

# City of Chelan

## Non-Motorized Transportation Implementation Plan

### October 16, 2009 DRAFT

## INTRODUCTION

This Non-Motorized Transportation Implementation Plan is intended to support Goal 4 of the Transportation Element in the City of Chelan's Comprehensive Plan: "Provide safe and convenient non-motorized (primarily pedestrian and bicycle) transportation routes throughout the City and its UGA." Specifically, this plan proposes a non-motorized transportation system based on the following policies:

Policy 4.4	Continue efforts to develop trails and pathways that would provide connections among recreation sites and community features...
Policy 4.5	Provide for non-motorized linkages between public uses, residential areas, and commercial areas.
Policy 4.6	Promote convenient non-motorized access (including bicycle and pedestrian facilities) between and among developed and developing areas.

This plan also advances one of the Strategic Objectives in the City Council's 2009 Strategic Plan, that of planning for integration of the City sidewalk and trail system with existing and future neighborhoods.

The proposed system will link new and existing neighborhoods and visitor lodging with the Lakeside Trail corridor and with other destinations in the City. It will also provide for the needs of recreational cyclists traveling through the City or riding loop routes in outlying areas.

### ***What is non-motorized transportation and why is it important?***

Non-motorized transportation includes walking, bicycling, travel in wheelchairs, and use of other human-powered vehicles such as strollers, scooters, skateboards, and skates. This plan has been written primarily to address the mobility and recreation needs of pedestrians, cyclists, and people using wheelchairs (both motorized and human powered). Mobility includes travel to and from work, school, public facilities (such as the library, senior center, community gym, and parks), entertainment, and shopping. Recreational travel is for enjoyment and refreshment of body and mind.

Non-motorized transportation provides many benefits, including energy savings and pollution reduction, lower costs compared to automotive travel, health, reduced demands on the street system, mobility for people who cannot drive or may prefer not to drive (such as children and some seniors and people with disabilities). Non-motorized facilities help to support public transit by making it easier, safer, and more convenient for people to reach bus stops.

During the 2009 update of the Regional Transportation Plan (RTP), the North Central Washington Regional Transportation Planning Organization (NCRTPO) found a growing desire for walkability and safer bicycling facilities in communities in the region. Implementation of this plan will help to fulfill the the local desire for more walking and biking opportunities.

## ***A conceptual plan***

The system proposed in this plan is conceptual. It may be refined during neighborhood planning to better respond to specific conditions and meet the needs of residents. Other factors that may affect the system include detailed analysis of safety and traffic factors, and school district walk-route planning. Once this plan has been adopted, additional neighborhood meetings will be required prior to implementation.

## ***How the plan is organized***

This plan includes:

- A discussion of coordination and partnerships describes the context within which this plan was developed and within which the non-motorized transportation system will be developed
- A detailed summary of the most relevant provisions of the City's Comprehensive Plan, along with recommendations for amendments that will support this plan
- A description and map of the proposed system, including the different types of facilities, the City's role in developing the system, and proposed new programs
- An action plan, including action steps and guidance on project planning and design
- A detailed analysis of each segment of the proposed non-motorized transportation system
- Reference sections, listing resources, information sources, and funding opportunities

**Updates**

As noted above, this plan is conceptual, and is likely to change as the City implements its Housing Manual and undertakes Neighborhood Planning. This page has been provided so that City staff can keep track of changes. The following update process is recommended:

1. Maintain an electronic copy of the original plan and each subsequent version. Each time the plan is updated, a new file should be created. The date of the update should be included in the file name.
2. Maintain a copy-ready master of the current version of the plan in a three ring binder
  - a. Record updates on this page of the master...add more update pages if needed
    - i. Date: date on which the update was authorized
    - ii. Section: name of the section that has been updated
    - iii. Update: what has been added, deleted, or changed
    - iv. Initials: initials of the person who authorized the change
  - b. Be sure to update the list of sections under the heading "How the plan is organized" if necessary
3. Number each copy of the plan and keep a record of the name and email address of the recipient. Whenever the plan is updated, email the owner of each copy; advise that person of the changes and options for updating his or her plan (e.g., staff may send updates via email, or the owner may pick up new pages for the plan at City Hall).

Date	Section	Update	Initials

## COORDINATION AND PARTNERSHIPS

The City's non-motorized transportation system builds on state, regional, and local plans and regulations. The system, especially those segments outside of City limits, will benefit from coordination with those plans and regulations, as well as with other agencies, interest groups, and City initiatives. Time invested in coordination and partnerships can result in a system that is more efficient, more effective, safer, and better funded. Coordination opportunities to consider include:

### ***Growth management***

Washington's Growth Management Act (GMA) was enacted in 1990 in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life, and related issues. The GMA has been amended many times in the last 19 years; however, most cities and counties in the state still work to meet the 13 original goals of the GMA (plus a 14th goal related to shoreline management). Several of those goals are directly related to non-motorized transportation:

- Goal 2, Reduce sprawl: reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. Non-motorized facilities can make living in denser urban neighborhoods more convenient and attractive, reducing the incentive for sprawling development.
- Goal 3, Transportation: encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. Non-motorized facilities are part of the City's multi-modal transportation system. Other components include the airport, ferry service, the Link bus service, and community transportation such as school buses and the senior bus. Non-motorized facilities support bus service by providing safe, pleasant, and convenient ways for people to get to bus stops.
- Goal 9, Open space and recreation: retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. Non-motorized facilities can be used for recreational walking and cycling; they also enhance recreation opportunities by creating links between neighborhoods and parks, open space, the Lakeside Trail, and roads outside of town where people may walk or bike, and other recreation opportunities.
- Goal 10, Environment: protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. Non-motorized facilities provide an alternative to automotive travel that has lower impacts on air and water.

The Growth Management Act also requires what is known as concurrency. Maintaining concurrency means that transportation improvements to accommodate new development are in place and ready to serve that development as it occurs. The City's Street Standards provide for concurrency by requiring that streets, including sidewalks and in some cases bike lanes and planter strips, be built as new development takes place. Implementation of this plan will be coordinated with construction of the transportation facilities required by the Street Standards. In some cases the facilities called for in this plan will be used to meet development's obligation to provide non-motorized facilities.

In 2005, the GMA was amended to require communities to plan to promote physical activity and, specifically, to address bicycle and pedestrian planning in the transportation elements of their comprehensive plans. 2005 GMA amendments also provided for inclusion of multiple modes of transportation (including biking and walking) in concurrency programs—laying the groundwork for the sidewalk and bike lane requirements in the City's Street Standards, discussed in the previous paragraph.

## ***Washington's bicycle and pedestrian plan***

According to the Washington State Department of Transportation (WSDOT), "*The Washington State Bicycle Facilities and Pedestrian Walkways Plan* includes strategies for improving connections, increasing coordination, and reducing traffic congestion. It also includes an assessment of statewide bicycle and pedestrian transportation needs." WSDOT is planning a technical update of the plan in 2010. The technical update may provide an opportunity for the City to request that the segments of the City's proposed non-motorized system be included in the Bicycle Facilities and Pedestrian Walkways Plan. That plan is available online at [http://www.wsdot.wa.gov/Bike/Bike\\_Plan.htm](http://www.wsdot.wa.gov/Bike/Bike_Plan.htm).

## ***The North Central Washington Regional Transportation Planning Organization***

The North Central Washington Regional Transportation Planning Organization's (NCRTPO's) *Regional Transportation Plan* (RTP) is a long-range plan that sets policies and priorities for transportation in north-central Washington. The Wenatchee Valley Transportation Council (WVTC) leads in the development of the RTP. As stated on the WVTC web site, "Project staff worked directly with elected officials and the public in each community in Chelan, Douglas and Okanogan Counties (excluding the Wenatchee urban area) to develop a comprehensive regional vision and an understanding of the transportation needs in each community." The RTP itself further states "As a complement to the [RTP], the Regional Program of Transportation Projects is a document updated annually that identifies all short-term projects to be funded and constructed. Together, the "Regional Transportation Plan" and the "Regional Program of Transportation Projects" portray the full view of immediate, short-term and long-term transportation improvement activities and future needs in rural North Central Washington." Projects included in the RTP may be prioritized for state and federal funding. The RTP was updated in 2009; that update is available online at [http://www.wvtc.org/Files/Documents/2009 RTP Final 6-15-09.pdf](http://www.wvtc.org/Files/Documents/2009_RTP_Final_6-15-09.pdf). Bicycle and pedestrian facilities are discussed under the heading "Community Mobility" on page E.8.

The City should participate in the NCRTPO processes and coordinate its work with development, updating, and implementation of the Regional Transportation Plan (RTP) and *The Washington State Bicycle Facilities and Pedestrian Walkways Plan*. In particular, City staff should work to have the City's non-motorized plans included when RTP priorities and project lists in the bicycle and pedestrian plan are developed.

The RTP was updated in 2009. Top priorities in the 2009 update include:

- Reconstruct SR 150/No-See-Um Road intersection to improve safety
- Construct Chelan Lakeside Trail

20-year system improvement priorities in the 2009 update include:

- Construct turn lanes, intersection improvements and frequently-spaced passing lanes on state highways to improve safety and mobility
- Improve pedestrian safety within cities, towns and developed areas
- Alleviate congestion on SR 150 between Chelan and Manson. (See discussion on p. E.6 of the RTP)

Transportation Planning and research priorities in the 2009 update include:

- SR 150 Manson Highway Bypass Alternatives Analysis

- Regional Trails & Multi-use Pathways Master Plan. Relates to the “and beyond” segments of this plan
- “Mainstreet” guidelines for state highways that pass through small city central business

All eight of the priorities listed above relate to this plan; the first seven are candidates for coordination between the City and the RTPPO.

The State’s bicycle and pedestrian plan is scheduled for an update in 2010, as discussed under the heading “Non-motorized transportation and...” Again, it would be prudent for the City to participate, via the RTPPO.

## **Chelan County**

Some segments of the route proposed in this plan extend into and beyond the City’s UGA. Partnering with Chelan County to develop those segments will help create a seamless non-motorized transportation system that meets both recreational and mobility needs. The City may also want to consider partnering with the County to develop maps of the non-motorized system, as discussed below under the heading “Non-capital projects.”

## **City plans, studies, regulations, and initiatives**

As noted in the Introduction, this plan was developed to link neighborhoods and visitor lodging with the Lakeside trail and other destinations in the City. That includes creating non-motorized connections with improvements recommended in the City’s *Downtown Master Plan*, *Lakeside Trail Study*, and *Traffic Circulation Enhancement Study*. The system proposed in this plan will also implement parts of the City’s Comprehensive Plan, and will be shaped by neighborhood planning. And, it will connect with other non-motorized facilities—sidewalks and bike lanes—developed to comply with the City’s Street Standards.

This plan is intended to be consistent with all of the plans and studies that the City has adopted to date, and to support their goals and objectives. Coordinating implementation of all transportation projects, and reviewing implementation plans for consistency with each of the plan and studies that the City is using to guide transportation and related development, will help planners and designers understand the whole picture and help the City achieve its overall vision.

This section gives an overview of the relationship between this plan and other City documents.

### **The City’s comprehensive plan**

The City’s Comprehensive Plan establishes the policy basis for planning in the City and its UGA, and for coordination with the County and other jurisdictions in the region. Please see the discussion of “Comprehensive Plan Policies and amendments”, below, for specific information about the provisions that relate to non-motorized transportation, as well as recommended comprehensive plan amendments.

### **The Lakeside Trail**

The City adopted the Lakeside Trail Feasibility Study in 2000 to provide guidance in development of bicycle and pedestrian facilities between Don Morse Park and Lakeside Park. Development of the Lakeside Trail began in 2008 with improvements to the sidewalk on SR 150 west of Columbia Street (a portion of Trail Segment “B”). Completion of Trail Segment B is scheduled for spring, 2010. Design of Trail Segments “I” and “J” is underway in 2009. Segments “C”, “D”, and “E”, and the beginning of Segment “F”, run through the downtown area and are addressed in the Downtown Master Plan.

One of the objectives of this non-motorized transportation plan is to develop connections between the City's neighborhoods and the Lakeside Trail. Some segments of the non-motorized system have been developed specifically to establish those connections. Other parts of the system traverse the Lakeside Trail route. Specifically, this plan calls for:

- Bike lanes on SR 150 west of the downtown core, parallel to segments "A" and "B" of the Lakeside Trail. Those lanes are intended to accommodate cyclists who prefer to travel on the roadway rather than on a shared use path geared to mixed recreational users.
- Bike lanes and sidewalks on Woodin Avenue/SR 97A west of Webster Avenue, parallel to segments "F" through "I" of the Lakeside Trail. As above, those lanes are intended to accommodate cyclists who prefer to travel on the roadway rather than on a shared use path geared to mixed recreational users.
- Bike lanes and sidewalks on Gibson, Johnson, and Webster Avenues, providing connections to the Lakeside Trail from downtown neighborhoods and South Chelan. All three streets can also serve as bypass routes for through cyclists wishing to avoid downtown traffic.
- Shared-use paths on Nixon Avenue and Columbia Street, providing connections to the Lakeside Trail from downtown neighborhoods.
- Bike lanes and sidewalks on Water Slide Drive, providing a connection between visitor lodging and attractions located on Lake Chelan's south shore and the popular Slidewaters water park.
- Signed shared roadways on Woodin Avenue west of Center Street and on Millard Street/Chelan Butte Road, connecting to the west end of the Lakeside Trail.

