

To: Planning Commission and Environmental Commission
From: Nonmotorized Transportation Code Committee
Nancy Lillquist, Chair
Subject: Recommended Street Policies
Date: October 2010

SUMMARY: Changes to the Street Standards and other municipal code provisions are provided to implement Comprehensive Plan goals and policies.

BACKGROUND: Ellensburg's Comprehensive Plan includes a number of goals related to non-motorized or multi-modal transportation, most notably Goal T-10 *"Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving."* One of the programs included under that goal is a recommendation to *"update the Non-motorized Transportation Plan to develop a comprehensive non-motorized circulation plan and implementation program."*

An ad-hoc committee was authorized in 2007 to develop the new NMT Plan. It met from October to September and hosted a well attended public Open House in May. The NMT Plan was adopted as a Comprehensive Plan amendment in December 2008. That plan included several recommendations to amend City Code to accomplish plan goals.

A second ad-hoc committee was authorized in October 2008 to review existing subdivision code and street standards and recommend amendments consistent with the goals of the plan. The NMT Code committee included diverse membership to provide a variety of perspectives on the proposed amendments. The Land Development Code Update Team reviewed a draft of the recommended policies and met with the NMT Committee. Their recommendations were discussed and some of the amendments were made. The Non-Motorized Code Committee now offers the following revisions to City policy for your review.

SUMMARY: The goal of these policy recommendations is to create more safe and attractive environment for all modes of transportation, and more specifically, to enhance walkability and bikeability. Major changes include:

1. **Connectivity:** A more connected street network is desirable to reduce distances between locations, an important factor when deciding whether to walk or drive. Increasing street connections is a key component of the LDCU and Energy Efficiency Strategy. Highly connected street networks have been shown to increase walking and health. Less connected networks add to traffic congestion on arterial streets. Ellensburg's current policy fails to assure a level of connection beyond the roughly ½ mile arterial/collector street grid

identified in the Comprehensive Plan. As a result, over ½ mile distance is added for Ridgeview residents to Mt Stuart School for example, and trespass issues plague Anchor M apartments from Yellowstone Ave residents taking shortcuts over the fence.

- a. The desired connected street network will need to be mapped, discussed with landowners, and adopted as a Comp Plan amendment. Adopting these policies will allow the City to begin that process.
 - b. The policies anticipate that natural barriers and existing development will interrupt the desired street spacing. A perfect grid will not be possible.
 - c. Collector streets are recommended at ¼ mile intervals, to move traffic from neighborhoods to Arterial Streets. It is recommended they not exceed 1 mile in length, to avoid cut through traffic (a main complaint of “grid” street networks).
 - d. Local Street spacing is reduced from 1200 feet block length to 660 feet (1/8 mile). Note that this recommendation is at the upper limit of what is recommended by Washington State (300 to 500 foot blocks) and by “Smart Growth” advocates, but was considered “feasible” in Ellensburg given the challenges of existing land use and lot size. A pedestrian walkway may be substituted for a street in long blocks. Generally, local streets should not connect two higher level streets to reduce cut through traffic.
 - e. Cul de sacs are prohibited, except where barriers constrain street connections.
 - f. Gated communities are allowed, but only where they do not interrupt the street network. LDCU consultants have concerns about gated communities, which interfere with the grid in many communities, and create issues for fire response, as well as suggesting the area outside of the gate is unsafe.
2. All proposed street sections include planting strips on at least one side of the street with trees to buffer pedestrians from traffic, provide a place for snow storage and storm runoff, and improve the aesthetics of the community.
3. Arterial Streets:
- a. A distinction between “Principal” and “Minor” Arterial streets and street design is created consistent with the Comprehensive Plan.
 - b. Proposed changes to the Arterial Street standards improve the appearance of these well-traveled gateways to our community by avoiding the long, boring, fences that occur when backyards face the arterial, while at the same time minimizing driveway access that create hazards and interrupt traffic flow from cars backing onto the street. The LDCU consultants will also be making recommendations regarding street frontage design.
 - c. Parking is prohibited on Arterials, except in single family residential zones and in certain commercial areas to avoid hazards to bikers created by doors from parked

cars opening into the bike lane, to aid traffic flow, and to make plowing of snow easier.

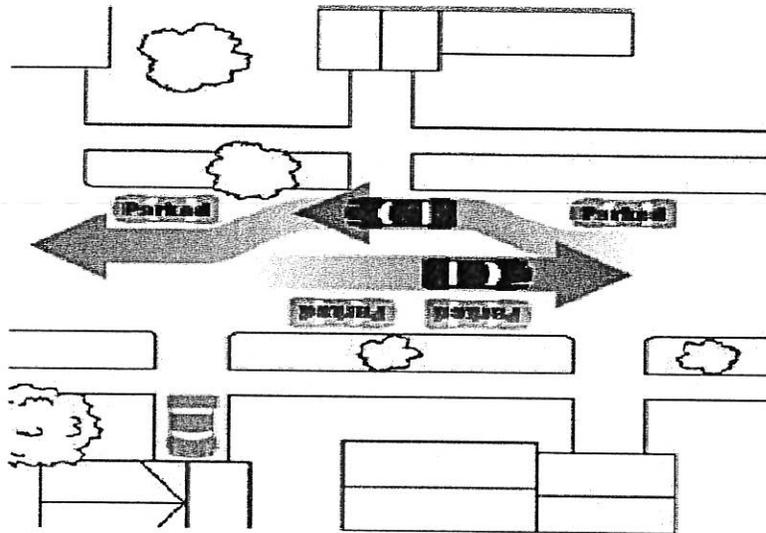
- d. Arterial rights of way are amended from 80 feet to ranging between 80 and 116 feet, depending on whether the street is a Principal or Minor Arterial, and whether it is in a Commercial/Industrial/Multifamily zone or a Single Family Residential Zone.
4. Collector Streets:
 - a. The main change is a narrowing from 44 to 38 feet pavement width. Right of way width remains unchanged. The Committee is divided on whether to require a 6 ft planting strip be provided on both sides of the street (symmetrical), or offer an optional street section with a planting strip on one side and a landscaping buffer (on the non-street side of the sidewalk) on the other side (assymetrical) for ease of maintenance and to buffer homes. LDCU consultants recommend planting strips between the street and sidewalk for design reasons (less consistent with historic Ellensburg neighborhood character, less symmetrical, feels more generic suburban in character), and for safety and comfort for pedestrians (though parked cars help).
 5. Local Streets:
 - a. Four options are created for Local Street design with the goal of narrowing the pavement width from the current 38 feet to reduce traffic speed in residential areas, increase pedestrian safety, reduce paved area, stormwater runoff and radiative heat, to optimize land utilization, and to create more aesthetically pleasing streets. Narrowing of pavement width is in keeping with national trends; many cities have adopted street standards of less than 28 feet with two-way traffic and parking on both sides. Recommended options include:
 - 20 ft paved travel surface and no on-street parking, with planting strips and sidewalks on both sides of the street. Paved off-street guest parking, at the rate of one space per dwelling unit, must be provided within the development in addition to the standard off-street parking requirements. (Example: Cliff Avenue West of Maple St is 21 ft wide).
 - 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. (Example: 9th Avenue west of the University is 24 ft wide).
 - 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. (Example: 2nd Avenue near Chestnut is 30 ft wide). Public works has concerns regarding plowing snow when the street is “parked up”.
 - A fourth option, 34 ft paved surface with parking on both sides of the street, sidewalks adjacent to the street on both sides, and no planting strip, was omitted. (Example: Bluegrass Lane). The Committee majority was

