



**City of  
Wenatchee**

**DEPARTMENT OF PUBLIC WORKS**

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## Memo

**To:** Matt Leonard, Public Works Director  
**Cc:** *GPO* Gary Owen, City Engineer  
*JS* Jennifer Saugen, Assistant City Engineer  
**From:** Jacob Huylar, Project Engineer *JH*  
**Date:** January 24, 2017  
**Re:** 2016 Complete Streets Accomplishments

This memorandum was prepared to highlight the many accomplishments that the City of Wenatchee has achieved during 2016 with regards to Complete Streets. While concepts similar to Complete Streets have been around for decades, the official adoption of such policies by municipalities has become increasingly common in the past couple of years. In April of 2015, the Chelan-Douglas Transportation Council (CDTC) established a Regional Complete Streets policy that "encourages member cities and counties to adopt local Complete Streets policies that institutionalize the Regional Complete Streets Guiding Principles as part of their respective governmental procedures." As a result, the City of Wenatchee has enacted ordinances and resolutions that encourage Complete Streets concepts, evaluated existing infrastructure for its concurrence with standards, constructed projects that enhance the multimodal environment of public rights-of-way, and upgraded existing infrastructure to better accommodate all users. This memorandum is organized based on the following five topics:

- City policies,
- Americans with Disabilities Act assessment,
- Capital projects,
- Maintenance projects, and
- Miscellaneous data.

### **City Policies**

As stated in the introduction, the CDTC encourages member cities and counties to adopt local Complete Streets policies. In concurrence with the CDTC's recommendation, the City of Wenatchee has enacted three policies during 2016 that exemplify Complete Streets principles. They are as follows:

- Ordinance No. 2016-24 – Complete Streets Policy
- Resolution No. 2016-17 – Private Use of Public Space for Outdoor Seating
- Resolution No. 2016-18 – Pilot Program for Parklets and Streateries

Ordinance No. 2016-24 is the city's adoption of a Complete Streets policy in accordance with the CDTC's recommendation. The ordinance recognizes that Complete streets concepts may include the following items, "pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA accessible curb ramps and accessible pedestrian signals; transit shelters, signage and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, planters, street lighting, street furniture; sidewalk vendors and cafes; and adequate drainage facilities, including opportunities for storm water quality treatment facilities." Based on the ordinance language, it is apparent that Complete Streets is a broad concept. The overarching goal is to provide public rights-of-way that not only meet the needs of efficiently moving vehicular traffic through the city, but also enhancing the experience for other users such as pedestrians and bicyclists.

In an effort to enhance public rights-of-way for pedestrians, the city enacted two resolutions during 2016 that encourage active public spaces. The first, Resolution No. 2016-17 – Private Use of Public Space for Outdoor Seating, extends an expiring city policy that allows businesses to utilize sidewalk space for outdoor seating. The policy exemplifies Complete Streets principles by allowing businesses to make public spaces more vibrant and inviting. In Wenatchee's downtown core, several businesses including Inna's Cuisine, Lemolo Café and Deli, Mela Coffee Roasting, Stones Gastropub, and Badger Mountain Brewing are already utilizing the sidewalk adjacent to their property for the purposes of outdoor seating.

The second resolution, Resolution No. 2016-18 – Pilot Program for Parklets and Streateries, provides an opportunity for businesses to create more robust structures within public rights-of-way. Parklets are mini-parks along city streets that are open to all citizens while streateries are typically reserved for business use during normal business hours. They both, though, enhance the livelihood of city streets and provide a space for pedestrians to linger and enjoy public space. In response to the city's resolution, McGlenn's Public House constructed the city's first streatery on Orondo Ave between S Mission St and S Wenatchee Ave.

### **Americans with Disabilities Act Assessment**

A principal objective of Complete Streets is to make public rights-of-way accessible and inviting to all users. To that end, the updating of existing pedestrian facilities to meet Americans with Disabilities Act (ADA) standards is essential. In order to conform to current ADA standards, it is the City of Wenatchee's responsibility to develop a Transition Plan that will guide the city's effort to provide accessible infrastructure throughout the city.

Working towards development of the Transition Plan, the city embarked upon a self-assessment during 2016 to inventory the current status of accessible curb ramps in the City of Wenatchee. Of the 1,498 curb ramps that were evaluated, only 137 met current standards. The inventory also counted 1,396 tripping hazards along city sidewalks, 893 of which were over 1" in height. While these numbers do not account for newly annexed areas nor areas that were under construction at the time, it is clear that upgrading existing infrastructure is a formidable task. The city will continue working towards its goal of establishing the public right-of-way element of the city's ADA Transition Plan during 2017.

