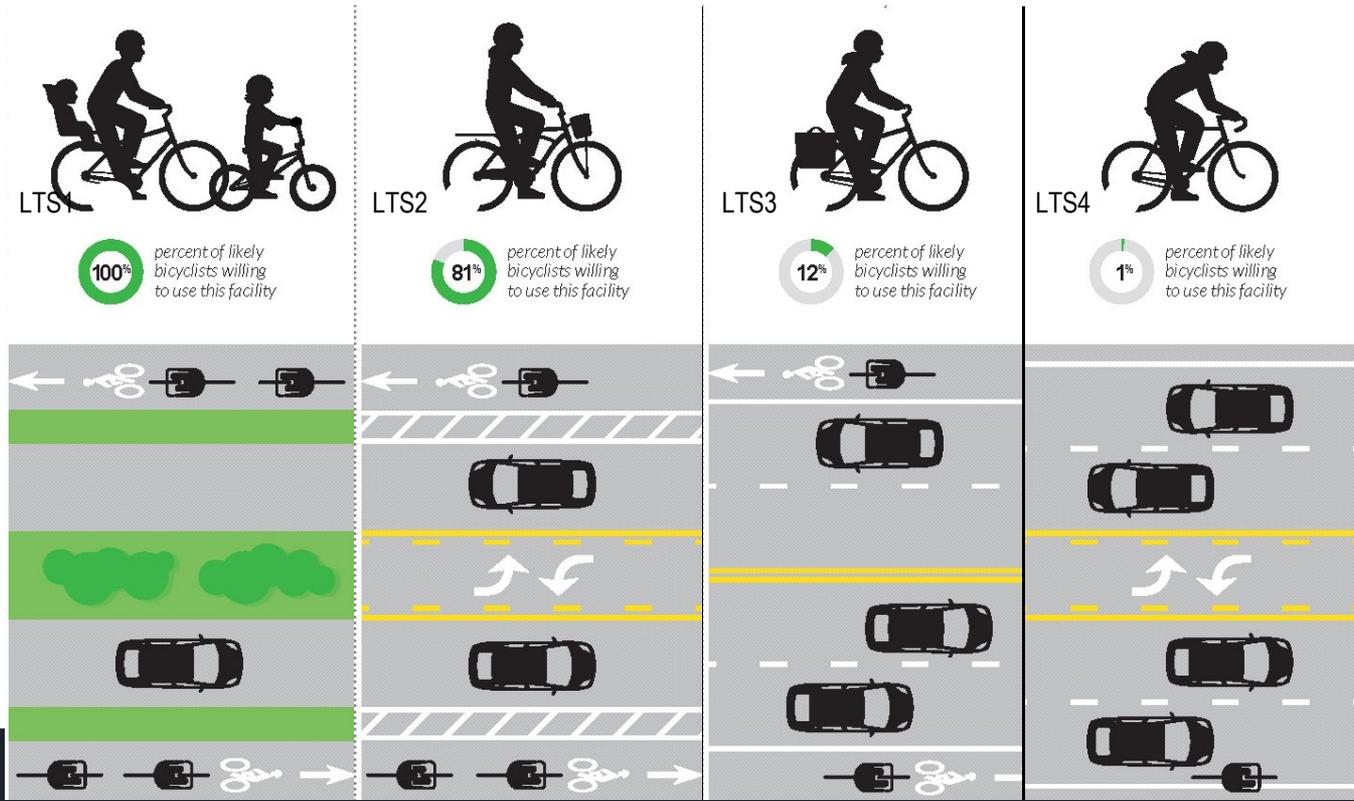


Partnership

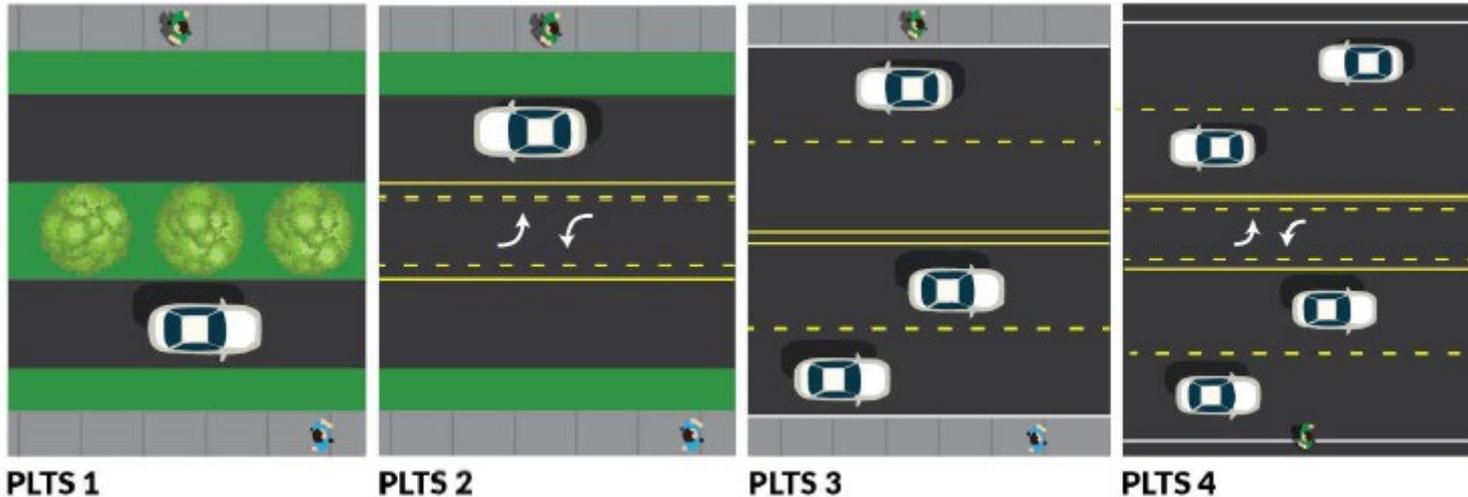
- Community engagement / implementing improvements communities want
- Leverage past/current planning efforts
- Contributing to active transportation networks
- Creativity within existing space
- Close coordination with all interested agencies



Understanding Level of Traffic Stress (LTS) for Bikes



Understanding Level of Traffic Stress (LTS) for Pedestrians



Want to Learn More?

