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## Introduction

The Transportation Element of Cle Elum’s Comprehensive Plan serves several purposes. In addition to meeting the State Growth Management Act (GMA) requirements for a Transportation Element, it assists the City in coordinating transportation planning with land use planning and adequately serving existing and future residential and employment growth. The Transportation Element, sometimes called a Transportation Plan, also provides direction on coordinating the development of a multi-modal system, which is a system that accommodates various modes of transportation. Finally, the Transportation Element coordinates transportation projects with other relevant projects in adjacent jurisdictions and the region. This coordination is an important element in creating an effective system and in competing for transportation funding.

The goal of the Cle Elum Transportation Element is to provide a “balanced” multi-modal transportation system that will support land use patterns, and adequately serve existing and future residential and employment growth within the City.

The main objective guiding the development of the Transportation Element is to be consistent with the City of Cle Elum Comprehensive Plan Goals and Policies, the State’s Growth Management Act, and County-wide Planning Policies.

Another key objective of the Transportation Element is to “coordinate land use and transportation planning.” This is a requirement of the State’s Growth Management Act. The Transportation Element must also be coordinated with the long range growth and transportation strategy for Kittitas County and its incorporated jurisdictions.

As noted above, the overall intent of the Comprehensive Plan is to create a desirable land use pattern and serve land uses with a multi-modal transportation system. This Transportation Element of the Comprehensive Plan comprises a set of framework transportation policies to support Cle Elum’s land use and vision and a more detailed and technical plan for the implementation of the associated policies and goals. The Transportation Element encompasses several chapters including, Street Network, Non-Motorized Transportation, Transportation Demand Management, Airport, Freight, Financing and Implementation. Some of the transportation policies and goals apply to specific chapters; the policies compiled below apply to all of the chapters.

## General Policies

<b>Policy T-1.</b> Land use plans and regulations should be used to guide development of the Transportation Element for the City.	<b>Policy T-5.</b> Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other. <sup>2</sup>
<b>Policy T-2.</b> Transportation improvements should support land use plans.	<b>Policy T-6.</b> Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating

<i>Intentionally left Blank</i>	demand. <sup>2</sup>
<b>Policy T-3.</b> Transportation plans should be phased concurrently with growth. <sup>1</sup>	<b>Policy T-7.</b> Ultimately, land use patterns should support transit and non-motorized modes of travel.
<b>Policy T-4.</b> Adequate transportation facilities and services should be in place at the time of occupancy of a development.	<b>Policy T-8.</b> Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized. <sup>3</sup>

*1. Population forecasts are based off the Kittitas County Council of Governments (COG). The COG formally adopted population allocations for all cities, urban growth areas and urban growth nodes within Kittitas County at their meeting on April 26, 2006. Cle Elum/UGA received a 19% allocation for a 2025 population of 10,034.*

*2. Increased land use densities and a balance of land use mixes in an urban setting will result in fewer and shorter vehicle trips. As people begin to live closer to employment and shopping centers, they will no longer need to drive to these facilities and they will be able to link trips, resulting in fewer vehicle trips.*

*3. In this context, disruptive impacts are primarily traffic. They could be mitigated by implementing programs, such as transportation management programs through cooperative agreements at the work place, flexible work hours, and/or sub-area planning policies supporting increased density.*

In addition to the Transportation-Land Use interaction, another issue that pervades many of the chapters, goals and policies of the Transportation Element is that of parking. The location and supply of parking is an integral part of the local transportation system. A proper balance between parking supply and demand must be achieved. Too little available parking might cause people to avoid a shopping center or employment center; too much parking can impact the overall streetscape and remove valuable land better suited for commercial development, landscaping, urban spaces or pocket park facilities.

### **Growth Management Act Requirements**

The Growth Management Act requires jurisdictions to prepare a transportation element which includes the following sub-elements and features:

1. Land use assumptions used in estimating travel
2. Facilities and service needs, including:
  - a. An inventory of air, water and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;
  - b. Level of service standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
  - c. Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;

- d. Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth;
  - e. Identification of system expansion needs and transportation system management needs to meet current and future demands.
3. Finance, including;
    - a. An analysis of funding capability to judge needs against probable funding resources;
    - b. A multi-year financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit program required by RCW 35.77.010.
    - c. If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met;
  4. Intergovernmental coordination efforts, including an assessment of the impacts of the transportation systems of adjacent jurisdictions and land use assumptions on the transportation systems of adjacent jurisdictions; and
  5. Demand management strategies.

## **Street Network**

Traffic generated by employment centers, I-90 corridor regional pass-through traffic, and truck traffic all contribute to congestion and reduced accessibility within the City of Cle Elum. In resolving traffic flow problems, a number of choices will need to be made.

The objectives, goals and policies in the Street Network Chapter are intended to reduce the amount of traffic that has neither its origin nor destination in the City of Cle Elum [mainly truck traffic] while at the same time providing reasonable levels of traffic flow and accessibility on the local street system. The Street Network Chapter contains a review of the City of Cle Elum's street system.

## **Objectives**

The Street Network Chapter is based on the following objective:

**Objective T-A:** Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation system.

## Policies

<p><b>Policy T-9.</b> Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.</p>	<p><b>Policy T-11.</b> Street standards should be based on functional classification, land use objectives, and land use.</p>
<p><b>Policy T-10.</b> Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.</p>	<p><b>Policy T-12.</b> Residential access traffic flow on, and accessibility to, arterial streets from unincorporated areas of the county should be controlled and managed in cooperation with Kittitas County.</p>
<p><b>Policy T-10.1.</b> Street and Alley vacations should be supported when:</p> <ul style="list-style-type: none"> <li>• The right-of-way to be vacated is not needed for future public use;</li> <li>• The right-of-way to be vacated is not needed for the interconnection of the roadway system;</li> <li>• The adjoining property owners have demonstrated a need for the vacation; and</li> <li>• The resulting configuration of the street and/or alley, conforms with adopted city plans, ordinances and development regulations.</li> </ul>	<p><b>Policy T-13.</b> Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.</p>
<p><b>Policy T-10.2.</b> Street vacations should only be supported in Downtown and in neighborhoods that have developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.</p>	<p><b>Policy T-14.</b> Proactively work with the WSDOT, Kittitas County and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.</p>

<p><b>Policy T-15.</b> Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.</p>	<p><b>Policy T-17.</b> Continue the traditional grid pattern of streets within the City; cul-de-sacs and other forms of dead-end streets are not encouraged except where they are required by topography or property configuration.</p>
<p><b>Policy T-16.</b> Access management, such as restricting left turn lanes, excessive use of driveways, non-apparent ingress/egress, requiring of road approach approval should be coordinated with the site Design Review Process, development standards and the Cle Elum Municipal Code, in order to enhance public safety, preserve traffic carrying capacity, and to enhance/preserve parking.</p>	<p><b>Policy T-18.</b> Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as shopping streets with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.</p>

### **Inventory of Existing Streets**

The existing street/highway system serving Cle Elum is shown in Figure 1-1. The system includes an Interstate: I-90, two State Routes: SR 970 and SR 903.

Cle Elum is arranged in a classic street grid pattern. Primary streets are orientated in an east-west direction. The City of Cle Elum commercial core has historically developed along its east-west access corridor of First Street, also known as State Highway 903 (connecting Cle Elum to Ellensburg and Blewett Pass to the east), which runs from the SR 920 / I-90 Interchange two-miles west to Oakes Avenue. First Street continues as a City controlled primary arterial terminating in its intersection with Interstate 90.

Second Street, which also runs east to west, is developing as a primary transit route for east-west traffic. Second Street has fewer traffic controls, is less congested by truck traffic, and ties directly into SR 903, which begins just west of the intersection of Oakes and Second Streets and continues westerly, serving as the main access corridor for the “Bullfrog UGA” (now incorporated City Limits), Suncadia Resort and Town of Roslyn, Ronald and Salmon La Sac.

Railroad Avenue is a partially developed east-west route located 1-block south of First Street. Presently, Railroad Avenue is developed from Oakes Avenue South to Montgomery Avenue. Railroad Avenue parallels the BNSF Railroad right of way to the south.

So. Cle Elum way is presently the only municipal connection with incorporated city limits on the south side of the Yakima River. So. Cle Elum way intersects with First

Street at a signalized intersection. Kittitas County owns and maintains the river crossing, which is a 2-lane bridge over the Yakima River.

