



3.0

Wayfinding Plan

Cle Elum Wayfinding Plan

3.1 Introduction

Purpose

In June of 2017, the City of Cle Elum and the Cle Elum Downtown Association contracted with Arnett Muldrow & Associates develop a wayfinding master plan for the City of Cle Elum, Washington as part of an overall master plan for the community.

Overall project goals include the following:

- promote major community destinations;
- eliminate sign clutter that might confuse visitors to the community;
- cultivate the City of Cle Elum as a visitor destination and generate overnight stays;
- enhance tourism assets;
- reinforce to the local community the quality of life assets in the City; and
- develop an attractive, consistent signage system that reinforces Cle Elum's unique identity in the region.



Cle Elum Wayfinding Plan

3.2 Preliminary Analysis

Stakeholder Input

Arnett Muldrow & Associates (the “Consultants”) met with the wayfinding project steering committee to kick off the planning process in late summer of 2017.

During the steering committee meeting, the Consultants recorded responses to discussion questions posed by the Consultants. Participants were asked a series of questions surrounding two themes: one, wayfinding needs, issues, and opportunities; and two, project goals and objectives. In general, key themes identified by stakeholders included:

- Provide route guidance from three exits from Interstate 90 to guide visitors to attractions in Cle Elum;
- Create a visually-unified signage system;
- Generate signage templates for key community attractions;
- Curate the visitor experience within Cle Elum;
- Eliminate sign clutter that distracts motorists and detracts from the setting of the community;
- And generate local awareness and pride of amenities and assets.



Policy and Management

A key project goal is the establishment of wayfinding policy and management programs that will ensure the sustainability of the wayfinding plan and provide a roadmap for physical maintenance and system expansion over time.

Wayfinding Policy

A useful wayfinding policy will address two key issues:

- The inclusion and exclusion of potential destinations into the wayfinding system; and
- An assessment of the relative significance of qualifying destinations.

Types of Qualifying Destinations

To be considered for inclusion into the community wayfinding system for Cle Elum, a destination or attraction must clearly conform to one of the following categories:

- Architectural & Historical: Historic Sites
- Commercial: Downtown District, Shopping District
- Cultural & Institutional: Government Buildings, Health Care Centers, Libraries, Museums, Schools
- Recreational: Parks, Hiking/Biking Trails, Equestrian Facilities, Parks and Recreational Facilities
- Transportation: Airports, Parking Resources
- Visitor Services: Visitor Information Centers

If a destination or attraction fails to conform to one of the above categories, it should be excluded for consideration as a qualifying destination. Specifically, private businesses cannot be included on vehicular wayfinding signs per the Manual of Uniform Traffic Control Devices (MUTCD) and off-premise signs are not allowed per the City of Cle Elum code of ordinances. Most importantly, Cle Elum has a distinct opportunity to capitalize on the fact that a state highway runs through the core of the community from end to end and a consistent, clear, and concise sign system will enhance the visitor experience on the whole while reducing sign clutter.

Scoring Criteria for Qualifying Destinations

If an attraction or destination conforms to one of the qualifying categories for destinations, it has been considered for inclusion into the Cle Elum wayfinding system. A qualifying attraction or destination has then been rated according to a scoring matrix based on the below criteria. The attraction or destination under consideration has registered a minimum score of nine (9) to be included in the wayfinding system. Future signs or attractions should use this same scale and would be considered by the City on a case by case basis.

Size of Attraction: Score based on number of full-time employees

- 10 or fewer 1
- 11-49 2
- 50 or more 3

Access to Attraction: Score based on ease of access via roads and entrances

- Unmarked and unpaved/no entrance 0
- Entrance poorly marked and/or unpaved entrance/access 1
- Clearly marked entrance with paved entrance/access 2

Parking Resources: Score based on number of parking spaces or nearby on-street parking

- No on-site or nearby on-street parking 0
- Nearby on-street parking only 1
- Dedicated parking lot with 10 or fewer spaces 2
- Dedicated parking lot with 11 or more spaces 3

Seasonality: Score based on annual availability or access to destination on an annual basis

- 6 months or less 1
- 6-9 months 2
- 9-12 months 3

Hours of Operation: Score based on weekly availability or access

- 0-20 hours/week 1
- 20-40 hours/week 2
- 40 or more hours/week 3

Significance of Attraction: score based on local, regional, or national importance

- Local significance 1
- Regional significance 2
- National significance 3

System Management

The day-to-day and long-term management of a wayfinding system will require a commitment from the City of Cle Elum's elected leadership as well as leaders from various city departments. These stakeholders will work together to manage the physical and administrative elements of the wayfinding program.

Day-to-Day System Management

The City of Cle Elum should assign a department to manage the wayfinding system. This department would be responsible for scheduled system maintenance, including cleaning and repair to minor damage of system components. This department would also review the system status, address maintenance or repair issues, and discuss and recommend (if needed) action to alter, modify, or expand the existing system. Future design services can be managed by the department or through an as-needed services contract with a qualified firm.

Long-Term System Management

The City of Cle Elum will be required to manage, and allocate additional funds to an ongoing wayfinding management program. Between ten and fifteen percent of the funding for project implementation should be earmarked for long-term system repair, replacement, and expansion. The City of Cle Elum may be required, on occasion, to contribute additional funds to ensure the system is adequately maintained.



System Infrastructure

The process used to determine the routes to Cle Elum destinations consisted of identifying two types of roads: Major Routes and Circulator Routes.

Major Routes

Major routes are the roads that bring most of the traffic into Cle Elum. Based on an analysis of daily traffic counts (AADT = Annual Average Daily Traffic) for all highways with an Interstate, US, or WA State Highway designation, most visitor trips will be routed from the Interstate 90 exit 84 eastbound onto West 1st Street, Interstate exit 84 westbound onto Oakes Avenue, and both east and westbound exit 85 onto WA 10/970. First Street becomes the Major Route throughout the City. (Below in Green)

Circulator Routes

Circulator Routes form an internal connective network of roads that link Major Routes to wayfinding destinations. Circulator Routes also provide access from Major Routes to Destination Routes, the roads that lead to individual destinations. Circulator Routes are characterized by reasonably high traffic volumes in urban areas and by being the principal access ways in rural areas. In Cle Elum, Circulator Routes include West Second Street, South Cle Elum Way, West Railroad Street, Oakes Avenue, and WA 10/970. (Below in Blue)

