

PLAN ELEMENT B: TRANSPORTATION/CIRCULATION

The movement of goods, services, and people to and through the Planning Area plays a large role in the quality of life experienced in our community. Traffic congestion and unsafe pedestrian and non-motorized transportation corridors detract from the rural, small town feel that Omak residents value. A well-maintained, safe, and efficient transportation/circulation system, for motorized and non-motorized uses can go a long way towards protecting the rural lifestyle even with increased population growth.

Omak's street system contains roughly 28 miles of roadway within the incorporated city limits (see Table B.1 for inventory data). This total does not include those portions of US 97, SR 155, and SR 215 within the city limits, which comprise approximately another 5 miles of road. Of these 28 miles, approximately 8.3 miles have curb and gutter, and an estimated 4.2 miles have curb, gutter and sidewalk.

It should be noted that throughout the city, there are many streets with a “mix and match” combination of improvements. For example, Douglas Street going northerly from Central Avenue on the ~~north-south~~ side of the Omak Middle School has curb and sidewalk on both sides of the street to Apple Avenue, and then only sidewalk on the west side to Bartlett Avenue. On Bartlett Avenue, there is curb and sidewalk between Main and Ash on both sides; between Ash and Birch, there is still curb and gutter on both sides, but only sidewalk on the north side; then at its intersection with Elm Street, there is still curb and gutter on both sides, and a sidewalk along the northerly and westerly side of the street that goes southerly to a point just north of 2nd street. (At or about West Apple Avenue, Bartlett Ave. becomes Granite Street). From 2nd Street southerly, Granite/Jasmine has curb and gutter only to 6th Street. Fourth Avenue westerly from Cedar Street to Jasmine has curb only on both sides but no sidewalks. In the Wildwood neighborhood in northwest Omak, there is curb and gutter throughout, but sidewalks on only one side of the streets, and only in select places.

While most residential access streets are BST surfaced, the City ~~had, until recently, has~~ been striving to upgrade approximately 2.0 miles of streets with asphalt surfacing each year ~~before~~. Budget constraints and the need for matching funds for significant street improvements (e.g. Jasmine, Engh Road, Ross Canyon and Oak Street) ~~has meant that resulted in~~ the dollars ~~previously~~ allocated for asphalt overlays on local major and minor collectors ~~to be used as match for the larger projects has been diverted~~. State routes and new streets and roads are primarily paved with asphalt.

Comprehensive planning seeks to link transportation/circulation improvements with current and projected land uses. The transportation/circulation system in the Greater Omak Area has changed significantly in the past ~~two-three~~ decades, especially given the tremendous growth in commercial and residential development in the northeastern portion of the City ~~and residential development in the unincorporated areas to the north and west on the “flats”~~. While the existing system is almost exclusively bound to ~~motorized modes of vehicle transportation~~, there is a growing demand for safe and convenient pedestrian and bikeways in the area.

Table B.1 – Street Inventory

Functional Class	City Miles	UGA Miles
Major Arterial (US 97)	1.8	1.1
Minor Arterial (SR 155 & SR 215)	3.9	0.8
Major Collector	0.7	2.2
Minor Collector	1.8	5.0
Local Major Collector	6.4	2.0
Local Minor Collector	4.9	4.7

Several studies and planning efforts have impacted the development and updating of the this plan element and the transportation system in the Omak Area. Transportation Element. These include: the North Central Regional Transportation Plan (1998); Okanogan County Transportation Element (1996); Northwest Omak Transportation Study (1997); Central Okanogan Valley Transportation Study (1994); Okanogan County Transit Authority Comprehensive Transit Plan (1997); Omak-Okanogan Greenway Trail Concept and Analysis (1994); SR-215 Corridor Study (1998); and most recently Omak Airport Layout Plan (2007); the Engh Road and US 97 Traffic Study (2009); NCRTPO Okanogan County Transit Study (2012); TRANGO Transit Development Plan 2019 -2024 (2019); and, US 97 Omak Area Transportation Study, WSDOT (2019). The implications of these studies for comprehensive planning are summarized below.

The North Central Washington Regional Transportation Plan examined the transportation network in the entire region mainly addressing routes of regional significance. This regional plan was developed using Okanogan County's Transportation Element (1996) as a building block; its goals and policies were broad since the intent was to incorporate the interests of the entire region. The Okanogan County Transportation Element was the first plan to address a coordinated transportation system that includes-included all jurisdictions and unincorporated rural areas in the county. Omak's transportation planning seeks to be consistent with regional and county standards.

The Central Okanogan Valley Transportation Study (COVTS) examined existing and future traffic conditions for the Omak/Okanogan area's transportation facilities. While, at the time of completion, the study found few problems with existing levels of service and accident histories, the projections for 2000 and 2010 raised concerns about several roadways and intersections within Omak's planning area. SR-215 (Riverside Drive) from US Highway 97 to Downtown Omak; SR-215 between Omak and Okanogan; and SR-155 west of Highway US 97 were identified in 1994 as likely to exceed acceptable levels of service by 2010. Intersections at SR-215 and Omache Drive, SR-215 and Quince, SR-215 and Euclid, SR-215 and Ross Canyon Road, and US 97 and Dayton were all projected to exceed acceptable levels of service by 2000.

Fortunately, a combination of improvements (signal at Dayton/US 97, pedestrian signal at Oak St/SR 215 and realignment of Ross Canyon Rd/SR 215 and projections that overstated the potential increases in traffic volumes resulteds in most of the listed intersections still functioning within desired levels of service. It is important to note that these intersections should continue to be monitored into the future and steps taken when needed to address traffie-transportation related impacts.

The Northwest Omak Transportation Study (NWOTS), completed in 1997, was conducted to anticipate changing transportation needs resulting from development of Wildwood and Eagle View in northwest Omak. The study involved cooperation by City of Omak, City of Okanogan, Okanogan County, WSDOT, Colville Confederated Tribes, North Omak Partnership, and other private development interests. Recommendations

stemming from the study include, signalization of three intersections with SR-215--Quince, Dewberry, and Robinson Canyon Road-by the year 2000, and channelization to restrict southbound left turns from Omache Drive to SR-215 and widening of SR-215 to five lanes from Highway 97 to Downtown Omak by the year 2015. Fortunately, as with the COVTS, most of the recommended improvements have not be necessary to date, but will merit continued consideration as the community grows.

Phase 1 of the SR-215 Corridor Study was completed in November of 1998. This plan addressed the particular significance of SR-215 as the main arterial and intercity connection for the cities of Omak and Okanogan. Many of the improvements recommended in the above studies are along the SR-215 corridor. Comprehensive planning and improvements along this corridor continues-to-be is vital to the long-term ease of travel in the Greater Omak area.

The flurry of transportation planning and studies in the late 1990's led to several significant improvements being completed. Two WSDOT funded projects have provided a sidewalk along the length of one side of SR 215 from the vicinity of Mid Valley Hospital on the south to the intersection of SR 215 and Quince in the north; Ross Canyon Road has been reconstructed and realigned to facilitate future signalization and improve turning movements; Oak Street/Robinson Canyon Road has been rebuilt from SR 215 north to the top of the grade; signalization and improvements to Engh and Omak River Roads (resulting from WalMart Supercenter and Home Depot); improved signage directing northbound traffic to US 97 via Koala and Shumway; installation of a traffic signal and pedestrian crossing at US 97 and Dayton Street; installation of sidewalks along SR 155 adjoining Eastside Park from the Visitor Center to the Central Avenue Bridge; and, installation of a pedestrian activated crossing signal at Oak Street/SR 215.

Beyond the noted projects, efforts to improve motorized transportation since the early part of the last decade over the last 25+ years have focused on three primary areas: the intersection of US 97 and SR 215 and the adjoining street system; and replacement of the Central Avenue Bridge; and, completion of a sidewalk linking East Omak Elementary with the Middle/High School Campus.

In 2009, the City retained USKH to analyze and provide options for addressing increasing traffic issues in the vicinity of Engh Road and US 97. The resulting study contains detailed options with preliminary cost estimates for a range of improvements including increasing the profile of SR 215 and Engh Road up to 5 lanes from Quince Street east of the Omak River Road, extension of turn pockets on Engh Road and improvements (signalization or roundabouts) at the intersections of US 97 and Shumway and US 97 and Sandflat. The intent behind the study was provide a foundation for the development of a SEPA mitigation program or adequacy of public facilities ordinance that could be used to collect fees from developers as a means to begin financing needed improvements.

Replacement of the Central Avenue Bridge has been an important issue to the City for over a-two decades with repeated attempts to secure funding through both the State and Federal governments. Until recently, Vvery little actual study had been devoted to analyzing potential locations for a new bridge. This changed in 2010 when the Tribes secured funding from the federal government to conduct a feasibility and site alternatives analysis. The results of the effort, which are-is described later in this Element, determined the best, most efficient and most cost-effective solution was to replace the existing bridge at the current location in the heart of downtown Omak.

Completion of a safe pedestrian facility linking East Omak Elementary to the Middle/High School campus has been the subject of two attempts to secure funding through the Safe Routes to Schools Program. Unfortunately, those efforts were not successful but the city did secure a grant from the Transportation Improvement Board in 2010 to design and construct sidewalks from East Omak Elementary to Second Avenue near the Omak Visitors Center. The balance of the project will be pursued as funding becomes available.

In 1996, the County Commissioners created the Okanogan County Transit Authority (OCTA), which includes all but 432 square miles of Okanogan County. A citizen's advisory committee was formed to undertake a survey to assess the need for public transportation. Survey results illustrated strong support for a countywide public

transportation system. In its comprehensive plan, OCTA details policy and funding recommendations for this service. Despite the apparent support for public transportation, voters rejected special election proposition 1 on May 20, 1997, which would have funded a public transportation system in the Okanogan Public Transportation Benefit Area by instating a .04% sales tax.

The question of forming the OCTA was placed before the voters again in 2013 and this time public transit prevailed and Transportation for the Greater Okanogan (TRANGO) was established. TRANGO began providing service between Omak and Okanogan communities in 2015, and expanded service to Winthrop, Twisp, Pateros, Brewster, Tonasket, Riverside, Crumbacher and Oroville in 2016. The transit provider is in the process of locating and installing bus stops along its routes through Omak.

~~A current effort is underway through the North Central Washington Regional Transportation Planning Organization to update the transit study and provide a recommendation to Okanogan County and its incorporated communities on what type of system is desirable and what level of sales tax increase will be needed to develop such a system. The results of this effort will be available during spring or summer 2012.~~

In 2019, the Department of Transportation retained Perteet, an engineering firm, to conduct a study of 5 intersections along US 97 from the Twelve Tribes Casino north to Sandflat Road. The effort also included an examination of the need for a pedestrian crossing on SR 155 at East Omak Elementary and options for improvement to the Quince Street intersection with SR 215 (Riverside Drive). The results of this study informed this update of the Transportation Element.

In an effort to plan for non-motorized transportation, Okanogan County Office of Planning and Development undertook a study in 1994 to identify the scope, public support, funding, feasibility, and potential routes for a Greenway Trail that would link Omak and Okanogan. The resulting document ~~includes~~ included background and context for a trail, land use specifics for the study area, route alternatives, and future connections. Although the idea still has support, there has been no sustained leadership and opposition from property owners along proposed routes has essentially stopped further exploration. Nonetheless, the analysis is useful as Omak works to provide more routes for pedestrians and bicycles. A renewed effort with determined citizen backing could bring a Greenway Trail under consideration again.

Two other forms of transportation are available in the Omak area: rail and air. The Cascade and Columbia River Railroad (CCRR), a subsidiary of Genesee & Wyoming Rail American, operates the short haul line from Wenatchee to Oroville. The CCRR provides an important means of transporting wood products, wood chips and calcium carbonate out of and concrete into the Okanogan Valley. Recently the line has been hauling concrete from Seattle to Oroville for reloading onto trucks for export into Canada. Several businesses in the northern part of the County owe their existence to the ability to ship by rail and the access to this important means of transport is one of the attractive features of the Tribes planned industrial park. The designation of a Heavy Haul Corridor from the Border into Oroville has also provided continued business to the CCRR.

