

Complete Streets in Washington – Development & Implementation

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New Partners for Smart Growth Conference

San Diego, CA

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Washington State
Department of Transportation

How is implementation going in WA?

- Restructuring procedures to accommodate all users
- Developing new policies and guides (planning, design, construction and maintenance)
- Offering workshops and other trainings
- Instituting better ways to measure performance
- Developing a funding mechanism(s)

Milestones in State Policy

- WSDOT Livable Communities Policy, 2000
- CSS Executive Order, 2003
- Gray Notebook – measuring performance, 2003
- Design Guidance and Training, 2005
 - *Understanding Flexibility in Transportation, Washington*
- State Funding for Pedestrian & Bicycle Safety, 2005
- AASHTO Environmental Excellence Award, 2006
 - *Best Organizational Integration of Context Sensitive Design*
- State Bicycle and Pedestrian Plan adopted, 2008
- Complete Streets Bill (ESHB 1071) passed, 2011

Recent Milestones in Federal Policy

- Federal Highway Administration Issues Livable Communities Policy, June 2009
<http://www.dot.gov/affairs/2009/dot8009.htm>
- USDOT Policy on Biking and Walking, March 2010
<http://www.dot.gov/affairs/2010/bicycle-ped.html>
- 2010 FHWA applies Livable Communities criteria to all discretionary grant programs:
 - Provide more transportation choices.
 - Promote equitable, affordable housing.
 - Enhance economic competitiveness.
 - Support existing communities.
 - Coordinate policies and leverage investment.
 - Value communities and neighborhoods.

