

COUNCIL AGENDA

Tuesday, September 8, 2020



In-person attendance at public meetings is currently prohibited per the Washington Governor's Proclamation No. 20-28.9. Ellensburg City Council meetings are broadcast on Charter/Spectrum Channel 191 and available to livestream on Ellensburg Community Television at ectv2.com.

GUIDELINES FOR PUBLIC PARTICIPATION – ONLINE CITY COUNCIL MEETING

As a result of the threat posed by COVID-19, City is following the mandates from state and county public health officials to take all efforts to prevent the spread of this virus. In compliance with the Governor's Emergency Proclamation 20-28.8 (extended by Proclamation 20-28.9), and in the interest of the safety and welfare of the public, the community, and our employees and to limit the spread of the virus, ***this City Council meeting will not be open to in-person attendance.*** Council will be attending this meeting remotely via video conference. All City Council meetings are broadcast on Charter/Spectrum Channel 191 and available to livestream on Ellensburg Community Television at www.ectv2.com. You may also attend by phone, only, and listen to the meeting by following the registration instructions under "Remote testimony during the meeting," below. Once you register, you will be sent a meeting invite with a phone number for the meeting.

Council will be accepting remote testimony under Citizen Comment on Non-Agenda Items (Item No. 7) as well as for all other topics under the Regular Agenda. Testimony will be accepted in the following manner:

- **Written comments submitted in advance of meeting**
Submit written comments by mail to Beth Leader, City Clerk, Ellensburg City Hall, 501 N. Anderson St., Ellensburg, WA 98926, or via email to: leaderb@ci.ellensburg.wa.us. Comments received by 5 p.m. on the meeting date will be compiled, sent to the City Council and entered into the record.
- **Comments for public hearings**
Written comments must be received by the City Clerk by 5 p.m. on the meeting date. Comments can either be mailed to Beth Leader, City Clerk, Ellensburg City Hall, 501 N. Anderson St., Ellensburg, WA 98926, or sent via email to: leaderb@ci.ellensburg.wa.us. Comments received by 5 p.m. on the meeting date will be compiled, sent to the City Council and entered into the record.
- **Remote comments or attendance during the meeting**
Advance registration is required to testify. Anyone wishing to speak on items under the Agenda must register prior to 7 p.m. the day of the meeting. Register for the meeting at: https://us02web.zoom.us/webinar/register/WN_Z1APe4a-Qka7CY5j8SPUbA. Once registered, you will receive an email with the meeting link and phone number (for those who wish to call into the meeting).

PROCEDURE FOR PARTICIPATION DURING MEETING

1. Join the meeting early, as you may need to download the app in advance to participate. Once you've joined the meeting, your camera and microphone will be muted until you are recognized by the Mayor to speak.
2. Please note that there may be several items on the City Council Agenda that will precede the agenda item you wish to address.
3. The Mayor will identify the agenda item and ask if anyone wishes to speak on the matter.
4. Any interested person may provide comments on: 1) under Item 7 for non-agenda items. or 2) any listed agenda items, If you wish to speak, you must:
 - a) Raise your "virtual hand" in the corner of the computer screen or press *9 on your phone. Raising your hand signals the moderator that you wish to speak.
 - b) Wait to be called upon by the Mayor using your name, e-mail, or phone number used to log in to the teleconference.

5. Please state your name, address, and whether you are representing only yourself or others.
6. Each speaker's comments are to be limited to 3 MINUTES.
7. Speakers are cautioned not to make comments of a personal, impertinent or derogatory nature.
8. Speakers may not identify themselves as candidates for elective public office or make any statements which assist or discuss the campaign of a candidate for elective office, or discuss or campaign for or against a ballot proposition (unless the ballot proposition is being considered as part of the City Council agenda item).

Please note: City Council Rules provide that no action will be taken by the Council at the meeting at which a subject is first introduced during the citizen comment period (Item 7 on the Agenda). You may wish to concisely state your concern and request placement of your matter on a future agenda.

CONSENT AGENDA

Members of the audience may request items be removed from the consent agenda by asking for recognition and making the request during Agenda Approval. Items will not be removed from the consent agenda unless your request is confirmed by a councilmember.

AGENDA ITEMS

If you wish to have an item placed on a Council agenda, a written request should be delivered to the City Manager's Office prior to noon on the Monday preceding the Council meeting. Assistance will be provided in preparing a request if you wish to contact the City Clerk at 925-8614.

AMERICANS WITH DISABILITIES ACT

The City of Ellensburg strives to make our services, programs, and activities readily accessible and usable by individuals with disabilities. Reasonable accommodations will be made upon request. Please furnish the ADA Coordinator with your request in sufficient time for the City to provide a reasonable accommodation. A Request for Accommodation form may be obtained on the first floor of City Hall or by calling the City of Ellensburg ADA Coordinator at 962-7222.

**CITY OF ELLENSBURG
COUNCIL AGENDA
Tuesday, September 8, 2020
7:00 PM - Regular Meeting**

1. Call to Order and Roll Call

2. Proclamations

3. Awards and Recognitions

4. Approval of Agenda

5. Consent Agenda

Items listed below have been distributed to Councilmembers in advance for study and will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Agenda at the request of a Councilmember or at the request of a member of the public with concurrence of a Councilmember. Requests to remove items should be made under Item 4 Approval of Agenda.

5.A Approve Minutes - August 17, 2020 Regular Meeting 7
[8-17-20 Minutes FINAL](#)

5.B Approve Minutes - August 17, 2020 Special Meeting 12
[8-17-20 SS Minutes FINAL](#)

5.C Approve Amended Minutes - July 20, 2020 Regular Meeting 13
[7-20-20 Amended Minutes](#)

5.D Acknowledge Minutes of Affordable Housing Commission - June 17 and July 15, 2020 18
[6-17-20 AHC Minutes](#)
[7-15-20 AHC Minutes](#)

5.E Acknowledge Minutes of Ellensburg Arts Commission - February 13, March 12 and July 16, 2020 25
[2-13-20 EAC Minutes](#)
[3-12-20 EAC Minutes](#)
[7-16-20 EAC Minutes](#)

5.F Acknowledge Minutes of Ellensburg Business Development Authority Board - July 8, 2020 31
[8-7-20 EBDA Minutes](#)

5.G Acknowledge Minutes of Landmarks and Design Committee - February 19 and June 16, 2020 33

2-19-20 LDC Minutes

6-16-20 LDC Minutes

5.H	Acknowledge Minutes of Planning Commission - June 25, 2020 6-25-20 PC Minutes	44
5.I	Acknowledge Minutes of Public Transit Advisory Committee - July 21, 2020 7-21-20 PTAC MINUTES	49
5.J	Acknowledge Minutes of the Utility Advisory Committee - June 18, 2020 6-18-20 UAC Minutes	52
5.K	Authorization to utilize the Interlocal Agreement with Ellensburg School District to extend a water main. PCO-006 - Cora Street Water Main Ext per City of Ellensburg Request	54
5.L	Approve Electric Utility Equipment Replacement Purchases	60
5.M	Project Acceptance Bid Call 2019-42 Main Street Overlay - Mountain View Ave. to Third Ave.	62
5.N	Project Acceptance - Bid Call 2016-09 Rotary Park Off Leash Dog Park	63
5.O	Creative Sector Grant Funding Recommendations	64
5.P	Approve September 8, 2020 Voucher Listing 9-8-2020 Voucher Listing	66

6. Petitions, Protests, and Communications

6.A COVID-19 Update

6.B Letter Requesting Amendment to 2016 Comprehensive Plan Update for Reed Park
Letter and three options for Reed Park 67

7. Citizen Comment on Non-agenda Issues

8. Business Requiring Public Hearings

8.A Public Hearing to consider adoption of the 2019 Annual Report and Six Year Transit Development Plan for 2020 - 2025 74
2019 ANNUAL REPORT AND SIX YEAR TRANSIT DEVELOPMENT PLAN.pdf

9. Introduction and Adoption of Ordinances and Resolutions

9.A Proposed Ordinance - Amending Fire Code Appendix D Access Road Requirements and Flammable/Combustible Liquid Storage 106
Chapter 3 Fire Code Amendments

- 9.B [Proposed Ordinance for Concurrence with WSDOT Road Access Classification on portions of SR 97](#) 115
[Ordinance \(first reading\) Amending Section 4 40 040 Kittitas County SR 97](#)
[Reclassification Request Letter](#)
- 9.C [Proposed Ordinance for Traffic Code Revisions Parker Letter 7-20-2020](#) 125
[Ordinance - Title 8 Traffic Code Amendments](#)
- 9.D [Resolution to Approve Multifamily Housing Limited Property Tax Exemption Agreement with Matthew Stalder for Grand Central Apartments](#) 153
[Council Resolution and agreement 8-7-20 Grand Central Apartments combined document](#)

10. Unfinished Business

11. New Business

- 11.A [Acceptance of the City of Ellensburg Active Transportation Plan](#) 164
[ATP Final Report](#)

12. Miscellaneous

- 12.A Manager's Report
[9-8-20 MANAGERS REPORT](#) 234
- 12.B Councilmembers' Reports

13. Executive Session

14. Adjournment

Next Ord. 4857
Next Res. 2020-23



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Minute of City Council, Regular Meeting

August 17, 2020

7:00 PM

Held remotely per Governor Inslee's

Proclamation 20-28.8

1. Call to Order and Roll Call

Roll Call Present: Stacey Engel, Nancy Goodloe, Tristen Lamb, Nancy Lillquist, David Miller, Mary Morgan, Bruce Tabb

Also Present: City Manager Akers; City Attorney Weiner; City Clerk Leader; Executive Assistant Gigstead, IT/Telecomm Manager Faubion; Community Development Director Sackett; Dr. Mark Larson, Kittitas County Public Health Department and approximately 24 members of the public.

2. Proclamations

3. Awards and Recognitions

4. Approval of Agenda

Councilmember Nancy Lillquist moved to Amend the Consent Agenda by removing item 5F, 2019 Annual Report and Six Year Transit Development Plan for 2020-2025.

Motion Approved 7-0.

Councilmember Nancy Goodloe moved to Approve the Agenda as amended.

Motion Approved 7-0.

5. Consent Agenda

5.A. Approve Minutes - August 3, 2020 Regular Meeting

5.B. Acknowledge Minutes of the Lodging Tax Advisory Committee - June 3, 2020

5.C. Acknowledge Minutes of Public Transit Advisory Committee - February 18, 2020

5.D. Award Bid Call 2020-21 – Tree Pruning to Asplundh Tree Expert LLC

5.E. Resolution No. 2020-21 Camargo street tree removal request

5.F. Accept Resignation from Sarah Maes, Lodging Tax Advisory Committee and Authorize Mayor to Sign Letter of Appreciation

5.G. Approve August 17, 2020 Voucher Listing

Councilmember Mary Morgan moved to Approve the Consent Agenda as amended.

Motion Approved 7-0.

6. Petitions, Protests, and Communications

6.A. COVID-19 Update

Dr. Mark Larson gave an update of the status of positive cases in Kittitas County, status of Kittitas School District's decision to hold in person classes and the status of case and contact work.

7. Citizen Comment on Non-agenda Issues

Stacy Hammond, 308 N Sampson Street, addressed the Council regarding alleged corruption in the Ellensburg Police Department.

8. Business Requiring Public Hearings

8.A. Resolution to Approve Preliminary Plat Application (P20-041) for Benjamin's Corner Subdivision Quasi-judicial Closed Record Hearing

The Mayor opened the Closed Record Quasi-judicial Public Hearing.

Stacy Hammond, 308 N Sampson St, commented regarding Councilmember participation.

Kirsten Sackett, Community Development Director, presented information in the staff report and recommendations from the Hearing Examiner. One question was asked of staff.

Councilmember Nancy Lillquist moved to Approve Resolution 2020-22 approving the Preliminary Plat application of Benjamin's Corner Subdivision and incorporating the Hearing Examiner's July 17, 2020 Recommended Findings of Fact, Conclusion of Law, Decision and Conditions of Approval. **Motion Approved 7-0.**

9. Introduction and Adoption of Ordinances and Resolutions

10. Unfinished Business

10.A. City Equity Initiative - Continued Discussion on Messaging Project

Mayor Tabb spoke in regards to the decision made by Council at the July 6, 2020 meeting and the responses received from the public. He also presented options for Council consideration in response to their previous decision. Councilmember Engel commented regarding the previous decision made by Council. Councilmember Lillquist also commented regarding the previous decision made by Council and suggested the Ellensburg Arts Commission be involved in a future public project.

Public comment was then taken:

Keith McGowan, 10 Larson Rd, Ellensburg, commented regarding the mural project decision and the statement at the July 20th meeting that potential materials would be available to the public.

Stacy Hammond, 308 N Sampson St, commented regarding the decision made by Council to paint Black Lives Matter and issues with the Ellensburg Police Department.

Amber Hart, 501 W 7th Ave, Kittitas, commented regarding the GoFundMe fundraiser and that the names had been shared on social media. She also spoke regarding support of equitable change.

Cory Kenoyer, 316 E 4th Ave, #4, commented regarding the BLM movement and the request for involvement of Council with the protesters.

Theresa Plue, 140 Woodhouse Loop, commented regarding the petition and information that was to be provided in an analysis done by the City Attorney.

City Attorney Weiner explained the analysis was information that was presented in the executive session, so was not presented to the public.

Karen Green, 161 Roadrunner Lane, commented regarding living and growing up in Ellensburg and recommended acknowledgement of all races that have contributed to Ellensburg's history.

Councilmember Lamb commented about her opposition to the motion to rescind the decision for painting the mural and there needs to be something else done to show support for black Americans.

Councilmember Miller commented regarding the need for Council to take action in a positive way.

Councilmember Goodloe appreciated previous comments made by councilmembers and stated that Council will follow through with a project.

Mark McCloskey, 502 Ridgeview Lane, commented regarding the religious community, and the divisive situation in the community concerning Black Lives Matter.

Councilmember Morgan responded to comments made by Mr. McCloskey.

There was discussion concerning another project in place of the mural and inclusion of the Arts Commission. Councilmembers Engel, Miller and Lamb volunteered to brainstorm ideas to present to Council at the September 21st meeting.

Councilmember Stacey Engel moved to Approve rescinding the action and funding for the entire BLM mural project approved at the July 6th meeting. **Motion Approved 6-1.**

11. New Business

12. Miscellaneous

12.A. Manager's Report

City Manager Akers reviewed information included in the Manager's Report.

Council concurred with the request to carry over funds to 2021 for the council funded grant program recipients.

Akers requested a public hearing on September 8, 2020 for review of the 2020-2026 Public Transit Plan.

Councilmember David Miller moved to Approve hold public hearing on Tuesday, September 8, 2020 for the 2020-2026 Public Transit Plan. **Motion Approved 7-0.**

12.B. Councilmembers' Reports

- Councilmember Miller attended the exit conference for the City Audit and thanked Finance staff for a job well done; attended Landmarks and Design committee meeting and will participate in an MRSC webinar for Equity and Diversity training;
- Councilmember Morgan will participate in the Kittcom Director application review;
- Councilmember Engel attended the EBDA and Parks & Recreation meetings; will attend the Planning Commission meeting next week;
- Councilmember Goodloe reported on Inclusion, Diversity and Equity group information;
- Councilmember Lillquist reported on the Airport Advisory Committee and reported the Developmental Disabilities group is offering masks to disabled residents;
- Mayor Tabb reported on the Economic Recovery Group and KCCOG work for assisting with funding county-wide,

13. Executive Session

14. Adjournment

Motion to adjourn at 8:53 pm

Mayor

ATTEST:

City Clerk



CITY OF ELLENSBURG

Minutes of Council Meeting, Special Session

Date of Meeting

August 17, 2020

Time of Meeting

6:00 p.m.

Place of Meeting

Held remotely per Governor Inslee's Proclamation 20-28.8

Call to Order and Roll Call: Stacey Engel, Nancy Goodloe, Tristen Lamb, Nancy Lillquist, David Miller, Mary Morgan and Bruce Tabb.

Others Present: City Manager Akers; Assistant City Manager/City Attorney Weiner; City Clerk Leader; Assistant City Attorney Reiman; and outside counsel, Matthew Segal

Mayor Tabb explained the special meeting was being conducted solely for the purpose of holding an executive session to discuss threatened or pending litigation under the authority of RCW 42.30.110(1)(i). Action following the executive session, if any, would not be taken until the 7:00 p.m. regular City Council meeting that evening.

Council recessed into Executive Session at 6:06 pm.

Council reconvened at 6:52 pm.

Adjourn

Motion to adjourn at 6:52 pm.

Mayor

ATTEST:

City Clerk



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Amended Minutes of City Council, Regular Meeting

July 20, 2020

7:00 PM

Held remotely per Governor Inslee's

Proclamation 20-28.7

1. Call to Order and Roll Call

Roll Call Present: Stacey Engel, Nancy Goodloe, Tristen Lamb, Nancy Lillquist, David Miller, Mary Morgan, Bruce Tabb

Also Present: City Manager Akers; City Attorney/Assistant City Manager Weiner; Deputy City Clerk Davison; Executive Assistant Gigstead; Public Works & Utilities Director Lyyski; IT/Telecomm Manager Faubion; Community Development Director Sackett and approximately 95 members of the audience.

2. Proclamations

3. Awards and Recognitions

4. Approval of Agenda

Councilmember Nancy Lillquist moved to Amend the Agenda to move item 13 - Executive Session to item 6.B and to move the current item 6.B - City Equity Initiative - Continued Discussion on Messaging Project to 6.C. **Motion Approved 7-0.**

Councilmember Nancy Lillquist moved to Approve the Amended Agenda. **Motion Approved 7-0.**

5. Consent Agenda

5.A. Approve Minutes - July 6, 2020 Regular Meeting

5.B. Acknowledge Minutes of EBDA - May 20, 2020

5.C. Acknowledge Minutes of Environmental Commission - February 19, 2020

5.D. Acknowledge Minutes of Planning Commission - December 12, 2019 and May 7, 2020

5.E. Resolution 2020-17 - 606 S Pine St - Powell street tree removal request

5.F. Award Bid Call 2020-09 Distribution Transformer Bid

5.G. Accept Resignation from Gretchen Thatcher, Planning Commission and Authorize Mayor to Sign Letter of Appreciation

5.H. Approve July 20, 2020 Voucher Listing

Councilmember Mary Morgan moved to Approve Consent Agenda as presented. **Motion Approved 7-0.**

6. Petitions, Protests, and Communications

6.A. COVID-19 Update

Councilmember Tristen Lamb provided an update on active cases in Kittitas County and detailed the statistics provided by Governor Inslee's dashboard. She responded to questions from Council regarding the closure of Irene Rinehart Riverfront Park.

Council discussed the current status of the Ellensburg Public Library.

6.B. Executive Session

RCW 42.30.110(1)(i) To discuss with legal counsel representing the agency matters relating to agency enforcement actions, or to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency. Action is anticipated after the session.

Council recessed to executive session at 7:15 p.m. for 10 minutes following Councilmembers joining a separate remote meeting; at the Mayor's request, it was announced at 7:27 p.m. the executive session would require five more minutes.

The regular session continued at approximately 7:32 p.m. Councilmember Nancy Goodloe moved to Direct the City Attorney to conduct a detailed analysis of the issues and potential options for moving forward with the messaging project, a risk analysis regarding the potential liabilities with any of the proposed actions and to continue the discussion on the messaging project to the August 17, 2020 City Council meeting.

Motion Approved 7-0.

Mayor Bruce Tabb asked that the following statement be read into the record: City Council's action to paint Black Live Matter on a street in Ellensburg has been twisted to mean that Council does not support Ellensburg's Police Department. That is simply not true. Council members know that the men and women who serve this community as officers and support staff conduct themselves professionally, with integrity, and respect for all the people who live here. Under the leadership of Chief Wade, the Department began the type of conversations with our communities of color before Black Lives Matter, before the Council's Inclusion, Diversity, and Equity Initiative, before the community conversations occurring now. EPD has led not followed. So, lest there be any confusion, City Council respects and supports Ellensburg's Police Department and the people who serve this community in that Department. Truly, together we can do better.

6.C. City Equity Initiative - Continued Discussion on Messaging Project

Per Council action, Item is continued to the August 17, 2020, City Council meeting.

7. Citizen Comment on Non-agenda Issues

Charles Noel commented on the COVID-19 Update.

Keith McGowan appreciated that Council hears the public on projects.

Theresa Plue stated concern for the safety of the signers of the petition that was submitted for item 6.C. and wished to speak on item 11.

8. Business Requiring Public Hearings

8.A. Disposal of Surplus Water Division Property

The Mayor opened the public hearing. Public Works & Utilities Director Lyyski presented information in the staff report and written comment was accepted from Mike Forman, 2451 Number 81 Rd.

Councilmember Mary Morgan moved to Approve the adoption of Resolution 2020-18, declaring as surplus to the City of Ellensburg's needs the real estate of two parcels and a residential structure located at 7640 Highway 10.

9. Introduction and Adoption of Ordinances and Resolutions

9.A. Ordinance 4855 (second reading) to correct definition of "low-income disabled citizen" in City's utility code.

Public Works & Utilities Director Lyyski reviewed information in the staff report and the request for second reading and adoption of Ordinance 4855.

Councilmember David Miller moved to Approve second reading and adoption of Ordinance 4855 to correct the definition of "low-income disabled citizen".

Motion Approved 7-0.

9.B. Ordinance 4856 (second reading) to increase the membership of the Lodging Tax Advisory Committee.

City Attorney Weiner reviewed the staff report and the request for second reading and adoption of Ordinance 4856.

Councilmember Mary Morgan moved to Approve second reading and adoption of Ordinance 4856, to increase the membership of the Lodging Tax Advisory Committee. **Motion Approved 7-0.**

9.C. Adopt Resolution to Reject All Bids - Supply and Delivery of Non-Corrosion Inhibited Solid Sodium Chloride (Rock Salt), Bid Call 2020-14

Public Works & Utilities Director Lyyski detailed information from the staff report and the request to approve the proposed Resolution .

Councilmember Mary Morgan moved to Approve the adoption of Resolution 2020-19, rejecting the bid for the Supply and Delivery of Non-Corrosion Inhibited Solid Sodium Chloride (Rock Salt). **Motion Approved 7-0.**

Councilmember Miller moved to Authorize staff to purchase product from the Washington State Department of Enterprise Services in an amount not to exceed \$50,000.00. **Motion Approved 7-0.**

10. Unfinished Business

11. New Business

11.A. Annual Comprehensive Plan Amendment Docketing

Community Development Director Sackett reviewed information in the staff report and outlined the 2020 docketing proposals.

Tricia Snyder, 708 E 7th #1, spoke in support of docket items 20-02 and 20-03.

Theresa Plue, 140 Woodhouse, expressed concern over docket item 20-03 and inquired about public participation in the comprehensive plan amendment process.

12. Miscellaneous

12.A. Manager's Report

City Manager Akers advised of a joint meeting between the Ellensburg School District and City Council on Wednesday, August 26, 2020 at 6:00 p.m. Councilmember Mary Morgan requested that open campus issues be added to that agenda for discussion.

12.B. Councilmembers' Reports

- Councilmember Nancy Lillquist spoke on an upcoming meeting with the Yakima Basin Fish & Wildlife Recovery Board in August, attended a tour of the airport facility with the new Dean and Provost from CWU and participated in the Equity Committee;
- Councilmember Nancy Goodloe attended the Equity Committee and reported that the Community Recovery Committee has sent out a letter for donations in order to continue assisting with requests;
- Councilmember David Miller attended the Council of Governments (COG) meeting;
- Councilmember Stacey Engel thanked Gretchen Thatcher for her service on the Planning Commission, appreciated the community engagement in recent events, and stated support for law enforcement;
- Mayor Tabb spoke on the evolving role of COG in non-health related Covid-19 issues and thanked Council for their engagement;

13. Executive Session

Per Council action, item was moved to 6.B.

14. Adjournment

Motion to adjourn at 8:54 p.m.

Mayor

ATTEST:

Deputy City Clerk



COMMUNITY DEVELOPMENT DEPARTMENT
501 North Anderson Street, Ellensburg WA 98926

MINUTES OF ELLENSBURG CITY AFFORDABLE HOUSING COMMISSION

Date and Time: Affordable Housing Commission meeting, June 17, 2020 - 4:30 p.m.

Place of Meeting: City Council Chambers

Present: Nancy Goodloe, Nathan McQuinn, Hannah Tower, Sarah Bedsaul, John Perrie, Dolores Gonzalez, Charli Sorenson

Absent:

Others Present: Planning Manager, Jamey Ayling; Community Development Director Kirsten Sackett

1. CALL TO ORDER

Chairwoman Goodloe called the meeting to order at 4:30 pm.

2. APPROVAL OF THE AGENDA

Commissioner Perrie made a motion to approve the agenda as presented. Commissioner McQuinn seconded. All in favor, motion passed.

3. APPROVAL OF MINUTES – March 4, 2020

Commissioner Bedsaul made a motion to approve the minutes of March 4, 2020 as presented. Commissioner Perrie seconded. All in favor, motion passed.

4. NEW BUSINESS

a. Discussion of finances, sales tax reporting and bonding - Update from finance Director Jerica Pascoe

Finance Director Jerica Pascoe provided a status update on the affordable housing sales tax fund, noting that much has changed since the Commission last met in March. While the AHC may have previously wanted to do bonding, her opinion is that it is not a good time even though interest rates are low at 2%. She said that bonds are predicated upon a stable revenue stream, and they are anything but that as the full impacts of COVID19 are still unknown. The revenue stream for the affordable housing fund is based on sales tax, which is certainly not stable. She shared the May budget report. The 2020 budget revenue projection of \$659,000 will not be achieved, and she believes the number may be closer to \$400,000 by year end. She shared that based on the two grant contracts that were awarded last year – for Crytyl and Hopesource – it will take 6 additional months to accumulate the funds needed to pay out those awards. Considering the current projects, the AHC is looking

at around \$70,000 in cash available by the end of the year. The option for bonding will always be available in the future, but she would recommend that now is not the time to do it.

In sharing the budget numbers, Pascoe referenced an outlay of \$50,000 pulled from the sales tax rebate fund from the State. Chair Goodloe explained that when COVID hit and businesses shut down and people lost their jobs, the City Council committed \$50,000 to go towards HopeSource to provide rental assistance aid. They anticipated that it would fund 25 families for about 3 months of rent. That proposal was brought to Council and approved in April. Director Sackett noted that all of those documents were included in the agenda packets.

In regard to bonding, Commissioner Bedsaul noted that it would not be fiscally responsible to go after bonds at this time. Director Pascoe agreed, and said there should still be a few years of good interest rates available. There was consensus amongst the commissioners to hold off on bonding.

Sorenson recommended that Council provide even more funding for rental assistance. She shared that she is on the committee reviewing requests for assistance and there are numerous requests for assistance for both rent and utility payments. She is also on a resiliency committee based out of Yakima looking at providing similar assistance. She shared several anecdotes of the challenges our community members are facing.

The Commission thought it would be ideal to make available any remaining funds for rental assistance, but it was pointed out by Director Sackett that the affordable housing money was limited to the *construction* of affordable housing. Only the sale tax rebate funding was made available by the State to be used for rental assistance. The Commission still thought it would be useful to seek out any means to help out the community members.

b. Develop an application form for funding applications outside of the formal RFP process.

Goodloe suggested moving this item to the end of the meeting, in order to first talk about the other items related to budget.

At the end of the meeting, Planning Manager Ayling provided a brief overview of this agenda item. He said he would be reducing down the list of the previously-developed 2020 priorities to something workable. It's about creating a more flexible application outside the RFP process. He will begin working on an application and bring it back to the Commission at the next meeting.

5. OLD BUSINESS

None.

6. CITIZEN COMMENT

7. STAFF UPDATE/DISCUSSION ITEMS

a. Monthly Budget Report

Ayling ran through each of the monthly budget reports included in the packet, from February through May.

b. Update on Rental Assistance Funds.

This item was discussed earlier in the meeting, as part of the update from Director Pascoe.

c. 2019 RFP award project updates.

Ayling said that Hopesource has been awarded funding from the County to go towards their multifamily housing project, but the amount is currently unknown. He will be visiting with Craig Kelly this week to get more details on the project which he will share with the Commission.

Ayling stated that Crytyl will be pulling together new budget numbers based on the requirement to pay prevailing wages. Bedsaul expressed frustrations that this wasn't known prior to putting out the RFP. Sackett explained to the Commission that any perceived holes were in the language of the RCW, and that the City hired outside legal counsel to provide an answer. She said that Ellensburg was the first City in the state to put into place the sales tax funding for affordable housing. As such, we were really a pilot community in figuring out best practices and procedures. She noted that other jurisdictions are lobbying the state for more clarity in the RCW, including a desire to know if the money can be used to pay for administration/staffing of an affordable housing program. Staff explained that the impacts of paying prevailing wages meant that the applicant needed to increase his project costs because he would have to pay the laborers higher wages than previously projected. However, the sales prices of the homes would still have to be maintained at a price point that fall with the affordable housing criteria.

Ayling stated that staff has suggested a workable solution and we are making the best of the situation to work with our awarded applicants. Discussion ensued on the topic of prevailing wages. Sorenson asked if the City could ask for a waiver from the State to allow the project to proceed without paying prevailing wages. Bedsaul requested the rationale for how the decision was made to require prevailing wages. Ayling said that he did not have the answers to those questions, but he would check with the City Attorney prior to the next meeting. The Commission asked him to request that City Attorney attend the next meeting, or at least share his feedback.

d. Housing Action Plan Grant Award.

At the March meeting, the Commission was informed that we had applied for a Department of Commerce grant, and the City was successful in receiving that grant. A Housing Action Plan will need to be completed and submitted to Commerce by June 2021. Ayling explained that the Housing Action Plan will be a working document that can be added to and developed upon over time. The point is to get an end product that will be useful to the community. He also said it is a one-time grant, with no match required.

7. COMMISSION REPRESENTATIVE UPDATE

Goodloe asked about how often the AHC should meet. They agreed that once a month would be best, and that the next meeting would be held on July 15, the third meeting of the month.

8. ADJOURNMENT

Perrie moved to adjourn. Goodloe adjourned the meeting at 5:50 pm.



**COMMUNITY DEVELOPMENT DEPARTMENT
501 North Anderson Street, Ellensburg WA 98926**

MINUTES OF ELLENSBURG CITY AFFORDABLE HOUSING COMMISSION

Date and Time: Affordable Housing Commission meeting, July 15, 2020 - 4:30 p.m.