WSDOT's Complete Streets webpage:

<https://wsdot.wa.gov/construction-planning/complete-streets>

- Legislation links
- WSDOT Complete Streets Implementation Project Delivery Memo
- WSDOT Design Bulletin: Level of Traffic Stress
- Other helpful links

Contacts:

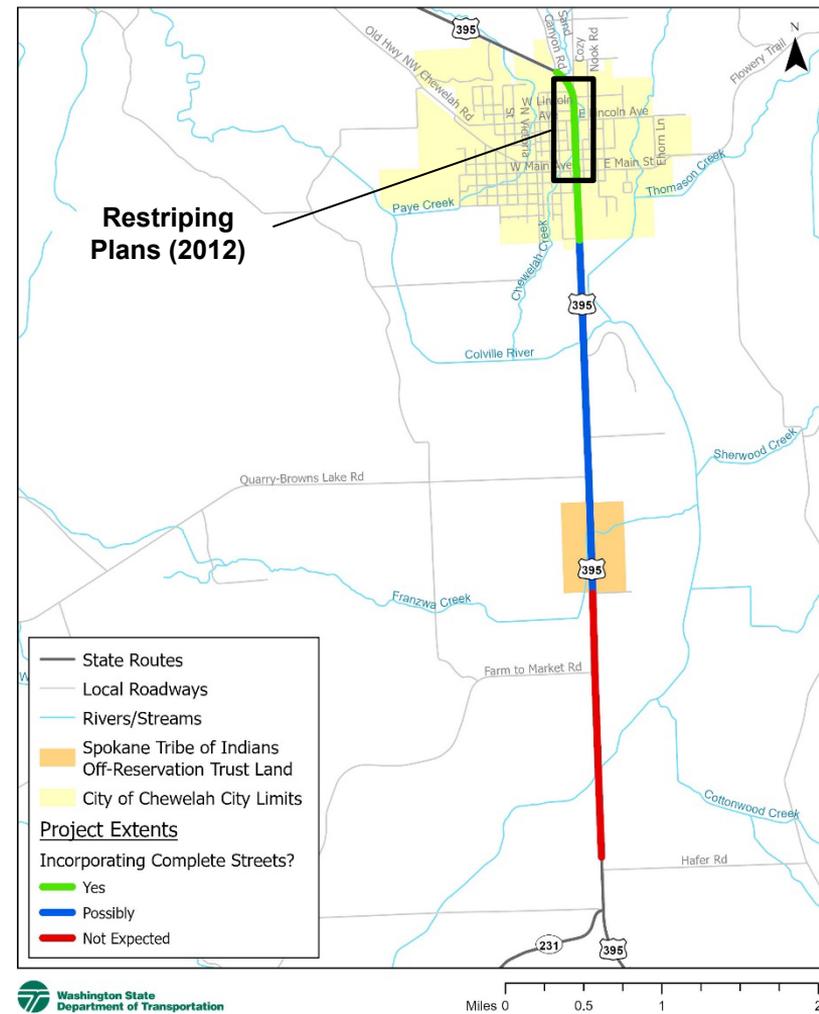
- Shea Suski – Eastern Region Complete Streets Lead
suskism@wsdot.wa.gov | 509.601.3003
- Celeste Gilman – Overall Statewide Coordination
gilmanc@wsdot.wa.gov | 206.492.0993

