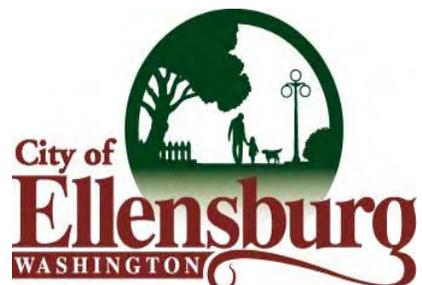




# City of Ellensburg Nonmotorized Transportation Plan 2008



# NON-MOTORIZED TRANSPORTATION PLAN

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# CHAPTER 1 INTRODUCTION AND BACKGROUND

## 1.1 INTRODUCTION

The citizens of Ellensburg value their ability to move about the community without the aid of automobiles. They walk or bike to commute to work, to run errands, and to exercise. The 2000 census reported that 5% of residents use bicycles as their primary means of transportation to work, and 15% walk, more than many comparable Washington cities (Table 1.1).

Table 1.1 2000 Census -- Means of transportation to work -- workers 16 years and over

	Total	Car, truck or van Drove Alone		Car truck or van Carpooled		Bicycle		Walked	
Washington	2785479	2040833	73.27%	357742	12.84%	16205	0.58%	89739	3.22%
Kittitas County	15209	10410	68.45%	2166	14.24%	352	2.31%	1242	8.17%
<b>Ellensburg</b>	<b>6815</b>	<b>4045</b>	<b>59.35%</b>	<b>950</b>	<b>13.94%</b>	<b>346</b>	<b>5.08%</b>	<b>1039</b>	<b>15.25%</b>
Bellingham	32952	23034	69.90%	3841	11.66%	854	2.59%	2231	6.77%
Cheney	3848	2512	65.28%	388	10.08%	36	0.94%	608	15.80%
Pullman	11214	5588	49.83%	1600	14.27%	191	1.70%	2446	21.81%
Moses Lake	6205	4987	80.37%	723	11.65%	42	0.68%	130	2.10%
Wenatchee	11336	8402	74.12%	1680	14.82%	94	0.83%	485	4.28%
Yakima	26439	20215	76.46%	3798	14.37%	154	0.58%	858	3.25%

Several qualities combine to make biking and walking easy and pleasurable in Ellensburg:

- relatively flat topography
- compact town layout including the central business district
- presence of Central Washington University
- continental climate
- proximity to nearby outdoor recreation opportunities

While the City currently supports many nonmotorized transportation facilities, investments in additional facilities and enhancements of certain infrastructure promise to be well used by large numbers of people for a variety of purposes. (See Appendix A: Open House Results).

## 1.2 PLAN OVERVIEW

This plan reflects the goals and policies of the community for nonmotorized transportation. It establishes the design standards and classification system used in Ellensburg for multi-purpose, bicycle and pedestrian facilities, inventories existing facilities and missing links, and recommends system improvements. The plan recommends a strategy for education and enforcement and addresses the need for funding for infrastructure and for maintenance. The plan also assigns roles and responsibilities for implementation.

## 1.3 PLAN DEVELOPMENT

This plan was developed by a citizen's committee in response to Ellensburg's 2007 Comprehensive Plan, which calls for updating the city's 1997 Nonmotorized Transportation System Plan. The Comprehensive Plan update and this Nonmotorized Transportation Plan respond to 2005 amendments to Washington State's Growth Management Act requiring communities to plan for bicycle and pedestrian transportation and physical activity.

### 1.3.1 Relationship to other plans

This plan is both a separate document and an element of the Transportation Chapter of the City's Comprehensive Plan. Its policies and provisions will be incorporated into other City documents such as roadway design standards, development regulations, the six-year Transportation Improvement Program, and the Transportation Element policies to ensure that nonmotorized elements are included in future planning and design processes.

This plan is related to the following documents:

*City of Ellensburg Nonmotorized Transportation System Plan:* This current plan replaces the Plan created by Parametrix, Inc. and adopted in 1997. Much of the work done 10 years ago is carried forward into this plan.

*“Definition:*

A walkable community is one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility.”<sup>1</sup>

*City of Ellensburg Comprehensive Plan:* The goals, policies and objectives of the 2007 Ellensburg Comprehensive Plan guided the development of this plan and are incorporated into section 1.5 and Appendix B: Goals and Recommendations. The Nonmotorized Transportation Plan (NMT) focuses on transportation system improvements. The relationship between transportation and land use, while not discussed extensively in this document, should not be ignored. The Comprehensive Plan includes land use goals and policies that promote compact development, mixed use live-work areas, neighborhood commercial areas, and

other strategies to build a community in which walking and biking are easier. While not specifically included in the NMT Plan, those land use policies are an integral part of accomplishing nonmotorized goals. The Comprehensive Plan is available at <http://www.cityofellensburg.org/community/compplan2006.pdf>.

*City of Ellensburg Park, Recreation and Open Space Plan:* The Parks plan provides a comprehensive study of existing and needed recreation infrastructure for Ellensburg. Portions of the 2002 Parks, Recreation and Open Space Plan related to trails and bike routes are incorporated into this plan.

*City of Ellensburg John Wayne Pioneer Trail, The Ellensburg Greenway: Reconnection Study Final Report:* The City of Ellensburg, Kittitas County, Central Washington University and the Washington State Parks and Recreation Commission have agreed to the route, design and management of the John Wayne Trail as established in the Reconnection Report. It is incorporated into this plan by reference.

*Kittitas County Transportation System Plan:* Kittitas County adopted its current transportation plan, which includes a Nonmotorized element, in early 2008. The 1996 Kittitas County Nonmotorized Transportation System Plan was used as a reference and guide for the 1997 Ellensburg plan; some of the goals from that plan are incorporated into this document. The current County Plan is available at [http://www.co.kittitas.wa.us/publicworks/engineering/longrangetp/kittitas\\_county\\_long\\_range\\_transportation\\_plan.pdf](http://www.co.kittitas.wa.us/publicworks/engineering/longrangetp/kittitas_county_long_range_transportation_plan.pdf).

*Central Washington University Campus Facilities Master Plan 2005.* This document was reviewed in an effort to coordinate route planning, as was the CWU draft Circulation Plan currently under development.

*Ellensburg School District Walk Route Maps.* Maps identifying safe routes to schools are shown in Figure 2o.

*Washington State Bicycle Facilities and Pedestrian Walkways Plan, March 2008 Draft.* Some guidance and ideas from the State's Draft plan are incorporated into this document. The Draft Plan is available at <http://www.wsdot.wa.gov/bike/PDF/FirstDraftPlan.pdf>.

### **1.3.2 Committee**

Members of the 2007 Nonmotorized Transportation Committee were appointed by the City Council September 26, 2007. The following members were more than advisory; they actively participated in the development of this plan.

Nancy Lillquist, Chair  
Ellensburg City Council

John Glenewinkel, Superintendent  
Ellensburg School District

Sarah Bedsaul  
Kittitas County Public Health

Rosemary Meyer  
Aging and Long Term Care

Lynn Blazek  
Ellensburg Windwalkers

Karen Raymond  
Writer

Dan Davis  
Bicyclist

Dorothy Stanley  
University District Interest Group  
First Railroad Addition

Von Elison  
Central Washington Disability

Steve Willard  
Homebuilder  
Trademark Corporation

### **1.3.3 Public Involvement**

Public involvement was solicited throughout the planning process:

- Citizens were invited to attend the bimonthly Nonmotorized Transportation Committee meetings or submit comments via email. Input was incorporated into several aspects of the plan.
- In May, 2008, the Nonmotorized Transportation Committee hosted a public open house, attended by 64 people. Citizens reviewed maps and diagrams illustrating facility improvement alternatives, prioritized bicycle and pedestrian routes, identified pedestrian “trouble-spots,” and provided feedback on suggested modifications or additions to policies. Detailed responses are included in Appendix A: Open House Results.
- Additional input on the draft plan was received during the public review process from September 15 to October 20, 2008.

## **1.4 BENEFITS OF NONMOTORIZED TRANSPORTATION**

Bicycle, pedestrian, and other forms of nonmotorized travel offer our community multiple benefits, including:

### **1.4.1 Transportation Mobility**

As population and vehicle miles continue to grow, nonmotorized transportation relieves pressure on the automobile-oriented transportation system, reducing congestion and roadway and parking construction costs. Many people (the young, the elderly, and those with disabilities) cannot drive, and others choose not to for economic or philosophical reasons. Bicycling and pedestrian facilities increase mobility and independence, improve accessibility, extend the reach of transit systems, and offer community members safe alternatives to driving.

### **1.4.2 Health**

Nonmotorized transportation facilities encourage people to be more active. Aerobic exercise such as bicycling and walking reduces the risk of serious diseases such as heart disease, hypertension, Type II diabetes, asthma, obesity, and osteoporosis. Exercise can even improve mood, relieve depression and stress, stimulate the immune system, and reduce cognitive decline in older adults. A year 2000 study indicated that an average savings of \$865 per person in medical costs occurred when inactive adults took part in regular moderate exercise.<sup>2</sup> Building opportunities to be physically active into daily routines through active transport and access to recreational opportunities is one of the most effective ways to improve community fitness. Biking and walking to work, school or for errands on infrastructure that is safe and accessible is an effective exercise plan.

Land-use decisions are just as much public health decisions as are decisions about food preparation.... We must be alert to the health benefits, including less stress, lower blood pressure, and overall improved physical and mental health, that can result when people live and work in accessible, safe, well-designed, thoughtful structures and landscapes.<sup>3</sup>

### **1.4.3 Economic**

Expanded nonmotorized transportation facilities will have a positive impact on the City of Ellensburg's economy. In addition to supporting bicycle, running, walking, and other outdoor sports-related businesses, an expanded nonmotorized transportation system will attract tourists to the City of Ellensburg. During the summer months, information about bicycle tourism is one of the top-10 requests on the Washington Department of Trade and Economic Development's tourist information hotline. A well-planned and attractive multi-use trail system will generate revenue for hotels, restaurants, stores and other businesses in Ellensburg. The Slickrock Bike Trail in Utah, for example, generates \$1.3 million in annual receipts for the city of Moab.<sup>4</sup> Improving the image of the City as a bicycle and pedestrian friendly destination will also attract businesses looking for a location that offers attractions for potential new residents and employees. In addition, increased spending on costly new road infrastructure is avoided as motorists shift to nonmotorized travel modes.

### **1.4.4 Quality of Life**

Communities that emphasize nonmotorized travel are, in general, viewed as more desirable. In a 2002 survey by the National Association of Home Builders and the National Association of Realtors, recent homebuyers were asked to rate the relative importance of 18 community amenities. Trails were ranked as second most important.<sup>5</sup> Bicycling and pedestrian trails have been shown to increase property values and make adjacent houses easier to sell. There is even evidence that the greenery associated with trails and walking corridors can result in a more positive social environment. Kathleen Wolf, a University of Washington researcher, recently cited a study of two comparable housing projects in Chicago. The one with more trees, grass, and plants had "fewer domestic

disputes, lower levels of fear, less crime, and better relationships among neighbors.”<sup>6</sup>

#### **1.4.5 Environment**

Biking and walking do not use petroleum and thus do not increase air/water/noise pollution, greenhouse gas emissions, and the environmental impacts from petroleum drilling, refining, and transporting. A recent report by the Federal Highway Administration found that 75% of trips of less than one mile were made by car, in part because the built environment was not conducive to bicycling or walking. The report also stated that “improved bicycle and pedestrian safety and mobility improvements in four pilot communities reduced the total vehicle miles traveled by an estimated 1.6 million miles over the course of a year....resulting in a savings of \$23 million in fuel costs and an estimated 67,000 metric tons of CO<sub>2</sub> emissions.”<sup>7</sup> By improving nonmotorized transportation facilities, Ellensburg could help reduce both global warming and the cost of living for residents.

#### **1.4.6 Safety**

Ellensburg reported 44 bicycling and pedestrian accidents between the beginning of 2004 and end of 2006. Providing and planning for well-designed nonmotorized facilities throughout the community, especially near schools, neighborhood commercial centers and along important travel corridors, improves safety for pedestrians and bicyclists.

### **1.5 NONMOTORIZED VISION AND GOALS**

The vision of this plan is to develop a continuous network of safe, attractive and accessible nonmotorized facilities that makes nonmotorized travel a viable and attractive alternative to driving in Ellensburg.

Overarching goals related to nonmotorized transportation have been established by the state and city:

In the *Action Plan for a Sustainable Washington*, Priority Action Recommendation 3 is:

- Commit to greenhouse gas reduction targets and mitigation strategies as the basis for developing a low-carbon, high-performance economy.<sup>8</sup>

The *Washington State Nutrition and Physical Activity Plan* includes three objectives for increasing physical activity:

- Objective 1: Increase the number of people who have access to free or low-cost recreational opportunities for physical activity.
- Objective 2: Increase the number of physical activity opportunities available to children.
- Objective 3: Increase the number of active community environments in Washington. Priority recommendations include:

- Use urban planning approaches – zoning and land use – that promote physical activity.
- Change transportation policy and funding to promote walking and bicycling.
- Enhance the safety and perceived safety of communities to improve walkability and bikeability.<sup>9</sup>

The Washington Department of Transportation’s draft 2008 *Washington State Bicycle Facilities and Pedestrian Walkways Plan* establishes the following two statewide goals:

- Double the percentage of total trips made primarily by bicycling and walking in Washington within the next 20 years; and
- Simultaneously reduce the number of bicyclists and pedestrians killed or injured in traffic crashes by 10 percent per year.<sup>10</sup>

Ellensburg’s 2007 Comprehensive Plan includes four major goals that pertain to nonmotorized transportation:

- Goal T-3: Provide a multi-modal transportation system that moves people and goods efficiently.
- Goal T-4: Continue improvement of the overall appearance and physical condition of the community.
- Goal T-7: Constantly protect and improve the quality of the natural and built environment within the community and surrounding region.
- Goal T-10: Implement a nonmotorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving.

The specific goals of this plan respond to and further the above state and city goals, incorporating objectives from the Ellensburg Comprehensive Plan, the 1997 Kittitas County Nonmotorized Transportation Plan, and the Ellensburg Park, Recreation, and Open Space Plan into an integrated nonmotorized transportation plan that reflects the issues, concerns, and priorities of the community.

Each of the following goals is supported in the document by a detailed series of recommendations. Appendix B: Goals and Recommendations relates the goal statements to the recommendations, and to Comprehensive Plan policies..

NMT 1: Plan a coordinated, continuous network of non-motorized transportation facilities that effectively provide access to local and regional destinations.

- NMT 2: Create a comprehensive system of multi-use off-road trails using alignments along public road rights-of-way, greenway belts, and open space areas, as well as cooperating private properties where appropriate.
- NMT 3: Create a comprehensive system of marked, on-road bicycle routes for commuter, recreational, and touring enthusiasts using scenic, collector, and local road rights-of-way and alignments through and around Ellensburg.
- NMT 4: Design a safe, attractive, accessible, and interconnected pedestrian environment.
- NMT 5: Establish classification and design standards that facilitate safe and pleasant non-motorized travel.
- NMT 6: Prioritize nonmotorized transportation projects and identify funding sources for high priority projects.
- NMT 7: Develop a system for maintenance of non-motorized facilities.
- NMT 8: Establish requirements for new developments to include facilities supporting non-motorized transportation.
- NMT 9: Promote safe non-motorized transportation through education and law enforcement.
- NMT 10: Increase the share of transportation that is non-motorized through programs that encourage walking and bicycling in lieu of driving
- NMT 11: Coordinate implementation of this plan among city departments, county and other government agencies, businesses, and residents.

#### Endnotes:

<sup>1</sup>A Resident's Guide to Creating Safe and Walkable Communities, Federal Highway Administration, 2008.

[http://www.Safety.fhwa.dot.gov/PED\\_BIKE/ped/ped\\_walkguide/residentsguide.pdf](http://www.Safety.fhwa.dot.gov/PED_BIKE/ped/ped_walkguide/residentsguide.pdf)

<sup>2</sup>Wolf, K.L. "City Trees, Nature and Physical Activity: A Research Review." *Arborist News* 17.1 (2008): 22-24. <http://www.cfr.washington.edu/research.envmind/CivicEco/Activity.pdf>

<sup>3</sup>Jackson, Richard J. MD, MPH, Director, CDC's National Center for Environmental Health "Creating a Healthy Environment: The Impact of the Built Environment on Public Health." <http://www.cdc.gov/healthyplaces/articles/Creating%20A%20Healthy%20Environment.pdf>

<sup>4</sup>"Enhancing the Environment with Trails and Greenways." 2007. Trails and Greenways Clearinghouse. 12 May 2008 [http://www.railtrails.org/resources/documents/resource\\_docs/tgc\\_conenv.pdf](http://www.railtrails.org/resources/documents/resource_docs/tgc_conenv.pdf)

<sup>5</sup>"Economic Benefits of Trails and Greenways." 2007. Trails and Greenways Clearinghouse. 12 May 2008 [http://www.railtrails.org/resources/documents/resource\\_docs/tgc\\_economic.pdf](http://www.railtrails.org/resources/documents/resource_docs/tgc_economic.pdf)

<sup>6</sup>Kuo, F.E., & Sullivan, W.C. "Environment and Crime in the Inner City: Does Vegetation Reduce Crime?" *Environment and Behavior* 33.3 (2001): 343-367. <http://eab.sagepub.com/cgi/content/abstract/33/3/343>

<sup>7</sup>"Washington State Bicycle Facilities and Pedestrian Walkways Plan." 2008. Washington Department of Transportation. 12 May 2008 <http://www.wsdot.wa.gov/bike/PDF/FirstDraftPlan.pdf>

<sup>8</sup> "A New Path Forward: Action Plan for a Sustainable Washington." February 2003. Governor's Sustainable Washington Advisory Panel,  
<http://www.sustainableseattle.org/sustpanel/ANewPathFowardActionPlan.pdf>

<sup>9</sup> "Washington State Nutrition and Physical Activity Plan: Policy and Environmental Approaches." Revised June 2008. Washington State Department of Health. DOH Pub 345-224  
[www.doh.wa.gov](http://www.doh.wa.gov)

<sup>10</sup> "Washington State Bicycle Facilities and Pedestrian Walkways Plan." 2008. Washington Department of Transportation. 12 May 2008  
<<http://www.wsdot.wa.gov/bike/PDF/FirstDraftPlan.pdf>>.

## CHAPTER 2 NONMOTORIZED TRANSPORTATION FACILITIES

### 2.1 DESIGN STANDARDS

Ellensburg's nonmotorized transportation system has multi-use, bicycle and pedestrian components as described below. Federal, State, and professional guidance exists to ensure the system is designed to provide safe and accommodating facilities. Ellensburg relies primarily on:

*The Federal Highway Administration's (FHWA's) National Bicycling and Walking Study: Case Study No. 24 – Current Planning Guidelines and Design Standards Being Used By State and Local Agencies for Bicycle and Pedestrian Facilities*, has detailed engineering solutions for many non-motorized situations.

*AASHTO Guide for the Development of Bicycle Facilities, 3rd Edition*, offers guidelines and minimum design criteria for safe bicycle facilities.

*AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition* has guidelines and minimum design criteria for pedestrian facilities.

WSDOT's *Bicycle Facility Design Guidance* (Chapter 1020) provides uniform minimum standards and criteria for the design and construction of bicycle facilities. It is available at <http://www.wsdot.wa.gov/eesc/design/designmanual/desenglish/1020-e.pdf>

WSDOT's *Pedestrian Design Guidance* (Chapter 1025) serves as a standard for construction and design of pedestrian facilities. It is available at <http://www.wsdot.wa.gov/eesc/Design/DesignManual/desEnglish/1025-E.pdf>

*The John Wayne Pioneer Trail, The Ellensburg Greenway: Reconnection Study* (2001) will guide the planning and design of that trail.

*ADA Accessibility Guidelines for Transportation Facilities* is consulted to ensure facilities are available to everyone.

*Manual on Uniform Traffic Control Devices for Streets and Highways*, USDOT, FHWA; <http://mutcd.fhwa.dot.gov/> as adopted and modified by WAC 468-95 provides standards for signs and other traffic control devices. It is available at <http://apps.leg.wa.gov/WAC/default.aspx?cite=468-95-330>

## **2.2 MULTI-USE TRAIL FACILITIES**

Multi-use trails provide facilities physically separated from motorized vehicular traffic, often within exclusive right of way with minimal crossflow by motor vehicles. They are designed and constructed primarily for bicycles, (Class I bikeways), but serve pedestrians, joggers, skaters, wheelchair users and other non-motorized users. Some multi-use trails are designed and constructed specifically to accommodate equestrians with a separate bridle trail alongside the shared-use path; other multi-use trails cannot be safely shared by horses and bikers. Proposed Multi-use trails are listed in Table 3.1a: Project Priorities: Multi-use Trails. *Figure 3a* shows existing and proposed multi-use trails and bike paths.

Ellensburg's Park, Recreation and Open Space Plan (2002) calls for developing 50 miles of multi-use trails to meet community and tourist needs. Multi-use trail corridors may be developed on other publicly-owned lands using public use agreements or special easements; or on lands owned as portions of road and highway right-of-way, stream corridor conservation or buffer zones of independent title.

Generally, multi-use trails will be developed to Washington State Department of Transportation (WSDOT) and American Association of State Highway and Transportation Officials (AASHTO) trail standards. They may be 8 to 14 feet of concrete, asphalt or fine crushed rock base, handicap-accessible, and usable by all age and skill groups. Specific designs for the John Wayne and Ellensburg Greenway trails have been developed. Multi-use trails should be designed to provide for emergency vehicle access, and include markers every 0.1 mile to allow users to easily locate themselves to emergency providers.

At the Bike-Walk Plan Open House held on May 21, 2008, participants were shown a route map and given a list of the proposed routes. They were asked to rank each route "High," "Medium," or "Low," (see Appendix A: Open House Results for ranking).

### **2.2.1 Regional Trails**

Regional multi-use trails span jurisdictions and serve residents well beyond the City of Ellensburg's boundaries into Kittitas and sometimes neighboring counties. They are used both recreationally and for functional transportation needs, such as commuting. Existing linear features, such as rivers, streams, canals, utility rights of way and abandoned railroad rights of way are used where feasible.

Regional trail corridors may be improved with trailhead services including rest stops, parking lots, restrooms, water, picnic tables, and air supply stations. Where the trail is located in association with another park and recreational improvement or public facility, the trailhead may be improved with active picnic, playgrounds, and play areas.

### 2.2.1a John Wayne Pioneer Trail/Iron Horse State Park

The historic Chicago, Milwaukee St Paul, and Pacific Railroad bed is a major cross-state trail, running 213 miles from Rattlesnake Lake (near North Bend) to the Columbia River (south of Vantage). The eastern segment from Snoqualmie Pass to the Columbia River is named the John Wayne Pioneer Trail. Bisecting Ellensburg, it is heavily used by bikers, walkers, runners, equestrians, and when conditions are right, by cross-country skiers (see Figure 3a, route #1). It consists of a wide right-of-way with a gravel surface managed by Washington State Parks according to the *Iron Horse State Park Master Plan (1999)* (figure 2a). The gravel surface is too coarse for comfortable bicycling.



Figure 2a John Wayne Trail west of Water Street

The railroad right-of-way historically passed through the middle of the CWU campus, but was interrupted by new construction and the removal of a trestle. The trail currently ends at Water Street on the west and picks up again at Alder Street on the east, creating an approximately one-mile gap. Bikers and walkers



Figure 2b John Wayne Pioneer Trail campus route posted at Alder Street trailhead

may currently follow a route along 14<sup>th</sup> Avenue and Alder Street to link the trail ends. The *John Wayne Pioneer Trail: The Ellensburg Greenway, Reconnection Study (2001)* identifies this route as the CWU Campus Pedestrian Bicycle Link (Figure 2b), and calls for expanding the sidewalk to 16 feet and adding street furniture and campus signage. The campus route was considered unfriendly to equestrian users, and a six-mile reconnection route, described below in section 2.2.2, was adopted in 2001.

The John Wayne Trail has potential to become a regional tourist destination. Bikers, hikers and equestrian users traveling the trail from end to end will need overnight accommodations.

**Recommendation 2.2.1a: Improve the John Wayne Trail as it passes through Ellensburg.**

1. Work with State Parks to provide a paved or fine gravel surface suitable for bicycling on at least 10 feet of the existing right-of-way through Ellensburg.
2. Coordinate with Kittitas County and State Parks to extend the bikeable surface throughout the County to provide a regional trail for commuters and tourists.
3. Enhance wayfinding at the Water Street and Alder Street trailheads to facilitate users unfamiliar with Ellensburg getting from one end of the trail to the other.
4. Include wayfinding to direct visitors to downtown and the River to Rodeo trail (see section 2.4.4(b)) via Water Street on the west, or intersecting the Alder Street trailhead on the east.
5. Work with State Parks to improve maps and literature showing routes through Ellensburg, as well as overnight and dining accommodations.
6. Work with Kittitas County to explore availability of camping for trail users at the fairgrounds trailhead.
7. With CWU, make improvements to 14<sup>th</sup> and Alder as called for in the *John Wayne Pioneer Trail: The Ellensburg Greenway, Reconnection Study Final Report (2001)*.

#### 2.2.1b Future Regional Trails

Many communities have taken advantage of linear features such as streams to build greenway trails. Proposals to do so in the Ellensburg area were discussed and a number of issues were raised. Ideally, such trails would be planned as a regional network extending beyond the city limits and UGA and crossing many property ownerships. Route planning, as well as issues of design to minimize impact to riparian areas and neighbors and to provide long term maintenance, need additional discussion among many levels of government, property owners and potential user groups.

**Recommendation 2.2.1b: Engage other jurisdictions and private partners to plan a network of multi-use trails throughout lower Kittitas County.**

## 2.2.2 Community Trails

Community trails are located within the City of Ellensburg, and primarily serve its residents. If possible, trails should link community facilities such as commercial centers, parks, and historical features.

### 2.2.2 (a) Ellensburg Greenway Trail (John Wayne Trail Reconnection)

The Ellensburg Greenway trail reconnects the missing link of the John Wayne/Iron Horse trail, bypassing CWU and central Ellensburg (see Figure 3a, route #2). The trail route and design is guided by *The John Wayne Pioneer Trail, Ellensburg: Reconnection Study Final Report* with section by section descriptions of the trail (see Figure 2c). The six-mile trail is envisioned as a safe walking, cross-country skiing, jogging, bicycling and horseback riding multi-use path for both recreation and transportation. Surfacing includes both paved and unpaved surfaces to accommodate the diversity of users.

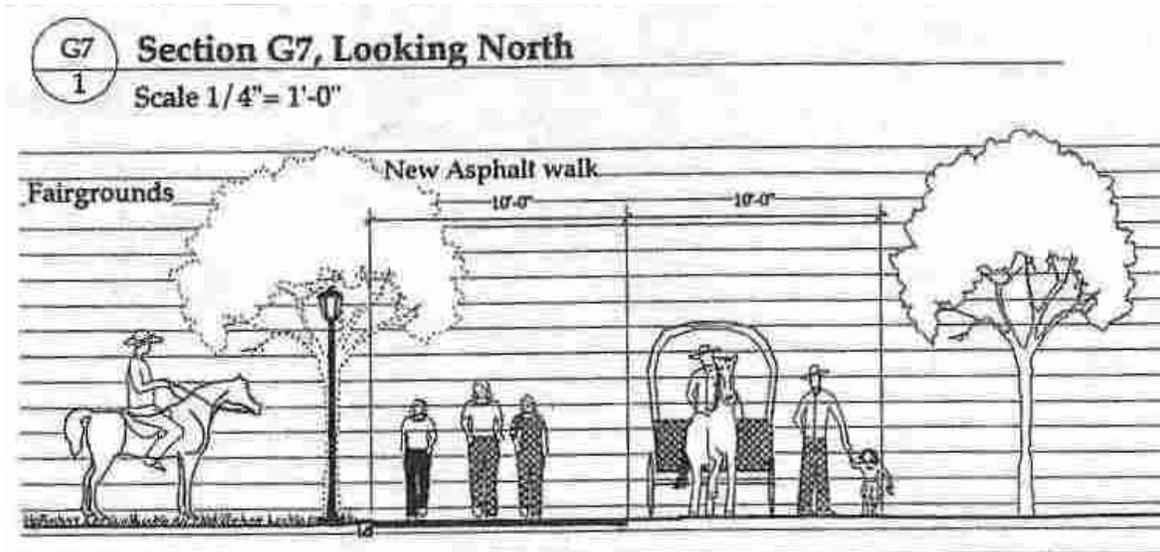


Figure 2c Section of proposed Ellensburg Greenway design near Fairgrounds

Sixty-four percent of the participants in the May 21 Bike-Walk Open House thought completing the John Wayne Trail reconnection was a high priority. A portion of the trail east of Alder Street was constructed in 2008, from Greenfield Avenue to the Cascade Canal (see figure 2d). The new North Alder Street Park, located just south of Greenfield Avenue, is planned for construction in 2009, followed by the trail segment from Greenfield to Helena Street.



Figure 2d Constructed section of Ellensburg Greenway trail near Greenfield Avenue

**Recommendation 2.2.2: Complete the Ellensburg Greenway/John Wayne Trail Reconnection.**

- 1. Continue to work with CWU, Kittitas County, and private landowners to acquire necessary rights-of-way.**
- 2. Continue to seek grant funding to construct the trail.**
- 3. Identify funding sources for maintenance and operation of trail.**

2.2.2b Park trails

Some existing City parks include multi-use trails. McElroy Park and Rotary Park have paved trails used for walking, jogging, bicycling, and skating. Irene Rinehart Riverfront Park has several unpaved paths enjoyed by residents for walking and nature observation.

**2.2.3 Neighborhood Connecting Paths**

Connector paths are short segments of sidewalk not adjacent to a street. They are used to provide non-motorized access to and from neighborhoods where there are no streets, but where access to a park, trail, school, commercial area, or another neighborhood is desirable. Use of such paths can reduce the walking distance between two locations considerably, and provide a safer route away from high traffic corridors than might otherwise be available. They are short multi-purpose trails, generally only one or two lots in length, and they usually serve only local residents.

Several examples of connector paths exist in Ellensburg. The Sagebrush Trail connects the Craig’s Hill neighborhood and Reed Park to the fairgrounds, Memorial Park and Downtown via stairs up a steep bluff; it is maintained by the City. Willow Glen neighborhood is connected to Mountain View Park to the north via a short path maintained by the homeowners association. At least two neighborhoods have paths connecting to the John Wayne Trail west of Water Street (see figure 2e), also maintained by homeowners associations. Some apartment complexes along 18<sup>th</sup> Avenue maintain paths offering more efficient routes to the CWU campus.



Figure 2e Connecting trail to the John Wayne Trail from Illinois Avenue

The Comprehensive Plan (goal T3J, page 113) anticipates increased use of connector paths as an alternative to completing a full street grid.

**Recommendation 2.2.3: Encourage connector paths where the street grid cannot be achieved.**

1. Consider policies establishing when and how connector paths would be appropriate. Options include:
  - a. Require connector paths on cul de sacs over a certain length.
  - b. Require connector paths for new plats over 10 homes having street access on only one side, or for 30 homes having street access on only two sides.
  - c. Require connector paths where access to a school, commercial area, park or other recreational facility can be provided.
2. Consider maintenance policies for connector paths. Options include:
  - a. Require homeowners associations to maintain path.
  - b. Require adjacent property owners to maintain path (define as a sidewalk not adjacent to a street).
  - c. City Parks Department maintain (define as a multi-use trail recreational facility).
  - d. City Public Works maintain (define as a

## **2.3 BICYCLE FACILITIES**

In the State of Washington, bicyclists are granted all the rights and are also subject to the duties of motorized vehicles. In addition bicyclists must follow the rules of the road for non-motorized vehicles established in RCW 46.61.750 to .780 (see Appendix C).

Ellensburg uses the bikeway classifications defined in the *WSDOT Design Manual* as listed below. These are described in greater detail in the *Guide for the Development of Bicycle Facilities* published by AASHTO.

Proposed bicycle routes are listed in *Table 3.1b*. *Figure 3a* shows existing and proposed multi-use trails and bike paths. While all Ellensburg streets are legal for bike use unless specifically prohibited, some streets are designated as bike routes to encourage bike travel on the streets most capable of accommodating bikes with extra width, and to provide markings and signage that notify drivers they must share the road with bicyclists. Routes tend to be on arterial streets, which provide more direct access with fewer stops for bikes as well as cars, as well as having the extra width. Many bikers find arterial streets less pleasant to ride than quieter residential streets, and are free to choose their own routes on any of Ellensburg's public streets. Ellensburg's Park, Recreation and Open Space Plan (2002) calls

for developing 15 miles of off-road bicycle trails, and 11 miles of connected roadways with shoulders, and 32 miles of in-lane bicycle routes for touring of backcountry areas.

### **2.3.1 Class I Bikeway (Bike Path)**

A Class I Bikeway is a trail physically separated from motorized vehicular traffic for multi-use use including bicycles, pedestrians, skaters, users of manual and motorized wheelchairs, joggers, and cross-country skiers. See 2.2 Multi-use Trail Facilities above.

