

US 395/HAFER RD TO CHEWELAH – PAVING PRESERVATION/COMPLETE STREETS

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AGENDA

- What is the project?
- What is Complete Streets, why and how is it incorporated into the project?
- Project specific Cross sections and its complete streets components at each location.
- Questions Comments.

PROJECT DESCRIPTION

This project consists of two main components, roadway **preservation** and implementation of **complete streets** strategies through the City of Chewelah to provide improved multimodal opportunities.

Preservation

From MP 206.69 (South Street) to MP 207.89 (Sand Canyon Rd) consists of full width **grind and inlay of 0.30ft of HMA**, crack sealing and joint adhesive along all longitudinal pavement joints.

Complete Streets

In the city of Chewelah, various complete streets upgrades will occur. Along the roadway, work will consist of installing buffered **bike lanes**, extending **sidewalk** south to South St, installing a **shared use path** (from Franklin Avenue or Lincoln Avenue to Sand Canyon Road), **chicane** at Sand Canyon Rd and upgrading non-compliant **curb ramps, sidewalks and driveways**. At the intersections, this work will include installing curb extensions (**bulb-outs**) at the corners of the intersections to shorten the crossings and facilitate ADA ramp improvements. At strategic locations **Rectangular Rapid Flashing Beacons, lighting, mid-block crossings** as well as accessible pedestrian poles on the corners Main Street/US395 will be installed.

What is Complete Streets and why are we incorporating it in Chewelah?

COMPLETE STREETS LAW

RCW 47.04.035

Street access—Principles of complete streets—Requirements.

(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. As such, state transportation projects starting design on or after **July 1, 2022**, and that are **\$500,000** or more.

[Play a video introduction to Complete Streets at WSDOT](#)

How do we incorporate Complete Streets?

1. By improving **safety**

Traffic Calming - uses physical design and other measures to improve safety for motorists, car drivers, pedestrians and cyclists. It has become a tool to combat speeding and other potentially unsafe behaviors of drivers.

- Speed Reductions
- Chicanes
- Lane width reductions
- Curb extensions – Bulb Outs
- Rectangular Rapid Flashing Beacons
- Physical object - Traffic Islands

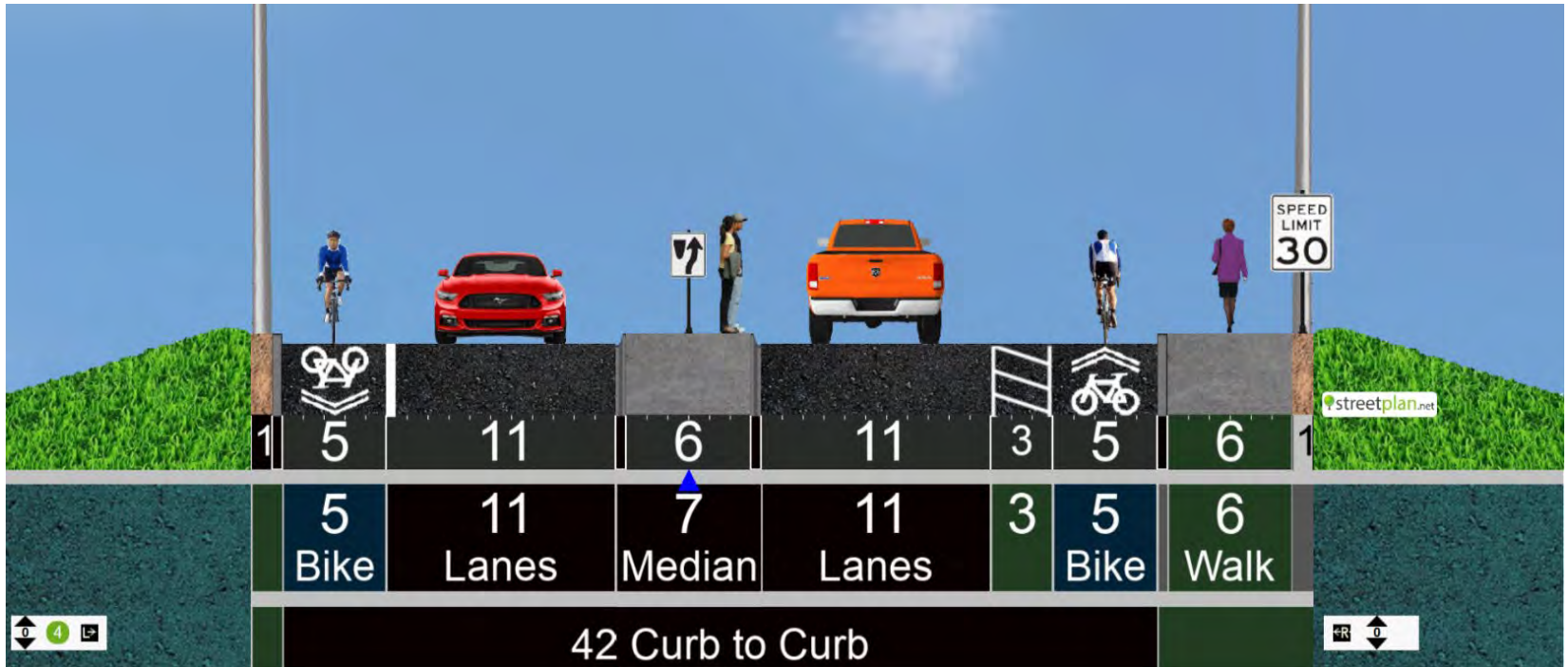
2. By improving mobility/Access - Americans with Disabilities Act passed in 1990

- Are there curb ramps which connect the roadway to the sidewalk?
- Are the surfaces at sidewalks, driveways and ramps traversable?
- Can pedestrian crossing distances be shortened?
- Can bike lanes be introduced?
- Can shared use paths be introduced?
- Can traffic island refuges be constructed?