Between Johnson and Webster avenues, the non-motorized route will be equivalent to the Lakeside Trail. The Downtown Master Plan will guide its development.

## **Other trails**

The Northshore Pathway is conceived as a seven-mile trail extending west from Don Morse Park to Manson via the SR 150 corridor. A feasibility study was completed in 2000, but has not been adopted by the City. This plan calls for developing sidewalks and bicycle lanes in the same area, also within the SR 150 right of way. Any improvements planned for that segment of SR 150 should consider both this plan and the Northshore Pathway Feasibility Study.

The Capital Investment Plan (CIP) in the City's Parks and Recreation Comprehensive Plan includes two additional trails, the North City Trail and the Athletic Complex Connector Trail. Development of the trails has not been scheduled, nor have funds been allocated.

The North City Trail alignment extends generally from the east end of No-See-Um Road to Union Valley Road. This plan calls for developing sidewalks and bicycle lanes on No-See-Um Road and designating Union Valley Road as a bike route. When the North City Trail is developed, the City may also want to add bicycle lanes and sidewalks to Union Valley Road to create a fourth recreational loop.

The Athletic Complex Connector Trail extends from Saunders Street to the Athletic Complex (baseball fields) via Trow Avenue. This plan does not call for any special improvements to Trow Avenue. As land fronting on the street is developed, street improvements, including sidewalks, would ordinarily be constructed concurrent with development. Improvements could also be added through a City-led street completion program or, once neighborhood planning has been completed, by neighborhood initiative. Any improvements planned for Trow Avenue should be coordinated with development of the Athletic Complex Connector Trail. Similarly, development of the Athletic Complex Connector Trail should consider this plan and any neighborhood plan that has been completed for the area.

## **Downtown traffic circulation**

In 2005 the City adopted a Traffic Circulation Enhancement Study developed for the city's downtown area. The study provides an analysis of (then) existing traffic conditions, traffic forecasts based on anticipated growth in traffic volumes, and evaluations of a number of alternatives intended to improve safety and mobility within the central core area of the City. The study identifies Alternative 3 as the preferred alternative. The City is currently (2009) designing two of the improvements that compose Alternative 3:

- A traffic signal and turn lanes at the intersection of Columbia Street and SR 150
- Single-lane roundabouts with pedestrian refuges at two intersections:
  - Johnson Avenue and Emerson Street
  - Johnson Avenue and Saunders Street

This plan calls for bike lanes on Johnson from Saunders to Columbia—the segment of Johnson on which the proposed roundabouts would be located. There are already sidewalks on both sides of all the streets involved: Johnson, Saunders, Emerson, and Columbia. The roundabouts will be designed to accommodate the proposed bike lanes and to provide enhanced pedestrian facilities.

This plan also calls for bike lanes and/or shared-use paths on all four legs of the intersection of Columbia Street and SR 150. The traffic circulation improvements to that intersection are being designed to accommodate the proposed non-motorized improvements (which include segments of the Lakeside Trail and improvements specified in the Downtown Master Plan, as well as provisions of this plan).

## **The Downtown Master Plan**

At the time of this writing (2009) consultants are developing a Downtown Master Plan for the City. The plan is expected to address the following factors:

- Land-use and zoning
- Historic preservation and community character
- Circulation (motorized and non-motorized) and parking
- Parks, open space, and amenities

The City's consultants are developing a form-based code in conjunction with the Downtown Master Plan.

Current draft materials include a through route that bypasses the downtown core, internal core routes through the downtown core, and a trail/pedestrian route linking Don Morse Park, the Lakeside Trail, and Riverwalk Park with the downtown core. The draft plan documents also call for upgrading pedestrian facilities along Woodin Avenue/SR 97A within the downtown planning area.

The routes proposed in the Downtown Master Plan are consistent with this plan. The trail/pedestrian route passes through Don Morse Park. It connects with the Lakeside Trail to the south and also follows Nixon Avenue and Columbia Street to the intersection of Columbia and Johnson Avenue. From that intersection, it follows the Lakeside Trail alignment through downtown and across the "old" bridge to Webster Avenue. With the exception of the segment that is within Don Morse Park, the Downtown Master Plan's trail/pedestrian route follows the same path as the system proposed in this plan. The City will use this plan, the Downtown Master Plan, City Street Standards, and, where relevant, the Lakeside Trail Study in planning, designing, and developing the through route, internal core route, and trail/pedestrian route.



## **The City's Housing Manual**

The City's Housing Manual was developed in conjunction with the update of the City's Housing Element in 2008/2009. It is intended to support implementation of the Housing Element, and includes an array of tools and an action plan intended to further the City's housing vision and goals. Many of the tools are aimed at promoting bicycle- and pedestrian-friendly development in and around the downtown core—also supported by this plan.

Neighborhood planning is included as a means of planning for development in existing neighborhoods that reflects the preferences of the residents of those neighborhoods. As noted in the Introduction, the system proposed in this plan is conceptual, and may be refined during neighborhood planning. This plan should be used during neighborhood planning, and updated to reflect any changes that come out of the neighborhood planning process. The Pedestrian and Bicycle Information Center's Bikeability Checklist (available online at <http://www.bicyclinginfo.org/library/details.cfm?id=3>) may be a valuable tool for evaluating the existing and proposed non-motorized system during neighborhood planning.

### **Neighborhood planning**

Neighborhood planning is one of the cornerstones of this plan. As noted in the Introduction, the route proposed in this plan is conceptual, and subject to modification (within certain guidelines) based on neighborhood interests and preferences. The relationship with neighborhood planning should be a consideration in any work done to implement this plan.

Specifically, neighborhood planning should include:

- Evaluation of alternative street types shown in the Downtown Master Plan
- Evaluation of the non-motorized system proposed in this plan. Use of walkability (<http://www.walkableamerica.org/checklist-walkability.pdf>) and bikeability (<http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf>) checklists is recommended
- Coordination with any Safe Routes to School program that may be developed in the city
- Stop sign review and consideration of possible traffic calming measures. See "Stop signs", below
- Updates to this plan based on neighborhood guidance. See "Updates", above

### **The City's Street Standards**

The City's Street Standards (Section 5 of the City's Development Standards) are being amended in 2009/2010. The standards include Minimum Street Design Standards that specify the requirements for sidewalks and bike lanes on city streets, based on the classification of the street as a local/private street, collector, or arterial.

As this plan is implemented, City staff will consult the Street Standards to be sure that the non-motorized system functions as it is intended, and any possible discrepancies or inconsistencies between the Street Standards and the provisions of this plan are addressed early in the planning and design process.

Implementation of this plan will be coordinated with construction of the transportation facilities required by the Street Standards. In some cases the facilities called for in this plan will be used to meet development's obligation to provide non-motorized facilities.

### ***Chelan County PUD recreation facilities***

The Chelan County PUD has developed and maintains Chelan Riverwalk Park in downtown Chelan. The Park includes a one-mile scenic loop trail. The system proposed in this plan includes provides access to the park and several connections to the trail.

The PUD is also planning a new trail on undeveloped land south of the Chelan River gorge. This plan calls for sidewalks and a signed shared roadway along Farnham and Raymond streets from Webster Avenue to the proposed trailhead.

### ***Lake Chelan School District***

Developing a working relationship with the Lake Chelan School District is a logical step in the process of building the City’s non-motorized transportation system. School children, like all others who cannot drive, are dependent on walking and bicycling for independent mobility. A shared interest in safe, convenient facilities for cyclists and pedestrians makes the City and the school district logical partners.

As noted below, under the heading “Non-capital projects”, the City may wish to consider working with the Lake Chelan School District to develop a Safe Routes to School project. Whether or not the City participates in such a project, however, it should develop a connection with the School District, understand its interests, concerns, and plans, and lay the groundwork for paths, sidewalks, and potential shared projects such as bicycle safety education. At the very least, the City should consult with the school district to see how the non-motorized route compares with the district’s Walk Route Plan (required of all school districts in Washington).

### ***Developers***

Because this plan calls for deviations from the standard approach to developing streets in the City, it will be important to work with developers as the plan is implemented—especially where the plan calls for construction of facilities that exceed the City’s Street Standards. Generally, this plan calls for City-led construction of such facilities, but there may be cases in which development precedes construction by the City. (Note that such collaboration is supported by Policy 3.2 in the City’s transportation Element, “Engage developers in cooperative multimodal transportation planning efforts to meet the needs of residential, commercial, or industrial development.”)

### ***Local interest groups***

Involving local interest groups such as the Lake Chelan Recreation Association, the Chelan Valley Cycling Club, and the Chelan Multisport Group in detailed planning and implementation of the non-motorized system may make the process of developing the system more efficient, enabling the City to garner valuable expertise and ensure that the system meets local needs.

## **COMPREHENSIVE PLAN POLICIES and AMENDMENTS**

The City’s Comprehensive Plan provides strong policy support for non-motorized transportation, including some support for development by the City of non-motorized facilities that exceed concurrency requirements—such as City-led street completion and neighborhood initiative programs proposed in this plan. The Comprehensive Plan also contains policies that emphasize payment for transportation facilities by development.

In implementing this plan, the City should adopt policy language (which may include amending existing policies) clearly stating its intention to make financial contributions to development of certain non-motorized transportation facilities.

In addition, when the City updates its Transportation Element, it may want to consider adding a “Complete Streets” policy that would complement the newly-revised (2009) Street Standards.

Finally, the next time it conducts a review and update of the entire Comprehensive Plan, the City should consider its vision, interests, and role with regard to non-motorized transportation and make sure that they are clearly expressed and integrated throughout the plan.

Comprehensive Plan provisions that relate to non-motorized transportation are summarized below, with special emphasis on support for development of non-motorized facilities that exceed concurrency requirements and on provisions that emphasize payment for transportation facilities by development.

## **Land Use Element**

The City's 2009/2010 GMA update package includes amendments to the Open Space and Recreation Sub-Element of the Land Use Element intended to support non-motorized transportation, provide for consistency between the Transportation Element and the Open Space and Recreation Sub-Element, and facilitate implementation of this plan. The amendments include a new goal, Goal 4: "Provide safe, convenient, pleasant non-motorized routes connecting the city's principal origins and destinations."

The UGA Sub-Element calls for the use of City-developed standards for new development in the UGA, including development of sidewalks, paths, and other street improvements (Goal 1, Policy 1). Because the system proposed in this plan includes facilities in the City's unincorporated UGA, that policy provides important guidance for implementation of the non-motorized system.

Within the Land Use Element, the following provisions support development of non-motorized facilities that exceed concurrency requirements:

- Residential sub-element: Goal 1, Policy 11 is "Provide incentives for reinvestment in existing residential neighborhoods." The rationale specifically lists updating streets to current standards as a potential incentive.
- Commercial sub-element: Goal 1, Policy 3 states "Commercial development that has a significant impact on the existing infrastructure should carry a proportionate share of the infrastructure improvement costs. However, local government may choose to provide incentives to attract desirable commercial development consistent with the goals of the plan, when the public would benefit from the development."
- Goal 1, Policy 3 of the Industrial sub-element is very similar: "Industrial development that has a significant impact on the existing infrastructure should carry a proportionate share of the infrastructure improvement costs. However, local government may choose to provide incentives to attract desirable industrial development consistent with the goals of the plan when the public would benefit from the development."

## **Economic Development Element**

The Economic Development Element of the City's Comprehensive Plan includes a number of goals, policies, and actions that relate to pedestrian access. One of the four strategy areas in the element is titled "Infrastructure"; a pedestrian access system connecting all the communities around lower Lake Chelan is one of the top three priorities in that area, and the element includes prioritized action items to support implementation. One focus of this plan is on providing connections between neighborhoods and the Lakeside Trail, which will be a component of the proposed pedestrian access system. The system proposed in this plan overlaps the Lakeside Trail in places, and makes it more accessible in others.

The Economic Development Element's Action Plan also calls for improving pedestrian access from the downtown and adjoining residential areas to the City's new library/broadband access facility. This plan,

and, in particular, the shared-use paths proposed for Bradley and Navarre streets, will support that action item.

Finally, the Economic Development Element encourages the City to seek funding from state (RTPO, WSDOT) and federal (TEA-21) sources for design and construction of priority improvements within the City—including pedestrian enhancements.

Within the Economic Development Element, the following provisions support development of non-motorized facilities that exceed concurrency requirements:

- Goal 2 is “Maintain, improve and expand public infrastructure”; the rationale is “The most important thing a local government can do for economic development is to ensure the availability of adequate, efficient and inexpensive infrastructure with capacity for existing and planned growth and development.”
- Policy 2.1 reads “Develop and implement six-year capital improvement plans for water, sewer, storm drainage, streets, bridges, park and recreation facilities, community and pedestrian facilities.”

