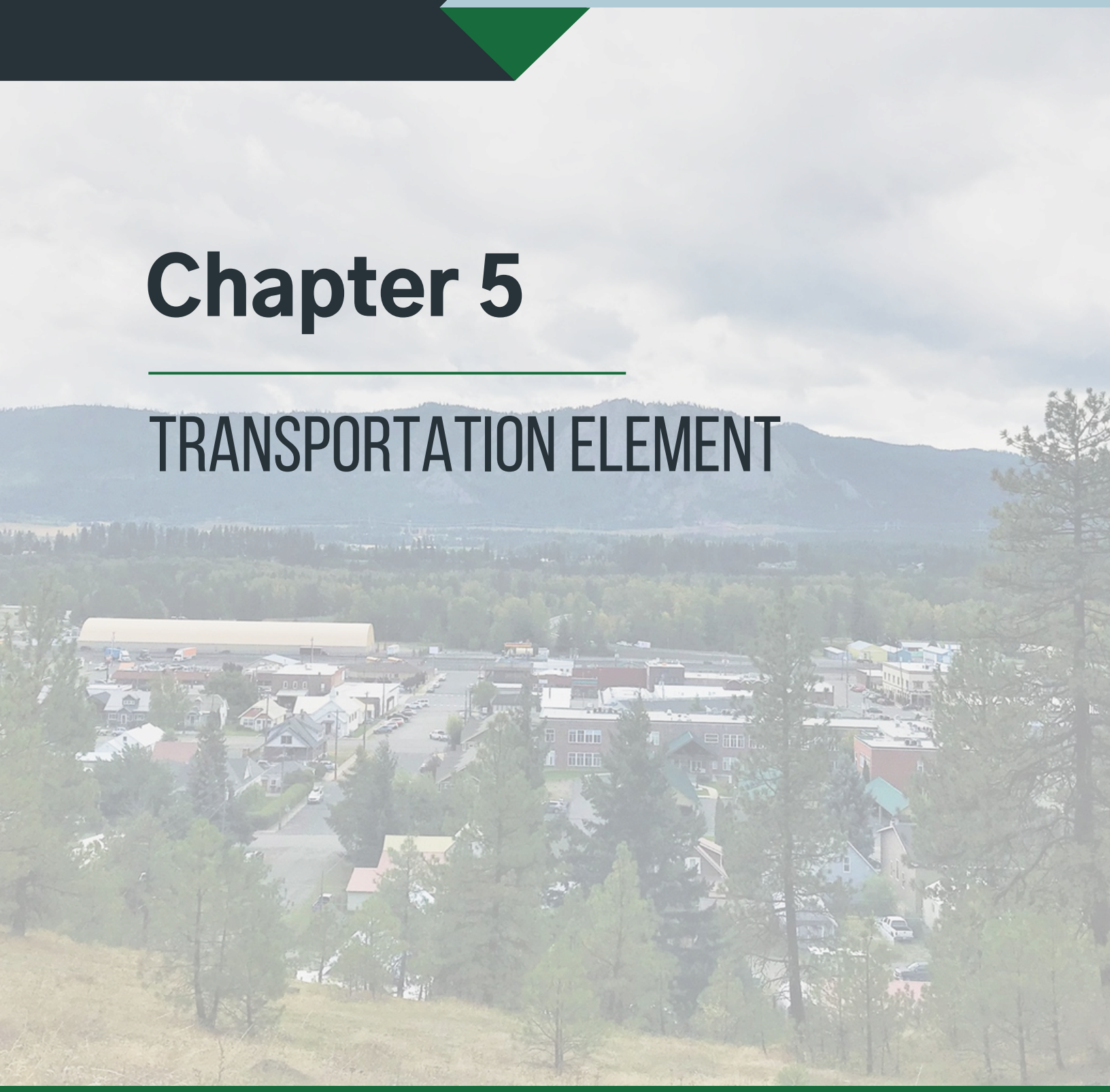
Chapter 5

TRANSPORTATION ELEMENT



City of Cle Elum

CITY OF CLE ELUM

Transportation Element

2026

I. Introduction

A. Purpose

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern as stated within the Land Use Element. The Transportation Element considers both motorized and non-motorized forms of transportation, and private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system within the transportation network of adjoining jurisdictions and the larger region.

The City of Cle Elum's (City) goal is to provide a "balanced" multi-modal transportation system that will support land use patterns, and adequately serve existing and future residential and employment growth in the City.

B. Growth Management Act (GMA) Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with City and County comprehensive plans. The GMA requires communities to apply the concepts of consistency and concurrency when addressing transportation issues.

Consistency means no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency allows orderly integration with other elements in a system. Consistent features and elements of the plan are compatible to the extent they can coexist and not preclude the accomplishment of other features or elements.

Concurrency means adequate capital facilities are available at the time the impacts of development occur, or within six years of such development. Within the GMA, concurrency is required for transportation actions, such as development projects, that affect transportation routes the Washington State Department of Transportation (WSDOT) has functionally classified as arterial streets or transit routes. Municipalities may optionally apply concurrency ordinances to other roadway classifications and to capital facilities.

The GMA requires the Transportation Element include discussion of the following topics:

- Land use assumptions used in estimating travel;
- Estimated impacts to state-owned transportation facilities and services;
- Facilities and service needs, including:
  - An inventory of air, water, and land transportation facilities and services, including transit alignments to define existing capital facilities and travel levels as a basis for future planning;
  - Multimodal level of service (MMLOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system consistent with environmental justice. These standards should be regionally coordinated;
  - Specific actions and requirements for bringing into compliance any facilities or services that are below established MMLOS standard;
- Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet future demands;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies;
- Pedestrian and bicycle planning; and
- Finance, including:
  - An analysis of funding capability to judge needs against probable funding resources;
  - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems; and
  - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated; and consistent to ensure that MMLOS standards will be met.
  - Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the

Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. No denial of development proposal for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the adopted standard where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

C. Transportation Element Certification

The City's Transportation Element must be consistent with the *Quad County Regional Transportation Plan 2017-2037 (RTP)* established by the Lead Agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Kittitas Countywide Planning Policies and State growth management goals. After review of the City's Transportation Element, it was determined it is consistent with the RTP and the GMA, as follows:

- The Transportation Element and associated application for certification were submitted for consideration on DATE 2026, an addendum was submitted to provide additional detail on DATE, 2026, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.
- The QUADCO Transportation Policy Board (Board) reviewed the completed the Transportation Element Review Checklist on DATE, 2026 and certified the City of Cle Elum's Transportation Element.

D. Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must support the desired development pattern and desired growth rates. In turn, the Transportation Element's goals and objectives must be consistent with and supported by the Land Use Element, Capital Facilities Element, Financing plan within the Capital Facilities Plan Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs. The land use element shall be reassessed where probable funding falls short of meeting existing or projected needs and ensure that the land use

element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

E. Applicable Countywide Planning Policies

In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with Kittitas County Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The CWPP associated with Cle Elum's Transportation Element can be found in Appendix A. Cle Elum's Transportation Element shall coordinate with and be certified by the Kittitas CWPP through efforts to assess the impacts on transportation and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. Consistent with the RTPO's adopted regional transportation plan, the Transportation element must support regional objectives through coordinated planning and providing substantiative direction.

F. Major Transportation Considerations

- The City has identified that a balanced approach to parking is a major consideration.
  - How will the City balance enough parking to encourage full use and enjoyment of recreational and business demand with optimization of property for commercial development?
- The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex.
  - If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- The City has recently developed economic development and revitalization plans.
  - What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development?
- The City evaluates mobility and connectivity in the City and between communities.
  - What are the present and future mobility needs in and how can they be met?
- A strong desire for connection to nearby regional trails has been expressed by the public during planning efforts for the development of both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan.
  - How and when should the City begin coordination with all parties necessary to make those connections a reality?
- Because the City provides a hub of services to surrounding communities, the City's roadways are frequently used by others.

    - How can the City seek funding to pay for what may be a disproportionate share for maintenance of regionally significant roadways?
- A comprehensive sidewalk system in the central business district has been included as an element in the Downtown Revitalization Plan.
    - Are additional sidewalks or other pathways needed for public safety, now or in the future?
    - Is a sidewalk improvement program needed?

II. EXISTING CONDITIONS

A. Roads and Streets

The City of Cle Elum's area is served by a network of roadways and streets. All these roadways and streets, both within the City and in unincorporated Kittitas County, are categorized under the Federal Functional Classification System (FFC). Figure 2, on page 20, shows the existing transportation network with associated federal functional classifications in and adjacent to the City.

The main roadways serving the City are: Interstate 90 (I-90) connecting the City of Cle Elum with the cities of Seattle and Ellensburg; SR 903 connecting the City of Cle Elum with the City of Roslyn to the west; SR 970 connecting to US 97 through and north of the settlement of Teanaway to the east; SR 10 which divides from SR 970 at Teanaway and continues east to the City of Ellensburg; and South Cle Elum Way connecting the City of Cle Elum with the City of South Cle Elum across the Yakima River. The City is arranged in a classic street grid pattern with primary streets oriented east to west. The commercial core historically developed along the First Street corridor (SR 903), between the SR 970 / I-90 Interchange at the east end of the corridor to Oakes Avenue at the west end. Second Street is north of and parallels the First Street corridor. Second Street has fewer traffic controls, carries less truck traffic, and was identified in the recent Bicycle and Pedestrian Plan as the initial, prioritized bicycle and pedestrian corridor.

