

City of Ellensburg **Active Transportation Plan**

February 2020

This page intentionally left blank.

Table of Contents

Chapter 1: Introduction 1

This chapter outlines the purpose and vision of this Active Transportation Plan and the public outreach process.

Chapter 2: Planning Context 7

This chapter summarizes the policies in existing planning documents related to active transportation and how future infrastructure improvements will improve walking and biking conditions in Ellensburg.

Chapter 3: Network Analysis and Planning 13

This chapter describes the current state of facilities for walking and biking in Ellensburg and the City's key destinations. A gaps analysis highlights the existing gaps in the pedestrian and bike network. This chapter also describes the methodology used to create a list of prioritized pedestrian and bicycle facilities using public input and key objectives for Ellensburg's active transportation network.

Chapter 4: High Priority Investments 27

This chapter details a select number of projects identified as the first step towards implementing the long-term vision of the Active Transportation Plan.

Chapter 5: Longer Term Investments 39

This chapter describes the medium and long-term projects for the pedestrian and bicycle network, as well as education, enforcement and encouragement strategies and City responsibilities.

Appendices 48

- A. Community Engagement
- B. Prioritized Project List
- C. Heat Maps of Web Map Comments
- D. Summary of General Web Map and Email Comments
- E. Unit Cost Assumptions
- F. Bicycle Friendly Community Report Card

Glossary

ATP – Active Transportation Plan

BG – Biking Gap

CG – Crossing Gap

LTS – Level of Traffic Stress

NMT – Non-motorized Plan

RRFB – Rectangular Rapid Flashing Beacon

SG – Sidewalk Gap

TE – Transportation Element

WEB – Web map project





01

Introduction

Ellensburg has many attributes that make it an ideal community for walking and biking: it's home to a large student body population of Central Washington University, it has a level terrain, and it enjoys many dry days in its location east of the Cascades. While Ellensburg already sees higher levels of active transportation than many other Washington communities, the City is committed to enhancing its reputation as a great place to walk and bike. This 2019 Active Transportation Plan seeks to effectively guide bicycle and pedestrian project implementation in Ellensburg.

Vision

The overall vision of the Ellensburg Active Transportation Plan is to make the community's transportation facilities more attractive and safer for all users. This will be achieved by developing projects that provide new or strengthened walking and biking connections to key destinations, such as downtown, Central Washington University (CWU), parks, and K-12 schools, reinforcing the Palouse to Cascades State Park trail, and improving crossings of major arterials and the railroad for people who walk or bike. Community engagement in person and online has guided the development and prioritization of walking and biking projects in this Plan.





Active transportation, which refers to any form of human-powered travel, is an important part of the transportation system. This can include walking, cycling, using a wheelchair, skateboarding or roller-skating any portion of the trip between origin and destination. Many trips start and end with active transportation, whether it is walking to the bus stop, cycling to work or walking between shops.

Active transportation supports a successful transportation system by helping reduce roadway congestion while also promoting healthy lifestyles, improving air quality, and enhancing community character. This Plan seeks to increase and promote active transportation in Ellensburg by providing a first-rate transportation system that serves people of all age and abilities. The Plan achieves this by identifying active transportation projects that come from a variety of sources, including community input, gap analysis, and previous City plans.

Web Map Community Engagement

The Ellensburg community played a central role in the development of this Active Transportation Plan. The project team collected community input and feedback for over four months between late May 2019 and early October 2019, to identify community priorities. Community members had the opportunity to share ideas through an online interactive web map and by contacting the City by email or social media. The web map was provided in both English and Spanish.

The purpose of the web map was to solicit community members' ideas for how to make Ellensburg's streets safer and improve connections throughout the City. To encourage broad participation, the City spread the word about the online engagement tool in the following ways:

- › Sharing information and the link to the web map on City websites and social media
- › Distributing surveys at community destinations such as the library, pool, senior center and City Hall
- › Contacting community organizations and asking them to share event information with their members
- › Promoting the web map at events, such as farmers markets and CWU welcome events.

For a list of all locations that the City of Ellensburg distributed information about the Active Transportation Plan online web map see **Appendix A**.

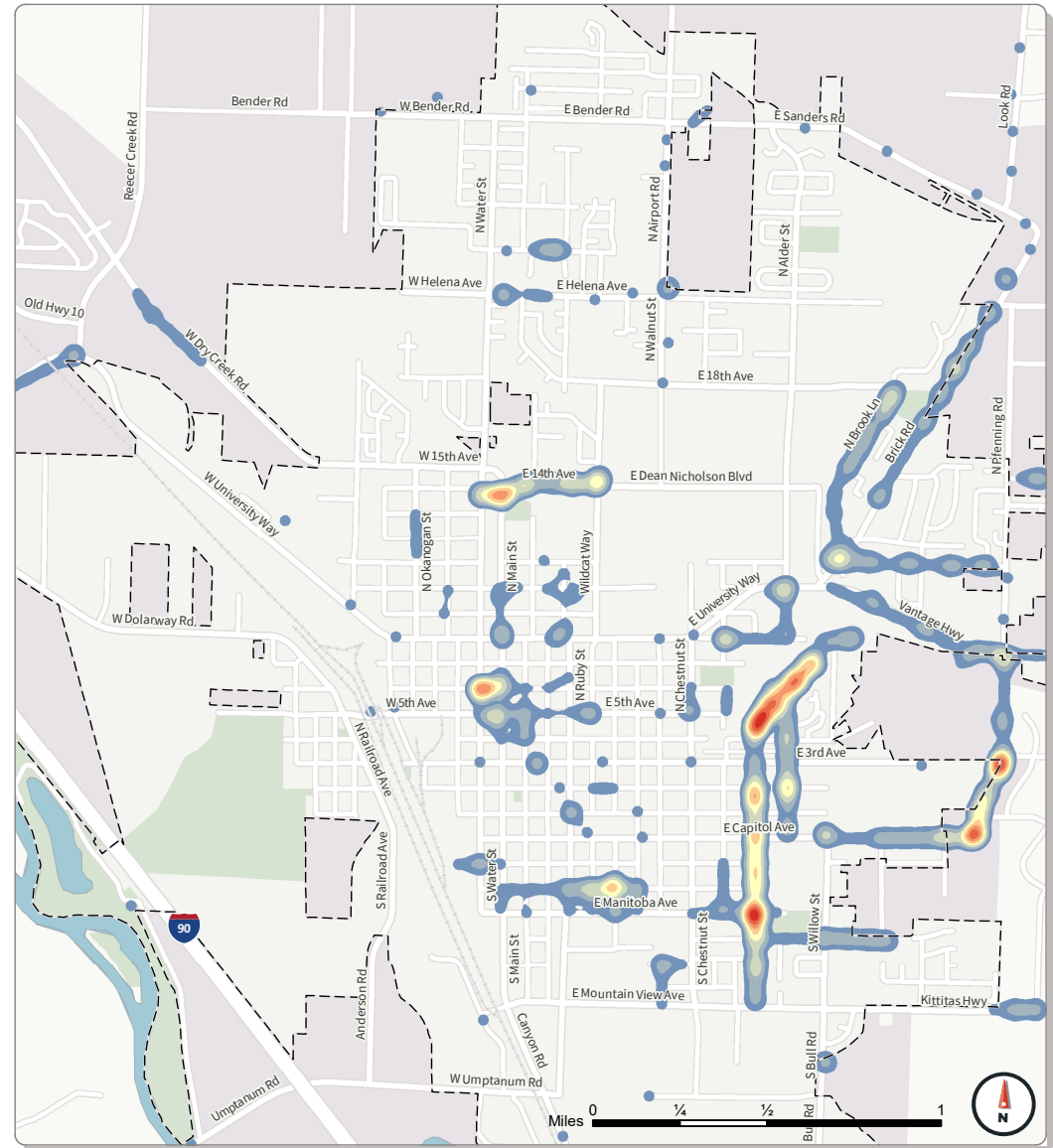


Figure 1 - Sidewalk or Pedestrian Safety Improvement Needed Heat Map

During the period the web map was live, it was viewed 634 times, approximately 4 times per day. Ultimately, the members of the community added almost 700 ideas¹ to the map, such as locations to improve the safety of walking and biking, where repairs are needed, where a crosswalk or additional lighting would be desired, or where a completely new facility (such as a sidewalk or trail) might be a good idea. Any comments that were received by email and social media were also factored into the public comment analysis. To summarize what was heard, the consultants created a series of heat maps showing the areas most commonly identified as needing improvement (see **Appendix C**) as well as summarized general comments (see **Appendix D**). **Figures 1 and 2** are examples of these heat maps. The community input played an important role in prioritizing the active transportation projects in the City of Ellensburg.

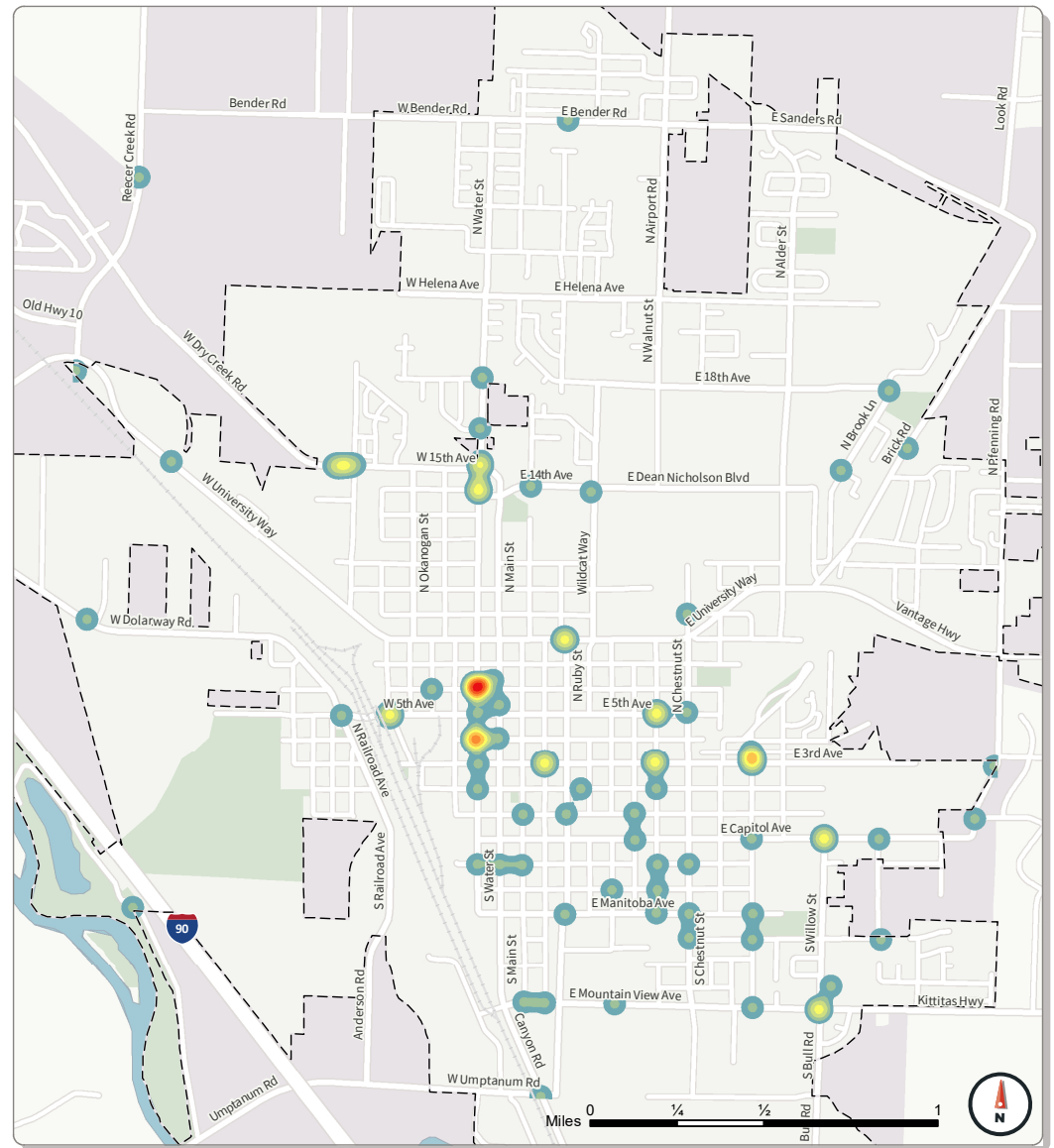


Figure 2 - Public Input Heat Map for Add or Improve Crosswalk

¹ 113 lines and 578 pins





02

Planning Context

Over the past few decades, the City of Ellensburg has expressed continued interest in further developing its bicycle and pedestrian infrastructure networks. This Planning Context Chapter outlines key points from previous plans and policies relevant to active transportation in Ellensburg: the 2017 Transportation Element, the 2008 Nonmotorized Transportation Plan, the current City of Ellensburg Street Standards, and the Circle the City Plan. This Active Transportation Plan builds upon these plans to address the City's current needs

Existing Plans

Ellensburg Nonmotorized Transportation Plan

In December 2008, the City of Ellensburg adopted its current Nonmotorized Transportation Plan, which built on the 1996 Nonmotorized Plan. This plan was developed by a citizens' committee and responded to both Ellensburg's 2007 Comprehensive Plan and 2005 amendments to Washington State's Growth Management Act, which called for additional bicycle and pedestrian infrastructure planning. According to US Census data, in 2000 15% of residents walked to work and 5% biked to work, a high active transportation mode share compared to similarly sized municipalities in Washington (**Table 1**).

The Nonmotorized Transportation Plan ultimately culminated in 11 goals, with three main themes:

- › Create comprehensive systems of facilities and infrastructure for bicyclists and pedestrians to more easily move throughout Ellensburg and the surrounding region.
- › Design safe and attractive connections within the city and region for those who opted for nonmotorized transportation options.

Educate the public on the benefits of nonmotorized transportation and to encourage them to increasingly select bicycling and walking.

² Class II bikeways are portions of the roadway designated for bicyclists via pavement markings or signage. Class III bikeways are roadways shared by bicyclists and motor vehicles that provide connections between other bicycle facilities.



Key features identified in this Plan included further development of multi-use trail facilities within and around Ellensburg, implementation of additional Class II/III bikeways² throughout the community, and improving safety through combinations of upgraded infrastructure and traffic calming via enhanced enforcement of existing traffic laws. The Plan also discussed citizen education and encouragement programs meant to increase bicycle/pedestrian activity among Ellensburg residents.

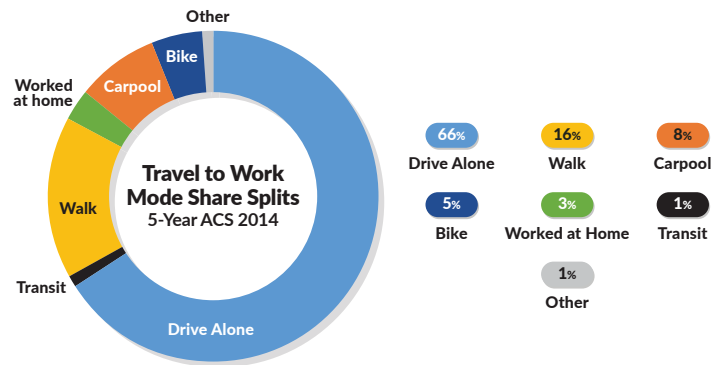
Table 1 - City of Ellensburg Travel to Work Mode Share (US Census 2000)

	Total	Car, truck, or van		Car, truck, or van		Bike		Walk	
		Drive Alone		Carpool					
Washington	2,785,479	2,040,833	73.27%	357,742	12.84%	16,205	0.58%	89,739	3.22%
Kittitas County	15,209	10,410	68.45%	2,166	14.24%	352	2.31%	1,242	8.17%
Ellensburg	6,815	4,045	59.35%	950	13.94%	346	5.08%	1,039	15.25%
Bellingham	32,952	23,034	69.90%	3,841	11.66%	854	2.59%	2,231	6.77%
Cheney	3,848	2,512	65.28%	388	10.08%	36	0.94%	608	15.80%
Pullman	11,214	5,588	49.83%	1,600	14.27%	191	1.70%	2,446	21.81%
Moses Lake	6,205	4,987	80.37%	723	11.65%	42	0.68%	130	2.10%
Wenatchee	11,336	8,402	74.12%	1,680	14.82%	94	0.83%	485	4.28%
Yakima	26,439	20,215	76.46%	3,798	14.37%	154	0.58%	858	3.25%

Ellensburg Transportation Element Chapter of the Comprehensive Plan

In 2017, the City of Ellensburg produced a Transportation Element to assess existing infrastructure conditions and plan potential capital improvement strategies for all modes of travel over the next 20 years. The Transportation Element was developed utilizing input from local agencies and citizens. Key projects recommended by the 2008 Nonmotorized Transportation Plan were included in the 20-year project list for the Transportation Element.

The Transportation Element summarized mode share analysis gathered from the 2014 American Community Survey Travel to Work data and found 16% of residents walked while 5% biked. These statistics show that the active transportation mode share to work in Ellensburg has stayed relatively steady for the past two decades. However, the Transportation Element recognized that these modes may account for a larger percentage of travel within the community overall as the American Community Survey data does not account for non-work travel, such as shopping and recreational trips.



Ellensburg has approximately 109 miles of sidewalks. Almost 79% of city streets have sidewalks on one or both sides. As of 2017, the City of Ellensburg offered 8.3 miles of bicycle lanes, 1.3 miles of bicycle boulevards, 2.3 miles of shared pedestrian paths, and 22.4 miles of bicycle routes along low-speed, low-volume residential streets without designated bicycle infrastructure. The Transportation Element identified an additional 2.1 miles in future connections to the bicycle network.

City of Ellensburg Street Public Works Standards

Section 3 of the City of Ellensburg Development Standards document covers Street Standards. The Street Standards require that roadway improvements in Ellensburg “account for routes located on designated Non-Motorized paths.” This requirement seeks to ensure that future development within Ellensburg remains consistent with the City’s long range plans for its bicycle and pedestrian network.



Circle the City

The Circle the City project is a local initiative led by the Ellensburg Morning Rotary Club. The project's website states an intent "to improve our existing trails and pathways and encircle the City of Ellensburg with a comprehensive trail system". Upon completion, the Circle the City project will result in a trail loop approximately 13.1 miles long. The first of the project's four phases was completed in Fall 2016 and runs along the river trail at Irene Rinehart Park.

City-to-Canyon Concept Plan

The City-to-Canyon Concept Plan was developed in 2009 by the City-to-Canyon Trails Committee, a public-private partnership formed in coordination with the Cascade Land Conservancy. The Committee used existing elements from previous iterations of the Ellensburg Comprehensive, Non-Motorized Transportation, and Park, Recreation, and Open Space Plans to generate a potential multi-purpose trail layout connecting Helen McCabe State Park with Iron Horse State Park and traveling through Ellensburg. This route would be tied into Ellensburg's existing and developing network of bicycle and pedestrian trail infrastructure. Much of the land along the proposed trail route is owned by various public agencies. The 2002 Ellensburg Park, Recreation, and Open Space Plan found that over 54% of respondents to a survey ranked further developing a local network of bicycle and pedestrian trails as a high priority.

Ellensburg Parks, Recreation and Open Space Plan

The 2016 Ellensburg Parks, Recreation, and Open Space (PROS) Plan built upon the 2006 PROS Plan. A 2015 community questionnaire offered to Ellensburg citizens found that park and recreating activities were very important to residents and that trail related activities were the most desired types of recreation activities. The questionnaire also emphasized that citizens were looking to maximize the potential uses of existing parks and public lands.