The City of Cle Elum is presently served by four Interstate 90 interchanges, they are as follows:

Interstate 90 Exit #85 – SR970/SR903. This interchange located at the easternmost part of town is the only full diamond interchange serving the City of Cle Elum.

Interstate 90 Exit #84A - Oakes Avenue. This interchange located in the “center” of town allows westbound traffic to exit to Cle Elum, and eastbound traffic entrance to I-90.

Interstate 90 Exit #84 – W. First Street . This interchange located at the west end of town allows westbound traffic entrance to I-90, and eastbound traffic access to the City of Cle Elum.

Interstate 90 Exit #80 – Bullfrog Road. This interchange provides direct access to Bullfrog Road Annexation area.

Although a pedestrian circulation system (sidewalks) exist in the “Old Town”, the width of streets, traffic volume and general streetscape do not encourage pedestrian traffic. The sidewalk system is in poor condition and there are no obvious or specifically delineated pedestrian connections to public facilities such as the Library, City Hall or Post Office. No special provisions for bicycles (bicycle racks, lane striping, etc) have been developed.

**INSERT FIGURE T-1 EXISTING CLE ELUM COMPREHENSIVE STREET  
MAP**

## Existing Street Functional Classifications

**Freeway:** A high speed, high capacity roadway intended primarily for motorized traffic, with private automobile.

**Primary Arterial:** A road connecting major community centers and facilities, often constructed with partial limitations on access through intersections and common driveways. They generally carry the highest amount of traffic volumes and provide the best mobility in the roadway.

**Secondary Arterials:** A road connecting centers and facilities within the community and providing some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties. They allow moderately dense populated areas easy access to primary arterials and adjacent land uses.

**Collector:** A road connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto arterials. Typically they carry moderate traffic volumes, have relatively shorter trips, and carry very little through traffic.

**Local Access Street (Neighborhood):** All streets not otherwise categorized. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movements. Traffic generally moves slowly on these streets and delays are caused by turning vehicles.

## City Streets

There are approximately 25 miles of primary and secondary arterial, collector and local access streets in the City. The majority of the streets have 27 feet of paved width. All of First Street and most of Second Street are mixed asphalt and the rest, except for a few gravel and unimproved streets, are bituminous paved roadways. The majority of streets have no sidewalk improvements and are open ditch drainage design. A street inventory conducted in September 1994 determined that there were no (0) streets rated as Excellent condition, thirty one (31) had some cracks and sunken areas, zero (0) had large cracks and potholes, and eight (8) were rated as poor condition. Overall, all of the streets in Cle Elum rated below excellent in condition.

In 2000 the City adopted the Cle Elum “Old Town” Subarea Plan which recommends substantial improvements to First Street and Railroad Street between Oakes Avenue and Wright Avenue. The intent is to restore a pedestrian orientation to the downtown commercial core. Three blocks of First Street would be improved to accommodate two travel lanes with angle parking, wider sidewalks, street trees, median treatment, reduced speed limits and other pedestrian amenities. Railroad Street would be improved to serve as an “Enhanced Freight Mobility Corridor” for truck traffic passing through downtown.

**TABLE T-2**

<b>ROAD</b>	<b>TO</b>	<b>FROM</b>
<b><u>Primary Arterial</u></b>		
First Street	Oakes Ave.	W. City Limits
SR 903	City Limits	City Limits
So. Cle Elum Way	Madison	First Street
Railroad	Billings	Peoh
<b><u>Secondary Arterial</u></b>		
Pine Street	W. Davis	Roslyn Place
2 <sup>nd</sup> Street	Denny Way	Short Street
Short Avenue	Second Street	First Street
Stafford	Second Street	Rossetti Way
Rossetti Way	Stafford Street	Lower Peoh Point
Oakes Street	Interstate 90	Second Street
Billings	Second Street	Railroad
Peoh	Railroad	First Street
<b><u>Collector – Local (Neighborhood)</u></b>		
Third Street	Short Avenue	Stafford Avenue
Short Avenue	Third Street	Second Street
Oakes Avenue	Second Street	Third Street
Pennsylvania Avenue	Rail Road St.	Fourth Street
Harris	Rail Road St.	Third Street
Wright Avenue	Rail Road St.	Third Street
Bullitt Avenue	Rail Road St.	Third Street
Railroad	Peoh	Short Avenue
Billings	Fourth Street	Railroad
Peoh	Railroad	First Street
<b><u>Local Access</u></b>		
Schober Way	Second Street	Alpha Way
Yakima Avenue	Rail Road St.	Third Street
Roslyn Place	Miller	Alpha Way
Miller Avenue	Second Street	Roslyn Place
Oaks Avenue	Third Street	Sixth Street
Cottage Avenue	First Street	N. City Limits
East 1 <sup>st</sup> Street	Short Avenue	Spansky
Short Avenue	First Street	Fifth street
Floral Avenue	First Street	Fourth Street
Kittitas Avenue	Fifth street	Railroad
Teaway Avenue	First Street	Third Street
Montgomery Avenue	First Street	Fourth Street

Peoh Avenue  
Stafford Avenue  
Harris Street  
Pennsylvania Avenue  
Wright Street  
Bullitt Street  
4<sup>th</sup> Street  
3<sup>rd</sup> Street  
Fine Street  
Power Street  
Reed Street  
Steiner Street  
5<sup>th</sup> Street  
Park Street  
6<sup>th</sup> Street  
5<sup>th</sup> Street  
Pennsylvania Street  
Ronald Avenue

Second Street  
Fifth Street  
Fourth Street  
Fourth Street  
Fourth Street  
Fourth Street  
Pennsylvania Avenue  
Spansky  
Second Street  
First Street  
Sixth Street  
Sixth Street  
Stafford Street  
Sixth Street  
Reed Street  
Pennsylvania Avenue  
Sixth Street  
Reed Street

Fourth Street  
First Street  
Second Street  
Third Street  
Third Street  
Third Street  
Bullitt Street  
Stafford  
City Limits  
City Limits  
City Limits  
Fifth Street  
Park Street  
Fifth Street  
Pennsylvania  
Reed Street  
Fifth Street  
End

**Collector**

Short Avenue  
4<sup>th</sup> Street  
3<sup>rd</sup> Street  
Broadway Street  
Grant Street  
Reed Street  
6<sup>th</sup> Street  
Denny Way  
Grant  
Washington  
Broadway  
Lincoln  
Cleveland  
Madison  
Marian Way  
Alpha Way  
Stuart View

Third Street  
Stafford Avenue  
Spansky  
Fourth Street  
Fourth Street  
Second Street  
Reed Street  
SR 970  
Fourth Street  
Third Street  
Fourth Street  
Fourth Street  
Fourth Street  
Fourth Street  
Fourth Street  
Denny Way  
Roslyn Place  
Alpha Way

N. City Limits  
Pennsylvania  
Cottage  
City Limits  
City Limits  
City Limits  
City Limits  
End  
First Street  
Second Street  
Second Street  
Third Street  
Second Street  
First Street  
End  
Stewart View  
Miller

## Level of Service Policy

A transportation model was developed for the Cle Elum/Roslyn area in conjunction with preparation of the environmental impact statement for the Mountain Star Resort [now Suncadia] and the Cle Elum UGA. Information from the modeling indicates that without development of either the Master Planned Resort or the UGA, traffic growth over the next ten years would increase at a rate of 2.5 percent per year. This growth would result in all intersections except First Street/Oakes Avenue and SR 903/Bullfrog Road, immediately adjacent to the recently annexed Bullfrog Subarea, operating at LOS C or better during summer weekend PM peak hour. The First Street/Oakes Avenue interchange is projected to drop from the current LOS B to LOS E within five years and to LOS F within ten years. Construction of an additional lane at the north and southbound approaches would bring the LOS to D.

All intersections would operate at LOS A or LOS B under annual average weekday and weekend PM peak hour conditions. During summer weekday PM hour conditions, all of the intersections would operate at LOS C or better with the exception of I-90 Eastbound Ramps/SR 970 intersection which would operate at LOS D in the 10-year period.

Construction of the Suncadia MPR and associated “induced” growth will result in increased traffic volumes within the city. The aforementioned traffic model indicates that by year 5 of the development, the additional traffic will result in LOS F at the Oakes Avenue/First Street, and the SR 903/Bullfrog Road intersections. By year 10, the I-90 Eastbound ramps at Bullfrog will also operate at LOS F, and the I-90 Eastbound ramps/SR 970, at LOS D. Approval of the MPR includes conditions requiring monitoring of traffic impacts and payment of a proportionate share of required improvements. As of August 2006 the Traffic Monitoring Plan is still being negotiated with Suncadia and Kittitas County.

