

# Nonmotorized Transportation Code Committee

## Recommended Street Policies

Draft 6/8/10

Existing policy normal black font

Proposed changes underline blue font

*New changes and comments in red italic underline*

### GENERAL

*Most of the existing street standards and street details remain unchanged. If the recommended policy changes included in this document are accepted, the standards will be re-drafted to incorporate the changes and adopted by the Council in ordinance form.*

**Redevelopment:** In accordance with existing code, previously constructed street sections not in conformance with these design standards are grandfathered. When re-development meeting a certain threshold occurs, the streetscape design should conform to these standards, unless criteria for a variance are met. *Exception through Historic District?*

**Blocks:** Blocks shall be as established in the public works development standards. Blocks shall be wide enough to allow two tiers of lots, except where front on major streets, or prevented by topographical conditions, or size of property.

*Gated Communities: Subdivisions with private streets enclosed by locked gates are permitted, provided all planned public street are preserved.*

### ARTERIAL STREETS

**Comprehensive Plan Definition Arterial Street:** Streets and highways that contain the greatest portion of through or long-distance travel. Such facilities serve high-volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to major rural highways entering the urban area. Generally, principal arterials include high traffic volume streets.

#### Designated Arterial Streets:

Canyon Road, Main Street (to University Way), Water Street (to University Way), University Way, State Route 97, and Vantage Highway .

**Comprehensive Plan Definition Minor Arterial** – Streets and highways that connect with remaining arterial and collector roads extending into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect

traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor.

**Designated Minor Arterial Streets:**

Water Street (Universtiy Way to Bowers Rd), Main Street (University Way to 14<sup>th</sup> Avenue), Railraod Avenue, Anderson Road, Alder Street, Reecer Creek Road, Dolarway Road, Highway 10, Mountain View Avenue, Kittitas Highway, Umptanum Road, and Bowers Road.

*Function: Mobility. Facilitates movement of traffic through the City and to regional and community destinations. Access to property may be limited to accommodate traffic flow.*

**ROW:**

Major Arterials: 5 lane, 104 feet commercial/industrial/multi-family, 106 single-family residential, or 116 where a bike lane is designated (see NMT plan for designations)

Minor Arterials: 3 lane, 80 ft commercial/industrial/multi-family, 82 single-family residential or 92 where a bike route is designated (36 travel, 10 bikes, 16 parking, 20 planting/stormwater, 10 sidewalk)

**Pavement Width:** Major Arterials, (5 lanes), 60 feet in commercial, industrial and multi-family residential zones, 76 feet in single-family residential zones. Minor arterials, (3 lanes), 36 feet in commercial, industrial and multi-family residential zones, 52 feet in single-family residential zones.

*Traffic Control: Traffic lights and stop signs as needed at major intersections or to facilitate pedestrian crossing in high pedestrian traffic areas.*

**Bicycles:** Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets

**Pedestrians:** 7 foot sidewalks on both sides of the street

*Arterial Street Spacing: As designated.*

*Arterial Street Length: Generally Arterial streets will carry through the City to regional destinations or will terminate at an arterial street or transition to a collector street.*