The Omak Municipal Airport, owned and operated by the City provides the second longest runway in north central Washington for general aviation aircraft, charter services and during the fire season, a base for SEAT bombers. The Omak Municipal Airport, an essential public facility, provides vital community services through air freight, air ambulance, charter flights and wildland fire fighting aviation (Helicopters and ~~retardant bombers~~ fixed wing aircraft). The facility has been the focus of millions of dollars of federal and state grant funds used to maintain a high quality, 24/7 airport. The City has explored options for developing an airport related business and industry park on City-owned land adjoining the facility, with the biggest obstacle being water for fire flow.

In 2016, the Department of Natural Resources approached the City with the idea of developing a "fire base" on city property adjoining the airport. As a result of the partnership, a well has been drilled, plans prepared and funding pending to construct a reservoir and the DNR's planned facility. and continues to look for options to

~~provide water for fire flow. Lack of adequate water and specifically fire flow is the biggest obstacle to developing more business at the airport.~~

The above plans and studies anticipate that there will be further changes in vehicle travel and the bulk transport of materials to and through the Greater Omak Area as well as throughout the Okanogan Valley. Additionally, ~~the high level of~~ public support for public transit and non-motorized travel along bike paths and pedestrian ways indicates a need to incorporate planning for such alternatives. These are the issues that inform the goals and policies for transportation/circulation in the Greater Omak Area.

Goals, Policies, and Objectives for Transportation/Circulation

The types of transportation considered in ~~this~~ plan include public transit, vehicular circulation, pedestrian, and non-motorized circulation. The following goals and policies are intended to guide decision-making regarding the transportation/circulation system in the Greater Omak Area.

Goal 1 Establish a safe, efficient, and environmentally sensitive road system that supports desired development pattern.

Policies

- Policy 1.1: Encourage provision of a safe, efficient, and environmentally sensitive transportation/circulation system for the movement of goods, services and people to places of employment, shopping, education, recreation and residence within the area and region.
- Policy 1.2: Encourage development of an overall transportation/circulation system in the Greater Omak Area which is responsive to the Land Use Element, land ownership patterns, the Okanogan County Transportation Element, Colville Tribes Transportation Plan and the ~~North-Central Okanogan~~ Regional Transportation Plan, prepared by the Okanogan Council of Governments.

Objectives

- Obj 1.1 That storm drain grates throughout the City be raised level to road surface to eliminate bicycle hazards.
- Obj 1.2 That all major construction or reconstruction of existing or new streets and roads include provisions for pedestrian and non-motorized access.

Goal 2: Utilize the existing vehicular, non-motorized, and pedestrian transportation systems and provide for upgrading and extension of these systems to serve future development and increased volumes.

Policies

- Policy 2.1: Encourage the provision of a vehicular, pedestrian, and non-motorized transportation/circulation system that connects land uses within the Greater Omak Area and other outlying areas and promotes efficient land use.
- Policy 2.2: Cooperatively evaluate existing and planned arterial and collector routes to meet State and Federal requirements and to provide guidelines for priority street improvement programs.

- Policy 2.3: Encourage the consideration of traffic control, turn lanes and other traffic channeling/calming devices as part of planning for new developments or improvements to existing transportation systems.
- Policy 2.4: Coordinate the development of standards for off street loading, parking and delivery service standards for new or substantially improved developments.
- Policy 2.5: Agree to cooperatively evaluate subdivision, binding site plan and Planned Development standards with respect to arterial and collector streets, access to public transit and pedestrian access combined with local access loops and the inclusion of alleys in new designs.
- Policy 2.6: Encourage the maintenance and development of vehicular transportation systems that operate at level of service C-D or above except during peak periods.
- Policy 2.7: Utilize state access management standards as a means to maintain safety and capacity on local state routes.
- ~~Policy 2.8: Coordinate with the Tribes and WSDOT on identifying and securing funding for replacement of the Central Avenue Bridge in its current location.~~

Objectives

- Obj 2.1 Continue efforts to construct an east leg ~~of to~~ the ~~new~~ US 97/Shumway intersection with a connection to ~~either~~ Sandflat and ~~/or~~ Engh Roads.
- Obj 2.2 Identify and encourage development of a frontage road along the east side of US 97 from Engh road via Enterprise Drive northward to ~~intersection of~~ Sand Flat Road in the vicinity of US and Highway 97.
- Obj 2.3 Continue efforts to develop and implement a design for improvements to the intersections of SR-215 with Grape Avenue, including eventual signalization of the adjacent intersection of SR 215 and Oak Street and SR 215 and Quince Street.
- Obj 2.4 Continue to study options and warrants for traffic controls at SR-215 and Ross Canyon Road.
- Obj 2.5 Continue efforts to identify options for improving the safety and efficiency of the Jasmine Street - SR-215 intersection.
- Obj 2.6 Develop a motorized access that connects Cople Road to Epley Road and provides a direct, low grade route to Conconully Highway.
- Obj 2.7 That the potential of acquiring right-of-way to develop a bridge over US 97 to connect Dewberry with the Omak River Road (formerly Dewberry extension prior to the construction of US 97) be examined. This new facility may mean the upgrade of the eastern portions of Dewberry from a minor collector to major collector. Development of this facility should be tied to future growth and annexation.

Goal 3: Provide safe and convenient pedestrian and non-motorized transportation routes.

Policies

- Policy 3.1: Recognize the importance of pedestrian and non-motorized travel in contributing to the physical health of residents and the economic wellbeing of the Greater Omak community.

- Policy 3.2: Provide standards and alternatives for road widths that include pedestrian routes and other non-motorized transportation/circulation corridors.
- Policy 3.3: Encourage development of street systems and standards that complement new utility, non-motorized, and pedestrian pathways with a “neighborhood” approach so that the service patterns can be coordinated and therefore serve more than one purpose in the most economical way.
- Policy 3.4: Agree to explore options for constructing trails and pathways, such as the proposed Okanogan-Omak Greenway, which would provide connections among recreation sites and community features.

Objectives

- Obj 3.1 Require all substantially improved or new developments to provide sidewalks or other forms of pedestrian and non-motorized transportation.
- Obj 3.2 Strive to provide sidewalks or other off-street pedestrian ways on both sides of ~~all~~ identified roadways within the city.
- Obj 3.3 Strive to provide bike lanes on all arterial and collector classified roadways.
- Obj 3.4 Provide alternative standards so that while concrete sidewalks are preferred, walkways that use other types of surfacing can satisfy the demand for safe pedestrian circulation routes.
- Obj 3.5 Continue efforts to develop the Cariboo Trail (Greenway) as a pedestrian and non-motorized link between Omak and Okanogan.
- Obj 3.6 Assign top priority to development of pedestrian and non-motorized transportation links between public facilities.
- Obj 3.7 Initiate amendments to city, county and tribal land use codes to increase requirements for pedestrian and non-motorized access in new developments.
- Obj 3.8 That new construction, reconstruction, or overlay projects include smooth shoulders wherever possible to facilitate safer, more convenient bicycle travel.
- ~~Obj 3.9 — That pedestrian bulb-outs or other pedestrian safety improvements be included in any upgrades or repairs on Main Street (SR 215) between Third and Cherry Avenues.~~

Goal 4: Participate in cooperative transportation/circulation planning efforts and provide for an equitable distribution of new development costs, services and maintenance between local governments and developers.

Policies

- Policy 4.1: Continue to support and participate in the ~~Regional Transportation Planning Organization~~ Okanogan Council of Governments (OCOG RTPO) comprised of ~~Okanogan, Chelan and Douglas Counties~~ representatives from Okanogan County, its Cities and Towns, the Colville Tribes, ~~incorporated communities~~ and other interested agencies agencies and businesses within the named counties.
- Policy 4.2: Engage developers in cooperative transportation planning efforts to meet the needs of existing and new residential, commercial, or industrial development.

Policy 4.3: Ensure that developers fund an equitable share of ~~the~~ vehicle, pedestrian, and non-motorized transportation improvements, service, and maintenance necessary to accommodate development.

Objectives

- Obj 4.1 Continue work with WSDOT, qualified engineers/transportation planners, and land owners to ~~develop a preferred~~ **implement improvements option** to ease current and projected traffic flow problems at the intersections of US 97, Omache Drive and Quince Street with SR 215.
- Obj 4.2 Continue efforts to refine and implement recommendations of SR215 Corridor Study.

Goal 5: Encourage public transportation (air, rail, and bus) and the provision of central facilities for these uses.

Policies

- Policy 5.1: Continue ~~to support and cooperate with TRANGO in the implementation to participate in efforts to establish a of the~~ public transportation system ~~to serve the Greater Omak Area and the Okanogan~~ County.
- Policy 5.2: Support the ~~periodic efforts to~~ **establishment of a** passenger air service at the Omak Municipal Airport.
- ~~Policy 5.3: Encourage continued operation of the railroad as an important means of transporting good into and out of the valley.~~

Objectives

- Obj 5.1 ~~Continue to support efforts to bring Public Transit to the Central Okanogan Valley and Okanogan County~~ **Work with TRANGO on an agreement for the placement and maintenance of bus stops within city-owned rights-of-way.**
- Obj 5.2 Continue efforts to upgrade and expand **facilities at** the Omak Airport, specifically ~~the development of a water source~~ **completion of a fire flow system for the DNR Fire Base and potential for** industrial development at the site and projects described in the adopted Airport Layout Plan.
- Obj 5.3 Coordinate with Okanogan County on ~~the development and~~ implementation of zoning regulations to protect the Omak Airport from incompatible land uses.

Goal 6: Improve recognition and alignments of the main access points to US 97, and explore possibilities for new access points.

Policies

- Policy 6.1: Continue ~~to study and evaluate cooperation with the WSDOT on identifying and implementing~~ **improvements to ed** intersections along US 97, ~~both east and west of the Okanogan River and pursue such improvements with the WSDOT.~~
- Policy 6.2: Perform on-going evaluations of the SR-215/US 97 intersection for safety improvements.

Objectives

- Obj 6.1 Continue efforts to improve the intersection of US 97 and SR 215/Engh Road to create a safe, attractive, and functional entrance to the community.
- Obj 6.2 Coordinate with WSDOT on traffic management and improvements.
- Obj 6.3 Work with WSDOT, business owners, Omak Tree Board, and Chamber of Commerce to develop a portal park at southwest corner of the intersection.

1. PUBLIC TRANSPORTATION

Surface Transit:

Empire Buslines formerly supplied regional public transport. This service was discontinued in 1995.

In March 2000, a demonstration Intercity Bus Service, the Appleline, funded by WSDOT began providing public transportation throughout Okanogan County with connections to Wenatchee. The program represented a coordinated effort between Okanogan County Public Transportation Benefit Area (PTBA), Okanogan County Transportation (operated by Okanogan County Senior Citizens Association), and Northwestern Trailways. The project was short lived but did document the public transportation needs of Okanogan County.

At present, the Appleline, a state subsidized service, operates 7 days per week. Their website is <http://www.appleline.us/>.

~~provides 5 day a week service to Wenatchee.~~

Okanogan County Transportation & Nutrition:

The Okanogan County Transportation & Nutrition organization has contracts through ~~Aging & Adult Care of Central Washington OCTA, the CCTDOT, and the WSDOT Consolidated Grants Program. Sometimes that means federal funds, sometimes just state funds. The current federal authorization is the FAST Act and other state and federal sources to provide door to door transportation for seniors not only in the Greater Omak Area but also throughout most of Okanogan County. Their services can be found at <https://www.octn.org/what-we-do/transportation/>.~~

~~The transportation program began in 1976. One intercity route connecting the north county to Omak makes 3 round trips per day Monday through Friday, and one intercity route connecting the south county to Omak makes 2 round trips per day Monday through Thursday. A shuttle route runs hourly between Omak and Okanogan Monday through Friday between 8am and 4 pm. Currently there are 13 buses in the system countywide. All buses are accessible for wheelchairs. Door to door transportation has one bus serving the Methow; one the Tonasket area; one the Oroville area; one the Brewster/Pateros area; and four serving the Omak/Okanogan area. Two buses are held as backup.~~

TranGO:

The mission of TranGO is to provide safe, reliable and cost effective public transportation services that promote citizen access to work, recreation, commerce and public services. TranGo is the result of the passage of a Transportation Benefit Area which provides tax dollars for the operation and maintenance of a public transit system serving the Okanogan and Methow Valleys. Buses run 6 days per week with scheduled inter-city bus service. Bus schedules and fares can be found at www.okanogantransit.com.