### **2.3.2 Class II Bikeway (Bike Lane)**

A bike lane is a portion of a roadway that is designated by pavement markings and possibly signs for the preferential use of a cyclist. These one-way facilities (with traffic) are established along streets in corridors where there is current or anticipated bicycle demand and where it would be unsafe for bicyclists to ride in the travel lane.

Extra right-of-way and pavement width of five feet is needed to support bike lanes. On alignments where bike lanes are planned, Ellensburg requires an additional 10 feet of right-of-way when new plats are approved. Kittitas County supports Ellensburg's nonmotorized transportation goals by also requiring the extra right-of-way on designated Class II bike routes within the Urban Growth Area. Figure 2f shows a typical Class II on-street bike lane.



Figure 2f: Water St.; typical Class II bike lane.

Where bike lanes are desired on streets but there is insufficient right-of-way, the number of lanes can be reduced or parking along the street prohibited in order to provide sufficient width to delineate bike lanes, provided an analysis shows that traffic will not become congested by loss of lanes, or parking for adjacent businesses or residents can be otherwise accommodated.

Bike lanes striped next to parked cars can create a hazard for cyclists if car doors are suddenly opened into a cyclist in the bike lane. To avoid this situation, experienced bikers often ride closer to the center of the lane. Motorists can become irritated at the cyclist if traffic is slowed and may be unaware that sharing the road is legal, leading to hostile actions such as squeezing the cyclist toward the parked cars. Some communities are addressing this issue by marking the route with "sharrow" or "shared lane pavement markings" (figure 2g). Bicycle symbols are placed in street to indicate that motorists should expect to share the entire lane with cyclists rather than just the pavement within a traditionally striped bike lane. The markings guide the cyclist to ride within the lane and not too close to parked cars. Sharrow markings are not universally embraced by the cycling

community, however, with some cyclists arguing that the striped lane gives bicyclists a dedicated portion of the street in which they feel safer.

The concept of the sharrow was introduced to Ellensburg citizens at the Bike-Walk Open House May 21. Given a choice between the sharrow, a bike lane next to parked cars, or a bike lane next to the curb, citizen preference was to ride in a lane next to the curb. Several people expressed that sharrows were more appropriate on streets with speed limits of 25 mph or less and in residential areas. A few citizens suggested Ellensburg paint colored (green or blue) “bike boxes” at intersections to protect bikers from right turning vehicles.

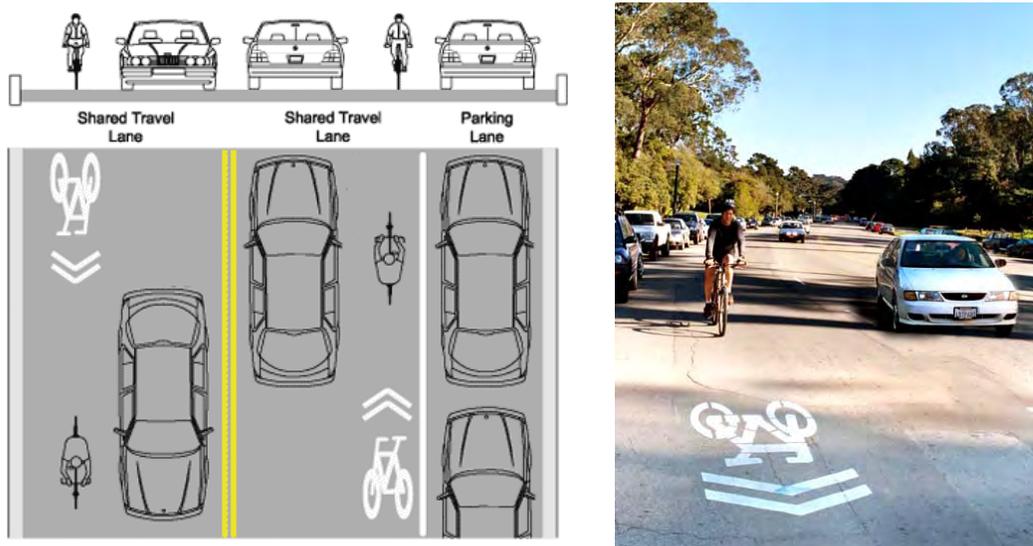


Figure 2g: Sharrows, Shared lane pavement marking (Washington State Bicycle Facilities and Pedestrian Walkways Plan)

**Recommendation 2.3.2 Implement the system of Class II bike lanes shown in Figure 3a and Table 3.1b.**

1. Continue to require extra width on designated bike routes for new plats.
2. Conduct a trial Class II sharrow on Chestnut Street from Mountain View to University Way. Chestnut Street has sufficient width to stripe a class II bike lane, but the lane would be adjacent to parked cars. Mark the street with shared lane pavement markings. After a year’s time, ask bikers to provide comment on whether or not they prefer the markings to the dedicated lane markings.
3. For routes where a Class II bikeway is desired, but the right-of-way is insufficient, consider reducing lanes or removing on-street parking on a case by case basis.
4. Consider eliminating parking at the intersections of bike lanes and arterial streets on a case-by-case basis.

### **2.3.3 Class III Bikeway (Bike Route)**

Class III bikeways are roadways shared by bicycles and motor vehicles that provide continuity to other bicycle facilities (Class II bikeways), or designate preferred routes through high bicycle-demand corridors. Bikeways are usually wide shared curb lanes or paved shoulders with signs (specified in the Manual on Uniform Traffic Control Devices) designating the roadway as a bicycle route.

On low speed streets where there is insufficient right-of-way to stripe bike lanes and it is not practical to reduce the number of lanes or prohibit parking along the street, a street can be marked to share the roadway as discussed above in section 2.3.2 and shown in figure 2g. These streets are often too narrow to be safely shared side-by-side by cyclists and passing motorists. Shared lane pavement markings on a class III bikeway indicate to the motorist that they must share the lane with cyclists. Caution must be exercised by the cyclist, however, as there is no extra pavement width or dedicated lane to retreat to on these routes.

#### **Recommendation 2.3.3: Implement the system of Class III bikeways shown in Figure 3a and Table 3.1b**

- 1. Conduct a trial Class III sharrow on Fifth Avenue from Chestnut Street to Pacific Street (River to Rodeo Trail), on Sprague from 5<sup>th</sup> to University Way (Town to Gown Trail), and on Alder Street, from University Way to Sanders Road. Both of these routes are important linkages in the City's bike route network, but have insufficient right-of-way width to stripe for bike lanes without prohibiting parking on one side of the street. Mark the streets with shared pavement markings. After a year's time, ask cyclists whether or not they like this new style of pavement marking.**

### **2.3.4 Class IV, Shared Roadway (No Bikeway Designation)**

These are publicly maintained roads that are accessible to bicyclists but are not designated with signs and/or pavement markings as bicycle routes. Some of these roadways are used only by more experience bicyclists, either because they are inherently unsafe for bicycle travel or because they are not along high bicycle-demand corridors. In most cases, these roadways are local access streets and are not marked for bicycle travel, even though they are fully adequate for safe and efficient bicycle travel. Most streets in the City of Ellensburg currently fall under Class IV, and are quite safe and desirable for cycling.

### 2.3.5 Other Bicycle Facilities

In addition to providing a continuous bike route network, other facilities add to the ease of biking in the community.

#### 2.3.5a Bicycles on Transit

Combining transit service and a bicycle accommodation provides additional flexibility for bicyclists. Central Transit busses have a rack on front to accommodate bicycles.

**Recommendation 2.3.5a: Work with transit authority to ensure continued compatibility of transit for bicycle users.**

#### 2.3.5b Bicycle Parking

Many cities require bicycle parking for new commercial, industrial, multifamily residential, or public projects. Requirements are determined as a percentage of auto parking, per dwelling unit, or per square foot of construction. Some require covered bicycle parking or bike lockers, and showers and lockers for the commuter's convenience as well.



Figure 2h: Bicycle parking at Morgan Middle School

The Ellensburg Downtown Association has promoted bicycle parking in the downtown area by sponsoring two artists per year to design, construct and install bike racks that double as public art. Central Washington University provides a number of attractive covered bike parking areas.

**Recommendation 2.3.5b Amend city code to require bicycle parking for new commercial, industrial, multifamily, and public projects.**

### 2.3.6 Bicycling on Sidewalks and in Parks Policy

It is not legal to ride bicycles or other recreational wheels on sidewalks or alleys within the downtown business area bounded by Sixth Ave. on the north, Water Street on the west, Third Ave. on the south, and Ruby Street on the east, including the entire Rotary Pavilion area (EMC 8.48.120). Bicycles and recreational wheels can only be used in designated roads and paths of City parks (EMC 8.48.080).

### 2.3.7 Bicycle Helmet Law

Use of proper equipment contributes to safety. Ellensburg requires people under the age of 16 are required to wear a helmet (EMC 8.52) while operating a bicycle, skates or skateboard.

## 2.4 PEDESTRIAN FACILITIES (WALKWAYS)

Pedestrian facilities are provided throughout the City of Ellensburg as described below. Pedestrian rights and duties are outlined in RCW 46.61.230 to.269 (see Appendix D: Pedestrian Rights and Duties. This section is organized around the principal that people are more likely to choose to walk if the pedestrian environment is 1) *safe*, 2) *attractive* and 3) *well connected*.

### 2.4.1 Safety

People will avoid routes that feel unsafe, or they will choose to drive if they cannot avoid the route. A safe walking environment includes the following elements:

#### 2.4.1a Sidewalks

Sidewalks are continuous concrete paths raised to the top of the curb for use by pedestrians, including those using motorized or nonmotorized wheelchairs. They are generally parallel to, and immediately adjacent to, streets and highways, or separated by a planting strip. State law allows cities to make abutting property responsible for sidewalk construction and maintenance (Chapter 35.68 RCW). Ellensburg requires property owners to install initial sidewalks, and then the City assumes responsibility for future maintenance for single family residential area sidewalks. Specific requirements for construction and maintenance of sidewalks are found in Chapter 4.14 of the Ellensburg Municipal Code and in the City of Ellensburg Development Standards Section 3.

**“To be able to walk safely in their community, pedestrians need:**

- A safe space to walk
- The ability to see or detect traffic
- Access to sidewalks and crossings
- Enough time to cross streets
- Signs and markings designating the pedestrian route
- Continuous facilities”<sup>1</sup>

The City of Ellensburg requires sidewalks, curbs and gutters for all new improvements or developments (EMC 4.06.060). Sidewalk requirements may be deferred until a later time under certain conditions. Sidewalks are required on both sides of the street, except in the Airport Overlay Zone in which sidewalks are required on only one side. Arterials and older neighborhoods have raised curbs, while newer residential construction may construct rolled curbs.

If Low Impact Development standards are adopted for water quality, curb and gutter may be replaced by green drainage swales for stormwater retention and pollutant reduction. If so, the swale could be built between the street and sidewalk

to allow runoff to the swale from both impervious surfaces and snow storage in the swale.

Areas of Ellensburg developed prior to sidewalk requirements, or developed to rural densities in the County prior to annexing to the City, may not have continuous sidewalk facilities (see figure 2i). Property owners may construct adjacent sidewalks according to City specifications, or a neighborhood may petition the City to create a Local Improvement District (LID) to finance construction the sidewalks where the cost of construction is paid by the landowners over a period of time,



Figure 2i: Discontinuous sidewalk on Helena St

usually 20 years. Historically the City's policy has been to use LID's as the primary mechanism to fill-in or complete missing sidewalks, but its use for sidewalks has been infrequent. LID projects can be initiated by individuals, neighborhoods, or the City, but State law provides that projects may not move forward if the owners of more than 60% of the value of the properties affected object. Sidewalk installation is a major expense that many people prefer to avoid. LIDs have worked in areas where portions of the area

received deferments, in which some of property owners have agreed to participate in future LIDs in exchange not having to construct small, scattered pieces when they would normally be required. An alternative but similar funding mechanism, the Sidewalk Improvement District, can be imposed on property owners. Both funding mechanisms are discussed in more detail in Chapter 3.

*Table 3.1d: Priority Infrastructure Projects: Missing Sidewalks* provides a list of missing sidewalks having high priority for construction. Other low-priority missing sidewalks are included in Appendix E. Priorities favor routes that are potentially high pedestrian generators or that link public places such as parks or schools, are on streets with busy or fast traffic, and do not have alternative routes or a sidewalk on at least one side. Also considered was the likelihood of the area to subdivide in the future, thus triggering installation of sidewalks at developer's cost. Options for completing missing links are discussed in Chapter 3, Implementation.

The City should attempt to prevent missing links from occurring as new development occurs. As new residential lots are platted, they must often fit into an existing neighborhood of rural-residential character. New subdivisions are required to build half-street improvements (sidewalks on one side, two lanes of street traffic) to provide access to the new lots. The other half of the street is not built until the property adjacent to it develops. Some of the existing lots may not be large enough to subdivide, or, their subdivision may result in only a few lots, which may not be profitable to develop when weighed against the cost of required improvements. Under these conditions, those lots may remain undeveloped for a

very long time, providing no trigger to require sidewalks, while the surrounding area becomes more populated, with greater vehicle and pedestrian traffic. Generally, on local streets this does not create a problem, but may create hazardous walking conditions on busier arterial or collector streets.

Options for preventing these missing links are different than for completing missing links in fully built neighborhoods; both are discussed in Chapter 3, Implementation.

2.4.1b Crosswalks Drivers must yield to pedestrians at intersections, whether the crosswalk is marked or not (RCW 46.61.235), and pedestrians must yield to vehicles outside of intersections (RCW 46.61.240). Pedestrians may be prohibited from crossing at specific unsafe intersections. Marked crosswalks are generally located at intersections or, occasionally, mid-block locations, and indicated with parallel white lines or a colored bar pattern. They are often accompanied by warning signs. They may be raised or include mid-street pedestrian refuge islands or a full traffic signal. At signalized intersections, crosswalks can include pedestrian-actuated signals. At midblock locations, design treatments range from the relatively low-cost installation of side-mounted crosswalk warning signs to more costly treatments such as overhead warning signs. The City reviews on-site conditions to determine if special treatment is warranted. Crosswalks are installed around the perimeter of schools and institutions and in the proximity of other pedestrian generators. Generally, new crosswalk installation is the result of citizen request, and these locations are reviewed and acted upon using 2002 Federal Highway crosswalk study data.

#### 2.4.1c Sidewalk Curb Ramps

Curb cut ramps for persons using a wheelchairs, strollers, or other wheeled devices are generally located at sidewalk-crosswalk junctions. Sidewalk curb ramps are required in all new construction at all intersecting streets. The City retrofits existing curbs at intersections with all street reconstruction projects, and curb cut construction is incorporated into the annual sidewalk replacement project based on citizen request or need identified by staff review.

#### 2.4.1d Traffic Signals

Pedestrians may cross streets more safely when vehicle traffic stops for signals. Street crossings in areas of high pedestrian and vehicular traffic such as Main Street downtown and University Way near the University are push-button activated signal protection. High traffic streets near schools have flashing yellow lights warning motorists at times when students are present.

#### 2.4.1e Lighting

Dark streets are unwelcoming to pedestrians at night and can lead to a reliance on autos for a sense of security. Lighting for new construction must meet current lighting standards, providing adequate downcast light for walking along entire routes and avoiding dark spots. In older neighborhoods, some areas of darkness

occur. However, lighting retrofit is expensive and often requires new transmission facilities and then ongoing power and maintenance costs. Lighting costs are a general government responsibility that has no dedicated funding source. If retrofitting older neighborhoods with continuous lighting for pedestrians is a priority for the community, areas of high pedestrian concentration should be addressed first.

#### 2.4.1f Sidewalk furniture

Many people require a resting place while walking for health reasons, particularly if they are carrying loads such as groceries. Conveniently located benches contribute to both the safety and attractiveness of the walking environment. At transit stops, benches provide a place to sit while waiting. Benches should be sturdy enough to withstand acts of graffiti and vandalism.

#### 2.4.1g Maintenance

Safe sidewalks are well maintained. For risk management purposes, cities must keep sidewalks in a reasonable state of repair to avoid injury claims. Ellensburg has an annual maintenance program to identify and eliminate hazards. Priority for sidewalk replacement is first based on complaints received and then based on a rotating schedule for each area of the City. Periodically, grinding of trip hazards takes place throughout the City as a remedial measure.

Some cities and towns have ordinances that impose the cost of sidewalk repair upon abutting property owners. If a sidewalk needs repair, the jurisdiction requests the abutting property owner to make the repair. If the repair is not made, the jurisdiction will make the repair and bill the property owner. Cities cannot, however, transfer liability for damages caused by defective sidewalks to adjacent landowners, (*Rivett v. Tacoma*, 123 Wn.2d 573 (1994)). (see Washington State Local Improvement District Manual, Fifth edition, at <http://www.mrsc.org/Publications/walidmanual03.pdf>).

#### 2.4.1h Obstruction Removal

A clear walking path is needed for pedestrians to safely utilize sidewalks. Where mailboxes, poles and signs are located within the sidewalk right-of-way, City code requires a minimum clear path. EMC 4.14.140 prohibits property owners from allowing debris or other objects to accumulate upon a sidewalk in a way that becomes hazardous to pedestrian traffic or impedes its flow. Seasonally, accumulation of snow and ice become an impediment to pedestrian use of sidewalks. EMC 4.15.030 requires the owner or occupant of property to remove snow and ice from sidewalks to their full improved width. Youth and other volunteers are often available to City residents who are physically unable to meet this requirement.

#### 2.4.1i Separation of Walking and Driving Zones

Pedestrians feel safer where there is a buffer between them and the passing automobiles. Separation can be accomplished with an on-street parking area,

bike lanes, or a planting strip. Additional discussion on planting strips occurs below.

**Recommendation 2.4.1 Improve pedestrian safety:**

1. Complete priority missing sidewalks (see Table 3.1d).
2. Continue sidewalk maintenance program, including curb-cut retrofit.
3. Continue to evaluate on a case-by-case basis and citizen request, the need for additional crosswalk striping, curb-cut ramps, pedestrian activated signals, or special cross-walk treatments.
4. On a complaint basis, evaluate lighting conditions and determine cost-benefit of retrofitting dimly lit areas.
5. Continue seasonal education regarding property owner responsibility for sidewalk maintenance.
6. Continue to enforce existing codes regarding removal of obstructions and snow on a complaint basis.
7. Install sidewalk furniture at strategic locations.
  - a. Select a bench product that will likely withstand vandalism and be easy to clean.
  - b. Seek donations of benches from businesses and community groups for placement near commercial areas, parks, and routes frequented by senior citizens.

**2.4.2 Attractiveness**

People are more likely to walk in attractive environments. Several features have been shown to increase a street's attractiveness to pedestrians. Attractiveness issues are different for each type of street – arterial, collector, and local. Street classification definitions and specifications are found in Section 3 of Ellensburg's Development Standards.

2.4.2a Arterial streets

Arterial streets are highways and other major routes that carry the most through traffic and connect high traffic generating areas such as shopping and freeway

interchanges. Traffic volume and speed are often higher than collector and residential streets

Arterials are less attractive for walking if pedestrian amenities are not considered. At the same time, these are often the most direct routes between key locations within the City, and because they are well traveled, aesthetic considerations are important for drivers as well as walkers. Several changes to Ellensburg's current code are needed to provide both a pleasant walking and attractive driving experience on arterial streets.

- *Building Orientation.* Current policy is to restrict driveway access onto arterials to minimize disruption of traffic flow. An unintended consequence of this policy is that fenced back yards face many of these streets, making unattractive walking environments, with the pedestrian navigating a narrow strip between fast-moving autos on one side and a six-foot high fence on the other. It also produces a monotonous view for drivers, with long stretches of fence that may soon become graffiti filled. Adjacent residents are less likely to maintain and remove snow from sidewalks to which their homes with have no immediate access.



Figure 2j Water Street homes with back to street

- *Planting Strips and Street Trees.* A buffer of vegetation between the street and sidewalk provides a greater sense of security to pedestrians as they are further separated from active traffic. When planted with trees, this buffer provides a physical barrier, shade, and aesthetic interest, making the route more pleasant to both walk and drive. (Trees and shrubs, however, should not limit visibility of motorists or pedestrians). In addition, the planting strip can become a place for snow storage in winter months where parking does not interfere with plowing.

In 1983, Ellensburg had the distinction of becoming the first “Tree City USA” in Washington State. Much of the older parts of the City include planting strips with mature, stately trees that provide shade and pleasant aesthetics for walking. The City Arborist maintains a street tree inventory, and permission is required to plant a new or remove an existing street tree. The City has an annual free tree giveaway program for trees to be planted in the street right-of-way. However, few new developments include street-side trees; consequently, newer parts of town are often considered less attractive for walking by many residents.



Figure 2k Ninth Avenue planting strip and trees

As described above, most new residential areas are built with their backs to arterial streets. If the City required a planting strip in these areas, several issues would need to be addressed. Who would maintain the strip? Current City policy places responsibility for maintenance of planting strips on adjacent property owners. Individual residents are unlikely to care for areas beyond their backyard fences, leaving the

City or possibly a homeowner's association with that responsibility. If uncared for, planting strips may soon become weed infested zones. Where should the strip be located? Street-side buffers offer more security and separation from traffic to pedestrians. Fence-side landscaped buffers, used voluntarily by some developers, are more aesthetic than the bare fence and may be easier to irrigate than street-side planting strips. Placement of utilities, future street expansion, and existing right-of-way requirements should also be considered.

In commercial and industrial areas, businesses are likely to face the arterial, and more likely to have an interest in presenting an attractive entry. New construction is required to meet design and landscaping standards. A street-side planting strip is likely to be successful if required in these zones.

- *On-Street Parking.* Prohibiting parking on arterial streets would facilitate traffic flow and allow a planting strip to be used for snow storage. Where homes back against the street, on-street parking is not needed. If homes were encouraged to face the street, as in the first bullet above, it may be difficult to prohibit parking as residents would want on-street parking for visitors. Where there is no planting strip, the on-street parking provides a buffer between the pedestrian and active travel zone of the street.

**Recommendation 2.4.2: Build a more attractive pedestrian environment on arterial streets.**

- 1. Encourage buildings to face arterial street. Options include:**
  - a. Require commercial, industrial and multifamily buildings to face arterial.**
  - b. Encourage multifamily housing adjacent to arterial streets, providing limited access to the complex.**
  - c. Require homes on corners to face the arterial, with drives entering from side yards from local streets.**
  - d. Use “hammerhead” shared drives where cars turn in the driveway to enter traffic forward rather than backing out of drives.**
  - e. Encourage alley access for homes/buildings facing arterial streets.**
- 2. Limit use of tall fences on arterial streets. Options include:**
  - a. Limit the length of unbroken fence along an arterial to a specific number of feet or a proportion of the street length of the plat.**
  - b. Provide a landscaped setback from the sidewalk to the fence, with maintenance responsibility assigned to the adjacent property through restrictive covenants or homeowners associations.**
  - c. Require gates in back fences to allow property owners access to maintain landscaping on the back side of the fence or in planting strips.**
- 3. Require planting strips and street trees on arterials at the time of development. Options include:**
  - a. Require homeowner association or property owner maintenance agreements.**
  - b. Require gates in back fences to allow property owner access to maintain landscaping.**
- 4. Prohibit on-street parking on arterials where homes back to street and a planting strip buffer is provided.**

**2.4.2b Collector Streets**

Collectors provide direct services to residential areas, collecting traffic from local access streets and conveying it to arterials. Traffic volume and speed are moderate, making these streets more attractive to pedestrians than arterial streets. Current right-of-way and design requirements for collector streets do not provide enough space to construct adequate planting strips. Retrofitting existing collector

streets to construct new planting strips is cost prohibitive. If the City desires to include planting strips in future collector design, options include:

- Increase ROW requirements for future collector street dedication. This would reduce adjacent property owners' usable space. Acquiring additional rights-of-way on existing collector streets is cost prohibitive.
- Do not allow on-street parking on collectors, using the space allocated for parking for planting on one or both sides of the street. Lack of parked cars would facilitate snow removal, but would likely inconvenience residents and their visitors.

**Recommendation 2.4.2: Build a more attractive pedestrian environment on collector streets.**

- 1. Require a planting strip on new collector streets. Options include:**
  - a. Require additional right-of-way on future collector streets.**
  - b. Prohibit parking on one side on future collector streets.**
  - c. Require homeowner association or property owner maintenance agreements.**

2.4.2c Local Streets

Local streets provide access to mostly residential uses. Local streets are often short, and do not usually carry through traffic, but can get “cut-off” traffic if adjacent higher level streets become congested. Traffic volume and speed are low. The lower volume and speed of local streets make them feel safe and comfortable to walk. A pedestrian buffer of parked cars exists on most local streets.

The City of Ellensburg requires a right-of-way of fifty (50) feet with a thirty-eight (38) foot surface area measured from face-of-curb to face-of-curb for local streets. A national “skinny street” movement advocates communities adopt narrower standards to slow traffic, reduce development costs, minimize the amount of asphalt and it’s negative effects such as runoff and radiative heat, maximize the availability of land for other purposes, and provide a comfortable human scale for pedestrians.<sup>2</sup> Studies show that deaths and injuries to

“Streets are key determinants of neighborhood livability. They provide access to homes and neighborhood destinations for pedestrians and a variety of vehicle types, from bicycles and passenger cars to moving vans and fire apparatus. They provide a place for human interaction: a place where children play, neighbors meet, and residents go for walks and bicycle rides. The design of residential streets, together with the amount and speed of traffic they carry, contributes significantly to a sense of community, neighborhood feeling, and perceptions of safety and comfort. The fact that these may be intangible values makes them no less real, and this is often reflected in property values.”<sup>4</sup>

pedestrians are highly correlated to street width – the more narrow, slower streets having far fewer incidents.<sup>3</sup>

Some streets in older neighborhoods in Ellensburg are skinny. For developments built in the past several decades, the City has required local street widths to accommodate parking on both sides and clear passage of on-coming vehicles, even in winter when snow storage is an issue. Other considerations include fire and emergency vehicle access, as well as service by other large vehicles such as solid waste trucks, school busses, and other delivery vehicles. The National Uniform Fire Code and International Fire Code, (which are advisory) call for 20 feet (6 m) of clear width (beyond parking lanes) with very limited exceptions.<sup>4</sup>

On local residential streets, the American Association of State Highway and Transportation Officials calls for “at least one unobstructed moving lane,” saying “the level of user inconvenience occasioned by the lack of two moving lanes is remarkably low in areas where single family units prevail.”<sup>6</sup> Another source encourages design of residential streets as part of the community’s living environment.<sup>7</sup>

The State of Oregon has produced “*Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths*,” which encourages a collaborative community approach to reducing street widths and includes a checklist of considerations and some proposed model cross-sections. Widths between 20 and 28 feet are considered. One consideration for implementing skinny streets is the level of connectivity of the street network (discussed below in section 2.4.3). A finer grid is better able to support skinny streets.<sup>8</sup> Another consideration is whether there is adequate off-street parking required for each dwelling unit.

The City will likely review local streetscape as it relates to Low Impact Development Standards and new stormwater treatment requirements. A discussion of required street widths and the trade-offs with parking, traffic flow, emergency vehicle access, and snow storage could be included in that forum, or as a separate initiative.

**Recommendation 2.4.2: Build a more attractive pedestrian environment on local streets.**

- 1. Convene a stakeholder group to include transportation planners, community planners, builders, fire/emergency response officials, walking advocates, neighborhood advocates and citizens, to review street width requirements.**

#### 2.4.2d Commercial zones

In commercial areas, pedestrians are attracted to multi-story buildings flush to the sidewalk with a mix of connected uses. Continuous rows of buildings with windows and entrances facing the street create the best walking environment. Blank walls, empty lots, and parking in front of the buildings are less attractive to pedestrians. Many retailers prefer to locate the store behind the parking lot for the ease of their driving customers. In those instances, pedestrian connections can be established from the street to the storefront with ancillary stores, landscaping, and well planned sidewalk placement. Sidewalks near buildings in retail areas generally should be wider than other areas to accommodate higher pedestrian traffic as well as street furniture (benches, café tables, flowers, sale items, etc). The commercial area should be highly connected to its neighborhood, rather than fenced apart from it. Ellensburg's design standards encourage good pedestrian features in the Central and Regional commercial zones. The Highway and Tourist Commercial zones are intentionally auto-oriented.

#### **Recommendation 2.4.2d Provide attractive nonmotorized transportation links to commercial areas.**

- 1. Review Commercial Design Standards for opportunities to enhance attractiveness to pedestrians and bicyclists.**

#### 2.4.2(e) All streets

*Stormwater Quality* New state requirements for treating stormwater quality in new construction have resulted in mixed results with regard to the attractiveness of these facilities adjacent to City streets. The Eastern Washington Stormwater Manual identifies Best Management Practices available to the City and builders. The City should encourage use of those options that are more attractive.

The City is currently exploring code changes that would allow Low-impact Development, a different model for building streets and sidewalks that provides stormwater retention and reduces pollution from street runoff. Where used, this model could eliminate the use of curbs and gutters on local streets. Curbs and gutters with storm drains that concentrate runoff and pollutants and speed their entry into streams, are replaced by vegetated depressions which capture polluted runoff. If the vegetated swale or depression is constructed between the street and sidewalk it could provide an attractive walking environment that might include street trees and provide snow storage. As noted above, a discussion of reducing local street pavement width could be included in the discussion of Low-Impact Development Standards.

**Recommendation 2.4.2e Build a more attractive pedestrian environment on all streets.**

- 1. Evaluate attractiveness and effectiveness of stormwater retention facilities. Discourage unattractive designs.**
- 2. Consider Low Impact Development options; consider non-motorized transportation issues when developing new standards.**

**2.4.3 Connectedness**

Distance is the third key factor in determining whether a person will choose to walk or drive to get where he or she is going. Some suggest that the limit for an average person is one mile for a commute trip or a quarter mile for regular trips.<sup>9</sup> Relationships between different land uses affect distances between work and home, or how far a person must travel to pick up a gallon of milk or loaf of bread or visit a friend. Ellensburg's 2007 Comprehensive Plan contains Land Use goals and policies that address these walkability issues.

Generally, walkable communities have tight grid street patterns such as those in the older neighborhoods of Ellensburg. The City has not maintained that grid in new neighborhoods for a variety of reasons.



Figure 2l Ellensburg grid developed early 1900's



Figure 2m Ellensburg development since 1960's

Ellensburg Municipal Code, 12.06.200 defines block as “a group of lots, tracts or parcels within legally defined and fixed boundaries.” More generally, it is the land bounded by streets on all sides. Current street standards require blocks of not less than 400 feet or more than 1200 feet within new plat designs. Applying the standard to alternative street patterns such as loops and cul de sacs, however, has not always resulted in a complete grid network. These street patterns are prevalent in “suburban” style development. This style of development increases the distance between places for both drivers and pedestrians and concentrates traffic on major arterials.

More problematic has been the extension of streets from one plat to adjacent parcels. In the areas surrounding the traditional core of Ellensburg, parcels of varying sizes and shapes have or will be converted from rural or large-lot suburban uses to more dense urban style development. Each property owner controls only their own parcel, and usually does not know when or how the adjacent parcel will develop. Developers attempt to maximize the number of lots for sale and assert they should only be required to construct access to their proposed lots, not extra streets for an adjacent parcel's use. Residents of the first development often react negatively to extending the street through their neighborhood when the second plat is proposed. Cul de sacs and loop streets are popular among homebuyers who value the quiet "neighborhood" feel. Connected streets should be combined with traffic calming measures, such as skinny streets, described above, to ensure the local street avoids fast "cut-through" traffic, or excessive traffic volume or speed.



Figure 2n Sign indicating future street extension.

Connected street networks aid emergency responders because multiple access and evacuation routes to a particular location are provided. This is especially important if streets are skinny (see section 2.4.2(c)). In addition, safety is enhanced where cross traffic is encountered at frequent intervals, or sight lines are limited because drivers tend to slow down and be more cautious.

The City has preserved rights-of-way for collector/arterial streets at half mile (2640 feet) intervals. In 1999 the City examined maintaining a quarter-mile (1320 feet) or eighth-mile (660 feet) grid and found strict adherence to a regular grid at those intervals was unfeasible due to existing lot configuration and building construction within the proposed alignments.

The State of Washington recommends communities:

“Increase connections: Where possible, develop a complete street network that accommodates multiple modes of transportation and simulates a grid pattern. In addition,

- Strive for block sizes in the range of 200-800 feet and maximum distance between intersections of 1000 feet on arterial streets and 500 on local streets.
- Link dead-end streets as adjacent parcels are developed, or at minimum, ensure bicycle- and pedestrian-only connections are

developed to protect the fine-grained pedestrian and bicycle travel grid network.

- Build connectivity between trails, pathways, neighborhoods, schools, and sidewalks to enhance the ability to be physically active.
- Ensure trails and linear parks are planned to link activity centers, and are planned and developed as both recreation facilities and transportation routes.”<sup>10</sup>

The 2007 Comprehensive Plan adopts a goal of creating a flexible grid, and objectives to implement it.

