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

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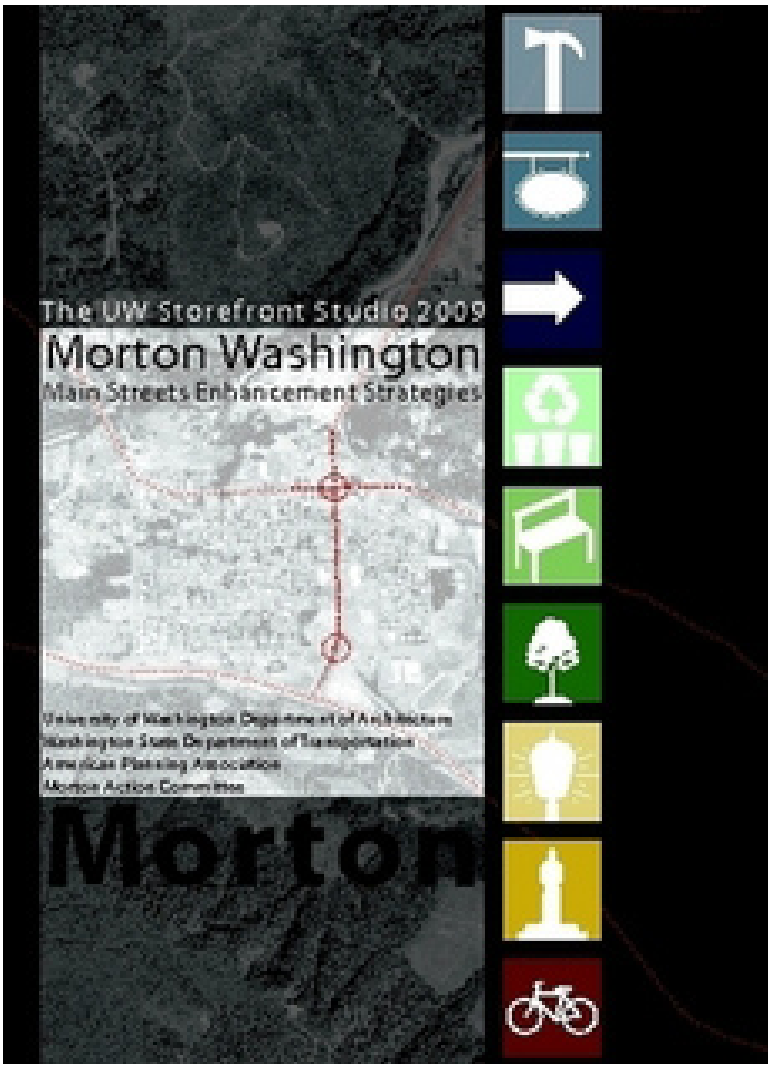




Washington State Department of Transportation
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WSDOT Research Report

Final Technical Report
Research Project Agreement No. T4118, Task 32

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

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This study was conducted in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

16. ABSTRACT

The objectives for this project were to explore community transportation design policy to improve collaboration when state highways serve as local main streets, determine successful approaches to meet the federal requirements for visioning set forth in SAFETEA-LU [23USC135(f)(3)(B)(ii)], find ways to assist local agencies in improving their grant applications to WSDOT, identify new ways to translate context sensitive design guidance into practice, and support staff and organizational development by connecting the architecture profession and transportation engineering.

For this study, student researchers participating in University of Washington's Storefront Studio Program explored a number of community design and visioning methods and techniques, reviewed recent case studies from Washington and other states, and based on findings, developed and field tested a recommended framework for community transportation design when state highways serve as main streets.

This study finds that for WSDOT projects on state highways that were identified as main streets (inside cities), some scope and schedule adjustments may be avoided by applying a greater degree of community design consideration in systems analysis and project development, resulting in a potential overall savings for the agency.

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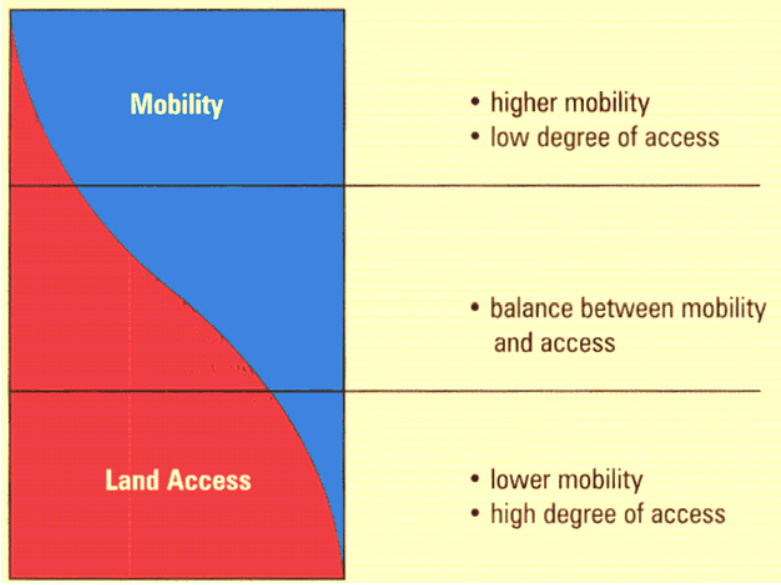
## Section I: Executive Summary

In Washington and across the country, sections of state highways serve as thoroughfares as well as main streets for cities of all sizes. In these cases, it is necessary to maintain through traffic flow, while still meeting the needs of these.

State highways range from those that focus on mobility to those intended to serve local access needs. Between these two extremes, there are sections of state highways that run through cities and therefore must serve as both thoroughfares and main streets. Since these "main street highways" must provide both access to the places we need to visit and at the same time, serve the regional mobility needs of the public (see Figure 1), they face twice the pressure to maintain traffic flow and ensure community livability.

Figure 1. Mobility and Access Graphic




Source: Safety Effectiveness of Highway Design Features, Volume 1, Access Control, FHWA, 1992.

Washington State Department of Transportation (WSDOT) recognizes the competing needs for these main street highways and commissioned this study to:

- explore community transportation design policy to improve collaboration when state highways serve as local main streets,
- determine successful approaches to meet the federal requirements for visioning set forth in SAFETEA-LU [23USC135(f)(3)(B)(ii)],
- find ways to assist local agencies in improving their grant applications to WSDOT,
- identify new ways to translate context sensitive design guidance into practice, and
- support staff and organizational development by connecting the architecture profession and transportation engineering.

For this study, student researchers participating in University of Washington's Storefront Studio Program explored a number of community design methods. They reviewed recent case studies from Washington and other states, and based on findings, developed a recommended framework for community transportation design for main street highways.

Through archival research, photographic documentation, and digital collages, the students generated before-and-after streetscapes and individual design proposals. Business owners, property owners, and residents provided feedback to the students through various visioning exercises helping the students develop better designs for revitalizing main street highways in the Washington towns of Morton, Roslyn, Goldendale, and Sekiu.