The 2016 PROS Plan noted the work previously done by the 2009 City-to-Canyon Trails Committee and 2008 Ellensburg Non-Motorized Transportation Plan in creating a concept plan for a 5-mile trail corridor through Ellensburg. The 2015 community questionnaire results show that new trail creation continues to be high priority for Ellensburg citizens when appropriate funding is available.



Americans with Disability Act (ADA) Transition Plan

The 2019 ADA Transition Plan for the Public Right-of-Way is Ellensburg's first step towards a city-wide ADA compliance for accessible pedestrian facilities and compliments this Active Transportation Plan. A pedestrian right-of-way is considered to meet ADA compliance if it is accessible to individuals with vision and/or mobility impairments. This plan evaluated City sidewalks and prioritized improvements based on proximity to key land uses and populations. The plan also estimated the cost to construct the near-term projects.



Bicycle Friendly Community Report Card

The City of Ellensburg received a silver report card from The League of American Bicyclists in spring 2019 (see **Appendix F** for full report card). The report card recommended improving bicycle parking policies and practices, including continuing to coordinate with transit. To create a “Bike to Work Day” event, the league recommends working with local employers, community groups and elected officials to promote the annual event. In terms of infrastructure, the league is complementary to the new 7th Avenue Bike Boulevard, and encourages the city to continue to build a network of facilities for all ages and abilities. When accommodating bicycles, the league recommends paying attention to high speed intersections. Finally, the league encourages developing inclusive outreach materials that target families, women, seniors, low-income and non-English speaking communities.

John Wayne Pioneer Trail Reconnection Study

The Palouse to Cascades Trail (formally the John Wayne Pioneer Trail) is a 285 mile rail trail and state park spanning the state of Washington, from the western slopes of the Cascade Mountains to the Idaho border. This reconnection study from 2001 presents a plan to bridge the trail gap in Ellensburg and create an urban greenway linking the trails to create a continuous recreational trail across Washington State. There are several alternative reconnection routes proposed in this study.







03

Network Analysis & Planning

To help identify areas where Ellensburg's active transportation system would most benefit from improvement, Fehr & Peers conducted a network analysis that leveraged data on the existing infrastructure (such as sidewalks, trails, and bike facilities) and the major pedestrian and bicycle trip generators to identify gaps in the City's pedestrian and bicycle networks. The project team combined this technical analysis with public input collected in summer through fall 2019 to identify and prioritize the most critical active transportation projects to be included in this Active Transportation Plan.

Key Destinations

The City of Ellensburg's zoning map (**Figure 3**) shows which types of land uses are likely to occur in specific areas of the city. Given the strong connection between land use and transportation choices, it is important to understand the key destinations that are likely to generate walking and biking trips. The following sections summarize these destinations, which are mapped in **Figure 4**.

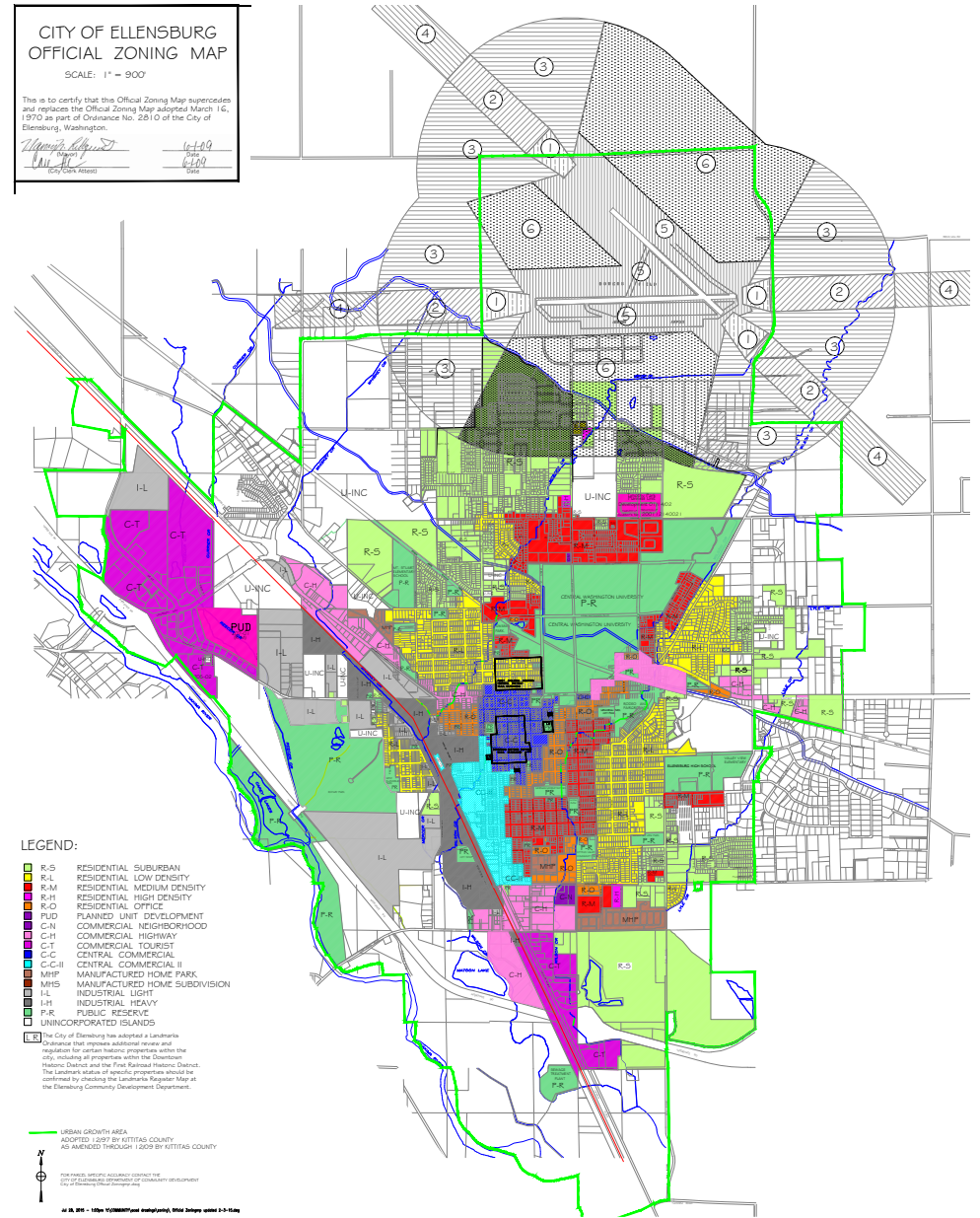


Figure 3 - Land Uses

Schools

The Ellensburg School District served over 3,200 students as of May 2016³. The School District includes five K-12 schools, all within the Ellensburg city limits.

- › Lincoln Elementary School
- › Mount Stuart Elementary
- › Valley View Elementary School
- › Morgan Middle School
- › Ellensburg High School

Ellensburg Christian School and Ellensburg Montessori School are private schools within the city.



Central Washington University (CWU)

CWU is located just a few blocks northeast of the City's downtown commercial district. Central Washington University served over 8,500 enrolled students in the 2018-19 academic year. Central Washington University is served by the City of Ellensburg's Central Transit bus system and is bounded by designated bike routes connecting it to downtown Ellensburg and other parts of the city. Most students currently live north of the CWU campus.

Parks and Recreational Areas

The City of Ellensburg owns and operates 17 park and recreation properties. These include neighborhood parks, waterfront parks, a skate park, and a variety of community centers. These parks serve as attractions to Ellensburg's active transportation users. The Palouse to Cascades Trail (John Wayne Trail), for example is an important recreational trail and state park that extends both to the east and the west of the City, but lacks connection through Ellensburg's core. A subset of the City parks are connected by the existing network of trails and bicycle infrastructure. There are proposals on the table to better connect outer-lying state parks with the Ellensburg community.



³ <https://drive.google.com/file/d/0By0fojQJG0h8ZkQ5aVpkVmpJefk/view>

⁴ <https://www.cwu.edu/about/quick-facts>

Hospital

Kittitas Valley Healthcare serves the City of Ellensburg and surrounding areas of Kittitas County. Kittitas Valley Healthcare provides inpatient and outpatient medical services and houses a 24-hour emergency department. The hospital is located in the southern part of Ellensburg. The hospital is accessible by sidewalks and via a shared use route connecting southern Ellensburg to the downtown with a bike lane running east-west to the south.

Retirement Communities

Beyond schools and parks, Ellensburg also contains five assisted living/retirement communities: Briarwood Commons Apartments, Hearthstone Cottage, Pacifica Senior Living Ellensburg, Meadows, Place, and Rosewood Active Adult Living. All of the aforementioned properties are located in close proximity to one another in the southeastern quadrant of the city. The retirement communities are bordered by existing designated bike routes and one east-west bike lane which spans the southern part of Ellensburg running east-west.

Event Center

The Kittitas Valley Event Center serves as a regional gathering spot for all of Kittitas County. The Event Center is located in close proximity to both Central Washington University and Ellensburg's downtown. The event center includes a historic fair and rodeo grounds, and is on the western edge of the city. The Kittitas Valley Event Center is served by the City of Ellensburg's current bike boulevard which spans the city from east to west. The Labor Day Weekend alone draws close to 30,000 visitors to Ellensburg and this event center.

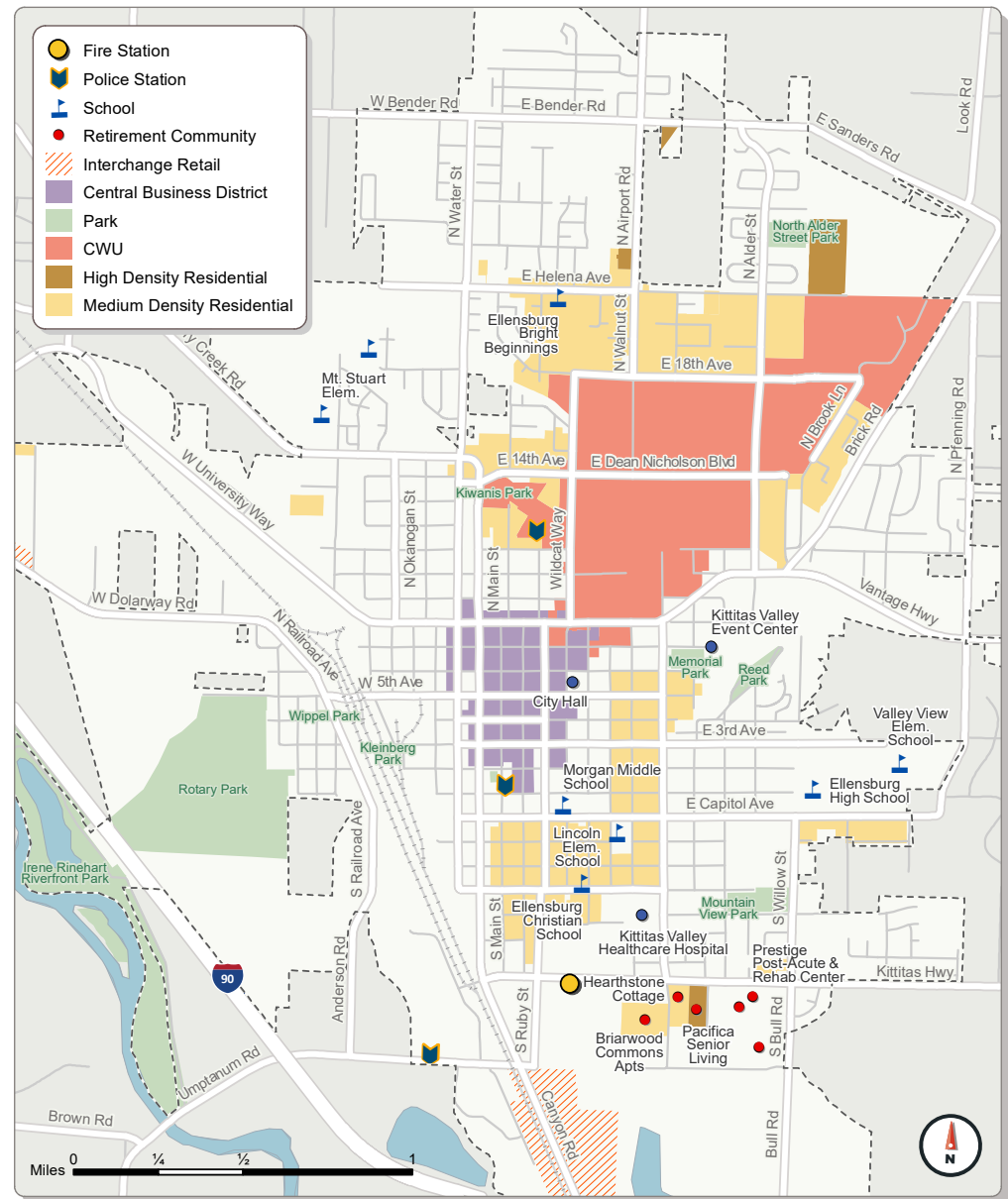


Figure 4 - Key Destinations

Conditions for Walking

Pedestrian Network

Ellensburg has approximately 109 miles of sidewalks. Almost 79% of city streets have sidewalks on one or both sides. **Figure 5** shows the existing sidewalks and trails in Ellensburg. Sidewalks are currently provided on one or both sides of most city arterials and collectors, including high quality buffered sidewalks in the entire central business area. Outside of city limits (but within the urban growth area) some arterials and collectors are missing sidewalks on both sides:

- › Sections of West Helena Avenue, West Bender Road and East Sanders Road in the north;
- › West University Way and North Railroad Avenue in the west; and
- › South Willow Street, East University Way, Brick Road in the east.

Some local roads also have sidewalk gaps, such as East Tacoma Avenue and neighborhoods on the east side of the city. These locations of sidewalk gaps are shown in **Figure 6**. The City of Ellensburg recently completed its first ADA Transition Plan for the Public Rights-of-Way, prioritizing which pedestrian facilities need accessibility improvements.

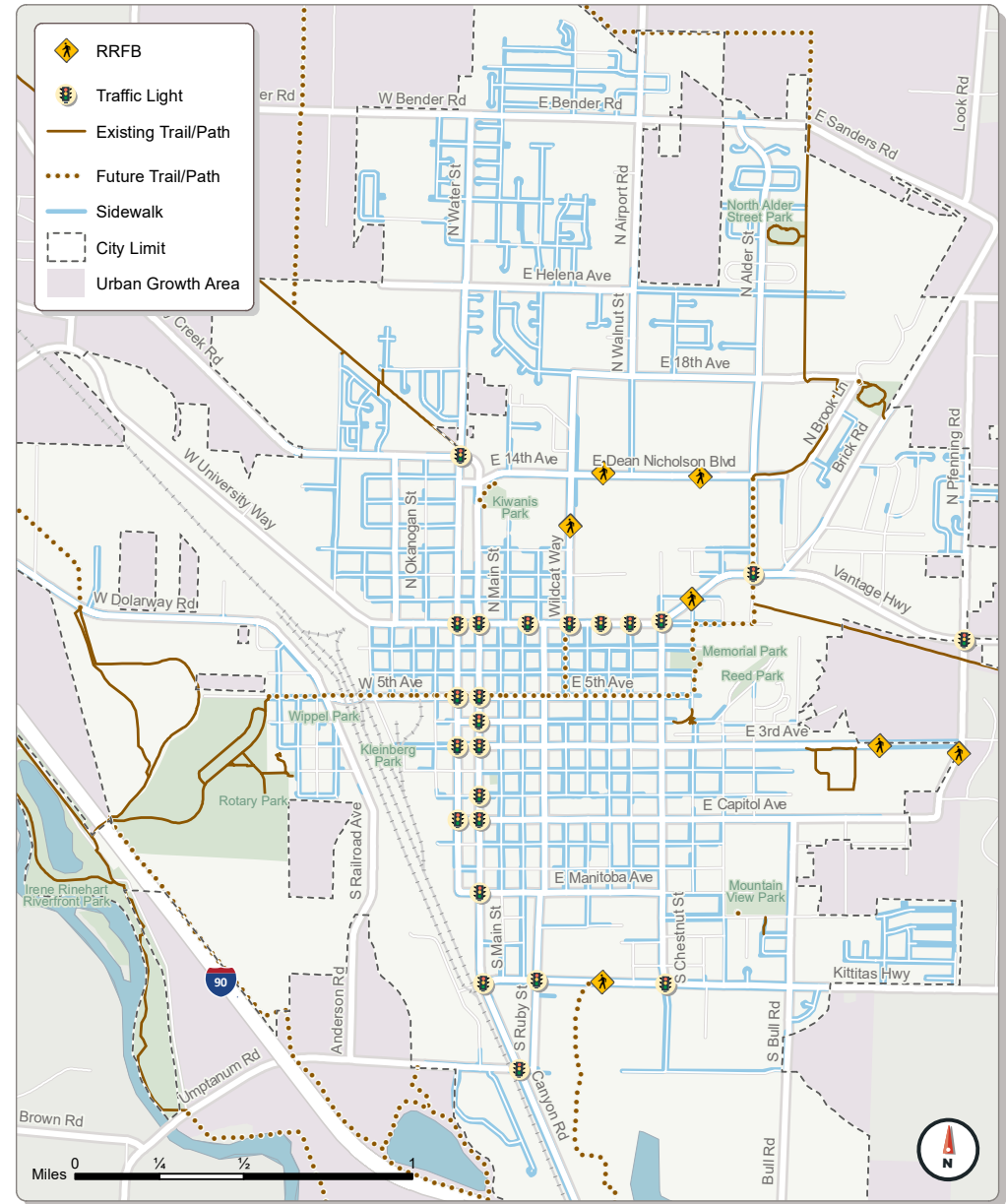


Figure 5 - Existing Pedestrian Network

Pedestrian LOS and Gap Analysis

Figure 6 shows the locations in the City of Ellensburg where sidewalks are missing on both sides of the street. This analysis is based on a combination of data provided by a 2019 sidewalk condition survey and visual inspection via satellite imagery. This information makes it possible to identify streets that lack sidewalk facilities on either side, signifying gaps within the Ellensburg network where pedestrians might not feel comfortable. Identifying roadways without sidewalks enables the City to prioritize projects throughout the Ellensburg that will provide new connections that allow pedestrians to reach the city's key destinations.



In areas of high pedestrian activity (i.e. near trip generators like downtown and near schools), pedestrians benefit from enhanced crossing infrastructure, such as pedestrian-activated signals at intersections or Rectangular Rapid Flashing Beacons (RRFB) at mid-block locations along higher volume streets to safely and comfortably reach their destination.

