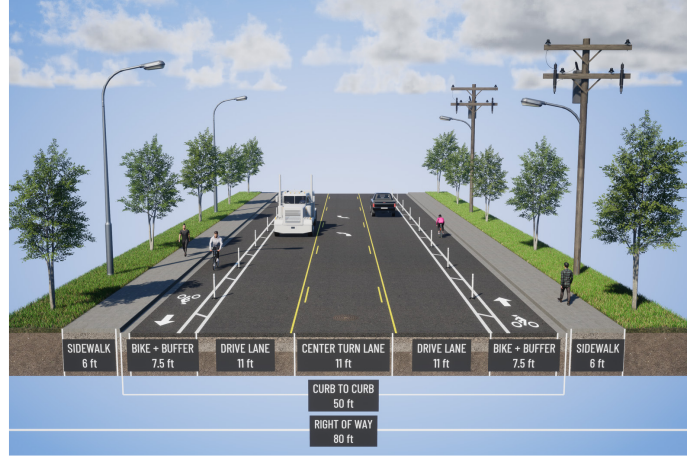




WSDOT COMPLETE STREETS

IMPLEMENTATION REPORT 2022–2025



**Washington State
Department of Transportation**

OCTOBER 2025

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights (OECR) at wsdotada@wsdot.wa.gov or by calling toll free, [855-362-4ADA \(4232\)](tel:855-362-4ADA). Persons who are deaf or hard of hearing may make a request by calling the [Washington State Relay](#) at 711.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at [\(360\) 705-7090](tel:360-705-7090).

Table of Contents

Complete Streets requirement for state transportation projects	3
Why Complete Streets.....	3
What makes a street complete	4
What we've accomplished	7
Complete Streets project process	7
Screening.....	7
Pre-design	8
Design and construction	8
Maintenance and transportation operations	9
Complete Streets highlights.....	9
Project highlights	9
Workforce development highlights.....	13
Engagement highlights.....	14
Organizational resources highlights	16
Limiting factors.....	17
Planning and community engagement.....	17
Maintenance equipment and operators	18
City streets as state highways and maintenance and operations agreements with local agencies	20
Complete Streets projects and deferred elements	21
Projects with deferred Complete Streets elements.....	23
Bridge preservation projects	23
Near-term improvements to spot locations	24
Phased improvements	27
Conclusion	29
Appendix A: Complete Streets citations	30
Why Complete Streets.....	30
Appendix B: Additional details for projects with phased implementation	32
US 101, East Kolonels Way to Shore Road, Port Angeles	32
US 101, Kitchen-Dick Road to Simdars Road, Sequim.....	33

Complete Streets requirement for state transportation projects

Complete Streets is an approach to planning, designing, building, operating and maintaining streets that provide comfortable facilities for all travelers, whether they are driving, taking transit, walking, biking or rolling.

In 2022, the Washington State Legislature added a Complete Streets requirement for state transportation projects, codified in [RCW 47.04.035](#). This statute states that “in order to improve the safety, mobility, and accessibility of state highways, it is the intent of the Legislature that the department [of transportation] 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” and “integrate the state route into the local network.” The requirement originally applied to “state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more.” In the 2025 legislative session, this threshold was revised to \$1 million or more for projects starting design on or after August 1, 2025.



The Complete Streets requirement supports the [state transportation policy goals](#) and those expressed in the [Washington State Active Transportation Plan](#). These include a need for streets that support safe, connected and accessible transportation for people who walk, bike and roll.

Why Complete Streets

The Complete Streets approach solves multiple transportation and community issues at once. Starting our work from this perspective helps us address several state policy goals more effectively. It also offers many co-benefits. For one, these streets fulfill our agency mission to be multimodal.¹ They help residents reduce their vehicle miles traveled (VMT) and improve transportation access for the 30 percent of Washingtonians who don't drive.²

¹ A multimodal transportation system is a transportation network that accommodates multiple modes of travel for the movement of people and goods including, but not limited to, walking, rolling, bicycling, using public transit, and driving.

² Washington State Legislature Joint Transportation Committee, 2023. [Nondrivers: Population Demographics & Analysis](#).

When we make it safer and easier for people to walk or ride, we also:

- **Save lives.** When we make a street safer for people walking or add a protected bike lane, we reduce serious and fatal crashes for people using all forms of transportation.¹
- **Clean our air and water** by reducing emissions and pollutants.
- **Make it easier to get active movement into our lives** and to connect with neighbors and community life, improving both physical and mental health.
- **Help students** arrive at school more ready to concentrate, learn and succeed.
- **Address disparities** in systems and between neighborhoods, in line with our HEAL Act commitments.
- **Expand accessibility** by giving people who don't drive the same kind of connections and freedom as people who do drive.
- **Increase community resilience** by providing people with multiple options to get around while being efficient with how much space we use for transportation purposes.
- **Free up street space and parking spots for those who do drive** by making it possible for others to walk, bike or take transit, while reducing wear and tear on our roads.
- **Save people money on transportation** that they can use to meet other needs.
- **Bring increased foot traffic** to local businesses, which means more sales.
- Grow Washington's outdoor recreation economy through bike travel and tourism.
- **Contribute to community development goals** for space-efficient growth that keeps the cost of infrastructure down.
- **Help solve the housing affordability crisis** by bringing down the total household cost of housing plus transportation when housing is developed that doesn't assume driving.

... and much more!

What makes a street complete

When we use a Complete Streets approach, we design and operate projects that everyone can access and use. This includes people walking, bicycling, riding transit and driving. The Complete Streets approach prioritizes completion of comfortable networks for walking, biking, rolling, accessing transit, and driving through close coordination with our local partners and community members.

The Complete Streets requirement (RCW 47.04.035) describes a street as incomplete if it lacks a "complete and Americans with Disabilities Act accessible sidewalk or shared-use path," "bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path" and "buffer or physical separation from vehicular traffic for pedestrians and bicyclists" if there is a posted speed in excess of 30 miles per hour (mph) in a population center.² Crossings are also crucial. If a location has "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," this is also considered incomplete.

¹ See [Appendix A](#) for full citations.

² Population center is defined in [RCW 47.04.010](#). WSDOT maintains a [map of population centers](#) in Washington.

The Washington State Department of Transportation (WSDOT) has worked to operationalize the legislature's direction into clear and effective guidance for planners and designers¹ since legislators passed the Complete Streets requirement.

WSDOT develops Complete Streets designs in cooperation with people who live near and depend on affected routes with the goal of:

- Addressing community active transportation needs in the project area, including unique Complete Streets needs in overburdened communities.
- Addressing active transportation network gaps that have been identified through a WSDOT or local plan or through community engagement.
- Providing bicycle and pedestrian facilities that offer the required Level of Traffic Stress and route directness.
- Separating people walking, riding and rolling from those driving by using a vertical element² for streets with speeds above 30 mph or with high traffic volumes.
- Providing adequate access to transit, including specific improvements for people walking, riding and rolling in station areas served by frequent transit services such as bus rapid transit or light rail.

The following performance metrics determine whether a street is considered complete:

1. They provide for bicycle and pedestrian movement

We determine this by measuring the performance of biking, walking and rolling using Level of Traffic Stress (LTS) and route directness. Lower LTS and better route directness reflect better active transportation accommodation.

Complete Streets projects have a goal of delivering walking and bicycling facilities with a Level of Traffic Stress 2 (LTS 2) or better. This threshold aligns with the infrastructure types described in the statute as essential for a complete street.

WSDOT's LTS methodology incorporates safer speeds and safer roads, both pillars of the Safe System Approach. An LTS 2 facility is appropriate for most adults, including most adults with disabilities.

2. They address concerns of overburdened communities

We identify and evaluate the needs of vulnerable populations in overburdened communities through community engagement and establish measurable, community-centered outcomes.

3. They address active transportation network gaps

The project reduces or closes active transportation network gaps identified in the WSDOT Active Transportation Plan, a local plan or through community engagement. These gaps are

¹ Refer to [WSDOT Design Manual](#), sections 1100.03(1) and DM 1101.04(2).

² Depending on context, this could include tubular markers, curbing, barrier, sidewalk level facilities, etc.

within the project area, as determined by the WSDOT Complete Streets Team's review and description of the gaps. This includes crossing gaps as well as gaps in linear facilities.

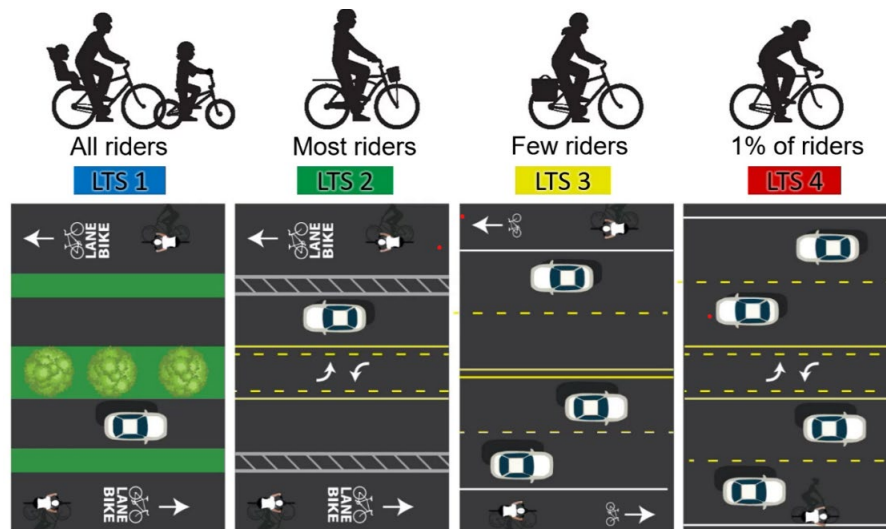


Figure 1: Visualization of Bicycle Level of Traffic Stress.

