

City of Omak

Presentation to:
The Washington State Transportation
Commission
September 21, 2010

SR 215

SR 215

SR 155

SR 155 Spur

US 97

SR 155

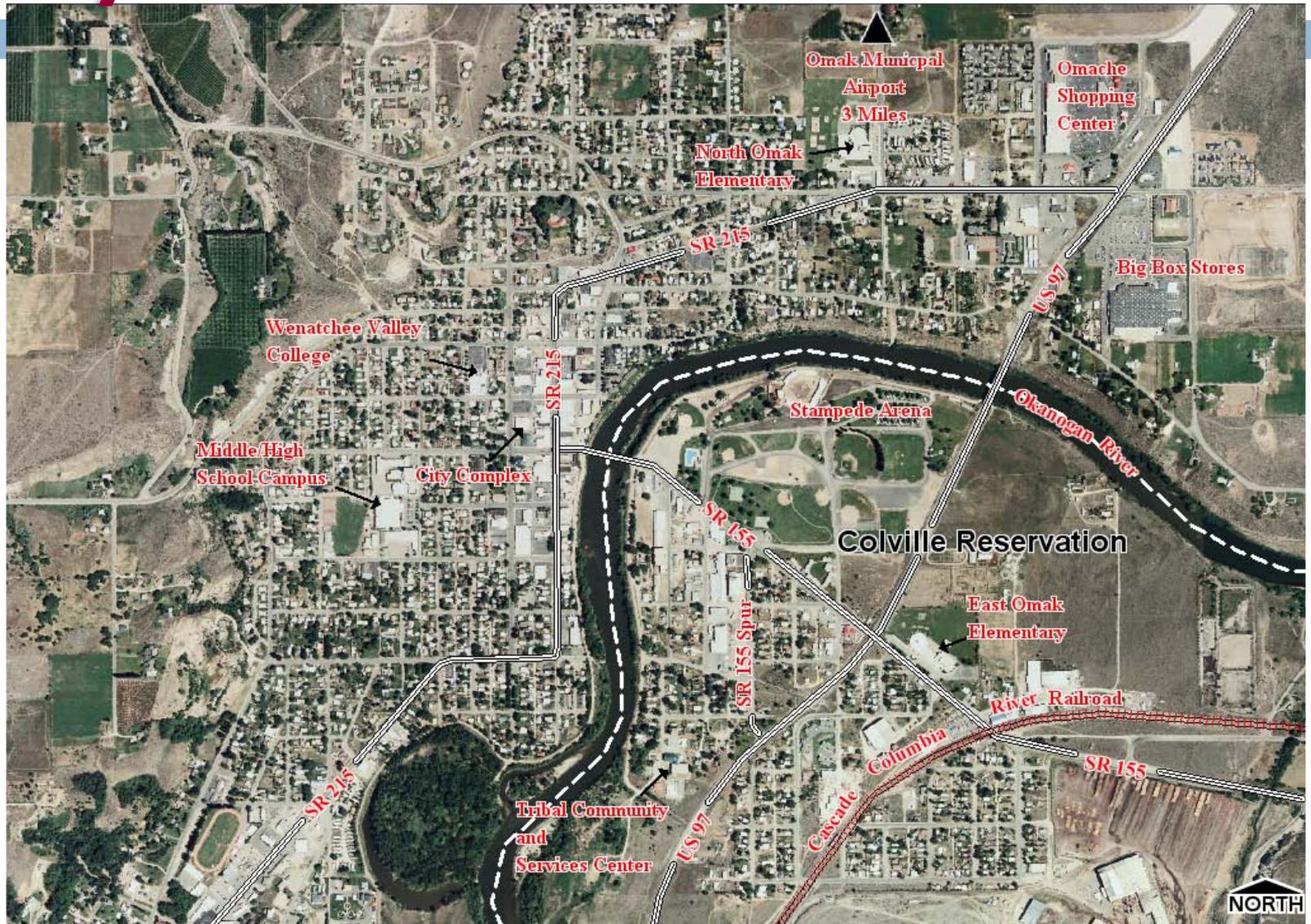
City of Omak

Welcome to Omak!

- ▶ regional commercial center for Okanogan and Ferry Counties and the Colville Reservation
- ▶ home of the Omak Stampede and World Famous Suicide Race and Indian Encampment
- ▶ SR 215 serves as Main Street
- ▶ SR 155, the Coulee Corridor Scenic Byway has its northern terminus in downtown
- ▶ Situated at the mid-point of the Okanogan Trails Scenic Byway (US 97)
- ▶ Omak Airport – 4,500 ft runway with full parallel taxiway and fueling station



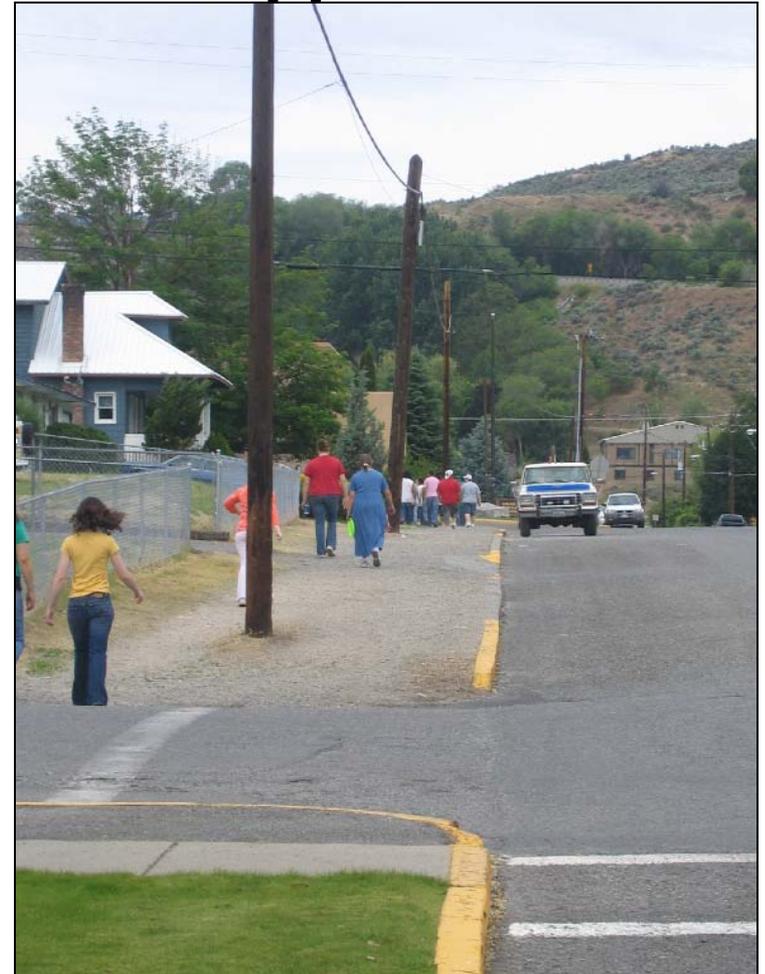
City of Omak



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Transportation Issues, Concerns and Opportunities!