concerned that it does not achieve the above goals but would become the default because it is familiar, and the minority wanting to offer an option more similar to current street standards. LDCU consultants recommend against including the 34 foot street option.

- b. The 24 and 30 foot street options require cars traveling in opposite directions at the same time (a fairly rare occurrence on these low traffic streets) to “queue”, or yield between parked cars or at intersections and wait for the other car to pass. (See diagram).
 - c. The 24 and 30 foot options do not provide for 20 foot clear space required by the International Fire Code, but which Washington State Law (RCW19.27.060) allows cities to supersede with regards to street design. Kittitas Valley Fire and Rescue Chief Sinclair has said that while 20 feet clear space for firefighters to work is preferable, they would be able to serve the proposed streets.
 - d. Local Street right of way width is increased from 50 to 60 feet. The amount of right of way actually used by street improvements varies by option. The ROW is increased to push homes, fences and garages further from the sidewalk (solving the “long truck overhanging the sidewalk” concern), and can be utilized for utilities instead of a required utility easement in the setback. LDCU consultants recommend reducing the ROW width to just a few feet beyond the sidewalk and using other tools to achieve the desired landscaping and design concerns; they believe that the ROW in addition to the building setback pushes the building back too far on the lot and reduces the building envelope.
6. Multi-use trail routes need to be preserved. The committee recommends requiring reservation or dedication at time of platting. We have requested a legal opinion on the issue of reservation vs. dedication and whether establishing “nexus” is different for trails vs street.
 7. Bicycle parking is required based on building size to provide bikers secure parking when they arrive at their destination.

The NMT Code Committee will review the Planning Commission and Environmental Commission’s comments and suggestions, and adjust the recommendations if necessary. The proposals will be made part of the Land Development Code Update public open house in January. Recommended code changes will be submitted to the Council in ordinance form as part of the Code Update process near the end of 2011.

Diagram of Queuing



Ellensburg Nonmotorized Transportation Code Committee 2009-2010

Anita Boyum, Ellensburg School District

Bill Yarwood, Central Washington University

Dan Davis, Biking Community

Gretchen Thatcher, Mobility Impaired Community

John Sinclair, Kittitas Valley Fire and Rescue

Alternate: Joe Seemiller

Karen Raymond, Citizen at Large

Kay Forsythe, Walking Community

Ray Miller, Economic Development Community

Sarah Bedsaul, Health Department

Steve Willard, Homebuilding Community

Chair: Nancy Lillquist, Ellensburg City Council

Nonmotorized Transportation Code Committee

Recommended Street Policies

Draft October 2010

Existing policy normal black font

Proposed changes underline red font

Comments and explanations

The following recommendations were developed by the Non-motorized Transportation Code Committee. The recommendations primarily focus on changes to the street standards, which govern the area within the public right of way. The Land Development Code Update process will propose changes to the zoning and design codes that govern the use and appearance of property adjacent to the street. Both use and appearance affect transportation mode choice, and greatly influence the walkability and bikeability of a community, but were generally beyond the scope of the Committee. A few of the recommendations made here do deal with landscaping and street frontage on private property. These will be refined by the LDCU consultants.

Most of the existing street standards and street details remain unchanged. Some of the unchanged standards are included here to give a more complete picture of what is proposed for the streets. Following public and Council review, if the recommended policy changes included in this document are accepted, the Street Standards will be re-drafted to incorporate the changes and submitted to the Council in ordinance form as part of the Code Update process.

It is proposed that 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 or a deferral are met.

For each street type, Arterial, Collector and Local, guidance provided by the Comprehensive Plan and Non-motorized Plan is reviewed, followed by a discussion of the issues, and then the committee's recommendations. Additional recommendations, not related to streets, are also included.

ARTERIAL STREETS

COMPREHENSIVE PLAN GUIDANCE:

Goal T-3 - Provide a multi-modal transportation system that moves people and goods efficiently	
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 1/4 mile connection for auto circulation, with 200 to 800 foot pedestrian connections, depending on zone density	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
Goal T-4 - Continue improvement of the overall appearance and physical condition of the community	
A Enhance the appearance of and from public rights of way	1 Update and use the City's public tree inventory and ensure an annual net gain of suitable trees in the public right of way 2 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 3 Consider aligning streets to take advantage of views of landmarks when designing subdivisions
Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving	
C Increase pedestrian and bicyclist safety along arterial streets	1 Revise street standards to increase separation of pedestrians from travel ways

NMT PLAN GUIDANCE:

Build a more attractive pedestrian environment on arterial streets	
1. Encourage buildings to face arterial street. Options include: <ul style="list-style-type: none"> 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. 	
2. Limit use of tall fences on arterial streets. Options include: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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	

DISCUSSION:

Arterial streets are heavily traveled gateways to Ellensburg. As such, they should be attractive and welcoming. An unintended consequence of the policy prohibiting driveways on Arterial Streets in residential areas, (a necessary policy for safety and traffic flow), is that neighborhoods

are now built with their backs to the street, and the view from the street is of long stretches of fence, immediately adjacent to the sidewalk, or perhaps with a narrow patch of weeds. With no planting strip to separate the pedestrian from the travelway, walkers are sandwiched between moving cars and the fence. Streets are built to accommodate parking, but there is no reason to park where there is no access to homes, and without the parked cars, they appear overly wide and encourage high speeds. Adjacent homeowners, who are responsible for sidewalk snow and weed removal, neglect their duties because they do not have immediate access. Where cars are parked on the street, car doors open into adjacent bike-lanes, creating a hazard for bikers. In commercial areas, direct access from Arterial streets to each small parcel results in many turning motions in a small space, and a smaller portion of sidewalk that is not also driveway.