AGENDA

- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) **Project Overview**
- 4) **Summary of Existing Conditions for Complete Streets**
- 5) **Review of Plans and Studies**
- 6) **Complete Streets Gaps**
- 7) **Preliminary Complete Streets Strategies**
- 8) **Next Steps**

Project Overview

- Original scope involved repaving from Hafer Rd to Chewelah's northern City Limits (MP 202.77 to 207.80)
- Complete Streets
 - Incorporating within City Limits
 - Exploring needs from Chewelah to Mistequa Village (casino)
 - Not expected south of the casino
- City of Chewelah's request to restripe US 395
 - Remove shoulder / parking
 - Add left turn lanes / two-way center left turn lane
 - Preliminary striping plans in 2012 from King Ave to Franklin Ave



AGENDA

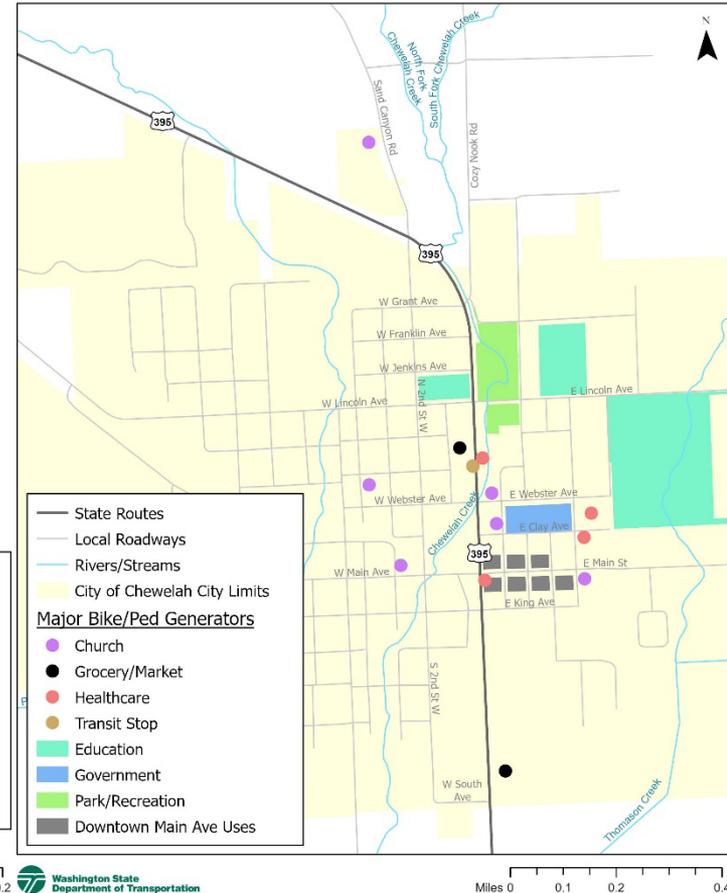
- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) ~~Project Overview~~
- 4) **Summary of Existing Conditions for Complete Streets**
- 5) ~~Review of Plans and Studies~~
- 6) ~~Complete Streets Gaps~~
- 7) ~~Preliminary Complete Streets Strategies~~
- 8) ~~Next Steps~~