**Radii:** Curb radii 30 feet; centerline radii 40 mph design speed.

**Curbs:** Full curb and gutter.

**Accessible Curb Ramps:** New sidewalks and walkways shall include accessible curb ramps at street intersections.

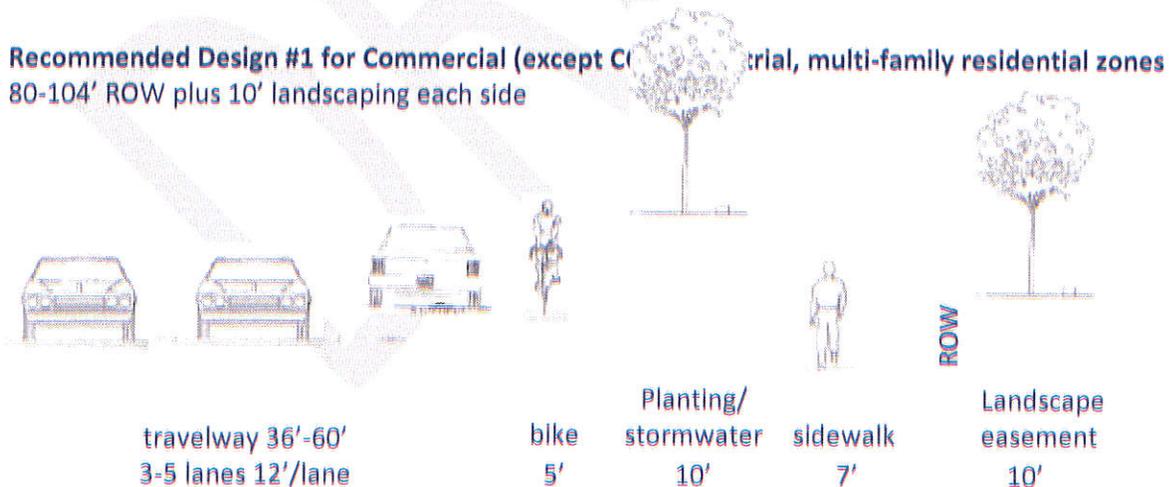
**Planting/snow Strips:** Both sides of the street, 10 feet

**Parking:** No parking in commercial, industrial and multi-family residential zones; both sides in single-family residential zones.

**Streetscape Design:**

Design 1: For Commercial (except CC1), industrial, multi-family residential.

1. Travelway 5 lane 60 ft, 3 lane 36 ft
2. Bike lane 5 ft each way on designated routes
3. Planting strip with street trees from City's approved list; strip can serve as storm water detention facility; adjacent property owner is responsible for maintenance
4. Sidewalk 7 ft
5. On private property, a 10 foot landscape easement abutting sidewalk, screening pedestrians from parked cars, which counts toward landscaping requirements for the zone (see EMC Ch 4.38 and Design Standards for the City of Ellensburg for existing landscaping standards). Fences prohibited within the required landscaping area.



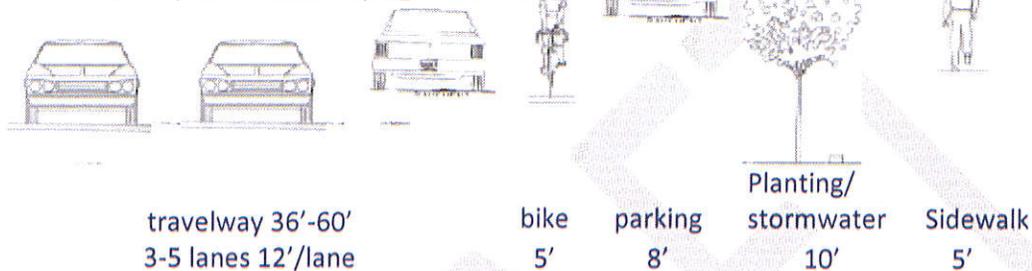
Design 2: For Single-family residential zones

1. Travelway: 5 lane 60 ft, 3 lane 36 ft

2. Bike lane 5 ft each way on designated routes
3. Parking 8 ft
4. Planting strip with street trees from City's approved list; strip can serve as storm water detention facility; adjacent property owner or homeowners association is responsible for maintenance.
5. Sidewalk 5 ft

**Recommended Design #2 for single-family residence**

84-108' ROW plus 10' landscaping each side



**Orientation:** The City seeks to balance an attractive, safe pedestrian streetscape characterized by buildings that face the street, with safety issues associated with auto access from driveways.

Existing landscape and design policies encourage buildings to face front. To encourage limited access points with interior parking, commercial, industrial and multi-family land uses are encouraged along arterials where appropriate. In those zones, the minimum distance between curb-cut for driveways is 500 feet unless a shorter distance is needed to prevent traffic queuing or to access existing smaller parcels.