Place of Meeting: Remote meeting held via Zoom

Present: Mayor Bruce Tabb, Nathan McQuinn, Hannah Tower, Sarah Bedsaul, John Perrie, Dolores Gonzalez, Charli Sorenson

Absent:

Others Present: Planning Manager, Jamey Ayling; Community Development Director Kirsten Sackett

1. CALL TO ORDER

Chair Tabb called the meeting to order at 4:30 pm. He shared that Council Member Goodloe had been reassigned to the equity and diversity initiative and that he would be now chairing the Affordable Housing Commission.

2. APPROVAL OF THE AGENDA

Commissioner Perrie made a motion to approve the agenda as presented. Commissioner McQuinn seconded. All in favor, motion passed.

3. APPROVAL OF MINUTES - June 16, 2020

Perrie moved to approve the minutes of June 17, 2020 with the amendment proposed by Commissioner Gonzalez to correct the spelling of her name. Commissioner Bedsaul seconded. All in favor, motion passed.

4. NEW BUSINESS

- a.** Develop an application form for funding applications outside of the formal RFP process.

Planning Manager Ayling stated that at the previous meeting they discussed creating an application that could be used as a mechanism for the Commission to formally approve applications outside the formal RFP process.

Ayling referred to the overview document included in the packet, which highlighted options for the Commission to consider. One option is the standard RFP process, while a second option could be through sole sourcing for projects that can only be accomplished by certain groups or developers. A third option could be an "over the counter" type application. With this option, applicants propose an idea and submit it for consideration at any time. He

utilized the first couple of pages from the RFP application that could be utilized as a means to formally apply.

Chair Tabb called for discussion and noted that the City does have the opportunity to go outside the RFP process right now. Commissioner Bedsaul said her understanding, based on the last commission meeting, was that we don't have any funding available to provide opportunities.

Bedsaul said she is still interested to better understand all of the requirements for the available funding. She would like a much clearer picture of what those are. She is not sure it will do any good to create these application processes – of sole source, or prevailing wages – if applicants have to jump through hoops like paying prevailing wages.

Ayling said that the prevailing wage piece is not negotiable. It is part of the RCW that created the funding opportunity. Bedsaul said she is not really sure where that came from. She said that the Commission is not getting good information from the City about how the decisions are made to require prevailing wages. Director Sackett explained that the City Attorney had hired outside counsel to write up a legal opinion as to whether prevailing wages were required. She said that another question that the Commission asked at the last meeting was whether or not the requirement to pay prevailing wages could be waived. The question was posed, and the simple answer is that it is state law and cannot be waived.

Tabb referenced the option paper provided by Ayling. Gonzalez asked if the submittal requirements could include the need to identify which housing needs would be met, as outlined in the current housing needs assessment.

Tabb thought the sole source option was a little bit confusing, based on the options that were provided. He asked how the sole source would be different than over the counter (OTC). Sackett explained that in this scenario it would be the City soliciting a proposal from just one entity. This would be used only in the event that the City identified a very unique project that could only be created by a certain type of entity, ie. non-profit versus private developer. Gonzalez thought that the purpose was to be equitable. Bedsaul thought it would need to be a very unique situation to utilize the sole source process.

Tabb said we could look to get the prevailing wage opinion out to the Commission, or the portion of it that was appropriate to be shared.

Commissioner Tower asked if we go with the OTC permit idea, would there be a list of requirements that would need to be met if they applied. Tabb said that is the question before the Commission – what would they like the staff to work on and include in developing an application process.

Tabb referred to the vetting process found on the second page, that could include items like consistency with zoning, prevailing wage, or other items that the developer needs to pay attention to.

Bedsaul doesn't think that the RFP application the Commission created is really that cumbersome. She wanted to know if we can just have this open process all the time using the same application form we previously used for the RFP.

Tower thinks that the information is already out there, and she thinks that simplifying it might just be a means of slowing things down. The applicant might not be aware of what needs to

be submitted, and the Commission might not get all of the information they really need to evaluate a proposal.

Commissioner Perrie said that a developer will be looking at a simplified application trying to figure out what needs to be done. Sometimes the simpler you try to make something, the more complicated it could get.

Tabb said that the intent is to move forward with a more open process, and not so much the RFP process. That would still require the inclusion of the different types of projects that could be considered – such as rehab, new construction, etc.

The Commission decided that rather than trying to simplify the application more, they would like to simply to ask a potential applicant to use the former RFP application form already created.

Bedsaul thinks if the AHC could be more flexible, we might be able to capture more projects. Tabb suggested that if the AHC did have several projects they would like to support, it might be easier to go after bonding for those specific projects. The idea is to expedite the ability for any project to come forward and be considered.

Gonzalez said that one thing that was discussed previously was to coordinate funding with the state's grant process. She thinks that it needs to be built into the schedule to be reviewing and approving projects every few months or so, not just every meeting. Tabb suggested that they base the AHC review on a case-by-case basis, as sometimes the financing windows are tight. Bedsaul noted that if a non-profit is going after layered funding, a lot of times grants can be given just based on Letters of Intent.

Tabb said he wants to develop an open application process. The Commission just needs to develop the list of parameters. If a developer decided they wanted to proceed, they would be given the RFP application form and it could be reviewed by the Commission.

The Commission is available to review on a quarterly basis, or on a rolling basis if the proposals were time sensitive. The applications would go to the Commission for review, evaluation and recommendation, then forwarded to City Council for final approval.

Bedsaul thinks it would still be a good process for the AHC to evaluate the applications. She felt like it created good dialogue to discuss the proposals.

Tabb said that we just need to develop the one-pager introduction.

He asked the Commission if they explored the idea of helping to fund ADU's. Sorenson said that last year they had talked about a PR campaign saying they had funding available.

Tower thinks that trying to be prepared for every scenario is just slowing down the process in general.

5. OLD BUSINESS

None.

6. CITIZEN COMMENT

7. STAFF UPDATE/DISCUSSION ITEMS

a. Monthly Budget Report

Ayling ran through the June monthly budget report included in the packet. He noted that we are at 50% of the year, and the budget is at 51%, but it should start declining as the lag in sales tax due to COVID starts to catch up.

b. 2019 RFP award project updates.

Ayling said that Hope Source did secure funding from the County - \$332,816. They had asked for a \$400,000 commitment from the City of Ellensburg. Ayling said that staff is still asking for clarification on the final budget numbers. There was a question about the impact of the prevailing wage requirement for their project. He said that staff will have a draft contract by the end of the week, we just need final numbers from Hope Source to plug into the contract.

Ayling said that with the Crytly project off Bender, Staff is currently exploring some alternative options with him.

7. COMMISSION REPRESENTATIVE UPDATE

Tabb shared that Kittitas County Habitat for Humanity has merged with King County Habitat. Two of our local board members will go onto the King County board. We will keep a local advisory board as well. Tabb has met with their CEO and some of their board members. He thinks this is an exciting opportunity as they bring knowledge, skills and assets. They would love to come introduce themselves to the Commission at their next meeting. The purpose would be just to inform the commission on the work that they do.

Bedsaul said she would want to hear from them about how they would work and interface in our local community.

Discussion on when to hold future meetings. It was agreed to go to the first Wednesday of the month. Next meeting was set for August 5, 2020.

For the next agenda, Commissioner Sorenson asked about discussing the eviction moratoriums and whether the City could authorize any additional rental assistance money. Tabb noted that there might be some additional funding coming through the CARES Act that could be distributed. The final numbers won't be known until the September meeting.

8. ADJOURNMENT

Perrie moved to adjourn. Tabb adjourned the meeting at 5:52 pm.



ELLENSBURG ARTS COMMISSION MINUTES

February 13, 2020 4:00pm

Council Chambers Conference Room

Commissioners Present: Alex Eyre, Jerry Dougherty, Arlein Anderson, Cassandra Town, Laura Bobovski, and Monica Miller

Commissioners Absent: Brian Kooser (Chair excused absence)

Others Present: Council Liaison Tristen Lamb, Staff Carolyn Honeycutt, and Community Development Director Kirsten Sackett (until approximately 5pm)

Call to Order: Chair called the meeting to order at 4:00 pm

Approval of Agenda

Motion to approve agenda for February 13, 2020 meeting of the EAC, Anderson; second Town.

Approved.

Citizen Comment on Non-Agenda Items – none

Guest Speaker/Presenter/Correspondences

- Film Festival – received an email from Ginny Blackson of the EFF requesting permission for changes to their grant for 2020 due to altering event plans.

Motion to approve changes as submitted, funds to be used for acquisition of films and awards only, Miller; second Eyre. Discussion regarding concern that there are no specific dates and whether funding for awards is appropriate.

Approved. Dougherty abstained.

- Valley Musical Theatre – received an email from Jessica Solberg of VMT regarding changes to their grant for 2020 due to altering event plans.

Motion to approves changes as submitted, funds to be used for any appropriate event expenses with the exception of marketing outside of Ellensburg, Miller; second Town. Discussion concerning dates of their event conflicting with other events.

All approved.

Financial Report – no report

Approval of Minutes

Motion approve the minutes of the January 9, 2020 meeting of the EAC, Bobovski; second Town.

Approved

New Business - none

Old Business – discussion regarding sign restoration brought to commission at the January 9 meeting by Chris Schambacher. Commissioners agreed that this was not under the purview and did not require action. Staff to reach out with other direction to Mr. Schambacher. Anderson

requested that he be put in touch with her regarding potential placement on the Ramsey building.

Committee Reports

1. Funding

- EAC Grant Application – staff informed commissioners that city staff that oversee council funded grants will have a meeting next week to align grant applications and process as well as discuss application inconsistencies. Updates will be brought to the March meeting for input on other updates to the application.
- Poet Laureate – (moved from Public Art committee) Committee worked on the application which the commissioners had the opportunity to send comments to staff. Commission finalized dates. Panel, per the Art Policy, will consist of the Arts Commission and poet Kathy Whitcomb (CWU Professor). Application will be released within the next few days with three top candidates being interviewed by the commission at the April 9 meeting. Final selection will go to council for approval.

2. Public Art

- Bus Shelters: no updates
- Elliott installation – Dedication dates – Middle School assembly Tuesday, February 25 at 12:45 pm (not a public event). Public dedication – Friday, February 28, time TBD. Eyre will work on coordinating what the events look like.
- Plaques – no updates
- Town Center – staff will reach out to Brad Case to set up a meeting with the Public Art Committee to discuss further working together on this
- Skate Park Mural – this needs to go through the Mural Application process. Staff will reach out to Community Development on process.

3. Advocacy

- Miller updated on Arts and Heritage Day in Olympia. InspireWA (formally the Washington State Arts Alliance) expanded to include the Sciences.
- They were instrumental in the Cultural Access law for cities or counties to add a sales tax to benefit cultural programs. Could be a benefit for Kittitas County to consider.
- They are requesting an increase in the Building for the Arts Fund and to change the matching requirements.
- Also requesting funds from the capital budget for Creative Districts and to evaluate and access the state's largest public art piece, which is Richard Elliott's Circle of Light on the Sundome, to repair the white reflectors that have popped off. Asking for \$97,000 to do the evaluation.
- US Representative Kim Schrier was in town recently and toured Hotel Windrow. The current federal budget recommends zero dollars for the National Endowment for the Arts. This happened last year but they ended up increasing the funding.

4. Art Walk – Hotel Windrow and CWU Continuing Education have joined the walk.

Unscheduled Business: Eyre met with CWU Chief of Staff Linda Schactler on CWU potential involvement in a city or county-wide Cultural Assessment.

Adjourned Chair adjourned the meeting at 5:35 pm.

Next Meeting Thursday March 12, 2020

Drafted: 2/13/2020

Approved: 3/12/2020



ELLENSBURG ARTS COMMISSION MINUTES

March 12, 2020 4:00pm

Council Chamber Conference Room

Commissioners Present: Alex Eyre, Jerry Dougherty, Laura Bobovski, Arlein Anderson (via phone until 5pm), Monica Miller, Brian Kooser (4:25pm), Cassandra Town

Commissioners/Others Absent: Council Liaison Tristen Lamb

Others Present: Staff Carolyn Honeycutt

Call to Order: Chair Eyre called the meeting to order at 4:00pm

Welcome Guests: Eyre welcomed guest Una McAlinden via Skype. Una provides consulting services and facilitation design to schools, districts, and other organizations seeking creative, feasible, and sustainable ways to advance their goals and is the past Executive Director for ArtsEd Washington. Una discussed what the process for a Cultural Assessment would look.

Approval of Agenda: Anderson motioned to approve with the addition of discussing a potential Cultural Assessment Proposal under New Business and moving Poet Laureate to the Funding Committee; seconded Dougherty. **Approved.**

Approval of February 13, 2020 Minutes: Town motioned to approve; seconded Bobovski. **Approved.**

Citizen Comment on Non-Agenda Items – none

Budget/Financial Report no report from staff. Commission discussed NPR contract.

New Business

Cultural Assessment – Commission discussed how they could go about doing a Cultural Assessment. This would involve the creation of an RFP and involvement from other City departments. There is an ArtsWA grant that the commission could apply for that is due April 10. Miller, Anderson, and Town will work on moving this forward with staff.

Old Business - none

Subcommittee Business

1. Funding-
 - a. 2020 Grants – Saff will connect with City Attorney on changes to contracts depending on how Covid 19 progresses and will communicate with grant recipients.
 - b. Poet Laureate – no updates
2. Public Art
 - a. Skate Park – Eyre and staff took a look at the tile artwork and the skate park and commission discussed official adding it to the city collection.
 - b. Commission discussed the addition of the artwork at the Stan Bassett Youth Center to the city collection.
 - c. Bus Shelters – waiting to hear from Public Works as to the specifics of the new shelters before the artwork is ordered.
 - d. Elliott Installation Dedication – there was a nice crowd as well as members of the school board and council.
 - e. Town Center – no updates
 - f. Plaques – no updates

3. Advocacy/Public Relations
 - a. Legislative Updates – no new updates
 - b. Public Outreach – commissioners will begin writing letter to the editor to promote the arts and the work of the commission.
4. Art Walk – no updates

Unscheduled Business

None

Announcements

None

Adjourned Chair adjourned the meeting at 5:30pm.

Next Meeting: April 9, 2020

Drafted: 8/10/2020

Approved: 8/13/2020

Respectfully submitted by: Carolyn Honeycutt, staff



ELLENSBURG ARTS COMMISSION MINUTES
July 16, 2020 4:00pm
ZOOM Call

Commissioners Present: Alex Eyre, Jerry Dougherty, Arlein Anderson, Monica Miller, Brian Kooser, Cassandra Town

Commissioners/Others Absent: Laura Bobovski (excused), Council Liaison Tristen Lamb,

Others Present: Staff Josephine Camarillo, Staff Carolyn Honeycutt

Call to Order: Chair Eyre called the meeting to order at 4:06pm

Approval of Agenda: Eyre motions to accept; seconded Miller. **Approved.**

Approval of March Minutes: Tabled

Approval of June Minutes: Miller motions to accept with corrections; seconded Anderson. **Approved.**

Citizen Comment on Non-Agenda Items – Per the Washington Governor's Proclamation No. 20-28.1, no public comment will be taken at the meeting.

Budget/Financial Report Tabled

New Business

None

Old Business

Creative Relief Fund Grant Applications:

- 28 applications received.
- Funding Committee reviewed applications. They would like to open the grant for a second round in hopes to reach other artists/organizations that were unaware of this opportunity.
- Poetry Prowl removed from Creative Relief grant. They will continue to receive their 2020 EAC grant.
- Individual artists will be vetted by Commissioners to validate their eligibility.

*Staff will meet with Akers and Weiner regarding future budget predictions.

*Staff will look into changing Ordinance if individual artists do not qualify.

Motion made by Eyre to accept Funding Subcommittee's recommendation list of Creative Relief Grant awardees subject to further documentation of required criteria of eligibility. Seconded by Town. Abstentions- Miller.

Motion Approved.

Subcommittee Business

1. Funding-

- a. Juried Art Selection Committee (Anderson, Kooser, Bobovski, Schlanger, Lamb) met and selected pieces as well as a piece for City permanent collection. Cost came well under budget.

*Staff will send artwork to Jim's Glass and follow-up with Josh Mattson.

*Staff will confirm with Akers/Weiner in regards to spending extra money on additional bus shelter.

b. Poet Laureate

i. Two applications received.

ii. Due to current health state of Kittitas Co. and social gathering restrictions, commission recommends postponing till 2021.

Motion made by Miller to postpone Poet Laureate Award to 2021. Seconded by Town.

Motion Approved

c. 2021 Art Grant

i. Grant applications scheduled to open soon. No information on website.

ii. Current application will need to be updated.

*Staff will find original application to update.

*Staff will schedule meeting to discuss changes and timeline.

*Staff will look into reinstating Arts Commission Facebook page.

2. Public Art

a. Bus Shelters

i. 11 Bus Shelters slated to be installed late July 2020. Additional shelter still in need of artwork. 10 artists previously selected for the 10 shelters with 3 as alternates should one of the 10 cannot work.

Motion made by Anderson to approve EAC to fund artwork for additional shelter. Seconded by Town. Abstention-Miller.

Discussion: Miller recommends opening a call to artists for additional shelter Motion withdrawn. Chair reopens the vote.

Motion made by Town to hold a new artist call for additional shelter. Seconded by Miller. Abstentions- Anderson.

Motion Approved.

3. Advocacy/Public Relations

a. EAC changed messaging on NWPR.

b. Committee working on submitting letters to the editor advocating the value of the artists and the arts.

4. Art Walk

a. Event suspended until further notice.

Unscheduled Business

None

Announcements

Eyre attended Laughing Horse meeting.

Adjourned Chair adjourned the meeting at 5:45pm.

Next Meeting: August 13, 2020

Drafted: 7/16/2020

Approved: 8/13/2020

Respectfully submitted by: Josephine Camarillo, Staff substitute.

**ELLENSBURG BUSINESS DEVELOPMENT AUTHORITY
dba CenterFuse
BOARD OF DIRECTORS MEETING MINUTES**

REGULAR MEETING
Wednesday, July 8, 2020 – 4:00 pm
Virtual Meeting

In attendance: Jared Vallejo, Linda Schactler, Garrett Poshusta, Grant Clark, James Jankowski, John Perrie, Andreas Bohman and City staff Beth Leader, Kirsten Sackett and Carolyn Honeycutt

Excused absence: None

1. Chair Vallejo called the meeting to order at 4:05 pm
2. Approval of Agenda. Garrett Poshusta moved, Linda Schactler seconded. Motion approved with all in favor.

Carolyn Honeycutt stated she wanted to speak regarding distressed sales tax.

3. Approval of Minutes. Garrett Poshusta moved to approve the minutes of the June 17 meeting. Linda Schactler seconded. Motion approved with all in favor.
4. Board Business

a) Discussion of Discount Rent for Tenants and Past Due Accounts

Jared had no update. He will send an email out to all tenants.

b) Outline of Current Open Projects and Next Steps

RFP Process – Linda gave an update on the status of the Broadband RFP and that Department of Commerce has requested a match for the grant in the amount of \$5,500. Questions from vendors on the proposal are due July 15th and Proposals are due July 29th.

Incubator space – Carolyn gave an update on the incubator status of appraisal and the airport incubator space. There was discussion regarding disposition of the incubator building and making a presentation to City Council regarding such.

Website – Jared explained it's currently active and work is complete.

c) Subcommittee Work Plans

SpaceForce – James reported he and John are still working together regarding the Airport leases and getting things in order when businesses

inquire for space.

MegaForce – Garrett reported he has tried to connect with Ben Faubion regarding the downtown WIFI, and Jared gave a brief update.

FutureForce – Linda discussed how to work into the Strategic Plan.

d) Pre-Approval of Payment to Great American Assurance

Linda Schactler moved the Board approve payment to Great American Assurance Co. in the amount of \$7,650. Andreas Bohman seconded. Motion approved with all in favor.

Carolyn commented that the Resolution for the EBDA budget needs to be updated and submitted to the City Finance Department.

e) 2019 EBDA Tax Return

The information was presented and members had no questions. Grant Clark will sign the return.

Grant Clark moved to accept the 2019 Tax Return. James Jankowski seconded. Motion approved with all in favor.

There was discussion regarding the current number of CWU employees on the board. John Perrie stated the current board is strong because of the people serving on the board, not because of their employers.

Carolyn will set up subcommittee meetings through ZOOM.

It was mentioned the Planning Commission will be considering changes to the Comprehensive Plan and participation in public hearings will be advertised.

Adjournment: Meeting adjourned 5:07 pm

Drafted: 7/14/2020

Approved: 8/12/2020

Submitted by: Carolyn Honeycutt, staff



COMMUNITY DEVELOPMENT DEPARTMENT
501 N. Anderson St., Ellensburg WA 98926

MINUTES OF THE LANDMARKS & DESIGN COMMISSION REGULAR MEETING

Date and Time: Wednesday, February 19, 2020, 5:45 p.m.
Place of Meeting: Council Chambers, Ellensburg City Hall
Present: Members: Chairwoman Mollie Edson, Dorothy Stanley, Amy McCoy, Megan West, Marty Blackson, Marc Brown
Absent:
Others Present: Stacey Henderson, Senior Planner - Historic Preservation; Kirsten Sackett, Community Development Director; and three members of the public

Note: These are **Summary** Minutes *not* Verbatim Minutes

1. Call to order and roll call of members

Meeting called to order by Chairwoman Edson at 5:45 pm.

2. Approval of the agenda

Commissioner Stanley made a motion to approve the agenda as presented. Commissioner McCoy seconded.

All in favor, motion passed.

3. Approval of the minutes of the Meeting of November 19, 2019.

Commissioner West made a motion to approve the minutes of November 19, 2019. Commissioner Stanley seconded.

All in favor, motion passed.

4. Old Business

5. New Business

- a. **Public Hearing for Consideration of a COA (P20-005)**, submitted by Madison Ford with the Chamber of Commerce, for the installation of vinyl signs on both sides of the existing free standing 9' x 5' sign on 4th, between Pearl and Main Street. Parcel ID #146933.

Chairwoman Edson opened the public hearing and explained the procedures of the hearing. No issues were raised and no one in the audience objected to the participation of any of the Commissioners.

Senior Planner Henderson presented the staff report. She stated that the Chamber of Commerce is proposing to add vinyl signs on both sides of an existing sign pole near the Ellensburg Travel Center, located on the northeast corner of 4th and Pearl. She displayed a

photo of the existing sign which currently has no signage, and then displayed the proposed signage to be installed on both sides. She explained that the building and the sign are not considered to be historic, but they are located within the historic downtown district. She referenced the code language from ECC 15.280, which requires review by the Landmarks Commission for signs in CC and CC-II zones. She said that staff has reviewed the criteria in the code and found the signage to be compatible with the surrounding area of the historic district. As such, staff is recommending that the COA be granted by the Commission, as presented with no conditions.

Madison Ford, 1326 N. Brook Court, Director of Tourism and Events from the Chamber of Commerce testified. She said the Chamber wants to revamp the signage after working with a destination marketing consultant. They received a recommendation to make the building more light and bright. She also visited with the Director of Gallery One to discuss ways that they could incorporate more arts in to the building. They were looking for more ways to make the building look more like a visitor's center. They have heard that a lot of people don't know that it is a Visitor Center, and they want to make it more obvious and welcoming. She displayed a photo of what the signage will look like next to the building.

Staff did not have anything to add, and neither did the applicant. There were no other members of the public beyond the applicants.

Chairwoman Edson asked if the Commissioners had any questions. Edson asked if there was any lighting behind the sign. Ms. Ford responded that there was not lighting. She did note that they will also be utilizing perforated window clings on the inside of the windows. Commissioner West asked if the consultant designed the signage, and Ms. Ford explained that the consultant simply devised a proposed work plan for their "My Ellensburg" marketing campaign that included the visitor center. The Chamber staff developed the actual design work.

There were no other questions. Edson closed the public hearing and opened it up to deliberation by the Commission. There was none.

Commissioner McCoy read the Findings of Fact as outlined within the Staff report and made a motion that the Certificate of Appropriateness (COA) be granted by the Commission to allow for the installation of the vinyl signs on both sides of the existing sign on 4th Ave., with no conditions.

Commissioner Blackson seconded. There was no discussion.

All in favor, motion passed.

- a. **Public Hearing for Consideration of a COA (P20-006)**, submitted by Madison Ford with the Chamber of Commerce, for installing two lockable bulletin boards for art display on the exterior of the Ellensburg Visitor Center on the corner of 4th and Pearl. Parcel ID #146933.

Chairwoman Edson opened the public hearing and explained the procedures of the hearing. No issues were raised and no one in the audience objected to the participation of any of the Commissioners

Senior Planner Henderson presented the staff report. She said that this COA was also submitted by Madison Ford with the Chamber of Commerce. This project is specific to the old bank drive-thru building, which is currently being utilized as a Downtown Visitor Center. She explained that the Chamber would like to install two lockable billboards on two sides of the building where there are blank wall areas, with the purpose of displaying rotating artwork. She

displayed photos of the building with a visual depiction of the lockable billboards. She also displayed information describing the technical aspects of how the billboards would be hung.

She said staff has reviewed the code criteria and finds the proposal to be in keeping with the code standards, and that the proposal is compatible with the character of the surrounding neighborhood.

Ms. Ford approached the commission. She said they drove around town trying to come up with ideas for the building. They are trying to create a livelier, more beautiful environment. She said this a pretty basic installation and removal process.

Staff did not have anything to add, and neither did the applicant. There were no other members of the public beyond the applicants.

Chairwoman Edson asked if the Commissioners had any questions. Commissioner Blackson asked if the graffiti will be removed. Ms. Ford said that it depends. They need to know if the billboards will cover it, but they don't want it to look tacky, so they are looking at options on how to make it look nice and clean. Edson asked what the selection process would be for selecting the artwork that will be installed in the lockable billboards. Ms. Ford said she talked with the Ms. Miller of Gallery One who recommended that they work with the Arts Commission. Ms. West asked if it would be all Gallery One artists, and she said no, the Arts Commission would vet the artwork and come up with a fair selection process. Edson asked about drilling into the brick, which is not preferable. Ms. Ford said they are going to have a contractor come out and work with them to make sure the installation can take place in a secure, stable manner that won't cause any crumbling. Commissioner Brown, said that it would be advisable to drill into the mortar, and they could get some fasteners to help align the installation with the mortar, rather than drilling into the bricks. Ms. Ford said they went through a fairly extensive process to find a high quality contractor.

There were no other questions. Edson closed the public hearing and opened it up to deliberation by the Commission. McCoy said she hoped that with the installation of artwork, that it would be a deterrent to future graffiti on the building.

Commissioner Blackson read the Findings of Fact as outlined within the Staff report and made a motion that the Certificate of Appropriateness (COA) be granted by the Commission to allow for the installation of the lockable billboards for the display of artwork, with one condition:

1. That the installation take place in a manner that minimizes the damage to the exterior brick of the building, and is consistent with the Secretary of the Interior's Standards.

Commissioner McCoy seconded. There was no discussion.

All in favor, motion passed.

6. Old Business

- a. **Commission approval for a 2020 grant amendment.** Mollie Edson, agent for 420 N Pearl LLC, is seeking approval from the LDC to for an amendment to the 2020 historic preservation grant awarded for the building located at 420 N. Pearl

Chairwoman Edson recused herself from the discussion. Commission McCoy introduced the agenda item. Senior Planner Henderson stated that this is a proposed amendment to a historic preservation grant awarded for the 2020 year. She explained that 420 Pearl, LLC had been

awarded a \$5000 grant for façade repair work to the exterior of the 420 N. Pearl building. She said that due to safety concerns, the work was done in 2019. She explained that the City does not have the legal authority to distribute 2020 funds for work completed in a prior year, and without an executed contract in place. She said that Staff has worked with the applicant to apply for an amendment to the original grant, which will propose different façade improvements on the exterior of the same 420 N. Pearl building. She displayed some photos showing the exterior of the 5th Ave. side of the building. She explained that the proposal would clean up some “improvements” made in the 60’s which were not historic to the building. She said that staff feels that the proposed improvements are in keeping with the goals of the grant program. The applicant filled out a new application, with a new budget, work plan, renderings and a narrative describing what the amendment is for. In addition, the applicant provided a rendering of what the exterior would look like. She referred to the goals of the grant program, which were included in the agenda report.

Marc Brown wanted to know if we had renderings of what the building originally looked like, to ensure that the changes actually would be in keeping with the original structure. Edson said that they do not have a rendering of the original, but they do know that the swamp cooler was installed in 60s and that the door was closed in. In response to a question, Edson said that this is just an additional door into the building, and the main entrance will still remain on Pearl Street. She does have an architect working on this who will produce clearer renderings than the preliminary sketches seen in this proposal, but they were in a time crunch to get this prepared for the commission.

Megan West made a motion to approve the new grant project. Stanley seconded.

All in favor, motion passed.

- b. **Commission approval for an extension to a 2019 grant approval.** Sadie Thayer, agent for the Kittitas County Historical Society, is requesting an extension for the 2019 grant awarded for the educational plaques within the Ellensburg Historic Districts.

Chairwoman Edson introduced the request from the Historical Society, which was asking for an extension to their previously awarded 2019 grant proposal. Senior Planner Henderson explained the work the Historical Society has done on the project thus far, and that the delay comes from steps they have taken to ensure that the materials chosen will be appropriate for Ellensburg climate. Ms. Thayer indicated in her request that they have met with the city of Cle Elum to discuss successes and challenges they ran into with regards to materials for a similar project in their area. Brown said that Cle Elum had used aluminum plates with laser printing on them, and they all faded within 6 months.

Ms. McCoy made a motion to extend the grant for the plaque installations. Stanley seconded. Ms. West said she thinks this is a great project.

All in favor, motion passed.

7. Citizen Comment

There was no one in the audience.

8. Staff Update/Discussion Items

- a. Preservation Consultant Update

Director Sackett said that the department now has a historic preservation consultant with an

executed contract for professional services.

b. CLG Grant Opportunities

Ms. Henderson referred to information provided in the packet, regarding grants being offered by DAHP to CLG towns. She also provided a list of projects that had been awarded in previous years. Staff thought it might be appropriate to seek a grant to conduct some inventory work to get more properties listed, either individually, or within a district.