~~Although originally the service was oriented towards senior citizens and disabled persons, it now serves the entire general public. Local service is available Monday through Friday from 7 to 5. Office hours are the same and rides can be scheduled by calling the office. The fare for door-to-door riders from the general public is \$1 per boarding in the city limits and \$2 per boarding beyond for travel beyond the city limits. Senior citizens receive the service for on a donation basis. Intercity route fares are based on trip origination and destination, shuttle fares are 50¢ per boarding. Trips are available from all areas to Wenatchee once each month and to Omak from outlying communities once each month.~~

~~An employment route between Omak/Nespelem/Tribal Agency/Coulee Dam currently runs Monday through Friday with 2 round trips per day in partnership with the Colville Confederated Tribes. The Tribe provides the bus for this route. This is a no fare route and is open to the general public.~~

~~Funding sources include AACCW, FTA, WSDOT, participant donations and community donations and business partners within the community to assist in providing match for grant funds.~~

Tribal Van Pool:

The Colville Confederated Tribes run a van each day from East Omak to Nespelem that provides Tribal employees with an alternative to driving their own vehicles. The pool is utilized by an average of 27 people per day and has been in operation since 1993.

2. AIR TRANSPORT

The Omak Municipal Airport was built in 1942 as the Okanogan Flight Strip, and served as an Army Air Force alternate landing field for B-17 and B-26 bombers during World War II. Its construction consisted primarily of a 4,654-foot long, 150-foot wide paved runway running generally north/south, with 175-foot wide graded shoulders and graded overrun areas 1,675 feet long at each end. The runway was reconstructed in 2002 with the main runway width reduced to 75 feet.

In 1954 the airport was turned over to the City of Omak, which has since made a variety of improvements to the facility, most with the assistance of the Federal Aviation Administration, and the Washington State Department of Transportation Aviation Division. A major improvement was made in 1974, including runway end turnaround loops, an aircraft parking apron pavement overlay, 3.5 acres of new apron, Visual Approach Slope Indicators, and an airport beacon. ~~An~~ modern administration and terminal building was ~~built~~ constructed in 1978.

Today, the airport serves a vital transportation need providing for emergency medical evacuations, access for executives and officials from government and private industry doing business in Okanogan County, air freight services and firefighting.

~~Today,~~ the airport has a ~~new~~ 75-foot wide (150-foot total width) north/south runway, designated as Runway 17/35 with four taxi-ways connecting to a parallel taxi-way constructed in 1991. The runway has a listed weight bearing capacity of 75,000 pounds for single-wheel aircraft, 200,000 pounds for dual-wheel aircraft, and 400,000 pounds for dual-tandem wheel aircraft.

The facility has runway end identifier lights (REILS), a visual approach slope indicator (VASI U22/U22) on both ends of Runway 17/35, and runway edge lights. All lights are pilot activated using the airport code.

The airport is located at an elevation of 1,301 feet above sea level on 325 acres of open bench land, approximately 400 feet above the Okanogan River. The facility lies approximately 3 miles north of the city on Robinson Canyon Road. The site is bounded on north, west and south by growing low-density residential and agricultural uses. Immediately east of the hangar is one airport related business. This business is located on private property and has unrestricted access to the airport. A former Forest Service air tanker base is located on

the southeast edge of the runway just off the turn-around. The base, which is leased seasonally to the Bureau of Indian Affairs ~~and Department of Natural Resources over the past few years~~, has an office, a trailer, four fire retardant tanks, and two sheds.

In addition to the improvements listed above, the airport has a card lock fueling facility, supplying both 100LL and Jet A. The fueling apron and facilities are located south of the terminal building; there are two above ground tanks, each holding 10,000 gallons. The Airport's apron areas have 25 aircraft tie-downs. There are nine hangars for aircraft storage and maintenance, all are privately owned. A city employee serves as manager on an as needed basis with oversight provided by the Public Works Director, and an Airport Committee.

An Airport Layout and Improvement Plan was prepared in 2007.

Another portion of the layout plan is the planned addition of an industrial park to be located on the southeast corner of the airport property (parcel lies east of Robinson Canyon Road). The City, using a mix of grants and city funds, has developed a conceptual master plan for the proposed business and industry park. One major obstacle ~~is has been~~ the lack of fire flow available to the property. The ~~only re is an~~ existing well ~~that~~ has been used by the DNR and BIA, ~~however there are questions regarding use of the well but was determined to be insufficient for the proposed the industrial park. In 2016, the Department of Natural Resources approached the City with the idea of developing an operations center on city property envisioned for the industrial park. As a result of the partnership, a well has been drilled, plans prepared and funding pending to construct a reservoir and the DNR's planned facility. Water supply is sufficient for current plans, however as development occurs, further sources and storage will be needed. Generally, the city does not anticipate development that will involve high levels of water use.~~

Increased community awareness and support of the Omak Airport is necessary to allow continued growth and improvement to services provided by the airport, and to further enhance the growth of the City of Omak and Okanogan County.

3. VEHICULAR CIRCULATION

The Greater Omak Area, particularly the northeast part of Omak, has experienced significant surges of growth in the past ~~couple of three~~ decades. Growth and projections for continued activity have resulted in an increased need to plan for both vehicular and non-motorized transportation/circulation. COVTS, NWOTS, the SR-215 Corridor Study and the Engh Road/US 97 Intersection Study each identify areas where reduced levels of service and increased congestion are expected in coming years.

The State highway system incorporates US 97/SR 20 as the major north-south route through North Central Washington; SR 155 as access to the Colville Reservation, Coulee Dam, Spokane, and other points to the east and south; and SR 215 as the main business thoroughfare for both Okanogan and Omak. The area is further served by a network of collector streets and roads maintained by the tribes, county and city. As growth continues and fuel costs fluctuate, and as more people explore non-motorized or public transit options, uses of the vehicle transportation system can be expected to fluctuate.

The Central Avenue Bridge is ~~an 9096~~-year-old bridge – construction was completed in 1924. The bridge is known to the WDOT as Bridge 155/111SP because it is a part of SR 155 spur that connects SR 155 along Omak Avenue and Central Avenue to the Junction with SR 215. And the present bridge is identified as needing replacement, under the Subprogram I1 Mobility 20-year Strategies, in the Washington State Highway System Plan (HSP).

The bridge is essential to the community for transportation circulation. It is the only pedestrian access across the Okanogan River between west and east Omak. The bridge is a transportation bottleneck – too narrow for today's safety standards. It is an accident risk for vehicles and pedestrians. It is an important pedestrian route for school children.

The bridge is slated for a significant improvement in the next few years with the first step construction of a standalone pedestrian bridge north of the existing structure. The bridge itself will see the sidewalk along one side removed, the area reinforced and the roadway surface widened.

The State and County use five “functional classifications” for roadways, and in the interest of maintaining consistency, Omak has used these categories in addition to its own categories of local major and local minor collectors to describe the vehicular transportation system. Where appropriate, roadways should be considered for reclassification in order to ensure consistency between this plan and other city, county, regional, or state transportation plans. The seven functional classifications, as they apply to Omak, are:

- Principal Arterial/Other Freeway Expressway (Rural Interstate) - Streets and Highways which contain the greatest portion of through or long-distance travel. Such facilities serve the high-volume travel corridors that connect the major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. Generally major arterials include high traffic volume streets. In the Greater Omak Area, US Highway 97/SR 20 is classified as an Other Freeway Expressway-Principal Arterial.
- Minor Arterial (Rural Minor)- Streets and highways which connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor. Minor Arterials in the Omak area include SR-215 (Okoma Drive, Fourth Avenue, Main Street and Riverside Drive), SR-155 (Omak Avenue) and the SR 155 Spur (Dayton Street) exit off of Highway US 97.
- Major Collector (Rural Major Collector) - These routes should provide service to the county seat if not on an arterial route or Other Freeway Expressway, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent inter-county importance, such as consolidated schools, shipping points, county parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Major collectors in the Greater Omak Area include, Conconully Highway, Oak St/Robinson Canyon Road, Cherry St/Kermel Road and the Old Riverside Highway.
- Minor Collector (Rural Minor Collector) - These routes should be spaced at intervals, consistent with population density, collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. In addition, these routes should provide service to the remaining smaller communities, and link the locally important traffic generators with their rural hinterland. Minor collectors in the Greater Omak Area include, Ross Canyon Road, Duck Lake Road, Engh Road, Sandflat Road, Eighth Avenue East, Jackson Avenue, Rodeo Trail Road and the Columbia River Road.
- Local Major Collector - These routes should provide service from higher classified roads and to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Local Major collectors in the Greater Omak Area include, Copple Road, Shumway Road/Ironwood St., W. Bartlett/Jasmine St., Ash St., Omache Drive, Koala Drive, Quince St., Oak St., Dewberry Ave., Locust St./Hopfer Road, Fourth Ave. and Garfield St./Fifth Ave./Edmonds St.
- Local Minor Collector - These routes should be spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of minor collectors and local and major collectors. Local Minor collectors in the Greater Omak Area

include, W. Apple Ave., Central Ave., First Ave., Second Ave., Third Ave., W. Sixth Ave. Emery St., Ridge St./Ridge Drive, Columbia St./Fifth Ave./Benton St., N. Ash St./Grape Ave./Ironwood St., Grape Ave.

- Local Access (Rural Unclassified) - Streets not selected for inclusion in the arterial or collector classes. They allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is destined to abutting land. Through traffic should be discouraged by appropriate geometric design and/or traffic control devices. The remainder of Omak’s streets that are not classified above are designated as local access.

Tables B.2 and B.3 describe the design standards for roadways by these functional classifications. Maps B.1 and B.2 [in the Map Appendix](#) illustrate Omak’s vehicle transportation system according to functional classifications.

Table B.2 - Design Standards – State and Federal Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Principal Arterial Other Freeway Expressway	80 – 100 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally high-volume travel corridors that provide for through travel and serve as connection to lower roadway functional classifications. Direct private access is typically not permitted. The city of Omak adopted Ordinance 1234, dated 09/07/1993 to implement RCW 47.50.030(3) for access permitting on state managed access highways that meet or exceed WSDOT’s standards; as codified in WAC 468-51 and 468-52.
Minor Arterial	84 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally located to continue access from the County’s arterial system into the City, providing access to major developments. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Major Collector	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.

Minor Collector	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
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Table B.3 - Design Standards – Locally Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Local Major Collector	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide or 2 10-12 foot travel lanes, 10-12 foot center turn lane and 4 foot shoulders	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community's major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Local Minor Collector	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide. wide or 2 10-12 foot travel lanes, 10-12 foot center turn lane and 4 foot shoulders	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Local Access	50 - 60 ft. At less than 500' long, need 60' and 100' cul-de-sac.	Over 500 ft long: two 10 ft lanes, and two 8 ft parking lanes. Less than 500 ft long and not extendable: two 10 ft lanes and one 8 ft parking lane.	Intersection at grade with direct access to adjacent property.	Traffic control measures as warranted to provide adequate sight distance and safety. Should be designed and located to prevent continuous or unobstructed flow of traffic through residential areas. Provisions should be made for pedestrian and bicycle access along the route.

Level-of-Service Standards

Roadway and bridge operations are typically classified using national or state standards which measure a roadway's level-of-service (LOS). In general, Level-of-Service for two lane highways is determined by both mobility and accessibility. The primary measure of service quality is percent time delay, with speed and capacity utilization used as secondary measures. For state owned transportation facilities, level of service standards for highways, as prescribed in chapter 47.06 and 47.80 RCW, gauge the performance of the system.

- WSDOT sets LOS standards for state highways and ferry routes of state wide significance (HSS) per RCW 47.16.140(2).
- LOS standards for Highways of Statewide Significance (HSS) and non-HSS facilities are identified in the WSDOT 2007-2026 Highway System Plan.
- US 97 and SR 20 are classified as Highways of Statewide Significance (HSS).