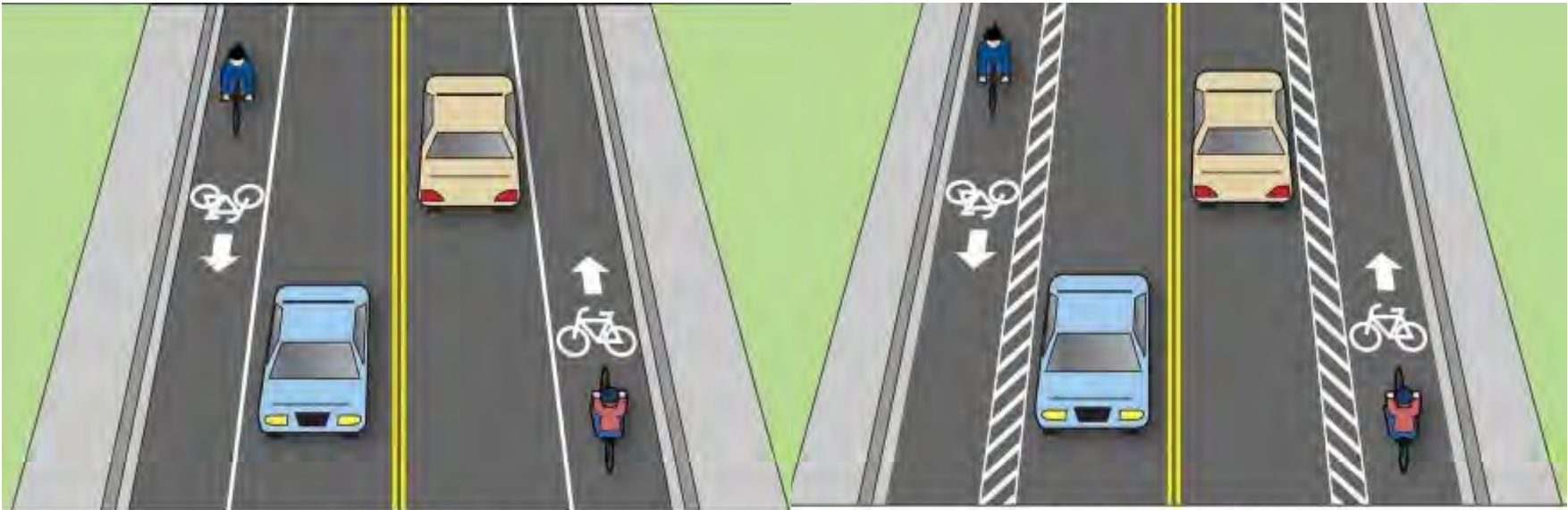
PROJECT SPECIFIC CROSS SECTIONS

*** PROPOSED - SUBJECT TO CHANGE**

South Street



Bike Lanes – area on the roadway that is exclusive for bicycles.



Conventional bike lane

Conventional bike lanes are on-road facilities designated by striping, signage, and pavement markings. They often are located next to a motor vehicle travel lane and flow in the same direction as other traffic.

Buffered bike lane

Buffered bike lanes are similar to conventional bike lanes, but they also include a painted buffer which helps increase the separation between cyclists and motor vehicles.

Traffic Island and Refuge - is a raised section of pavement between two lanes of traffic moving in opposite directions. A traffic calming measure which slow traffic because they narrow the road and may remind drivers that pedestrians could be crossing the road.

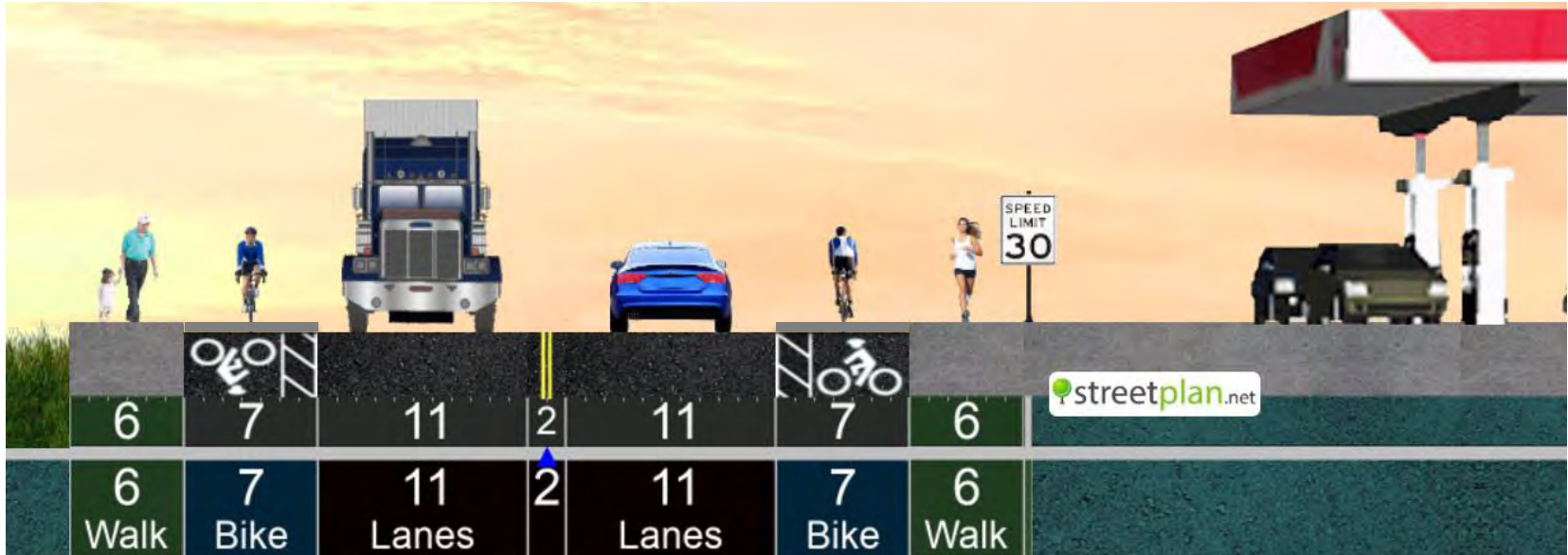


US 395/South Street
Chewelah, WA



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Hi-Co Gas Station



Mid-Block Crossings – facilitate crossings to places that people want to go but that are not well served by the existing traffic network.