Edson said that she had asked this to be put on the agenda. She thought that the Commission could start looking for areas that they could work on. The deadline for this grant is April 24, and the Commission is going to start thinking about what they would like to suggest for possible projects.

9. Commission Representative Updates.

Stanley has been looking at the National Register application for the 1st Railroad Addition, and she noted that there were 12 non-contributing structures. Many structures were not eligible at the time the nomination was prepared because of the age of the structures. She said that many of them are now over 50 years old, and would likely be eligible now. Sackett explained the process for updating the district, and that it would be similar to the process followed to update the National Downtown District. Stanley said that there are some other great areas with homes that are now eligible for listing.

Stanley brought up the drilling into the cast iron. The Commission recently reviewed proposals to install signage by drilling into the cast iron posts buildings around town. Henderson said she drove around town to get pictures. She also talked to Michael Houser with DAHP about the concept, and he agreed that it is hard to repair once you drill into the cast iron. He sent some alternative options for how to hang signs, etc, which would not damage the buildings. She said that she would begin working with applicants on a case by case basis to try to prevent that type of damage from being proposed.

Stanley brought in the copy of the book that Fiona Gibson had recommended for the Commission. She had finished reading it, and brought it for others to borrow.

McCoy brought up concerns over the color of one of the houses that was repainted in a bright blue color. They would like new research on the Commission's ability to legislate colors. Henderson will contact the state and conduct additional research on this topic.

10. Adjournment

Commissioner Stanley made a motion to adjourn the meeting. Commissioner McCoy seconded. All in favor, motion passed. Chair Edson adjourned the meeting at 7:06 pm.



**COMMUNITY DEVELOPMENT DEPARTMENT
501 N. Anderson St., Ellensburg WA 98926**

MINUTES OF THE LANDMARKS & DESIGN COMMISSION REGULAR MEETING

Date and Time: Tuesday, June 16, 2020, 5:45 p.m.
Place of Meeting: Remote Meeting via Zoom
Present: Members: Chairwoman Mollie Edson, Dorothy Stanley, Amy McCoy, Megan West, Marty Blackson, Marc Brown
Absent: Dorothy Stanley
Others Present: Stacey Henderson, Senior Planner - Historic Preservation; Kirsten Sackett, Community Development Director; and no members of the public

Note: These are **Summary** Minutes *not* Verbatim Minutes

1. Call to order and roll call of members

Meeting called to order by Chairwoman Edson at 5:45 pm. McCoy made a motion to excuse Stanley's absence. Blackson seconded.

All in favor, motion passed.

2. Approval of the agenda

Commissioner West made a motion to approve the agenda as presented. Commissioner McCoy seconded. McCoy made a motion to rearrange the agenda to accommodate for the applicants that were already present. Blackson seconded.

All in favor, motion passed.

3. Approval of the minutes of the Meeting of February 19, 2020.

Commissioner McCoy made a motion to approve the minutes of February 19, 2019. Commissioner West seconded.

All in favor, motion passed.

4. New Business

- a. **Public Hearing for Consideration of a COA (P20-028)**, submitted by Jodi Polak, for replacing the existing belly band along the 4th Ave and Pearl St. facades, and painting the existing cornice and columns to match

Chairwoman Edson opened the public hearing and explained the procedures of the hearing. Commissioner West stated that she leases a storefront within the Geddes Building, but she believes that she can make a fair judgment on the decision. No other issues were raised, and no one in the audience objected to the participation of any of the Commissioners.

Senior Planner Henderson presented the staff report and shared her screen to display the application exhibits. She stated that this COA is for proposed improvements to both side of the building. There are three proposals included: 1) to replace the existing belly band along the 4th Ave. and Pearl Street facades, 2) to paint the existing cornice and columns to match the new belly band, and 3) to refinish and repaint a portion of the wall on the 4th Ave Façade.

Henderson displayed an exhibit of the site plan and stated that the Geddes Building was originally built in 1889 and is a contributing building in both the National and local districts. Many of the features were removed in the mid-20th century, including the elaborate cornice. Metal siding once covered the façade at one point but has since been removed and much of the exterior has been rehabilitated in recent years. Henderson then reviewed each of the three items one at a time. The first improvement project is to remove the existing belly band along both main facades and replace it. Henderson displayed the photos provided by the applicant. The proposal includes painting the exposed I-beams in “Iron Ore” which is a color previously approved by the Commission for a different proposal on the Geddes Building last year. She displayed a historic photo that showed the old façade. The proposal is to have one continuous iron-ore colored belly band. She said that the applicants have had the bricks assessed underneath the belly band, and they are considered to be salmon bricks, which are not intended to be exposed. The applicant is proposing a design to restore it to its former look. Henderson then displayed the proposed belly band fastener. She explained that the slope is intended to prevent birds from sitting on it. The material is a high density polyurethane with a painted finish.

The second proposed improvement is new painting. Some of the columns have already been approved for COA’s to be painted Iron Ore. The proposal is to use the same color to re-paint the cornice at the top of the building, the remaining columns and the new belly band.

The final proposed improvement is to refinish and repaint a portion of the wall along 4th Avenue, which is a cream-colored gravelcrete wall. They would like to refinish it with a smoother stucco-like finish and repaint it in “Arresting Auburn” color. This wall is not original to the façade of the building, and staff does not find that the proposal will detract from the overall character of the building.

Henderson said that staff finds that the improvements will not detract from the character of the neighborhood, and does not create a false historical appearance, and as such, that it meets the criteria of the code. As such, staff is recommending that the COA be granted by the Commission with two conditions.

Ms. Polak did not have much to add to the staff report out.

There were no members of the public that spoke on this item.

Staff did not have anything to add, and neither did the applicant.

Chairwoman Edson asked if the Commissioners had any questions. West said this sounds like a great project. As there were no questions Edson closed the public hearing and opened it up to deliberation by the Commission.

Commissioner McCoy read the Findings of Fact as outlined within the Staff report and made a motion to approve the Certificate of Appropriateness (COA) with two conditions as recommended by Staff.

Commissioner West seconded. Blackson said he was confused about the condition referencing removal of the gravelcrete wall.

McCoy Made a motion to re-open the hearing, which was seconded by Commissioner West. All in favor, motion passed.

Ms. Polak explained that the intent is just to coat over the existing wall, without removing what is there, and basically refinish it by replacing it with a finer sand texture.

Chairwoman Edson closed the public hearing.

McCoy amended the motion to state that the Certificate of Appropriateness (COA) be **granted** by the LDC to replace the existing belly band along the 4th Ave and Pearl St. facades, to paint the existing cornice and columns to match the new belly band, and to refinish and repaint a portion of the wall on the 4th Ave Façade with **two**, with the second condition revised as follows:

1. The existing belly band shall be removed, and new one installed using best available practices per the Secretary of Interior Standards, and per recommendations listed in *Historic Preservation Brief 11- Rehabilitating Historic Storefronts*.
2. The existing gravelcrete siding is to be **refinished** using the gentlest means possible as to not alter or damage the surrounding historic fabric of the building.

Blackson seconded. No discussion.

All in favor, motion passed.

- b. **Public Hearing for Consideration of a COA (P20-027)**, submitted by Karissa Witthuhn, for replacing the existing Dark Moon banner on the northwest corner of the 420 N. Pearl St building, with a new banner sign for Pretty Fair Beer.

Chairwoman Edson recused herself because the proposed banner is on the building that she owns. Vice-Chairwoman McCoy opened the public hearing and explained the procedures of the hearing. No issues were raised and no one in the audience objected to the participation of any of the Commissioners

Senior Planner Henderson presented the staff report. She said that this COA was a proposal to replace the Dark Moon banner on the 420 building with a new banner advertising Pretty Fair Beer, 6' x 2'-6" in size.

Henderson clarified that this proposal had originally been deemed complete on March 24, 2020, but that the application was put on hold for review by the LDC after the governor issued Proclamation 20-28 prohibiting all public agencies from conducting meetings except for matters that were either "necessary and routine" or related to the COVID-19 outbreak.

Henderson displayed a photo of the proposed banner. She provided some history of the building, stating that it is an excellent example of art deco style with. She explained that the banner will be printed on both sides, and will be placed directly on the existing brackets so as not to cause any alterations to the building. Henderson stated that the design of the banner complements the art deco style of the building with the use of geometrical font, parallel lines and stylized floral motif. She then displayed a photo of the existing brackets.

Henderson said staff has reviewed the code criteria and finds the proposal to be in keeping with the code, in that it maintains and preserves the overall character of the building and that it will not create a false historical appearance on the building. As such, Staff recommends that the COA be granted by the LDC to replace the banner, with one condition.

The applicant Tyler Witthuhn said he does not have a presentation. No one in the audience spoke to this topic.

Staff did not have anything to add, and neither did the applicant.

McCoy asked if the Commissioners had any questions. They did not. McCoy closed the public hearing and opened it up to deliberation by the Commission.

Commissioner West read the Findings of Fact as outlined within the Staff report and made a motion that the Certificate of Appropriateness (COA) be granted by the Commission to allow for the replacement of the Dark Moon banner with a Pretty Fair Beer banner with one condition:

1. That the installation take place in a manner that minimizes the damage to the exterior brick of the building, and is consistent with the Secretary of the Interior's Standards.

Commissioner Brown seconded. There was no discussion.

All in favor, motion passed.

- c. **Public Hearing for Consideration of a COA (P20-024)**, submitted by Debra Clerf, for attaching a new lighted blue and white Coldwell Banker sign to the west façade of the building at the southeast corner of Main St and 6th Ave.

Chairwoman Edson rejoined the meeting, and opened the public hearing and explained the procedures of the hearing. No issues were raised and no one in the audience objected to the participation of any of the Commissioners.

Senior Planner Henderson presented the staff report. She stated that the proposal is to install a new blue and white sign on the west façade of the building addressed as 508 N. Main Street. It would be located where a former Kelly Realty sign was located. The building itself is a noncontributing structure, but it is located within the National and local districts.

Henderson explained that this application was also delayed in its review due to the Governor's Proclamation. She stated that the building has served as an office building for various businesses since it was constructed in 1988. Prior to that, the site was vacant for many years. She provided some characteristics of the building, and then displayed a graphic of the sign and where it would be located on the building. Henderson said that the original application had included a request to do some re-painting, but that work was allowed to proceed without review by the Commission, as maintenance and in-kind repairs.

She said that staff has reviewed the criteria in the code and found the signage to be compatible with the surrounding area of the historic district. As such, staff is recommending that the COA be granted by the Commission for the installation of the sign, as presented with one condition.

Debrah Clerf, 508 N. Main Street, did not have anything to add, noting that the proposal was fairly self-explanatory.

Staff did not have anything to add, and neither did the applicant. Chairwoman Edson asked if the Commissioners had any questions and they did not.

Edson closed the public hearing and opened it up to deliberation by the Commission. There was none.

Commissioner McCoy read the Findings of Fact as outlined within the Staff report and made a motion that the Certificate of Appropriateness (COA) be **granted** by the LDC for the installation of a new 8' by 2'-4" lighted white and blue sign to the west façade of the Kelley Realty Building, with **one** condition.

1. The sign shall be illuminated from dusk to 10:00 pm **only**.

Commissioner Brown seconded. There was no discussion.

All in favor, motion passed.

5) Old Business

None

6) Citizen Comment

No comment.

7) Staff Update/Discussion Items

- a. Update on Preservation Consultant and Demolition Ordinance

Director Sackett said that the department now has a historic preservation consultant with an executed contract for professional services. The development of the demolition ordinance has been delayed due to the COVID situation.

- b. Update on OPMA meeting requirements.

Director Sackett stated that the LDC will continue to meet remotely for the foreseeable future.

- c. Additional Staff Updates

Henderson said that we do have two COA items coming up – another proposal from Jodi Polak for the Geddes Building, and a proposed Special Valuation from Darren Reid. Edson asked that they get the criteria for the Special Valuation sent to them in advance to give them additional review time.

8) Commission Representative Updates.

Edson had a concern to share about utility line locates. The brick pavers in the historic downtown have been really marked up for locating utility lines. The paint is on the downtown bricks and it is not scrub-able. She feels that locates should be done with a product that can be washed off. Edson said she would be more than happy to write a letter that can be shared with the City Manager. West made a motion in support of writing a letter to this effect. McCoy seconded. All in favor, motion passed.

9) Adjournment

Commissioner Blackson made a motion to adjourn the meeting. Commissioner McCoy seconded. All in favor, motion passed. Chair Edson adjourned the meeting at 7:08 pm.



**COMMUNITY DEVELOPMENT DEPARTMENT
501 North Anderson Street, Ellensburg WA 98926**

MINUTES OF ELLENSBURG CITY PLANNING COMMISSION

Date and Time: Planning Commission meeting of June 25, 2020 at 5:45 p.m.
Place of Meeting: City Council Chambers, Ellensburg City Hall
Present: Beverly Heckart, Fred Padjen, Gayl Curtiss, George Bottcher, Ed Harrell, Geraldine O'Mahony
Absent: Gretchen Thatcher (excused absence)
Others Present: Community Development Director Kirsten Sackett; Planning Manager Jamey Ayling; Council Liaison Stacey Engel; 1 member of the public

1. CALL TO ORDER

Vice-Chair Padjen called the meeting to order at 5:49 pm.

2. APPROVAL OF AGENDA

Commissioner Bottcher moved to approve the agenda. Commissioner Curtiss seconded. Motion passed with all in favor.

3. APPROVAL OF MINUTES

Commissioner Curtiss made a motion to approve both sets of minutes from the regular meetings of December 12, 2019 and May 7, 2020 with noted corrections. Commissioner Bottcher seconded the motion. Motion passed all in favor.

4. NEW BUSINESS

None.

5. OLD BUSINESS

a. Discussion on Zoning District and Permitted Use Ordinance

Director Kirsten Sackett provided a synopsis and background of the priorities that were selected, and the workplan that was developed, following adoption of the 2017 comprehensive plan. She reminded the commission about the work that was completed up to this point. It was stated that in 2018 that City Council developed a list of priorities, two of which were to update the zoning district boundaries and permitted use charts. These two priorities would be the focus of this meeting.

She reminded the Planning Commission that they had held 10 works sessions from August 2018 through January 2019 to review the boundaries of the zoning districts and review the permitted uses in each district. A draft proposal was created and shared with City Council on April 1, 2019. Outreach to the community then began in May 2019, with 3 public workshops held to collect feedback, in addition to an online survey. The results of the surveys were shared back with the public at a 4th workshop held on July 9, 2019 at Hal Holmes. A summary report was provided at July Planning Commission meeting, which led to further review to incorporate community feedback. The Commission recommendations were shared with Council in October 2019, at which time Council provided general support of the work completed to date. The Planning Commission held additional meetings in the fall, leading to the draft document for review at this

meeting. Sackett also shared that during this time the State passed bill E2SHB, intended to help communities with developing affordable housing. This bill would allow certain ordinances to move forward without requiring SEPA review.

Commissioner Padjen asked about parking requirements around duplexes and such. Sackett mentioned that former long-range planner Angela San Filippo had conducted a large parking study which was shared with City Council at a previous retreat. That item was discussion only and this current ordinance does not currently propose any parking changes. However, it is still in the work plan for later discussion.

Other items discussed included allowing residential scale uses in the Residential Office (R-O) zone. Much discussion focused on uses allowable in the freeway interchange areas. Sackett reminding the commission of the meetings when San Filippo utilized the large use charts and graphs to compare the allowable uses in each zone. The result of these discussions was the proposal to combine the Commercial Highway (C-H) and Commercial Tourist (C-T) zones. The Commission also looked at permitting some light manufacturing in the new mixed-use zones.

Sackett listed the action items that will facilitate implementation of the goals and policies of the comprehensive plan. She then started screen sharing of the ordinance for view by the Commissioners and explained the next step will be to send it out for SEPA and public comment, then to the Department of Commerce for a 60 day review, and then back to public hearings with the Planning Commission, and finally to Council for adoption.

Before moving into more detailed discussion, introductions occurred. Jamey Ayling Planning Manager was introduced as the new Planning Manager, and Stacey Engle as the new Council liaison to the Planning Commission. James Rivard was introduced as an interested land owner in attendance, who has been following this process all along.

In terms of providing input throughout the meeting, Sackett said she would scroll through the document in order, and any changes could be made in track changes. She explained that the ordinance was written in numerical order of the code citation, so it began with the definition changes in ECC 15.130. Any language proposed to be added to the code would be shown as underlined, and any language proposed to be deleted would be shown with a strike-through.

Commissioner Curtiss asked about the proposal to strike out the term “research and development” from the definition of light industry. Commissioner Padjen also questioned this and felt that the term should remain in the definition. Discussion ensued and it was determined the commission would like to leave “research and development” in the definition of light industry.

Commissioner Curtiss expressed concern that the light manufacturing zone would include restaurant and ancillary uses. Commissioner Heckart reminded them they had large discussion about ancillary restaurants, and it was decided they were a good idea in these areas. It would allow for restaurants in closer proximity to the employees of the light manufacturing facilities. Further discussion ensued and Sackett displayed the light industry category of the use table and reviewed which uses were permitted. Commissioner Curtiss revisited the definition. The ancillary uses has a comma that wasn’t seen. It was decided to leave this section as is, and there were no more questions pertaining to the definition section of the ordinance.

Sackett then moved to ECC 15.300 and pointed out that the new mixed-use zones were incorporated into the chapter. The general purposes were listed first, followed by the new mixed-use zones of Neighborhood Center Mixed Use (NCMU) and Regional Center Mixed Use (RCMU). The proposed edits looked acceptable to the commission. Sackett displayed the GIS maps to explain the connection between zoning, and the future land use designations found in the Comp

Plan. Commissioner Curtiss was curious if we needed to designate which interchange the mixed-use zone is appropriate for, and Sackett explained that the RCMU zone could be requested at either interchange.

Sackett moved on to the permitted use tables, which included the two new neighborhood center and residential center mixed-use zones. She explained how the table works in regard to the “P” (permitted), “C” (conditional use), and “A” (accessory) designations. Duplexes in the Residential Suburban (R-S) and Residential Low (R-L) zones previously included conditions, but those were struck so that duplexes would be allowed outright without conditions in those two zones. Sackett said that this includes eliminating the size restriction foot note for the R-L zone. She explained that the size of homes or other structures is always restricted by minimum densities and setbacks combined with the open space and parking requirements.

Moving on to the nonresidential use table, Sackett said that the biggest change was eliminating the Commercial Tourist (C-T) zone. Anything zoned C-T would become Commercial Highway (C-H) instead. For the most part, uses previously allowed within either of the zones would be allowed in the C-H. Other changes were the new columns in the table to include NCMU and RCMU. Scrolling through the table, Sackett pointed out that the term “general services” was removed, and more specific uses were added to the use chart, including automobile fueling stations. Sackett also reminded the Commission that they created a separate category for “brew pubs and bars” apart from “restaurants”. Small scale coffee houses had also been listed as permitted in the RS and RL zones with new conditions. “Personal service establishment” was added to the R-L zone with footnote 3. Sackett pointed out that “laundromats” was now its own use, after being pulled out of the previous “general services” category. In addition, “places of assembly” was added to C-H zone.

Commissioner Heckart asked about the allowance of 20,000 square foot buildings in the R-S zone. Sackett explained that with footnote 5, these uses would only really be allowed on the perimeter of the zoning district. Commissioner Heckart is still puzzled about allowing 20,000 square foot buildings in this zone. Commissioner Harrell feels like it is fine the way it is listed. The commission said they would look at this at a later date as they don’t have all the information. Sackett asked the Commission to discuss it now so the ordinance can be moved forward. Commissioner Heckart said the minutes for the PC meetings were not available on the website, and the agendas prior to January 2020 were not available. She said this makes it difficult to remember past discussions around 20,000 square foot buildings. More discussion ensued and it was determined that the existing footnotes and building height restrictions would keep these uses from overwhelming these perimeter areas. Staff will check into the issue with viewing the agendas and minutes and make sure that they are available on the website.

Returning to the changes in the nonresidential use chart, Sackett point out that large scale offices and mini warehouses had changes that were proposed in the ordinance. She said that James Rivard had joined the meeting, as he wanted to speak about the mini warehouses and fruit stands. Mr. Rivard said that he interpreted the code to say fruit stands are currently allowed uses, but he was concerned that with the change from C-T to C-H the fruit stand wouldn’t be allowed anymore. He feels it should remain an allowed use. He also talked about ministorage warehouses. Mr. Rivard said his preference would be to conceal the ministorage units behind retail development in phases. He suggested that perhaps ministorage units should be allowed as conditional use if they are screened behind retail. Another option would be to allow temporary uses of ministorage.

Commissioner Heckart asked to define the fruit stand, and what type of building was he referring to. Rivard said he would start with a tent-like structure and move to something like the Thorp fruit stand, as it appears to be quite popular. Sackett read the definition of fruit stand, stating that it is

building structure or land area for use of produce grown *on site*. Rivard's request would be permissible as retail.

Mr. Rivard went on to explain his proposal for a temporary zoning request for ministorage, that would be allowed for 15 years and which would leave the front open for retail store along the street frontage. He was working with a developer who liked the idea, but removing the conditional use for mini storage facilities from C-H has eliminated this as a possibility.

Commissioner Padjen asked how to frame this discussion. Sackett explained that a conditional use request comes before the commission and they are able to assign conditions. However, the question before the commission is whether they want to change the recommendation to no longer allow mini storage units in the C-H zone. Commissioners Heckart and Bottcher did not agree to re-insert the mini storages in the C-H zone. Commissioner Padjen also likes the chart the way it is. A suggestion was made that staff can inform City Council about the struggle of what to do with the mini warehouses as a CUP in the C-H zone. Commissioner Heckart wants it out; Commissioner Bottcher said he would be okay with it, if the storage use is tucked behind retail, otherwise he would leave it out; Commissioner Padjen in, Commissioner Harrell said no; Commissioner Curtiss wants to leave it out, Commissioner O'Mahony agrees take it out. In the end, all Commissioners were in agreement to keep that language as found in the packet. They do not want to allow ministorage units in the C-H zone, even with a conditional use permit. Mr. Rivard appreciated the commission hearing him out.

Sackett went over the new category of light manufacturing and the industrial uses, and then described the changes in the Special Uses chart. It now includes small scale indoor recreation uses 2000 sq ft or smaller. Recreational vehicle parks, parks and playgrounds would be allowed in the mixed-use zones. Commissioner O'Mahony was concerned about why we would allow recording studios or performing arts in some residential zones, but not allow museums. Sackett and the other commissioners remembered the discussion about museums tending to attract larger crowds. By listing them as conditional uses the Commission could assign conditions and provide better control. O'Mahoney described her travels around the world, and her visits to many museums inside small structures that were previously houses. Commissioner Heckart feels that the category for art will cover Geraldine's vision like in Ireland. It was suggested that with Commissioner O'Mahony's suggestions, they could list museums as conditional use in the residential zone.

Sackett suggested that they could add a footnote to the chart referring to small scale museums, 2000 sq ft or smaller. Commissioner Heckart made a motion to allow museums, and Sackett asked for clarification that the uses should match the chart for the arts category.

Council liaison Stacey Engel asked if children's museums fall under museums, or do they fall under recreation. Commissioner Curtiss is concerned with the traffic impacts of allowing museums in the residential zones. Commissioner Heckart said the conditional use will control that. The footnote limiting size to 2,000 square foot could determine which ones are permitted out right. Commissioner Bottcher thinks that leaving it as a conditional use would help control the use. The entire Commission agreed that the museums should follow the same use allowances as the performing arts category. Museums had not really been discussed in the past, but they deserve the same criteria as other similar uses. There was discussion on whether they clarify the definition of a theatre, but the Commission did not feel it needed to be vetted any further. The Commission concluded discussion on the use charts at 7:43 pm.

Sackett moved the discussion along to the Building Setback and Intensity Standards section of ECC 15.320. She explained that the column for R-O zoning had been removed from the residential use column and inserting in the new mixed-use table. Within the Nonresidential use

table, C-T, C-C and CCII were also relocated to the mixed-use table. The columns for the two new mixed-use zones include new information regarding height and setbacks, etc.

Commissioner Heckart said she gets very uncomfortable with taller buildings near the historic district. She would prefer them to be 45 feet not 60 in the C-C zone. Commissioner O'Mahony echoed the concerns of Commissioner Heckart. The rest of the commission was fine with the 60-foot height restriction. Commissioner Curtiss asked if we could discuss with the affordable housing commission to allow those affordable housing units to allow a density bonus to go up higher than 45 feet.

Sackett suggested that the Commission conclude the discussion for the night and meet again in two weeks to finish reviewing the rest of the ordinance language. July 9 is already a regularly-scheduled date for the Commission. The next review would include amendments to the sign code and the zoning boundary amendments. The Commission agreed they should conclude for the night.

Sackett explained that we will continue to meet virtually for at least the next meeting, and possibly beyond, due to the current OPMA restrictions and meeting space availability. The commission agreed that virtual meetings are okay, but that they would appreciate hard copy handouts. Sackett said those could be made available for pick-up at City Hall.

It was confirmed that July 9th would be the next Planning Commission meeting.

6. ADJOURNMENT

Acting Chair Padjen thanked staff for their work and adjourned the meeting at 8:03 pm.



PUBLIC TRANSIT ADVISORY COMMITTEE MEETING MINUTES

CITY OF ELLENSBURG
Date & Time of Meeting
Place of Meeting

Minutes of PTAC Meeting
July 21, 2020 3:30 PM
Held remotely per Proclamation 20-28.7

1. Call to Order and Roll Call

Roll Call Present: Jack Frost, Bob Mersinger, Bruce Tabb, Edgar Espino, Jason Berthon-Koch. Members Absent: Greg Steger, Joshua Hackney

Also Present: Betsy Dunbar - COE, Ryan Lyyski - COE, Josh Mattson - COE, Margaret Reich - COE, Paula Hctor - HopeSource

2. Introduction

Introduced Transit Manager, Betsy Dunbar

3. Approval of Agenda

Motion and second (Jack F / Jason B) to approve the Agenda of the July 21, 2020 PTAC Meeting. **Motion Affirmed.**

4. Approval of Minutes

Motion and second (Bob M / Jack F) to approve the minutes of the February 18, 2020 PTAC Meeting. **Motion Affirmed.**

5. Central Transit Ridership Statistics

Ridership information and stats were shared for Fixed Route, Paratransit, Cabulance, Dial A Ride and the Kittitas County Connector.

Chair Tabb suggested we reach out to the local Health Department for guidance sighting the recent spike in positive COVID-19 cases in the local assisted/skilled nursing facilities. Transit Manager Betsy Dunbar will reach out the Kittitas Public Health Dept.

Chair Tabb received a report from 211 which indicated transportation and low-cost transportation were the 2nd leading calls from Kittitas County. Transit Manager Betsy Dunbar will reach out to 211 to ensure they have all the service information.

6. Transit Updates

- a. CARES Act Grant projects were shared which included the following:
 - i. PPE, bus barriers to protect drivers, safety vests, laptop, administrative leave cost and a pre-approved capital project for the bus shelters. The remaining funds will go towards operational costs.



PUBLIC TRANSIT ADVISORY COMMITTEE MEETING MINUTES

- b. Update on the commissioned artwork for the bus shelters was given by Josh Mattson who reported:
 - Carolyn Honeycutt and Josephine Camarillo are leading the effort with the Arts Commission. Currently there isn't a status update. The shelters have not been installed yet however, hoping installation will start this week.

7. Resolution regarding the Washington State Transit Insurance Pool and amending Resolution 2019-39.

Resolution 2019-39 authorized the City Attorney to appoint the board member and the Transit Division's designated alternate representative(s) to WSTIP's Board of Directors. The 2020 Resolution will give the City Manager the flexibility to appoint an alternative WSTIP board member who can best serve in that role, while maintaining the Transit Manager as the primary WSTIP board member.

8. 2019 Annual Report and Six Year Development Plan

The document was reviewed. The following information was shared as well as suggested updates.

- a. Add CARES Act Grant funds for infrastructure projects.
 - i. City, County, CWU support for a multimodal Transit Station to provide enhanced access for students as well as the community.
- b. Update the pie charts.
- c. Bus Turnouts are currently being constructed now and the bus shelters will be going in at the end of the month.
- d. 2019 accomplishments.
- e. 2019 actuals and projections through 2025
- f. Potential operations and Capital Projects through 2025
- g. Update the document to reflect funds from CWU are student funds.
- h. Check with Jerica regarding the sales tax dip in order to better plan, budget and make projections.
- i. Add the paratransit formula funds to the Paratransit narrative.
- j. Cross reference future Transit projects with the active transportation plan.

Motion to adopt the 2019 Annual Report and Six Year Development Plan based on the agreed changes and Second – Edgar E / Bob M. **Motion Approved 4-1.**

9. Brief Marketing Update and Action Plans (Verbal Discussion)

- a. Contact 211.
- b. A push of CT information on social media.
- c. We talked about safety vests for drivers. We will ensure the front and back has reflective tape.
- d. Transit App – a free app you can download to your phone and access transit schedules wherever you go. This would accompany RouteShout.



PUBLIC TRANSIT ADVISORY COMMITTEE MEETING MINUTES

10. Next PTAC Meeting

The next regular PTAC meeting will be held on Tuesday

August 18th, 2020 at 3:30 PM – Virtual Meeting.

Motion to adjourn and second (Bob M. / Edgar E.) **Motion Affirmed.**

Meeting ended at 5:01 PM.

UTILITY ADVISORY COMMITTEE

June 18, 2020 (3:30 pm to 4:18 pm)

Members Present: Nancy Lillquist, Nancy Goodloe, Ed Barry, Gary Gleason

Members Absent: Jim Goeben and Bob Johnson, no Telecom items

Also Present: Ryan Lyyski, Public Works & Utility Director; Kim Caulkins, Operations Analyst; Buddy Stanavich, Power & Gas Manager; Julie Coppock, Rate Analyst; Darren Larsen, Assistant Utilities Director; Darin Yusi, Gas Engineer; Jon Morrow, Stormwater Manager; Ben Faubion, IT & Telecom Manager

These minutes are not a verbatim transcript of the meeting. This meeting was recorded, and is available for listening or copying at the City of Ellensburg, Energy Services Department, 501 N. Anderson Street, Ellensburg.