Figure 7 shows the locations in the City of Ellensburg where a crosswalk or signalized intersection may be needed. This identification of need is based on principal and minor arte-

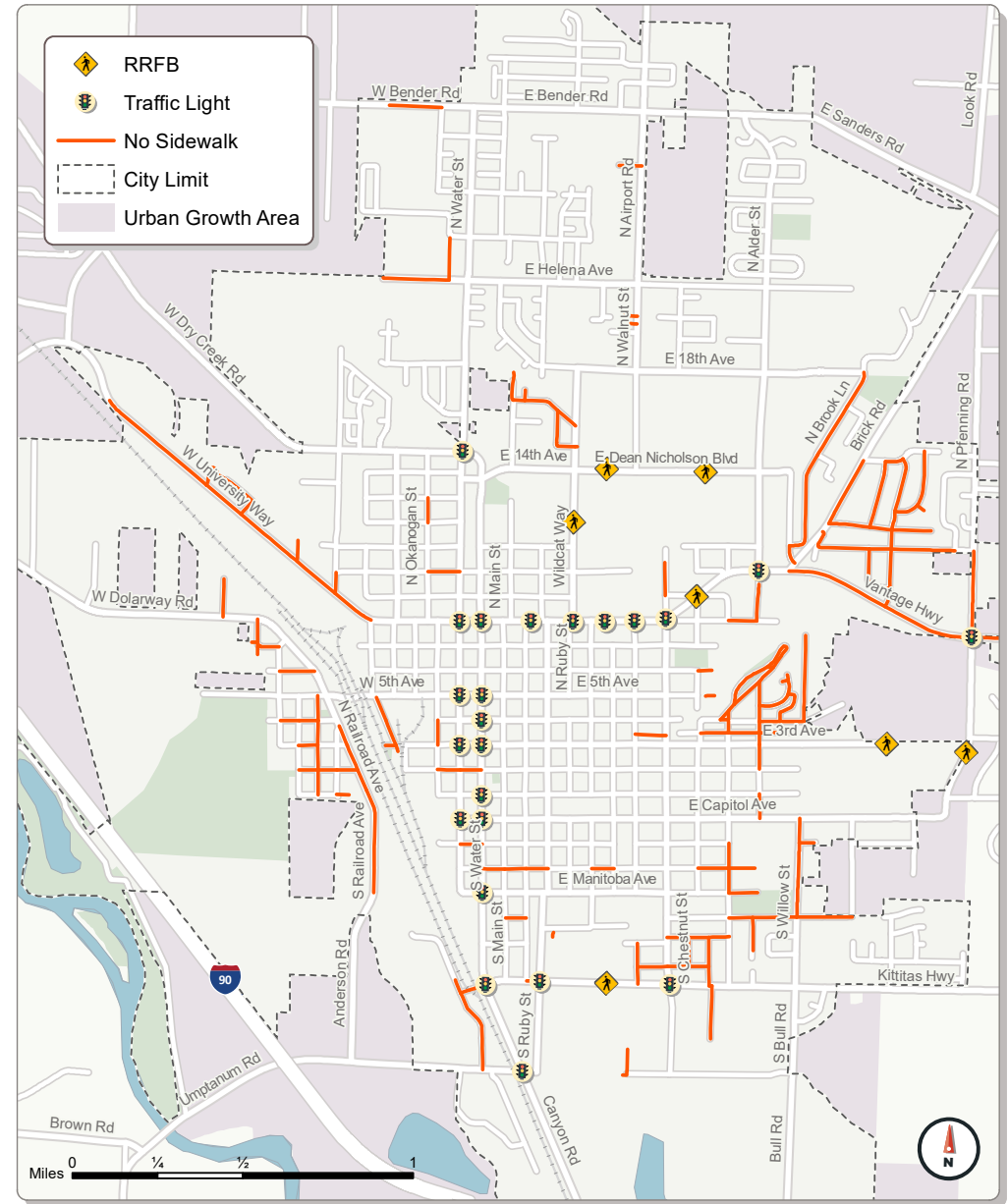


Figure 6 - Sidewalk Gaps

rials adjacent to a major destination and over 300 feet from an enhanced crossing. Locations where the analysis suggests the need of additional crossing infrastructure include:

- › In the northern portion of the city, East Helena Avenue, North Walnut Street, North Wildcat Way and North Alder Street are minor arterials that could feature enhanced crossings for pedestrians accessing CWU from the medium and high-density housing where many students live.
- › In the Central Business District, North Main Street and North Water Street are principal arterials that could also benefit from enhanced crossings. Similarly, East 5th Avenue, East Capitol Avenue and South Chestnut Street are minor arterials that could feature enhanced crossings for pedestrians.
- › In the southern portion of the city, Canyon Road is a principal arterial and Mountain View Avenue is a minor arterial that could benefit from enhanced crossings.

This analysis suggests locations to prioritize where enhanced crossings could be installed.

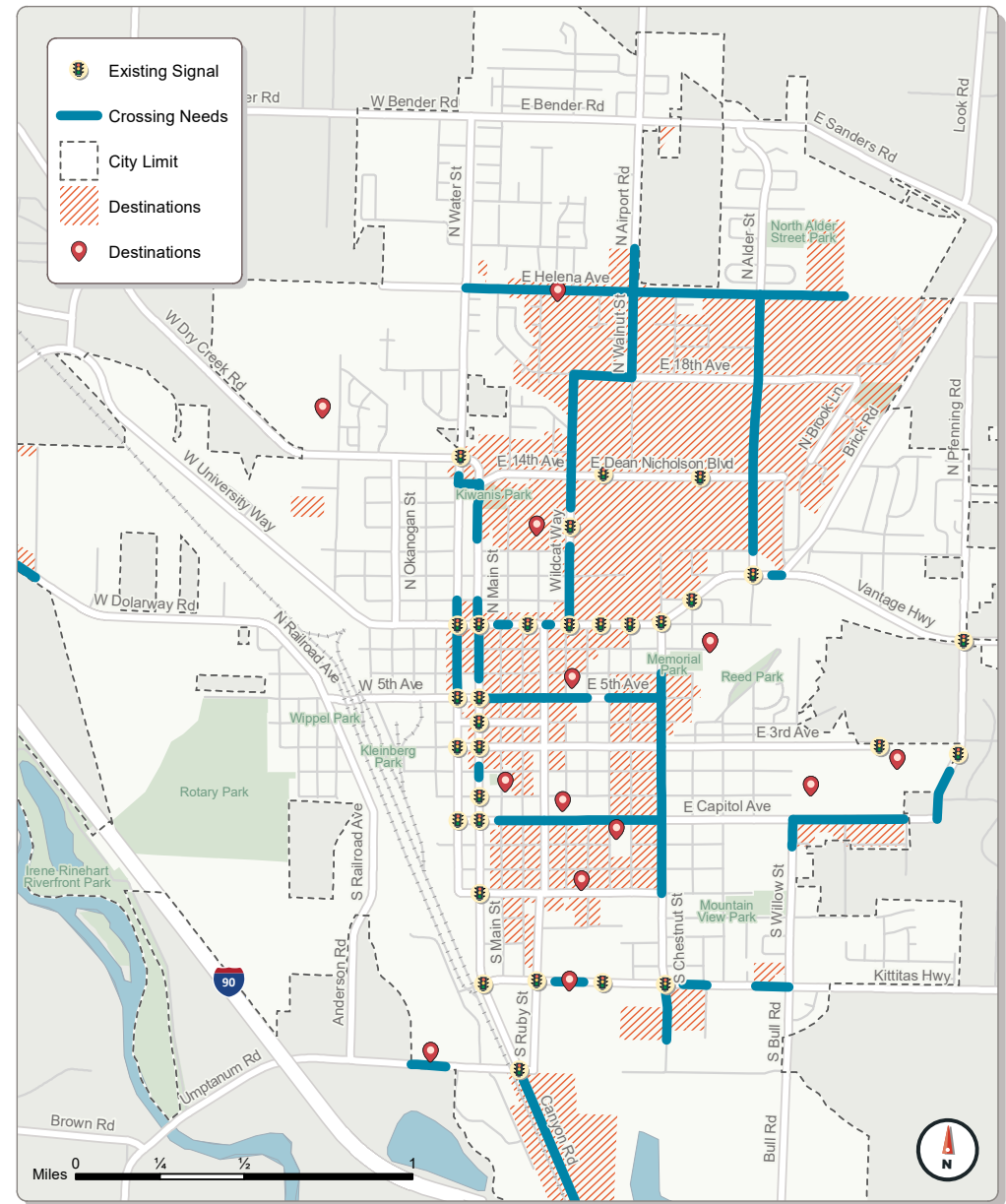


Figure 7 - Crossing Needs



Conditions for Biking

Bicycle Network

Great recreational bicycling options are available in Ellensburg along the Rotary Park Trail and via connections to the Palouse to Cascades Park Trail. Beyond these recreational trail connections, the City's network consists of conventional bike lanes, designated bike routes on minor arterials, a shared use path along Chestnut Street and a bicycle boulevard along East 7th Avenue. The bicycle boulevard on 7th Avenue and the recreational trails are key community assets, as they are welcoming to cyclists of all ages and abilities. The Palouse to Cascades Park Trail is especially unique: it is a 285-mile rail trail spanning the state of Washington from the western Cascade Mountains to the Idaho Border. However, since there is a missing trail connection through the city, trail users have to ride on city streets without off-street facilities, bike routes or signage and wayfinding to traverse the portion of the "trail" that runs through the city. Given that the beginnings of a great bicycle transportation network already exist, Ellensburg's challenge is connecting these routes by upgrading key north-south and east-west mobility corridors.

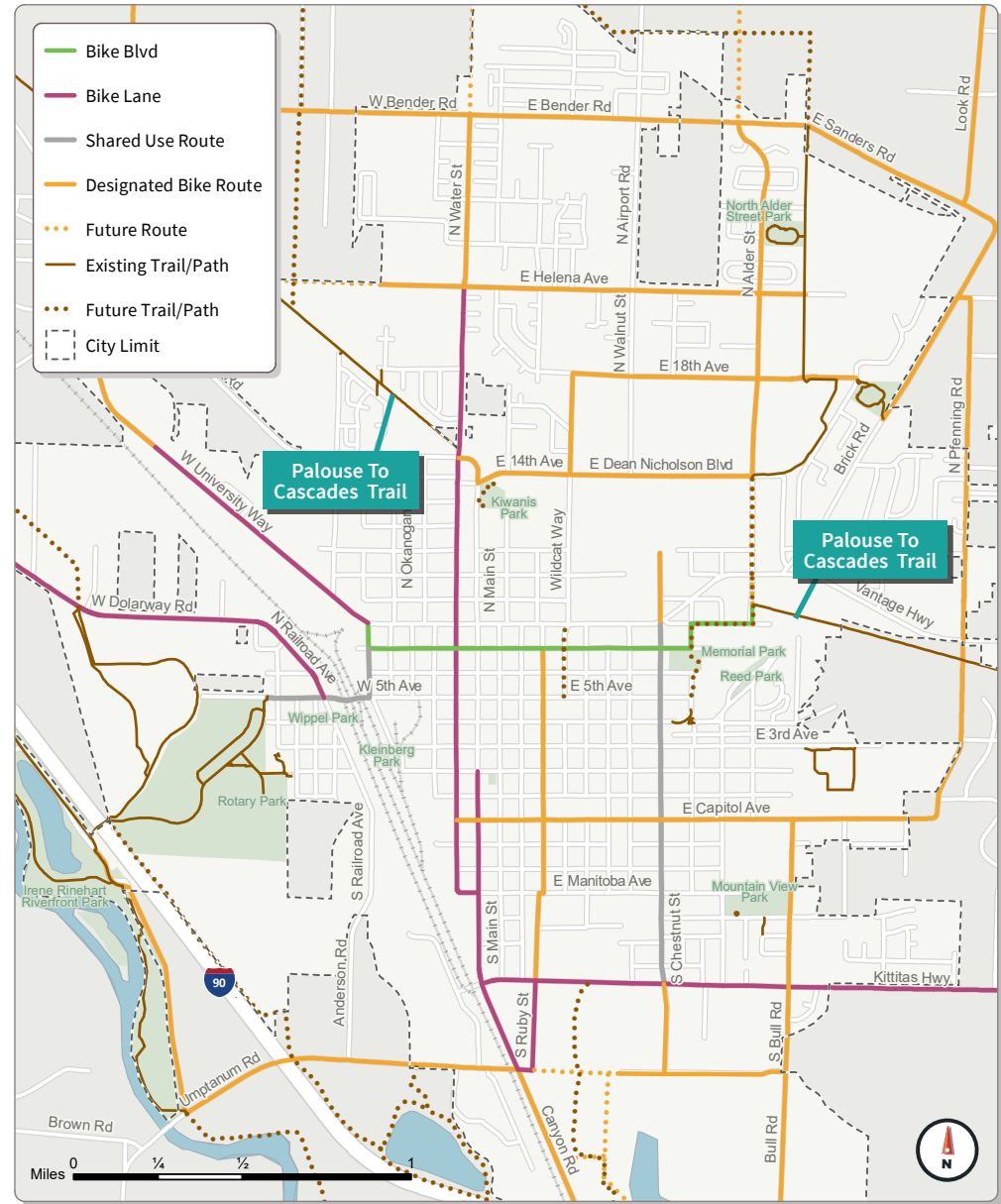


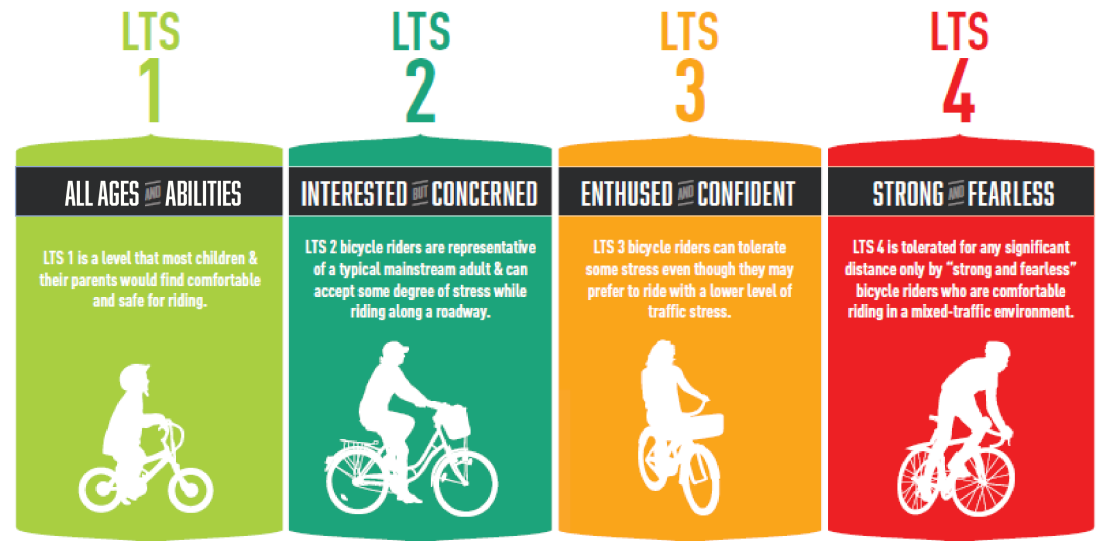
Figure 8 - Existing Bicycle Network

Bicycle LOS and Gap Analysis

To evaluate how well Ellensburg's existing bike network serves city residents, a methodology called Level of Traffic Stress (LTS) was applied. This methodology is an emerging best practice that specifically measures the quality of bicycle infrastructure based on the rider's experience, rather than the number of riders who use a facility⁵. There are four tiers of riders that the LTS methodology is designed to consider, which are illustrated to the right.

To measure the performance of Ellensburg's bicycle network, from an LTS perspective, factors like traffic volumes, posted speed limits, roadway lane markings, number of lanes, presence/type of bike infrastructure, and intersection signalization on Ellensburg's roadways were considered. Similar to the Sidewalk Gaps exhibit, the Bicycle LTS analysis in **Figure 9** highlights specific areas where the City could focus bicycle infrastructure upgrades to better connect community assets with interested residents who travel by bike.

The majority of Ellensburg's local road network has a score of LTS 1 or 2, with these roads being comfortable for an adult to bike on. However, mixed traffic, multiple lanes and higher speeds cause LTS to degrade to levels 3 and 4 on some segments, which are uncomfortable for a typical adult rider. Arterials and collectors such as Bender Road, Brick Road, Sanders Road, University Way, Vantage Highway, Umptanum Road and Canyon Road connecting outside of city limits to the urban growth boundary are found to be LTS 4, only comfortable to "strong and fearless" bicycle riders.



⁵ 2012 Mineta Transportation Institute Technical Report, Low-Stress Bicycling and Network Connectivity.

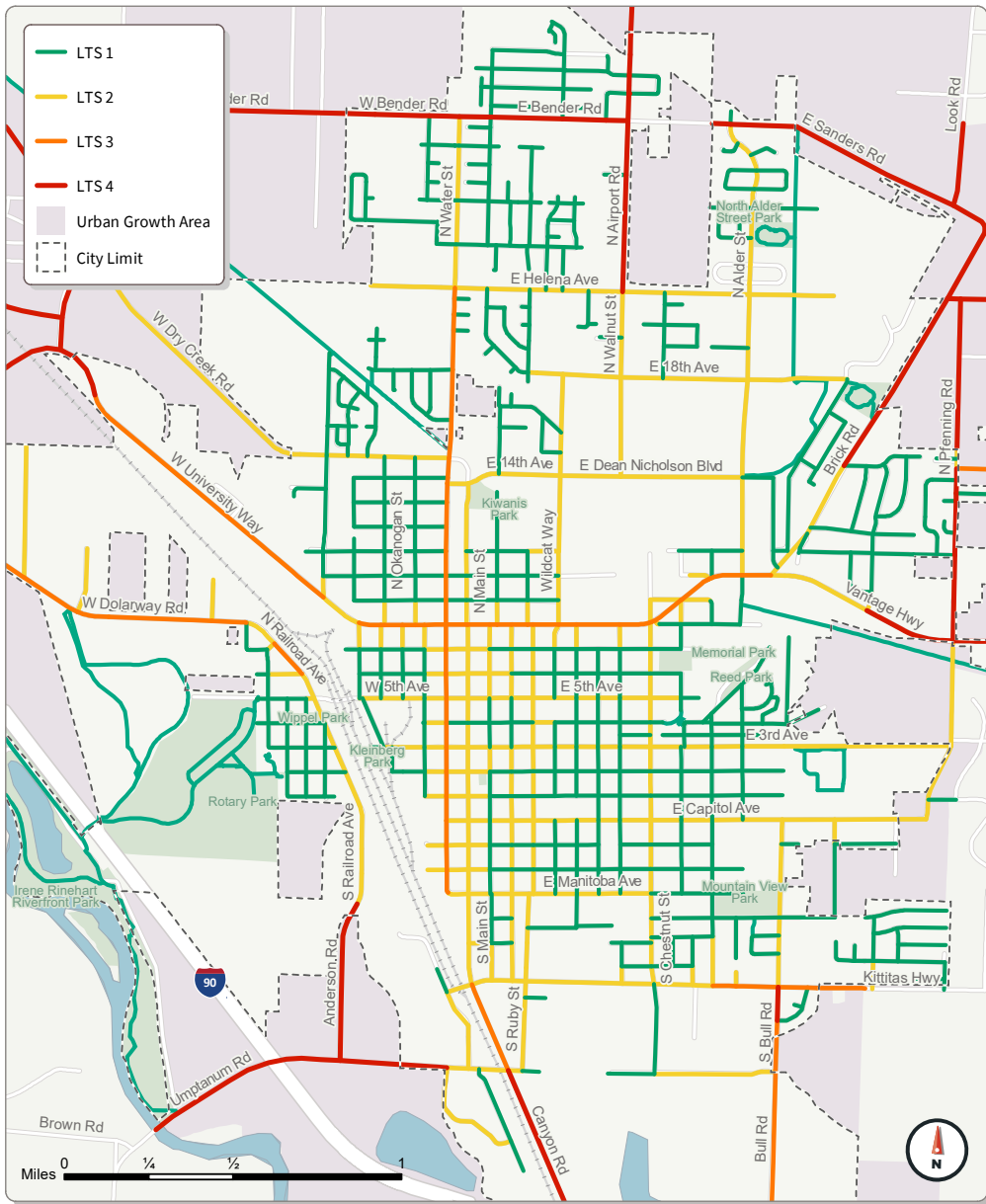


Figure 9 - Bicycle LTS

Web Map Community Engagement Heat Maps

As mentioned in previous sections, the Ellensburg community played a central role in the development of this Active Transportation Plan through providing comments on an online web map. The purpose was to collect feedback and ideas from community members on how to improve walking and biking in Ellensburg.

