

CITY OF CLE ELUM

BICYCLE AND PEDESTRIAN PLAN



Prepared by:



PROJECT NO. 17068E

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City of Cle Elum

BICYCLE AND PEDESTRIAN PLAN

BACKGROUND

A. Purpose

Improvements such as pedestrian level lighting, crosswalk markings, increasing the width of sidewalks, and narrowing distances between street corners by installing “bulb outs” are designed elements often used to encourage people to opt for walking during daily activities. Likewise, increasing the lane width to accommodate for bicycle use, providing bicycle racks, and designing for reduction in automobile/bicycle traffic conflict at intersections are some ways in which cities and towns encourage people to explore bicycling as a viable alternative to using an automobile.

For over a decade, Cle Elum has planned and designed bicycle and pedestrian improvements to make areas in the City safer and friendlier for non-motorized transportation options. The improvements are illustrated on Figure 1. This figure was included as part of a 2017 Complete Streets grant package that Cle Elum created to secure funding for developing this Plan and showcases the commitment the City has maintained for improving mobility since 2003. The City was successful in obtaining the grant and has dedicated a portion of the funding to producing a single document that communicates Cle Elum’s existing and planned bicycle and pedestrian transportation systems.

This document explores:

- the surge for embracing non-motorized transportation options in state, county, and local government;
- the current conditions of Cle Elum’s bicycle and pedestrian systems;
- the gaps and missing links preventing a connective system in initial priority bicycle and pedestrian corridors; and
- the strategies to actualize the community vision for each priority corridor.

Completing Cle Elum’s Bicycle and Pedestrian Plan by the fall of 2017 allows Cle Elum to apply for funding opportunities during fall and winter of 2017 and beyond. Various funding opportunities that Cle Elum can apply for are included in a Bicycle and Pedestrian Project Funding Potential section at the end of this plan.

FIGURE 1. CLE ELUM'S NON-MOTORIZED IMPROVEMENTS SINCE 2003



B. Bicycle and Pedestrian Planning Encouragement and Consistency

Cle Elum's Bicycle and Pedestrian Plan is designed to be coordinated and consistent with other city, county, state and federal plans. Details in the different levels of comprehensive planning become more specific as the reader moves from federal to state to regional or countywide and finally to local comprehensive planning.

In 2008, the State of Washington published the Washington State Bicycle Facilities and Pedestrian Walkways Plan 2008 – 2027. The concept of promoting and maintaining a larger transportation system that explored options other than an automobile on a paved road was formally introduced to the citizens of Washington State. The federally mandated State Plan discussed trends and acknowledged the potential for reducing congestion and improving connections, although bicycle and pedestrian projects were largely unfunded at the time.

Within eight years, the regional transportation plan for the counties of Adams, Grant, Kittitas, and Lincoln known as the Quad County Regional Transportation Plan 2017-2037 had incorporated bicycle and pedestrian transportation to the extent that non-motorized transportation options are discussed throughout the document, and the funding available to address bicycle and pedestrian needs covers half of the sources identified.

Likewise, although the City's Comprehensive Plan has summary detail in the main body, even more specific information is contained in this Bicycle and Pedestrian Plan. Because this Bicycle and Pedestrian Plan precedes the City's Comprehensive Plan update due June 30, 2019, this Plan may be included in the Cle Elum Comprehensive Plan as an appendix.

The majority of this document concentrates on current and planned bicycle and pedestrian facilities within the Cle Elum city limits, although there is mention and indications on the associated lists and maps of more regional trails and systems. For example, there is reference to and some detailed information about the bicycle and pedestrian connections between the City of Cle Elum transportation system and both the John Wayne Pioneer Trail and Coal Mines Trail.

In recent legislation, the Washington State Department of Transportation and local governments have been encouraged to consider all users in transportation related projects. The concepts included in the legislation are termed "Complete Streets." Cle Elum embraced the Complete Streets concepts and in 2016, the City adopted Ordinance No. 1455 and amended by ordinance 1469 establishing Cle Elum municipal code 10.40 relating to Complete Streets policy. This progressive movement has opened additional state funding to the community.

The notion of reestablishing a walkable and bikeable community that fosters mobility in harmony with the motoring public has gained momentum. On October 10, 2017, the City of Cle Elum adopted the Cle Elum Bicycle and Pedestrian Plan. The collaborative effort between City staff and Cle Elum citizens has been vital in capturing the desired vision of future non-motorized mobility in this community.

The majority of this document concentrates on current and planned bicycle and pedestrian facilities within Cle Elum's city limits. A larger area map of other regional trails and systems is provided to help the reader understand how the system in Cle Elum ties into nearby bicycling and pedestrian opportunities.

C. Using an Example to Illustrate Planning Steps

In this section, a simple example is used to illustrate the process Cle Elum will use in planning a priority corridor. The example shows how a community:

- identified and defined commonly used corridors;
- evaluated the conditions of a priority corridor;
- determined the vision for the priority corridor;
- decided which strategies to use to accomplish the projects in the corridor; and
- set a timeline to complete the work.

Example:

After the Pleasantville planning staff conducted a "there/not there" assessment of the City's sidewalks, a public meeting was held at the library to share the resulting map with the community. The community was asked to draw corridors they use connecting two different types of activities together.

Three different themes were introduced to engage the audience. At three separate drawing stations in the library, staff asked attendees to draw pathways between any two activities that would encourage or promote: 1) "people of all ages and abilities to get out and play," 2) "walk and roll to work," and 3) "stroll and shop locally Friday - explore downtown shopping."

From the sketching exercise, a ten-block walking corridor between City Park and a grocery store/restaurant area emerged as the top priority. Other corridors were identified as well, but this corridor embraced the idea of encouraging families to make use of a city park and allow the family to make the most of a day of activities by taking advantage of a walking excursion along the avenue of local merchants to the grocery store or nearby restaurants for refreshments.

Staff then completed a detailed assessment of the conditions of the pedestrian facilities in the corridor:

- *sidewalks in the corridor were evaluated for existing conditions (six and one-half of the ten blocks of sidewalk are eight years-old and in good condition);*
- *missing segments of sidewalks were recorded (three and one-half of the ten blocks of sidewalks do not exist and ADA ramps are missing at all but four corners);*
- *records for collisions between pedestrians, bicyclists, and automobiles would be researched (of the nine intersection crossings in the corridor, only two are at traffic signals and there have been no pedestrian/auto, pedestrian/bicycle, or bicycle/auto collisions); and*
- *the ability to cross streets at corners in the corridor would be evaluated (it was noted that pedestrians avoid crossing one of the non-signalized intersections necessary to access the grocery store/restaurant area due to high speeds and wide lanes on the arterial).*

Next, staff advertised and set up a table at the weekend farmer's market to gather opinion about what the "vision of the corridor" should be. Staff had photos of the entire corridor at the pedestrian's level of perspective. Citizens were asked to look at a variety of photos and drawings to vote for a preferred look and feel of each segment. When finished putting together the entire corridor of pictures and sketches, each participant had the opportunity to add their vision to a wall for others to view.

For example, one current photo showed a busy intersection with a signal. Two optional photos were photoshopped to show: 1) a pedestrian activated light strip in the road with a blinking sign, and 2) the corners treated with bulb-outs and a pedestrian friendly median.

The public participants and City staff agreed building a continuous and complete sidewalk system on one side of the corridor made sense. Additionally, participants expressed the sidewalks should accommodate people of all ages and abilities, traffic should be slowed at places where pedestrians cross the streets, and citizens and visitors using the corridor should have shade and places to rest.

Due to recent work on Pleasantville's Municipal Code, City staff was able to identify planning and funding strategies for sidewalk projects. The City also had involved citizens that could share the vision and actively build support for completing the corridor they envisioned.

Private businesses, private/public coalitions, and special interest groups existed that shouldered some of the efforts to start or maintain momentum of bicycle and pedestrian activities. Schools and the City joined together to target safe school routes and pursue grant funding available at state and federal levels. An economic development association, determined to focus on a core business corridor, actively promoted the idea of a walkable business boulevard.

City staff narrowed the vision to the one corridor treatment that received the most votes. Staff then explored the cost for each segment in the corridor and separated the entire corridor into four phases for ease of seeking funding. Each of the four segments went through the public process of being added as a planned project in Pleasantville's 6-year transportation improvement program.

The example illustrated above is not meant to only identify one corridor in Cle Elum. The identification of the City's corridors was initiated in June 2017 and will be an ongoing effort with the City planning staff and the community.

The rest of this Plan will: define Cle Elum's Complete Streets philosophy, record existing conditions, establish Cle Elum's initial priority bicycle and pedestrian corridor concepts, pair strategies with implementation, and capture the City's plan to measure success.

PLAN VISION

Mobility and safety are two words often found in vision statements because these words help communities envision and communicate a sense of place that is inviting, exciting, safe, and welcoming. Terms expressing ease of movement and options for a variety of transportation choices are often included in a vision statement because freedom and comfort of movement within a community deepens a positive sense of place. Connectedness to the greater environment with other nearby communities' recreation or business relieves a sense of isolation and increases a sense of opportunity and attractiveness.

The Complete Streets philosophy for Cle Elum has been stated as:

“Safely accommodating a variety of transportation modes for citizens and tourists of all ages and abilities has been a priority of the City.”

This plan will identify projects, programs, and efforts being planned in the short-term (one to six years), in the mid-term (seven to fifteen years), and in the long-term (fifteen to twenty-five years). The information in this plan may be used to inform County and Regional plans that are developed in the next two to three years.

EXISTING CONDITIONS

A. Existing Conditions for Bicycle Accommodations in Cle Elum

Figure 2. maps where current characteristics of the City streets accommodate bicycle traffic according to Municipal Code and Complete Streets Ordinance, though assessment of each of the streets on Figure 2. is beyond the scope of this Plan. Instead, a prioritized corridor approach was followed.

One bicycle corridor was identified by City staff and received a substantial amount of concurrence from Cle Elum's citizens during outreach efforts in July and August 2017. A concept was developed for defining the corridor, an approach for creating distinct segments of the corridor for planning purposes was employed, and an initial project on the priority corridor is recommended later in the **Strategies and Implementation** section of this Plan.

B. Existing Conditions for Pedestrian Accommodations in Cle Elum

Figure 2. also maps where sidewalk facilities exist throughout the City and where there are no sidewalks. Assessment of each of the sidewalks on Figure 2. is beyond the scope of this Plan. Instead, a prioritized corridor approach was initiated. Although the initial pedestrian corridor proposed by staff in a month-long survey wasn't highly supported, the amount and quality of public comment received allowed City staff to understand the desired amenities to include and the general area to locate pedestrian focus.