- I. Call to Order. Nancy Lillquist called the meeting to order at 3:30 p.m.
- II. Roll Call. Bob Johnson and Jim Goeben were absent due to no Telecom items on the Agenda.
- IV. Approval of Minutes. Ed Barry moved to approve the minutes. Nancy Goodloe seconded. Motion approved.
- V. Approval of Consent Agenda.
None
- VI. Correspondence and Citizen Comments on Non-Agenda Items
City's Response to Dept. of Commerce on Incremental Cost Methodology. The Committee complimented Buddy Stanavich on his response letter.
- VII. Telecommunications Utility Discussion Items
None
- VIII. Electric, Natural Gas, Water, Wastewater, Stormwater Utility Discussion Items
 - A. Bureau of Reclamation/Schaake Project. Ryan Lyyski explained the Amendment to the Memorandum of Understanding (MOU) for the planned project to partner with the Bureau of Reclamation and Twin City Foods to improve habitat and land exchange. The next step is to take the Amendment, Land Exchange Agreement and Confirmation Deed to City Council.

Motion #2020-06-01: Nancy Goodloe moved the Committee make a favorable recommendation to forward the Amendment to the MOU between Twin City Foods and the Bureau of Reclamation to City Council. *Ed Barry seconded. Motion Approved.*

- B. Annual Natural Gas Safety Report. Darin Yusi informed the Committee of the results from the Natural Gas Safety Report.
- IX. Information Only Items.
 - A. SOAR Press Release. Darin Yusi described how the City of Ellensburg applied for the award through APGA and out of approximately 750 members was awarded level Bronze for excellence in operating a natural gas utility system.
 - B. Public Works & Utilities Issues Update. Ryan Lyyski gave updates on sewer and water and stated that Coho Water Resources will be working on increasing the water right availability on the Illinois well for the City. Jon Morrow gave an update for stormwater. Darren Larsen gave updates on electric and gas.
- X. Next Meeting Date. July 16th, 2020 at 3:30 pm, location to be determined.
- XI. Adjournment. With no further discussion, the meeting adjourned at 4:18 p.m.

Kim Caulkins
Recording Secretary
Drafted: 6/22/2020
Approved: 8/20/2020



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Authorization to utilize the Interlocal Agreement with Ellensburg School District to extend a water main.

Submitted by: Derek Mayo Public Works & Utilities

Recommended Action or Motion: Authorize staff to utilize the Interlocal Agreement with the Ellensburg School District to use the District's contractor to complete a water main extension adjacent to the new elementary school under construction.

Background/Summary: Chapter 39.34 RCW (the "Interlocal Cooperation Act") permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities.

The Ellensburg School District (ESD) has begun construction of the new elementary school north of the Palouse to Cascades Trail and, as a part of that construction, they will be extending Cora St. north through the school site and constructing all associated utilities within the new road section. The City completed the drilling of Illinois Well last year and is finalizing the plans for outfitting the well and constructing the well house. As a part of the well outfitting, water mains will need to be extended from the new well site west to the Cora Street alignment to the mains that are being constructed as a part of the school project. The extension of the parallel water mains to the well site was included in the environmental permitting completed by ESD and would save City staff time and money as staff would not be required to complete the additional permit requirements associated with this project.

Previous Council Action: At the May 4, 2020 meeting, Council authorized the execution of an Interlocal Agreement between the City of Ellensburg and the Ellensburg School District.

Analysis:

The City requested a price from Ellensburg School District and their contractor, Garco Construction Inc., for the above stated work. The attached change order cost estimate amount of \$88,290 is below the City's engineering estimate of \$95,000.

Financial Impact:

The 2020 Water Construction Fund has \$1,350,000 authorized for the Illinois Well House and Outfitting. The above work is a portion of the overall project and well within the project cost.

Attachments:

[PCO-006 - Cora Street Water Main Ext per City of Ellensburg Request](#)



Cora Street Water Main Extension

PCO #006

Project: 200500 - ESD Mount Stuart Elementary School
1701 North Cora Street
Ellensburg, Washington 98926

TO:	Ellensburg Public Schools 1300 East Third Avenue Ellensburg Washington, 98926	FROM:	Garco Construction Inc 4114 E Broadway Ave Spokane Washington, 99202
PCO NUMBER/REVISION:	006 / 0	CONTRACT:	- ESD Mount Stuart Elementary School Prime Contract
REQUESTED BY:	Damon Gardella (OAC Services, Inc. - Spokane)	CREATED BY:	Amelia DeMar (Garco Construction Inc)
STATUS:	Pending - In Review	CREATED DATE:	8/4/2020
SCHEDULE IMPACT:	7 days	PRIME CONTRACT CHANGE ORDER:	None
PAID IN FULL:	No		
		TOTAL AMOUNT:	\$88,290.00

PCO TITLE: Cora Street Water Main Extension

CHANGE REASON: Client Request

POTENTIAL CHANGE ORDER DESCRIPTION: (The Contract Is Changed As Follows)

CE #018 - Cora Street City Water Main Extension

Costs associated with the water main extension per City of Ellensburg request

ATTACHMENTS:

- [9700-18 Cora Street City Water Main Ext. 7-28-2020.pdf](#)

#	Cost Code	Description	Type	Amount	OH&P (Non-GC/CM) Subs (6.00%)	Subtotal
1	02002-00 - EARTH/EXCAVATION/GRADING	Cora Street Additional Water Main, City Request	Subcontract	\$67,987.00	\$4,079.22	\$72,066.22
2	02002-00 - EARTH/EXCAVATION/GRADING	Cora Street Additional Electrical per City Request	Subcontract	\$11,287.00	\$677.22	\$11,964.22
Subtotal:				\$79,274.00	\$4,756.44	\$84,030.44
GC/CM Fee: $\approx$ 3.21%						\$2,696.84
Liability Insurance: $\approx$ 0.57%						\$494.64
B&O Tax: $\approx$ 0.47%						\$410.83
Bond: 0.75%						\$657.25
Grand Total:						\$88,290.00

Steven Clark (Integrus Architecture Inc)
10 S Cedar
Spokane Washington 99201

Ellensburg Public Schools
1300 East Third Avenue
Ellensburg Washington 98926

Garco Construction Inc
4114 E Broadway Ave
Spokane Washington 99202

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____



Box 1011
Kittitas, WA 98934
Office: (509) 933-4232
Fax: (509) 933-4234
Email: Jasonm@advantagedirt.com

7/28/2020

Cora Street Water Main Extension, City Request

Item	Quantity	Unit	Unit Cost	Sub Total
Additional Watermain @ City Request				
Furnish and Install 16" D.I. watermain	280	LF	\$146.65	\$41,062.00
Furnish and Install 12" D.I. watermain	280	LF	\$90.84	\$25,435.20
Fill, Flush, Test and Purity	560	LF	\$2.66	\$1,489.60
Additional Watermain @ City Request				\$67,986.80
Additional Electrical @ City Request				
Excavate Common Trench	280	LF	\$10.74	\$3,007.20
Sand Bed & Backfill Common Trench	280	LF	\$13.82	\$3,869.60
Supply & Install Additional Conduits	280	LF	\$15.75	\$4,410.00
Additional Electrical @ City Request				\$11,286.80

Exclusions:

All work not listed above or otherwise currently contracted.

Notes:

If you have any questions please feel free to call me.
509-929-0590



Cora Street Water Main Extension, City Request

7/28/2020

Item	Quantity	Unit	Unit Cost	Sub Total	M/U &O/H%		Bid total
Additional D.I. Main							
Furnish and Install 16" D.I. Water Main						41 out	
16" D.I.	280	LF	\$57.00	\$15,960.00	15.00%	\$2,394.00	\$18,354.00
Bedding	135	Ton	\$15.00	\$2,025.00	15.00%	\$303.75	\$2,328.75
12" Field Locs	25	ea	\$336.00	\$8,400.00	15.00%	\$1,260.00	\$9,660.00
90	2	ea	\$250.00	\$500.00	15.00%	\$75.00	\$575.00
Concrete	1	CY	\$220.00	\$220.00	15.00%	\$33.00	\$253.00
Dewatering Pump	1	ea	\$3,000.00	\$3,000.00	15.00%	\$450.00	\$3,450.00
330	8	hr	\$73.00	\$584.00	15.00%	\$87.60	\$671.60
312	8	hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
930	8	hr	\$50.00	\$400.00	15.00%	\$60.00	\$460.00
Op	8	hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8	hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8	hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
P.L	8	hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
P.L	8	hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
Supt.	8	hr	\$100.00	\$800.00	15.00%	\$120.00	\$920.00
Lead	8	hr	\$78.00	\$624.00	15.00%	\$93.60	\$717.60
Relocate Spoils						\$0.00	\$0.00
Bid Rate	41	cy	\$4.68	\$191.88	15.00%	\$28.78	\$220.66
Total	280	LF	\$146.65			\$5,326.95	\$41,060.61

Furnish and Install 12" D.I. Water Main							41 out
12" D.I.	280	LF	\$37.27	\$10,435.60	15.00%	\$1,565.34	\$12,000.94
Bedding	67	Ton	\$15.00	\$1,005.00	15.00%	\$150.75	\$1,155.75
12" Field Locs	12	ea	\$113.00	\$1,356.00	15.00%	\$203.40	\$1,559.40
90	2	ea	\$250.00	\$500.00	15.00%	\$75.00	\$575.00
Concrete	1	CY	\$220.00	\$220.00	15.00%	\$33.00	\$253.00
Dewatering Pump	1	ea	\$3,000.00	\$3,000.00	15.00%	\$450.00	\$3,450.00
330	8	hr	\$73.00	\$584.00	15.00%	\$87.60	\$671.60
312	8	hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
930	8	hr	\$50.00	\$400.00	15.00%	\$60.00	\$460.00

Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
P.L	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
P.L	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
Supt.	8 hr	\$100.00	\$800.00	15.00%	\$120.00	\$920.00
Lead	8 hr	\$78.00	\$624.00	15.00%	\$93.60	\$717.60
<i>Relocate Spoils</i>					\$0.00	\$0.00
Bid Rate	41 cy	\$4.68	\$191.88	15.00%	\$28.78	\$220.66
Total	280 LF	\$90.84			<i>\$3,288.69</i>	\$25,433.95
		81.69				

Fill, Flush, Test, and Purity						
P.L	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
P.L	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
Supt.	2 hr	\$100.00	\$200.00	15.00%	\$30.00	\$230.00
Lead	4 hr	\$78.00	\$312.00	15.00%	\$46.80	\$358.80
Total	560 LF	\$2.66			<i>\$4,099.87</i>	\$1,490.40

Additional Pipe Total

\$67,984.96

Additional Electrical Support						
Excavate Common Trench	280 LF					
312	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
930	8 hr	\$50.00	\$400.00	15.00%	\$60.00	\$460.00
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
GC	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Total	280 LF	\$10.74			<i>\$392.40</i>	\$3,008.40

Sand Bed & Backfill Common Trench	280 LF					
Sand Bedding	50 Ton	\$15.00	\$750.00	15.00%	\$112.50	\$862.50
312	8 hr	\$49.00	\$392.00	15.00%	\$58.80	\$450.80
930	8 hr	\$50.00	\$400.00	15.00%	\$60.00	\$460.00
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Op	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
GC	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Total	280 LF	\$13.82			<i>\$504.90</i>	\$3,870.90

Supply & Install Conduit Only	280 LF					
Catlin Electric	1 LS	\$3,500.00	\$3,500.00	6.00%	\$210.00	\$3,710.00
Supt	8 hr	\$76.00	\$608.00	15.00%	\$91.20	\$699.20
Total	280 LF	\$15.75			<i>\$301.20</i>	\$4,409.20

Additional Electrical Support Total

\$11,288.50



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Approve Electric Utility Equipment Replacement Purchases

Submitted by: Rod Paul Public Works & Utilities

Recommended Action or Motion: Approve the purchase of a Two-Person Insulated Bucket Truck with upgrade to the "Hybrid JEMS" Electric Boom and a new Digger Derrick Truck from Sourcewell contract # 012418-ALT for a total cost of \$633,345.00

Background/Summary: The Electric Utility is requesting replacement of the 2010 Two-Person Insulated Bucket Truck and also the 2006 Digger Derrick Truck. Sufficient cash in the Shop Replacement Fund is available for these purchases. Purchases over \$40,000 require Council approval. The lead time for delivery of the equipment after the order is placed is 390 days, with delivery and payment anticipated in the 4th quarter of 2021.

The City of Ellensburg is a member of Sourcewell Purchasing Group and may purchase off any contract they provide.

Previous Council Action: N/A

Analysis: The new Two-Person Insulated Bucket Truck has the additional option of a Hybrid JEMS Electric Boom versus the standard Boom powered by the Diesel Motor of the vehicle. There is an additional cost of \$50,235.00 for the "Hybrid JEMS" Electric Boom System bringing the total cost of the vehicle to \$334,645.00.

The total cost of the new Digger Derrick vehicle will be \$298,700.00, bringing the total cost of the two vehicles including "Hybrid JEMS" Electric Boom option to \$633,645.00.

The Electric Utility has accumulated \$673,165.00 for equipment replacement in the Shop & Warehouse Replacement fund for these purchases.

Staff and the Utility Advisory Committee (UAC) recommend

City Council authorize the replacement and purchase of:

1) Two-Person Insulated Bucket Truck

Provide Council recommendation on upgrade of \$50,235 for the “Hybrid JEMS” Electric Boom and,

2) 2006 Digger Derrick Truck.

Financial Impact:

Sufficient equipment replacement funding is available in the Shop & Warehouse Fund. The expenditures for these purchases are anticipated in 2021 and will be included in the Shop & Warehouse Fund 2021-2022 Biennial Budget recommended to Council later this year.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Project Acceptance – Bid Call 2019-42 Main Street Overlay – Mountain View Ave. to Third Ave.

Submitted by: Josh Mattson Public Works & Utilities

Recommended Action or Motion: Accept Bid Call 2019-42 as complete.

Background/Summary: Bid Call 2019-42 consisted of planing/grinding the existing asphalt roadway and placing an average 0.20' hot mix asphalt (HMA) overlay over the planed roadway on Main Street from Mountain View Avenue to Third Avenue. The project also included the installation of new pavement markings, and new video/radar vehicle detection on the traffic signals at the Manitoba Avenue and Capitol Avenue intersections.

Previous Council Action: Council awarded the contract to Central Paving at their February 3rd, 2020 regular meeting.

Analysis: Physical completion was reached for this project on July 30, 2020. All proper construction documentation has recently been received and the project can now be closed out.

Financial Impact: Central Paving was awarded the project with the contract total of \$551,229.25. The project was completed under the \$620,000 budget with the final contract cost of \$535,297.62, funded through the Arterial Street fund.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Project Acceptance - Bid Call 2016-09 Rotary Park Off Leash Dog Park

Submitted by: Brad Case Parks and Recreation

Recommended Action or Motion: Staff recommends Council accept Bid Call #2016-09 as complete.

Background/Summary: Reecer Creek Excavating completed the project which included the installation of perimeter fencing, paved walkways, double entry gate, irrigation and landscaping, and two drinking fountains. It was recently discovered by City staff that the project was never taken to Council for final acceptance.

Previous Council Action: City Council awarded Bid Call 2016-09 to Reecer Creek Excavating at their August 18, 2016 meeting in the amount of \$106,696.16. Funding for the project came out of Fund 160 - Park Acquisition and Development.

Analysis: N/A

Financial Impact: There is no fiscal impact with this action.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Creative Sector Grant Funding Recommendations

Submitted by: Carolyn Honeycutt Community Development

Recommended Action or Motion: Consider approval of the Arts Commission recommendation and allocate program funding accordingly.

Background/Summary:

At the June 11, 2020 meeting of the Ellensburg Arts Commission, members voted to allocate up to \$60,000 of the City Arts Acquisition Fund to artists and art organizations impacted financially by the COVID-19 pandemic, not to exceed \$5,000 per applicant, with priority given to individuals or entities with under 5 employees. Eligible expenses included:

- Lost earnings;
- Lost income from event, performance, or conference cancellations;
- Medical expenses;
- Rent and mortgage payments, food, utilities, and other living expenses and/or:
- Other expenses directly related to losses due to the COVID-19 pandemic.

Previous Council Action: ECC 1.33.240, which regulates the Arts Commission budget, was amended earlier this year to allow up to \$60,000 of the Commission's funding to be used supporting businesses and organizations dedicated to the promotion and advocacy of graphic and performing arts in the City.

Analysis:

Applications were reviewed by the Funding Subcommittee and recommendations were presented to the Commission at the August 13, 2020 meeting for approval. The recommendations for City Council approval are as follows:

Organization/Individual	Funding
Lynne McCowin	\$2,000

Western Arts Association	\$2,000
Jazz in the Valley	\$2,614
Central Washington Dance Academy	\$4,000
Karl Schwiesow	\$2,000
Crista Ames	\$2,000
Thessandra Fenner	\$2,000
Thad Brewer	\$2,000
Gallery One	\$4,000
Yoon Kim	\$2,000
Ellensburg Community Radio	\$1,500
Valley Musical Theatre	\$4,000
Learn from the Master Music Outreach Foundation	\$3,000
The Clymer Museum & Gallery	\$1,000
Stevena House	\$2,000
Aaron Hirsch	\$2,000
Eliot Reese	\$2,000
Total Grants	\$40,114

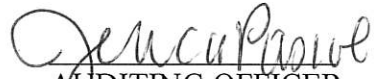
At the September 10, 2020 Arts Commission meeting, members plan to discuss offering a second round of applications with \$19,886 remaining in the fund.

Financial Impact:

If approved, grant payments would be made from existing 2020 Art Acquisition Fund budget, re-directed from regular program expenditures.

VOUCHER APPROVAL

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED, OR THAT ANY ADVANCE PAYMENT IS DUE AND PAYABLE PURSUANT TO A CONTRACT OR IS AVAILABLE AS AN OPTION FOR FULL OR PARTIAL FULFILLMENT OF A CONTRACTUAL OBLIGATION, AND THAT THE CLAIM IS A JUST, DUE AND UNPAID OBLIGATION AGAINST THE CITY OF ELLENSBURG, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIM.


AUDITING OFFICER

9/1/2020
DATE

CLAIMS VOUCHERS AUDITED AND CERTIFIED BY THE AUDITING OFFICER HAVE BEEN RECORDED ON THE ATTACHED LISTING, WHICH HAS BEEN MADE AVAILABLE TO THE COUNCIL AS OF THIS **8TH DAY OF SEPTEMBER 2020**. THE COUNCIL, BY A VOTE, HAS APPROVED FOR PAYMENT THE VOUCHERS INCLUDED IN THE ABOVE LIST AND FURTHER DESCRIBED AS FOLLOWS:

Claims Fund				Total Amounts
Check #'s	149810	TO	150031	\$ 902,075.45
EFT #'s	4357	TO	4390	\$ 1,565,725.13

Payroll Fund				Total Amounts
Check #'s	95197	TO	95204	\$ 12,263.75
Direct Deposits	57265	TO	57469	\$ 363,874.38

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

ATTEST: _____
CITY CLERK

Ellensburg City Council
501 North Anderson St
Ellensburg, WA 98926

August 21, 2020

Dear Council Members:

Today, we write as members of an informal organization of citizens concerned with the improvement, support, and enjoyment of Reed Park. This community park is located atop Craig's Hill in the heart of the City of Ellensburg. Despite its small size, the park provides a beautiful greenbelt, memorial trees, a few benches and a spectacular view of the city, campus, Kittitas valley and the Stuart Range. The park is flanked by residences and the architecturally significant and historic American Legion building. We think of ourselves as "Friends of Reed Park" and seek alliance with those who share our enthusiasm for this unique component of Ellensburg's fine system of parks.

We generally support many elements of the City's current Parks & Recreation System Comprehensive Plan Update 2016 (posted on the City's website, and cited below as "Plan Update 2016"). In fact, many of us participated in the public meetings held by the Park Department in 2015 at the Hal Holmes Center.

With reference to Reed Park, we are pleased that this long-range Plan includes addition of basic facilities (ID signage, restroom, and drinking fountain), and further enhancements such as a paved trail, performance canopy/graded amphitheater, and ADA parking.

We are concerned however, that despite the fact that the Plan describes the uniqueness of the Viewpoint in our Park's system (see Plan Update 2016, pg.102) it fails to address this popular site's development—not even a bench is planned. Rather, the Plan emphasizes Reed Park only as a link to the Sagebrush Trail, a short route of steep steps leading down from 4th Avenue to the fairgrounds.

Arguably, the Viewpoint is Reed Park's best-known, most unique, and most popular feature, but in its current configuration several problems have developed.

Currently, Reed Park's ingress and egress route is a danger to walkers and cyclists. Additionally, the concentration of people and vehicles using the diagonal parking at the hilltop causes congestion and noise issues that discourage family use. Despite efforts by our Police, speeding and stop sign violations continue to put the safety of park users, American Legion visitors, and local residents at risk. We believe that structural changes to the park are necessary to alleviate these problems.

The Plan's adopted enhancements to Reed Park's greenbelt are certain to increase use of the park resulting in more traffic/congestion/parking and noise problems. But, the Plan Update 2016 for Reed Park fails to address these issues.

Therefore, we request AMENDMENT of the Plan Update 2016 for Reed Park to address the traffic/congestion/parking and noise problems, and to enhance the usability of the popular Viewpoint making it a point of pride for the whole community.

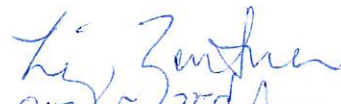
We include three options of suggestions for structural changes for Reed Park revisions. Please forward these to the Parks and Recreation Commission for their consideration.

Thank you,


William Meyer
1010 E CRAIG AVE
ELLENSBURG, WA 98926

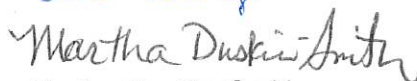

Doug Fessler
402 N Alder ST
Ellensburg, WA 98926

Liz Zentner

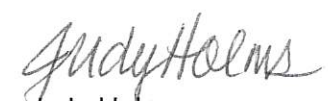

817 E 3rd Ave
Ellensburg, WA 98926

Bill Smith


1108 CRAIG AVE/POB 475
Ellensburg, WA 98926


Martha Duskin-Smith
1108 Craig Ave/POB 475
Ellensburg, WA 98926


Phil Mattocks
915 E Third St
Ellensburg, WA 98926


Judy Holms
1202 E Craig Av
Ellensburg WA 98926

OPTION A

OVER ALL GOALS: IMPROVE SAFETY, REDUCE CONGESTION, IMPROVE RECREATION

PARKING: REDUCE PARKING OPTIONS, NO DIAGONAL PARKING

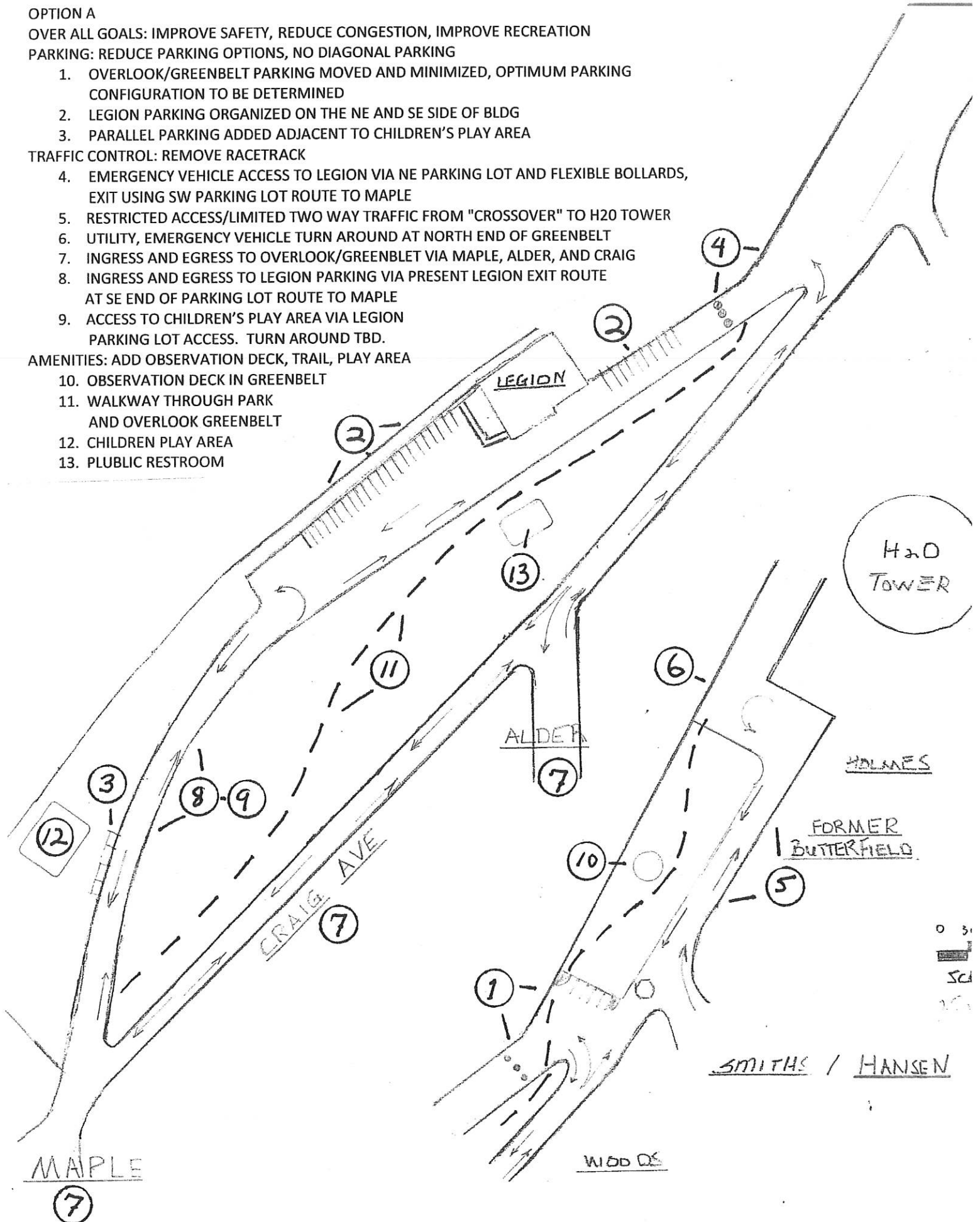
1. OVERLOOK/GREENBELT PARKING MOVED AND MINIMIZED, OPTIMUM PARKING CONFIGURATION TO BE DETERMINED
2. LEGION PARKING ORGANIZED ON THE NE AND SE SIDE OF BLDG
3. PARALLEL PARKING ADDED ADJACENT TO CHILDREN'S PLAY AREA

TRAFFIC CONTROL: REMOVE RACETRACK

4. EMERGENCY VEHICLE ACCESS TO LEGION VIA NE PARKING LOT AND FLEXIBLE BOLLARDS, EXIT USING SW PARKING LOT ROUTE TO MAPLE
5. RESTRICTED ACCESS/LIMITED TWO WAY TRAFFIC FROM "CROSSOVER" TO H2O TOWER
6. UTILITY, EMERGENCY VEHICLE TURN AROUND AT NORTH END OF GREENBELT
7. INGRESS AND EGRESS TO OVERLOOK/GREENBELT VIA MAPLE, ALDER, AND CRAIG
8. INGRESS AND EGRESS TO LEGION PARKING VIA PRESENT LEGION EXIT ROUTE AT SE END OF PARKING LOT ROUTE TO MAPLE
9. ACCESS TO CHILDREN'S PLAY AREA VIA LEGION PARKING LOT ACCESS. TURN AROUND TBD.

AMENITIES: ADD OBSERVATION DECK, TRAIL, PLAY AREA

10. OBSERVATION DECK IN GREENBELT
11. WALKWAY THROUGH PARK AND OVERLOOK GREENBELT
12. CHILDREN PLAY AREA
13. PUBLIC RESTROOM



OPTION B

“Safe and Simple”

GOALS: To improve public safety in the Viewpoint Area of Reed Park, by preserving existing one-way, one-lane traffic; and by replacing diagonal on-street parking with parallel parking. This is a safe, simple approach.

Option B is concerned mainly with safety: the safety of vehicles, cyclists, and pedestrians. Option B focuses attention on the northern part of Reed Park, sometimes referred to as the Viewpoint area. This is the area just below the water-tower, flanked on the west by the overlook and on the east by the five residences of the 11-hundred block, Craig Avenue. This area is the primary source of current unrest over Reed Park visitor-ship. Improvement of public safety in this area will benefit the Park as a whole.

Traffic/parking safety studies have shown that (especially in congested areas) one-way traffic is safer than two-way traffic; that off-street parking is safer than on-street parking; and that where on-street parking is unavoidable, parallel-to-curb parking is safer than any other configuration (30-degree, 45-degree, 60-degree, or 90-degree). *

In the interest of safety, we propose these simple structural considerations for the northern part of Reed Park:

- a) Preserve existing one-way northbound and southbound loop in this area.
- b) Allow parking—parallel parking only—on both sides of (and adjacent to) the median strip.
- c) Provide a paved footpath up the median, with crosswalks where appropriate.
- d) Adjust lane width and median width so as to minimize paving and maximize turf. Turf should extend from the southbound lane, westward to the edge of the overlook, providing space for development of Viewpoint interpretive and recreational facilities.

This proposal offers several advantages:

- 1) Minimal revision of current traffic flow patterns will be required (no two-way traffic).
- 2) Costs will be minimized.
- 3) The area will still be suitable for rodeo-week RV parking, if desired.
- 4) The existing “turn-around” (just south of the water-tower) will still be used as such, requiring no new larger turn-around, thus saving valuable space for the Viewpoint.
- 5) Likewise, parking along both sides of the median strip will save space along the overlook for Viewpoint enhancement.
- 6) Parallel parking is safer for pedestrians and cyclists; it requires more care from motorists, discouraging rapid, frequent ingress/egress. Parallel parking also reduces vehicle concentration, and discourages illegal back-in “driver-to-driver” parking.
- 7) Modest reduction of parking density (= stalls/acre) will help to reduce congestion and noise pollution in that area, further supporting enhancement of the Viewpoint.

This plan (Option B) is compatible with many other options for park improvement, including elements of our Options A and C. Option B supports almost all of the Comprehensive Plan Update adopted in 2016; and might work well with other plans yet to be developed. But it is not compatible with plans that include a two-way street and higher-density non-parallel parking in the northern part (Viewpoint area) of Reed Park. Two-way traffic in this area would require off-street parking, and even then would serve only to make matters worse.