The current Street Standards do not distinguish between “Principal” and “Minor” Arterials as the Comprehensive Plan does. Revisions are included here to create consistency between the documents, in addition to the proposed 2010 Comprehensive Plan amendment.

RECOMMENDED POLICIES:

Intent: Provide safe and attractive Arterial Streets to facilitate movement of motorized and non-motorized traffic through the City and to regional and community destinations. As mobility is the primary function of the Arterial Streets, access to property may be limited to accommodate traffic flow.

Definition Principal 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,” (2006 Comprehensive Plan).

Designated Principal Arterial Streets:

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

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,” (2006 Comprehensive Plan).

Designated Minor Arterial Streets:

Water Street (University Way to Bowers Rd), Main Street (University Way to 14th Avenue), Railroad Avenue, Anderson Road, Alder Street, Reecer Creek Road, Dolarway Road, Highway 10, Mountain View Avenue, Kittitas Highway, Umptanum Road, Helena Avenue and Bowers Road.

Right of Way:

Major Arterials: 5 lane, 104 feet commercial/industrial/multi-family zones, 116 feet single-family residential zones,

Minor Arterials: 3 lane, 80 feet commercial/industrial/multi-family, 92 feet single-family residential (Current standard in Street Details SC40)

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. (Current standard in Street Details SC40)

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

Bicycles: Add 10 foot ROW and pavement on all arterial streets, except Main Street from Manitoba Ave to University Way. Should designer desire, separate paths may be constructed off roadway, designed to current WSDOT standards. (Street Standards pg 3)

Pedestrians: Minimum 7 foot sidewalks on both sides of the street. (Street Details SC40) New sidewalks and walkways shall include accessible curb ramps at street intersections. (See Street Standard Details SW40) A multi-purpose path near the street may be substituted for abutting sidewalks upon approval of the Director of Public Works.

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. (Street Standards pg 10)

Curbs: Full height curb and gutter required. (*Street Standards pg 10*) Corner curb bulb-outs required where on-street parking is planned in Commercial zones w/ exceptions for special circumstances.

Planting/Snow Strips: Require 10 feet both sides of the street. Planting of approved street trees is required in all planting strips according to specifications found in Public Works Street Details. In commercial and mixed-use zones, designer may replace planting strip with wider sidewalks with trees in grates. Planting strips may be used for snow storage and for stormwater management.

Parking: Both sides in single-family residential zones. No parking in commercial, industrial and multi-family residential zones, except in some commercial and mixed-use areas where compatible with other goals and the neighborhood character.

Driveways: Driveways shall be located on the lowest classification or roadway abutting the property. Driveways entering onto an arterial street are discouraged, except to meet the 50% fence requirement, and to the greatest extent possible in plat design access should be organized along neighborhood streets that may intersect arterials. (*Street Standards pg 8*) Sites must be designed so cars can enter traffic driving forward. (*Street Standards SC 47*) 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. Add driveways to Street Detail SC-20, sight triangles, in all but single family residential zones. Driveway locations, widths, and design requirements are specified in standards and meet current ADA recommendations. (*Street Standards SW 20 to 25*)

Landscape Easement: Where a parking lot or internal driveway is adjacent to the sidewalk, a 10 foot landscape easement abutting sidewalk is required on private property to screen pedestrians from parked cars. This landscaping easement 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 are prohibited within the required landscaping area. The landscaping easement is NOT required where a building or pedestrian plaza abuts the sidewalk. (*Will be refined by LDCU consultants*).

Frontage: The City seeks to balance an attractive, safe pedestrian streetscape characterized by buildings that face the street with safety and traffic flow issues associated with autos backing from driveways onto high traffic streets.

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. Options for interrupting fencing include:

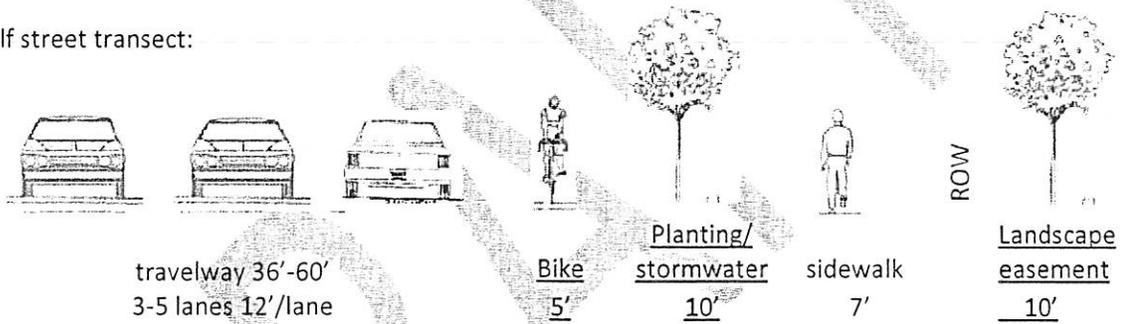
1. Face buildings/homes to arterial; provide alley or local-street access from rear
2. Homes on corner lots face arterial, with garage side-loaded from local street.
3. Buildings/homes on corner lots face local street; only back yard fenced.
4. Shared driveways with on-site turn-arounds (hammer-head)

(Current Ellensburg Design Standards encourage buildings to face front in non-residential zones. Will be refined by LDCU consultants).