At this time, a downtown focus planning effort to encourage and promote revitalization is underway in Cle Elum. The support for that focus was evidenced in the comments received during the public outreach for this Plan. City staff have developed a recommended scope for a proposed pedestrian corridor that aligns with the concepts adopted in the Cle Elum Downtown Revitalization effort. The brochure developed for the *City of Cle Elum Downtown Revitalization Planning 1st Street Concept* is included in Appendix C. The recommended multi-use project scope, location for the project, and necessary project details are included in the **Strategies and Implementation** section of this Plan.

C. Bicycle and Pedestrian Trails in the Vicinity of Cle Elum

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3. This plan explores how to begin a process to connect downtown Cle Elum to nearby trail systems.

The results of the public outreach for identifying a connecting corridor from Cle Elum to one of the regional trails near the City is included in Appendix B. Overwhelmingly, responses identified that Cle Elum citizens would prefer to concentrate on connecting its community to the John Wayne Pioneer / Iron Horse Trail south of Cle Elum.

Because this connection will require multi-jurisdictional and multi-agency coordination, the **Strategies and Implementation** section explores the needed partners and stakeholders to move this Connecting Corridor forward.

**CITY OF CLE ELUM
EXISTING SIDEWALKS**

The map displays the city limits of Cle Elum, Washington, outlined by a dashed black line. It shows various streets including SR 903, Ranger Sta. Rd., First Street, Second Street, Power Street, Robert Way, S. Cle Elum Way, Grant Avenue, Washington Avenue, Broadway Avenue, Lincoln Avenue, Main Avenue, Seventh Avenue, Sixth Avenue, Cleveland Street, John Wayne Trail, Oakes Avenue, Railroad Street, Starkford St., Sixth Street, Fifth Street, Fourth Avenue, Third Avenue, Second Avenue, First Avenue, N. Liberty Ave., N. Sprague Ave., N. Columbia Ave., and N. Floral Ave. The Yakima River and Interstate 90 are also shown. A legend indicates that blue lines represent 'Existing Sidewalks' and purple lines represent 'Streets That Cannot Accommodate Bicycles (Diagonal Parking)'. A north arrow is located in the top right corner.

Legend:

- Existing Sidewalks
- Streets That Cannot Accommodate Bicycles (Diagonal Parking)

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JOB NO: 17068E
DRAWING: EX-SID.dwg
DATE: 07-14-17
DRAWN BY: DV
CHECKED BY: BAA

EXISTING SIDEWALKS
Figure 2

P:\Projects\2017\17068\Cle Elum EX-Sidewalks.dwg

FIGURE 3. REGIONAL TRAILS IN PROXIMITY TO CLE ELUM

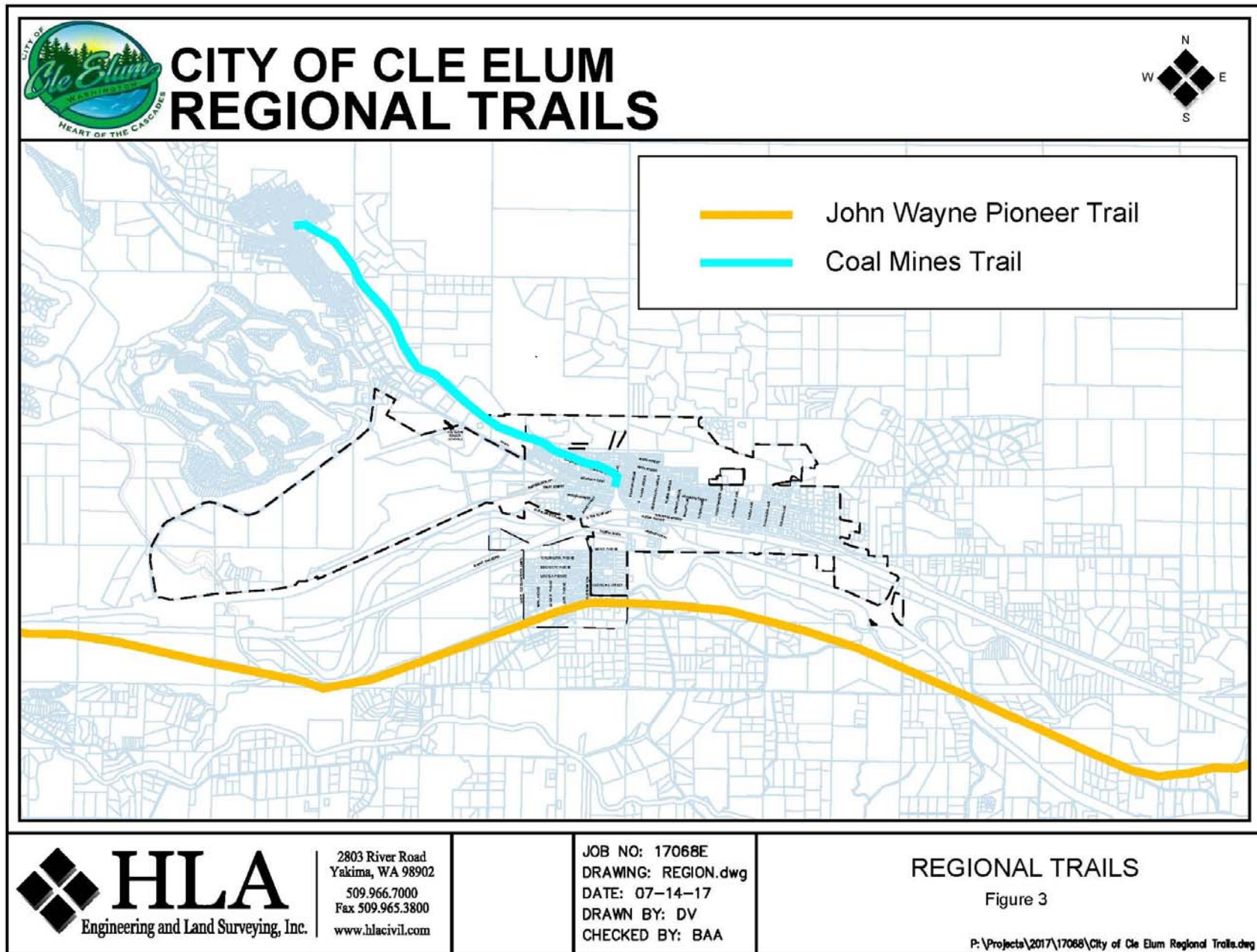
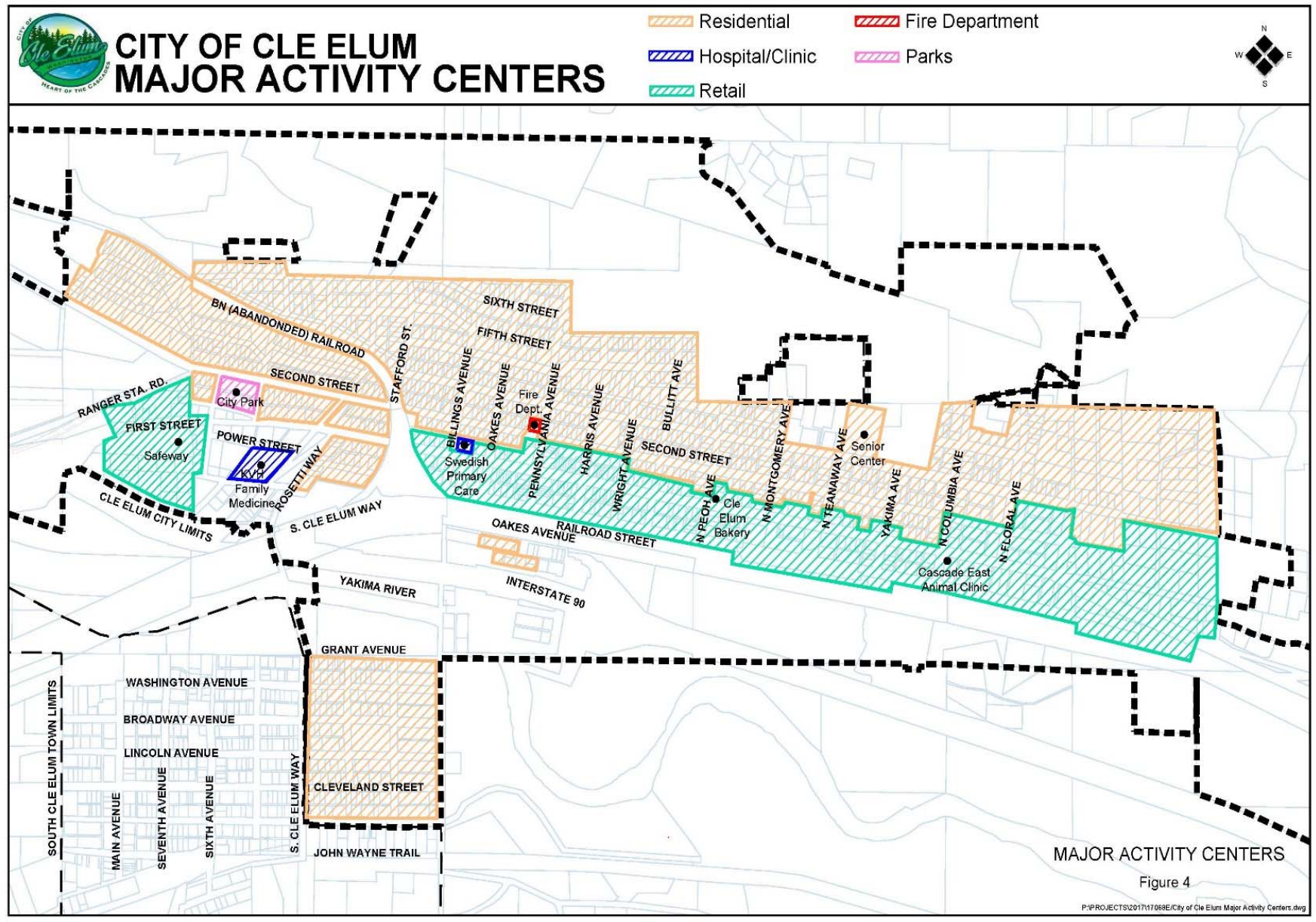


FIGURE 4. CLE ELUM'S MAJOR ACTIVITY CENTERS



IDENTIFYING PRIORITY CORRIDORS

A. Identifying Priority Bicycle and Pedestrian Corridors

1. Major Activity Centers

Figure 4., on the preceding page, illustrates major activity centers near the downtown core and along arterials in Cle Elum. In order to provide a starting place for community discussion, City staff chose one pedestrian and one bicycle corridor with the intent of identifying routes the community already uses or may need to make connections between appropriate major activity areas. City staff also identified three local and regional trails for potential connection to the downtown area, and included them as choices in an online survey.