* See, for example, Section 14.2 “Parking Design Considerations”, starting on p. 285 of the document “Landscape Design Guide” published by AFCEE, the U.S. Air Force Center for Environmental Excellence, available at https://www.wbdg.org/FFC/AF/AFDG/ARCHIVES/usaf_landscape.pdf

OPTION B location

Ellensburg Community Parks

Two parks in Ellensburg classified as Community Parks are shown on Map 3.4.

- Paul Rogers Wildlife Park: Judge Ronald Road 20.00 acres
- Reed Community Park 1101 Craig Avenue 4.44 acres¹²



CURRENT Reed Park Viewpoint Area (2020 Still)

¹² Reed Community Park (4.44-acres) links to the Sagebrush Trail on Craig's Hill (.30 acres).

OPTION C REPLACE/REDUCE/REVISE/DISPERSE

GOAL: To reduce vehicular congestion, speeding and noise problems, increase pedestrian access and encourage family enjoyment of Reed Park.

This option is a revision of the adopted Plan Update 2016. It maintains Craig Avenue as the one-way ingress/egress route, revises the parking options at the Viewpoint, and adds a small dispersed off-street parking area close to the beginning of the proposed walking path. It also calls for reduction in the speed limit on Craig Avenue, which is warranted since it is the primary access route to Reed Park, and supports the use of speed bumps to further deter aggressive drivers (a problem that plagues the area). Additionally, this option calls for an on-demand transit stop at Triangle Park on 4th and Maple.

PROPOSED PLAN:

REPLACE the current diagonal parking at the Viewpoint with a grassy strip with benches and information signage specific to the historic and natural features of the site.

REDUCE the length of the median at the hilltop and provide up to 12 parallel parking slots (6 heading N and 6 heading S) to REDUCE congestion, and discourage "party parking" and subsequent noise violations.

REVISE and expand the current crossover area (between Greenbelt and Viewpoint) to provide parking stalls (type to be determined) on the SW side of the Viewpoint. This area is not currently designated for parking but used for it nevertheless (see photo). Provide ADA parking at the N tip of the Greenbelt per the adopted plan

DISPERSE parking by building a small off-street parking area with crosswalk for access to the walking path at the SW area of the Park near the entry sign. This will provide access to the walking path (make ADA friendly) and REDUCE parking pressure at the Viewpoint. (NOTE: this might also be a good spot for play equipment). f

REDUCE speed on Craig Avenue to 15 mph* (as in Rinehart and West Ellensburg parks) and install emergency vehicle-friendly speed bumps to discourage aggressive driving.

REVISE the City transit route to include an on-demand stop at Triangle Park on Maple and 4th to encourage pedestrian traffic rather than vehicle traffic in the Park.

Together these changes improve the safety and attraction of Reed Park and its unique Viewpoint for visitors near and far.

***Ordinances: City of Ellensburg**

8.42.040 Park speed limits.

It is unlawful for the operator of any vehicle to operate such vehicle in the following designated parks in excess of the following speed:

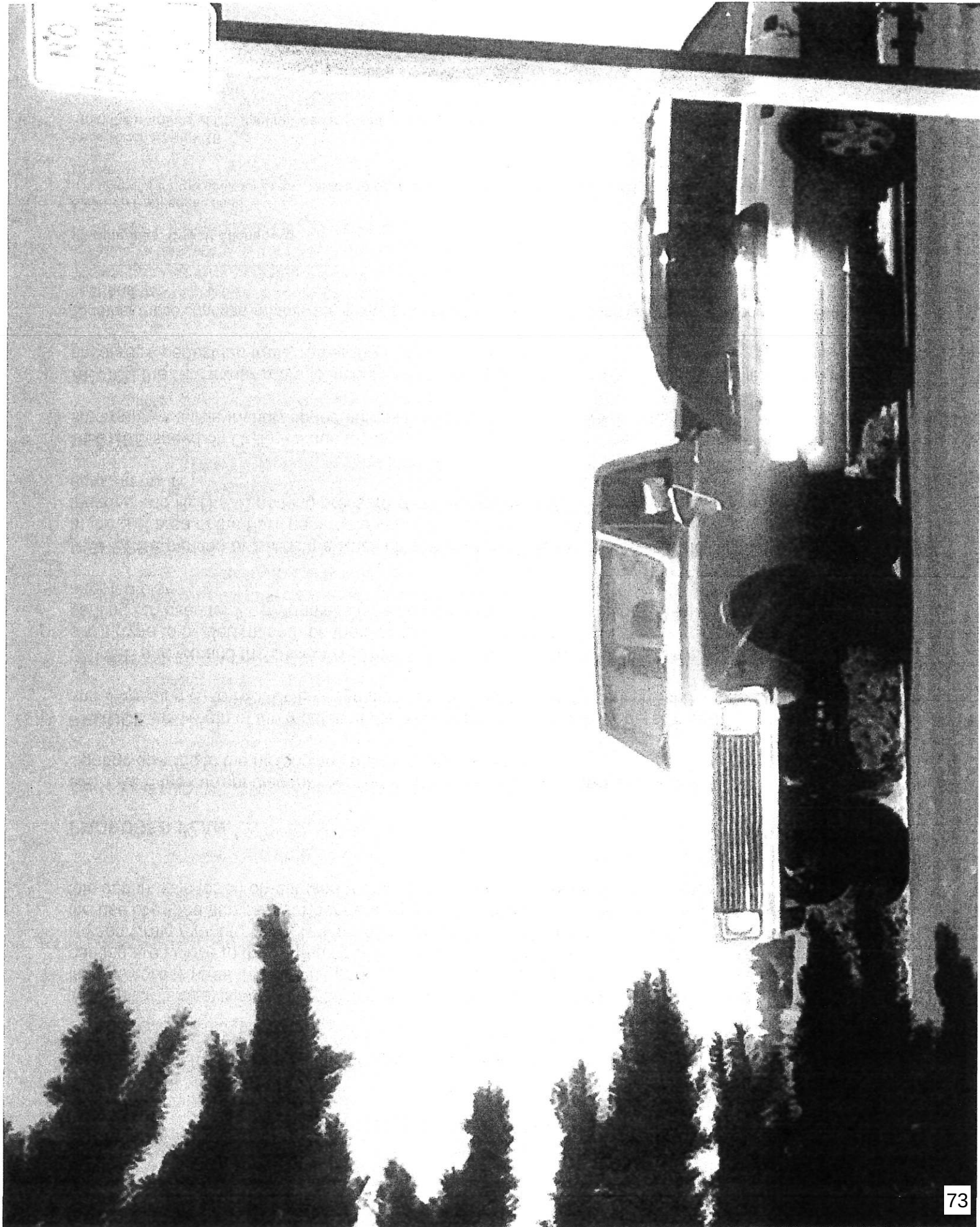
Irene Rinehart Park 15

From the entrance at Umpatnum Road into and including all traveled portions of the park.

West Ellensburg Park 15

From the entrance at Fifth Ave. into and including all traveled portions of the park.

Reed Park Viewpoint area 8/15/2020





CITY COUNCIL AGENDA REPORT

City Council Meeting Date:	September 8, 2020
Item Title/Agenda Subject:	Public Hearing to consider adoption of the 2019 Annual Report and Six Year Transit Development Plan for 2020 - 2025
Submitted by:	Betsy Dunbar Public Works & Utilities
Recommended Action or Motion:	Adoption of the Central Transit 2019 Annual Report and the Six Year Transit Development Plan for 2020 - 2025.
Background/Summary:	Transit agencies must prepare a transit development plan annually (RCW 35.58.2795). The report consists of an annual report for 2019 as well as a six year transit development plan. The annual report for 2019 and the 2020 - 2025 Transit Development Plan were approved by PTAC on July 21, 2020, which recommended both the annual report and the six year development plan be presented to and adopted by the City Council in order to be submitted to WSDOT. A Notice of Virtual Public hearing dated August 17, 2020 was published in the local newspaper and on the City's website pursuant to RCW 35.58.2795.
Previous Council Action:	The City Council has approved the 2017 and the 2018 annual reports and six year development plans.
Analysis:	The annual report is based on the 2019 calendar year and the six year development plan covers 2020 - 2025.
Financial Impact:	There are no direct costs associated with this item. Many projects included in the six year development plan have not been included in the 2019-2020 Biennial Budget and will be brought to council for budget authority prior to expenditure approval.
Attachments:	

Ellensburg Central Transit Transit Development Plan

Annual Report for 2019
and
Six-Year Plan for 2020 – 2025



Public Hearing Date: August __ , 2020

Adopted by the City of Ellensburg City Council: August __ , 2020

Attested to: _____

The Transit Development Plan for 2020-2025 and the 2019 Annual Report provide updated information to the Washington State Department of Transportation (WSDOT) on Ellensburg Central Transit's 2019 transit system accomplishments and proposed strategies for 2020 to 2025.

This document is submitted per the requirements of RCW § 35.58.2795.

Ellensburg Central Transit is required to prepare a six-year transit development plan and annual report on a yearly basis. WSDOT uses this document to prepare an annual report for the Washington State Legislature summarizing the status of public transportation systems statewide. This document is also used as the annual report by the Public Transit Advisory Committee (PTAC) to the Ellensburg City Council and to notify the public about projects that have been completed, are in process, or are planned for the future. Following a public hearing, the Ellensburg City Council must approve this document prior to acceptance by WSDOT.

For calendar year 2019, Ellensburg Central Transit Fixed Route and Paratransit service within the city limits of the City of Ellensburg was contracted by the City to HopeSource, a local non-profit community action organization. HopeSource received funding for the operations of Ellensburg Central Transit.

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Section 1: ORGANIZATION

History

In 2011, the City of Ellensburg, the Associated Students of Central Washington University, HopeSource, and the Washington State Department of Transportation collaborated to plan, fund, and operate public transit services within Ellensburg.

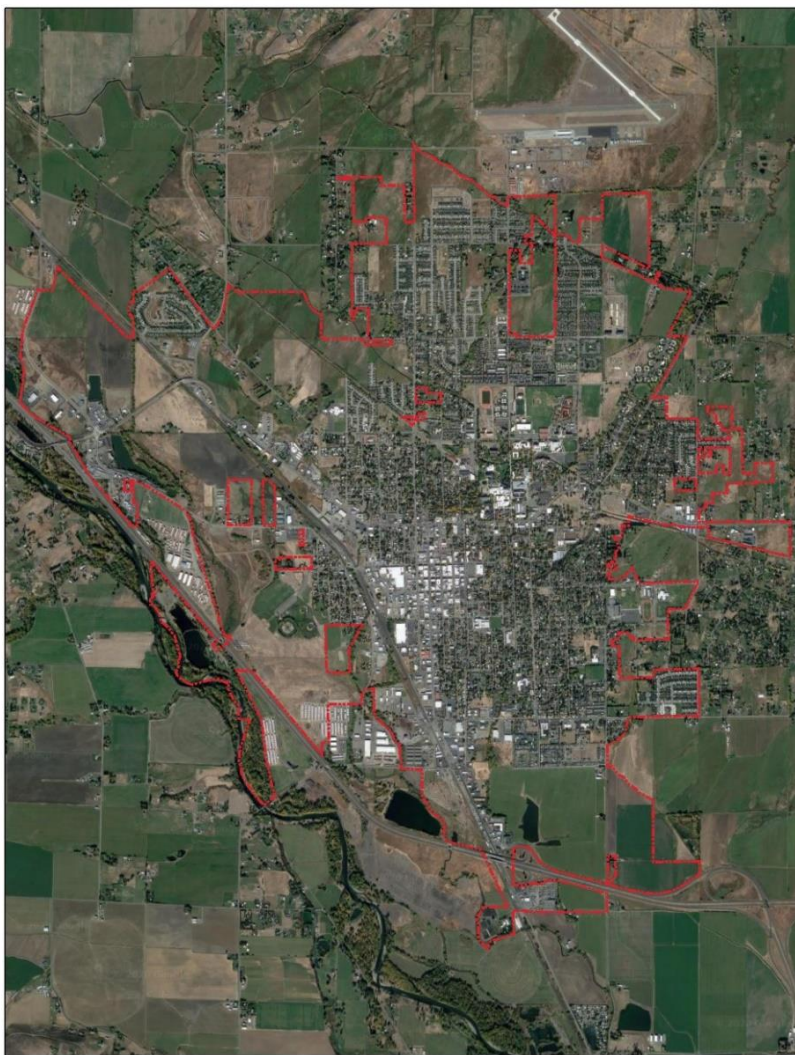
In 2016, the City Council authorized a special election to be held on April 26, 2016 for a sales and use tax. The tax was to be levied in an amount of up to two-tenths of one percent for a period of not more than ten years to pay for or financing public transportation improvements. Ellensburg voters approved the levy with a 63% majority and the City assumed operation of Central Transit on July 1, 2017.

Central Transit began with Fixed-route and complimentary ADA Paratransit services and expanded to include a non-emergency medical Cabulance service. It also provides support for a county wide Dial A Ride service, the Kittitas County Connector as well the Yakima-Ellensburg Commuter.

Service Area

Central Transit is a rural transit system serving a population of 22,640 people within a total area of 7.65 square miles. Ellensburg is located just east of the Cascade Range at the junction of Interstate 90 and 82. The city is located along the Yakima River in the Kittitas Valley and is known as the most centrally located city in the state.

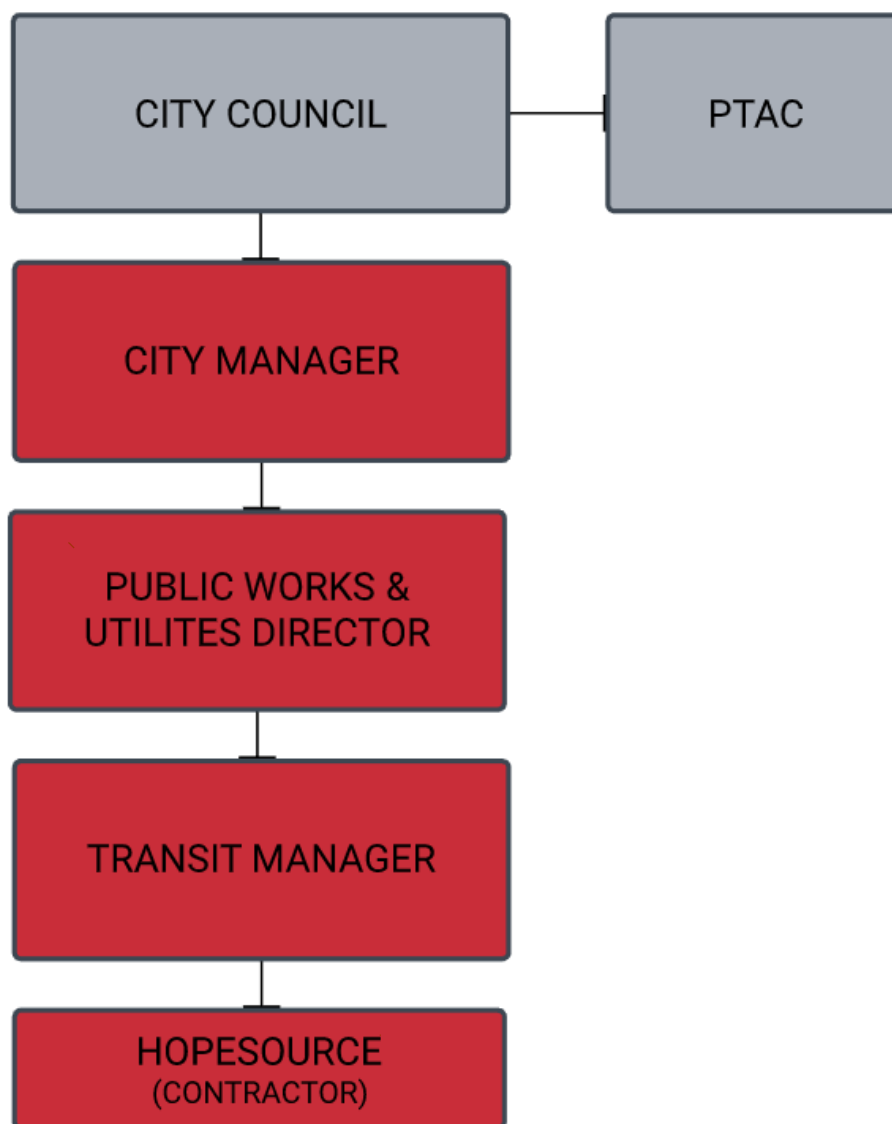
Exhibit A: Transit Service Area Map



Organizational Structure

The Ellensburg City Council is responsible for Central Transit's operations. The Public Transit Advisory Committee (PTAC) provides direction, recommendations on system improvements, education and funding. The City Manager and Public Works Director report to the City Council on Transit activities, policies and finances. The Transit Manager oversees the daily operational activities of the Transit System, which is overseen by the Public Works Director and City Manager. The City of Ellensburg contracts the Fixed-route, Paratransit services and Cabulance to HopeSource.

ELLENSBURG CENTRAL TRANSIT ORGANIZATIONAL CHART



Section 2: FACILITIES AND EQUIPMENT

Ellensburg Central Transit does not have bus maintenance or operations facilities. The service provider, HopeSource has operations and bus storage located at 700 E. Mountain View, Suite 501, Ellensburg, Washington 98926.

Central Transit's Administrative offices are located at 501 N Anderson St, Ellensburg, Washington 98926.

All operational equipment is owned and maintained by HopeSource.

Exhibit B: Vehicle List

SERVICE	#	TYPE	YR	MAKE	MODEL	TRIM	VIN NUMBER	SEATS
PARATRANSIT DIAL A RIDE	101	BUS	2018	FORD	E350/ALL STAR	OTHER	1FDEE3F64JDC41666	14
PARATRANSIT DIAL A RIDE	95	BUS	2018	FORD	E450	ECONOLINE	1FDFE4FS8HDC77992	14
PARATRANSIT DIAL A RIDE	96	BUS	2018	FORD	E450	SENATOR 11	1FDFE4FS5HDC77951	14
PARATRANSIT DIAL A RIDE	99	BUS	2018	FORD	E450	SENATOR 11	1FDFE4FS2HDC77955	14
PARATRANSIT DIAL A RIDE	89	BUS	2014	FORD	E450	SUPER DUTY	1FDEE4FL8EDB10211	14
PARATRANSIT DIAL A RIDE	97	BUS	2017	FORD	E450	ECONOLINE	1FDFE4FS2HDC77941	14
FIXED ROUTE	3	BUS	2015	FORD	E450	SUPER DUTY	1FDEE4FL5FDA34903	14
FIXED ROUTE	4	BUS	2015	FORD	E450	ECONOLINE	1FDEE4FL7FDA34904	14
FIXED ROUTE	5	BUS	2017	FORD	E450	ECONOLINE	1FDFE4FS2HDC49329	14
FIXED ROUTE	6	BUS	2017	FORD	E450	ECONOLINE	1FDFE4FS6HDC49348	14
FIXED ROUTE	7	BUS	2017	FORD	E450	ECONOLINE	1FDFE4FSXHDC49336	14
FIXED ROUTE	8	BUS	2019	FORD	E350	STARCRAFT ALLSTAR	1FDEE3FS2KDC21561	14
FIXED ROUTE	93	BUS	2012	FORD	E450	ECONOLINE	1FDFE4FS8CDA21814	14
CABULANCE	100	VAN	2016	DODGE	CARAVAN	BRAUN ABILITY	2C7WDGBG1GR372421	2
KITTITAS COUNTY CONNECTOR	200	BUS	2019	FORD	E350	STARCRAFT ALLSTAR	1FDES8PMXKKB87628	10

KITTITAS COUNTY CONNECTOR	201	BUS	2019	FORD	E350	STARCRAFT ALLSTAR	1FDES8PMXKKB87631	10
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Section 3: TRANSPORTATION SERVICE

Central transit services consist of a Fixed-route service with 5 routes, complimentary ADA Paratransit service and a non-emergent Cabulance service. The City also supports a demand response county Dial A Ride service, the Kittitas County Connector as well as the Yakima-Ellensburg Commuter.

Central Transit provides connections to many other transportation services supporting the state's Connecting Washington program.



Fixed Route

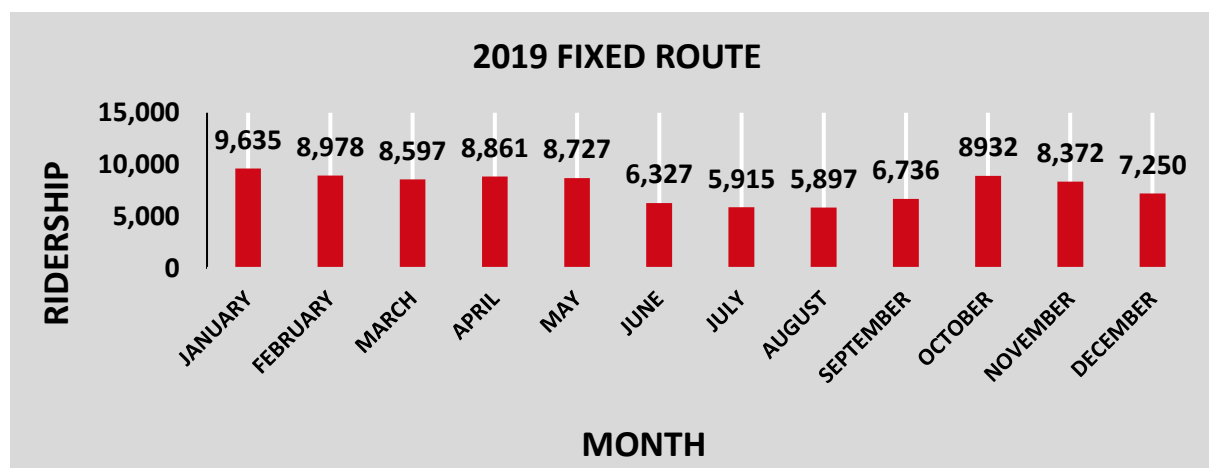
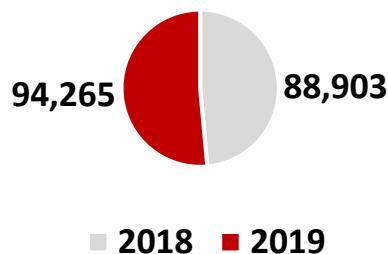
Central Transit's Fixed Route bus service is an accessible fare free public transit service which operates 7 days a week within the City of Ellensburg. Service hours are between 7:00 AM – 8:00 PM. Transit services operate year-round with the exception of the following holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Thanksgiving Day and Christmas Day.

New routes were implemented in September 2019. The enhanced fixed route service is now provided through five routes.

- Routes 12 A /12 B operate from 7:00 AM to 8:00 PM and serve the north end of the City, CWU, downtown, and the business/shopping areas on the south end of town.
- Route 13 operates from 7:00 AM to 7:00 PM and extends north to Elmview and south to senior housing and the hospital.
- Route 14 operates from 7:00 AM to 7:00 PM and serves additional north end housing and EHS on the south end.
- Routes 15 & 16 operate from 7:00 AM to 7:00 PM and serve downtown and east Ellensburg.

The Fixed Route service provides safe reliable transportation with the goal to increase accessibility, connectivity, ridership and passenger amenities. The service is essential to the community as it reduces traffic congestion, pollution, parking shortages and helps stimulate the economy by connecting passengers to local businesses, essential services, employment opportunities as well as connections to other statewide transportation systems.

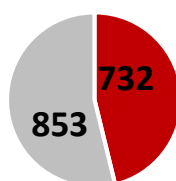
Fixed Route ridership increased 6% from the previous year.



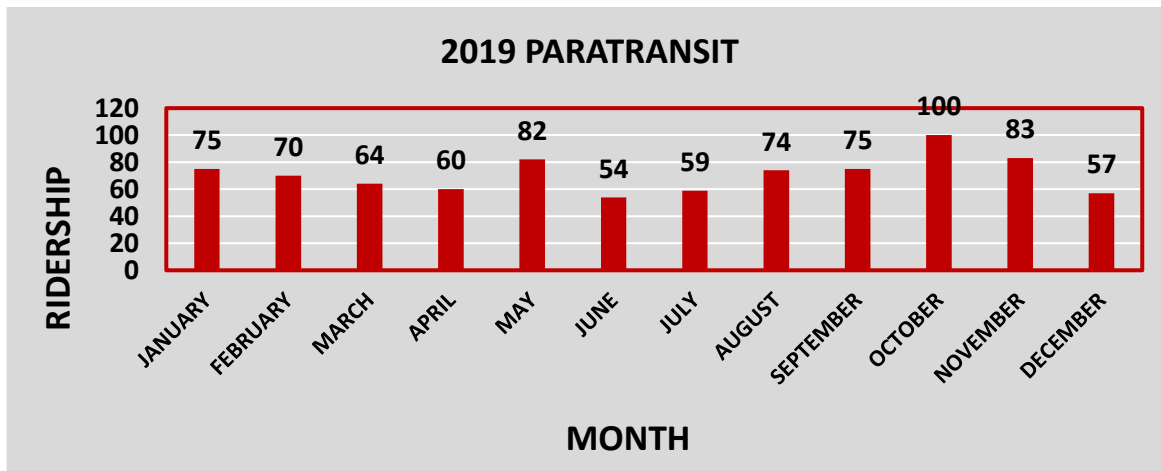
Paratransit

ADA Paratransit services are available during the same operating hours as the Fixed Route service to residents of Ellensburg who qualify for the service under the provisions of the Americans with Disabilities Act. This complementary shared ride service operates within $\frac{3}{4}$ miles of the Fixed Route service which includes many diverse populations such as low income, elderly, students and skilled/assisted living facilities. The service provides door to door service with a 30-minute arrival window.

Paratransit ridership increased 16% from the previous year.



■ 2018 ■ 2019



Cabulance

Cabulance service was one of the first improvements made to the transit system. The service provides accessible non-emergency medical transportation for individuals within the City of Ellensburg to and from specific medical facilities as initiated by Kittitas Valley Fire and Rescue EMTs. The goals of the Cabulance program include:

- Providing cost effective transportation to individuals who need non-emergency care.
- Reducing inappropriate use of emergency services.

In 2019 there were 118 Cabulance trips which allowed emergency vehicles to assist individuals with life threatening emergencies.

Dial A Ride

Ellensburg Central Transit helps support HopeSource's Dial A Ride service which provides demand response transportation services county wide. The service operates Monday – Friday 8:00 AM to 5:00 PM unless closed for a holiday. Riders must qualify to use the service.

In 2019 there were 11,043 one-way trips on Dial A Ride.

Kittitas County Connector

The Kittitas County Connector is a free bus service between Ellensburg and Upper County operated by HopeSource. The service operates 7 days a week except for holidays.

In 2019 there were 1,748 boarding's on the Kittitas County Connector.

Multimodal Connections

Central Transit provides several connections to the Yakima-Ellensburg Commuter which provides bus service between Ellensburg and Yakima Monday through Friday.

All Central Transit routes connect daily to the Kittitas County Connector which travels eastbound to the upper county.

Central Transit connects to Greyhound, Travel Washington's Apple Line at Love's Truck Stop near the west 1-90 interchange for travel between Ellensburg and Wenatchee.

Central Transit also provides connections with Bellair Airporter Shuttle services to Sea-Tac Airport at Love's Travel Stop near the west 1-90 interchange and the CWU Starbucks on E 10th Ave.

The City of Ellensburg is committed to multimodal improvements within the City and to enhance the quality of life of its residents by providing ways to help provide better access mobility, improve options and independence, as well as protect the environment. These include improving sidewalks and curb ramps to ADA standards, new sidewalks, bike lanes as well as pedestrian, bike and equestrian trails.

Fare Structure

All Ellensburg Central Transit services are fare free

Section 4: 2019 ACCOMPLISHMENTS

- The Central Transit bus system received a complete overhaul to its routes and schedules to enhance and better serve the residents of Ellensburg. The old loops were exchanged for a more linear system with 34 stops added. Consideration for the stops came directly from surveys and community input. Many of the routes will improve access for students, commuters and modified service areas to support new ridership.
- Created Routes and schedules in both English and Spanish.
- The new routes launched September 16th, 2019.
- The City partnered with HopeSource in the establishment of a commuter bus service between Ellensburg and Upper Kittitas County called the Kittitas County Connector. This service is in line with and supports the states Connecting Washington program.
- Central Transit offered rodeo and fair fans free bus service during the Labor Day weekend.
- One new bus was added to the existing fixed route fleet as well as additional operators.
- Fixed Route boarding's increased 6% from 2018.
- Paratransit trips increased 16% from 2018.
- The City Council approved an MOU between the City and Prestige Hearthstone to allow their medical staff to request Cabulance rides directly. This will allow Kittitas Valley Fire and Rescue to respond to real emergency calls.
- The City constructed a ½ mile of pedestrian, bike and equestrian trail constructed from 14th Ave. to 18th Ave.
- Constructed 1,200 feet of new bike lane on Main Street was constructed.
- Constructed 1,600 feet of new sidewalk on Main Street.
- Improved 18 existing curb ramps to ADA standards.
- Traffic signal upgrades with accessible pedestrian signal heads, pushbuttons and audible callouts.
- Pedestrian safety measures including leading pedestrian interval timing and flashing left yellow turn arrows.
- The Ellensburg City Council approved bus stop art! Artwork from local artists will be featured on 10 City bus shelters. 5 in 2019 and 5 in 2020.