Though the City is predominately located north of I-90, its city limit boundary extends south of the Interstate and the Yakima River on the west side of the City and is adjacent to and just east of the City of South Cle Elum’s city limits. South Cle Elum Way is the only arterial that travels under the Interstate and spans the Yakima River, connecting this bisected area of the City. The City of Cle Elum coordinates closely with Kittitas County regarding this arterial as the bridge supporting South Cle Elum Way across the Yakima River is owned and maintained by the County.

B. Rail Facilities and Locations

There is currently no passenger rail service in Kittitas County. Existing rail lines that traverse the City are operated by Burlington Northern Santa Fe (BNSF) Railway. The nearest passenger rail terminal is in Leavenworth, where Amtrak trains stop en route from Portland to Spokane and points east on the Empire Builder route.

The City of Cle Elum area is served by rail via the BNSF Railway main line which runs from Auburn eastward through King County, Kittitas County, Yakima County, and Benton County to Kennewick. The rail lines in the City are located north of the Yakima River and I-90 and south of SR 903 at the east end of the City. The rail lines cross under I-90 and over South Cle Elum Way continuing on the north side of the Yakima River as they depart the City. The at-grade crossing of South Cle Elum Way occurs just north of the bridge connecting the north and south neighborhoods of central Cle Elum. When in use by trains, this at-grade crossing ceases north – south motorized and non-motorized mobility in this part of the City.

Abandoned BNSF rail line that was located north of and intersected with the active main line traverse northwest to the community of Ronald, has been converted into City's part of a regional trail system.

C. Airports

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of “general aviation” includes all aviation, except scheduled commercial passenger airline service and military operations.

The Cle Elum Municipal Airport has one primary Runway (7-25) measuring a length of 2,379 feet. The airport is designed for aircraft in the B-1 (small) ARC category. The primary runway can accommodate aircraft less than 12,500 pounds. The aircraft apron is not paved. Steel cables are provided for aircraft tie-down and there is no charge for using the tie down area. There are five privately owned hangers at the airport located on leased City property, and currently there are no other private or public hangers for lease. There are no phone or fuel facilities at the airport and no shuttle service.

The closest commercial service airport to the City of Cle Elum is Yakima Air Terminal (YKM), 47.2 miles south east of Cle Elum and serves as a commercial node for passenger and cargo aircraft. The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. In addition to serving the Yakima Valley, the airport serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties.

The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan 2020 ALP Update includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00 a.m. till 10:00 p.m. seven days a week.

In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan 2020 ALP Update projects enplanements to be 92,600 by 2040. The number of actual enplanements in 2023 was 24,044.

D. Public Transportation

1. Regional Bus Service

Regional bus service is provided by Greyhound Bus Lines. Greyhound Bus Lines has a terminal in Ellensburg. Greyhound provides service to Seattle and Spokane via I-90, and service to Yakima via I-82 from Ellensburg.

The Central Washington Airporter Shuttle provides an alternative to driving to Seattle with one stop in Cle Elum, one stop in North Bend, and two stops in Seattle.

Kittitas County Connector: Hopesource provides free regional transit service between Kittitas, Ellensburg, Cle Elum, Ronald and Roslyn 7 days per week. There are bus stops in Cle Elum at Safeway and at Pioneer Coffee. https://www.hopesource.us/kcc

2. Local Bus Service

The City of Cle Elum does not operate a local bus service – see Hopesource information above.

3. Demand Response Transportation Service

Demand response transportation service allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided for elderly persons for trips involving nutrition, medical attention, and

shopping. Trip requests are prioritized based on need, with trips involving nutrition or medical services given the highest priority.

HopeSource demand response transportation services are available in the City's area. HopeSource prioritizes services for senior medical and nutrition, general public medical, social services, and employment. HopeSource reports that 43% of rides are employment based, occur in the morning and evening and predominantly provide mobility between Ellensburg and Cle Elum.

People For People, a private non-profit organization, provides demand response services for eligible elderly and handicapped citizens. People for People also acts as the broker for DSHS Medicaid eligible clients and arranges the most appropriate and cost-effective transportation service for clients attending covered Medicaid services. Arrangements may include; gas vouchers, mileage reimbursement, volunteer driver, taxi, lift equipped wheelchair vehicles, as well as Greyhound tickets for travel to out of area medical facilities. The City of Cle Elum ridership consisted of 621 ambulatory trips and 25 non-ambulatory trips last year (2016).

4. 2022 Coordinated Public Transit-Human Services Transportation Plan (HSTP)

The City was part of a public transportation coalition formed to explore public transportation needs in Kittitas, Grant, Lincoln, and Adams counties (members of the QUADCO RTPO) during development of the Human Services Transportation Plan (HSTP) for this rural planning region. The group met to identify public transportation needs, strategized how to address the needs with a range of transportation options, and prioritized them for the HSTP.

The HSTP is developed in response to the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, which requires that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The 2022 Kittitas County Mobility Summit Meeting called for the following City of Cle Elum services:

- Identified the stakeholders that should be involved in developing the HSTP.
- Gathered input from stakeholders and the general public.
- Identified transportation needs for individuals with alternative transportation needs.
- Documented current transportation services and resources.
- Developed strategies for meeting the identified transportation needs, in order to maximize resources and minimize duplication services.
- Considered compliance with Federal transportation laws of all proposed strategies.

The most recent HSTP was adopted on November 17, 2022. QUADCO will provide to WSDOT a regional ranking of the projects and programs submitted for the 2027-2029 Public Transportation Consolidated Grant Program. Although application sponsors are responsible for submitting individual applications to WSDOT, QUADCO provides regional significance in their ranking process, resulting in additional points added to some projects and programs. The process for ranking follows the Measurement Tool for Prioritization of Community Priorities described in Chapter 9 of the HSTP. Some of the bulleted services identified in the previous paragraph will likely be prioritized during the 2027-2029 funding cycle.

5. Quad County Regional Transportation Plan 2017-2037 (RTP)

The RTP was updated by the lead agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties., in compliance with MAP-21. Strategies to reduce peak period travel demands are included in the RTP as well as strategies for expanding transit to meet future travel demands throughout the four-county region. The RTP recognizes a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. The transit and transportation demand management strategies include:

- Expand People for People Community Connector service to directly serve medical and educational facilities.
- Promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling.

E. Non-motorized Transportation

Non-motorized transportation, in general, refers to pedestrian and bicycle modes of travel. Walking and bicycling are integral parts of the transportation system. Every trip begins and ends as a pedestrian trip. People use bicycles to commute to work and school, for utilitarian trips such as visiting friends and shopping, and to make connections to transit or other intermodal facilities. A benchmark of making a community a desirable place to live is its pedestrian access and bicycle facilities.

1. Pedestrian and Bicycle Pathways

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the City of Cle Elum. Many of the streets in the Downtown area in Cle Elum having full or partial sidewalks on at least one side of the street require replacement and installation of ADA amenities to become functional for people of all ages and abilities. The public / private association known as the Downtown Association has been developing a

plan to encourage thematic standards for making the business district more inviting and walkable. In addition to the pedestrian improvements originating from the Downtown Association, the City has recently produced an initial Bicycle and Pedestrian Plan and a Parks and Recreation Plan highlighting many city-wide future improvements.

The City has a number of non-motorized transportation projects planned as part of the 2027-2032 Transportation Improvement Program (TIP). The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street resurfacing. Other top priority projects appearing in both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan, are for connections from the City to regional trails.

In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.

The City passed a Complete Streets Policy in 2016 with which to increase intermodal transportation and is consistent with *Quad County Regional Transportation Plan 2017-2037 (RTP)*, the *2016 QUADCO Coordinated Public Transit-Human Services Transportation Plan*, *Washington State's Bicycle Facilities and Pedestrian Walkways Plan*, and the *Kittitas County Park, Recreation & Open Space (PROS) Plan* to name a few.

2. Kittitas County Park, Recreation & Open Space (PROS) Plan

On June 9, 2016, Kittitas County adopted the *Kittitas County Park, Recreation & Open Space (PROS) Plan*. The Plan was developed with public participation in all communities of Kittitas County. The non-motorized goals of the Kittitas County PROS Plan include:

- Undertake a strategic approach to open space, trail, park, and recreation facilities and recreation services where Kittitas County assumes responsibility for functions of countywide interest where there are no other viable sponsors and helps coordinate or support functions and activities that have other viable sponsors.
- Promote healthy eating and active lifestyle programs and outreach activities of special interest and lifestyle benefit for County residents.
- Promote, and work with other public, nonprofit, and for-profit agencies, organizations, and vendors including Roslyn, Cle Elum, and Ellensburg cities, Cle Elum-Roslyn, Ellensburg, Kittitas, and Damman School Districts, Central Washington University, Washington State, and others.
- Assist with the planning, coordination, and preservation of unique environmental areas, wetlands, wildlife habitat, open spaces, forestlands, and scenic areas.
- Assist where appropriate in the planning, coordination, and preservation of unique archaeological, historical, cultural, scenic, and man-made places, sites, landmarks, and vistas.