“Goal T-3J: Design of new streets in the city shall use a street grid system at an interval of ½ mile for arterial streets. Within the ½ mile sections, attempt to maintain a ¼ mile connection for auto circulation, with 200 to 800 foot pedestrian connections, depending on zone density.

Objective 1: For all undeveloped areas of the city, UGA and rural transition zone, prepare maps of future street alignments, especially for arterials, considering existing development patterns and physical barriers such as streams and steep slopes.

Objective 2: Create a street fund to finance the City’s share of matching grants and LIDS, and to complete motorized and non-motorized transportation systems.

Objective 3: Coordinate with Kittitas County to identify and protect future street alignments in the UGA and rural transition zone.”

Goal T-3J above contemplates allowing a different level of auto and pedestrian connectivity. This could be accomplished using connecting paths described in section 2.2.3 above.

**Recommendation 2.4.3a: Maintain a pedestrian-friendly level of connectivity:**

- 1. Implement the Comprehensive Plan recommendations.**
  - a. Use GIS capabilities to map potential collector street alignments within ½ mile sections**
  - b. Convene neighborhood meetings to review proposed alignments**
  - c. Adopt agreed upon alignments as Comprehensive Plan amendments.**
  
- 2. Refine goal T-3J to clarify “with 200 to 800 foot pedestrian connections (street with sidewalk or connecting path), depending on zone density”**
  - a. Amend code to allow maximum block length of 800 feet for Rural Suburban and Residential Low density zones.**
  - b. Amend code to allow maximum block length of 600 feet in Residential Medium zone.**
  - c. Amend code to allow maximum block length of 400 feet in Residential High density zones, provided block length may be satisfied with internal transportation networks for large complexes.**
  
- 3. Employ traffic calming measures such as skinny streets, curves, changes in alignment, and short lengths to avoid “cut through” or fast traffic on local streets.**
  
- 4. Link proposed new developments to walkways, trails, and bicycle systems in the surrounding area, and provide clear pedestrian routes to building entrances.**
  
- 5. Where existing development prevents an adequate level of connectivity, consider acquiring easements in strategic locations to provide the connection. Where access is critical and an easement cannot be obtained, consider condemnation.**

## 2.4.4 Special Pedestrian areas

Most pedestrian routes need little more than standard sidewalk and cross-walk treatments described above. Three areas and two routes have been identified for special treatment.

### 2.4.4a School Areas

Federal, state and local policies place special emphasis on providing “Safe Routes to School.” Engineering, enforcement and education are pieces of a comprehensive program to reduce injuries and increase activity levels among school children by ensuring they can walk to and from school safely. When students walk, trips by auto are avoided, thereby reducing peak period traffic and congestion. Ellensburg School Districts Walk Route Plans are shown in Figure 2o.

#### Recommendation 2.4.4a: Provide safe routes to school.

1. Place a priority on ensuring safe walking infrastructure on routes identified in the Ellensburg School Districts Walk Route Plan.
2. Work with the Ellensburg School District to enhance walking conditions to provide access from neighborhood not currently served by safe routes.
3. Continue periodic targeted enforcement of traffic laws in school zones.

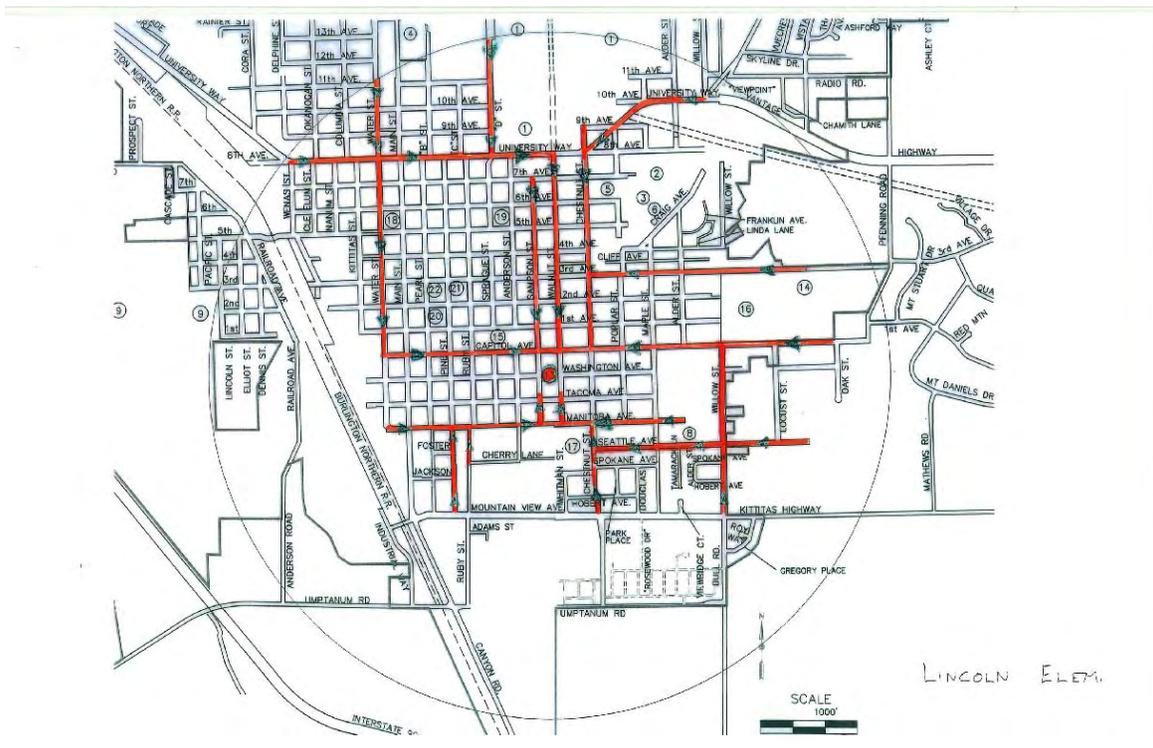


Figure 2o.1 Lincoln Elementary School Walk Route map



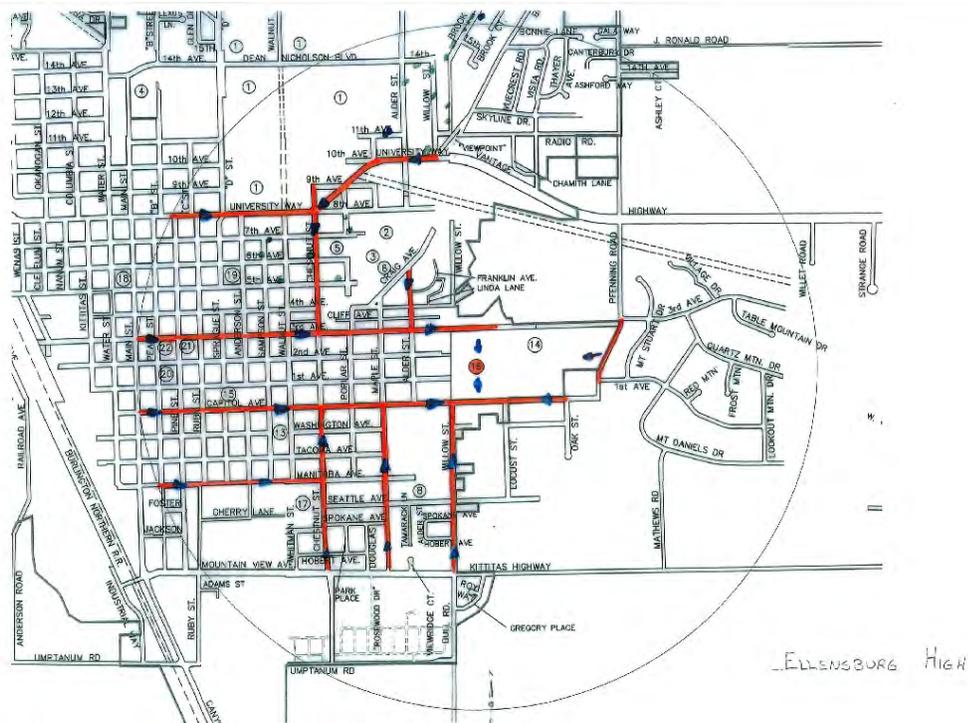


Figure 20.5 Ellensburg High School Walk Route Map

#### 2.4.4b Central Washington University

The Central Washington University campus is primarily nonmotorized with most parking lots on the periphery and service vehicles only on the malls. The malls are wide and carry very high levels of pedestrian and bicycle traffic throughout the day. Students and staff are encouraged to leave cars at home to reduce parking requirements. The City limits parking in surrounding neighborhoods to residents and their guests by enforcing a Residential Parking Zone (EMC 8.54). Many people walk through the neighborhoods surrounding the University on their way to work and classes, so it is particularly important to maintain a complete pedestrian and biking network within a 30 minute radius of campus.

**Recommendation 2.4.4b: Provide safe walking and biking routes to Central Washington University campus.**

- 1. Work with CWU to establish walking routes within 1.5 miles from campus.**
- 2. Work with CWU to establish biking routes within 6 miles from campus.**

#### 2.4.4c Historic downtown

The historic commercial core of Ellensburg has been targeted for pedestrian friendly improvements for many years. Brick pavers, period lighting, and sidewalk bulbs at intersections were installed decades ago. Two to three story historic buildings set against the sidewalk (zero lot line) with interesting window displays add comfort and interest to the pedestrian. The City's Comprehensive Plan includes goals to maintain and increase pedestrian circulation downtown with increased housing density, a parking plan, and improved University Way crossing.

Main Street remains difficult to cross at times due to the high volume of motor vehicle traffic. It is a major north-south arterial, a truck route, and a freeway by-pass route. Signals are timed to maximize traffic flow. East-west travelers crossing Main Street often have to wait several moments.

Future downtown development, particularly infill, should reinforce the pedestrian focus of Downtown with buildings built to and oriented to the sidewalk. Parking lots adjacent to the sidewalk interrupt the building lines and sense of enclosure. There are no off-street parking requirements in the Central Commercial zone.

#### **Recommendation 2.4.4c: Maintain pedestrian focus of historic downtown.**

- 1. Sign by-pass route to encourage truck and auto traffic to use Water Street rather than Main Street as a preferred north-south route.**
- 2. Discourage parking lots abutting the sidewalk in the Central Commercial zone.**

#### 2.4.4d River to Rodeo Trail

The River to Rodeo Trail was identified in the 1997 Nonmotorized Plan. The goal of the "trail" is to link the trail system at Rotary and Irene Rinehart Riverfront Parks on the west to the fairgrounds and John Wayne Trail on the east through downtown on Fifth Avenue (see Figure 3a route #12). The corridor should be identifiable so that trail users can find their way from one trail system to the other safely and efficiently. It should be designed to accommodate both pedestrians and bicyclists. While many equestrians utilize the John Wayne trail and rodeo grounds, it is not anticipated that the River to Rodeo Trail would be designed to accommodate horse travel.

The route passes through industrial, commercial and residential land uses. A trail under I-90 connecting Irene Rinehart Riverfront Park to Rotary Park is funded by a State grant and is scheduled for completion in 2009. An asphalt trail within Rotary Park from the freeway to the entrance is completed. Sidewalks are complete along most of the route, except a section on the north side from Railroad Avenue to Wenas Street. Some additional curb-cuts are needed on the north side.

Walking is unpleasant adjacent to Twin City Foods due to noise and odor. To avoid the missing sidewalks on the north and Twin City on the south, pedestrians could be directed to cross at Wenas Street, but the intersection is off-set, with traffic control only on Wenas. Crossing can be difficult at the Railroad Avenue intersection (Fifth is controlled by stop signs, Railroad Ave. is not); a traffic control upgrade may soon be warranted. The crossing at Chestnut Street has stops at 5<sup>th</sup> not Chestnut, but generally not difficult. At the John Wayne Trail trail head at the north entrance to the rodeo grounds public restrooms are available much of the year. For bicyclists, the main issue is that there is insufficient right-of-way to stripe a dedicated lane along Fifth Avenue. On-street parking exists along the length of the route, and is necessary within the commercial area to serve local businesses.

At the May 21 Open House, 61% of participants rated the River to Rodeo trail as a high priority. Participants were asked what treatments they favored to identify the corridor, ranging from simple and cheap to complex and expensive (see Appendix A for the display, comment form, and results). In general, participants favored the simpler solutions of completing missing sidewalks, providing way-finding signs and adding lighting and benches, especially in the commercial area. Special sidewalk and cross-walk treatments had some support, again with stronger support for these treatments within the commercial area of the trail.

The preferred treatment for bicyclists within the commercial and residential areas was to mark the street as sharrows, where bicyclists share the street with cars (see section 2.3.2), while within the industrial area, participants favored removing parking from one side of the street and striping lanes.

#### **Recommendation 2.4.4d: Develop River to Rodeo Trail**

- 1. Complete missing sidewalks on the north side of 5th or develop plan for crossing Fifth at N. Wenas St.**
- 2. Complete missing curb-cuts**
- 3. Develop branding and logo; implement way-finding plan**
- 4. Consider uniform, distinctive lighting consistent with way-finding plan**
- 5. Consider vandal-proof bench design and placement; develop bench donation program**
- 6. Mark Fifth Avenue as a shared bike route (see recommendation 2.3.3)**

#### 2.4.4e Town to Gown Trail

The Town to Gown Trail was also identified in the 1997 Nonmotorized Transportation Plan. Its purpose is to link the downtown business district and Central Washington University on an easily identifiable, safe, and well-lit route.

Sprague Street was identified as the proposed route for the Town to Gown Trail. Beginning at the southwest corner of the campus at University Way and D Street/Sprague Street where a pedestrian activated traffic light aids crossing, the route passes the CWU entrance sign and benches, through a mixed single and multi-family residential neighborhood, to City Hall and Fifth Avenue, where it would join the River to Rodeo trail. This route currently is heavily used by pedestrians traveling to the Safeway grocery store. Sidewalks are complete along this route, but some additional curb-cut work is needed.

Sixty percent of participants at the May 21 Open House rated the Town to Gown Trail as a high priority (see Appendix A for display, comment form and results). They favored providing way-finding and lighting and benches with slightly less support for unique sidewalk treatments and special cross-walk treatments. Sharrow markings for bicycles received only slightly more support than removing on-street parking on one side to provide enough width to mark bike lanes.

As the visitor center and park are developed by the University on 7<sup>th</sup> and Walnut, an opportunity exists to extend the Town to Gown trail east along University or 7<sup>th</sup> to guide visitors to the historic downtown commercial area.

#### **Recommendation 2.4.4e: Develop Town to Gown Trail**

- 1. Complete missing curb-cuts**
- 2. Develop branding and logo in conjunction with the University; implement way-finding plan**
- 3. Consider uniform, distinctive lighting consistent with way-finding plan**
- 4. Consider vandal-proof bench design and placement; develop bench donation program**
- 5. Mark Sprague Street as a shared bike route (add to recommendation 2.3.3)**
- 6. Develop a plan with CWU for extension of the trail to the new CWU visitor center**

## 2.4.5 Areas of Concern for Pedestrians

A few areas of the City have unique situations that create challenges for pedestrians. They are addressed below for special consideration.

### 2.4.5a University Way Crossing (Water to Alder)

University Way is the only east-west corridor extending all the way through the City, aside from the limited access Interstate 90. University Way is the historic route of Highway 10 before the Interstate system, connecting Cle-Elum to Vantage, and Seattle to Spokane. Its course takes it along Central Washington University's (CWU) southern boundary, and the street marks the northern edge of the Central Commercial zones, including historic downtown. It has been a goal of the City for many years, and is re-iterated in the 2007 Comprehensive Plan, to increase pedestrian traffic across University Way between the University and the downtown. Traffic is heavy along the route and no feasible options exist for re-routing it. It is a designated truck route along its entire length. Near CWU, University Way is posted 20 mph and eight signal protected crossings exist about every 2 blocks at Water, Main, Pine, Sprague/D, Walnut/E, Chestnut, and Alder. Seven of these signals have pedestrian activated buttons; Chestnut does not. Side-streets entering University Way are mis-aligned, with the streets entering from the north not lining up with those that enter from the south, except at Water, Main, Sprague, Chestnut and Alder. In this section, the street is 44 feet wide curb to curb, 4 lanes of active traffic with no parking, and carries 16,000 vehicles per day. Four pedestrian or bicycle collisions have been reported on University Way from 2004 to 2006. Citizens report the presence of four lanes is the source of the difficulty of crossing, as pedestrians must judge two lanes of oncoming traffic at a time, and if motorists stop in one lane, the second lane may not be aware of the pedestrian.

Short-term options for improving pedestrian movement across University Way include:

1. The frequency of signals is currently at capacity, except between Chestnut and Alder. Chestnut Street could be retrofitted to include pedestrians activated buttons. Signals have been evaluated to ensure adequate crossing times. Adding pedestrian countdowns could be considered.
2. Mid-street flexible pedestrian cross-walk signs were attempted in 2007. However, frequent replacement was needed due to intentional damage, and the project was discontinued.
3. Flags can be provided in a canister attached to the signal pole for pedestrians to carry to increase their visibility. While inexpensive, continual re-supply is likely to be necessary in the University environment.
4. Visibility of pedestrians can be increased using elevated or differently colored or textured paving materials. The visual and physical disruption of the street serves to cause drivers to reduce speed. However, elevated sidewalks are

expensive to retrofit, can interfere with use of the arterial for emergency services, and can make plowing snow more challenging.

5. Increased enforcement of existing laws requiring drivers to stop for pedestrians is effective for a time. Ellensburg Police Department historically targets University Way traffic safety a few times each year.
6. Study and then implement a “road diet” if warranted. A road diet involves re-striping a 4 lane street to 3 (two driving, one turning, and bike lanes). A 3 lane configuration is easier to cross because the pedestrian only has to see one oncoming lane at a time, and the middle turn lane provides some refuge. The extra space for striped bike lanes will improve safety for bicyclists. A road diet on University Way may create traffic congestion, increasing wait times at signals, causing the level service to decrease, though other communities have found the impact to be very little. If the street becomes congested, drivers may choose other routes to avoid it, diverting traffic to other east-west streets less capable of absorbing it. Concerns about potential accidents due to the off-set side streets have been expressed.

Longer-term solutions for University Way include:

1. Raised mid-street refuge islands are used to assist pedestrian crossing in some communities. Central medians also provide mid-street refuge for pedestrians and would create an attractive “boulevard” look at the entrance to CWU and the Commercial District. The islands and medians may interfere with left turns in intersections with off-set streets. Construction of either islands or medians will require additional right-of-way, and major street reconstruction.
2. Widening of the existing roadway to 5 lanes with bike lanes would allow maintenance of the existing vehicle level of service into the future as the valley population grows, and provide bike lanes where none currently exist. However, this expansion is extremely expensive and would require a funding source beyond that currently available to the City.

The above options were evaluated by participants at the May 21 Open House (see Appendix A) for the presentation, questionnaire, and results). The most popular short-term solution was the road diet, followed by pedestrian activated buttons at all signals and increased enforcement of traffic laws. Of the longer-term solutions presented, 80% favored refuge island/center median construction versus 20% for the widened 5 lane option.

**Recommendation 2.4.5a: Improve University Way pedestrian crossing**

- 1. Study impact of road diet on traffic and implement if indicated**
- 2. Install pedestrian activated signal at Chestnut**
- 3. Continue periodic targeted traffic enforcement and education**

### 2.4.5b University Way Railroad Overpass

The railroad overpass on University Way was not constructed to accommodate pedestrians. It has a narrow shoulder with no separation for pedestrians or bicyclists. As one of the main routes connecting the West Interchange area, which is currently experiencing commercial growth and is home to the Greyhound bus terminal, with residential areas to the north and east, downtown, and the University, its current condition creates a barrier to bicycle and pedestrian access to the west interchange. The structure is currently under Kittitas County jurisdiction.

Options to increase pedestrian connection to the west interchange:

1. Widen overpass, install physical barrier to separate pedestrians and bikers from vehicles
2. Construct an adjacent structure for shared pedestrian and biker use.
3. Provide alternative safe routes to the west interchange. The Dolarway improvement project will include sidewalks and bike routes (see Figure 3a route #20). It is funded and scheduled for construction in 2009. An off-street multi-use trail is proposed from the West Ellensburg Park through the interchange area to the John Wayne Trail to the northwest (see Figure 3a route #3).



Figure 2p University Way railroad overpass

#### **Recommendation 2.4.5b: Provide safe pedestrian and bicycle access to the West Interchange.**

1. Identify overpass widening in long range transportation plan for possible future funding. Coordinate with Kittitas County.
2. Provide alternative pedestrian and bicycle routes and multi-use trails to the West Interchange area via Dolarway from the east and SR97 from the northwest.

#### 2.4.5c Access to West Ellensburg

West Ellensburg's residential area, industrial businesses and recreational facilities have limited access to the rest of the community due to the presence of the railroad, which creates a barrier for all forms of travel – vehicles, bicyclists and pedestrians. At grade crossings exist at Umptanum Road, Mountain View, and 5<sup>th</sup> Avenue. Mountain View does not connect to West Ellensburg. The only above grade crossing occurs at University Way. The distance between Umptanum Road and 5<sup>th</sup> Avenue is just over a mile; it is approximately 1.3 miles from 5<sup>th</sup> Ave to the University Way overpass. Of particular concern is limited emergency provider access, especially at times when a train may be blocking a crossing.

Construction of an additional overpass may or may not be feasible. A major consideration is the distance required to ramp up to a level to allow a double-decker train pass under, and the grade separation between the street as it is gaining elevation and adjacent properties and businesses.

#### **Recommendation 2.4.5c: Provide better access to West Ellensburg.**

- 1. Commission study of feasibility for a railroad overpass between University Way and Umptanum Road, or explore additional at-grade crossings.**

## Chapter 2 Endnotes:

<sup>1</sup>A Resident's Guide to Creating Safe and Walkable Communities, Federal Highway Administration, 2008. [http://www.Safety.fhwa.dot.gov/PED\\_BIKE/ped/ped\\_walkguide/residentsguide.pdf](http://www.Safety.fhwa.dot.gov/PED_BIKE/ped/ped_walkguide/residentsguide.pdf)

<sup>2</sup>"Skinny Streets and Fire Trucks" Ewing, Reid, Ted Stevens, and Steven J. Brown. August 2007 Urban Land. [http://www.smartgrowth.umd.edu/pdf/ULI\\_SkinnyStreets.pdf](http://www.smartgrowth.umd.edu/pdf/ULI_SkinnyStreets.pdf)

<sup>3</sup>"Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths" November 2000. The Neighborhood Streets Project Stakeholders. <http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf>

<sup>4</sup>"Skinny Streets and Fire Trucks" Ewing, Reid, Ted Stevens, and Steven J. Brown. August 2007 Urban Land. [http://www.smartgrowth.umd.edu/pdf/ULI\\_SkinnyStreets.pdf](http://www.smartgrowth.umd.edu/pdf/ULI_SkinnyStreets.pdf)

<sup>5</sup>"Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths" November 2000. The Neighborhood Streets Project Stakeholders. <http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf>

<sup>6</sup>"Policy on Geometric Design of Highways and Streets" American Association of State Highway and Transportation Officials (AASHTO). 2004.

<sup>7</sup>"Residential Streets" American Society of Civil Engineers, the National Association of Homebuilders, and the Urban Land Institute 1990.

<sup>8</sup>"Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths" November 2000. The Neighborhood Streets Project Stakeholders. <http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf>

<sup>9</sup>Burden, Dan and Michael Wallwork, Handbook for Walkable Communities: Washington State Pedestrian Facilities Planning and Design Course, 1995.

<sup>10</sup>"Planning for Bicycling and Walking: 2005 Amendments to the Growth Management Act" August 2005. State of Washington Department of Community Trade and Economic Development, Washington State Department of Health, and Washington State Department of Transportation. [http://www.cted.wa.gov/CTED/documents/ID\\_2321\\_Publications.pdf](http://www.cted.wa.gov/CTED/documents/ID_2321_Publications.pdf)

## CHAPTER 3: IMPLEMENTATION

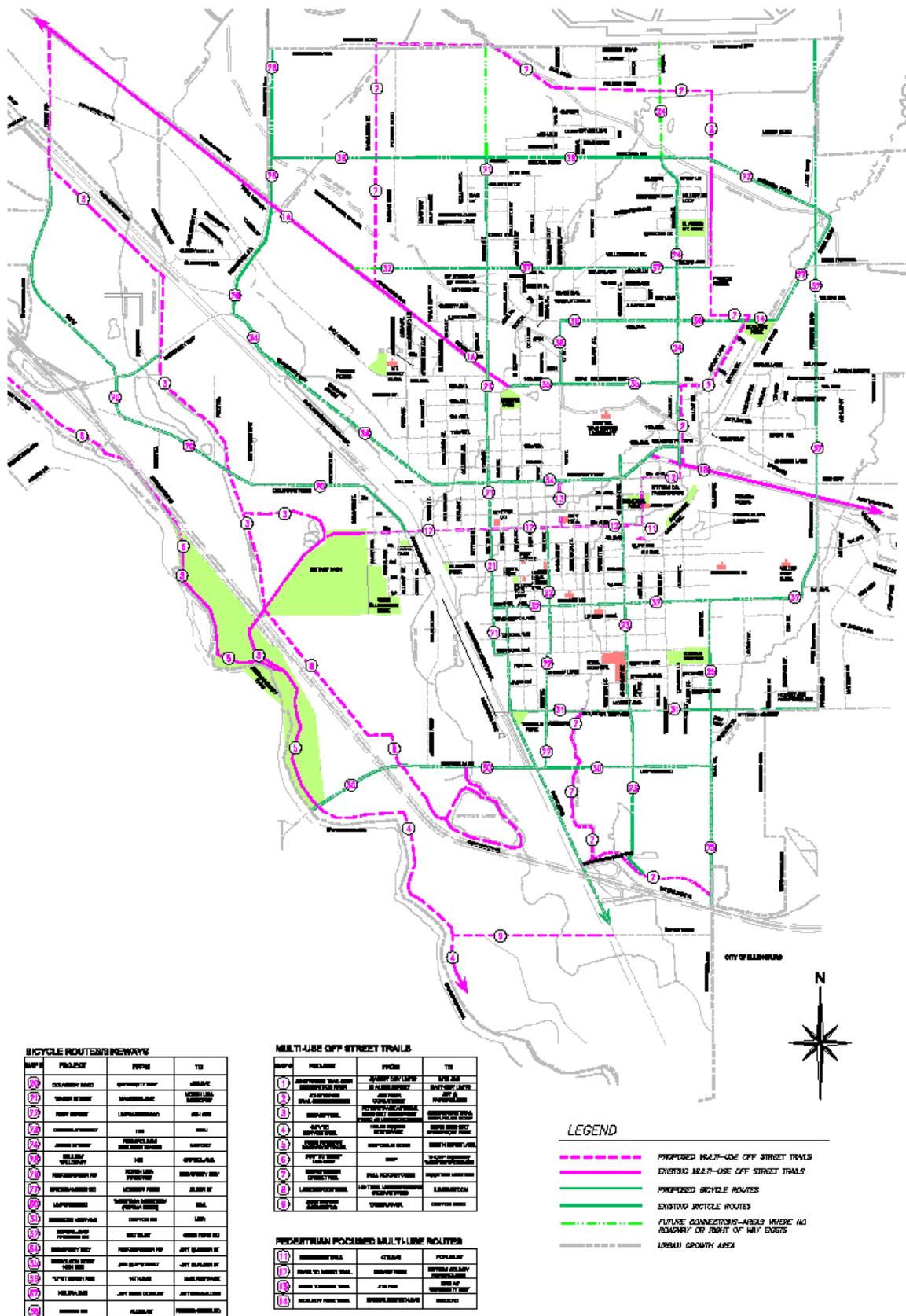
Successful implementation of this plan requires a clear vision of proposed system improvements and their priorities, and a strategy for funding improvement projects and maintaining them once they are built. However, nonmotorized transportation systems are more than *engineering* of infrastructure; a complete system includes *enforcement* of traffic laws, *education* to promote safe walking, biking and driving, and *encouragement* of citizens to leave their cars at home – the 4 “E”s.

### 3.1 PROJECTS AND PRIORITIES

Chapter 2 is focused on engineering of the City’s nonmotorized facilities and describes multi-use, bicycle and pedestrian components of the transportation system generally. A project list and map was compiled from existing plans – the 1997 Nonmotorized Transportation Plan, the 2002 Parks, Recreation and Open Space Plan, and the John Wayne Trail Reconnection Study. Those routes were refined and tentatively prioritized by the Non-motorized Transportation Committee. The routes were presented at the May 21 Bike-Walk Open House. Citizens were asked to prioritize projects and both routes and priorities were revised based on that input (see Appendix A for display, questionnaire, and results). Routes and priorities are presented in Figure 3a and Table 3.1a-c.

A list of missing sidewalks, Appendix E, was compiled from Public Works street data. The Nonmotorized Transportation Committee reviewed that list and suggested priorities for completing sidewalks based on the amount and speed of traffic on the street, the potential for high pedestrian use based on proximity to public places such as parks or schools, and alternative routes in the area. Also considered was the likelihood the area would subdivide in the future, thus triggering installation of sidewalks at property owners’ expense. Priority missing sidewalk projects are identified in Table 3.1d.

The costs of proposed system improvements identified in Figure 3a are estimated in Table 3.1. Costs were estimated based on a standard per foot construction cost for paved trails, sidewalk with curb and gutter, planting strip and trees, or bike path striping. The cost of land acquisition was not included.



**BICYCLE ROUTES/BIKEWAYS**

ROUTE #	PRELIM	FROM	TO
1	CLAYBANK ROAD	SPRINGFIELD WAY	ARCADE
2	YANKEE STREET	MANHATTAN	WHEELING
3	POPE AVENUE	LAFAYETTE	4TH AVE
4	CHAMPLAIN	1ST	5TH
5	JAMES STREET	WHEELING	SPRINGFIELD
6	MELBY WALKWAY	1ST	SPRINGFIELD
7	SPRINGFIELD	WHEELING	SPRINGFIELD
8	SPRINGFIELD	WHEELING	SPRINGFIELD
9	SPRINGFIELD	WHEELING	SPRINGFIELD
10	SPRINGFIELD	WHEELING	SPRINGFIELD
11	SPRINGFIELD	WHEELING	SPRINGFIELD
12	SPRINGFIELD	WHEELING	SPRINGFIELD
13	SPRINGFIELD	WHEELING	SPRINGFIELD
14	SPRINGFIELD	WHEELING	SPRINGFIELD
15	SPRINGFIELD	WHEELING	SPRINGFIELD
16	SPRINGFIELD	WHEELING	SPRINGFIELD
17	SPRINGFIELD	WHEELING	SPRINGFIELD
18	SPRINGFIELD	WHEELING	SPRINGFIELD
19	SPRINGFIELD	WHEELING	SPRINGFIELD
20	SPRINGFIELD	WHEELING	SPRINGFIELD

**MULTI-USE OFF-STREET TRAILS**

ROUTE #	PRELIM	FROM	TO
1	SPRINGFIELD	WHEELING	SPRINGFIELD
2	SPRINGFIELD	WHEELING	SPRINGFIELD
3	SPRINGFIELD	WHEELING	SPRINGFIELD
4	SPRINGFIELD	WHEELING	SPRINGFIELD
5	SPRINGFIELD	WHEELING	SPRINGFIELD
6	SPRINGFIELD	WHEELING	SPRINGFIELD
7	SPRINGFIELD	WHEELING	SPRINGFIELD
8	SPRINGFIELD	WHEELING	SPRINGFIELD
9	SPRINGFIELD	WHEELING	SPRINGFIELD
10	SPRINGFIELD	WHEELING	SPRINGFIELD

**PEDESTRIAN PRIORITIZED MULTI-USE ROUTES**

ROUTE #	PRELIM	FROM	TO
1	SPRINGFIELD	WHEELING	SPRINGFIELD
2	SPRINGFIELD	WHEELING	SPRINGFIELD
3	SPRINGFIELD	WHEELING	SPRINGFIELD
4	SPRINGFIELD	WHEELING	SPRINGFIELD
5	SPRINGFIELD	WHEELING	SPRINGFIELD

**LEGEND**

- PROPOSED MULTI-USE OFF-STREET TRAILS
- EXISTING MULTI-USE OFF-STREET TRAILS
- PROPOSED BICYCLE ROUTES
- EXISTING BICYCLE ROUTES
- FUTURE CONNECTIONS—AREAS WHERE NO ROADWAY OR RIGHT OF WAY EXISTS
- LOCAL GROWTH AREA

**Figure 3a Existing and Proposed Multi-use, Bicycle, and Pedestrian Routes**

**TABLE 3.1 PRIORITIZED NONMOTORIZED FACILITY IMPROVEMENT PROJECT LISTS**

Major nonmotorized projects will also be included on the Capital Improvement List.

**Table 3.1a Multi-Use Off-Street Facilities**

Funding recommendation: For regional (multi-jurisdictional) trails (1,4,6,9 and future), consider establishing a Park District to plan, construct and maintain trails. For all multi-use trails, seek partnerships with other jurisdictions, landowners and recreation advocacy groups. Seek grants, using Park Impact Fees as match where possible. To maintain, seek partnerships such as an “Adopt-a-Trail” program for litter and weed control; general maintenance from City’s general fund unless a Parks District or non-profit is established.