Section 5: STATISTICS AND PROJECTIONS

2019 Central Transit Actual System Statistics with 2020 – 2025 Projections

Exhibit C: Service Data by Mode

FIXED ROUTE	2019 ACTUAL	2020	2021	2022	2023	2024	2025
Boarding's	94,265	68,000	110,000	115,000	120,000	125,000	130,000
Operating Expenses	718,019	1,023,695	1,044,169	1,065,052	1,086,352	1,108,079	1,130,241
Vehicle Service Miles	197,233	240,000	240,000	240,000	240,000	240,000	240,000
Vehicle Service Hours	1,324	4,500	4,500	4,500	4,500	4,500	4,500
Gallons of Fuel	29,271	35,500	35,500	35,500	35,500	35,500	35,500
Injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0

PARATRANSIT	2019 ACTUAL	2020	2021	2022	2023	2024	2025
One-way trips	853	480	600	700	700	800	800
Operating Expenses	15,688	15,766	15,924	16,083	16,244	16,406	16,570
Vehicle Service Miles	2,418	2,300	2,400	2,450	2,450	2,500	2,500
Vehicle Service Hours	469	360	470	500	500	550	550
Gallons of Fuel	385	300	380	385	385	340	340
Reportable Injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0

CABULANCE	2019 ACTUAL	2020	2021	2022	2023	2024	2025
One-way trips	118	120	125	130	135	140	145
Operating Expenses	40,201	41,246	42,246	43,246	44,246	45,246	46,426
Vehicle Service Miles	321	315	325	330	335	340	345

Vehicle Service Hours	223	220	230	235	238	240	242
Gallons of Fuel	58	60	65	70	72	74	76
Reportable Injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0

DIAL A RIDE	2019 ACTUAL	2020	2021	2022	2023	2024	2025
One-way trips	10,836	7,500	10,000	10,500	10,500	11,000	11,500
Operating Expenses	81,313	81,313	81,313	81,313	81,313	81,313	81,313
Vehicle Service Miles	82,844	60,000	80,000	81,000	81,000	82,900	83,500
Vehicle Service Hours	5,964	4,150	5,000	5,500	5,500	5,800	6,100
Gallons of Fuel	10,795	10,000	10,200	10,500	10,500	10,700	10,900
Reportable Injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0

KITTITAS COUNTY CONNECTOR	2019 ACTUAL	2020	2021	2022	2023	2024	2025
One-way trips	1,835	1,800	1850	1875	1880	1885	1900
Operating Expenses	43,000	43,000	43,000	43,000	43,000	43,000	43,000
Vehicle Service Miles	48,366	48,366	48,366	48,366	48,366	48,366	48,366
Vehicle Service Hours	2,265	2,265	2,265	2,265	2,265	2,265	2,265
Gallons of Fuel	5,490	5,490	5,490	5,490	5,490	5,490	5,490
Reportable Injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0

Section 6: OPERATING FINANCIAL PLAN

Operating Revenue

In April of 2016, the City of Ellensburg went to the citizens of Ellensburg with Proposition 1. The proposition authorized collection of a sales and use tax at a

rate of up to 0.2% on all taxable retail sales within the City of Ellensburg for the purpose of paying for or financing the costs of public transportation maintenance, operation and improvements. The proposition was approved with a 63% positive response from the citizens of Ellensburg. The City began receiving these funds in December 2016.

Operating Expenditures

System expenses for 2019 totaled \$ 1,273,859 which includes Fixed Route, ADA Paratransit, Cabulance, Dial A Ride, Kittitas County Connector, the annual funding toward the Yakima-Ellensburg Commuter as well as administrative costs.

Funding Assumptions

- Sales tax revenues from Proposition 1 are expected to be down due to the COVID-19 Pandemic.
- The future inflation rate forecast for the next six years is between 2 – 3 %.
- Central Washington University Students will continue to invest in Central Transit.
- State operating assistance grants are projected to remain near their current levels for Fixed Route and Paratransit operations.
- The outcome of I-976 may play a factor in funding projects.

In order to maintain service levels and to ensure sustainability of the system, a portion of the sale tax revenues is deposited in an operating reserve account. If sales tax income and/or grant funding decrease, the reserves will allow the system to continue to serve the public in the near term without significant performance or service reductions.

It is the intent of the City of Ellensburg through the PTAC to establish a service and growth plan. Future Transit Development Plans will include the vetted service and growth plan information.

Section 7: TRANSIT FINANCES

Exhibit D: 2019 Revenues and Expenses

	2019
Fund 127 - Ellensburg Public Transit thru 12-31-19	Total
100-127-313-21-00-000-000 Retail Sales Tax .02% for PublicTransit	1,199,186
100-127-333-20-00-000-000 WSDOT Grant (Fed Pass Thru) Budget only	41,412
100-127-334-03-60-000-000 WSDOT Consolidated Grant - No Federal Money	382,895
100-127-337-00-00-001-000 WCIA Risk Reduction Grant	7,392
100-127-344-70-00-000-000 Transportation Services	75,000
100-127-344-70-00-001-000 Transit Advertising	0
100-127-361-10-00-000-000 Investment Increase/Decrease for FMV	0
100-127-361-11-00-000-000 Interest Income	34,525
100-127-367-00-00-000-000 Transit - Nongovernmental Grants & Donations	0
100-127-369-90-00-000-000 Transit - Misc Revenue	0
100-127-388-10-00-000-000 Prior Period Adjustment	0
100-127-397-00-00-140-000 Transfer in Sales Tax Support	0
Total Revenues	1,740,410

Fund 127 - Ellensburg Public Transit Expenditures thru 12-31-19		2019
		Total
100-127-547-20-10-000-000 Public Transit- Salaries & Wages		94,314
100-127-547-20-20-000-000 Public Transit - Retirement		12,060
100-127-547-20-21-000-000 Public Transit - FICA		7,078
100-127-547-20-22-000-000 Public Transit - L&I		1,555
100-127-547-20-24-000-000 Public Transit - Medical Ins Premiums		18,220
100-127-547-20-26-000-000 Public Transit - Disability Ins Premiums		426
100-127-547-20-27-000-000 Public Transit - Life Ins Premiums		72
100-127-547-20-28-000-000 Public Transit - Paid Medical Leave		152
100-127-547-20-31-000-000 Public Transit - Supplies		6,051
100-127-547-20-35-000-000 Public Transit - Small Tools & Minor Equip		0
100-127-547-20-41-000-000 Public Transit - Professional Services		3,090
100-127-547-20-41-007-000 Upper County Commuter - Professional Services		21,500
100-127-547-20-42-000-000 Public Transit - Communications		2,185
100-127-547-20-43-000-000 Public Transit - Travel		1,667
100-127-547-20-45-000-000 Public Transit - Equipment Rental		1,845
100-127-547-20-46-000-000 Public Transit - Insurance		0
100-127-547-20-49-000-000 Public Transit - Miscellaneous		2,803
100-127-547-20-51-000-000 Public Transit - Intrgovnmntl Services		0
100-127-547-20-91-000-000 Public Transit - Interfund Professional Services		0
100-127-547-20-91-011-104 Public Transit - Interfund General Admin		0
100-127-547-20-91-104-012 Public Transit - Interfund Finance Charges		13,924
100-127-547-20-95-502-550 Public Transit - Interfund Computer Rental		23,724
100-127-547-20-98-000-000 Public Transit - Intrfnd Repairs/Mnt		0
100-127-565-10-51-000-000 Public Transit - Hope Source		0
100-127-594-47-62-000-000 Public Transit - Capital Expnd/Shelters		0
100-127-594-47-63-000-000 Buildings & Structures		0
100-127-594-47-98-000-000 Interfund Capital Expenses		0
100-127-597-95-00-011-000 Administrative Assessment		0
Total Administrative		210,666

100-127-547-20-10-001-000 Fixed Route - Salaries & Wages	0
100-127-547-20-20-001-000 Fixed Route - Retirement	0
100-127-547-20-21-001-000 Fixed Route FICA	0
100-127-547-20-22-001-000 Fixed Route L&I	0
100-127-547-20-24-001-000 Fixed Route Medical Ins	0
100-127-547-20-26-001-000 Fixed Route Disability Ins	0
100-127-547-20-27-001-000 Fixed Route Life Ins	0
100-127-547-20-31-001-000 Fixed Route Supplies	22,764
100-127-547-20-41-001-000 Fixed Route Professional Services	674,484
100-127-547-20-48-001-000 Fixed Route Repairs & Maintenance	0
100-127-547-20-98-001-000 Fixed Route Intrfnd Repairs/Mnt	20,771
100-127-594-47-62-001-000 Fixed Route Capital Exp	0
Total Fixed Route	718,019
100-127-547-20-10-002-000 Expanded Route - Salaries & Wages	0
100-127-547-20-20-002-000 Expanded Route - Retirement	0
100-127-547-20-21-002-000 Expanded Route - FICA	0
100-127-547-20-22-002-000 Expanded Route - L&I	0
100-127-547-20-24-002-000 Expanded Route - Medical Ins	0
100-127-547-20-26-002-000 Expanded Route - Disability Ins	0
100-127-547-20-27-002-000 Expanded Route - Life Ins	0
100-127-547-20-31-002-000 Expanded Route - Supplies	624
100-127-547-20-41-002-000 Expanded Route - Professional Services	165,142
100-127-547-20-45-002-000 Expanded Route - Equipment Rental	355
100-127-547-20-48-002-000 Expanded Route - Repairs & Maintenance	0
100-127-547-20-98-002-000 Expanded Route - Intrfnd Repairs & Mnt	723
100-127-594-47-62-002-000 Expanded Route - Capital Exp	0
100-127-594-47-63-002-000 Expanded Route - Other Improvements	0
Total Expanded Route	166,844

Exhibit E: 2020 – 2025 Projected Revenues and Expenses

Ellensburg Central Transit 2020 – 2025 Projected Revenues and Expenses						
REVENUES:	2020	2021	2022	2023	2024	2025
SALES TAX REVENUE	995,626	1,080,000	1,100,000	1,150,000	1,200,000	1,250,000
WSDOT CONSOLIDATED GRANT 2019-2021	420,750	315,563				
WSDOT CARES GRANT 2020 - 2021	471,380					
WSDOT CONSOLIDATED GRANT 2021-2025 *		115,637	462,550	462,550	462,550	346,911
WSDOT CONSOLIDATED GRANT 2025-2029 *						115,637
WSTIP GRANT	5,000					
SPECIAL NEEDS TRANSPORTATION PARATRANSIT FORMULA FUND	11,174	0	16,000	16,000	16,000	16,000
TRANSPORATION SERVICES (ASCWU)	62,500	75,000	75,000	75,000	75,000	75,000
INTEREST INCOME	24,200	20,000	20,000	20,000	20,000	20,000
TOTAL REVENUE:	1,990,630	1,606,200	1,673,550	1,723,550	1,773,550	1,823,548
EXPENSES:						
FIXED ROUTE	1,023,695	1,044,169	1,065,052	1,086,352	1,108,079	1,130,241
PARATRANSIT	15,766	15,924	16,083	16,244	16,406	16,570
DIAL A RIDE & CITY MATCH	81,313	81,313	81,313	81,313	81,313	81,313
CABULANCE	41,246	42,246	43,246	44,246	45,246	46,246
KITTITAS COUNTY CONNECTOR	43,000	43,000	43,000	43,000	43,000	43,000
YAKIMA ELLENSURG COMMUTER	20,000	20,000	20,000	20,000	20,000	20,000
STAFF, ADVERTISING, MARKETING, CAPITAL, PROFESSIONAL SERVICES & TRAINING	440,450	362,760	400,000	400,000	400,000	400,000
TOTAL EXPENSE	1,665,470	1,609,412	1,668,694	1,691,155	1,714,044	1,737,370
POSSIBLE CONSOLIDATED GRANT AWARD - *						

Section 8: SIX-YEAR TRANSIT IMPROVEMENT PLANS

Priority goals, Objectives, & Strategies for the current year and the Next 5 Years

- Promote economic vitality.
- Maintain, preserve, and improve our transportation system and services.
- Provide and improve the safety and security for passengers and our transportation system.
- Improve and predict the movement of people throughout the city and state with multimodal connections and accessible modes of transportation.
- Enhance the quality of life through investments which promote energy conservation, enhance healthy communities, and protect the environment.
- Continue to improve the quality and efficiency of our transportation system.

2020 – 2025 Local Operating Projects

- Travel Training.
- Increase safety measures to ensure the safety of operators and passengers.
- Evaluate routes and add time stops resulting in a more reliable and user-friendly service.
- Continue to monitor and analyze routes and services for efficiency and reliability.
- Continue to participate in multimodal transit projects such as bike lanes, pedestrian and bike trails.
- Community outreach.
- Develop a Commute Trip Reduction plan for major employers within the City of Ellensburg.
- Continue to participate and expand services to support the States Connecting Washington Transit Project.
- Update Transit website.
- Use the Transit app for real-time public transit data.
- Continue to update transit flyers and pamphlets.
- Move to a bus book.

- Provide community shuttles for events like the Ellensburg Rodeo.
- Participate in Summer Youth Activities.
- Work closely with Contractor to ensure services are safe and reliable.
- Increased transit branding and recognition with Central Transit uniforms and safety vests.
- Increased social media presence.

2020 – 2025 Local Capital Projects

- Additional ADA bus stop enhancements.
- Additional bus shelters.
- ADA accessible sidewalks and curb cuts.
- Additional bus turnouts.
- Bus stop improvements.
- Safety improvements.
- Low or zero emissions/electric buses.
- Multimodal Transit Station.
- Bike lanes.
- Pedestrian, bike and equestrian trails.

Ellensburg Central Transit Proposed Capital Improvements

It is the City of Ellensburg's intent to maintain the Ellensburg Central Transit system as a fully contracted (turnkey) operation. The contractor will continue to provide all equipment, facilities, personnel and maintenance; therefore, no vehicles, facility maintenance or related projects are budgeted by or for Ellensburg Central Transit.

We will continue to work with our regional planning organization to address transit needs in our community and county.

The goals in system changes and improvements through 2025 are:

2020

- Add 8 new bus shelters, including bike racks, solar lighting, trash cans, signs and concrete.
- Construct 4 bus pullouts
- Mobilizations (Fixed)
- Bus Stop Improvements
- Driver safety barriers for 8 buses

2021

- Cost differential for 2 low or zero emissions for 2 fixed route buses
- Maintain & improve ADA amenities within the transit system
- 2 additional bus stop pullouts

2022

- Cost differential for 3 low or zero emissions/electric fixed route buses.
- Maintain & improve ADA amenities within the transit system
- Bus stop improvements
- 2 additional bus stop pullouts
- Multimodal Transit Station contribution

2023

- Maintain & improve ADA amenities within the transit system
- 2 additional bus stop pullouts
- Bus stop improvements
- Cost differential for 2 low or zero emissions/electric fixed route buses

2024

- Cost differential for 2 low or zero emissions/electric fixed route buses

- Maintain & improve ADA amenities within the transit system
- Bus stop improvements

2025

- Maintain & improve ADA amenities within the transit system
- Bus stop improvements
- Cost differential for 2 low or zero emissions/electric fixed route buses

Funds will be allocated to these projects when needed.

*These system changes and improvements noted are subject to change pending inputs from finance, PTAC and the City Council.

Section 9: SUMMARY

2019 was a very successful year for Ellensburg Central Transit.

We are committed to preserving and strengthening our community and will continue to provide transportation services and mobility options for those who need them.

Exhibit F: Current System Maps

Full Service Map - English

CENTRAL TRANSIT FEATURES

- Easy to ride
- Equipped with bike racks
- Wheelchair accessible
- Five routes available
- Service 7 days/week
- Route planner via Google Maps
- Bus locator using RouteShout2 app

FIXED ROUTE SERVICE HOURS

Route 12
7:00 AM - 8:00 PM
Routes 13, 14
7:00 AM - 7:00 PM
Routes 15, 16
7:30 AM - 7:00 PM

HOLIDAYS

Buses DO NOT provide transit service on the following days:
New Year's Day 4th of July
President's Day Thanksgiving Day
Memorial Day Christmas Day

CONTACT US

Phone: (509) 933-2287 M-F 8A-4P
Online: <https://ci.ellensburg.wa.us/centraltransit>
Social Media: Facebook/centraltransit



Ellensburg Central Transit

Timetables and Routes
Published Nov 2019



Fare-FREE for all riders
Another reliable City of Ellensburg service



Full Service Map – Spanish

CARACTERÍSTICAS DE CENTRAL TRANSIT

- Fácil de usar
- Equipado con portabicicletas
- Accesibilidad para sillas de ruedas
- Cinco rutas disponibles
- Servicio los 7 días de la semana
- Planificador de rutas a través de Google Maps
- Localizador de autobuses con la aplicación RouteShout2

HORARIOS DEL SERVICIO DE RUTA FIJA

Ruta 12: de 7 a. m. a 8 p. m.
Rutas 13, 14: de 7 a. m. a 7 p. m.
Rutas 15, 16: de 7.30 a. m. a 7 p. m.

FERIADOS

Los autobuses NO prestan servicio de transporte público los siguientes días:
Año Nuevo, 4 de julio, Día de los Presidentes, Día de Acción de Gracias, Día de la Conmemoración de los Caídos
Navidad

CONTÁCTENOS

Phone: (509) 933-2287 M-F 8A-4P
Online: <https://ci.ellensburg.wa.us/centraltransit>
Social Media: Facebook/centraltransit



Ellensburg Central Transit

Horarios y rutas publicadas en nov. de 2019



Servicio GRATUITO
para todos los pasajeros
Otro servicio confiable de la ciudad de Ellensburg

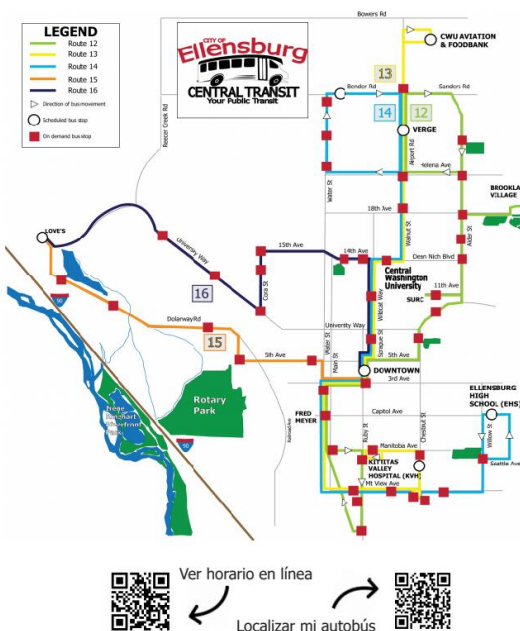


Exhibit C, Central Transit Routes 12 A and 12 B

ROUTE 14 SB to Capitol & Willow						ROUTE 14 NB to Bender & Ellington					
Bender & Ellington	E Dean Nic & Wildcat Wy (Brooks Library)	Depart Ruby & 4th (Downtown)	Water & Capitol (Fred Meyer)	EMT View & Pine (Super 1)	E Mt View & Chestnut (Brianwood)	Capitol & Willow (EHS)	EMT View & Pine (Super 1)	Water & Capitol (Fred Meyer)	Depart Ruby & 4th (Downtown)	E Dean Nic & Wildcat Wy (Brooks Library)	Bender & Ellington
7:37	7:42	6:55	6:59	7:03	7:07	7:11	7:19	7:23	7:27	7:32	7:37
8:37	8:42	7:55	7:59	8:03	8:07	8:11	8:19	8:23	8:27	8:32	8:37
9:37	9:42	8:55	8:59	9:03	9:07	9:11	9:19	9:23	9:27	9:32	9:37
10:37	10:42	9:55	9:59	10:03	10:07	10:11	10:19	10:23	10:27	10:32	10:37
11:37	11:42	10:55	10:59	11:03	11:07	11:11	11:19	11:23	11:27	11:32	11:37
12:37	12:42	11:55	11:59	12:03	12:07	12:11	12:19	12:23	12:27	12:32	12:37
1:37	1:42	12:55	12:59	1:03	1:07	1:11	1:19	1:23	1:27	1:32	1:37
2:37	2:42	1:55	1:59	2:03	2:07	2:11	2:19	2:23	2:27	2:32	2:37
3:37	3:42	2:55	2:59	3:03	3:07	3:11	3:19	3:23	3:27	3:32	3:37
4:37	4:42	3:55	3:59	4:03	4:07	4:11	4:19	4:23	4:27	4:32	4:37
5:37	5:42	4:55	4:59	5:03	5:07	5:11	5:19	5:23	5:27	5:32	5:37
6:37	6:42	5:55	5:59	6:03	6:07	6:11	6:19	6:23	6:27	6:32	6:37



Exhibit C, Central Transit Route 15

ROUTE 15 E/W to I-90 VIA DOLARWAY				
Depart Ruby & 4th (Downtown)	5th & Pacific	I-90 West Interchange (Love's)	5th & N. Pacific	Arrive Ruby & 4th (Downtown)
7:58	8:03	8:11	8:19	8:21
8:58	9:03	9:11	9:19	9:21
9:58	10:03	10:11	10:19	10:21
10:58	11:03	11:11	11:19	11:21
11:58	12:03	12:11	12:19	12:21
12:58	1:03	1:11	1:19	1:21
1:58	2:03	2:11	2:19	2:21
2:58	3:03	3:11	3:19	3:21
3:58	4:03	4:11	4:19	4:21
4:58	5:03	5:11	5:19	5:21
5:58	6:03	6:11	6:19	6:21
6:58	7:03	7:11	7:19	7:21



Exhibit C, Central Transit Route 16

ROUTE 16 E/W to I-90 VIA UNIVERSITY				
Depart Ruby & 4th (Downtown)	14th & Wildcat Way	I-90 West Interchange (Love's)	14th & Wildcat Way	Arrive Ruby & 4th (Downtown)
7:25	7:30	7:39	7:48	7:52
8:25	8:30	8:39	8:48	8:52
9:25	9:30	9:39	9:48	9:52
10:25	10:30	10:39	10:48	10:52
11:25	11:30	11:39	11:48	11:52
12:25	12:30	12:39	12:48	12:52
1:25	1:30	1:39	1:48	1:52
2:25	2:30	2:39	2:48	2:52
3:25	3:30	3:39	3:48	3:52
4:25	4:30	4:39	4:48	4:52
5:25	5:30	5:39	5:48	5:52
6:25	6:30	6:39	6:48	6:52





CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Proposed Ordinance - Amending Fire Code Appendix D Access Road Requirements and Flammable/Combustible Liquid Storage

Submitted by: Terry Weiner City Attorney Department

Recommended Action or Motion: Approve first reading of the proposed ordinance decreasing the threshold for requiring a second access road from 100 to 30 residential units and allowing for above ground flammable or combustible liquid storage for required generators.

Background/Summary: The access road requirement was a compromise made with City Council in 2001 increasing the secondary access requirement from 30 to 100 residential units. The City road standard is more restrictive and we are asking that the Council consider eliminating the amendment and simply having Appendix D as written as Code for the City.

The above ground fuel storage requirement does not allow for above ground fuel storage in most zones in the City. The problem with this is that there are required facility generators (hospital, fire station, etc...) that are in violation of the fire code. This change aligns code with current practice without reducing public safety.

Previous Council Action: The proposed ordinance amends past Council approved ordinance (4643) language.

Analysis: The proposed changes increase public and responder safety and bring the Ellensburg City Code in line with current practice.

Financial Impact: None to the City. Some developers to may need to install infrastructure for secondary access roads earlier in the development process.

Attachments:
[Chapter 3 Fire Code Amendments](#)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON, RELATING TO TITLE 3 “BUILDINGS AND FIRE” AND AMENDING SECTIONS 3.01.080 AND 3.03.200 OF THE ELLENSBURG CITY CODE.

WHEREAS, the City of Ellensburg (City) adopted Ordinance 4302 in 2001, which included incorporation of the most recent edition of the International Fire Code (IFC); and

WHEREAS, Ordinance 4302 amended the adoption of the IFC for the City by including a higher threshold for requiring a secondary access road in residential developments of 100 residential units in ECC 3.010.080(E); and

WHEREAS, Kittitas Valley Fire & Rescue (KVFR) has determined that based on the health, safety and welfare of City residents, the Ellensburg City Code requirements for secondary access roads in residential developments should be consistent with the most recently adopted version of the IFC, Appendix D, Section 107.1, which requires a secondary access road for residential developments which exceed 30 residential units; and

WHEREAS, KVFR has determined that the current requirements for above-ground fuel storage in ECC 3.03.200 is unduly restrictive and prohibits such storage in all zones except for Heavy Industrial (I-H), and that storage of Class II liquids should be permitted up to 2000 gallon capacity when they serve as fuel supply for emergency generators, are installed in accordance with all other applicable codes and are not equipped with any fuel dispensing system; and

NOW, THEREFORE, the City Council of the City of Ellensburg, Washington do hereby ordain as follows:

Section 1. Section 3.01.080 of the Ellensburg City Code, as last amended by Section 2 of Ordinance 4643, is hereby amended to read as follows:

3.01.080 Adoption – Codes designated.

The following codes and their amendments are found to be in conformance with the requirements of the State Building Code Act, enacted by the Legislature of the state of Washington, December 1991, Chapter 19.27 RCW, and with adoptions and amendments by the Washington State Building Code Council made pursuant to Chapters 19.27 and 70.92 RCW, and are adopted by reference as a part of the Ellensburg City Code:

A. The most current edition of the International Building Code (IBC) with Washington State amendments, published by the International Code Council, Inc., as adopted and amended by the Washington State Building Code Council, Chapter 51-50 WAC, and including Appendices C and D to the International Building Code; except that the following sections of the International Building Code are hereby further amended to read as follows:

105.2 Work exempt from permit. Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

Building:

1. One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area is not greater than 200 square feet (11 m²).
2. Fences not over 8 feet (2,134 mm) high.
3. Oil derricks.
4. Retaining walls that are not over 4 feet (1,219 mm) in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II or IIIA liquids.
5. Water tanks supported directly on grade if the capacity is not greater than 5,000 gallons (18,925 L) and the ratio of height to diameter or width is not greater than 2:1.
6. Sidewalks and driveways not more than 30 inches (762 mm) above adjacent grade, and not over any basement or story below and are not part of an accessible route.
7. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.
8. Temporary motion picture, television and theater stage sets and scenery.
9. Prefabricated swimming pools accessory to a Group R-3 occupancy that are less than 24 inches (610 mm) deep, are not greater than 5,000 gallons (18,925 L) and are installed entirely above ground.
10. Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.
11. Swings and other playground equipment accessory to detached one- and two-family dwellings.
12. Window awnings in Group R-3 and U occupancies, supported by an exterior wall that do not project more than 54 inches (1,372 mm) from the exterior wall and do not require additional support.
13. Nonfixed and movable fixtures, cases, racks, counters and partitions not over 5 feet 9 inches (1,753 mm) in height.
14. Replacement of residential domestic hot water heaters within a single dwelling unit.

105.5 Expiration. Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within one (1) year after its issuance, or if the work authorized on the site by such permit is suspended or abandoned for a period of one (1) year after the time the work is commenced. The building official is authorized to grant, in writing, one extension of time, for a period not more than one (1) year. The extension shall be requested in writing at least seven (7), but no more than sixty (60) calendar days prior to the date the original permit becomes invalid and justifiable cause demonstrated.

Recommendation after expiration. An expired permit may be recommenced one (1) time for a period not to exceed one (1) year subject to the following conditions:

- a. Application for recommendation is made in writing within 180 days from the date the original permit expired and justifiable cause is demonstrated;
- b. If there have been no changes to the original permit plans for which the permit was issued and there have been no changes to the building codes since the original building permit was issued, a recommendation fee of 10% of the original permit and plan review fee or a minimum fee of \$25.00, whichever amount is greater, shall be charged;
- c. If there are changes to the original permit plans for which the permit was issued or there have been changes to the building codes since the original building permit was issued, the recommendation shall require a new building permit application with new building permit application fees; and
- d. There shall be no extensions granted for a recommended permit and no additional recommendation opportunities shall be provided for a recommended permit.

Appendix D Fire Districts.

D 101.2 Establishment of Area. For the purpose of this code, the fire district shall include that area bounded by public rights-of-way that are zoned as Central Commercial (C-C) in the city of Ellensburg as provided for in Title 13 of the Ellensburg City Code. Subsections D 101.2.1, D 101.2.2 and D 101.2.3 of Appendix D of the International Building Code are inapplicable to this section.

Section D101.3 General. Use of Easements for Fire Separation. Use of the area encompassed by a private property easement which prohibits the construction of conflicting buildings may be used as the property line for the purpose of setbacks related to fire resistances and required building setbacks, subject to the following conditions:

1. Acceptance of the easement restricting any new buildings is subject to approval by the Building Official.
2. The decision of the Building Official shall be based upon the following factors:

A. Satisfactory arrangements for the placement of new and existing utility service lines on both the subject and the easement property. Any such work deemed necessary by the creation of the easement shall be borne by the Applicant.

B. Removal of all existing buildings in the proposed easement area which are deemed by the city's fire marshal to present a fire hazard by virtue of their proximity to the proposed new building location on the subject easement. Any such work

deemed necessary by the creation of the easement shall be borne by the Applicant.

C. Construction of fences and other improvements other than buildings in the restricted easement area shall be subject to the review and approval of the Building Official.

D. Placement of building eaves or projections beyond the exterior wall which are contained on the subject building's property, and do not cause any material problems of drainage or other physical impact off the subject property.

3. The easement authorized by this section, if approved by the Building Official, may only be used to meet the fire resistance and opening protection requirements of the International Building Code. Use of the easement to meet other requirements or allow additional development is prohibited.

4. Such easement, if accepted by the Building Official, shall name the City of Ellensburg as one of the beneficiaries and holders of the easement. Further language describing and locating said easement shall be recorded with the Kittitas County Auditor as a covenant on the land, subject to all legal and customary conditions as they apply to easements. Further, such easement may not be eliminated or changed in any respect without the written permission of the City of Ellensburg.

5. The above provisions shall not apply to walls at right angles to the property line.

B. The most current edition of the International Residential Code (IRC) with Washington State amendments, including Appendices A, B, C, and D thereto, published by the International Code Council, Inc., as adopted and amended by the Washington State Building Code Council, Chapter 51-51 WAC; except that the following section of the International Residential Code is hereby amended to read as follows:

Section R105.5 Expiration. Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within one (1) year after its issuance, or if the work authorized on the site by such permit is suspended or abandoned for a period of one (1) year after the time the work is commenced. The building official is authorized to grant, in writing, one extension of time, for a period not more than one (1) year. The extension shall be requested in writing at least seven (7), but no more than sixty (60) calendar days prior to the date the original permit becomes invalid and justifiable cause demonstrated.

Recommendation after expiration. An expired permit may be recommenced one (1) time for a period not to exceed one (1) year subject to the following conditions:

a. Application for recommendation is made in writing within 180 days from the date the original permit expired and justifiable cause is demonstrated;

b. If there have been no changes to the original permit plans for which the permit was issued and there have been no changes to the building codes since the original building permit was issued, a recommendation fee of 10% of the original permit and plan review fee or a minimum fee of \$25.00, whichever amount is greater, shall be charged;

c. If there are changes to the original permit plans for which the permit was issued or there have been changes to the building codes since the original building permit was issued, the recommendation shall require a new building permit application with new building permit application fees; and

d. There shall be no extensions granted for a recommenced permit and no additional recommendation opportunities shall be provided for a recommenced permit.