- Facilitate the planning, development, and operation of a variety of countywide trails including winter, water, horse, off-road hike and bike, ORV and ATV trails, on-road bicycle touring routes and scenic drives that are directly related to environmental resources that are of most interest to Kittitas County residents and tourists.
- Work with other public and private agencies, including The Nature Conservancy, Suncadia, Washington State Departments of Fish & Wildlife, Natural Resources, and Parks & Recreation Commission, US Forest Service (USFS), Fish & Wildlife Service, and Bureau of Land Management (BLM) to develop and maintain an integrated system of trails.
- Develop and maintain design guidelines to ensure facilities are accessible, safe, and easy to maintain, with life cycle features that account for long-term costs and benefits.
- Develop guidelines for creating effective and efficient methods of operating, maintaining, acquiring, and developing facilities and programs that accurately distribute costs and benefits to public and private interests

The 2016 PROS Plan identified winter trails, water trails, off-road mountain bike trails, walking and hiking trails, multi-purpose trails, on-road bicycle routes, and on- and off leash dog trails throughout Kittitas County.

The list of trails located in the City of Cle Elum are in Table 4-1 below.

TABLE 4-1. TRAILS PARTIALLY OR COMPLETELY WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Trail Name	Type of Trail					
	Winter	Water	Biking	Walking/ Hiking	Multipurpose	Park
Coal Mines Trail	X		X	X	X	X
Upper Yakima River Water Trail		X				
Hanson Ponds Trail					X	X
Progress Path Trail					X	X
Upper Peoh Point Road/ Thorp Highway			X			
SR-10 Cle Elum - Ellensburg			X			
SR-970 / US-97 / Cle Elum to Leavenworth			X			

Trails in and near the City are highlighted in *The City of Cle Elum Parks and Recreation Plan* (page 13) adopted on February 13, 2018.

F. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. TDM is based on at least 10-year outlook. The results of successful TDM can include:

- Travelers switching from driving alone to high-occupancy vehicles modes such as transit, vanpools, or carpools.
- Travelers switching from driving to non-motorized modes such as bicycling or walking.
- Travelers changing the time they make trips from more congested to less congested times of day.
- Travelers eliminating trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.
  Collaboration with QUADCO to identify and designate planned improvements that encourage enhanced community access and promote healthy lifestyles.

III. ROADWAY CHARACTERISTICS

A. Functional Classification and Idealized Capacity

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local Roads in the City.

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The types of functionally classified roadways present in Cle Elum (summarized below and shown in Table 4-2), are based on standards followed by the Washington State Department of Transportation:

1. Interstate

Interstates are categorized as Principal Arterials and generally carry the highest amount of long-distance traffic volumes and provide the best mobility in the roadway network. Most interstates serve both urban and rural areas but do so with limited access points and are often divided highways. Regional and inter-county bus routes are generally located on principal arterials with transfer centers and park-and-ride lots. The Interstate near Cle Elum typically accommodates 2,200 vehicles per hour.

2. Collector

A roadway connecting two or more neighborhoods, carrying traffic within neighborhoods. Collectors channel traffic from local roads onto the minor and principal arterials. Typically, they carry moderate traffic volumes, are used for relatively shorter trips than arterials, and accommodate very little through traffic. Urban collectors and rural major collectors are the lowest categories of roadway classification eligible for federal funding. Depending on whether the collector is urban or rural, the customary range that a collector accommodates is between 1,800 and 2,400 vehicles per hour.

3. Local

This category comprises all roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles. Local streets and roadways are typically rated for up to 1,600 vehicles per hour.

TABLE 4-2. FUNCTIONALLY CLASSIFIED ROADS WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

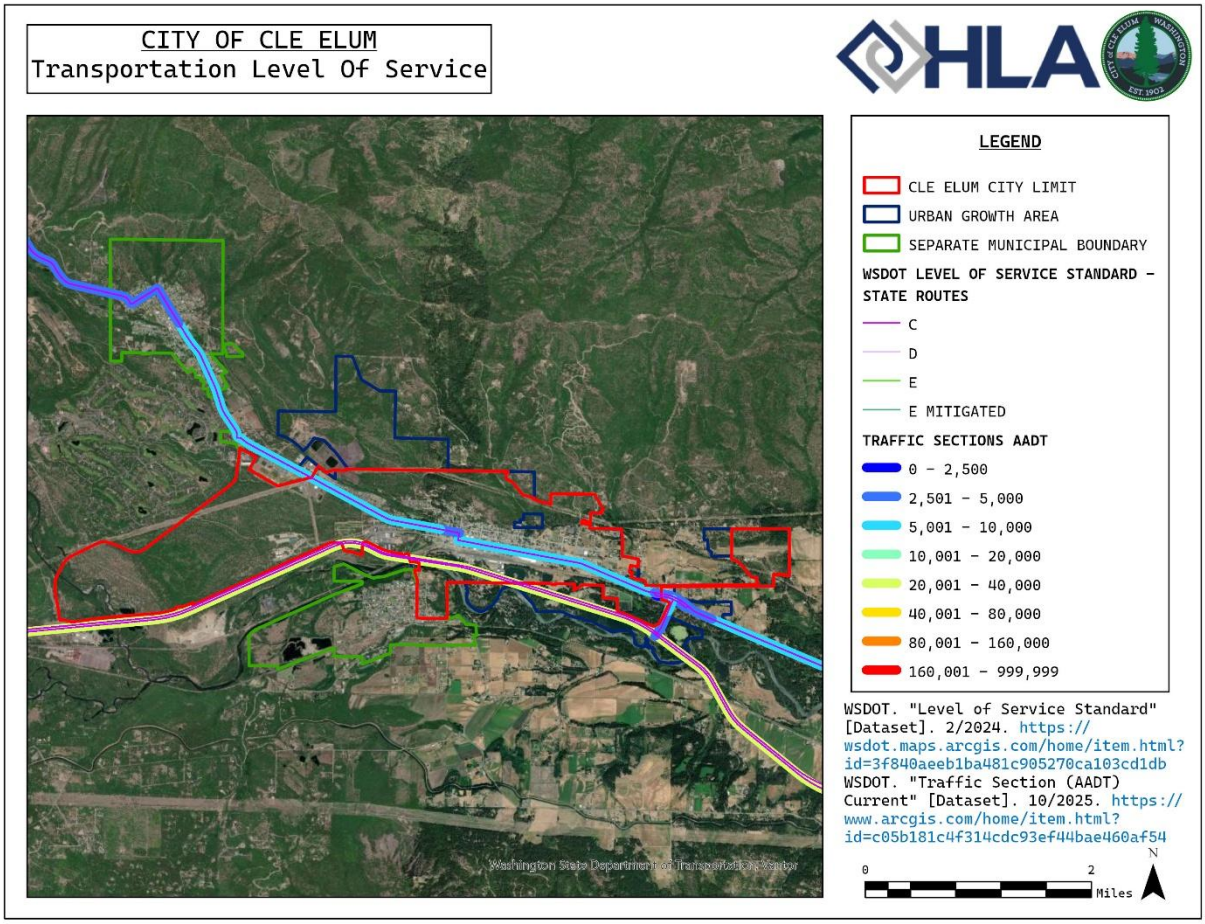
Functional Class	Roadway Name	Start Location	End Location
Interstate	I-90	Near Exit 84	West of Exit 85
Major Collector	Bullfrog Road	I-90	SR 903
	SR 903	Bullfrog Road	East City Limits
	West 2nd Street	North Oakes Avenue	North Pennsylvania Avenue
	North Pennsylvania Avenue	West 2nd Street	West 1st Street
	West 1st Street	I-90 Off-ramp at Exit 84	North Oakes Avenue

	South Cle Elum Way	Madison Avenue	West 1st Street
	Oakes/North Oakes Avenue	I-90 On-ramp at Exit 84	West 2nd Street
Minor Collector	Airport Road	West City Limits	East City Limits
Local	All streets and roadways not listed above		

B. Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions in Table 4-3 are summarized from the *Highway Capacity Manual 2010*. LOS classifications and uses have been updated to include multimodal transportation aspects in coordination with RCW 36.70A.070(6)(a)(iii)(B) to support equitably implementing the multimodal network. The MMLOS is calculated based on qualitative aspects within the city's control, summarized below in section C. Multimodal Transportation.

FIGURE 4-1. STATE-OWNED FACILITIES LEVEL OF SERVICE



Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-8.

Levels of service can be calculated in several ways for each mode or culmination of modes of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the *Highway Capacity Manual 2022*.

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department of Transportation (WSDOT) LOS standards. The City of Cle Elum views "Levels of Service" for roadways other than arterial streets as advisory within its City limits.