***Key Findings***

- The four pilot community design workshops conducted through "storefront studios", posting of drawings, renderings, and digital collages in a prominent downtown storefront for community engagement and discussion, confirmed that these community design and visioning exercises more effectively engaged the public than technical presentations and previews of nearly complete project proposals. (See Appendix A for links to the four community design plans completed through this project).

- Based on criteria, objectively applied to all state highways in Washington, approximately 600 miles of state highways currently operate as main streets (see Appendix B of this report for the resulting list of specific state highway segments identified as main streets and technical discussion).

- For WSDOT projects on main street highways (inside cities), this study finds that some scope and schedule adjustments may be avoided by applying a greater degree of community design consideration in systems analysis and project development resulting in a potential overall savings for the transportation agency.

- There is a need for more resources for community transportation design focused on main street highways, especially for projects in smaller communities with limited or no planning staff. See Figure 2. for an example of community design and visioning.

- Based on the review of policies and case studies, community transportation design policy should be focused on main street highways and establish specific selection criteria and performance objectives.

- Community transportation design ensures more than just advocates get involved in project development.

- Art (1 percent in federal projects) or community history/legacy can be used to engage the public in transportation projects.

- Public interest grows as input is reflected back.

Figure 2. Community Design and Visioning Example

Example - Current Conditions – State Route 508, Morton, WA

Example - Community Vision – State Route 508, Morton, WA

## Section II: Background

### *Main Street Highways*

Transportation improvement projects on main street highways are more complicated and can be more costly than similar projects in more rural settings. This study finds that for WSDOT projects on state highways inside cities, scope and schedule changes may be avoided by applying a greater degree of community design consideration in systems analysis and project development.

Reasons for scope and schedule changes on main street highways include limited right of way and the unanticipated need to acquire additional right of way which can be costly and politically unpopular. The projects inside cities and on state highways that serve as community main streets are likely to require multiple funding sources in order to incorporate all the desired design elements (e.g., separated path or sidewalk, pedestrian lighting, intersection treatments, parking considerations, additional work zone accommodations, etc). Main street highways projects often require more trade-offs in terms of transportation features, are scrutinized for their environmental impacts to a greater degree by communities and stakeholders, and require more complex designs.

The Association of American State Highway Transportation Officials (AASHTO) report, *Accelerating Project Delivery*, identifies the three leading causes of delay in the road-building process as environmental review, right-of-way acquisition, and utility relocation. This study supports this finding, and focuses on context sensitive community based design as a measure to avoid costly changes to scope and schedule where state highways also act as community main streets.

### *University of Washington Department of Architecture Storefront Studio*

The Storefront Studio is an outreach design program from the University of Washington (UW) Department of Architecture, College of Built Environments specializing in context sensitive community based design. Founded in 2003, The Storefront Studio is dedicated to working with local communities to strengthen their connection to the built environment which should boost economic development and social interaction.

The Storefront Studio has worked in over a dozen communities in Washington State including Seattle, White Center, Auburn, Renton, Skyway, Kent, Carnation, Puyallup, and Des Moines. Starting in the summer of 2008 and finishing in the summer of 2009, the Storefront Studio partnered with the Washington State Department of Transportation to study context specific community design in Goldendale, Morton, Sekiu, and Roslyn. In particular, the study focused on the process of local community interaction in the visioning process.

The fieldwork engaged the four communities, each of which had downtown main streets that were also state highways, or intersected with one. Building on previous community planning and design efforts and working with local groups in each town, the study produced and documented four different community design and visioning exercises. A consistent set of tools and process were used, with variations that tested appropriate responses to local community planning efforts.

## Section III: Research Approach

### *Review of Relevant Federal Policies and National Guidance*

There are several recent federal policies that address, directly and indirectly, state highways that serve as main streets or, "main street highways." Additionally, a recent partnership between USDOT, EPA, and HUD has been formalized. The Interagency Partnership for Sustainable Communities has identified six guiding principles including:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

Other recent and relevant national level policies and guidance includes:

#### Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for the Users (SAFETEA-LU)

To meet the public participation requirement of SAFETEA-LU, states shall "employ visualization techniques to describe plans." However, little guidance on best practices for accomplishing this requirement is provided.

#### 1995 National Highway System Designation Act

This legislation initiated "Context Sensitive Design" efforts of many state departments of transportation by calling for designs that take into account "the constructed and natural environment of the area; the environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity; and access for other modes of transportation."

#### Institute of Traffic Engineer's *Designing Urban Thoroughfares for Walkable Communities*

ITE provides the first design guide to propose design standards for roadway types within the federal functional classification system that allow for greater design flexibility.

### *Review of Other State Policies*

Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, states have had the authority to develop highway design standards outside of the AASHTO Green Book criteria. Many states have developed or are developing policies, project development processes, and design standards in response to the Federal Highway Administration's (FHWA) Context Sensitive Solutions initiative and encouragement from local governments. This study reviewed a number of state efforts to determine which approaches are having results.

California

In 2005, California Department of Transportation (Caltrans) defined specific sections of state highways that serve as main streets and adopted a philosophy of project development for these locations summarized in a publication titled, *Mainstreets: Flexibility in Design and Operation*. The guidance contained in this document addresses a list of design issues common to main streets including: lower speed limits, reduced lane widths, and street landscaping.

Minnesota

Minnesota Department of Transportation has conducted research to investigate the interaction between road section design and adjacent site design. The research titled, *Design and Development Principles for Livable Suburban Arterials*, also develops a set of design criteria that would guide coordination of land use and transportation planning. Similar to Vermont's design guidance, the research identified the need for at least three roadway classifications based on the land use context or setting.

Maryland

Maryland Department of Transportation has authored guidance titled, *When Main Street is a State Highway*. They have applied their *Main Street* transportation project development process outlined in this guidance to more than 120 roadway projects. Maryland's approach has garnered national awards from the American Association of State Transportation Officials (AASHTO) and from the National Partnership for Highway Quality, not only for the final design of their projects but also for the project development process itself.

New Jersey

The New Jersey DOT created a concept known as "HyperBuild" to ensure the most efficient, project delivery possible. "HyperBuild" evaluates every project, from concept to construction, to find out the most innovative, cost-cutting, and efficient ways to produce the project. HyperBuild integrates contracting and construction improvements and the community input process known as Context Sensitive Design. Under this initiative, all projects in the state's construction priority list are gone over systematically in search of efficiencies.

Oregon

Among the states, the Oregon Department of Transportation (ODOT) has taken one of the most aggressive approaches to maintaining a balance between through traffic and serving as the local main street in specific areas. ODOT has implemented the Urban Accessibility Policy that clarifies how they will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting, and project development. Their policy also specifies criteria and defines the role of ODOT and local governments in designating highway segments as "Special Transportation Areas", "Urban Business Areas", and "Commercial Centers".

Vermont

The Vermont Agency of Transportation has organized their Design Manual and developed design standards based on a range of land use contexts in which the state highway exists including: towns and cities, small towns and villages, suburban commercial/residential corridors, and rural corridors. This approach ensures the standards are flexible and allow and encourage creative methods to minimize impacts on scenic, historic, archaeological, environmental, and other important resources.