Mid-block Crossings at Hi-Co Gas and Safeway

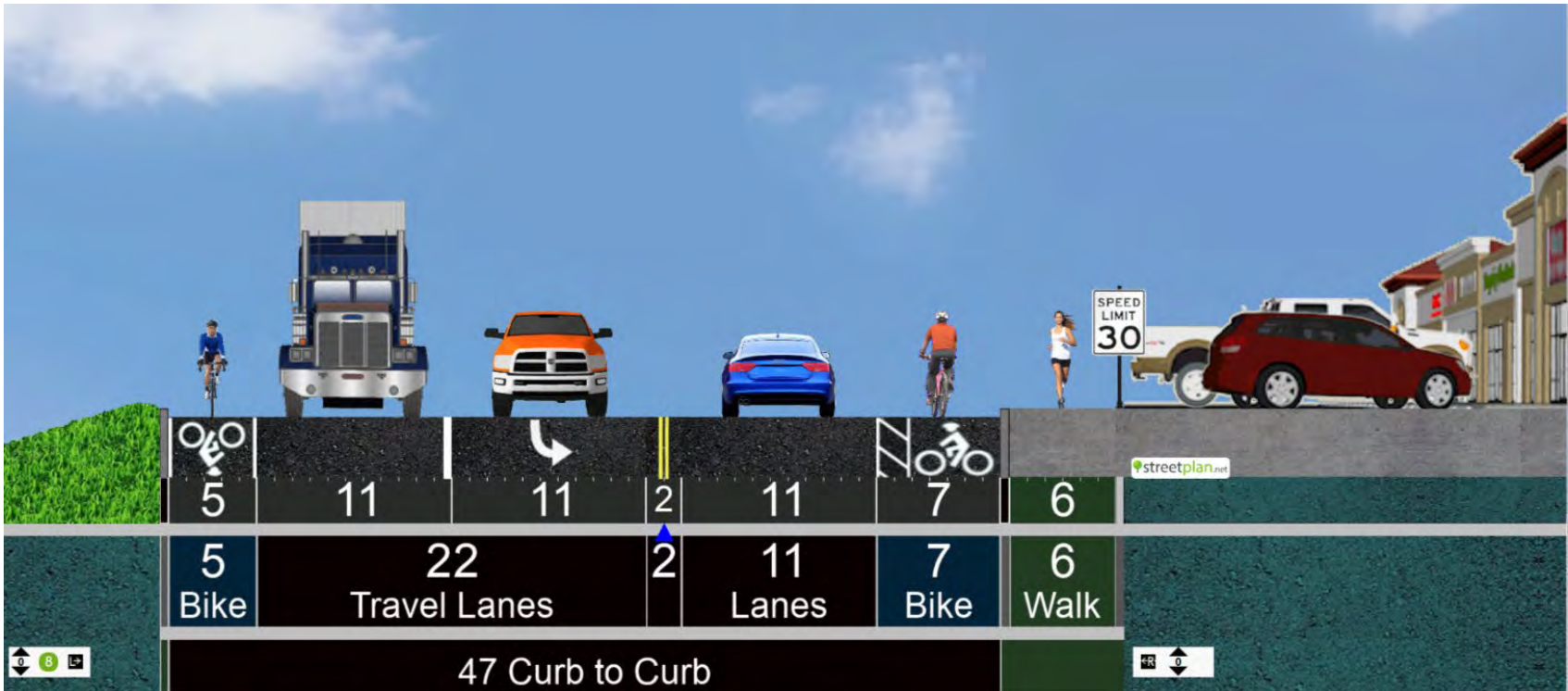


Rapid Rectangular Flashing Beacon – a device that flashes when activated by pedestrians to enhance their visibility and driver yielding at uncontrolled crosswalks.



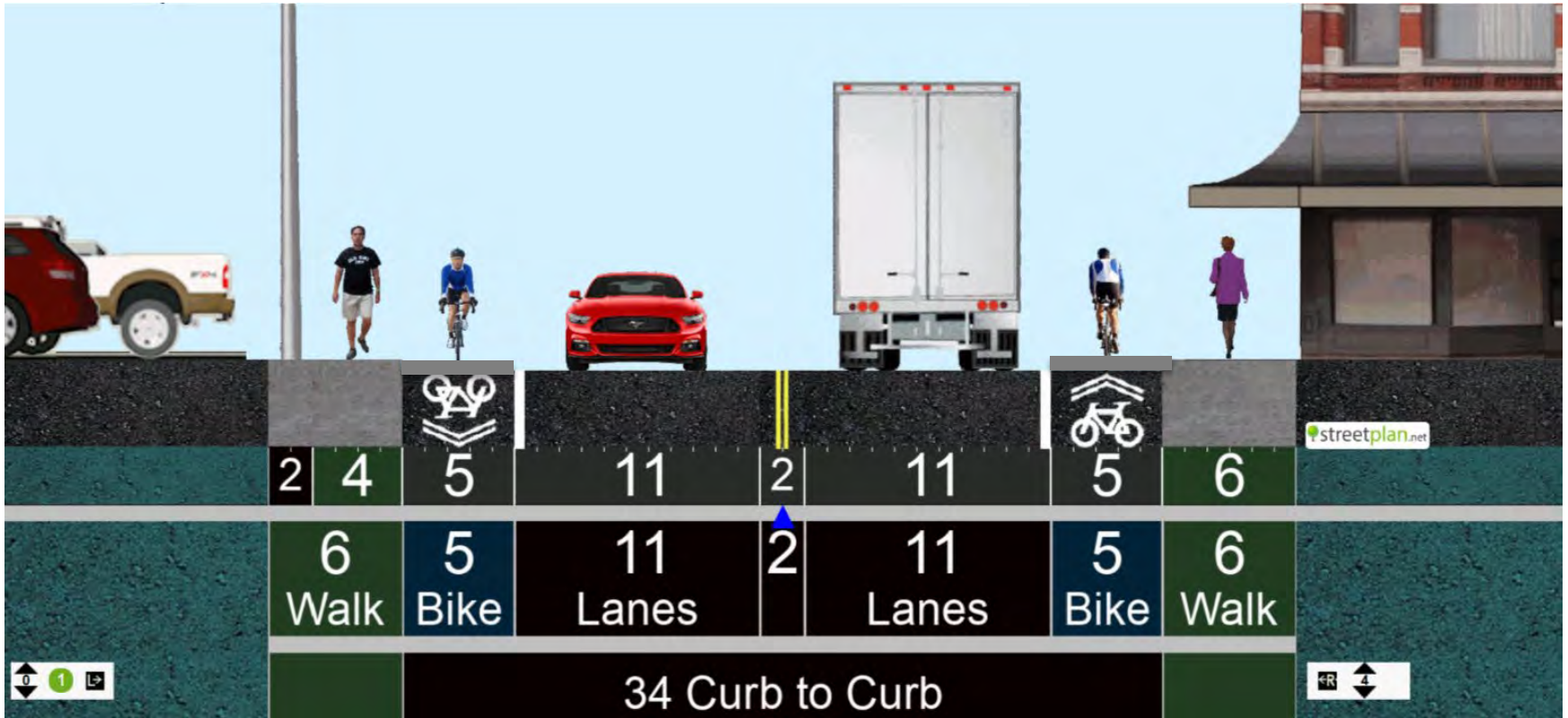
- Mid-block Crossings at Hi-Co Gas
- Mid-Block Crossing at Safeway Grocery Store
- King Avenue
- Lincoln Avenue

