


Creating Livable Streets and Corridors (S526) Washington State's Experience


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Key Topics

- Creating livable streets – Washington example
- Working with State DOT's
- Recent projects – success stories



What steps are we taking?


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



Milestones in State Policy


- WSDOT Livable Communities Policy, 2000
- CSS Executive Order, 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**
- **Flexible Design Bill (HB 1700) passed, 2012**

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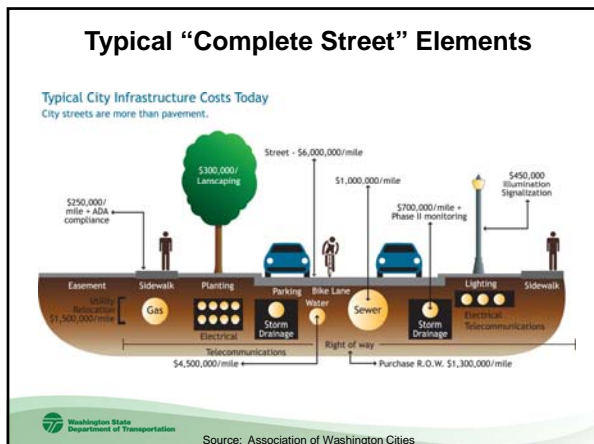
Recent Milestones in Federal Policy

- 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.



WSDOT Community Design – Developing Streets for Everyone



2008-09 Study: State Highways as Main Streets

The Issues

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

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



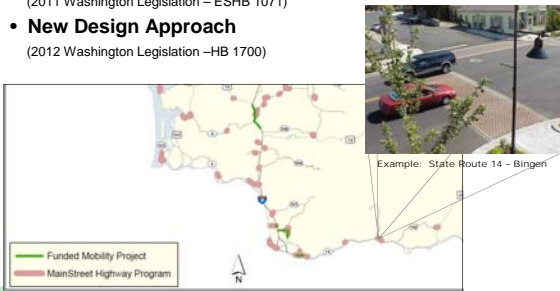

Findings

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

Working with State DOT's on joint projects

- **Locate your advocate within the State DOT**
-Often the office administering federal aid
- **Communicate early and often**
-Understand what is in plans and standards
- **Anticipate a review process**
- **Involve the public in your project**
- **DO NOT give up**
-Where there is a will there is a way
- **Clarify expectations, roles and responsibilities**
 - Different goals?
 - Who is the general contractor?
 - Use a master contract for joint projects

Recent Success Stories




Before After

Haxton Way, Whatcom County, WA






Before After

State Route 99 - Des Moines, WA






Before After

Factoria Trail – I-405 - Bellevue, WA





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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Washington State
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