Table 1. Community Design Approach by State

| State | Project Development Policy | Design Guidance | State Law | Project Delivery Policy | Context Sensitive Design Policy (State Policy) | Complete Streets (City, County, or State Policy) |
|---|---|---|---|---|---|---|
| **California** | | ● | | | ● | ● |
| **Minnesota** | | ● | | | ● | ● |
| **Maryland** | ● | | | | ● | ● |
| **New Jersey** | | | | ● | ● | ● |
| **Oregon** | ● | | ● | | ● | ● |
| **Vermont** | | ● | | | ● | ● |

***Review of Washington's Legal Framework***

In Washington, project scope and schedule adjustments have been made to reach agreement on jurisdiction control and financial responsibility for both maintenance and construction of specific features of the state highway. Project scope and schedule adjustments made for these reasons are more common on state highways that serve as main streets. State law defines jurisdiction and control on state highways inside cities exceeding 25,000 in population. State law has been interpreted by state attorneys to assign some improvements as the responsibility of the respective city. Design authority for these locations rests with Washington State Department of Transportation (WSDOT) (Source: WSDOT) Table 2., Table 3. and Figure 3. Depict jurisdiction control and financial responsibility outlined in Washington State statute (RCW 47.24.020).

Table 2. City and State Responsibility for State Highways Inside Cities Under 25,000 Population

| **City Responsibility - Operational (consistent with state laws)** |
|---|
| Street Illumination |
| Cleaning-streets, catch basins, snow plowing, etc. |
| Existing Stormwater facilities |
| Traffic and parking enforcement |

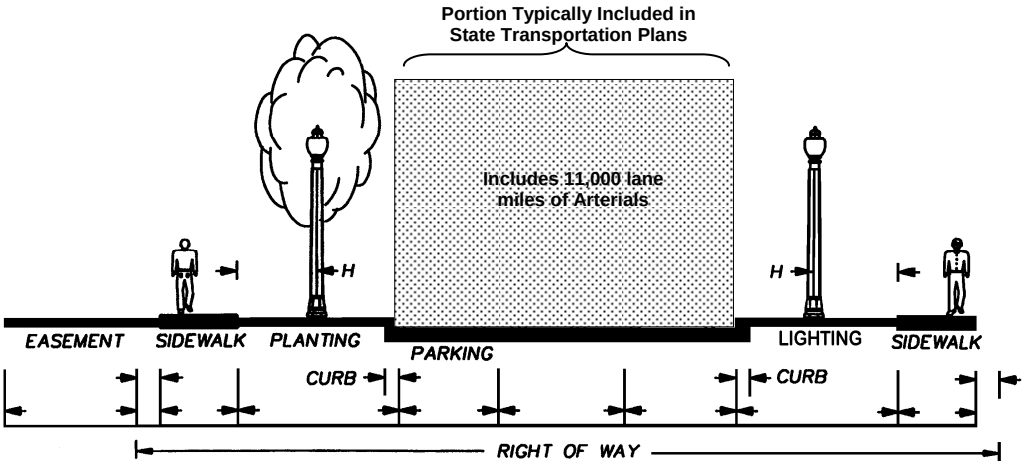
| **State Responsibility – Structural Integrity** |
|---|
| Roadway surface and shoulders |
| Traffic Control Signals |
| Slope stability |
| State has snow plowing authority where necessary |
| Route markers, |

Table 3. City and State Responsibility for State Highways Inside Cities Over 25,000 Population

| **City Responsibility - Operational (consistent with state laws)** |
|---|
| Street Illumination |
| Cleaning-streets, catch basins, snow plowing, etc. |
| Existing Stormwater facilities |
| Traffic and parking enforcement |
| Slope stability |
| Traffic Control Signals |

| **State Responsibility – Structural Integrity** |
|---|
| Roadway surface and shoulders |
| State has snow plowing authority where necessary |
| Route markers, directional signs |

Figure 3. City Responsibilities for State Highways




Source: Association of Washington Cities
*Note: Cities also manage the underground utilities (water, sewer, storm water), telecommunications, and power rights-of-way activities.

### *Review of Washington's Policies*

Washington State has a number of policies that support community design and recognize the importance of these state highway corridors. Several of the most relevant policies in place in Washington State are listed in this section of the report.

### WSDOT Context Sensitive Solutions Policy

WSDOT's Executive Order related to implementation of context sensitive design [WSDOT Executive Order 1028.00] states:

"*Context Sensitive Solutions* is a model for transportation project development that has recently received much discussion and broad acceptance. Its essence is that a proposed transportation project must be planned not only for its physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints, and opportunities in a larger community setting.

WSDOT endorses the Context Sensitive Solutions approach for all projects, large and small, from early planning through construction and eventual operation. This means that WSDOT employees working on projects and facilities should:

- Engage from the project's inception with representatives of affected communities, including elected and appointed officials and a widely representative array of interested citizens.

- Assure that transportation objectives of projects are clearly described and discussed with local communities in a process that encourages reciprocal communication about local views and needs in the overall project setting.
- Pay attention to and address community and citizen concerns.
- Ensure the project is a safe facility for both the user and the community.

Context Sensitive Solutions is a process that places a high value on seeking, and if possible, achieving consensus. WSDOT's belief is that consensus is highly advantageous to all parties and may help avoid delay and other costly obstacles to project implementation.

The offices of Highways and Local Programs and the State Design Engineer are charged with developing training, rules, and procedures for WSDOT employees to carry out this Executive Order."

***Selection of Project Locations for Community Design Technical Support***

Cities with populations between 1,000 and 6,000 were the focus of this study because State Highway planning, design, maintenance, and operations in these communities are the responsibility of the WSDOT.

The year of incorporation was another important selection criteria because most cities that incorporated before 1930 are a single city center built up around a main street and grid system vs. multiple community centers throughout the city; more commonly seen in cities where transportation infrastructure developed after 1930. This study finds a statistical relationship between year of incorporation and the presence of a state highway that serves as a community main street.

Highway characteristics, including posted and design speeds, highway designations, and access management designations were also identified as a criteria in order to evaluate various relationships that may exist between characteristics of main streets and speed.

Finally, current land use was used as a criteria in determining whether a state highway operates as a community main street. Zoning maps for each city were acquired and evaluated to determine the proximity of the state highway to the community's commercial core and other commercial development. The role the state highway plays in the community transportation grid system was also a factor.

Although each local context produced unique constraint variables for the study, Goldendale, Morton, Sekiu, and Roslyn were selected for a common ground of smaller sized, older communities, with the state highway running through the downtown district. Each community also had an existing historical character to their main street, preserved primarily through lack of development, but valued and considered an asset. An active local group in each town was already engaged with community revitalization and WSDOT related efforts. Some had successfully developed clear community plans and had begun implementing them. Others were at earlier stages of developing consensus.

All the communities were underserved by professional design and technical assistance, and had few resources to draw on, usually because of isolation, small scale, and transitional economies. As models, they had physical and social characteristics that made them prototypical case studies.