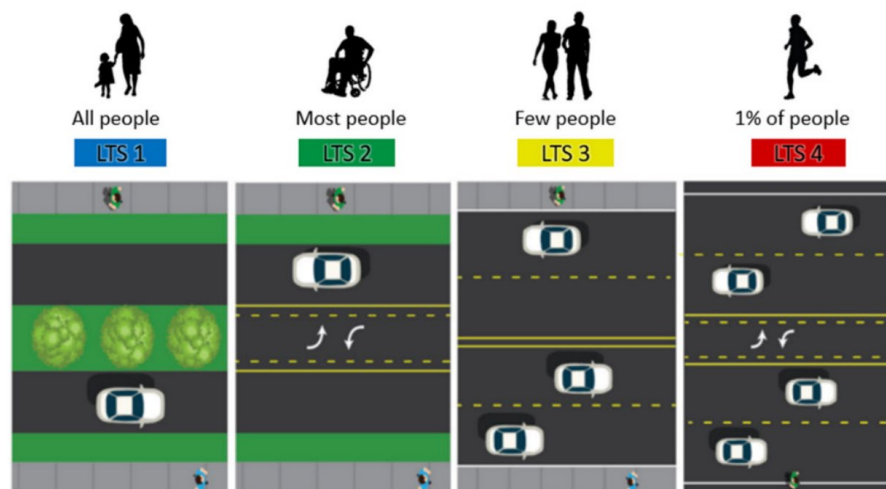


Figure 2: Visualization of Pedestrian Level of Traffic Stress.

4. They provide access to transit

When we design for access to transit by identifying transit routes and needed facilities, we can more easily incorporate active travel connections into design alternatives based on context and LTS.

5. They provide comfortable roadside environments

We check whether projects provide a comfortable environment for pedestrians and bicyclists by providing buffers between active transportation facilities and vehicle lanes, including street trees and vegetation where appropriate, based on consultation with the Complete Streets Team and local jurisdiction.

What we've accomplished

Passed in the spring of 2022 with an effective date of July 1, 2022, the Complete Streets statute called on WSDOT to nimbly and decisively develop policies, update processes and organize the workforce to put the new requirement into practice. WSDOT assigned staff to lead implementation activities at the statewide and individual region levels, including establishing new positions crucial to undertaking and coordinating essential activities.

Complete Streets project process

WSDOT established a process flow for all projects to comply with the Complete Streets requirement. It is consistent with regulatory and policy directives while responsive to local needs and conditions. The steps of this process are:

1. Screen projects based on context
2. Develop design alternatives collaboratively with the local community, through a process called pre-design
3. Design
4. Construct
5. Maintain and operate the project area consistent with current laws concerning which agency is responsible for those duties

Screening

The first step of Complete Streets is to screen all state transportation projects to establish the context of the project. The state will provide the most value, when investments in infrastructure that serves all users are located where people are likely to walk, bike and roll if suitable facilities exist. They are also most valuable where data show communities may be overburdened or vulnerable as well as likely to be more reliant on active transportation and transit access.

Screening has been built into a quick and robust filter step for state transportation projects. The process requires three to 15 questions depending on the complexity of the context. The primary input verifies whether a project is in a city, town or population center. These are places where common destinations are within a reasonable walking distance. Additional qualifiers include screening out projects where bicycling and/or walking are legally prohibited, and projects only on

the mainline of limited access full control or Class 1 managed access highways.¹ The Active Transportation Division and Capital Program Development & Management Division must agree on screening outcomes, and the finalized screening document is required in project documentation before project funds can be released to project teams.

Three years after Complete Streets became a legislative requirement, WSDOT has screened more than 920 state transportation projects. We have found that over 35 percent meet Complete Streets eligibility criteria. These projects are located throughout the state in population centers from large metropolitan areas to small rural towns.

Pre-design

Once WSDOT deems a project eligible, agency planners assess the existing conditions for gaps in walking and bicycling infrastructure; work with engineering teams to identify feasible options for adding infrastructure for walking and bicycling; and conduct outreach with jurisdictions, communities and other partners.

During pre-design, the project team develops alternatives that consider the following strategies:

- Reallocating existing space to add missing pedestrian and bicyclist infrastructure.
- Adding sidewalks and bicycle facilities next to the existing roadway.
- Incorporating measures to implement elements of the Safe System Approach such as reducing vehicle speeds.
- Increasing separation between motor vehicles and vulnerable road users to achieve the target Level of Traffic Stress.
- Increasing the quantity and quality of crossings to improve safety, contribute to network connectivity and improve route directness.

Working with communities is an integral part of the WSDOT Complete Streets process.

Traditional community planning efforts such as comprehensive plan updates, corridor studies and project feasibility studies can all inform the Complete Streets process. WSDOT's goal is to design and implement facilities that both meet a community's needs and provide safe, accessible options that address the needs of all roadway users, including the most vulnerable travelers.

Design and construction

Developing a transportation project takes time. As of July 2025, 31 projects have completed the pre-design phase, 17 projects are currently in the design phase and the first four projects to have gone through the Complete Streets process went to construction in summer of 2025. Once the project scope is identified through the pre-design process, design and construction can proceed

¹ Mainline is the through lanes on a highway (excluding ramps, overpasses, and underpasses). "Full control limited access highways allow access only through interchanges at selected public roads/streets, rest areas, viewpoints, or weigh stations, and by prohibiting at-grade crossings and approaches." See [chapter 530](#) in the WSDOT Design Manual for more information. Class 1 managed access highways "provide for high-speed and/or high-volume traffic movements for interstate, interregional, and intercity (and some intracity) travel needs". See [chapter 540](#) of the WSDOT Design Manual for more information.

consistent with long-standing project delivery processes. In the years ahead, more WSDOT projects with Complete Streets features will be constructed as projects are funded for design and construction.

Maintenance and transportation operations

The Maintenance Division and Transportation Operations Division are the ongoing stewards of our state transportation infrastructure. They share their expertise in operating and maintaining systems serving all road users throughout planning and design. Once a project is constructed, they assume primary responsibilities for the facilities that WSDOT operates and maintains.

Infrastructure works best when operated and maintained to meet all travelers' needs. [RCW 47.04.035](#) states "maintenance of facilities constructed under this provision shall be as provided under existing law." WSDOT is still early in the process of building up organizational capabilities in this area. WSDOT and many local agencies currently lack resources and knowledge to consistently maintain active transportation infrastructure in a state of good repair. For more information about the challenges and initiatives regarding Complete Streets maintenance at WSDOT, refer to the sections on "Maintenance equipment and operators" and "City streets as state highways and maintenance and operations agreements with local agencies". The Active Transportation and Maintenance Divisions partnered on a [research study](#) on peer agency maintenance practices that will inform future decisions.

Once WSDOT constructs a project, Transportation Operations is responsible for operating and addressing any multimodal emergent needs that arise, including solutions to address safety issues, and multimodal improvements. Per [RCW 47.06.050](#), WSDOT must "preserve the structural integrity of the [multimodal] state highway system, [and] ensure acceptable operating conditions... [at the] lowest life-cycle cost."

Complete Streets highlights

"Our north star is that Complete Streets stops being a separate thing. It is just understood that when you pick up a project, you know you need to work with the community to design and construct walking and bicycling facilities that people will want to use." — Todd Trepanier, Assistant Secretary for Regional Operations

Over the past three years, WSDOT has broadly integrated using a Complete Streets approach on state transportation projects into the way we do business. The following sections showcase projects, workforce development, engagement strategies and organizational resources emblematic of this.

Project highlights

Between July 1, 2022, and July 1, 2025, WSDOT has screened more than 920 projects for Complete Streets. More than 35 percent of state transportation projects meet the criteria to require Complete Streets. Every project that improves, adds or connects walking and bicycling

COMPLETE STREETS IMPLEMENTATION REPORT | 2022-2025

facilities will change what is possible for Washingtonians. These changes build toward a complete, comfortable transportation network for every travel method. As a systematic approach that addresses gaps and needs project by project, Complete Streets is changing WSDOT project design and transportation connectivity in small communities like St. Johns and Pomeroy and in large cities from Spokane to Vancouver.

The map below illustrates the progress of Complete Streets projects across the state. It reflects the various funding levels anticipated in different years following the 2022 legislative session and the passage of Move Ahead Washington.