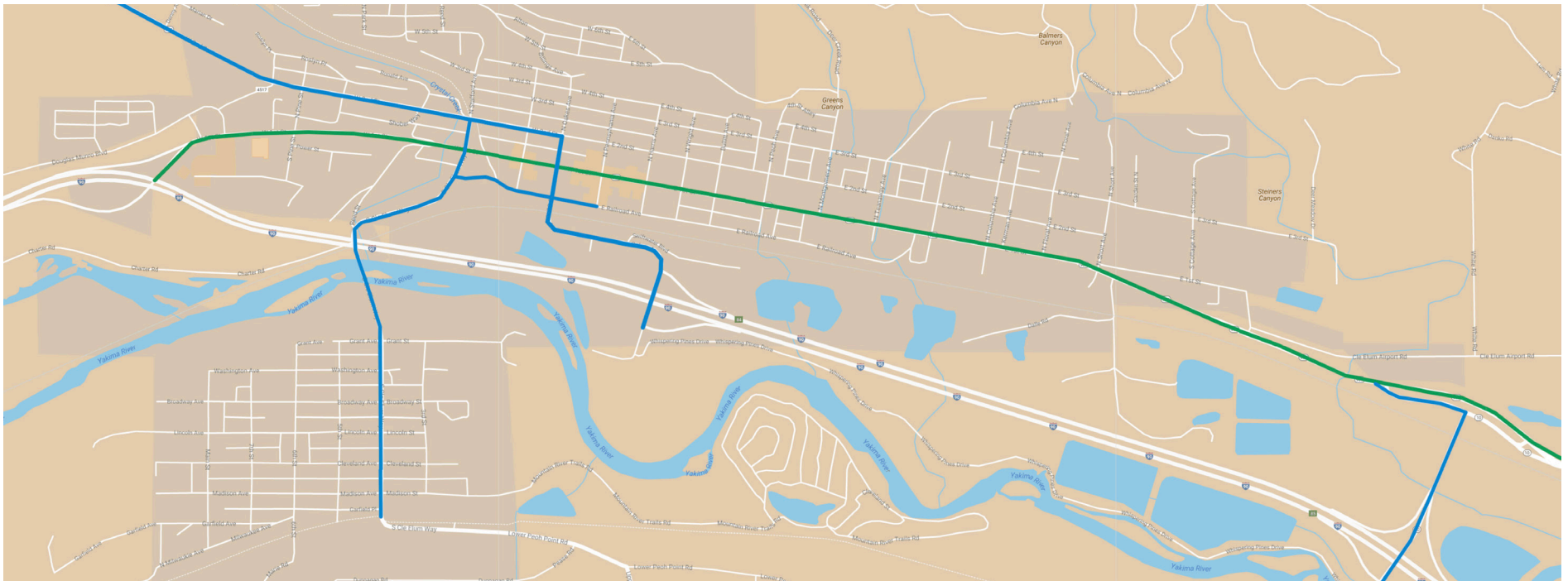


Figure 1 Major & Circulator Routes

Cle Elum Wayfinding Plan

3.3 System Design

Design Elements

The Consultants worked with the wayfinding project steering committee to edit, refine, and finalize artwork for the wayfinding system. Important considerations included the following design elements. Many of the design elements are drawn from the recommended brand identity for Cle Elum, which has been embraced by the City of Cle Elum.



Figure 2: Cle Elum Wordtype on Sign Panel Header

Font

The wayfinding system for Cle Elum uses the Highway Gothic font, which should be utilized for vehicular signage, which is intended for viewing by people in motorized vehicles along public roadways. The cap height for sign copy must be six inches for signs in speed zones thirty miles-per-hour and above. The cap height must be four inches for speed zones less than thirty miles-per-hour.



Figure 3: Highway Gothic

The second approved font is Helvetica Neue, which should be utilized for pedestrian and destination signage that may be installed in the future as part of the streetscape project. This typeface is intended for viewing by people on foot or non-motorized vehicles outside the public right-of-way, so the cap height is not subject to MUTCD regulations and can vary based on use. Helvetica Neue should also be utilized for destination markers, which are on-site signs that identify specific destinations included in the wayfinding system.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

Figure 4: Helvetica Neue

Color Palette

The approved color palette for Cle Elum’s wayfinding draws directly from the existing brand palette for the City of Cle Elum. It is important to note that shades of red, orange, and yellow may not be used as sign backgrounds, as these colors may resemble regulatory signage and may confuse and endanger motorists.

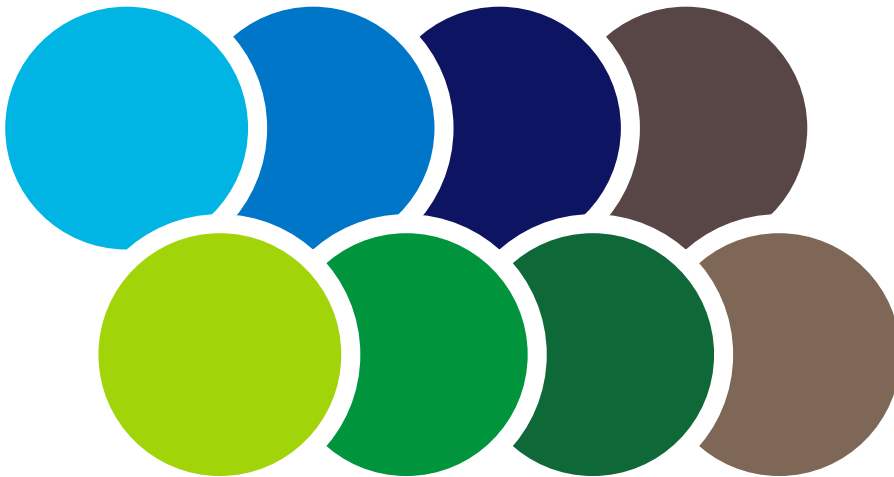


Figure 5: Color Palette

Icons

The following icons are approved for usage in the Cle Elum wayfinding system:

- The Police badge will be used to indicate the direction to the nearest Police Station.
- The fish hatchery symbol will be used to designate the State Fish Hatchery.
- The airplane icon will be used to direct motorist to the Airport.
- The restroom symbol will be used on select signs close to the public restrooms on 1st Street.
- The hospital “+” will be used at the future location of an emergency clinic.
- The commonly-acknowledged information icon “i” should be used in conjunction with a Visitor Information Center.
- The boat launch symbol is included on this page but not within the system itself as detailed in the report.

Other icons may be considered as well.

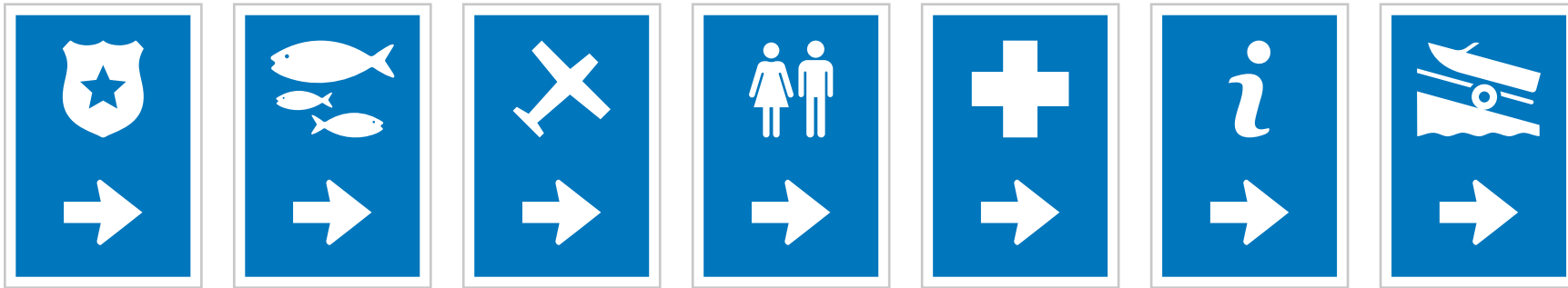


Figure 6: System Icons

Arrows

It is recommended that Type D arrows, shown below, should be used in all motorist-oriented signage in the Cle Elum wayfinding system. For future pedestrian-oriented trailblazers, an alternate set of arrows, also shown below, should be utilized when a pedestrian system is installed with the streetscape.