The presence of an active community group and the assistance of a local partner were critical to the success of the Storefront Studio. They were the entry key to the community, setting up contacts, meetings, tours, and local resources. The community groups included a full spectrum or comprehensive cross-section of the community, including business, city officials, residents, historical groups, economic revitalization groups, environmental groups, educators, new comers, and old timers. They were all active organizers and already engaged in local visioning and planning efforts. They provided a network of local participants whose information and input edited and revised each community vision. The community participants provided continuity between previous community design exercises and with The Storefront Studio study, and are the local players charged with carrying the proposed community vision forward.

***Process for Context Based Community Design Technical Support***

A definitive characteristic of the Storefront Studio's technical support is street level engagement and visibility as a physical location, and as a community outreach approach. As a forum for interaction, the studio holds community open houses with illustrated exhibits of the visioning process. These are held in active and empty storefronts, located on the street the study is looking at. The storefront location ensures local visibility and accessibility, while the open house format allows the community to drop in and participate according to their own schedule and availability. The students and community organizers act as hosts, giving individual guided tours of all the projects, and collecting feedback. More formal presentations are also used as capstone events. The number of open houses and meetings varies with each community, but three or four meetings are ideal. Rather than a single, fast paced workshop format the exchange takes place over a greater length of time, several weeks to several months, and allows an extended interaction, with input, reiteration, and revisions. In addition, email and the web allows for constant collaboration. Although the distance from the Studio's home base in Seattle to the community being assisted varies, and greater travel distance sets up fewer visits, that loss of contact time is balanced out by longer, overnight visits.

As a principle format for the studio, 'Before and After' images are used to illustrate the community design process, communicating in familiar terms that allow the greatest opportunity for understanding and engagement. An existing condition is shown, and then along side, a proposed enhancement. Rather than starting with a master plan, a set of community enhancements emerge from a survey of existing assets, which are then linked into broader strategies. The architecture students' technical and professional skills provide a kind of virtual makeover of the main street, and with their support, the expressed vision of the community is illustrated. Those proposed images are presented at community open houses through the simple but effective format of posters and postcards. The 'Before and After' images, revised by community editing and shaping, become part of a set of Community Enhancement Proposals and Strategies. Experienced faculty lead teams of

graduate and undergraduate architecture students through each exercise. The composition and the size of the student team vary with each community, from two students to twelve.

To achieve a context driven design, the Studio follows a consistent format, beginning with a research phase. Before visiting the community, the students explore information available in print and on the web. They come to the first field meeting with maps, images, and questions for the local community, concerning both its physical form and social make-up. Local and State archives are mined for the historical condition of buildings and streets, and for cultural context. The studio documents the existing streetscape, and change overtime is compared. Existing design guidelines and building regulations are reviewed. Previous community planning and visioning initiatives are incorporated, often acting to focus the scope of the study.

A first community open house uses the initial photography, mapping, and research to create an exhibition portrait, past and present, social and physical, of the community. The community reviews the work, correcting errors and omissions. In brief presentations, local representatives each address their perspective on the community. The result of the student research and community input is compiled in an Asset Map of existing conditions, identifying the found potentials and opportunities for development and enhancement.

For the second open house with the community, the students digitally alter photographs to illustrate different strategies for enhancing the community's physical assets. These virtual makeovers follow constraints and ambitions set out in the previous public forum. The open house acts as a catalyst for discussion, and results in an edited and annotated list of preferred strategies for the students to develop. These community revised enhancement proposals are then refined and combined. A more formal final presentation leaves the results of each study with the community, to use to set goals, priorities and action plans.

Digital tools make the technical support possible. The digital photo manipulation of satellite and street photography is central to the studio. Community acceptance, understanding and ownership of these images enable a high level of communication between the studio and the community. Laptops, digital cameras, and cell phones mean that the studio is portable. Large format printers and plotting allows poster and exhibit sized printing for open house venues, while the Internet facilitates distant communication and remote presentations and feedback. For each community, clear and concise printed books, avoiding jargon and aimed at a broad readership, document the final product, providing a reference for further work. Local print press and community TV often cover the activities, with the university and community collaboration being a draw, helping to generate exposure and community response.

***Review of the Community Design Case Studies***

Case studies were conducted by University of Washington’s Storefront Studio program in order to demonstrate various low-cost community design and visioning tools and

determine their potential effectiveness in improving project delivery when state highways serve as main streets. For this study, the Storefront Studio produced a final book or set of drawings for each community.

In the first community, Morton, the Storefront Studio followed up on pro-bono assistance from Washington Chapter of the American Planning Association (APA) Community Planning Assistance Team which provides focused planning assistance workshops and design charettes in communities with limited or no available planning resources to develop specific community goals and action strategies. Their report had identified two key intersections and the main street as critical for consideration. The local partner providing input and encouraging community participation was the Morton Action Committee. Open houses were held in a main street historical bank that was under renovation, and across the street at a historic theater the community had restored. The study produced enhancement strategies for the two intersections that stressed their character area gateway potential while also addressing pedestrian safety. A general set of enhancement strategies were developed and applied to main street buildings, along with a linked set of green spaces. A building painting campaign, inspired by the digital versions produced by the Studio had been implemented by the time the Studio ended, including the incorporation of proposed colors on two buildings.

In Goldendale, community contact was through the Chamber of Commerce, and the City of Goldendale, who set up a stakeholders meeting and community presentations, while the local Museum supplied a very good collection of historical photographs. Without a previous community vision to act as a point of departure, existing conditions of the main street were compared to conditions at different historical periods. An analysis of existing and historical street facades, awnings, and recent energy and climate issues, resulted in a preferred restoration and renovation scenario for their design guidelines. A similar study looking at historical precedent examined changes in business signs, and made design guideline recommendations. In addition, proposals suggested enhancements to the downtown character identity and streetscape with tree plantings for shade, the inclusion of bicycle paths, and the temporary public use of open space on empty lots. Intersection design studies addressed pedestrian safety, district identity, and community connections.

In Sekiu, in a previous planning workshop also supported by Washington Chapter of the American Planning Association (APA) Community Planning Assistance Team, the community had identified three open space improvement projects adjacent to, or on road allowances. All had gateway, or waterfront, public park potential. A local project manager with the Clallam Bay - Sekiu Community Action Team facilitated the meetings. Presentations were made and feedback was collected in the field, in person, and over the Internet. Conditions, constraints, and local contacts were identified in a first meeting. A preliminary presentation was delivered digitally to the local project manager to present and collect feedback, and an exchange of revised designs took place via the Internet. A final field presentation to the community was made locally. The clear focus, defined scope, and concise and constructive community participation, facilitated the studio and produced highly detailed proposals that are now being used by the community for costing and fundraising.