C. The most current edition of the International Existing Building Code (IEBC) with Washington State amendments, published by the International Code Council, Inc., as adopted and amended by the Washington State Building Code Council, Chapter 51-50 WAC.

D. The most current edition of the International Mechanical Code (IMC) with Washington State amendments, published by the International Code Council, Inc., as adopted and amended by the Washington State Building Code Council, Chapter 51-52 WAC.

E. ~~4.~~ The most current edition of the International Fire Code (IFC) with Washington State amendments, including the following appendices as they relate to the general fire code standards: B, C, D, E, F, and G to the International Fire Code are hereby adopted and amendments thereto as referenced in Chapter 3.03 ECC; provided, that notwithstanding any wording in this code, participants in religious ceremonies shall not be precluded from carrying hand-held candles. In accordance with Chapter 19.27 RCW, the International Fire Code published by the International Code Council, Inc., together with any additions, deletions, and exceptions currently enacted or as may be amended from time to time by the state of Washington through its Building Code Council pursuant to the Washington Administrative Code (WAC), and as further amended in this chapter, is hereby adopted and incorporated by this reference. One copy of the International Fire Code and the appendices adopted below are on file with the city's fire code official. To the extent allowed by RCW 19.27.040, if a conflict exists between the provisions of the International Fire Code adopted and amended by the Washington State Building Code Council and the provisions of Chapter 3.03 ECC, the Ellensburg City Code provisions shall govern.

~~2. Exception—Appendix D to the International Fire Code is hereby amended to read as follows:~~

~~D107.1 One or two family dwelling residential developments. Developments of one or two family dwellings where the number of dwelling units exceeds 100 shall be provided with separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.~~

Exceptions:

~~1. Where there are 101 or more dwelling units, a second fire department access road will not be required if all dwelling units are protected by approved residential sprinkler systems.~~

~~2. Where there are 101 or more units proposed, up to 100 may be developed, built and/or occupied. Prior to final plat approval, the second access road shall be constructed for all units beyond the 100th dwelling unit.~~

F. The most current edition of the Uniform Plumbing Code (UPC) and Uniform Plumbing Code Standards, published by the International Association of Plumbing and Mechanical Officials, as adopted and amended by the Washington State Building Code Council, Chapters 51-56 and 51-57 WAC.

G. The most current edition of the International Energy Code with Washington State amendments, as adopted by the Washington State Building Code Council, Chapters 51-11, 51-11C and 51-11R WAC.

H. Uniform Code for the Abatement of Dangerous Buildings and amendments thereto, 1997 Edition, published by the International Conference of Building Officials.

I. Code Precedence. In case of conflict among the codes enumerated in this section, the following shall be the order of precedence:

1. International Building Code, standards and amendments;
2. International Residential Code, standards and amendments;
3. International Mechanical Code, standards and amendments;
4. International Fire Code, standards and amendments;
5. Uniform Plumbing Code, standards and amendments. [Ord. 4643 § 2, 2013; Ord. 4566 § 7, 2010; Ord. 4553 § 1, 2009; Ord. 4543 § 1, 2009; Ord. 4486 § 1, 2007; Ord. 4450 § 1, 2006; Ord. 4390, 2004; Ord. 4384, 2004; Ord. 4302, 2001; Ord. 4245, 2000; Ord. 4159, 1998; Ord. 4121, 1997; Ord. 4002 § 1, 1995; Ord. 3799 § 2, 1992; Ord. 3667 § 1, 1989; Ord. 3655 § 1, 1989; Ord. 3600 § 1, 1987; Ord. 3538 § 1, 1986; Ord. 3531 § 1, 1986; Ord. 3466 § 1, 1984; Ord. 3447 § 1, 1984; Ord. 3266 § 1, 1980; Ord. 3257 § 1, 1980.]

Section 2. Section 3.03.200 of the Ellensburg City Code, as last amended by Section 13 of Ordinance 4643, is hereby amended to read as follows:

3.03.200 Section 5703.1.1 amended – Flammable and combustible liquid storage.

Section 5703.1.1 of the International Fire Code is amended to read as follows:

Section 5703.1.1 STORAGE OF CLASS I AND II LIQUIDS IN ABOVE_GROUND TANKS LIMITED.

The storage of Class I and II liquids in above-ground tanks outside of buildings is prohibited in the City of Ellensburg except that portion zoned Industrial Heavy (I-H) under ECC Title ~~13~~ 15.

Exception: Above-ground storage tanks for Class II liquids will be permitted up to 2000 gallon capacity when they serve as fuel supply for emergency generators, are installed in accordance with all other applicable codes and are not equipped with any fuel dispensing system.

Section 3. Severability. If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portion(s) of this ordinance.

Section 4. Corrections. Upon the approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 5. Effective Date. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council on the _____ day of September, 2020.

MAYOR

ATTEST:

CITY CLERK

Approved as to form:

CITY ATTORNEY

Publish:

I, Beth Leader, City Clerk of said City, do hereby certify that Ordinance No. ***** is a true and correct copy of said Ordinance of like number as the same was passed by said Council, and that Ordinance No. ***** was published as required by law.

BETH LEADER



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Proposed Ordinance for Concurrence with WSDOT Road Access Classification on portions of SR 97

Submitted by: Derek Mayo Public Works & Utilities

Recommended Action or Motion: Staff recommends Council consider first reading of the Ordinance revising section 4.40.040 of the City Code to concur with WSDOT's reclassification of portions of State Route 97's access control from Class I to Class III.

Background/Summary: An ordinance is required to revise section 4.40.040 of the City Code to concur with WSDOT's reclassification of portions of State Route 97's access control from Class I to Class III. Kittitas County owns property on SR 97 and is in design for the construction of a new transfer station and public works shop facility. The portion of SR 97 that abuts the County owned property is under WSDOT jurisdiction, but within the permitting authority of the City of Ellensburg. In the attached September 9th, 2019 letter, Kittitas County requested reclassification of the road access on SR 97 be changed from Class I to Class III.

This request was then presented to the Quad County Regional Transportation Planning Organization (QUADCO RTPO) and submitted to WSDOT for their respective reviews and considerations. In the attached letter to WSDOT, QUADCO RTPO provided their full support for WSDOT to consider the access classification request.

In a letter dated, March 20th, 2020, WSDOT approved the 'Access Reclassification Request' as submitted.

Previous Council Action: In 1993, Council adopted section 4.40.040 of the Ellensburg City Code, which provides concurrence with the WSDOT access classifications for portions of SR 97 within Ellensburg city limits. Council also approved an Ordinance in 2001 which adopted/concurred with the reclassification of the portion of SR 97 immediately south of the County parcel that was reclassified

from Class I to Class III.

Analysis:

The following are excerpts from the WSDOT Design Manual pertaining to Class I and Class III access classifications (see attached):

Class I:

- “Highways in Class 1 are typically distinguished by a highly-controlled, limited number of (public and private) access points, restrictive medians with limited median openings on multilane facilities, and infrequent intersections.”

- “It is the intent that Class 1 highways be designed to have a posted speed limit of 50 to 65 mph. Intersecting streets, roads, and highways are planned with a minimum spacing of 1 mile.”

Class III:

- “Highways in Class 3 are typically distinguished by planned restrictive medians on multilane facilities and by meeting minimum distances between (public and private) access points. Two way left-turn lanes may be used where justified and main line traffic volumes are below 25,000 ADT.

Development of properties with internal road/street networks and joint access connections is encouraged.

- “It is the intent that Class 3 highways be designed to have a posted speed limit of 30 to 40 mph in urbanized areas and 45 to 55 in rural areas.

The current speed limit of SR 97 is 40 mph and the county proposal for development of the County property would construct a street access on the southern boundary of the parcel (required per COE Comp. Plan) which will be used for access to the transfer station, and a driveway on the northern portion of the parcel for access to the proposed County Public Works shop facility. Based on the existing speed limit and proposed access needs for the County parcel, reclassification to a Class III access is justified.

Financial Impact:

No fiscal impact.

Attachments:

[Ordinance \(first reading\) Amending Section 4 40 040](#)
[Kittitas County SR 97 Reclassification Request Letter](#)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON, RELATING TO TITLE 4 “PUBLIC WORKS” AND AMENDING SECTION 4.40.040 OF THE ELLENSBURG CITY CODE.

WHEREAS, Kittitas County owns property along State Route 97 and is in design for the construction of a new Transfer Station and Public Works Shop facilities within Ellensburg City Limits;

WHEREAS, SR 97 is a state highway under permitting authority of the City of Ellensburg;

WHEREAS, Kittitas County has requested the City of Ellensburg formally request a reclassification of portions of SR 97 from a WSDOT Class 1 access control to a WSDOT Class 3 access control;

WHEREAS, this request was made to the Quad County Regional Transportation Planning Organization (“QUADCO RTPO”) and Washington State Department of Transportation (“WSDOT”) by the City on behalf of Kittitas County, with both agencies approving the request:

WHEREAS, Ellensburg City Code formally adopts the WSDOT access classifications, and therefore the reclassification requires formal amendment of the City Code;

NOW, THEREFORE, the City Council of the City of Ellensburg, Washington do hereby ordain as follows:

Section 1. Section 4.40.040 of the Ellensburg City Code, as last amended by Ordinance 4301, is hereby amended to read as follows:

4.40.040 State Route 97.

The city of Ellensburg, with concurrence by the Washington State Department of Transportation, hereby establishes that the ~~following~~:

~~A. That~~ portion of State Route 97 passing through the limits of the city of Ellensburg from mile post 134.16 (intersection of ~~Cascade University~~ Way and SR 97) north to ~~mile post 134.82~~ the city limits as a Class III access control facility subject to the provisions listed under WAC 468-52-040(3).

~~B. That portion of State Route 97 passing through the limits of the city of Ellensburg from mile post 134.82 north to the city limits as a Class I access control facility subject to the provisions listed under WAC 468-52-040(1). [Ord. 4301, 2001; Ord. 3886 § 2, 1993.]~~

Section 2. Severability. If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portion(s) of this ordinance.

Section 3. Corrections. Upon the approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. Effective Date. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council on the _____ day of September, 2020.

MAYOR

ATTEST:

CITY CLERK

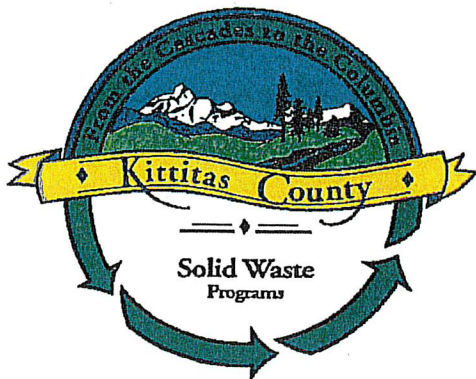
Approved as to form:

CITY ATTORNEY

Publish:

I, Beth Leader, City Clerk of said City, do hereby certify that Ordinance No. ***** is a true and correct copy of said Ordinance of like number as the same was passed by said Council, and that Ordinance No. ***** was published as required by law.

BETH LEADER



Kittitas County Solid Waste Programs

925 Industrial Way, Ellensburg, WA 98926

Telephone: (509) 962-7542

Fax: (509) 962-7087

September 9, 2019

City of Ellensburg, Public Works & Utilities
501 N Anderson Street
Ellensburg, WA 98926

Dear Ryan Lyyski,

Kittitas County is writing to request the City's support of a modification of the managed access classification for the segment of US 97 between mile post 134.16 and the intersection with Old Highway 10 from Class 1 to Class 3. According to WAC 468-52-070, WSDOT can initiate the review of the access control classification at any time with support from the Quadco RTPO. Since US 97 is a state highway under permitting authority of the City of Ellensburg, we would appreciate your support of the reclassification action and amendment to ordinance ECC 4.40.040.

For background: Kittitas County's Solid Waste Department is currently in the permitting and design phase of our Transfer Station and Public Works Maintenance Facility relocation to a 50-acre parcel abutting US 97 in Ellensburg (see figure attached). It provides public safety and efficiency to have two separate entrances from US 97 in order to separate solid waste customer traffic (self-haul and commercial vehicles) and County maintenance building traffic.

During the initial land use pre-application meeting with the City in December 2018, we were informed that the proposed project needed to include the construction of a future Minor Collector in order to adhere to Ellensburg Comprehensive Plan goals. WSDOT has stated that with the addition of the new Minor Collector, no additional access to the parcel from US 97 would be allowed under the current Class 1 managed access designation.

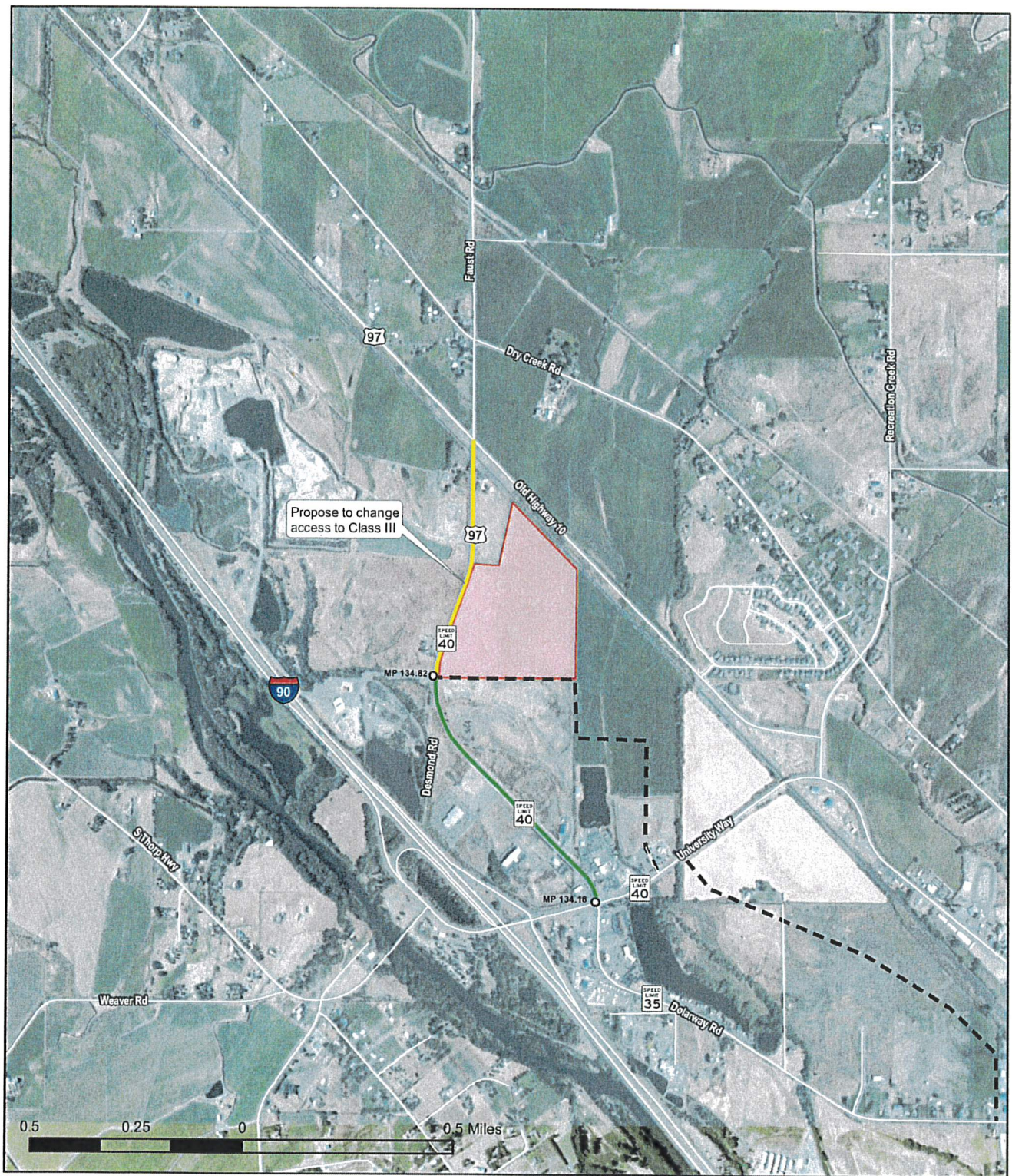
The attached figure highlights that our project will accommodate the City's growth and connectivity. Our new public facilities are a harmonious adjacent land use to the newly rezoned commercial parcels on US 97 from mile post 134.16 to our parcel edge. The segment of US 97 from our parcel to Old Highway 10 meet the functional characteristics and legal requirements of a highway with a Class 3 access control classification as well (WAC 468-52-040(3)). We are requesting your support to jointly request a road classification change to WSDOT, and we appreciate the City's on-going collaboration to permit the Transfer Station and Maintenance Facility.

Regards,

Patti Johnson
Kittitas County Public Works

Cc:

Mark Cook, Kittitas County Public Works Director
Derek Mayo, Ellensburg City Engineer
Kirsten Sackett, Ellensburg Development Director
Craig Jones, Ellensburg Project Coordinator
Jacob Prilucik, WSDOT South Central Region Development Services
Paul Gonseth, WSDOT South Central Region Planning Engineer



Locator Map



Legend

- Class I
- Class III
- - - Future Minor Collector
- Project Boundary

Kittitas County
Transfer Station Siting
Road Access Classification
Kittitas County, Washington

Data Source: City of Ellensburg

CHAIRMAN:
John N. Marshall, Commissioner
Adams County
210 West Alder
Ritzville, WA 99169
(509) 659-3276

LEAD AGENCY:
Adams County
Public Works Department
210 West Alder
Ritzville, WA 99169
(509) 659-3276

QUADCO RTPO

Quad County
Regional Transportation Planning Organization

September 30, 2019

Paul Gonseth, Planning Engineer
WSDOT – SC Region
2809 Rudkin Rd
Union Gap WA 98903-1648

RE: Proposed US 97 Reclassification Request

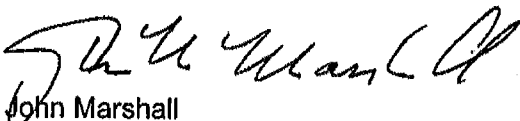
Dear Mr. Gonseth,

We are in receipt of Kittitas County's reclassification request of a portion of US 97. As lead agency for Quadco RTPO, we have reviewed the request and find it to be consistent with our Regional Transportation Plan. At our September 19th council meeting, the request was discussed and the members showed support for moving the reclassification forward.

As an organization, QUADCO has no comments and is in full support of Kittitas County's proposed change. Please consider this a formal request under WAC 468-52-070(2) to initiate a review of the proposed access change in classification to US 97 as requested.

If you should have any questions with regards to the Quadco concurrence, please contact Todd O'Brien or Troy Reynolds at (509) 659-3276.

Sincerely,



John Marshall
QUADCO RTPO Chair

Cc: Patti Johnson, Kittitas County Public Works
Mark Cook, Kittitas County Public Works Director
Derek Mayo, City Engineer, Ellensburg
Jacob Prilucik, WSDOT South Central Region Development Services



**Washington State
Department of Transportation**

South Central Region
2809 Rudkin Road
Union Gap, WA 98903-1648
509-577-1600 / FAX: 509-577-1603
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 20, 2020

Derek Mayo, City Engineer
City of Ellensburg
501 North Anderson Street
Ellensburg, WA 98926

RE: Access Reclassification Request
US 97 MP 134.82 – 135.36

Mr. Mayo,

In accordance with WAC 468-52, the Department has performed a review of the current and proposed access classification of U.S. Highway 97 (US 97) between mileposts 134.82 and 135.36. We have determined this change is consistent with current and future land use, highway function, and roadway character. The Regional Transportation Planning Organization (RTPO) and Kittitas County have also expressed their support for proposal.

The Department concurs with the City's request. Effective immediately, US 97 between the above-mentioned mileposts is classified as a Class 3 Managed Access highway as defined in WAC 468-52-020. We will update our records accordingly.

If you have any questions regarding this letter, please contact Jacob Prilucik at (509) 577-1635.

Sincerely,

By: *Troy A. Suing*

Todd V. Trepanier, P.E.
Region Administrator

TVT:jjp

cc: File
Mike Krahenbuhl, Area 1 Maintenance Superintendent
LeRoy Patterson, Access and Hearing Manager
Mark Cook, Kittitas County Public Works
John Marshall, QUADCO RTPO Chair

system, access is to be provided to the local road/street system rather than directly to the state highway. Following are the functional characteristics and the legal requirements for each class.

540.03(1) Class 1

540.03(1)(a) Functional Characteristics

Class 1 highways provide for high-speed and/or high-volume traffic movements for interstate, interregional, and intercity (and some intracity) travel needs. Service to abutting land is subordinate to providing service to major traffic movements.

Highways in Class 1 are typically distinguished by a highly-controlled, limited number of (public and private) access points, restrictive medians with limited median openings on multilane facilities, and infrequent intersections.

540.03(1)(b) Legal Requirements

1. It is the intent that Class 1 highways be designed to have a posted speed limit of 50 to 65 mph. Intersecting streets, roads, and highways are planned with a minimum spacing of 1 mile. Spacing of ½ mile may be allowed, but only when no reasonable alternative access exists.
2. Private access connections to the state highway are not allowed except where the property has no other reasonable access to the local road/street system. When a private access connection must be provided, the following conditions apply:
 - The access connection continues until such time other reasonable access to a highway with a less restrictive access control class or access to the local road/street system becomes available and is allowed.
 - The minimum distance to another (public or private) access point is 1,320 feet along the same side of the highway. Nonconforming access connection permits may be issued to provide access connections to parcels whose highway frontage, topography, or location otherwise precludes issuance of a conforming access connection permit; however, variance permits are not allowed.
 - No more than one access connection may be provided to an individual parcel or to contiguous parcels under the same ownership.
 - All private access connections are for right turns only on multilane facilities. Where special conditions apply, justify the exception in a traffic analysis in the access connection permit application that is signed and sealed by a qualified professional engineer who is registered in accordance with [RCW 18.43](#).
 - Additional access connections to the state highway are not allowed for newly created parcels resulting from property divisions. All access for these parcels must be provided by an internal road/street network. Access to the state highway will be at existing permitted locations or revised locations.
3. Restrictive medians are provided on multilane facilities to separate opposing traffic movements and to prevent unauthorized turning movements.

access connection permit application that is signed and sealed by a qualified professional engineer who is registered in accordance with [RCW 18.43](#).

- All private access connections are for right turns only on multilane facilities. This applies unless there are special conditions and the exception can be justified to the satisfaction of the department by a traffic analysis in the access connection permit application that is signed and sealed by a qualified professional engineer who is registered in accordance with [RCW 18.43](#) and only if left-turn channelization is provided.
 - Additional access connections to the state highway are not allowed for newly created parcels that result from property divisions. All access for these parcels must be provided by an internal road/street network. Access to the state highway will be at existing permitted locations or at revised locations.
3. On multilane facilities, restrictive medians are provided to separate opposing traffic movements and to prevent unauthorized turning movements. However, a nonrestrictive median or a two-way left-turn lane may be used where special conditions exist and main line volumes are below 20,000 average daily traffic (ADT).

540.03(3) Class 3

540.03(3)(a) Functional Characteristics

Class 3 highways provide for moderate travel speeds depending on context, and moderate traffic volumes for medium and short travel distances for intercity, intracity, and intercommunity travel needs. There is a reasonable balance between access and mobility needs for highways in this class. This class is to be used primarily where the existing level of development of the adjoining land is less intensive than maximum buildout and where the probability of significant land use change and increased traffic demand is high.

Highways in Class 3 are typically distinguished by planned restrictive medians on multilane facilities and by meeting minimum distances between (public and private) access points. Two way left-turn lanes may be used where justified and main line traffic volumes are below 25,000 ADT. Development of properties with internal road/street networks and joint access connections is encouraged.

540.03(3)(b) Legal Requirements

1. It is the intent that Class 3 highways be designed to have a posted speed limit of 30 to 40 mph in urbanized areas and 45 to 55 mph in rural areas. In rural areas, intersecting streets, roads, and highways are planned with a minimum spacing of ½ mile. Intersection spacing of less than ½-mile may be allowed, but only when no reasonable alternative access exists.

In urban areas and developing areas where higher volumes are present or growth that will require a change to intersection control is expected in the foreseeable future, it is imperative that the location of any public access point be planned carefully to ensure adequate traffic progression. Where feasible, major intersecting roadways that might ultimately require signalization or other intersection control type are planned with a minimum of ½-mile spacing. The addition of all new public or private access points that may require signalization or other intersection control type, will require an engineering analysis



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Proposed Ordinance for Traffic Code Revisions

Submitted by: Josh Mattson Public Works & Utilities

Recommended Action or Motion: Approve first reading of the proposed Ordinance amending the Traffic Code.

Background/Summary:

An ordinance is required to revise regulatory signage on the city street system. The proposed ordinance reflects parking revision requests from one downtown business and City staff.

The proposed revisions and justifications are as follows:

- Timed Parking (ECC 8.14.020):
 - Per the request of Dr. Joseph Parker, owner of Parker Orthodontics, add 2-Hr parking stall in front of his building at the southwest corner of Second Ave. and Pine St. to better accommodate customers.
- Angle Parking Only (ECC 8.18.020):
 - Addition of back-in angle parking on the west side of Willow St. adjacent to Mountain View Park for on-street parking recently installed with the City's Willow Street Improvements project.
- Stopping Required at Certain Cross-Streets (ECC 8.36.120):
 - Addition of a stop sign for westbound traffic on Washington Ave. at Willow St. recently installed with the City's Willow Street Improvements project.

Previous Council Action: No Previous Council Action

Analysis:

Staff have reviewed the proposed parking revision requests to sections 8.14.020, 8.18.020, and 8.36.120 of the ECC and have no objections or concerns to these requests.

Staff received a request from Dr. Joseph Parker for weekday 2-

hr parking at the southwest corner of Second Ave. and Pine St in front of his building for Parker Orthodontics. This will help facilitate his business need for short term parking adjacent to the building from 8:00 am to 5:00 pm.

Staff is requesting traffic code revisions with the completion of the City's Willow Street Improvements project. This includes back in angle parking on Willow St. adjacent to Mountain View Park and the installation of a stop sign for westbound traffic on Washington Ave. at Willow St.

According to the AASHTO Guide for Development of Bicycle Facilities, the use of back-in diagonal parking can help mitigate the conflicts normally associated with bike lanes adjacent to angled parking. Back-in angle vehicle parking improves sight distance between exiting motorists and other traffic compared to parallel parking or front-in angle parking, eliminates conflict between bicycles and open car doors, and allows for easier loading/unloading of vehicles.

Financial Impact: None.

Attachments:

[Parker Letter 7-20-2020](#)

[Ordinance - Title 8 Traffic Code Amendments](#)



Derek Mayo
City of Ellensburg
Public Works and Utilities Department
501 North Anderson St
Ellensburg, WA 98926

July 20, 2020

Dear Derek,

As you may know, Parker Orthodontics, Central Washington Pediatric Dentistry, and Central Washington Oral Surgery are moving into the building at 109 N Pine Street. We hope to be moved in by mid-September. We are very excited about this move as it will provide the needed space for our growing offices and provide oral surgery services in Ellensburg for the first time. The location is ideal for us with close proximity to downtown and the middle school - where many orthodontic patients come from.

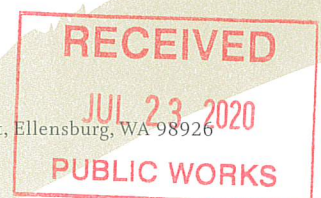
We do have one concern, however, that we would like to address – parking. As every business has had to adapt to Covid-19, we also are limiting the number of people in the office for the foreseeable future. For some appointments we are asking parents/siblings to wait in their cars rather than the lobby. After the patient is finished with their appointment, the assistant will walk the patient out to the car and update the parent on the appointment. This requires that the car be located in our parking lot or on the adjacent curbside parking. To accommodate the number of patients we expect to be seeing on a daily basis we need more short-term parking directly on the north and east of 109 N Pine Street. We do not feel crossing the street to the city-own parking lot with patients and assistants is pragmatic or practical. Currently, there is no limit to how long people can park on the streets north and east of the building. We have monitored vehicles being parked all day on the street. In order for our offices to properly function in the new Covid-19 environment where our patients/parents are parked immediately curbside next to the building, we are requesting that the parking on the north and to the east of 109 N Pine be changed to 2-hour parking. This will keep spots open and moving freely throughout the day.

Please consider this request for the convenience of our many patients and their parents.

Warm Regards,

Dr Joseph Parker

PHONE 509-962-6902 FAX 509-962-1613 | EMAIL ellensburgortho@gmail.com | ADDRESS 315 N Sprague St, Ellensburg, WA 98926
www.ellensburgortho.com



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON, RELATING TO TITLE 8 “TRAFFIC” AND AMENDING SECTIONS 8.14.020, 8.18.020 AND 8.36.120 OF THE ELLENSBURG CITY CODE.

WHEREAS, staff received a request from Dr. Joseph Parker, owner of Parker Orthodontics, to limit timed parking on Second Ave. and on Pine St. in front of his building at 109 N. Pine St to 2-Hr parking; and

WHEREAS, staff is requesting back in angle parking on the west side of Willow St. north of Seattle Ave. adjacent to Mountain View Park; and

WHEREAS, staff is requesting addition of a stop sign for westbound traffic on Washington Ave. at Willow St.;

NOW, THEREFORE, the City Council of the City of Ellensburg, Washington do hereby ordain as follows:

Section 1. Section 8.14.020 of the Ellensburg City Code, as last amended by Section 1 of Ordinance 4854, is hereby amended to read as follows:

8.14.020 Timed parking – Times and days.

When signs are erected giving notice thereof, no person shall park a vehicle at the prohibited times and days as posted upon any of the following described streets or portion thereof:

Street Name	Side	Location	Timed Restriction
Alder St.	West	From centerline of Eleventh Ave. to a point 155 feet south thereof.	Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.
Capitol Ave.	North	From Ruby St. to Anderson St.	15-minute parking from 8:00 a.m. to 3:30 p.m. while school is in session.
Eleventh Ave.	North	From Alder St. to Maple St.	Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.
Eleventh Ave.	South	From the centerline of Alder St. to a point 110 feet east of centerline of Maple St.	Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.