\*Costs shown do not include property acquisition costs for easements or rights-of-way.

\*\* Provides for brushing of primitive trails and overlay of paved trails on a 10 year maintenance cycle.

Map # Priority	Project	From	To	Description	Study cost	Construction cost	Proposed Funding	Annual** Maintenance
1a High	John Wayne Pioneer Trail (west)	West City limits	14 <sup>th</sup> Ave	The old Milwaukee Railroad bed is a major cross-state trail managed by Washington State Parks for biking, walking and equestrian use. The gravel surface through the City is not comfortable for biking. Work with State Parks to upgrade the surface to pavement, or at least finer gravel in the City.	NA	\$325,000	Partnership Grants	\$9,600
1b Medium	John Wayne Pioneer Trail (east)	Alder St	East City limits			\$43,000		\$1,460
2 High	Ellensburg Greenway (John Wayne Trail reconnect)	JWT near Cora Street	JWT at fairgrounds (Alder Street entrance)	Acquire property and construct pathway re-connecting portion of the JWT that was abandoned from near Mt. Stuart Elementary to fairgrounds following both on and off-street alignments near Cora, Bender & Alder Streets. Designed to accommodate walking, biking and equestrian uses.	complete	\$4,200,000	Partnership Grants Impact fee	\$22,600
3 High	West Ellensburg Trail	Rotary Park at Irene Rinehart Riverfront Park I-90 undercrossing	John Wayne Trail near Faust Road	Construct planned pathway connecting riverfront park and ballfields to the JWT. From I-90 undercrossing to Dolarway (6,000 ft) trail is on city-owned land. Negotiate easements on private land following creeks from Dolarway, crossing University Way and US 97, to JWT (13,000 ft.). Connection from undercrossing to park entrance at 5 <sup>th</sup> Ave complete. The trail will connect park, commercial, industrial and residential areas.	\$150,000	\$1,150,000	Partnership Grants Impact fee	\$16,400
4 Medium	City to Canyon Trail	Helen McCabe Park	Irene Rinehart Riverfront Park	Plan, acquire easements and construct pathway from Helen McCabe State Park along the Yakima River to Irene Rinehart Riverfront Park. Mostly in County jurisdiction. National Park Service technical assistance planning grant received by a cooperating non-profit, Cascade Land Conservancy, in 2008.	\$200,000	\$2,000,000	Parks District Nonprofit Grants	\$27,200

Map # Priority	Project	From	To	Description	Study cost	Construction cost	Proposed Funding	Annual** Maintenance
5 Complete	Irene Rinehart Riverfront Park	Umptanum Rd	North Carey Lake	Existing unpaved nature walking path along Yakima River to Lakes. Existing biking along Park entrance road.	NA	NA	NA	\$1,500
6 Low	IRRP to Thorp Highway	IRRP	Thorp Highway/ West Interchange	Plan, acquire easements, and construct pathway from IRRP northwest along Yakima River, continuing to the UGA boundary north of Thorp Highway/West Interchange. (One section may be problematic due to close proximity of I-90 to Yakima River)	\$25,000	\$240,000	Parks District Nonprofit Grants	\$7,000
7 High	South Wilson Creek	Bull Rd Canyon Rd	Mountain View Ave	Plan, acquire easements and construct pathway from near Mountain View Ave to the I-90 south interchange Canyon Road commercial area along Wilson Creek, then parallel I-90 to Bull Rd.	\$50,000	\$260,000	Partnership Grants	\$7,100
8 Low	Lake Matoon Trail	I-90 trail undercrossing at Rotary Park	Lake Matoon	Plan, acquire easements and construct pathway from park, following I-90 to Lake Matoon and proposed convention center on Umptaneum Rd. Route links park to commercial and proposed tourist area through an Industrial area.	\$150,000	\$1,100,000	Partnership Grants	\$11,600
9 Low	South River Connector	Yakima River	Canyon Road	Plan, acquire easements, and construct Class I off-road path from Yakima River Canyon east to connect with Canyon Rd at Hansen Pits. County jurisdiction in UGA.	\$40,000	\$120,000	Parks District Nonprofit	\$3,500
Future Medium	Reecer Creek corridor Currier Creek corridor Mercer Creek corridor Wilson Creek corridor Lyle Creek corridor			Engage other jurisdictions and private partners to plan, fund, and implement a network of multi-use, multi-jurisdictional trail corridors following linear features such as streams, canals, and railroads.		Approximately \$30 / Lineal foot for 10 foot paved trail	Parks District Nonprofit	\$0.90/LF

\*Costs shown do not include property acquisition costs for easements or rights-of-way.

\*\* Provides for brushing of primitive trails and overlay of paved trails on a 10 year maintenance cycle.

### Table 3.1b Bicycle Facilities

Mark major routes identified below; reserve rights-of-way on future extensions. All other streets may also be used by bicyclists but will remain unmarked. No priority is given; sharrow markings will be tested on identified routes after which all routes will be marked with either lanes or symbols. Existing streets that do not have extra width for lanes will be marked with sharrows, or if lanes are preferred, consideration will be given to removing on-street parking; no extra right-of-way purchases are planned on streets already constructed.

Funding recommendation: Fund initial and annual pavement marking with street fund. Require future street right-of-way dedication at time of subdivision.

Map #	Project	From	To	Description	Marking Cost	Maintenance Cost
20	Dolarway Rd	University Way	5 <sup>th</sup> Ave	Class II – Street project funded; in design. Includes bike lanes. Connects city core with west interchange.	Funded	\$2,000
21	Water St	Manitoba	North UGA	Class II – Complete for existing street. Continue class II for future extensions.	Complete	\$3,000
22	Ruby St	Umptanum Rd	5 <sup>th</sup> Ave	Class II – Umptanum Rd to Mountain View Ave complete. Connects southern commercial area to city core.	\$9,000	\$89
23	Chestnut St	1-90	CWU	Class II – ROW acquired. Test sharrow marking. Continue class II for future extensions.	\$7,600	\$2,050
24	Alder St	Fairgrounds North Entrance	Airport	Class II – Test sharrow marking. Continue class II for future extensions.	\$7,600	\$2,050
25	Bull/Willow St	I-90 at S. Wilson Cr Trail	Capitol Ave	Class II – Connects schools to southern neighborhoods and commercial area.	\$14,600	\$2,200
26	Reecer Cr Rd	University Way	North UGA	Class II – Connects commercial area to developing residential neighborhoods and county	\$13,360	\$2,000
27	Brick/Sanders Rd	McElroy Park	Alder St	Class II – Completes a loop connecting McElroy Park to North Alder Park	\$14,460	\$2,170
30	Umptanum Rd	West UGA	East UGA	Class II –Connects IRRP trails to commercial area (see project 8)	\$22,400	\$3,360
31	Mountain View Ave	Canyon Rd	East UGA	Class II – Canyon Rd to Willow St completed.	Part Complete	\$2,240
32	Capitol Ave/ Pfenning Rd	Water St	Game Farm Rd	Class III – Connects middle school, 2 elementary and high schools to neighborhoods and commercial areas.	\$11,290	\$1,550
34	University Way	Reecer Cr Rd	JWT at Alder St	Class II – Whiskey Creek to Wenas St complete. If road diet test works, University Way will be converted to 3 lanes with bike lanes. If not, City should consider 7 <sup>th</sup> Ave for alternative route.	\$50,150	\$3,800
35	Nicholson Blvd / 14 <sup>th</sup> Ave	JWT at "B" St	JWT at Alder St	Class III – Alternate JWT route. Connects Kiwanas Park and JWT on west to Ellensburg Greenway on east.	\$2,900	\$400
36	"D" St /18 <sup>th</sup> Ave	14th	McElroy Park	Class III – Connects residential/University to Park	\$4,400	\$600
37	Helena Ave	Greenway near Cora St	Greenway near Alder St	Class II – Connects Ellensburg Greenway (JWT reconnection) segments	\$16,000	\$2,400

**Table 3.1c Pedestrian Focused Multi-use Routes**

Funding recommendation: Consider SID to install missing sidewalks. Use sidewalk maintenance funds to complete curb cuts. Seek partnerships with CWU, business and recreation communities to provide and maintain way-finding, lighting, and street furniture.

Map # Priority	Project	From	To	Description	Total Cost	Proposed Funding	Maintenance
11 Complete	Sagebrush Trail	4 <sup>th</sup> Ave	Poplar St	Existing paved path and stairs up steep bluff connect Craig's Hill neighborhood to fairgrounds and city core.	complete	NA	\$2,2630
12 High priority	River to Rodeo Trail	West Ellensburg Park	Kittitas County Fairgrounds	Complete missing sidewalks and curb-cuts. Develop branding and logo; implement way-finding. Install lighting and street furniture. Test sharrow bike markings. Connects to off-street trail to Irene Rinehart Riverfront Park at West Ellensburg Park entrance on west, and to the Fairgrounds trailhead of the off-street John Wayne Trail State Park. Costs include Engineering.	\$290,000	SID Partnership Grants	\$2,700
13 High priority	Town to Gown Trail	5 <sup>th</sup> Ave	CWU at University Way	Complete missing sidewalks and curb-cuts. Develop branding and logo; implement way-finding. Install lighting and street furniture. Test markings for shared bike route. Connects 5th Ave River to Rodeo Trail and downtown to Central Washington University on Sprague St.	\$50,000	SID Partnership Grants	\$350
14 Complete	McElroy Park Trail	Brooklane @ 18 <sup>th</sup> Ave	Brick Rd	Existing paved path up steep bluff connects Radio Hill neighborhood through McElroy Park to 18 <sup>th</sup> Ave and CWU.	complete	NA	\$600

**Table 3.1d Priority Missing Sidewalk Projects** (see Appendix E for other missing sidewalk list)

Funding recommendation: Establish LIDs where deferrals and cooperating landowners ensure success in all areas. Consider establishing Sidewalk Improvement Districts on other priority routes.

To prevent future missing links in the sidewalk network, consider the following options:

- a. Impose a Sidewalk Improvement District on existing residents;
- b. Construct the sidewalks with general fund resources and recoup that cost through latecomers agreements;
- c. Request off-site improvements as a condition of adjacent plat approval (cannot legally require);
- d. Allow substandard pathways of asphalt or concrete without curb and gutter as less costly temporary measure;
- e. As voters to approve a bond, as was done in Olympia, to fund missing sidewalk construction.

Estimates for linear feet are given. Project costs will depend on site specific variables and project components (e.g. curb, gutter, sidewalk, storm sewers, lighting, or other associated infrastructure).

Sidewalk	From	To	Side	Description	Feet	Proposed Funding
Airport Road	The Grove	Helena Ave	East	Large numbers of students walking to campus on busy County road. University owns intervening parcel and will install sidewalk in 2008 using an LID to finance.	Underway	LID
Brick Road	Skyline Dr	Cemetery	West	Major route to Radio Hill residential area, McElroy Park and IOOF cemetery from city core. Mostly small parcels unlikely to further subdivide.	2,612	LID/SID
Brooklane	11th Ave	18 <sup>th</sup> Ave	Either	Narrow, undersized road to McElroy Park and campus. Wilson Creek bounds on both sides; possible pedestrian route off street on University property for portion of route. Small parcels except University land.	3,508	LID/SID
Cora St	15 <sup>th</sup> Ave	John Wayne Trail	West	Adjacent to Mt Stuart Elementary. Students and autos mixing at pickup and delivery times. Sidewalk exists on east side of street.	1,575	SR2S w/ ESD
Capital Ave/ Pfenning Rd	Oak St	Vantage Hwy	North/ West	Part adjacent to Valley View Elementary. County Road with generally wide shoulders except at blind corner and canal bridge. Northern portion may annex and subdivide in future. Signal at intersection of Pfenning Rd and Vantage Hwy would improve safety.	3,295	SR2S w/ County & ESD
Dolarway	5 <sup>th</sup> Ave	University Way	Both	Funded and scheduled for street, sidewalk, and bikelane improvements 2009.	10,000	TIB grant
Helena Ave	Water St	Airport Rd	Either	Incomplete sidewalk network on a major route connecting neighborhoods with a high percentage of student residents with the University. Some potential for sidewalks to be constructed with development.	2,630	LID/SID
Idaho Ave	Water St	Airport Rd	Both	Incomplete sidewalk network on a major route connecting neighborhoods with a high percentage of student residents with the University. Some potential for sidewalks to be constructed with development.	2,615	LID/SID

Pfenning Road	Vantage Hwy	Ashford Way	West	Possible route to Valley View elementary from residential areas north of Vantage Hwy if made safer for pedestrians. Signal would be needed at intersection. Most parcels could annex and subdivide. Commercial uses at intersection. Partially County jurisdiction.	2,121	SR2S w/ ESD & County or LID/SID
South Railroad Ave	1 <sup>st</sup> Ave	5 <sup>th</sup> Ave	?	Busy street separates residential from heavy industrial uses. Some sidewalk deferrals on previous industrial construction on east side. Residential uses on west.	1,675	LID/SID
Willow St	Spokane Ave	Seattle Ave	West	Construction of one lot of missing sidewalk would complete pedestrian system along Willow to Mountain View Park, Ellensburg High School and Valley View Elementary.	280	LID/SID
University Way	Okanogan St	Reecer Creek Rd	North?	Major east/west corridor and gateway to City and University. Overlay zone recommended in 2007 comprehensive plan. The corridor is partially developed and runs parallel to railroad to south. Continuing route to commercial node (and Greyhound bus depot) at intersection is problematic due to narrow railroad overpass.	4,580	LID/SID

**Table 3.1e Other System Improvements**

Project	Description	Study cost	Construction Cost	Proposed Funding
University Way Crossing Improvements	Study impact of road-diet on traffic; implement if indicated. Install additional pedestrian activated signals. Continue periodic targeted enforcement and education.	\$15,000	\$45,000	Grants Partnership
University Way Railroad overpass	Identify overpass widening in long range transportation plan; work with Kittitas County. Provide alternative pedestrian and bicycle routes to the West Interchange area via Dolarway from the east and SR97 from the northwest.	\$20,000	*	Grants Partnership
Additional Railroad crossing to West Ellensburg	Commission feasibility study of railroad overpass between University Way and Umptanum Road; or explore additional at-grade crossings.	\$120,000	*	

\* To be determined from the study

## 3.2 SYSTEM FUNDING OPTIONS

Likely funding options are proposed for each project type in Recommendation 3.2 below and for specific projects in Table 3.1 above. Explanations of those funding sources are provided below. Some options will require Council action to amend the code or impose a new tax or fee; some require voter approval. It should be noted that implementation of some system improvements are required by the Ellensburg Municipal Code. Those requirements (such as for sidewalk construction for new construction and sidewalk maintenance requirements of abutting landowners) and suggested policy amendments are described in Chapter 2.

### 3.2.1 Local Improvement District

Local Improvement Districts (LIDs) are a means of assisting properties that would benefit from a project in financing needed capital improvements through the formation of special assessment districts. LIDs permit improvements to be financed and paid for over a period of time through assessments on the benefiting properties. LID processes lead, ultimately, to the sale of bonds to investors and the retirement of those bonds via annual payments by the property owners within a district through an annual property tax assessment.

To initiate an LID, a study is performed to determine each property owner's assessment, which is equal to the special benefit received by that property. Since at least some of the benefits of most street or sidewalk projects are to the general public (those living outside of the LID area), the City usually must participate in some portion of the project with general fund money. If property owners reflecting 60% of the cost of the project object, the LID may be blocked. For additional information on LID formation, see the Washington State Local Improvement District Manual at <http://www.mrsc.org/Publications/walidmanual03.pdf>.

Current Ellensburg policy is to rely on LID's to complete missing sidewalk links in established neighborhoods. Several past attempts to organize LID's for sidewalk construction failed. A few LID projects have been completed over the past few decades, primarily in areas where sidewalk construction was deferred at the time of subdivision. To obtain a deferral, landowners agree not to protest future LIDs.

### 3.2.2 Sidewalk Improvement District

Cities are authorized to *require* abutting property owners to construct, reconstruct, or repair sidewalks at the owner's expense. Sidewalk Improvement Districts are similar in concept to Local Improvement Districts, but with slightly different rules for implementation. Three RCW chapters, 35.68, 35.69, and 35.70, provide cities and towns with the authority to require property owners abutting a public street to construct sidewalk improvements or, if the property owners refuse to do so, to construct the improvements themselves and assess the costs to these property owners. Each of the statutes has a slightly different approach. The City of Ellensburg has not utilized this tool in the past. For additional information on SID formation, see the Washington State Local Improvement District Manual at <http://www.mrsc.org/Publications/walidmanual03.pdf> and <http://www.mrsc.org/Subjects/PubWorks/sidew.aspx#Authority>.

### 3.2.3 Latecomer Agreements

Chapter 35.72 RCW allows a property owner who has installed street improvements, including design, grading, paving, or installation of curbs, gutters, storm drainage, sidewalks, street lighting, traffic controls, and other similar improvements, to recover a portion of the costs of those improvements from other property owners who later develop property in the vicinity and

use the improvements. The latecomer charge, which is computed similarly to LID assessments on a pro rata share basis, only applies to properties that develop within 15 years of the agreement, not to everyone within the area. A city can join in the financing of street improvement projects and be reimbursed, or a city can create an assessment reimbursement area on its own, financing the costs of the street improvements and then being paid back by the benefiting properties that develop within the 15 years. The city would not be reimbursed for improvements that benefit the general public. (See the Washington State Local Improvement District Manual at <http://www.mrsc.org/Publications/walidmanual03.pdf>.) This tool may be useful to Ellensburg to complete street improvements and connect missing links in developing neighborhoods.

### **3.2.4 Traffic Impact Fee**

Impact fees are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve the new development. Impact fees are only used to fund facilities, such as roads, schools, and parks, that are directly associated with the new development. They may be used to pay the proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities. Setting fee schedules for impact fees is a complex process typically involving rate studies. Generally, impact fees do not recover the full cost of a new facility, since these fees must be directly and proportionately related to impacts associated with new development. Impact fees for transportation facilities may be calculated based on average trips, numbers of units in a residential project, square footage in a non-residential project, or other factors. Ellensburg is currently in the process of considering imposing a transportation impact fee. Nonmotorized transportation improvements are not included in the 2008 rate study due to the difficulty of establishing the nexus to new developments. Future rate studies could include improvements included in this plan if a nexus can be established. (See *Municipal Research and Services Center* at <http://www.mrsc.org/Subjects/Planning/transimpactfees.aspx>.)

### **3.2.5 Park Impact Fee**

Similar to Traffic Impact Fees, Park Impact Fees may be used to pay the proportionate share of the cost of public facilities that benefit a new development, but the fees cannot be used to correct existing deficiencies. Since 1994 Ellensburg has collected \$612.50 per new single family home and \$525.00 per new multifamily residential unit to fund new parks. Increasing costs for land, materials, and labor has left the City unable to fund adequate facilities to meet the increased demand for recreational facilities at the level identified in the Parks Plan. The City is currently in the process of considering an increase in the Park impact fee based on the park and recreation needs identified in the 2002 Parks, Recreation and Open Space plan, which includes multi-use and bike trail needs.

### **3.2.6 Bicycle Fees**

RCW 35.75 authorizes cities to “collect reasonable license fees from all persons riding a bicycle or other similar vehicle within its respective corporate limits, and may enforce the payment thereof by reasonable fines and penalties.” The license fees and penalties are to fund a “bicycle road fund” to be used “for the sole purpose of building and maintaining bicycle paths and roadways authorized to be constructed and maintained by this chapter or for special police officers, bicycle tags, stationery and other expenses growing out of the regulating and licensing of the riding of bicycles and other vehicles and the construction, maintenance and regulation of the use of bicycle paths and roadways.” The City of Ellensburg does not currently require licensing of bicycles.

### **3.2.7 Real Estate Excise Tax**

Ellensburg currently collects one quarter of one percent tax on sales of real estate. It is used to fund capital projects that are listed in the capital facilities plan element of the comprehensive plan. The City is allowed by state law to collect an additional one quarter of one percent, subject to the approval of voters. For the second quarter percent of the real estate excise tax, "capital project" means those "public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, construction, reconstruction, repair, rehabilitation, or improvement of parks" (see Municipal Research and Services Center, Real Estate Excise Tax at <http://www.mrsc.org/Subjects/Finance/reet/reetweb.aspx>).

### **3.2.8 Utility Business and Occupation Tax**

RCW 35.21.870 authorizes cities to impose a tax on the privilege of conducting an electrical energy, natural gas, steam energy, or telephone business at a rate of up to six percent by legislative approval, and at a rate that exceeds six percent if approved by a majority of the voters of the city voting on such a proposition. The City of Olympia has funded a sidewalk and parks improvement program using a voter approved utility tax (see <http://www.ci.olympia.wa.us/newsfags/parksandpathwaysnews/>). The City of Ellensburg currently imposes a 6% tax on utilities; use of this tax to fund nonmotorized facilities is not possible.

### **3.2.9 Bonds**

Cities may raise funds for transportation and recreation projects by selling bonds to investors to be paid back by general purpose revenue (taxes, fees, etc). There are limitations on the amount of debt a City can incur. Some *General Obligation Bonds* must be approved by a 60% majority of voters, who agree to raise property taxes to repay the bond. These bonds may only be used to fund capital projects. *Councilmanic Bonds* may be issued by the City Council without seeking voter approval. These bonds are backed by general fund revenue and may be used for any purpose. Ellensburg used councilmanic bonds to fund the purchase of the Rotary Park property, which now includes a multi-use trail. A general obligation bond funded the library expansion.

### **3.2.10 Park District**

A Park and Recreation District may be formed under the procedures outlined in Ch 36.69 RCW, which, by election, creates a special taxing district governed by elected commissioners. The district may own and manage property, construct facilities, and establish rules and fees for facility use. Upper Kittitas County voters approved creation of a Park and Recreation District in 2005 to expand recreational opportunities, including trails, in the vicinity of Cle Elum and Roslyn. Lower Kittitas County could consider a similar district to provide multi-use trails within the vicinity of Ellensburg, but outside the municipal boundary.

### **3.2.11 State and Federal Grants**

Much of the transportation and recreation infrastructure in Ellensburg has been funded with assistance from state and federal grants. A list of likely grant sources for nonmotorized transportation projects is included in Appendix F. Most of the grants available require matching funds from the city. A readily available source of local funds is needed to access the state and federal money.

### **3.2.12 Private Grants**

Grants are sometimes available from private sources and non-profit advocacy groups. Availability is variable.

### **3.2.13 Joint ventures**

Many projects are funded in part through partnerships with other entities--private, governmental, or non-profit. For example, Ellensburg is working with State Parks, CWU and Kittitas County to implement the John Wayne Trail Reconnection, with private landowners to implement the West Ellensburg trail connecting Rotary and Irene Rinehart Riverfront Parks to the John Wayne Trail, and with the non-profit Cascade Land Conservancy to explore establishing a trail from Irene Rinehart Riverfront Park to Helen McCabe State Park at the mouth of the Yakima River Canyon. The City frequently collaborates with CWU on projects of mutual interest. Joint ventures such as these significantly expand the ability of the City to implement the goals of this plan.

See Table 3.1 for specific funding recommendations.

## **3.3 MAINTAINING THE SYSTEM**

Any existing or future non-motorized facilities will need some level of maintenance to ensure continued usefulness. Maintenance duties include plowing and sweeping of bike lanes within street rights-of-way; repair or reconstruction of aging streets, paths or sidewalks; repair, cleaning, or replacement of signs, kiosks, and benches; irrigation and care of landscaping; litter removal; and supplying electricity and fixtures for lighting.

As indicated in Chapter 2, the City maintains existing streets, sidewalks, and multi-purpose trail facilities with programs of the Public Works and Parks Departments funded by general tax revenue. Resources for maintenance are increasingly strained as labor and materials costs rise and the number of miles and acres of facilities increases. *Decisions to expand the non-motorized system should recognize the need for resources to maintain those facilities after they are constructed.*

Ongoing or annual maintenance costs for facilities proposed in this plan are included in Table 3.1. Cost estimates are based on lineal feet of the facility. For multi-use paths, unless otherwise indicated, the costs are for unlit, seasonal use facilities without landscaping or furniture.

### **3.3.1 Multi-use Trail Maintenance**

Most multi-use trail facilities within the City currently are associated with existing parks and so are maintained by the Parks Department. Future trails could be considered as either transportation or recreation oriented and managed by either the Parks Department or Public Works. Either way, funding for maintenance currently comes from the General Fund. If regional trails are established, it may be possible to establish a Parks District, a multi-jurisdictional or a private non-profit organization to manage and maintain them. Alternatively, the trails may become the responsibility of the City's Parks and Recreation Department even outside the jurisdictional boundaries.

Some cities have established “Adopt-a-Trail” programs where volunteer organizations take on either routine or periodic tasks such as litter pick-up, hazard identification, weed removal, cleaning or sign maintenance. Policies are needed regarding which tasks could be performed by citizens, with the City possibly providing some funding, training, and supplies. For example, CWU’s Civic Engagement Center sponsors an annual litter pick-up day that benefits Irene Rinehart Riverfront Park. The volunteers need supplies, such as garbage sacks, and funds for landfill fees. On the other hand, if the city’s experience with adoption of landscape nodes downtown is an indication, enthusiasm for adoption programs may not be sustainable over time.

### **3.3.2 Bicycle Facility Maintenance**

On-street bicycle facilities require periodic re-painting and sweeping of road grit out of the bike travelway. Care should be taken in placing the bicycle symbols, but some wheel wear is inevitable. Long-lasting paint, while expensive, may be most cost-effective.

### **3.3.3 Pedestrian Facility Maintenance**

As noted in section 2.4.1(a) and 3.2.2, state law (RCW 35.68) allows cities to require abutting landowners to construct, reconstruct and maintain sidewalks. Ellensburg could consider changing its policy for sidewalk maintenance to shift the cost of maintenance and repair from general taxpayers to abutting landowners. The City may spend considerable effort enforcing repair orders and generate considerable animosity if this change were made. It is assumed the City will continue to restripe crosswalks using street funds and to light streets using general funds.

Consistent with current City policy, it is assumed that property owners will care for planting strips (see section 2.4.2a) and shovel snow from sidewalks (see section 2.4.1h). Further, it is assumed that homeowners associations or residents will care for connecting paths within their neighborhoods (see section 2.2.3). Existing connector paths are maintained by Homeowners Associations. Sometimes, those organizations are not sustained over time, depending on the energy of the residents. Alternatively, connector paths could be considered sidewalk extensions and maintenance responsibilities assigned to abutting property owners, or the City could assume responsibility.

## **3.4 EDUCATION**

Providing adequate infrastructure alone will not create a safe walking and biking environment. Safe travel by foot or bicycle requires knowing certain rules of behavior, just as driving a car requires knowledge of the “rules of the road” and how to drive defensively. Pedestrians, bicyclists and drivers sharing the road need to be able to predict what others will do in a given circumstance – and then be prepared for the unexpected. Pedestrians rely on drivers and bicyclists to stop at red lights, but they should be prepared for the possibility that some may not stop. Drivers rely on pedestrians to stay on the sidewalk and bicyclists to travel with traffic, but they should be prepared for the possibility that a pedestrian may suddenly dart into traffic, or a bicyclist may ride against traffic. Drivers must prove they know traffic laws and safe driving habits to get a license. Pedestrians and bicyclists must learn safe and defensive behaviors from parents, schools, the media and experience.

Education and public awareness campaigns can simply provide information (e.g., location of a trail) or can help motivate a behavioral change (e.g., increase bike helmet use). Education is

needed to teach bicycle and pedestrian safety skills, to raise awareness about a particular issue, and to encourage informed choices. Short or one-time efforts typically do not have lasting results. The most effective education programs target a specific issue and are long-term.

A comprehensive non-motorized transportation plan includes programs that teach safe driving, pedestrian and bicycling behavior. The City of Ellensburg and several community partners provide safety education to various audiences.

### Recommendations:

3.4.1 Provide instruction in safe and responsible behavior to bicyclists, pedestrians, and drivers. Options include:

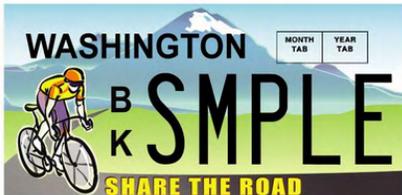


Figure 3b Sample "Share the Road" License plate  
[http://www.bicyclealliance.org/shareplate/share\\_plate.html](http://www.bicyclealliance.org/shareplate/share_plate.html)

1. Broaden drivers' education courses to include "mobility education," which could go beyond safe behavior for drivers, bikers and pedestrians to also include issues of "environment, health and economics by redefining our expectations about transportation and its consequences." See <http://www.mobilityeducation.org/approach>.

2. Integrate bicycle/pedestrian safety instruction into elementary, middle school, and high school PE and health curriculum.
3. Encourage youth organizations such as 4H and Scouts to complete units on bicycle use and safety.
4. Offer workshops through Community Schools on bicycle safety, maintenance, and riding skills
5. Provide bicycle/pedestrian safety instruction to seniors at the Adult Activity Center and local retirement communities.
6. Integrate information on bicycle and pedestrian safety issues into driving refresher courses.

3.4.2 Distribute safety information. Options include:

1. Initiate a "Share the Road" campaign with messages on license plates, busses, signs and other locations and public presentations (see <http://www.sharetheroadsafely.org/>, and <http://www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml>). With the proposed testing and possible adoption of Sharrow markings in this plan, it will be important to that both drivers and bikers understand the expectation of shared use.
2. Distribute targeted pedestrian and bicycle safety and promotion information at CWU, the Adult Activity Center, churches, and civic organizations.
3. Include pedestrian and biking safety tips on City's website
4. Request bicycle and pedestrian safety videos be aired on Channel 2. Cooperate with a community producer to create a safety video for Ellensburg.
5. Collaborate with local businesses to provide coupons for discounts on reflective clothing and other safety equipment.

3.4.3 Provide information on bike and pedestrian routes. Options include:

1. Distribute maps showing existing bike routes to encourage bike route use. A new map available at the Chamber of Commerce shows county roads near Ellensburg that have shoulder width appropriate for bicycle use.



Figure 3c "Share the Road" sign from Marin County, CA

2. Provide distinctive wayfinding signs to identify significant routes or show directions and distances to important locations within the city.
3. Create a color-coded walkability map to identify the most attractive walking routes.

### 3.5 ENFORCEMENT

Enforcement of laws and regulations are necessary for the safe and effective operation of nonmotorized facilities. Enforcement can be used to educate drivers, as well as bikers and pedestrians, about safe behavior. Active policing of traffic laws reinforce courteous behaviors between different travel groups. Off-street multi-use paths need regular patrol by either police or citizen groups to limit illegal behaviors and give confidence to path users. Enforcement of codes requiring snow removal and removal of obstructions from sidewalks and bike lanes makes the existing facilities more useable in all seasons.

The Washington Traffic Safety Commission funds several pedestrian enforcement operations throughout the state. This program targets drivers who fail to yield the right-of-way to pedestrians. Classes are offered to local law enforcement, and the training is certified by the Washington Criminal Justice Training Commission. See <http://www.wtsc.wa.gov/programs/walkbike2.php>.

The following resources provide information about bicycle and pedestrian laws in Washington:

- “Bicycle Laws in the State of Washington”, RCW 46.
- Bicycle Law Summaries: <http://www.wsdot.wa.gov/Bike/Laws.htm> and <http://www.wsdot.wa.gov/Bike/PDF/TrafficSafetyRCW2002.pdf>
- Pedestrian Law Summary: <http://www.wsdot.wa.gov/Walk/Laws.htm>
- Pedestrian Rights and Duties, RCW 46.61.230 to 46.61.269: <http://apps.leg.wa.gov/RCW/default.aspx?cite=46.61>

#### Recommendations:

3.5.1 Enforce laws that impact bicycling/pedestrian safety. Options include:

1. Launch education/enforcement campaigns targeting drivers who violate pedestrian right-of-way laws
2. Focus speeding patrols in areas with high concentrations of pedestrians/bicyclists, such as school zones and the perimeter of the CWU campus.
3. Initiate bicycle patrols to enforce bicycle traffic laws, particularly those that most contribute to accidents (failure to stop, wrong-way riding, and riding at night without lights)
4. Issue warning tickets for youthful violators, with copies to parents. Require safety training for repeat offenders.
5. Enforce the Ellensburg bicycle helmet law for youth 16 and younger, and provide incentives to encourage all bicyclists to wear helmets
6. Remind auto drivers of their speed through radar speed trailers and active speed monitors

3.5.2 Involve community in ensuring compliance. Options include:

1. Initiate neighborhood speed watches using radar speed units on loan from police. Speed data and vehicle descriptions collected by neighbors are followed by a letter from police asking vehicle owners for voluntary compliance.
2. Use adult school crossing guards – volunteer or paid
3. Publicize the “complaint hotline” regarding snow removal on sidewalks

5.4.3 Develop a plan for reducing bicycle theft. Options include:

1. Educate the public about the use of high security locks and other steps to reduce bicycle theft
2. Initiate a bicycle licensing/registration system that will assist in identifying and returning stolen bicycles. Distribute safety information with the license.