The Economic Development Element also contains policies that emphasize payment for transportation facilities by development, as follows:

- Policy 3.1: “Promote the equitable/proportionate distribution of the costs of construction for transportation facilities, including multimodal accommodations, among City, State, County, transit providers, and private developers.”
- Policy 3.3: “Ensure that developers fund a proportionate share of the vehicular, pedestrian, and non-motorized regional transportation improvements/services, and maintenance necessary to accommodate development.”

## Housing

Livability is a key tenet of the City’s Housing Element, revised in 2008/2009. As noted in the element, “Generally, the term ‘livable’ refers to communities that are safe, pleasant, and pedestrian and bicycle friendly.” This plan is intended in part to support the vision and goals of the Housing Element by laying the groundwork for certain components of livability. Neighborhood planning, also discussed in the Housing Element, will also address the circulation system, including bicycle and pedestrian facilities. Neighborhood planning is discussed in greater detail under the heading “City’s Housing Manual”, below.

## Capital Facilities Plan Element

Within the Capital Facilities Plan Element, the following policy supports development of non-motorized facilities that exceed concurrency requirements:

- Goal 1, Policy 9 reads “Encourage the upgrading of existing residential streets to current standards.”

The Capital Facilities Plan Element also contains the following policy that emphasizes payment for transportation facilities by development:

- Goal 3, Policy 1 reads “Development should carry a proportionate share of the cost for extending and increasing the capacity of needed capital facilities, including parks and recreation and transportation facilities.”

## Transportation

The Transportation Element provides considerable information and guidance that will support planning, design, and development of the non-motorized transportation system. The City’s 2009 GMA update

package included edits to the Transportation Element to support non-motorized transportation—primarily re-wording of Goal 4 and revision of the policies associated with that goal.

As required by the 2005 amendments to the GMA discussed under the heading “Growth Management”, the Transportation Element of the City’s Comprehensive Plan addresses bicycle and pedestrian transportation, with a section on non-motorized transportation and a goal (Goal 4) of providing “safe and convenient non-motorized (primarily pedestrian and bicycle) transportation routes throughout the City and its Urban Growth Area.”

The Transportation Element provides a policy basis for this plan, as well as information that will guide City staff in implementing the plan and, more generally, planning for non-motorized transportation throughout the City and its UGA. Policy 4.13 may be particularly useful for staff members who are involved in planning and designing segments of the non-motorized route and integrating them with the rest of the City’s non-motorized transportation system. In particular, as neighborhood plans are developed, Policy 4.13e will be applicable to any neighborhood plan provisions that relate to non-motorized transportation, including provisions for deviations from this plan.

Within the Transportation Element, the following provisions support development of non-motorized facilities that exceed concurrency requirements:

- Policy 4.5 reads “Provide for non-motorized linkages between public uses, residential areas, and commercial areas”
- Policy 4.6: “Promote convenient non-motorized access (including bicycle and pedestrian facilities) between and among developed and developing areas.”
- Policy 4.8: “Strive to provide bikeways on City’s primary transportation routes”
- Policy 4.9: “Assign top priority to development of pedestrian and non-motorized transportation links to public facilities such as schools, parks, and local government offices”

## **Parks and Recreation Element**

The *Parks and Recreation Comprehensive Plan 2008-14*, including Design Standards, has been adopted as an element of the City’s Comprehensive Plan. That plan addresses trails, pathways, and bikeways. It includes definitions of three types of bikeways, which equate roughly with the three types of bike facilities described in this plan.

The Design Standards include Trail Design Standards, Guidelines for Sustainable and Aesthetic Trail Construction, and other information that may be useful in designing and developing the shared-use paths described in this plan.

The *Parks and Recreation Comprehensive Plan* also includes 6- and 20-year capital investment plan summaries, which address development of the Lakeside Trail, with which the non-motorized system described in this plan has been designed to connect.

Policies associated with Goal 4 of the Transportation Element further address the relationship between the *Parks and Recreation Comprehensive Plan* and this plan.

## **Sustainability Element (proposed)**

At the time of this writing, the City is making plans to develop a Sustainability Element, which would address transportation, as well as other facets of sustainability.

## SYSTEM DESCRIPTION

This plan describes a system of bike paths, lanes, and signed routes that is intended to serve two distinct purposes: recreation and mobility. The distinction between those two purposes was described in the Introduction.

In addition to the facilities described in this plan, the City's non-motorized transportation system includes sidewalks and bike lanes on many streets that are not part of the system described in this plan. As land is developed, sidewalks and, in some cases, bike lanes are built, based on the requirements in the City's Street Standards and the Growth Management Act (GMA). Some older neighborhoods do not have sidewalks, or have old sidewalks that may have deteriorated and may not meet the standards of the Americans with Disabilities Act (ADA). In those already-developed neighborhoods, implementation of this plan may involve development of new sidewalks and bike lanes that meet the City's current standards.

In all cases, streets and highways shown as part of the system in this plan should be improved to meet the City Street Standards, at a minimum, unless deviation from those standards is called for. Thus, for instance, if this plan designates a roadway segment as a signed shared roadway, it does not mean that sidewalks and planting strips should be omitted if they are called for in the Street Standards.

### ***Non-motorized transportation system map***

Figure \_ on Page \_ is a map of the proposed non-motorized transportation system. As noted in the introduction, the system shown on the map is conceptual, subject to revision based on neighborhood planning and other planning and design considerations.

In all cases, the City should consider additions and variations based on local preferences that emerge during neighborhood planning. Wherever neighborhood planning is done, it should be used to identify desirable features and begin to define a street section that includes those features, within the context of guidelines developed by the City.

### ***Types of facilities***

The bicycle facilities shown in Figure \_ fall into three categories:

- Shared-use path. The Bicycle Facilities section of the *Washington State Department of Transportation (WSDOT) Design Manual* defines a shared-use path as "A facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users." The shared-use paths in Chelan's Non-Motorized Transportation route vary somewhat from that definition: they are within highway or street rights of way (not exclusive rights of way) and they are intended equally for all users, rather than primarily for bicyclists. They fit the definition of a Secondary Trail in the City's *Parks and Recreation Comprehensive Plan for 2008-2014*: "Secondary Trails provide access for bicyclists, pedestrians, and equestrians, and are located to connect community facilities or neighborhoods or to provide access to primary trails." Chelan's shared-use paths will connect neighborhoods and visitor lodging with work, school, business, shopping, and recreational destinations, including the Lakeside Trail, a primary trail. The features of and standards for shared-use paths will be determined during planning and design; in some cases, they will depend on the outcome of neighborhood planning.

- Bike lane. The *WSDOT Design Manual* defines a bike lane as “A portion of a highway or street identified by signs and pavement markings as reserved for bicycle use.” The definition is similar to that of a Class II bikeway in the City’s *Parks and Recreation Comprehensive Plan* for 2008-2014: “Class II bikeways are paved portions of a roadway that are designated by signage and/or pavement markings for preferential bicycle use.” Generally, bike lanes will be designed and built to conform to the standards in the City’s Street Standards.
- Signed shared roadway, defined in the *WSDOT Design Manual* as “A shared roadway that has been designated by signing as a route for bicycle use.” Signed shared roadways are equivalent to Class III bikeways as defined in the City’s *Parks and Recreation Comprehensive Plan* for 2008-2014: “Class III Bikeways are signed bicycle routes, along public rights-of-way, not served by bike paths or bike lanes. Bike routes are shared facilities, normally with motor vehicles, where bicycle usage is secondary.” Design of signed shared roadways will be based on the provisions for such routes in the Bicycle Facilities section of the *WSDOT Design Manual*.

## ***Specialized components of the system***

### **Recreation loops**

The proposed system includes three loops intended to serve recreational cyclists as well as meet mobility needs for bicyclists and pedestrians. Like the rest of the route, the loops are conceptual, and subject to change during detailed planning and design.

Parts of two of the loops are outside the City’s UGA. Pavement improvements (bike lanes or paths) to segments outside the City UGA are not anticipated. However, establishing the loops would involve installing “Bike Route” signs, which could entail collaboration with Chelan County. The City might also choose to work with the County to develop and distribute maps of the route, as discussed under the “Implementation Plan” heading below.

The proposed recreation loops are described below. Complete descriptions of each segment, including proposed improvements, can be found under the heading “Segment Analysis”, below.

- Boyd Road-Henderson Road-Union Valley Road (segments 1-3 in the Segment Analysis below)
- Chelan Falls Road (SR 150)- Willmorth Drive-SR 97A-Apple Blossom Center Road. The loop consists of the following segments described in the Segment Analysis below:
  - A portion of Segment 28 (Chelan Falls Road/SR 150): from Apple Blossom Center Road to Willmorth Drive
  - All of Segment 29—Willmorth Drive from Chelan Falls Road/SR 150 to SR 97A
  - A portion of Segment 30 (SR 97A): from Willmorth Drive to Apple Blossom Center Road
  - All of Segment 31—Apple Blossom Center Road from SR 97A to SR 150
- Waterslide Drive-Mountain View Drive-Lake Street (Segment 41 in the Segment Analysis below)

### **Downtown bypass**

Segment \_\_, comprising Saunders Street from Woodin Avenue (SR 97A) to Gibson Avenue and Gibson Avenue from Saunders Street to SR 150, is intended to function as a downtown bypass route for cyclists. It will also serve both cyclists and pedestrians traveling to, from, and within the adjacent neighborhoods.

### **Columbia corridor**

As part of the development of this plan, the Downtown Master Plan, and downtown traffic circulation improvements, a conceptual plan for Columbia Street between Woodin and Allen avenues has been drafted. The plan includes a shared-use path on the west side of Columbia Street and a sidewalk on the

east side. Part of the corridor—between Woodin and Johnson avenues—will be developed as a segment of the Lakeside Trail. The plan preserves on-street parking and adds planting strips, as well as curb extensions to enhance pedestrian safety.

The City may develop the Columbia corridor early in the process of implementing this plan, as a demonstration project and an exercise in coordinating several different plans and studies. The conceptual corridor plan is subject to design and lane configuration testing, and implementation will include public involvement.

## **Stop signs**

The network of stop signs in the Carroll/Ogden, Highlands, and Original Town neighborhoods tends to make cycling through the area inefficient, as cyclists are required to make frequent stops. However, the stop signs are important to safe automobile travel. The stop sign network will be reviewed during neighborhood planning, and may be revised if the neighborhood groups favor such revision and other traffic calming devices are planned to replace any stop signs that are removed and ensure that safe speeds are maintained.

## ***Roles and funding***

This section describes the City's role in developing and paying for the non-motorized system improvements called for in this plan. The City's development standards generally require that new development include street frontage improvements (including sidewalks and, in some cases, bike lanes) at the time of construction, paid for by the developer. This plan proposes that the City take a more active role in developing streets in certain cases, in order to foster development of a functional non-motorized system that connect neighborhoods, public facilities, and other uses throughout the City. The policy basis for that role is explained under the heading "Comprehensive Plan Policies and Amendments", above.

Immediately following this paragraph is an explanation of the various approaches to developing components of the non-motorized system, followed by a series of tables that show the City's role in developing each of the new components.

Two of the approaches, City-led street completion and neighborhood initiated projects, will require that the City develop and fund new programs. Those programs are described in greater detail under the heading "Street completion programs", below.

## **System development approaches**

This section describes the approaches to developing the City's non-motorized transportation system that appear under the heading "How will it be developed?" in the tables that follow. Note that some will require the City to play a different role than it usually does in street development.

### Concurrent with development

The City's development standards (including the Street Standards) generally require that new development include street frontage improvements at the time of construction, paid for by the developer. The Street Standards adopted by the City in 2009 require development of sidewalks and planter strips as part of all streets and development of bike lanes as part of major collectors and principal arterials. (Please see the Street Standards, Section 5 of the City's Development Standards, for details.)

A few segments of the non-motorized transportation system will be made by developers, concurrent with development.



## City-led street completion

In the urban core and on selected streets in developing areas, the City will take the lead in improving streets to meet the City's current standards and in developing additional facilities called for in this plan.

In the urban core, most streets are partially developed, but many do not meet the City's current standards. In many cases, sidewalks have not been developed, or have old sidewalks that may have deteriorated and may not meet the standards of the Americans with Disabilities Act (ADA), resulting in streets that are not well suited for safe pedestrian travel. Completing those streets by bringing them up to current standards and adding any additional pedestrian and bicycle facilities called for in this plan will advance a number of comprehensive plan goals and policies.

In some cases, neighborhood groups may collaborate with the City to develop facilities that have been identified during neighborhood planning and are high priorities for a particular neighborhood group. Segments of the non-motorized system that are eligible for neighborhood-initiated development are shown in the tables that follow. The neighborhood initiative program is described under the heading "Street completion programs" below.

In both cases—street completion and neighborhood-initiated projects—the City will need to establish a prioritization process. Recommended prioritization criteria are listed under the heading "Street Completion Programs", below.