In 2010, the City contracted with DN Traffic Consultants to assist the City in determining a responsible and sustainable LOS standard. To maintain its historic and small city character, Cle Elum adopted a level of service standard "C" for City streets within its jurisdiction. The Washington State Department of Transportation will mitigate congestion on urban highways in cooperation with local and regional jurisdictions when the peak period LOS falls below "D". The City of Cle Elum has one interstate passing near and through its boundaries and one state road passing east/west through the City's downtown: I-90 and SR 903, both of which are classified as urban. QUADCO sets its LOS at "C" for rural roads and LOS "D" for urban roads.

Identification of transportation system needs necessary to meet current and future multimodal demand shall coordinate with the land use element. Levels of service impacts to state-owned multimodal transportation facilities shall be estimated to assist in monitoring the performance of state-owned transportation facilities, to plan for improvements of facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.

C. Multimodal Transportation

The Growth Management Act requires adopted multimodal levels of service standards (MMLOS) as part of the Transportation Element. Jurisdictions must include MMLOS for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice as defined in RCW 36.70A.030.

MMLOS standards must also be regionally coordinated. The City of Cle Elum will work with Quadco, WSDOT and other jurisdictions to coordinate development of MMLOS Standards.

As of August 2024, WSDOT has provided interim guidance for developing MMLOS standards. MMLOS standards have not yet been established for most jurisdictions east of the Cascades. Cities which have adopted standards are substantially larger and more

urbanized, such as the City of Seattle and City of Tacoma. These cities conducted MMLOS studies and developed their own methodologies prior to adoption of these standards. As of 2026, the City of Cle Elum has not performed a study of MMLOS standards.

Until further study and development can apply the City of Cle Elum intends to follow standards developed by WSDOT, and will work to advance development of standards if updated information and resources become available.

As part of the City of Cle Elum's 2026 Comprehensive Plan, The City of Cle Elum adopts the following compilation of WSDOT documents and sections by reference and as amended by WSDOT as the City's MMLOS standards to the extent applicable to Cle Elum.

The City of Cle Elum adopts the following as interim MMLOS standards:

1. Pedestrian LTS and Bicycle LTS along roadways, WSDOT 2024 Design Manual, Chapters/Sections 1510.02(5)(a) and 1520.03(3)(a).
2. Pedestrian LTS at intersections, WSDOT Active Transportation Plan 2020 and Beyond, Appendix D.
3. Transit Frequency Benchmarks, WSDOT 2024 Interim Guidance. The City of Cle Elum will work with WSDOT, Quadco, and other jurisdictions to develop and coordinate regional standards.

Level of Traffic Stress (LTS)

MMLOS can be evaluated by using level of traffic stress to score Cle Elum's active transportation systems. WSDOT has developed a level of stress methodology to examine roadway characteristics and access conditions for walking and bicycling along state highways. LTS provides a quantitative assessment of variables that affect safety and movement of people using active transportation infrastructure. Table 4.3 lists characteristics of each level of traffic stress.

Table 4-3 Characteristics Associated with level of Traffic Stress

Characteristics	LTS 1	LTS 2	LTS 3	LTS 4
Stress	Minimal/none	Low	Moderate high	High
Required attentiveness (to traffic)	Minimal/none	Low	Moderate high	High
Unsupervised Sustainability	All ages and abilities	8 years and up	Adult	Adult

Accessibility	All ages and abilities	Possible limitations for wheeled mobility device	Likely limitations for wheeled mobility device	Present barrier to wheeled mobility device use
Traffic Control	Low speeds and volumes if facilities are near traffic	Moderate speeds and volumes	High speeds and volumes	Highest speeds and volumes, typically multilane roadways.

Source: WSDOT Active Transportation Plan 2020 and Beyond, page 67, Figure 3-10.

WSDOT has developed a series of LTS scoring tables for pedestrians and bicyclists along roadways and intersections. The below series of scoring tables analyzes LTS for different roadway characteristics and at intersections. Although similar tables are in both the 2020 Active Transportation Plan and 2024 Design Manual, the latter document provides guidelines for AADT.

Table 4-4 Pedestrian Level of Traffic Stress (PLTS) with no dedicated pedestrian facility within shoulder

Lane Configuration	**AADT (Total)**	**Target Speed (MPH)**			
		<20	**25**	**30**	**>35**
1 through lane per direction	0-750	1	2	3	4
	751-1500	1	2	3	4
	1501-3000	2	2	3	4
	> 3000	2	3	3	4
2 through lanes per direction	0-6000	3	3	3	4
	> 6000	3	3	4	4
3 or more through lanes per direction	Any ADT	4	4	4	4

Source: WSDOT Design Manual, page 1510-3, Exhibit 1510-1

Table 4-5 Pedestrian Level of Traffic Stress (PLTS) for 5'-7.5' Sidewalk with no buffer

Lane Configuration	AADT (Total)	Target Speed (MPH)				
		<20	25	30	35	>40
1 through lane per direction	0-750	1	1	2	3	4
	751-1500	1	1	2	3	4
	1501-3000	1	1	2	3	4
	> 3000	2	2	2	3	4
2 through lanes per direction	0-6000	2	2	2	3	4
	> 6000	2	2	3	4	4
3 or more through lanes per direction	Any ADT	2	2	3	4	4

Source: WSDOT Design Manual, page 1510-4, Exhibit 1510-2

Table 4-6 Pedestrian level of Stress (PLTS) for sidewalk with buffer[1]

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	1	1	2
	751-1500	1	1	1	2
	1501-3000	1	1	1	2
	> 3000	2	2	2	2
2 through lanes per direction	0-6000	2	2	2	2
	> 6000	2	2	2	2
3 or more through lanes per direction	Any ADT	2	2	2	2

Source: WSDOT Design Manual, page 1510-5, Exhibit 1510-3

(1) Physical separation typically consists of either a planting strip or other constructed buffer strip, a separated bicycle lane, a parking lane, or traffic barrier. Note that a roadway shoulder or a conventional bicycle lane are not considered physical separation.

Table 4-7 Bicycle Level of Stress (BLTS) in mixed traffic (no bike facility)

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	2	3	4
	751-1500	1	2	3	4
	1501-3000	2	2	3	4
	> 3000	2	3	3	4
2 through lanes per direction	0-6000	3	3	3	4
	> 6000	3	3	4	4
3 or more through lanes per direction	Any ADT	4	4	4	4

Source: WSDOT Design Manual, page 1520-8, Exhibit 1520-5

Table 4-8 Bicycle level of Stress (BLTS) with conventional bike lane or buffered bike lane[1]

Lane Configuration	AADT (Total)	Target Speed (MPH)				
		<20	25	30	35	>40
1 through lane per direction	0-750	1	1	2	3	4
	751-1500	1	1	2	3	4
	1501-3000	1	1	2	3	4
	> 3000	2	2	2	3	4
2 through lanes per direction	0-6000	2	2	2	3	4
	> 6000	2	2	3	4	4
3 or more through lanes per direction	Any ADT	2	2	3	4	4

Source: WSDOT Design Manual, page 1520-9, Exhibit 1520-6, Exhibit 1520-7.

(1) Conventional bike lane and buffered bike lanes were evaluated separately but were scored identically.

Table 4-9 Bicycle Level of Stress (BLTS) for separated bike lane

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	1	1	2
	751-1500	1	1	1	2
	1501-3000	1	1	1	2
	> 3000	2	2	2	2
2 through lanes per direction	0-6000	2	2	2	2
	> 6000	2	2	2	2
3 or more through lanes per direction	Any ADT	2	2	2	2

Source: WSDOT Design Manual, page 1520-9, Exhibit 1520-8

The 2024 Design Manual does not include pedestrian level of stress at intersections scoring table. Below table 4.10 is pulled from Appendix D of the 2020 Active Transportation Plan. Notably, it does not use AADT in scoring.

Table 4-10 Level of Traffic Stress (LTS) for both pedestrians and bicycles at intersections

Total Lane Configuration	Target Speed (MPH)				
	<20	25	30	35	>40
3 or less lanes in both directions	1	2	2	3	4
4 to 5 lanes in both directions	2	2	3	4	4
6 or more lanes in both directions	4	4	4	4	4

Source: WSDOT Active Transportation Plan, Appendix D, page 215, Pedestrian Intersection LTS scoring Table.

A variety of treatments can be applied to intersections to increase safety for bicyclists and pedestrians. This includes but is not limited to crosswalks, curb ramps, bike lanes through intersections, bike boxes, two stage bike boxes, median dividers, protected intersections, dedicated signaling, raised crosswalks, pavement markings, and wayfinding signage. WSDOT describes treatments for intersections on page 1520-10 of the 2024 Design Manual.

Multimodal Level of Service for Transit

The City of Cle Elum does not own or operate any transit services. Hopesource operates independently from the City of Cle Elum. Below, table 4.11 shows frequency benchmarks used in WSDOT's Multimodal Level of Service Interim Guidance Documents. Cle Elum's existing conditions fall within described conditions for Rural minimum required level of service on page 9.