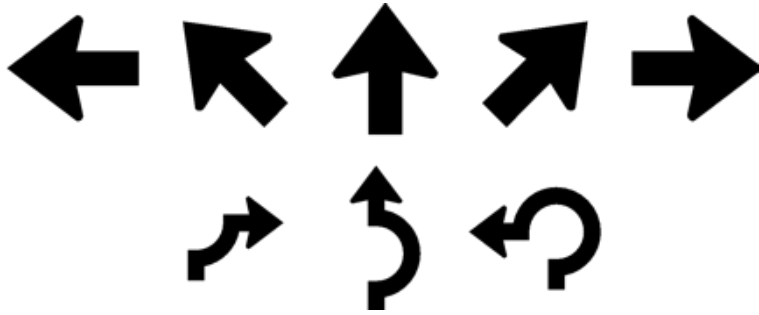


Figure 7: Vehicular Directional Arrows



Figure 8: Pedestrian Directional Arrows

Materials

Pole-Mounted Signage

- Sign panels should feature custom, digitally-printed layouts with 3M UV-cured inks over 3M Engineer Grade Reflective Sheeting. This should be overlaid with 3M ElectroCut Film. Panels should use metal consistent with WSDOT regulations.
- Breakaway posts and decorative post features should be constructed of MUTCD-specified, WSDOT-approved powder-coated metal. Signs installed in pedestrian areas should also include a decorative slip jacket (a lightweight housing that covers the breakaway hardware) at the base of the post. The slip jacket may be specified to match existing light standards and other street furniture.
- Signs on existing light standards may be used with City of Cle Elum and/or WSDOT approval.
- All installed signs should meet federal and state requirements for minimum height and breakaway features. Minimum height for the bottom edge of directional trailblazers and parking signs is seven feet above grade.

Sign Typology

The wayfinding system is composed of several unique sign types, which serve different functions. The signs illustrated below should be considered “typical” for each sign type. The sign typologies are as follows and are depicted on the following page:

- **Banners:** to be used for seasonal events and/or decoration to create a consistent look throughout the community.
- **Parking Directional Signs:** to be pole mounted on existing fixtures or installed stand alone poles to direct vehicles to parking resources whether on or off street. These are not included in the plan maps as parking resources may evolve as the streetscape is completed.
- **Low Speed Vehicular Trailblazers:** for speeds at or below 25 miles per or at signed intersections on roads controlled by WSDOT. These signs are ideally suited for downtown destinations and are limited to three destinations per sign face. These signs may also use icons as mentioned on page 73 to demarcate destinations where such icons are commonly known.
- **High Speed Vehicular Trailblazer:** for speeds over 25 miles per hour on roads controlled by WSDOT. These signs are suited for routes leading into the core of the community and are also limited to three destinations per sign face. These signs may also use icons similar to those illustrated on page 73 and described above.
- **Pedestrian Trailblazer:** these signs are oriented for pedestrians and do not need to follow MUTCD regulations except that they may NOT be retro-reflective. This plan does not address pedestrian signs but these are provided for illustrative purposes only and may be deployed during streetscape construction. Most communities limit these signs to public amenities while others allow for private sector purchased sign slats that may be considered. The nature of these signs do not require that they meet the same criteria of the vehicular signs.
- **Single Post Mounted Gateway Sign:** these signs are designed for areas where rights of way limitations constrict the size and placement of the sign. Typically, these signs are used to demarcate a district such as downtown in the case of Cle Elum.
- **Double Post Mounted Gateway Sign:** these signs may be used as community gateway signs if the community does not opt to construct a monument sign. No monument signs are identified in this plan as it recommends the double posted signs at gateways.
- **Park/Attraction Gateway Sign (double and single):** these signs demarcate entrances to facilities and may include multiple names. Icons may also be used to demarcate amenities to be found inside the destination such as a hiking trail, boat ramp, ball fields, or picnic shelters. These signs may be pole mounted or on monument signs as desired by the community.
- **Destination Markers:** Destination markers which are outside the purview of this plan thus not illustrated on the following page are signs located at a particular destination. They may be signs affixed to a building (City Hall) or signs marking the entrance to a park or amenity.

Sign Typology Illustration



Figure 9: Sign Typology

System Destinations/Markers

The Consultants coordinated with the client team to edit, refine, and finalize the destinations to be included in the wayfinding system. These destinations are divided into two categories based on their overall significance as a visitor destination, with Tier One being the most significant and Tier Two the least significant to the wayfinding system.

Tier One Destinations/Markers

Tier One destinations/markers are qualifying destinations that meet all requirements of scoring criteria for eligible destinations or attractions and should be included in motorist directional signage. Tier One destinations will require directional trailblazer signage from Major Routes, Circulator Routes, and Destination Routes to direct visitors to the destination.