Because of recent success with outreach for planning using the SurveyMonkey tool, the City chose a community survey as the method to educate the public on the current planning efforts, and to gather public comment on these non-motorized corridors. Notification of the survey was posted on the City's home page on July 18, 2017, online at: <http://cityofcleelum.com/city-services/administrative-services/public-notices/>, and on the Cle Elum Facebook page on July 18, 2017, at: <https://www.facebook.com/City-of-Cle-Elum-149388615203396/>.

The announcements and a blank copy of the survey are included in Appendix A of this Plan. Survey responses and other public comments are included in Appendix B.

2. Six-year Transportation Improvement Program (TIP)

Each year Cle Elum adopts a rolling Six-year Transportation Improvement Program (TIP). The TIP is the City's transportation infrastructure investment program listing all transportation projects that are planned to begin within the next six years. The TIP displays the project description, any planned funding source, the estimated cost of each project phase, the planned year that each phase of the project will obligate the identified funding, and the total cost of the project.

A project may use local funding, funding acquired by accessing state grants, funding acquired by accessing federal grants, or a combination of any of the three. If funding includes federal grant money or one of a few specific state grant resources, the TIP is required to be processed further so it is eventually entered into the State Transportation Improvement Program (STIP).

The Cle Elum TIP is shared with the Regional Transportation Planning Organization (RTPO) for inclusion in the Regional TIP (RTIP). In Cle Elum's case, the TIP is forwarded to Quad County Regional Transportation Organization (QUADCO). QUADCO receives the Cle Elum TIP and combines the TIPs from all cities, towns, and county governments in Adams, Grant, Kittitas, and Lincoln counties, transit agencies that operate in the four counties, and WSDOT projects in those counties into a more comprehensive regional program of projects.

The QUADCO TIP is forwarded to Washington State Department of Transportation (WSDOT). WSDOT collects all Regional TIPs throughout the State, evaluates the fully funded projects for financial feasibility and air quality impacts, and includes all eligible projects into the STIP.

If a transportation project uses federal funding, uses special state funding, or is determined to be “Regionally Significant,” the project must be included in the STIP prior to receiving the funding.

Although the Cle Elum TIP, QUADCO’s RTIP, and WSDOT’s STIP are developed once per year, WSDOT provides monthly amendment opportunities from January through October to add, remove, or adjust projects in the STIP.

There are currently no specific bicycle or pedestrian projects in the 2017-2022 Cle Elum Six-year TIP. Combining the downtown revitalization planning and the corridor prioritization efforts involved with creating this document, City staff incorporated future bicycle and pedestrian projects into the 2018-2023 TIP, adopted by City Council on June 27, 2017.

Table 1 is a partial listing from Cle Elum’s 2018-2023 TIP presenting the six, planned bicycle and pedestrian-related projects proposed for the program beginning on January 1, 2018.

TABLE 1. TRANSPORTATION IMPROVEMENT PROGRAM, CITY OF CLE ELUM, 2018 TO 2023

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
12	South Cle Elum Way Pathway	Railroad Street to Bridge			2019	Construct multi-use pathway.	\$110,000	TIB
13	Downtown Revitalization	Billings Avenue to Peoh Avenue	Collector (sections of 2 nd Street, 1 st Street, North Oaks Avenue, and North Pennsylvania Avenue	0.520	2019	Reconstruct existing sidewalks by removal of existing sidewalk, and curb and gutter. Construct new widened area, new curb and gutter, sidewalks, illumination, landscaping, and amenities.	\$6,000,000	CDBG TIB
14	Railroad Street Resurfacing	Harris Avenue to Peoh Avenue	Local Access	0.230	2020	Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards.	\$167,000	TIB
15	SR903 and Stafford Street Sidewalk Improvements				2018	Construct curb and gutter, sidewalk, and ADA ramps.	\$105,000	TIB
16	2 nd Street Pathway – Phase 1	Stafford Avenue to Peoh Avenue	Collector	0.630	2021	Construct multi-use pathway adjacent to roadway.	\$270,000	TIB
17	2 nd Street Pathway – Phase 2	Peoh Avenue to Short Avenue	Local Access	0.700	2022	Construct multi-use pathway adjacent to roadway.	\$295,000	TIB

Upon adoption of this Plan, it is anticipated that Cle Elum will amend the 2018-2023 TIP with the recommended bicycle, pedestrian, and regional trail connection projects identified as planned projects.

3. Collision/Safety Analysis

Washington State Department of Transportation maintains collision data for roadways in the state. In June, Cle Elum received collision data from WSDOT covering the period of 01/01/2012 through 12/31/2016. This source of safety data is often referenced in reports and used as evaluation criteria for state and federal grants.

For the five-year period noted, eight of the 147 reported collisions in Cle Elum occurred on 2nd Street. Of those eight, two involved bicyclists and one involved a pedestrian, none involved fatalities, and all reported possible injuries.

Other collision statistics that may be of interest for non-motorized planning considerations on or adjacent to the 2nd Street corridor, include:

- All collisions happened between March and October.
- All collisions happened on dry roadway surface conditions and during clear or partly cloudy weather.
- Six of the eight collisions happened at intersections and during daylight hours.
- All collisions involved a vehicle.

Interestingly, responses to Questions 2 and 4 of the online survey (Appendix B) complement the collision data findings. Respondents' top four choices, when asked to choose from a list of desired options that should be part of a completed bicycle or pedestrian corridor, were:

Bicycle Corridor

- 1) Designated bicycle striping and signing (62.61%)
- 2) Some separation from automobile traveling lanes (58.26%)
- 3) Connections from the City route to nearby regional trails (54.78%)
- 4) Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc. (43.48%)

Pedestrian Corridor

- 1) Walking path with some separation from automobile travel lanes (56.45%)
- 2) Pedestrian-friendly corner crossings (46.77%)
- 3) Connections to downtown (45.97%)
- 4) Connections to nearby regional trails (41.94%)

A comment box, Question 7, was included at the end of the survey to capture public response not easily communicated through the multiple-choice answer format of the online survey. Public comment was also received on the City's Facebook page. All comments are included in Appendix B of this document.

The comments originally received during the public outreach made a substantial change to the pedestrian corridor selected and evaluated by City staff. Because of the quantity and quality of the public responses, the resulting priority bicycle and pedestrian corridors were combined into a multi-use pathway, and the initial project was selected in part from the existing Six-year Transportation Program, aligning with the current concepts being promoted in the Downtown Revitalization efforts.

STRATEGIES AND IMPLEMENTATION

A. Identifying Bicycle and Pedestrian Projects in Priority Corridor

Because the initial pedestrian route did not receive favorable responses as the priority corridor (average sliding scale indication of 45 on a scale of 0-100, 0 = unfavorable, 100 = most favorable), staff explored the multiple comments and researched which non-motorized projects have already been illustrated in the City's TIP.

From the online survey, 2nd Street was identified and confirmed as a preferred bicycle corridor. Staff recommends that the 2nd Street corridor be developed as a multi-use corridor accommodating all non-motorized modes of travel. This conclusion was derived from the following:

- Both the pedestrian and bicycle responses indicated respondents desired a separated path from automobile travel lanes.
- Crash data from WSDOT shows that there are bicycle and pedestrian conflicts with automobiles in Cle Elum, specifically on 2nd Street.
- There is ample space on the south side of 2nd Street throughout the preferred bicycle corridor to accommodate a separated multi-use pathway and still offer on-street parking.
- The existing sidewalk facilities on 2nd Street do not meet ADA requirements and would need to be addressed any time the roadway was resurfaced or reconstructed or during sidewalk-specific reconstruction projects.
- The Coal Mines Trail intersects 2nd Street at Stafford Street and continues through Flag Pole Park. The 2nd Street multi-use pathway could make a logical connection to the established trail at an improved ADA compliant intersection.
- A number of project concepts for multi-use pathways have been identified in the 2018-2023 Transportation Improvement Program including a pathway on 2nd Street from Stafford Street to Peoh Avenue.
- Funding for non-motorized transportation projects includes sources that concentrate on recreation and on commuting. The location and uses of this pathway alignment would meet both criteria.
- Written public comment encouraged maintenance and focus on 2nd Street and 3rd Street specifically.
- Although budgetary cost estimates have been performed to give an illustrative concept of the costs involved in constructing pedestrian-friendly intersections for people of all abilities, the design details can be further explored through the extensive public process involved with the ongoing Downtown Revitalization effort.

Table 2. presents the initial phases of breaking the long, multi-use corridor into smaller sections. The most detail, though still preliminary in nature, is used to identify an initial bicycle and pedestrian project to kick-off the development of the 2nd Street corridor.

TABLE 2. CITY OF CLE ELUM, INITIAL PROJECT PRIORITY CORRIDOR – ESTIMATE OF INITIAL PROJECT

Project Title	Location	Start Year	Improvements Needed	Estimated Cost (2017)	Funding Source
2 nd Street: Multi-use Path – Phase 1	Stafford Street Intersection through Billings Avenue Intersection	2018-2019	Construct ADA compliant intersections and crosswalks at Stafford Street and 2 nd Street intersection and Billings Avenue and 2 nd Street intersection. Remove partial concrete sidewalk on south side of roadway. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt is not present. Stripe on existing asphalt to continue pathway between intersections. Modify vehicle barriers to smoothly intersect Coal Mines Trail through Flag Pole Park.	Construction Material: \$115,000 Design: \$20,000 Construction Services: \$20,000 Total: \$155,000	TIB
2 nd Street: Multi-use Path – Phase 2	East of Billings Avenue through North Peoh Avenue Intersection	2020-2021	Construct ADA compliant intersections and crosswalks on 2 nd Street at: North Oakes Avenue, North Pennsylvania Avenue, North Harris Avenue, North Wright Avenue, Bullitt Avenue and North Peoh intersections. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt not present. Stripe pathway on existing asphalt if present to continue pathway between intersections.	Recommend: prepare cost estimates through or in alignment with Downtown Revitalization efforts.	TIB
2 nd Street: Multi-use Path – Phase 3	East of North Peoh Avenue through North Columbia Avenue Intersection	2022-2023	Construct ADA compliant intersection and crosswalks on 2 nd Street at: North Peoh Avenue, North Montgomery Avenue, North Teanaway Avenue and Columbia Avenue intersections. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt not present. Stripe pathway on existing asphalt if present to continue pathway between intersections.	Recommend: prepare cost estimates through or in alignment with Downtown Revitalization efforts.	TIB

B. Identifying Priority Bicycle and Pedestrian Connector Corridor to Regional Trails

Responses to the online survey identified that Cle Elum citizens would prefer to concentrate on connecting its community to the John Wayne Pioneer / Iron Horse Trail south of Cle Elum. Of the three local and regional trails identified in the survey, extending the Coal Mines Trail south to the John Wayne Pioneer / Iron Horse Trail was chosen by 63.9% of the respondents as their top connection priority.