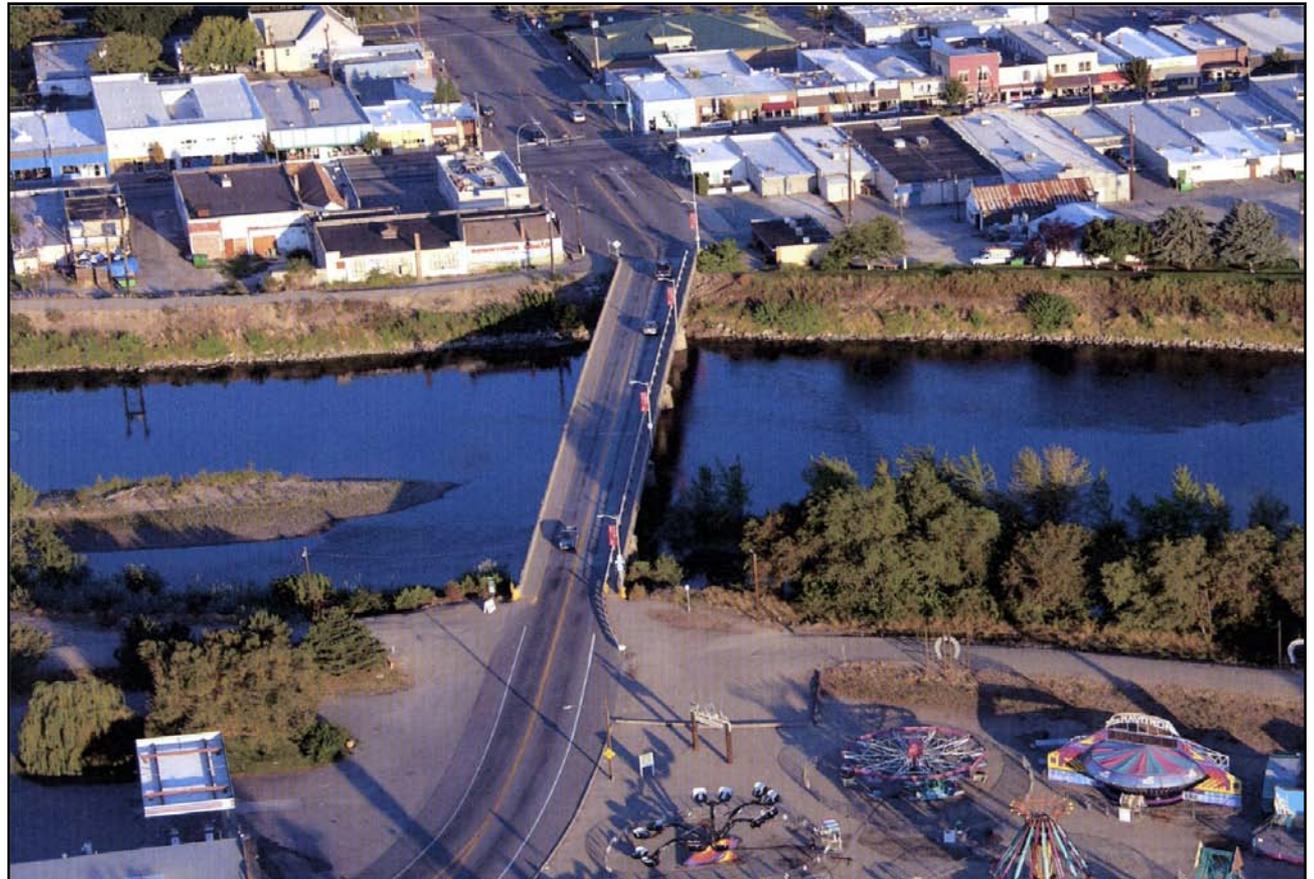
- ➔ **Replacement of Central Avenue Bridge (WSDOT Bridge 155/11SP)**
- ➔ **Safety and congestion improvements SR215/US 97/Shopping Center area**
- ➔ **Safety and congestion improvements SR 215**
- ➔ **Pedestrian improvements between schools, Tribal Community Center, shopping and residences**
- ➔ **Preservation and maintenance of local access streets**
- ➔ **Maintain viability of Omak Municipal Airport**



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Replacement of Central Avenue Bridge (WSDOT Bridge 155/111SP)

Replacement of the Central Avenue Bridge (WSDOT Bridge 155/111SP) will be the subject of a specific presentation later today



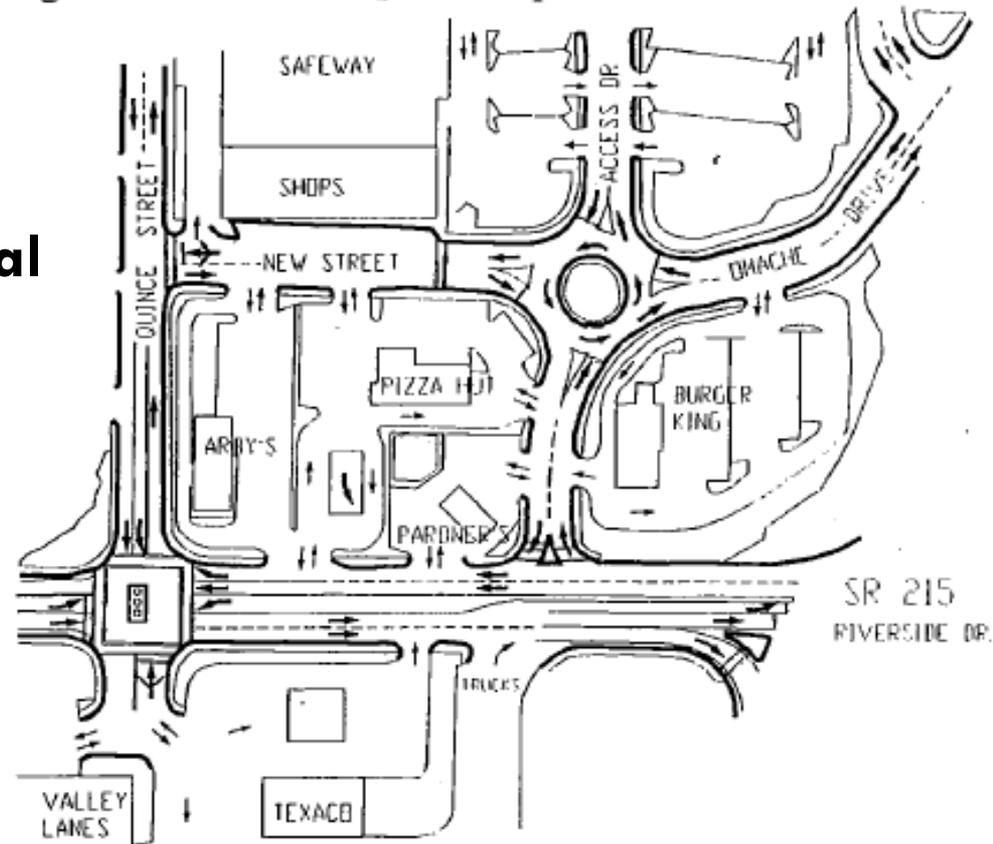
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Safety and congestion improvements SR215/US 97/ Shopping Center area