Table 4-11 WSDOT Transit Frequency Benchmarks for Washington State

Transit Frequency	Description
Level 1	12 min headway days; 15 nights and weekends
Level 2	15 min headway days; 30 nights and weekends
Level 3	30 min headway days; 60 nights and weekends
Level 4	60 min headway minimum 5 days a week
Level 5	6 trips per day on weekdays
Level 6	2 trips per day on weekdays
24-hour	1 trip every 2 hours overnight

Source: WSDOT Multimodal Level of Service Interim Guidance, August 2024, page 5, Frequent Transit Service Study Benchmarks Threshold for MMLOS for Pedestrians, Bicyclists, and Transit.

City policy will enact corrective actions when MMLOS falls below the minimum standards adopted by the City. This is included in section Goals and Policies.

D. Traffic Volume History

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities. The City of Cle Elum's traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT).

AADT is the average daily traffic that has been measured and adjusted to show expected volumes of vehicles throughout the year on each road segment. The AADTs were calculated using the "Average Weekday Traffic" (AWDT) gained from observed traffic counts. The AWDT is normalized to represent what the comparable traffic would be mid-week in the month of April. This method allows the City to compare a "normal" day of traffic to other cities' or towns' traffic in Kittitas County.

Several "Monthly Normalization Factors" (MNFs) are provided by WSDOT in their Annual Traffic Report and they provide a few options in Kittitas County from which to choose. The calculation for AADT is: *AWDT * MNF = AADT*.

WSDOT and the City have conducted traffic counts within the City of Cle Elum. WSDOT customarily performs traffic counts in the area every three to four years at designated locations. The City performed counts using QUADCO traffic counting equipment in the spring of 2018. Although Kittitas County performed counts on a rotating cycle, they only perform counts on rural roadways that are not in the City Limits or associated with the City UGA.

Table 4-8 reports the results of all gathered counts in or near Cle Elum's UGA and compares them to the idealized capacities used in the Kittitas County travel demand model for transportation system evaluation.

FIGURE 4-2. FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IN CLE ELUM

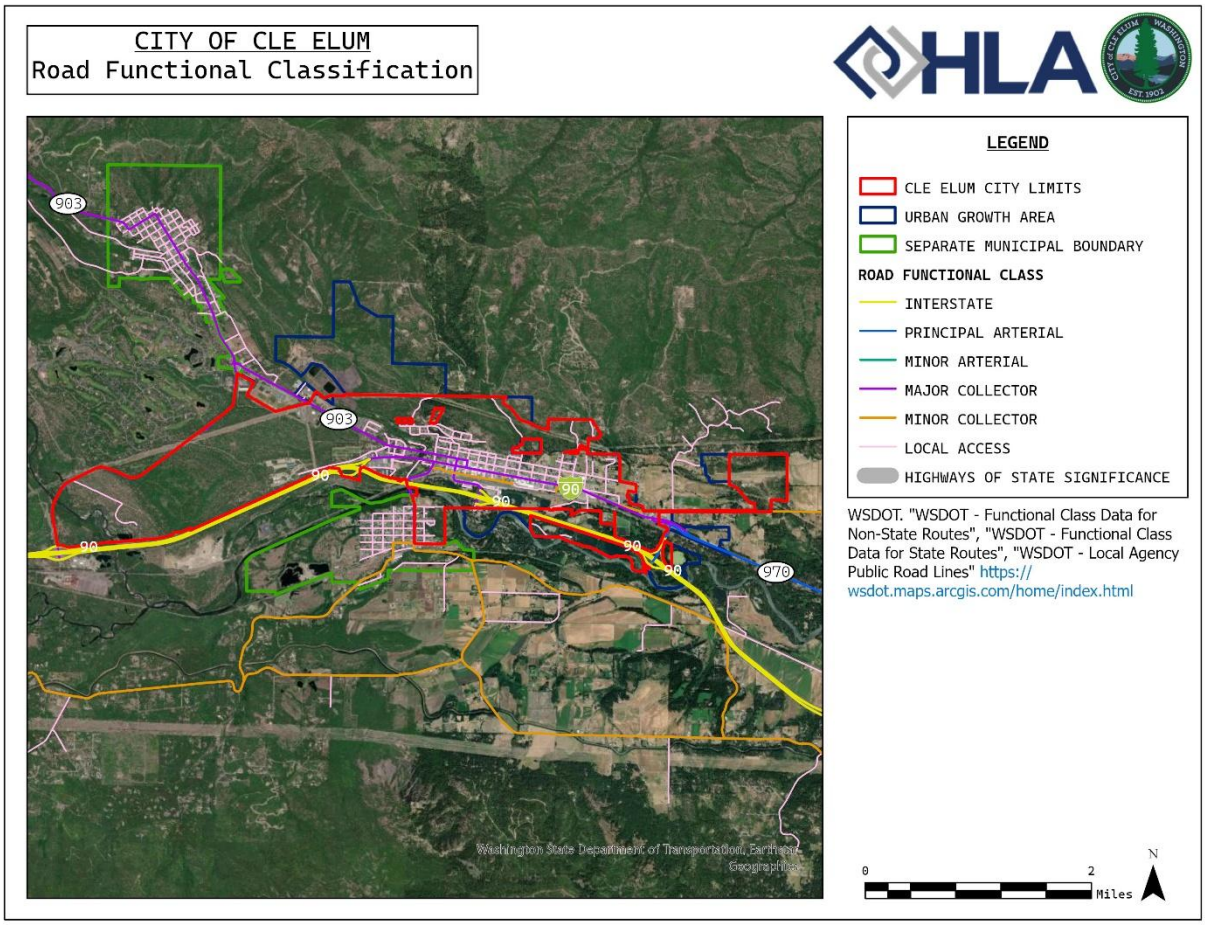


TABLE 4-12. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2026)[1]	Peak Hour Volume (vph)[2]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	41,212	4,121	8,000	52%	A
	I-90	E/O	SR 970 / White Road Interchange	4	41,926	4,193	8,000	52%	A
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	1	3,487	349	1,200	29%	A
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	1	3,042	304	1,200	25%	A
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1	1,146	115	1,200	10%	A
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1	1,143	114	1,200	10%	A
	I-90 Eastbound Off-ramp (Exit 85)	To	White Road Interchange	1	1,956	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1	1,402	140	1,200	12%	A
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1	1,171	117	1,200	10%	A
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1	1,883	188	1,200	16%	A
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	1	626	63	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	641	64	1,200	5%	A
Functional Class	**Road Name**		**Nearest Crossroad**	**Number of Lanes**	**AADT (2026)[1]**	**Peak Hour Volume (vph)[2]**	**Idealized Roadway Capacity (vph)**	**Peak Volume as a Ratio of**	**Level of**

		Direction of (E/O, W/O, S/O, N/O)						Roadway Capacity	Service (LOS)
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	6,017	602	2,000	30%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	8,783	878	2,000	44%	A
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	4,942	494	2,000	25%	A
	SR 903 (Second Street)	W/O	Oakes Avenue	2	5,500	550	2,000	27%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	7,256	726	2,000	36%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	9,163	916	2,000	46%	A
	West First Street	E/O	North Pine Street	2	10,247	1,025	2,000	51%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	8,771	877	2,000	44%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	1,828	183	2,000	9%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	3,354	335	UNK	34%	A
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	3,235	323	UNK	16%	A
Local	Wright Avenue	S/O	Second Street	2	624	62	1,200	5%	A
	Second Street	W/O	Wright Avenue	2	2,994	299	1,200	25%	A
	N Columbia Avenue	N/O	Fourth Street	2	172	17	1,200	1%	A
Functional Class	**Road Name**		**Nearest Crossroad**			**Peak Hour Volume (vph)[2]**	**Idealized Roadway**	**Peak Volume as a Ratio**	

		Direction of (E/O, W/O, S/O, N/O)		Number of Lanes	AADT (2026)[1]		Capacity (vph)	of Roadway Capacity	Level of Service (LOS)
Local	Pennsylvania Avenue	N/O	Third Street	2	81	8	1,200	1%	A
	Pennsylvania Avenue	S/O	Third Street	2	293	29	1,200	2%	A
	Third Street	W/O	Pennsylvania Avenue	2	593	59	1,200	5%	A

[1]Calculated to 2026 using 2.5% growth rate.

[2]Estimated at 10% of AADT.

E. Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, support transportation planning process, and plan for future pavement needs. The data is used to designate freight economic corridors in the Freight Mobility Plan (FMP), which was last updated in 2015.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments which play a significant role in the movement of freight and other goods throughout the state (Table 4-5). Through the FMP, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

TABLE 4-13. TRUCK ROUTE CLASSES BASED ON ANNUAL TONNAGE

Truck Route Class	Annual Tonnage
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 in 60 Days

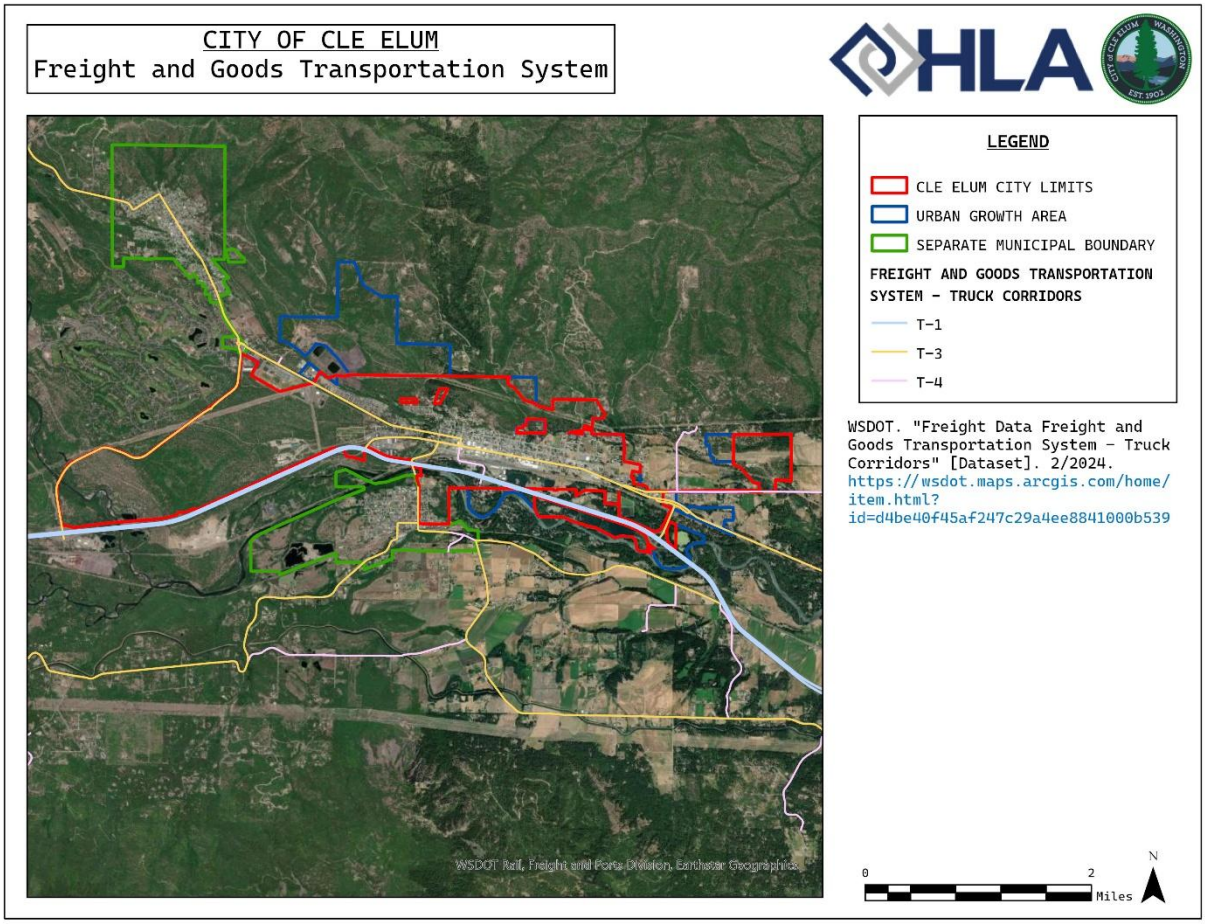
Table 4-6 lists the City of Cle Elum and UGA freight classified streets and roads and Figure 2, displays that information on the map.

TABLE 4-14. CITY OF CLE ELUM AND URBAN GROWTH AREA - FREIGHT AND GOODS TRANSPORTATION SYSTEM CLASSIFIED ROUTES

Route Name	Start Location	End Location	FGTS Class
I-90	West UGA Line	East UGA Line	T-1
Bullfrog Road	I-90	SR 903	T-3
SR 903	Bullfrog Road	East City Limits	T-3
South Cle Elum Way	Madison Street	Yakima River Bridge	T-3
West 1st Street	I-90 Eastbound Off- ramp at Exit 84	North Oakes Avenue	T-4

Route Name	Start Location	End Location	FGTS Class
South Cle Elum Way	Yakima River Bridge	West 1st Street	T-4
Oakes / North Oakes Avenue	I-90 Eastbound On- ramp at Exit 84	West 2nd Street	T-4

FIGURE 3. FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) IN CLE ELUM



IV. TRAFFIC FORECASTS

A. Population and Demographic Projections

In the City of Cle Elum Population and Housing Allocation Periodic Update, 2020 census population estimated a population of 2,157 including unincorporated UGA and anticipated a 2046 population to be 3,005 including unincorporated UGA.

The 2020 Census indicated that 9.9% of City's population was age 17 or younger. An additional 23.4% were age 65 or older. 9.8% of the City's individuals were considered below the poverty level. These populations are all particularly in need of transportation options in the City of Cle Elum.

B. Land Use Patterns and Population Distribution

The area surrounding the Cle Elum UGA is expected to remain agricultural in nature over the 20-year forecast period. Within the UGA, additional annexations will gradually increase the size of the community. In the April 15, 2025, Kittitas County Land Capacity Analysis report, assessment notes included for City of Cle Elum stated, “There is a significant surplus of capacity in the City of Cle Elum compared to all scenarios.” for the following land use needs inside the UGA:

- Housing and Population Capacity (2025),
- Commercial and Mixed-use Developable Land Supply (2025),
- Industrial Developable Land Supply (2025), and
- Employment Capacity (2025).

The methodology to express whether there is a surplus or deficiency in the amount of vacant land in the City of Cle Elum to accommodate the land needs reported above is outlined in the April 15, 2025 report. If future needs are consistent with the current level of need, the City has enough land to provide for the required 20 years of growth as required by the Growth Management Act Revised Code of Washington (RCW 36.70A.020).

There are proposed changes to the Cle Elum UGA included in this Comprehensive Plan Update. Please see detailed information in the Land Use Element. The forecast traffic volumes are meant to be consistent with the UGA changes described in the Land Use Element.

C. Forecasted Traffic Volumes

To provide an estimation of future traffic demand, observed traffic counts have been compounded annually with a 2.5% flat rate growth and then further enhanced with trip generation of planned development in locations. Table 4-15 reflects estimated volumes for through 2046.

TABLE 4-15. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2026)	AADT (2030)	AADT (2040)	AADT (2046)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	41,212	45,491	58,232	67,531
	I-90	E/O	SR 970 / White Road Interchange	41,926	46,278	59,240	68,700
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	3,487	3,849	4,927	5,714
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	3,042	3,358	4,299	4,985
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1,146	1,265	1,620	1,879
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1,143	1,261	1,615	1,872
	I-90 Eastbound Off-ramp (Exit 85)	To	White Road Interchange	1,956	2,159	2,763	3,205
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1,402	1,548	1,982	2,298
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1,171	1,293	1,655	1,920
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1,883	2,079	2,661	3,086
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	626	691	884	1,025
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	641	707	905	1,050
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	6,017	6,642	8,502	9,860
	SR 903 (First Street)	E/O	Yakima Avenue	8,783	9,695	12,411	14,392
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	4,942	5,455	6,983	8,098
	SR 903 (Second Street)	W/O	Oakes Avenue	5,500	6,071	7,771	9,012
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	7,256	8,009	10,252	11,890
Major Collector	SR 903 (First Street)	W/O	Peoh Avenue	9,163	10,114	12,947	15,014
	West First Street	E/O	North Pine Street	10,247	11,311	14,479	16,791
	North Pennsylvania Avenue	N/O	(SR 903) First Street	8,771	9,681	12,393	14,372
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1,828	2,018	2,583	2,996
	North Oakes Avenue	N/O	Railroad Avenue	3,354	3,703	4,740	5,497

Minor Collector	Airport Road	E/O	SR 903 Intersection	3,235	3,570	4,570	5,300
Local	Wright Avenue	S/O	Second Street	624	689	882	1023
	Second Street	W/O	Wright Avenue	2,994	3,304	4,230	4,905
	N Columbia Avenue	N/O	Fourth Street	172	190	244	282
	Pennsylvania Avenue	N/O	Third Street	81	90	115	133
	Pennsylvania Avenue	S/O	Third Street	293	324	415	481
	Third Street	W/O	Pennsylvania Avenue	593	655	838	972

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Grey colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model. All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual (HCM) 2022. More in-depth analysis as described in the HCM 2022 may show results that are different than the simple volume/capacity screening tool used in tables 4-8 and 4-11. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be: simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it can not be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

A. Roadway Deficiencies and Future Needs

The City of Cle Elum's roadway needs in the past have been mainly centered around maintenance, safety, and design concerns rather than capacity problems. Some roadways in Cle Elum are experiencing heavy traffic volumes. Most forecasted volumes show the future needs are accommodated in the "No-Build 2040" scenario, however, once anticipated additional trips are added due to planned developments, LOS standards are not maintained, and travel demand strategies become increasingly important in order to maintain or reestablish the LOS within the community's desired standard.

If improvements are not completed in the core of Cle Elum, and if development is allowed to occur at the pace currently anticipated, LOS results in Table 4-15 show the roadway system in Cle Elum is estimated at LOS C at a few location by 2046. The notes below Table

4-7 acknowledge the limitations of the simple LOS analysis performed for the Comprehensive Plan.