In order to analyze the hundreds of ideas that were submitted by the community through the web map and through email and social media, the consultant team created a series of heat maps showing the areas that were most commonly identified as needing improvement (see **Appendix C**) as well as summarized general comments (see **Appendix D**). This community input played an important role in prioritizing the active transportation projects for consideration within this Plan. Many ideas were heard multiple times from community members. Every project that received over five votes was given an extra point in project prioritization, and some additional projects were created based on comments received.

This example (**Figure 10**) shows how the heat maps identify community priorities in Ellensburg. The heat map of repairs needed emphasizes sidewalk repairs needed at E 2nd Avenue and N Pine Street.

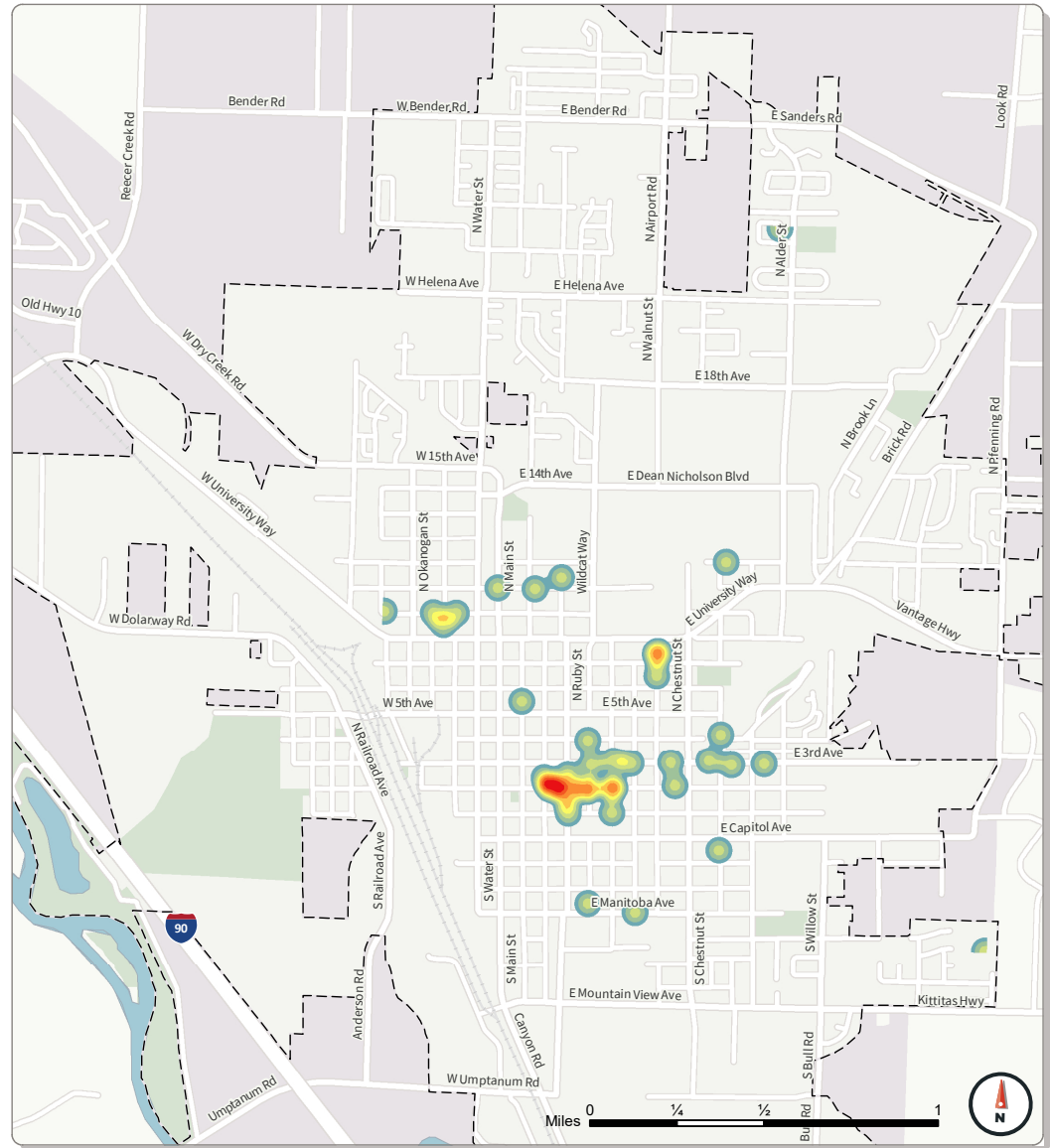


Figure 10 - Repair Needed Heat Map

Project Prioritization Methodology

To arrive at the list of high priority investments outlined in **Chapter 4** and the longer term investments outlined in **Chapter 5**, the consultant team evaluated 65 discrete active transportation projects that stemmed from existing plans described in **Chapter 2**, the gaps analysis described earlier in this chapter, and community priorities expressed in the webmap platform. This evaluation was rooted in the City's active transportation goals based on connectivity, accessibility, safety, and community support. The six criteria measured how effective each potential active transportation project would be in achieving these goals, and were used to rank the projects. The full evaluation criteria are described in the table below. This score was not the only factor in determining high priority investments, as public input and professional judgement were crucial determinants as well.

Table 2 - Project Prioritization Methodology

#	Metric	Evaluation Criteria
1	Project fills an identified bicycle gap in the network.	1= Provides a meaningful E/W or N/S connection (bike and trail projects are eligible) 0= Does not fill major gap
2	Project encourages pedestrian and/or bicycle travel for users of all ages and abilities.	1= Exclusive pedestrian facility (i.e. trail, Rectangular Rapid Flashing Beacon or enhanced crosswalk on a collector/arterial) or improves bicycle LTS from 3-4 to a 1-2 through buffered facility. 0= Shared facility (i.e. sidewalk without buffer, conventional bike lane without LTS improvement, other)
3	Project addresses a location with a history of bike/ped collisions	1= Bike/pedestrian collision 0 = No collision history
4	Project improves connections throughout the regional recreational trail system.	1=Trail or connection to John Wayne Trail 0=Not a trail or connection
5	Project will improve access to school and the downtown.	1= Within downtown or a quarter of a mile from schools 0= Not close to downtown or schools
6	Project has support from the local community.	1= Over 5 web map or email comments 0 = Less than 5 web map or email comments.





04

High Priority Investments

Introduction, map and summary of top projects

This Active Transportation Plan provides a long-term vision of investments required to make Ellensburg a great place to walk and bike. The proposed project investments in **Chapter 4** and **Chapter 5** focus on providing safer and more complete facilities for walking and cycling in order to improve access and mobility for all road users. This chapter details three projects that were identified as the highest priority investments for Ellensburg:

1. Chestnut Street buffered bike lanes and crossing improvements
2. Pfenning Road shared use trail
3. Citywide pedestrian crossing guidelines

To arrive at these priority projects, the project team considered the results of the project evaluation process described in **Chapter 3**, public input and Bicycle Advisory Committee input heard throughout the planning process, and professional judgement. To facilitate the near-term implementation of the first two projects, conceptual designs, project descriptions, coordination needs, funding mechanisms, and cost-estimates are provided. For the Citywide pedestrian crossing guidelines, this report outlines the suggested content and steps towards adoption and implementation.

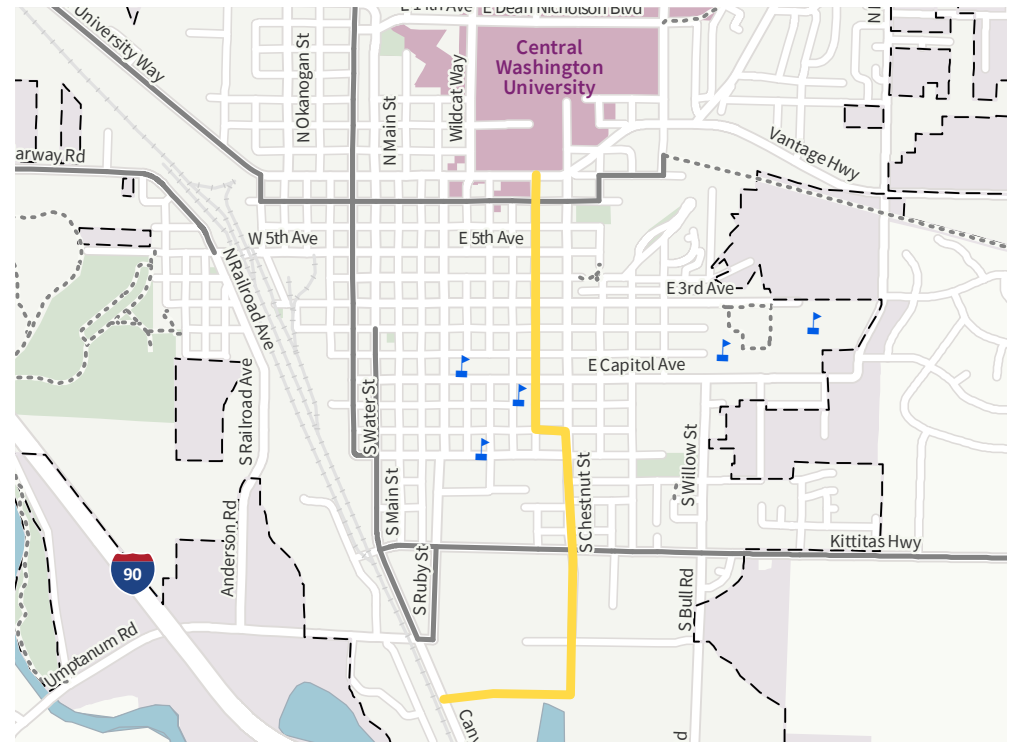
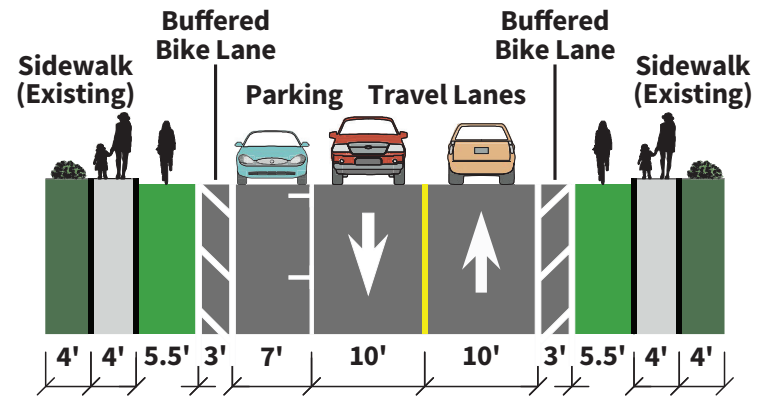
Please note that additional engineering study is needed prior to permit, design, funding and construction phases of any of the projects listed in this plan. The cost estimates provided are planning-level (eg, they are not location specific and do not account for costs such as right of way purchase and utility relocation) and assume 2019 dollars.



Project 1: Bike and pedestrian safety improvements on Chestnut Street and Walnut Street

Project Description

Today, Chestnut Street is a designated bicycle route with painted sharrows that are fading away. Given the volumes and nature of Chestnut Street, the project team considered shifting the bicycle route to go along a parallel local road, Walnut Street. This project would construct Ellensburg's first all ages and abilities north-south bicycle route, extending from E University Way to E Mountain View Avenue, including providing signage and wayfinding. This connection would install traffic calming and sharrows to route bicycle riders along Walnut Street north of Tacoma Avenue, taking advantage of its low speed, low volume residential character, which makes it a friendlier street for biking. The sharrows on Chestnut Street would be replaced by buffered bike lanes south of Tacoma Avenue and extend to E Mountain View Avenue. Buffered bike lanes offer a higher-level of protection for cyclists, which is more appropriate along busier Chestnut Street. A two-stage left turn box would facilitate a left turn connection for northbound bicyclists on Chestnut Street, which would turn onto E Tacoma Avenue and continue onto Walnut Street heading north. Parking is retained on the west side of Chestnut Street for hospital access, and parking would be installed on the outside of the buffered bike lane, adding extra protection for cyclists.



The key destinations along Chestnut Street for pedestrians are transit stops, residences and the Kittitas Valley Hospital. The project proposes upgrading all ramps to meet ADA standards, which includes providing:

- › A landing that is at maximum 2% grade in any direction;
- › A landing that is at minimum 4 feet by 4 feet, but ideally 5 feet by 5 feet;
- › A 4-foot accessible path around perpendicular ramps;
- › Wing ramps at 8.33% maximum grade; and,
- › Yellow detectable warning tiles.

The project also includes installation of two new enhanced RRFB crossings for pedestrians. See **Figure 11** for a conceptual design of full project buildout.

Project Benefits

- › Improves pedestrian connections across Chestnut Street to better connect residents to the hospital and transit stops.
- › Adding an enhanced crossing, such as an RRFB, to a roadway has been shown to increase motorist yielding behavior.
- › Reducing crossing distance or adding a median to an enhanced crossing will improve safety and comfort for pedestrians.
- › The new E Tacoma Avenue enhanced crosswalk will reduce the distance between controlled crossings.
- › Replacing the sharrows on Chestnut Street with buffered bike lanes will improve safety and comfort for cyclists. The two-stage left turn box will help cyclists with wayfinding and crossing Chestnut Street to turn left and continue onto Tacoma Street to connect north along Walnut Street.

Coordination Needs

- › Ellensburg Central Transit
- › Kittitas Valley Hospital

Potential Funding Mechanisms

- › WSDOT Pedestrian and Bicycle Safety Program
- › WSDOT Safety Routes to School
- › WA TIB Complete Streets Award

- › Transportation Alternatives Program
- › Transportation Impact Fees
- › City capital funding

Potential Challenges to Implementation

- › Traffic management and parking during construction
- › Losing parking along the east side of Chestnut Street
- › Minimizing impact on transit service and adjacent residents/Hospital during construction

Cost Estimate

As a short-term step prior to implementing this project, an interim option is to install sharrows for the entire route from University to Mountain view and improve the painted crosswalk at Seattle Avenue at a cost of approximately **\$155,000**.

Long-term, implementing the buffered bike lane project would cost **\$376,000** for unpainted buffered bike lanes and **\$632,000** for green painted buffered bike lanes.

An optional long-term addition to installing buffered bike lanes are to add RRFBs and crossing islands, which would cost **\$709,000** total including green painted buffered bike lanes.

See **Appendix D** for all unit cost assumptions.



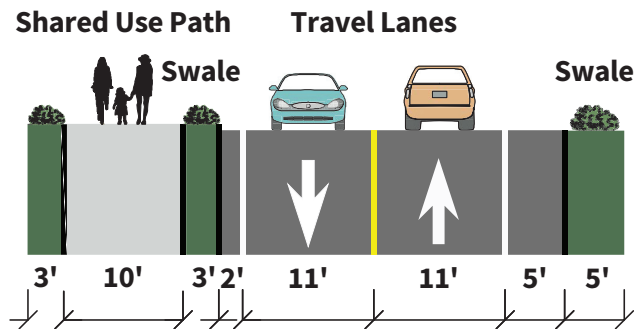


Figure 11 - Conceptual Design of Buffered Bike Lanes Along S Chestnut Street, Including RRFBs and Crossing Islands

Project 2: Bike and pedestrian improvements on Pfenning Road

Project Description

Pfenning Road is rural in nature and borders the City of Ellensburg to the east. Currently, it is a vital north-south connection for residents travelling to Valley View Elementary School and Ellensburg High School. Pfenning Road also currently connects to the east leg of the Palouse to Cascades Trail and is a natural north-south connection on the east side of the City. This project recommends installing a shared use path on the west side of the road and widening shoulders. To connect the shared use trail over the canal, a prefabricated bridge would need to be constructed. A creative option could be to reuse an old railroad bridge as the pedestrian/bicycle crossing. This project also connects the existing Palouse to Cascades Trail across Pfenning Road with an RRFB enhanced crossing for pedestrians and cyclists. See **Figure 12** for conceptual design of full project buildout.



Project Benefits

- › Installing a shared use path for pedestrians and bicycles on the west side of Pfenning Road provides a north-south all ages and all abilities facility on the east side of the city and improves access between neighborhoods and schools
- › Adding an RRFB crosswalk on Pfenning Road for the Palouse to Cascades Trail builds upon statewide investment, which benefits both local residents and recreational cyclists
- › Improving storm water drainage by installing curb, gutter and swales

Coordination Needs

- › Kittitas County
- › Resource Agencies associated with canal

Potential Funding Mechanisms

- › WSDOT Pedestrian and Bicycle Safety Program
- › WA TIB Complete Streets Award
- › WSDOT Safety Routes to School
- › WA TIB Urban Sidewalk Program
- › Transportation Alternatives Program
- › Transportation Impact Fees
- › City capital funding

Potential Challenges to Implementation

- › Minimizing impact of construction on residents and traffic
- › Extensive storm sewer and other utility work required

Cost Estimate

Providing a shared use trail, including a prefabricated bridge would cost approximately **\$1,072,000**. An option to add pedestrian scale illumination to the trail would cost approximately **\$1,172,000** for the trail with illumination.

See **Appendix E** for all unit cost assumptions.