Streetscape Design:

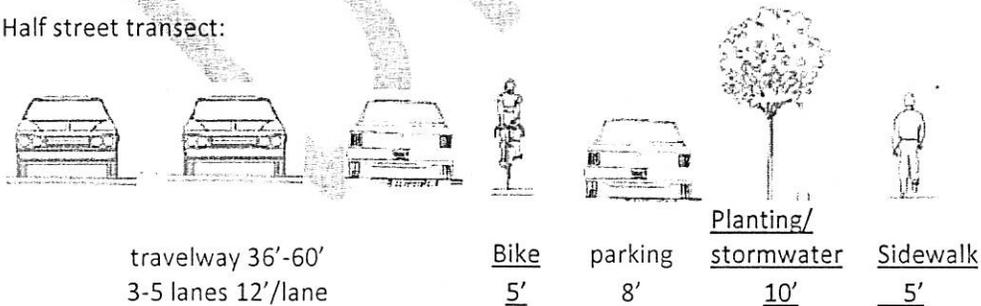
Recommended Design #1 for Commercial (except CC1), industrial, multi-family residential zones
80-104 ROW plus 10' landscaping each side;

Half street transect:



Recommended Design #2 for single-family residential zones
92-116 ROW

Half street transect:



ARTERIAL STREET SUMMARY			
	Existing Arterial	Principal Arterial	Minor Arterial
Function	NA	Mobility Regional network	Mobility Community network
ROW	80 ft	<u>5 lane: 104 feet commercial-industrial-MF Res; 116 feet SF residential</u>	<u>3 lane: 80 feet commercial-industrial-mf res; 92 feet sf residential</u>
Pavement width	48 ft	<u>5 lane: 70 ft commercial-industrial-MF Res 86 ft SF Residential</u>	<u>3 lane: 46 ft Com-ind-MF Res 62 ft SF Res</u>
Spacing	As designated	As designated	As designated
Intersection spacing	>400 <1200 ft	<u>>150 <660 ft</u>	<u>>150 <660 ft</u>
Street Length	NA	Through city to regional destinations	Through city to local destinations
Radii	Curb radii 30 ft Centerline 40 mph	Curb radii 30 ft Centerline 40 mph	Curb radii 30 ft Centerline 40 mph
Curbs	Full curb and gutter	Full curb and gutter	Full curb and gutter
Driveways	SF zones discouraged	SF zones discouraged <u>Commercial-industrial-MF Res >500 ft</u>	SF zones discouraged <u>Commercial-industrial-MF Res >500 ft</u>
Bicycles	Add 10 ft ROW on designated routes or optional separated paths	<u>Add 10 ft ROW and pavement (except Main St) or optional separated paths</u>	<u>Add 10 ft ROW and pavement (except Main St) or optional separated paths</u>
Pedestrians	Sidewalk both sides 7 ft	Sidewalk both sides 7 ft	Sidewalk both sides 7 ft
Planting strips	Optional 6-10 ft	<u>Both sides 10 ft; option for wider sidewalk and trees in grates in commercial/ mixed-use areas</u>	<u>Both sides 10 ft; option for wider sidewalk and trees in grates in commercial/ mixed-use areas</u>
Parking	Both Sides except where prohibited	<u>No Parking Com-Ind-RM Res Zones</u> <u>Both sides SF Res</u> <u>option for on-street parking in neighborhood commercial areas</u>	<u>No Parking Com-Ind-RM Res Zones</u> <u>Both sides SF Res</u> <u>option for on-street parking in neighborhood commercial areas</u>
Frontage	Design Standards encourage front facing commercial buildings	<u><50% frontage fenced</u>	<u><50% frontage fenced</u>
Estimated Cost per lineal foot			

LOCAL STREETS

COMPREHENSIVE PLAN GUIDANCE:

Goal T-2 - Encourage optimum land utilization	
A Establish a development process that results in a pattern of contiguous growth beyond the established urban growth boundary	2 Prepare neighborhood subarea plans in undeveloped areas of the City and UGA to preserve needed transportation corridors
B Retain a compact urban growth pattern with distinct boundaries between town and rural land uses	3 Minimize street widths 4 Minimize use of cul-de-sacs
Goal T-3 - Provide a multi-modal transportation system that moves people and goods efficiently	
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 1/4 mile connection for auto circulation, with 200 to 300 foot pedestrian connections, depending on zone density	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
Goal T-4 - Continue improvement of the overall appearance and physical condition of the community	
A Enhance the appearance of and from public rights of way	1 Update and use the City's public tree inventory and ensure an annual net gain of suitable trees in the public right of way 2 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 3 Consider aligning streets to take advantage of views of landmarks when designing subdivisions
Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving	
C Increase pedestrian and bicyclist safety along arterial streets	1 Revise street standards to increase separation of pedestrians from travel ways 3 Introduce calming measures to slow traffic on non-arterial streets

NMT PLAN GUIDANCE:

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
Maintain a pedestrian friendly level of connectivity
1. Implement the Comprehensive Plan recommendation T-3J <ul style="list-style-type: none"> a. Use GIS capabilities to map potential street alignments within 1/2 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, depending on zone density" <ul style="list-style-type: none"> 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

DISCUSSION:

The purpose of Local Streets is to provide access to the adjacent uses, mostly homes; traffic is low and through traffic and speed are discouraged. Travel speed is generally encouraged by wide streets, long sight distances, and little edge friction. To reduce speed and discourage traffic, Local Streets are narrowed, shortened, and include street trees. Narrow streets do not

allow room for cars to pass unimpeded if there are parked cars present. Queuing, or pausing in gaps between parking to allow oncoming cars to pass, is necessary. This works on local streets because traffic volume is so low, it is rare to meet an on-coming car. Many cities have adopted "Skinny Street" standards.

Narrow streets should be well connected with short blocks to disperse traffic and create alternative routes. Research indicates that people walk more in highly connected neighborhoods, and that those people have better health. Less connected street systems lead to Arterial Street congestion. Connectivity is a major issue for the Energy Efficiency Strategy currently being developed for the City by consultants. Cul de sacs impair a highly connected street network, and are less desirable for fire safety, snow plowing and utility service. They are, however, sometimes necessary to efficiently plat land, or when a barrier to street network connection otherwise exists. Large gated communities also have potential to become a barrier to implementing a connected street network. Amending the Street Code will not be enough to implement a more connected street network. Proposed new streets will need to be mapped, landowners consulted, and the City's Comprehensive Plan amended. Given natural barriers and existing land use, a strict grid will not be possible, but a highly connected street network will be.

The required right of way width is increased to push homes, fences and garages further from the street, creating longer driveways for longer vehicles. LDCU consultants are concerned that this policy, in addition to standard setbacks, pushes homes too far from the street, and reduces the building envelope.

Rolled curbs make it easier to park cars where they encroach on the planting strip or sidewalk. Sidewalk width is increased where the sidewalk is adjacent to the street to provide for posts, hydrants, and a bit of pedestrian buffer. A larger right of way serves to push homes, fences and garages further from the sidewalk, and can be utilized for utilities instead of a required utility easement in the setback.

RECOMMENDATIONS:

Intent: Provide safe and attractive local streets to access adjacent property. Discourage through traffic and speed. Convenience to the motorist is secondary to the safety and enjoyment of the residents.