The City has completed several studies of traffic in this area, options include:

- ☑ Additional stacking and turn lanes – Engh Road and SR 215 at US 97
- ☑ Future signals or roundabouts on US 97 at SR215, Shumway and Sandflat intersections
- ☑ Improve traffic flow in/out of Omache Center

Figure 12 - SR-215/Quince Option 2



City of Omak

- ☑ Additional stacking and turn lanes – Engh Road and SR 215 at US 97

Issues include:

- R/W required
- State highway
- Impact on existing businesses
- Cost
- Limited and lack of funding sources



City of Omak

- ☑ Future signals or roundabouts on US 97 at SR215, Shumway and Sandflat intersections

Issues include:

- US/State Highway
- Warrants not met
- Impact primarily on local traffic
- Cost
- Limited and lack of funding sources



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☑ Improve traffic flow in/out of Omache Center

Issues include:

- 215 State Highway
- Warrants not met
- R/W needed
- Cost
- Limited and lack of funding sources



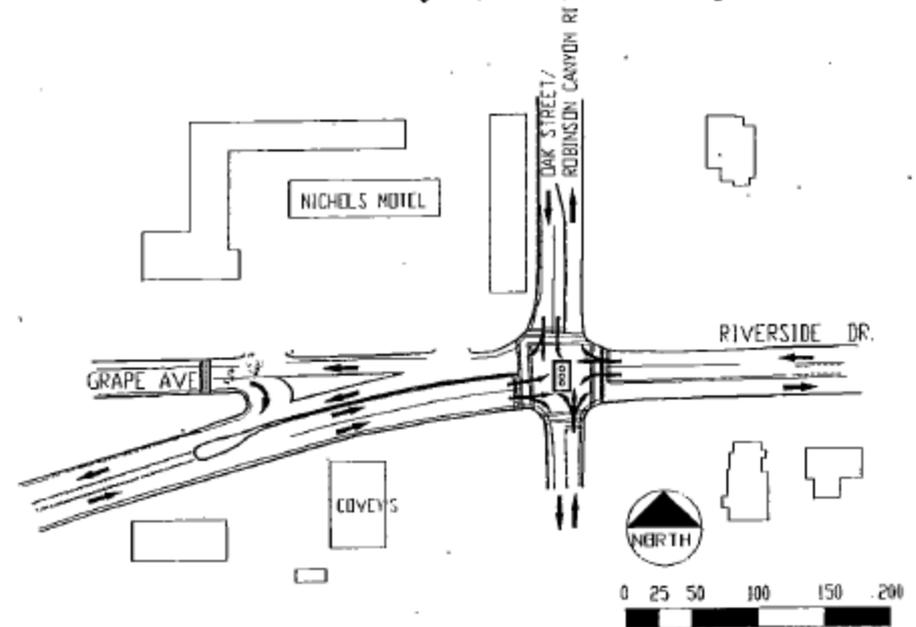
City of Omak

☞ Safety and congestion improvements SR 215

Potential improvements include:

- ☑ Traffic signals at SR 215/Ross Canyon, SR 215/Oak St
- ☑ One-way couplets downtown
- ☑ Realign SR215/Jasmine intersection
- ☑ Complete pedestrian improvements

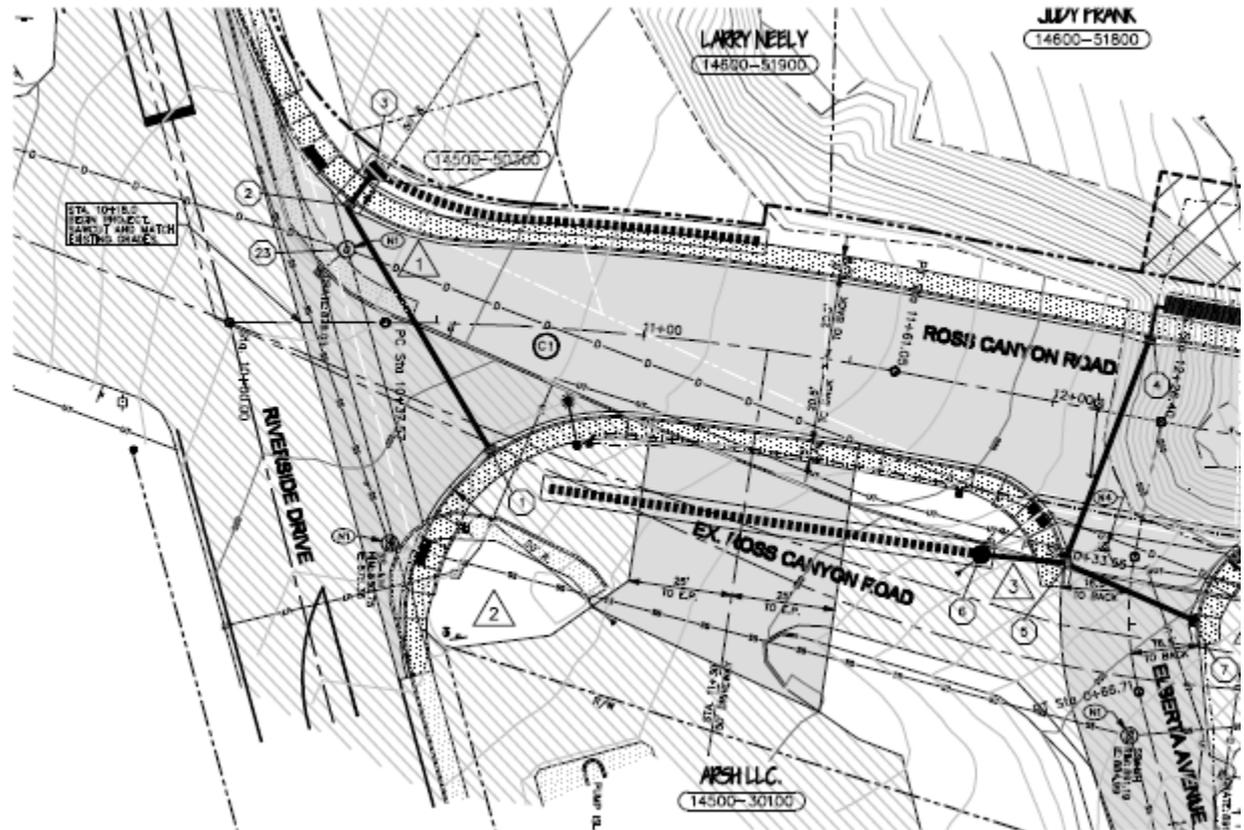
Figure 15 - SR-215/Robinson Canyon, Oak, and Grape