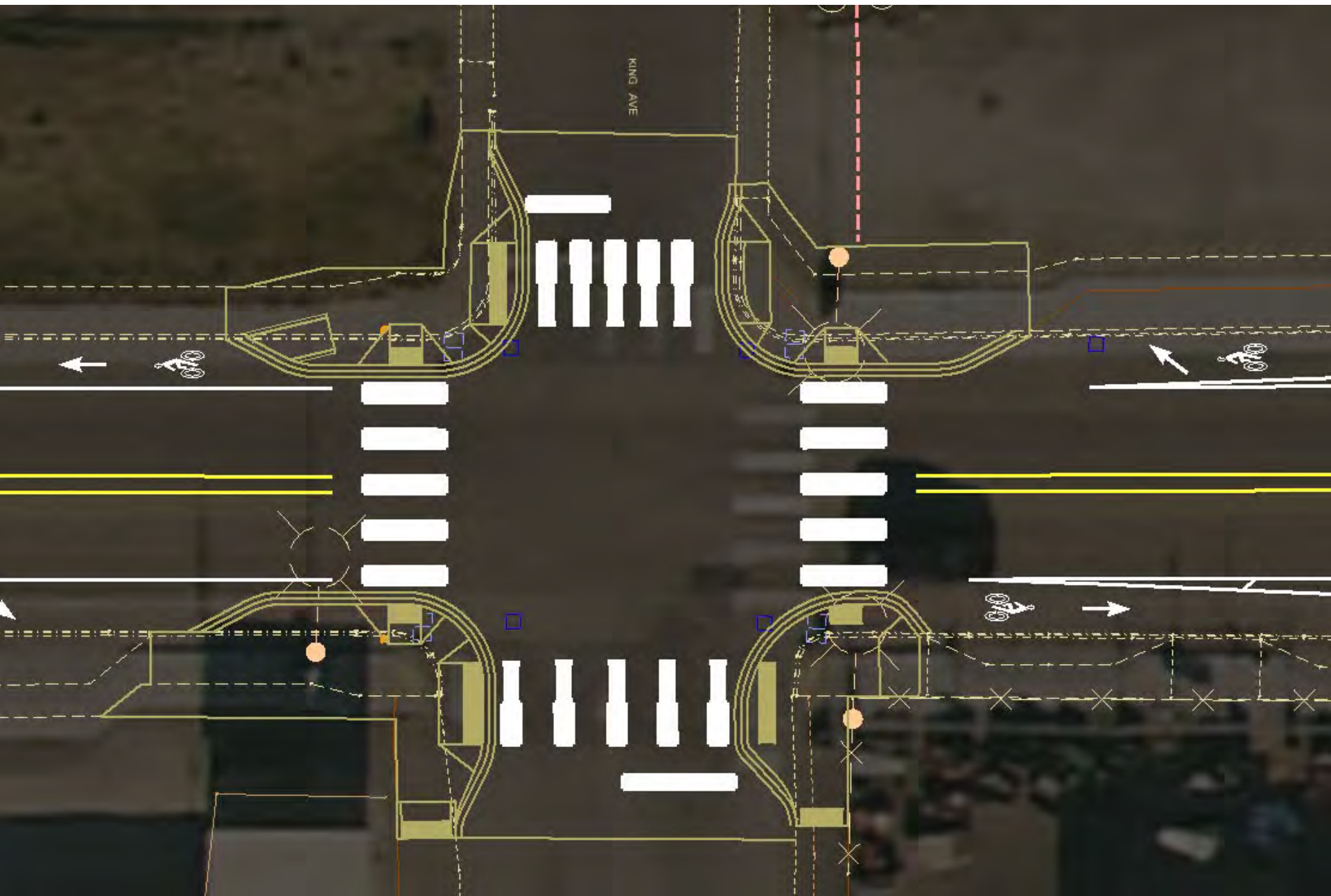
Left turn into Dollar Store



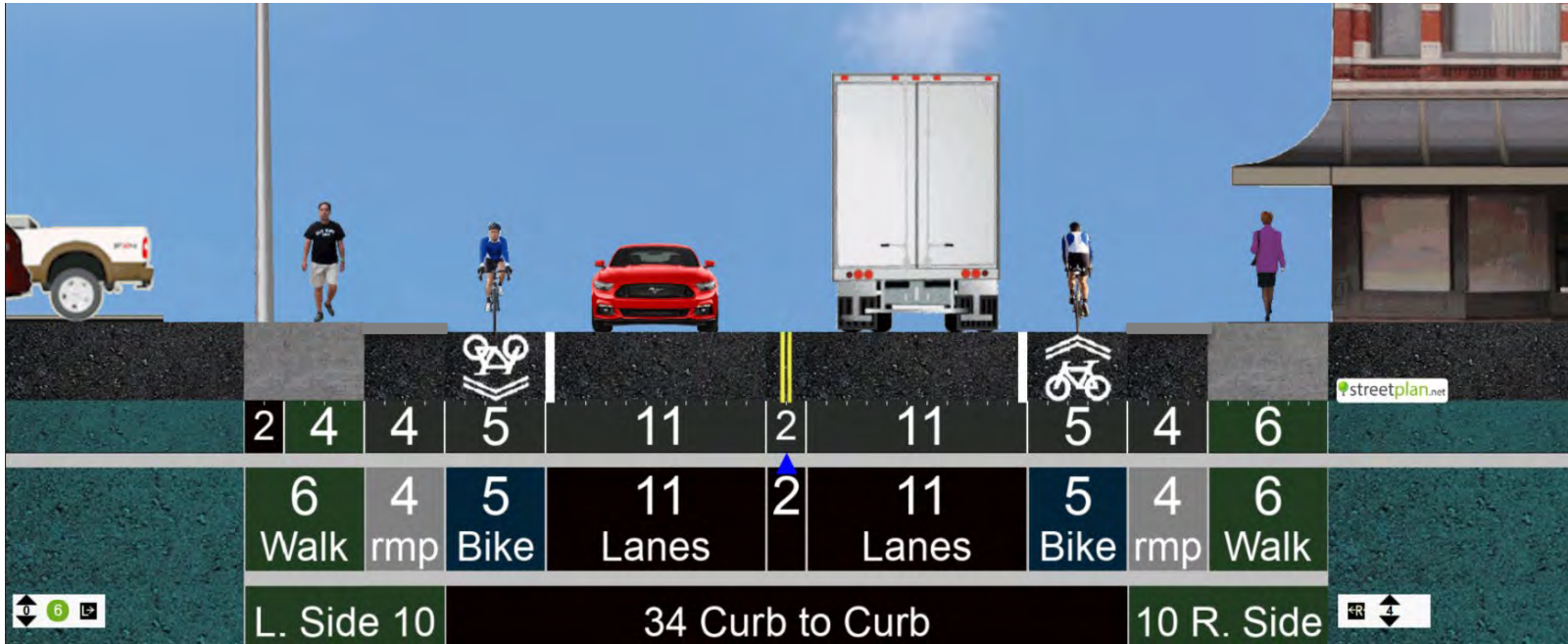
Keeping existing south bound left turn

King Avenue Cross Section





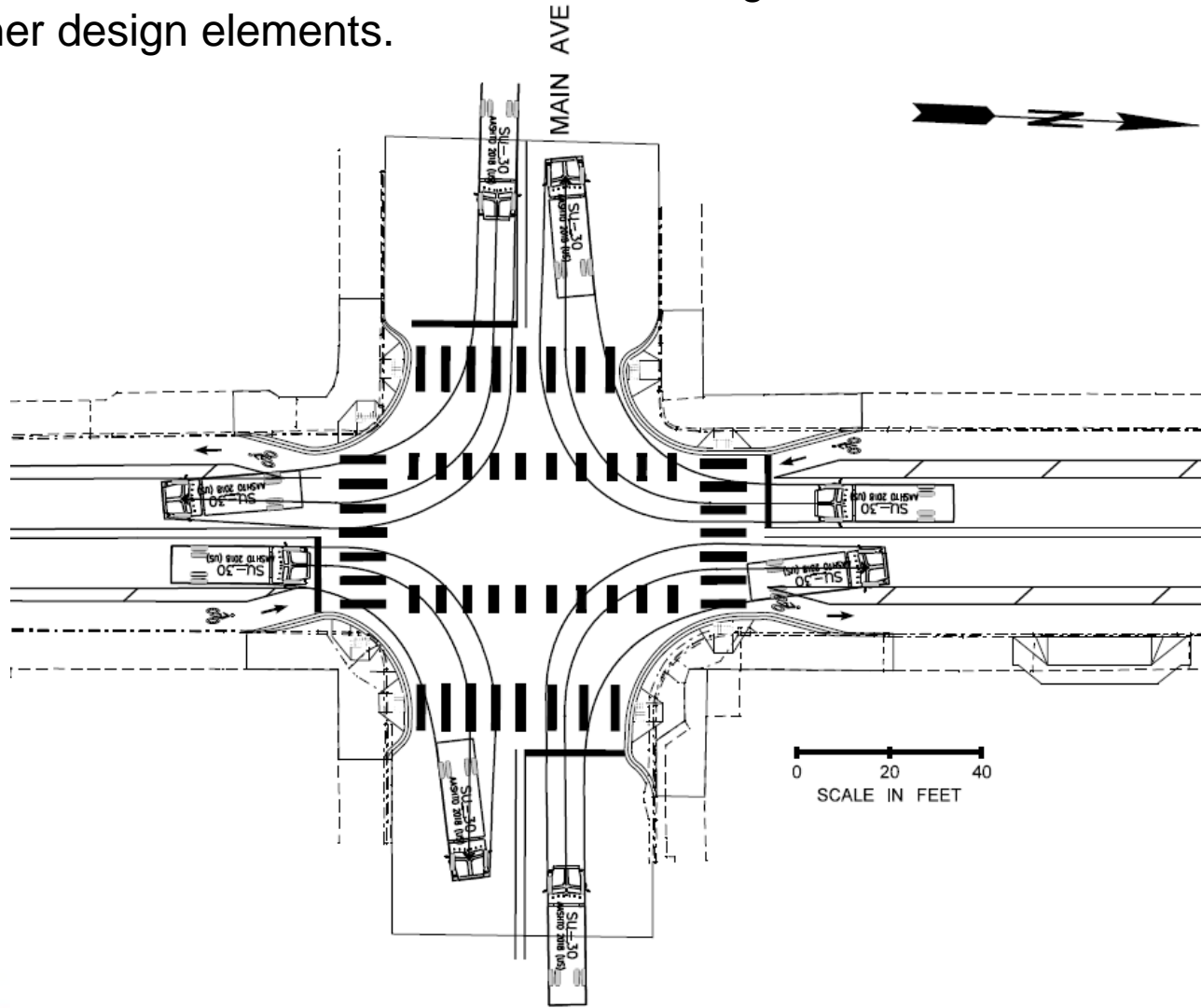
Main Avenue Cross Section



Curb Extensions - or bulb outs are traffic calming measures that may improve sight distance and reduce pedestrian crossing times, which limits pedestrian exposure.



Auto-Turn – software used to analyze road design projects. It allows you to check vehicle access, clearances, and turning movements for intersections and other design elements.