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. (*Street Standards pg 10*)

ROW: Right of way shall be sixty (60) feet. (*Current standard 50 feet*)

Pavement Width: Three optional street designs of twenty (20), twenty-four (24), or thirty (30), foot surface area measured from face of curb to face of curb. (Current standard in Street Details SC40) (Note: The NMT Code Committee is divided regarding an option that would include a 34 foot paved surface with parking on both sides of the street, sidewalks adjacent to the street on both sides, and no planting strip. A slim majority argues that it promotes higher speeds than is desirable, increases impervious surface, radiative heat, and stormwater runoff, is less attractive than narrower streets, and if offered, will be the default choice because it is currently more familiar. A strong minority arguing for offering the 34 foot option say we should ease people into the narrower street idea in a gradual transition by making them optional rather than mandatory, and that it transitions from the existing wider streets better. LDCU consultants recommend against offering the 34 foot option. Also note, the Public Works Department has some concern regarding the 30 foot option, as it will be more difficult to plow snow when the street is fully parked on both sides with the size of equipment currently employed by the City).

Traffic Control: Stops signs at intersections with collector and arterial streets and as appropriate.

Bicycles: Bicycle and autos share the street; bicycle facilities are generally 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, (except as provided for in EMC 13.11.050 B3 for the airport overlay zone). New sidewalks and walkways shall include accessible curb ramps at street intersections. (See Street Standard Details SW 40...) A multi-purpose path near the street may be substituted for abutting sidewalks upon approval of the Director of Public Works.

Local Street Spacing: Local residential streets or pedestrian walkways shall be spaced 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 may be dedicated in lieu of a local street to achieve pedestrian circulation 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 if fenced on both sides, or 10 feet wide paved surface if fenced on one side. Bollards may be placed at the ends of the walkway to prevent auto traffic.

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 plan for 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 prohibited 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". *(Street Standards pg 11)*

Gated Communities: PUD's with private streets enclosed by locked gates are permitted, provided all streets appearing on the Road Classification map are preserved.

Private Streets: "Private roads shall meet the definition as given in this section and shall be allowed only when part of a planned unit development (PUD). Such private roads shall be permanently established by plat or easement providing legal access to serve two, three, or four single family dwelling units and shall be designed to the Local Access road standard, provided, however, that such private roads may be constructed to an all weather surface and shall not require curbing. Refer to City of Ellensburg Standard Details. Such private roads shall be accessible at all times for emergency and public service use. Private roads shall have covenants which provide for the maintenance of the private roads by the owners, homeowners association, or other legal entity, and are recorded with the Kittitas County Auditor's Office." *(Street Standards pg 9)*

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." *(Street Standards pg 5)*

Radii: Face of curb radii's shall be to the lowest street classification of the intersection and shall be a minimum 20 ft radius on Local Access Streets. Street centerline radii shall be

designed to a minimum 30 mph design speed or as approved by City Engineer. (*Street Standards pg 10*)

Curbs: Full curb and gutter required.

Planting/snow Strips: Ten (10) foot planting strips will be provided on both sides of 20 foot streets, and the south side of east-west oriented and west side of north-south oriented new 24 foot and 30 foot streets. Where a single landowner controls both sides of the planned street for the full length of the block, that landowner may decide which side to plant street trees. 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 foot street widths; one side for 24 foot street width; and no parking for 20 foot street width. Off-street parking is required in most zones.

Driveways: Driveways shall be located on the lowest classification or roadway abutting the property.

Redevelopment: Within each block, infill on existing streets will conform to the established street 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.

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. Paved off-street guest parking, at the rate of one space per dwelling unit, must be provided within the development in addition to the standard off-street parking requirements.

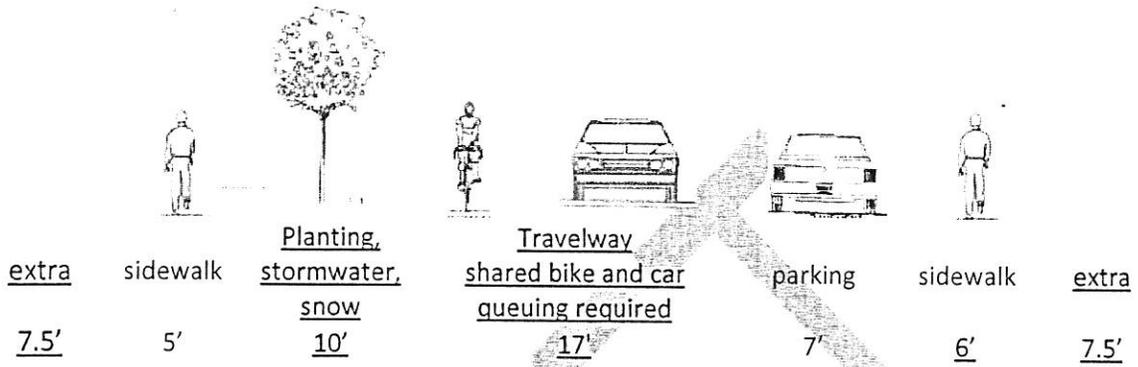
Option #1 -- 20' pavement no parking



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.

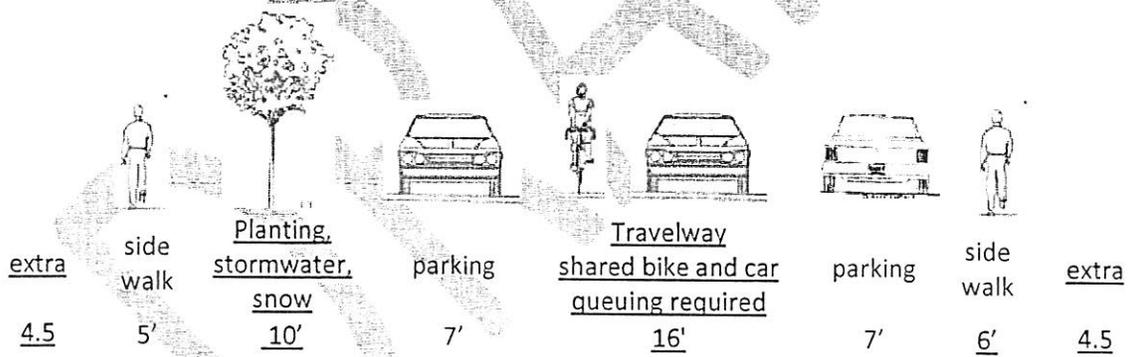
Option #2 -- 24' pavement parking one side



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 #3 -- 30' pavement parking both sides



(Note: A fourth, 34 ft option with parking on both sides (no queuing required), sidewalks adjacent to the street, and no planting strip was discussed. A slim majority of the NMT Code Committee does not support offering this option; see comments above).