Bike/Ped Facilities & Generators

Facilities



Generators



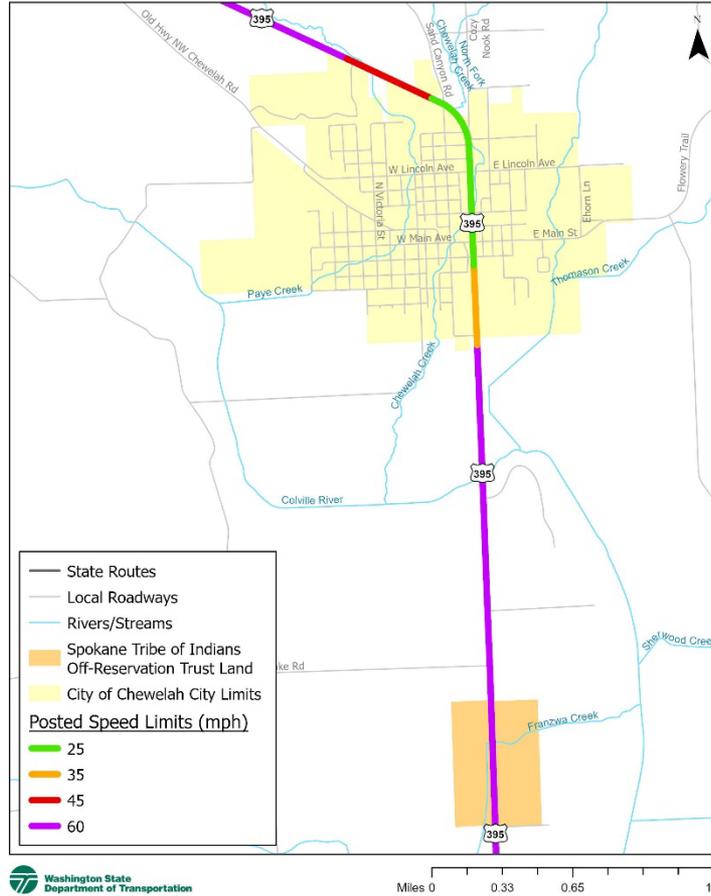
Widths/Cross-Sections

- WSDOT Right of Way (see map)
- Cross-sections
 - Mistequa Village to Hico store: 2 through lanes with occasional center turn lane
 - n/o Hico store: 2 through lanes with paved shoulders
 - Finishing documentation of sidewalk and lane widths
 - Total pavement widths vary between 36' to 47'

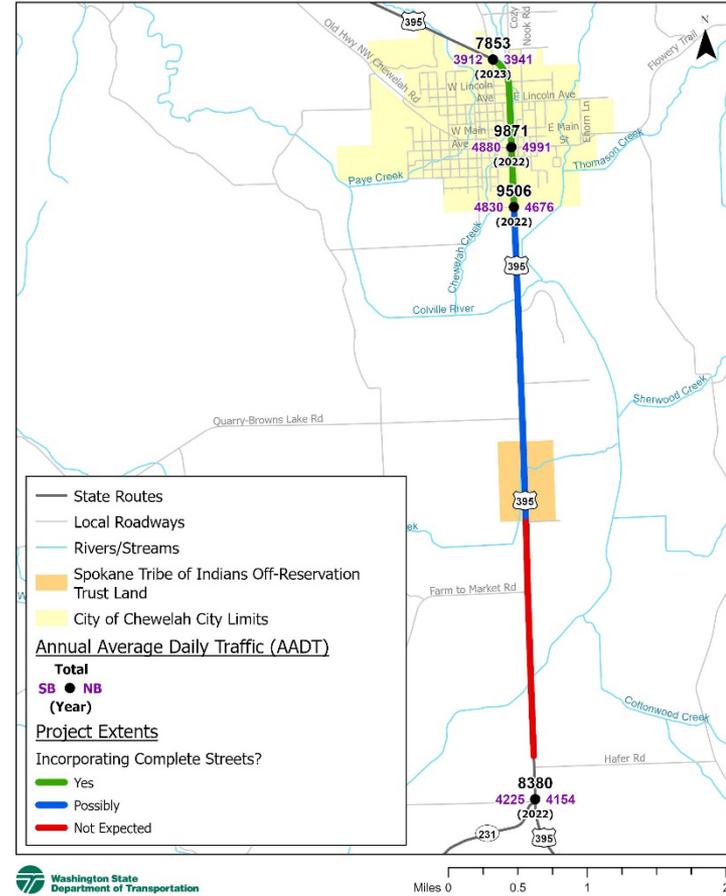


Posted Speed Limits & Traffic Counts

Posted Speed Limits



Existing Traffic Counts



Safety Data Review

- Bike/ped crash data (2015-2022)
 - 5 crashes involving bikes/peds
 - 3 bikes
 - 1 fatal, hit at 60mph s/o Chewelah
 - 2 pedestrians
 - Most (3) involved crossing an intersection
 - Visibility of vulnerable user likely a factor in most of the crashes
 - Driver age may need to be a factor in strategy development
- Speeds near City Limits might be a concern for LTS
 - Speed radar signs agreement