Although Cle Elum's population growth has been flat for several decades, the proposed developments appear to over saturate the existing system and development regulations should be drafted providing Cle Elum the means by which the development will contribute to the improvements needed to appropriately accommodate land use changes. Strategies to accommodate anticipated land use changes will need to include all forms of transportation. The land use and transportation elements in the Comprehensive Plan are required to be consistent.

Table 4-16 is a summary of the projects from Cle Elum's 2027-2032 Six-year Transportation Improvement Program (Six-year TIP). Analysis of capability to fund projects identified within the six-year TIP is present within Table 4-16; any entry that is displayed as light gray is not fully funded and requires additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

The Transportation Element is developed as an integral part of the Comprehensive Plan and is updated every eight years. The Cle Elum Transportation Improvement Program, however, is updated annually and the City anticipates six updates to the annual TIP before the next Comprehensive Plan update. As projects are completed, they are removed from the TIP and as new projects emerge, they will be added to the City's TIP, QUADCO's RTIP and potentially, the Statewide TIP. Please refer to the latest annual update of the Cle Elum Six-year TIP for the most relevant transportation projects, planning, and programs.

B. Non-motorized Pathways Deficiencies and Future Needs

The City of Cle Elum and QUADCO, with the cooperation of Kittitas County, placed a long-term non-motorized corridor concept connecting Cle Elum to the John Wayne Trail in the latest update of Kittitas County's Comprehensive Plan. This corridor is currently identified in the City's, the County's, and the regional prioritized project lists. The two primary purposes of planning for and building this non-motorized corridor are: 1) providing a non-motorized link between the Coal Mines Trail (and so to those trails north of Cle Elum) and the regional John Wayne Trail across the Yakima River to the south of the City, and 2) thereby providing access from Cle Elum to trails spanning across Washington State. This multi-jurisdictional effort will require coordination with many public and private entities. The City has included this project in their Bicycle and Pedestrian Plan and will be actively participating in the challenging discussions regarding the crossing of the Yakima River on or near South Cle Elum Way.

C. Public Transit Deficiencies and Future Needs

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 2027-2032 TIP, available at https://www.co.kittitas.wa.us/public-works/construction/default.aspx. To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation Improvement Program at http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

Many existing pedestrian features within the City of Cle Elm right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of these facilities were constructed before the adoption of current ADA standards, and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to the "maximum extent feasible," (MEF) in "circumstances when the unique characteristics of terrain prevent incorporation of accessibility features" (U.S. Department of Justice, 28 CFR § 35.151 New construction and alterations).

The Transportation Element adopts the Cle Elum Self-Evaluation phase of the ADA Transition Plan by reference. A full inventory of city ADA-facilities for the Self-Evaluation was completed in 2024. The final Transition Plan to identify schedules and project lists was adopted by Council on March 24, 2026. Cle Elum will seek funding to implement the Transition Plan in the future, consistent with ADA requirements.

TABLE 4-16. CLE ELUM 2027-2032 TRANSPORTATION IMPROVEMENT PROGRAM

Priority Number	Project Title	Improvements Needed	Start Year	Length (miles)	Federal Funds	State Funds	Local Funds	Estimated Cost	Funding Source
1	First Street Downtown Revitalization	Full depth reclamation, curb and gutter, sidewalk, storm drainage, pavement markings, and ADA curb ramps. Improvements will preserve First Street downtown revitalization. From Pennsylvania Avenue to Harris Avenue, improvements only include curb and sidewalks on north side.	2027	0.4	1,275,000		198,988	1,473,988	DEMO
2	Stafford Avenue Sidewalk	Project will construct sidewalk on the east and west sides of Stafford Avenue.	2027	0.05	161,470			161,470	TA(R)
3	Chipseal, local access streets	Chipseal and sweep several locations	2027	10.82			540,000	540,000	Local
4	Freight Vehicle Parking Feasibility Study	Prepare feasibility study for freight truck parking.	2027	--		229,000		229,000	Freight Mobility
5	Citywide Active Transportation Connector	Second Street – Wright Avenue to Montgomery Avenue. Multi use pedestrian pathway.	2027	0.3	1,100,00				Discretionary
6	Hartwig Boulevard and Stafford Avenue Sidewalk	Stafford Avenue/Hartwig Boulevard. Yakima River Bridge to Reed Street. Construct new sidewalk on sections of the west and east side of the roadway.	2027	0.5		762,220			SRTS
7	Pine Street and First Street intersection Improvements	Construct a roundabout at the intersection of Pine Street and First Street	2027	--		1,386,100	221,900	1,608,000	Freight Mobility
8	Ranger Station Road and Miller Avenue and	Improvements include restricting left-turns on Ranger Station Road at the intersection of Ranger Station Road	2027	--	878,000			878,000	HSIP

	Second Street Intersection Improvements	and Miller Avenue and Second Street.							
9	Pine Street and Second Street Roundabout	Construction of a roundabout at the intersection of Pine Street and Second Street.	2027	--	947,000			947,000	HSIP
10	Chipseal, major street locations; 4-year cycles	Chipseal and sweep several locations	2028	5.3			286,100	286,100	Local
11	Second Street Resurfacing	Reed Street to Pennsylvania Ave. 2-inch grind and overlay.	2028	0.09	450,000			450,000	STBG
12	Second Street Resurfacing	Pennsylvania Ave to Short Ave 2-inch grind and overlay.	2028	1.06		1,045,00	55,000	1,100,000	TIB
13	Roslyn CR-W First Street Bridge Replacement	Stafford Avenue to End of Bridge. Full replacement of the First Street Bridge over Crystal (Roslyn) Creek including two vehicular travel lanes, sidewalks on both sides, and single-slope concrete barriers to improve safety and ADA accessibility.	2028	0.010	3,309,900			3,309,900	FBP
14	Railroad Street Truck Route Extension	Railroad Street – Peoh Avenue to Columbia Avenue. Construct roadway extension for truck route including roadside swales.	2028	0.48			1,855,400	1,855,400	Local
15	Second Street Pathway – Phase 3	Second Street – Montgomery Avenue to Short Avenue. Multi use pedestrian pathway.	2029	0.59	1,500,000			1,500,000	Discretionary
16	Third Street Reconstructio n	Third Street – Stafford Avenue to Short Avenue. Full depth reclamation of the roadway.	2031	1.35		3,851,000		3,851,000	TIB

VI. RECOMMENDATIONS

1. *Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.*
2. *All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.*
3. *All the streets in Cle Elum need seal coating on a regular basis in order to maintain their good quality. A revolving maintenance schedule has been developed for this purpose and should be followed.*
4. *The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.*
5. *As the City develops a separate Stormwater System Plan, those projects with primarily stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.*
6. *The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.*
7. *The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.*
8. *There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.*
9. *The screening methodology used for evaluating the current traffic and forecast volumes by the City can be enhanced with more detailed analysis following methods included in the Highway Capacity Manual. Because more robust analysis can be costly, the City should be strategic about causing Kittitas County to prematurely perform an update or by limiting the number of intersections to include in further evaluation. Implementing an intermediate step of using the regional travel demand model for corridor analysis at the next scheduled update of Kittitas*

County's Travel Demand Model could further refine the scope of intersection-level analysis needed long before the anticipated 2046 deficiencies identified in Table 4-15.

10. *The City should be an active and primary partner in developing the connective multimodal pathway connecting the Coal Mines Trail to the John Wayne Trail.*
11. *The City should remain active in the coalition developing the concept of a public transit loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.*
12. *The City should remain an active partner in the WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative*

VII. FINANCING

A. State and Federal Funding Sources

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is $0.554 cents per gallon (2026). The collected tax is distributed in accordance with *RCW 46.68.090*.

For larger projects, the City may seek funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. Cle Elum is included in a state-designated regional planning area. Because of this distinction, there are four state-funded grant programs that the City can pursue through the TIB:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SCSP),
- Complete Streets Award (CS).

Other Washington State grant opportunities Cle Elum can include in their funding strategy include but are not limited to WSDOT's Safe Routes to School Program, WSDOT Bicycle and Pedestrian Program, and WSDOT's City Safety Program.

There are federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Two funding sources that WSDOT allocates to QUADCO for RTPO processes include:

- Surface Transportation Block Grant (STBG),
- Surface Transportation Block Grant Set-aside (STBG Set-aside), and

Congestion Mitigation and Air Quality (CMAQ) funds. QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

The FAST Act has created other new federal grant opportunities that require applicants to compete at the national level. The list of national grant opportunities can be accessed through the Grants.Gov website located at https://www.grants.gov/ .

B. Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without a public vote and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees that are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

C. Local Improvement District

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

D. Real Estate Excise Tax

In Washington, all cities and counties are authorized to levy a 0.25% real estate excise tax (REET), known as the "first quarter percent" or "REET 1," on all sales of real estate. Those planning under the GMA are authorized to levy a second 0.25% real estate excise tax known as "the second quarter percent" or "REET 2." REET 1 funds are used for capital improvements.

E. Kittitas County Distressed County Sales and Use Tax

In 1998, the Kittitas County Board of Commissioners accepted the sales and use tax revenues in accordance with RCW 82.14.370 and directed the Conference of Governments to oversee the fund and project selection.