- RTPO’s and WSDOT jointly develop and RTPO’s establish LOS standards for regionally significant state highways and ferry routes per RCW 47.800.030(1)(c).

Level of Service is general graded one of six levels--A, B, C, D, E, or F. LOS A and B represent the best traffic operation. LOS C represents acceptable traffic operation. LOS D is unacceptable. LOS E means the roadway is at capacity while LOS F represents total breakdown or gridlock. The Central Okanogan Transportation Study (1994) determined the LOS for major roadways. That information is presented below in Table B.4.

Table B.4 - Level of Service

Roadway	LOS
SR 97	C
SR 20	C
SR 215	B-C*
SR 155	B-C*
* Isolated segments approach volumes normally associated with LOS C.	

Level-of-Service Standards - Bridges

Central Avenue Bridge (Bridge Number 155/111SP) Details

- Location: State Route 155 Spur-Omak at MP 80.40 to MP 80.48 crossing the Okanogan River in the City of Omak.
- State Route: Rural Minor Arterial Classification
- Posted Speed: 25 MPH
- Construction: 443 ft. long concrete arch bridge completed 1924. 2 – 10 ft. wide lanes, with 5 ft. sidewalks on each side (In an effort to protect pedestrians, steel posts and rails were installed 1960 on the north sidewalk narrowing the walk to 3 ft. 2 in. wide)

Bridge Approaches

- West Approach: Central Avenue is 223 ft. long from the signalized intersection with SR 215 – Main Street – to an angle point at the west end of the bridge. Central Avenue is 54 ft. wide between Main Street and the west bridge end, with two 13.5 ft. lanes, an 11 ft. left turn, and 8 ft. parking lanes both sides. At the angle point on the west end of the bridge, two 13.5 ft. lanes, and the 11 ft. left turn lane, narrow to two 10 ft. wide bridge lanes.
- East Approach: Omak Avenue transitions in 321 ft. from the same 54 ft. wide roadway width as Central Avenue to the two 10 ft. bridge lanes, with an angle point in the middle of the transition.

Operational Uses:

The bridge is the only pedestrian access across the Okanogan River that bisects residential and commercial areas of the City of Omak. It is used by children walking to Omak High School located four blocks west of the bridge and to East Omak Elementary School located .5 miles east of the bridge.

The bridge is the principal city access across the river for police, fire trucks, and other emergency vehicles.

Besides passenger vehicles, the bridge is used by school buses, logging trucks, freight trucks, RVs, and snow plows. At the angle at the west end of the bridge, an eastbound vehicle, with a long wheelbase, will occasionally ride up over the sidewalk as the driver tries to avoid oncoming vehicles – a hazard to pedestrians.

Located at the east end of the bridge, the Eastside Park and Stampede Grounds hosts the famous Omak Stampede rodeo and Suicide Race – a cultural and historical event important to the region and local economy. Pedestrian and vehicle traffic across the bridge is greatly increased during this annual event.

The WSDOT Annual Traffic Report records a year 2002 average annual daily traffic volume of 7,900 across the bridge – an increase of 6.8% over the 1999 volume, ~~however this declined to an average annual daily traffic volume of 6,100 in 2019~~. This volume is based on an actual traffic count that is averaged across 24 hours a day for the entire year. Community residents know that the traffic volumes are much higher during start and end times for schools, for daily work start and end times, and during the Omak Stampede.

The WSDOT Accident History Report, for a ~~five~~^{ten}-year period ~~ending December 31, 2003~~^{beginning in 2010}, records ~~four~~^{thirteen} reported accidents, ~~—all minor non-injury—~~ from ~~the SR 155 Junction Benton Street~~ east of the bridge to the SR 215 Junction at Main Street.

The bridge also carries a 12-inch City water main across the river from wells in east Omak.

4. PEDESTRIAN/NON-MOTORIZED CIRCULATION

Presently, pedestrian access ways are limited to sidewalks in and/or near the downtown core ~~and along one side of SR 215~~. The Greater Omak Area generally suffers from a lack of safe and convenient pedestrian routes, as evidenced by accidents and fatalities. Some high traffic areas, such as segments of ~~Quince~~, Koala Drive ~~and Shumway~~ lack sidewalks. The fact that there are limited sidewalks connecting downtown and residential areas to Omak Schools raises particular concern about the safety of children. Striped and designated bike lanes are notably absent on frequently traveled routes. This plan calls for improvements and additions to the existing sidewalks, and the development of new routes for pedestrians, bicycles, and other forms of non-motorized transportation. Maps B.3 and B.4 ~~in the Map Appendix~~ depict existing pedestrian and non-motorized circulation routes.

Walking and bicycling serve both transportation and recreation purposes. In the course of a day, virtually everyone is pedestrian. In fact, 40 percent of the population of the United States does not drive. There is significant evidence to indicate that pedestrian and non-motorized trail systems can bring economic revitalization to a community. Walking and biking routes help create a livable community for residents as well as attracting visitors.

The *Pedestrian Facilities Guidebook* for the state of Washington identifies a need to increase the level of pedestrian facilities that serve communities. The guidebook also notes that pedestrian travel increases where pedestrian facilities are available. The “Washington State Bicycle Facilities and Pedestrian Walkways Plan” and AASHTO Guide for the Development of Bicycle Facilities also provide valuable references for non-motorized improvements. An increase in pedestrian and non-motorized routes in the Greater Omak Area would lead to improved safety, as well as contribute substantially to the health of residents and the economic well-being of the area.

Table B.6 - Recommended Dimensions for Sidewalks and Walkways

Road Type	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Residential	Commercial Access
Sidewalk Widths						
No buffer						
Desirable	8 ft	8 ft	6 ft	6 ft	5 ft*	6 ft
Minimum	6 ft	5 ft	5 ft	5 ft	5 ft*	5 ft
With planting strip/buffer	6 ft	5 ft	5 ft	5 ft*	5 ft*	5 ft*
With street trees, no buffer	10 ft	10 ft	8 ft	8 ft	-----	-----
Central Business District	10 - 12 ft	8 - 12 ft	Varies	-----	-----	-----
Location						
Desirable					5	Both sides
Minimum	Both Sides	Both Sides	Both Sides	Both Sides	One Side** or***	One Side**
Planting Buffer Width When Used						
Desirable	5 ft	5 ft	5 ft	5 ft 5 ft	5 ft	
Minimum	4 ft	4 ft	4 ft	4 ft	4 ft	
* If mailboxes or other obstructions are located within sidewalk, make sure a clear width of 5 ft is provided.						
** In areas where residential densities exceed 4 dwelling units per acre and where regular pedestrian access to commercial services is anticipated, sidewalks on both sides are recommended. For densities of 1 to 4 dwelling units per acre or less, sidewalks on both sides are preferred, but one side is the minimum recommendation.						
*** If no sidewalk, provide delineated/striped walkways or shoulders.						

Sidewalks and paths/trails within right of way are the key to pedestrian circulation. Table B.6 above details WSDOT recommendations for sidewalk and path/trail dimensions. Sidewalks are typically constructed of concrete and are raised and located adjacent to curbs or separated from curbs by a linear planting strip. Paths/trails are usually constructed level with the street or road, with separation by a planting buffer or ditch.

Non-motorized transportation, typically by bicycle, is facilitated by adding bike lanes between motor vehicle lanes and sidewalks or paths/trails. This provides a buffer between pedestrians and motor vehicles. Figure B.1 illustrates a possible configuration for pedestrian walkways (sidewalks, paths and trails), bike lanes, and motor vehicle lanes. Pedestrian and non-motorized circulation can be further enhanced by trails and pathways that are independently aligned and allow safe travel along routes and not typically located parallel to streets or within road rights-of-way.

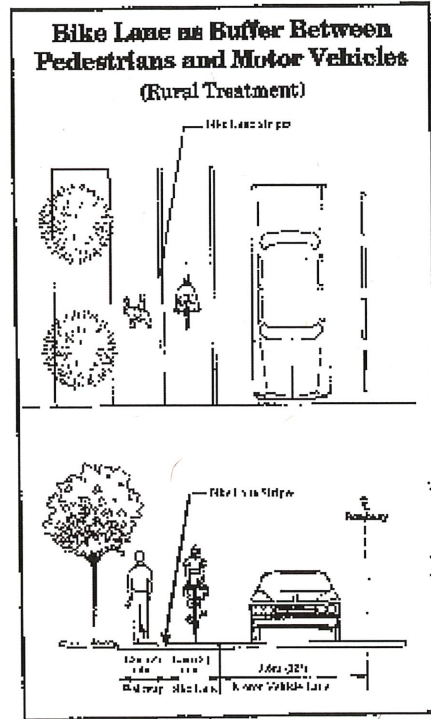


Figure B.1 - Pedestrian, Bicycle, and Motor Lanes.

5. RECOMMENDATIONS FOR TRANSPORTATION/CIRCULATION

Vehicular Transportation

Continue to examine alternatives for relieving congestion in Downtown area through the following possibilities (see potential schematics in Figure B.2 below):

- **Replacement of Central Avenue Bridge in same location**
- One-way couplets along Main and Ash streets.
- Designate Ash Street as SR215, eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett.
- Maintain Main Street as SR 215 but eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett, route southbound traffic off Main to Ash via Barlett if desire is to head east on SR 155, route northbound traffic off of Fourth onto Ash if desire is to travel to High/Middle School Campus (no left turns at traffic signal at Main and Central).

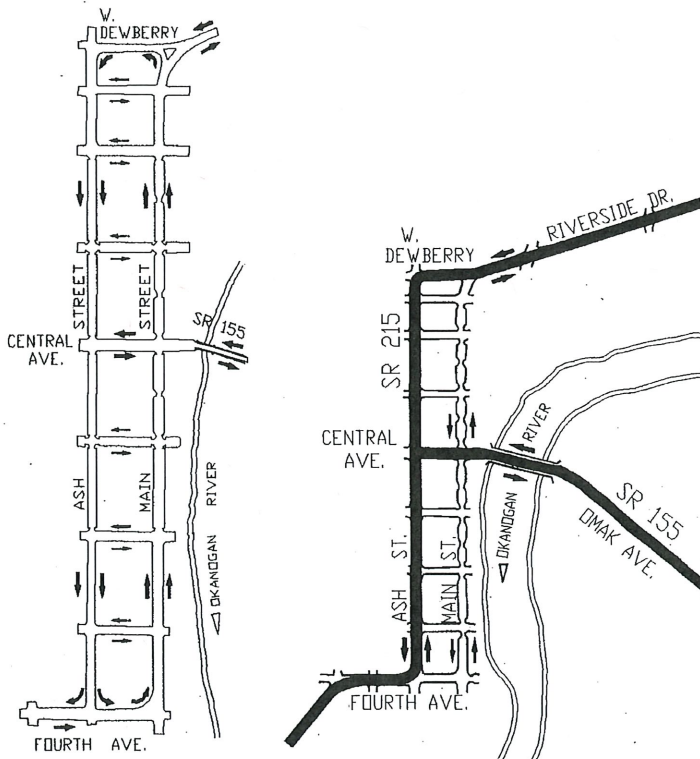


Figure B.2 - Schematics for downtown traffic control alternatives

- **Add right hand turn lane on north side (westbound traffic) of SR 215 from US 97 to Omache Drive and continue working with WSDOT and adjoining landowners on long term solutions to improving traffic issues.**
- Adopt Level of Service D as the standard for area streets and roads.

- Update NWOTS study and begin planning for new road providing direct, reduced grade access from US 97 to Conconully Highway.
- ~~Add center turn lane on Quince at the intersection with SR 215 (Riverside Drive).~~
- Extend left- ~~and right~~ hand turn pockets on Engh Road at signalized intersection with US 97.
- Widen SR 215 (Riverside Drive) to 5 lanes from Quince to US 97 and Engh Road from US 97 to Omak River Road.
- Signalize the intersections of ~~Quince~~, Oak St and Ross Canyon with SR 215 (Riverside Drive) when warrants are met.