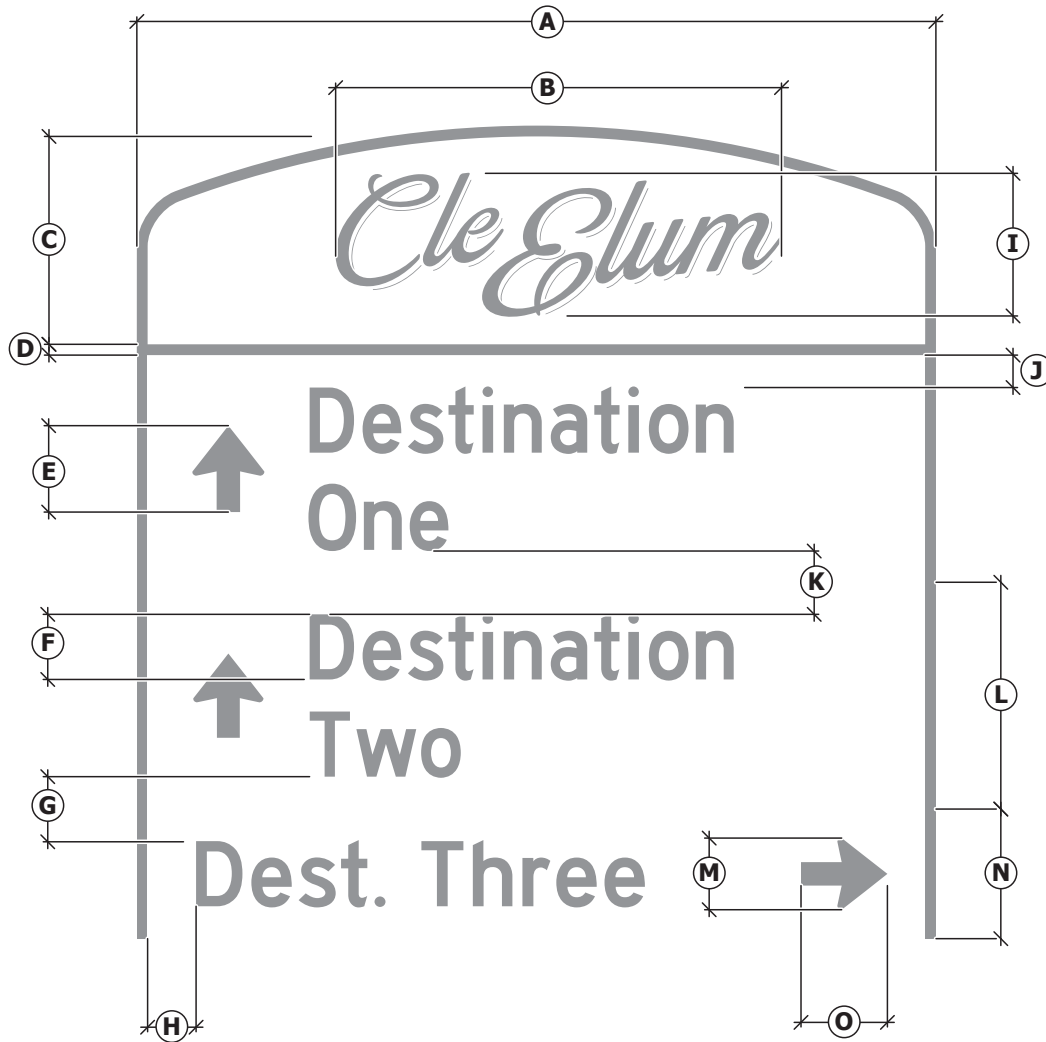
Tier Two Destinations/Markers

Tier Two destinations/markers are qualifying destinations that meet all requirements of scoring criteria for eligible destinations or attractions and should be included in motorist directional signage. Tier Two destinations will require a directional trailblazer when a turn is necessary and may be included in a directional trailblazer when a directional trailblazer is required because of a Tier One destination.

Destination Marker Signs

The City of Cle Elum should consider placing consistent destination marker signs for each of the destinations identified in the lists above. These may be placed on buildings themselves, at entryways to parks and trails, on the street at locations such as the Visitors Center and public restrooms, and where necessary use the appropriate icon to match that of the wayfinding system. This can be phased in over time. Some signs may be monument type signs for larger parks or destinations.

Sign Specifications



| | High Speed | Low Speed |
|---|------------|-----------|
| A | 74" | 55.5" |
| B | 42" | 31.5" |
| C | 20" | 15" |
| D | 1" | 0.75" |
| E | 8" | 6" |
| F | 6" | 4.5" |
| G | 6" | 4.5" |
| H | 4.5" | 3.375" |
| I | 13" | 9.75" |
| J | 3" | 2.25" |
| K | 6" | 4.5" |
| L | 21" | 15.75" |
| M | 6.75" | 5" |
| N | 12" | 9" |
| O | 8" | 6" |

Directional Sign Placement

Wayfinding signage should be installed in locations per MUTCD regulations and pending City of Cle Elum and/or WSDOT approval. Sign location diagrams for “typical” intersections in Cle Elum are displayed below.

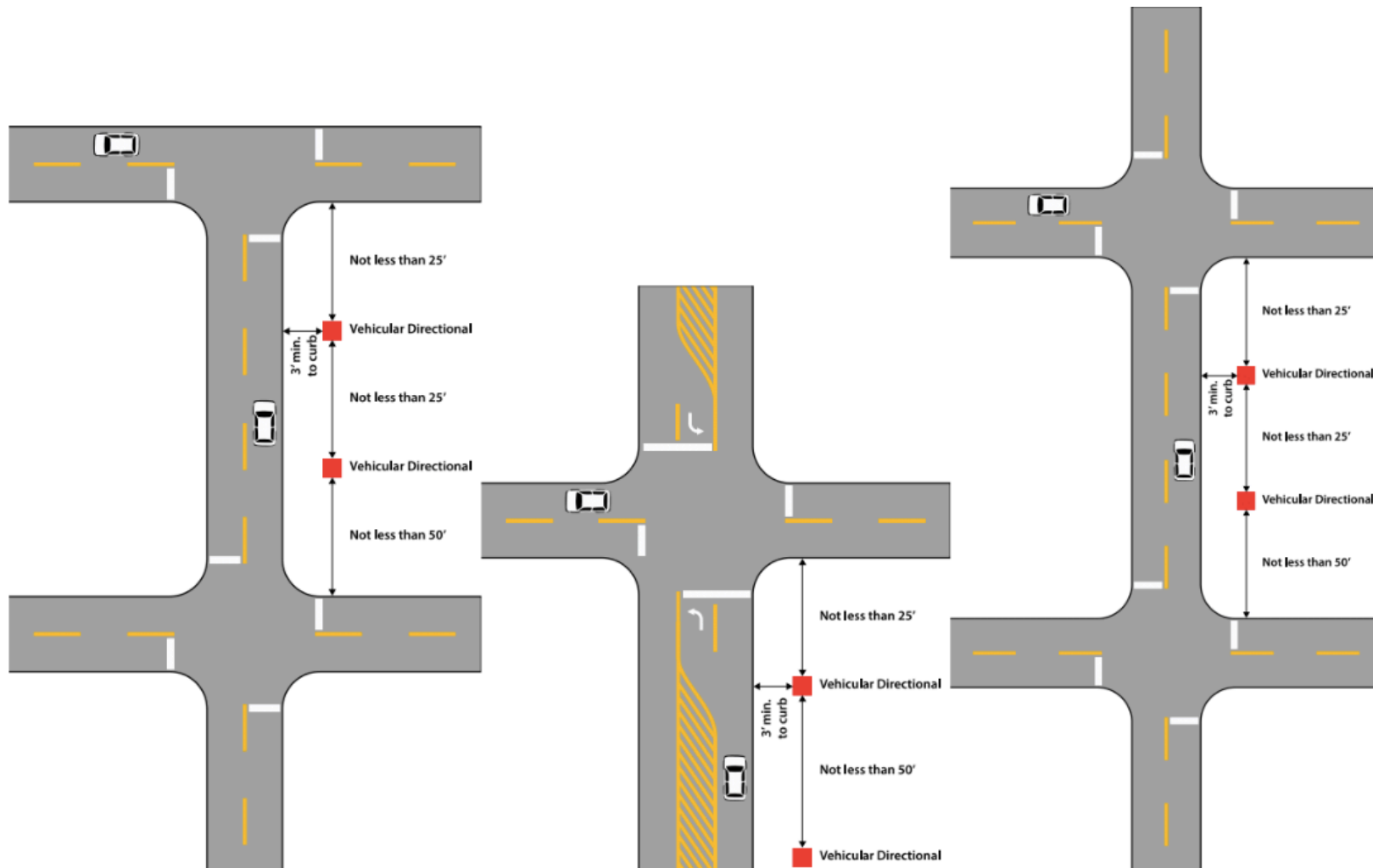


Figure 10: Typical Sign Placement Diagrams

Cle Elum Wayfinding Plan

3.4 Sign Schedule

The sign schedule for Cle Elum combines the key routes, decision points, and destinations into signage content, location, and type. The sign schedule for Cle Elum is detailed throughout this chapter as a series of exhibits that combine maps and tables to detail relevant information in an easy-to-comprehend format.