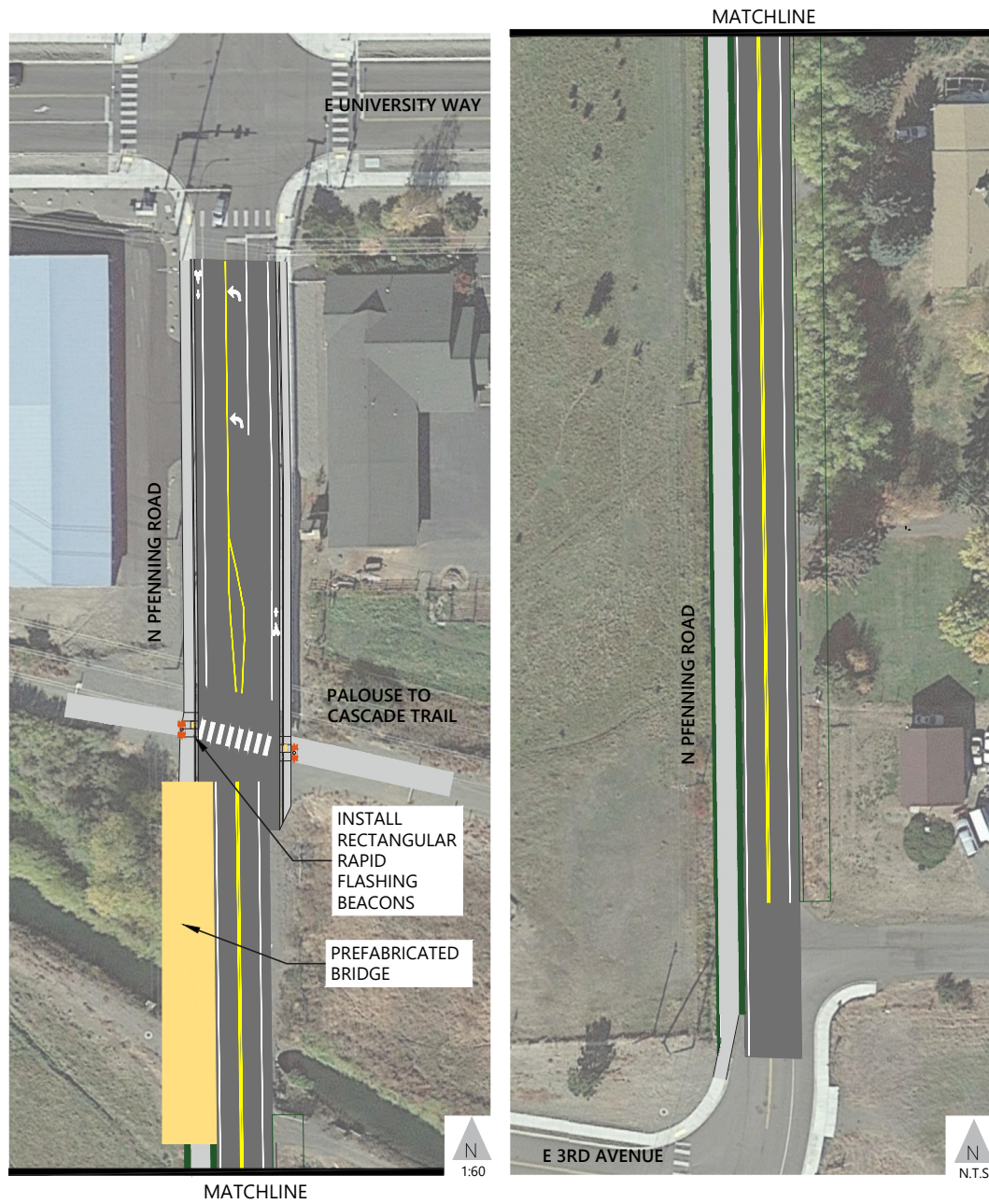


Figure 12 - Conceptual Design of Shared Use Path, RRFB Crossing and Prefabricated Bridge

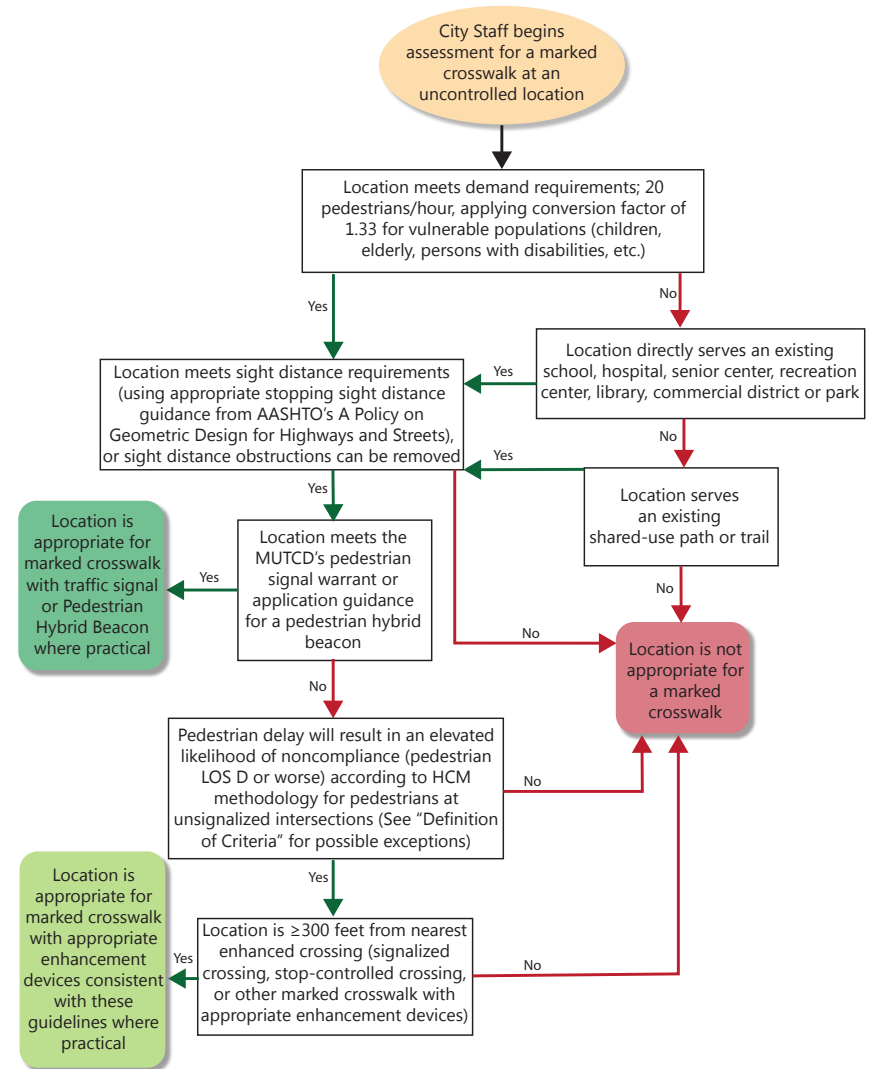
Project 3: Develop Crossing Guidelines

Project Description

Pedestrian Crossing Guidelines would help staff identify where, when, and how to improve a crossing location on public streets. These guidelines are intended to be used by City staff to determine whether to mark a crosswalk either at an uncontrolled or controlled location, and then to determine which treatment is most appropriate to ensure safe and efficient function for all users. When a specific location is being considered for a marked crosswalk – due to public feedback, a new development, or staff recommendation – this document serves as a guide to consistently and transparently determine an appropriate treatment, if any. It contains a background of relevant city and state regulations and design guidance regarding pedestrian crosswalks. These guidelines provide the necessary references for clarifying the legal rights of people walking and people driving in crosswalk scenarios.

Candidate Location Flow Chart

Provides guidance in how to consider locations, in terms of whether a marked crossing treatment is appropriate, based on pedestrian crossing demands, street characteristics, and other safety variables.



Candidate Location Flowchart Example from City of Port Orchard

Candidate Treatments

Once it has been determined that a marked crosswalk should be installed based on the Candidate Location Flow Chart, a variety of potential treatments may be considered. In general, these treatments fall into three categories:



Level A: Markings & Signing



Level B: Rapid Rectangular Flashing Beacons



Level C: Pedestrian Hybrid Beacon/Signal

Treatment Selection

Based on the location characteristics (including roadway speed, volume, and number of lanes), the Crossing Guidelines will recommend specific treatments. The following table is included in Port Orchard's Crossing Guidelines and applies to uncontrolled locations only.

Roadway Type	Vehicle ADT ≤9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT >12,000 to 15,000			Vehicle ADT ≥15,000		
	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph	≤30 mph	35 mph	40 mph
Two Lanes	A	A	B	A	A	B	A	A	C	A	B	C
Three lanes	A	A	B	A	B	B	B	B	C	B	C	C
Multilane (4 lanes with raised median)	A	A	C	A	B	C	B	B	C	C	C	C
Multilane (4 lanes with- out raised median)	A	B	C	B	B	C	C	C	C	C	C	C

Treatment Selection From Port Orchard's Crossing Guidelines

Notes

- A = Level A, B = Level B, C = Level C
- Explore treatments prior to the implementation of the treatment identified in the table.
- RRFBs should be side-mounted and median mounted where median is present and side-mounted and overhead mounted where median is not present

Project Benefits

- › Crosswalks provide an important connection for pedestrians: they direct pedestrians to safer crossing locations, they alert vehicles of the presence of pedestrians, and when paired with level B and C treatments (RRFBs or higher) they reduce pedestrian wait times at crosswalks, which can reduce risk taking behavior (Highway Capacity Manual 6th Edition⁶).
- › Provides objective guidance for staff in the considering crossing locations and selecting specific treatments.

Coordination Needs

- › None

Potential Funding Mechanisms

- › City capital funding

Potential Challenges to Implementation

- › None

Cost Estimate

- › \$15,000 - \$20,000



Crosswalk improvements in Ellensburg

⁶ Chapter 20, Exhibit 20-3 “LOS Criteria: Pedestrian Mode”





A vertical strip on the left side of the slide shows a street scene. It includes a red car parked on the street, a brick building in the background, and a cluster of bright orange flowers in the foreground.

05

Longer Term Investments

Active Transportation Plan Projects

To complete the City of Ellensburg's long-term vision for active transportation, time and investment in incremental steps are necessary. In addition to the high priority investments described in **Chapter 4**, this Chapter outlines all other top priority projects that came out of this process. See **Figure 13**, which summarizes the priority projects that received a score of four or greater out of a total possible score of six (based on the criteria described in **Chapter 3**). The long-term project ideas are further described in **Table 3**. To arrive at this prioritized list, the project team considered the results of the project prioritization process described in **Chapter 3**, public input and Bicycle Advisory Committee input heard throughout the planning process, and professional judgement.

Please note that additional engineering study is needed prior to permit, design, funding and construction phases of any of the projects listed in this plan.

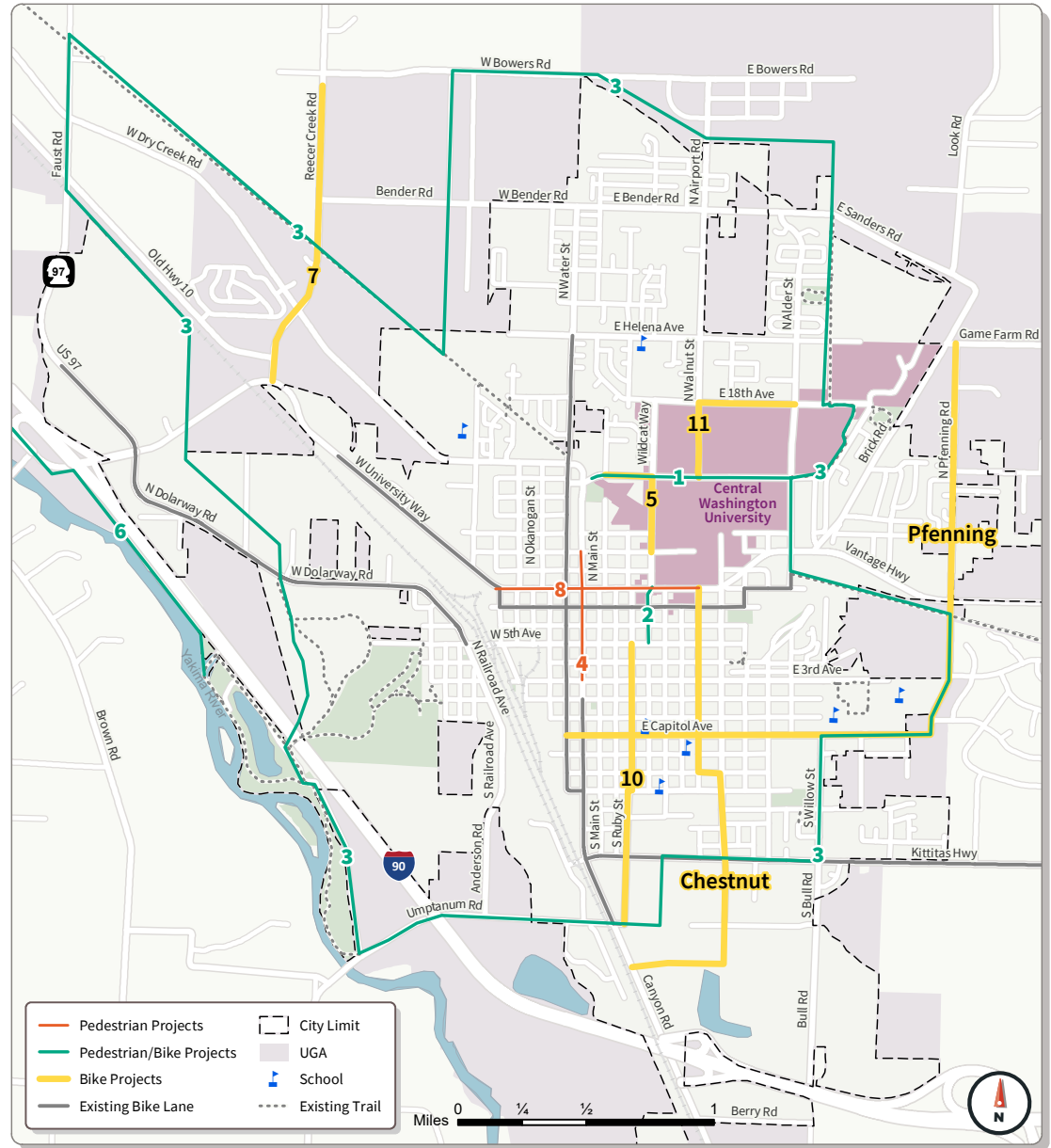


Figure - 13 Long Term Investment Project Ideas

Table 3 - Long Term Investment Project Ideas

#	Project Name	Project Description
1	Reconnect the Palouse to Cascades Trail (John Wayne Trail)	Reconnect the Palouse to Cascades Trail (John Wayne Trail) along the planned reconnection route using the design plan in the reconnection study. Provide signage and wayfinding for bicycle and pedestrian route finding.
2	Trail on N Sprague Street from 5th Avenue to University Way	Install a pedestrian and bicycle trail or buffered bike lanes on N Sprague Street from 5th Avenue to University Way, forming a vital active transportation connection for the community from downtown Ellensburg to Central Washington University. This project includes ensuring a safe crossing for bicycles at E University Way.
3	Circle the City trail 13.1 miles loop around the City	Connect the pieces of the Circle the City trail, a 13.1 mile loop around the entire City of Ellensburg. Connections may be in the form of shared use paths, trails, sidewalks and bike infrastructure. Provide signage and wayfinding for bicycle and pedestrian route finding.
4	Main Street pedestrian safety corridor	This project improves pedestrian safety along Main Street from 10th Avenue to 3rd Avenue. Safety improvements include adding landscape buffers on sidewalks where necessary, adding mid-block crossings where destinations warrant it, and improving comfort for pedestrians through landscaping and benches along the corridor.
5	Protected Bike Lane on E 14th Avenue and N Wildcat Way from B Street (along E 14th Avenue) to E 10th Avenue (along N Wildcat Way)	This project installs a protected bike lane on E 14th Avenue and N Wildcat Way between B Street and E 10th Avenue. This would improve bicycle connections for residents and students connecting to CWU from downtown Ellensburg and the west leg of the John Wayne Trail.
6	Irene Rinehart Riverfront Park to Thorp Highway Trail	Installing a bicycle and pedestrian trail along the Yakima River would provide the community with opportunities to connect to nature and recreation.
7	Protected bike lane on Reecer Creek Road from University Way to North UGA	Installing this protected bike lane along Reecer Creek Road would connect residents in the north to the City and to the west leg of the John Wayne Trail.
8	Crossing improvements along University Way	At key locations requiring further study, building crossing improvements along University Way would connect the north and south commercial, residential and education areas of the City across this four lane arterial. Crossing improvements could include HAWK signals, refuge islands and bulb outs.
9	Vantage Highway pedestrian and bicycle improvements at University Way from Brick Road to Pfenning Road	Installing sidewalks and buffered bike lanes along Vantage Highway from University Way to Brick Road would connect the east side of the City to the John Wayne Trail and the rodeo for pedestrians and bicycles.
10	Bike lane on Ruby Street from Mountain View Avenue to 7th Avenue	This project would install a bike lane on Ruby Street from Mountain View Avenue to 7th Avenue to improve north-south bicycle connections tying into downtown from the south of the city.
11	Bike lane on Walnut Street/18th Avenue from 14th Avenue to Alder Street	This project installs bike lanes on N Walnut Street and E 18th Avenue to connect CWU to the north.

Active Transportation Plan Policies

Active transportation systems are more than just infrastructure projects, a complete system includes the enforcement of traffic laws, education that promotes safe walking, biking and driving, and encouragement of citizens to leave their cars at home. The following policies and program recommendations in education, enforcement and encouragement will support active transportation in the City of Ellensburg.

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.



Sample “Share the Road” License plate
<https://www.dol.wa.gov/vehicleregistration/spshareroad.html>

A comprehensive active 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

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

- › 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 www.mobilityeducation.org/approach.htm.
- › Integrate bicycle/pedestrian safety instruction into elementary, middle school, and high school PE and health curriculum.
- › Encourage youth organizations such as 4H and Scouts to complete units on bicycle use and safety.
- › Offer workshops through Community Schools on bicycle safety, maintenance, and riding skills
- › Provide bicycle/pedestrian safety instruction to seniors at the Adult Activity Center and local retirement communities.
- › Integrate information on bicycle and pedestrian safety issues into driving refresher courses.
- › Promote safe driving programs offered through organizations such as AARP and AAA.

Distribute safety information. Options include:

- › Initiate a “Share the Road” campaign with messages on license plates, busses, signs and other locations and public presentations (see <https://www.nhtsa.gov/share-road-its-everyones-responsibility>). With the proposed testing and possible adoption of Sharrow markings in this plan, it will be important that both drivers and bikers understand the expectation of shared use.
- › Distribute targeted pedestrian and bicycle safety and promotion information at CWU, the Adult Activity Center, churches, and civic organizations.
- › Include pedestrian and biking safety tips on City’s website.
- › Request bicycle and pedestrian safety videos be aired on Channel 2. Cooperate with a community producer to create a safety video for Ellensburg.
- › Collaborate with local businesses to provide coupons for discounts on reflective clothing and other safety equipment.

Provide information on bike and pedestrian routes. Options include:

- › Distribute maps showing existing bike routes to encourage bike route use. A map available at the Chamber of Commerce and the Ellensburg Public Works and Utilities Department shows county roads near Ellensburg that have shoulder width appropriate for bicycle use.
- › Provide distinctive wayfinding signs to identify significant routes or show directions and distances to important locations within the city.
- › Create a color-coded walkability map to identify the most attractive walking routes.

Enforcement

Enforcement of laws and regulations are necessary for the safe and effective operation of pedestrian and cycling 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 <https://wtsc.wa.gov/grants/> The following resources provide information about bicycle and pedestrian laws in Washington:

- › “Bicycle Laws in the State of Washington”, RCW 46.
- › Bicycle Law Summary: <http://www.wsdot.wa.gov/Bike/Laws.htm>
- › Pedestrian Law Summary: <https://www.wsdot.wa.gov/travel/commute-choices/walk/pedestrian-laws>
- › Pedestrian Rights and Duties, RCW 46.61.230 to 46.61.269: <https://apps.leg.wa.gov/RCW/default.aspx?cite=46.61.230>

Recommendations

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

- › Launch education/enforcement campaigns targeting drivers who violate pedestrian right-of-way laws
- › Launch education/enforcement campaigns targeting drivers who violate the 3-foot bicyclist safe passing law.
- › Focus speeding patrols in areas with high concentrations of pedestrians/ bicyclists, such as school zones and the perimeter of the CWU campus.
- › 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)

- › Issue warning tickets for youthful violators, with copies to parents. Require safety training for repeat offenders.
- › Enforce the Ellensburg bicycle helmet law for youth 16 and younger, and provide incentives to encourage all bicyclists to wear helmets
- › Remind auto drivers of their speed through radar speed trailers and active speed monitors

Involve community in ensuring compliance. Options include:

- › 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.
- › Use adult school crossing guards – volunteer or paid
- › Publicize the “complaint hotline” regarding snow removal on sidewalks
- › Promote a safe driving pledge: <https://www.asirt.org/advocacy/safe-driving-pledge/>

Develop a plan for reducing bicycle theft. Options include:

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

Encouragement

Another goal of this plan is to promote 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 active transportation over motorized travel and the States goals of encouraging walking and biking.