In recognition of the nature of the traffic problems faced by the City of Cle Elum, the City of Cle Elum would like to recognize the following

- Level of Service (LOS) in Cle Elum is primarily controlled by regional travel demands and areas of intense development in the unincorporated county immediately adjacent to the Cle Elum incorporated limits/UGA. These travel demands must be solved by regional traffic plans and policies. *[Level of Service is defined on pages 35-36].*
- It is neither environmentally sound nor economically viable to accommodate all desired single occupancy vehicles. Alternate modes of transportation must be examined and implemented instead of focusing all available resources on the benefit of motor vehicle traffic.

**Objective T-B:** Evaluate existing and future land use for its impacts to the circulation system and ensure that a consistent level of service is provided to the public and any improvements that may be required are concurrent to the development.

**Policies**

<p><b>Policy T-19.</b> The city shall produce a financially feasible plan in the Capital Improvements Elements demonstrating its ability to achieve and maintain adopted levels of service.</p>	<p><b>Policy T-21.</b> New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.</p>
<p><b>Policy T-20.</b> The city shall not issue development permits where the project requires transportation improvements that exceed the city’s ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.</p>	<p><b>Policy T-22.</b> At a minimum, the developer or landowner’s proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control and road and signage improvements.</p>

**Cle Elum Six Year Traffic Improvement Plan 2007-2012**

<u>Year</u>	<u>Street</u>	<u>From</u>	<u>To</u>	<u>Action</u>
<b>2007</b>	Third	Floral	Teanaway	Sealcoat
	Columbia	Second	Terminus	Sealcoat
	Fifth	Reed	Sixth	Sealcoat
	Sixth	Reed	Terminus	Sealcoat
<b>2008</b>	Yakima	First	S. Terminus	Sealcoat
	Cottage	Top	Bottom	Sealcoat
	Third	Tenanaway	Bullit	Sealcoat
	Alpha	Second	Pine	Sealcoat
	Stuart View	Pine	Ranger St. Rd.	Sealcoat
	Schober	Top	Second	Sealcoat
<b>2009</b>	Madison	Fourth	Second	Sealcoat
	Lincoln	Fourth	Third	Sealcoat
	Cleveland	Fourth	Terminus	Sealcoat
	Third	Madison	Lincoln	Sealcoat

	Third Grant	Grant Third	Alley E. Terminus	Sealcoat Sealcoat
<b>2010</b>	Stuart View Schober Way	Second Second	Pine Reed	Sealcoat Sealcoat
<b>2011</b>	Fourth Wright Harris Penn. Madison S. Railroad	Bullit Third Third Third Third Second Oakes	Third Fourth Fourth Fourth Terminus Owens	Sealcoat Sealcoat Sealcoat Sealcoat Class A Class A
<b>2012</b>	Pine W. Davis Columbia Montgomery Fifth Fifth Fifth	First Pine First Second Stafford Steiner Sixth	W. Davis Sidewalk Second Third Steiner Sixth Park	Asphalt Asphalt Sealcoat Sealcoat Sealcoat Sealcoat Sealcoat

### **Non-Motorized Transportation**

The non-motorized component of the City’s Transportation Plan is designed to enhance the quality of life in Cle Elum, to improve walking and bicycling safety, and to support pedestrian and bicycle transportation modes as alternatives to the use of automobiles.

The plan recognizes that non-motorized facilities along roadways and trails may serve multiple functions, including commuting and recreation. Cle Elum’s existing transportation system is oriented towards accommodating automobiles and commercial traffic rather than pedestrians and bicycles. The intent of the policies that follow is to provide guidelines for re-evaluating the existing system and providing a better environment for walking and bicycling. Overall pedestrian and bicycle facilities throughout the city should be implemented and/or upgraded.

Non-motorized facilities such as trails, bike lanes and improved pedestrian facilities can stimulate tourist activity, increase property values, and help attract industries whose operators and employees place a high value on community amenities such as environmental quality, access and recreation.

The non-motorized chapter is based on the following objectives:

**Objective T-C:** Improve the non-motorized transportation system for both internal circulation and linkages to city parks, schools, public facilities and regional travel.

**Objective T-D:** Develop and maintain a comprehensive system of trails that provide non-motorized access throughout the City, maximizes public access to open space areas and parks, and provides increased recreational opportunities for the public.

**Objective T-E:** Develop and designate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial streets.

**Objective T-F:** Identify and implement non-motorized transportation improvements that can be implemented without the creation of a specific physical project or funding.

**Objective T-G:** Non-motorized transport helps fill community livability, equity and transportation Demand Management (TDM) objectives.

**Objective T-H:** The City of Cle Elum recognizes the value of walking and cycling and its economic and social benefit to the community; the city therefore seeks to facilitate the safest and most practicable walking and cycling routes and improvements.

<b>Policy T-23.</b> Pedestrian and bicycle traffic should be accommodated within all areas of the city.	<b>Policy T-33.</b> A parks and recreation element of the comprehensive plan should be developed to facilitate parks, open space, trails and their coordination with the city's ongoing transportation planning efforts.
<b>Policy T-24.</b> Pedestrian and bicycle movement across arterial intersections should be enhanced.	<b>Policy T-34.</b> Seek to enhance and improve the safety of all non-motorized travel users.
<b>Policy T-25.</b> Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.	<b>Policy T-35.</b> Appropriate mitigation measures should be taken to address the impacts to the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.
<b>Policy T-26.</b> Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.	<b>Policy T-36.</b> Encourage security, maintenance and cleanliness of pedestrian facilities.
<b>Policy T-27.</b> Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.	<b>Policy T-37.</b> Utilize the Old Town Sub-Area Plan to implement pedestrian enhancements in the OTC zone.
<b>Policy T-28.</b> New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.	<b>Policy T-38.</b> Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities. (pp 20-21 of this document)
<b>Policy T-29.</b> Non-motorized transportation	<b>Policy T-39.</b> Encourage the removal and/or

should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity and experiential diversity.	maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.
<b>Policy T-30.</b> Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.	<b>Policy T-40.</b> Whenever practicable require that storm drains, utility boxes and other similar infrastructure on or near road shoulders be located outside of these travel ways. When not practicable these improvements shall be flush with travel surface to create a viable pedestrian/bicycle travel lane.
<b>Policy T-31.</b> Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.	<b>Policy T-41.</b> Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the city on foot, by bicycle and by wheelchair.
<b>Policy T-32.</b> Adequate separation between non-motorized traffic should be provided to ensure safety.	<b><i>Intentionally left blank</i></b>

### Neighborhood and Regional Access

The principal non-motorized facility type linking neighborhoods within Cle Elum and providing regional access are sidewalks and road shoulders. These facilities provide safe non-motorized mobility for both pedestrians and cyclists outside of business districts. Within the OTC business core, sidewalks provide safe mobility for pedestrians.

Currently, the sidewalks that exist along most of the arterials within the city provide the primary regional link as well. This “regional access” includes non-contiguous areas within Cle Elum as well as outside of the city planning area. Some notable walkway deficiencies exist along First Street, Second Street, Third Street, Stafford Street, Pine and Davis Street Corridor link to First Street and South Cle Elum Way from First Street to the Yakima River Bridge. These provide less than ideal non-motorized travel mobility. Installation of walkways/sidewalks has either been programmed into future transportation improvement projects, or identified in this chapter of the Cle Elum Comprehensive Plan as facilities needing attention.

Non-motorized neighborhood connections are made via sidewalks (where they exist) along arterial and collector roadways. Connections exist between most neighborhoods within the current city limits. In many locations, sidewalks are not continuous and are not in good repair.

In potential annexation areas (UGA), sidewalks have generally not been constructed along any roadways, because sidewalks are not required in these areas by the Kittitas County Department of Community Development. Most existing county and State

Roadways that serve Cle Elum have either paved or gravel shoulders to serve non-motorized travel modes. Consequently, many potential annexation areas do not provide protected non-motorized inter-neighborhood or regional connection.

## **Bicycle Facilities**

Transportation planning practices must change if they are to recognize and incorporate non-motorized modes. Planning for nonmotorized travel can benefit Cle Elum in many ways. It can remove barriers to mobility and increase the safety and comfort of pedestrians and cyclists, broaden travel options for non-drivers, reduce conflicts between motorists and other road users, reduce automobile congestion, reduce parking congestion, increase recreational tourism, provide better accommodations for people with disabilities, and is an important component to a livable and sustainable community.