AGENDA

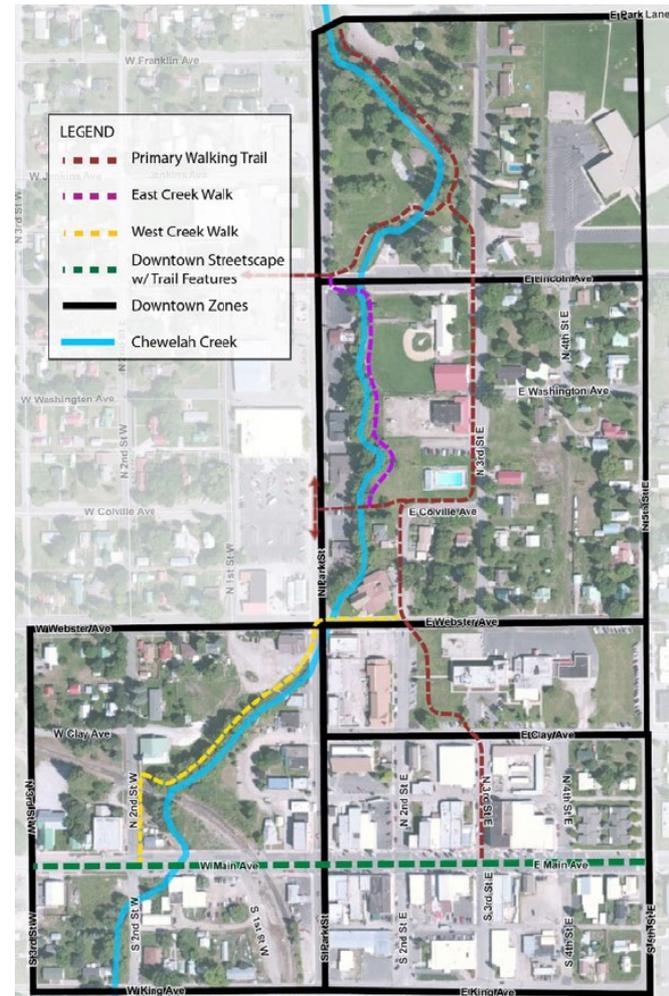
- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) ~~Project Overview~~
- 4) ~~Summary of Existing Conditions for Complete Streets~~
- 5) **Review of Plans and Studies**
- 6) Complete Streets Gaps
- 7) Preliminary Complete Streets Strategies
- 8) Next Steps

Review of Studies & Plans

- City of Chewelah Comprehensive Plan (2021)
 - Needs/Gaps/Issues
 - School/active transportation crossing at US 395 & Lincoln Ave.
 - Speed control at north and south ends of the City
 - Active transportation mobility, including walkability in the southern portion of the City
 - Chewelah Loop Bike Route
 - Projects/Strategies
 - Roundabout at N 2nd St / Sand Canyon Rd and US 395
 - Restriping project n/o Main Ave, and to South Ave as well
 - One consistent speed limit with the City Limits
 - Sidewalks to be at least 6-8' wide, with 3-8' landscape buffer if space available
 - Consider parallel bike boulevards and alternative bike routes for US 395
 - Path from Everett Jenne Memorial Park to downtown along Chewelah Creek

Review of Studies & Plans

- City of Chewelah Downtown and Housing Subarea Plan (2021)
 - Needs/Gaps/Issues
 - Walkable and bikeable downtown
 - US 395 is difficult to cross for bikes/peds
 - Projects/Strategies
 - Chewelah Trail, including East Creek Walk long-term alternative parallel to US 395
 - Enhanced crossings of US 395 at Jenkins Ave, Lincoln Ave, Safeway, Webster Ave, Clay Ave, Main Ave, and King Ave
 - Median refuges and bulb-outs
 - Rectangular rapid flashing beacons (RRFBs)
 - Expanding downtown w/o US 395
 - 3rd St E Promenade from Main Ave to Clay Ave
 - Sidewalk buffers along US 395



Other Studies & Plans Reviewed

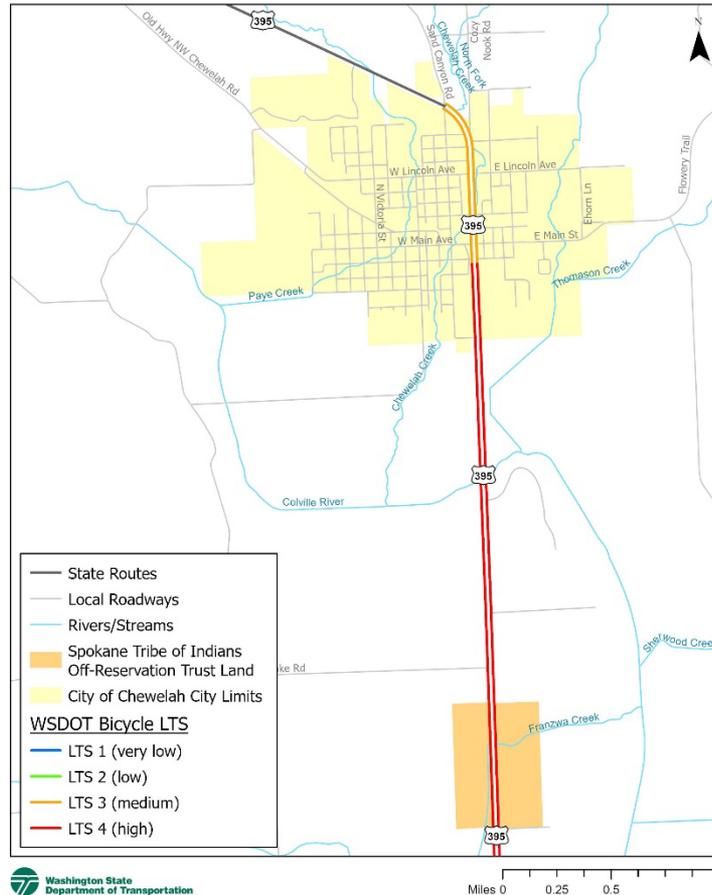
- City of Chewelah Pedestrian Safety and Mobility Plan (2013) – *largely implemented*
- DRAFT 2024 Unified Planning Work Program (UPWP) and Regional Transportation Plan (RTP) 2042
 - Note regionwide need for improved walking and biking infrastructure
 - Demonstrates regional support for Complete Streets and associated principles
- Chewelah Area Recreation Planning Effort (CARPE) (2019)
 - Demonstrated need for bike/ped facilities, including older and youth populations
 - Notes planned asphalt trail between City of Chewelah and Mistequa Village by the Spokane Tribe (2019-2025 CIP)
- Stevens County Comprehensive Plan (2022)
- WSDOT Corridor Sketch Summary – US 395: Hatch Rd Jct (N. Spokane) to Canadian Border (2017)
- Chewelah Parks, Recreation and Open Space (PROS) Master Plan (*ongoing*)