## Capital projects

Capital projects are larger, more complex projects that will generally be listed individually in the City's Capital Improvement Program/six-year street plan/TIP. Such projects will require separate budget allocations, and may be included in the RTP or state bke/ped plan. Most of the capital projects are associated with implementation of one or more other City plans and studies, including the Lakeside Trail Study, Traffic Circulation Enhancement Study, Downtown Master Plan, or Warehouse-Industrial District Action Plan.

While all projects will require careful attention to planning and design, one of the proposed capital projects, SR 97A from Saunders to Willmorth Drive, will need especially intensive corridor planning to address multiple challenges related to right of way width, existing and emerging development patterns, and the variety of existing and anticipated users of pedestrian and bicycle facilities in the corridor.

The City will need to establish a mechanism for prioritizing capital improvement projects. The prioritization process should consider all of the factors listed under the heading "Coordination and Partnerships", above.

## Collaborations with Chelan County

Several segments of the non-motorized system are planned as signed shared roadways (bike routes) that extend beyond the City limits and, in some cases, beyond the Urban Growth Boundary (UGB). The City is encouraged to work with Chelan County to designate those segments as signed shared roadways and post "Bike route" signs.

Two of the segments may be considered as part of a bypass route per the RTP; the City should coordinate with the RTPO prior to working on those segments. A third segment, SR 97A from Willmorth Drive to Apple Acres Road, connects the contiguous city limits with the Lake Chelan airport—also part of the City's Urban Growth Area (UGA), although not contiguous with the rest of the UGA. The area around the airport supports more affordable housing that may be attractive to lower-income employees who work within the City. The City may also want to work with Chelan County to "complete" that segment of the system with non-motorized facilities, even though it is outside of the City's UGA.

## Collaborations with the Chelan County PUD

The City is encouraged to collaborate with the Chelan County PUD on improvements in two areas:

- The Riverwalk area, where bike route signs are recommended and improvements to the asphalt walk leading from the waterfront to street level near Columbia Street may enhance conditions for users on wheels (including cyclists, wheelchair users, and strollers).
- The segment comprising portions of Farnham, S. Saunders, and Raymond, which will connect the adjacent neighborhood with the PUD's proposed Riverwalk extension

## **Non-motorized transportation system development program**

The four tables that follow outline the development program for the City's non-motorized transportation system. For each segment of the system, the tables show how it will be developed (see "Approaches..." above). Where the development approach is City-led street completion, the third column shows whether the segment is a high, medium, or low priority. Those general priorities can be used as part of the process of deciding which segments to develop each year and allocating funds. The fourth column shows whether the segment is eligible for consideration as a neighborhood-initiated project.

**Urban core**

Segment	How will it be developed?	Priority for City-led street completion*	Eligible for neighborhood-initiative funding?
Riverwalk area (Segments 8A & 8B)	Collaborate with PUD to sign as a bike route (bypassing Woodin from Emerson to Columbia) and improve asphalt walk near alley for wheels	n/a	No
Bradley Street (Segments 9 & 10)	City-led street completion	High	Yes
Bradley/Highland/2 <sup>nd</sup> (Segment 11)	City-led street completion	Low	Yes
Columbia (Segments 12 & 13)	Capital project—develop in conjunction with traffic circulation enhancement improvements & DMP implementation	n/a	No
Downtown bypass route (Saunders from Woodin to Gibson & Gibson from Saunders to SR 150; Segment 21 and a portion of Segment 14)	Capital project—develop in conjunction with DMP implementation	n/a	No
Gibson Avenue east of Saunders (a portion of Segment 14)	City-led street completion	Medium	Yes
Johnson Avenue (Segment 15)	Capital project—develop in conjunction with traffic circulation enhancement improvements & DMP implementation	n/a	No
Navarre Street (Segments 16 & 17)	City-led street completion	High	Yes
Nixon Avenue (Segments 18-20)	City-led street completion	Medium	Yes
Saunders (S 97A) from Woodin to Webster (via the new bridge) & Webster from Saunders to Woodin (Segment 38)	City-led street completion	Low	No
Wapato Avenue & Clifford Street (Segments 22, 23A, & 23B)	City-led street completion	High	Yes
Woodin Avenue from Saunders to Columbia (Segment 24)	Plan for non-motorized pedestrian upgrades in accordance with the City's Downtown Master Plan	n/a	No
Woodin Avenue from Columbia to Webster (Segment 25)	Capital project—develop as part of the Lakeside Trail	n/a	No
Other local streets in developed neighborhoods	City-led street completion	Low	Yes

**North shore**

<b>Segment</b>	<b>How will it be developed?</b>	<b>Priority for City-led street completion*</b>	<b>Eligible for neighborhood-initiative funding?</b>
Boyd Road	City-led street completion	High	No
Henderson within UGB	Concurrent with development	n/a	No
Henderson beyond UGB	Route signing in collaboration with County. Bear in mind possible bypass route per RTP	n/a	No
Union Valley Road	Route signing in collaboration with County. Bear in mind possible bypass route per RTP	n/a	No
No-See-Um	City-led street completion	Medium	No
SR 150 east of Don Morse Park	Capital project—develop as part of the Lakeside Trail; consider including city-led street completion	n/a	No
SR 150 west of Don Morse Park	Capital project—develop as part of the Northshore pathway; consider including city-led street completion	n/a	No

**South Chelan and the south shore**

<b>Segment</b>	<b>How will it be developed?</b>	<b>Priority for City-led street completion*</b>	<b>Eligible for neighborhood-initiative funding?</b>
SR 97A from Webster to Center	Capital project—develop as part of the Lakeside Trail; consider including city-led street completion	n/a	No
SR 97A from Center to UGB	City-led street completion, perhaps in conjunction with state/federal funding for highway safety	Low	No
SR 97A beyond UGB	Route signing in collaboration with County	n/a	No
South Lakeshore Road	Route signing in collaboration with County	n/a	No
Farnham/S. Saunders/Raymond	Work with the PUD, combining city-led street completion with the Riverwalk extension	n/a	Yes
Millard Street	City-led street completion	Medium	Yes
Chelan Butte Road within City limits	City-led street completion	Low	Yes
Chelan Butte Road within UGB	Concurrent with development; route signing in collaboration with County	n/a	No
Chelan Butte Road beyond the UGB	Route signing in collaboration with County	n/a	No
Waterslide/Mountain	Concurrent with development. Possible capital project to	n/a	No

View/Lake	develop scenic overlook		
-----------	-------------------------	--	--

**East of downtown**

Segment	How will it be developed?	Priority for City-led street completion*	Eligible for neighborhood-initiative funding?
SR 97A from Saunders to Willmorth Drive	Corridor planning + capital project—City-led street completion in conjunction with implementation of the City’s action plan for the W-I district and perhaps with state/federal funding for highway safety	n/a	No
SR 97A from Willmorth Drive to Apple Acres Road	Route signing in collaboration with County. Consider collaborating with County on street completion in conjunction with implementation of the City’s action plan for the W-I district	n/a	No
Chelan Falls Road (SR 150) from SR 97A to Willmorth Drive	Capital project—City-led street completion in conjunction with implementation of the City’s action plan for the W-I district	n/a	No
Chelan Falls Road (SR 150) from Willmorth Drive to the UGB	Concurrent with development	n/a	No
Chelan Falls Road (SR 150) beyond the UGB	Route signing in collaboration with County	n/a	No
Willmorth Drive	Capital project—City-led street completion in conjunction with implementation of the City’s action plan for the W-I district	n/a	No
Isenhart	Capital project—City-led street completion in conjunction with implementation of the City’s action plan for the W-I district	n/a	No
Apple Blossom Drive	Capital project—City-led street completion in conjunction with implementation of the City’s action plan for the W-I district	n/a	No

**\*City-led street completion includes any non-motorized facilities called for in this plan, in addition to improvement to City standards**

## ***Street completion programs***

The City already has procedures in place to ensure development of street frontage improvements that meet the City's standards in conjunction with new development, at the developer's expense. This plan calls for development by the City of non-motorized facilities in existing neighborhoods and on certain collectors that traverse developing areas. New procedures, and perhaps new internal policies, will be needed to address such City-led street completion. In particular, the City should clearly define the relationship between concurrent development of non-motorized facilities and street completion programs.

Generally, City-led street completion will be part of a program of annual projects funded by the City and described under the heading "City-led street completion" in this section. However, this plan also provides for street completion initiated and partially funded by neighborhood groups, described under the heading "Neighborhood initiatives."

The following criteria (and a scoring system, to be developed) are recommended for rating project proposals:

- Need:
  - Improvement of a risk location, based on known collision history
  - Is the project school related?
  - Improvement for walking and cycling within the Downtown Master Plan area
  - Improvement for walking and cycling within the SR 97A corridor between downtown and the Warehouse-Industrial area
  - Improved access to an existing trail, including completed segments of the Lakeside Trail
  - Improved access to a planned trail, including the Lakeside Trail, the Northshore Pathway, the North City Trail, and the Athletic Complex Connector Trail
  - Improved access between identified generators and collectors
  - Improvement required to meet City standards
- Feasibility
  - Proximity to existing non-motorized facilities
  - Cost effectiveness
  - Availability of match funding
- Impact
  - Anticipated reduction in vehicle miles traveled (VMT)
  - Anticipated reduction in greenhouse gas (GHG) production
  - Anticipated use levels, including use by people whose mobility is restricted, such as seniors, children, and people with disabilities
  - Other sustainability metrics. The Sustainability Element and Action Plan scheduled for development in 2010 may provide guidance
- Support
  - Local
    - How well is the project supported in the applicable neighborhood plan?
    - How well is the project supported in the non-motorized transportation implementation plan?
    - What comprehensive plan goal or goals will the project advance?

- How does the project relate to local, adopted priorities, such as implementation of the Downtown Master Plan, development of the Lakeside Trail, or improvements recommended in the Traffic Circulation Enhancement Study?
- How strongly does the neighborhood as a whole support the project?
- Regional—is the project included in or related to the Regional Transportation Plan?
- State—is the project included in or related to the *Washington State Bicycle Facilities and Pedestrian Walkways Plan*?

## City-led street completion

In existing neighborhoods where streets have not been developed to current City standards, and on collectors that traverse developing neighborhoods and lack bicycle and pedestrian facilities (Boyd and No-See-Um roads), the City may choose to complete the streets, including adding non-motorized facilities, at City expense, in order to further non-motorized transportation goals. If the City does choose to develop a City-led street completion program, procedures, including prioritization procedures, and a funding mechanism will need to be established. A suggested approach would be for the City to dedicate a lump sum annually for street completion, with funds to be allocated based on the general priorities in this plan and on adopted decision criteria (the approach now used for street overlays). General priorities (high, medium, and low) are included in the list of projects in the System Overview, above. Decision criteria should include factors for need, feasibility, impact, and support, and should be designed to allow for emerging needs and professional judgment.

## Neighborhood initiatives

The City plans to initiate neighborhood planning in existing neighborhoods in 2010. Neighborhood planning will include a review of the segments of the non-motorized system that are relevant to each neighborhood and, in some cases, may lead to refinement of this plan to better serve the interests of residents. Once a neighborhood plan has been approved and a neighborhood group established, the group may initiate projects to bring sidewalks in the neighborhood up to the City's current standards and make other improvements that will implement the neighborhood plan and the relevant portions of this plan. Neighborhood groups might choose to apply for matching funds to complete Improvements that are included in this plan as "City-led street completion" projects but are not high priorities in order to implement them more quickly than City priorities would allow.

The City proposes to support such projects with matching funds, and may also offer other support. Such other support could include City sponsorship of a request for state or other transportation funds, staff planning and design support, and other technical assistance. The City will need to develop a neighborhood initiative program, including procedures for processing and prioritizing such applications, as well as dedicating funds and staff time to support neighborhood initiatives. The neighborhood group would need to find other sources of funding to match the funds contributed by the City.

As with City-led street completion, the recommended funding approach is to dedicate a lump sum annually for neighborhood initiatives, with funds to be distributed based on adopted decision criteria (see the recommended list, above). In addition, the following requirements are suggested:

- Requests will be accepted only from established neighborhood groups that have completed neighborhood plans
- The proposed project must be included in this plan, supported by an approved neighborhood plan, or part of a Safe Routes to School or other student safety project

## ***Non-capital projects***

Developing an integrated non-motorized system that addresses the full range of the City's mobility and recreational needs will require non-capital projects as well as the capital improvements shown on the map of the proposed system. Investing time in coordination, partnership development, neighborhood planning, and other planning and design—all discussed above—will be part of the City's non-capital investment. Other facets to consider are discussed below.

## **Safe Routes to School**

The City may wish to consider working with the Lake Chelan School District to develop a Safe Routes to School project. Washington's Safe Routes to School program provides technical assistance and funding for improvements that get more children walking and bicycling to school safely, reduce congestion around schools, and improve air quality.

Developing a Safe Routes to School project entails five steps:

- Building Partnerships and Community Support
- School Traffic Safety Review
- Design, including Walk Route planning. Whether or not the City develops a Safe Routes to School project, planning and development of the non-motorized route should be coordinated with the School District's Walk Route Plan
- Funding
- Evaluation

Once a project has been funded, it includes three elements: engineering, education, and enforcement.