In Roslyn a very engaged local project manager with the partner group Roslyn Revitalization facilitated community interaction, resulting in active open houses and extensive regional press and community TV coverage. Over a period of three months and four community open houses, a broad set of enhancement strategies were developed that together embody a local vision of the town. Four general categories grouped individual studies into *Street Character, Community Platforms, Stories and Paths, and Places to Stay*. *Street Character* showed enhancements to building facades, streetscapes, and street furniture. *Community Platforms* were a series of steps, benches, and stages to support sidewalk activities such as the farmers market or open air cinema. Roslyn's history was told through projects in *Stories and Paths*. *Places to Stay* proposed infill projects on Main Street allowing small-scale tourism and an active street. It also proposed renovating the historic miner's cottage backyard buildings into bed and breakfast lodging. A permanent seven hundred foot long public art project marking the abandoned railway through the town was installed by a collaborative community effort at the end of the Storefront Studio project.

***Evaluation of the Case Studies***

The case studies demonstrated the value of clarifying community goals and priorities through community design exercises prior to developing designs and visualizations in order to achieve the most lasting designs. The work done by Storefront Studio to develop a community asset map and designs based on community input is a model for low-cost context specific community design that translated into successful grant applications.

The use of the Storefront Studio format for community design and visioning provided several opportunities. The students, working with the community, were able to understand and communicate the highway corridor as a main street in a community context. The unique character, assets, opportunities, and constraints of each community were clearly expressed. Each town was at a different stage in their community design process, from working on expressing values and priorities, to developing a clear vision and direction, to detailing plans and strategies for implementation. The more planning work the community had already done the more effective the Storefront Studio could be. When the communities had defined specific projects and developed concise community goals for those projects, the Storefront Studio was able to provide detailed designs that were accepted and supported by the community and ready for fundraising and construction.

Advance work done by each community in planning and design workshops, focused the study and defined the key objectives of the main street revitalization project. Options for key intersections identified by previous community planning workshops were illustrated, and a preferred alternative developed through additional community input. General goals established in previous planning initiatives became detailed design strategies.

In the absence of previous community planning exercises to build on, the Studio relied on the existing streetscape and historical photos to focus community dialogue on what their vision for their main street could be. To begin the process of developing a clear

community vision, a historical range of possibilities was illustrated and a preferred scenario put forward for consideration. Although the studio was able to provide the range of inherent possibilities, it could not manufacture consensus or negotiate a compromise between conflicting agendas. The more internal direction each community had, the more it could make effective use of external assistance.

Multiple jurisdictions and agendas were included in each enhancement strategy the Storefront Studio developed. In a process of moving from the detail to the whole, the community is invested in the outcome because they have been listened to, and they can see their input in the results. The strategic enhancements, developed in the Before and After images became clear articulations of the community vision.

## Section IV: Analysis of the State Highway System

***Applying the Criteria Statewide***

Criteria developed and used to select the four pilot cities for community design assistance described in Section III of this report included:

- Population
- Average Daily Traffic
- Highways of Statewide Significance
- National Highway System
- State Access Control Classification
- Federal Functional Classification
- Existing Land Use
- Design and Posted Speeds
- Year of Incorporation
- Freight Classification
- Collision History (including motor vehicle collisions with pedestrian and bicycles)
- Role of the State Highway in City's Transportation Grid

This same criteria was also objectively applied to all state highways in Washington, resulting in identification of approximately 600 miles of state highways currently operating as main streets (see Appendix B of this report for the resulting list of specific state highway segments identified as main streets and technical discussion).

Additional analysis was conducted to determine whether scope and schedule changes were more frequent on these segments of state highway. Over 400 highway projects in all were evaluated. This study finds that scope and schedule adjustments may be avoided by applying a greater degree of community design consideration in systems analysis and project development resulting in a potential overall savings for the WSDOT. Fifty projects with scope and schedule changes on main street highways were identified as projects that could have directly benefited from additional community design work.

## Section V: Discussion and Conclusions

Based on the findings of this study, development of an agreed upon set of criteria to identify main street highways, similar to what was developed for the purposes of this study, is needed. These criteria should be applied to help transportation agencies anticipate scope and schedule adjustments and resulting project cost adjustments.

Additionally, further study should be conducted to determine the potential for development and implementation of design guidance, project development and project delivery policies associated with main street highways.

Low-cost community design and visioning techniques applied in four pilot cities as part of this study clearly demonstrated benefits including:

- increased community input,
- increased community support,
- reduced project development and design time, and
- improved and increased chances for project funding.

These community design efforts appear to improve project delivery times. Follow-up studies should be conducted to confirm project delivery efficiencies were realized in these communities.

For these communities, the street level storefront open house formats were an effective forum for exchange and community engagement. The illustrated enhancement strategies are potent catalysts for community dialogue. They initiated a process that resulted in context driven projects such as a facade improvement program, a landmark public art project, a right-of-way park, or in improved gateway intersection. Although the community must have local internal direction, the outside technical assistance provides an invaluable tool for research, visualization, communication, and detailed design development. By using prior community design exercises to focus the activities of the study, communities were able to achieve action plans ready to implement from previously agreed to general goals. By locally embedding technical support, and pairing that with community participation and engagement in the process, the Storefront Studio facilitates and promotes context specific community based design.

**Appendix A: Examples – Morton, Goldendale, and Roslyn Vision Reports**

To download a PDF or to order a printed copy the reports for

Morton WA,
http://www.lulu.com/product/paperback/main-streets-enhancement-strategies-2009---morton-wa/5356535

Goldendale WA,
http://www.lulu.com/product/paperback/goldendale-washington-historic-downtown-district-enhancement-strategies/5398654

Roslyn WA,
http://www.lulu.com/product/paperback/roslyn-wa-storefront-studio-spring-2009-(perfect-bound)/534598