BACK-IN ANGLED PARKING TEST AND SURVEY RESULTS



Questions:

Would you support permanent back-in angled parking along US395/Park Street in front of the park (from Lincoln Ave. to Franklin Ave.)?

- Oppose = 66%
- Support = 17%
- Maybe = 17%

What is your preferred style of parking along US 395/Park Street in front of the park?

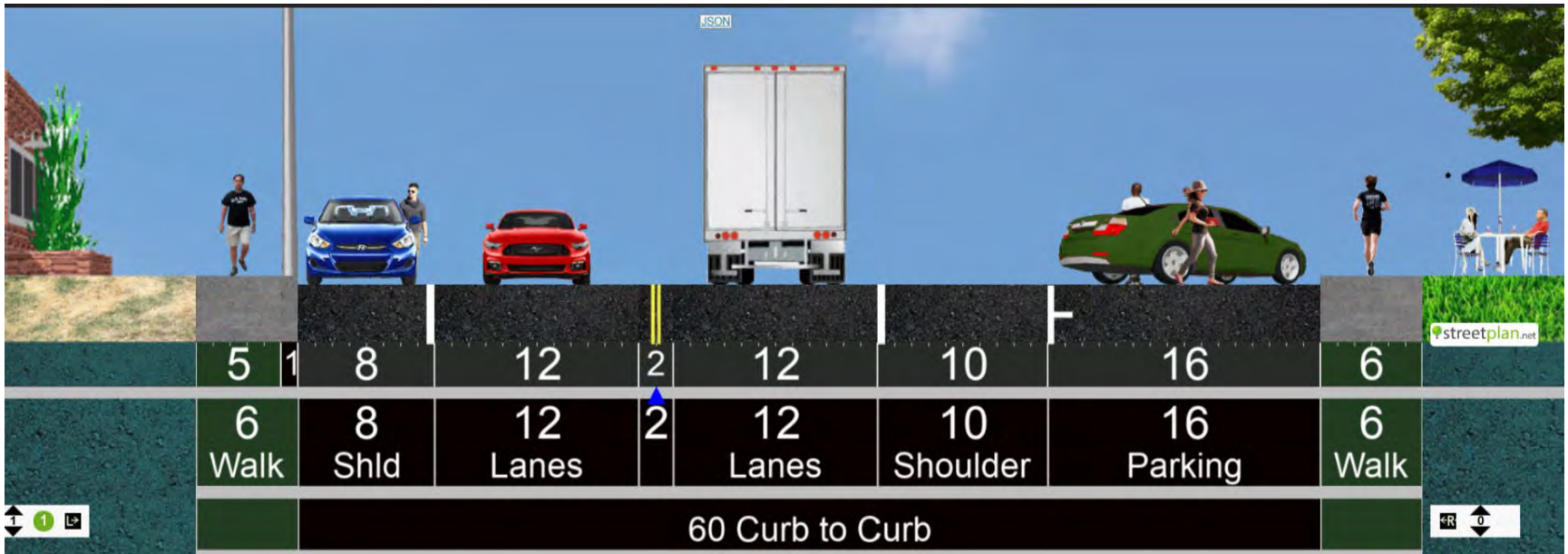
- Front-In Angled = 65%
- Back-In Angled = 12%
- Parallel or Other = 23%