AGENDA

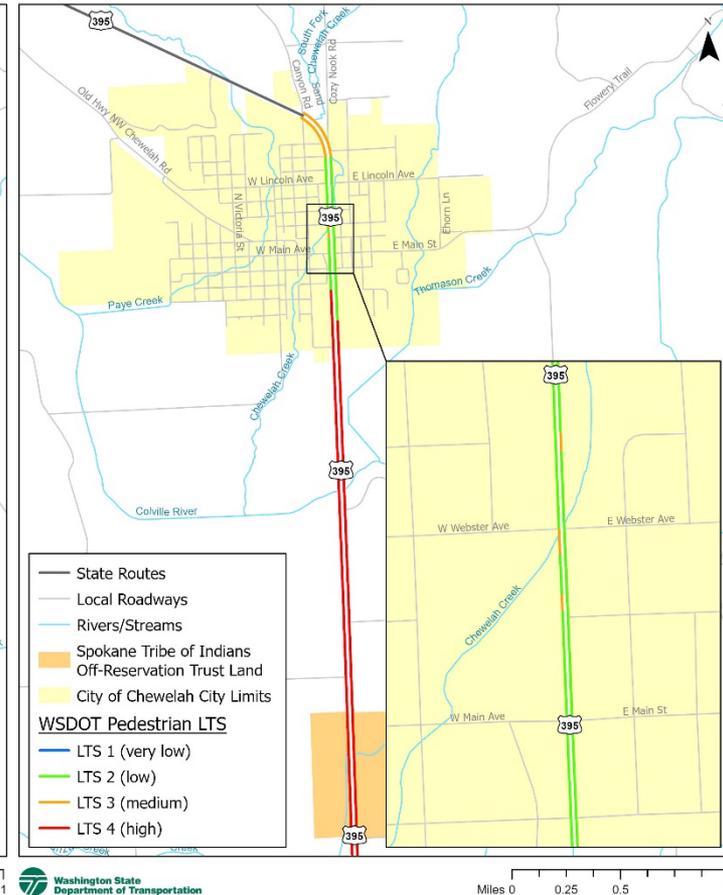
- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) ~~Project Overview~~
- 4) ~~Summary of Existing Conditions for Complete Streets~~
- 5) ~~Review of Plans and Studies~~
- 6) **Complete Streets Gaps**
- 7) **Preliminary Complete Streets Strategies**
- 8) **Next Steps**

Level of Traffic Stress (LTS)

Existing Bicycle LTS



Existing Pedestrian LTS



Crossings of US 395

- Intersections identified in plans to enhance:
 - Jenkins Ave
 - Lincoln Ave (school crossing)
 - Safeway
 - Webster Ave
 - Clay Ave
 - Main Ave (signalized)
 - King Ave
- Other intersections:
 - Franklin Ave
 - Chewelah Creek trailhead
 - Currently has ramps but no crosswalk
 - Sand Canyon Rd
 - South St
- Goal: route directness index (RDI) < 2



US 395 at Lincoln Ave



US 395 at Franklin Ave

ADA Ramps & Sidewalk Obstacles

- Ramps will be upgraded to meet ADA
 - Inventory has been taken
- Numerous sidewalk sections need to be fixed/upgraded
- Permanent and moveable obstacles
 - Planters
 - Light poles
 - Signs
 - Vehicles
 - Other obstructions