## Appendix B: Identification of State Highways as Main Streets

| Year of Incorporation | City | County | National Highway System | 2006 Population | 2007 Population | Growth Rate | State Routes with *Main Street Characteristics | Approximate Miles of State Highway as Mainstreets within City |
|---|---|---|---|---|---|---|---|---|
| 1890 | Aberdeen | Grays Harbor | 1 | 16470 | 16720 | 1% | 12, 101, 105 | 16.32 |
| 1955 | Airway Heights | Spokane | 0 | 4840 | 5020 | 4% | 2 | 4.39 |
| 1891 | Anacortes | Skagit | 1 | 16170 | 16450 | 2% | 20 | 12.48 |
| 1903 | Arlington | Snohomish | 1 | 15430 | 16240 | 5% | 9, 530, 531 | 4.4 |
| 1890 | Asotin | Asotin | 0 | 1165 | 1180 | 1% | 129 | 1.96 |
| 1891 | Auburn | King | 1 | 48955 | 50470 | 3% | 18, 164, 167 | 24 |
| 1947 | Bainbridge Island | Pierce | 0 | 22600 | 24710 | 9% | 305 | 3 |
| 1964 | Battle Ground | Clark | 0 | 15810 | 16280 | 3% | 502, 503 | 18.13 |
| 1945 | Benton City | Benton | 1 | 2840 | 2860 | 1% | 225 | 3 |
| 1924 | Bingen | Klickitat | 0 | 680 | 680 | 0% | 14, 141 | 8.99 |
| 1959 | Black Diamond | King | 0 | 4085 | 4120 | 1% | 169 | 3 |
| 1890 | Blaine | Whatcom | 1 | 4480 | 4540 | 1% | 543, 548 | 3.38 |
| 1949 | Bonney Lake | Pierce | 0 | 15230 | 15520 | 2% | 410 | 5 |
| 1909 | Bothell | King | 1 | 31690 | 32400 | 2% | 522, 527 | 6 |
| 1901 | Bremerton | Kitsap | 1 | 35910 | 36210 | 1% | 303, 304, 310 | 7 |
| 1910 | Brewster | Okanogan | 0 | 2200 | 2195 | 0% | 173 | 1 |
| 1910 | Bridgeport | Douglas | 0 | 2075 | 2105 | 1% | 173 | 1.55 |
| 1890 | Buckley | Pierce | 0 | 4535 | 4650 | 2% | 410 | 2 |
| 1910 | Bucoda | Thurston | 0 | 650 | 655 | 1% | 507 | 0.7 |
| 1993 | Burien | King | 1 | 31080 | 31300 | 1% | 509, 518 | 2.5 |
| 1902 | Burlington | Skagit | 1 | 8120 | 8400 | 3% | 020 | 2 |
| 1906 | Camas | Clark | 1 | 15880 | 16290 | 3% | 14, 500 | 6 |
| 1912 | Carnation | King | 0 | 1900 | 1990 | 5% | 203 | 0.95 |
| 1890 | Castle Rock | Cowlitz | 1 | 2135 | 2175 | 2% | 411 | 0.5 |
| 1907 | Cathlamet | Wahkiakum | 0 | 555 | 560 | 1% | 4, 409 | 1 |
| 1886 | Centralia | Lewis | 1 | 15430 | 15740 | 2% | 507 | 6 |
| 1902 | Chelan | Chelan | 0 | 3755 | 3835 | 2% | 97, 150 | 3.5 |
| 1883 | Cheney | Spokane | 0 | 10130 | 10390 | 3% | 904 | 3.1 |
| 1903 | Chewelah | Stevens | 0 | 2315 | 2350 | 1% | 395 | 1.02 |
| 1902 | Clarkston | Asotin | 0 | 7275 | 7280 | 0% | 12, 129 | 3.5 |
| 1902 | Cle Elum | Kittitas | 1 | 1810 | 1855 | 2% | 903 | 2.79 |
| 1881 | Colfax | Whitman | 1 | 2895 | 2950 | 2% | 26, 195 | 2 |
| 1890 | Colton | Whitman | 0 | 415 | 420 | 1% | 195 | 0.8 |
| 1890 | Colville | Stevens | 0 | 4990 | 5075 | 2% | 20, 395 | 2.5 |
| 1909 | Concrete | Skagit | 0 | 840 | 870 | 3% | 020 | 1.6 |
| 1910 | Connell | Franklin | 1 | 3200 | 3235 | 1% | 260 | 1.4 |
| 1890 | Cosmopolis | Grays Harbor | 0 | 1635 | 1645 | 1% | 101 | 1.2 |
| 1959 | Coulee Dam | Okanogan | 0 | 1025 | 1060 | 3% | 155 | 1.6 |
| 1997 | Covington | King | 1 | 17240 | 17440 | 1% | 18, 516 | 3.5 |
| 1903 | Creston | Lincoln | 0 | 255 | 260 | 2% | 002 | 0.5 |
| 1945 | Darrington | Snohomish | 0 | 1465 | 1492 | 2% | 530 | 1.8 |
| 1890 | Davenport | Lincoln | 0 | 1745 | 1750 | 0% | 2, 25 | 1.8 |
| 1881 | Dayton | Columbia | 0 | 2720 | 2725 | 0% | 012 | 1.5 |
| 1959 | Des Moines | King | 0 | 29020 | 29390 | 1% | 509, 516 | 3.2 |

*Note: Mainstreet Characteristics are defined by criteria outlined in this study.

| Year of Incorporation | City | County | National Highway System | 2006 Population | 2007 Population | Growth Rate | State Routes with *Main Street Characteristics | Approximate Miles of State Highway as Mainstreets within City |
|---|---|---|---|---|---|---|---|---|
| 1909 | Eatonville | Pierce | 0 | 2385 | 2440 | 2% | 161 | 1.4 |
| 1996 | Edgewood | Pierce | 0 | 9510 | 9560 | 1% | 161 | 3 |
| 1890 | Edmonds | Snohomish | 1 | 40360 | 40560 | 0% | 99, 104, 524 | 9 |
| 1950 | Electric City | Grant | 0 | 955 | 970 | 2% | 155 | 0.8 |
| 1947 | Elmer City | Okanogan | 0 | 241 | 255 | 5% | 155 | 0.75 |
| 1944 | Entiat | Chelan | 0 | 1105 | 1130 | 2% | 097AR | 3.2 |
| 1913 | Enumclaw | King | 0 | 11220 | 11480 | 2% | 164, 169 | 2.3 |
| 1909 | Ephrata | Grant | 0 | 6950 | 7045 | 1% | 28 | 4.5 |
| 1893 | Everett | Snohomish | 1 | 101100 | 101800 | 1% | 99, 526, 527, 529 | 15.3 |
| 1929 | Everson | Whatcom | 0 | 2135 | 2165 | 1% | 544 | 2.2 |
| 1990 | Federal Way | King | 1 | 86530 | 87390 | 1% | 18, 99, 161 | 8.75 |
| 1957 | Fife | Pierce | 1 | 6135 | 6270 | 2% | 99 | 0.6 |
| 1945 | Forks | Clallam | 0 | 3165 | 3205 | 1% | 101 | 3 |
| 1890 | Garfield | Whitman | 0 | 630 | 630 | 0% | 27 | 1 |
| 1946 | Gig Harbor | Pierce | 1 | 6765 | 7025 | 4% | 016 | 2.3 |
| 1910 | Gold Bar | Snohomish | 0 | 2125 | 2135 | 0% | 2 | 2 |
| 1879 | Goldendale | Klickitat | 0 | 3715 | 3715 | 0% | 142 | 1.5 |
| 1935 | Grand Coulee | Grant | 0 | 930 | 930 | 0% | 155, 174 | 3.2 |
| 1903 | Granite Falls | Snohomish | 0 | 3095 | 3140 | 1% | 92 | 0.75 |
| 1902 | Harrington | Lincoln | 0 | 420 | 420 | 0% | 23 | 0.7 |
| 1890 | Hoquiam | Grays Harbor | 1 | 8845 | 8970 | 1% | 101, 109 | 8 |
| 1890 | Ilwaco | Pacific | 0 | 1015 | 1025 | 1% | 100, 101 | 2 |
| 1910 | Ione | Pend Oreille | 0 | 420 | 420 | 0% | 31 | 0.8 |
| 1892 | Issaquah | King | 1 | 19570 | 19940 | 2% | 900 | 2 |
| 1907 | Kahlotus | Franklin | 0 | 220 | 220 | 0% | 21, 260, 263 | 0.8 |
| 1890 | Kelso | Cowlitz | 1 | 11840 | 12770 | 7% | 4, 411 | 2.25 |
| 1998 | Kenmore | King | 0 | 19680 | 20810 | 5% | 522 | 2.04 |
| 1904 | Kennewick | Benton | 1 | 61770 | 62520 | 1% | 240, 395 | 8 |
| 1890 | Kent | King | 1 | 85650 | 86660 | 1% | 99, 181, 515, 516 | 13.8 |
| 1905 | Kirkland | King | 1 | 47180 | 47890 | 1% | 908 | 0.9 |
| 1961 | Lake Forest Park | King | 0 | 12770 | 13340 | 4% | 104, 522 | 3.5 |
| 1892 | Latah | Spokane | 0 | 207 | 205 | -1% | 027 | 0.8 |
| 1906 | Leavenworth | Chelan | 0 | 2195 | 2195 | 0% | 002 | 1.3 |
| 1902 | Lind | Adams | 0 | 565 | 564 | 0% | 21 | 1.7 |
| 1922 | Long Beach | Pacific | 0 | 1455 | 1485 | 2% | 103 | 2.3 |
| 1924 | Longview | Cowlitz | 1 | 35570 | 35870 | 1% | 4 | 5 |
| 1959 | Lynnwood | Snohomish | 1 | 35230 | 35810 | 2% | 99, 524 | 6 |
| 1911 | Mansfield | Douglas | 0 | 325 | 330 | 2% | 172 | 0.8 |
| 1997 | Maple Valley | | 0 | 19140 | 19940 | 4% | 169, 516 | 5.6 |
| 1910 | Marcus | Stevens | 0 | 168 | 175 | 4% | 025 | 0.8 |
| 1891 | Marysville | Snohomish | 0 | 32150 | 35490 | 9% | 528, 529, 531 | 5 |
| 1943 | McCleary | Grays Harbor | 0 | 1540 | 1555 | 1% | 108 | 2 |
| 1890 | Medical Lake | Spokane | 0 | 4510 | 4555 | 1% | 902 | 3.3 |
| 1948 | Metaline | Pend Oreille | 0 | 165 | 165 | 0% | 031 | 0.9 |
| 1911 | Metaline Falls | Pend Oreille | 0 | 225 | 241 | 7% | 031 | 0.3 |