The Coal Mines Trail, as discussed earlier, terminates at 2nd Street and Stafford Street across from Flag Pole Park. There are geographical and jurisdictional challenges of extending the Coal Mines Trail from Cle Elum's jurisdiction, south across the I-90 Interstate, over active railroad tracks, over the Yakima River bridge, through Kittitas County's and South Cle Elum's jurisdictions, and ultimately connecting with the John Wayne Pioneer / Iron Horse Trail.

There is one crossing of I-90 between Cle Elum and South Cle Elum. North Stafford Street becomes South Cle Elum Way, south of 1st Street in Cle Elum. South Cle Elum Way is a Major

Collector road traversing under I-90 and over the Yakima River. The roadway continues through the Town of South Cle Elum and becomes a Minor Collector road named Lower Peoh Point Road as it exits the Town of South Cle Elum and enters Kittitas County. This road already intersects the John Wayne Pioneer / Iron Horse Trail and may be the most convenient alignment for the multi-use connecting trail the community desires. Currently, the road is a two-lane, tree lined, curvy road with narrow shoulders. Most intersections are not controlled with traffic lights or stop signs.

Sidewalks in the City of Cle Elum exist sporadically along North Stafford Street north of 1st Street. Sidewalks do not exist between West Railroad Street and the bridge crossing over the Yakima River. Once over the Yakima River, sidewalks are not present through the rest of this identified corridor where South Cle Elum Way intersects with the John Wayne Pioneer / Iron Horse Trail. Sidewalk does exist on one side of the bridge deck over the Yakima River on South Cle Elum Way, but it is only three feet wide and is not separated from vehicular traffic and may be inaccessible during snow events.

Strong and extensive partnerships will be key to making this corridor connection a reality. There are strong advocates for making connections between national, regional, and local trails and models of success to follow as property owners are identified and join with governmental, agency, and association partners for this effort.

The first step in bringing the planning partners together would be to determine a champion for the effort from the City of Cle Elum. A partial list of potential partners may be: Washington State Departments of Transportation, Parks, Natural Resources, Recreation and Conservation; Kittitas County Aging and Long-term Care, Kittitas Public Health, Conference of Governments, Chamber of Commerce; QUADCO; U.S. Fish and Wildlife Service; various associations and commissions such as the Bicycle Alliance of Washington, Washington Bikes, and the John Wayne Pioneer Trail Advisory Committee.

C. Goals and Targets

Goal setting, setting performance targets, and measuring performance are often used to monitor and evaluate the public investment in transportation systems. This approach of setting goals and targets and then measuring results follows federal, state, and regional trends of transparency and accountability in government at all levels.

For Cle Elum's bicycle and pedestrian systems, overall goals may include:

1. Envision, build, and maintain one priority east-west corridor and one priority north-south corridor connecting major activity centers within the City.
2. Provide south and west bicycle and pedestrian connections from downtown Cle Elum to identified nearby John Wayne Pioneer Trail and Coal Mines Trail, respectively.
3. Support at least one community event a year that promotes education for bicycle and pedestrian safety.
4. Seek out state bicycle and pedestrian grants for projects identified in the transportation improvement program.

Deciding what to measure and what is a "good" target is an iterative process and community driven. Some measures are data intensive and complicated. It may take time to gather data to

evaluate for elaborate targets or trends. Alternatively, choosing just a few logical targets for the City of Cle Elum may tell the investment story well.

1. Envision, build, and maintain one priority east-west corridor and one priority north-south corridor connecting major activity centers within the City.
 - a. East-West corridor:
 - At least one Priority East-West Corridor identified and placed into the Cle Elum transportation improvement program within one year.
 - Initial East-West Priority Corridor: 25% built in three years; 50% built in six years; 100% built in ten years.
 - Assessment done each spring: 80% of the built corridor should be kept in good repair.
 - b. North-South corridor:
 - At least one North-South Priority Corridor identified and placed into the Cle Elum transportation improvement program within two years.
 - Initial North-South Priority Corridor: 10% built in six years; 25% built in ten years; 75% built in fifteen years, 100% built in twenty years.
 - Assessment done each spring: 80% of the built corridor should be kept in good repair.
2. Provide south and west bicycle and pedestrian connections from downtown Cle Elum to identified nearby John Wayne Pioneer Trail and Coal Mines Trail outside the city limits, respectively.
 - a. West connection from downtown Cle Elum to Coal Mines Trail
 - Initial West Connection: 50% connection completed in six years; 100% completed in ten years.
 - b. South connection from downtown Cle Elum to John Wayne Pioneer Trail
 - Initial South Connection: 25% connection completed in ten years; 100% completed in twenty years.
3. Support at least one community event a year that promotes education for bicycle and pedestrian safety.
4. Seek out state bicycle and pedestrian grants for projects identified in the transportation improvement program.
 - a. Seek out annual grants:
 - Track the number of bicycle and pedestrian grants awarded versus the number of grants applied for – target ratio of 15% successfully awarded.
 - Track the dollar value of grants applied for versus the dollar amount of identified unmet need for current year for bicycle and pedestrian projects in the transportation improvement program – target ratio of 60% unmet need for the current year sought through grants.

D. Measuring Success

Measuring the target can be done cyclically. Measurements can be reported annually in a public manner. Visual reporting on an annual basis can be easily accomplished on Cle Elum's website using any one of website dashboard tools such as a pie graph or filled in thermometer. The graphic used to display the goal should show the target and the progress made towards achieving the target.

Reviewing the goals and monitoring progress on an annual basis allows the City to adjust the schedule of projects for unexpected events such as the loss or gain of bicycle and pedestrian funding and will keep the public aware of challenges and successes.

BICYCLE AND PEDESTRIAN PROJECT FUNDING POTENTIAL

Table 3. below identifies a variety of local, state, and federal funding sources available for bicycle and pedestrian projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, the bicycle and pedestrian projects may be included as the primary project or alternatively, the bicycle and pedestrian elements may be incorporated into a larger project. For example, although the WSDOT Consolidated Public Transportation Grants focus on providing funding for transit-related operations and equipment, partnering with a public transportation provider such as People for People to include bicycle mounting equipment on new or existing busses can be an eligible grant request.

Some of the funding sources listed would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of September 1, 2017.

TABLE 3. POTENTIAL GRANT OR FUNDING SOURCES FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Funding Grant or Source	link
Safe Routes to Schools	https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm
WSDOT Pedestrian and Bicycle Safety Program	https://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Small City Sidewalk Program	http://www.tib.wa.gov/grants/smallcity/SCSP.cfm
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
Traffic Safety Grants	http://wtsc.wa.gov/grants
Surface Transportation Block Grants - Set-aside Program	https://www.ezview.wa.gov/site/alias_1898/home/36282/home.aspx
National Recreational Trails Program	http://www.rco.wa.gov/grants/grants_available.shtml
Public Lands Highways Program	https://flh.fhwa.dot.gov/programs/
Surface Transportation Block Grants Program	https://www.ezview.wa.gov/site/alias_1898/home/36282/home.aspx
WSDOT Consolidated Public Transportation Grants	http://www.wsdot.wa.gov/Transit/Grants/
Non-motorized Vehicle Tax	https://www.co.kittitas.wa.us/public-works/construction/planning.aspx
Transportation Improvement Board	http://www.tib.wa.gov/grants/Grants.cfm
Federal Public Lands Access Program	https://flh.fhwa.dot.gov/programs/flap/
Local/Road Improvement Districts (LID or RID)	http://mrsc.org/Home/Explore-Topics/Public-Works/Finance/Local-Improvement-Districts.aspx
Transportation Benefit Districts	http://mrsc.org/Home/Explore-Topics/Finance/Special-Topics/Transportation-Benefit-Districts.aspx
Private Development Fees	http://cityofcleelum.com/wp-content/uploads/2017/03/Planning-Rates-Fees-and-Charges.pdf

Appendix A:

Notifications and Blank Online Survey Tool

Walking Route - Your Priorities

The City of Cle Elum is developing a Bicycle and Pedestrian Plan to guide future non-motorized improvements.