To avoid long, boring stretches, no more than 50% of any arterial street frontage for any plat may be fenced in single family residential zones. Driveways entering onto an arterial street are discouraged, except to meet the 50% fence requirement. Sites must be designed so cars can enter traffic driving forward. Options for interrupting fencing include:

1. Face buildings/homes to arterial; provide alley or local-street access from rear
2. Homes on corner lots face arterial, with garage side-loaded from local street.
3. Buildings/homes on corner lots face local street; only back yard fenced.
4. Shared driveways with on-site turn-arounds (hammer-head)

## COLLECTOR STREETS

**Definition Collector Street:** An intermediate street connecting local streets to the arterial street system *and to activity centers.*

**Function:** Balance between mobility and access. Encourages flow of traffic from neighborhoods and provides access to property.

**ROW:** Right-of-way shall be sixty (60) feet

**Pavement Width:** Surface area shall be thirty-eight (38) feet from face of curb to face of curb. At intersections with arterial streets, collector streets shall be widened to include a left hand turn lane.

**Traffic Control:** Collector streets should not generally be encumbered with stop signs *except at intersections with streets of equal or greater ADT or where protected pedestrian crossing is warranted.*

**Bicycles:** Collector streets officially designated as bicycle routes shall require an additional five (5) feet of pavement width each direction (10 feet total) for marked bike lanes or sharrow markings; where not designated bicycles may share the street with cars.

**Pedestrians:** Sidewalks are required on both sides of street, and shall be six (6) feet wide if adjacent to street, or five (5) feet wide when separated from street with planting strip.

**Collector Street Spacing:** *Collector streets should be located at roughly quarter mile intervals, unless obstacles such as waterways, steep slopes, railroads, canals, or regional trails are present, and unless an arterial street is present at that interval. Where obstacles exist, the next nearest opportunity to provide a through route should be utilized. The City will identify preferred collector street locations on Comprehensive Plan maps.*

**Collector Street length:** *Collector streets should be a half mile to one mile along a single alignment before coming to a T where possible.*

**Radii:** Face of curb radii's shall be to the lowest street classification of the intersection and shall be a minimum 25' radius on Collector Streets. Street centerline radii shall be designed to a minimum 40mph design speed or as approved by City Engineer.

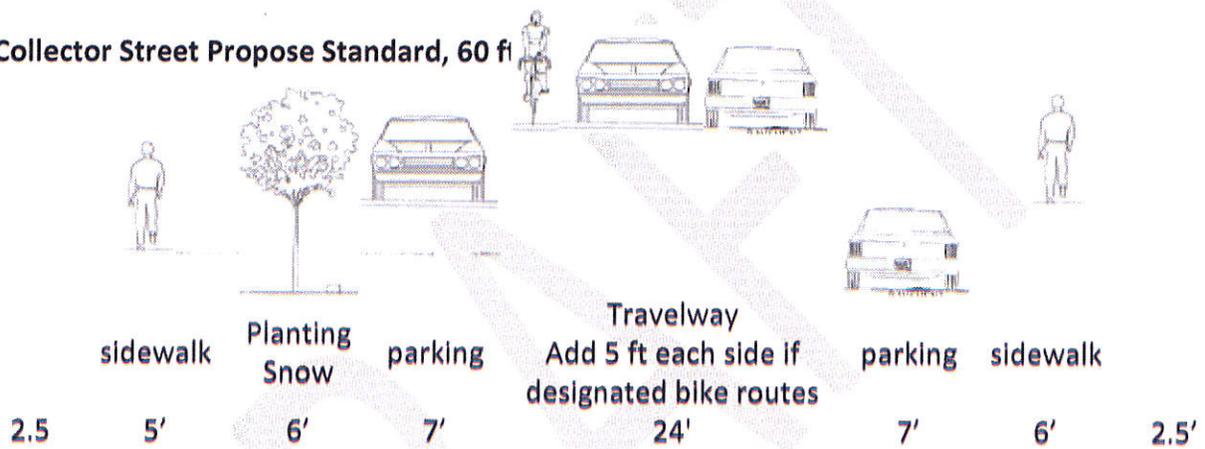
**Curbs:** Full height curbs are required on collector streets.

**Accessible Curb Ramps:** Sidewalks and walkways shall include accessible curb ramps at street intersections.

**Planting/snow Strips:** Six (6) foot planting strips will be provided on the south side of east-west oriented and west side of north-south oriented new streets. Planting strips may be used for snow storage and for stormwater management.