Excessive automobile dependency imposes significant economic costs that can reduce economic productivity and development. These include increased vehicle and facility costs, congestion, less efficient land use and environmental considerations for street and storm drainage. Funding the movement of automobiles is one of the most capital intensive projects the City of Cle Elum undertakes.

The City's existing non-motorized transportation system is compromised primarily of roadside sidewalks. Pedestrians have the exclusive use of sidewalks within the business district on the following<sup>1</sup>:

- First Street from Billings Avenue to Montgomery Avenue
- All Avenues between Railroad Street and Second Street
- South half of the 300 block of Pennsylvania Avenue

*1. Cle Elum Municipal Code Section 10.32 Recreational and Other Wheels, Ord. No. 1252, effective July 24, 2006*

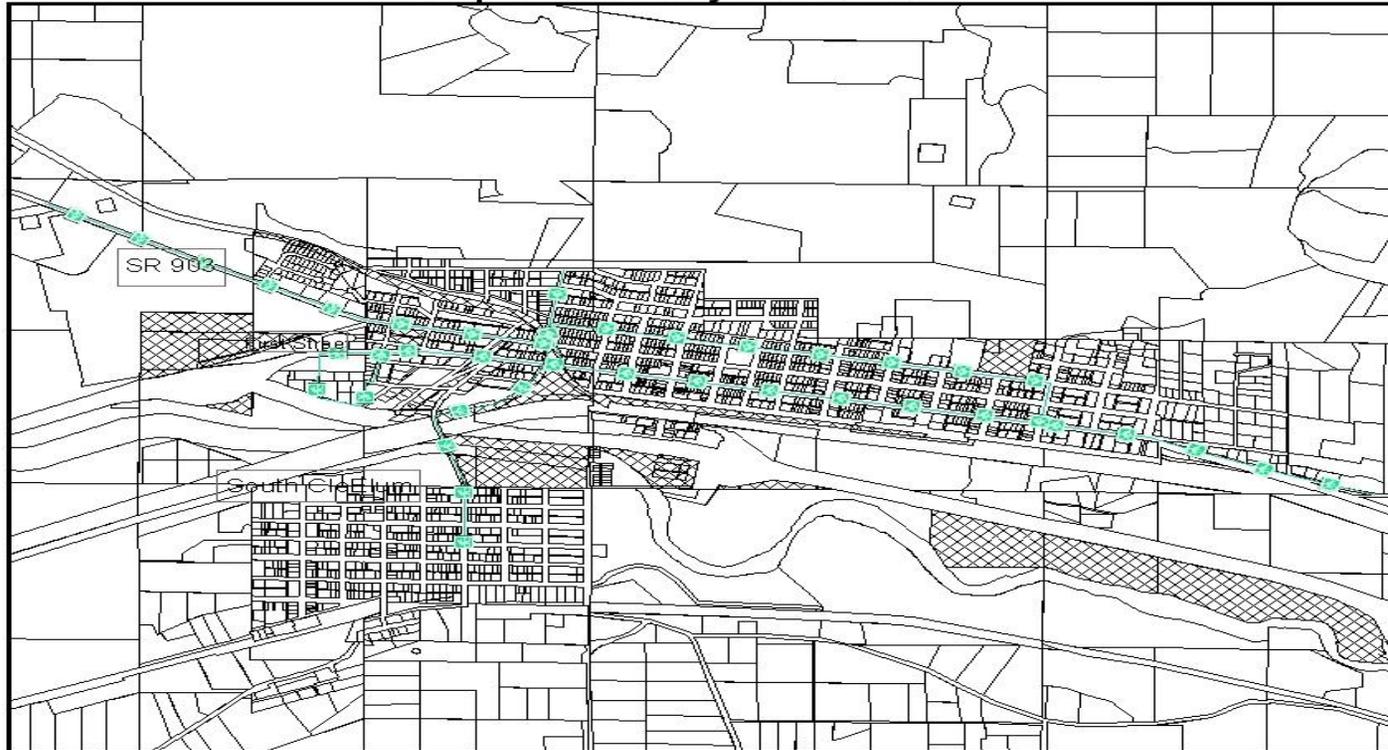
Cyclists vary significantly in abilities, needs and preferences. Both children and less experienced or timid adult cyclists may benefit from facilities with separated right-of-way. Bolder commuters and serious sport cyclists often prefer riding in traffic or on roadway shoulders. Bicycle planning should balance these varying demands to provide the greatest community benefit with the available resources.

A cycling route (more commonly referred to as bike lanes) should be established to link destinations and overcome barriers in and out of the community. All roads should be considered cycling facilities, except where specifically prohibited, and should accommodate cycling as well as practicable. There are five (5) basic categories from which Cle Elum may encourage/develop bicycle facilities:

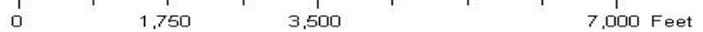
- 1.) Bike paths and trails (Class I Bicycle Facilities). Are entirely separated from the roadway except at infrequent intersections. These are generally "multi-use" facilities used by both bicyclists and pedestrians.

- 2.) Bike Lanes (Class II Bicycle Facilities). Are a portion of the road marked with a line, for use by bicyclists. They are always one-way facilities, with cyclists traveling in the same direction as motor vehicle traffic in the adjacent lane. Bike lanes often become dashed lines approaching an intersection to indicate that cyclists may shift lanes, and motor vehicles may pass through the lanes as needed for turning. Bike lanes should generally be implemented on arterial roads and on major collectors.
- 3.) Bike Routes (Class III Bicycle Facilities). Are roads particularly suitable for cycling that are marked with signs. This is typically appropriate for streets with low traffic speeds (25 Mp/h or less) and volumes (3,000 vehicles per day or less).
- 4.) Other roadway improvements for cyclists include, wide, paved shoulders for use in rural areas, level joints and utility covers, safe drain grates, prompt smooth repairs, smooth railroad track crossings, bicycle sensitive traffic sensors, street sweeping and debris cleanup and high traction paint for roadway markings.
- 5.) Destination facilities include bicycle parking facilities, storage lockers, etc.

# Proposed Bicycle Route



**Key**  
Bike\_Route  
Parks & Open Space



Cartographer:  
DB Wilburn

## **Pedestrian Facilities**

Accommodating pedestrians is crucial for a quality community. Walking is the most basic form of transportation, and pedestrian conditions affect many sectors of development. The pedestrian environment provides a public space where people can meet and interact. Creating an attractive and safe pedestrian environment is a critical part of developing more livable communities.

Pedestrians have special characteristics that must be considered in planning. They are highly diverse, including joggers, healthy adults in a hurry, groups enjoying a leisurely stroll, people carrying packages, people stopped to enjoy a view, children, people with leashed pets, the elderly, and people using mobility aids. Pedestrian traffic averages about 4 feet per second, with a range of 2.5 to 8.0 feet per second. Pedestrians generally travel more slowly than any other mode. They may be difficult for drivers to see and are vulnerable to injury. Pedestrians are particularly sensitive to (real and perceived) traffic congestions, detours, roadway width and conditions and street aesthetics.

Pedestrian planning involves more than just providing and maintaining sidewalks and paths. It also requires consideration of pedestrian needs in roadway design. The pedestrian environment can be enhanced with more human scale streets and narrower roadway widths, lower traffic speeds, smaller corner radii, planter strips, crosswalks (particularly crosswalks with signals, curb bulges, textured surfaces, raised surfaces, and ample lighting), street trees and pedestrian amenities. Traffic calming devices also improve pedestrian visibility and security. The pedestrian environment can also be enhanced with land use policies that result in more mixed use development.