Information about Washington's Safe Routes to School program is available online at <http://wsdot.wa.gov/LocalPrograms/SafeRoutes/>.

## **Mapping**

The City may want to develop one or more maps of its non-motorized transportation system for use by residents, visitors, and school children and their families. Maps showing the recreational routes, perhaps developed in collaboration with Chelan County and the Lake Chelan Chamber of Commerce, could be particularly valuable. Posting maps online, particularly maps showing safe walking and biking routes to schools, could be a step toward increasing use of non-motorized facilities as an alternative to auto transport.

## **Student safety projects**

As noted above, education is an element of Safe Routes to School projects. Whether or not the City and the Lake Chelan School District choose to develop a Safe Routes to School project, they may wish to collaborate on other projects to improve promote safety for children walking or biking. Bicycle and pedestrian safety education can help to prevent accidents and fatalities, and may make both children and their parents more comfortable with non-motorized alternatives.

Ideas and information about safety education and other safety projects are available online at <http://wsdot.wa.gov/LocalPrograms/SafeRoutes/education.htm>.

## **Funding**

The City will need to dedicate funds for any projects to which it wants to provide financial support. It may also need to consider the staff time that will be required to complete projects, including providing



technical support to neighborhood-initiated projects. Funding requests should be part of budget development. Capital projects should be included in the City’s CFP and CIP. Funds for City-led street completion and neighborhood initiatives could be annual lump sums to be allocated by staff using adopted decision criteria.

State and federal funds and grant funds are available to supplement funds budgeted by the City. More information on those funding resources can be found under the heading “Funding Sources for Non-Motorized Transportation”, below. Limited improvement Districts (LIDs) may also be an option for improvements in existing neighborhoods, and the City is encouraged to support such requests from interested residents.

## ***Maintenance***

Well-maintained pedestrian and bicycle facilities are more likely to be used, and will be safest. To realize the benefits of its investment in non-motorized transportation, and create a system that truly increases mobility, the City may want to review its maintenance policies and practices. Issues to be addressed include:

- Debris in bike lanes and on, where there are no dedicated bike lanes, on shoulders
- Winter maintenance
  - Snow and ice on sidewalks. It may be necessary to enforce existing regulations requiring landowners to clear the sidewalks on which their property fronts
  - Snow on paths. Clear guidance for maintenance of shared-use paths will be needed. The City may choose to leave them unmaintained in the winter, or to remove some or all snow and ice. Expecting them to be maintained by abutting landowners may be unrealistic
  - Snow removal from bike lanes
  - Preserving access to sidewalk wheelchair access ramps. Ramps must be accessible from both the street (where plowing may deposit snow) and the sidewalk. The City should be sure that it has, and enforces, clear regulations requiring that ramps be kept clear
- Hazards created by cracking and heaving of concrete sidewalk slabs. The City should have a clear policy regarding the responsibility for maintaining sidewalks in good repair, and may want to dedicate some resources to mark or repair hazards in older neighborhoods

In each case, the pros and cons of various approaches should be carefully considered relative to the City’s goals for increasing bicycle and pedestrian mobility.

## **ACTION PLAN**

This section describes the actions needed to develop the non-motorized transportation system described in this plan. The initial action plan overview refers to other sections of the plan that provide more in-depth information. The overview is followed by guidance regarding project planning and design.

### ***Action plan overview***

1. Make any policy changes needed in the City’s Comprehensive Plan to support implementation of this plan. See “Comprehensive Plan Policies and Amendments”, below
2. Update the City’s Capital Improvement Program, TIP, and 6-year street plan as needed. Bear in mind that this implementation plan is intended as a 20-year plan
3. Make any needed changes to internal policies and procedures to facilitate implementation of this plan, including maintenance. The City’s Planning and Public Works departments should

work together to identify the changes that are needed. See “Street Completion Programs” and “Maintenance”, above

4. Establish a realistic timeline for implementation, based on feasibility (including the City’s financial and staff capacity) as well as perception of needs
5. Develop partnerships and plan for coordination. In particular, develop a framework for working in conjunction with other City initiatives. See “Coordination and partnerships”, below.
6. Establish a street completion program, including funding for an annual lump sum item in the TIP. Each year, fund street completion based on the priorities in this plan. The money in the fund will need to be allocated each year based on the priorities in this plan and a prioritization procedure. See “Street completion program”, below.
7. Establish a neighborhood initiative program, including funding for an annual lump sum item in the TIP. When at least one neighborhood plan has been adopted, begin to accept applications, and fund qualifying neighborhood-initiated projects based on the criteria in this plan. The City may not receive qualifying applications every year, and will need to decide whether to retain the money that has been allocated for neighborhood initiatives until the following year. See “Neighborhood initiative program”, below.
8. Plan and fund capital improvement projects, including prioritizing projects and adding them to the Capital Improvement Program. As appropriate:
  - a. Coordinate with Traffic Circulation Enhancement improvements, Lakeside Trail development, & DMP implementation. See “System Overview”, above, and “City plans and studies”, below.
  - b. Coordinate with neighborhood planning and the recommendations of neighborhood groups. See “Neighborhood planning” and “Planning and design”, below.
  - c. Work in collaboration with WSDOT, the RTPO, the PUD, the School District, local interest groups, and Chelan County. See “Coordination and Partnerships”, above.
  - d. Seek outside funding, including state/federal funding, as needed
9. Plan and implement non-capital projects. See “Non-Capital projects”, below.

## ***Project planning and design***

The following factors and resources should be considered in planning and developing projects for which funding has been allocated. The City may want to develop a review checklist to ensure that each factor is addressed.

- System components should be analyzed for safety (using...) and for consistency with traffic planning, etc. See the Pedestrian and Bicycle Information Center (PBIC)/Federal Highway Administration (FHWA) report on Pedestrian and Bicyclist Intersection Safety Indices at <http://www.bicyclinginfo.org/library/details.cfm?id=2802>.
- Online resources include:
  - *Pedestrian and Bicycle Project Development, Design, and Operational Considerations*, a report prepared as background for the *Washington State Bicycle Facilities and Pedestrian Walkways Plan* and available online at <http://www.wsdot.wa.gov/NR/rdonlyres/C4020F80-02FC-462A-9EDF-77D8F80273A4/0/DRAFTReportF.pdf>
  - Bicycling in Washington: <http://wsdot.wa.gov/bike/>.
  - Designing for bicycles: <http://wsdot.wa.gov/bike/designing.htm>
  - Walking in Washington: <http://wsdot.wa.gov/walk/>.
- Development of the non-motorized transportation system should be coordinated with:
  - Neighborhood planning

- Development and implementation of the RTP
  - Other City initiatives such as Downtown Master Plan implementation and development of the Lakeside Trail
- Year-round maintenance, including snow storage—in collaboration with relevant Public Works staff members
- Connections with other elements of the non-motorized system, including safe transitions between different types of facilities—e.g., from lane to path
- Pedestrian facilities
  - Nighttime lighting
  - Pedestrian actuation at signalized intersections
  - Crosswalk location (safe) and design. According to the Regional Transportation Plan, “The AASHTO “Green Book” has been recently updated to provide nationwide standards that communities can apply to ensure safe crosswalk design. Due to the basic fact that people will continue to need to walk across streets, and by policy are encouraged to travel by means other than automobile when possible, the NCRTPO encourages all cities and counties and WSDOT to invest in safe crosswalks for pedestrians.”
  - Excessive and wide driveways along commercial streets and highways
  - Protected pedestrian refuges at wide intersection crossings
  - Audible cues for the visually impaired at signalized intersections
  - Use the walkability checklist: <http://www.walkableamerica.org/checklist-walkability.pdf>, perhaps enlisting neighborhood groups or walking/trail interest groups.
- Bike facilities
  - Problem of poorly located bicycle lanes
  - Gaps and lack of connectivity of bicycle lanes
  - Bicycle detection at signalized intersections
  - Bike lane striping that is designed to maximize safety
  - Delineation of the bicycle traveled way through intersections with dedicated right turn lanes
  - The need for bike racks or other amenities to support use of the non-motorized facilities
  - Use the bikeability checklist: <http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf>, perhaps enlisting neighborhood groups or bicycle interest groups.

## SEGMENT ANALYSIS

In all cases, the City should consider additions and variations based on neighborhood planning. Wherever neighborhood planning is done, it should be used to identify desirable features and begin to define a street section that includes them. (Note this language has also been inserted under the “Map” heading.)

### ***North Shore***

#### **SEGMENT 1: BOYD ROAD**

Width of right of way: varies from 60-120’

**Improvements:** paved, with one lane in each direction (*verify—all the way to Henderson?*). There are sidewalks near the east end, and informal parking on the shoulder in places.

**Corridor characteristics:** Boyd Road is classified by the City as a major collector. The road rises somewhat steeply from SR 150; it connects with Henderson Road. The road has potential to accommodate neighborhood traffic, providing a link between developing neighborhoods and SR 150;

and also to form one leg of a recreational loop with Henderson Road and Union Valley Road. Use by cyclists will be somewhat limited by the grade.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides.

**SEGMENT 2: HENDERSON ROAD** from Boyd to Union Valley

Width of right of way: \_\_\_

**Improvements:** \_\_\_\_\_.

**Corridor characteristics:** Part of Henderson Road is outside the UGB. It connects with Boyd Road and Union Valley Road, with potential to form one leg of a recreational loop. (add to this after field checking.)

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway). The City may wish to work with the County to designate and sign the road beyond the City's current UGA as a bike route and develop pedestrian facilities.

**SEGMENT 3: UNION VALLEY ROAD** from Gibson to Henderson

Width of right of way: \_\_\_

**Improvements:** paved; no sidewalks or parking. (verify)

**Corridor characteristics:** Within the City, Union Valley Road is classified by the City as a Major Collector. The road rises steeply from Gibson Avenue. (add info re uses after field checking.) It has potential to accommodate neighborhood traffic, providing a link between developing neighborhoods and the urban core; and also to form one leg of a recreational loop with Henderson and Boyd roads. Use by cyclists will be somewhat limited by the grade.

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway). When the North City Trail is developed, the City may also want to add bicycle lanes and sidewalks to Union Valley Road from Gibson to the trailhead, to create a fourth recreational loop.

**SEGMENT 4: NO-SEE-UM ROAD**

**Width of right of way:** varies; generally 66'

**Improvements:** paved, with a guard rail; no sidewalks

**Corridor characteristics:** No-See-Um Road is classified by the City as a Minor Collector. The road rises somewhat steeply from SR-150. It has potential to accommodate neighborhood traffic, providing a link between developing neighborhoods and the urban core. It also has potential to provide access to the planned North City Trail. Use by cyclists will be somewhat limited by the grade. (add info re uses after field checking.)

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides.

**SEGMENT 5: SR 150** from Johnson to Spader Bay Rd

Width of right of way: \_\_\_

**Improvements:** paved; multi-use path on south side, sidewalk on north

**Corridor characteristics:** SR 150 is classified by the City as an Arterial Route. The segment from Johnson to Spader Bay Road passes through the urban core. It is heavily developed with \_\_\_\_\_, and heavily used by cyclists and pedestrians. While it is the principal route to Manson, its potential as a through route is limited by heavy development and recreational use. The road connects neighborhoods, visitor lodging, retail and tourist commercial establishments, Don Morse Park, and the City RV park. From Don Morse Park to Johnson, it parallels the Lakeside Trail.

**Suggested non-motorized improvements:** add a bike lane (Class II bikeway) on the north side only, for use by through cyclists. As development or re-development occurs, add planter strips and upgrade sidewalks to meet the City's current Street Standards.

**SEGMENT 6: SR 150** from Spader Bay Rd to Boyd Road

Width of right of way: \_\_\_\_

**Improvements:** paved, with one lane in each direction; no sidewalks or parking

**Corridor characteristics:** SR 150 is classified by the City as an Arterial Route. The segment from Spader Bay Road to Boyd Road is the principal route to Manson. The road connects developed and developing neighborhoods with the urban core. It is the route of the planned Northshore Trail.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides, according to City Street Standards.

**SEGMENT 7: SR 150** from to Boyd Road to the UGB and beyond

Width of right of way: \_\_\_\_

**Improvements:** paved, with one lane in each direction; no sidewalks or parking (*verify*)

**Corridor characteristics:** SR 150 is classified by the City as an Arterial Route. The segment extending west from Boyd Road is the principal route to Manson. The road connects developed and developing neighborhoods with the urban core. It is the route of the planned Northshore Trail.

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway); other improvements according to City Street Standards.

**Urban Core**

**SEGMENT 8A: WALKWAYS** from Columbia through Riverwalk Park to Wapato

Width of right of way: 80'?

**Improvements:** Paved, with bike racks, trees, decorative street lights. The alley includes an area designated for pedestrians and a wider thoroughway that provides access for service vehicles to the alley between Woodin Avenue buildings and Riverwalk Park. Pedestrians and cyclists routinely use both parts of the alley.