Of the 340 projects found through screening to be in locations that meet the criteria to require Complete Streets improvements, 219 of those projects have not progressed to the collaborative planning work with communities to develop a scope to address Complete Streets needs. This largely occurred in 2023 and 2024 when the amount of funding allocated to the Preservation program was much less than WSDOT had anticipated in 2022. This contraction of the program also impacted projects where Complete Streets needs were not identified.

Despite these challenges, 44 projects are in active planning as of July 2025. This includes eight projects in planning or pre-design where work is supported by funding from the [Sandy Williams Connecting Communities grant program](#). Five projects completed pre-design and are fully scoped but were deprogrammed due to a lack of funding before the detailed design phase could be completed.

The first projects to go through the full project life cycle in compliance with the Complete Streets requirement went to construction this summer.

The map on the next page also indicates those locations where the current project will not fully meet Complete Streets needs. These projects either partially implement Complete Streets elements or fully defer Complete Streets elements to a future project.

WSDOT sets a high bar to justify deferring construction of Complete Street elements. Most often, limitations of existing bridge structures compel the deferral. More details are available in the section of this document titled “Complete Streets projects and deferred elements.”

This [map](#) is also available on the WSDOT Complete Streets webpage.

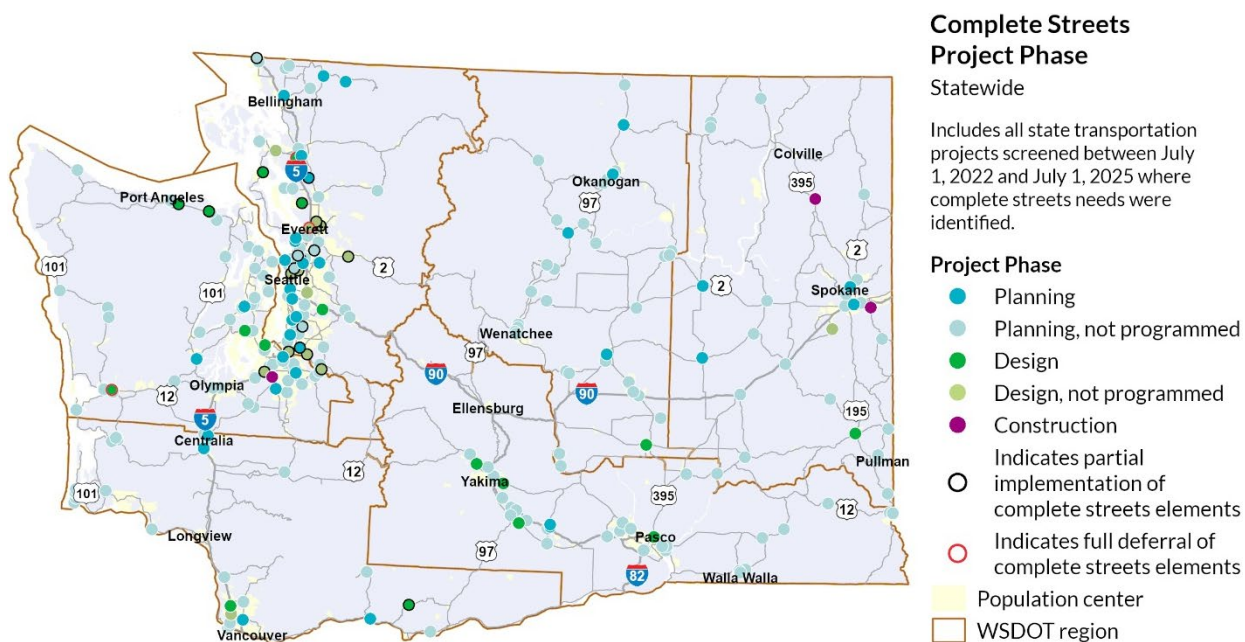


Figure 3: Complete Streets project locations from July 1, 2022, to July 1, 2025

The WSDOT Complete Streets webpage links to detailed project information for Complete Streets projects that are in [planning](#) or later stages of [project development](#). A few example projects are highlighted below.

SR 500/Northeast Fourth Plain Boulevard to Northeast 76th St – This corridor is a five-lane roadway with high speeds, large volumes of vehicle traffic and no biking facilities. The corridor has several commercial destinations, potential changes in land use from commercial to mixed-use (which would bring future residents to this area) and a Level of Traffic Stress 4 for bicycling and walking. The project is in pre-design. WSDOT is working with the community to explore options for adding bicycle facilities and improving the LTS, with a goal of LTS 2 or better walking and bicycling facilities. WSDOT expects to select an alternative to move into design by the end of 2025.

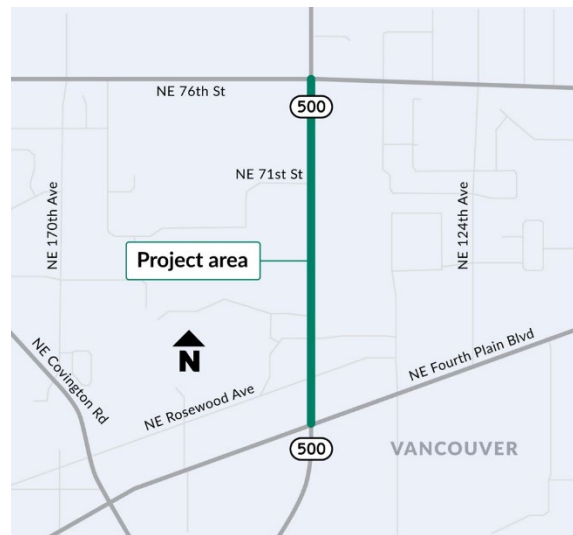


Figure 4: Map of the Complete Streets project area on SR 500

US 97 Pateros and Brewster – The roadway connecting the Cities of Pateros and Brewster needs preservation work. Both Pateros and Brewster are in pre-design for Complete Streets. Employee commuting and commercial freight movements to and from the local apple packing facilities in Brewster factor into the design options for walking and bicycling to best meet Complete Streets. Pre-design work for Pateros

includes incorporating the city's plans for a trail along US 97 and improving connections between residential areas and commercial uses separated by the highway.

US 395 in Chewelah – This project is one of the first WSDOT Complete Streets projects that went into construction, in the summer of 2025. WSDOT Eastern Region worked closely with the Chewelah community, City of Chewelah staff and elected officials and other local partners to identify Complete Streets gaps and develop solutions along and across US 395 through the city, which serves as the backbone of the community.



Figure 5: Community members taking part in activities as part of a Complete Streets workshop in Chewelah designed to understand the needs and preferences of the community.

This project will fill in missing segments of sidewalk, add buffered bike lanes on three-quarters of a mile of the project corridor, add a shared-use path along the west side of the highway for the remaining third of a mile of the northern portion of the project and incorporate additional lighting.

To improve crossings of the state route, the project will establish new or enhance existing marked crossings at 12 locations and add a new mid-block crossing. It will also include curb extensions, median refuges with chicane features at the project endpoints, five sets of rectangular rapid flashing beacons (RRFBs) including at a school crossing and adjustments to the lone traffic signal to assist pedestrians. With these changes in place, the 35-mph speed limit that currently exists for the southern third of the project will be lowered to 30 mph.

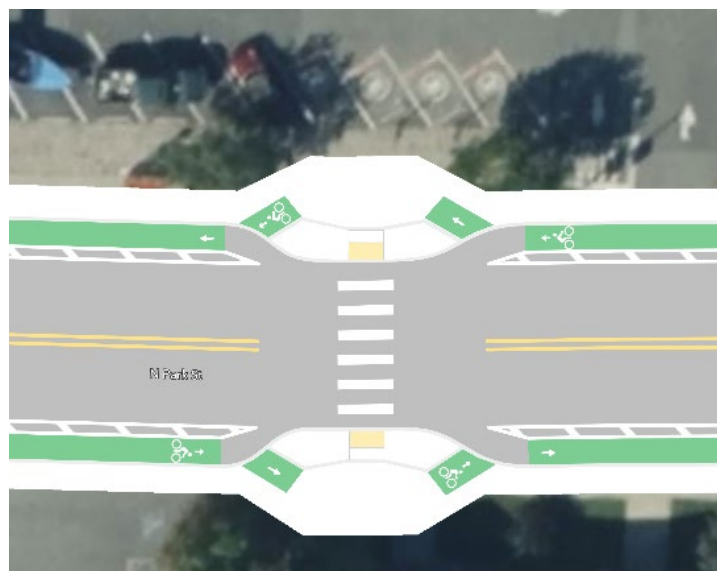


Figure 6: Conceptual representation of buffered bike lanes and curb extensions at an existing mid-block crossing in Chewelah.

Workforce development highlights

It takes many skilled staff with the necessary expertise in active transportation design, community engagement and other skills to deliver projects using a Complete Streets approach. Expanding the knowledge, skills and abilities of the WSDOT workforce to deliver Complete Streets projects successfully has been an important component of implementing the statute. WSDOT has proactively worked to build the workforce capabilities of our internal staff, our local partners and the consultant community to effectively deliver Complete Streets projects.