There are seven (7) Critical Principles for Pedestrian Design they are;

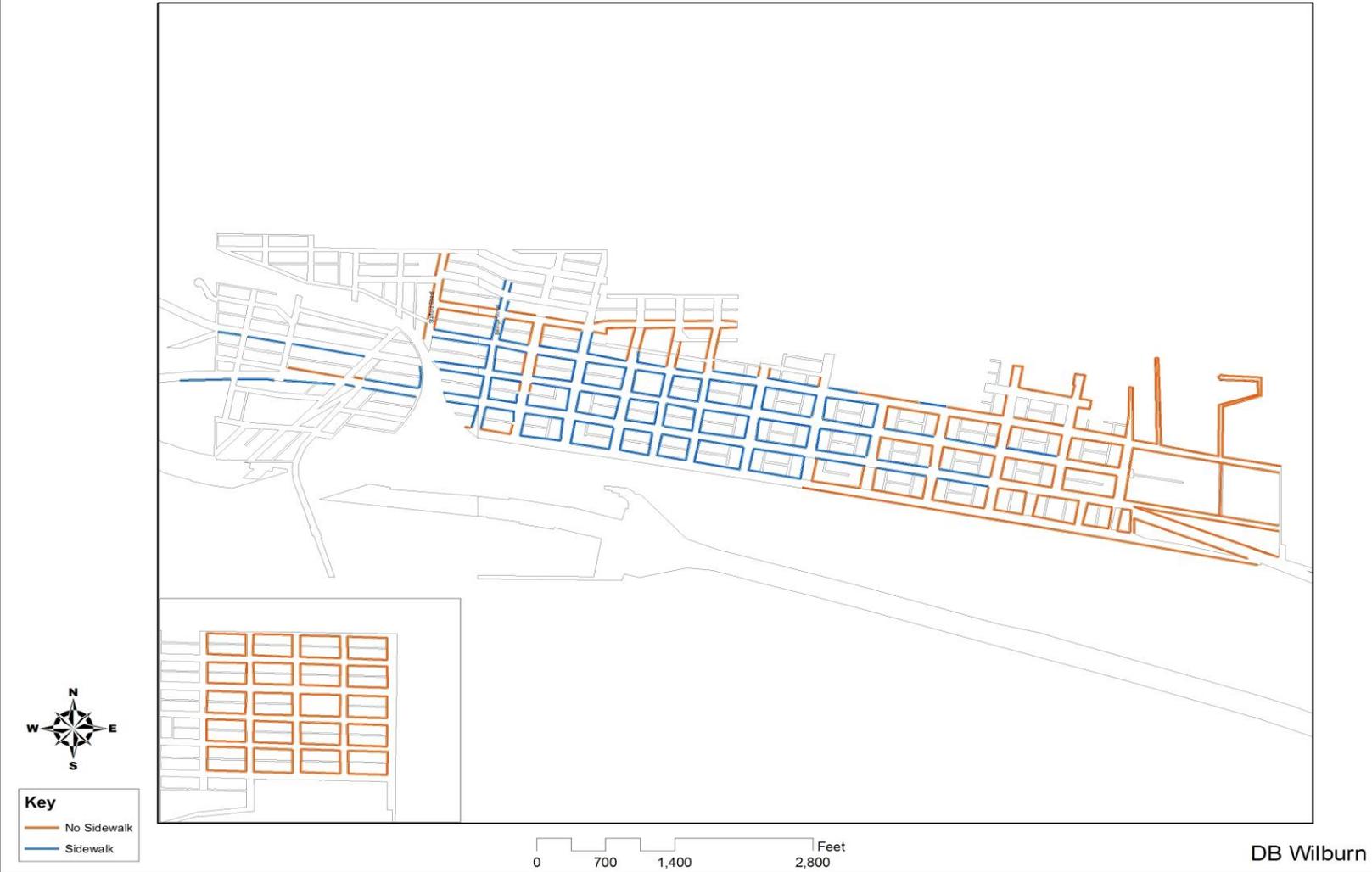
- 1.) *The pedestrian environment should be safe.* Sidewalks, pathways, and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements.
- 2.) *The pedestrian network should be accessible to all.* Sidewalks, pathways, and crossings should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.
- 3.) *The pedestrian network should connect to places people want to go.* The pedestrian network should provide continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.
- 4.) *The Pedestrian Environment should be easy to use.* Sidewalks, pathways, and crossings should be clearly delineated so people can find a direct and clear route.
- 5.) *The pedestrian environment should provide/promote good places.* Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces and squares as well as building facades that give shape to the street. Amenities such street furniture, banners, art, plantings,

sculpture, special spacing, along with historical elements and cultural references should promote a sense of place.

- 6.) *The pedestrian environment should be used for many things.* The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as vending, dining, and advertising should be permitted when they do not interfere with safety and accessibility.
- 7.) *The pedestrian environment should be economical.* Pedestrian facilities should be designed to achieve maximum benefit for their cost, including initial cost and maintenance cost. Wherever possible, improvements in the right-of-way should stimulate, reinforce, and connect with adjacent public and private improvements.

Although Cle Elum Municipal Code requires that sidewalks be provided for new developments, many of the public streets were constructed before such requirements were enacted, and as a result, numerous roadways are currently without sidewalks. Streets needing sidewalks include both local and arterial roadways. The City of Cle Elum should conduct a Comprehensive City Wide Sidewalk Inventory that prioritizes the construction of missing sidewalks via a priority evaluation system. The priority evaluation system should be based on four classes of users: 1) School Children, 2) elderly persons, 3) transit riders, and 4) all other users.

# Cle Elum Sidewalk Inventory



## **Identification of Constraints and Opportunities**

When evaluating constraints and potential improvements;

- Consult current users to identify the problems they encounter
- Consult potential users to identify the problems they perceive
- Rely on experts to provide design specifications and safety considerations

It is important to differentiate between nominal (in name) and functional (working condition) when evaluating facilities. For example:

- A typical sidewalk or path is nominally 6 feet in width, which is sufficient for light and medium volume pedestrian traffic, but functionally they may be much narrower due to objects such as telephone poles, signs located in their right of way or surface failures such as cracks and potholes. As a result a sidewalk that meets technical specifications (nominal) may be inadequate for some users (functional).
- Similarly a bike lane may be useless if it has poor surface conditions or is frequently used for vehicle parking. Although a typical pedestrian or cyclist is only about 1.5 feet wide, when moving they require a buffer distance or what traffic engineers call “shy distance”. As speed increases, so do shy distance requirements. This should be taken into account when evaluating the adequacy of sidewalks and paths for volumes and mixes of users.

Not all pedestrian and cycling improvements require a specific project or designated funding. Many improvements can be implemented by incorporating appropriate policies and standards into other projects. Implementation tasks may include:

- Adopting appropriate road, path and sidewalk design and maintenance standards
- Changing development and zoning codes to require pedestrian and bicycle facilities in new developments and when old ones are reconstructed.
- Establishing non-motorized transportation safety, law enforcement, and promotion programs
- Establishing a pedestrian and bicycle safety coordinator within the parks and recreation district
- Establishing non-motorized transportation evaluation programs, including data gathering and ongoing public surveys, and consultation

## **Prioritization of Improvements**

Prioritization means the identification of potential projects and ranking them from the most to least desirable. There are four factors to consider, rated zero (worst) to five (best) when prioritizing improvements:

1.) *Level of demand.* How many people would use a facility if it were improved. In general, this increases around higher density areas, such as business districts and higher density residential developments, and around attractions such as schools, parks and trail heads.

2.) *Degree of barrier.* This can range from minor (pedestrians must take a less direct route than desirable) to a total barrier. This is sometimes measured using Level-of-Service ratings of walking and cycling conditions.

3.) *Potential benefits.* This refers to the benefits that could result from increased walking and cycling that corridor. For example, improvements that encourage more non-motorized commuting may be considered to have more value to Cle Elum than improvements that are used primarily for walking.

4.) *Cost and ease of improvement.* This includes the incremental financial costs of the project, and any increase in future maintenance and operations costs.

**Cle Elum Six Year Pedestrian/Bicycle Project Prioritization Matrix**

<b>Proposal</b>	<b>Level of Demand</b>	<b>Barrier Reduction</b>	<b>Benefit</b>	<b>Cost</b>	<b>Total Points</b>
<b>Bicycle Route Striping</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>16</b>
<b>Bicycle Route Signage</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>19</b>
<b>Sidewalk Repair</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>15</b>
<b>Progress Path Paving</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>5 [grant]</b>	<b>19</b>
<b>Bicycle Racks (along proposed route)</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>13</b>
<b>Pedestrian Safety Improvement</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>20</b>

**Transportation Demand Management/ Commute Trip Reduction**

A major challenge for the City of Cle Elum will be to better manage the existing transportation system and reduce traffic demand by encouraging the use of alternatives to single occupant vehicles. The Transportation Demand management/Commute Trip Reduction (TDM/CTR) Chapter addresses this challenge by focusing on encouraging and

facilitating reductions in trip-making, dispersion of peak travel demand throughout the day, increased non-motorized mode usage, and increased ride sharing.