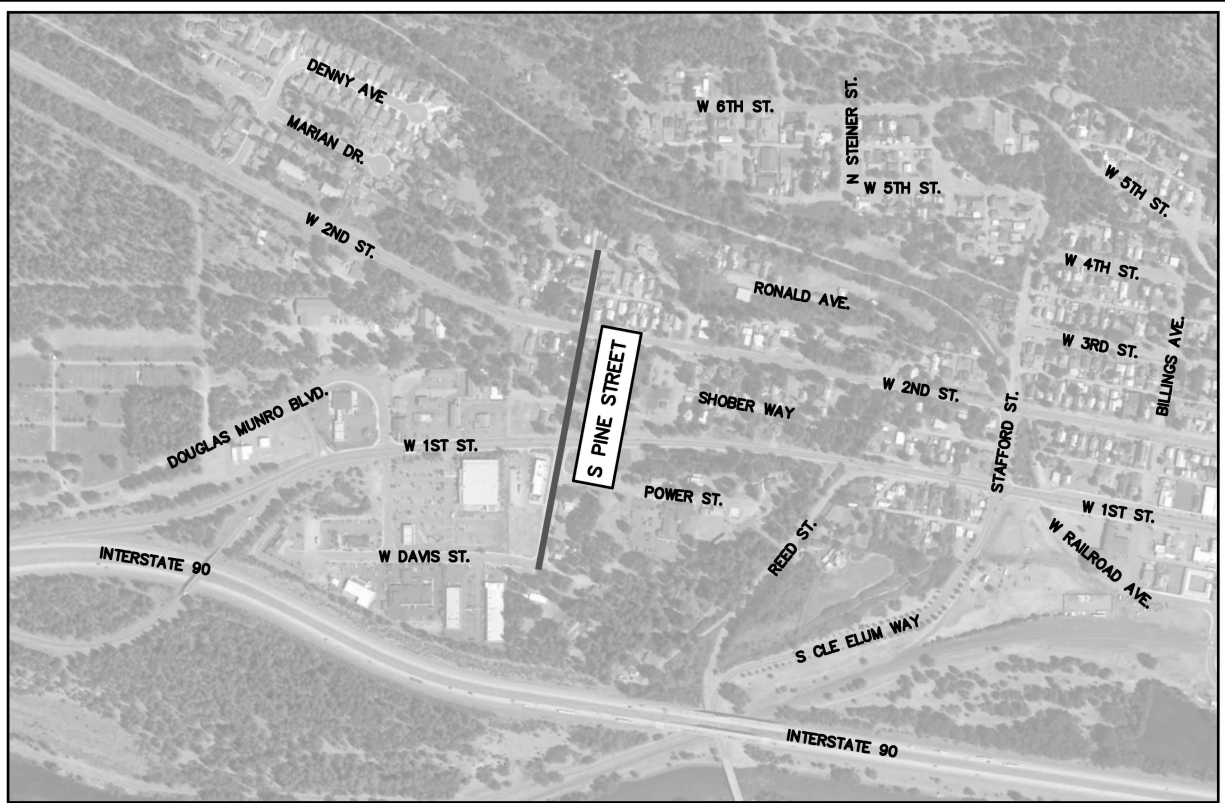
During the development:

- initial bicycle and pedestrian corridors will be identified,
- community will be engaged to create a vision for the corridor,
- the corridors will be assessed for current conditions,
- improvements will be defined on the corridor, and
- potential funding sources will be identified for the improvements.

A comment box is included at the end of the survey.

Please answer each of the questions about walking route priorities. An initial route has been chosen because it connects a residential area to some of the community's vital services, the City Park, and shopping (hardware store, pharmacy, grocery store, and emergency medical facility).

Proposed Priority Pedestrian Route



2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

JOB NO: 17068E
DRAWING: XXXXX.dwg
DATE: 07-14-17
DRAWN BY: DV
CHECKED BY: XXX

CITY OF CLE ELUM
INITIAL PRIORITY PEDESTRIAN ROUTE

* 1. The City of Cle Elum should make this route the top pedestrian priority: pedestrian-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.

Do Not Agree



Strongly Agree



* 2. Choose the top four (4) elements that should be part of this route when completed:

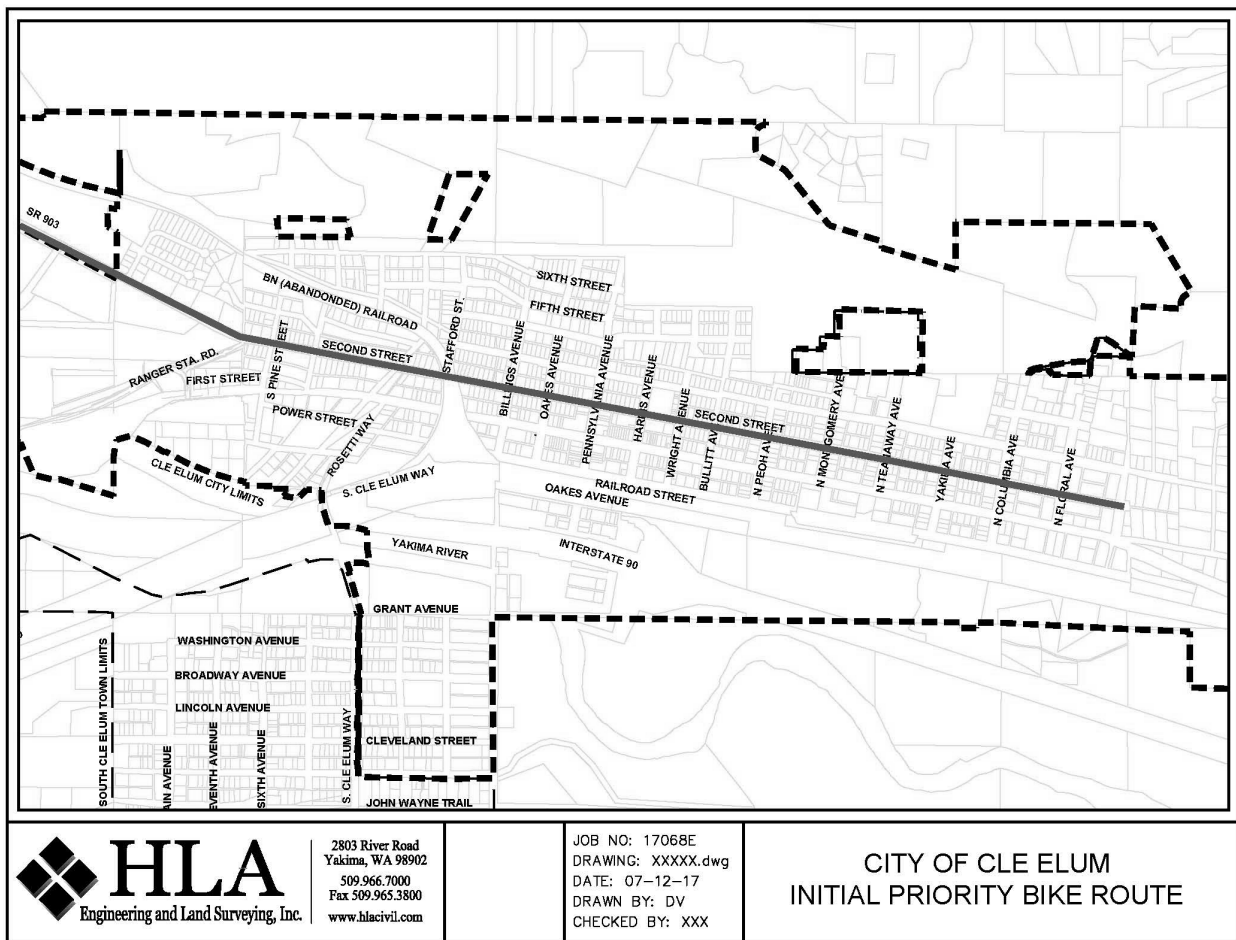
- ☐ Unobstructed walking surface; no obstacles such as benches, landscape plantings, trash receptacles, etc.
- ☐ Benches for resting.
- ☐ Shade trees along the route.
- ☐ Walking path with some separation from automobile travel lanes.
- ☐ Signs identifying this is a priority pedestrian route.
- ☐ Pedestrian-friendly corner crossings.
- ☐ Slower vehicular speeds adjacent to the identified route.
- ☐ Lighting at the pedestrian level.
- ☐ Trash receptacles.
- ☐ Landscape plantings or decorative treatments.
- ☐ Connections to downtown.
- ☐ Connections to nearby regional trails.

Bicycle Route - Your Priorities

Please answer each of the questions about bicycling route priorities.

This route is presented because it connects the entryway commercial area in the west side of town to the downtown commercial district and provides a commuting and shopping route for residents of the City of Cle Elum.

Proposed Priority Bicycle Route



* 3. The City of Cle Elum should make this route the top bicycling priority: bicycling-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.

Do Not Agree



Strongly Agree



* 4. Choose the top four (4) bicycle elements that should be part of this route when completed:

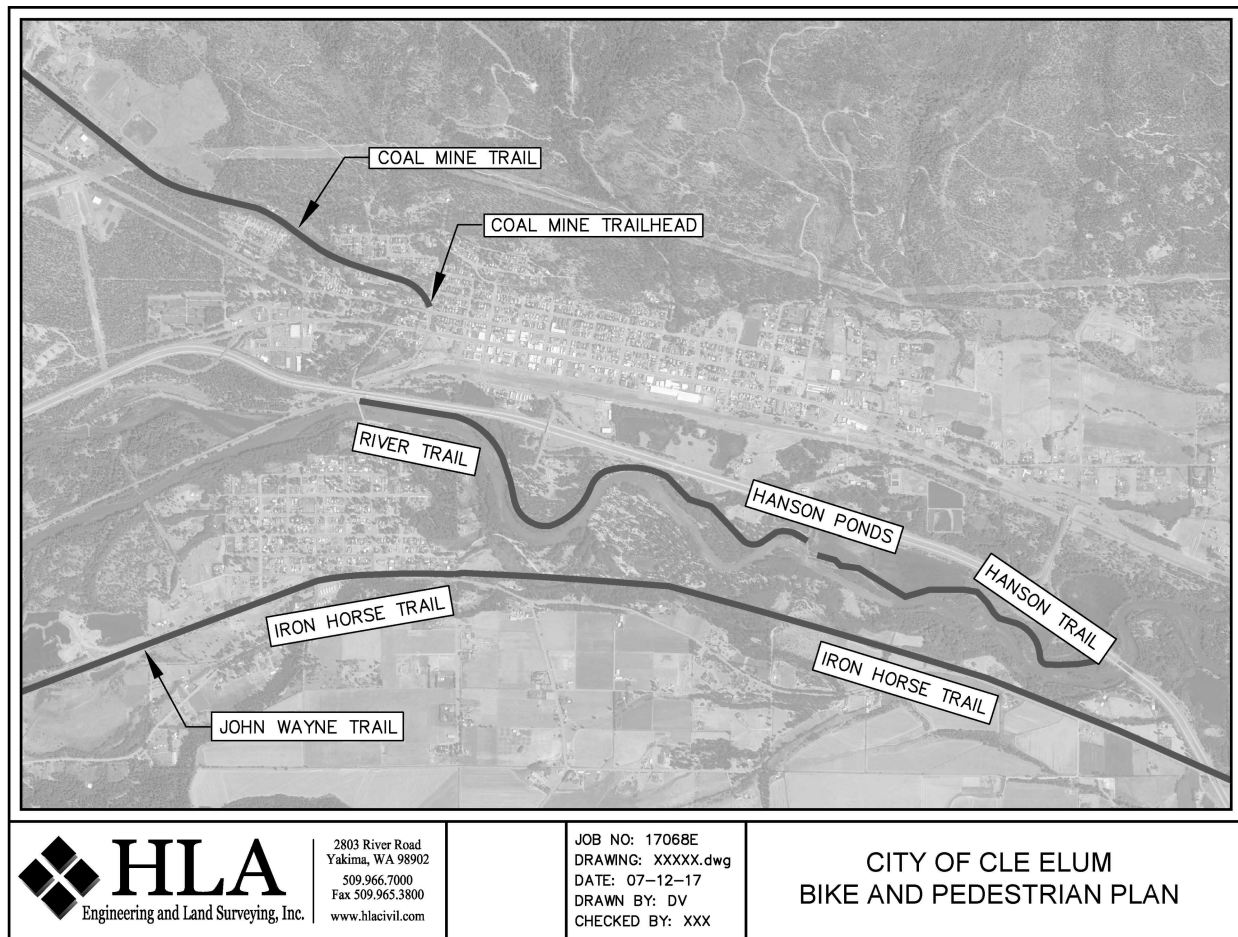
- ☐ Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc.
- ☐ Designated bicycle striping and signing.
- ☐ Shade trees along the route.
- ☐ Some separation from automobile travel lanes.
- ☐ Some separation from pedestrian walking paths.
- ☐ Bicyclist-friendly corner crossings.
- ☐ Slower vehicular speeds adjacent to the identified route.
- ☐ Lighting at the pedestrian level.
- ☐ Bike racks.
- ☐ Nearby landscape plantings or decorative treatments.
- ☐ Connections from the City route to nearby regional trails.