LOCAL STREET SUMMARY				
	Existing Street	20 ft option	24 ft option	30 ft option
Function	Access to property Through traffic discouraged	Access to property Through traffic discouraged	Access to property Through traffic discouraged	Access to property Through traffic discouraged
ROW	50 ft	<u>60 ft</u>	<u>60 ft</u>	<u>60 ft</u>
Pavement width	38 ft	<u>20 ft</u>	<u>24 ft</u>	<u>30 ft</u>
Spacing	>400 <1200 ft	<u>1/8 mile (660 ft) except where prevented by natural barriers or existing development</u>	<u>1/8 mile (660 ft) except where prevented by natural barriers or existing development</u>	<u>1/8 mile (660 ft) except where prevented by natural barriers or existing development</u>
Intersection spacing	>400 <1200 ft	<u>>150 <660 ft</u>	<u>>150 <660 ft</u>	<u>>150 <660 ft</u>
Posted Speed	25	25	25	25
Design Speed	30	30	30	30
Street Length	Cul-de-sacs <500 ft and <40 lots	<u><1/2 mile; Cul-de-sacs prohibited except limited circumstances <500 ft and <40 lots</u>	<u><1/2 mile; Cul-de-sacs prohibited except limited circumstances <500 ft and <40 lots</u>	<u><1/2 mile; Cul-de-sacs prohibited except limited circumstances <500 ft and <40 lots</u>
Radii	Curb radii 20 ft Centerline 30 mph	Curb radii 20 ft Centerline 30 mph	Curb radii 20 ft Centerline 30 mph	Curb radii 20 ft Centerline 30 mph
Curbs	Rolled curb	<u>Full curb and gutter</u>	<u>Full curb and gutter</u>	<u>Full curb and gutter</u>
Driveways	See standards for design requirements	See standards for design requirements	See standards for design requirements	See standards for design requirements
Bicycles	Shared use	Shared use	Shared use	Shared use
Pedestrians	Sidewalk both sides 5 ft	Sidewalk both sides 5 ft	Both sides <u>5 ft separated</u> <u>6 ft adjacent</u>	Both sides <u>5 ft separated</u> <u>6 ft adjacent</u>
Planting strips	Optional 6-10 ft	<u>10 ft Both sides</u>	<u>10 ft South and west side</u>	<u>10 ft South and west side</u>
Parking	Both sides	<u>No parking</u>	<u>One side</u>	<u>Both sides</u>
Queuing	No	No	Yes	Yes
Estimated Cost per lineal foot				

COLLECTOR STREETS

COMPREHENSIVE PLAN GUIDANCE:

Goal T-3 - Provide a multi-modal transportation system that moves people and goods efficiently	
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 1/4 mile connection for auto circulation, with 200 to 800 foot pedestrian connections, depending on zone density	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
Goal T-4 - Continue improvement of the overall appearance and physical condition of the community	
A Enhance the appearance of and from public rights of way	1 Update and use the City's public tree inventory and ensure an annual net gain of suitable trees in the public right of way 2 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 3 Consider aligning streets to take advantage of views of landmarks when designing subdivisions
Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving	
C Increase pedestrian and bicyclist safety along arterial streets	1 Revise street standards to increase separation of pedestrians from travel ways 3 Introduce calming measures to slow traffic on non-arterial streets

NMT PLAN GUIDANCE:

Build a more attractive pedestrian environment on collector streets	
1. Require a planting strip on new collector streets. Options include: <ol style="list-style-type: none"> Require additional right-of-way on future collector streets. Prohibit parking on one side on future collector streets. Require homeowner association or property owner maintenance agreements 	
Maintain a pedestrian friendly level of connectivity	
3. Implement the Comprehensive Plan recommendation T-3J <ol style="list-style-type: none"> Use GIS capabilities to map potential street alignments within ½ mile sections Convene neighborhood meetings to review proposed alignments Adopt agreed upon alignments as Comprehensive Plan amendments 	
4. Refine goal T-3J to clarify "with 200 to 800 foot pedestrian connections, depending on zone density" <ol style="list-style-type: none"> Amend code to allow maximum block length of 800 feet for Rural Suburban and Residential Low density zones Amend code to allow maximum block length of 600 feet in Residential Medium zone 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 	

DISCUSSION:

Collector Streets are "in-between" streets – not as well travelled as arterials, but higher traffic than local streets. As the above NMT Plan guidance reflects, it is important for the community to provide a planting strip for pedestrian buffer, snow storage, and aesthetics on at least one side of these intermediate streets. This was accomplished by narrowing the width of the travelway, in keeping with national trends, while still allowing two-way unimpeded travel, without increasing

right-of-way width. Consequently, the planting strips are narrower on collector streets, but meet the minimum width for smaller trees.

It is also important to provide a Collector Street at fairly frequent intervals, around ¼ mile, to provide a route from Local Streets, which are designed to discourage traffic, to Arterial streets, which move the traffic to most destinations. It is not desirable, however, to encourage use of Collector Streets to get to those “regional” destinations (to assume the function, and traffic load, of Arterial Streets); therefore, it is recommended Collector streets be limited in length to one mile (or to “T” at the nearest Arterial). The intent is for the Collector Streets to be used by the neighborhood that is bounded by the Arterials, not by through traffic.

RECOMMENDATIONS:

Intent: Provide safe and attractive Collector Streets that balance mobility and access to encourage flow of traffic from neighborhoods and provide access to property.

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

ROW: Right-of-way shall be sixty (60) feet. (*Street Standards pg 10*)

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 50 feet to include a left hand turn lane. (*Current standard in Street Details SC40*)

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. “Designer shall account for routes located on designated Non-Motorized paths. Bicycle lanes located on streets shall construct an additional 10’ of roadway and grant an additional 10’ of right of way. Should designer desire, separate paths may be constructed off roadway, designed to current WSDOT standards.” (*Street Standards*)

Pedestrians: Sidewalks are required on both sides of street, and shall be a minimum of six (6) feet wide if adjacent to street, or five (5) feet wide when separated from street with planting strip. New sidewalks and walkways shall include accessible curb ramps at street intersections.

(See Street Standard Details SW 40...) A multi-purpose path near the street may be substituted for abutting sidewalks upon approval of the Director of Public Works.

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: To discourage regional and cross-city traffic, Collector streets should not exceed one mile along a single alignment before coming to a T onto an arterial or collector street.