In enacting the Washington State Commute Trip Reduction (CTR) law of 1991, and the 1997 amendments, the State Legislature found that decreasing the demand for vehicle trips is significantly less costly and at least as effective in reducing traffic congestion and its impacts as constructing new transportation facilities, such as roads and bridges to accommodate increased traffic congestion and energy use. The goals and objectives of this chapter are based on these findings.

**Objective T-I:** Encourage the development and use of alternatives to single occupancy vehicles.

**Objective T-J:** Promote a reasonable balance between parking supply and demand.

**Policies**

<p><b>Policy T-43.</b> Appropriate parking regulations should be developed to take into account existing parking supply, land use intensity, and non-motorized transportation mode goals</p>	<p><b>Policy T-45.</b> Site design and layout for all types of development should incorporate TDM measures such as convenient and direct pedestrian access to and from residential and commercial developments and non-motorized transportation facilities, including sidewalks, paths and trails.</p>
<p><b>Policy T-44.</b> Transportation demand management measures should be implemented at residential and retail developments, as well as at the workplace.</p>	<p><b>Policy T-46.</b> Downtown (OTC) Business District parking restrictions that apply to employee/business parking, not to business patron/customer parking.</p>

**Existing Parking Supply and Demand**

An inventory of existing parking supply in the Downtown Core (OTC) was conducted in 2000<sup>1</sup>. The inventory gathered data for on-street spaces only. The Downtown Core (OTC) has 652 parking spaces. Ongoing transportation planning work will include a more detailed parking study and a refinement, if needed, of the city parking goals, policies and municipal code controls.

*1. Historic "Old Town" Cle Elum Subarea Plan.*

**Existing Parking Space Inventory (OTC Sub Area Plan, 2000)**

<b>Street</b>	<b>Existing</b>	<b>Possible (With Angled Parking)</b>
<b>Railroad</b>		
Billings to Oakes	24	34
Oakes to Pennsylvania	16	58
Penn. To Harrison	16	58
Harrison to Wright	12	22
Wright to Bullitt	12	22
Bullitt to Peoh	<u>16</u>	<u>32</u>
<b>First Street</b>		
Billings to Oakes	24	37
Oakes to Penn.	32	44
Penn to Harrison	32	44
Harrison to Wright	24	40
Wright to Bullitt	24	24
Bullitt to Peoh	<u>32</u>	<u>32</u>
<b>Second Street</b>		
Billings to Oakes	24	24
Oakes to Penn.	32	32
Penn. to Harrison	32	32
Harrison to Wright	24	24
Wright to Bullitt	24	24
Bullitt to Peoh	<u>32</u>	<u>32</u>
<b>Billings Avenue</b>		
Railroad to First	18	20
First to Second	<u>18</u>	<u>20</u>
<b>Oakes Avenue</b>		
Railroad to First	18	40
First to Second	<u>18</u>	<u>36</u>
<b>Pennsylvania Avenue</b>		
Railroad to First	20	38
First to Second	<u>20</u>	<u>38</u>
<b>Harrison Avenue</b>		
Railroad to First	18	36
First to Second	<u>18</u>	<u>36</u>
<b>Wright Avenue</b>		
Railroad to First	18	36
First to Second	<u>18</u>	<u>36</u>
<b>Bullitt Avenue</b>		
Railroad to First	18	36
First to Second	<u>18</u>	<u>36</u>
<b>Total CBD</b>	<b>652</b>	<b>1007</b>

## AIRPORT

The Cle Elum Municipal Airport is more than a transportation facility; it is an essential public facility. The Cle Elum Municipal Airport has been included in the Federal Aviation Administrations National Plan of Integrated Airport Systems (NPIAS). It is envisioned as a vital element to the future of Cle Elum’s economy that could provide aircraft services, flight training, and other airport related activities. This chapter of the Transportation Element is guided by the 2006 Cle Elum Airport Layout Plan.

The intent of the objectives and policies is to support increased aviation activities and appropriate mitigation of adverse impacts whenever possible.

**Objective T-K:** Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Cle Elum Municipal Airport as a unique, valuable, and long-standing public transportation asset within the region.

**Objective T-L:** Maximize available space on airport site for uses that require direct access to taxiways and runways such as the storage and parking of aircraft and aircraft maintenance and service facilities.

### Policies

<p><b>Policy T-47.</b> Recognize that there are certain costs to the community associated with the existence of the Cle Elum Municipal Airport, such as noise generation, but recognize that these costs have historically [est. 1959] been accepted by the community in exchange for the economic benefits and the civic prestige associated with a Municipal Airport.</p>	<p><b>Policy T-50.</b> Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.</p>
<p><b>Policy T-48.</b> Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.</p>	<p><b>Policy T-51.</b> Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.</p>
<p><b>Policy T-49.</b> Lease/Use airport property for aviation related uses that create jobs, expand the city’s tax base and promote the primary aviation functions of the airport.</p>	<p><b>Policy T-51-1.</b> Protect airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 “Imaginary Surfaces”</p>

## **Airport Location and Access**

The Cle Elum Municipal Airport is within the Cle Elum UGA and is located one mile east of the City of Cle Elum and is a significant general aviation airport in the Central Cascades Region. Interstate 90 and state Highways 10, 903 and 970 [provide roadway access to Cle Elum].

The Cle Elum Municipal Airport has an elevation of 1,945 feet (NAVD 88). The surrounding terrain is mountainous and forested. The airport was established in 1959 through a land purchase from the Department of Natural Resources and is presently 133.74 acres in size. There exists one runway, runway 7-25, at a length of 2,522 feet and a width of 40 feet. The runway has 130-foot displaced thresholds at both ends. There is one midfield connector taxiway at the airport (Taxiway A) with a length of 375 feet and a width of 30 feet. Taxiway A is lined with reflectors to provide guidance during night operations.

The airport has five individual hangar buildings that can store a total of six aircraft. All hangars are located on the south side of Runway 7-25. Each hangar is privately owned and under a ground lease from the City of Cle Elum. In addition to the Hangars, there is a 240 s.f. building, owned by the City, which is used as a pilots lounge.

It is important to the health and future of this airport to restrict the uses surrounding so that they are compatible with airport uses. Consideration must be given to prevent restrictions of future airport growth. The strategies for accomplishing these include zoning restrictions, height restrictions aviation easements and noise easements. To better accomplish this goal, the airport should be annexed into the City of Cle Elum and brought under its jurisdictional zoning control.

## **Airport Activities**

The inventory report of annual aircraft operations numbers 5,000; 3,000 of which are itinerant and 2,000 of which are local. These numbers are also expected to support modest increases as the upper county continues to grow and as the Suncadia Master Planned Resort reaches full build out.

The Cle Elum Municipal airport serves general aviation demand generated by Cle Elum, Suncadia and surrounding communities' generally within a 30-minute drive time (e.g. South Cle Elum, Roslyn, Ronald, Suncadia, Ellensburg). The concept of "general aviation" includes all aviation uses except scheduled commercial passenger airline service and military operations. General aviation uses are both personal and revenue generating.

An Airport Layout Plan (ALP) was approved by City Council in [redacted] of 2006. A primary purpose of the ALP Update was to determine the existing and future role of the airport and to provide the city with information and direction in the future planning and continued development of the airport. Another objective of the ALP was to lay the

groundwork for the programmed WSDOT and FAA funding for a full airport reconstruction, land acquisition, hazard removal and airport facilities improvement program. The ALP consisted of inventories, forecasts of aviation demand, demand/capacity analysis, facility conditions and requirements, airport layout plans and land use data.

**Freight**

The Freight Chapter of the Transportation Element addresses the needs and impacts of goods movement and distribution in Cle Elum. The Freight Chapter focuses on the two primary providers of freight transportation: trucking and freight rail.

**Objectives**

The Freight Chapter is based on the following objectives:

**T-M:** Maintain truck access between Cle Elum service areas and the regional highway system.

**T-N:** Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.

**T-O:** Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.

**Policies**

<p><b>Policy T-52.</b> Heavy through truck traffic should be limited to designated truck routes in order to reduce its disruptive impacts. (In this context, “disruptive impacts” refers to nuisances, particularly noise, parking and congestion, associated with heavy trucks and their movement. In addition, the intent of the policies is to minimize the physical impact of heavy trucks on pavement surfaces.)</p>	<p><b>Policy T-55-1.</b> Cle Elum should continue to work with local, regional, state and federal agencies to address regional freight needs.</p> <p><b>Policy T-55-2</b> Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.</p>
<p><b>Policy T-53.</b> Transportation facilities should be designed to complement (and not preclude) railroads.</p>	<p><b>Policy T-56.</b> Support railroad crossing improvements that minimize maintenance to city maintained surface streets.</p>
<p><b>Policy T-54.</b> Strategies to mitigate and plan for future rail freight service should be supported.</p>	<p><i>Intentionally left blank</i></p>

## **Freight Mobility Corridors**

The City has a system of truck routes. The system is informal, comprising only of advisory signs on the routes and information about weight restrictions. The city is presently considering the development and implementation of a truck route ordinance to remove barriers and enhance the efficient movement of freight. Additionally a capital improvement project that would connect South Cle Elum Way to Railroad Street would create a freight mobility enhancement corridor that easily allows freight to move in and through Cle Elum.