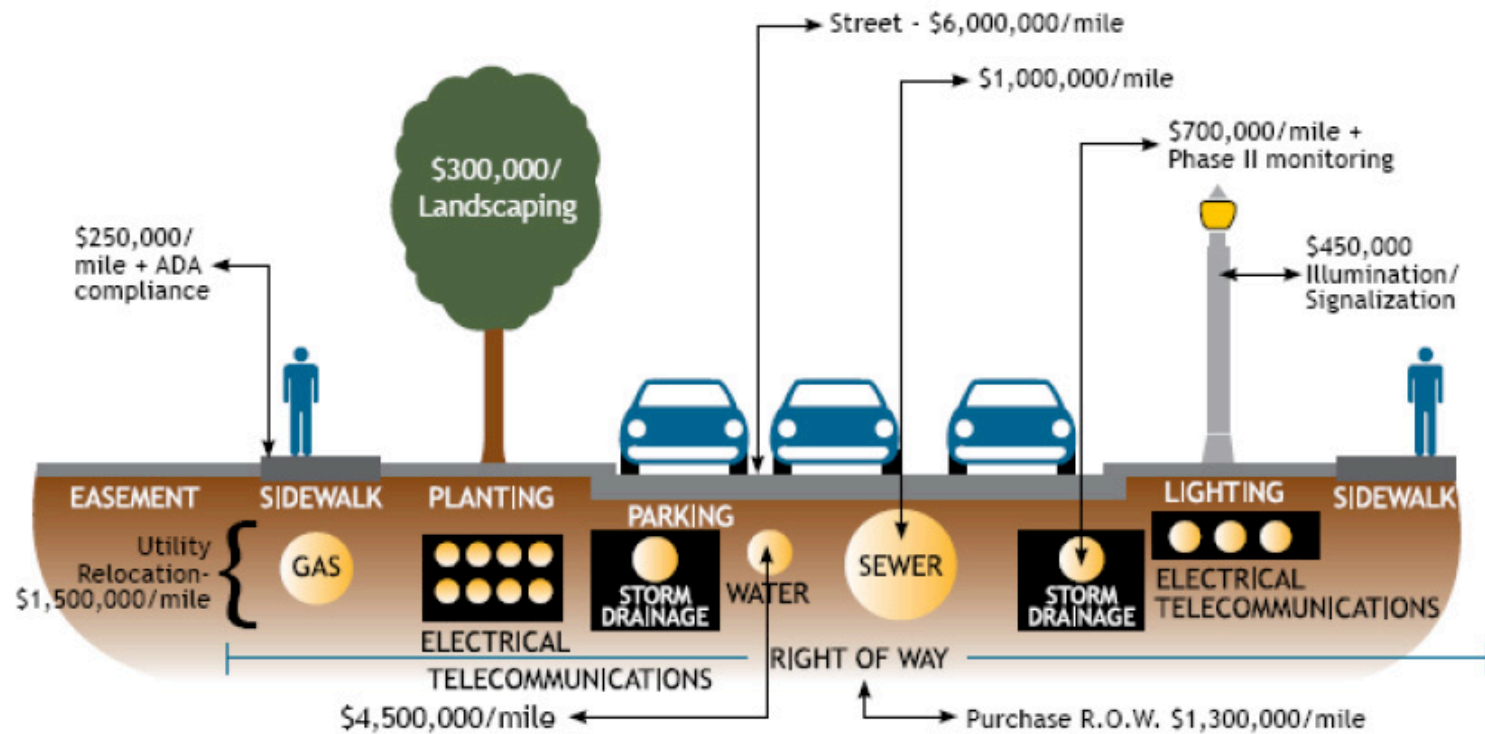
Designing Streets for Everyone



Typical “Complete Street” Elements

Typical City Infrastructure Costs Today

City streets are more than pavement.



Plus ongoing maintenance, preservation and operating costs.

Highway Maintenance Responsibilities in Cities

(Managed access highways*)

Cities under 22,500	City Responsibility - Operational (consistent with state laws) <ul style="list-style-type: none"> Street Illumination Cleaning-streets, catch basins, snow plowing, etc. Existing Stormwater facilities Traffic and parking enforcement 	State Responsibility – Structural Integrity <ul style="list-style-type: none"> Roadway surface and shoulders Traffic Control Signals Slope stability State has snow plowing authority when necessary Route markers, directional signs
Cities over 22,500	City Responsibility (consistent with state laws) <ul style="list-style-type: none"> <u>Same responsibilities as above, plus</u> Slope stability Traffic Control Signals 	State Responsibility** <ul style="list-style-type: none"> Roadway surface and shoulders State has snow plowing authority when necessary Route markers, directional signs

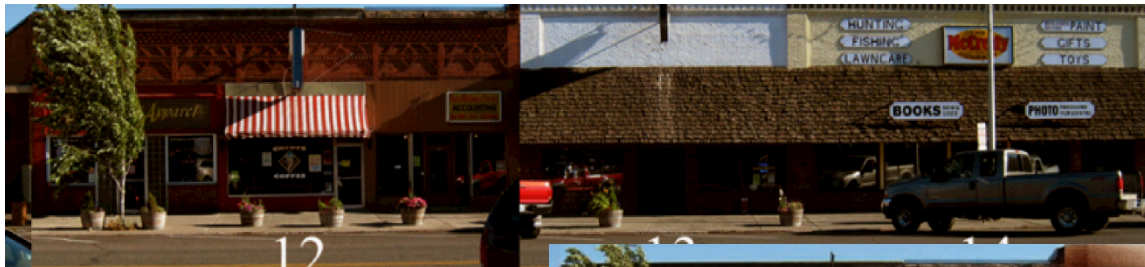
*WSDOT performs all of the above maintenance activities on Limited Access Highways (i.e. I-5, I-90, I-405, I-82, etc.)