Does the vehicle you parked have a back-up camera?

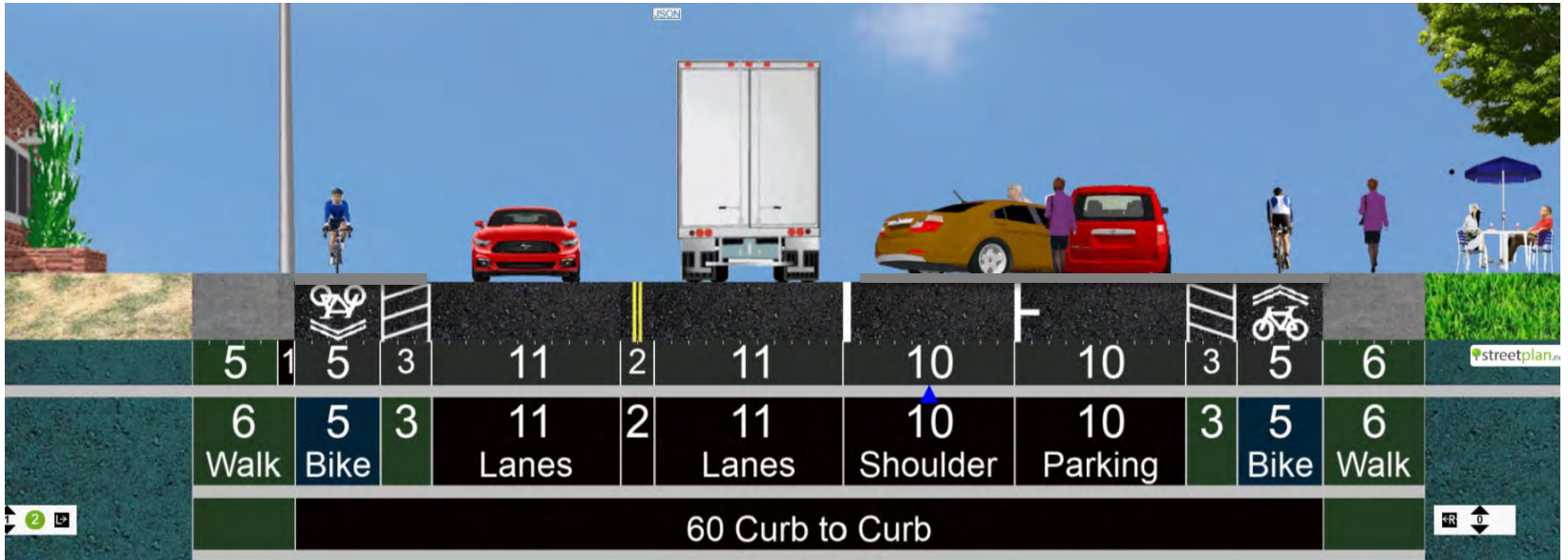
- Yes = 50%
- No = 50%

CHEWELAH CITY PARK

Existing condition



Proposed Scenario # 1 Bike Lanes and Parallel parking

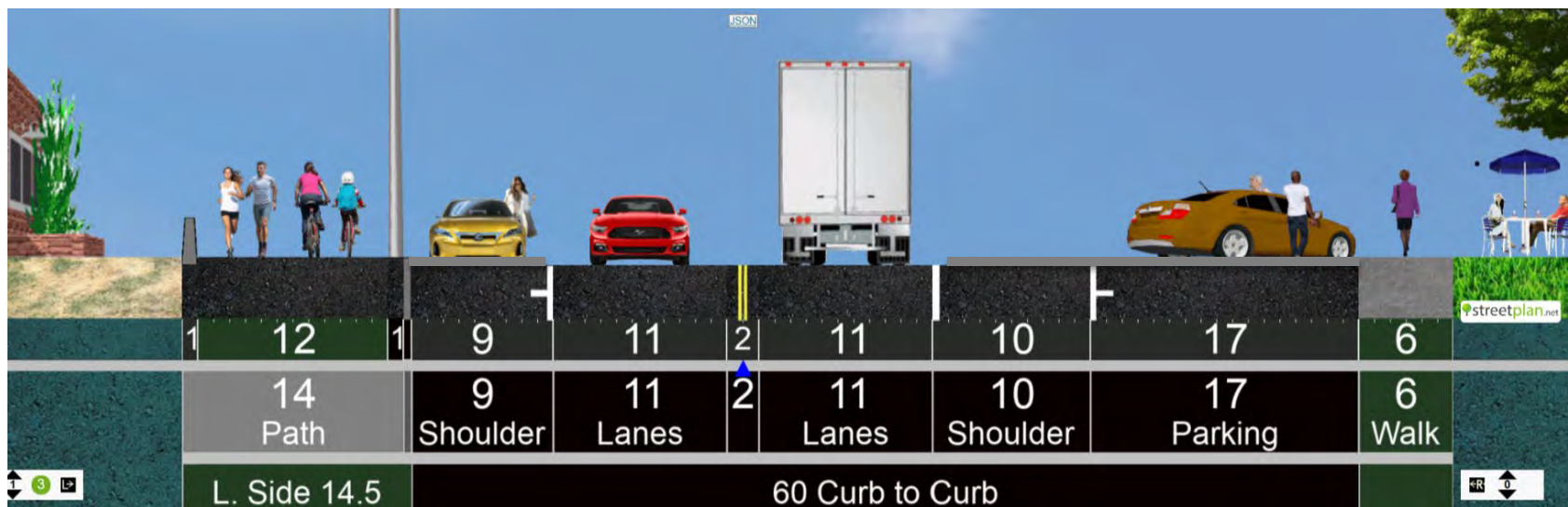


Lincoln Avenue to Franklin Avenue

*Approximately 13 parking spots