## **Inventory of Local Rail System Facilities and Users**

The Freight Chapter of the Transportation Element recognizes the importance of re-starting passenger rail transportation and commercial rail-freight service, which supports industrial and commercial land uses, and provides one component of a multi-modal transportation system.

Freight rail service is currently unavailable to the city. The last commercial freight service terminated with the closing of the areas coal mines. Passenger rail service was terminated in 1981 when the “Empire Builder” passenger rail system operated by BNSF was rerouted to bypass Cle Elum. Existing rail lines that traverse the city are operated by the Burlington Northern Sante Fe Railroad (BNSF). The BNSF tracks effectively run the east-west length of Cle Elum, creating a separation with limited access between the City’s north and south areas. The railroad crossing on So. Cle Elum way is of particular concern to the city. The crossing forms a potentially dangerous choke point where So. Cle Elum Way, the BNSF, and Interstate 90 all intersect. The city would like to pursue federal grant funding options for the construction of a viaduct or underpass to facilitate public safety and access to Cle Elum and So. Cle Elum.

It has been a well recognized and ever-growing demand for commuter rail service to be established from Kittitas County to the I-5 corridor. The City of Cle Elum supports this endeavor and continues to work to retain viable sites, such as the Cle Elum “Y”, for the needed rail facilities to support this plan.

## **Financing and Implementation**

The Financing and Implementation Chapter outlines strategies and actions to finance and implement the transportation improvements and programs planned as part of the City of Cle Elum’s transportation plan. Cle Elum will meet transportation needs through arterial, transit, non-motorized improvements, travel demand management programs, and airport, truck and rail plans as outlined in previous chapters of the transportation plan. The Financing and Implementation Chapter includes:

- Goals, objectives and policies relating to financing and implementation of the transportation plan.

- Information on current revenue sources and future revenues.
- Assessment of Cle Elum’s 20-year transportation needs and funding capability.
- Assessment of Cle Elum’s Six-Year Transportation Improvement program (TIP) with regard to transportation improvements and programs identified in this document.
- Strategies and actions for financing and implementing the transportation plan over the next 20 years.
- Identifying future ongoing work needed to finance and implement the transportation plan.

**Objectives**

The Financing and Implementation Chapter is based on the following objectives:

**T-P:** Pursue adequate funding for transportation improvements from all potential sources in an efficient and equitable manner.

**T-Q:** Develop a staging and implementation plan that expedites transportation system improvement projects.

**Policies**

<p><b>Policy T-57.</b> To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.</p>	<p><b>Policy T-60.</b> Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements. This could include establishing joint and/or coordinated transportation mitigation systems with other jurisdictions.</p>
<p><b>Policy T-58.</b> Coordinate equitable public/private partnerships to help pay for transportation improvements.</p> <p><i>Intentionally left blank</i></p>	<p><b>Policy T-61.</b> Create a funding mechanism and/or strategy that can be applied across boundaries to address the enormous impact of growth in Kittitas County that has a direct impact on Cle Elum’s transportation system.</p>
<p><b>Policy T-59.</b> Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.</p>	<p><i>Intentionally left blank</i></p>

**Transportation Program Costs**

The total cost of the Transportation plan is unknown at this time. The total cost of the six-year tip is estimated to be \$447,021.

Ongoing planning work will include a more detailed cost estimate for the funding of the City of Cle Elum Transportation Network.

### **Transportation Planning Cost Estimates**

<b>Six Year Tip</b>	=	<b>\$447,021</b>
<b>Transit Plan</b>	=	<b>Unknown</b>
<b>Non-Motorized</b>	=	<b>Unknown</b>
<b>Annual Programs</b>	=	<b>Unknown</b>
<b>Total Known Cost</b>	=	<b>\$447,021</b>

### **Inventory of Funding Sources**

The Half-Cent gas tax is a portion of the State gas tax revenue that is distributed to local jurisdictions based on population. The Half-Cent gas tax is assumed to remain at its current level and when combined with the MVET contributes \$42,115 annually to the transportation funding level.

The City of Cle Elum has successfully pursued federal and state grants in the past, which is assumed to continue. Grants have been a significant revenue source for transportation infrastructure and maintenance. Examples of grants include the Distressed Sales and Use Tax, Transportation partnership program (TPP), the Arterial Improvement Program (AIP), Pedestrian Safety and Mobility Program (PSMP), Safe Routes to School Program, and various Transportation Improvement Board (TIB) funding.

### **Funding Program**

The Growth Management Act (GMA) requires “an analysis of funding capability to judge needs against probable funding resources”. This has been completed as a key element of the Cle Elum Six-Year TIP. The Six-year TIP is also linked with various state and federal funding programs, regional/inter/jurisdictional planning and coordination processes, and the City’s Comprehensive Plan.

Projects should be developed and prioritized based on both specific goals to be achieved by the program and on general programming considerations. Those general programming considerations are:

- 1.) Planning. How a project fits with or addresses identified future transportation goals, policies, demands and planning processes must be evaluated on both a

local and regional level. This is strongly influenced by ongoing land use decisions and by regional transportation system plans.

- 2.) Financing. Most projects are dependent on receiving outside grants. Prioritization has to take into account the peculiarities of each of the various fund sources and the probabilities of when, and how much, money will be available. Additionally, some funding sources have specific use requirements that must be adhered to secure funding (e.g. Distressed Sales and Use Tax funds must show a strong causal relationship to Economic Development).
- 3.) Scheduling. If a project is interconnected with, or dependent on, another project(s) taking pace, it is reflected in its relative priority.
- 4.) Past Commitments. The level of previous commitment made by the City in terms of resources, legislative actions or interlocal agreements also must be taken into consideration in prioritizing projects.

In addition to the general considerations discussed above, there are five specific project categories through which the TIP (or other funding) should be evaluated and analyzed. They are:

- Operations and Safety. Projects and programs developed through ongoing analysis of the transportation system and are directed mainly toward traffic engineering concerns such as safety and congestions. Data for this consideration can be obtained from traffic counts, accident records, and through citizen complaint and request.
- Preservation of Existing Infrastructure. This is a basic need that should be addressed by the program. The State Growth Management Act requires jurisdictions to assess and address the funding required to maintain their existing transportation system.
- Multi-Modal and Transportation Demand Management. These projects and programs are orientated toward “moving people” through a balanced transportation system that involves alternatives to single occupancy vehicles. These projects add to the long-term sustainability and viability of Cle Elum’s Transportation System.
- Community Livability and Enhancement. Consists of projects that have been developed with an emphasis on addressing community quality of life issues by improving and/or protecting residential livability while providing necessary transportation system improvements. Bicycle and Pedestrian improvements may be included in this category.
- Economic Development. Projects and programs that involve transportation improvements necessitated by new development that is taking place.

These categories provide a useful analysis tool and represent goals developed through and evaluation of the City’s transportation program in response to input from citizens and local officials and State and Federal legislators.

Taken as a whole, the five categories provide a framework for evaluating projects both individually and as a part of a strategy that seeks to meet the balance and transportation needs of Cle Elum during a time of extreme change in Upper Kittitas County.

### Cle Elum Road Funding<sup>1</sup>

**Arterial Program**

MVET & ½ Cent Gas Tax	\$42,115
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**Street Fund**

14.70% of Property Tax	\$8,905
25.0% of Sales Tax	\$26,250
Liquor Sales Tax	\$13,000
<u>Cell Tower Lease</u>	<u>\$8,500</u>
<b>Total</b>	<b>\$98,770</b>

1. 2006 Fiscal Year Estimates

### **Level of Service Standards**

A Level of Service (LOS) is multi-dimensional measurement of the quality of service provided by the existing transportation system. It can be described by one or more factors, such as travel times, levels of congestion, volume of use compared to system capacity, frequency of service, comfort and convenience, or safety. The Growth Management Act requires the establishment of level of service standards as a gauge for evaluating the performance of the existing transportation network, including roads and transit. It is also used to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years.

