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Transportation Planning

The City's 2019 Comprehensive Plan is a guide for City operation and development. Each "Element" (aka *chapter*) contains specific data and information formulated into a plan about that topic, and includes goals and policies the City should be using as a guide for comprehensive plan implementation, as required by the Growth Management Act. All development and actions in the City are required to be consistent with the Comprehensive Plan, which is a good reason to review the plan regularly and determine whether changes need to be made to policies or practices, or whether the Plan should be amended. The comprehensive plan can be found on the City's website at: <http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/>

The City's Transportation Objectives and Policies from the Comprehensive Plan should be used as a guide to implementation of the [Transportation element](#). In addition to the goals and policies, this element includes information about existing conditions, roadway characteristics, traffic forecasts, existing deficiencies, future needs, and alternatives, and provides recommendations and financing information for the transportation network. The level of service (LOS) portion of the Roadway Characteristics section of the element is an example of data important to become familiar with and reference when questions arise about potential development impacts.

The Transportation element provides data and other information that are helpful to compile project and grant applications, communicate City transportation facilities planning to the community, and to gauge how the implementation is progressing during time between comprehensive plan updates.

Transportation Objectives and Policies

This section presents the transportation objectives and policies for the City of Cle Elum. These objectives and policies are consistent with the Revised Code of Washington (RCW), Kittitas County-wide Planning Policy (CWPP), the Kittitas County Comprehensive Plan (KC Comp Plan), and the Regional Transportation Plan (RTP.)

General

Objective 1: Be consistent with the City’s Comprehensive Plan Goals and Policies, the State’s Growth Management Act, and County-wide Planning Policies. (RCW 36.70(A).040; CWPP 4.1, 4.3; KC Comp Plan GPO 4.7, 4.47)

- Policy T-1 Land use plans and regulations should be used to guide development of the Transportation Element for the City.
- Policy T-2 Transportation improvements should support land use plans.
- Policy T-3 Transportation plans should be phased concurrently with growth.
- Policy T-4 Adequate transportation facilities and services should be in place at the time of occupancy of a development.
- Policy T-5 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.
- Policy T-6 Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating.
- Policy T-7 Ultimately, land use patterns should support transit and non-motorized modes of travel.
- Policy T-8 Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized.

Street Network

Objective 2: Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation. (CWPP 4.1; KC Comp Plan GPO 4.1, 4.3, 4.4)

- Policy T-9 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.
- Policy T-10 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.
- Policy T-11 Street and alley vacations should be supported when:
- The right of way to be vacated is not needed for future public use;

- The right of way to be vacated is not needed for the interconnection of the roadway system;
- The adjoining property owners have demonstrated a need for the vacation; and
- The resulting configuration of the street and/or alley, conforms with adopted City plans, ordinances, and development regulations.

- Policy T-12 Street vacations should only be supported in Downtown and in neighborhoods that have been developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.
- Policy T-13 Street standards should be based on functional classification and land use objectives.
- Policy T-14 Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT) respectively.
- Policy T-15 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.
- Policy T-16 Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.
- Policy T-17 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.
- Policy T-18 Access management of Cle Elum’s local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.
- Policy T-19 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.
- Policy T-20 Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as the Downtown retail core with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.

Level of Service

Objective 3: Evaluate existing and future land use for its impacts to the circulation system; ensure that a consistent level of service is provided to the public; and any improvements that may be required, are concurrent to the development. (RCW 36.70(A).040; CWPP 4.8; KC Comp Plan GPO 4.16, 4.18)

- Policy T-21 The City shall produce a financially feasible plan in the Capital Improvements section in each Element demonstrating its ability to achieve and maintain adopted levels of service.
- Policy T-22 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.
- Policy T-23 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.
- Policy T-24 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.

Non-motorized Transportation

Objective 4: Promote the development and enhancement of non-motorized transportation Citywide. (CWPP 4.6; KC Comp Plan GPO 4.14.)

- Policy T-25 Pedestrian and bicycle traffic should be accommodated within all areas of the City.
- Policy T-26 Pedestrian and bicycle movement across arterial intersections should be enhanced.
- Policy T-27 Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.
- Policy T-28 Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.
- Policy T-29 Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.
- Policy T-30 New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.
- Policy T-31 Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.
- Policy T-32 Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.

- Policy T-33 Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.
- Policy T-34 Adequate separation between non-motorized traffic should be provided to ensure safety.
- Policy T-35 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.
- Policy T-36 Encourage security, maintenance, and cleanliness of pedestrian facilities.
- Policy T-37 Coordinate with WSDOT, TIB the Cle Elum Main Street program, the Historic Preservation Commission, and other interested parties to implement the vision defined in the Downtown Revitalization Plan.
- Policy T-38 Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.
- Policy T-39 Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.
- Policy T-40 Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.
- Policy T-41 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.
- Policy T-42 Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

Transportation Demand Management / Commute Trip Reduction

Objective 5: Encourage the development and use of alternatives to single occupancy vehicles (CWPP 4.6; KC Comp Plan GPO 4.2.)

Policy T-42 Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and non-motorized transportation mode goals.

Policy T-43 Transportation demand management (TDM) measures should be implemented at residential and retail developments, as well as at the workplace.

Objective 6: Promote a reasonable balance between parking supply and demand.

Policy T-44 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.

Policy T-45 Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

Objective 7: *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. (KC Comp Plan GPO 4.15)*

Policy T-46 Recognize that there are certain impacts to the community associated with the operation of the Cle Elum Municipal Airport, such as noise generation, but recognize that these impacts have historically been accepted by the community in exchange for the economic benefits and the civic prestige associated with a functioning Municipal Airport.

Policy T-47 Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

Policy T-48 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.

Objective 8: *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.*

Policy T-49 Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

Policy T-50 Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

Policy T-51 Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

Objective 9: *Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.*

Policy T-52 Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to minimize wear on pavement surfaces not constructed to accommodate truck traffic.

Objective 10: *Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.*

- Policy T-53 Transportation facilities should be designed to complement (and not preclude) railroads.
- Policy T-54 Strategies to mitigate and plan for future rail freight service should be supported.
- Policy T-55 Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.
- Policy T-56 Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.
- Policy T-57 Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

Objective 11: Pursue adequate funding for transportation improvements from all potential sources in an efficient and equitable manner. (RCW 36.70(A).040; CWPP 4.2, 4.8; KC Comp Plan GPO 4.34-4.44)

- Policy T-58 To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.
- Policy T-59 Coordinate equitable public/private partnerships to help pay for transportation improvements.
- Policy T-60 Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

Objective 12: Develop a staging and implementation plan that expedites transportation system improvement projects.

- Policy T-61 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.
- Policy T-62 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.

Intergovernmental Coordination

Objective 13: Coordinate transportation operations, planning and improvements with other transportation authorities and municipalities (RCW 36.70(A).040; CWPP 4.3; KC Comp Plan GPO 4.8, 4.45)

- Policy T-63 A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.
- Policy T-64 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.