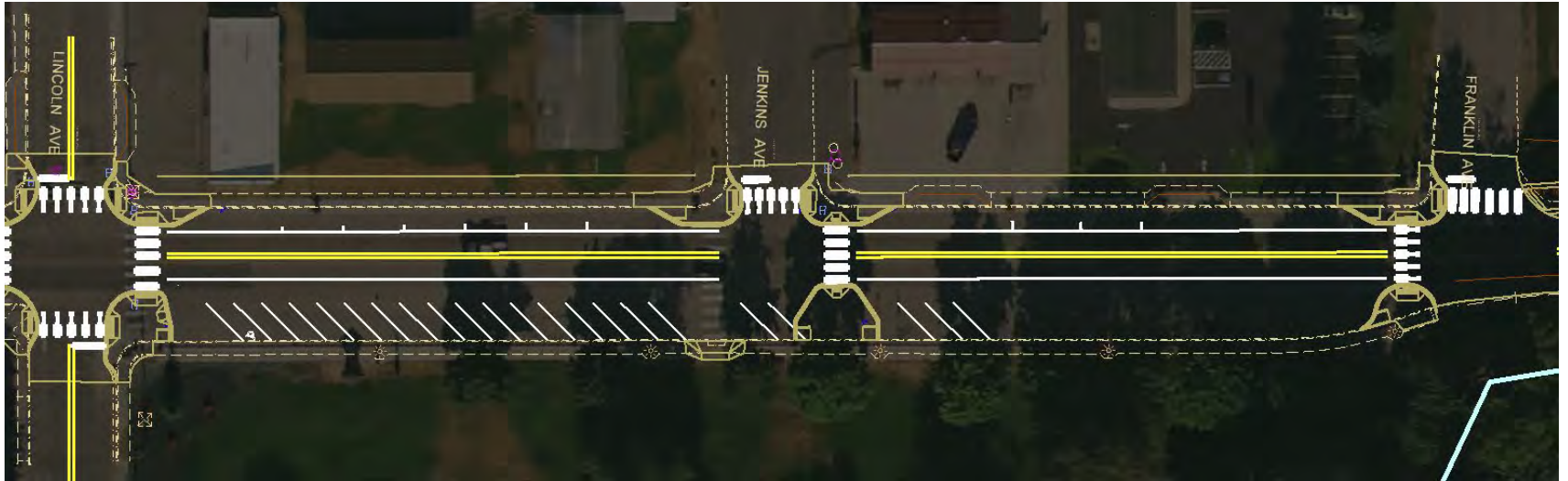


Proposed Scenario # 2 - Shared Use Path and Angled parking



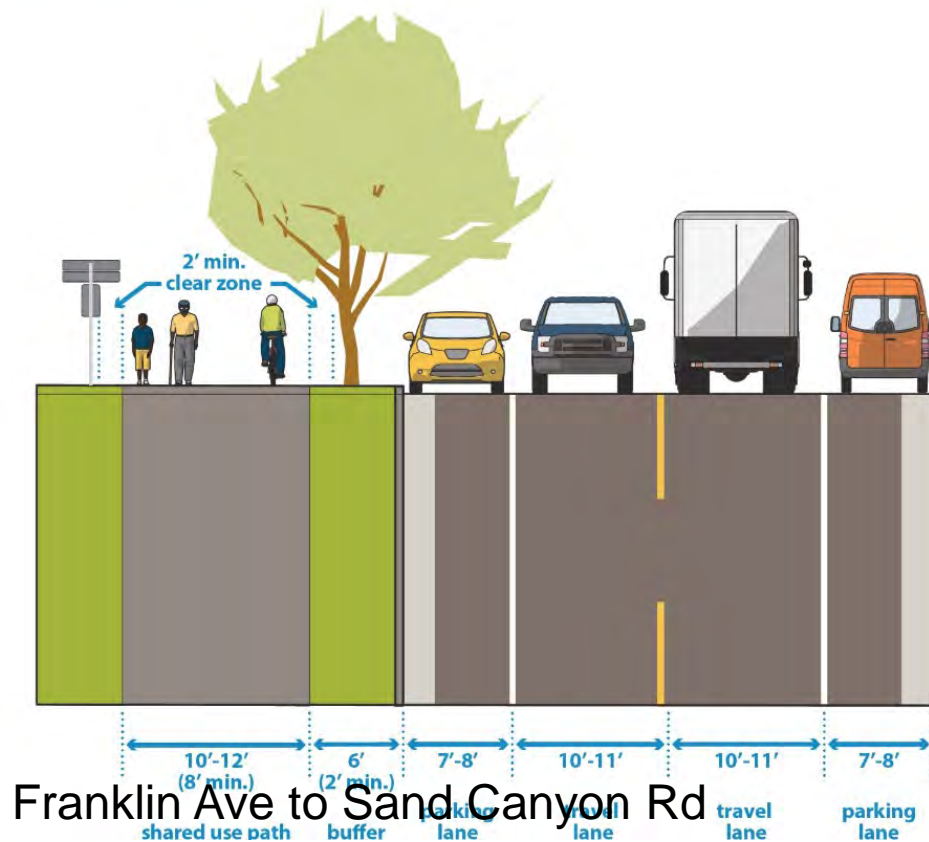
Lincoln Avenue to Franklin Avenue

***Approximately 28 parking spaces**



Shared Use Path - is a facility designed for mixed use by pedestrians, bicyclists, skaters, equestrians, and other users.