### 3.6 ENCOURAGEMENT

The primary goal of this plan is to ensure that citizens who choose to walk and bicycle have access to facilities comparable to those available to citizens who choose to drive. Given the health, environmental, economic and social benefits of nonmotorized over motorized travel (see section 1.4) and the State goal of doubling the percentage of bicycling and walking trips (see section 1.5), the City should also *encourage* walking and biking as an alternative to driving.

Knowing why people don't choose to walk or bike is an important first step in knowing what type of encouragement efforts are likely to be successful. A statewide telephone survey conducted by the Gilmore Research Group in May 2007<sup>1</sup> reports that the primary reasons Washington citizens gave for not walking were that they had a *disability or other health impairment* and that they *don't want to/don't enjoy it*. The top reasons for not bicycling were that they *don't know how to ride* or *that they have no bicycle*. Those who reported it was *somewhat* or *very* difficult to walk in their community gave *lack of sidewalks* and *roads are too busy/too much traffic* as primary reasons. Those who said it was *somewhat* or *very* difficult to bicycle in their community cited *no bike lanes/roads too narrow/no shoulder* as a major reason, followed by *roads are too busy/too much traffic* and *no trails or paths*. Consequently, *providing more walking or biking facilities* topped the list of suggestions to increase the ease of walking and biking in the survey.

Beyond constructing safe, attractive and accessible facilities as proposed in Chapter 2, opportunities to promote nonmotorized travel include the following recommendations.

#### Recommendations:

3.6.1 Market nonmotorized transportation. Options include:

1. Distribute maps and brochures to tell people where nonmotorized facilities are available and also to promote the health, economic, and environmental benefits of walking and biking
2. Use magazines, advertisements, posters, and news reports to spread the word about new facilities and attractions and benefits of biking and walking
3. Distribute information through schools, libraries, stores and bicycle shops

3.6.2 Promote nonmotorized commuting. Options include:

1. Provide employer incentives, such as awards, loaner bikes, or financial incentives, to increase nonmotorized commuting
2. Designate a "Bike to Work" Day (or month), such as the one that has been co-sponsored by the Cascade Land Conservancy, City of Ellensburg, and Shape-Up Kittitas County
3. Organize a "Bike Buddy Program" that matches experienced bicycle commuters with those looking for tips and guidance in learning how to use their bicycle for transportation (see <http://www.bicyclealliance.org/commute/bikebuddy.html>)
4. Reconsider EMC 8.12.040, "no person shall stop, stand, or park any vehicle on any street in the city of Ellensburg for a period longer than 24 hours." While intended to

regulate abandon vehicles, this parking restriction may also be an incentive to drive rather than bike or walk to work.

3.6.3 Sponsor group rides/walks. Options include:

1. Encourage participation in group rides/walks by bicycle clubs and organizations such as Windwalkers
2. Support large ride/walk events as fundraisers, such as the Manastash Metric Bicycle Tour and the Climb to Conquer Cancer
3. Designate certain routes as “off-limits” to cars for a day, as is currently done in the “Your Canyon for a Day” Yakima Crimestoppers fundraiser in the Yakima River Canyon

3.6.4 Partner with community activities. Options include:

1. Add bike rides/walks to community events, or encourage bicycling/walking to events such as the 4<sup>th</sup> of July celebration at West Ellensburg Park
2. Staff bicycle/pedestrian information booths at the Kittitas County Fair

3.6.5 Conduct classes. Options include:

1. Host special events and conferences to provide forums for exchanging information, advertising new equipment and meeting others interested in nonmotorized transportation
2. Offer bike maintenance classes through Continuing Education or Community Schools

3.6.6 Involve schools. Options include:

1. Teach “active living” skills, including walking and biking, in school physical education courses
2. Include information in University 101 classes to introduce CWU students to traffic laws including rights and responsibilities of bikers, pedestrians, and drivers, as well as emphasizing the health, environmental and economic benefits of biking and walking
3. Restrict parking at CWU to promote nonmotorized transportation on campus
4. Organize a “Walk and Roll to School” Day

3.6.7 Make it more convenient to walk or ride. Options include

1. Provide covered bike parking
2. Price parking to cover the real cost of maintaining the facilities to encourage biking, walking, and transit use. The City does not control private parking; CWU, and perhaps a few other employers charge for parking.

3.6.8 Form a bicycle/pedestrian advocacy organization. Options include:

1. Encourage formation of a citizens bicycle/pedestrian advocacy organization with representatives from various interest groups to advocate for bicycling and walking
2. Seek advice of the advocacy organization when making infrastructure and programming decisions that affect bicyclists and pedestrians.

### **3.7 ROLES AND RESPONSIBILITIES**

While this Plan is a creation of the City of Ellensburg, and it has primary responsibility for its implementation, the City cannot by itself create a community in which biking and walking are safe, attractive and accessible alternatives to driving for everyone. Several key city departments have important roles, as do others within the community as identified below.

*Ellensburg City Council* – The Council establishes broad policy objectives through the Comprehensive Plan, and then adopts specific ordinances to implement those policies. As expressed above, the City’s Comprehensive Plan, adopted in 2007, contains language supportive of nonmotorized transportation in both the Transportation and Land Use Chapters. Adoption of this Nonmotorized Plan is a first step in implementing that plan, which makes specific recommendations to implement the transportation goals. Further amendments to the municipal code are recommended by this plan. Land use policies are also critical to creating a walkable/bikeable community. These are found in the Land Use Chapter of Ellensburg’s Comprehensive Plan, but were not reviewed in the creation of this transportation plan.

*Ellensburg Public Works Department* –The primary department responsible for implementing this Nonmotorized Transportation Plan is the Ellensburg Public Works Department. Duties include planning, seeking grant funding, constructing, and maintaining the City’s streets, including related pedestrian and bicycle facilities such as sidewalks, bike lanes, and traffic signals and signs. Street and utility standards are enforced for both public and private projects. The Department staff works with citizens to solve transportation-related problems in neighborhoods and the community using recommended engineering practices. Traffic accident data is analyzed to evaluate facility safety.

*Ellensburg Parks and Recreation Department* –As part of its larger recreational programming, the Parks and Recreation Department plans, funds, constructs and maintains multi-use paths both within designated park settings and as stand-alone facilities, such as the John Wayne Trail. The Department staff sponsors or co-sponsors programs and events to promote biking and walking such as “Bike to Work Month.” The Adult Activity Center and Youth Center are divisions of the Parks Department.

*Ellensburg Police Department* – In addition to enforcing traffic laws, Ellensburg Police officers enforce codes to remove obstructions from the walking or biking environment. Officers participate in school safety patrol training and student safety assemblies. The Department introduces new CWU students to life in Ellensburg through the University 101 class, in which community expectations are presented.

*Ellensburg Community Development Department* – New subdivisions and other development, including plans for new street alignments, are processed through the City’s Community Development Department with the involvement of the Public Works and other Departments. Land use practices that can either enhance or detract from walking and biking are implemented by the Department according to policies established by the Council.

*Kittitas County Public Works Department* – With duties similar to the City’s Public Works Department, the County is responsible for the streets and roads just outside of the City’s boundary in the Urban Growth Area and beyond. Several of the projects identified in this Plan are entirely or partially within County jurisdiction. Communication and cooperation between city and county are necessary to provide a functional transportation system and a smooth transition between jurisdictions.

*Kittitas County Community Development Department* – Applications for land use changes within the County, including the Urban Growth Area, are processed by the County’s Community Development Department according to County policies. The City has an opportunity to comment on those applications. Protection of street rights-of-way on a walkable scale grid is a key issue.

*Kittitas County Health Department* – Through Shape-Up Kittitas County, the Health Department has been an active participant in promoting active living policies to combat obesity and related health disorders. A key part of its mission is promoting a healthier future for Kittitas County residents through use of planning tools that include mixed land use, providing a variety of transportation options and promoting walkable, bikeable communities that are connected, safe and easy to access. Shape-Up has participated in community planning efforts, promoting policies that lead to walkable/bikeable communities. It has sponsored or co-sponsored “Bike to Work day”, “Walk Across Washington”, “Walk to School Day.”

*Ellensburg School District* – State law (RCW 46.61.385), authorizes school districts to establish safety patrols, and the administrative code, WAC 392-151, describes safety patrol training and requires school walk route plans for each elementary school. The *School Administrator’s guide to School Walk Routes and Student Pedestrian Safety* recommend each district assign a person within the District to be responsible for pedestrian safety issues and the development and maintenance of walk routes in conjunction with community partners. The Guide recommends that policies regarding school safety patrols, school walk routes, and pedestrian safety education be established. Each Elementary School Principal trains and oversees crossing guards and is responsible for distributing walk route maps. The Principals are important contacts for educating parents on safe drop-off and pick-up procedures and parking lot controls and for encouraging parents to model good pedestrian safety skills.

*Central Washington University* – A proposed Circulation Plan creates a “Local Transport Area” approximately three miles in diameter, around the university campus and within the Ellensburg community. Within this area, University policies encourage the use of pedestrian, bicycle, and public transport as modes of travel while discouraging the use of private cars.” Suggested policies include:

1. “Recognize the special needs of pedestrians and persons with disabilities on campus...
2. Designate certain pathways as primary bicycle routes...
3. Reduce the number of vehicles on the interior campus mall system...
4. Reduce the number of vehicles in the Local Transport Area...
5. Parking permit pricing will be consistent with the real costs of building and maintaining parking lots, tiered by location...
6. Minimize the use of central campus land area for parking...
7. Provide adequate parking facilities...”

Part of the John Wayne Trail reconnection crosses University-owned property. The University plans to construct that portion of the trail.

*Washington State Parks* – John Wayne Trail infrastructure improvement, maintenance, and promotion is the responsibility of State Parks. The Ellensburg Greenway Trail, reconnecting the John Wayne Trail, is the primary responsibility of Ellensburg Parks and Recreation Department.

*Citizens* – Citizens are responsible for obeying traffic laws and practicing safe behaviors while biking, walking and driving. Citizens can help the City by reporting safety hazards. Citizens are essential advocates for the kind of transportation system and land use planning they desire for Ellensburg. The recommendations presented in this plan will require citizen support and encouragement if they are to be successfully implemented.

### 3.8 SUMMARY OF RECOMMENDATIONS

Table 3.2 summarizes the recommendations included in Chapters 2 and 3 of this Nonmotorized Transportation Plan. Proposed infrastructure improvements are found separately in Table 3.1: Prioritized Nonmotorized Facility Improvement Project List at the beginning of Chapter 3. Each recommendation made throughout the text is identified one of the following categories: an *infrastructure* improvement; a project requiring *coordination* with other jurisdictions or entities; a *code* amendment; an *education* project; an *enforcement* project; or an *encouragement* project. Some recommendations fall into multiple categories. For each recommendation, a lead City Department (Public Works (*EPWD*), *Parks* and Recreation, *Police*, or Community Development (*ECDD*)) or community *partner* is suggested. While the City cannot set priorities for its community partners, it also cannot implement this Nonmotorized Transportation Plan without their assistance. Each recommendation is ranked high, medium or low priority. High priority recommendations are those targeted for completion within the next five years, depending on funding and staff availability and at the City Council’s discretion, weighing these against other City priorities.

**TABLE 3.2 PRIORITIZED SUMMARY OF RECOMMENDATIONS**

Chapter	Recommendation	Category	Lead	Priority
2.2.1a:	Improve the John Wayne Trail as it passes through Ellensburg (see Table 3.1a #1)	Infrastr	Parks	Medium
	1. Work with State Parks to provide a paved or fine gravel surface suitable for bicycling on at least 10 feet of the existing right-of-way through Ellensburg	Infrastr Coord	Parks	High/ Medium
	2. Coordinate with Kittitas County and State Parks to extend the bikeable surface on the JWT throughout the County to provide a regional trail for commuters and tourists	Infrastr Coord	Parks	Medium
	3. Enhance wayfinding at the Water Street and Alder Street trailheads to facilitate users unfamiliar with Ellensburg getting from one end of the JWT trail to the other	Educate	Parks	Low
	4. Include wayfinding from JWT to direct visitors to downtown and the River to Rodeo trail (see section 2.4.4(b)) via Water Street on the west, or intersecting the Alder Street trailhead on the east	Educate	Parks	Low
	5. Work with State Parks to improve maps and literature showing JWT routes through Ellensburg, as well as overnight and dining accommodations	Educate Coord	Parks	Medium
	6. Work with Kittitas County to explore availability of camping for JWT trail users at the fairgrounds trailhead.	Coord	Parks	Low
	7. With CWU, make improvements to 14 <sup>th</sup> and Alder as called for in the <i>John Wayne Pioneer Trail: The Ellensburg Greenway, Reconnection Study Final Report (2001)</i>	Infrastr Coord	EPWD	Medium
2.2.1b:	Engage other jurisdictions and private partners to plan a network of multipurpose trails throughout lower Kittitas County (see Table 3.1a Future)	Coord	Parks	Medium
2.2.2:	Complete the Ellensburg Greenway/John Wayne Reconnection Trail (see Table 3.1a #2)	Infrastr	Parks	High
	1. Continue to work with CWU, Kittitas County, and private landowners to acquire necessary rights-of-way for Ellensburg Greenway Trail	Coord	Parks	High
	2. Continue to seek grant funding to construct the Ellensburg Greenway Trail	Coord	Parks	High

	3. Identify funding sources for maintenance and operation of Ellensburg Greenway Trail	Coord	Parks	Medium
2.2.3:	Encourage connector paths where the street grid cannot be achieved		ECDD	High
	1. Consider policies establishing when and how connector paths would be appropriate. Options include: a. Require connector paths on cul de sacs over a certain length b. Require connector paths for new plats over 10 homes having street access on only one side, or for 30 homes having street access on only two sides c. Require connector paths only where access to a school, commercial area, park or other recreational facility can be provided	Code	ECDD	High
	2. Consider maintenance policies for connector paths. Options include: a. Require homeowners associations to maintain path b. Require adjacent property owners to maintain path (define as a sidewalk not adjacent to a street). c. City Parks Department maintain (define as a multi-use trail recreational facility) d. City Public Works maintain (define as a transportation improvement)	Code	ECDD	Medium
2.3.2	Implement the system of Class II bike lanes shown in Figure 3a and Table 3.1b	Infrastr	EPWD	High
	1. Continue to require extra width on designated Class II bike routes for new plats	Code	EPWD	High
	2. Conduct a trial Class II sharrow on Chestnut Street from Mountain View to University Way. Chestnut Street has sufficient width to stripe a class II bike lane, but the lane would be adjacent to parked cars. Mark the street with shared lane pavement markings. After a year's time, ask bikers to provide comment on whether or not they prefer the markings to the dedicated lane markings.	Infrastr	EPWD	High
	3. For routes where a Class II bikeway is desired, but the right-of-way is insufficient, consider reducing lanes or removing on-street parking on a case by case basis	Code	EPWD	Low
2.3.3:	Implement the system of Class III bikeways shown in Figure 3a and Table 3.1b	Infrastr	EPWD	High
	1. Conduct a trial Class III sharrow on Fifth Avenue from Chestnut Street to Pacific Street (River to Rodeo Trail), on Sprague from 5 <sup>th</sup> to University Way (Town to Gown Trail), and on Alder Street, from University Way to Sanders Road. Both of these routes are important linkages in the City's bike route network, but have insufficient right-of-way width to stripe for bike lanes without prohibiting parking on one side of the street. Mark the streets with shared pavement markings. After a year's time, ask cyclists whether or not they like this new style of pavement marking.	Infrastr	EPWD	High
2.3.6a	Work with transit authority to ensure continued compatibility of transit for bicycle users	Coord	EPWD	Low
2.3.6b	Amend city code to require bicycle parking for new commercial, industrial, multifamily, and public projects	Code	ECDD	Medium
2.4.1	Improve pedestrian safety	Infrastr Enforce Educate	EPWD Police Partners	High
	1. Complete priority missing sidewalks listed in Table 3.1d	Infrastr	EPWD	High
	2. Continue sidewalk maintenance program, including curb-cut retrofit	Infrastr	EPWD	High

	3. Continue to evaluate on a case-by-case basis and citizen request, the need for additional crosswalk striping, curb-cut ramps, pedestrian activated signals, or special cross-walk treatments	Infrastr	EPWD	Medium
	4. On a complaint basis, evaluate lighting conditions and determine cost-benefit of retrofitting dimly lit areas	Infrastr	EPWD	Medium
	5. Continue seasonal education regarding property owner responsibility for sidewalk maintenance.	Educate	Police	Medium
	6. Continue to enforce existing codes regarding removal of obstructions and snow on a complaint basis	Enforce	Police	Medium
	7. Install sidewalk furniture at strategic locations. a. Select a bench product that will likely withstand vandalism and be easy to clean. b. Seek donations of benches from businesses and community groups for placement near commercial areas, parks, and routes frequented by senior citizens.	Infrastr	Partner	High
2.4.2a	Build a more attractive pedestrian environment on arterial streets	Code	ECDD EPWD	High
	1. Encourage buildings to face arterial street. Options include: a. Require commercial, industrial and multifamily buildings to face arterial b. Encourage multifamily housing adjacent to arterial streets, providing limited access to the complex c. Require homes on corners to face the arterial, with drives entering from side yards from local streets d. Allow "hammerhead" shared drives where cars turn in the driveway to enter traffic forward rather than backing out of drives e. Provide alley access for homes/buildings facing arterial streets.	Code	ECDD EPWD	High
	2. Limit use of tall fences on arterial streets. Options include: a. Limit the length of unbroken fence along an arterial to a specific number of feet or a proportion of the street length of the plat b. Provide a landscaped setback from the sidewalk to the fence, with maintenance responsibility assigned to the adjacent property through restrictive covenants or homeowners associations c. Require gates in back fences to allow property owners access to maintain landscaping on the back side of the fence or in planting strips	Code	ECDD EPWD	High
	3. Require planting strips and street trees on arterials at the time of development. Options include: a. Require homeowner association or property owner maintenance agreements b. Require gates in back fences to allow property owner access to maintain landscaping	Code	ECDD EPWD	High
	4. Prohibit on-street parking on arterials where homes back to street and a planting strip buffer is provided	Code	EPWD	Low
2.4.2b	Build a more attractive pedestrian environment on collector streets	Code	EPWD	Medium
	1. Require a planting strip on new collector streets. Options include: a. Require additional right-of-way on future collector streets. b. Prohibit parking on one side on future collector streets. c. Require homeowner association or property owner maintenance agreements	Code	EPWD	Medium
2.4.2c	Build a more attractive pedestrian environment on local streets.	Code	EPWD	Medium
	1. Convene a stakeholder group to include transportation planners, community planners, builders, fire/emergency response officials,	Code	EPWD	Medium

	walking advocates, neighborhood advocates and citizens, to review street width requirements			
2.4.2(d)	Provide attractive nonmotorized transportation links to commercial areas	Code	ECDD	Medium
	1. Review Commercial Design Standards for opportunities to enhance attractiveness to pedestrians and bicyclists	Code	ECDD	Medium
2.4.2(e)	Build a more attractive pedestrian environment on all streets.	Code	EPWD	Low
	1. Evaluate attractiveness and effectiveness of stormwater retention facilities. Discourage unattractive, ineffective designs	Code	EPWD	Low
	2. Consider Low Impact Development options; consider non-motorized transportation issues when developing new standards	Code	EPWD	Medium
2.4.3a	Maintain a pedestrian friendly level of connectivity			
	1. Implement the Comprehensive Plan recommendation T-3J <ul style="list-style-type: none"> <li>a. Use GIS capabilities to map potential street alignments within ½ mile sections</li> <li>b. Convene neighborhood meetings to review proposed alignments</li> <li>c. Adopt agreed upon alignments as Comprehensive Plan amendments</li> </ul>	Code	ECDD	High
	2. Refine goal T-3J to clarify “with 200 to 800 foot pedestrian connections, depending on zone density” <ul style="list-style-type: none"> <li>a. Amend code to allow maximum block length of 800 feet for Rural Suburban and Residential Low density zones</li> <li>b. Amend code to allow maximum block length of 600 feet in Residential Medium zone</li> <li>c. Amend code to allow maximum block length of 400 feet in Residential High density zones, provided block length may be satisfied with internal transportation networks for large complexes</li> </ul>	Code	ECDD	High
	2. Employ traffic calming measures such as skinny streets, curves, changes in alignment, and short lengths to avoid “cut through” or fast traffic on local streets	Infrastr	ECDD	Medium
2.4.4(a)	Provide safe routes to school	Infrastr Enforce Coord	EPWD Police Partners	High
	1. Place a priority on ensuring safe walking infrastructure on routes identified in the Ellensburg School Districts Walk Route Plan	Infrastr	EPWD	High
	2. Work with the Ellensburg School District to enhance walking conditions to provide access from neighborhood not currently served by safe routes	Coord Infrastr	EPWD Partners	High
	3. Continue periodic targeted enforcement of traffic laws in school zones	Enforce	Police	High
2.4.4b	Provide safe routes to Central Washington University campus	Coord Infrastr	EPWD	Medium
	1. Work with CWU to establish recommended routes to and from campus.	Coord Educate	EPWD	Medium
2.4.4c	Maintain pedestrian focus of historic downtown	Coord Code	ECDD	High
	1. Sign by-pass route to encourage truck and auto traffic to use Water Street rather than Main Street as a preferred north-south route.	Infrastr	EPWD	Medium
	2. Discourage parking lots abutting the sidewalk in the Central Commercial zone.	Code	ECDD	Medium
2.4.4(d)	Develop River to Rodeo Trail (see Table 3.1c #12)	Infrastr	EPWD	High

	1. Complete missing sidewalks or develop plan for crossing Fifth at N. Wenas St.	Infrastr	EPWD	High
	2. Complete missing curb-cuts	Infrastr	EPWD	High
	3. Develop branding and logo; implement way-finding plan	Educate	Parks	Medium
	4. Consider uniform, distinctive lighting consistent with way-finding plan	Infrastr	EPWD	Medium
	5. Consider vandal-proof bench design and placement; develop bench donation program	Infrastr	EPWD	Medium
	6. Mark Fifth Avenue as a shared bike route (see recommendation 2.3.3)	Infrastr	EPWD	High
2.4.4(e)	Develop Town to Gown Trail (see Table 3.1c #12)	Infrastr	EPWD	High
	1. Complete missing curb-cuts	Infrastr	EPWD	High
	2. Develop branding and logo in conjunction with the University; implement way-finding plan	Educate Coord	Parks	High
	3. Consider uniform, distinctive lighting consistent with way-finding plan	Infrastr	EPWD	Medium
	4. Consider vandal-proof bench design and placement; develop bench donation program	Infrastr	EPWD	Medium
	5. Mark Sprague Street as a shared bike route	Infrastr	EPWD	High
	6. Develop a plan with CWU for extension of the trail to the new CWU visitor center	Coord Infrastr	EPWD	Low
2.4.5(a)	Improve University Way pedestrian crossing (see Table 3.1e)	Infrastr	EPWD	High
	1. Study impact of road-diet on traffic and implement if indicated	Infrastr	EPWD	High
	2. Install additional pedestrian activated signals	Infrastr	EPWD	Medium
	3. Continue periodic targeted traffic enforcement and education	Enforce Educate	Police	High
2.4.5(b)	Provide safe pedestrian and bicycle access to the West Interchange (see Table 3.1e)	Infrastr	EPWD	Medium
	1. Identify overpass widening in long range transportation plan for possible future funding. Coordinate with Kittitas County	Infrastr Coord	EPWD	Medium
	2. Provide alternative pedestrian and bicycle routes to the west interchange area via Dolarway from the east and SR97 from the northwest (see Table 3.1a #3 and Table 3.1b #20)	Infrastr Educate	EPWD Parks	High
2.4.5(c)	Provide better access to West Ellensburg.	Infrastr	EPWD	Low
	1. Commission study of feasibility of railroad overpass between University Way and Umptanum Road, or explore additional at-grade crossings	Infrastr	EPWD	Low
3.4.1	Provide instruction in safe and responsible behavior to bicyclists, pedestrians, and drivers	Educate	Police Partners	High
3.4.2	Distribute safety information	Educate	Police Parks Partners	Medium
3.4.3	Provide information on bike and pedestrian routes	Educate	Parks EPWD Partners	High
3.5.1	Enforce laws that impact bicycling/pedestrian safety	Enforce	Police	High
3.5.2	Involve community in ensuring compliance	Coord	Police Partners	Medium
3.5.3	Develop a plan for reducing bicycle theft	Enforce	Police	Low
3.6.1	Market nonmotorized transportation	Encourage	Parks EPWD Partners	High

3.6.2	Promote nonmotorized commuting	Encourage	Parks EPWD Partners	Medium
3.6.3	Sponsor group rides/walks	Encourage	Parks Partners	Low
3.6.4	Partner with community activities	Encourage	Parks Partners	Medium
3.6.5	Conduct classes	Encourage	Parks Partners	Low
3.6.6	Involve schools	Coord	Police Partners	High
3.6.7	Make it more convenient to walk or ride	Encourage		Medium
3.6.8	Form a bicycle/pedestrian advocacy organization	Coord	Parks EPWD Partners	High

ENDNOTES:

<sup>1</sup> "Public Attitude Survey of Bicycle and Pedestrian Planning," May 2007, The Gilmore Research Group.  
<http://www.wsdot.wa.gov/bike/pdf/Reports/SurveyReport.pdf>

## Non Motorized Transportation Plan Open House

The Non Motorized Transportation Planning Committee held an open house on May 21<sup>st</sup>, 2008 where they invited the public to come and comment on nine specific aspects of the draft plan. This appendix includes information from each of the nine stations along with the public input that was received from 68 community participants.

### Station One: Vision & Goals

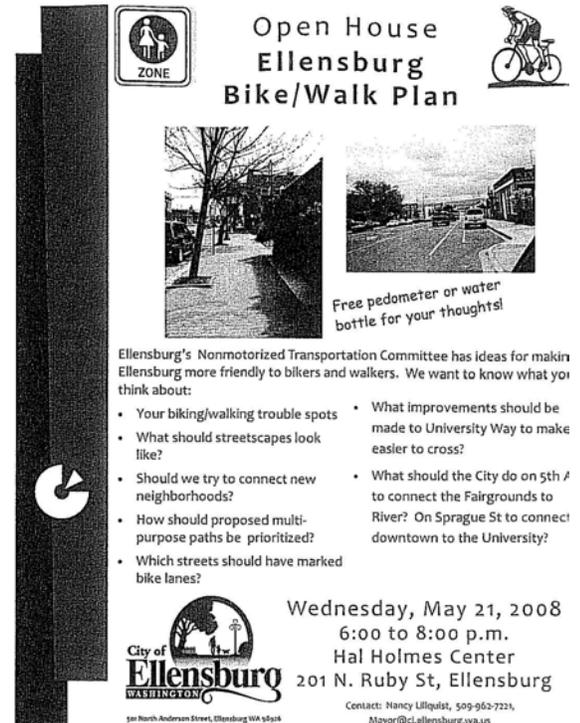
Participants viewed the vision and goals of the draft plan and had a place to give comments. **No comments were given.**

#### NONMOTORIZED PLAN VISION

Develop a continuous network of safe, attractive and accessible non-motorized facilities that makes non-motorized travel a viable alternative to driving in Ellensburg.

#### GOALS

- Create a comprehensive system of multiuse off-road trails using alignments along public road rights-of-way, greenway belts, and open space areas, as well as cooperating private properties where appropriate.
- Create a comprehensive system of signed, on-road bicycle routes for commuter, recreational, and touring enthusiasts using scenic, collector, and local road rights-of-way and alignments through and around Ellensburg
- Design a safe, attractive, accessible, and interconnected pedestrian environment.
- Establish classification and design standards that facilitate safe and pleasant non-motorized travel.
- Identify and prioritize non-motorized transportation projects.
- Identify and seek funding for high priority non-motorized transportation projects.
- Develop a system for maintenance of non-motorized facilities.
- Promote safe non-motorized transportation through education and law enforcement.
- Increase the share of transportation that is non-motorized through programs that encourage walking and bicycling in lieu of driving.
- Coordinate implementation of this plan among city departments, county and other government agencies, businesses, and residents.
- Evaluate implementation of plan annually.



The poster features a vertical black bar on the left with a white circular arrow icon. At the top right is a 'ZONE' sign with a pedestrian and bicycle icon. The title 'Open House Ellensburg Bike/Walk Plan' is centered, with a cyclist icon to the right. Below the title are two photos: a sidewalk with trees and a street view. A text box says 'Free pedometer or water bottle for your thoughts!'. A list of questions is provided, followed by the event details: 'Wednesday, May 21, 2008 6:00 to 8:00 p.m. Hal Holmes Center 201 N. Ruby St, Ellensburg'. The City of Ellensburg logo and contact information are at the bottom.

**Open House  
Ellensburg  
Bike/Walk Plan**

Free pedometer or water bottle for your thoughts!

Ellensburg's Nonmotorized Transportation Committee has ideas for making Ellensburg more friendly to bikers and walkers. We want to know what you think about:

- Your biking/walking trouble spots
- What should streetscapes look like?
- Should we try to connect new neighborhoods?
- How should proposed multi-purpose paths be prioritized?
- Which streets should have marked bike lanes?
- What improvements should be made to University Way to make easier to cross?
- What should the City do on 5th / to connect the Fairgrounds to River? On Sprague St to connect downtown to the University?

Wednesday, May 21, 2008  
6:00 to 8:00 p.m.  
Hal Holmes Center  
201 N. Ruby St, Ellensburg

City of Ellensburg  
WASHINGTON  
301 North Anderson Street, Ellensburg WA 98948  
Contact: Nancy Lillquist, 509-952-7223,  
Mayor@ci.ellensburg.wa.us

## Station Two: Streetscapes/Bike lanes

Participants were asked to look at visuals of different types of streetscapes for arterial and collector streets as well as bike routes. They were given dots to vote on which they liked best and a committee member scribed comments from participants.

### Collector Streets

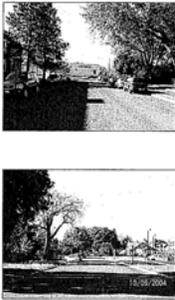
Collector streets provide direct services to residential areas. Spaced at about one-half mile intervals, they collect traffic from local access streets and convey it to arterials. Traffic volume and speed are moderate.

**ISSUE:** Current right of way and design requirements for collector streets do not provide enough space to construct adequate planting strips.

**Options:**

1. Increase ROW requirements. This would reduce adjacent property owners' usable space.
2. Do not allow on street parking on collectors, using the space allocated for parking for planting on one or both sides of the street. Lack of parked cars would facilitate snow removal, but might inconvenience residents and their visitors.

**Photos/Examples:**



**Voting:**

### Arterial Streets

Arterial streets are highways and other major routes that carry the most through traffic and connect high traffic generating areas such as shopping and freeway interchanges. Traffic volume and speed are high.

**ISSUE:** Arterials can be less attractive for walking if pedestrian amenities are not considered.

**Options:**

1. Provide alley access for homes facing arterial streets.
2. Allow "hammerhead" shared drives where cars turn in the driveway to enter traffic forward rather than backing out of drives.
3. Require Homes on corners to face forward, with drives entering side yards from local streets.
4. Limit length of fence along the arterial. This can only be accomplished using the hammerhead and side yard drives mentioned above.

**Photos/Examples:**



**Voting:**

A bike lane is a portion of a roadway that is designated by signs and or pavement marking for the use of a cyclist.

**Photos of Options:**

**Voting, Please choose one:**

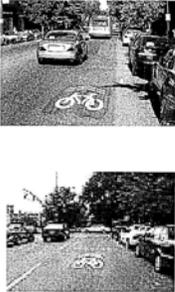
Ellensburg stripes a five foot lane either adjacent to the curb where parking is not allowed....



....or to the left of parked cars where parking is allowed. Issue: Car doors opening into the bike lane can become a hazard to cyclists.



Some cities mark bike routes in the middle of the traffic lane so that bikes and cars share the travel-way. These are called "Sharrows." Issue: Cyclists are in active travel lane.



### **Summary of Arterial/Collector Street Comments:**

- The public input was that street trees were important and that they liked the appearance of green strips, but there were some comments that planter strips are good when there is no curbside parking, otherwise, cars create adequate separations and that strips are an amenity but not a good place for trees; i.e., pruning, buckling sidewalks, irrigation and maintenance issues.
- The issue of snow storage came up with curb parking; the snow is stored in the street since cars parked at curb block plowing. Plowing is effective where there is no on-street parking.
- The public indicated that they liked front yard orientation for houses or side yard because it is most pleasing for pedestrians on sidewalks. They also liked fences set back from sidewalks.