The sign schedule maps provide aerial views of roadways and existing development throughout the city. The sign schedule tables detail the system directional trailblazers and gateways. Each sign schedule table provides a unique code for each sign, additional details regarding the sign typology, the general location of the sign.

The table for directional trailblazers also includes the content of each sign panel. This content includes the name of one, two, or three destinations (no more than three destinations are permitted), along with directional arrows for each destination. The directional arrows in the table are represented by the following symbols: “<” is left, “>” is right, “^” is straight ahead.

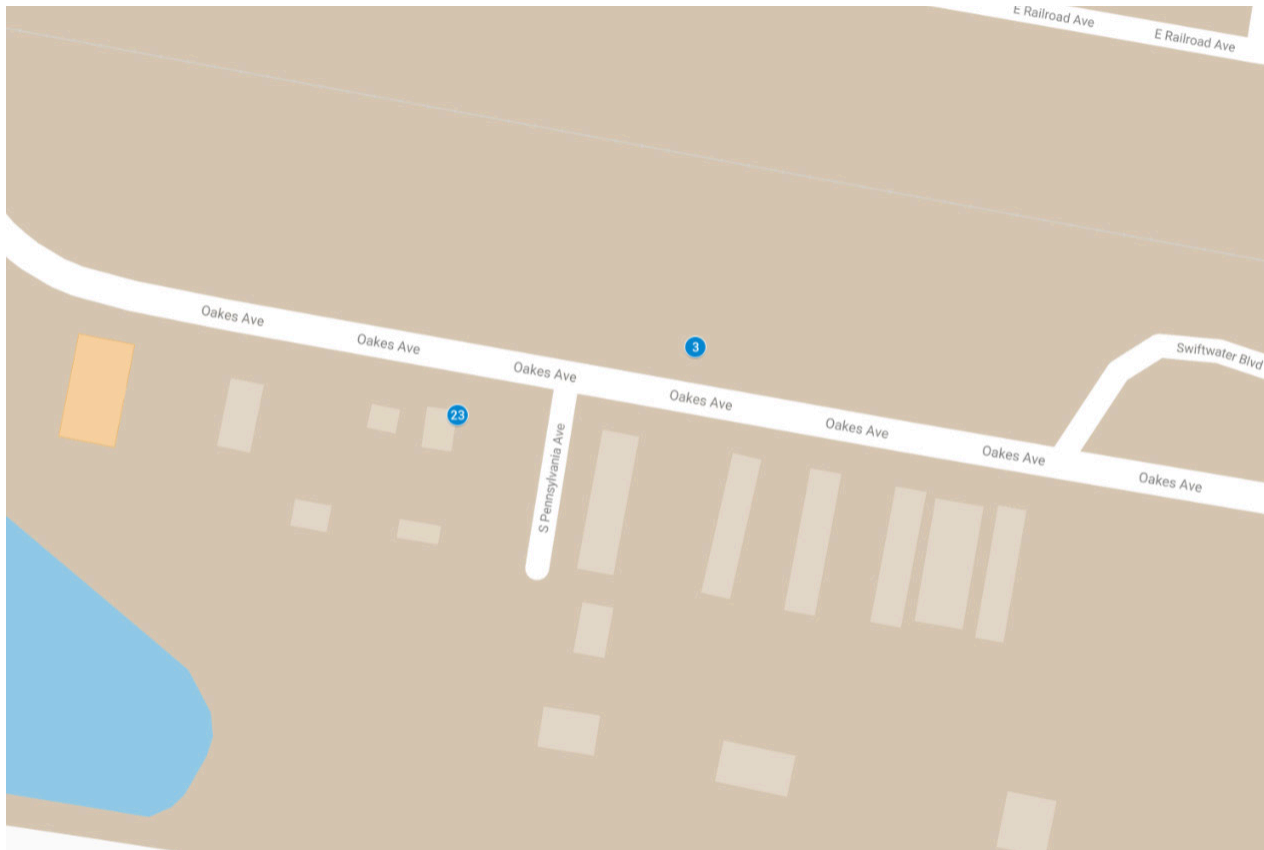
All of the maps illustrated in the sign schedule below are included in an interactive Google Map which has been shared with the client team. The City of Cle Elum should consider converting this map to its GIS (Geographic Information System) to ensure its longevity and flexibility for future sign additions should new attractions be added. Arnett Muldrow & Associates makes no guarantee that the Google Map will remain in place in perpetuity.

West 1st Street and Cle Elum Way



| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|-------------------------------------|------|--------------------------------------|------|--------------------------------------|------|--------------------|------|--------------------|------|
| 1 | DT EB | Downtown | ^ | Visitor Center (I) | ^ | Coal Mines Trailhead | < | | | | |
| 2 | DT EB | Fireman's Park/ Memorial Park | > | Iron Horse Park/ John Wayne Trail | > | South Cle Elum Historic District | > | Hatchery Icon | > | | |
| 5 | DT WB | Shopping/Dining | ^ | South Cle Elum Historic District | < | Fireman's Park/ Memorial Park | < | Hatchery Icon | < | | |
| 6 | DT WB | Fireman's Park/ Memorial Park | < | South Cle Elum Historic District | < | Iron Horse Park/ John Wayne Trail | < | Hatchery Icon | < | | |
| 21 | DT SB | South Cle Elum Historic District | ^ | Iron Horse Park/ John Wayne Trail | ^ | Downtown | < | Hatchery Icon | ^ | Information Icon | < |
| 27 | DT NB | Downtown | > | Shopping/Dining | < | Washington State Horse Park | < | | | | |