**Parking:** Parking is allowed on both sides of the street.

**Collector Street Propose Standard, 60 ft**



## LOCAL STREETS

**Definition Local/Private Access Street:** A short street, cul-de-sac, court or a street with branching places or lanes. A Local Access Street is a minor residential street, and usually there is not through traffic between two streets of a higher classification.

**Function:** Property access and local multi-modal circulation have the highest priority.

**ROW:** Right of way shall be sixty (60) feet. *I'd like to revisit the 50/60 foot ROW discussion. One reason for 60 ft was parking clearance, but the parking standards were recently changed to address that:*

From Ellensburg Standards Section Six – Parking Standards page 8: “2. At locations where single family residential parking is permitted within the setback or required open space, provision shall be made to prevent this parking from encroaching upon adjacent sidewalks. For the purpose of this requirement there shall be a minimum of 25 feet between adjacent structures and sidewalks to allow for parking clearance when required parking for single family residential development is sited on the required building setback(s) or open space.”

**Pavement Width:** Four optional street designs of twenty (20), twenty-four (24), thirty (30), or thirty-four (34) foot surface area measured from face of curb to face of curb.

**Traffic Control:** Stops signs as appropriate.

**Bicycles:** Bicycle and autos share the street; bicycle facilities are not marked.

**Pedestrians:** Sidewalks are required on both sides of street, five (5) feet wide when separated from street with planting strip, six (6) feet wide if adjacent to street.

**Local Street Spacing:** Local residential streets or pedestrian walkways shall be spaced not less than 300 and no more than 660 feet (1/8 mile) from adjacent streets except where access is blocked by established critical areas or previous development.

**Pedestrian Walkways:** A pedestrian walkway or alley may be dedicated in lieu of a local street to achieve access in blocks longer than 660 feet. Pedestrian walkways shall be 20 feet wide and paved for the entire width and length with a permanent surface and shall be adequately lighted.

**Local Street length:** *Local residential streets should be less than ½ mile without interruption to minimize through traffic from arterials and collectors. New local streets should be laid out to minimize opportunities for cut-through traffic from collectors and arterials.*

**Connectivity:** *Proposed subdivisions will include street or pedestrian walkway connections to any streets that abut, are adjacent to, or terminate at the development site. Proposed subdivisions will include streets or pedestrian walkways that extend to undeveloped or partially developed land that is adjacent to the development site or that is separated from the development site by a drainage channel, transmission easement, survey gap, or similar property condition at 660 feet intervals or less. Each subdivision shall have at least two places of access, except for those subdivisions in which the only dedicated street is a cul-de-sac.*

**Cul-de-sacs:** *Cul-de-sacs are not allowed except where it is demonstrated that development of a through street is constrained by natural features or existing plats and development.* Cul-de-Sacs shall be limited to serve a maximum of 40 lots and shall not exceed 500 feet in length. Any Cul-de-Sacs, or developments greater than 150 ft. in length will require a turnaround. Refer to City of Ellensburg Standard Drawings at the end of this section for turnaround requirements. Where it is not feasible to construct a cul-de-sac turnaround, City may allow use of an “L” or “Hammerhead” turnaround upon approval.

**Alleys:** Alleys, where provided at the rear of lots, shall have a minimum right-of-way width of twenty (20) feet, and shall be per City of Ellensburg Standard Details. Dead-end alleys and alleys with sharp changes in direction are prohibited. For existing lots that have no alternative access or for newly created lots that front on arterials and collectors, the City Engineer may allow alley access as the primary access.

**Private Streets:** Private streets do not require curbing and the surface area may be reduced accordingly. Local/Private access streets are only allowed upon approval from the Public Works Department.

**Radii:** Face of curb radii's shall be to the lowest street classification of the intersection and shall be a minimum 25' radius on Local Access Streets. Street centerline radii shall be designed to a minimum 30mph design speed or as approved by City Engineer.

**Curbs:** Rolled curb and gutter will be allowed on residential streets where the sidewalk is adjacent to the street; full curb height is needed where a planting strip is adjacent to the street. At intersections with collectors or arterial streets, rolled curb shall be transitioned to full height curb ten feet prior to the radius point of the intersection.