**State Highway Improvements are typically a partnership between cities and the state

State Highways as Main Streets: A Study of Community Design and Visioning

The Issues

- City streets operate as state highways
- Design affects community livability and safety
- Scope, schedule and budget changes on these streets/highways



Two visions of a street in Goldendale



The Need

- Help local agencies improve funding opportunities
- Explore new methods for collaboration and problem solving when state highways serve as local main streets
- Determine successful approaches to meet the federal requirements for visioning set forth in SAFETEA-LU
- Translate context sensitive design guidance into practice
- Support staff and organizational development by connecting the architecture profession and transportation engineering

Anticipated Outcomes

- **Develop more cost effective transportation projects**
 - Ensure fewer scope and schedule changes
 - Revitalize vs. mitigate transportation impacts to communities
- **Identify partnerships opportunities and resources**
 - Transportation, historic preservation, environmental, economic development, utilities, etc.
- **Ensure a measurable link between goals and transportation investments**
 - Outcomes vs. throughput or volume to capacity ratio
 - Safety

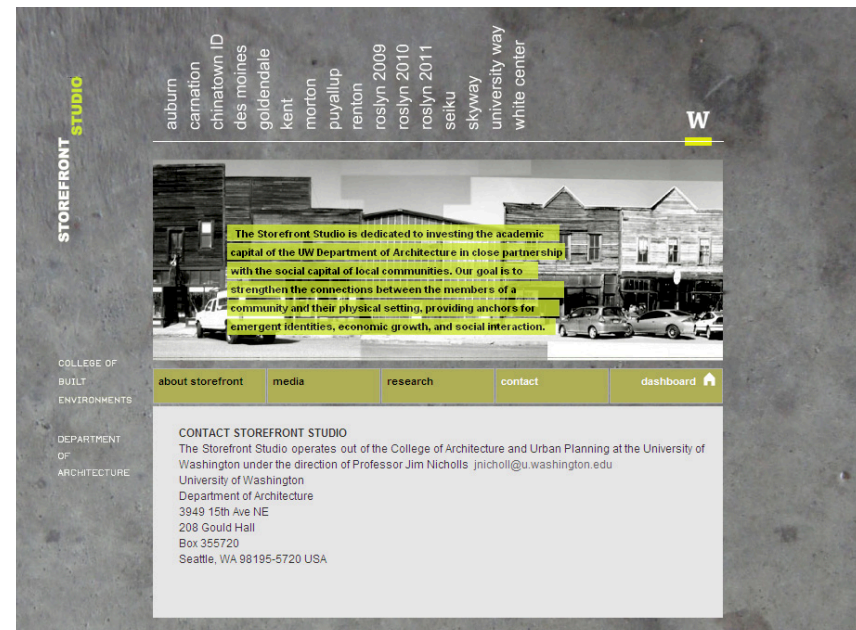


The Research

1. System Analysis
2. Case Studies

Storefront Studio Program

University of Washington
College of Built Environments
Department of Architecture



What's a Main Street Highway?

Step 1: Screening

Variables	Units of Measure
State Route within City Limits	Y, N
Highway of Statewide Significance	Y, N
National Highway System	Y, N
State Access Control Classification	Y, N
Federal Functional Classification	Principal arterials, Minor arterial streets, Collector streets, Local streets
Design Speed	MPH
Posted Speed	MPH
Year of Incorporation	Year
Freight Classification	T-1 more than 10 million tons per year; T-2 4 million to 10 million tons per year; T-3 300,000 to 4 million tons per year; T-4 100,000 to 300,000 tons per year; T-5 at least 20,000 tons in 60 days
Collision History	Number of collisions involving bicyclists and pedestrians