*Note: Mainstreet Characteristics are defined by criteria outlined in this study.

| Year of Incorporation | City | County | National Highway System | 2006 Population | 2007 Population | Growth Rate | State Routes with *Main Street Characteristics | Approximate Miles of State Highway as Mainstreets within City |
|---|---|---|---|---|---|---|---|---|
| 1983 | Mill Creek | Snohomish | 0 | 17460 | 17620 | 1% | 96, 527 | 5.4 |
| 1907 | Milton | Pierce | 0 | 6490 | 6780 | 4% | 99, 161 | 2.2 |
| 1903 | Monroe | Snohomish | 1 | 16170 | 16400 | 1% | 2, 203 | 3 |
| 1914 | Morton | Lewis | 0 | 1127 | 1140 | 1% | 7, 508 | 1.6 |
| 1938 | Moses Lake | Grant | 1 | 16830 | 17190 | 2% | 17, 171 | 5.9 |
| 1890 | Mount Vernon | Skagit | 1 | 28710 | 29090 | 1% | 536, 538 | 4.6 |
| 1947 | Mukilteo | Snohomish | 0 | 19620 | 20020 | 2% | 525, 526 | 5.5 |
| 1903 | Newport | Pend Oreille | 1 | 1985 | 2065 | 4% | 2, 20, 41 | 2.5 |
| 1912 | Nooksack | Whatcom | 0 | 1004 | 1020 | 2% | 9 | 1.2 |
| 1953 | Normandy Park | King | 0 | 6415 | 6520 | 2% | 509 | 2.7 |
| 1909 | North Bend | King | 1 | 4690 | 4735 | 1% | 202 | 2.3 |
| 1898 | Northport | Stevens | 0 | 275 | 286 | 4% | 25 | 0.9 |
| 1915 | Oak Harbor | Island | 0 | 22290 | 23080 | 3% | 20 | 4 |
| 1890 | Oakesdale | Whitman | 0 | 420 | 420 | 0% | 27 | 1.2 |
| 1905 | Oakville | Grays Harbor | 0 | 710 | 715 | 1% | 12 | 0.6 |
| 1902 | Odessa | Lincoln | 0 | 950 | 955 | 1% | 21, 28 | 1.1 |
| 1907 | Okanogan | Okanogan | 0 | 2485 | 2445 | -2% | 215 | 3.4 |
| 1911 | Omak | Okanogan | 0 | 4705 | 4845 | 3% | 155, 215 | 3,3 |
| 1908 | Oroville | Okanogan | 0 | 1665 | 1710 | 3% | 97 | 1.5 |
| 1890 | Orting | Pierce | 0 | 5560 | 5700 | 2% | 162 | 2.2 |
| 1910 | Othello | Adams | 0 | 6205 | 6435 | 4% | 024 | 1.5 |
| 1890 | Palouse | Whitman | 0 | 1015 | 1020 | 0% | 27, 272 | 2.2 |
| 1891 | Pasco | Franklin | 1 | 47610 | 50210 | 5% | 397 | 3.8 |
| 1913 | Pateros | Okanogan | 0 | 625 | 627 | 0% | 97 | 0.9 |
| 1906 | Pe Ell | Lewis | 0 | 666 | 655 | -2% | 6 | 0.9 |
| 1886 | Pomeroy | Garfield | 0 | 1525 | 1520 | 0% | 12 | 2.8 |
| 1890 | Port Angeles | Clallam | 1 | 18970 | 19010 | 0% | 101 | 4.7 |
| 1893 | Port Orchard | Kitsap | 1 | 8310 | 8600 | 3% | 166 | 4.5 |
| 1860 | Port Townsend | Jefferson | 0 | 8820 | 8865 | 1% | 020 | 2.75 |
| 1907 | Poulsbo | Kitsap | 1 | 7490 | 7560 | 1% | 305 | 2.8 |
| 1903 | Prescott | Walla Walla | 0 | 315 | 315 | 0% | 124 | 0.75 |
| 1890 | Pullman | Whitman | 1 | 27030 | 26860 | -1% | 27, 270 | 7.1 |
| 1890 | Puyallup | Pierce | 1 | 36360 | 36790 | 1% | 161, 167 | 3.2 |
| 1907 | Quincy | Grant | 0 | 5395 | 5455 | 1% | 28, 281 | 4.1 |
| 1947 | Rainier | Thurston | 0 | 1665 | 1705 | 2% | 507 | 1.1 |
| 1907 | Raymond | Pacific | 0 | 3005 | 3005 | 0% | 101, 105 | 4.6 |
| 1903 | Reardan | Lincoln | 0 | 620 | 620 | 0% | 2, 231 | 1.2 |
| 1912 | Redmond | King | 1 | 49890 | 50680 | 2% | 202, 908 | 7 |
| 1901 | Renton | King | 1 | 58360 | 58950 | 1% | 169, 515, 900 | 14 |
| 1900 | Republic | Ferry | 0 | 990 | 985 | -1% | 20 | 1.5 |
| 1909 | Ridgefield | Clark | 1 | 3225 | 3340 | 3% | 501 | 2.8 |
| 1890 | Rockford | Spokane | 0 | 488 | 495 | 1% | 278 | 1 |
| 1890 | Roslyn | Kittitas | 0 | 1020 | 1040 | 2% | 903 | 1.5 |
| 1908 | Roy | Pierce | 0 | 875 | 900 | 3% | 507 | 1.3 |
| 1906 | Ruston | Pierce | 0 | 740 | 750 | 1% | 163 | 0.5 |