**Accessible Curb Ramps:** New sidewalks and walkways shall include accessible curb ramps at street intersections.

**Planting/snow Strips:** Ten (10) foot planting strips will be provided on the south side of east-west oriented and west side of north-south oriented new streets (except for 34 foot streets). Planting strips may be used for snow storage and for stormwater management

**Parking:** Parking will be allowed on both sides of the street for 30 and 34 foot street widths; one side for 24 foot street width; and no parking for 20 foot street width.

**Redevelopment:** Infill on existing streets will conform to the adjacent streetscape and width. In neighborhoods where existing street width is ample, neighbors may choose to create a Local Improvement District to redevelop the streetscape to narrow pavement width to calm traffic or for other purposes.

**Summary of Options for Local Residential Streets:**

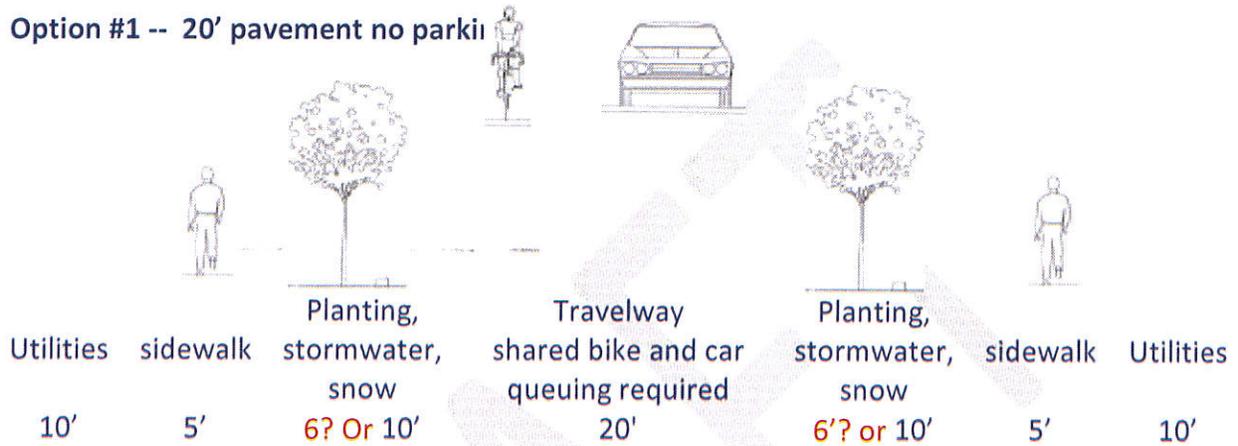
<b>Local Residential Street Options</b>	<b>20 foot</b>	<b>24 foot</b>	<b>30 foot</b>	<b>34 foot</b>
<b>Vehicle Volume</b>	<1500 ADT	<1500 ADT	<1500 ADT	+/- 1500 ADT
<b>Right-of-way</b>	60'	60'	60'	60'
<b>Queuing</b>	yes	yes	yes	no
<b>Bicycles</b>	shared	shared	shared	shared
<b>Sidewalks</b>	5' separated 6' adjacent	5' separated 6' adjacent	5' separated 6' adjacent	5' separated 6' adjacent
<b>Parking</b>	None	North and east side	Both sides	Both sides
<b>Planting/snow strip</b>	Both sides	South and west side	South and west side	None
<b>Curb</b>	Full adj planting Rolled adj curb	Full adj planting Rolled adj curb	Full adj planting Rolled adj curb	Rolled
<b>Curb radii</b>	25'	25'	25'	25'

**Description of Options for Local Residential Streets:**

**Option #1 -- 20' pavement no parking:**

This option includes a 20 ft paved travel surface and no on-street parking, with planting strips and sidewalks on both sides of the street. Off-street guest parking, at the rate of one space per dwelling unit, must be provided in addition to the standard off-street parking requirements.