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 40 mph design speed or as approved by City Engineer. *(Street Standards pg 10)*

Curbs: Full height curb and gutter required. *(Street Standards pg 10)* Corner curb bulb-outs required where on-street parking is planned in Commercial zones w/ exceptions for special circumstances.

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

Driveways: "Driveways shall be located on the lowest classification or roadway abutting the property. Driveway access onto collector streets must be designed in a manner that provides adequate driveway turnaround space to allow for front end entry onto the collector street." *(Street Standards pg 8)*

Planting/snow Strips: *(The NMT Code Committee is split regarding whether to require planting strips on both sides of the street, or allow one side to landscape the edge of the ROW).*

Option 1: Six (6) foot minimum planting strips will be provided on the south side of east-west oriented and west side of north-south oriented new streets; on the other side of the street, street trees will be planted on the yard side of the sidewalk. Where a single landowner controls both sides of the planned street for the full length of the block, that landowner may decide which side to plant street trees.

Option 2: Six foot minimum planting strips will be provided on both sides of the street. In commercial and mixed-use zones, designer may replace planting strip with wider sidewalks with trees in grates. Planting strips may be used for snow storage and for stormwater management.

Streetscape: *The NMT Code Committee is split regarding which of the following two streetscapes to recommend.*

Option 1: Optional landscaping/trees on property-side of sidewalk or street side. *Arguments for: ease of maintenance, buffer from fences.*

Collector Street Propose Standard, 60 ft ROW, 38 ft pavement

Add 10 feet ROW and pavement if designated Bike Route



Option 2: Planting strip/trees on street side of sidewalk. *Arguments for: buffer pedestrians from traffic, symmetrical look.*

Collector Street Propose Standard, 60 ft ROW, 38 ft pavement

Add 10 feet ROW and pavement if designated Bike Route



COLLECTOR STREET SUMMARY		
	Existing Collector	Proposed Collector
Function	NA	Mobility/Access Neighborhood network
ROW	60 ft	60 ft
Pavement width	44 ft	<u>38 ft</u>
Spacing	NA	<u>¼ mile except where prevented by natural barriers or existing development</u>
Intersection spacing	>400 <1200 ft	<u>>150 <660 ft</u>
Street Length	NA	<u><1 mile</u>
Radii	Curb radii 25 ft Centerline 40 mph	Curb radii 25 ft Centerline 40 mph
Curbs	Full curb and gutter	Full curb and gutter
Driveways	Permitted but backing prohibited, must provide turnaround; see standards for design requirements	Permitted but backing prohibited, must provide turnaround; see standards for design requirements
Bicycles	Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets	Add 10 ft ROW and pavement on designated routes or optional separated paths; shared use on undesignated streets
Pedestrians	Sidewalk both sides 6 ft	<u>5 ft separated</u> <u>6 ft adjacent</u>
Planting strips	Optional 6-10 ft	<u>Minimum 6 ft south and west sides</u> <u>option for wider sidewalk and trees in grates in commercial/mixed-use areas</u>
Parking	Both Sides	Both Sides
Frontage	NA	<u>Front facing encouraged</u>
Estimated Cost per lineal foot		

STREET STANDARD AMENDMENT SUMMARY

Existing standard: Black; Proposed amendment: red underline

	Major Arterial	Minor Arterial	Collector	Local Residential
Function	Mobility Regional network	Mobility Community network	Mobility/Access Neighbrhd network	Access to property Thru traffic discrgd
ROW	80 ft <u>5 lane: 104 feet com- ind-MF Res; 116 feet SF res</u>	80 ft <u>3 lane: 80 feet com- ind-MF res; 92 feet sf residential</u>	60 ft	50 ft <u>60 ft</u>
Pavement width	48 ft <u>5 lane: 70 ft com-ind- MF Res; 86 ft SF Residential</u>	48 ft <u>3 lane: 46 ft Com-ind- MF Res 62 ft SF Res</u>	44 ft <u>38 ft</u>	38 ft <u>Options: 20 ft, 24 ft, 30 ft, 34 ft</u>
Spacing	As designated	As designated	<u>¼ mile except where prevented</u>	<u>1/8 mile except where prevented</u>
Intersection spacing	>400 <1200 ft <u>>150 <660 ft</u>	>400 <1200 ft <u>>150 <660 ft</u>	>400 <1200 ft <u>>150 <660 ft</u>	>400 <1200 ft <u>>150 <660 ft</u>
Street Length	Through city to regional destinations	Through city to local destinations	<u><1 mile</u>	<u><1/2 mile Cul-de-sacs (limited circumstnce) <500 ft</u>
Radii	Curb radii 30 ft Centerline 40 mph	Curb radii 30 ft Centerline 40 mph	Curb radii 25 ft Centerline 40 mph	Curb radii 20 ft
Curbs	Full curb and gutter	Full curb and gutter	Full curb and gutter	Rolled curb <u>Full curb and gutter</u>
Driveways	SF zones discourage <u>Com-ind-MF Res >500 ft</u>	SF zones discourage <u>Com-ind-MF Res >500 ft</u>	Permitted but backing prohibited, provide turnaround	See standards for design requirements
Bicycles	Add 10 ft ROW and pavement (except Main St) or optional separated paths	Add 10 ft ROW and pavement (except Main St) or optional separated paths	Add 10 ft ROW & pavemnt designated routes; shared use undesignated streets; opt separated paths	Shared use
Pedestrians	Sidewalk both 7 ft	Sidewalk both 7 ft	Sidewalk both 6 ft <u>5 ft separated 6 ft adjacent</u>	Sidewalk both 5 ft <u>5 ft separated 6 ft adjacent</u>
Planting strips	Optional 6-10 ft <u>Both sides 10 ft oot wider sidewalk w/ trees in grates com/mix use</u>	Optional 6-10 ft <u>Both sides 10 ft oot wider sidewalk w/ trees in grates com/mix use</u>	Optional 6-10 ft <u>Min 6 ft south/west oot wider sidewalk w/ trees in grates com/mix use</u>	Optional 6-10 ft <u>20 ft – 10 ft both 24 ft – 10 ft s/w 30 ft – 10 ft s/w 34 ft – 7 ft Indsco</u>
Parking	Both sides <u>No Parking Com-Ind-RM Res Zones Both sides SF Res oot on-strrt prkg in some areas</u>	Both sides <u>No Parking Com-Ind-RM Res Zones Both sides SF Res oot on-strrt prkg in some areas</u>	Both Sides	Both sides <u>20 ft – No parking 24 ft – One side 30 ft – Both sides 34 ft – Both sides</u>
Frontage	<u><50% frontage fenced</u>	<u><50% frontage fenced</u>	NA	NA