**Corridor characteristics:** Segment 8A is a short connector between Columbia Street and Riverwalk Park. It is flanked by a meeting and spa facility belonging to Campbell's resort to the west, and a restaurant, with hotel rooms under development above it, to the east. The rooms are being developed with balconies overlooking the alley. The alley provides an important pedestrian connection between Chelan's main shopping street and Riverwalk Park and the waterfront.

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway).

**SEGMENT 8B: RIVERWALK PARK** from Segment 8A to Wapato

**Width of right of way:** Varies

**Improvements:** concrete stairs and a combination of concrete and asphalt walkways and wood decking lead from Segment 8A to the waterfront and along the shore of Lake Chelan/the Chelan River (?). An asphalt path provides alternative access for users on wheels. Concrete stairs and asphalt walkways lead from the walking trail to other park facilities. Short-term moorage is provided along the shoreline. A waterside pavilion adjacent to the walkway serves as a concert venue, with seating on a grassy hillside landward of the walkway.

**Corridor characteristics:** Riverwalk Park is popular with both visitors and residents, for events, gatherings, picnicking, and general informal use. Located just one block from the downtown shopping area, it is an outstanding amenity, offering water access and views of Chelan Butte, Lake Chelan, and the surrounding mountains as well as developed open space and a route for pedestrians and cyclists. The Riverwalk trail continues to the west and, with a segment south of the inlet and downtown, forms a loop. While only the segment between \_\_\_\_\_ and Wapato is described in detail in this plan, the reminder of the trail is an important recreational and non-motorized transportation feature.

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway). Improve asphalt walk for wheelchairs?

#### **SEGMENT 9: BRADLEY STREET** from Sayles to Nixon

**Width of right of way:** 100'

**Improvements:**

**Corridor characteristics:** Bradley is classified by the City as a major collector. The community ball field, the grade school, and the library all front on Bradley between Sayles and Nixon. Bradley crosses SR 97A in an area of offices and retail commercial establishments. Outside the SR 97A corridor, most of the surrounding area is in residential use; the neighborhoods may be subject to neighborhood planning and infill or other new housing development. The Bradley Street right of way includes parallel or angle parking on both sides of the street. The 100'-wide right of way offers potential for a multi-use path that can serve as a link to the Lakeside Trail and accommodate pedestrian and bicycle trips to and from the surrounding neighborhoods.

**Suggested non-motorized improvements:** add a bike path (Class I bikeway)/secondary path on one or both sides; continue to accommodate on-street parking where feasible. (Add language about design to come later, possible changes based on neighborhood planning.)

#### **SEGMENT 10: BRADLEY STREET** from Nixon to Gibson

**Width of right of way:** varies—100' or 60'

**Improvements:** full pavement, curb, and gutter

**Corridor characteristics:** Bradley Street is classified by the City as a major collector. The one-block segment between Nixon and Gibson passes through a residential neighborhood. Because part of the right of way is narrower than it is on the segment of Bradley Street directly to the south, it is less appropriate for a multi-use path, although it is possible that such a path could be developed on one side if neighborhood planning suggests that would be desirable. The right of way is wide enough to accommodate bike lanes, as well as the existing on-street parking, and serve as a link to the Lakeside Trail, the urban core, nearby public facilities, and Union Valley.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides, according to City Street Standards; where right-of-way width permits, continue to accommodate on-street parking if that emerges as desirable during neighborhood planning.

**SEGMENT 11: BRADLEY/HIGHLAND/2<sup>ND</sup>** from Gibson to Union Valley Road

**Width of right of way:** Bradley Street, 60'; \_\_\_\_\_

**Improvements:** \_\_\_\_\_

**Corridor characteristics:** Segment 11 connects segments 3 and 10, providing a link with the Boyd/Union Valley recreational loop, as well as access to the urban core and public facilities for Union Valley residents.

**Suggested non-motorized improvements:** sign as a bike route (Class III bikeway); other improvements according to City Street Standards.

**SEGMENT 12: COLUMBIA STREET** from Johnson to Woodin

**Width of right of way:** 80'

**Improvements:** fully improved with sidewalks and on-street parking on both sides

**Corridor characteristics:** Segment 12 is planned, although not yet developed, as a leg of the Lakeside Trail. It is also addressed in the City's 2009 Downtown Master Plan. Currently, the one-block-long segment connects SR 150 with the heart of the urban core. It links the principal route to Manson with the downtown shopping area and routes east and west—the latter along the south shore, where much visitor lodging and many tourist attractions are located. It is developed, in commercial use, and heavily used by motorists, cyclists and pedestrians. The Downtown Master Plan calls for re-routing regional traffic away from the downtown core. Once that has been done, Segment 12 will no longer be attractive as a through route, and will be better able to accommodate cyclists and pedestrians. *Part of Columbia Corridor project.*

**Suggested non-motorized improvements:** develop as a segment of the Lakeside Trail and consistent with the Downtown Master Plan.

**SEGMENT 13: COLUMBIA STREET** from Nixon to Johnson

**Width of right of way:** 80'

**Improvements:** fully improved with sidewalks and on-street parking on both sides; angle parking adjacent to Safeway (between Johnson and Chelan).

**Corridor characteristics:** Segment 13 extends from one of the busiest intersections in the downtown area into the Carroll-Ogden residential neighborhood. Development includes commercial uses near Johnson and single- and multi-family residential uses closer to Nixon. A busy Safeway store, used by both residents and visitors, occupies one corner of the Columbia/Johnson/SR 150 intersection. The segment is addressed in the City's 2009 Downtown Master Plan and is part of the *Columbia Corridor project.*

**Suggested non-motorized improvements:** add a bike path (Class I bikeway)/secondary path on the west side; continue to accommodate on-street parking. Coordinate with the Downtown Master Plan and *City of Chelan Traffic Circulation Enhancement Study* implementation currently underway; use neighborhood planning to identify desirable features and begin to define a street section that includes them (*make sure this is consistent with Columbia Corridor project language*).

**SEGMENT 14: GIBSON AVENUE** from SR 150 to Navarre

**Width of right of way:** from SR 150 to Bradley, ~66'; from Bradley to Navarre, varies from 75.35-60'

**Improvements:** improved with sidewalks on one side and on-street parking on both sides (*verify*)

**Corridor characteristics:** Gibson passes through primarily residential neighborhoods, connecting SR 150 with Navarre Street. It is classified by the City as a major collector. Housing in the adjacent neighborhoods includes both single- and multi-family residences. Segment 14 connects residential areas with SR 150, Don Morse Park, and the Lakeside Trail corridor. It also serves as one leg of a bypass route skirting the downtown area. (Segment 21 forms the other leg of the bypass route.)

**Suggested non-motorized improvements:** add bike lanes on both sides. Consider removing stop signs to better accommodate cyclists—perhaps in conjunction with small traffic islands or other traffic calming measures to slow automotive traffic. Add or upgrade sidewalks and add planter strips according to the City Street Standards as land is developed or re-developed; consider more comprehensive treatment based on neighborhood planning. Place signs on SR 150 west of Gibson and SR 97A east of Saunders to advise cyclists of the bypass route.

**SEGMENT 15: JOHNSON AVENUE** from Saunders to Columbia/SR 150

**Width of right of way:** 100'

**Improvements:** improved with sidewalks and on-street parking on both sides

**Corridor characteristics:** Segment 15 is designated as a segment of SR 150, and is classified by the City as an arterial route. It passes through the urban core 1 block north of the principal shopping street (Woodin Avenue/SR 97A). City Hall, the post office, and the Lake Chelan Chamber of Commerce all front on Johnson Avenue, as do several commercial establishments. The segment also provides access to public parking, and is part of the principal route to Manson. Planning for upgrades based on the *City of Chelan Traffic Circulation Enhancement Study* is currently underway.

**Suggested non-motorized improvements:** upgrade based on traffic circulation enhancement work currently underway.

**SEGMENT 16: NAVARRE STREET** from Sayles to Nixon

**Width of right of way:** 100'

**Improvements:** sidewalks on the west side; on-street parking on both sides (*verify*)

**Corridor characteristics:** Navarre Street is classified by the City as a major collector. The grade school abuts Segment 16; the segment also leads to the city's athletic complex (baseball fields). Navarre crosses SR 97A in an area of offices and retail commercial establishments. Outside the SR 97A corridor, most of the surrounding area is in residential use; the neighborhoods may be subject to neighborhood planning and infill or other new housing development. The Navarre Street right of way includes parallel or angle parking on both sides of the street (*verify*). The 100'-wide right of way offers potential for a multi-use path that can serve as a link to the Lakeside Trail and the athletic complex, and accommodate pedestrian and bicycle trips to and from the surrounding neighborhoods. (better describe; note—conceptual)

**Suggested non-motorized improvements:** add a bike path (Class I bikeway)/secondary path on one or both sides; continue to accommodate on-street parking where feasible. (better describe; note—conceptual)



**SEGMENT 17: NAVARRE STREET** from Nixon to Gibson

**Width of right of way:** varies—100' or 75'

**Improvements:** fully improved with sidewalks and on-street parking on both sides (*verify*)

**Corridor characteristics:** Navarre Street is classified by the City as a major collector. The one-block segment between Nixon and Gibson passes through a residential neighborhood. Because part of the right of way is narrower than it is on the segment of Navarre Street directly to the south, it is less appropriate for a multi-use path, although it is possible that such a path could be developed on one side of the street if neighborhood planning suggests that would be desirable. The right of way is wide enough to accommodate bike lanes, as well as the existing on-street parking, and serve as a link between the surrounding neighborhoods and the Lakeside Trail, the urban core, and nearby public facilities.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides, according to City Street Standards; continue to accommodate on-street parking if that emerges as desirable during neighborhood planning.

**SEGMENT 18: NIXON AVENUE** from SR 150 to Lake

**Width of right of way:** 60'

**Improvements:** fully improved with sidewalks and on-street parking on both sides

**Corridor characteristics:** development along Segment 18 includes both commercial and residential uses. It functions as a link to the Lakeside Trail and Don Morse Park, as well as SR 150 businesses, for local residents. Because of its proximity to SR 150, Don Morse Park, and lodging and other establishments popular with visitors, the 1-block long segment receives considerable automotive traffic.

**Suggested non-motorized improvements:** explore the possibility of converting the segment to a one-way street with a multi-use path (Class I bikeway) on one or both sides—or otherwise calming traffic while accommodating non-motorized users. Alleys may provide alternative access for parcels fronting a one-way road segment.

**SEGMENT 19: NIXON AVENUE** from Lake to Markeson

**Width of right of way:** varies from 60' to 90'

**Improvements:** fully improved with sidewalks, planter strips, and on-street parking on both sides. (*verify*)

**Corridor characteristics:** development along Segment 19 is primarily residential. It functions as a link to the Lakeside Trail and Don Morse Park, as well as SR 150 businesses, for local residents. Because of its proximity to SR 150, Don Morse Park, and lodging and other establishments popular with visitors, the segment receives considerable automotive traffic.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway) on both sides. Consider revising on-street parking if that emerges as desirable during neighborhood planning.

**SEGMENT 20: NIXON AVENUE** from Markeson to Navarre

**Width of right of way:** varies from 90' to 100'

**Improvements:** fully improved with sidewalks and on-street parking on both sides. (*verify*; check for planting strips)

**Corridor characteristics:** development along Segment 20 is primarily residential. It functions as a link to the Lakeside Trail and Don Morse Park, as well as SR 150 businesses, for local residents. The wide right of way allows informal head-in parking; residents are used to being able to accommodate a considerable amount of parking in the corridor.

**Suggested non-motorized improvements:** add a shared-use path (Class I bikeway)/secondary path on one or both sides; continue to accommodate on-street parking if that emerges as desirable during neighborhood planning. Use neighborhood planning to identify desirable features and begin to define a street section that includes them.

#### **SEGMENT 21: SAUNDERS STREET** from Woodin to Gibson

**Width of right of way:** 100', with the exception of ½ block south of Gibson, where the right of way narrows to 66'

**Improvements:** improved with sidewalks and on-street parking on both sides (*verify—entire length?*)

**Corridor characteristics:** Saunders Street from Woodin to Johnson is designated as a segment of SR 150, and is classified by the City as an arterial route. It passes through the urban core, connecting SR 97A with Johnson Avenue and the principal route to Manson. Uses in the segment are primarily commercial, although there is one apartment building. Planning for upgrades based on the *City of Chelan Traffic Circulation Enhancement Study* is currently underway (*verify*).

The remainder of Segment 21—Saunders Street from Johnson to Gibson—\_\_\_\_\_.

Segment 21 serves as one leg of a bypass route skirting the downtown area. (Segment 14 forms the other leg of the bypass route.)

**Suggested non-motorized improvements:** add bike lanes on both sides. Consider removing stop signs to better accommodate cyclists—perhaps in conjunction with small traffic islands or other traffic calming measures to slow automotive traffic. Add or upgrade sidewalks and add planter strips according the City Street Standards as land is developed or re-developed; consider more comprehensive treatment based on neighborhood planning. Place signs on SR 150 west of Gibson and SR 97A east of Saunders to advise cyclists of the bypass route.