### **Summary of Bike Routes Comments:**

- Cycling and cyclists are deterred by speed, lower speeds promote cycling; i.e., not greater than 25-mph in residential areas, many comments were made about the fact that cyclists won't bike on streets with fast moving vehicles.
- Like bike lane next to curb, especially in commercial zones where there is no curbside parking.
- Many participants liked having a shared road style with no defined lane, markings in the roadway, but some felt this would be best in residential neighborhoods.
- Transitions along bike routes are hazard points; i.e., residential to commercial, non-curb parking to curb parking. On bike routes, install green box at intersections adjacent to curb for cyclists to wait for signal change; i.e., like Portland – cars not allowed.
- Education is a key element for both motorists and cyclists and signage everywhere is essential. There were also a lot of comments regarding the need for re painting of lines/signage on the roadway.

### **COMMENTS ON STREET SCAPES**

**As Noted During Open House  
By Steve Willard**

1. Connect missing links.  
No sidewalks Mt. View and Capitol.
2. John Wayne Trail missing link connection.  
Is a very cool project.
3. Arid landscape where no irrigation is available.

4. Planter strips are good when there is no curbside parking, otherwise, cars create adequate separations.
5. One problem on University Way function is speed.
6. Cycling and cyclists deterred by speed, lower speeds promote cycling; i.e., not greater than 25-mph in residential areas.
7. Strips are an amenity but not a good place for trees; i.e., pruning, buckling sidewalks, irrigation and maintenance issues.
8. CBD planter boxes at intersections nice.
9. Like bike lane next to curb, especially in commercial zones where there is no curbside parking.
10. Need better education and clean-up for dogs on leash along sidewalks and trails.
11. Like appearance of green strip.
12. Snow storage issue – with curb parking, snow is stored in street since cars parked at curb block plowing. Plowing effective where there is no on-street parking. On-street parking exists as a rule, not the exception.
13. Speed is primary issue for determining how cyclists feel on road.
14. Old Ellensburg resident likes to bike through alleys.
15. Resident of 2<sup>nd</sup> & Walnut feels safer in bike lane.
16. Pedestrian activated controls. None at Main and 5<sup>th</sup>. Need more pedestrian activated controls. Pedestrians with these controls are reluctant to cross due to not knowing length of cycle and not wanting to get stuck mid-street crossing; i.e. with stroller.
17. Many bike lanes and crosswalks need repainting. Crosswalks at 10<sup>th</sup> & Water, 14<sup>th</sup> & Water, motorists can't see faded paint and is hazard. Cars don't stop.
18. Sidewalk on 14<sup>th</sup> goes through park, really needs to be next to curb.
19. Curbs absent on Walnut; also Railroad and B Street.
20. Would support LID to fix missing links – old Ellensburg resident.
21. Cyclists are not heavy enough to activate detection. Must get off road and activate pedestrian signal or go against light.
22. B Street resident – North B Street near apartments sidewalk missing or crumbling.
23. Give parking citations to cars in curb cut sidewalk area and cars parked beyond curb on sidewalk.
24. B Street & University Way near Budget – trucks parked too close, shrubs encroach on sidewalk in many places, adjacent property owner doesn't maintain landscapes.
25. Shared bike routes are safest; i.e., Charro style.
26. On bike routes, install green box at intersections adjacent to curb for cyclists to wait for signal change; i.e., like Portland – cars not allowed.

27. In non-resident areas where commercial zoning and no curb parking, perfect for bike lanes.
28. Charro (shared) best in residential neighborhoods on bike routes with 25-mph speed.
29. Education and signing everywhere essential for bike routes.
30. Transitions along bike routes are hazard points; i.e., residential to commercial, non-curb parking to curb parking.
31. Green box at intersection for bikes, painted on road, painting most important due to motorists.
32. Bike route planning should consider prevailing wind. Should be maps of routes.
33. Water Street resident says city can't afford bike only with no curb parking in residential areas. Favors narrow streets with curb parking and charro style sharing with low speed limits.
34. Encourage 25-mph speed around campus to encourage more cycling.  
All routes to campus should be charro and slow speed.
35. Front yard orientation or side yard most pleasing for pedestrians on sidewalks.
36. Jail inmates, minor in possession, DUI offenders should do community service to maintain planter strips and do snow removal in winter on sidewalks.
37. Bike route strategy; i.e., bike lane or charro depends on the street and:
  - Zoning                      Commercial or residential
  - Parking    Curb parking or no curb parking
  - Speed
  - Location   Near University or on important connecting route
38. Crosswalks should be:
  - (1)        Visually different than road; i.e., pavers or stamped concrete
  - (2)        Elevated higher than road; i.e., mini speed bump
  - (3)        Different texture; i.e., for blind
39. Examine code changes for people with disabilities in future code and development standards changes.
40. UGA needs a proposed street plan to match city ½-mile grid system.
41. Consider changing ½-mile grid arterial to ¼ mile.
42. Cyclist who bikes to work at Brick Road Books likes bike lane in commercial where no curb parking; otherwise, prefers charro style shared route with 25-mph speed. Feels charro sharing best in residential neighborhoods.
43. Need massive education for motorist and cyclist.  
Need signing explaining road rules on bike routes.  
Need painted symbols on road and kept fresh by frequent painting.
44. Dogs on leash and receptacles for poop are important.
45. Street trees important.
46. Fence set back from sidewalks.
47. Better snow removal in streets and sidewalks.
48. Missing sidewalks at 4<sup>th</sup> and Capitol.
49. Cars tend to use bike lanes as right turn lanes.

## Station Three: Connecting Places

Participants were asked to review the information below and submit comment cards. A committee member was present for questions and discussion.

### Connecting places

**Issue:**

People are more likely to walk or bike shorter distances rather than longer distances. Research shows cities with tight grid street patterns (200 to 800 foot blocks) such as those in the older neighborhoods of Ellensburg are more walkable and have less traffic congestion. Ellensburg has not maintained that grid in new neighborhoods for a variety of reasons including existing land use patterns in annexed areas, buyer preference for “suburban style” development patterns of cul de sac and loop roads, and the difficulty of coordinating street extensions to adjacent parcels when development occurs at different times. Sometimes natural features such as streams or steep slopes prevent connecting streets; other barriers include canals and rail lines.

The City has planned for collector/arterial streets at half mile (2640 feet) intervals. Street connections between the arterials are sought at the time of development. “Old Ellensburg” blocks are 380 by 320 feet. Block size in “New Ellensburg” varies.

Compare the distance from one home to a neighbor one lot and a street away.



Old Ellensburg distance 700 feet



New Ellensburg distance ?? feet

Route to Mt Stuart Elementary from new Ridgeview neighborhood – students must travel or busy streets east to go west



Shows Cora St and Helena planned extensions

Neighbors sometimes oppose street connections.



Ellington St is blocked at request of neighborhood



Bonnie Lane not extended to Gala Way at neighborhood request

In some neighborhoods, property damage and vandalism have occurred when people trespass and climb fences because a direct pedestrian route was not provided.



Route from Campus to Yellowstone neighborhood



Fence damage between Yellowstone and Anchor M apartments

One way to connect neighborhoods where streets can't be connected is with connector paths.



Illinois Ave path to John Wayne Trail



Willow Glen path to Mtn View Park



Blue Grass path to John Wayne Trail

**Comment form**  
**Connecting Places**  
*Circle answer*

1. Do you walk? bike? drive?
2. Do you live in "Old" or "New" Ellensburg?
3. Would you be more inclined to walk/bike if the distance was shorter to your destination? *Yes/no*
4. Would you be more inclined to walk if could get to your destination without walking on an arterial (busy) street? *Yes/no*
5. Would you use a pedestrian only path connecting your neighborhood
  - a. To an adjacent neighborhood? *Yes/no*
  - b. To an adjacent park? *Yes/no*
  - c. To an adjacent school? *Yes/no*
  - d. To an adjacent commercial area? *Yes/no*
6. Should new residential neighborhood blocks be limited to
  - a. 380 feet (old Ellensburg size)?
  - b. 660 feet (1/8 mile)?
  - c. 1200 feet? (current block maximum)
  - d. 1320 feet (1/4 mile)?
  - e. 2640 feet (1/2 mile)? (current planned ROW)
  - f. it doesn't matter/no limit

Your comments:

<b>RESULTS:</b>	<b>%</b>
Do you walk?	82.6
bike?	76.1
drive?	63.0
Do you live in "Old" Ellensburg?	61.4
"New" Ellensburg	25.0
Outside of town?	13.6
I would be more inclined to walk/bike if distance was shorter:	
Yes	88.1
No	11.9
I would use a pedestrian only path connecting my neighborhood to:	
an adjacent neighborhood	95.0
an adjacent park	97.5
an adjacent school	89.7
an adjacent commercial area	95.1
New residential blocks should be limited to:	
380 ft	56.1
660 ft	17.1
1200 ft	9.8
1320 ft	7.3
2640 ft	0.0
doesn't matter/no limit	9.8

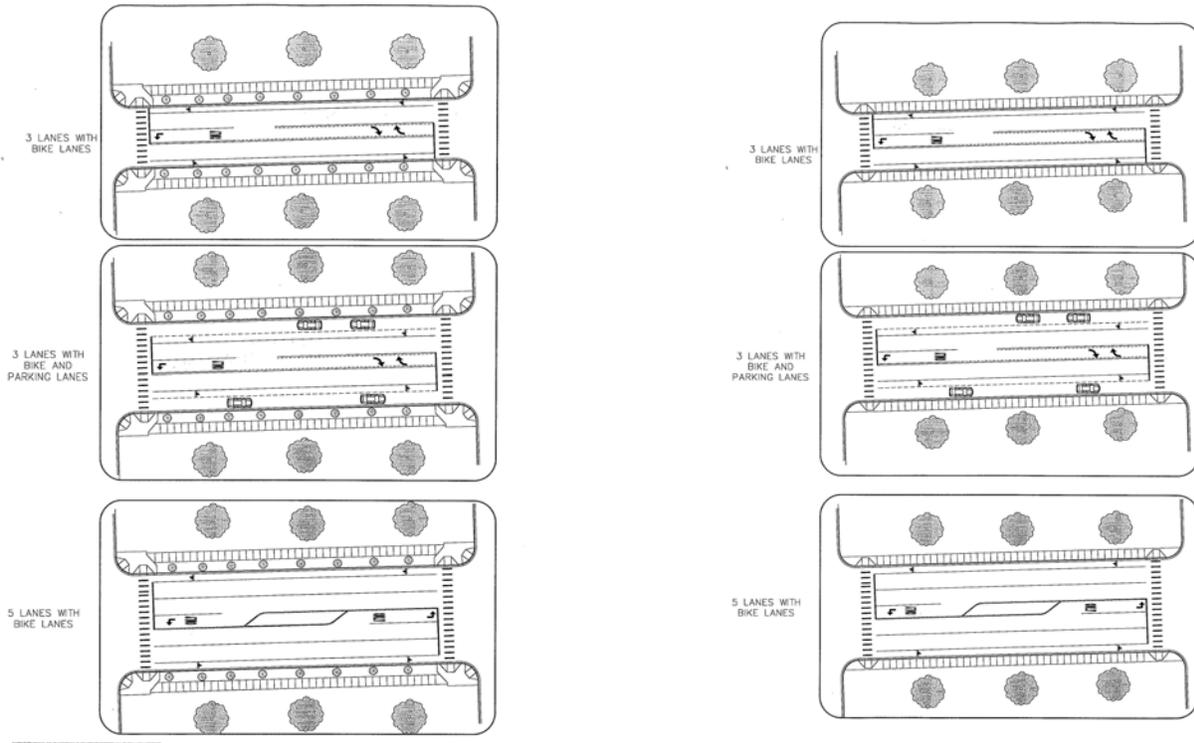
**Participant's comments:**

- Don't cut off neighborhoods
- Consistent planning of streets is necessary. Having a hodge-podge style is unsafe, unattractive, and inhibits the making of true neighborhoods.
- Do not allow cul-de-sacs unless there are pedestrian & bike paths connecting housing to other areas.
- Make it policy that streets intended to become through streets with future development cannot be blocked (i.e. Ellington). This fragments areas that should be whole.
- Prefer the grid system for street maintenance & snow plowing.
- Short blocks build community/usually more welcoming, less symmetry & impersonal
- If longer blocks are desirable, then have easements that will allow easier access between connecting neighborhoods.
- There are so few places to bike where cars aren't coming so close to you so its scary to bike on busy streets but time consuming to go around so then I end up driving and wasting gas when I could have biked had I felt safer
- I like bic lans necst to the [illegible]
- Don't cut off neighborhoods
- Bicylcing on 3<sup>rd</sup> Ave near downtown is safe & wide, but east of Anderson St. 3<sup>rd</sup> Ave is narrower w. parked cars & no safe room for bicycle except sidewalk
- Walking/biking is always more enjoyable if you feel safe and it's convenient. Also, esteticaly [aesthetically] it should look nice.
- Consistent planning of streets is necessary. Having a hodge-podge style is unsafe, unattractive, and inhibits the making of true neighborhoods.
- Lot size should be limited, too. More compact housing should be required.
- Do not allow cul-de-sacs unless there are pedestrian & bike paths connecting housing to other areas.
- #6, if pedestrian connectors are available [it doesn't matter/no limit]
- See what Issaquah is doing!
- No difference if sidewalk/bike lane

- Pedestrian 'shortcuts' are great e.g. Ill. Ave to Wayne Trail
- Make every new commercial development put in an off street bike & walk trail
- "New" neighborhoods should be connected for pedestrians & bike traffic – keep off busy roads – safer for all
- Rather than frequent roads why not frequent trail cross connection (between roads)
- Comment on Q3: I consider bike speed to average at 1 mile per 10 minutes....Walking is twice the time needed than biking. I adjust accordingly.
- Comment on Q5: I consider sidewalks or smoothly paved, marked three-foot wide shoulders or existing roads – at least every mile apart – to be adequate.
- Thank you for including the public's input!
- ANYTHING to make walking/biking safer & easier
- Walking only alleys in these poorly planned areas?
- The walking/biking connections, especially in the student heavy areas would be great.
- Thank you
- Comment on Q6: Probably depends on location & business of neighborhoods. Generally, I'd prefer to lessor footage than larger.
- And greenbelts w/bike/walkways are great for new dev.'s [developments]
- Comment on Q3: I usually park and walk for errands in each area.
- Make it policy that streets intended to become through streets with future development cannot be blocked (i.e. Ellington). This fragments areas that should be whole.
- Cul-de-sac type roads – Ellington St., Bonnie Lane...& pathway connecting places – Willow Glen to Mtn. View Park...are great ways to go & can be extended to existing streets & neighborhoods
- Distance is not an issue
- Prefer the grid system for street maintenance & snow plowing.
- Comment on Q6: Makes it more cmtly [community] like
- Does distance affect fire insurance?
- Who will pay for bike lane to new shopping centers
- Short blocks build community/usually more welcoming, less symmetry & impersonal
- If longer blocks are desirable, then have easements that will allow easier access between connecting neighborhoods.

## Station Four: University Way

Participants were asked to look at an overlay aerial map and an explanation handout and asked to comment on how they would like University Way to look in the future. A committee member was available for questions and discussion.



SIDEWALK W/PLANTER STRIP

VS

CURBSIDE SIDEWALK



University Way  
Comment Form

*Circle preferences*

1. Short term solutions:
  - a. Pedestrian activated buttons at all signals.
  - b. Differently colored sidewalks.
  - c. Increase enforcement of existing laws requiring drivers to stop for pedestrians.
2. Long term solutions:
  - a. Road diet (from 4 to 3 lanes)
  - b. Refuge islands
  - c. Central median
3. Do Nothing, it's not hard to cross

Your Comments/Concerns:

**Short term solutions (of those who selected a short term solution, % preferred)**

Pedestrian activated buttons at all signals	51.3
Differently colored crosswalks	25.6
Increase enforcement of existing laws	43.6
Re-stripe for 3-lane w/bike lanes	69.2

*\*Results do not add to 100% because participants chose more than one preference*

**Long term solutions (of those who selected a long term solution, % preferred)**

Refuge islands/center median	80.0
Widen to 5 lanes w/bike lanes	20.0

*\*Results do not add to 100% because participants chose more than one preference*

Do nothing, it's not hard to cross (%)	6.5
--	-----

**Participant's comments:**

Comments on Q1a:

- Only if fast enough.
- And bowling alley.

Comment on Q1b:

- With yellow cones and signs.

Comments on Q1d:

- !NO
- Better, even LT [long term, arrow pointing to long term]
- May be worth a try
- Only if is not sufficient

Comment on Q2:

- C. Enforce speed limit

Comment on Q2a:

- Good thing make it happen

Comment on Q2b:

- NO!
- Terrible

General comments:

- You should also consider a breezeway crossing over road OR make the road one way OR reroute traffic
- Pedestrian controlled buttons at cross walks so that cars will stop when needed but not get stuck when they are trying to get to their destinations as well.
- Option #1a is good and would last as a long term option as well.
- Option 2a is probably a good one however, what about overpasses? Are those an effective (cost) option?
- Speeding motorists are the problem on this street. Spaces naturally occur as drivers exit the road; left turns and pedestrian crossing would be easy. BUT, speeders fill the gaps, recreating the bumper to bumper lines of cars. FEW follow the 20 mph limit on this road. On Main there are times when you cannot go even though your light is green because the next block is full of cars stopped at that light. A road diet on Univ. would cause a big problem with this. If drivers went 20 mph, bikers could safely use this road (though 7<sup>th</sup> is not far away and much quieter) and pedestrians could cross. The 5-lane idea is unnecessary if problems are solved by citing speeders. Speeders also run yellow lights, often leaving those trying to turn left sitting in the intersection until a red light stops oncoming traffic. Enforce speed limit & traffic lights.

- If University Way is expanded, it will attract more traffic so I doubt the problem will be solved. Lets not encourage more traffic.
- Is there any way to reroute E/W traffic such as trucks around the city?
- Too much car friendly.
- 5 lane plan would take a lot of land from the owners. I don't see that need yet, as traffic is not that heavy, save Rodeo weekend & the beginning & end of CWU terms. Bike lanes along Univ. Way are very needed.
- \$
- Only totally safe pedestrian crossings of major arterials are underpasses and/or overpasses.
- Build another road to create a "hazardous" route, decreasing truck traffic. Have it circle the city if necessary. Increasing to five lanes is not a good idea. Any changes to Univ. way will affect other E-W routes like Capitol Ave which is already a problem.
- Patience is needed – perhaps rename the street?
- Crosswalks w/out lights are dangerous especially when outside lane driver stops and other lane keeps going/doesn't see pedestrian.
- 1a. improve timing so that pedestrian activated lights actually turn in favor of pedestrian much faster. Light/crosswalk in front of McConnell isn't timed well w/traffic lights at D&Chestnut. When light is activated for pedestrian, traffic has changed due to lights causing cars to screech to stop for pedestrians. Some don't know/notice crosswalk is there.
- Have center turn lane. Do not remove by planting trees in center of U. Way.
- Islands only help for crossing, not travelling such as cycling.
- More frequent signals. Signals are coordinated (timed) so car might go from Water to ~Sprague non-stop but catch red lights Sprague to Alder
- I would like more bike lanes.
- Synchronized signals timed to uniform 10-second green cycles with 5-second yellow and turn signals. Stop signs every mile as [illegible].
- Three-foot wide smoothly paved shoulders are good for bikes & wheelchairs as well as pedestrians with reverse that for right-of-way.
- Reroute truck traffic & business traffic to outlying roads encircling circle (in order to make bike lanes & slower traffic/safe traffic) on Univ. Way.
- Also texture & grade change crosswalks like in downtown core at 4<sup>th</sup> & Pearl
- I don't like the idea to widen to 5 lanes because it would be way too expensive and plus all the building & parking spaces would be in the way to move.
- If people are set on changing something about University Way, I think they should widen it to 5 lanes. For the college traffic, congestion would be a pain causing students to have to leave earlier for class. Congestion would make it extremely difficult to get where you wanted to go and it would push traffic onto the residential streets. This would also cost an incredible amount of \$\$.
- I think having the dedicated turn lane in the middle will reduce congestion on the road, especially at D/Sprague.
- I think cares are fairly courteous and allow pedestrians to cross in quick manner. It does not seem like a huge issue at the moment and seems money could be better spent elsewhere.
- The 2 lane, median, & 2 bike lanes is a good way to go
- Crossing at the Bowling Alley is a real challenge. As a pedestrian, I'm not easily seen on such a wide roadway until I actually enter the crosswalk and get the attention of drivers. It was very helpful when the center pedestrian crossing sign was in place; however, I understand it kept getting hit by cars (so it was not replaced). Isn't a sign more dispensable than an injured pedestrian. Let's go with 3-lanes (road diet)
- Maintain traffic flow/ensure shared pedestrian/bike [illegible] – minimize lost with pilot
- I think its natural to have one big street to cross like Univ. Way in a town this size. We can't totally make it easy to cross, but I don't think it needs to get any wider either.



Map #	Project	Identified as:		
		Low Priority (%)	Medium Priority (%)	High Priority (%)
1a	John Wayne Trail	13.8	41.4	44.8
1b	John Wayne Trail	13.8	48.3	37.9
2	John Wayne Trail - reconnection	8.3	27.8	63.9
3	West Ellensburg Trail	7.7	18.0	74.4
4	IRRP to Yakima Canyon	20.6	35.3	44.1
6	IRRP to Thorp Hwy	34.4	40.6	25.0
7	South Wilson Creek Trail	20.0	54.3	25.7
8	Lake Matoon Trail	32.4	35.3	32.4
9	South Reconnect	30.3	39.4	30.3
12	River to Rodeo Trail	5.6	33.3	61.1
13	Town to Gown Trail	18.9	21.6	59.5
21	Water Street	22.6	25.8	51.6
22	Ruby Street	20.0	40.0	40.0
23	Chestnut Street	14.7	35.3	50.0
24	Alder Street	25.0	21.9	53.1
25	Bull Rd/Willow St	35.5	48.4	16.1
30	Umptanum Rd	33.3	26.7	40.0
32	Capitol Ave/Pfenning Rd	34.5	17.2	48.3
34	University Way	20.7	27.6	51.7
35	Nicholson Blvd/14th Ave	25.9	37.0	37.0
36	18th Ave	18.5	44.4	37.0
37	Helena Ave	19.2	46.2	34.6

### Participant's comments:

- What we need is to FIX Bender-Sanders-Airport-Walnut to make them SAFE. Someone is going to be killed soon. I have been forced into the ditch more than once biking/walking there. Increased usage – increased danger
- Really like 12 & 13 proposal
- Use Canal Rd. no [north] of Alder Park to connect JWT [John Wayne Trail]
- Do them all as fast as possible
- Pave John Wayne Trail
- Start w/areas that have high usage w/kids/families (routes to parks from town), routes to schools, especially W. Ellensburg Park – may kids lots of car congestion need for safe/separate bike paths
- Trails are the best they will be used and people will come from other areas to use them it can make tourist \$ for city
- A switchbacked, paved connection behind water tower connecting Reed Park & John Wayne. John Wayne Trail should be paved with crushed limestone which compacts smoothly. It is possibly also cheaper than asphalt. A Sanders-Bender road route of a three-foot paved shoulder marked could connect routes 34, 21, and 32 possibly more cheaply and strategically for all through N. Ellensburg. I consider a grid of routes running east-west and north-south one mile apart to be most strategically usable by all (Thank you for including the public in this effort!)
- Comment on Map 7: Give us alternatives to Canyon Rd!

- Comment on Map 9: Eventually this will be great!
- Don't forget Sanders Road as an important corridor between Pfenning, Look & Airport Roads!
- What about a multi-use park area, including mountain bike paths on back side of water tower, "user trails" are abounding and need control. This is an important accesss corridor to Iron Horse State Park.
- E'burg can become a unique town favoring pedestrians & biking by diligently working on projects to improve & encourage walking/biking. This would come at the expense of the motorized vehicle
- I walk on John Wayne into CWU everyday from East (Strange Rd.) I've biked a fair portion of JW (Iron Horse). I've heard comments about paving for more user friendliness. Nice idea but less expensive alternative would be using crushed limestone. This is used extensively on rails-to-trails in midwest & east and it is almost as smooth as pavement. The pea gravel is rather rough even for walking.
- Why route the trail north of town? Why not allow a nice route through campus, or both north of town & through campus. Remember, the shortest route will be most attractive.
- Mixed use/ped. Friendly promote use. Promote connectivity for all [illegible]
- Instead of using John Wayne Trail – reconnection if possible to cut through the university

Comments on back side:

- Ensure bike safety in design, promote connectivity of all
- Just do it
- Thank you for taking the time to organize & present these options!
- Many of these are currently safe for bikers due to road width.
- Pfenning Rd from Capitol to Univ.
- There is a healthy shoulder on Canyon Rd. to mouth of Yakima Canyon, but it is too full of gravel, glass, and rocks. Can it be swept periodically?
- Airport road needs to be high priority

## Station Six: River to Rodeo/Town to Gown

Participants were asked to give input on how they would like to see major walking and biking routes marked for our community. They reviewed several options and submitted responses on a questionnaire, two committee members were available for questions and discussion.

**Town to Gown Trail**

Sprague Street  
5<sup>th</sup> Avenue to University Way

**Project Description:** Create a unique transportation corridor serving autos, bicycles and pedestrians linking Downtown and Central Washington University. The corridor should clearly guide visitors and provide a safe path for day and night-time use.

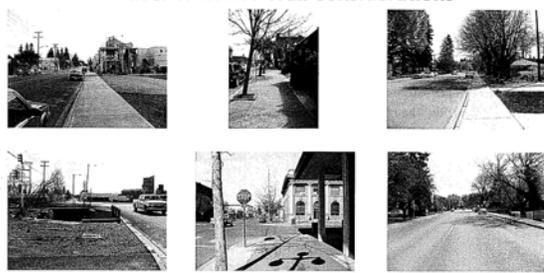


**River to Rodeo Trail**

5<sup>th</sup> Avenue  
West Ellensburg Park to Fairgrounds North Entrance

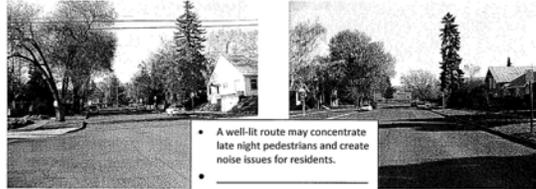
**Project Description:** Create a unique transportation corridor serving autos, bicycles and pedestrians linking West Ellensburg Park and Irene Rinehart Park trails to the Fairgrounds and the John Wayne Trail through downtown. The corridor should be identifiable so that trail users can find their way through town from one trail system to the other safely.

**River to Rodeo Trail Considerations**



<p><b>Industrial Section Considerations</b></p> <ul style="list-style-type: none"> <li>• Rail crossing</li> <li>• Dolarway crossing</li> <li>• <i>Twins City Foods</i></li> <li>• _____</li> <li>• _____</li> </ul>	<p><b>Commercial Section Considerations</b></p> <ul style="list-style-type: none"> <li>• On-street parking needs</li> <li>• Busy intersections</li> <li>• _____</li> <li>• _____</li> <li>• _____</li> </ul>	<p><b>Residential Section Considerations</b></p> <ul style="list-style-type: none"> <li>• On-street parking needs</li> <li>• Privacy</li> <li>• _____</li> <li>• _____</li> <li>• _____</li> </ul>
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**Town to Gown Trail Considerations**



- A well-lit route may concentrate late night pedestrians and create noise issues for residents.
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Options**

**River to Rodeo and Town to Gown Trails**

Please indicate on the comment form which of these options you favor.

1. Do Nothing
2. Complete missing sidewalks
 



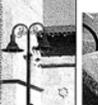

3. Add way-finding signs
 





4. Add lighting and benches
 

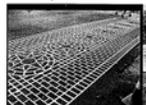





5. Add unique sidewalk treatment
 




6. Add special cross-walk treatment
 




7. Reroute bikes to 6<sup>th</sup> or 7<sup>th</sup> Ave, pedestrians on 5<sup>th</sup>
8. Add Bike Facilities – Leave on-street parking  
Mark as “Sharrow” – Bikes share street with cars



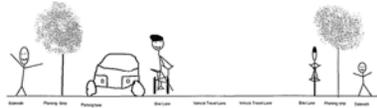




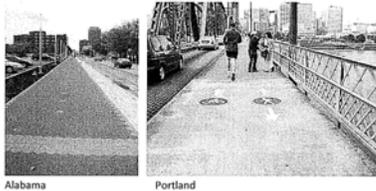





9. Add Bike Lanes both sides – Remove on-street parking one side



10. Extra-wide shared bike/pedestrian path – requires complete reconstruction



11. Pedestrian/bike mall – Close 5<sup>th</sup> Ave to vehicle traffic from Main to Ruby  
Re-route traffic, opportunity for pedestrian plaza with bike lanes, landscaping



Pedestrian mall

Boulder, CO

Pedestrian mall

**COMMENT FORM**  
**River to Rodeo Trail**  
**Town to Gown Trail**

The City should:

Please indicate your support for the option for each trail or section

	River to Rodeo Trail 5 <sup>th</sup> Avenue from West Ellensburg Park to Fairgrounds North Entrance			Town to Gown Trail Sprague Street from 5 <sup>th</sup> Avenue to University Way
	Industrial	Commercial	Residential	
1. Do Nothing				
<i>(may choose more than one 2-5)</i>				
2. Complete missing sidewalks				
3. Add way-finding signs				
4. Add lighting and benches				
5. Add unique sidewalk treatments				
6. Add special cross-walk treatments				
<i>(please choose only one 7-11)</i>				
7. Reroute bikes to 6 <sup>th</sup> or 7 <sup>th</sup>				
8. Add bike facilities – leave on street parking Mark as Sharrow – bikes share with cars				
9. Add bike lanes on both sides – remove on-street parking on one side				
10. Extra-wide shared bike/pedestrian path – requires complete reconstruction				
11. Pedestrian/bike mall closed to motorized vehicle traffic Main to Ruby				
<i>Write your ideas below:</i>				
12.				
13.				

	River to Rodeo Trail			Town to Gown Trail
	Industrial	Commercial	Residential	
Do Nothing	2.9	0.0	0.0	0.0
Complete missing sidewalks	65.7	68.6	68.6	
Add way-finding signs	48.6	54.3	57.1	45.7
Add lighting and benches	48.6	62.9	54.3	42.9
Add unique sidewalk treatments	25.7	45.7	34.3	37.1
Add special cross-walk treatments	28.6	51.4	31.4	31.4
Reroute bikes to 6th or 7th	2.9	2.9	2.9	
Add bike facilities - leave on street parking Mark as Sharrow - bikes share with cars	20.0	37.1	45.7	22.9
Add bike lanes on both sides - remove on street parking on one side	34.3	20.0	25.7	20.0
Extra wide shared bike/pedestrian path - requires complete construction	11.4	8.6	8.6	0.0
Pedestrian/bike mall closed to motorized vehicle traffic Main to Ruby	5.7	25.7	14.3	5.7

All values are % of respondents marking the square.

## Participant's comments:

- Thank you!
- More bike racks
- Bikes now often use 4<sup>th</sup> Ave or 6<sup>th</sup> Ave as safer (but Univ. Way needs bike lanes more)
- Railroad depot advocates might like spur or alternate route - down to 3<sup>rd</sup> Ave RR Depot)
- Enforce speed limits
- Additional lighting on town to gown portion
- Thanks for all your work on this!
- Fully support creating pedestrian mall Main to Ruby it will provide better/more opportunities for bicyclists & walker, but could fuel economic development by allowing restaurants & coffee bars to outside seating, drawing travelers & tourists to downtown rather than staying near freeway exchange
- Problem → bikes on walks - - motorized bikes increasing. Problem riders.
- No matter what choice, there will be a need to educate cyclists, pedestrians & drivers on how to use the new alternative. Too often we see cyclists riding on sidewalks where they should not, pedestrians walking in front of drivers, and drivers not yielding to pedestrians.
- Driver ed.
- Police action & court enforcement of rider-endangering actions by vehicle drivers. Thanks, hope we can make progress!
- High traffic intersections should have crosswalk treatments/lights
- Clear paths off street in commercial areas w/heavy traffic/trucks especially leading to parks – we want to make it possible for kids and families to bike to parks/schools safely (not competing for road space w/cars/trucks)
- Separate paths would get greater use. Bikes/walking/strollers/ all ages would feel safe.
- Education, education, education, education, education!!
- Take a look at what Portland is doing w/their bicycle routes & signage.
- Include the railroad – train depot station with bigtime signage.
- 1<sup>st</sup> & 2<sup>nd</sup> streets – from Alder to railroad depot
  - SHARROW marked
  - At depot – go north to 5<sup>th</sup> through the area between the RR tracks & the industrial bldgs
  - Over the RR tracks on 5<sup>th</sup> & then over the 2 wooden bridges just beyond the RR tracks
  - Can then get to West Eburg park
  - Note 1: The triangular area containing the 2 bridges can be a pocket park extension of SCHMIDT Park
  - Note 2: The above can be an alternate to 5<sup>th</sup> Ave as 5<sup>th</sup> is developed as part of a pedestrian-like mall
- Comments
  - 7. 6<sup>th</sup> ave = too many stop signs – discouraging to cyclists
  - 5. “Unique sidewalk treatments” = low return on investment as far as transit value – also rather superficial.
  - 10. Too expensive!
  - 11. I fear that this could be discouraging to new businesses that we want to attract to downtown, and may be just a bit much for E’burg at this time. Downtown is beginning to thrive and I think this might be too much of a shock to the system.
  - 3. Way finding = excellent, esp. for River to Rodeo. Essential. Also serves as reminder to drivers about presence of cyclists.
- Lights. Hanging baskets of flowers, mosaics on the sidewalk. Anything to make it look fun & artsy.
- Need to replace parking. Relocate post office elsewhere & make that area both parking (2 level garage) and a waterpark w/inground fountains for fun kid-based water play. Note: Bikers also need to respect being on the road w/vehicles. I’ve seen a lot of bicyclists buzz thru stops without slowing down, let alone stopping. Need to function as vehicles.