Connections to Regional Trails - Your Priorities

Please answer the questions about whether or which connections should be made between the City of Cle Elum walking and bicycling routes to nearby regional trails.

This map shows the nearby regional trails close to Cle Elum.

Various Regional Trails to Connect to in or near Cle Elum



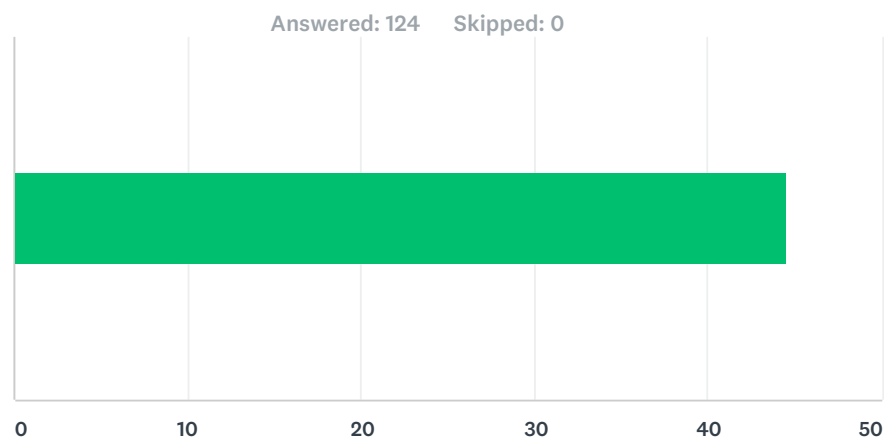
* 5. The City of Cle Elum should make progress towards connecting with this regional trail the top connection priority: bicycle-related and pedestrian-related construction and maintenance money should be spent here first:

- ☐ Formalize a levy trail between the Yakima River and Interstate 90 creating a clear connection to the Hanson Ponds Trail
- ☐ Extend the Coal Mines Trail south to the Iron Horse / John Wayne Trail
- ☐ Reconnect the Hanson Ponds Trail along the Yakima River establishing lost connection to two miles of downstream trail

Appendix B:

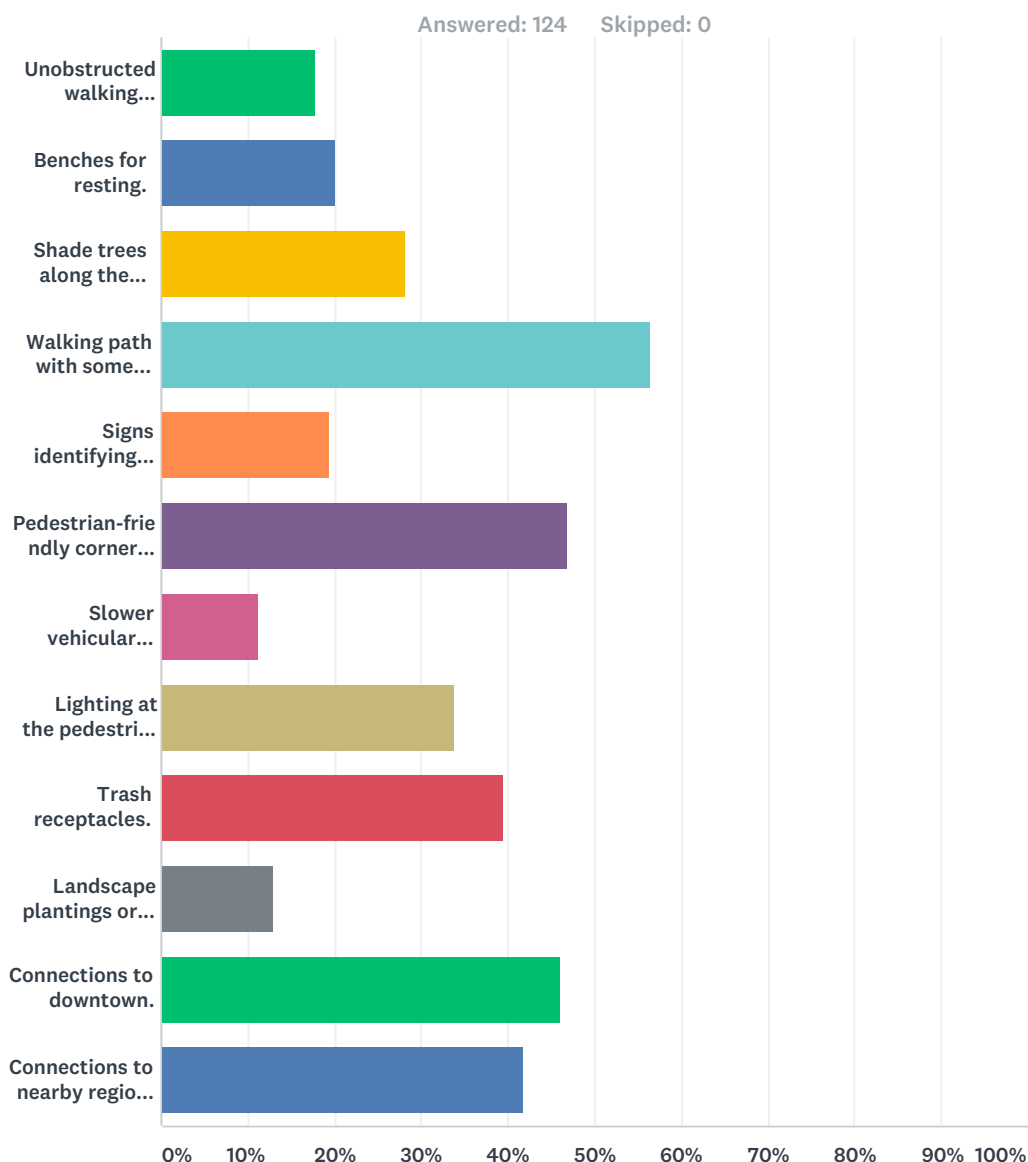
Online Survey Results and Facebook Public Comments Received

Q1 The City of Cle Elum should make this route the top pedestrian priority: pedestrian-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.



Answer Choices	Average Number	Total Number	Responses
	45	5,525	124
Total Respondents: 124			

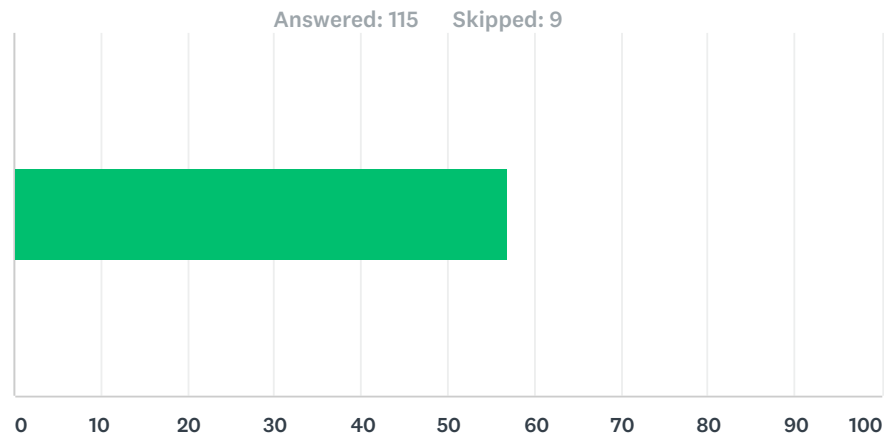
Q2 Choose the top four (4) elements that should be part of this route when completed:



Answer Choices	Responses	
Unobstructed walking surface; no obstacles such as benches, landscape plantings, trash receptacles, etc.	17.74%	22
Benches for resting.	20.16%	25
Shade trees along the route.	28.23%	35
Walking path with some separation from automobile travel lanes.	56.45%	70
Signs identifying this is a priority pedestrian route.	19.35%	24
Pedestrian-friendly corner crossings.	46.77%	58
Slower vehicular speeds adjacent to the identified route.	11.29%	14
Lighting at the pedestrian level.	33.87%	42