This requirement is called concurrency. If services which will operate at the established level of service standards will not be concurrent with a proposed development, either financing for the improvement must be expedited or the development can not be granted approval. Level of service standards are used as a tool in the programming of transportation improvements funds to determine priorities between needs. Cle Elum streets are graded for LOS using the A-F System;

**Level of Service A:** Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.

**Level of Service B:** Represents reasonably impeded traffic flow operations at an average travel speed. The ability to maneuver within the traffic stream is only slightly restricted

and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

**Level of Service C:** In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and conveyance declines noticeably at this level.

**Level of Service D:** Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increased in traffic flow generally cause operational problems at this level.

**Level of Service E:** Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing the vehicle or pedestrian to “give-way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and the driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because a small increase in traffic flow or minor disturbances within the traffic stream will cause failure.

**Level of Service F:** Describes forces or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse that point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion.

### **Inter-governmental Coordination**

A multitude of agencies are involved in transportation planning and improvement. To become better integrated into the regional transportation system, Cle Elum needs to strengthen its role in the region, especially in Kittitas County, and participate in regional forums where decisions are made. This is particularly important since a disproportionate number of the vehicles and trucks on Cle Elum’s arterials are pass-through traffic (either from the I-90 corridor, Suncadia, or from the myriad of cluster sub divisions and rezones that are/have been occurring in unincorporated Kittitas County). Cle Elum will continue to grow as a strategic service area for the I-90 corridor.

With the requirements of GMA mandating concurrency between land use and transportation planning, the kind of interjurisdictional cooperation envisioned in the policies and goals is attainable. It will be increasingly important for Cle Elum to support negotiation tools such as interlocal agreements, and participate in interjurisdictional decision making.

Therefore, the City of Cle Elum will participate in regional forums and will not support transportation plans or developments that do not preserve the livability of our neighborhoods, maintain the economic vitality of our city, and provide for an improved environment for future generations.

**Objectives**

Objectives and Policies which address the need for coordination between regional and local agencies with respect to transportation planning and operation needs are presented below:

**T-R:** Coordinate transportation operations, planning and improvements with other transportation authorities and municipalities.

**Policies**

<p><b>Policy T-62.</b> A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.</p>	<p><b>Policy T-63.</b> Work more directly with Kittitas County to ensure that County Policies regarding transportation consistency/concurrency in Cle Elum’s potential annexation areas are compatible with Cle Elum’s transportation plans and goals and with GMA requirements.</p>
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The City of Cle Elum has been actively involved in an ongoing dialogue with state, regional and county agencies – as well as adjacent jurisdictions and business and community groups in the Upper County – concerning Cle Elum’s transportation planning goals and objectives. Coordination efforts underway include participation in the following primary forums (not all forums are listed).

**State Coordination Washington State Department of Transportation [WSDOT]**

Washington State Department of Transportation. The City of Cle Elum is participating in regional and local WSDOT meetings, presentations and policy sessions. The city would like to broaden its relationship with WSDOT to develop transportation improvement projects for I-90 and State Route corridors that complement Cle Elum goals, plans and objectives.

**Regional Coordination**

Regional Transportation Planning Organization [QUADCO]. The purpose of QUADCO is to serve as a central forum for information sharing, consensus building, coordination to resolve transportation issues, and to implement transportation programs and projects that

benefit the region in general and Kittitas, Grant, Lincoln and Adams Counties. Voting members include Kittitas County and various cities with these counties.

Kittitas County Public Works. Cle Elum will continue to work with Kittitas County by means of interlocal agreements and through appropriate regional, local and state forums to assure consistency between plans, and to work toward acceptable solutions and appropriate agreements regarding local plans.

### **Ongoing Transportation Planning Work**

This Transportation Element includes a number of recommendations for ongoing transportation work. This additional work will include continued refinement of certain elements of the transportation plan and development of more detailed strategies and programs to implement the transportation plan. The specific transportation planning tasks are summarized in this section.

#### **Street Network**

##### **Level of Service (LOS)**

Cle Elum must continue to develop and refine its LOS policy to reflect new information on regional and local transportation plans.

##### **Arterial Plan**

Conduct further analysis of the improvements included in the Arterial Plan to verify physical, operational and financial feasibility. The analyses will include development of conceptual plans and cost estimates, assessment of neighborhood and environmental impacts, and the development of more detailed scopes of improvement, as appropriate. Adjust Arterial plan to reflect the results on this analysis.

#### **Non-motorized**

##### **Neighborhood and Regional Access**

Based on Cle Elum's comprehensive sidewalk inventory, determine needed bicycle and pedestrian facilities that support Cle Elum's access needs and further goals, policies and objectives of a functional multi-modal transportation system.

##### **Bicycle and Pedestrian Facilities Plan**

Create bicycle and pedestrian routes in accordance with the goals, policies and objectives of this Comprehensive Plan. Identify, with the assistance of local and community groups, projects and potential funding sources for their completion.

#### **TDM/CTR**

##### **Existing Parking Supply and Demand**

Inventory existing citywide on-site and off-site parking facilities to determine number of spaces and utilization. Review parking policies and regulations and determine any changes needed.

### **Parking Management Ordinance**

Continue the review of Cle Elum parking regulations for revisions to complement the Cle Elum Land Use Element and Transportation Element.

### **Passenger Rail Use**

Review and update information and need assessment as appropriate.

## **Financing and Implementation**

### **Program and Project Costs**

Update and/or identify the scope and cost of improvements for all programs and identify costs and funding sources for the 20-year transportation plan.

### **Funding Program**

Continue to identify/refine the priority of projects through the criteria established in this chapter. Create a financing plan and identify funding sources, and include federal, State, regional or local decisions regarding funding availability of current sources.

## **Environment and Natural Resources**

### **Livability and Community Sustainability**

Continue to create and revise the objectives, policies and strategies to minimize or mitigate impacts of transportation plans on Cle Elum's environment and natural resources.

## **Transportation Planning Vision**

Some proposed or needed elements of transportation infrastructure are difficult to quantify. It is also difficult to predict when the various elements that must come to a logical nexus to proceed with a project, will. However, from a practical "on the ground" standpoint, these items of infrastructure will become ever increasingly critical as Cle Elum looks out for the 20-year planning period.

1. I-90 Full Interchange Expansion at Oakes Avenue. Cle Elum's downtown core needs a full interchange at Oakes Avenue. Presently access is forced as "through access" because of the interchange alignment. Providing a full interchange at the heart of the OTC core would encourage destination traffic over through-traffic and encourage driving through Cle Elum (past Oakes Avenue) toward the east interchange

2. Secondary Access [bridge] over the Yakima River. Presently all traffic traveling over the Yakima River to the southern portion of Cle Elum's incorporated limits, or to So. Cle Elum, Peoh Point, etc bottlenecks on the So. Cle Elum Bridge. Additionally the bridge is at a confluence of the BNSF Mainline, I-90 and So. Cle Elum Way, which is perceived "un-safe" in the event of a major transportation accident. A second route over the river must be established to ensure the timely provision of emergency services and to handle the traffic growth in Cle Elum, So. Cle Elum and their environs.
3. White Road Connection to I-90. White road, Near Airport Road needs to be connected to Interstate 90. Presently all motor-vehicle traffic from the State Routes, Kittitas County and lands easterly of the Cle Elum City Limits are forced to "pass-through" the city's main street for Interstate access. This represents an unacceptable situation that tremendously burdens Cle Elum's LOS.
4. New Arterial. A new arterial north of the current city limits, connecting White Road to newly constructed Alliance Road at Highway 903 opposite the entrance of the Cle Elum/Roslyn Schools. This new arterial should have collector and local access to the existing city street system via Stafford Street, Montgomery Avenue and Columbia Avenue. This proposed system of improvements will facilitate traffic movement through the UGA and unincorporated areas of Kittitas County to major collectors and/or highways of statewide significance without placing additional LOS demands on the City's existing residential street grid system.
5. Expanded I-90 Interchanges. Cle Elum should begin and maintain dialogue with WSDOT regarding the need for the construction of full I-90 interchanges at Exit #80 Bullfrog Road, Exit #84 W. First Street and Exit #84A Oakes Avenue to adequately service traffic demand and maintain an acceptable LOS.