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Traffic signals on SR 215 at Ross Canyon and Oak Street

Both Oak Street and Ross Canyon have been rebuilt in the past 5 years, Ross Canyon was realigned to facilitate signalization at a future date



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☑ Traffic signals on SR 215 at Ross Canyon and Oak Street

Issues include:

- 215 State Highway
- Warrants not met
- Increasing traffic from residential development in unincorporated area
- Alignment of Grape Ave
- Cost
- Limited and lack of funding sources



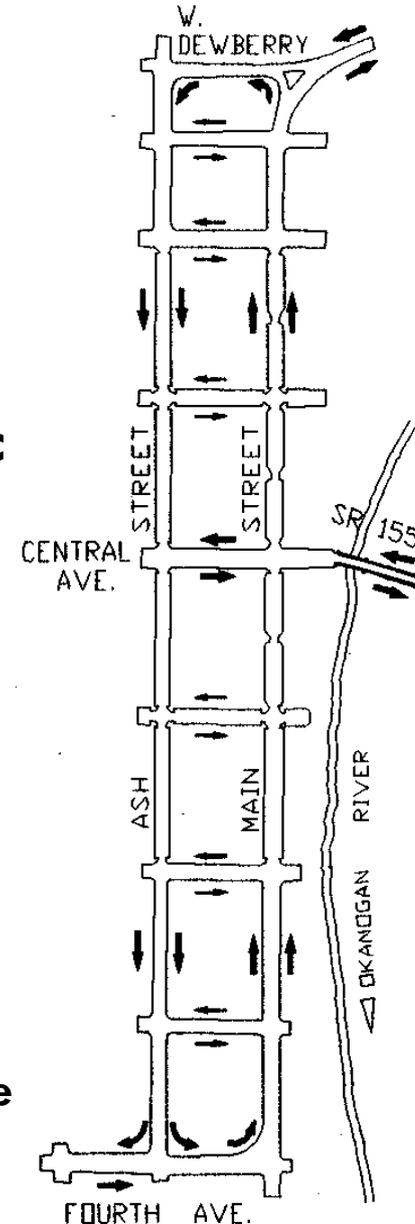
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☑ One-way couplets downtown

The City has studied the revision of traffic in downtown to make Main St (SR 215) one-way north and Ash Street one-way south since 1983

Issues include:

- 215 State Highway
- Location of new bridge
- Impacts on businesses
- Uncertainty over condition of Ash St (would become state highway?)
- Cost
- Limited and lack of funding sources



City of Omak

Realign SR215/Jasmine intersection

The City examined this intersection as part of the 1998 SR 215 Corridor Study, funded through a Special Studies grant from the North Central Washington RTPO

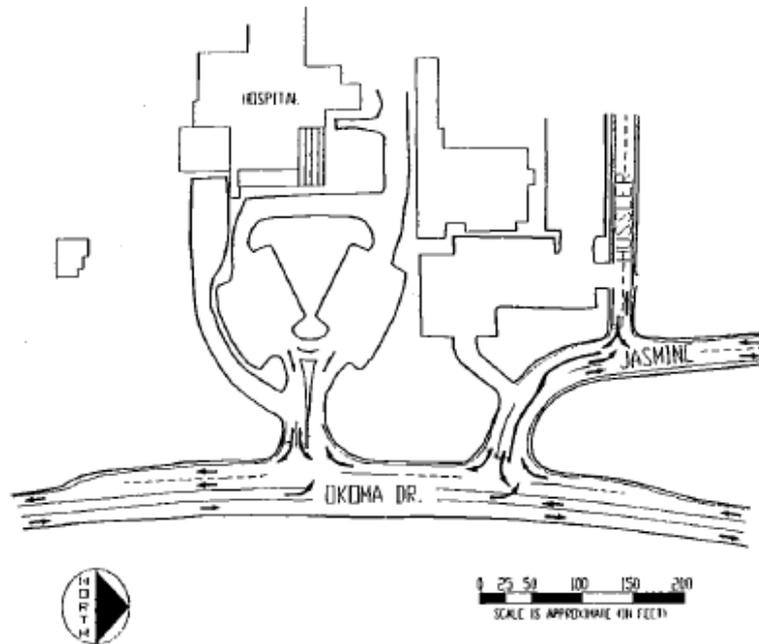
Mid-Valley Hospital is completing an emergency room addition with revised access



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SR-215 CORRIDOR STUDY

Figure 17 - Proposed Alternative for Jasmine - SR-215 Intersection



Issues include:

- **215 State Highway**
- **R/W required**
- **Impacts on hospital/businesses**
- **Cost**
- **Limited and lack of funding sources**

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☑ Complete pedestrian improvements on SR 215

The City using, Transportation Enhancement funds, completed sidewalks from downtown to Omache Center along the north side of SR 215 in the mid-1990's and TIB and ARRA funds from downtown south to the Hospital on the west side of SR 215 in 2009.