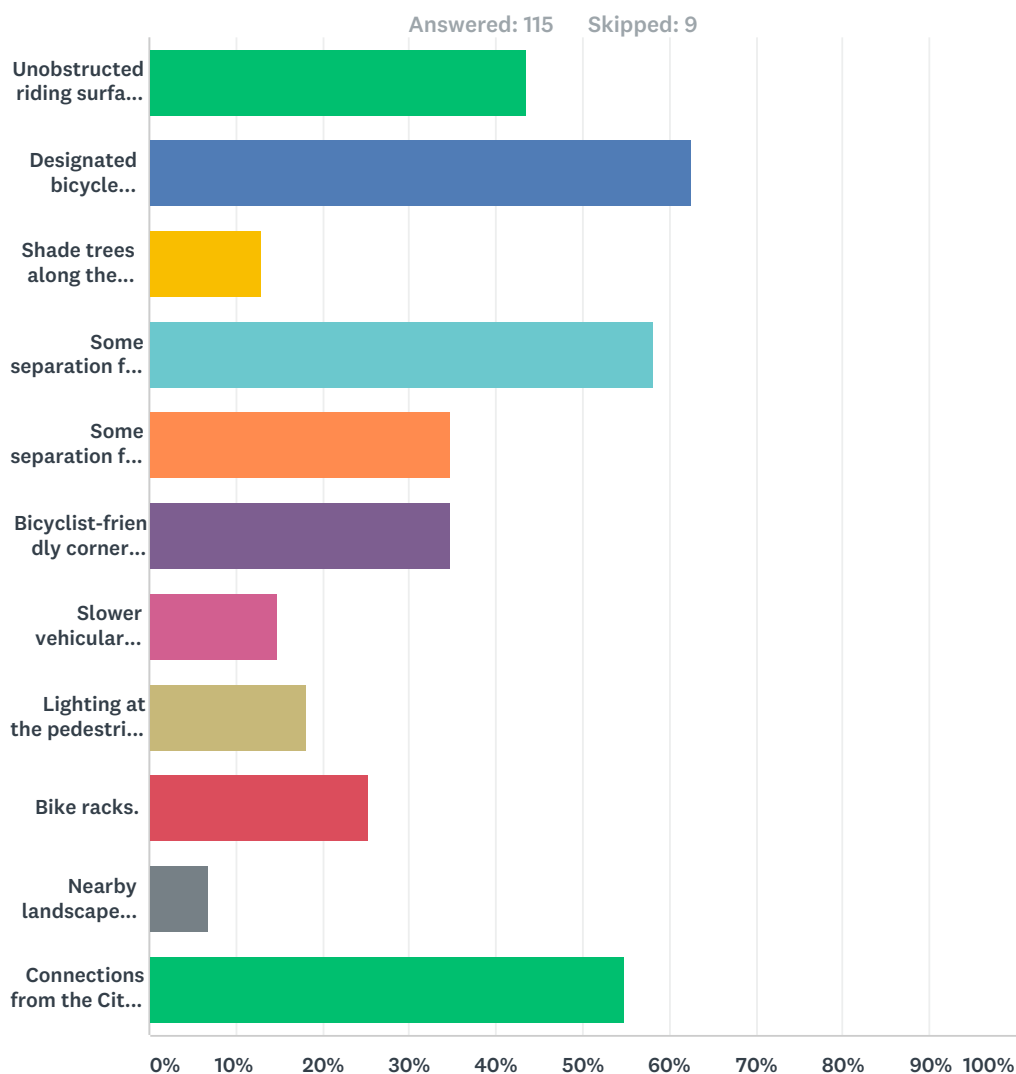
Trash receptacles.	39.52%	49
Landscape plantings or decorative treatments.	12.90%	16
Connections to downtown.	45.97%	57
Connections to nearby regional trails.	41.94%	52
Total Respondents: 124		

Q3 The City of Cle Elum should make this route the top bicycling priority: bicycling-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.



Answer Choices	Average Number	Total Number	Responses
	57	6,555	115
Total Respondents: 115			

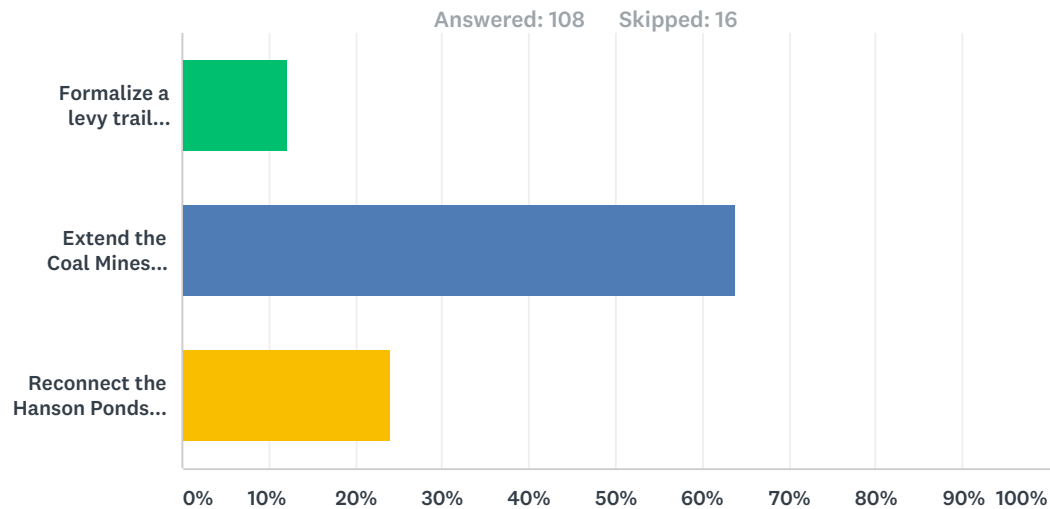
Q4 Choose the top four (4) bicycle elements that should be part of this route when completed:



Answer Choices	Responses	
Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc.	43.48%	50
Designated bicycle striping and signing.	62.61%	72
Shade trees along the route.	13.04%	15
Some separation from automobile travel lanes.	58.26%	67
Some separation from pedestrian walking paths.	34.78%	40
Bicyclist-friendly corner crossings.	34.78%	40
Slower vehicular speeds adjacent to the identified route.	14.78%	17
Lighting at the pedestrian level.	18.26%	21
Bike racks.	25.22%	29
Nearby landscape plantings or decorative treatments.	6.96%	8

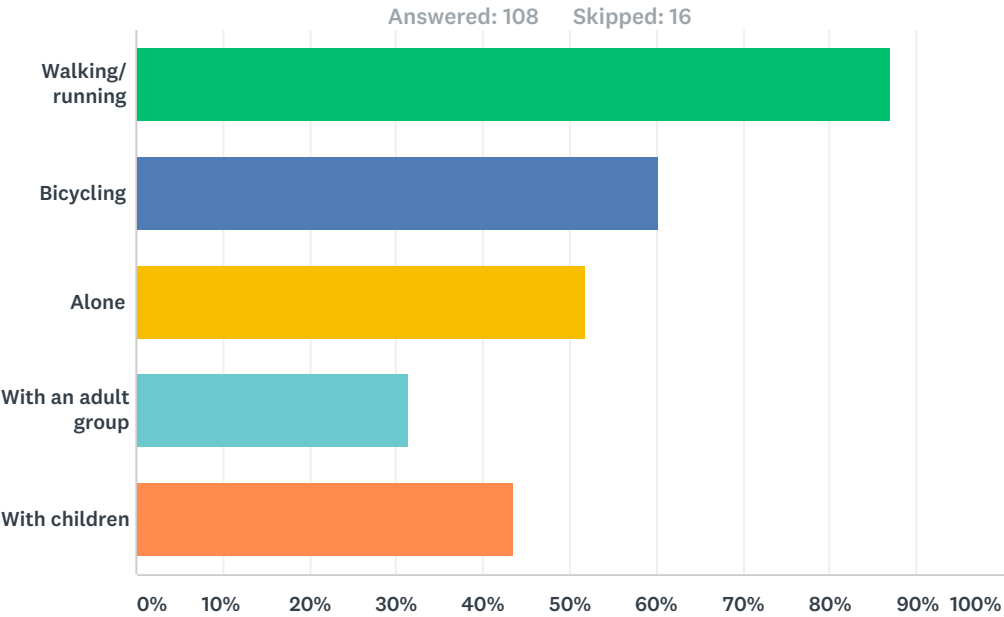
Connections from the City route to nearby regional trails.	54.78%	63
Total Respondents: 115		

Q5 The City of Cle Elum should make progress towards connecting with this regional trail the top connection priority: bicycle-related and pedestrian-related construction and maintenance money should be spent here first:



Answer Choices	Responses
Formalize a levy trail between the Yakima River and Interstate 90 creating a clear connection to the Hanson Ponds Trail	12.04% 13
Extend the Coal Mines Trail south to the Iron Horse / John Wayne Trail	63.89% 69
Reconnect the Hanson Ponds Trail along the Yakima River establishing lost connection to two miles of downstream trail	24.07% 26
TOTAL	108

Q6 Choose all of the ways you currently use the regional trails:



Answer Choices	Responses	
Walking/ running	87.04%	94
Bicycling	60.19%	65
Alone	51.85%	56
With an adult group	31.48%	34
With children	43.52%	47
Total Respondents: 108		

Q7 Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:
<http://cityofcleelum.com/> <http://cityofcleelum.com/city-services/administrative-services/public-notices/> <https://www.facebook.com/City-of-Cle-Elum-149388615203396/>

Answered: 21 Skipped: 103

Q7 Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:
<http://cityofcleelum.com/> <http://cityofcleelum.com/city-services/administrative-services/public-notices/>
<https://www.facebook.com/City-of-Cle-Elum-149388615203396/>

Answered: 21 Skipped: 102

#	Responses	Date
1	Have law enforcement officer's do a better job of enforcing "no bikes/skateboards and the like" on city sidewalks.	7/27/2017 2:34 PM
2	Please don't turn Cle Elum into Seattle	7/20/2017 6:59 AM
3	These should not be a priority at all. There are plenty of other city needs that should be addressed for safety reasons first. Potholes, sidewalks, signage, etc. Quit adding more until we fix what we already have!	7/19/2017 10:35 PM
4	I dont think the main pedestrian route should be so far W west of downtown. People will go to Safeway and the fast food restaurants regardless, lets get pedestrians in the downtown core. It would be nice to see the bike path be on Third street.	7/18/2017 7:17 PM
5	Keep bicycle and walking paths totally away from streets and highways!!	7/18/2017 7:12 PM
6	Sidewalks on 2nd and 3rd need attention. Neither are passable in their entirety by a bike or stroller. People have to walk/ride on the road.	7/18/2017 6:52 PM
7	More stroller and bike friendly surfaces. Dog friendly too!	7/18/2017 6:37 PM
8	Fix all the horrible sidewalks on 3rd st and 2nd. Helps keep people from walking on the road	7/18/2017 6:26 PM
9	I feel the walking paths and biking paths do not need to be separated - maybe I miss understand the proposal. I also feel that these trails should be ADA compliant. That was not a question on the priorities, but should have been.	7/17/2017 1:39 PM
10	Improving the Hanson trail would significantly impact wildlife, especially nesting birds. Deepening parts of the ponds and using the material to build islands would add nesting and fish habitat.	7/17/2017 10:00 AM
11	For question # 5 I am forced to pick an answer that I do not agree with in order to complete the survey. I do not feel that the city should do any of the options offered. An answer of "Take no Action" should be offered to make the findings of this survey valid and to represent the voice of all citizens. Not just those in favor of additional trails. Before any new trails or walkways are constructed it is essential that planning and implementing snow removal from the existing routes be undertaken. Our city crew is overwhelmed with getting streets cleared after each significant snowfall. Often it is several days if not over a week before the walk way on swimming pool hill aka west 2nd is cleared so that pedestrians can safely walk up and down the hill. Far too often they are forced to walk in the street putting them in danger of being hit by vehicles traveling on 2nd as well as causing a traffic hazard. This is no fault of the city crew it is merely a reality of a small town with limited budgets. Make improvements to the current infrastructure before creating new problems	7/16/2017 6:50 AM
12	Building and designing a town for pedestrians, displaying the values of the area, pine groves, adjacent to the river and pedestrian access with destination points such as a downtown center, water feature, community space will not only attract tourist but will facilitate a more cohesive community. Tourist will want to come because they will have a feeling that Cle Elum is a community of people whom value this place. Long term planning for healthy, sustainable community development will provide for all future needs for the current community and set the frame work for a growing town while preserving its local beauty.	7/14/2017 8:51 AM