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 2007¹ 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. For more recent results a, a U.S. Bicycling Participation Study that was commissioned by People for Bikes and released in 2019, can be found at: <https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFB-Participation-2018-for-Website.pdf>

Beyond constructing safe, attractive and accessible facilities as proposed in **Chapter 4**, opportunities to promote active transportation travel include the following recommendations.

Recommendations

Market active transportation. Options include:

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

Promote active transportation commuting. Options include:

- › Provide employer incentives, such as awards, loaner bikes, or financial incentives, to increase active transportation commuting
- › Designate a “Bike to Work” Day (or month), by sponsoring with a local civic organization to promote the event
- › 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 <https://wearetraffic.org/commuters/bikebuddy>)
- › Reconsider ECC 8.12.040 (A), “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.

Sponsor group rides/walks. Options include:

- › Encourage participation in group rides/walks by bicycle clubs and organizations such as Windwalkers
- › Support large ride/walk events as fundraisers, such as the Manastash Metric Bicycle Tour and the Central Washington University Relay for Life.
- › 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
- › Encourage and promote the continued gifts of bicycles through the annual Christmas Basket program

Partner with community activities. Options include:

- › Add bike rides/walks to community events, or encourage bicycling/ walking to events such as the Kittitas County Farmers Market or City of Ellensburg’s ‘Touch a Truck’ event.
- › Staff bicycle/pedestrian information booths at the Kittitas County Fair.

Teach Safety and Skills. Options include:

- › Host special events and conferences to provide forums for exchanging information, advertising new equipment and meeting others interested in active transportation
- › Offer bike maintenance classes through Continuing Education or Community Schools
- › Conduct a Bike Rodeo or other safety training for kids.

Involve schools. Options include:

- › Teach “active living” skills, including walking and biking, in school physical education courses
- › 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
- › Restrict parking at CWU to promote active transportation on campus
- › Organize a “Walk and Roll to School” Day

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

- › Provide covered bike parking
- › 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.

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 2017, contains language supportive of active transportation (nonmotorized) in both the Transportation and Land Use Chapters. Adoption of this Active Transportation 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 and Utilities Department –The primary department responsible for implementing this Active Transportation Plan is the Ellensburg Public Works and Utilities 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 Palouse to Cascades 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, student safety

assemblies, and the School Resource Officer program at Morgan Middle School and Ellensburg High School. 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 Utilities 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.

Ellensburg Bicycle Advisory Committee– Advises the City Council, through the Environmental Commission, on matters to promote bicycle use within Ellensburg. The Bicycle Advisory Committee is a subgroup of the Environmental Commission, which is responsible for advising the [City Council](#) on environmental matters with the mission of maintaining and enhancing the uniquely livable and sustainable environment enjoyed by City residents.

Kittitas County Public Works Department – With duties similar to the City’s Public Works and Utilities 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 – The Kittitas County Public Health Department provides support for Active Transportation projects through the Local Strategies for Physical Activity and Nutrition program. Public Health promotes active lifestyles for all Kittitas County residents by focusing on the policies, systems, and environments that impact our day to day lives.

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. In addition, bicycle safety is taught in PE classes at both the high school and middle school.

Central Washington University – A Campus Circulation Plan creates a pedestrian-oriented development 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.” Policies include:

- › “Recognize the special needs of pedestrians and persons with disabilities on campus...
- › Designate certain pathways as primary bicycle routes...
- › Reduce the number of vehicles on the interior campus mall system...
- › Reduce the number of vehicles within the pedestrian-oriented development area...
- › Parking permit pricing will be consistent with the real costs of administration, building maintaining, and securing parking lots...
- › Minimize the use of central campus land area for parking...
- › Provide adequate parking facilities...”

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

Washington State Parks – Palouse to Cascades Trail infrastructure improvement, maintenance, and promotion is the responsibility of State Parks. The Ellensburg Greenway Trail, reconnecting the Palouse to Cascades 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.

Appendices

A. Community Engagement


The City of Ellensburg staff promoted the web map both through online promotion using Facebook, Twitter, the city website and press release as well as provided postcards with QR codes at key destinations, including:

- › Library
- › City Hall
- › Pool
- › Racquet Center
- › Senior Center

The City also mailed the postcards to the City Utility Bill mail list.

In addition, City staff provided in person promotion and postcards at the following locations and events in Ellensburg:


- › Environmental Commission Committee Meeting 11/20/19
- › WSDOT/City ATP Open House 12/4/19 at CWU
- › CWU Enterprise Facilities Committee monthly meetings
- › Farmer's Market – Ask the Mayor Booth
- › Hearthstone
- › KVH Breakroom
- › City Info Station at CWU SURC




Ciudad de Ellensburg
Plan de Transporte Activo

Encuesta de Mapeo

Accede a la encuesta con este código QR






City of Ellensburg
Active Transportation Plan

Mapping Survey

Access the survey with this QR code



Cómo Utilizar


- 1 Visite la encuesta Ellensburg usando
- 2 El propósito de la Ellensburg sea m...
- 3 Para agregar com...
- 4 Cuando suelte un...
- 5 Cuando termine s...


How to use the Mapping Survey Webmap

- 1 Please visit the City of Ellensburg Active Transportation Plan mapping survey using the QR code at the top of this page or at:
<http://gis.fehrandpeers.com/ellensburgATP>
- 2 The survey's purpose is to share your ideas on how to make Ellensburg safer and more comfortable for walking and biking.
- 3 To add comments or suggestions, select a pin or line feature from the "share your thoughts" menu and **add it to the map**.
- 4 When you drop a pin or add a line, you will see a pop-up window with a field for adding comments. Along with your drawing, you can type an additional comment in the space provided to share your ideas.
- 5 When you finish your comment, click the **save button**. You will no longer be able to edit the comment, but it will remain **visible for everyone who visits the survey**.

Need help?

For questions or comments, please contact:


Josh Mattson
mattsonj@ci.ellensburg.wa.us



- | | |
|--|---|
| <ul style="list-style-type: none"> › Gallery One › Ellensburg School District › CWU Public Affairs › Kittitas County Public Health Department › Safeway › Fred Meyer | <ul style="list-style-type: none"> › Super-1 › Kittitas County Chamber of Commerce › Ellensburg Downtown Association › Bite of the Burg |
|--|---|

B. Prioritized Project List

All projects that were considered as part of the Active Transportation Plan are listed here and mapped in **Figure 14**. The 64 projects on this list came from a variety of different sources:

Existing plans, including:

- › Nonmotorized Transportation Plan (2008)
- › Transportation Element (2017)
- › Circle the City Plan (2015)
- › City-to-Canyon Concept Plan (2009)
- › John Wayne Pioneer Trail Reconnection Study (2001)

Existing bicycle and pedestrian gaps in the network, such as:

- › Crossing gap
- › Sidewalk gap
- › Biking gap

Community input projects

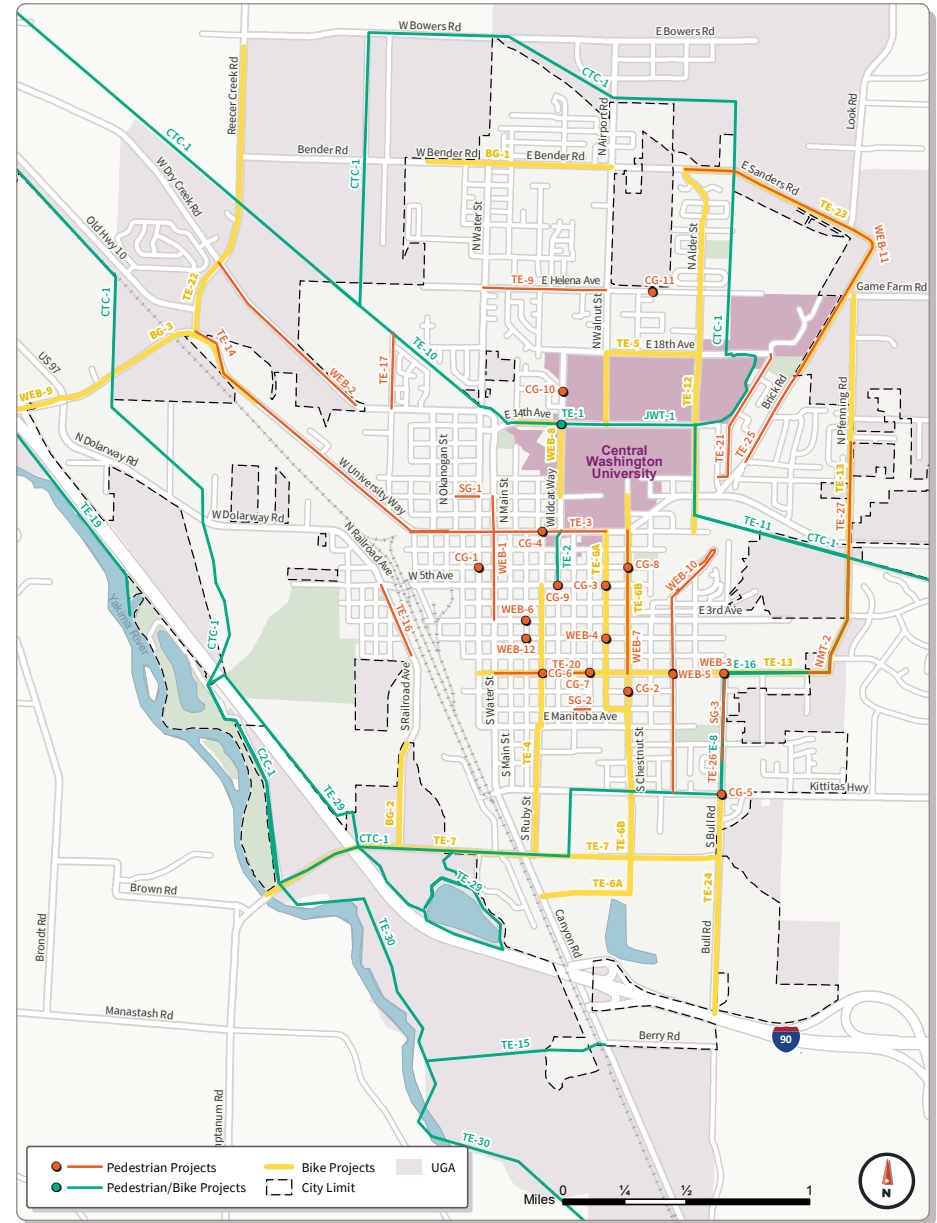


Figure 14 - All Active Transportation Plan Projects

Table 4 - Prioritized Project List

ATP ID	Source	Project Description	Project Name	Roadway/ Location	Extents (From)	Extents (To)	Scoring by Project Goal						
							1	2	3	4	5	6	Total
TE-2	TE	Pedestrian and bike improvements on trail. Downtown to CWU University Way Crossing.	Trail on N Sprague St from 5th Ave to University Way	N Sprague St	5th Ave	University Way	1	1	1	1	1	1	6
JWT-1	JWT	Reconnect the Palouse to Cascades Trail (John Wayne Trail)	Reconnect the Palouse to Cascades Trail (John Wayne Trail)		14th Ave	Alder St	1	1	1	1	1	1	6
TE-6	TE	Bike lane/Protected bike lane	Bike lane/Protected bike lane on Chestnut St from I-90 to CWU	Chestnut St	I-90	CWU	1	1	1	0	1	1	5
TE-13	TE	Bike Lane	Bike Lane on Capitol Ave/Pfenning Rd from Water St to Game Farm Rd	Capitol Ave/ Pfenning Rd	Water St	Game Farm Rd	1	1	0	1	1	1	5
CTC-1	Circle the City	Circle the City trail 13.1 miles loop around the City	Circle the City trail 13.1 miles loop around the City				1	1	0	1	1	1	5
TE-3	TE	Crossing improvements	Crossing improvements along University Way	University Way			0	1	1	0	1	1	4
TE-4	TE	Bike lane	Bike lane on Ruby St from Mountain View Ave to 7th Ave	Ruby St	Mountain View Ave	7th Ave	1	1	1	0	1	0	4
TE-5	TE	Bike lane	Bike lane on Walnut St/18th Ave from 14th Ave to Alder St	Walnut St/18th Ave	14th Ave	Alder St	1	1	1	0	1	0	4
TE-19	TE	IRRP to Thorp Highway Trail	IRRP to Thorp Highway Trail		Thorp Hway	Yakima River	0	1	0	1	1	1	4
TE-22	TE	Protected bike lane	Protected bike lane on Reecer Creek Rd from University Way to North UGA	Reecer Creek Rd	University Way	North UGA	1	1	1	1	0	0	4
TE-28	TE	Vantage Highway pedestrian and bicycle improvements	Vantage Highway pedestrian and bicycle improvements at University Way from Brick Rd to Pfenning Rd	University Way	Brick Rd	Pfenning Rd	1	1	0	1	0	1	4
WEB-1	WEB	Main St pedestrian safety corridor	Main St pedestrian safety corridor	Main St	10th Ave	3rd Ave	0	1	1	0	1	1	4
WEB-7	WEB	Chestnut St Pedestrian Safety Corridor	Chestnut St Pedestrian Safety Corridor	Chestnut St Corridor	8th Ave	Capitol Ave	0	1	1	0	1	1	4
WEB-8	WEB	Protected Bike Lane	Protected Bike Lane on E 14th Avenue [D St] from B St [E 14th Ave] to D St [W 10th Ave]	E 14th Avenue [D St]	B St [E 14th Ave]	D St [W 10th Ave]	1	1	1	0	0	1	4
TE-7	TE	Protected bike lane	Protected bike lane on Umptanum Rd from West UGA to East UGA	Umptanum Rd	West UGA	East UGA	1	1	0	0	0	1	3
TE-8	TE	Road widening, curb improvements, bike lanes	Trail at Willow St from Mountain View Ave to Capitol Ave	Willow St	Mountain View Ave	Capitol Ave	1	1	0	0	0	1	3
TE-9	TE	Sidewalk addition and fill in gaps on both sides of the road	Sidewalk addition and fill in gaps on both sides of the road at Helena Ave from Water St to Airport Rd	Helena Ave	Water St	Airport Rd	0	0	1	0	1	1	3

Table 4 (Continued) - Prioritized Project List

ATP ID	Source	Project Description	Project Name	Roadway/ Location	Extents (From)	Extents (To)	Scoring by Project Goal						
							1	2	3	4	5	6	Total
TE-10	TE	Upgrade Palouse to Cascades Trail (John Wayne Trail) surface	Upgrade Palouse to Cascades Trail (John Wayne Trail) surface	-	West City Limits	14th Ave	0	1	0	1	1	0	3
TE-12	TE	Bike Lane	Bike Lane on Alder St from Fairgrounds to Airport Rd	Alder St	Fairgrounds	Airport Rd	1	1	0	1	0	0	3
TE-15	TE	South River Connector Trail	South River Connector Trail		Yakima River	Canyon Rd	0	1	0	1	1	0	3
TE-18	TE	Sidewalks and bike lane	Trail at Capitol Ave from Willow St to Oak St	Capitol Ave	Willow St	Oak St	1	1	0	0	0	1	3
TE-23	TE	Protected bike lane	Protected bike lane on Brick Rd/Sanders Rd from Bonnie Ln to Airport Rd	Brick Rd/Sanders Rd	Bonnie Ln	Airport Rd	1	1	0	0	0	1	3
CG-1	Crossing Gap	6th Ave & Water St crossing	6th Ave & Water St crossing at 6th Ave/Water St	6th Ave/Water St	-	-	0	1	0	0	1	1	3
TE-29	TE	Lake Matoon Trail	Lake Matoon Trail	Lake Matoon Trail	-	-	0	1	0	1	1	0	3
TE-30	TE	Trail (Bureau of Reclamation Trail)	Trail at Canyon Multi-Use Path from Irene Rinehart RP to S. City Limits	Canyon Multi-Use Path	Irene Rinehart RP	S. City Limits	0	1	0	1	1	0	3
CG-4	Crossing Gap	Crossing improvements	Crossing improvements at University Way/Ruby St	University Way/Ruby St	-	-	0	1	1	0	1	0	3
CG-9	Crossing Gap	Crossing improvements	Crossing improvements at Sprague St/5th Ave	Sprague St/5th Ave	-	-	0	1	0	0	1	1	3
NMT-2	NMT	Sidewalk addition	Sidewalk addition at Capital Ave/Pfenning Rd from Oak St to Vantage Hwy	Capital Ave/Pfenning Rd	Oak St	Vantage Hwy	0	0	0	1	1	1	3
WEB-9	WEB	Add bike safety measures to improve navigation near the I-90 interchange with W University Way	W University Way & I-90 Interchange Bike Improvements	W University Way	S Thorp Hwy	Hwy 97	1	1	0	0	0	1	3
TE-11	TE	Upgrade Palouse to Cascades Trail (John Wayne Trail) surface	Upgrade Palouse to Cascades Trail (John Wayne Trail) surface	-	Alder St	East City Limits	0	1	0	1	0	0	2
TE-17	TE	Curb/sidewalk additions/improvements	Curb/sidewalk additions/improvements at Cora St from 15th Ave to JWT	Cora St	15th Ave	JWT	0	0	0	1	1	0	2
TE-20	TE	Sidewalk replacement (maintenance)	Sidewalk replacement (maintenance) at Capitol Ave from Main St to Sampson St	Capitol Ave	Main St	Sampson St	0	0	1	0	1	0	2
TE-24	TE	Protected bike lane	Protected bike lane on Bull St/Willow St from I-90 to Capitol Ave	Bull St/Willow St	I-90	Capitol Ave	1	1	0	0	0	0	2
CG-2	Crossing Gap	Crossing improvements	Crossing improvements at Washington Ave/Chestnut St	Washington Ave/Chestnut St	-	-	0	1	0	0	1	0	2