### **Capital Projects**

As part of Ordinance No. 2016-24, the Wenatchee City Council directed city staff to, "...consider the Complete Streets policy in the maintenance, planning and design of all transportation systems and Complete Streets improvements..." Therefore, there are several Complete Streets elements in the three transportation-related capital projects that were constructed in 2016. Each project will be described in further detail, but Table 1 provides a synopsis of the projects and their Complete Streets improvements.

Table 1: Complete Streets Elements in Capital Projects

Project Number	Project Name	Curb Ramp Installation / Upgrade (EA)	Sidewalk (LF)	Crosswalk Striping / Re-Striping (EA)	Pedestrian Pushbutton Installation/Upgrade (EA)	Pedestrian Signal Head Installation / Upgrade (EA)	Rectangular Rapid Flash Beacon Installation (EA)	Pedestrian Hybrid Beacon Installation (EA)	Landscaping (SF)
1230	SR 285 Safety Improvements	19	720	6	18	-	-	1	-
1303	Miller and Chelan/ Mission Intersection Improvements	13	280	9	16	16	-	-	2,400
1502	Citywide Pedestrian Safety Improvements	14	410	5	16	-	2	-	-
<b>Total</b>		<b>46</b>	<b>1,410</b>	<b>20</b>	<b>50</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>2,400</b>

**Project 1230 – SR 285 Safety Improvements**

This project installed curb bulb-outs at the intersections of Chelan Ave and Yakima St as well as Chelan Ave and Palouse St. As noted in Table 1, the project upgraded 19 curb ramps to ADA standards and added 18 accessible pedestrian signal (APS) pushbuttons. The curb bulb-outs improve pedestrian safety by reducing the crossing distance and making pedestrians more visible to vehicles approaching the intersection. In addition, the project installed the city’s first Pedestrian Hybrid Beacon at the intersection of Mission St and Benton St. The hybrid beacon consolidates multiple uncontrolled crossings into one controlled crossing that significantly improves pedestrian safety across a busy five-lane arterial.

**Project 1303 – Miller and Chelan/Mission Intersection Improvements**

The intersections of Miller St and Chelan Ave as well as Miller St and Mission St are among the busiest intersections in the Wenatchee Valley. They each act as critical points at the north end of the SR 285 couplet which serves as the main truck route through Wenatchee. These intersections must accommodate a variety of different users, and this project enhanced both the mobility of freight traffic as well as the safety of pedestrians. To accomplish these tasks, a variety of changes were made to the existing configuration. Firstly, the existing curb lines were realigned to better accommodate large trucks that frequently navigate the intersection. Secondly, refuge islands were installed or upgraded and crosswalks were realigned to shorten crossing distances for pedestrians. Thirdly, one travel lane was removed on southbound Miller St in order to provide additional buffer space between the sidewalk and traveled way. Lastly, 13 curb ramps were upgraded to ADA standards and the existing pushbuttons were replaced with 16 new APS pushbuttons. In addition to the geometric changes, landscaping was installed to enhance the aesthetics at the intersection of Miller St and Mission St.

**Project 1502 – Citywide Pedestrian Safety Improvements**

Constructed concurrently with Project 1230, this project installed curb bulb-outs at the intersections of Chelan Ave and 9<sup>th</sup> St as well as Mission St and Orondo Ave. A total of 14 curb ramps were upgraded to ADA standards and 16 pushbuttons were replaced with APS pushbuttons. Additionally, two Rectangular Rapid Flash Beacons (RRFB) were installed at the intersections of Ferry St and Methow St as well as Washington St and Elliott St. The RRFBs increase pedestrian safety by alerting drivers of pedestrians crossing the roadway.

## Maintenance Projects

In addition to the Complete Streets accomplishments as part of the Capital Projects program, the City of Wenatchee has made strides in Complete Streets through its maintenance program. Table 2 provides quantitative values of Complete Streets elements; a more detailed description of the improvements is included below.