Oakes Avenue



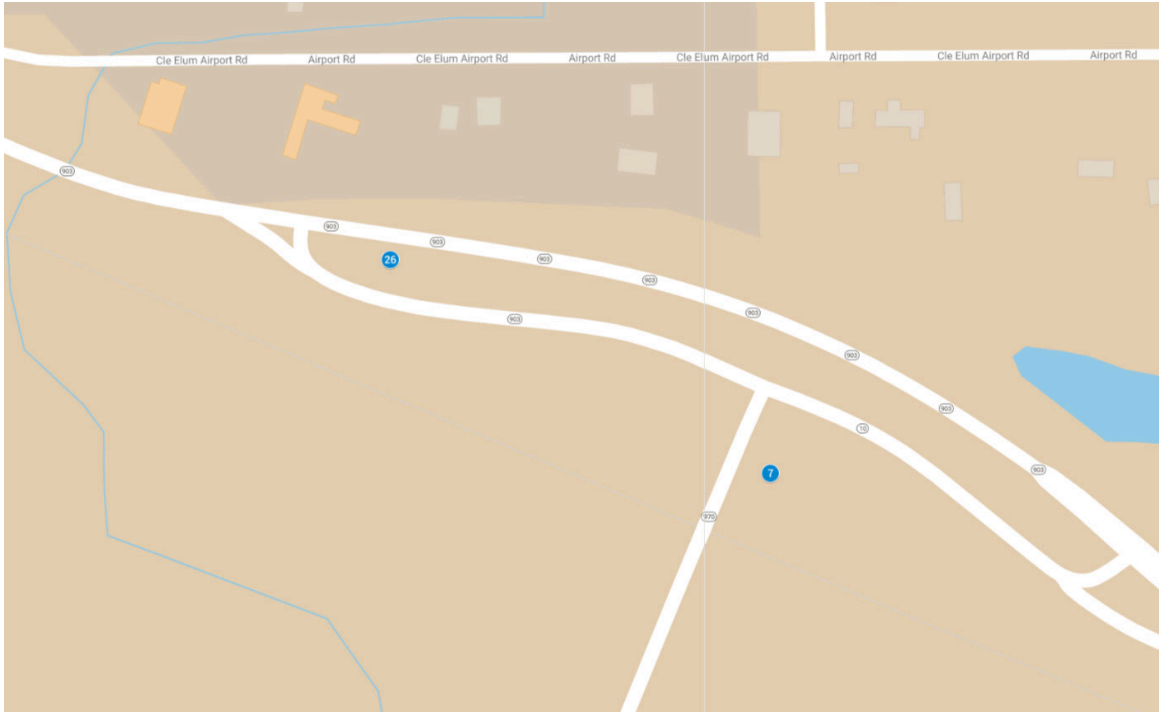
| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|----------------------|------|--------------------|------|--------------------------|------|--------------------|------|--------------------|------|
| 3 | DT WB | Downtown | ^ | Visitor Center (I) | ^ | Parks/Trails/ Museums | ^ | | | | |
| 23 | DT EB | Hanson Ponds Park | ^ | Disc Golf Course | ^ | | | | | | |

1st Street, 2nd Street, and Oakes Avenue



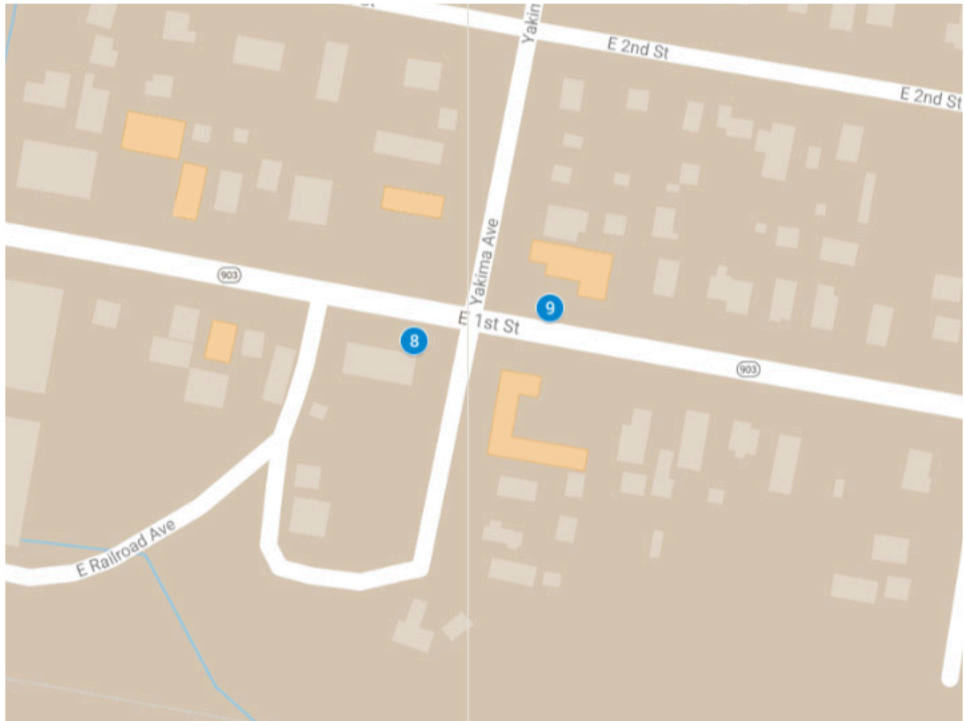
| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|-----------------------------------|------|--|------|--------------------------------------|------|--------------------|------|--------------------|------|
| 4 | DT NB | Fireman's Park/ Memorial Park | < | South Cle Elum Historic District | < | Iron Horse Park/ John Wayne Trail | < | Hatchery Icon | < | | |
| 10 | DT WB | Carpenter House Museum/Gallery | > | Coal Mines Trailhead | > | School Complex | > | | | | |
| 15 | DT NB | Carpenter House Museum/Gallery | < | Coal Mines Trail | < | School Complex | < | | | | |
| 22 | DT EB | Library | ^ | Downtown | > | | | | | | |
| 24 | DT NB | Carpenter House Museum/Gallery | ^ | Washington State Horse Park | < | Telephone Museum | > | Information Icon | < | | |
| 25 | DT WB | City Park | ^ | Cemetery/ Douglas Munro Memorial | ^ | Carpenter House Museum/Gallery | > | | | | |
| 28 | DT EB | Telephone Museum | ^ | Carpenter House Museum/Gallery | < | | | Restroom Icon | ^ | | |

970 and 903



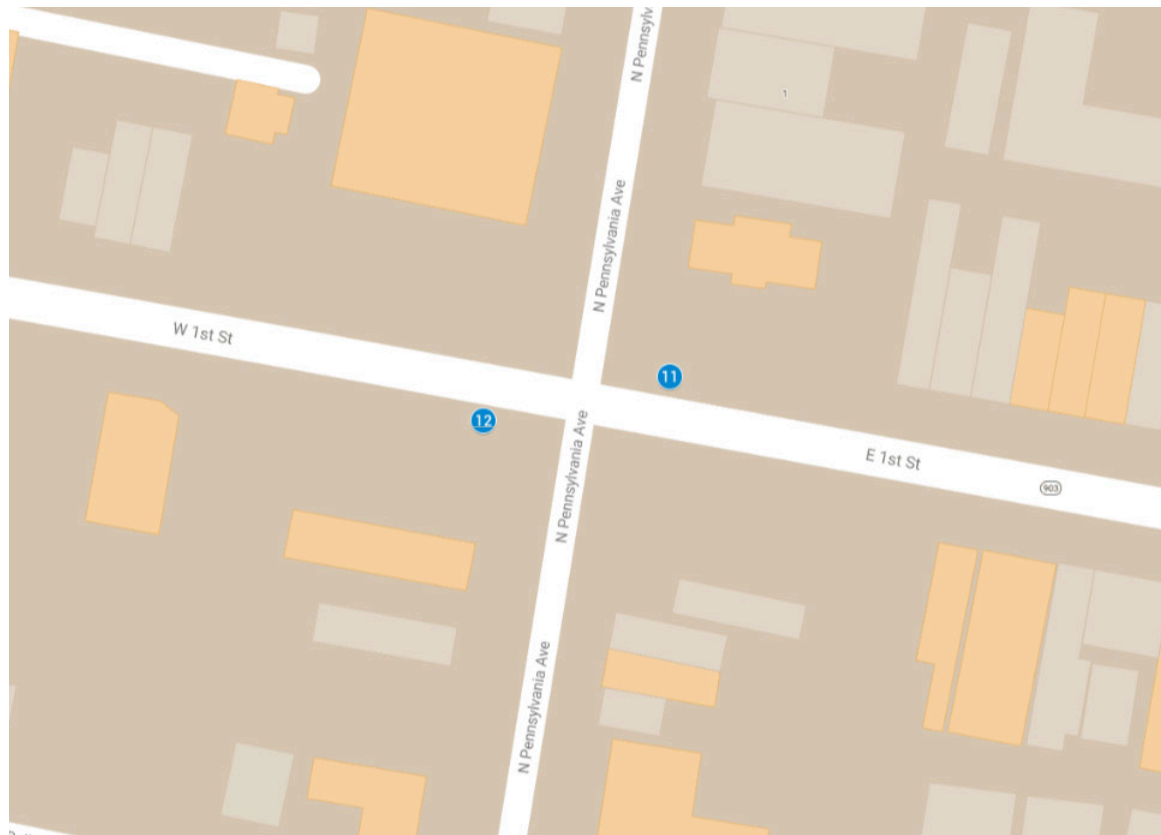
| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|---------------|------|--------------------|------|--------------------------|------|--------------------|------|--------------------|------|
| 7 | DT NB | Downtown | < | Visitor Center (I) | < | Parks/Trails/ Museums | < | | | | |
| 26 | DT NB | Downtown | < | Visitor Center (I) | < | Parks/Trails/ Museums | < | | | | |