The Kittitas County Distressed County Sales and Use Tax funds are used for promoting economic development, job creation, and financing public facilities such as: bridges, roads, domestic and industrial water facilities, sanitary sewer facilities, earth stabilization, storm sewer facilities, railroad, electricity, natural gas, buildings, structures, telecommunications infrastructure, transportation infrastructure, commercial infrastructure, and port facilities.

F. Finance Plan

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies, the State TIB and WSDOT programs, and the regionally allocated federal funding. The City of Cle Elum will continue to explore and apply for other state and federal grant funding.

The City's Six Year Transportation Improvement Program (TIP) shows the fully funded and planned transportation projects and their associated financing or potential funding sources for each improvement project.

VII. GOALS AND POLICIES

This section presents the transportation goals and policies for the City of Cle Elum. These objectives and policies are consistent with the Revised Code of Washington (RCW), Kittitas County-wide Planning Policy (CWPP), the Kittitas County Comprehensive Plan (KC Comp Plan), and the Regional Transportation Plan (RTP.)

General

Goal T-1: ***Be consistent with the City's Comprehensive Plan Goals and Policies, the State's Growth Management Act, and County-wide Planning Policies. (RCW 36.70(A).040; CWPP 4.1, 4.3; KC Comp Plan GPO 4.7, 4.47)***

Policy:

T - 1.1: Land use plans and regulations should be used to guide development of the Transportation Element for the City.

T - 1.2 Transportation improvements should support land use plans.

T - 1.3 Transportation plans should be phased concurrently with growth.

T - 1.4 Adequate transportation facilities and services should be in place at the time of occupancy of a development.

T - 1.5 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

T - 1.6 Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating.

T - 1.7 Ultimately, land use patterns should support transit and non-motorized modes of travel.

T - 1.8 Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized.

Street Network

GoalT-2: ***Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation. (CWPP 4.1; KC Comp Plan GPO 4.1, 4.3, 4.4)***

Policy:

T - 2.1 Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

T - 2.2 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

T - 2.3 Street and alley vacations should be supported when:

- The right of way to be vacated is not needed for future public use;
- The right of way to be vacated is not needed for the interconnection of the roadway system;

- The adjoining property owners have demonstrated a need for the vacation; and
- The resulting configuration of the street and/or alley, conforms with adopted City plans, ordinances, and development regulations.

T - 2.4 Street vacations should only be supported in Downtown and in neighborhoods that have been developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.

T - 2.5 Street standards should be based on functional classification and land use objectives.

T - 2.6 Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT) respectively.

T - 2.7 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

T - 2.8 Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

T - 2.9 Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.

T - 2.10 Access management of Cle Elum's local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.

T - 2.11 Continue the traditional grid pattern of streets within the City; cul-de-sacs and other forms of dead-end streets are not encouraged except where they are required by topography or property configuration.

T - 2.12 Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as the Downtown retail core with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.

Level of Service

Goal T-3: ***Evaluate existing and future land use for its impacts to the circulation system; ensure that a consistent level of service is provided to the public; and any improvements that may be required, are concurrent to the development. (RCW 36.70(A).040; CWPP 4.8; KC Comp Plan GPO 4.16, 4.18); (RCW 36.70A.070(6)(iii)(B) and (C)***

Policy:

T - 3.1 The City shall produce a financially feasible plan in the Capital Improvements section in each Element demonstrating its ability to achieve and maintain adopted levels of service.

T - 3.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.

T - 3.3 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

T - 3.4 At a minimum, the developer or landowner's proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control, and road and signage improvements.

T - 3.5 Develop strategies to maintain multimodal levels of service standards for all locally owned arterials, and regionally operated transit routes that serve urban areas.

T - 3.6 Ensure LOS and MMLOS standards and projects account for underserved areas of the city and do not cause disproportionate burdens to vulnerable populations such as seniors and persons with disabilities.

T - 3.7 Adopt the following interim MLOS standards, using LTS for pedestrians and bicyclists:

A. LTS threshold of 3 or better for pedestrian facilities within city limits.
B. LTS threshold of 3 or better for bike facilities within city limits.
C. LTS threshold of 3 or better for major intersections within city limits.

D. Identify and adopt a minimum MMLOS for transit as required under RCW 36.70A.070.

T – 3.8 Revise and amend MMLOS standards as new information or guidance is released by local, regional, and statewide transportation authorities.

Non-motorized Transportation

Goal T-4: ***Promote the development and enhancement of non-motorized transportation Citywide. (CWPP 4.6; KC Comp Plan GPO 4.14.)***

Policy:

T - 4.1 Pedestrian and bicycle traffic should be accommodated within all areas of the City.

T - 4.2 Pedestrian and bicycle movement across arterial intersections should be enhanced.

T - 4.3 Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.

T - 4.4 Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.

T - 4.5 Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.

T - 4.6 New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

T - 4.7 Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

T - 4.8 Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.

T - 4.9 Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

T - 4.10 Adequate separation between non-motorized traffic should be provided to ensure safety.

T - 4.11 Appropriate mitigation measures should be taken to address the impacts to the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

T - 4.12 Encourage security, maintenance, and cleanliness of pedestrian facilities.

T - 4.13 Coordinate with WSDOT, TIB the Cle Elum Main Street program, the Historic Preservation Commission, and other interested parties to implement the vision defined in the Downtown Revitalization Plan.

T - 4.14 Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.

T - 4.15 Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.

T - 4.16 Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.

T - 4.17 Whenever practicable require that storm drains, utility boxes and other similar infrastructure on or near road shoulders be located outside of these travel ways. When not practicable, these improvements shall be flush with travel surface to create a viable pedestrian/bicycle travel lane.

T - 4.18 Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

T - 4.19 Support a multimodal transportation network that connects community designations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places.

T - 4.20 Develop a multimodal access plan for proposed and future high-capacity transit stations that serve or are near to downtown.

Transportation Demand Management / Commute Trip Reduction

Goal T-5: ***Provide a transportation system network that works hand-in-hand with existing and planned land uses, supports economic and social needs, but retains the character and wildlife that residents cherish. (CWPP 5.5.2; KC Comp Plan T-G2)***

Policy:

T - 5.1 Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and multimodal transportation goals.

T - 5.2 Transportation demand management (TDM) measures should be implemented to reduce the need for motorized or physical travel altogether where possible by providing more viable alternatives through a greater variety of choices.

T - 5.3 No denial of development proposal for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the adopted standard where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Goal T-6: Promote a reasonable balance between parking supply and demand.

Policy:

T - 6.1 Site design and layout for all types of development should incorporate TDM measures such as convenient and direct pedestrian access to and from residential and commercial developments and non-motorized transportation facilities, including sidewalks, paths, and trails.

T - 6.2 Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

Goal T-7: Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Cle Elum Municipal Airport as a unique, valuable, and long-standing public transportation asset within the region. (KC Comp Plan GPO 4.15)

Policy:

T - 7.1 Recognize that there are certain impacts to the community associated with the operation of the Cle Elum Municipal Airport, such as noise generation, but recognize that these impacts have historically been accepted by the community in exchange for the economic benefits and the civic prestige associated with a functioning Municipal Airport.

T - 7.2 Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

T - 7.3 Lease/Use airport property for aviation related uses that create jobs, expand the City's tax base and promote the primary aviation functions of the airport.

Objective 8: ***Maximize available space on airport site for uses that require direct access to taxiways and runways such as the storage and parking of aircraft and aircraft maintenance and service facilities.***

T - 8.1 Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

T - 8.2 Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

T - 8.3 Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

Objective 9: ***Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.***

Policy:

T - 9.1 Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to minimize wear on pavement surfaces not constructed to accommodate truck traffic.

Objective 10: Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.

T - 10.1 Transportation facilities should be designed to complement (and not preclude) railroads.

T - 10.2 Strategies to mitigate and plan for future rail freight service should be supported.

T - 10.3 Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.

T - 10.4 Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.

T - 10.5 Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

Objective 11: Pursue adequate funding for transportation improvements from all potential sources in an efficient and equitable manner. (RCW 36.70(A).040; CWPP 4.2, 4.8; KC Comp Plan GPO 4.34-4.44)

Policy:

T - 11.1 To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.

T - 11.2 Coordinate equitable public/private partnerships to help pay for transportation improvements.

T - 11.3 Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

Objective 12: Develop a staging and implementation plan that expedites transportation system improvement projects.

Policy:

T - 12.1 Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements. This could include establishing joint and/or coordinated transportation mitigation systems with other jurisdictions.

T - 12.2 Create a funding mechanism and/or strategy that can be applied across boundaries to address the enormous impact of growth in Kittitas County that has a direct impact on Cle Elum's transportation system.

Intergovernmental Coordination

Objective 13: Coordinate transportation operations, planning and improvements with other transportation authorities and municipalities (RCW 36.70(A).040; CWPP 4.3; KC Comp Plan GPO 4.8, 4.45)

Policy:

T - 13.1 A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.

Appendix A:

County-wide Planning Policies (CWPP) – Kittitas County

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Transportation Element:

Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.

Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low income population needs.

Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.