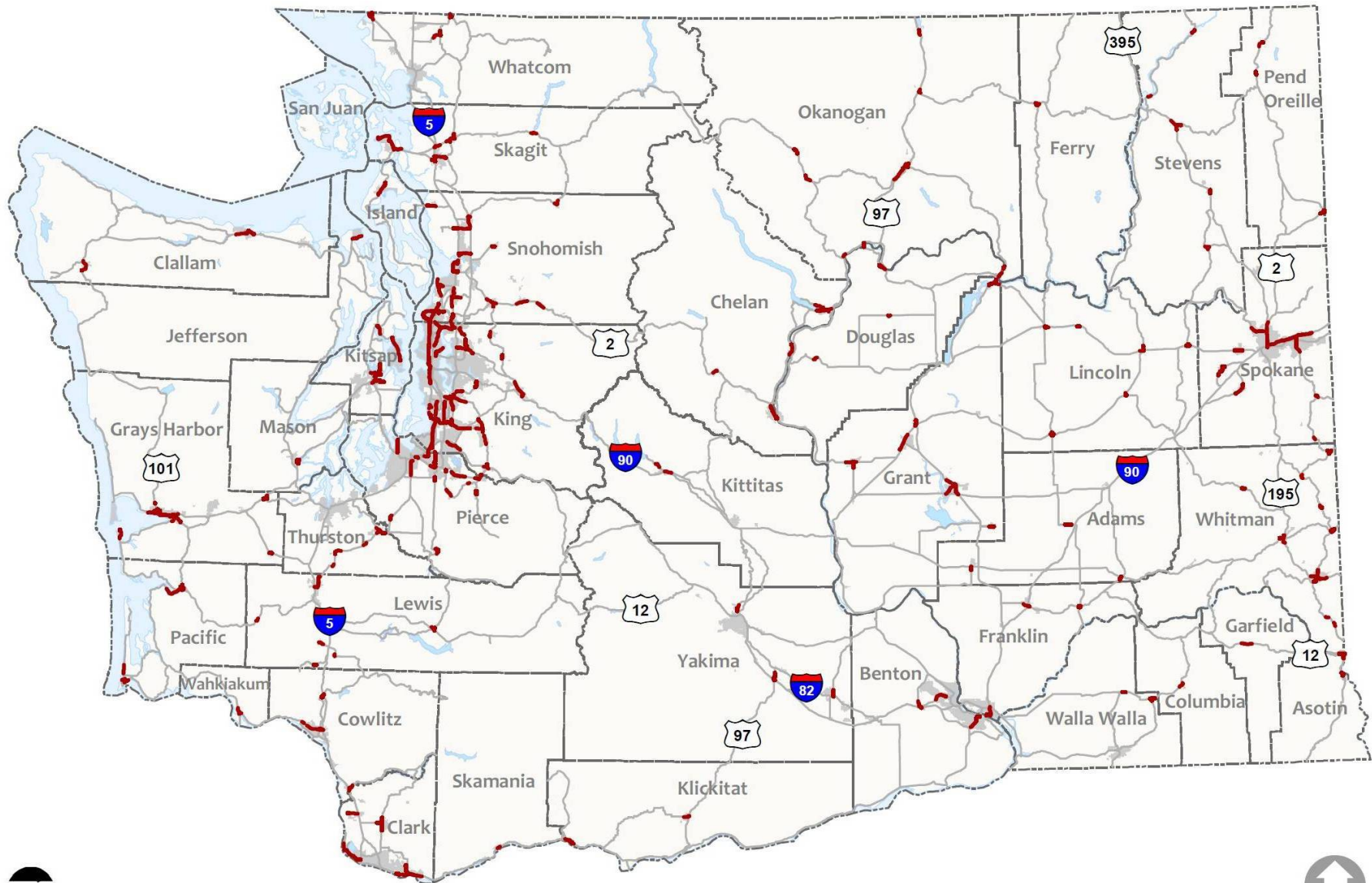
Step 2 – Defining Main Street Highways

Variables	Units of Measure
Proportion of visible buildings that are commercial	Percentage (25%, 50%, 75%, 100%)
Proportion of street frontage with dead space	Percentage (25%, 50%, 75%, 100%)
Proportion of street frontage with parked cars	Percentage (25%, 50%, 75%, 100%)
Proportion of street frontage with tree canopy	Percentage (25%, 50%, 75%, 100%)
Number of travel lanes	Number both directions
Average travel lane width	Feet
Average shoulder width	Feet
Average median width	Feet
Average sidewalk width	Feet
Total curb to curb width	Feet
Total back of sidewalk to back of sidewalk width	Feet
Posted speed limit	MPH
Crosswalk spacing	Feet
Visible curb extensions (y, n)	Y,N
Average building setback	Feet
Average building height (stories)	Stories
Uniform building height (y, n))	Y,N
Number of pedestrians visible	Count
Average daily traffic	Volume
Visible bicycle lane	Y ,N
Visible buildings that are historic	Y,N