**Station Seven:** Walking/Biking Trouble Spots

Participants were asked to identify on a map with pins where they felt the trouble spots are in the city limits. They were asked to complete a comment form; a committee member was available for questions and discussion.



1. Why do you walk? *Circle one*  
 Exercise    Pleasure    Errands    Transportation

2. How often do you walk? *Circle one*  
 Daily    2-3X Week    Weekly    2-3X Month

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

	% of respondents
Why do you walk?	
Exercise	73.91
Pleasure	78.28
Errands	80.43
Transportation	73.91
How often do you walk?	
Daily	60.87
2-3X week	30.43
Weekly	13.04
2-3X month	2.17
*Responses do not add to 100%; some respondents chose more than one option.	

## Summary of participant's responses:

### Places that are dangerous or unsafe:

University Way  
Bowling Alley intersection  
Water Street  
Airport/Bender/Sanders Roads  
Dollarway  
Capitol by High School  
Chestnut (First, by hospital)  
Railroad  
Mt. View  
Main Street  
15<sup>th</sup> Street  
14<sup>th</sup> Street & Water-CWU  
Canyon Road  
D & Dean Nicholson Blvd.  
Disconnected sidewalks/no sidewalks

### Participant's responses:

Where do you think Ellensburg is dangerous or unsafe? Why?

- University Way
- Crossing University Way – some unobservant drivers
- No sidewalks, then it is dangerous to walk,
- Cracked sidewalks (ie 2<sup>nd</sup>, Anderson & others)
- North/South from Capital to Mountain View between Pine & Chestnut – there are no sidewalks
- University Way crossing
- Water St. crossing
- Railroad
- Mt. View
- University Way, Main Street
- Where there are no sidewalks or too many lanes to cross
- University Way
- Right when you come into town. At the big '4' way stop. There no sidewalks. An overpass might be effective.
- Crosswalk in front of McConnell Hall to cross University Way – walklight not timed properly with traffic lights at D and Chestnut pedestrian either waits long time and decides to walk against signal or crosses at signal and cars screech to stop because they don't see light change to red
- Winter time – little or no shovelers of sidewalks (whether public or private) and streets – Anderson St was very dangerous to walk across during winter
- University Way
- University Way
- Airport, Bender, Sanders – this whole area is commeted [commented] on another. Somebody's gonna be killed soon.
- 15<sup>th</sup> st.
- Parts of water
- Water street! No clear cross walks – I've been nearly run-down hundreds of times when trying to cross.
- 14<sup>th</sup> street from water to CWU doesn't have sidewalks that run straight along the road.

### Places people like to walk:

John Wayne Trail  
Downtown  
CWU campus  
College neighborhood  
Reed park, Craig's Hill  
Residential neighborhoods  
Irene Rinehart Park  
Schools  
Airport Road  
West Ellensburg Park  
Willow from Capitol  
Manastash Ridge

- Downtown on weekends – bar area
- By the grove – no sidewalk, poor lighting apartments
- Airport Rd (needs sidewalks/bike lanes/larger shoulder)
- Not aware
- Along University
- Sidewalks w/o Greenstrip next to road
- Many poor traffic buffers
- Poor accessibility, rr industrial zones (Kittitas St?)
- Numerous problems with disconnected sidewalks – no paths/shoulders (i.e. SE corner of 2<sup>nd</sup>/N. Sampson)
- Canyon Rd
- Unsafe by bowling alley (University Way) \* Unsafe on chestnut especially just prior to and after school w/lots of kids walking and cars traveling from all schools
- \*\* Chestnut & 1<sup>st</sup>
- \* Where buses turn to get to capital / kids crossing on 1<sup>st</sup> aren't seen by north traveling cars
- \*areas w/no or low traffic/cars around town – caren lake riverbottom loop
- Around industrial area on the way to W. Ellensburg park – better crossing areas/sidewalks – safe pathways
- Diffrent drivers
- Multiple bad places. Especially no sidewalks near hospital. No curb cuts in multiple locations. No sidewalks near high school. No crosswalks between Chestnut and high school on CAPITOL. No crossings on Mtn View between Chestnut and Ruby. No sidewalks on Dollarway from downtown to west interchange.
- Ellensburg rocks. Make more off-street walking trails
- Everywhere! Motorists are rude & aggressive
- The “new” pedestrian light by Jerrols – Albertsons is very unsafe! What was the city thinking?! Traffic coming from too many directions & the timing of the light is too fast!
- Capitol Ave between Chestnut & Willow has no marked or signed crossings. Traffic late to school, or coming in from vantage highway/pfenning does not want to stop and let you cross. The north/south streets in this area are an important corridor for not only school access but to/from reed park & mt. view park. Crosswalks &/or signing @ poplar, maple, & alder would help.
- Water st – hard to cross! No stop signs or lights from univ. to Helena! – that is dangerous – especially for kids walking to Morgan!
- Intersection of ‘D’ & Dean Nicholson – I have problems crossing there all the time – cars don’t stop!
- University Way – Albertsons! Jerrols, Dollarway (sp?)
- 11<sup>th</sup> ave between D and B streets – no lighting makes it challenging in winter
- Sometimes I’m not sure people realize their responsibilities for sidewalk maintenance (again, in winter)
- Many streets south of University Way are poorly maintained R: snow removal in the winter. There are a lot of dangerous key spots.
- (Creeksedge way & clearvigh) anyplace where regular police patrols are not practiced (preferably hourly, even if only within sight of everywhere. Basic traffic safety law violations (unauthorized road use such as jaywalking, wrong-way driving or riding and signal violations, speeding, tailgating within 2 seconds’ distance, running stops & red signals are universally problematic due to a culturally encouraged lack of enforcement and low fines for violations. Basic traffic safety infractions should be fined: \$1,000; wrecks caused by them \$10,000; injuries \$100,000 etc.
- Intersection @ bowling alley needs ped. Activated light across University Way.
- Anywhere there are no sidewalks or where large trees have blocked the walk.
- Phenning – from Vantage HW to Capitol to E.H.S.
- New developments

What is your favorite place to walk and why?

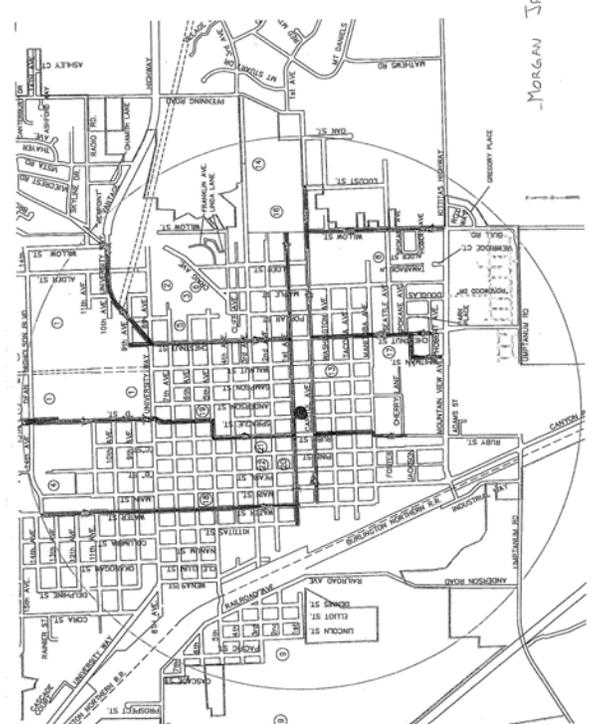
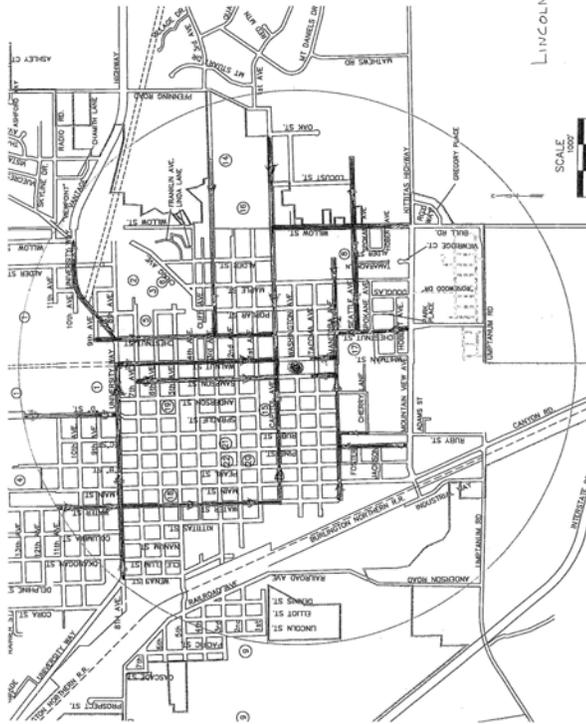
- Downtown Core
- Residential streets
- IRRP
- No vehicle traffic or slow vehicle traffic
- On campus (CWU) – quiet, no cars
- John Wayne Trail – quiet, no cars, good views
- John Wayne Trail into town
- Irene Rinehart
- Downtown
- Iron Horse Trail/John Wayne Trail – get out to the country / bird watching

- Around the neighborhood, to downtown – sense of place, market goods
- To & around the schools
- Off main vehicle areas (5<sup>th</sup>, Univ. Way, Main, etc.)
- Prefer to walk in quieter neighborhoods (4<sup>th</sup>, 7<sup>th</sup>, Ruby, Pine, etc.)
- Anywhere w/newer sidewalks, curb dips, vegetation, crosswalks, etc.
- Generally south of University & east of Water
- West of Willow (although some missing sidewalks it is quieter & traffic less)
- Central Washington University no cars are allowed on campus
- CWU campus – no traffic, safety reputation & feel
- I love walking airport road, and also downtown is fun. Iron horse!
- Reed Park – view of Stuart Range
- 9<sup>th</sup> and 10<sup>th</sup> Ave between Main & C
- Water tower
- Views are great & one can circle down to Willow St and it seems like one is in the country
- Downtown & Old Ellensburg
- I love the John Wayne Trail & Irene Rhinehardt it would be better if those trails were more connected
- 9<sup>th</sup> Street because of intact/developed trees and maintained housing
- I love walking on campus because it is safe and there are very few vehicles
- 9<sup>th</sup> Ave – beautiful trees, safe & clean sidewalks & little traffic from cars
- West Ellensburg Park/Iron horse state park
- Around the university/it feels safe
- Downtown, residential area between CWU & downtown
- JWT – no traffic
- Downtown – paintings, trees
- Between home & work
- I walk everywhere – but prefer smaller/narrower streets with more vegetation – comfier/aesthetic appeal
- Morgan School to downtown – quiet – few cars, utilitarian, something to do in town
- Up the stairs and then up Craig's Hill. Most (not all) streets have sidewalks. The view is great! Third Avenue is a good walk but sidewalks need repair & crossings are not well marked -3<sup>rd</sup> & Ruby intersection is unsafe at night due to poor lighting. Capitol Avenue during rush hour and when school is in is dangerous to cross. Many cars, especially parked ones, children, etc. Mountain view will hopefully improve with upgrade but needs good lighting and crosswalks.
- All over town
- John Wayne Trail
- Campus is nice because no or very little traffic!
- Craig's hill, Reed Park for the view!
- Willow Street off of Capitol – it feels like the country!
- University District – letter streets
- Old Ellensburg
- Downtown – lively, coffee, farmers market
- Manastash Ridge. Great views, no cars
- Anywhere! I generally walk to and from bicycling parking

## Station Eight: Safe Routes to Schools

Participants were asked to look at each school in our district on a map with a one mile radius circle drawn around each campus. Safe Routes were marked in red ink. Information on the Safe Routes to School program was displayed. Participants were able to give comments on a poster board.





### Summary of participant's comments:

- Create better marked crosswalks.
- We need more police enforcement of speed limits and laws.
- Make Capitol a non arterial street, increase stop signs and traffic calming measures around schools.
- Improve bus routes so that children walking are not blocked by busses.
- Have better crosswalk and lighting on heavy traffic areas before and after school.
- Use overhead signage advising mixed usage of streets that are big and eye catching.

Comments/Ideas:

1. Enforce the 20MPH Speed Limit! (Permanent Radar and LED Speed Readouts)
2. Yes, to the Bike Lanes
3. Encourage Traffic to enter town from the West Interchange via Dolarway/5<sup>th</sup> Ave. Additional Comments: 2 red dots
4. Red Light Photo Cameras (traffic enforcement for running Lights, including pedestrian lights) Additional comments: *Yes to both of these.*
5. Well marked crosswalks (e.g. flashing lights?) on "D" street; is very dangerous to cross, especially in winter around 5pm.
6. Overhead signs advising mixed use (e.g. bike lane, pedestrian, crosswalks) that are big and eye-catching.

Comments/Ideas:

1. Willow/4<sup>th</sup>
  - Through empty lot, in back of Presbyterian Church, over to stile, cross to High School.
  - Fix or Redo stile
2. Off of Chestnut-Towards Fairgrounds on 7<sup>th</sup>, 6<sup>th</sup>, or 5<sup>th</sup> and up the path to steps, over to Alder St., down Alder St. and to 3<sup>rd</sup> and High School.
3. Make Capitol a non-arterial. More stop signs and re-do road signs (safer).
4. Legalize Jaywalking downtown-all power to pedestrians!
5. Better crosswalk /lighting on heavy traffic areas before and after school (Chestnut & 1<sup>st</sup>/ 2<sup>nd</sup>)
6. More police presence on side streets around HS towards Chestnut between 3<sup>rd</sup> & Capitol.
7. Schools should be safe for kids to walk or ride to
  - Mt. Stuart: kids crossing Water St. are not safe! No one wants to stop for pedestrians on water at anytime, but it is very dangerous for kids crossing at a.m. traffic rush hour! Need stop signs or lights for crossing on 14<sup>th</sup>!
  - High School: crossing Capitol St.-another unsafe street to cross at anytime-but kids should be able to walk safely on s (?) side of school to cross into school entrance by Willow, Locust, and Alder Streets, etc.
  - We need better marked, well-lit crosswalks in this town!
8. Dangerous crossing after school traffic.
  - Buses leaving Morgan [Middle School], traveling East on 1<sup>st</sup>, then turning South onto Chestnut St. obstructing view of kids and pedestrians crossing Chestnut St.! Many (emphasis) close calls with kids.

Suggestion:

- Go 1 block East to Poplar St., turn South (much better).
- More signed/marked crossings on Capitol Ave. between between Chestnut & Willow (Presently 0).

**Station Nine:** Funding Allocation

Participants were handed a survey on their way out of the open house regarding funding allocations for the projects that they had just commented on.

**Funding Allocations for Non Motorized Transportation Plan Improvements**

Do you support or oppose new city taxes or fees for improving conditions for **walking**?  
(please circle one)

1-----2-----3-----4-----5-----6-----7-----8-----9-----10

Strongly oppose Strongly Support

Do you support or oppose new city taxes or fees for improving conditions for **bicycling**?  
(please circle one)

1-----2-----3-----4-----5-----6-----7-----8-----9-----10

Strongly oppose Strongly Support

Please rate how important you think it is for the city to spend money on non motorized transportation projects. (please circle one)

1-----2-----3-----4-----5-----6-----7-----8-----9-----10

Not at all Important Extremely Important

What one thing could the city do to encourage bicycling or walking in your area?

**Summary of participant’s comments:**

- All on street parking should require a fee
- Make all new development pay for off street trails & biking
- Work cooperatively with state to pave John Wayne Trail
- Raise parking prices
- Have bike rallies
- Increase gas tax to pay for walking/bike improvements

Do you support or oppose new city taxes or fees for improving conditions for **walking**?

Rating	% of respondents
1	0
2	1.82
3	1.82
4	0
5	5.45
6	5.45
7	9.09
8	12.73
9	20
10	43.64

Do you support or oppose new city taxes or fees for improving conditions for **bicycling**?

Rating	% of respondents
1	1.82
2	1.82
3	3.64
4	3.64
5	1.82
6	1.82
7	9.09
8	16.36
9	12.73
10	47.27

Please rate how important you think it is for the city to spend money on non motorized transportation projects.

Rating	% of respondents
1	0
2	0
3	0
4	1.82
5	1.82
6	1.82
7	3.64
8	12.73
9	23.64
10	54.55

\*for all, 1= strongly oppose, 10 = strongly support

Comment on Q1:

- Preferably by eliminating any superfluous or expensive waste (such as un-needed bureaucracy or lucrative contract deals). Otherwise, re-allocate motorway funding to bike/wheelchair/pedestrian ways.

General comments:

- Education
- Bike lane (space to ride)
- Improve safety by signing & marking crosswalks and marking bicycle routes. Encourage awareness for drivers about existing traffic safety rules
- Crosswalks between Chestnut and High School or Capitol
- Sidewalks where there are none
- Replace 1940/50's sidewalks
- All on-street parking requires fees
- Safer crosswalks – better marked – flashing lights – new paint! – Don't wait 'til Rodeo weekend – paint all crosswalks now before school gets out – don't wait until Sept ☺
- Bike lanes combined with sidewalk
- Vegetation improvements
- Place bike lanes on streets leading into downtown.
- Smoothly paved & marked three-foot wide shoulders on through routes every mile apart based on University Way and Main/Water streets and their nearest through extensions – preferably countywide.
- Historic area pedestrian mall combined with road improvements for biking & sidewalk lighting signage & benches Would encourage walking/biking
- I live in a perfect neighborhood.
- Separate bike paths
- Safer crosswalks (more light)
- Educate public to stop for pedestrians
- Paths/safe routes to parks/schools
- Sidewalks on Helena, Airport
- Shadier routes
- Make all new development pay for off street trails & biking
- Map/suggested routes for least-windy bike riding
- Educate the public about driving friendly with cyclist.
- Work cooperatively with state to pave John Wayne Trail.
- Raise parking prices
- Health & promote ease of biking/walking
- Add lots of bike lanes and trails
- Educate drivers & pedestrians
- Traffic control/biking sections of the road
- Make it safe by adding lighting, sidewalks, etc.
- Reduce vehicular traffic generated by CWU – no need to drive from campus to most of town – this problem will worsen greatly as retail is developed near interchanges – students will drive through town to get to outskirts.
- Sections of streets designated as walk/bike only
- Bike rallies
- Pave the John Wayne Trail
- Used frequently now; bike lanes, surveillance of dogs waste bags, signage
- Make it easier & safer
- Create sidewalks where non-exist and require homeowners to keep sidewalks clear of snow
- Education
- Bike lanes
- Improve sidewalks
- Add bike lanes to busy streets. Water St. is very well done where bike lanes are.
- Improving existing bike routes. Fun signage!
- Making a bike lane
- Repaint cross walks! & put pedestrian crossing signs at cross walks.
- Increase GAS tax to pay for walking/bike improvements; build closer to shopping and try a little PLANNING for neighborhoods.
- Lighting.
- Improve sidewalks.
- Just make it safer!
- Walker friendly sidewalks fixed more
- ?
- Education drivers!!!

## **Other Public Comments Received:**

Non-motorized Transportation Committee Dear Committee Members,

I am a frequent pedestrian in Ellensburg, walking from Bender Road to Super-i five or six days a week. I generally drive in downtown Ellensburg once or twice a day. During these times I have plenty of time to make observations.

I have read and heard on several occasions that Ellensburg is a great place to ride bicycles. Of course it is. If you are a bicyclist it is total anarchy. To put it bluntly, bicyclists in this town do anything they danm well please and are never held accountable for their actions.

I would like to cite a couple of examples of this attitude. Some time ago I was traveling north on Main Street in my vehicle. When I got to Third Avenue the traffic light was green for me, so I proceeded through the intersection. I was about halfway through the intersection when a male bicyclist about 30 or 40 years old coming down Third Avenue at a high rate of speed totally ignored the red light in his direction and turned north on Main Street right in front of me. To compound the issue he was followed by a young boy, who I presume was his son, on another bicycle. Probably the only reason I did not hit one or both of them was because the oncoming left turn lane on Main was unoccupied and I was able to swerve into it and avoid them.

During this process I ended up ahead of the bicyclists and proceeded to Fifth Avenue with the intention of making a right turn there. As the light was red for me, I turned on my turn indicator, stopped at the light, and proceeded to make a free right turn since there was no cross traffic. I got about halfway through the turn when something hit the right side of my vehicle. Guess who? Yup, the same bicyclist. The impact knocked him over, but apparently didn't hurt him because he got up and started verbally abusing me for causing him to have the accident. All this after he had just run one red light, was in the process of running another, passing me on the right, and ignoring my turn signal. He was also providing a wonderful example for his young son.

The other incident I would like to cite involved my sister and myself as we were walking north on the sidewalk on Pearl Street in front the Dakota Café. We were approached by two college age bicyclists riding down the center of the sidewalk not 50 feet after they had passed the sign which, paraphrased, says: DON'T RIDE BICYCLES ON THE SIDEWALK. My sister and I had to get out of their way because it was obvious they were not going to avoid us.

I mention these two incidents not because they are exceptional, but because one of them had the potential for a serious injury, and the other happened just last week and is still fresh in my mind, however, I have seen events similar to these many dozens of times, if not hundreds of times, in the last couple of years.

During the course of my walks I may see as many as a couple dozen bicyclists a day, depending on circumstances. As a general rule, if there is a law that can be violated they will find a way to do it. I seldom see a bicyclist who does not break some law while within my sight.

Here is a short laundry list of violations I see on an almost daily basis:

Totally ignoring stop signs and red lights. This is almost a given. Bicyclists just do not stop at signs and lights. Not only are signs/lights ignored, but most riders don't even give them lip-service by looking to see if they are about to violate somebody's right-of-way. And if they do look, it is with an expression that basically says, "I'm not going to stop, so you'd better".

Riding the wrong way on one-way streets.

Riding on the wrong side of the road.

Riding on sidewalks in violation of posted signs.

Failure to yield the right-of-way. (to both vehicles and pedestrians)

Passing on the right.

Speeding. (Yes, they frequently do that)

Ignoring dedicated bicycle lanes and riding just about anywhere else.

The list could go on. Most of the violators I see are not young kids who may not know any better, but are generally grown adults of any age. By far, most of them are old enough to have a driver's license; almost certainly do have a driver's license, and must be aware of traffic rules and regulations.

While I observe these violations of common law, common sense, and common courtesy on a daily basis, apparently Ellensburg's Finest don't see them at all, because I have never seen a bicyclist stopped for any violation, regardless of how egregious, even though they sometimes take place right in front of police officers.

Unless and until bicyclists in this town grow up, learn some manners, accept some responsibility, and start obeying traffic laws there will always be an animosity toward them by motorists. Personally, I'm getting very tired of not only being responsible for my own actions, but having to essentially be responsible for the actions of these inconsiderate and irresponsible people. It is probably a tribute to the motorists that more bicyclists have not been seriously injured or killed.

These comments are not intended to be a condemnation of bicycles or bicyclists in general. I ride a bike myself now and then. They are, however, intended to be a condemnation of an attitude. In this case the attitude that trading in ignoring dedicated bicycle lanes and riding just about anywhere else.

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These comments are not intended to be a condemnation of bicycles or bicyclists in general. I ride a bike myself now and then. They are, however, intended to be a condemnation of an attitude. In this case the attitude that trading in four wheels for two wheels for a couple four wheels for two wheels for a couple of hours a week somehow elevates a person to a higher social and moral order, and exempts that person from acting within accepted norms. If the city of Ellensburg wants to make the town a truly great place to ride bicycles, then a change of attitude by the bicyclists, either mandatory or enforced will be required. Thank you,

David C. Hancock  
2418 Hannah Road

**Sanders Mill Postcard:**

1. We are residents of the Sanders Mill neighborhood and purchased a home here in principal part because of the land use plan.
  2. We walk and/or bike and feel the sidewalks give us ample connectivity with our neighbors and other parts of the neighborhood.
  3. We prefer cul-de-sacs, loops, and curved streets to the grid plan of old Ellensburg.
  4. Our streets have curbside parking, sidewalks adjacent to the curb and street trees in our yards. This plan makes us feel safe and provides a very pleasant pedestrian and cycling environment.
  5. The sidewalks in our neighborhood provide adequate connection to all our walking destinations. We are excited about the city park on Alder Street and the John Wayne Trail.
- Signature

Dear Nancy,

I am sorry I am tardy in responding. I consider myself a veteran "walker" in Ellensburg. We came here in September 1962 with a baby and no car. We lived at the Monterey Garden apartments (then called Hillcrest Apts) for 21 months and then moved into the little house around the corner from us now. We managed without a car until the spring of 1970, I believe. We did have my aunt's car for awhile and we used the cab a lot which was 50 cents for most everything we did. And we walked and walked and walked. In 1964 and 1967 two babies arrived but we did okay all that time. I admit that my folks came on a regular basis and sometimes I returned with them to Seattle. Or we'd take the train (with a bedroom compartment) and my folks met us at the station. But locally for the most part we walked and took the cab with one, two, and then three children. We used up several strollers and my son started riding a little tricycle all over at just past age two. He got it for his second birthday in March 1964 and we put it together and I was with him in that open area in front of the Monterey Garden apartments and I expected he'd ride back and forth in that area. But no, he went to the sidewalk, took a left, and we ended up downtown! That was the beginning of many jaunts. A daughter arrived in October of that year and she joined us in the baby carriage. She went to a stroller and graduated to a tricycle and the next daughter traveled in the baby carriage until time for a stroller. She was not a walker. She rode in that stroller an awful long time. She's a walker now though.

And you must remember that that was in the days when few people walked. We were "different."

I am tardy because I have been having some health problems and we lost a young woman family member this winter and she left my nephew and two young children. It has been a most difficult winter and spring. I just haven't done some things.

I will answer some of the questions.

What are trouble spots? Well, that stretch between Sprague and Ruby on East 1<sup>st</sup> on the north side is god-awful. The sidewalk is rubble. The city did replace sidewalk in two sections just east of there but why not do that really god-awful stretch. I guess you get used to what you get used to. But walking on Tacoma and Washington street from Walnut westwards is okay but there are no sidewalks at all. The sidewalk in front of our house (109 South Walnut Street) needs patching and it gets a fair amount of traffic during the school year just before and just after school. There are lots of places but these are the ones I can pinpoint.

What should city streetscapes look like? Well, ideally there should be parking or planting strips. Planting strips with trees at intervals would be nice. And how about alleys and do away with those horrible double and triple-car garages that stare at you in the new developments? I like to look at yards and gardens and hate those tall unbroken fences.

Should new residential neighborhoods be connected to each other and the downtown with bike and pedestrian paths? Well, yes, of course. I had occasion to visit a high school friend who was visiting her sister in Mill Creek. We took walks and the pathways actually went by the sides of houses and through to the parallel street behind. It was neat. My brother and his wife live in a gated community on Harstene Island. I do not like gated communities. They foster the them vs. us mentality. But I do like the pathways that, like in Mill Creek, go along the sides of properties. No lot is on the waterfront. That space is open space and there is a pathway that goes all along the perimeter of the community which borders the water. That's pretty high class, I know, but I like the idea.

I'll quit here, Nancy. This hasn't been too helpful but I've enjoyed doing it.

From Jackie Herum

Hello-

I was out of town when the Ellensburg Bike/Walk Plan meeting occurred. I wanted to make a small contribution by recommending that the bike path on W. University Way extend all the way to Water street. I often turn left from Water onto W. Univ. Way and find myself without a bike bath for a couple blocks, then a path magically reappears. I don't quite understand why it starts there, but it would be nice to extend it all the way to Water, at minimum.

I am excited to see what this group puts together. I hope I can attend future meetings. Making Ellensburg an eco-friendly community is a great opportunity to foster the kind of growth the community would like to see, condensed and progressive.

Also, I have a question: Where can I obtain a map of all bike lanes in Ellensburg?

Thanks much,

Tera Lessard

**From:** Laurie Gigstead [gigsteadl@CITYOFELLENSBURG.ORG]  
**Sent:** Tuesday, May 20, 2008 1:02 PM  
**To:** Nancy Lillquist  
**Subject:** Fwd: Bike/walk plan

>>> linda matthewson <matthewsonlj@yahoo.com> 05/20/2008 12:16 PM >>>  
Hello, Nancy-

I am a senior at Briarwood Commons Apt Complex off of Mountain View and Chestnut streets. There are many of us that walk, bike, wheelchair, and use electric scooters to get to and from errands and appointments and just the pleasure of getting out and around. There are many at Hearthstone, Drycreek, and Rosewood that also like getting out safely.

The trouble spots for us are many on Mountain View. The first thing I would address is the speed limit on Mountain View. Since most of Mountain View from Canyon to Willow/Bull has services for seniors/handicap/special needs and general public, I feel strongly and so do others, that the SPEED LIMIT should be no more than 20MPH just like in front of CWU and should be from Canyon to Willow/Bull for safety in crossing Mountain View and walking along Mountain View.

The next obvious issue is the CROSS WALKS on Mountain View. They need to be kept up and use iridescent paint(for night time crossing). The signs should be clearly visible to drivers. There should also be BLINKING CAUTION LIGHTS at each crossing on Mountain View. I have waited for many cars to stop and let me cross at Maple/Mountain View across from the Four Square Church and at Pearl/Mountain View and at Pine/Mountain View across from Super One. There is NO cross walk from Bi-Mart across to Dept. Social Health Services and that is a big risk for us having appoints at the DSHS and then crossing back to Bi-Mart. Even if we crossed at Chestnut or Ruby, we were not safe for there are no sidewalks on the North side of the road. With the road project on Mountain View, I understand there will be sidewalks on the North side, but this would still be a long walk or push or ride if in a wheel chair/scooter to cross at one of the lights at Chestnut or Ruby when Briarwood Commons is next door to Bi-Mart where we could cross their parking lot and cross to DSHS.

Another issue of importance is going to the clinics/hospital on Chestnut. There are NO sidewalks from Hobert to Spokane on either side. This is real scary if on foot or in a wheel chair/scooter. Even the bike riders need a safe lane. There are no sidewalks on Pearl until

Manitoba. I think the road project is putting sidewalks on Ruby to Manitoba so that will make that stretch safe now.

Then you have Maple from Mountain View and Willow from Mountain View that have no sidewalks and many walk to the Park on Maple/Seattle/Willow. Seattle has no sidewalk from Maple to Willow which is a real big safety issue for all the Park users.

From Bull /Umptanum in front of the Rosewood Complex has a sidewalk, but nothing to Dusty's Nursery. Many of us like the walk from Briarwood and the retirement centers down Chestnut to Umptanum to Bull and would like to continue to Mountain View and back to Chestnut and home. The stretch from Rosewood to Dusty's without a sidewalk is too dangerous to walk, bike or whatever. Also, if there was a continuous sidewalk up Willow to Capital, we could get a real good walk and be safe going to the Park too.

We walkers/bikers etc. would really enjoy a safe way from our complexes to the Irene Rhineholt(sp) Park on the Yakima River. Perhaps this trail/walk could somehow connect with the John Wayne Trail for extending hiking, biking, horseback riding and make it handicap friendly too.

Downtown, I am not too sure of the condition of the crosswalks on Water from Fred Meyers on 1st, 2nd, 3rd and etc. I know there is no sidewalk on the Jazzercise side to Water though. As far as the rest of town, do some maintenance on the existing sidewalks and crosswalks to keep them smooth and safe. Clean up the corner gardens. Put benches at the Central Bus stops - sometimes the wait is 45 minutes and that is a long wait standing with heavy groceries - a long wait regardless if you are handicapped.

It would be good if there was a safe way to get to the Dollarway stores and the new stores that will be developed at the West end - another walk/trail tie in? Same with the South end when it develops. There could be rest areas along the way on these long jaunts. Good for family and fun days out whether walking, biking, roller blading, etc.

I retired (66 years young) to Ellensburg for the main reason that I could walk everywhere or bus to do my errands or just get out. I gave up my car to save money and with the gas prices it was a good move. I do wish the Cental bus would operate in the morning instead of having to wait for them to start their route at 2pm. More people would use the bus if they could get to town earlier. Perhaps the City and County could help fund the extra hours and AGAIN put BENCHES out. We all are in favor of making Ellensburg more pedestrian and bicycler friendly, not only for the Central students and staff and seniors, but for all the students and families of Ellensburg. Please keep us safe while we enjoy this wonderful town!

Sincerely,

Linda Matthewson  
Briarwood Commons  
Hi Nancy,

I have a few suggestions for your proposed non-motorized transportation plan. My family of 5 regularly walk, run, and ride bicycles in the City of Ellensburg. Your committee has done a good job putting together the proposed bicycle routes and off street trails.