In the first year of implementation, we focused on fundamentals by sharing webinars explaining the “why” of Complete Streets at WSDOT, Level of Traffic Stress and designing for users of all forms of transportation. This started before July 1, 2022, with a two-day Complete Streets 101 training by the Federal Highway Administration (FHWA). We also worked with the Thrivance Group to provide a dignity-informed community engagement training to staff.

In the following years we continued to develop trainings focused on the fundamentals of active transportation design and added detailed webinars such as Safe System and Speed Countermeasures, Complete Streets and Emergency Management, Multimodal Approaches to Snow Plowing, International Best Practices, Intelligent Transportation, Artificial Intelligence and Complete Streets and Right-Sizing our Existing Facilities. In November 2024, WSDOT staff joined FHWA for a half-day interactive design-focused virtual workshop on Complete Streets in a Rural Context.

Staff say the trainings they have attended have helped them better understand and operationalize Complete Streets. A 2024 region staff survey found high confidence in knowing Complete Streets requirements and why they matter. Staff feel they have a solid foundation on

design requirements and community engagement processes. However, staff did indicate the need for more support on how to partner and communicate with local agencies on Complete Streets projects. This includes both helping local partners consistently understand the value of Complete Streets and how to most effectively work together through each of the stages of a Complete Streets project lifecycle. Another topic staff would benefit from learning about is how to maintain Complete Streets facilities, especially with limited funding.

In Fall 2024, WSDOT staff from around the state attended the Bike Walk Roll Summit in Tacoma. They learned from peers and presented on WSDOT Complete Streets implementation. On an ongoing basis, WSDOT is an advisor to the [PacTrans Workforce Development Institute](#) hosted by the University of Washington and has been instrumental in their development of active transportation course offerings.

Workforce development is an ongoing effort. This includes regular onboarding of new staff and providing support to staff as they take on new roles and projects with challenges and opportunities that may be unfamiliar to them. For example, Complete Streets is an integral part of the Design Academy that WSDOT uses to train new engineers. Headquarters and regional staff continue to develop additional training resources to provide for the growth and development of the agency's Complete Streets skillsets in planning, community engagement, design, construction, maintenance, and operations.

Engagement highlights

Communicating and collaborating with community partners and the public has always been core to Complete Streets. A month prior to Complete Streets taking effect, WSDOT launched a [public website](#) to begin educating the public and partners on the requirement. The website has since seen approximately 6,000 to 8,000 views per year. It includes a video introduction to Complete Streets, short summaries of the Complete Streets requirement and process at WSDOT, contact information for key staff and links to the public project pages for Complete Streets projects. By 2023, we had flyers on Complete Streets, Level of Traffic Stress and Safe System basics to support outreach by WSDOT staff.

The Complete Streets process is evolving state transportation project delivery to co-create with community. This is complementary to what the HEAL Act asks of Washington government agencies.

Each project's community engagement plan and delivery are slightly different, reflecting the relationships and preferences of each project location. It also reflects our strategy of continuous improvement and the differences in organizational structure and community engagement practices within each region office.

There are common themes in engagement approaches across projects, however. Each starts with a round of engagement where community members discuss the project location and their needs. Regions publicize upcoming project events to the neighborhood(s) of each project using a variety

of methods to broaden engagement. And each region recognizes the need to go beyond the basic open house.

North Central Region has developed a standard project packet to give to local governments for distribution through their communication channels. Staff have been experimenting with getting project open houses publicized through school and local utility bill channels. They are also trying out different meeting formats to learn which work best for neighbors' schedules.

In South Central Region they developed a tabletop roundabout to familiarize people with them. Meanwhile, Olympic Region produced a video explainer for roundabouts and Northwest Region hosted a workshop at a transit hub.



Figure 7: Children learning how to navigate a roundabout at a South Central Region event.

The Complete Streets community engagement work aligns with the updated [WSDOT Community Engagement Plan](#) published in June 2025. The first and second annual Community Engagement Academy for agency staff in 2024 and 2025 focused on improving modern community engagement skills and supporting Complete Streets work. The dedicated staff capacity and leadership of the WSDOT Community Engagement Program and in regions has been a key partner for successfully providing responsive and effective community engagement.

Organizational resources highlights

WSDOT strategically mobilized to create the structures and processes necessary for staff to act on the Complete Streets requirement as soon as it became effective on July 1, 2002.

One key to the program's successes so far is its transparent and consistent philosophical approach, listed to the right. This has supported WSDOT to act nimbly, and to put the requirement into practice with an approach that is practical and committed to achieving the outcome of building a transportation system that works well for people using all forms of transportation.

- Better twice than not at all.
- What's obvious to one person isn't necessarily obvious to others.
- Refine rather than create new.
- It's easier to edit than to write.
- Assume positive intent.
- Challenge ideas not people.
- Good enough for now, safe enough to try.
- Iterate forward.
- Everyone can't do everything.
- Many hands make light work.
- Don't spin your wheels.

In June 2022, the Development Division published a Project Delivery Memo for Complete Streets to provide policy guidance to supplement, and where needed, supersede the WSDOT Design Manual, to ensure WSDOT policies aligned with the new statute from the beginning. Teams of leadership and staff were set up for each topic related to Complete Streets to create a quick-response structure for issue resolution. The topics for these 24 groups include safety, community engagement, stormwater, maintenance and more. Each Region and the Ferries Division established a Complete Streets region lead for their relevant implementation work, including project launch and pre-design, in line with the model process for Complete Streets delivery.

Figure 8: Tenants of the philosophical approach to Complete Streets implementation at WSDOT.

The organizational infrastructure for consistent, robust implementation of Complete Streets has continuously improved. In 2023 and 2024, the statewide implementation team staffed up to include a statewide planner, GIS & data specialist and an active transportation engineer, each needed to provide contextual analysis and expertise not available in every region. The Technology Services Division dedicated staff to develop a project screening module for Complete Streets within a key agency data management system, the Electronic Content Management (ECM) portal. The implementation team procured crucial software tools for alternatives development and visualization for use in projects across the agency.

Washington State Ferries (WSF) began drafting a Terminal Implementation Plan for Complete Streets in 2022 and now has a completed draft policy. The draft dictates WSF will create a Complete Streets master plan for each terminal by assessing facilities, identifying gaps in access and building on past planning work. This implementation can either be completed by internal staff or consultant augmentation. WSF is working to identify funding and resources to complete the plan. A Rail Freight and Ports Division team was launched in 2024, starting with pre-design on two projects with Complete Streets requirements where the state-owned Palouse River and Coulee City (PCC) Rail Line crosses roadways.

The Design Manual underwent significant updates in 2023 and 2024. Building from existing chapters with a multimodal design approach, these updates ensure the requirements and outcomes set out in the Complete Streets RCW are embedded into chapters on work zones, pedestrian infrastructure, bicycle infrastructure, roundabouts, shared-use paths and more. The headquarters design support staff continue to work actively on additional updates to the Design Manual and other statewide design guidance documents. This will further bolster the incorporation of Complete Streets principles into the agency's design practice. Headquarters design support staff also work with regional engineering managers and project development engineers both to provide guidance as well as receive constructive feedback, ensuring consistent application of the Complete Streets principles statewide.

WSDOT launched a quarterly internal newsletter in 2024 to reach the more than 800 staff involved in implementing the Complete Streets requirement. The newsletter provides regular updates on project progress, available trainings and accomplishments of the different teams and working groups implementing Complete Streets delivery agencywide.

Limiting factors

We have made significant progress implementing the Complete Streets requirement when we have funding to deliver state transportation projects. However, recurring challenges impede our ability to fully meet the expected outcomes of RCW 47.04.035. This section details a few of the notable challenges.

Planning and community engagement

Many state highways in communities across Washington do not include comfortable facilities for people to walk, bike or access transit. If a roadway is not complete for all types of transportation, it takes change to get there, and change can be hard.

Working with all the interested parties in a community to collaboratively develop a vision for the future state for a given roadway is complex. For each location, we need to support communities to envision how a complete street could best serve their needs and interests. This takes an investment of skilled staff time from WSDOT, and it also takes time from local agencies, community members and tribal governments. WSDOT needs resources to lead this work, and all interested parties need the capacity to participate. To be successful, this work requires specialized skills in community engagement, active transportation design and facilitating a shared understanding of a design approach or strategy. That plan, once developed, needs to be memorialized both by WSDOT and the local agency, so that all future work on the relevant corridor can help to build what was planned.

WSDOT has creatively employed the following strategies to respond to this challenge:

- Projects that are subject to the Complete Streets requirement go through a step called pre-design. This helps WSDOT work collaboratively across disciplines and with local communities to develop the scope of Complete Streets elements for a given roadway.
- WSDOT invests in internal training and resources to improve skills and capacity for consistent and effective engagement. This work includes dedicated professional development workshops and sharing of best practices between staff working in different areas of the agency.
- WSDOT educates local jurisdictions about the Complete Streets requirement and encourages them to develop a Complete Streets plan for state highways in their communities. Outreach includes conference presentations, engagement with local comprehensive plans and other local plans, collaborations with the Department of Commerce and the Municipal Research and Services Center, coordination with Metropolitan Planning Organizations and Regional Transportation Planning Organizations and developing and sharing [online resources](#).
- WSDOT's Active Transportation Division grant programs support active transportation planning within communities. The Active Transportation Assistance Program¹ supports communities that have not previously been awarded grants. It also scopes development activities in overburdened communities through the Sandy Williams Connecting Communities Program, Safe Routes to School Program and Pedestrian/Bicyclist Program.