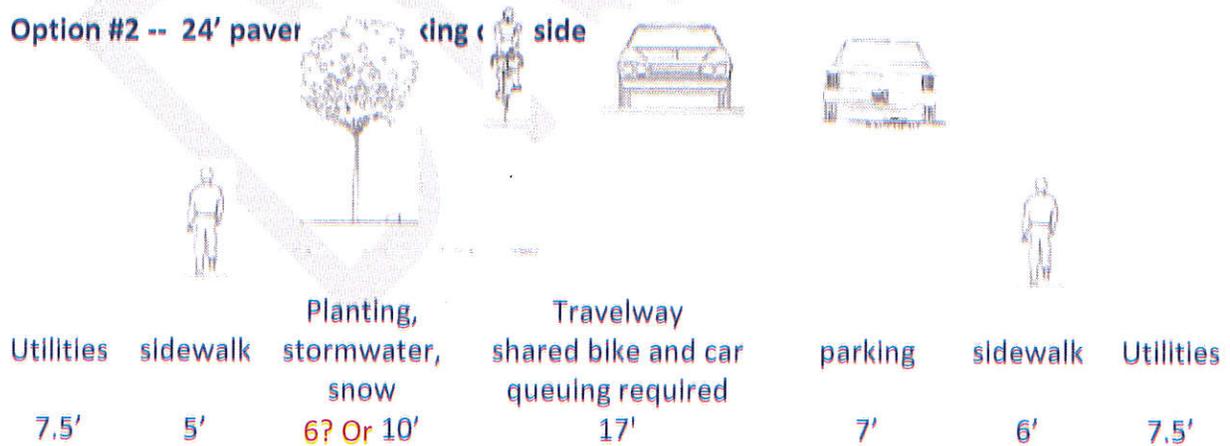
**Option #1 -- 20' pavement no parking**



**Option #2 -- 24' pavement parking one side:**

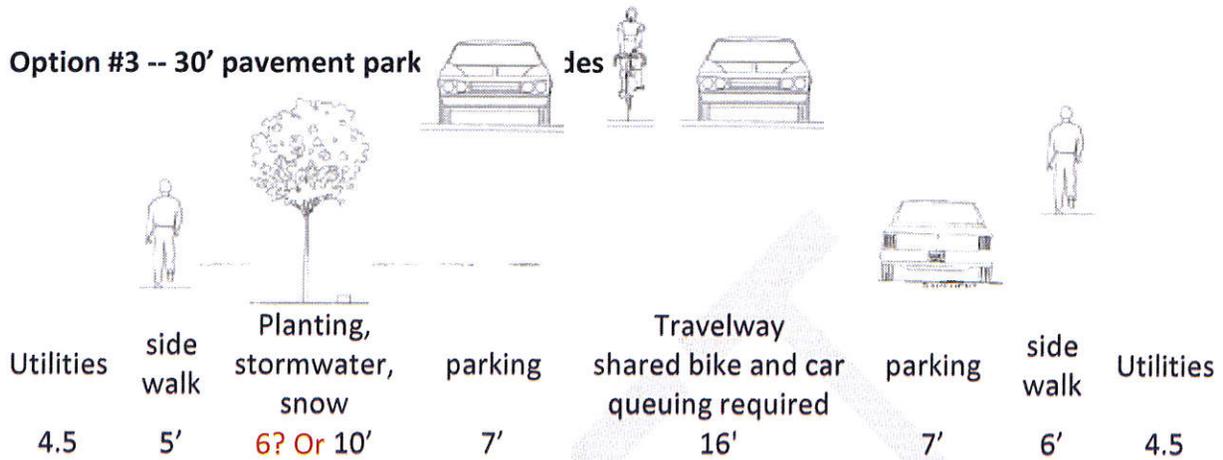
This option includes a 24 ft paved surface with parking on one side (north and east), a planting strip on the other side (south and west), and sidewalks both sides.