Improve, construct, and/or reclassify the following roadways to Major Collector standards:

- Engh Road from US 97/Riverside Drive intersection east then north to intersection with US 97.
- ~~Robinson Canyon Road from Miller Road to Airport.~~
- ~~Old Riverside Highway from Copple Road to Omak Airport Road.~~
- ~~Omak Airport Road from Airport to Old Riverside Highway.~~
- Ross Canyon Road from ~~Ironwood Street~~ Riverside Drive north and west to the Conconully Highway.
- Duck Lake Road from Ross Canyon to Nichols Road.
- Sand Flat Road from intersection with Engh Road north to intersection with US 97.

Improve, construct, and/or reclassify the following roadways to Minor Collector standards:

- ~~Sand Flat Road from intersection with Engh Road north to intersection with US 97.~~
- New road connecting US 97 (Tribal Trails fueling station) with Rodeo Trail.
- ~~Eighth Avenue/Edmonds Street/Fifth Avenue connection between Rodeo Trail and SR 155.~~
- Bartlett, Granite, Jasmine from Main St (SR 215) to Okoma Drive (SR 215).

Improve, construct, and/or reclassify the following roadways to Local Major Collector standards:

- Entire length of Shumway Road from US 97 ~~and to~~ Ironwood Street ~~and to~~ Ross Canyon Road.
- East leg of US 97/Shumway intersection.
- Copple Road from Robinson Canyon Road east to US 97.
- New road from Engh Road north to proposed frontage road along east side of US 97 northward to Sandflat with intersections with the east leg of Shumway and to Sandflat Road.
- Koala Avenue east from Locust/Hopfer Road to Koala Drive.
- Quince Street from Koala Avenue to Shumway.
- Extension of Eighth Avenue to new road connecting with Tribal Trails Travel Plaza.

Improve, and construct the following roadways to Local Access standards:

- All residential streets in downtown/central Omak.
- New road providing access from Shumway to Wildwood.
- Jonathan Avenue from Oak Street east to Quince Street.

- Koala Avenue from Kenwood Street east to Oak Street.
- New street running from Oak Street east connecting with Elderberry and proposed extension of Quince Street.
- Extension of Quince Street south from Riverside Drive (SR 215) to Dewberry.

Major Intersections:

During 2019 the WSDOT retained Perteet Consultants¹ to conduct a review and prepare recommendations on improvements for five intersections along US 97 and one of SR 215 and pedestrian access across SR 155 at East Omak Elementary. Five of intersections are within the City Limits. Perteet's work included involvement of Omak, WSDOT, Tribal and County staff in site visits and meetings as well as several opportunities for the public to discuss and weigh in on various factors and options.

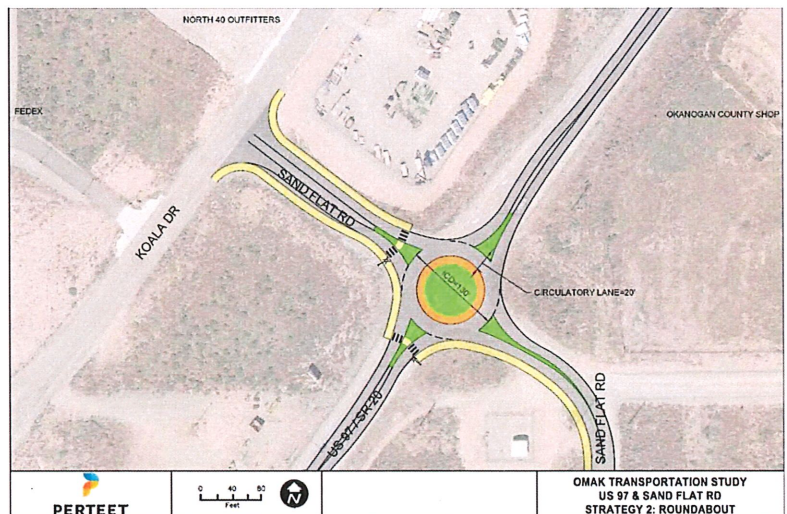
As part of this update to the Transportation Element, the Planning Commission reviewed the study, discussed the strategies proposed by the consultants and developed the following recommendations to set forth the City's vision for improvements at these vital state-owned, operated and maintained intersections.

1. US 97/Sandflat

The study contained the following strategies for this intersection:

- Extend 50-mph speed zone north of intersection
- Add single-lane roundabout
- Add traffic signal

After reviewing the report's findings, and considering the proposed large manufactured home park, and plans for the school district both on Sandflat Road, the recommendations for this intersection are:



5. US 97/Dayton (SR 155 Spur)

The report provided the following strategies for this intersection:

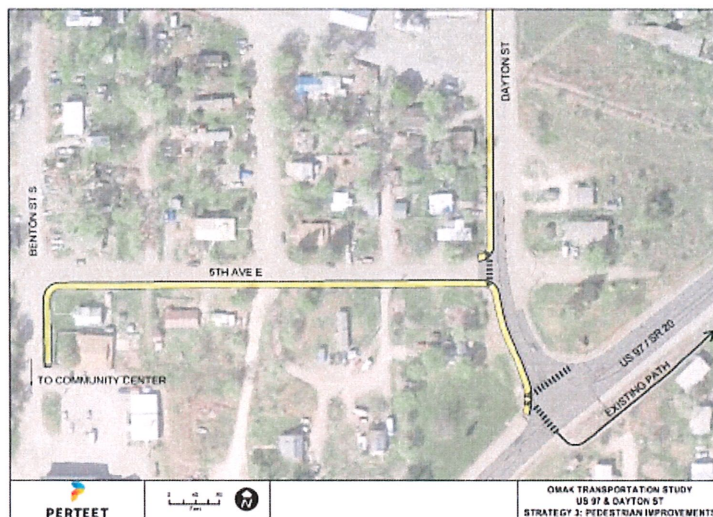
¹ - US 97 Omak Area Transportation Study, Perteet Engineers, June 28, 2019

- Modify existing signal from protected left to protected/permissive left turns with flashing yellow arrow
- Optimize signal timing
- Add sidewalks to community center

After reviewing the report's findings, the following recommendations are made:

Near Term 2-5 years:

- Modify existing signal from protected left to protected/permissive left turns with flashing yellow arrow
- Optimize signal timing
- Add sidewalks to community center and along Dayton to Omak Avenue

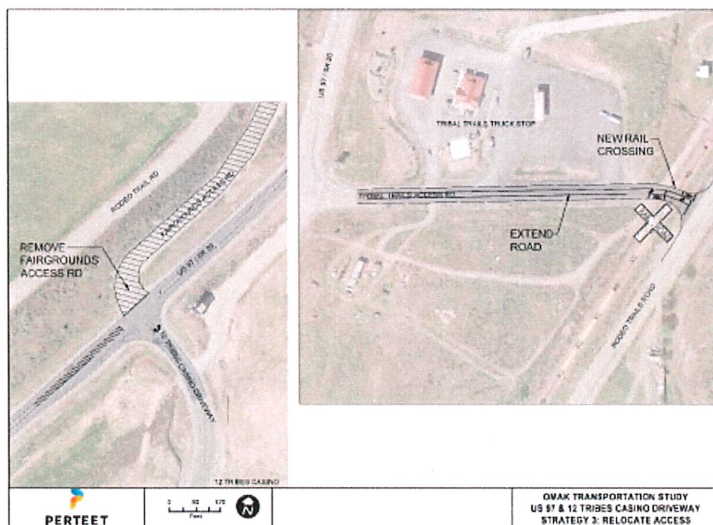


6. US 97/Twelve Tribes Resort

While outside the City limits, one of the strategies identified in the 2019 report has potential implications on traffic within the City. Extension of the road accessing Tribal Trails to cross the railroad and tie into Rodeo Trail as a means to mitigate for the closure of the Fairgrounds Access Road has positive and negative features. The route would provide an alternative for northbound US 97 traffic looking to go east on SR 155 which would route them through the edge of East Omak. This diversion of traffic would reduce the amount of left hand turn movements from northbound US 97 at Dayton Street.

This plan recommends that the City continue to coordinate with WSDOT, Tribes and County on

improvements proposed on US 97 both north and south of the City limits.



Maps B.5 and B.6 in the Map Appendix depict proposed motorized transportation improvements.

Pedestrian and Non-Motorized Circulation:

That the following priorities for improvements to pedestrian circulation be pursued to provide safe and efficient access throughout the Planning Area. It is important to note that the priority for pedestrian and non-motorized circulation is related to the functional classification of the adjoining street or road, e.g. top priorities are facilities along arterials and major and minor collectors followed by local major and minor collectors.

- That the following design standards be adopted by the City and implemented through planning and regulatory programs:

- Bike Paths Within the Right of Way. Bike lanes with a minimum width of five feet should be developed in conjunction with all new and substantial upgrades to state highways, community arterials, and collectors. Surfacing for bike lanes should be comparable to that used on adjoining roadway.
 - Pedestrian Ways within the Right of Way. Sidewalks and pedestrian ways within the right of way should be constructed to a minimum width of five feet. Wherever possible sidewalks should be located along both sides of new or substantially improved streets/roadways. Surfacing should be constructed of asphalt or concrete, and must meet ADA guidelines for accessibility.
 - Bike Paths and Pedestrian Ways out of Right of Way (if connecting to other existing or planned pedestrian ways). Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one way or ten feet two way should be developed adjacent or in close proximity to community arterials, and community collectors, and residential access streets. Surfacing should be comparable to that used on roadways, but can be compacted gravel or other low maintenance surface.
 - Bike Path and Pedestrian Ways Not Tied to Vehicular Routes. Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one way or ten feet two way that are not tied to vehicular routes should be developed to provide linkages between public uses, residential and commercial areas. Such paths should be developed to provide alternative transportation routes for recreation and commuting. Surfacing should be compatible with the intended use, but at a minimum should be compacted gravel or other low maintenance surfaces.
- Identify, prioritize and replace existing deficient ADA ramps on all sidewalks.
 - Identify, prioritize and install new ADA ramps where none presently exist.
 - Review and amend City Code to require pedestrian improvements as part of all substantial improvements to existing development and all new development.
 - ~~Pedestrian bulb-outs at the intersections of Main with Third, Second, First, Apple and Bartlett.~~
 - Pedestrian Bulb-outs at the intersections of Ash with First, Central and Apple.
 - Sidewalks from the downtown core up Ross Canyon (both sides) from Ironwood west to the City Limits.
 - Sidewalk on the south side of Shumway from Ironwood to Koala Drive.
 - Sidewalk along south and east sides of West Bartlett, Granite, and Jasmine Streets.
 - Sidewalks along ~~west both~~ sides of Central and Omak Avenue (SR 155) from ~~Granite-Okanogan River Street~~ east to corporate limits.
 - Sidewalks along both sides of Sandflat from Engh Road north to US 97.
 - Sidewalk along the south side of Riverside Drive (SR 215) ~~from downtown to US 97.~~
 - Sidewalks along both sides of Quince from Riverside to Koala and north to Shumway when street is ~~constructed extended.~~
 - ~~Sidewalks along both sides of SR 215 (Riverside Drive) east from Quince to US 97.~~
 - Sidewalks along both sides of Omache Drive from SR 215 (Riverside Drive) to Koala.
 - Sidewalk along the south side of ~~of~~ Okoma Drive ~~from Fourth Ave to city limits.~~
 - Sidewalks along both sides of Koala Drive.

- Sidewalk along south side of Dayton Street from US 97 to SR 155 (Omak Avenue).
- Sidewalks connecting Dayton Street with East Omak Community Center.
- Pedestrian connection north from Omak Avenue north to Engh Road/US 97 including improvements to existing or construction of a new bridge over the Okanogan River.
- Pedestrian connection south from Omak Avenue to the Tribal Trails Casino.
- Sidewalks as shown on Maps B.7 and B.8 in the Map Appendix.