This collaborative planning phase continues to be a challenging aspect of delivering the Complete Streets requirement. The ideal scenario is that communities plan for the future state of their state highways as complete streets, in coordination with WSDOT. Then when WSDOT has a project in that location, all partners will already know the scope for the Complete Streets elements. Having these plans in place can also open up partnership opportunities that may lead to better walking and bicycling facilities being constructed sooner than if WSDOT waited for the next funded state transportation project.

Maintenance equipment and operators

Operations and maintenance are essential to the functionality of the state's multimodal highway infrastructure. This currently includes over 20,000 vehicle lane miles, 136 bicycle lane miles, 769 miles of sidewalk, 3,000 bridges and 1,100 traffic signal systems.

Maintenance responsibilities vary depending on the location of the infrastructure and other factors. WSDOT is responsible for maintaining approximately 38 miles of shared-use path. It is reasonable to expect that number to increase through Complete Streets implementation. WSDOT's Maintenance Division faces significant unfunded needs due to damaged assets,

¹ From ATD Legislative Report: ATAP "Implement active transportation planning assistance. The next phase will support the creation of local or tribal plans to enable jurisdictions to identify and prioritize locations in need of active transportation improvements. This addresses the planning gap found in outreach. It will support increased alignment across local, regional, and state plans and projects, part of realizing the partnership goal of WSDOT's Active Transportation Plan. Having such plans would also improve local and tribal partners' ability to succeed in applying for a variety of funding sources."

changing regulations and increased responsibilities without corresponding funding. WSDOT's Maintenance Program has been underfunded for many years. It is resourced significantly below the needs to achieve a state of good repair for the existing system, a top priority along with Safety in the transportation system policy goals.¹ As a result, the program has been required to shift to reactive work and emergency response. Per the 2024 Maintenance Accountability scores, more than half of WSDOT's scores are already a "C" or below.² This is a low maintenance service level in which the roadway and associated features are in generally poor condition.

Policy guidance and standards for an operating approach and state of good repair still need to be developed for active transportation facilities. National activities to advance the state of the practice in this area include a [peer practices study](#) by the University of Washington that WSDOT commissioned and a National Cooperative Highway Research Program research study that includes WSDOT and other peer agencies. FHWA published an [updated guide on this topic](#) in September 2024.

The state and national knowledge base is rapidly evolving. Cities are far ahead of states generally in standards and process. WSDOT is actively working to learn from the experiences of other maintenance organizations, but among states we are at the vanguard.

Maintaining active transportation features requires different tools, experience and techniques than does maintaining typical highway features. WSDOT lacks staff resources, equipment and organizational procedures to systematically maintain active transportation facilities. There is great enthusiasm for doing the work, but maintenance staff are overwhelmed by existing commitments in the agency portfolio, which make new and specialized needs challenging to meet. WSDOT Maintenance is facing a \$350 million unfunded need for the biennium, in addition to the equipment backlog.

Active transportation facilities require a different level of attention than do vehicle lanes. Drivers somewhat clear vehicle lanes of leaves, snow, sand and debris when they pass with their cars. This doesn't happen on bike lanes and sidewalks, so there is additional effort needed to keep surfaces clear and operational. In addition, compact space-efficient facilities help fit dedicated space for bicycling and walking in a corridor, but they are narrower than WSDOT's typical lane-width cleaning and clearing equipment. New, specialized equipment is needed as well as the staff to operate and maintain that equipment.

Over the years, the WSDOT equipment fleet has adapted to the constructed system (including lane widths) to operate in the most efficient manner possible for given resources. This current fleet doesn't allow fleet flexibility for the narrower roadways, lanes and features of Complete Streets. Several other pieces of equipment and vehicles are also sized for previous standards. Our Under Bridge Inspection Truck (UBIT) fleet is designed for typical bridge widths. When bridges are widened or modified to accommodate shared-use paths, for instance, this often

¹ [RCW 47.04.280](#).

² [WSDOT – Gray Notebook, Highway Maintenance](#).

requires a larger UBIT (since the UBIT must set up further away from the bridge edge) or a shared-use path that is wide enough for the UBIT to operate from the path. These pieces of equipment cost over \$1 million and typically are in active status for 15 years. When making decisions on bridge configuration, the ability to maintain that bridge with existing equipment must be considered.

Our equipment fleet is designed to work in high-speed highway environments. In most cases our equipment is larger and heavier than the typical path is designed to accommodate. The WSDOT fleet contains a small number of maintenance equipment vehicles that can be used to perform maintenance on paths, but they are the exception, and, in most cases, they are dedicated to existing tasks on existing infrastructure. This situation is further complicated by the fact that we have a \$250 million equipment backlog. In general, WSDOT lacks equipment such as brooms, plows, mowers, spray equipment and striping equipment scaled appropriately for active transportation infrastructure.

A Complete Streets approach helps us move more people in the same amount of space. This has long-term benefits for making our transportation system more efficient with less pavement per person to maintain. But decades of knowledge, tools and practices that prioritize general lane miles will require significant investment to evolve and address the maintenance needs of active transportation features that have different scales and complexities than vehicle lane miles.

Shifting to a proactive approach with consistent funding would enhance efficiency and service, while closing the funding gap would improve resilience against future challenges. Operating assets at their lowest lifecycle cost optimizes our resources.

City streets as state highways and maintenance and operations agreements with local agencies

WSDOT is working with partner jurisdictions to determine how best to maintain and operate active transportation facilities. The Complete Streets statute directs WSDOT to construct sidewalks and bicycle facilities in the form of bicycle lanes or shared-use paths when these facilities are absent from state highways in communities. This spans unincorporated communities in counties as well as cities of every size. RCW 47.24 and the City Streets as State Highways Agreement delineate different divisions of responsibility within and beyond the curb depending on the size and type of incorporation of different communities. Together, these different sections of statute create overlapping layers of responsibility, which can create some ambiguities regarding the roles of different agencies. The task falls to the project level to bring clarity and mutual understanding to the question of who is responsible for building, operating and maintaining which features in which circumstances.

In 2013 WSDOT and the Association of Washington Cities (AWC) developed a memorandum of understanding (MOU) for the construction, operations and maintenance responsibilities for city streets as parts of state highways. WSDOT appreciates and is looking forward to the investment from the Legislature in the 2025-2027 biennium of \$250,000 for AWC to contract with a

facilitator to coordinate an update for this MOU. This provides an excellent opportunity to modernize this agreement and provide clarity on responsibilities as they pertain to delivering and maintaining active transportation features as part of WSDOT Complete Streets projects.

Complete Streets projects and deferred elements

Once WSDOT determines a project is located in a context where a Complete Streets approach is appropriate, agency staff review the location's existing conditions and begin working with the community to develop options to address Complete Streets needs.

During alternatives development, WSDOT works to create a preferred design solution that balances a project's baseline and Complete Streets needs and constraints while providing multimodal benefits for each person traveling that roadway. This process includes developing and analyzing multiple alternatives. Alternatives considered include:

- Reallocating existing space to add missing pedestrian and bicyclist infrastructure.¹
- Adding sidewalks and bicycle facilities next to the existing roadway.
- Incorporating measures to implement elements of the Safe System Approach such as reducing vehicle speeds.
- Increasing separation between motor vehicles and vulnerable road users to achieve the target Level of Traffic Stress.
- Increasing the quantity and quality of crossings to improve safety, contribute to network connectivity and improve route directness.

The goal for Complete Streets projects is to construct walking and bicycling facilities that provide a Level of Traffic Stress of 2 or better and provide comfortable crossing opportunities for people walking, bicycling and rolling. Developing transportation projects is a multi-year effort, and many legacy projects have a scope that did not incorporate Complete Streets needs from the beginning. During this long transition period, some projects present one or more compelling reasons why WSDOT may not be able to fully meet Complete Streets goals in a given location. In these scenarios, some Complete Streets elements will need to be deferred to a future project. Making the decision to defer some Complete Streets elements is a weighty one. It is based on the balance of multiple factors. If a Complete Streets team chooses to defer, that decision is made at the conclusion of the collaborative alternatives development process.

Factors considered in the decision of whether to defer some Complete Streets elements to a future project include:

- Safety performance and operational performance
 - Assess the exposure, frequency of fatalities and serious injuries and severity of crashes for all user groups.
 - Assess the network connectivity and potential demand.

¹ Guidance used in this process includes [NCHRP 1036: Roadway Reallocation Guide](#).