Table 2: Complete Streets Elements in Maintenance Projects

Project Location	Curb Ramp Installation / Upgrade (EA)	Sidewalk (LF)	Crosswalk Striping / Re-Striping (EA)	Sign Installation / Replacement (EA)	Pedestrian Pushbutton Installation/Upgrade (EA)	Pedestrian Signal Head Installation / Upgrade (EA)	Upgraded Pedestrian Lighting Fixtures (EA)
<b>Street Maintenance Division</b>							
Crawford Ave & Fuller St	-	-	3	-	-	-	-
Lewis St (S Chelan Ave to Methow St)	3	330	-	-	-	-	-
<b>Signing</b>							
Road Regulatory & Warning Signs	-	-	-	76	-	-	-
Street Name Signs	-	-	-	39	-	-	-
Parking Signs	-	-	-	17	-	-	-
Truck Route Signs	-	-	-	2	-	-	-
Bike Route Signs	-	-	-	9	-	-	-
Pedestrian & School Zone Signs	-	-	-	26	-	-	-
<b>Traffic and Lighting</b>							
S Miller St & Cherry St	-	-	-	-	8	8	-
S Miller St & Russell St / Millerdale Ave	-	-	-	-	-	8	-
Okanogan Ave & Ferry St / Russell St	-	-	-	-	8	8	-
Wenatchee Ave (Downtown)	-	-	-	-	-	-	114
N Wenatchee Ave & Hawley St	-	-	-	-	2	-	-
N Western Ave & 5 <sup>th</sup> St	-	-	-	-	-	8	-
N Western Ave & 9 <sup>th</sup> St	-	-	-	-	-	8	-
<b>Total</b>	<b>3</b>	<b>330</b>	<b>3</b>	<b>169</b>	<b>18</b>	<b>40</b>	<b>114</b>

### **Street Maintenance Division**

The Street Department's responsibility covers a wide range of services and their work often coincides with many Complete Streets elements identified in Ordinance No. 2016-24. Though quantitative values are not currently available, the Street Department refreshed the majority of existing crosswalk markings and many longitudinal roadway markings during 2016. In addition, they installed three new crosswalks at the intersection of Crawford Ave and Fuller St. The new crosswalk markings will enhance pedestrian safety at an intersection that is both on a bus line and in close proximity to Central Washington Hospital.

Aside from channelization, the Street Department constructed a new sidewalk segment during 2016 along the north side of Lewis St between Methow St and S Chelan Ave. The project included 330 feet of new curb, gutter, and sidewalk with ADA curb ramps at each terminus. The segment will connect to a multi-phase project which will soon extend sidewalk along S Chelan Ave from SR 285 to Ferry St.

Finally, the Street Department replaced or repaired 169 signs during 2016. Signing is an important element of Complete Streets because it regulates vehicular movements; educates drivers, bicyclists, and pedestrians of intended routes; and helps people with a general sense of location. One specific location where new signage was installed was Princeton Ave between Fourth St and Fifth St. Through new signing, the Street Department converted the narrow two-lane roadway into the city's first contra-flow bikeway. In addition to the improvements already made, the city inventoried existing sign retroreflectivity to determine priorities for future signing improvements.

### **Traffic & Lighting Maintenance**

The majority of the traffic and lighting maintenance activity during 2016 focused on improving pedestrian signal heads and pushbuttons. Five intersections were upgraded to include a total of 40 new countdown pedestrian signal heads and 16 new APS pushbuttons. Additionally, extension arms were added to two existing pushbuttons at the intersection of N Wenatchee Ave and Hawley St in order to meet maximum reach requirements set forth in the ADA Standards for Accessible Design.

In terms of lighting, 114 pedestrian luminaires were upgraded to LED fixtures along Wenatchee Ave in the downtown core. These pedestrian luminaires are more efficient, but also enhance the lighting levels throughout the corridor which promotes greater pedestrian safety.

While not a quantitative value, the traffic and lighting department has been working throughout the year to ensure that signal timing is sufficient for pedestrian crossings in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). This effort is particularly challenging along Mission St and Chelan Ave where signal coordination is essential to keep vehicular traffic moving efficiently through the city.

### **Miscellaneous Data**

As part of the city's Complete Streets policy (Ordinance No. 2016-24), city staff is required to complete an annual report that helps determine the progress and effectiveness of policy's implementation. The data provided in this memorandum highlights the infrastructure improvements as part of 2016, but the policy also seeks to examine public input and collision history. During 2016, the city did not receive any compliments or complaints with regard to its Complete Streets projects. Furthermore, the city did not see an increase or decrease in motorized or non-motorized collisions.

### **Summary**

It is evident from the accomplishments summarized in this memorandum that the City of Wenatchee has made significant strides with regards to Complete Streets during 2016. In addition to administering the construction of the previously mentioned projects, city staff has been working both internally and with consultants to develop plans for future transportation projects. These future

projects will continue to incorporate Complete Streets principles that will help make the city's infrastructure more accessible and inviting to all modes of transportation.

As noted prior, the Complete Streets policy states that this report is to be prepared annually for progress evaluation. It further states that this report is to be presented to the Planning Commission and shared with the City Council in an annual work session. City staff suggests that this be included for review and discussion at a Planning Commission meeting in the near future.