SR 215/Omache Drive
South Omak

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Issues include:

- **215 State Highway**
- **Impacts on residences/businesses**
- **Cost**
- **Limited and lack of funding sources**



SR 215/Riverside Drive
North Omak

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➡ **Pedestrian improvements between schools, Tribal Community/Services Center, shopping and residences**

The City has been pursuing funding or planning for the following projects:

- Safe Routes to School Project, SR 155**
- Pedestrian linkage to Tribal Community/Services Center**
- US 97 Pedestrian Bridge**
- Flood levee trail system**

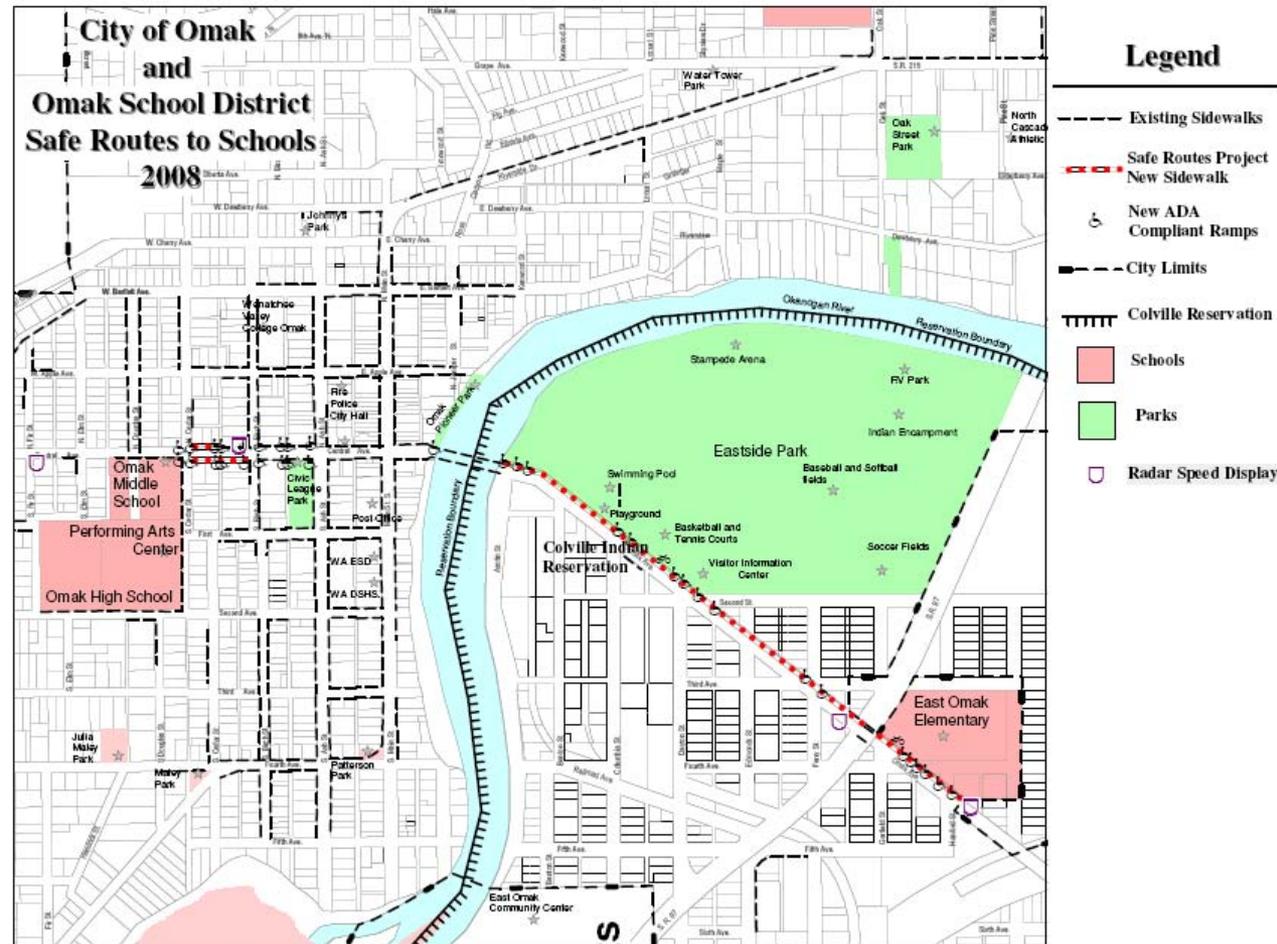


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☑ Safe Routes to School Project, SR 155

The City has applied to the Safe Routes to Schools Program the last two funding cycles and will apply again when the program is available.

The project is the final piece of connecting all of Omak's schools with ADA compliant walkways