East 1st Avenue and Yakima Avenue



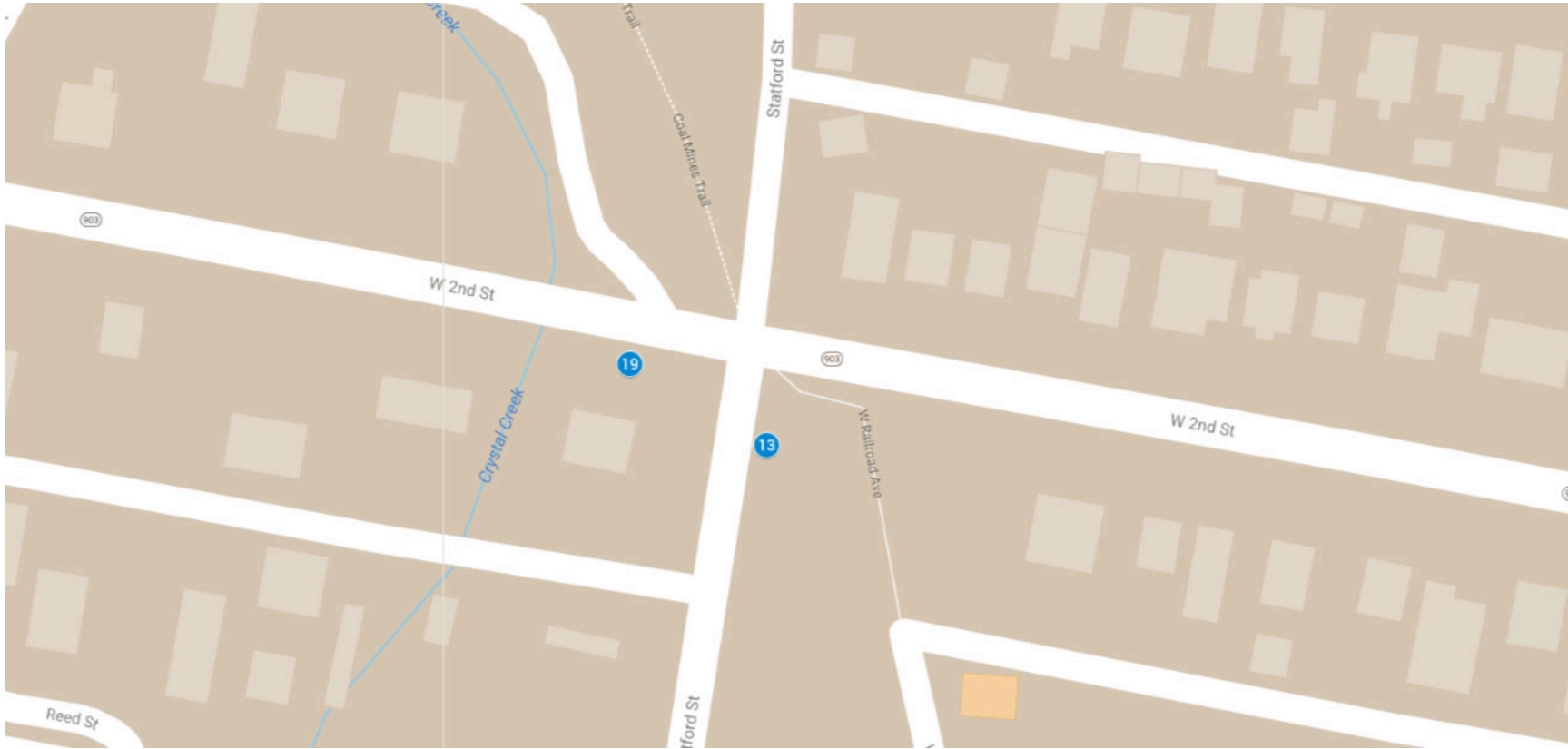
| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|-----------------------------------|------|--------------------------|------|-----------------------------------|------|--------------------|------|--------------------|------|
| 8 | DT EB | Centennial Senior Center/ Park | < | | | | | Airport Icon | ^ | | |
| 9 | DT WB | Visitor Center (I) | ^ | Parks/Trails/ Museums | ^ | Centennial Senior Center/ Park | > | Restroom Icon | ^ | | |

1st Avenue and Pennsylvania Avenue



| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|---------------------|------|-------------------------------|------|---------------|------|--------------------|------|--------------------|------|
| 11 | DT WB | Visitors Center (I) | ^ | Library | > | | | | | | |
| 12 | DT EB | Library | < | Centennial Senior Center/Park | ^ | | | Airport Icon | ^ | Restroom Icon | ^ |