OTHER ISSUES

COMPREHENSIVE PLAN GUIDANCE:

Goal T-1 - Achieve a harmonious, compatible arrangement of all land uses	
B Establish additional logical access routes outside of the established street system for bicycle and foot traffic	1 Implement the non-motorized transit plan 2 Identify trail easements and develop an effective maintenance strategy, including a reliable source of funding
Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving	
A Encourage other transportation modes	3 Build streets, trails, linear parks, and pathways to connect neighborhoods, schools, parks, and commercial areas as both recreation and transportation facilities 4 Prepare a Central Commercial zones urban design and access plan to encourage walking and bicycling 6 Whenever possible, retrofit existing streets with pedestrian and bicycle facilities
B Reduce auto demand on local and arterial streets	3 Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs

NMT PLAN GUIDANCE:

Encourage connector paths where the street grid cannot be achieved
<ol style="list-style-type: none"> 1. Consider policies establishing when and how connector paths would be appropriate. Options include: <ol style="list-style-type: none"> 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 2. Consider maintenance policies for connector paths. Options include: <ol style="list-style-type: none"> 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)
Implement the system of Class II bike lanes shown in Figure 3a and Table 3.1b
<ol style="list-style-type: none"> 1. Continue to require extra width on designated Class II bike routes for new plats 2. 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
Amend city code to require bicycle parking for new commercial, industrial, multifamily, and public projects
Provide attractive nonmotorized transportation links to commercial areas
<ol style="list-style-type: none"> 1. Review Commercial Design Standards for opportunities to enhance attractiveness to pedestrians and bicyclists
Build a more attractive pedestrian environment on all streets.
<ol style="list-style-type: none"> 1. Evaluate attractiveness and effectiveness of stormwater retention facilities. Discourage unattractive, ineffective designs 2. Consider Low Impact Development options; consider non-motorized transportation issues when developing new standards
Maintain pedestrian focus of historic downtown
<ol style="list-style-type: none"> 1. Discourage parking lots abutting the sidewalk in the Central Commercial zone.

DISCUSSION:

If a viable network of multi-use trails is ever to be implemented, the City and property owners interested in providing paths, will need some assurance that the route will be preserved. The Committee recommends that routes adopted in the Comprehensive Plan be either reserved, (no building allowed that would impede the route), or dedicated, (granted to the City) as a condition of development.

Transit and walking are interlinked, (most people walk to and from transit stops), and provide a low cost alternative system of transportation. Shelters to wait for the bus are a next step to making Ellensburg's transit system more convenient. Shelters also serve walkers in need of a rest.

Having a bike path to ride is nice, but if there is no secure place to park at your destination, you may choose to drive anyway. The Committee recommends requiring bicycle parking, the number of spaces dependant on building size. Some of the spaces should be covered long-term bicycle parking. Projects in the CC zone and small projects that would have fractions of spaces required could pay into a fund, and the City would continue its cooperation with the Ellensburg Downtown Association to install attractive racks downtown. Guidance for bicycle parking design and placement is provided.

RECOMMENDATIONS:

Multi-use paths: Rights-of-way for multi-use trails identified in the Non Motorized portion of the Comprehensive Plan will be reserved or dedicated where they run through and/or adjacent to a proposed subdivision as a condition of development. Paths accessing multi-use trails from new subdivisions should be provided at 660 foot intervals, unless the trail is a State or County facility having different requirements. (need legal review, reserve or dedicate)

Bus shelters: *The Committee recommends including a design for bus shelters in the street standards, such design to be agreed upon by transit partners.*

Bicycle parking and facilities:

A: Purpose.

Bicycle parking is required for developing or redeveloping properties to encourage the use of bicycles by providing safe and convenient places to park bicycles.

- Bicycle parking facilities shall be provided for any new use according the following table: (to be developed)

<u>Zone</u>	<u>Short-Term (uncovered) Bicycle Parking Required</u>	<u>Long-Term (Covered) Bicycle Parking Required</u>
<u>Central Commercial (CC)</u>		

<u>Central Commercial (CII)</u>		
<u>CH</u>		
<u>CT</u>		
<u>CN</u>		
<u>Residential High (RH)</u>		
<u>PR</u>		
<u>IL</u>		
<u>IH</u>		

2. Short-term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by the bicyclists own locking device. Short term bicycle parking shall be provided within a convenient distance of, and clearly visible from the main entrance to the building as determined by the City, but it shall not be farther than the closest automobile parking space (except disabled parking).
3. Long-term bicycle parking shall be protected from the weather by an overhang or covered walkway, a special covering, weatherproof outdoor bicycle lockers, or an indoor storage area.
 - a. Long-term bicycle parking required in association with a commercial, industrial, or institutional use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance. A secure location is defined as one in which the bicycle parking is:
 - i. A bicycle locker,
 - ii. A lockable bicycle enclosure
 - iii. Provided within a lockable room, or
 - iv. Clearly visible from, and within 30 feet of the employee's work station.
 - b. Bicycle parking provided in outdoor locations shall not be farther from the closest automobile parking space (except disabled parking).
 - c. Long term bicycle parking required in association with a multiple-family residential use shall be provided in a well-lighted, secure ground level location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a garage a lockable room, a lockable bicycle enclosure, or a bicycle locker.
4. Bicycle parking dimensions. A bicycle parking space shall be at least 6 feet long and 2 feet wide with an overhead clearance of at least 7 feet, and with a 5 foot access aisle. This minimum required width for a bicycle parking space may be reduced to 18" if designed using a hoop rack. Bicycles may be tipped vertically for storage, but not hung above the floor.
5. Use of Public ROW. Bicycle parking utilizing the street right-of-way shall conform to City Public Works standards.

6. Bicycle Parking Fund. A contribution to the Bicycle Parking Fund may be made in-lieu of provision of on-site bicycle parking in the following cases:
- a. The project is located in the CC zone.
 - b. The project is not large enough to require a full bicycle parking space, in which case, a fraction of the cost of the space will be contributed to the fund.
 - c. It is not possible to meet the above requirements when redeveloping a property.

Calculation of the required fund contributions will be based on the cost to purchase, install, and maintain bicycle parking and associated improvements. The cost will be adjusted annually by the city. The fund will be used by the city to provide bicycle parking in the CC zone and in other locations within the City.

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