US 395 near Webster Ave



US 395 near Clay Ave



*US 395 at
Lincoln Ave*



US 395 at Jenkins Ave

Gaps and Travel Patterns Discussion

- Any plans/studies we missed?
- Any gaps or projects we missed?
 - Places with difficult sight lines for drivers to see bikes/peds?
- Where do people walk/bike to/from today? Where do you think people wish they could walk/bike to/from more safely?
 - Including:
 - School / children
 - Transit riders
 - Mobility impaired
 - Elderly
 - Mistequa Village?
- Restriping:
 - Extents
 - Public/stakeholder engagement?
 - Impacts on Complete Streets

AGENDA

- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) ~~Project Overview~~
- 4) ~~Summary of Existing Conditions for Complete Streets~~
- 5) ~~Review of Plans and Studies~~
- 6) ~~Complete Streets Gaps~~
- 7) **Preliminary Complete Streets Strategies**
- 8) **Next Steps**

WSDOT LTS: Bike Lanes

BLTS Criteria for Bike Lane without Separation from Traffic (paint stripe or buffer < 2 feet wide)

| Bike Lanes are greater than or equal to 7 feet (allows for 5' plus 2' buffer) | | | | | | | | |
|---|-----------|------|----|----|----|----|----|-----|
| Lanes | AADT | <=20 | 25 | 30 | 35 | 40 | 45 | 50+ |
| 1 thru lane per direction (or 1 lane one-way street) | 0-750 | 1 | 1 | 2 | 3 | 4 | 4 | 4 |
| | 751-1500 | 1 | 1 | 2 | 3 | 4 | 4 | 4 |
| | 1501-3000 | 1 | 1 | 2 | 3 | 4 | 4 | 4 |
| | 3000+ | 2 | 2 | 2 | 3 | 4 | 4 | 4 |
| 2 thru lanes per direction | 0-7000 | 2 | 2 | 2 | 3 | 4 | 4 | 4 |
| | >7000 | 2 | 2 | 3 | 3 | 4 | 4 | 4 |
| 3+ thru lanes per direction | Any ADT | 3 | 3 | 3 | 4 | 4 | 4 | 4 |

| Bike Lanes are less than 7 feet (must be 5' or greater to be within standard) | | | | | | | | |
|---|-----------|------|----|----|----|----|----|-----|
| Lanes | AADT | <=20 | 25 | 30 | 35 | 40 | 45 | 50+ |
| 1 thru lane per direction (or 1 lane one-way street) | 0-750 | 1 | 2 | 2 | 4 | 4 | 4 | 4 |
| | 751-1500 | 1 | 2 | 2 | 4 | 4 | 4 | 4 |
| | 1501-3000 | 1 | 2 | 2 | 4 | 4 | 4 | 4 |
| | 3000+ | 2 | 2 | 2 | 4 | 4 | 4 | 4 |
| 2 thru lanes per direction | 0-7000 | 2 | 2 | 3 | 4 | 4 | 4 | 4 |
| | >7000 | 3 | 3 | 3 | 4 | 4 | 4 | 4 |
| 3+ thru lanes per direction | Any ADT | 3 | 3 | 4 | 4 | 4 | 4 | 4 |