2nd Street and Stratford Street



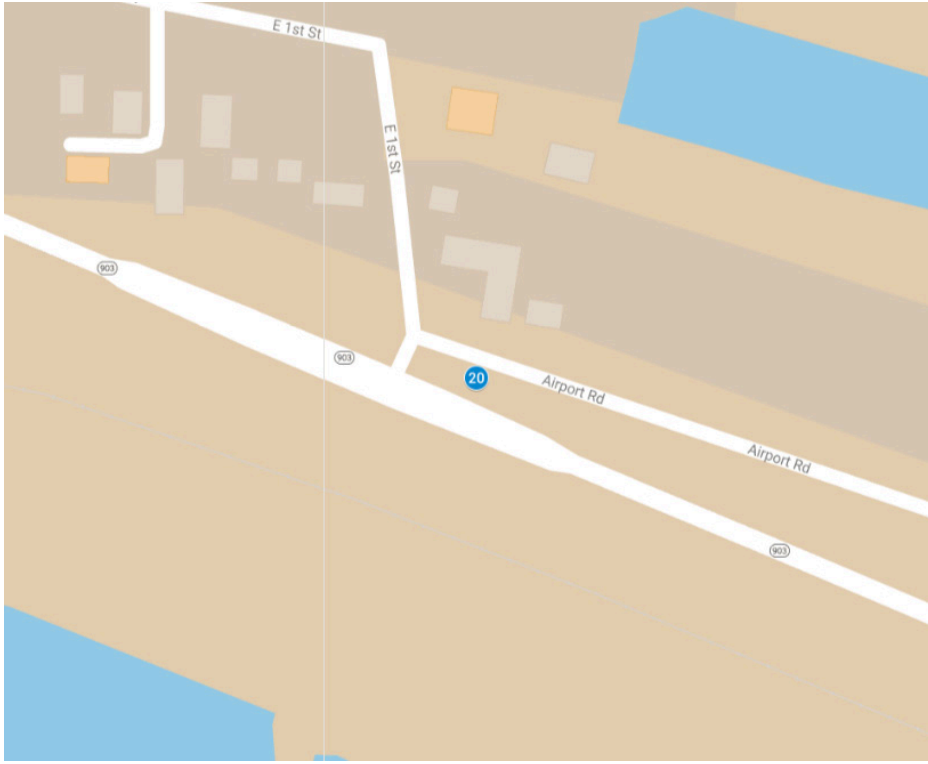
| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|----------------|------|----------------------------------|------|-----------------------------------|------|--------------------|------|--------------------|------|
| 13 | DT NB | School Complex | < | City Park | < | Coal Mines Trail | ^ | | | | |
| 19 | DT EB | Downtown | ^ | South Cle Elum Historic District | > | Iron Horse Park/ John Wayne Trail | > | Hatchery Icon | > | Information Icon | > |

1st Street and 2nd Street



| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|-----------------------------|------|---------------------------------|------|-----------------------------|------|---------------------|------|--------------------|------|
| 14 | DT WB | School Complex | ^ | Cemetery/Douglas Munro Memorial | < | Washington State Horse Park | < | | | | |
| 16 | DT WB | Washington State Horse Park | ^ | Shopping Dining | < | City Park | > | Hospital Icon | < | | |
| 17 | DT EB | Downtown | ^ | Cemetery/Douglas Munro Memorial | < | Washington State Horse Park | < | Forest Service Icon | < | | |
| 18 | DT EB | Downtown | ^ | City Park | < | | | Hospital Icon | > | Police Icon | < |
| 29 | DT EB | Downtown | ^ | Parks/Trails/Museums | ^ | Washington State Horse Park | > | Information Icon | ^ | | |
| 30 | DT NB | School Complex | < | Cemetery/Douglas Munro Memorial | < | Washington State Horse Park | < | Police Icon | < | | |

903 and Airport Road



| Sign # | Direction | Destination 1 | Dir. | Destination 2 | Dir. | Destination 3 | Dir. | Destination Icon 1 | Dir. | Destination Icon 2 | Dir. |
|--------|-----------|---------------|------|--------------------|------|-----------------------|------|--------------------|------|--------------------|------|
| 20 | DT WB | Downtown | ^ | Visitor Center (I) | ^ | Parks/Trails/Mu-seums | ^ | Airport Icon | > | | |

Gateway Signs



Cle Elum Wayfinding Plan

3.5 Implementation

Ideally, the signs in the program would be implemented in one budget cycle. However, many communities opt to phase in signs over time. In the case of Cle Elum, the following phasing approach should be used if needed:

- Priority One: Vehicular Directional system. If phasing needs to be broken down further, Cle Elum should concentrate on one corridor at a time with Trailblazing signs. (For example from one exit into downtown first, then the next, and so forth. This plan does not specify which corridor should be the first priority as this would be dictated by the budget)
- Priority Two: Gateways which can be implemented in phases with double post gateways implemented first and single post gateways implemented second.
- Priority Three: Pedestrian and Parking Oriented Signs which can be implemented as the streetscape is implemented, this plan does not address the details of a Pedestrian oriented system.

| | Count | Type | Unit Cost | Total Unit Cost | Unit Installation Cost | Total Unit Installation Cost | Total Cost | |
|-----------|-------|------------------------|------------|-----------------|------------------------|------------------------------|-------------|--------------------|
| | 32 | Vehicular Directional | \$1,200.00 | \$38,400.00 | \$400.00 | \$12,800.00 | \$51,200.00 | |
| | 5 | Gateways | \$5,000.00 | \$25,000.00 | \$400.00 | \$2,000.00 | \$27,000.00 | |
| Estimated | 4 | Pedestrian Map | \$800.00 | \$3,200.00 | \$400.00 | \$1,600.00 | \$4,800.00 | |
| Estimated | 4 | Parking Directional | \$400.00 | \$1,600.00 | \$200.00 | \$800.00 | \$2,400.00 | |
| Estimated | 4 | Pedestrian Directional | \$1,200.00 | \$4,800.00 | \$400.00 | \$1,600.00 | \$6,400.00 | |
| | | | | \$73,000.00 | | \$18,800.00 | \$91,800.00 | Low Estimate Total |

| | Count | Type | Unit Cost | Total Unit Cost | Unit Installation Cost | Total Unit Installation Cost | Total Cost | |
|-----------|-------|------------------------|-------------|-----------------|------------------------|------------------------------|--------------|---------------------|
| | 32 | Vehicular Directional | \$2,200.00 | \$70,400.00 | \$600.00 | \$19,200.00 | \$89,600.00 | |
| | 5 | Gateways | \$10,000.00 | \$50,000.00 | \$600.00 | \$3,000.00 | \$53,000.00 | |
| Estimated | 4 | Pedestrian Map | \$1,200.00 | \$4,800.00 | \$600.00 | \$2,400.00 | \$7,200.00 | |
| Estimated | 4 | Parking Directional | \$1,200.00 | \$4,800.00 | \$600.00 | \$2,400.00 | \$7,200.00 | |
| Estimated | 4 | Pedestrian Directional | \$2,200.00 | \$8,800.00 | \$600.00 | \$2,400.00 | \$11,200.00 | |
| | | | | \$138,800.00 | | \$29,400.00 | \$168,200.00 | High Estimate Total |

Cle Elum Wayfinding Plan

3.6 Concluding Remarks

This document represents a plan for Cle Elum to implement a cohesive way to curate visitor traffic in the community. It will serve several purposes:

1. It will reduce sign clutter allowing for motorists to better navigate through the community.
2. It will demarcate more destinations on fewer signs.
3. It will bring the sign system in compliance with Federal and State guidance for wayfinding signs as enumerated in the MUTCD.
4. It will reinforce to locals and visitors alike the amenities available in Cle Elum.

This sign system is not designed to be exhaustive in nature. As amenities are added, relocated, or enhanced, this plan provides all of the necessary criteria to evaluate the inclusion and implementation of such changes. Implementation of this plan should be coordinated with an experienced sign fabricator, installer, and with regulatory agencies at the municipal, state, and local level. Arnett Muldrow & Associates, Ltd. provides this plan as a tool to be used within the framework of the MUTCD and accepted practices nationally and does not assume any liability for failure to adhere to state and federal regulations not included in this plan.