- Project cost
 - If fully meeting the goals of Complete Streets would result in a significant increase in the cost of the original baseline scope (e.g., greater than 50 percent cost increase), this may support a deferral decision.
 - This could be the result of adding a significant amount of right of way, structures, stormwater conveyance, utility relocations, etc. to accommodate Complete Streets elements.
- Impacts to delivery schedule
 - If fully meeting the goals of Complete Streets results in a delay deemed unacceptable to project delivery, this may support a deferral decision.
 - Delay may be associated with adding significant or complicated scope, difficulties in reaching agreement with local jurisdictions and communities, acquiring right of way, additional impacts resulting in a delay in National Environmental Policy Act (NEPA) permitting or acquiring other permits, etc.
 - Schedule delay is only an acceptable justification when every reasonable effort has been made to adequately plan for and advance project delivery in a timely manner.
 - As Complete Streets processes become everyday practice, this rationale for deferral should significantly diminish.
- Impacts to existing structure(s)
 - If fully meeting the goals of Complete Streets significantly impacts or necessitates the replacement of major existing structures (e.g., bridge structures, large walls or tunnels), and it is not a priority structure to replace based on its condition, this may support a deferral decision.

For projects that are screened as meeting the criteria to be designed and developed as a Complete Streets project, delivering a Complete Streets project that does not meet a Level of Traffic Stress (LTS) of 2 or better for walking and bicycling facilities is a deferral. Deferrals include both partial implementation and full deferral of Complete Streets elements.

A partial deferral of Complete Streets scope includes:

- Delivering Complete Streets elements with an LTS greater than 2; or,
- Delivering Complete Streets elements with LTS 2 or 1 on only part of the obligated section(s).

A full deferral of Complete Streets scope means no Complete Streets elements were included in the project. Partial implementation is always preferable to a full deferral. Teams work hard to identify improvements that are feasible within project constraints if it has been determined that fully meeting Complete Streets goals is not feasible within the present project.

Projects with deferred Complete Streets elements

Of the 31 projects that have gone through pre-design as of July 2025, 18 projects fully incorporated Complete Streets elements. Seven projects partially implemented Complete Streets elements and six projects fully deferred Complete Streets elements.

Bridge preservation projects

The most common characteristic of projects with a full deferral of Complete Streets elements is that the project is on a bridge. Bridges and other significant structures are very complex to retrofit. The many structural considerations concern not just the total weight a structure can hold but also its tolerance for the distribution of weight for dead loads (weight on the bridge that doesn't move, such as sidewalks) and live loads (weight on the bridge that does move, such as vehicles or people). Some bridges include moveable spans that allow larger vessels to pass underneath them. Of WSDOT's approximately 3,400 bridges, 116 are over 50 years old and subject to historic bridge protections and regulations. Bridges that were built to only accommodate vehicle travel may be narrow with limited space available to reallocate to people walking and bicycling.

The following projects had deferrals of Complete Streets elements on bridges. When these structures are replaced, they will be designed to current multimodal, Complete Streets standards. Unfortunately, these locations will continue to present gaps and weak links in the active transportation network until there is funding to either replace the bridges, add parallel active transportation bridges or (in some cases) repurpose the older bridge for active transportation use and build a new vehicle bridge.

The table below lists all bridge projects with Complete Streets deferrals (July 1, 2022, to July 1, 2025).

Project type	Location	Type of deferral	Estimated cost to fully address Complete Streets (2025 dollars)	Year bridge constructed	Overall bridge condition
Bridge painting and repair	SR 529 Snohomish River Bridges, Everett	Full deferral	\$63 million to construct a dedicated active transportation bridge to \$335 million to replace the bridges	1968	Both Poor
Bridge painting	SR 536 Bridge, Mount Vernon	Full deferral	\$50-\$80 million to replace the bridge	1953	Fair
Bridge painting	US 12 Snake River Bridge, Clarkston	Full deferral	\$10 million to construct a dedicated active transportation bridge	1939	Fair

Project type	Location	Type of deferral	Estimated cost to fully address Complete Streets (2025 dollars)	Year bridge constructed	Overall bridge condition
Grid deck replacement	US 12 Heron Street Bridge, Aberdeen	Full deferral	\$11-\$17 million to widen the existing bridge to add active transportation facilities	1925	Poor
Bridge bearing repair	US 101 Chehalis River Bridge, Aberdeen	Full deferral	\$51-\$103 million to widen the existing bridge to add active transportation facilities to one or both sides of the bridge	1955	Poor
Paving	Southern approach to 54th Avenue Bridge over I-5, Fife	Full deferral	\$8-\$17 million to widen the existing bridge to add active transportation facilities to one or both sides of the bridge	1961	Poor

Table 1: Bridge projects with deferred Complete Streets elements.

Bridges provide crucial links in the active transportation network. They also have many complications that can make modifications infeasible. To streamline project delivery, WSDOT has formed a team of subject matter experts in bridge structures, active transportation design, bridge maintenance, transportation operations and historic preservation to workshop Complete Streets alternatives once a project with a bridge is identified as being subject to the Complete Streets requirement. This team identifies feasible options to bring to the local community. If this team determines there are no feasible options, that determination can be used in the justification for deferring the Complete Streets elements.

Near-term improvements to spot locations

WSDOT has many projects at spot locations that are not part of coordinated changes along a corridor. These include fish passage barrier removal projects, installation of roundabouts at intersections and other smaller scale intersection projects. In these locations, the current project may implement near-term improvements and be constructed to be forward compatible¹ with future corridor-wide construction of walking and bicycling facilities.

¹ A project is forward compatible when it does not install Complete Streets elements but instead ensures that significant follow-on work (such as significant structural work) will not be required when a subsequent, programmed project that is anticipated to construct Complete Street elements and connections arrives in the future. For more information, refer to the [WSDOT Design Bulletin on the Complete Streets Process for Fish Passage](#).

The images below show the near-term improvements with partial implementation of Complete Streets improvements at SR 20 and W Fakkema Road in Oak Harbor and at the Bridgeport Way and I-5 interchange in Lakewood.



Figure 9: Planned roundabout at SR 20 and W Fakkema Road, Oak Harbor

I-5 Northbound Ramps/Bridgeport Way intersection:

- A** Relocated signal pole
- B** Relocated utility cabinet
- C** Leading pedestrian interval phases
- D** Install/upgrade crosswalk prohibition signage
- E** Revised stop bars
- F** Bike lane extension
- G** Off ramp right turn curb extension
- H** Implement right turn offset signal phase
- I** Sidewalk widening



Figure 10: Planned partial implementation of Complete Streets features at the I-5 northbound ramps and Bridgeport Way intersection, Lakewood.

I-5 Southbound Ramps/Bridgeport Way intersection:

- J** Install sidewalk
- K** Install crosswalk prohibition signage
- L** Install accessible pedestrian signal
- M** New crosswalk



Figure 11: Planned partial implementation of Complete Streets features at the I-5 southbound ramps and Bridgeport Way intersection, Lakewood.

Bridgeport Way between intersections:

- N** • 5-foot bike lanes both directions
- Narrow existing lanes to 10.5' southbound direction and 11' in northbound direction
- Preserve eastern sidewalk on the bridge



Figure 12: Planned partial implementation of Complete Streets features across the Bridgeport Way bridge, Lakewood.

The table below lists all projects with Complete Streets deferrals with near-term improvements at spot locations (July 1, 2022, to July 1, 2025).

Project type	Location	Type of deferral	Estimated cost to fully address Complete Streets (2025 dollars)
Roundabout	SR 20 and W Fakkema Road, Oak Harbor	Partial implementation	A cost estimate was not developed for the full Complete Streets buildout. It was estimated that work would delay construction by two years, due to the need for additional permits and ROW.
Fish passage	SR 515/Panther Creek to Springbrook Creek	Forward compatible	Cost estimates are not available for corridor Complete Streets needs for fish passage projects
Fish passage	SR 3/SR 104/SR 303/SR 308 in Kitsap County	Forward compatible	Cost estimates are not available for corridor Complete Streets needs for fish passage projects
Signal reconstruction	Bridgeport Way and I-5 interchange, Lakewood	Partial implementation	\$8-\$10 million

Table 2: Projects with Complete Streets deferrals with near-term improvements at spot locations.

Phased improvements

Olympic Region has two paving projects on US 101: one in Port Angeles and one in Sequim. Olympic Region led a thorough process to explore alternatives for these corridors. Staff built off of past planning efforts; worked with the local jurisdictions, transit agencies, tribes and community members; and thoughtfully considered safety, operational, cost and schedule tradeoffs. The outcome of that process included the following recommendations. (Refer to [Appendix B](#) for concept diagrams and additional information on recommended future improvements.)