**Option #2 -- 24' pavement parking one side**



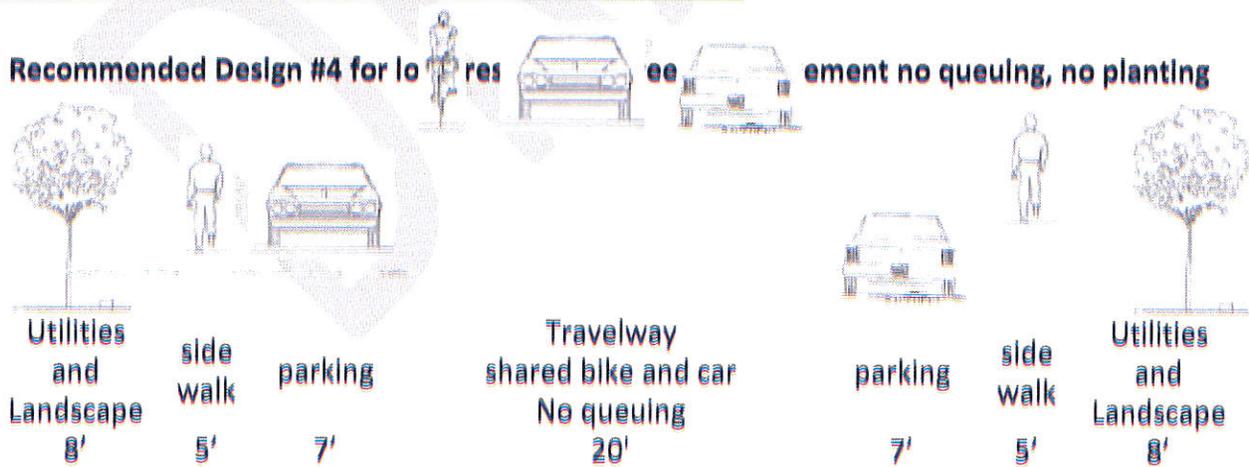
**Option #3 – 30' pavement parking both sides:**

This option includes a 30 ft paved surface providing parking for both sides of the street, a planting strip on one side (south and west), and sidewalks on both sides.



**Option #4 – 34' pavement no queuing, no planting strip**

This option includes a 34 ft paved surface with parking on both sides of the street, sidewalks adjacent to the street on both sides, and no planting strip.



Nonmotorized Transportation Code Committee

Recommended Street Policy Summary

Black: existing. Blue underline: proposed.

FYI Recommendations from other sources: ITE Smart Growth Transportation Guidelines,

Burden Healthy Neighborhood Street Design, WSDOT

	Major Arterial	Minor Arterial	Collector	Local Residential
Function	<u>Mobility</u> <u>Regional network</u>	<u>Mobility</u> <u>Community network</u>	<u>Mobility/Access</u> <u>Neighborhood</u> <u>network</u>	<u>Access to property</u> <u>Through traffic</u> <u>discouraged</u>
ROW	80 ft <u>5 lane: 104 feet</u> <u>commercial-</u> <u>industrial-MF Res</u> <u>106 SF</u> <u>residential</u>	80 ft <u>3 lane: 82 ft SF</u> <u>residential</u>	60 ft	50 ft <u>60 ft</u>
Pavement width	48 ft <u>5 lane: 60 ft</u> <u>commercial-</u> <u>industrial-MF Res</u> <u>76 ft SF Residential</u>	48 ft <u>3 lane: 36 ft Com-</u> <u>ind-MF Res</u> <u>52 ft SF Res</u>	44 ft <u>38 ft</u>	38 ft <u>Options: 20 ft, 24 ft,</u> <u>30 ft, 34 ft</u> <u>16-26 ft</u>
Design Speed	<u>30-45 mph</u> <u>45+mph</u>	<u>30-45 mph</u> <u>30-35 mph</u>	<u>25-30 mph</u> <u>30 mph</u>	<u>20-25 mph</u> <u>20 mph</u>
Spacing	As designated <u>1/2 mi CBD, 1 mi</u> <u>urban res, 1-5 mi</u> <u>suburban/fringe</u>	As designated <u>1/8-1/2 mi CBD, 1/2-1</u> <u>urban, 1-3 mi</u> <u>suburban/fringe</u>	<u>1/4 mile except where</u> <u>prevented by</u> <u>natural barriers or</u> <u>existing</u> <u>development</u> <u>&lt;1/4 mi from</u> <u>arterials</u>	<u>300 ft to 1/8 mile</u> <u>(660 ft) except</u> <u>where prevented by</u> <u>natural barriers or</u> <u>existing</u> <u>development</u> <u>300 to 500 ft blocks</u>
Block length/ Intersection spacing	>400 <1200 ft <u>&gt;300 &lt;660 ft</u> <u>&gt;1/4 mile</u>	>400 <1200 ft <u>&gt;300 &lt;660 ft</u> <u>&gt;1/4 mile</u>	>400 <1200 ft <u>&gt;300 &lt;660 ft</u> <u>&gt;300 ft</u>	>400 <1200 ft <u>&gt;300 &lt;660 ft</u> <u>&gt;300 ft</u>
Street Length	<u>Through city to</u> <u>regional</u> <u>destinations</u>	<u>Through city to local</u> <u>destinations</u>	<u>1/4 to 1 mile</u> <u>&lt;2600 ft (1/2 mi)</u>	Cul-de-sacs <500 ft and <40 lots <u>&lt;1320 ft (1/4 mi)</u>
Radii	Curb radii 30 ft Centerline 40 mph <u>&lt;25 ft corner</u> <u>&lt;1000 ft centerline</u>	Curb radii 30 ft Centerline 40 mph <u>&lt;25 ft corner</u> <u>&lt;500 ft centerline</u>	Curb radii 25 ft Centerline 40 mph <u>&lt;15-35 ft corner</u> <u>&lt;250 ft centerline</u>	Curb radii 20 ft Centerline 30 mph <u>&lt;15 ft corner</u> <u>&lt;90 ft centerline</u>
Curbs	Full curb and gutter	Full curb and gutter	Full curb and gutter	Rolled curb optional <u>Optional rolled</u> <u>sidewalk adjacent to</u> <u>street; full curb</u> <u>where planting strip</u> <u>adjacent to street</u>