Washington State Mainstreet Highways

DRAFT

— Mainstreet Highways City Limits



Case Studies: Main Streets

Community Design Case Studies
in several WA cities:

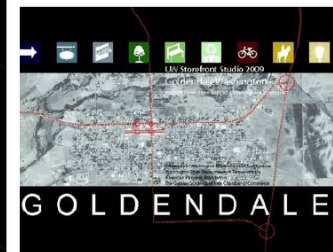
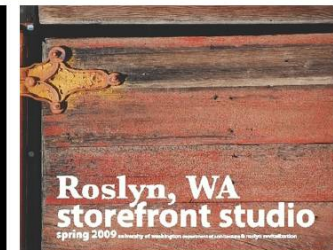
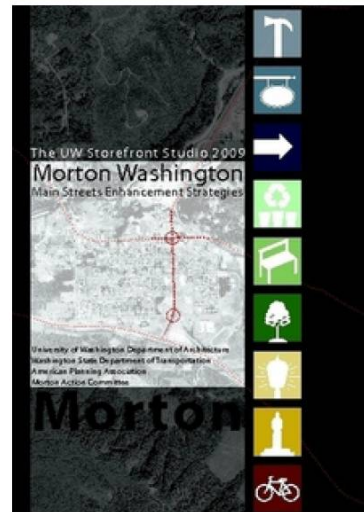
- Roslyn
- Morton
- Goldendale

State Highways as Main Streets: A Study of Community Design and Visioning

WA-RD 733.1

Jim Nicholls
William Payne
Claire Gear
Jessica Miller

October 2009



Washington State
Department of Transportation
Office of Research & Library Services

WSDOT Research Report

Case Studies: “Storefront Studio” Workshops

Storefront Studios -

- public open houses,
- exhibits and
- ***information exchange***

Through archival research, photographic documentation and digital collages before-and-after streetscapes are developed.