#### **SEGMENT 22: WAPATO AVENUE** from Emerson to Navarre

**Width of right of way:** 100'

**Improvements:** paved; no sidewalks; parking on both sides

**Corridor characteristics:** Located one block south of SR 97A, Wapato Avenue is used as an alternative to the highway by local pedestrians and cyclists. The street passes through residential neighborhoods. It provides a link to Riverwalk Park and the urban core. The surrounding neighborhoods may be subject to neighborhood planning and infill or other new housing development. The 100'-wide right of way offers potential for a shared-use path that can serve as a link to the Riverwalk trail and, via Riverwalk Park, to the Lakeside Trail, as well as accommodating pedestrian and bicycle trips to and from the surrounding neighborhoods.

**Suggested non-motorized improvements:** add a shared-use path (Class I bikeway)/secondary path on one or both sides; continue to accommodate on-street parking if that emerges as desirable during neighborhood planning. Use neighborhood planning to identify desirable features and begin to define a street section that includes them.

**SEGMENT 23A: WAPATO AVENUE** from Navarre to Clifford

**Width of right of way:** varies from 80' to 100'

**Improvements:** paved; no sidewalks; parking on both sides

**Corridor characteristics:** Located one block south of SR 97A, Wapato Avenue is used as an alternative to the highway by local pedestrians and cyclists. The street passes through residential neighborhoods. It provides a link to Riverwalk Park and the urban core. The surrounding neighborhoods may be subject to neighborhood planning and infill or other new housing development. Because part of the right of way is narrower than it is on the segment of Wapato Avenue directly to the west (Segment 22), it is less appropriate for a multi-use path, although it is possible that such a path could be developed on one side if neighborhood planning suggests that would be desirable. The right of way is wide enough to accommodate bike lanes, as well as on-street parking; it can serve as a link to the Riverwalk trail and, via Riverwalk Park, to the Lakeside Trail, as well as accommodating pedestrian and bicycle trips to and from the surrounding neighborhoods.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway), sidewalks, and planter strips on both sides, according to City Street Standards; continue to accommodate on-street parking if that emerges as desirable during neighborhood planning. Use neighborhood planning to identify desirable features and begin to define a street section that includes them.

**SEGMENT 23B: CLFFORD STREET** from Wapato to SR 97A

**Width of right of way:** \_\_

**Improvements:** paved; no sidewalks; no parking restrictions

**Corridor characteristics:** Segment 23B is one block long, and links Segment 23A with Segment 33. It slopes gently upward from north to south. Adjacent uses include two light industrial establishments, a motel, and a single-family residence.

**Suggested non-motorized improvements:** designate as a signed shared roadway and add "Bike Route" signs. Because the segment is already developed, is very short, and connects two important legs of the non-motorized system, consider adding sidewalks, curb, and gutter to improve conditions for pedestrians.

**SEGMENT 24: WOODIN AVENUE** from Saunders to Columbia

**Width of right of way:** \_\_

**Improvements:** improved with sidewalks and on-street parking on both sides. Signal at Woodin and Saunders; four-way stop at Woodin and Emerson.

**Corridor characteristics:** Segment 24 is the City's principal shopping street, running through the heart of the urban core. It is classified by the City as a major collector. Wide sidewalks accommodate heavy pedestrian traffic. Angle parking with frequent arrivals and departures along much of the length makes cycling somewhat risky. Although the segment provides access to SR 97A, SR 150, and the Lakeside Trail route, it is not the principal route; downtown traffic makes it slow for through traffic. It passes through the urban core, connecting SR 97A with Johnson Avenue and the principal route to Manson.

**Suggested non-motorized improvements:** plan for non-motorized pedestrian upgrades in accordance with the City's Downtown Master Plan.

**SEGMENT 25: WOODIN AVENUE** from Columbia to Webster

**Width of right of way:** varies from 47' to 112'

**Improvements:** Improved with sidewalks on both sides and some on-street parking the west side.

**Corridor characteristics:** Segment 25 crosses the “old” bridge at outlet of Lake Chelan. It is classified by the City as a Major Collector. The road provides direct access to the southern leg of the Riverwalk, with the northern part of the segment serving to connect the two legs of the Riverwalk. The Forest Service Information Center fronts on Woodin Avenue, as do visitor accommodations. The segment connects the urban core with SR 97A westbound along the South Shore of Lake Chelan. It is an important and heavily-travelled link connecting shopping, dining, recreation, and lodging facilities. It is planned as a segment of the Lakeside Trail, and a detailed analysis is included in the *Lakeside Trail Study*.

**Suggested non-motorized improvements:** develop as a segment of the Lakeside Trail.

***East of Downtown***

**SEGMENT 26: SR 97A** (vicinity) from Chelan Falls Road/SR 150 to Apple Blossom Center

**Width of right of way:** n/a

**Improvements:** n/a

**Corridor characteristics:** The exact alignment of Segment 26 will depend on availability of right of way/easements. The SR 97A right-of-way in the vicinity of Segment 26 is narrow and topographically awkward, and may not accommodate pedestrian and bicycle facilities gracefully. If adequate right of way and/or easements can be obtained, facilities may be developed away from SR 97A.

**Suggested non-motorized improvements:** In order to provide safe, pleasant accommodation for bicyclists and pedestrians, we recommend designating Segment 26 as a bypass for pedestrians and west-bound cyclists, and Segments 27 and 31 as a bypass for east-bound cyclists. Sign Segment 26 as a bike route (Class III bikeway) and pedestrian path.

**SEGMENT 27: SR 150** from SR 97A to Apple Blossom Drive

**Width of right of way:** \_\_

**Improvements:** Segment 27 is paved, and curb and gutter have been installed on the northwest side south of Pacific Pride. North of Pacific Pride, there are power poles and a gravel walk in the right of way on the west side of the highway. There are no provisions for parking. There is a left turn lane for southbound traffic at Apple Blossom Drive; otherwise the highway accommodates one lane of travel in each direction.

**Corridor characteristics:** Segment 27 is designated as a segment of SR 150, and is classified by the City as an arterial route. With Segment 28, it is the principal route from SR 97A to Chelan Falls and provides a link to SR 97. The land northeast of the highway is undeveloped, and includes part of the Apple Blossom Center Planned Development. Southwest of the highway is a mix of undeveloped land and light industrial uses.

**Suggested non-motorized improvements:** The SR 97A right-of-way in the vicinity of Segment 27 is narrow and heavily travelled, with complex traffic patterns. In order to more safely accommodate bicycle and pedestrian traffic, we recommend designating Segments 31 (Apple Blossom Drive from SR 150 to SR 97A) and 27 as a bypass for east-bound cyclists, and Segment 30 as a bypass for pedestrians and west-bound cyclists.

**SEGMENT 28: CHELAN FALLS ROAD (SR 150)** from Apple Blossom Drive to the UGB and beyond

**Width of right of way:** \_\_\_

**Improvements:** Segment 28 is paved. There is a right turn lane for northbound traffic at Apple Blossom Drive; otherwise the highway accommodates one lane of travel in each direction. Curb and gutter have been installed on the west side from Apple Blossom Drive to Gala \_\_\_\_\_. That stretch also features power poles and a gravel walk in the right of way on the west side of the highway. From Gala to Willmorth, there is a narrow paved shoulder. From Willmorth to Chelan Falls, the road is steep with wide asphalt shoulders and guard rails. There are no provisions for parking.

**Corridor characteristics:** Segment 28 is designated as a segment of SR 150, and is classified by the City as an arterial route. With Segment 27, it is the principal route from SR 97A to Chelan Falls and provides a link to SR 97. The area through which the highway passes is designated for warehouse-industrial use. Current development includes warehouses, light industrial, and commercial uses; there are also tracts of undeveloped land. Northwest of Willmorth \_\_\_\_, the area is dominated by fruit-packing warehouses, with many wide driveways and considerable seasonal truck traffic. Trucks also use the highway between Chelan Falls and Willmorth \_\_\_\_\_. The road has potential to accommodate neighborhood traffic, providing a link between neighborhoods and the City's Warehouse-Industrial area; and also to form one leg of a recreational loop with Willmorth \_\_\_\_, SR 97A, and Apple Blossom Drive.

**Suggested non-motorized improvements:** after analyzing for safety, and based on (*safety guidelines*), designate and sign as a bike route (Class III bikeway); where development or re-development takes place, require other improvements according to City Street Standards. The City may wish to work with the County to designate and sign the road beyond the City's current UGA as a bike route and develop pedestrian facilities.

**SEGMENT 29: WILLMORTH** from SR 150 to SR 97A

**Width of right of way:** \_\_\_

**Improvements:** Segment 29 is paved, with pavement width sufficient to allow one travel lane in each direction. There are no sidewalks or other improvements, and no provisions for parking. Guard rails flank the roadway in some areas.

**Corridor characteristics:** The terrain on both sides of the roadway is generally steep, and in some places rocky. There is little development in the corridor, and in places it is very scenic. Development adjacent to the road includes commercial storage, orchard land, and single-family residences (generally set back from the road corridor). The road itself rises gently from south to north. Shoulder width varies; in places it is very narrow, and not well suited to walking or cycling—although experienced cyclists could ride within the travel lanes.

**Suggested non-motorized improvements:** after analyzing for safety, and based on (*safety guidelines*), designate and sign as a bike route (Class III bikeway); where development or re-development takes place, require other improvements according to City Street Standards.

**SEGMENT 30: SR 97A** from Apple Acres Road to Apple Blossom Center

**Width of right of way:** \_\_\_

**Improvements:** paved; no bicycle or pedestrian facilities. (verify; add any info about guard rails, etc.)

**Corridor characteristics:** Segment 30 is designated as a segment of SR 97A, and is part of the highway system leading into Chelan from SR 97. It also leads to the Lake Chelan Airport and orchards west of the

city. The segment traverses an area of light industrial development and undeveloped land. The speed limit varies from 60 to 35 mph as the highway approaches the city from the east.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway). As the area develops, add pedestrian facilities according to City standards.

**SEGMENT 31: APPLE BLOSSOM DRIVE** from SR 150 to SR 97A

**Width of right of way:** \_\_

**Improvements:** Segment 31 is fully improved, with pavement, curb, gutter, sidewalks, and street lights on both sides. There are no provisions for parking. There is a wide paved lane that may be intended as a bike lane in places. There is a signal at the intersection of Apple Blossom Drive and SR 97A.

**Corridor characteristics:** With Segment 27, Segment 31 forms a loop bypassing SR 97. The land adjacent to the road is undeveloped, and includes part of the Apple Blossom Center Planned Development. As that land develops, the segment will provide access to SR 97A and SR 150 for the new development.

**Suggested non-motorized improvements:** The SR 97A right-of-way in the vicinity of Segment 31 is narrow and heavily travelled, with complex traffic patterns. In order to more safely accommodate bicycle and pedestrian traffic, we recommend designating Segments 27 (SR 150 from SR 97A to Apple Blossom Drive) and 31 as a bypass for east-bound cyclists, and Segment 30 as a bypass for pedestrians and west-bound cyclists. Sign Segment 31 as a bike route (Class III bikeway) (unless that lane mentioned above is a bike lane). *Also part of rec loop.*

**SEGMENT 32: ISENHART** from SR97A to Willmorth \_\_\_\_\_

**Width of right of way:** \_\_

**Improvements:** pavement only. Through most of the segment, the pavement strip is narrow, and much of the pavement toward the west end is in poor condition.

**Corridor characteristics:** Most of the land surrounding Segment 32 is former orchard, currently undeveloped. There are a few large-lot single-family residences in the corridor. The terrain is rolling and the road curves gently in places.

**Suggested non-motorized improvements:** designate as a signed shared roadway and add “Bike Route” signs.

**SEGMENT 33: WOODIN** from Chelan Falls Road/SR 150 west to Saunders

**Width of right of way:** \_\_

**Improvements:** paved; other improvements vary.

**Corridor characteristics:** Segment 33 is designated as a segment of SR 97A, and is classified by the City as an arterial route. It is the principal route into Chelan from the east, and extends into the urban core. Most development in the corridor is commercial.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway); where development or re-development takes place, require other improvements according to City Street Standards.

***South Chelan and the South Shore***

**SEGMENT 34: SR 97A** from Webster to Water

**Width of right of way:** varies; described in detail in the *Lakeside Trail Study*

**Improvements:** The entire segment is paved. Other improvements vary; they are described in detail in the *Lakeside Trail Study*.

**Corridor characteristics:** Segment 34 is classified by the City as an arterial route. It is an important and heavily-travelled route connecting shopping, dining, recreation, and lodging facilities. It is planned as a segment of the Lakeside Trail. The corridor is described in detail in the *Lakeside Trail Study*.

**Suggested non-motorized improvements:** develop as a segment of the Lakeside Trail; if feasible, include bike lanes on the south side to accommodate through cyclists.