US 101 from East Kolonels Way to Shore Road, Port Angeles

Partial implementation of infrastructure to address Complete Streets needs including the following:

- Repave US 101
- Intersection improvement at East Kolonels Way
- New sidewalk between East Kolonels Way and North Masters Road
- Buffered bike lanes between East Kolonels Way and North Masters Road
- Restriped shoulder between North Masters Road and Strait View Drive
- High friction surface treatment through the Morse Creek Curve
- Raised median extension through Deer Park Loop

Improvements not included in this project but recommended for future implementation include:

COMPLETE STREETS IMPLEMENTATION REPORT | 2022-2025

- Two-lane roundabout at East Kolonels Way
- Two-lane roundabout at North Masters Road
- Further study of the Old Olympic Highway intersection

US 101 from Kitchen-Dick Road to Simdars Road, Sequim

Partial implementation of infrastructure to address Complete Streets needs including the following:

- Repave US 101
- Two-lane roundabout at Taylor Cutoff/Gilbert Road
- Two-lane roundabout at Parkwood Boulevard/Mill Road
- Intersection improvements at the Carlsborg/Hooker Road
- Repurposed shoulders from Boyce Road to Taylor Cutoff/Gilbert Road
- River Road ramp intersection improvements
- Sequim Avenue ramp intersection improvements.

Improvements not included in this project but recommended for future implementation include:

- Turn restriction at Boyce Road
- Two-lane roundabout at Joslin Road
- Two-lane roundabout at Carlsborg/Hooker Road
- Shared use path between Boyce Road and West Washington Street
- Single lane roundabouts at Sequim Avenue Ramps

Southwest Region worked extensively with the community of Klickitat (population 456) before the Complete Streets requirement was passed in 2022 regarding active transportation needs along SR 142 (average daily vehicle trips, 532). The community's priority improvement is to pave the Klickitat Trail, which runs along the north side of SR 142. This work went to construction in the summer of 2025. Additional potential improvements will be considered along with a future paving project on SR 142 through Klickitat.



Figure 13: Klickitat, showing the Klickitat Trail north of SR 142/Main Street.

The table below lists all projects with Complete Streets deferrals that are using a phased improvement approach (July 1, 2022, to July 1, 2025).

Project type	Location	Type of deferral	Estimated cost to fully address Complete Streets (2025 dollars)
Paving	US 101 from East Kolonels Way to Shore Road, Port Angeles	Partial implementation	\$12-\$15 million
Paving	US 101 from Kitchen Dick Road to Simdars Road, Sequim	Partial implementation	\$44-\$50 million
Trail and crossing improvements	SR 142, Klickitat	Partial implementation	\$17-\$20 million

Table 3: Projects with Complete Streets deferrals that are using a phased improvement approach.

Conclusion

Even though it has long been the WSDOT vision for all Washington travelers to have access to a safe, sustainable and integrated multimodal transportation system, we haven't been structured or resourced to systematically deliver on that vision. We've made incremental progress and relied on individual champions to move it forward. The Complete Streets statute and ongoing tireless efforts across the agency have helped to update processes and policies; hire, train and organize workforce; and systematically change how we do business to make the Complete Streets approach the default approach. WSDOT staff have risen to the challenge — resourcefully, pragmatically and sincerely implementing a statutory requirement that authorized us to use existing funds to fulfill its direction, but for which no additional funds were provided to support the additional efforts and resources needed.

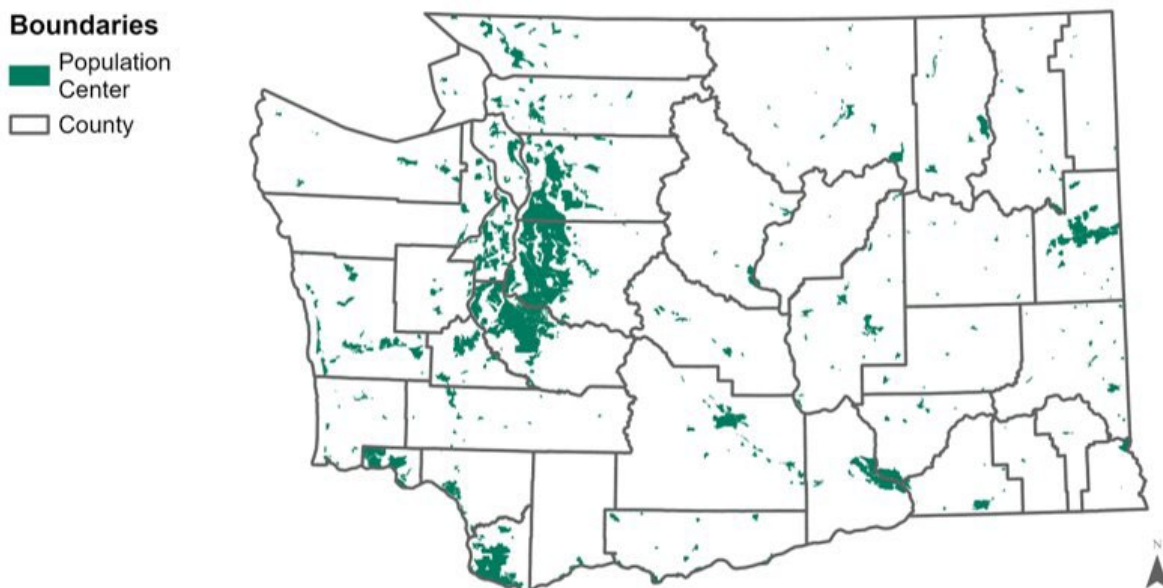


Figure 14: Map of population centers in Washington. When WSDOT has state transportation projects in those population centers, the agency will take a Complete Streets approach to those projects.

Looking at the population centers across the state – those places where people and the places they want to reach are within a reasonable walking or bicycling distance – eventually WSDOT's work program will reach the state highways in each of these places. The reality is that today many state highways that function as main streets in towns and neighborhoods across the state are incomplete. These deficiencies burden those whose only option is to travel outside of a vehicle, as well as every person getting out of a vehicle on those roads. They also deprive everyone of healthy and resilient mobility options. This can seem daunting, but ultimately the list of places is finite. This is a solvable problem, given the right conditions over a sufficient period.

Appendix A: Complete Streets citations

The following text is an excerpt of a re-print in an [earlier section](#) with citations in the footnotes.

Why Complete Streets

When we make it safer and easier for people to walk or ride, we also:

- **Save lives.** When we make a street safer for people walking or add a protected bike lane, we reduce serious and fatal crashes for people using all forms of transportation. ¹
- **Clean our air and water** by reducing emissions and pollutants. ²
- **Make it easier to get active movement into our lives** and to connect with neighbors and community life, improving both physical and mental health. ³
- **Help students** arrive at school more ready to concentrate, learn and succeed. ⁴
- **Address disparities** in systems and between neighborhoods, in line with our HEAL Act commitments. ⁵
- **Expand accessibility** by giving people who don't drive the same kind of connections and freedom as people who do drive. ⁶
- **Increase community resilience** by providing people with multiple options to get around while being efficient with how much space we use for transportation purposes. ⁷
- **Free up street space and parking spots for those who do drive** by making it possible for others to walk, bike or take transit, while reducing wear and tear on our roads. ⁸
- **Save people money on transportation** that they can use to meet other needs. ⁹
- **Bring increased foot traffic** to local businesses, which means more sales. ¹⁰
- Grow Washington's outdoor recreation economy through bike travel and tourism. ¹¹
- **Contribute to community development goals** for space-efficient growth that keeps the cost of infrastructure down. ¹²
- **Help solve the housing affordability crisis** by bringing down the total household cost of housing plus transportation when housing is developed that doesn't assume driving. ¹³

... and much more!

¹ Smart Growth America, 2015. [Safer Streets, Stronger Economies: Complete Streets Outcomes from Across the Country](#).

² US EPA. [Transportation Sector Emissions | US EPA](#).

³ Washington State Recreation and Conservation Office, 2019. [Economic and Health Benefits of Walking, Hiking and Bicycling on Recreational Trails in Washington State](#). America Walks, 2017. [Health Benefits of Walking](#). P. Oja et al., April 2011. [Health benefits of cycling: A systematic review](#). Celis-Morales, Carlos A., et al., 2017. [Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study](#). Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion. [Lack of Physical Activity](#).

⁴ Alaska Department of Transportation, [Safe Routes to School, Transportation & Public Facilities, State of Alaska](#).

⁵ Washington State Department of Transportation. [Environmental justice](#).

⁶ Disability Mobility Initiative, 2021. [Transportation Access for Everyone](#).

⁷ Litman, Todd, 2024. [Evaluating Transportation Diversity](#).

⁸ Lee, Alison and March, Alan, 2010. [Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton](#).

⁹ UNLV Center for Business and Economic Research, 2021. [An Economic Summary on the Benefits of Complete Streets](#).

¹⁰ Smart Growth America, 2015. [Safer Streets, Stronger Economies: Complete Streets Outcomes from Across the Country](#).

¹¹ Washington State Recreation and Conservation Office, 2019. [Economic and Health Benefits of Walking, Hiking and Bicycling on Recreational Trails in Washington State](#).

¹² USDOT, 2025. [Land Use as a Strategy](#).

¹³ Smart Growth America, 2024. [Parking minimums are a barrier to housing development](#).