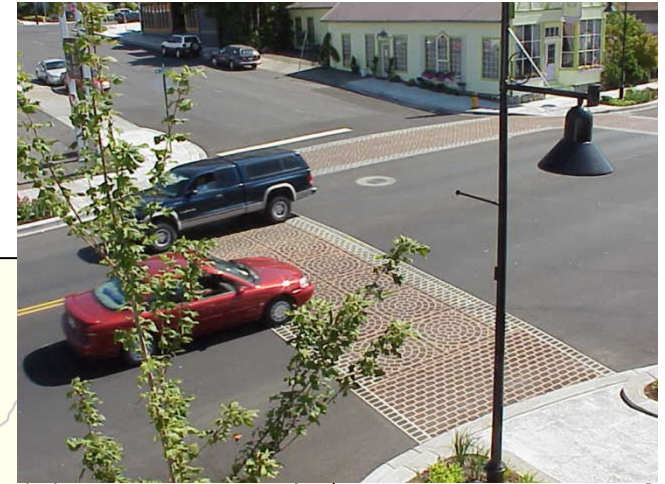


Findings

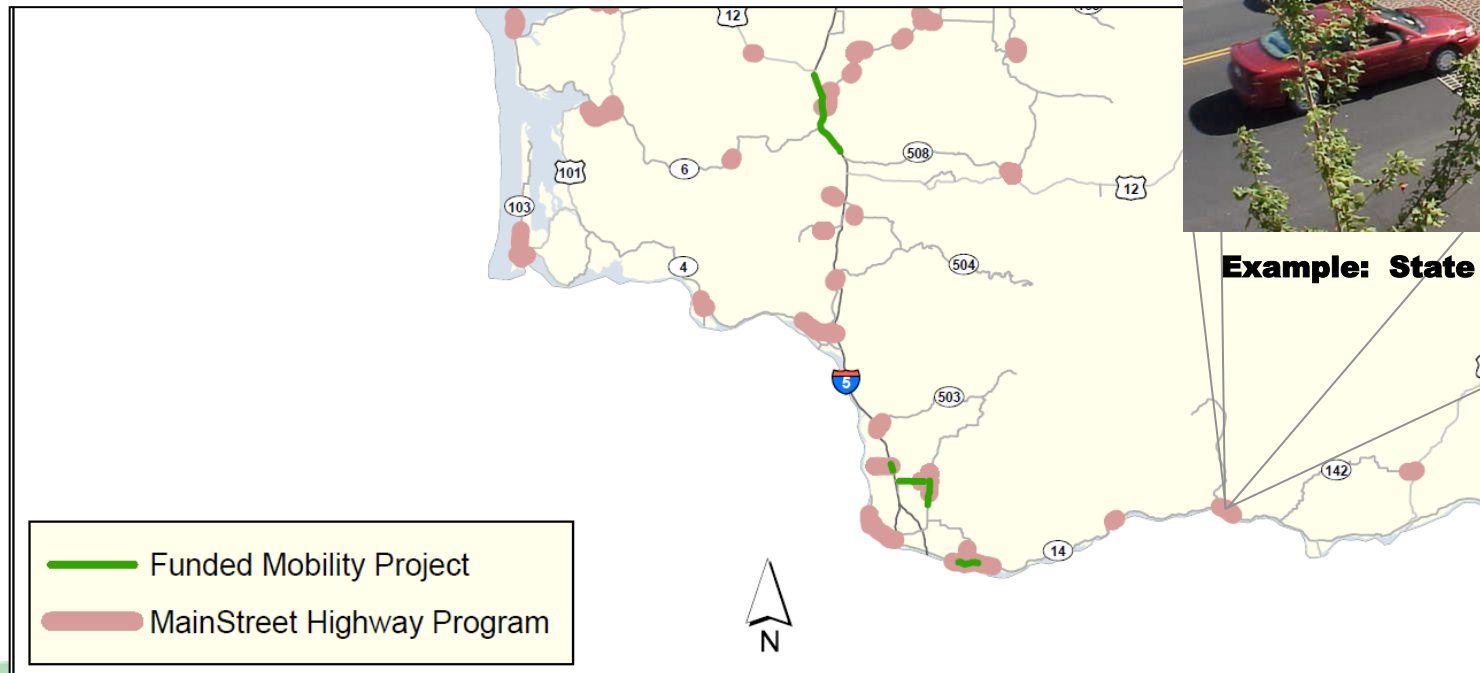
- Scope changes:
 - More common on Main Street Highways
 - 48% of all projects vs. 38% on other parts of the state system
- Retrospective review:
 - 40 projects or 20% of WSDOT's scope, schedule and budget changes could have directly benefited from additional community design
- Average estimated saving per project:
 - **Over \$9 million dollars or 30% of project cost**

Implementing the Research

- **New Funding Program – Main Streets/Complete Streets**
(2011 Washington Legislation – ESHB 1071)
- **New Design Approach**
(2012 Washington Legislation – HB 1700)



Example: State Route 14 – Bingen



WSDOT Resources & Contacts...

WSDOT's Complete Streets website

<http://www.wsdot.wa.gov/LocalPrograms/Planning/MainStreets.htm>

UW Storefront Studio website

<http://www.storefrontstudio.org/>

State Highways as Main Streets: A Study of Community Design and Visioning <http://www.wsdot.wa.gov/Research/Reports/700/733.1.htm>

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