That the following routes for bicycle circulation be pursued (combination of street widening and/or signage) to provide a readily identified safe and efficient access for bicycles throughout the Planning Area:

- Bike lanes along Rodeo Trail from Omak to Okanogan.
- Bike lanes from US 97 east and north along Engh Road to northerly intersection with US 97.
- Bike lanes along both sides of Central Avenue and SR 155 (Omak Avenue) from Cedar Street east to corporate limits. Where practical and feasible, bike lanes may be combined with paths/trails.
- Bike lanes along Shumway from eastern city limit to northern city limits at Ironwood.
- Bike lanes along Copple Road from US 97 west to Robinson Canyon Road.
- Bike lanes along West Bartlett, Granite, and Jasmine Streets.
- Bike lanes along the length of Okoma Drive (SR 215).
- Bike lanes along the length of Riverside Drive (SR 215).
- Bike lanes along SR 215 from south City Limits to downtown Okanogan and beyond.
- Bike lanes along Ash Street from Fourth north to Cherry.
- Bike lanes along Fourth Ave from Ash to Granite.
- Bike lanes from Ross Canyon Road north along Duck Lake Road and up Ross Canyon to Conconully Highway, up Hendricks Rd to Dalton.
- Bikes lanes along Dalton from Hendricks to Kermal.
- Bike lanes along Cherry from Main Street (SR 215) west up Kermal to Conconully Highway.
- Bike lanes along Oak St/Robinson Canyon from Riverside Drive (SR 215) northward to the Omak Airport.
- Bike lanes along Quince (existing and proposed) and Koala Drive from Riverside Drive (SR 215) north to and including the Old Riverside Highway.
- Bike lanes along Engh Road from US 97 in the south to US 97 in the north.
- Bike lanes along Sandflat Road from Engh Road north to US 97.
- Bike lanes along Omak River Road from Engh Road to Orchard View Road then north to Engh Road.
- Bike lanes along Benton Street from SR 155 (Omak Avenue) south to the Omak Community Center.
- Bike lanes along the Hanford St, Fifth Ave, Edmonds St, Eighth Ave and Jackson St loop connection with SR 155.
- Bike lanes on Grape Avenue from Ross Canyon east to Riverside Drive (SR 215).

- Bikes lanes on Locust Street north from Grape to Shumway.

That the following priorities for development of paths/trails be pursued to provide safe and efficient access throughout the Planning Area. Where practical and feasible paths/trails may also serve bicycles, equestrians, etc...:

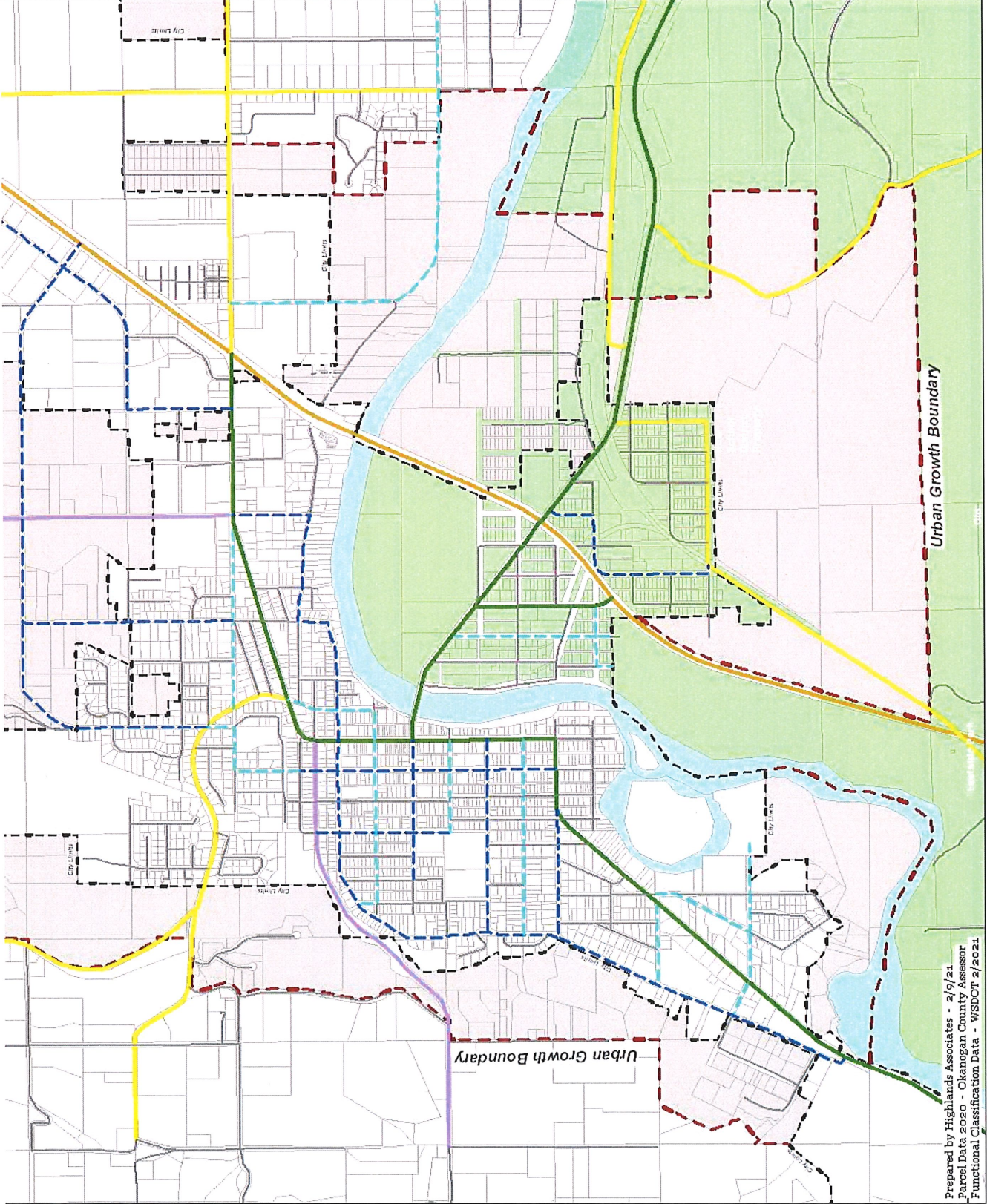
- Omak/Okanogan Greenway linking Eastside Park with the County Fairgrounds, Okanogan Sports Plex and Alma Park.
- Path/trail along Ross Canyon from city limits north to Duck Lake road and beyond to the Conconully Highway.
- Path/trail along north and west side of Shumway from city limits at Ironwood to city limits near Apple Springs.
- Path/trail along the south side of Cople Road from Koala west to Robinson Canyon.
- Path/trail connecting Cherry Street with Ross Canyon up the old road through the canyon along the western edge of the Harrison Addition.
- ~~Path/trail between Eastside Park and Omache shopping center area along US 97 and via bridge under US 97 bridge at Eastside Park.~~
- Path/trail from East Omak Community Center along flood control levee north to Eastside Park and US 97 bridge.
- Path/trail along Robinson Canyon from Riverside Drive north, with special priority being access to the school.
- Path/trail between Omak and Okanogan (Greenway).
- Path/trail along Cherry and Kermel Grade from Main Street.
- Path/trail along the top of the levee on west side of Okanogan River linking Pioneer Park and Aston Island Park.

Maps B.7 and B.8 in the Maps Appendix depict proposed pedestrian and non-motorized circulation routes.

City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B.1
Functional
Classifications Map
City Core Area

- Functional Classifications**
2021
- Local Access
 - - - Local Major Coll
 - - - Local Minor Coll
 - - - Major Collector
 - - - Minor Arterial
 - - - Minor Collector
 - - - Other Freeway Ex



Prepared by Highlands Associates - 2/9/21
 Parcel Data 2020 - Okanogan County Assessor
 Functional Classification Data - WSDOT 2/2021

Urban Growth Boundary

Urban Growth Boundary

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

City Limits

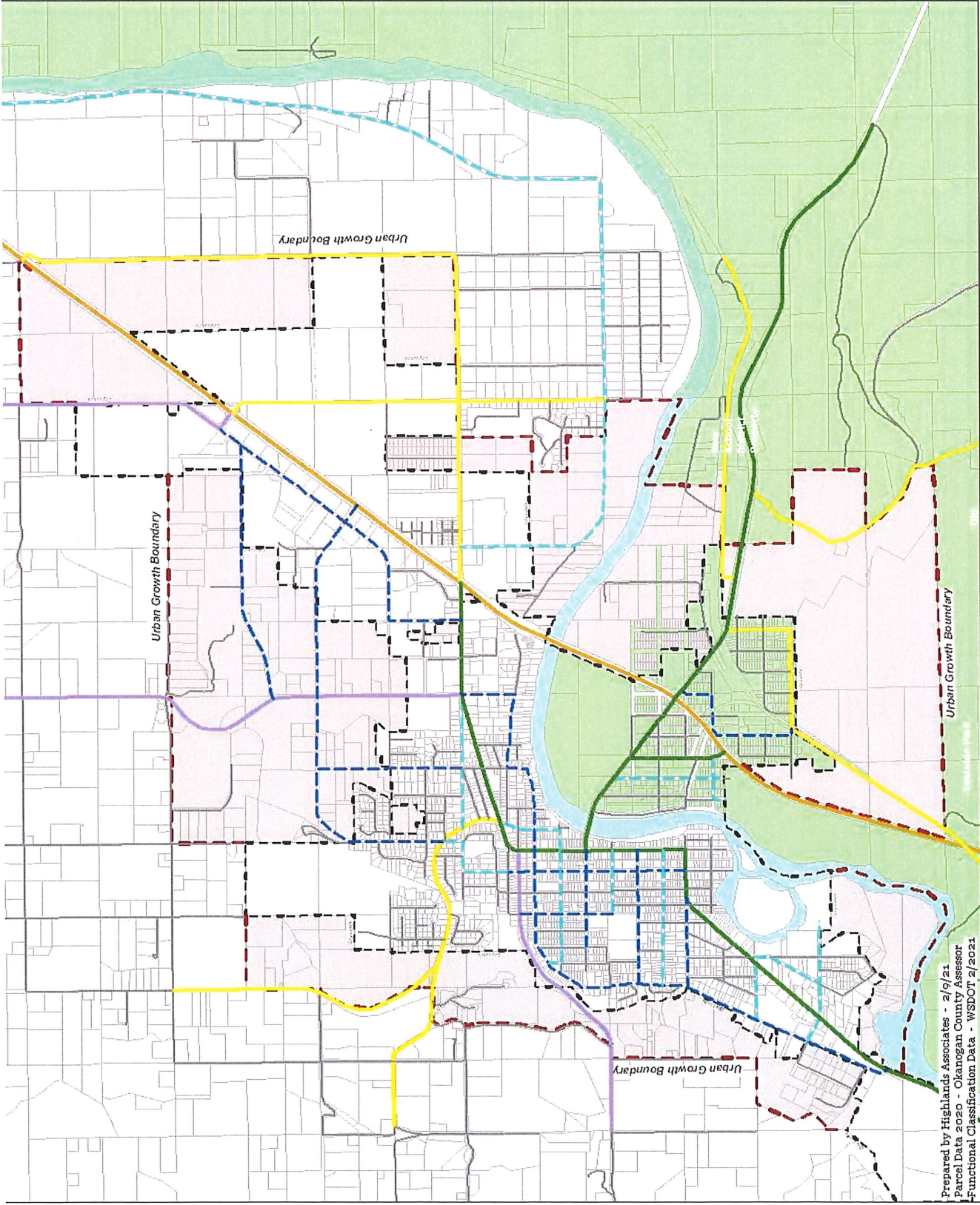


City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B.2
Functional
Classifications Map
Urban Growth Area

Functional Classifications
2021

- Local Access
- Local Major Coll
- Local Minor Coll
- Major Collector
- Minor Arterial
- Minor Collector
- Other Freeway Ex



Prepared by Highlands Associates - 2/9/21
Parcel Data 2020 - Okanogan County Assessor
Functional Classification Data - WSDOT 2/2021