Shared Use Paths



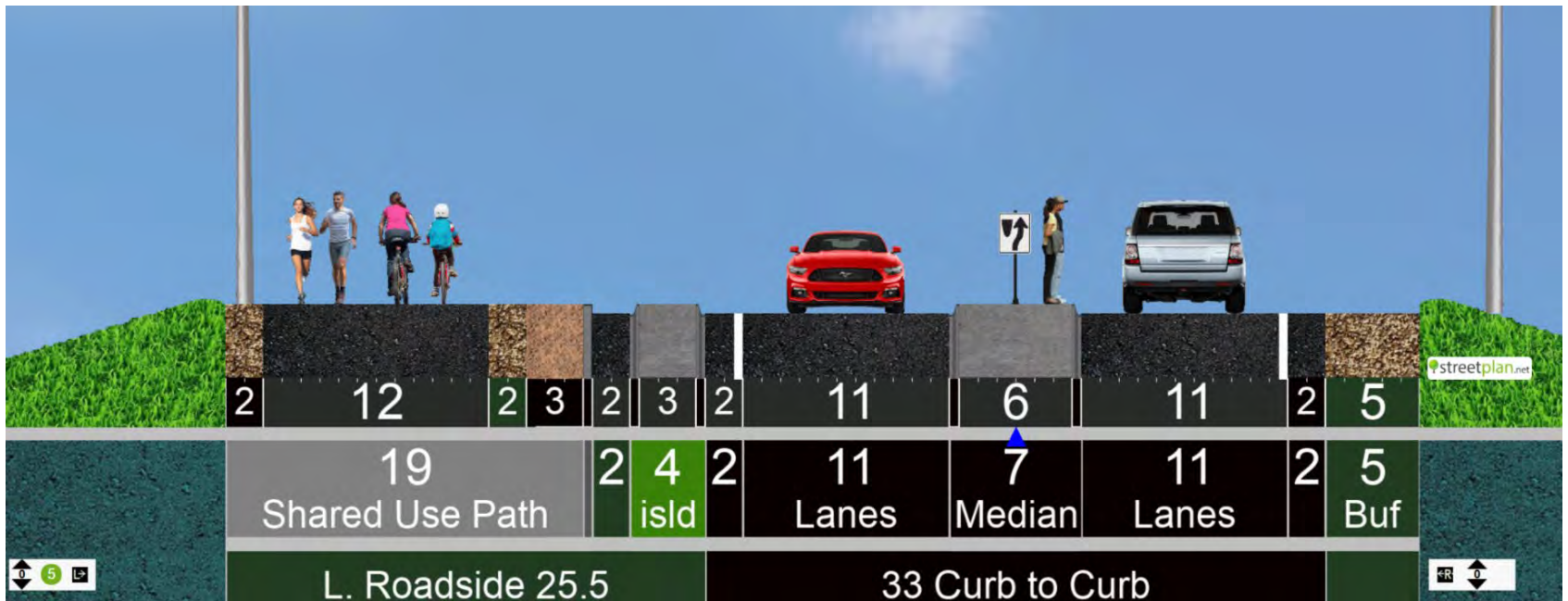
Franklin Avenue to Sand Canyon Road

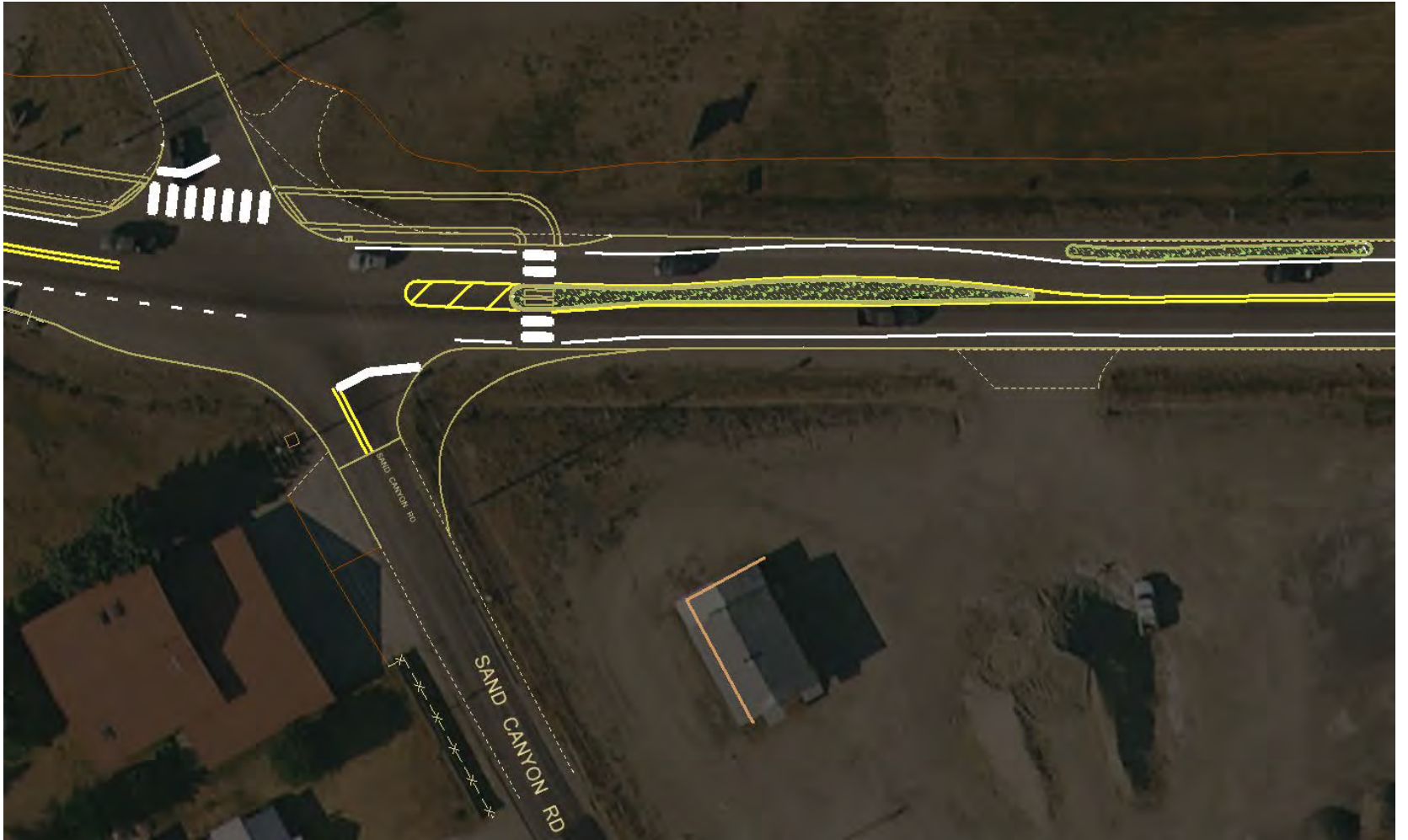


Chicane - is a serpentine curve in a road, added by design rather than dictated by geography. Chicanes add extra turns and are used on roads and streets to slow traffic for safety.



Sand Canyon Road





Project Website

<https://wsdot.wa.gov/construction-planning/search-projects/us-395-hafer-road-chewelah-paving-complete-streets>

QUESTIONS AND ANSWERS

THANK YOU