**SEGMENT 35: SR 97A** from Water to Pat & Mike’s

**Width of right of way:** \_\_\_\_

**Improvements:** \_\_\_\_

**Corridor characteristics:** Segment 34 is the principal route into Chelan from the west and from the south shore of Lake Chelan. On the south side, development is less dense than along SR 97A to the east (Segment 34), and includes wineries and agricultural tracts. On the north side, development is primarily residential.

**Suggested non-motorized improvements:** designate and sign as a bike route.

**SEGMENT 36: SR 97A** from Pat & Mike’s to the UGB and beyond

**Width of right of way:** \_\_\_\_

**Improvements:** \_\_\_\_

**Corridor characteristics:** Segment 36 is the principal route into Chelan from the west. It is classified by the City as an Arterial Route. It is bordered by agricultural and larger residential tracts.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway); as land develops, require other improvements according to City Street Standards.

**SEGMENT 37: SOUTH LAKESHORE ROAD** west from Pat & Mike’s

**Width of right of way:** \_\_\_\_

**Improvements:** \_\_\_\_

**Corridor characteristics:** Segment 37 follows the south shore of Lake Chelan, and provides access to facilities and services for south shore residents as well as access to the state park, ferry dock, recreation areas, and \_\_\_\_\_, an alternative access route from the west. Along its east end, it is bordered by residential development. The segment is outside the City’s current UGA.

**Suggested non-motorized improvements:** although the segment is outside the City’s current UGA, the City may wish to work with the County to designate and sign it as a bike route (Class III bikeway) and develop pedestrian facilities.

**SEGMENT 38: SR97A** across the new bridge via Saunders & Webster to Woodin

**Width of right of way:** \_\_\_\_

**Improvements:** Improved with sidewalks on both sides and on-street parking along Saunders.

**Corridor characteristics:** Segment 38 crosses the “new” bridge over the Chelan River. It is classified by the City as an Arterial Route, and is part of the principal east-west route through Chelan and along the south shore of Lake Chelan. North of the bridge, commercial development and the fire station abut

Saunders Street. South of the bridge, development includes the middle/high school and commercial and residential uses. Also in that area is access to the South Chelan neighborhood—see Segment 39. There are Riverwalk trail access points on both sides of the bridge, with the bridge serving to connect them.

**Suggested non-motorized improvements:** add bike lanes (Class II bikeway); where development or re-development takes place, require other improvements according to City Street Standards.

**SEGMENT 39: FARNHAM/SAUNDERS/RAYMOND** from Webster to Riverwalk Extension (PUD trail access)

**Width of right of way:** Farnham Street varies from 60' to \_\_\_ ; Saunders Street, 80'; Raymond Street, 60'

**Improvements:** Farnham and Saunders are fully improved with sidewalks and on-street parking on both sides. Angle parking is provided at the launch ramp. Raymond is improved with partial pavement; there are no sidewalks, and informal parking on gravel shoulders.

**Corridor characteristics:** Farnham and Saunders are part of the main route into South Chelan. The neighborhood is developed primarily with single-family residences, but two new condominium complexes provide housing primarily for part-time residents. Farnham Street provides access to the Chelan River, including a boat launch, and to the Riverwalk. The portion of Raymond included in Segment 39 is one block long and ends at the proposed Riverwalk extension access.

**Suggested non-motorized improvements:** designate and sign as a bike route (Class III bikeway). On Raymond, sidewalks will be built by the Chelan County PUD as part of the Riverwalk extension.

**SEGMENT 40: MILLARD STREET** from Woodin to the UGB and beyond

**Width of right of way:** 60'

**Improvements:** paved; no curb & gutter or sidewalks. Parking on both sides near SR 97A; otherwise no on-street parking

**Corridor characteristics:** Millard Street passes through a residential neighborhood into an area of larger tracts. It becomes steep and winding. The street provides access to Chelan Butte; it has potential for improvement as a recreational route.

**Suggested non-motorized improvements:** designate and sign as a bike route (Class III bikeway ); where development or re-development takes place, require other improvements according to City Street Standards. The City may wish to work with the County to designate and sign the road beyond the City's current UGA as a bike route and develop pedestrian facilities.

**SEGMENT 41: LAKE STREET (from Webster)/MOUNTAIN VIEW DRIVE/WATERSLIDE DRIVE**

**Width of right of way:** Lake street, 60'; Waterslide Drive, 60'; Mountain View Drive, varies from 50-60'

**Improvements:** Lake Street \_\_\_\_\_. Mountain View Drive is unimproved. Waterslide Drive is improved with pavement and curb & gutter on both sides.

**Corridor characteristics:** Lake Street, Mountain View Drive, and Waterslide Drive have potential for development as a short scenic and recreational route. With SR 97A, they form a loop about 1½ miles long. Waterslide Drive provides access to the Slidewaters water park. Lodging and recreational attractions are nearby.



**Suggested non-motorized improvements:** designate and sign as a bike route (Class III bikeway); where development or re-development takes place, require other improvements according to City Street Standards. Consider establishing a scenic overlook on Mountain View.

## **NON-MOTORIZED TRANSPORTATION RESOURCES and INFORMATION SOURCES**

Described below are several sources of information that may be useful in planning and implementing the City's non-motorized transportation system. Many more resources are available, especially on the Internet. Any that are particularly valuable may be added to this section when this plan is updated.

### ***AASHTO's Guide for the Development of Bicycle Facilities***

The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* is a source of information about planning, design, and maintenance and operation of bicycle facilities. It is available online at

[http://www.sccrtc.org/bikes/AASHTO\\_1999\\_BikeBook.pdf](http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf). Paper copies may be ordered from the AASHTO bookstore at [https://bookstore.transportation.org/item\\_details.aspx?ID=104](https://bookstore.transportation.org/item_details.aspx?ID=104).

### **MRSC**

The Municipal Research and Services Center of Washington (MRSC) is a nonprofit organization that provides information and services to local governments. MRSC's web site (<http://www.mrsc.org/>) offers both information and links to resources. Information particularly relevant to non-motorized transportation can be found on the Transportation page

(<http://www.mrsc.org/Subjects/Transpo/transmain.aspx>; under the heading "Modes of Transportation", see "Bicycles" and "Designing transportation facilities for pedestrians and bicycles"). MRSC's National, Statewide and Regional Transportation Planning page

(<http://www.mrsc.org/subjects/transpo/stateregiontrans.aspx>) offers information on National Transportation Planning Policy, Statewide Transportation Planning, Washington statutes and codes related to transportation, and Regional Transportation Planning. There's also a list of contacts and resources.

### **NCRTPO**

The North Central Regional Transportation Planning Organization (NCRTPO) is one of 17 RTPOs in the state. RTPOs were authorized by the Growth Management Act. According to MRSC's web site, "They serve as pass-through agencies for the disbursement of federal highway and other federal transportation funds (including transportation enhancements). State transportation funds are also distributed through the RTPOs." More information about RTPOs can be found at

<http://www.mrsc.org/subjects/transpo/stateregiontrans.aspx#region>.

The Wenatchee Valley Transportation Council (WVTC) serves as lead agency for the NCRTPO and leads in the development of a Regional Transportation Plan RTP—a long-range plan that sets policies and priorities for transportation in north-central Washington. The RTP was updated in 2009 to outline a strategy for implementing needed transportation projects through 2025. The 2009 update is available online at [http://www.wvtc.org/Files/Documents/2009\\_RTP\\_Final\\_6-15-09.pdf](http://www.wvtc.org/Files/Documents/2009_RTP_Final_6-15-09.pdf). Participating in the NCRTPO project identification process may be a means of securing funding for the City's non-motorized transportation projects.

## National Complete Streets Coalition

<http://www.completestreets.org/>. See the “Complete Streets Fundamentals” drop down menu for a FAQ and fact sheets.

## The National Transportation Library

The National Transportation Library (NTL; [http://ntl.bts.gov/about\\_ntl.html](http://ntl.bts.gov/about_ntl.html)) was established in 1998 by the Transportation Equity Act for the 21st Century (TEA-21). It serves as a repository for information needed for transportation decision making and offers reference services and online resources as well as physical collections.

## The Pedestrian and Bicycle Information Center

The Pedestrian and Bicycle Information Center’s Web site (<http://www.pedbikeinfo.org/>) says that the organization exists “...to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity. Through our comprehensive Web sites, we offer information and training to diverse audiences about health and safety, engineering, advocacy, education, enforcement, access, and mobility as it relates to pedestrians and bicyclists.” The web site includes links to <http://www.walkinginfo.org/> and <http://www.bicyclinginfo.org/>, each of which includes many policy, planning, design, and other resources. The Center’s Bikeability Checklist (available online at <http://www.bicyclinginfo.org/library/details.cfm?id=3>) and Walkability Checklist (<http://www.walkinginfo.org/library/details.cfm?id=12>) may be valuable tools for evaluating the existing and proposed non-motorized system during neighborhood planning.

## WSDOT

The Washington State Department of Transportation (WSDOT) offers a wealth of information on non-motorized transportation, including the following:

- Bicycling in Washington: <http://wsdot.wa.gov/bike/>.
- Designing for bicycles: <http://wsdot.wa.gov/bike/designing.htm>
- Walking in Washington: <http://wsdot.wa.gov/walk/>.
- The *Washington State Department of Transportation (WSDOT) Design Manual*; specifically:
  - Chapter 1510, Pedestrian Design Considerations: <http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1510.pdf>.
  - Chapter 1520, Bicycle Facilities: <http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1520.pdf>.
- The *Washington Pedestrian Facilities Guidebook*, available online at <http://www.wsdot.wa.gov/publications/manuals/fulltext/M0000/PedFacGB.pdf>

## Washington’s bicycle and pedestrian plan

*The Washington State Bicycle Facilities and Pedestrian Walkways Plan* is discussed under the heading “Non-motorized transportation and...”, above.

## FUNDING SOURCES for NON-MOTORIZED TRANSPORTATION

This section includes Information about funding sources that may be valuable for projects not paid for with the City’s General Fund.

## **Access Washington**

Access Washington (<http://access.wa.gov/>) is the State of Washington's main web site. It includes a Grants Index (<http://access.wa.gov/business/grants.aspx>) as well as lists of state web sites, agency contacts, and services, which can lead to grants information.

## **Chelan County PUD**

The Chelan County PUD has funded many recreation improvements in the City as part of its commitment to mitigate the impacts of Columbia River Hydroelectric Projects. Participation in development of the PUD's RAP updates and FERC re-licensing process are important to securing funds for additional City projects, as well as maintenance and operations.

## **MRSC**

The Municipal Research and Services Center of Washington (MRSC) offers grant resources at <http://www.mrsc.org/subjects/finance/grants/grants.aspx>. The page includes a link to state and federal transportation funding resources: <http://www.mrsc.org/Subjects/Transpo/statefedloans.aspx>.

## **NCRTPO**

As noted under the heading "Coordination and partnerships", Projects included in the North Central Washington Regional Transportation Planning Organization's (NCRTPO's) *Regional Transportation Plan* (RTP) may be prioritized for state and federal funding. Participating in the RTPO is an avenue by which projects in the City may be included in Washington's bicycle and pedestrian plan, *The Washington State Bicycle Facilities and Pedestrian Walkways Plan*, and may open the door to other funding opportunities, as well.

## **RCO**

The Washington State Recreation and Conservation Office (RCO; formerly the IAC) offers outdoor recreation grants; information is available online at grant at <http://www.rco.wa.gov/rcfb/grants.asp>.

## **Washington State Department of Transportation**

The Washington State Department of Transportation (WSDOT) administers both federal and state funds through several programs, including the following:

- Pedestrian and Bicycle Safety (<http://www.wsdot.wa.gov/bike/funding.htm>). Announcement of the next Call for Projects is anticipated early in 2010.
- Safe Routes to School (<http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm>). Announcement of the next Call for Projects is anticipated early in 2010.
- Transportation Enhancement Program (<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TransEnhancement.htm>). The program funds projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience for people traveling by all modes, and protect the environment. Projects funded include provision of facilities for pedestrians and bicycles; provision of safety and educational activities for pedestrians and bicyclists; and landscaping and other scenic beautification (e.g., planter strips, landscaped medians). Announcement of the next Call for Projects is anticipated in the Spring of 2010.

In addition, other funding sources (which may not be administered by WSDOT) are described at <http://wsdot.wa.gov/bike/otherfunding.htm>.

## ***Washington State Department of Commerce***

The Washington State Department of Commerce's web site offers a number of funding resources.

- The department's main web site (<http://www.commerce.wa.gov/>) has information about the department's programs, including grants and loans, and can provide contact information for staff members who know the latest about any grant or loan program.
- The Infrastructure Database (<http://www.infracfunding.wa.gov/>) is a searchable database that can be used to seek funding for feasibility assessments, planning, design, or construction, as well as to locate sources of technical assistance.
- The Department's Grants Inventory Program is described at <http://www.commerce.wa.gov/site/378/default.aspx>. The program offers free subscriptions to GrantStation (an online funding resource that provides access to a comprehensive online database of grantmakers, as well as other valuable tools) to all Washington cities.