13	Stoplight at pine st. and 1st st. Needs to happen asap! Stoplight at ranger station rd and 1st st.	7/14/2017 5:47 AM
14	Scared to cross the street as people do not stop. Need more signs or maybe a light further down east end of town.	7/13/2017 9:49 AM
15	Great ideas!	7/13/2017 9:25 AM
16	All great ideas! Part of plan should include a crosswalk between Safeway and the warrior quick stop.	7/13/2017 7:49 AM
17	As an avid cyclist who uses a bicycle to commute every day, I personally know these roads aren't too cycle friendly. I've personally been struck by three (3) separate vehicles while obeying street laws on my bicycle.	7/13/2017 4:40 AM
18	Snow removal on walking paths linking neighborhoods to Safeway needs to be a priority. Too often I have seen pedestrians scrambling over snowbanks or walking in the street. Very dangerous for people who don't have cars and need to get to essential services.	7/13/2017 1:34 AM
19	Pave some of the existing trails for bike riding and easy walking. Tired of walking in dirt. We don't need a bike path in town. The roads are bad enough w/o trying to add a bike lane.	7/12/2017 11:39 PM
20	I do not understand the placement of the pedestrian trail whatsoever.	7/12/2017 9:09 PM
21	Forget bikes; focus on people walking. Fix the walking trails that need help first. I rarely see bikes on the road, and honestly, they'd use the street where cars drive anyways.	7/12/2017 8:54 PM

* 6. Choose all of the ways you currently use the regional trails:

- ☐ Walking/ running
- ☐ Bicycling
- ☐ Alone
- ☐ With an adult group
- ☐ With children

7. Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:

<http://cityofcleelum.com/>

<http://cityofcleelum.com/city-services/administrative-services/public-notices/>

<https://www.facebook.com/City-of-Cle-Elum-149388615203396/>

Comments retrieved by staff on the topic of the Online Survey

David Muzzall Let's start with getting bicycle riders to follow the rules of the road. For instance traveling on the proper side of the road, stopping at stop signs, yielding the lane when holding up traffic.

[Like](#)[Show more reactions](#)

[· Reply · Message ·](#)

6

[· July 18 at 7:25pm](#)

[Manage](#)



Rita M Benavides And then motorists passing on Sr903 and Denny ave going 45-50 in the 25, who ignore pedestrians in the crosswalks. All this right in front of the police station. A\$shats, the drivers not the police. I ❤️ Them.

[Like](#)

[· Reply · Message ·](#)

2

[· July 18 at 8:31pm](#)

[Manage](#)



David Muzzall That too.

[Like](#)

[· Reply · Message · July 18 at 10:06pm](#)

[Manage](#)



Veronica Soderstrom This is the survey I was talking about on the other post, David. Not exactly what you mentioned, but possibly a step in the right direction. Fill out the survey with your thoughts. I did. I'd love to have a better/safer route between CE & SCE for bikes & pedestrians. There's a reason my girls weren't allowed to go to town without an adult when they were little. 🤔

[Like](#)

[· Reply · Message · July 25 at 3:53pm](#)

[Manage](#)



Write a reply...



Brandon Vaade Bicycle lane on I-90 in center median. Boom, nailed it. I am just kidding. We could use a pedestrian\bicycle only bridge across the river into so. Cle. Lots of riders use this route through the area. And the sidewalk on the bridge is not designed for users.

[Like](#)[Show more reactions](#)

[· Reply · Message · July 22 at 6:40am](#)

[Manage](#)



Susan Watkins Bronkhorst And keeping bicyclists off the sidewalks!

Appendix C:

City of Cle Elum Downtown Revitalization Planning - brochure

Existing Conditions & Character



Acknowledgments

Mayor
Honorable Jay McGowan

City Council
John Glondo
Ken Ratliff
Christine Simpson
Mickey Holz
Steven Harper
Tom Hastings
Ron Spears

Consultants

Engineering and Land Surveying, Inc.


LANDSCAPE ARCHITECTURE

Planning Commission
Kerry Clark
Marc Kirkpatrick
Debra Davis
Theo Leonard
Travis Harris
Scotty Sewell

City Staff
Lucy Temple - Planner, Project Manager
Robert Omans - City Administrator
Jim Leonhard - Public Works Director



Downtown Revitalization Planning
1st Street Concept

July 2017

Project Description

The City of Cle Elum initiated a Downtown Revitalization Planning Project to enhance the appearance of 1st Street, increase economic development, and create a safe walkable streetscape consistent with their Complete Streets Ordinance. Stakeholders, business and property owners, residents, the general public, Planning Commission and City Council provided valuable input throughout the process. As a result, the Planning Commission recommended approval of a Preferred Alternative to City Council. On June 27, 2017 City Council unanimously adopted the Preferred Alternative by Resolution. This Alternative establishes a conceptual plan for street and parking configuration, streetscape amenities, and landscape improvements for 1st Street. The plan will be used to secure funding and guide future projects.

Study Area



Public Process

- 4/20/17 Walk and Talk Site Visit
- 4/20/17 Focus Group Sessions
25 participants
- 5/22/17 Key Stakeholder Workshop
28 participants
- 6/6/17 City Council Planning Commission Study Session and Public Forum
32 participants
- 6/20/17 Planning Commission Recommendation
20 participants
- 6/27/17 City Council Adoption
45 participants

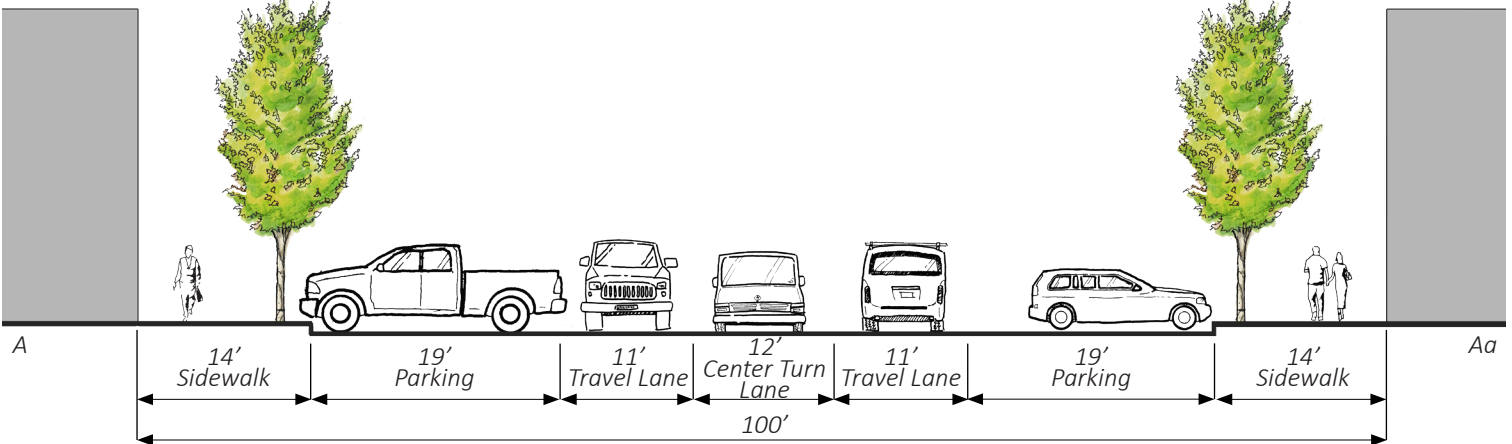


Focus Group Session



City Council Planning Commission Study Session and Public Forum

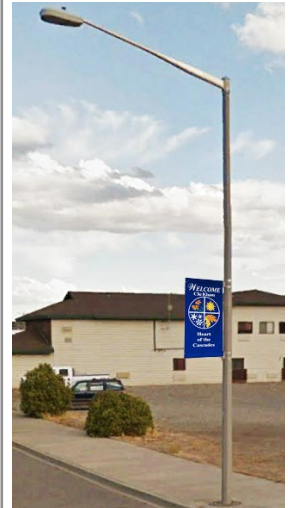
Typical Block Section



Site Furnishings



Existing:
Coal Cart at intersections



Street Light with Banner



Westport No Scratch Bike Rack



Proposed:
Concrete Sidewalk Paving Pattern



Banner to Announce Events



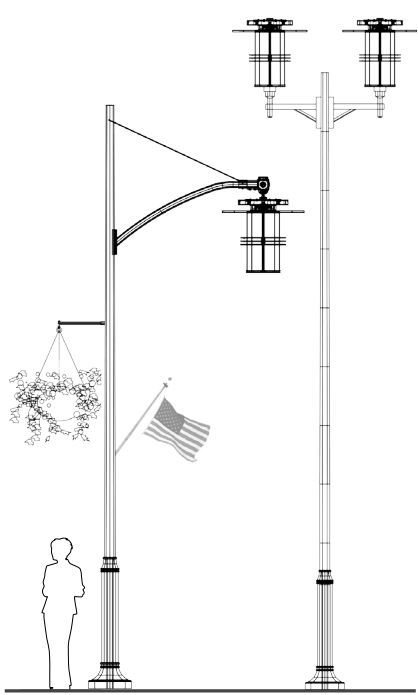
Public Art Opportunity Example
Artist - Abraham Anghik Ruben



Maglin MLB700 Wood Bench



Sternberg Chateau Pedestrian Light
single head along street, double head at intersections



Sternberg Chateau Pedestrian Light
single head along street, double head at intersections



Landscapeforms Planter



Canterbury Designs Receptacle

Typical Block Plan