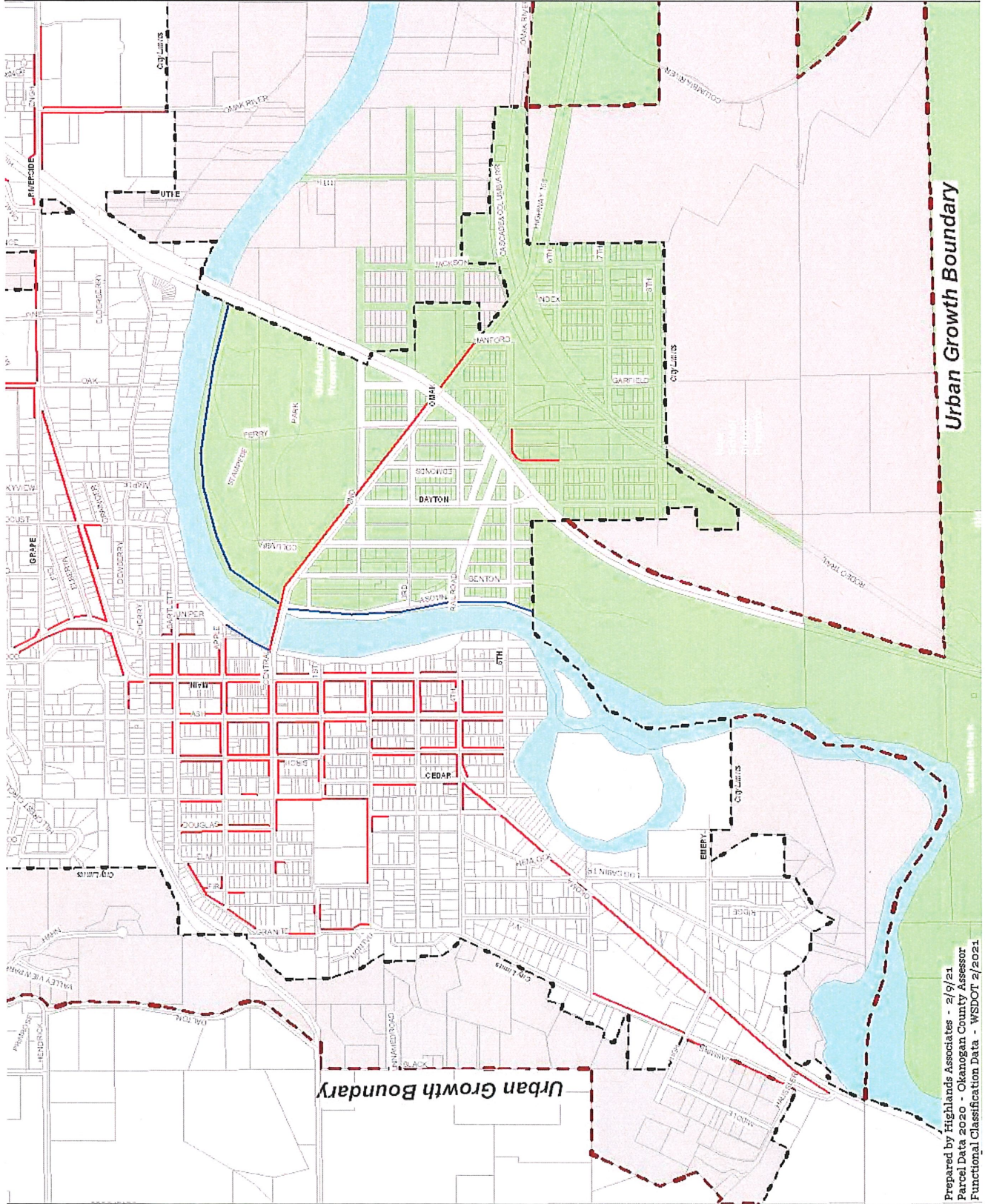


**City of Omak
COMPREHENSIVE PLAN
2021 Update**

**Map B-3
Pedestrian and
Non-Motorized
Circulation Map
City Core Area**

Legend

- Existing Sidewalks
- Paths/Trails



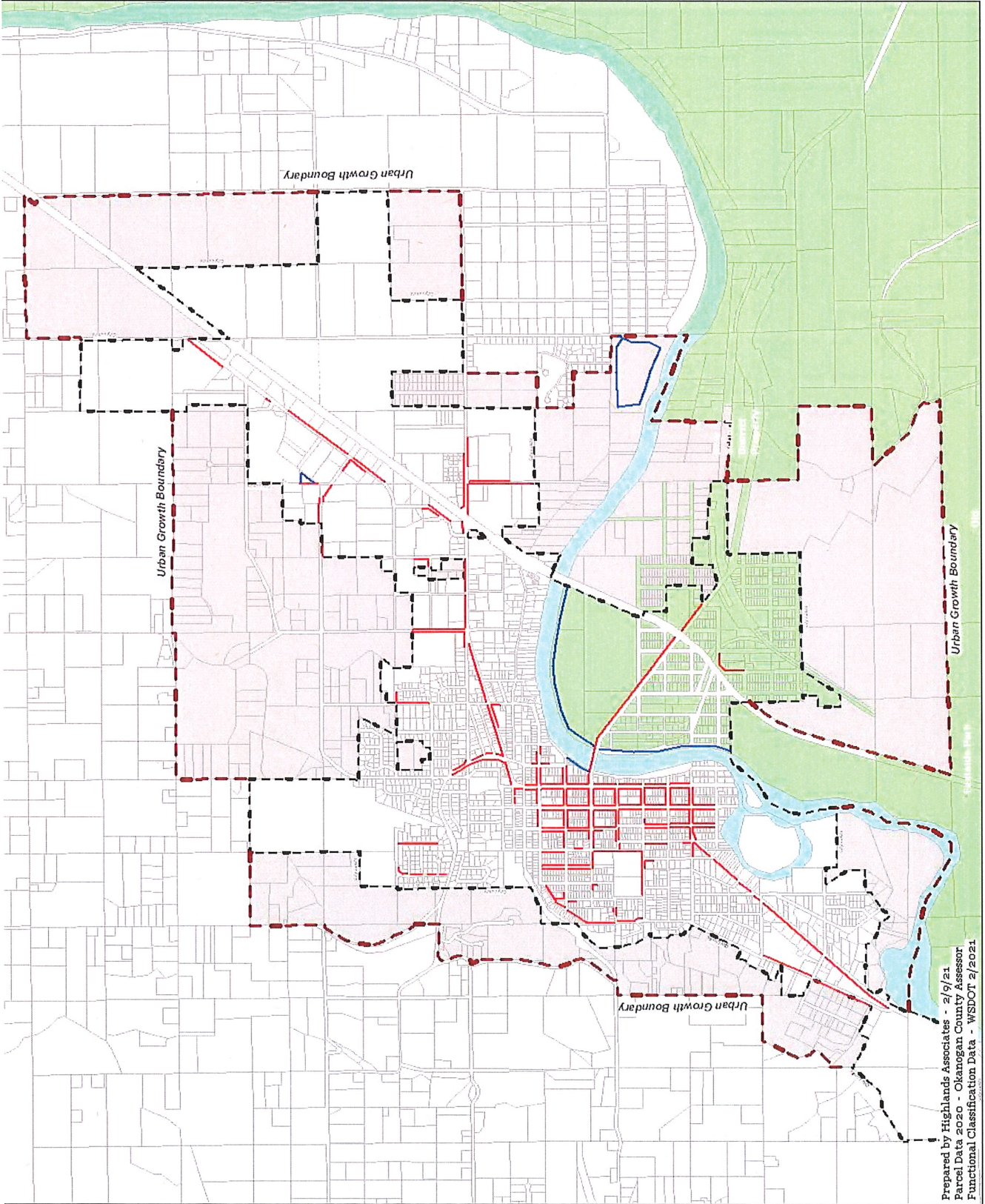
Prepared by Highlands Associates - 2/9/21
Parcel Data 2020 - Okanogan County Assessor
Functional Classification Data - WSDOT 2/2021

City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B.4
Existing Pedestrian
and
Non-Motorized
Circulation Map
Urban Growth Area

Legend

- Existing Sidewalk
- Trail/Path






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Functional Classification Data - WSDOT 2/2021

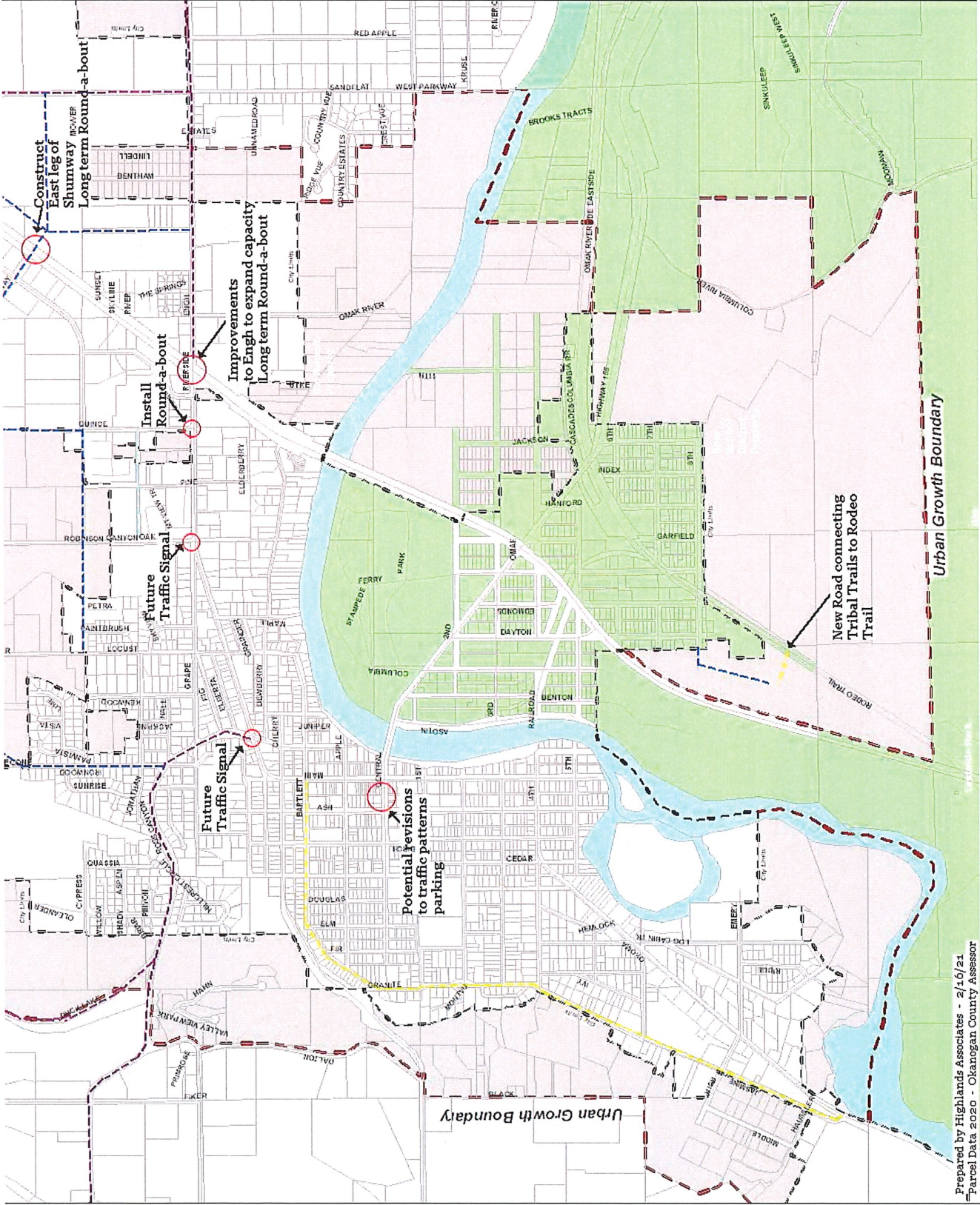


City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B-5
Proposed Motorized
Transportation
Improvements
Map
City Core Area

Legend




-  Reclassify and upgrade to Major Collector
-  Reclassify and upgrade to Minor Collector
-  Classify and/or upgrade to Local Major Collector