WSDOT LTS: Sidewalks

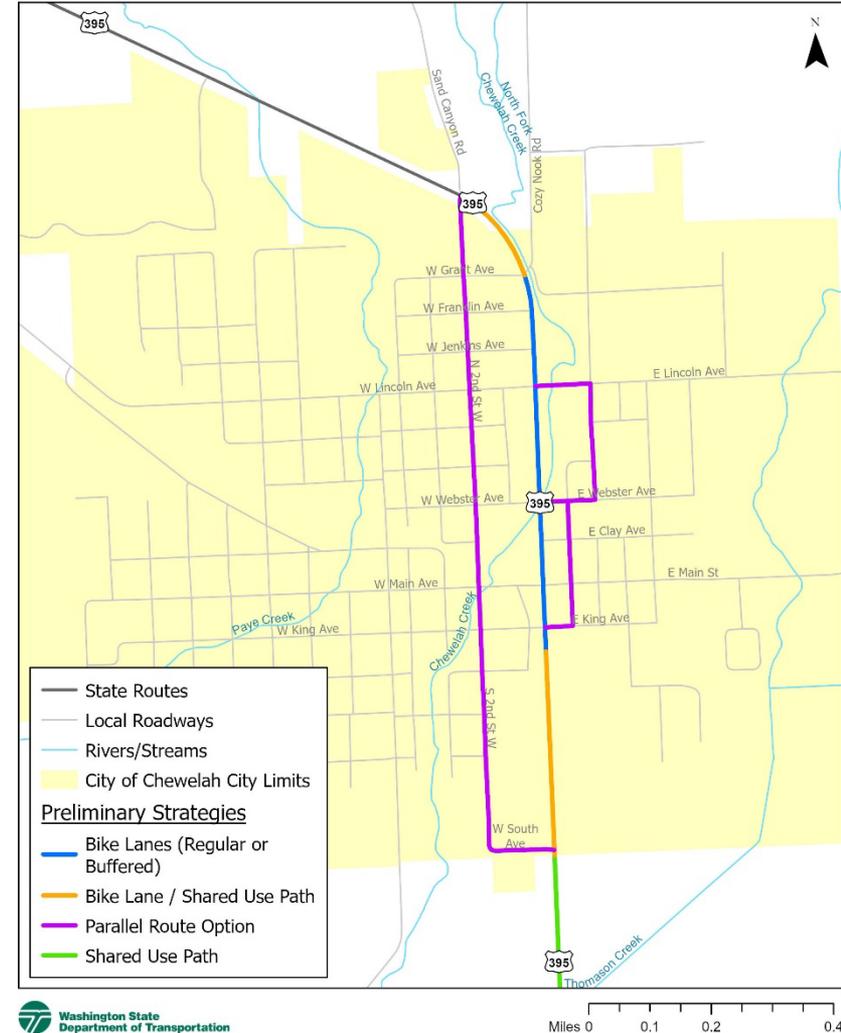
PLTS based on Sidewalk Width

| Greater than Minimum Sidewalks Present (6' or greater) | | | | | | | | | |
|--|-----------|------|----|----|----|----|----|-----|---|
| Lanes | AADT | <=20 | 25 | 30 | 35 | 40 | 45 | 50+ | |
| 1 thru lane per direction (or 1 lane one-way street) | 0-750 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 |
| | 751-1500 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 |
| | 1501-3000 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 4 |
| | 3000+ | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 |
| 2 thru lanes per direction | 0-7000 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 |
| | >7000 | 2 | 2 | 2 | 2 | 3 | 4 | 4 | 4 |
| 3+ thru lanes per direction | Any ADT | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 |

| Minimum Sidewalk Facility Present (5') | | | | | | | | | |
|--|-----------|------|----|----|----|----|----|-----|---|
| Lanes | AADT | <=20 | 25 | 30 | 35 | 40 | 45 | 50+ | |
| 1 thru lane per direction (or 1 lane one-way street) | 0-750 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 |
| | 751-1500 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 |
| | 1501-3000 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 4 |
| | 3000+ | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 |
| 2 thru lanes per direction | 0-7000 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 |
| | >7000 | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 |
| 3+ thru lanes per direction | Any ADT | 2 | 2 | 3 | 4 | 4 | 4 | 4 | 4 |

Preliminary Strategies

- Along US 395
 - Regular or buffered bike lanes (possibly with flexible delineators)
 - Consistent speed limit (25mph)
 - Sidepath (if > 30mph)
 - Add sidewalks where missing
 - Parallel routes/facilities
 - For all of US 395 via 2nd St W
 - 2nd St E from King Ave to Webster Ave
 - Combine with planned Chewelah Trail system



Preliminary Strategies

- Crossing improvements (see below)
- Improved lighting



Curb Extensions



Median Refuge



Rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon



Additional crossing warning signs at and in advance of the intersection

(Images Source: pedbikeimages.org)

AGENDA

- 1) ~~Introductions~~
- 2) ~~WSDOT Complete Streets Overview~~
- 3) ~~Project Overview~~
- 4) ~~Summary of Existing Conditions for Complete Streets~~
- 5) ~~Review of Plans and Studies~~
- 6) ~~Complete Streets Gaps~~
- 7) ~~Preliminary Complete Streets Strategies~~
- 8) **Next Steps**

Community Engagement

- Workshop #1
 - Proposing workshop style event for Tue., Aug. 8th or Thu. Aug. 10th
 - Proposed location: Civic Center at City Hall, any others to consider?
 - In-person and online survey
 - Online open house page
- Project webpage
- Communications
 - Farmer's Market booth Friday before and after
 - Social media
 - Press release / news media
 - Flyers
 - Community boards
 - Local organizations / businesses
- Workshop #2: estimated late Sept. / early Oct.

Project Timeline

- Currently wrapping up gaps analysis
 - Will also analyze restriping
- Two more touch points with stakeholder group and public
- Design and ad dates are subject to change based on funding and associated restrictions (*)



Feedback

- Please review materials/presentation
- Provide any feedback by **Thursday, July 13th**
- Email:
 - Shea Suski: SuskiSM@wsdot.wa.gov
 - Dennis Brown: BrowDe@wsdot.wa.gov
 - Juli Wallace: WallaJu@wsdot.wa.gov
 - Karim Habib: HabibKS@wsdot.wa.gov

Thank You!