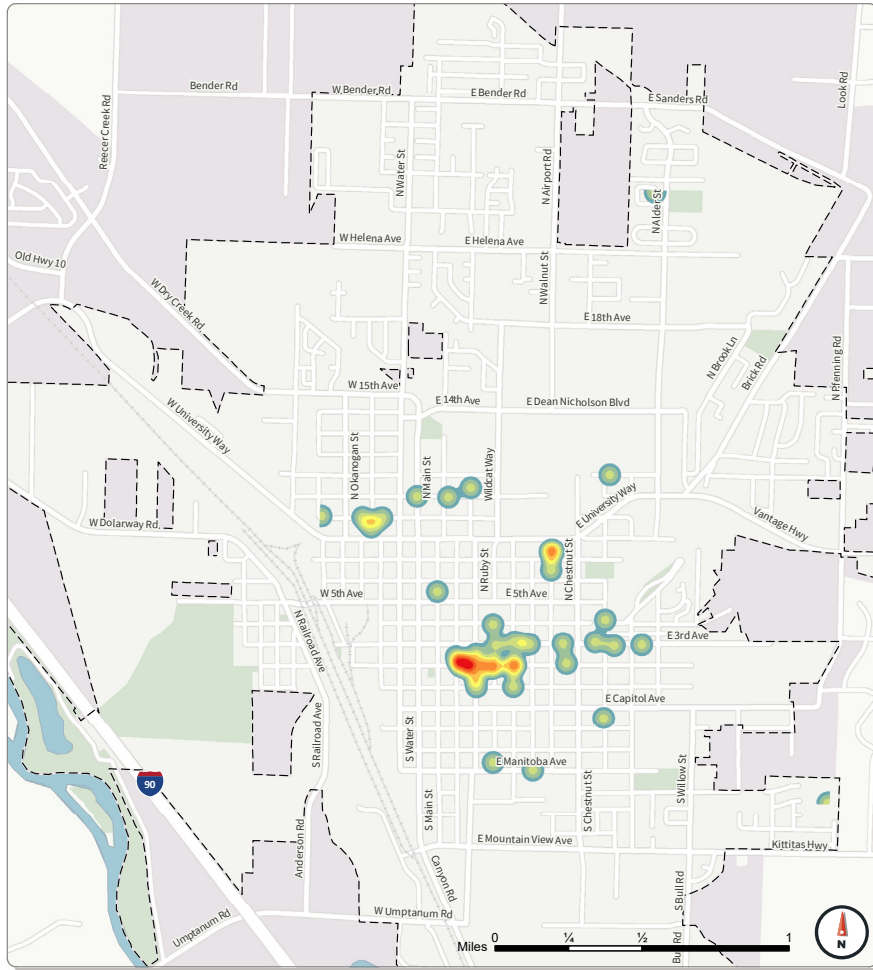
Table 4 (Continued) - Prioritized Project List

ATP ID	Source	Project Description	Project Name	Roadway/ Location	Extents (From)	Extents (To)	Scoring by Project Goal						
							1	2	3	4	5	6	Total
CG-3	Crossing Gap	Crossing improvements	Crossing improvements at Walnut St/5th Ave	Walnut St/5th Ave	-	-	0	1	0	0	0	1	2
CG-6	Crossing Gap	Crossing improvements	Crossing improvements at Capitol Ave/Ruby St	Capitol Ave/Ruby St	-	-	0	1	0	0	1	0	2
CG-7	Crossing Gap	Crossing improvements	Crossing improvements at Capitol Ave/Sampson St	Capitol Ave/Sampson St			0	1	0	0	1	0	2
C2C-1	City to Canyon	City Parks Trail	City Parks Trail	City Parks Trail	-	-	0	1	0	1	0	0	2
BG-1	Biking Gap	Protected Bike Lane	Protected Bike Lane on E Bender Rd from City limits to N Airport Rd	E Bender Rd	City limits	N Airport Rd	1	1	0	0	0	0	2
BG-2	Biking Gap	Protected Bike Lane	Protected Bike Lane on Anderson Rd from Umptanum Rd to City Limits	Anderson Rd	Umptanum Rd	City Limits	1	1	0	0	0	0	2
BG-3	Biking Gap	Bike Lane	Bike Lane on University Way from Matheus Lumber to W Dolarway Rd	University Way	Matheus Lumber	W Dolarway Rd	1	0	0	1	0	0	2
WEB-10	WEB	Fill sidewalk gaps and improve pedestrian safety along Maple St through the Craig Ave loop.	Pedestrian Improvements along Maple St/Craig Ave	Maple St/Craig Ave	Mountain View Hwy	Craig Avenue Loop (including the loop)	0	1	0	0	0	1	2
WEB-12	WEB	Improve lighting and repair sidewalks in the area around W 2nd Ave and N Pine St	Repairs near W 2nd Ave & N Pine St	W 2nd Ave and N Pine St	-	-	0	0	0	0	1	1	2
TE-1	TE	Signalize intersection	Signalize intersection at 14th St/Wildcat Way	14th St/Wildcat Way	-	-	0	1	0	0	0	0	1
TE-16	TE	Sidewalk	Sidewalk at South Railroad Ave from 1st Ave to 5th Ave	South Railroad Ave	1st Ave	5th Ave	0	0	1	0	0	0	1
TE-21	TE	Sidewalk	Sidewalk at Brook Lane from 11th Ave to 18th Ave	Brook Lane	11th Ave	18th Ave	0	0	0	0	0	1	1
WEB-2	WEB	Mt Stuart School pedestrian safety	Mt Stuart School pedestrian safety	Dry Creek Rd	Reecer Creek Rd	15th Ave	0	0	0	0	1	0	1
SG-2	Sidewalk Gap	Sidewalk	Sidewalk at Tacoma Ave from Anderson St to Sampson St	Tacoma Ave	Anderson St	Sampson St	0	0	0	0	1	0	1
WEB-3	WEB	Capitol Ave/Willow St Intersection	Capitol Ave/Willow St Intersection	Capitol Ave/Willow St	-	-	0	0	0	0	1	0	1
SG-3	Sidewalk Gap	Sidewalk	Sidewalk at Willow St from Seattle Ave to Capitol Ave	Willow St	Seattle Ave	Capitol Ave	0	0	0	0	1	0	1
WEB-4	WEB	Walnut St/2nd Ave Intersection	Walnut St/2nd Ave Intersection	Walnut St/2nd Ave	-	-	0	0	0	0	1	0	1

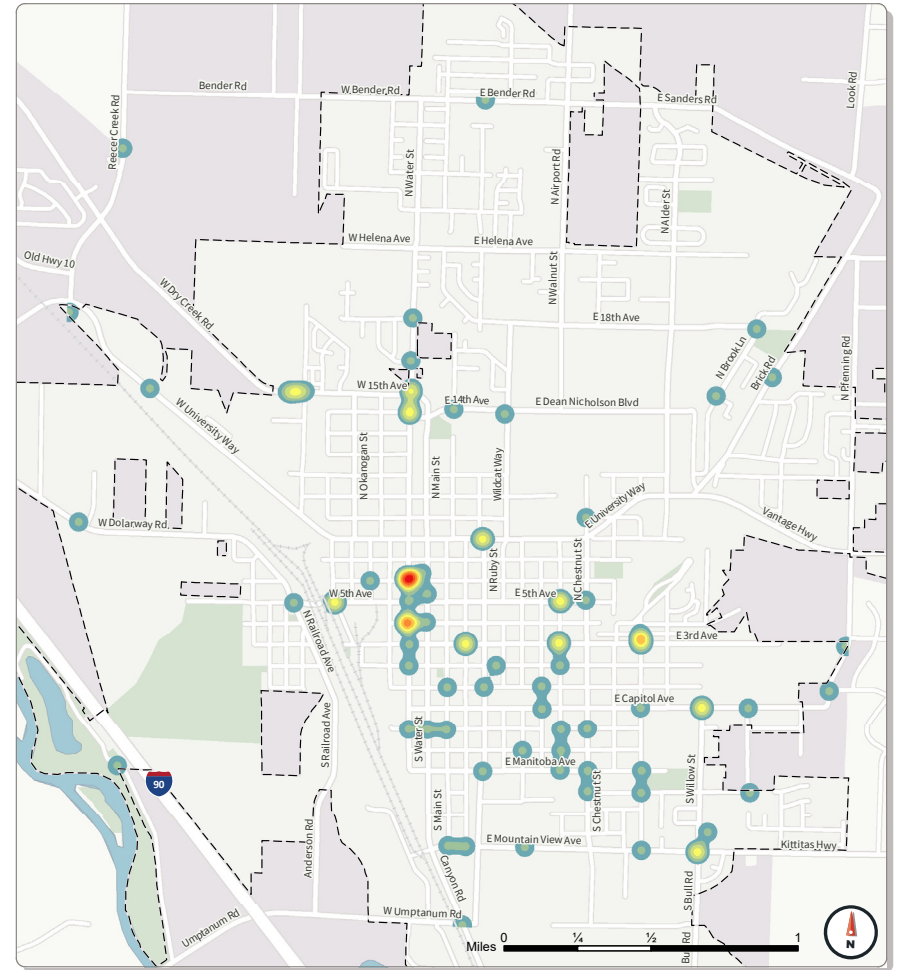
Table 4 (Continued) - Prioritized Project List

ATP ID	Source	Project Description	Project Name	Roadway/ Location	Extents (From)	Extents (To)	Scoring by Project Goal						
							1	2	3	4	5	6	Total
WEB-6	WEB	3rd Ave/Pine St Intersection	3rd Ave/Pine St Intersection	3rd Ave/Pine St	-	-	0	0	0	0	1	0	1
CG-5	Crossing Gap	Crossing improvements	Crossing improvements at Mountain View Ave/Willow St	Mountain View Ave/Willow St	-	-	0	1	0	0	0	0	1
CG-8	Crossing Gap	Crossing improvements	Crossing improvements at Chestnut St/6th Ave	Chestnut St/6th Ave	-	-	0	1	0	0	0	0	1
CG-10	Crossing Gap	Crossing improvements	Crossing improvements at Wildcat Way/17th Ave	Wildcat Way/17th Ave	-	-	0	1	0	0	0	0	1
CG-11	Crossing Gap	Crossing improvements	Crossing improvements at Helena Ave	Helena Ave	Walnut St	Alder St	0	1	0	0	0	0	1
WEB-11	WEB	Add sidewalk on both sides of Sanders Rd	Sanders Rd Sidewalk Addition	Sanders Rd	McElroy Park	N Alder St	0	0	0	0	0	1	1
TE-14	TE	Sidewalk extension	Sidewalk extension at University Way from Nanum St to West City Limits	University Way	Nanum St	West City Limits	0	0	0	0	0	0	0
TE-25	TE	Sidewalk addition to west side of road	Sidewalk addition to west side of road at Brick Rd from Skyline Dr to Cemetery	Brick Rd	Skyline Dr	Cemetery	0	0	0	0	0	0	0
TE-26	TE	Fill in sidewalk gaps	Fill in sidewalk gaps at Willow St from Spokane Ave to Seattle Ave	Willow St	Spokane Ave	Seattle Ave	0	0	0	0	0	0	0
TE-27	TE	Sidewalk addition to west side of road	Sidewalk addition to west side of road at Pfenning Rd from Vantage Hwy to Ashford Way	Pfenning Rd	Vantage Hwy	Ashford Way	0	0	0	0	0	0	0
SG-1	Sidewalk Gap	Sidewalk	Sidewalk at 10th Ave from Water St to Columbia St	10th Ave	Water St	Columbia St	0	0	0	0	0	0	0
WEB-5	WEB	Capitol Ave/Maple St Intersection	Capitol Ave/Maple St Intersection	Capitol Ave/Maple St	-	-	0	0	0	0	0	0	0