*Note: Mainstreet Characteristics are defined by criteria outlined in this study.

| Year of Incorporation | City | County | National Highway System | 2006 Population | 2007 Population | Growth Rate | State Routes with *Main Street Characteristics | Approximate Miles of State Highway as Mainstreets within City |
|---|---|---|---|---|---|---|---|---|
| 1990 | SeaTac | King | 1 | 25230 | 25530 | 1% | 99 | 3.4 |
| 1869 | Seattle | King | 1 | 578700 | 586200 | 1% | 99, 513, 522, 900 | 17.7 |
| 1891 | Sedro-Woolley | Skagit | 0 | 9755 | 10210 | 4% | 9, 20 | 4.2 |
| 1919 | Selah | Yakima | 0 | 6840 | 7045 | 3% | 823 | 1.8 |
| 1890 | Shelton | Mason | 1 | 8805 | 8860 | 1% | 3 | 1.9 |
| 1995 | Shoreline | King | 1 | 52830 | 53190 | 1% | 99, 104 | 2.6 |
| 1903 | Snoqualmie | King | 0 | 7815 | 8350 | 6% | 202 | 2.8 |
| 1919 | Soap Lake | Grant | 0 | 1740 | 1745 | 0% | 17, 28 | 1.5 |
| 1890 | South Bend | Pacific | 0 | 1770 | 1770 | 0% | 101 | 3.1 |
| 1909 | South Prairie | Pierce | 0 | 440 | 440 | 0% | 162 | 0.5 |
| 1881 | Spokane | Spokane | 1 | 201600 | 202900 | 1% | 2, 290, 291 | 15.7 |
| 2003 | Spokane Valley | Spokane | 1 | 87000 | 88280 | 1% | 27, 290 | 13.1 |
| 1903 | Springdale | Stevens | 0 | 270 | 275 | 2% | 231 | 1.5 |
| 1904 | St. John | Whitman | 0 | 517 | 530 | 2% | 23 | 0.8 |
| 1903 | Stanwood | Snohomish | 0 | 4940 | 5030 | 2% | 532 | 2.4 |
| 1907 | Stevenson | Skamania | 0 | 1315 | 1370 | 4% | 14 | 0.7 |
| 1905 | Sultan | Snohomish | 0 | 4440 | 4530 | 2% | 2 | 3 |
| 1891 | Sumas | Whatcom | 1 | 1125 | 1135 | 1% | 9, 547 | 1.4 |
| 1891 | Sumner | Pierce | 1 | 9025 | 9150 | 1% | 162 | 0.5 |
| 1902 | Sunnyside | Yakima | 1 | 14930 | 15130 | 1% | 241 | 1.6 |
| 1875 | Tacoma | Pierce | 1 | 199600 | 201700 | 1% | 7, 163, 167 | 9.3 |
| 1890 | Tekoa | Whitman | 0 | 835 | 845 | 1% | 27, 274 | 1.7 |
| 1906 | Tenino | Thurston | 0 | 1515 | 1520 | 0% | 507 | 2.3 |
| 1892 | Toledo | Lewis | 0 | 685 | 685 | 0% | 505 | 0.6 |
| 1927 | Tonasket | Okanogan | 0 | 1000 | 990 | -1% | 20, 97 | 1 |
| 1907 | Toppenish | Yakima | 0 | 9015 | 9105 | 1% | 022 | 2.2 |
| 1908 | Tukwila | King | 1 | 17930 | 18000 | 0% | 181 | 2.4 |
| 1909 | Twisp | Okanogan | 0 | 990 | 980 | -1% | 20 | 2.1 |
| 1890 | Uniontown | Whitman | 0 | 345 | 350 | 1% | 195 | 1 |
| 1906 | Vader | Lewis | 0 | 615 | 620 | 1% | 506 | 0.7 |
| 1857 | Vancouver | Clark | 1 | 156600 | 160800 | 3% | 501 | 7.6 |
| 1881 | Waitsburg | Walla Walla | 0 | 1230 | 1370 | 10% | 12, 124 | 1.8 |
| 1910 | Warden | Grant | 0 | 2575 | 2575 | 0% | 170 | 1.1 |
| 1908 | Washougal | Clark | 0 | 12270 | 12980 | 5% | 14 | 3.3 |
| 1903 | Washtucna | Adams | 0 | 260 | 275 | 5% | 260 | 0.9 |
| 1890 | Waterville | Douglas | 0 | 1175 | 1191 | 1% | 2 | 1.5 |
| 1893 | Wenatchee | Chelan | 0 | 29920 | 30270 | 1% | 285 | 5.7 |
| 1955 | West Richland | Benton | 0 | 10520 | 11150 | 6% | 224 | 3.6 |
| 1914 | Westport | Grays Harbor | 0 | 2325 | 2380 | 2% | 105 | 3 |
| 1907 | White Salmon | Klickitat | 0 | 2245 | 2225 | -1% | 141 | 2 |
| 1890 | Wilbur | Lincoln | 0 | 895 | 900 | 1% | 2, 21 | 1.4 |
| 1909 | Wilkeson | Pierce | 0 | 450 | 450 | 0% | 165 | 1.2 |
| 1890 | Winlock | Lewis | 0 | 1350 | 1370 | 1% | 505 | 1.3 |
| 1924 | Winthrop | Okanogan | 0 | 370 | 380 | 3% | 20 | 1.7 |
| 1993 | Woodinville | King | 1 | 10350 | 10850 | 5% | 202 | 4.2 |

*Note: Mainstreet Characteristics are defined by criteria outlined in this study.

| Year of Incorporation | City | County | National Highway System | 2006 Population | 2007 Population | Growth Rate | State Routes with *Main Street Characteristics | Approximate Miles of State Highway as Mainstreets within City |
|---|---|---|---|---|---|---|---|---|
| 1906 | Woodland | Cowlitz | 1 | 4730 | 4960 | 5% | 503 | 2 |
| 1958 | Woodway | Snohomish | 0 | 1165 | 1180 | 1% | 104 | 0.25 |
| 1924 | Yelm | Thurston | 0 | 4565 | 4705 | 3% | 507, 510 | 3.8 |
| | | | | | | | **TOTAL MILES** | **610** |

*Note: Mainstreet Characteristics are defined by criteria outlined in this study.

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