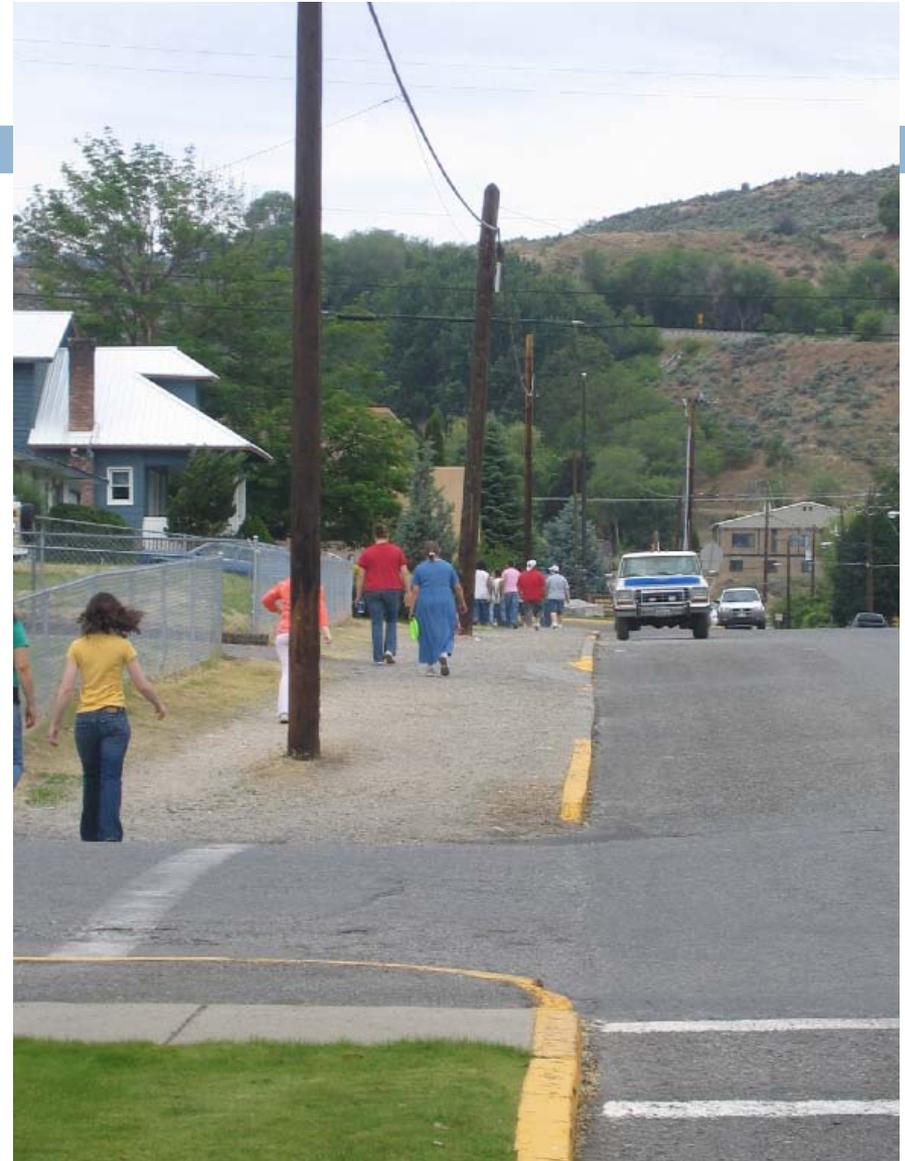


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Safe Routes to School Project, SR 155

Issues include:

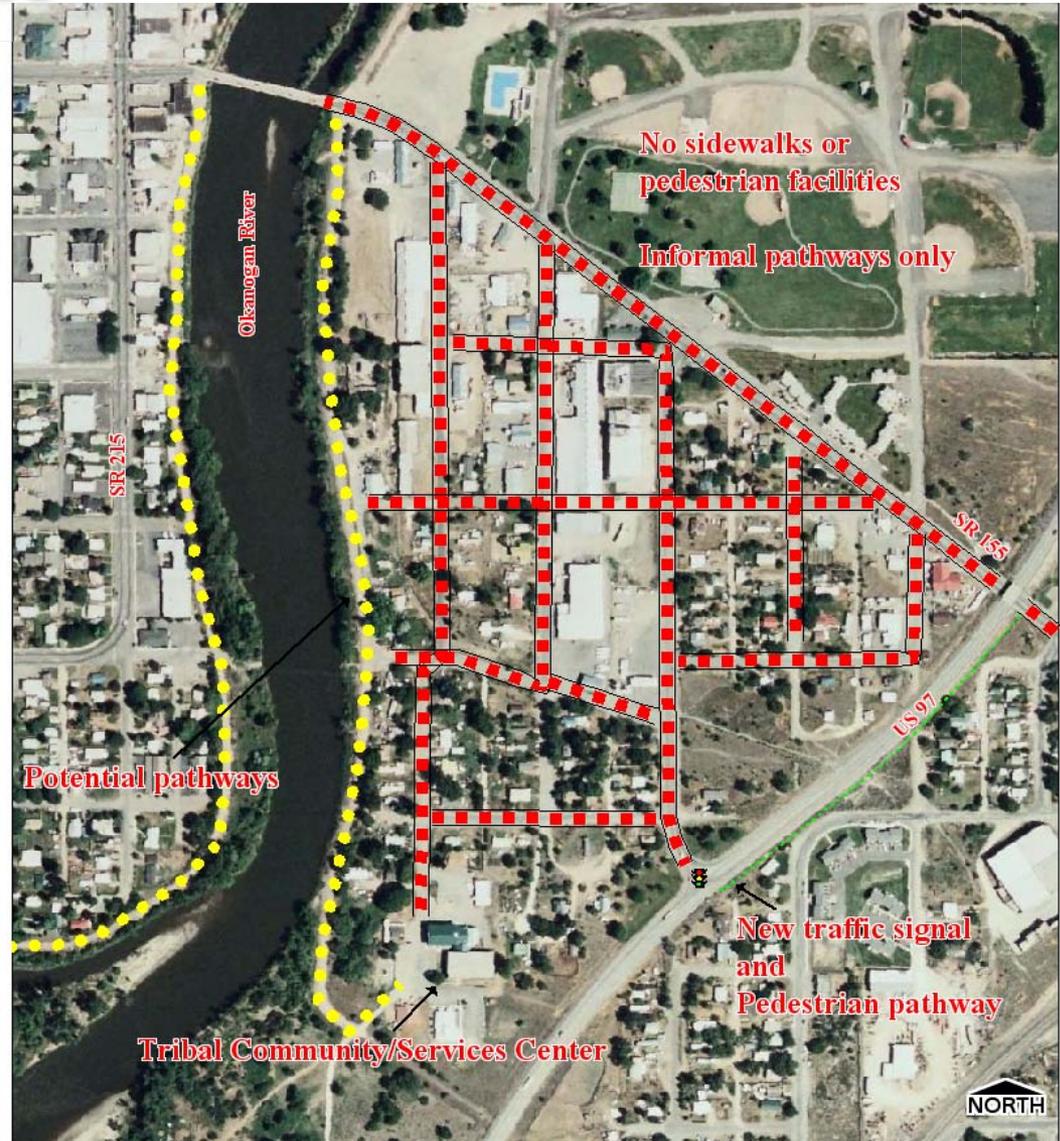
- 155 State Highway
- Location of new bridge
- Cost
- Limited and lack of funding sources



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☑ Pedestrian linkage to Tribal Community/ Services Center

The City is working to include provision of pedestrian facilities as roads in the area are rebuilt following sewer collection system replacement project.



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☑ Pedestrian linkage to Tribal Community/ Services Center

Issues include:

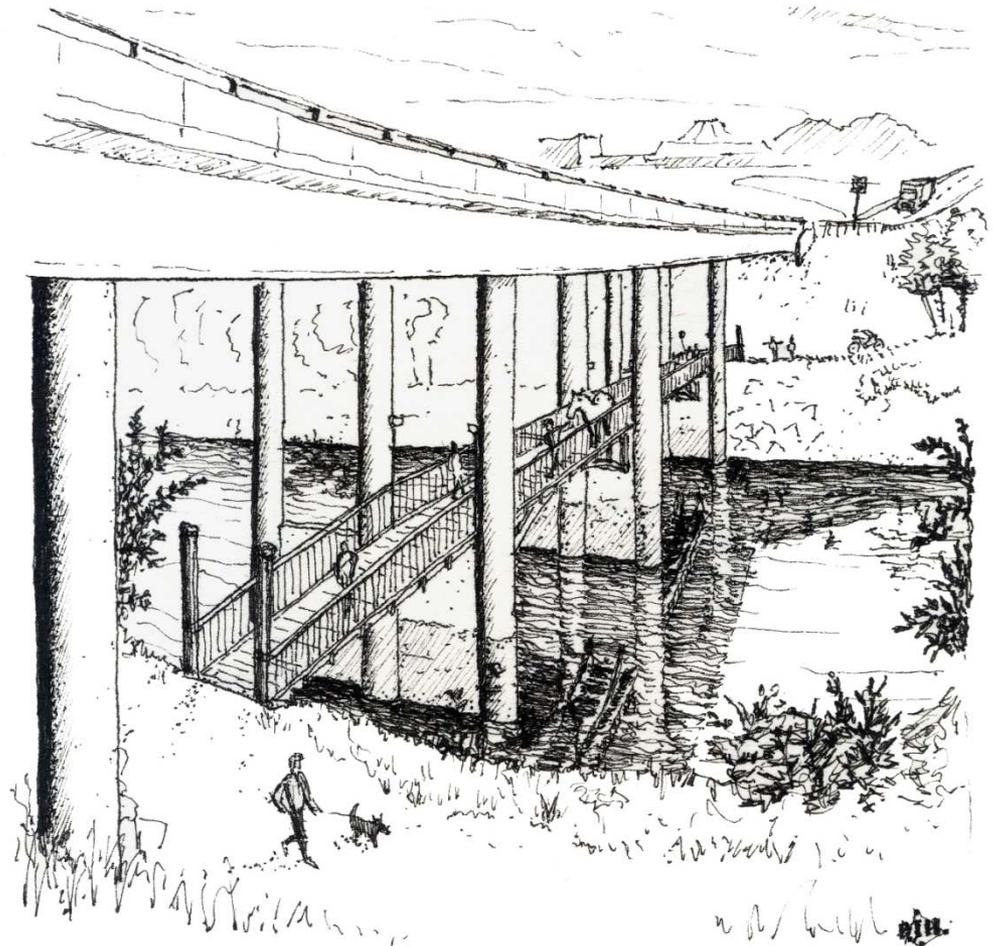
- Pending sewer project
- Location of new bridge
- Cost
- Limited and lack of funding sources



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☑ US 97 Pedestrian Bridge

The City, using NCRTPO Special Studies funds completed a feasibility study and conceptual design project in the mid 1990's. The need for a safe way for pedestrians, equestrians and non-motorized vehicles to get across the bridge is a significant concern, especially if the existing Central Avenue Bridge (SR 155) is removed.



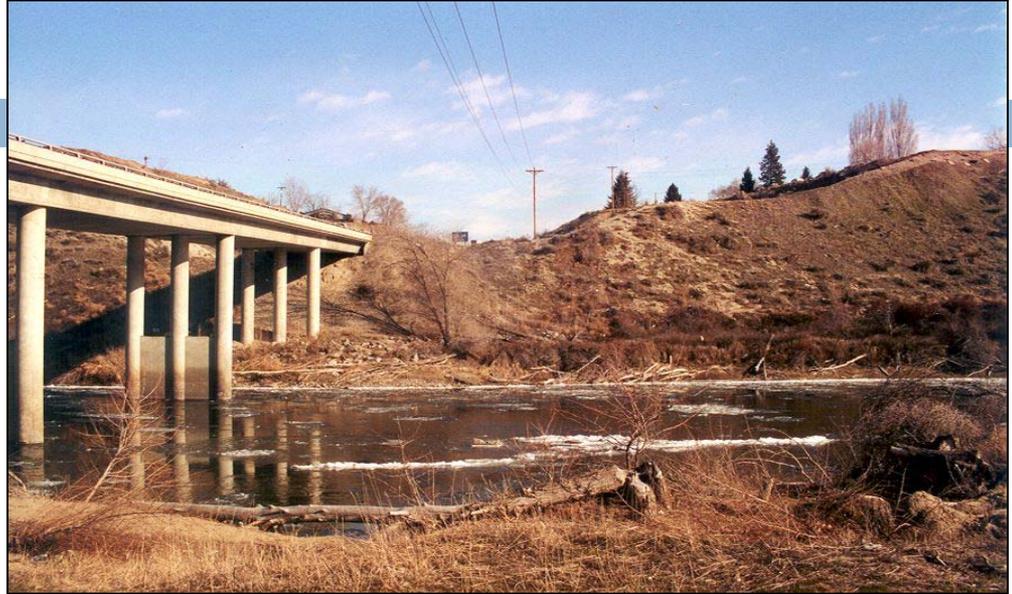
S.R. 97 and Proposed Pedestrian Bridge

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☑ US 97 Pedestrian Bridge

Issues include:

- WSDOT Facility
- R/W issues
- Cost
- Limited and lack of funding sources



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Flood levee trail system

The City's last two Park and Recreation Plans call for the development of a non-motorized pathway along the tops of the flood control levees on either side of the Okanogan River.

The trail can provide another mode of transportation as well as provide a significant recreation opportunity



City of Omak

Flood levee trail system

Issues include:

- Private property
- Easements prohibit public access
- Cost
- Limited and lack of funding sources



City of Omak

👉 Preservation and maintenance of local access streets

One of the most significant dilemmas facing the City is how to fund needed maintenance and preservation work on local access streets.

The City has over 33 miles of streets and roads and an estimated 75% are local access streets, most in need of work.