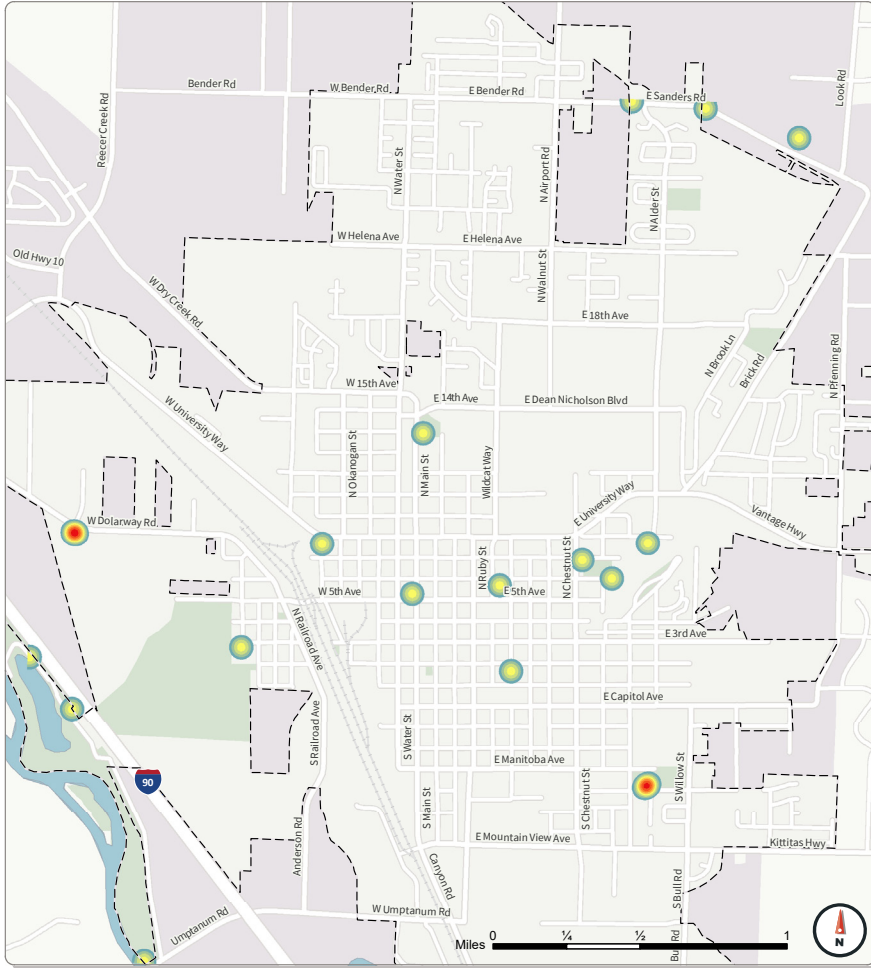
C. Heat Maps of Web Map Comments



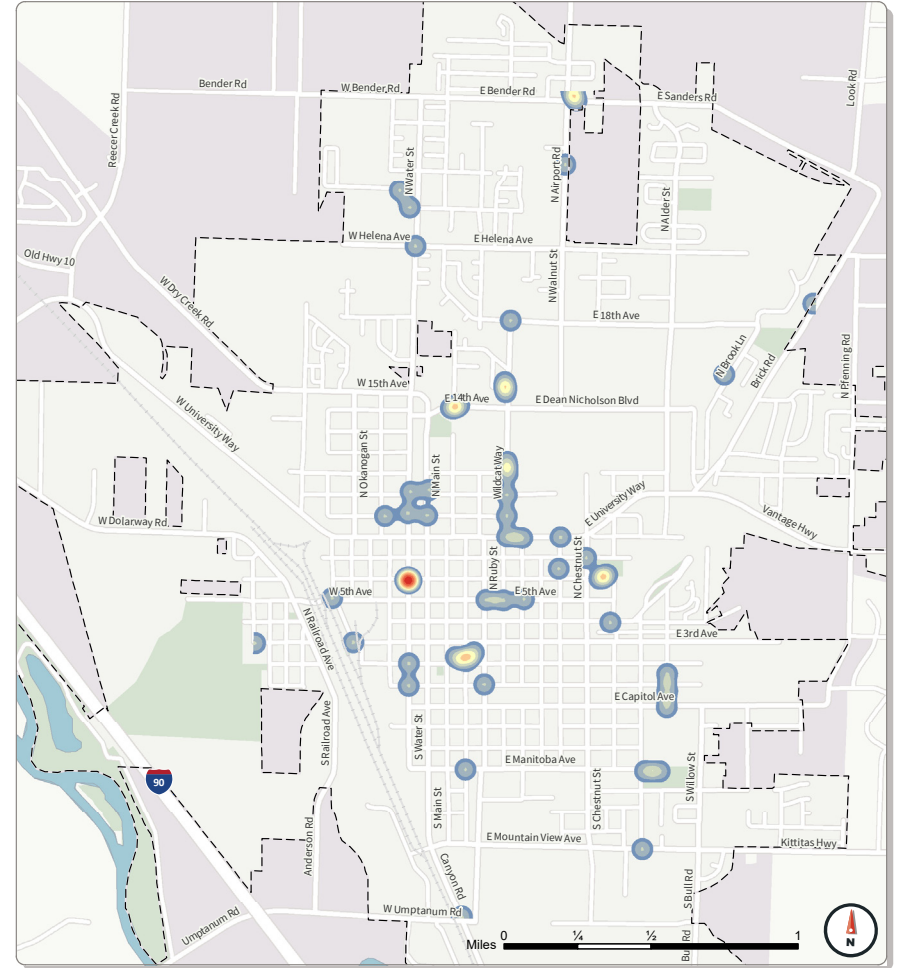
Repair Needed Heat Map



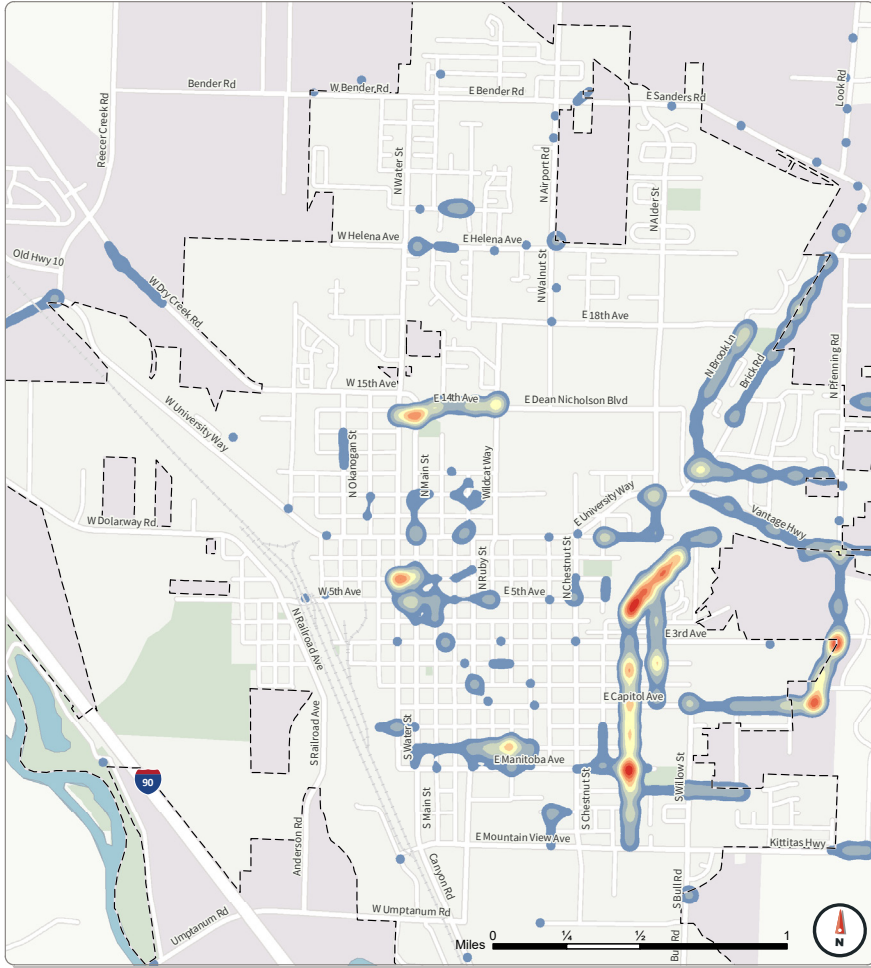
Add or Improve Crosswalk Heat Map



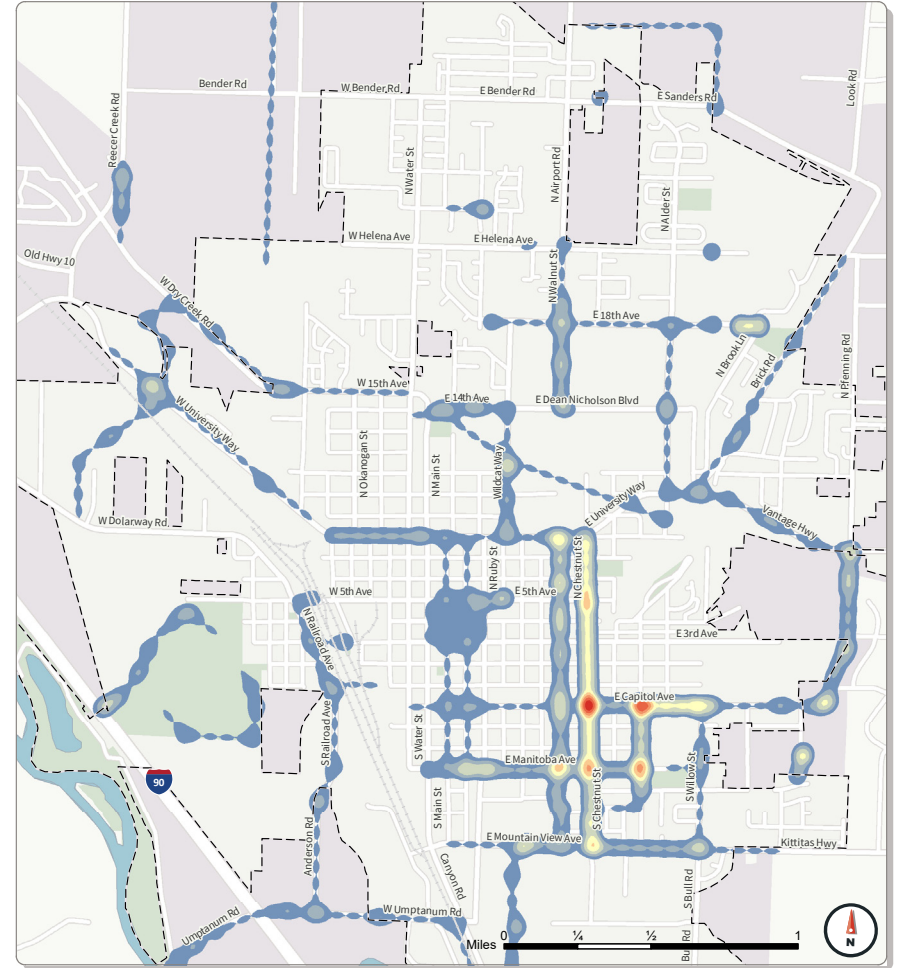
Add Bike Parking Heat Map



Improve Lighting Heat Map



Sidewalk or Pedestrian Safety Improvement Needed Heat Map



Bike Infrastructure or Bicycle Safety Improvement Needed Heat Map

D. Summary of General Web Map and Email Comments

The project team summarized the general web map and email comments that were not included in the heat maps and project list. **Appendix D** groups the general web map and email comments by type of improvement. Those ideas that did not fit into a category were still documented and considered as part of the Active Transportation Plan community engagement (with specific locations documented in parenthesis).

Make it safer to walk

- › Provide curbs and sidewalks on all streets in downtown
- › Provide better sidewalks all throughout CWU
- › There are many older sidewalks in the older sections of Ellensburg that do not have curb ramps, or if they do, the curb ramps are not ADA accessible. I have seen many wheelchair users trying to hop down a curb from the lack of ramp or try to navigate their wheelchair down a steep and small ramp and it is very unsafe for them. Please look to make our sidewalks more accessible with curb ramps that are ADA accessible at intersections and crosswalks. Let's be an inclusive community.
- › Add sidewalks throughout the neighborhoods west of Railroad Ave and South of W 9th Ave (on 5th).
- › Driver visibility of pedestrians waiting for crosswalks is poor due to parked cars and large bushes in corner landscaping. Perhaps putting in shorter landscaping or extend "no parking to corner" areas a few more feet to give more visibility (throughout Downtown).
- › That being said, the comment I would like to make is regarding walking safer in Ellensburg. I do not have a vehicle to get around in so I walk most places. The situations that I encounter that makes walking unsafe are bicyclists using the sidewalk. I encounter it downtown- bikes traveling at a fast clip as they pass doors of businesses, bikes on sidewalks where there are bike lanes, fast traveling bikes coming around corners where they can't see around the corner. I was almost run over when he came around the corner. These situations happen often but more often when CWU is in session.
- › The pedestrian stoplight in front of Jerrolds does more harm than good! I see drivers running through that light constantly, as we just don't see it as well as we would a flashing pedestrian warning light (as in the one nearer to Starbucks on University). It's scary to cross there.

Make it safer to bike

- › Need a bike lane so students biking to CWU don't use sidewalks.
- › I'm not sure if there is pace to do it, but it would feel safer, especially for families biking with children, to create bike/walking paths, like the John Wayne Trail, in town rather than having to use the roadways. Perhaps the paths along the side of the irrigation canals could be used in this manner?
- › All bike paths should have raised curbs to separate them from cars. Too often cars merge or turn into bike path, without looking back for cyclists!
- › I left a marker suggesting improving bicycle safety on the Ellensburg Active Transportation Plan mapping survey that I think warrants further explanation. The marker is near the 5th Ave - N Sprague intersection and it says something like "this is a bicycle death trap." At first glance to a non-cyclist that intersection may not appear particularly problematic but in my experience it is a cyclist fatality waiting to happen. Factors that feed into this are the parking lot access to Safeway offset from N Sprague (a very significant number of drivers "shoot across" this offset in both directions creating a very hazardous traffic pattern and that distracts drivers from allocating sufficient attention for cyclists and that makes interpreting drivers' intentions very difficult); this is compounded by heavy parking activity on the streets in this area for accessing businesses (e.g., Cornerstone, Safeway) and City Hall; the parking also impairs sight lines for drivers and cyclists; plus City Hall traffic. The danger for cyclists (and pedestrians as well) is travel in every direction at this intersection. In my experience, this intersection is probably the single most dangerous one for cyclists (and pedestrians attempting street crossings here) in Ellensburg (though perhaps the interchanges are more dangerous overall).

Add bike parking

- › I would like the city to establish a dialogue between cyclists and several retailers to better address bike parking. It's clear some of these retailers do not understand what cyclists need.
- › Improve lighting
- › Improve lighting all throughout the CWU pedestrian areas
- › Fix street lights that are burned out I see a lot out all the time sometimes several in one intersection which makes it very dark
- › More working lights

Repair needed

- › Fix the cracks in the sidewalks so we don't trip when we walk. Several side streets have unlevel sidewalks
- › North Anderson between 6th and 7th, west side... sidewalk in need of repair. Lots of foot traffic in this stretch, see people stumble a lot...

Transit improvements

- › If there were a Central Transit stop here (Old 10 Highway/Clearview Dr), I would use it frequently to get to campus in the winter.
- › Add benches at bus stops for those of us disabled and garbage cans thought the city
- › Move the bus stop. too loud to sleep and children near by safety hazard (E 6th Ave South of Memorial Park)
- › Benches at bus stops, or a few of them, for those of us that are disabled.

Speed

- › Increase to 35 during non school hours at Pfenning between Vantage and 3rd.
- › Permanent radar / "what's my speed" radar speed signs along Capitol near MMS and Lincoln as well as between EHS & Valley View. Signs in both directions in both areas would be extremely helpful, as there is a TON of foot traffic and inattentive drivers
- › As mentioned for the MMS to Lincoln area. Radar speed signs in both directions would be awesome! Also, more law enforcement to ticket speeders and inattentive drivers
- › Add speed bumps to Radio Rd between Vista and Pfenning.
- › Increase vehicle speed to 35 mph and enforce speed limit (Pfenning between 3rd and university way)
- › Increase speed to 25 mph (University Way between Water and Sprague)
- › Add speed bumps on Maple to slow drivers down (between 3rd and Capitol)
- › Trying to get traffic to slow down, this is just not high school kids. (on Maple St specifically, but perhaps citywide?)

Speed bumps along 5th avenue between railroad avenue and rotary park entrance to encourage traffic to slow down.

Bicycle and pedestrian interactions

- › Bikes off the sidewalks city wide
- › Make sure cyclists know they can ride in the alleys and streets.
- › Put a few signs reminding bicyclists to alert pedestrians when approaching them from behind.
- › Bicyclists are generally a menace to pedestrians, and probably the vast majority of the risk. Due to the foolishness of the State legislature, it was made lawful to ride a bike on the sidewalk about 20 years ago. That was well beyond misguided, and needs to be repealed. Only children too young to be out without their parents should be riding on sidewalks. Likewise, several important provisions of state law only apply to "motor vehicles", not "vehicles", the category under which bicycles fit. Among them are the prohibition on wearing headphones, ear buds, and the like. This too needs to be corrected. Wearing them in public under any conditions is unsafe and stupid beyond description, but at least when pedestrians do so, they usually only put themselves at risk. Bicyclists are mandated yield to pedestrians on sidewalks, which by any reasoned analysis means "get off and walk around us" - yet I have never seen this. What I see is generally a darned good impression of a game of "chicken", in which bike riders try to see how close they can get to a pedestrian while riding fast enough to do significant (well into felony level) bodily harm. A man was struck on the sidewalk on Pearl street (I think) a few weeks ago, yet the rider(s) were not booked into jail as they should have been. (No level of injury is required to make it a felony assault 3.) My wife has a bad back, and if struck would be lucky to be killed (easily foreseeable, and not unknown) instead of paralyzed. Other rules of the road are generally given the same disregard; I do not often see bikes ridden in the road where they belong in the interest of public safety, and when I do, the number who obey the rules of the road is tiny. I don't think I have ever seen or heard of a bike rider getting the ticket they deserve for failing to stop at a red light or stop sign, failing to signal a turn, etc.

Parking

- › Pave the gravel Library parking lot and create actual parking areas (Just East of E 2nd Ave/N Pine St)
- › The angle parking on the North side of 4th Avenue, bordering Safeway's parking lot, makes it difficult for people to exit Safeway's parking lot. The angle parking slots closest to the Safeway exit hide East bound traffic on 4th Avenue.
- › Back in angle parking was discussed - with some uncertainty whether citizens are ready for what seems like a big cultural change - but would also be safer for drivers.

Other ideas

- › This intersection is a disaster (Capital Way/Main St). Change the traffic lights to go green independently for each direction to increase the traffic flow and eliminate the left turn problem especially going east and west. Should be an easy fix without too much money.
- › Stop putting crosswalks that are not at intersections. This one blocks traffic from a side street. (Crossing just east of N Pine St/E 8th Ave)
- › The driving here on University Way between Alder and Brick Road is ridiculous. People in the outside lane going east race from the stop light to get into the inside lane and then the left turn lane for Brick Road. This is a huge hazard for everyone. Maybe some law enforcement presence and a few tickets might help.
- › Require developers to include park space in subdivisions of over 25 adjoining lots. If smaller collect fees so city may purchase parks.
- › There is too much heavy traffic at fast speeds on Brick Road. We are getting many large construction trucks. We need signs for pedestrians crossings and children at play. Our property is too close to the roadway for such traffic and there are many children in households on Brick. Road bumps will not help the constant noise problem from traffic. I do not feel safe on Brick Road even in my home!
- › The traffic light at this location is a hazard. Please move it to an actual intersection. As a pedestrian I've had to walk an extra half block to use it. As a driver, I've found myself stuck in the middle of an intersection. (Crossing just east of N Pine St/E 8th Ave)
- › It seems that during high traffic times in the morning and afternoon and especially during events at Rotary Park, a stoplight would help improve flow of traffic at this intersection (N Railroad Ave/W 5th Ave).
- › Finding needles in the alley between Main and Water just north of Fred Meyer
- › I see absolutely no need for bike lanes. Since the one route was out in place I have seen practically NO bicyclists. However, it has been effective in making it difficult to navigate downtown with the bike lanes
- › Would be great if existing laws and ordinances were enforced. It would eventually make walking, biking, and driving safer
- › Signs should have a positive message - "No" and "Don't" messages (including the red circle/slash icon) do not effectively get compliance. "Thank you for walking your bike" works better. (Note - the two park ranger/education specialists were in agreement on this). Providing the "walk your bike downtown" message through the youth education program was suggested. The font, color, and placement are important. They are okay with red and larger.
- › They suggested offering guided bike rides beginning downtown to model walking bikes to an appropriate place to begin the ride.
- › The extension of Main through 14th is not only a solution in search of a problem, and I cringe at the likely fiscal impact. It also appears to be certain to increase chaos and complexity to what was a relatively straight forward if imperfect situation. The new stop sign at 14th and Main is going to make a mess, complicating what was a pretty simple intersection. The added intersection at Water street is going to make a staggering mess, and while I hate to see a traffic light there, it will almost certain be needed at both intersections on Water. I have discussed the layout with several other people, and not one has had a complimentary response. Angry and profane are the common views. This was almost certainly a LOT of money spent for a goal that cannot be perceived, and the project seems to have no positive contribution. By all indications, this project will not only be counterproductive, but staggeringly so.
- › The damage to 7th Street in the interest of having some kind of bike path is truly unfortunate and makes for a confusing and annoying effort to get around certain areas when I forget to take that into consideration.
- › Is the future plan to have it continue north of Sanders, then somehow west along Bowers? It looked from the only map I could find online, it would border my property on the north, then head south along my property on the old Rasmussen Road. Am I thinking correctly? What would

be the time frame? I'm excited, because I want to build some outhouses out there on the corner of my field and charge trail users 25 cents to use them. 50 cents, if they want toilet paper included. Hope all is going good for you!

- › Due to increased population and construction above Brick Road, there is much heavier traffic on the road and much of it is heavy truck traffic. The houses on the west side of the road are too close for Brick Road to be a highway. When those houses were built there was very little traffic. I personally requested the 25 mph signs for the road by contacting the city manager, because people were speeding even 20 years ago. Now with all the added traffic and speeding things are getting downright dangerous, considering that there are many families with young children and many people who use the road to take walks. The home owners on the west side of the road need access to the areas in front of their homes for maintenance. It is quite unnerving to be watering or trimming near the road when large vehicles are going by or there is a lot of traffic. There is no room for a vehicle to pull off the road if necessary, and parking on the gravel city right of way makes things worse. [Referred also to road-way widening being a problem, as well as brush fire from littering and cigarette discards. Did not like the idea of additional sidewalks due to increased bike traffic and hazards caused by that.] I suggest that large truck vehicles be routed to another road and that signage be put in place warning cars of pedestrian traffic, children at play and slow down reminders.
- › Recently completed segments of the John Wayne trail between Sanders Rd, and Dean Nicholson Blvd are a great addition to Ellensburg. However, one segment between Helena and E 18th Ave takes you by CWUs dumping ground that grows every month. I understand their need but think they should invest in a low maintenance 8' high wall or blind that hides this eyesore.
- › If non combustion engines outnumbered fossil fuel pollutants, I would gladly share the road. For the past two years, I've worked out of doors and now I have a lung and asthma appointment. Our air is polluted. Upon my return to the valley in 2015, I have yet to see the hills and mountains surrounding us clear of any smog or other pollutant. As an elderly person, I am at risk as are the very young. In order for biking to be healthy for those to segments of the population, they must have separate access away from combustion engines as much as possible. I favor using alleyways and actually use them quite often when I do bike.
- › Reecer Creek and Dry Creek could benefit from a four way stop sign. The

flashing signs on Dry Creek seem unnecessary as a two way stop.

- › The trucks have old highway 10. Dry Creek should stay local.
- › In general roads with nice wide shoulders, and some bike lanes are often not cleaned. Bicycle tires can not withstand road debris to the same level as cars. Existing bike lanes are often not plowed in the winter
- › I like the fact that we have the bike paths marked on many of our streets. Ellensburg drivers seem to me to be rather careful when driving around town (ie; waiting for pedestrians to finish crossing before driving into that lane). In other words, as a city, I think we're doing a very good job @ pedestrian safety. However, dealing with some bike riders has not been as good, since some of the bikers do not always signal with their arms what they are planning to do.
- › Turning a few more of the stop signs on the 7th Ave. bike way to the other direction. I don't ride that route very often because there are still a few too many stops along that route.
- › Getting rid of the 4-way stop at 10th x B. The intersection isn't busy enough to require traffic to stop in all directions. Remove the stop signs for people traveling along 10th.

E: Unit Cost Assumptions


Table 5

Work Item	Unit	Unit Cost
Roadway Improvements		
Mobilization	LS	\$65,000.00
Traffic Control	LS	\$40,000.00
ADA Curb Ramp Improvements	EA	\$2,500.00
Curb and Gutter	LF	\$18.00
Sidewalk	LF	\$40.00
Hot Mix Asphalt	TON	\$180.00
Select Borrow, Incl. Haul	TON	\$65.00
Crushed Basecourse	TON	\$75.00
Embankment Compaction	CY	\$20.00
Pavement Markings (Lane Line)	LF	\$5.00
Pavement Markings (Stop Bar)	LF	\$35.00
Pavement Markings (Symbols)	EA	\$40.00
Pavement Marking (Crosswalk Hatch)	LF	\$25.00
Pavement Marking (Bike Lane)	SF	\$15.00
Pavement Marking (Bike Lane Buffer)	SF	\$10.00
Flexible Guidepost	EA	\$50.00

Work Item	Unit	Unit Cost
Traffic & Illumination		
Type 3 Pole (MA)	EA	\$25,000.00
Type 1 Pole with Foundation	EA	\$5,000.00
PPB Pole	EA	\$1,000.00
Signal Cabinet	EA	\$25,000.00
Service Cabinet	EA	\$5,000.00
Conduit	LF	\$45.00
Illumination Pole with Foundation	EA	\$10,000.00
LED Luminaire	EA	\$1,200.00
Junction Box	EA	\$500.00
Interconnect	LS	\$10,000.00
Signal Heads	EA	\$1,200.00
Pedestrian Heads	EA	\$800.00
APS Push Buttons	EA	\$600.00
Traffic Signs	EA	\$300.00
RRFB Cabinet (pole mounted)	EA	\$5,000.00

Work Item	Unit	Unit Cost
Engineering		
Engineering (25%)	EST	
Contingency		
Contingency (20%)	EST	

F. Bicycle Friendly Community Report Card



ELLENSBURG, WA

TOTAL POPULATION
20326

TOTAL AREA (sq. miles)
7.6

POPULATION DENSITY
2674

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Ellensburg
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	76%	23%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	14%	15%
Bike Month and Bike to Work Events	VERY GOOD	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES; UPDATE UNDERWAY
Bike Program Staff to Population	1 PER 33K	1 PER 34K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 /10

KEY OUTCOMES

	Average Gold	Ellensburg
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	2.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	384
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	0



KEY STEPS TO GOLD



» Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for utilitarian trips.

» Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central "pit stop" station with food, community groups, and elected officials promoting and helping people to choose to bike to work.

» Continue to pursue a partnership with Central Washington University that will include a Level of Traffic Stress analysis of streets in Ellensburg. A Level of Traffic Stress analysis is a great

baseline for informing your next bike plan.

» The 7th Ave Bike Boulevard is a standout project. Learn from it and leverage it when building a network of facilities that appeal to the same types of people who have been attracted to the bike boulevard.

» Develop encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

» Pay close attention to how bicycles are accommodated at intersections, particularly where speed limits are above 25 mph.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY   AND LEAGUE MEMBERS

This page intentionally left blank.



City of Ellensburg