<b>Traffic Signals</b>	<b>½ mi desirable ¼ mi minimum</b>	<b>½ mi desirable ¼ mi minimum</b>	<b>¼ mi</b>	<b>Stop signs as appropriate</b>
<b>Driveways</b>	Discouraged; see standards for design requirements <b>&gt;500 ft 100-300 ft</b>	Discouraged; see standards for design requirements <b>&gt;500 ft 100-300 ft</b>	Permitted but backing prohibited, must provide turnaround; see standards for design requirements <b>100 ft</b>	See standards for design requirements <b>30 ft</b>
<b>Median</b>	<b>Permitted Openings &lt;400 ft yes</b>	<b>Permitted Openings &lt;400 ft yes</b>	<b>Discouraged option</b>	<b>Prohibited no</b>
<b>Bicycles</b>	Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets <b>trails</b>	Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets <b>Bikelanes</b>	Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets <b>Bikelanes</b>	Shared use <b>No Bikelanes</b>
<b>Pedestrians</b>	Sidewalk both sides 7 ft	Sidewalk both sides 7 ft	Sidewalk both sides 6 ft <b>5 ft separated 6 ft adjacent</b>	Sidewalk both sides 5 ft <b>5 ft separated 6 ft adjacent</b>
<b>Accessibility</b>	Accessible curb ramp at intersections	Accessible curb ramp at intersections	Accessible curb ramp at intersections	Accessible curb ramp at intersections
<b>Planting strips</b>	Optional 6-10 ft <b>Both sides 10 ft 7-20 ft</b>	Optional 6-10 ft <b>Both sides 10 ft 6-11 ft</b>	Optional 6-10 ft <b>6 ft</b>	Optional 6-10 ft <b>10 ft on south and east sides of 20 ft, 24 ft, and 30 ft street options 6 ft</b>
<b>Parking</b>	Both sides <b>No Parking Com-Ind-RM Res Zones Both sides SF Res No Parking</b>	Both sides <b>No Parking Com-Ind-RM Res Zones Both sides SF Res Parking optional</b>	Both Sides <b>Parking optional</b>	Both sides <b>20 ft – No parking 24 ft – One side 30 ft – Both sides 34 ft – Both sides</b>
<b>Orientation</b>	<b>&lt;50% frontage fenced</b>	<b>&lt;50% frontage fenced</b>	<b>Front facing encouraged</b>	<b>Front facing encouraged</b>