Appendix B: Additional details for projects with phased implementation

US 101, East Kolonels Way to Shore Road, Port Angeles

Improvements not included in the current project but recommended for future implementation include a two-lane roundabout at East Kolonels Way:

- Scoping level cost of \$7.7 million.
- Roundabout design assumes 90-foot diameter.
- Assumes westbound bus stop is moved to eastern side of East Kolonels Way intersection.
- Replaces existing shoulder with 5-foot bike lane on both sides of US 101 with 2-foot painted buffer.
- Assumes 12-foot bus stops based on feedback from Clallam Transit.
- Shortens crossing distance for all intersection legs.
- Assumes right of way phase for sidewalks and roundabout footprint.
- Pre-design team recommends that new sidewalk through driveways should narrow the driveway apron and carry the sidewalk level through the driveway access.



Figure 15: Recommended future two-lane roundabout at East Kolonels Way.

Recommended future improvements also include a two-lane roundabout at North Masters Road:

- Scoping level cost of \$5.1 million.
- Assumes 90-foot diameter.
- Includes splitter islands and new crosswalks at all four intersection legs.
- Includes new sidewalk on the southern side of US 101.
- Assumes a right of way phase for new sidewalk and roundabout footprint.
- Includes 5-foot bike lane with 2-foot painted buffer on the approach to the intersection.

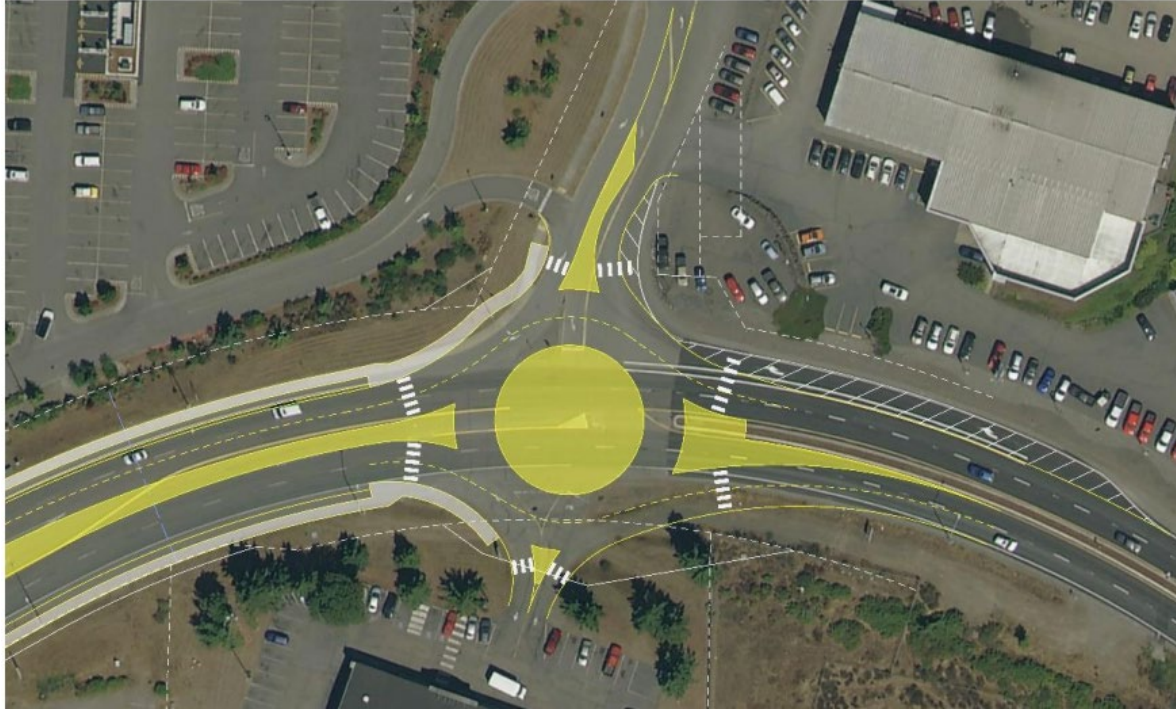


Figure 16: Recommended future two-lane roundabout at North Masters Road.

US 101, Kitchen-Dick Road to Simdars Road, Sequim

Improvements not included in the current project but recommended for future implementation include a turn restriction at Boyce Road and a roundabout at Joslin Road:

- Two-lane roundabout at intersection of US 101 and Joslin Road and an extended painted median through the Boyce Road/US 101 intersection.
- Assumes 90-foot center island diameter in roundabout.
- Eliminates lefthand turns at the intersection of Boyce Road and US 101.
- Lefthand turns out of Boyce Road are accommodated through local roads or the Joslin Road roundabout.



Figure 17: Recommended future turn restriction at Boyce Road and roundabout at Joslin Road on US 101.

Recommended future improvements also include a two-lane roundabout at Hooker Road/Carlsborg Road:

- Assumes a 90-foot center island diameter.
- Adds new crossing at the eastern intersection leg and new sidewalk connecting to the eastbound transit stop.
- No change to access is currently proposed.
- Minor right of way phase is anticipated to accommodate the roundabout footprint.



Figure 18: Recommended future two-lane roundabout at Hooker Road/Carlsborg Road.

Recommended future improvements also include a buffered shared-use path from Boyce Road to Gilbert Road along US 101:

- 14-foot wide shared-use path on the northern side of US 101 between Boyce Road and Gilbert Road.
- Assumes a 2-foot concrete barrier to provide separation between active transportation users and vehicles.
- Provides a new dedicated bicycle and pedestrian facility through the Carlsborg urban growth area.



Figure 19: Recommended future buffered shared-use path from Boyce Road to Gilbert Road along US 101.

Recommended future improvements also include a shared-use path from Gilbert Road to West Washington Street along US 101:

- 14-foot shared-use path between Gilbert Road and West Washington Street.
- Assume 2-foot concrete barrier to separate vehicles and active transportation users.
- Addition of shared-use path is anticipated to require a wider bridge structure across the Dungeness River.



Figure 20: Recommended future shared-use path from Gilbert Road to West Washington Street along US 101.

Recommended future improvements also include single-lane roundabouts at the Sequim Avenue ramps:

- Assumes 80-foot center island diameter.
- Includes splitter islands on Sequim Avenue at the approach to roundabouts.
- Adds a single-lane roundabout at both ramp terminals with a teardrop design.
- Adds new crossings at both ramps to improve active transportation crossing opportunities.

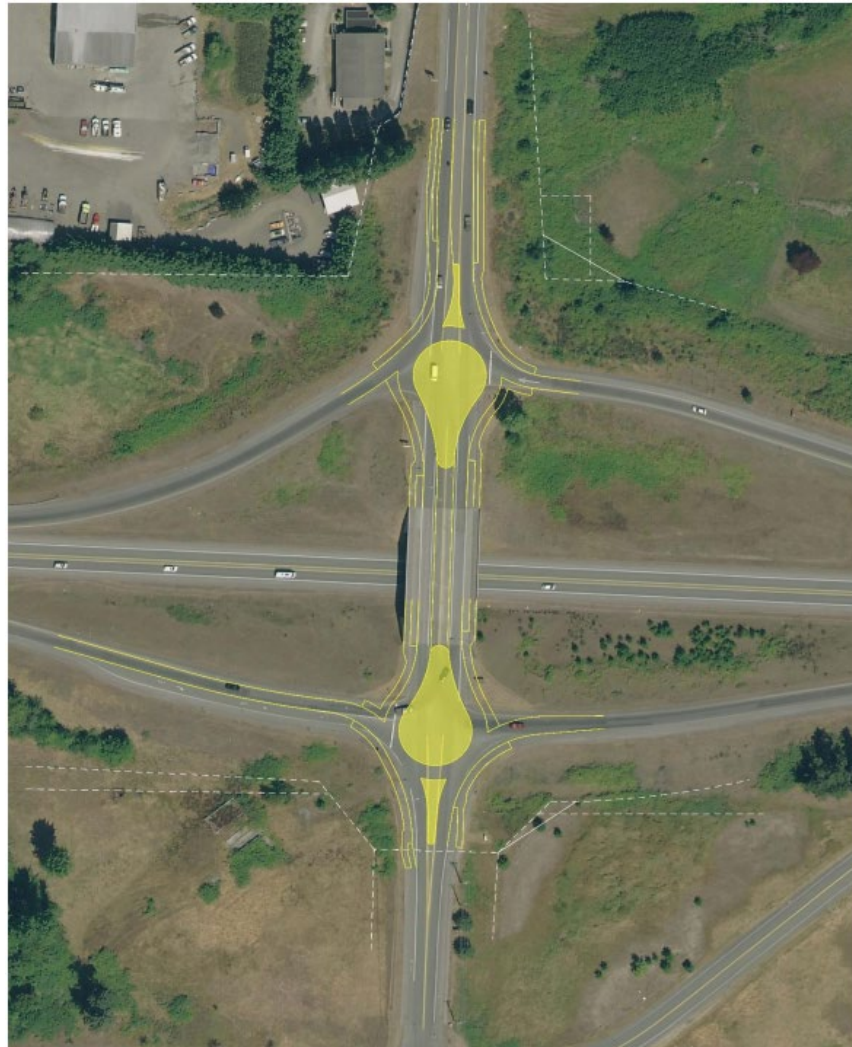


Figure 21: Recommended future single-lane roundabouts at the Sequim Avenue ramps.