In general, we feel that the off street trails should be giving construction priority over the creation of bicycle routes. The trails will create more opportunities for pedestrians to travel around the city without the stress of nearby vehicular traffic. The creation of trails will reduce risks to pedestrians, making non-motorized transportation more attractive.

Bicycle routes are still of great value. Priority should be given to University Way. Its close proximity to CWU, low 20 mph speed limit, and the lack of any other east-west bicycle route through Ellensburg make it a prime candidate for renovation. To reduce construction costs, the road should be made 3 lanes (one lane of traffic each direction with a center turn lane and bike lanes).

Finally, more planning should focus on connecting new residential neighborhoods to each other, downtown, and both the west and south interchanges with bike and pedestrian paths.

Thank you, Josh Mattson

## APPENDIX B: GOALS AND RECOMMENDATIONS

The following table relates the goals and recommendations found in this Ellensburg Nonmotorized Transportation Plan (NMTP) to the goals, policies and objectives in the Ellensburg Comprehensive Plan.

<b>Goal 1: Plan a coordinated, continuous network of non-motorized transportation facilities that effectively provide access to local and regional destinations.</b>	
<b>Related Comp Plan policies and objectives</b>	<b>Related NMTP section</b>
<p>T3-I Treat pedestrians, bicycle, automotive and truck traffic all as legitimate forms of transport in the community, including consideration of the effects upon other modes when making major decisions on one mode of transport.</p> <p>T10 Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving</p> <p>T10 A Encourage other transportation modes</p> <p style="padding-left: 20px;">A2 Update the Non-motorized Transportation Plan to develop a comprehensive non-motorized circulation plan and implementation program</p> <p style="padding-left: 20px;">A3 Build streets, trails, linear parks, and pathways to connect neighborhoods, schools, parks, and commercial areas as both recreation and transportation facilities</p> <p style="padding-left: 20px;">A6 Whenever possible, retrofit existing streets with pedestrian and bicycle facilities</p>	<p>2.2 Multi-use trail facilities</p> <p>2.3 Bicycle facilities</p> <p>2.4 Pedestrian facilities</p> <p>Table 3.1 Prioritized Nonmotorized Facility Improvement Project List</p> <p>Figure 3a Existing and Proposed Multi-use, Bicycle, and Pedestrian Routes</p>
<b>Goal 2: Create a comprehensive system of multi-use off-road trails using alignments along public road rights-of-way, greenway belts, and open space areas, as well as cooperating private properties where appropriate</b>	
<p>T1-B Establish additional logical access routes outside of the established street system for bicycle and foot traffic</p> <p style="padding-left: 20px;">B1 Implement the Nonmotorized Transportation Plan</p> <p style="padding-left: 20px;">B2 Identify trail easements and develop an effective maintenance strategy</p> <p>T10-A3 Build streets, trails, linear parks, and pathways to connect neighborhoods, schools, parks, and commercial areas as both recreation and transportation facilities</p>	<p>2.2 Multi-use trail facilities</p> <p>Table 3.1 Prioritized Nonmotorized Facility Improvement Project List</p> <p>Figure 3a Existing and Proposed Multi-use, Bicycle, and Pedestrian Routes</p>
<b>Goal 3: Create a comprehensive system of marked, on-road bicycle routes for commuter, recreational, and touring enthusiasts using scenic, collector, and local road rights-of-way and alignments through and around Ellensburg.</b>	
<p>T10-A Encourage other transportation modes</p> <p style="padding-left: 20px;">A6 Whenever possible, retrofit existing streets with pedestrian and bicycle facilities</p> <p>T-10B Reduce auto demand on local and arterial streets.</p> <p style="padding-left: 20px;">B3 Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs</p>	<p>2.3 Bicycle facilities</p> <p>Table 3.1 Prioritized Nonmotorized Facility Improvement Project List</p> <p>Figure 3a Existing and Proposed Multi-use, Bicycle, and Pedestrian Routes</p>
<p>T10-C Increase pedestrian and bicyclist safety along arterial streets.</p>	<p>2.3 Bicycle facilities</p>

**Goal 4: Design a safe, attractive, accessible, and interconnected pedestrian environment.**

<p>LU7-C Increase pedestrian safety along arterial streets          C1 Revise street standards to provide an option to increase separation of pedestrians from travel ways          C2 Revise zoning to permit zero or reduced building setbacks in commercial districts          C3 Introduce calming measures to slow traffic on non-arterial streets          C4 Study methods of increasing pedestrian safety along University Way, particularly on the railroad overpass near the west interchange          C5 Provide an additional grade separated rail crossing paralleling University Way to access increased services at the west interchange          C6 Improve known accident locations as well as high-risk locations for pedestrians, bicycles, and motorists paying particular attention to at risk groups including the young and aging          C7 Incorporate safety prevention strategies into environmental design when bicycle and pedestrian facilities are developed. (i.e., lighting, distance between the street and sidewalk)          C8 Help designate and improve safe routes to schools</p>	<p>2.4.1 Improve pedestrian safety          2.3 Bicycle Facilities          2.4.2 Improve pedestrian attractiveness          2.4.2d Commercial zones          2.4.5a University Way Crossing          2.4.5b University Way Railroad Overpass          2.4.4a School Areas</p>
<p>T4-A Enhance the appearance of and from public rights of way          A1 Update city's tree inventory and ensure an annual net gain of suitable trees in the public right of way.          A2 Review street standards to permit more flexibility to enhance design of the public realm, provide greater separation of pedestrians from vehicles, and accommodate on-street parking in commercial districts          T10-C1 Revise street standards to increase separation of pedestrians from travel ways</p>	<p>2.4.2 Build a more attractive pedestrian environment</p>
<p>T2-B3 Minimize streets widths.</p>	<p>2.4.2c Local Streets</p>
<p>T3-J Design of new streets in the city shall use a street grid system at an interval of 1/2 mile for arterial streets. Within the 1/2 mile sections, attempt to maintain a ¼ mile connection for auto circulation, with 200 to 800 foot pedestrian connections, depending on zone density          J1 For all undeveloped areas of the city, UGA, and rural transition zone, prepare maps of future street alignments, especially for arterials, considering existing development patterns and physical barriers such as streams and steep slopes          J2 Create a street fund to finance the City's share of matching grants and LIDS, and to complete motorized and non-motorized transportation systems          J3 Coordinate with Kittitas County to identify and protect future street alignments in the UGA and rural transition zone          T1B Establish additional logical access routes outside of the established street system for bicycle and foot traffic</p>	<p>2.4.3 Maintain a pedestrian level of connectivity          2.2.3 Encourage connector paths where the street grid cannot be achieved</p>

<p>T2-B4 Minimize use of cul-de-sacs  T2A Develop and adopt an interlocal agreement with Kittitas County regarding the design and preservation of transportation corridors in the UGA  A1 Establish a development process that results in a pattern of contiguous growth beyond the established urban growth boundary  A2 Prepare neighborhood subarea plans in undeveloped areas of the City and UGA to preserve needed transportation corridors</p>	
<p>T3-H3 Prepare a University Way corridor plan, including improvements to pedestrian links between the University and the Central commercial zones while preserving its function as a major arterial  T8-B1 Develop a pedestrian circulation program for land on both sides of University Way near the Downtown Historic District  LU7-C4 Study methods of increasing pedestrian safety along University Way, particularly on the railroad overpass near the west interchange</p>	<p>2.4.5a University Way crossing</p>
<p>T3-C Improve pedestrian use and automobile access to the Central Commercial zones by enhancing pedestrian access throughout the Central Commercial zones.  C1 Collaborate with CWU to overcome University Way's function as a divider between CWU and the Central Commercial zones  T5-B Encourage and locate new public buildings for administrative, cultural, and recreational activities in or in close proximity to the Central Commercial zones  B1 Review the non-motorized transit plan to ensure adequate service for pedestrians and bicyclists in the Central Commercial zones and linkage to the west interchange  T5-F Identify critical rights of way and important pedestrian corridors accessing the Central Commercial zones and linking the Central Commercial zones to the west and south interchanges</p>	<p>2.4.4c Historic Downtown  2.4.5a University Way crossing  Table 3.1 Prioritized Nonmotorized Facility Improvement Project List</p>
<p><b>Goal 5: Establish classification and design standards that facilitate safe and pleasant non-motorized travel.</b></p>	
<p>T3-F Develop and reference a complete street, sidewalk, footpath, and bicycle lane classification system and locally derived traffic volume standards for all major land use decisions.  F4 Implement the non-motorized transit plan  F5 Review street design standards</p>	<p>2.2 Multi-use trail facilities  2.3 Bicycle facilities  2.4 Pedestrian facilities  Table 3.1 Prioritized Nonmotorized Facility Improvement Project List  Figure 3a Existing and Proposed Multi-use, Bicycle, and Pedestrian Routes  ECP Table 5.6</p>
<p>T-10B3 Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs  LU7-C7 Incorporate safety prevention strategies into environmental design when bicycle and pedestrian facilities are developed. (i.e., lighting, distance between the street and</p>	<p>2.2 Multi-use trail facilities  2.3 Bicycle facilities  2.4 Pedestrian facilities  Section 2.1 Design standards</p>

sidewalk)	
<b>Goal 6: Prioritize nonmotorized transportation projects and identify funding sources for high priority projects.</b>	
T3-I Treat pedestrians, bicycle, automotive and truck traffic all as legitimate forms of transport in the community, including consideration of the effects upon other modes when making major decisions on one mode of transport.	Table 3.1 Prioritized Nonmotorized Facility Improvement Project List Section 3.2 System Funding Options
<b>Goal 7: Develop a system for maintenance of non-motorized facilities.</b>	
T1-B2 Identify trail easements and develop an effective maintenance strategy T10-B3 Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs	Section 3.3 Maintaining the System
<b>Goal 8: Establish requirements for new developments to include facilities supporting non-motorized transportation</b>	
LU7-C1 Revise street standards to provide an option to increase separation of pedestrians from travel ways C2 Revise zoning to permit zero or reduced building setbacks in commercial districts T4-A2 Review street standards to permit more flexibility to enhance design of the public realm, provide greater separation of pedestrians from vehicles, and accommodate on-street parking in commercial districts T10-C1 Revise street standards to increase separation of pedestrians from travel ways T2-B3 Minimize streets widths. T3-J Design of new streets in the city shall use a street grid system at an interval of 1/2 mile for arterial streets. Within the 1/2 mile sections, attempt to maintain a ¼ mile connection for auto circulation, with 200 to 800 foot pedestrian connections, depending on zone density T2-B4 Minimize use of cul-de-sacs T3-F5 Review street design standards T-10B3 Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs	2.2 Multi-use facilities 2.3 Bicycle facilities 2.4 Pedestrian facilities
<b>Goal 9: Promote safe non-motorized transportation through education and law enforcement</b>	
	3.4 Education 3.5 Enforcement
<b>Goal 10: Increase the share of transportation that is non-motorized through programs that encourage walking and bicycling in lieu of driving</b>	
	3.6 Encouragement
<b>Goal 11: Coordinate implementation of this plan among city departments, county and other government agencies, businesses, and residents.</b>	
T9-A Coordinate transportation and capital facilities planning with Kittitas County and WSDOT	Section 3.7 Roles and Responsibilities Table 3.2 Summary of Recommendations



APPENDIX C: RULES OF THE ROAD FOR BICYCLES  
Operation of Non-motorized Vehicles RCW 46.61.750 to .780

**RCW 46.04.071 Definition of "Bicycle."**

"Bicycle" means every device propelled solely by human power upon which a person or persons may ride, having two tandem wheels either of which is sixteen or more inches in diameter, or three wheels, any one of which is more than twenty inches in diameter.

**RCW 46.04.200 Definition of "Hours of Darkness."**

"Hours of darkness" means the hours from one-half hour after sunset to one-half hour before sunrise, and any other time when persons or objects may not be clearly discernible at a distance of five hundred feet.

**RCW 46.04.197 Definition of "Highway."**

"Highway" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

**RCW 46.04.500 Definition of "Roadway."**

"Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk or shoulder even though such sidewalk or shoulder is used by persons riding bicycles. In the event a highway includes two or more separated roadways, the term "roadway" shall refer to any such roadway separately but shall not refer to all such roadways collectively.

**RCW 46.04.670 "Vehicle."**

"Vehicle" includes every device capable of being moved upon a public highway and in, upon, or by which any persons or property is or may be transported or drawn upon a public highway, including bicycles. The term does not include devices other than bicycles moved by human or animal power or used exclusively upon stationary rails or tracks. Mopeds shall not be considered vehicles or motor vehicles for the purposes of chapter 46.70 RCW. Bicycles shall not be considered vehicles for the purposes of chapter 46.12, 46.16, or 46.70 RCW.

**RCW 46.61.160 Restrictions on use of limited-access highway by bicyclists.**

The Department of Transportation may by order, and local authorities may by ordinance or resolution, with respect to any limited access highway under their respective jurisdictions prohibit the use of any such highway by funeral processions, or by parades, pedestrians, bicycles or other non-motorized traffic, or by any person operating a motor-driven cycle. Bicyclists may use the right shoulder of limited access highways except where prohibited. The Department of Transportation may by order, and local authorities may by ordinance or resolution, with respect to any limited-access highway under their respective jurisdictions prohibit the use of the shoulders of any such highway by bicycles within urban areas or upon other sections of the highway where such use is deemed to be

unsafe. The Department of Transportation or the local authority adopting any such prohibitory regulation shall erect and maintain official traffic control devices on the limited access roadway on which such regulations are applicable, and when so erected no person may disobey the restrictions stated on such devices.

**RCW 46.61.700 Parent or guardian shall not authorize or permit violation by a child or ward.**

The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.

**RCW 46.61.750 Effect of regulations - Penalty.**

(1) It is a traffic infraction for any person to do any act forbidden or fail to perform any act required in RCW 46.61.750 through 46.61.780. (2) These regulations applicable to bicycles apply whenever a bicycle is operated upon any highway or upon any bicycle path, subject to those exceptions stated herein.

**RCW 46.61.755 Traffic laws apply to persons riding bicycles.**

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except as to special regulations in RCW 46.61.750 through 46.61.780 and except as to those provisions of this chapter which by their nature can have no application.

**RCW 46.61.758 Hand signals.**

All hand signals required of persons operating bicycles shall be given in the following manner: (1) Left turn. Left hand and arm extended horizontally beyond the side of the bicycle; (2) Right turn. Left hand and arm extended upward beyond the side of the bicycle, or right hand and arm extended horizontally to the right side of the bicycle; (3) Stop or decrease speed. Left hand and arm extended downward beyond the side of the bicycle. The hand signals required by this section shall be given before initiation of a turn.

**RCW 46.61.760 Riding on bicycles.**

(1) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto. (2) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

**RCW 46.61.765 Clinging to vehicles.**

No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

**RCW 46.61.770 Riding upon roadways and bicycle paths.**

(1) Every person operating a bicycle upon a roadway at a rate of speed less than the normal flow of traffic at the particular time and place shall ride as near to the right side of the right through lane as is safe except as may be appropriate while

preparing to make or while making turning movements, or while overtaking and passing another bicycle or vehicle proceeding in the same direction. A person operating a bicycle upon a roadway or highway other than a limited-access highway, which roadway or highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near to the left side of the left through lane as is safe. A person operating a bicycle upon a roadway may use the shoulder of the roadway or any specially designated bicycle lane if such exists. (2) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

**RCW 46.61.775 Carrying articles.**

No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handle bars.

**RCW 46.61.780 Lamps and other equipment on bicycles.**

(1) Every bicycle when in use during the hours of darkness as defined in RCW 46.37.200 shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear of a type approved by the state patrol which shall be visible from all distances from one hundred feet to six hundred feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector. (2) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

**APPENDIX D: RULES OF THE ROAD  
PEDESTRIANS RIGHTS AND DUTIES RCW 46.61.230 TO.269**

**RCW 46.61.230 Pedestrians subject to traffic regulations.**

Pedestrians shall be subject to traffic-control signals at intersections as provided in RCW [46.61.060](#), and at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter.

**RCW 46.61.235 Crosswalks.**

(1) The operator of an approaching vehicle shall stop and remain stopped to allow a pedestrian or bicycle to cross the roadway within an unmarked or marked crosswalk when the pedestrian or bicycle is upon or within one lane of the half of the roadway upon which the vehicle is traveling or onto which it is turning. For purposes of this section "half of the roadway" means all traffic lanes carrying traffic in one direction of travel, and includes the entire width of a one-way roadway.

(2) No pedestrian or bicycle shall suddenly leave a curb or other place of safety and walk, run, or otherwise move into the path of a vehicle which is so close that it is impossible for the driver to stop.

(3) Subsection (1) of this section does not apply under the conditions stated in RCW [46.61.240](#)(2).

(4) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian or bicycle to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

**RCW 46.61.240 Crossing at other than crosswalks.**

(1) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(2) Where curb ramps exist at or adjacent to intersections or at marked crosswalks in other locations, disabled persons may enter the roadway from the curb ramps and cross the roadway within or as closely as practicable to the crosswalk. All other pedestrian rights and duties as defined elsewhere in this chapter remain applicable.

(3) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(4) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(5) No pedestrian shall cross a roadway intersection diagonally unless authorized by

official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

(6) No pedestrian shall cross a roadway at an unmarked crosswalk where an official sign prohibits such crossing.

**RCW 46.61.245 Drivers to exercise care.**

Notwithstanding the foregoing provisions of this chapter every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

**RCW 46.61.250 Pedestrians on roadways.**

(1) Where sidewalks are provided it is unlawful for any pedestrian to walk or otherwise move along and upon an adjacent roadway. Where sidewalks are provided but wheelchair access is not available, disabled persons who require such access may walk or otherwise move along and upon an adjacent roadway until they reach an access point in the sidewalk.

(2) Where sidewalks are not provided any pedestrian walking or otherwise moving along and upon a highway shall, when practicable, walk or move only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction and upon meeting an oncoming vehicle shall move clear of the roadway.

**RCW 46.61.255 Pedestrians soliciting rides or business.**

(1) No person shall stand in or on a public roadway or alongside thereof at any place where a motor vehicle cannot safely stop off the main traveled portion thereof for the purpose of soliciting a ride for himself or for another from the occupant of any vehicle.

(2) It shall be unlawful for any person to solicit a ride for himself or another from within the right-of-way of any limited access facility except in such areas where permission to do so is given and posted by the highway authority of the state, county, city or town having jurisdiction over the highway.

(3) The provisions of subsections (1) and (2) above shall not be construed to prevent a person upon a public highway from soliciting, or a driver of a vehicle from giving a ride where an emergency actually exists, nor to prevent a person from signaling or requesting transportation from a passenger carrier for the purpose of becoming a passenger thereon for hire.

(4) No person shall stand in a roadway for the purpose of soliciting employment or business from the occupant of any vehicle.

(5) No person shall stand on or in proximity to a street or highway for the purpose of

soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

(6)(a) Except as provided in (b) of this subsection, the state preempts the field of the regulation of hitchhiking in any form, and no county, city, or town shall take any action in conflict with the provisions of this section.

(b) A county, city, or town may regulate or prohibit hitchhiking in an area in which it has determined that prostitution is occurring and that regulating or prohibiting hitchhiking will help to reduce prostitution in the area.

**RCW 46.61.260 Driving through safety zone prohibited.**

No vehicle shall at any time be driven through or within a safety zone.

**RCW 46.61.261 Sidewalks, crosswalks — Pedestrians, bicycles.**

The driver of a vehicle shall yield the right-of-way to any pedestrian or bicycle on a sidewalk. The rider of a bicycle shall yield the right-of-way to a pedestrian on a sidewalk or crosswalk.

**RCW 46.61.264 Pedestrians yield to emergency vehicles.**

(1) Upon the immediate approach of an authorized emergency vehicle making use of an audible signal meeting the requirements of RCW [46.37.380](#) subsection (4) and visual signals meeting the requirements of RCW [46.37.190](#), or of a police vehicle meeting the requirements of RCW [46.61.035](#) subsection (3), every pedestrian shall yield the right-of-way to the authorized emergency vehicle.

(2) This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway nor from the duty to exercise due care to avoid colliding with any pedestrian.

**RCW 46.61.266 Pedestrians under the influence of alcohol or drugs.**

A law enforcement officer may offer to transport a pedestrian who appears to be under the influence of alcohol or any drug and who is walking or moving along or within the right-of-way of a public roadway, unless the pedestrian is to be taken into protective custody under RCW [70.96A.120](#).

The law enforcement officer offering to transport an intoxicated pedestrian under this section shall:

- (1) Transport the intoxicated pedestrian to a safe place; or
- (2) Release the intoxicated pedestrian to a competent person.

The law enforcement officer shall take no action if the pedestrian refuses this assistance. No suit or action may be commenced or prosecuted against the law enforcement officer, law enforcement agency, the state of Washington, or any political subdivision of the state for any act resulting from the refusal of the pedestrian to accept this assistance.

**APPENDIX E: OTHER MISSING SIDEWALKS**  
(See also Table 3.1d: Priority Missing Sidewalk Projects)

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side</b>	<b>Comments</b>
<b>East/West</b>				
Umptanum Road	City limits	Railroad	Both	
Mountain View Ave	Ruby St	City limits	Both	Sections
Hobert Ave	Whitman	Douglas	Both	
Jackson	½ block W. Of Pearl	Pine St	Both	
Foster	Pearl	Pine	Both	
Spokane Ave	Whitman	Maple	Both	
Seattle	Chestnut	Poplar	North	
Manitoba Ave	Chestnut	Maple	North	
Tacoma Ave	Main	Sampson	Both	
Tacoma Ave	Chestnut	Maple	North	
Washington	Water	Main	Both	
Washington	Poplar	Maple	South	
Capital	Willow	Pfenning	Both (part north)	Part County Rd
1 <sup>st</sup> Ave	Various blocks Water	EHS	Both (7 1/2 blocks)	
2 <sup>nd</sup> Ave	Lincoln St	Railroad Ave	Both	
2 <sup>nd</sup> Ave	Various blocks Water	Sampson	Both (4 ½ blocks)	
3 <sup>rd</sup> Ave	Lincoln St	Railroad Ave	Both	
4 <sup>th</sup> Ave	Pacific St	Railroad Ave	Both	
4 <sup>th</sup> Ave	Maple St	Willow St	Both	
5 <sup>th</sup> Ave	W. Ellensburg Park trail	Pacific St	Both	
6 <sup>th</sup> Ave	Pacific St	Railroad Ave	Both	
6 <sup>th</sup> Ave	Wenas St	Cle Elum St	South	
7 <sup>th</sup> Ave	Cascade St	Railroad Ave	Both	
7 <sup>th</sup> Ave	½ block W. CleElum	Cle Elum St	North	
Dolarway Rd	5 <sup>th</sup> Ave	University Way	Both	Funded for 2009
University Way	Okanogan St	Reecer Creek Rd	Both	Sections, developable
10 <sup>th</sup> Ave	Columbia St	Water St	Both	
11 <sup>th</sup> Ave	Main	"D" St	South	Sections
14 <sup>th</sup> Ave	Water St	"D" St	Both	Sections
15 <sup>th</sup> Ave	Bluegrass	Water	North	
Dry Creek Rd	City limits	Cora St	Both	Developable parcels
Chamith Lane	Radio Rd	Vista Rd	Both	
Radio Rd	Brick Rd	Pfenning Rd	Both	
Skyline Dr	Brick Rd	end	Both	
Bonnie Lane	Brick Rd	Thayer St	Both	
Illinois Ave	Ohio St	Water St	North	Developable parcels
Helena Ave	Water St	Walnut St	Both	Sections, developable
Idaho Ave	Water St	Spar Ln	Both	Sections, developable
Ridgeview Ln	Delphine St	corner	Both	
Bender/Sanders Rd	City limits	City limits	Both	Sections, developable
<b>North/South</b>				
Pott Rd	Dolarway Rd	End	Both	
Enterprise Way	Dolarway Rd	End	Both	
Cascade St	7 <sup>th</sup>	Dolarway Rd	Both	
Elliot St	1 <sup>st</sup> Ave	5 <sup>th</sup> Ave	Both	
Anderson Rd	Umptanum Rd	Railroad Ave	Both	Developable parcels
Railroad Ave	Anderson Rd	Dolarway Rd	Both	Developable parcels
Cora St	University Way	10th	East	
Cora St	15 <sup>th</sup> Ave	John Wayne Trail	West	Mt Stuart School
Hanna Road	end	Bender Rd	Both	Developable parcels
Pioneer Rd	Bender Rd	Bowers Rd	Both	Developable parcels
Wenas St	5 <sup>th</sup> Ave	University Way	Both	
Delphine St	9 <sup>th</sup>	10th	West	
Cle Elum St	6 <sup>th</sup>	7th	East	
Okanogan St	University Way	alley	West	
Okanogan St	12 <sup>th</sup> Ave	14 <sup>th</sup> Ave	East	
Nanum St	5 <sup>th</sup> Ave	7 <sup>th</sup> Ave	Both	Sections
Columbia St	11 <sup>th</sup> Ave	14 <sup>th</sup> Ave	Both	
Main St	10 <sup>th</sup> Ave	14 <sup>th</sup> Ave	West	

"B" St	11 <sup>th</sup> Ave	Canal	Both	
Ruby St	Mountain View Ave	Manitoba Ave	Both	
Sprague St	Manitoba Ave	Tacoma Ave	East	
Anderson St	Manitoba Ave	Tacoma Ave	Both	Parts
Sampson St	Manitoba Ave	1 <sup>st</sup> Ave	West	Sections
Whitman St	Mountain View Ave	Spokane Ave	Both	
Walnut St	Capital Ave	3 <sup>rd</sup> Ave	East	Sections
Airport Rd	Helena Ave	Greenfield Ave	Both	
Chestnut St	Hobert Ave	Spokane Ave	Both	
Chestnut St	Seattle Ave	Manitoba Ave	East	
Park Place	Hobert Ave	Spokane Ave	Both	
Douglas St	Mountain View Ave	Spokane Ave	Both	
Poplar St	Manitoba Ave	1 <sup>st</sup> Ave	Both	Sections
Maple St	Mountain View Ave	4 <sup>th</sup> Ave	Both	Sections
Craig Ave	4 <sup>th</sup> Ave	end	Both	
Alder St	Capital Ave	Craig Ave	Both	Sections
Willow St	Mountain View Ave	Capital Ave	Both	Sections West, all east
Willow St	4 <sup>th</sup> Ave	End	Both	
Willow St	University Way	14 <sup>th</sup> Ave	Both	
Brooklane	Brick Road	18 <sup>th</sup> Ave	Both	
Brick Road	University Way	City limits	Both	
Vuecrest Road	Skyline Dr	Bonnie Ln	Both	
Vista Rd	Skyline Dr	Bonnie Ln	Both	
Thayer Ave	Vista Rd	Bonnie Ln	Both	
Pfenning Rd	Capital Ave	Ashford Way	Both	Parts County

## **Appendix F: Grant Opportunities in Washington State**

### **Grants for Schools, School Districts, Cities, Counties, and Tribal Governments**

Safe Routes to Schools: The Department of Transportation (WSDOT) provides state and federal funding for the Safe Routes to School Program. The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. Deadline: May 2, 2008

Pedestrian and Bicycle Safety Program: The Department of Transportation (WSDOT) provides state funding for the Safe Routes to School Program. The purpose of the Pedestrian and Bicycle Safety program is to aid public agencies in funding cost-effective projects that improve bicycle and pedestrian improvements. Deadline: May 9, 2008

Washington Wildlife and Recreation Program: The Interagency Committee for Outdoor Recreation provides state funds for acquisition and development of local and state parks, water access sites, trails, critical wildlife habitat, natural areas, and urban wildlife habitat. Deadline: May 1, 2008

Small City Sidewalk Program: The Transportation Improvement Board provides state gas tax funds for pedestrian projects. These projects improve safety, provide access, and address system continuity and connectivity. The program is on an annual cycle.

Non-Highway and Off-Road Vehicle Program: Provides state funding to develop and manage recreation opportunities for those who use off-road vehicles (motorcycles, four-wheel drives, all-terrain vehicles). The program also supports facilities for those who pursue non-motorized trail activities, such as bicyclists, cross country skiers, equestrians, and hikers. Deadline: May 1, 2008

Traffic Safety Grants: Washington Traffic Safety Commission provides state funding for programs, projects, services and strategies to reduce the number of deaths and serious injuries that result from traffic crashes. Funds may be used for pedestrian and bicycle improvements. The funding cycle begins April each year

Transportation Enhancement Grants: WSDOT provides federal funding to transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the intermodal transportation system. The program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. Deadline: To be determined

National Recreational Trails Program: The Interagency Committee for Outdoor Recreation provides federal funding to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience. Eligible projects include maintenance of recreational trails, development of trail-side and trail-head facilities, construction of new trails, operation of

environmental education and trail safety programs.  
Deadline: May 1, 2008

Intersection and Corridor Safety Program: WSDOT provides federal funding to safety improvement projects that eliminate or reduce fatal or injury accidents by identifying and correcting hazardous locations, sections and/or elements. These include activities for resolving safety problems at hazardous locations and sections, and roadway elements that constitute a danger to motorists, pedestrians, and/or bicyclists.  
Deadline: To be determined

Washington Scenic Byways Program: WSDOT provides federal funding to projects on highways designated as National Scenic Byways, All-American Roads, or as State scenic byways. It is a priority for these projects to be consistent with a corridor management plan for the byway. Tourist amenities, bicycle and pedestrian facilities and signing are eligible for this grant program.  
Deadline: April 11, 2008

Public Lands Highways Program: WSDOT provides federal funding to improve access to and within federal lands. Funds are available for "any kind of transportation project eligible for assistance under Title 23, United States Code, that is within, adjacent to, or provides access to the areas (Federal lands) served by the public lands highway." A public lands highway means a forest road or any highway through un-appropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations under the jurisdiction of and maintained by a public authority and open to public travel. Interpretive signs, rest areas, visitor centers, bicycle and pedestrian projects are eligible for this grant program.  
Deadline: To be determined

Surface Transportation Program - Regional Funds: Metropolitan Planning Organizations provide federal funding for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Eligible projects include modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.  
Contact your Regional Agency for additional information.

Trip Reduction Performance Program WSDOT is looking for organizations to create and manage cost-effective projects that help get people out of their cars and onto buses, trains, vanpools, and other commute options. Private, public, and non-profit entities are eligible to compete for Trip Reduction Performance Program (TRPP) funds. Applicants will compete for \$1.5 million total for 2007-2009 projects. WSDOT will announce winning projects this spring and projects will start on July 1. WSDOT staff will conduct free training workshops on March 5 in Lacey and on March 7 in Seattle. Participants will learn more about how the program will reduce drive-alone vehicle trips and how to compete for funding. Interested organizations can sign up for a workshop or request a proposal packet by contacting Hiep Tran at [tranh@wsdot.wa.gov](mailto:tranh@wsdot.wa.gov) or (360) 705-7806.  
Deadline: March 30, 2007

Congestion Mitigation Air Quality Improvement Program: Metropolitan Planning Organizations provide federal funds to projects and programs that reduce transportation related emissions in four air quality non-attainment and maintenance areas in the state (Puget Sound Region, South West Washington Region, and Spokane Region).  
Contact your Regional Agency for additional information

### **Grants for Regional Agencies**

Surface Transportation Program - Regional Funds: Metropolitan Planning Organizations provide federal funding for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Eligible projects include modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.  
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Pedestrian and Bicycle Safety Program: The Department of Transportation (WSDOT) provides state funding for the Safe Routes to School Program. The purpose of the Pedestrian and Bicycle Safety program is to aid public agencies in funding cost-effective projects that improve bicycle and pedestrian improvements. Deadline: May 9, 2008

Washington Wildlife and Recreation Program: The Interagency Committee for Outdoor Recreation provides state funds for acquisition and development of local and state parks, water access sites, trails, critical wildlife habitat, natural areas, and urban wildlife habitat.  
Deadline: May 1, 2008

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Deadline: May 1, 2008

Traffic Safety Grants: Washington Traffic Safety Commission provides state funding for programs, projects, services and strategies to reduce the number of deaths and serious injuries

that result from traffic crashes. Funds may be used for pedestrian and bicycle improvements. The funding cycle begins April each year

Transportation Enhancement Grants: WSDOT provides federal funding to transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the intermodal transportation system. The program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

Deadline: To be determined

National Recreational Trails Program: The Interagency Committee for Outdoor Recreation provides federal funding to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience. Eligible projects include maintenance of recreational trails, development of trail-side and trail-head facilities, construction of new trails, operation of environmental education and trail safety programs.

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Deadline: To be determined

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Deadline: April 11, 2008

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Deadline: To be determined

Surface Transportation Program - Regional Funds: Metropolitan Planning Organizations provide federal funding for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Eligible projects include

modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.

Contact your Regional Agency for additional information.

Congestion Mitigation Air Quality Improvement Program: Metropolitan Planning Organizations provide federal funds to projects and programs that reduce transportation related emissions in four air quality non-attainment and maintenance areas in the state (Puget Sound Region, South West Washington Region, and Spokane Region).

Contact your Regional Agency for additional information

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