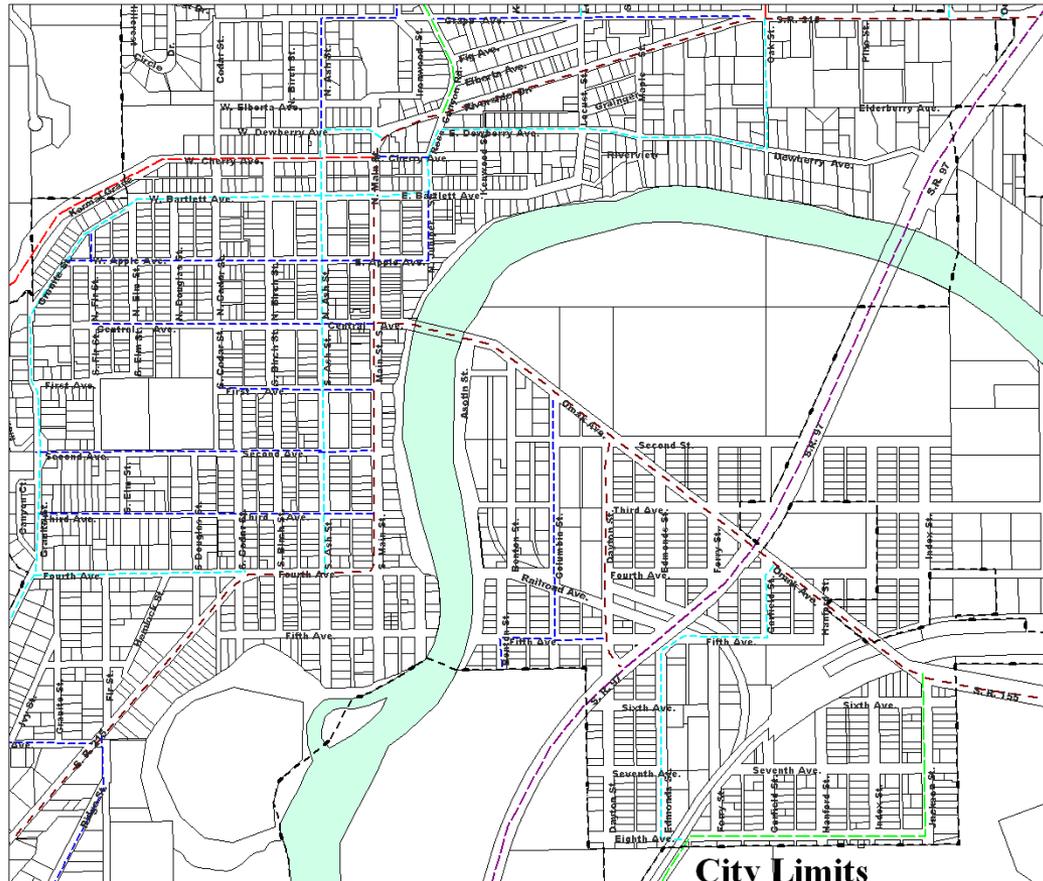


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➔ Preservation and maintenance of local access streets

Issues include:

- Sewer collection system replacement project
- Increasing residential development on fringes of city
- Cost
- Limited and lack of funding sources



CITY OF OMAK
COMPREHENSIVE PLAN
2003 UPDATE

Map XVI
Comprehensive Plan
Functional Classification Map
City Core Area

Legend

- Principal Arterial*
- Minor Arterial*
- Major Collector*
- Minor Collector*
- - - Local Major Collector
- - - Local Minor Collector
- * - Federal and State Designated

All others local access

DESIGNED BY: K. Danison	DRAWN BY: Omak
DATE: July 2005	TITLE: Comprehensive Plan Functional Classification Map City Core Area
	PREPARED BY: Highlands Associates Okanagan, WA
SCALE: 1" = 500'	MAP NO.: Map XVI
<small>All map data is approximate and should be verified prior to use. Further info. Source of base data - Okanagan County Area 2003 Office 7-08</small>	

City of Omak

👉 **Maintain viability of Omak Municipal Airport**

The City has been very diligent over the past 20 years in maintaining required plans and successfully competing for grant funds (state and federal) required to maintain and upgrade the facility

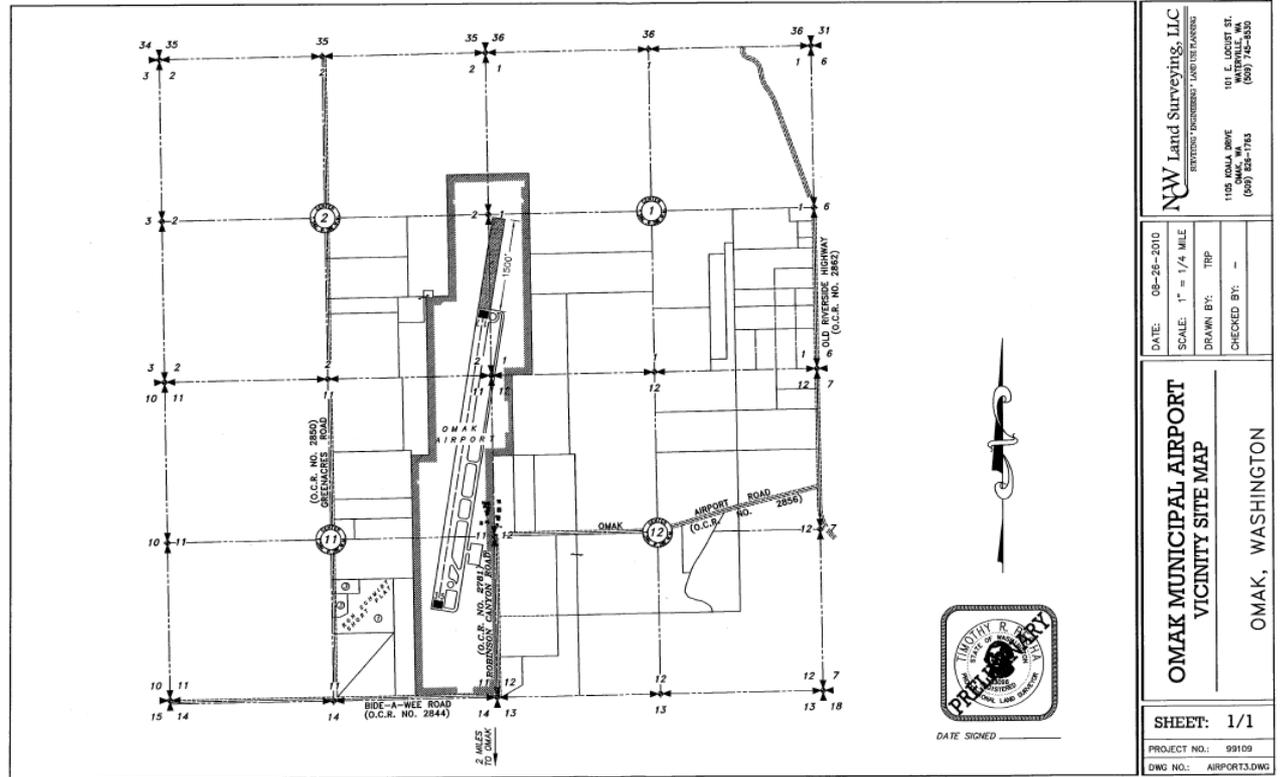
The airport, with one of the longest runways in North Central Washington is operational 24/7, 365 days a year



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➔ Maintain viability of Omak Municipal Airport

One of the next major challenges is extension of the runway to accommodate aircraft that are presently right at the minimums set by the FAA.



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☞ **Maintain viability of Omak Municipal Airport**

Issues include:

- **Lack of fire flow**
- **FAA standards**
- **Increasing residential development adjoining facility**
- **County comprehensive plan densities around airport**
- **Cost**
- **Limited and lack of funding sources**



City of Omak

On behalf of the citizens of Omak, Okanogan County and the North Central Washington Region, I want to thank the Commission for holding their meeting in our City!

Any questions or comments?