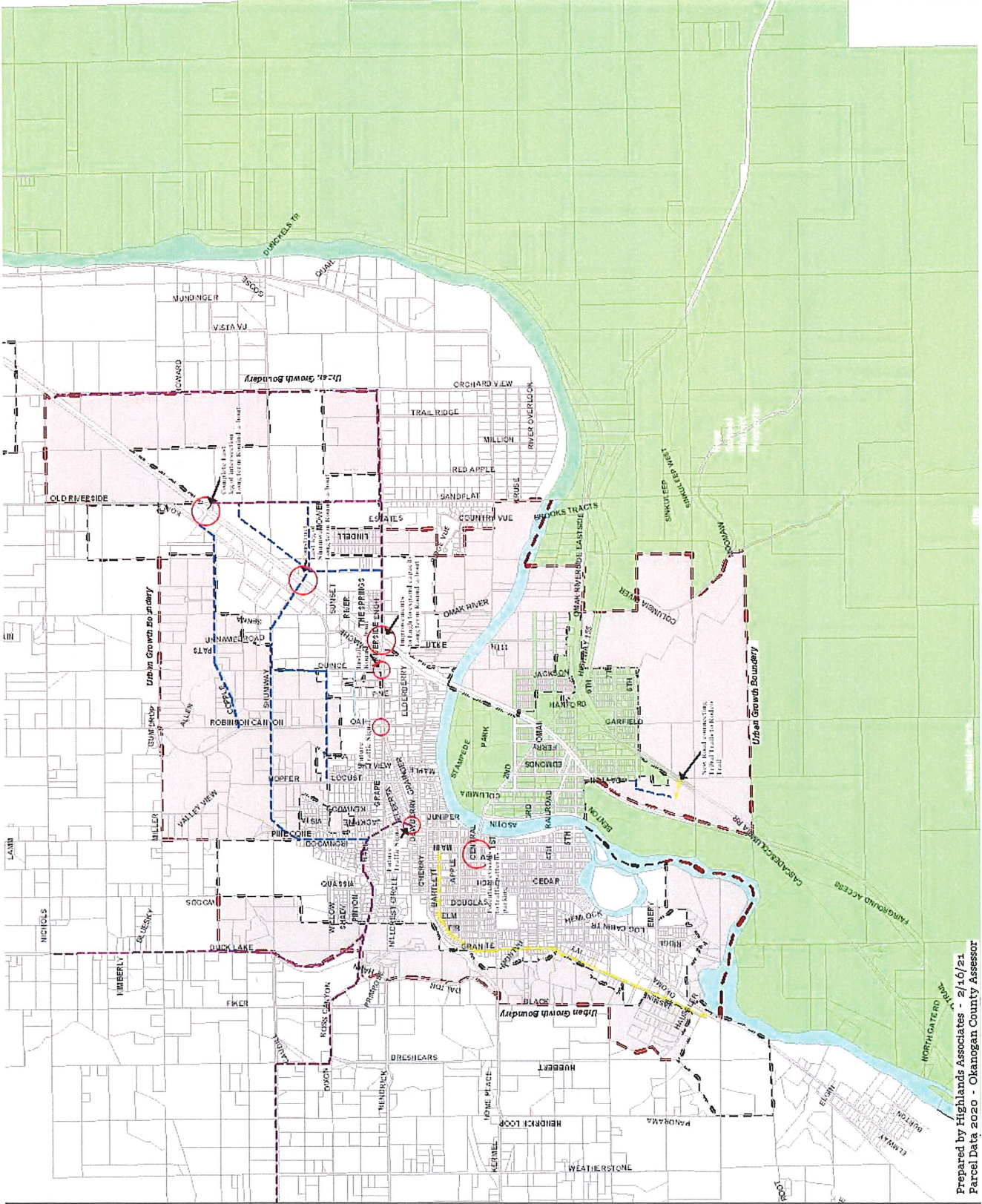


Prepared by Highlands Associates - 2/16/21
 Parcel Data 2020 - Okanogan County Assessor

Map B.6
Proposed Motorized
Transportation
Improvements
Map
Urban Growth Area

Legend




-  Reclassify and upgrade to Major Collector
-  Reclassify and upgrade to Minor Collector
-  Classify and/or upgrade to Local Major Collector

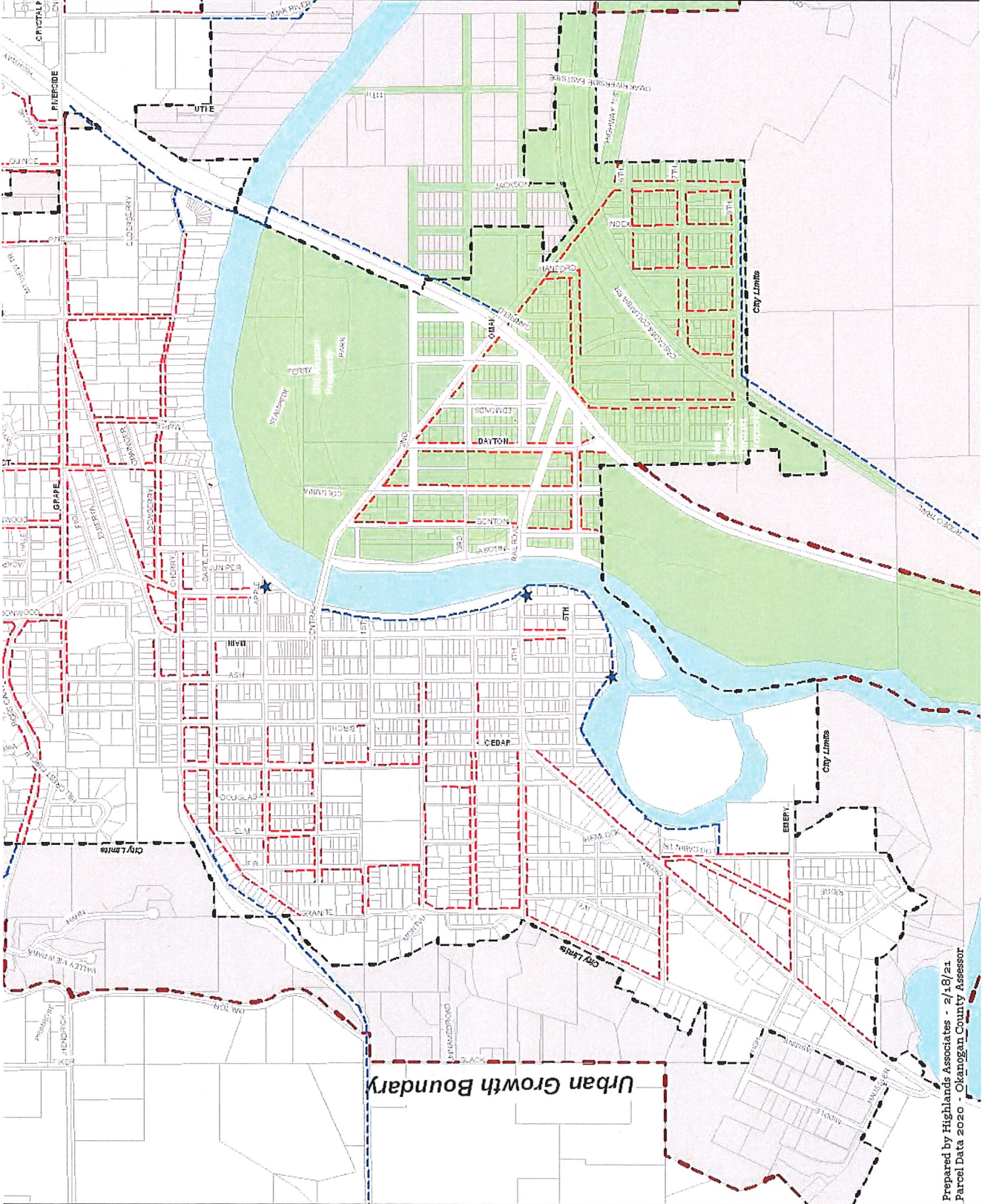


City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B.7
Proposed
Pedestrian and
Non-Motorized
Circulation Map
City Core Area

Legend

-  Proposed Sidewalks
-  Proposed Paths/Trails
-  Proposed Trail Heads



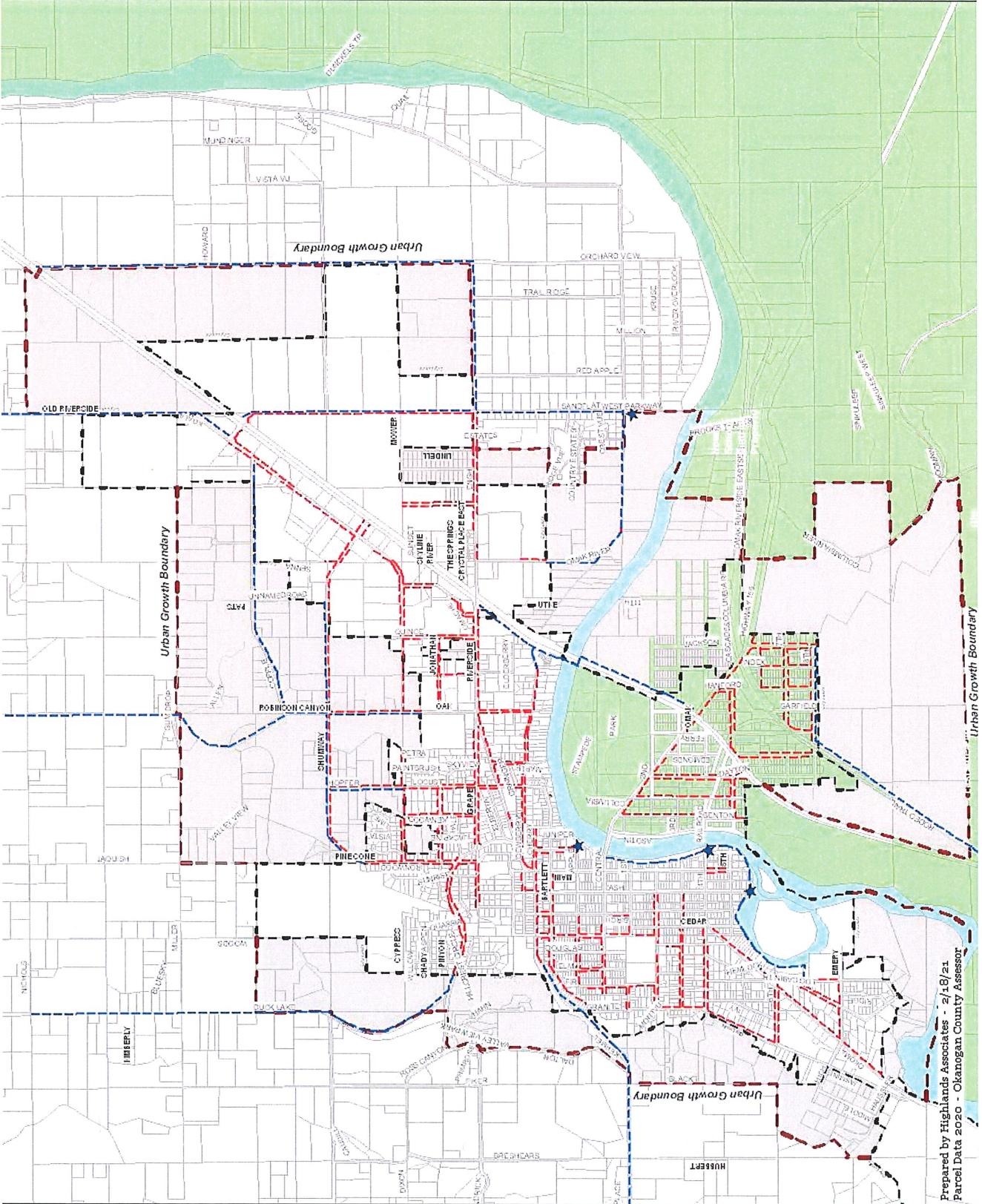
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 Parcel Data 2020 - Okanogan County Assessor



Map B.8
Proposed
Pedestrian and
Non-Motorized
Circulation Map
Urban Growth Area

Legend

- - - Proposed Sidewalks
- - - Proposed Paths/Trails
- ★ Proposed Trail Heads



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 Parcel Data 2020 - Okanogan County Assessor