Eleventh Ave.	South	From centerline of Alder St. to a point 135 feet west thereof.	Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.
Fifth Ave.	Both	Water St. to Main St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	South	Pearl St. to the alley east of Pearl St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	North	Pearl St. to Pine St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	South	From alley east of Pearl St. to Pine St.	Three-hour parking from 12:00 noon to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	South	Main St. to Pearl St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	North	Main St. to the alley east of Main St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fifth Ave.	North	From centerline of Sprague St. to the alley west of Sprague St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fourth Ave.	Both	Water St. to Ruby St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Fourth Ave.	South	From Sprague St. west to the alley.	Half-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Main St.	Both	From the centerline of Third Ave. to the centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.

Main St.	West	From the centerline of Fifth Ave. to the centerline of Sixth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Main St.	East	From the centerline of Fifth Ave. to a point 121 feet north of the centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Main St.	East	From a point 236 feet north of the centerline of Fifth Ave. to the centerline of Sixth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Nanum St.	West	From a point 42 feet south of the south right-of-way of Sixth Ave. to a point 120 feet south of the south right-of-way of Sixth Ave.	Two-hour parking from 9:00 a.m. to 6:00 p.m. except Saturdays, Sundays and holidays.
Okanogan St.	East	From a point 38 feet north to north right-of-way of University Way to south right-of-way of alley between University Way and Ninth Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	Between two points lying 124 feet to 146 feet south of the centerline of Fifth Ave. and between two points lying 188 feet to 210 feet south of the centerline of Fifth Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pearl St.	West	From the centerline of Fourth Ave. to the centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From Fifth Ave. south to a point 124 feet south of centerline of Fifth Ave. and between two points lying 146 feet to 188 feet south of centerline of Fifth Ave. and between two points lying 210 feet to 311 feet south of centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From the centerline of Fifth Ave. to the centerline of Sixth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	West	From the centerline of Fifth Ave. to a point 185 feet north.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From the south right-of-way line of Third Ave. to a point 50 feet south thereof.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.

Pearl St.	East	From a point 232 feet south of the south right-of-way line of Third Ave. south to Second Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From the centerline of First Ave. to a point 175 feet north of the centerline of First Ave.	Three-hour parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From a point 175 feet north of the centerline of First Ave. to a point 200 feet north of the centerline of First Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pearl St.	West	Between two points lying 212 feet south and 172 feet south of right-of-way line of Third Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pearl St.	West	From a point 212 feet south of the south right-of-way line of Third Ave. south to the centerline of Second Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	West	From the centerline of Fourth Ave. to a point 90 feet south and from a point 115 feet south of the centerline of Fourth Ave. to the centerline of Third Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	West	Between two points lying 90 feet and 115 feet south of the centerline of Fourth Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pearl St.	East	From the centerline of Fourth Ave. to a point 168 feet south and from a point 190 feet south of the centerline of Fourth Ave. to the centerline of Third Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	West	From the centerline of Seventh Ave. to a point 145 feet north and from the centerline of Seventh Ave. south to Sixth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pearl St.	East	Between two points lying 168 feet and 190 feet south of the centerline of Fourth Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
<u>Pine St.</u>	<u>West</u>	<u>From Second Ave. to a point 160 feet south of the centerline of Second Ave</u>	<u>Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.</u>

Pine St.	Both	From the centerline of Second Ave. to the centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pine St.	Both	The twelfth space north of the centerline of Third Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pine St.	East	The twelfth and thirteenth spaces north of the centerline of Fourth Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Pine St.	West	From the centerline of Sixth Ave. to a point 145 feet south.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Pine St.	West	From the centerline of Second Ave. to the centerline of Third Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Poplar St.	East	From the centerline of Seventh Ave. 180 feet north thereof.	Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.
Ruby St.	West	From the centerline of Fifth Ave. to a point 95 feet south of Fourth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Ruby St.	East	From the centerline of Capitol Ave. to the centerline of First Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
Ruby St.	West	From Third Ave. to a point 180 feet south thereof.	Three-hour parking from 8:00 a.m. to 6:00 p.m.
Sampson St.	East	From a point 40 feet south of the centerline of Capitol Ave. to 266 feet south of the centerline of Capitol Ave.	15-minute parking between 8:00 a.m. and 6:00 p.m. except Sundays and holidays.
<u>Second Ave.</u>	<u>South</u>	<u>From Pine St. to a point 160 feet west of the centerline of Pine St.</u>	<u>Two-hour parking from 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.</u>

Seventh Ave.	North	From Anderson St. to Walnut St.	One-hour parking from 6:00 a.m. to 6:00 p.m. except Sundays and holidays.
Seventh Ave.	South	From centerline of Chestnut St. east to the termination of the Seventh Ave. right-of-way.	Three-hour parking from 8:00 a.m. Monday and ending 8:00 a.m. Saturday, except all legal holidays.
Seventh Ave.	South	From Main St. east 120 feet to the alley.	One-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sixth Ave.	North	From the centerline of Chestnut St. east to the centerline of Poplar St.	Three-hour parking from 8:00 a.m. Monday and ending 8:00 a.m. Saturday, except all legal holidays.
Sixth Ave.	North	From a point 99 feet east of the centerline of Main St. to a point 150 feet east of the centerline of Main St.	Half-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sixth Ave.	South	From Nanum St. west 120 feet to the alley.	Two-hour parking 9:00 a.m. to 6:00 p.m. except Saturdays, Sundays and holidays.
Sixth Ave.	South	From a point 120 feet east of the centerline of Main St. to a point 118 feet west of the centerline of Pearl St.	Half-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sixth Ave.	South	From a point 123 feet west of the centerline of Water St. to a point 120 feet east of the centerline of Main St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sprague St.	East	From Fifth Ave. to a point 146 feet north of the centerline of Fifth Ave.	15-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sprague St.	East	From a point 273 feet north of the centerline of Fifth Ave. north to Sixth Ave.	15-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.

Sprague St.	West	From the centerline of Fourth Ave. to a point 160 feet south of Fourth Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Sprague St.	West	From centerline of Fifth Ave. to a point 160 feet north of the centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Tacoma Ave.	North	From Water St. east to alley.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Third Ave.	North	Water St. to Pine St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Third Ave.	South	Water St. to Pearl St.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Third Ave.	South	From a point 1,080 feet east of the east curbline of Alder St. eastward 65 feet.	Half-hour parking 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays.
Third Ave.	South	From Pearl St. to alley east of Pearl St.	15-minute parking from 8:00 a.m. to 6:00 p.m.
Third Ave.	South	From Pine St. west to the alley.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays.
Water St.	East	From Capitol Ave. to First Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	East	From Tacoma Ave. to a point 240 feet north of centerline of Tacoma Ave.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	East	From a point 140 feet north of centerline of Washington Ave. to a point 240 feet north of centerline of Washington Ave.	Two-hour parking from 8:00 a.m. to 6:00 pm. except Sundays and holidays.

Water St.	West	From Fifth Ave. to a point 160 feet south of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From Fifth Ave. to Sixth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	East	From a point 177 feet north of centerline of Fifth Ave. to a point 217 feet north of centerline of Fifth Ave.	Three-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From a point 140 feet north of centerline of Tacoma Ave. to a point 240 feet north of centerline of Tacoma Ave.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From Tacoma Ave. to a point 140 feet south of centerline of Tacoma Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From Third Ave. to a point 98 feet north of centerline of Third Ave.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From a point 250 feet south of centerline of Third Ave. to Third Ave.	30-minute parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.
Water St.	West	From Washington Ave. to First Ave.	Two-hour parking from 8:00 a.m. to 6:00 p.m. except Sundays and holidays.

[Ord. 4854 § 1, 2020; Ord. 4842 § 2, 2019; Ord. 4833 § 1, 2019; Ord. 4779 § 2, 2017; Ord. 4730 § 3, 2016; Ord. 4702 § 1, 2015; Ord. 4677 § 1, 2014; Ord. 4635 § 2, 2013; Ord. 4620 § 3, 2012; Ord. 4590 § 3, 2011; Ord. 4561 § 2, 2010; Ord. 4404, 2005; Ord. 4387, 2004; Ord. 4372, 2003; Ord. 4361, 2003; Ord. 4312, 2002; Ord. 4291, 2001; Ord. 4251, 2000; Ord. 4239, 2000; Ord. 4169, 1998; Ord. 4143, 1998; Ord. 4107, 1997; Ord. 4099, 1997; Ord. 4089, 1997; Ord. 4086, 1997; Ord. 4067 § 1, 1996; Ord. 4055 § 4, 1996; Ord. 4014 § 1, 1995; Ord. 4010 § 1, 1995; Ord. 3994 § 1, 1995; Ord. 3953 § 1, 1994; Ord. 3892 § 1, 1993; Ord. 3858 § 1, 1993; Ord. 3814 § 1, 1992; Ord. 3727 § 1, 1991; Ord. 3699 § 1, 1990; Ord. 3694 § 2, 1990; Ord. 3627 § 1, 1988; Ord. 3613 § 1, 1988; Ord. 3612 § 2, 1988; Ord. 3607 § 1, 1987; Ord. 3606 § 1, 1987; Ord. 3577 § 1, 1987; Ord. 3552 § 1, 1986; Ord. 3540 § 1, 1986; Ord. 3517 § 1, 1985; Ord. 3508 § 1, 1985; Ord. 3452 § 3, 1984; Ord. 3424 § 2, 1984; Ord. 3387 § 3, 1983.]

Section 2. Section 8.18.020 of the Ellensburg City Code, as last amended by Section 4 of Ordinance 4842, is hereby amended to read as follows:

8.18.020 Angle parking only.

The vehicular parking on the following described streets shall be only allowed as angle parking as appropriately designated by signs and/or street markings:

Street Name	Side	Location
Craig Ave.	Northwest	From 35 feet southwest of the northeast terminus of Craig Ave. to a point 305 feet southwest of the northeast terminus of Craig Ave.
Fourth Ave.	Both	From Water St. to Ruby St.
Fourth Ave.	North	From Ruby St. to Sprague St.
Kittitas St.	East	From Third Ave. to a point 200 feet south of the centerline of Third Ave.
Nanum St.	East	From 52 feet south of the centerline of Sixth Ave. to a point 158 feet south of the centerline of Sixth Ave.
Ninth Ave.	South	From Water St. to Main St.
Pearl St.	Both	From Third Ave. to Fifth Ave.
Pearl St.	East	From the centerline of First Ave. to a point 240 feet north of the centerline of First Ave.
Pearl St.	East	From Second Ave. to Third Ave.

Pearl St.	West	Between Fifth Ave. and Sixth Ave.
Pearl St.	West	From Seventh Ave. to University Way.
Pine St.	Both	From Third Ave. to Fifth Ave.
Pine St.	East	Between Second Ave. and Third Ave.
Pine St.	West	From Fifth Ave. to Sixth Ave.
Seventh Ave.	North	From Pearl St. to a point 170 feet west of the centerline of Pearl St.
Seventh Ave.	North	From Water St. to a point 140 feet west of the centerline of Water St. (Back in angle parking only).
Seventh Ave.	South	From 108 feet east of Chestnut St. to a point 500 feet east thereof.
Sixth Ave.	North	From a point 112 feet east of Chestnut St. to Poplar St.
Sixth Ave.	North	From Kittitas St. to Water St.
Sixth Ave.	South	From the east right-of-way of the first alley east of Main St. to the west right-of-way of Pearl St.
Sixth Ave.	South	From Main St. to Water St.
Sixth Ave.	South	From the alley west of Pine St. to Ruby St.

Sixth Ave.	South	From Kittitas St. to the alley between Kittitas St. and Water St.
Sprague St.	West	From Second Ave. to a point 105 feet north of the centerline of Second Ave.
Sprague St.	West	From Third Ave. to Fourth Ave.
Tacoma Ave.	North	From Water St. to the alley between Water St. and Main St.
Third Ave.	North	From a point 1,205 feet east of the centerline of Alder St. to a point 1,465 feet east of said centerline.
Third Ave.	South	From a point 839 feet east of the centerline of Alder St. to a point 1,509 feet east of said centerline.
<u>Willow St.</u>	<u>West</u>	<u>From Seattle Ave. to a point 420 ft. north of the centerline of Seattle Ave. (Back in angle parking only).</u>
Wenas St.	West	From 377 feet north of the centerline of Fifth Ave. to a point 627 feet north of the centerline of Fifth Ave.

[Ord. 4842 § 4, 2019; Ord. 4742 § 1, 2016; Ord. 4713 § 1, 2015; Ord. 4387, 2004; Ord. 4291, 2001; Ord. 4276, 2001; Ord. 4150, 1998; Ord. 4086, 1997; Ord. 4067 § 2, 1996; Ord. 4053 § 1, 1996; Ord. 3803 § 1, 1992; Ord. 3705 § 1, 1990; Ord. 3606 § 2, 1987; Ord. 3552 § 2, 1986; Ord. 3410 § 1, 1983; Ord. 3387 § 6, 1983.]

Section 3. Section 8.36.120 of the Ellensburg City Code, as last amended by Section 8 of Ordinance 4842, is hereby amended to read as follows:

8.36.120 Stopping required at certain cross-streets – Procedures.

Unless otherwise indicated by supplemental regulatory signage, all traffic travelling in the direction indicated and on the street specified shall first come to a complete stop before proceeding into the intersection with the cross-street specified, then enter with due caution and yield the right-of-way to all other traffic entering each such intersection on such designated cross-streets:

Direction		Street
Northbound	on	Abbey Glen Court at Idaho Ave.
Westbound	on	Acacia Lane at Chestnut St.
Westbound	on	Adams St. at Ruby St.
Southbound	on	Alder St. at Capitol Ave.
Northbound	on	Anderson St. at Capitol Ave.
Southbound	on	Anderson St. at First Ave.
Northbound	on	Anderson St. at University Way
Eastbound	on	Annie Place at Ellington St.
Eastbound	on	Ashford Way at Pfenning Road
Southbound	on	“B” St. at University Way
Southbound	on	“B” St. at Fourteenth Ave.
Eastbound	on	Bender Road at Airport Road
Westbound	on	Berry Road at Canyon Road
Westbound	on	Bonnie Lane at Brick Road

Direction		Street
Westbound	on	Bluegrass Lane at Cora St.
Southbound	on	Brentwood St. at Idaho Ave.
Southbound	on	Brick Road at University Way
Eastbound	on	Bridgeview Lane at Stonebridge St.
Northbound	on	Bridgewood Lane at Bluegrass Lane
Southbound	on	Brook Court at Fifteenth Ave.
Westbound	on	Brook Lane at Willow St.
Southbound	on	Brooksfield St. at Helena Ave.
Northbound	on	“C” St. at Eleventh Ave.
Southbound	on	“C” St. at University Way
Southbound	on	Canal St. at Bender Road
Eastbound	on	Canterbury Drive at Pfenning Road
Southbound	on	Canterbury Drive at Radio Road
Eastbound	on	Carriage Loop at Alder St.
Southbound	on	Cascade Court at University Way
Northbound	on	Cascade St. at Dolarway Road
Westbound	on	Chason Ave. at Ellington St.
Eastbound	on	Chason Ave. at Gail Road

Direction		Street
Westbound	on	Cherry Lane at Ruby St.
Southbound	on	Chestnut St. at Eighteenth Ave.
Southbound	on	Cle Elum St. at Fifth Ave.
Northbound	on	Cle Elum St. at University Way
Eastbound	on	Cliff Ave. at Chestnut St.
Southbound	on	Cobblefield St. at Helena Ave.
Northbound	on	Columbia St. at Bender Road
Northbound	on	Columbia St. at Fifteenth Ave.
Southbound	on	Columbia St. at Greenfield Ave.
Southbound	on	Columbia St. at University Way
Southbound	on	Cora St. at University Way
Eastbound	on	Courtney Court at Ellington St.
Northeastbound	on	Craig Ave. at Alder St.
Southwestbound	on	Craig Ave. at exit of Reed Park
Southbound	on	Cypress Ct. at Hobert Ave.
Southbound	on	Currier St. at University Way
Northbound	on	“D” St. at Eighteenth Ave.
Westbound	on	Dairy Lane at Alder St.

Direction		Street
Southbound	on	Dandelion Ln. at Greenfield Ave.
Southbound	on	Delphine St. at Ridgeview Lane
Northbound	on	Dennis St. at Railroad Ave.
Westbound	on	Dolarway Road at University Way – SR 97 Intersection
Southbound	on	Douglas St. at Mountain View Ave.
Westbound	on	Eighth Ave. at University Way
Eastbound	on	Eleventh Ave. at Alder St.
Westbound	on	Eleventh Ave. at Cora St.
Westbound	on	Eleventh Ave. at Main St.
Eastbound	on	Eleventh Ave. at Water St.
Northbound	on	Ellington St. at Chinook Road
Southbound	on	Ellington St. at Idaho Ave.
Northbound	on	Elliot St. at Fifth Ave.
Southbound	on	Elliot St. at First Ave.
Southbound	on	Enterprise Way at Dolarway Road
Westbound	on	Fifteenth Ave. at Brook Lane
Eastbound	on	Fifteenth Ave. at “D” St.
Eastbound	on	Fifteenth Ave. at Dry Creek Road

Direction		Street
Eastbound	on	First Ave. at Ruby St.
Eastbound	on	First Ave. at Walnut St.
Eastbound	on	Foster Ave. at Pine St.
Westbound	on	Fourteenth Ave. at Pfenning Road
Westbound	on	Fourth Ave. at Pacific St.
Eastbound	on	Fourth Ave. at Pearl St.
Eastbound	on	Fourth Ave. at Pine St.
Eastbound	on	Fourth Ave. at Railroad Ave.
Westbound	on	Fourth Ave. at Wenas St.
Westbound	on	Franklin St. at Alder St.
Southbound	on	Gail Road at Bender Road
Northbound	on	Glen Drive at 17th Ave.
Westbound	on	Green Parks Drive at Park Lane Ave.
Southbound	on	Green Parks Drive at Regal St.
Westbound	on	Gregory Place at Bull Road
Northbound	on	Gregory Place at Mountain View Ave.
Northbound	on	Hibbs Road at Dolarway Road
Eastbound	on	Hobert Ave. at Pfenning Road

Direction		Street
Westbound	on	Hobert Ave. at Whitman St.
Eastbound	on	Hobert Ave. at Willow St.
Eastbound	on	Illinois Ave. at Water St.
Northbound	on	Indiana Drive at Illinois Ave.
Northbound	on	Iowa St. at Illinois Ave.
Southbound	on	Iowa St. at Indiana Drive
Eastbound	on	Indiana Drive at Water St.
Southbound	on	Industrial Way at Umptanum Road
Westbound	on	Jackson Ave. at Main St.
Eastbound	on	Jackson Ave. at Pine St.
Eastbound	on	Joanna Place at Ellington St.
Westbound	on	Juniper Ave. at Chestnut St.
Eastbound	on	King Place at Regal St.
Southbound	on	Kittitas St. at First Ave.
Northbound	on	Kittitas St. at University Way
Westbound	on	Kristen Ave. at Ellington St.
Northbound	on	Lakeshore Way at Umptanum Road
Southbound	on	Lakeshore Way at Opportunity St.

Direction		Street
Westbound	on	Lexus Lane at “B” St.
Northbound	on	Lincoln St. at Fifth Ave.
Southbound	on	Linda Lane at Fourth Ave.
Northbound	on	Locust St. at Capitol Ave.
Southbound	on	Magnolia St. at Kittitas Highway
Northbound	on	Magnolia St. at Seattle Ave.
Northbound	on	Maple St. at Eleventh Ave.
Southbound	on	Maple St. at Mountain View Ave.
Southbound	on	Maple St. at University Way
Southbound	on	McIntosh St. at Idaho Ave.
Westbound	on	Midlin Dr. at Dandelion Ln.
Westbound	on	Millstone Loop at Alder St.
Westbound	on	Mountain View Ave. at Industrial Way
Westbound	on	Mt. Adams Court at Water St.
Westbound	on	Mt. Baker Court at Water St.
Westbound	on	Mt. Hood Court at Water St.
Southbound	on	Nanum St. at Fifth Ave.
Northbound	on	Nanum St. at University Way

Direction		Street
Eastbound	on	Nineteenth Ave. at Alder St.
Eastbound	on	Ninth Ave. at “B” St.
Westbound	on	Ninth Ave. at Chestnut St.
Eastbound	on	Ninth Ave. at “D” St.
Eastbound	on	Ninth Ave. at Main St.
Northbound	on	Ohio St. at Illinois St.
Northbound	on	Okanogan St. at Fifteenth Ave.
Southbound	on	Okanogan St. at University Way
Eastbound	on	Olive Lane at Alder St.
Northbound	on	Opportunity St. at Umptanum Road
Northbound	on	Pacific St. at Railroad Ave.
Northbound	on	Park Lane at Helena Ave.
Northbound	on	Pearl St. at Fourth Ave.
Southbound	on	Pearl St. at Mountain View Ave.
Northbound	on	Pearl St. at Third Ave.
Northbound	on	Pearl St. at University Way
Southbound	on	Pine St. at Fifth Ave.
Southbound	on	Pine St. at Fourth Ave.

Direction		Street
Southbound	on	Pine St. at Mountain View Ave.
Northbound	on	Pine St. at University Way
Eastbound	on	Plumridge Ave. at Pfenning Road
Southbound	on	Poplar St. at Manitoba Ave.
Southbound	on	Poplar St. at Seventh Ave.
Northbound	on	Poplar St. at University Way
Eastbound	on	Queen Place at Regal St.
Northbound	on	Radio Road at Brick Road
Eastbound	on	Radio Road at Pfenning Road
Eastbound	on	Rainier St. at Cora St.
Northbound	on	Ravenswood Lane at Sixteenth Ave.
Eastbound	on	Ravenswood Lane at Stonebridge St.
Northbound	on	Regal St. at Helena Ave.
Southbound	on	Regal St. at Park Lane Ave.
Southbound	on	Ruby St. at Canyon Road
Southbound	on	Ruby St. at Umptanum Road
Northbound	on	Ruby St. at University Way
Southbound	on	Sampson St. at Manitoba Ave.

Direction		Street
Westbound	on	Sanders Road at Airport Road
Westbound	on	Seattle Ave. at Chestnut St.
Eastbound	on	Second Ave. at Kittitas St.
Westbound	on	Second Ave. at Kittitas St.
Westbound	on	Second Ave. at Lincoln St.
Eastbound	on	Second Ave. at Railroad Ave.
Eastbound	on	Seventh Ave. at Pacific St.
Eastbound	on	Seventh Ave. at Railroad Ave.
Westbound	on	Seventeenth Ave. at “B” St.
Westbound	on	Seventeenth Ave. at Brook Lane
Eastbound	on	Seventeenth Ave. at “D” St.
Northbound	on	Shumard St. at Spokane Ave.
Southbound	on	Shumard St. at Hobert St.
Eastbound	on	Sixth Ave. at Railroad Ave.
Eastbound	on	Sixth Ave. at Wenas St.
Westbound	on	Sixteenth Ave. at Cora St.
Eastbound	on	Sixteenth Ave. at Stonebridge St.
Eastbound	on	Sixteenth Ave. at Walnut St.

Direction		Street
Westbound	on	Skyline Drive at Brick Road
Westbound	on	Spokane Ave. at Magnolia St.
Eastbound	on	Spokane Ave. at Maple St.
Eastbound	on	Spokane Ave. at Willow St.
Northbound	on	Sprague St. at Capitol Ave.
Southbound	on	Sprague St. at Fifth Ave.
Southbound	on	Sprague St. at First Ave.
Northbound	on	Sprague St. at Fourth Ave.
Southbound	on	Sprague St. at Manitoba Ave.
Westbound	on	Stanford Ave. at Ellington St.
Northeastbound	on	Stanford Ave. at Gail Road
Northbound	on	Stonebridge St. at Bluegrass Lane
Southbound	on	Stonebridge St. at Fifteenth Ave.
Eastbound	on	Tacoma Ave. at Maple St.
Eastbound	on	Tanglewood Ct. at Pfenning Road
Westbound	on	Tenth Ave. at Chestnut St.
Westbound	on	Tenth Ave. at Cora St.
Eastbound	on	Tenth Ave. at “D” St.

Direction		Street
Eastbound	on	Tenth Ave. at University Way
Eastbound	on	Third Ave. at Railroad Ave.
Eastbound	on	Third Ave. at Wenas St.
Westbound	on	Third Ave. at Wenas St.
Westbound	on	Thirteenth Ave. at Delphine St.
Eastbound	on	Thirteenth Ave. at Water St.
Southbound	on	Trail's Edge Drive at Illinois St.
Westbound	on	Twelfth Ave. at Main St.
Eastbound	on	Twelfth Ave. at Water St.
Westbound	on	Twenty-Eighth Ave. at Susie Ct.
Eastbound	on	Twenty-Sixth Ave. at Ellington St.
Westbound	on	Unnamed public right-of-way bordering on the north edge of the Ellensburg Inn short plat at Canyon Road
Southbound	on	Viewridge Court at Mountain View Ave.
Southbound	on	Vista Road at University Way
Eastbound	on	Walnut Circle at Walnut St.
Southbound	on	Walnut St. at Fourteenth Ave.
Eastbound	on	Washington Ave. at Maple St.
Eastbound	on	Washington Ave. at Sampson St.

Direction		Street
Westbound	on	Washington Ave. at Walnut St.
<u>Westbound</u>	<u>on</u>	<u>Washington Ave. at Willow St.</u>
Northbound	on	Water St. at Bender Road
Northbound	on	Water St. at Idaho Ave.
Northbound	on	Wenas St. at Third Ave.
Northbound	on	Wenas St. at University Way
Eastbound	on	Wheaton Court at Alder St.
Southbound	on	Whitman St. at Mountain View Ave.
Southbound	on	Willow St. at Brick Road
Northbound	on	Willow St. at Capitol Ave.
Northwestbound	on	Yale Ct. at Stanford Ave.
Northbound	on	Yellowstone St. at Helena Ave.

[Ord. 4842 § 8, 2019; Ord. 4770 § 3, 2017; Ord. 4697 § 3, 2015; Ord. 4677 § 2, 2014; Ord. 4635 § 4, 2013; Ord. 4561 § 4, 2010; Ord. 4522 § 5, 2008; Ord. 4490 § 10, 2007; Ord. 4453 § 4, 2006; Ord. 4432 § 4, 2006; Ord. 4417 § 5, 2005; Ord. 4404, 2005; Ord. 4387, 2004; Ord. 4372, 2003; Ord. 4316, 2002; Ord. 4291, 2001; Ord. 4256, 2000; Ord. 4236, 2000; Ord. 4216, 1999; Ord. 4202, 1999; Ord. 4054 § 1, 1996; Ord. 4013 § 1, 1995; Ord. 4009 § 1, 1995; Ord. 3938 § 1, 1994; Ord. 3936 § 1, 1994; Ord. 3928 § 1, 1994; Ord. 3779 § 1, 1992; Ord. 3735 § 1, 1991; Ord. 3719 § 1, 1991; Ord. 3671 § 1, 1990; Ord. 3642 § 3, 1988; Ord. 3557 § 1, 1986; Ord. 3530 § 2, 1986; Ord. 3453 § 1, 1984; Ord. 3393 § 2, 1983; Ord. 3375 § 2, 1982; Ord. 3374 § 1, 1982; Ord. 3303 § 1, 1981; Ord. 3299 § 2, 1981; Ord. 3278 § 2, 1980; Ord. 3137 § 2, 1977; Ord. 3098 § 4, 1976; Ord. 3078 § 3, 1975.]

Section 4. Severability. If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portion(s) of this ordinance.

Section 5. Corrections. Upon the approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. Effective Date. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council on the _____ day of September, 2020.

MAYOR

ATTEST:

CITY CLERK

Approved as to form:

CITY ATTORNEY

Publish:

I, Beth Leader, City Clerk of said City, do hereby certify that Ordinance No. ***** is a true and correct copy of said Ordinance of like number as the same was passed by said Council, and that Ordinance No. ***** was published as required by law.

BETH LEADER



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Resolution to Approve Multifamily Housing Limited Property Tax Exemption Agreement with Matthew Stalder for Grand Central Apartments

Submitted by: Jamey Ayling Community Development

Recommended Action or Motion: Approve the proposed Resolution which authorizes the City Manager to sign the agreement for Multifamily Limited Property Tax Exemption with Matthew Stalder for Grand Central Apartments.

Background/Summary:

Matthew Stalder has submitted an application with the Community Development Department to receive the Multifamily Housing Tax Exemption (MFTE) for the development known as Grand Central Apartments. The project located at 706 N Anderson Street contains 30 multi-family units. If approved, the MFTE would allow for the value of the new housing construction to be exempt from ad valorem property taxation for a period of eight successive years, beginning January 1st of the year immediately following the calendar year of issuance of the certificate. The tax exemption would not include the value of the land or any non-housing related improvements.

Consistent with the planning goals of the Growth Management Act (GMA), the State of Washington has provided various means of promoting affordable housing, including multifamily housing, in urban centers. One such incentive is provided through offering tax exemptions for multifamily developments in urban centers that meet the specific criteria outlined in RCW 84.14. The purpose statement in RCW 84.14.007 reads as follows:

"...It is further the purpose of this chapter to stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in urban centers having insufficient housing opportunities that will increase and improve residential

opportunities, including affordable housing opportunities, within these urban centers. To achieve these purposes, this chapter provides for special valuations in residentially deficient urban centers for eligible improvements associated with multiunit housing, which includes affordable housing. It is an additional purpose of this chapter to allow unincorporated areas of rural counties that are within urban growth areas to stimulate housing opportunities and for certain counties to stimulate housing opportunities near college campuses to promote dense, transit-oriented, walkable college communities."

Previous Council Action:

The City has enacted Ellensburg City Code (ECC) Chapter 2.30 Multifamily Housing Tax Incentives in response to the exemption opportunity allowed for by the State. Multifamily projects that provide at least 20 percent of the units as affordable housing units are eligible for a 12-year exemption. Multifamily projects that do not include an affordable housing component are eligible for the exemption for a lesser period of 8 years. The Central Commercial (C-C) Zone has been designated by Council as the "Residential Targeted Area" within the City of Ellensburg. Since the adoption of the MFTE ordinance, five multifamily projects have received the multifamily housing tax exemption.

Analysis:

Matthew Stalder has submitted an application to receive the 8-year tax exemption for the new 30-unit apartment complex located at 706 N Anderson Street.

The eligibility requirements and procedures for approving a MFTE project are described in Chapter 2.30 ECC. The project has been found to meet the eligibility requirements of ECC 2.30.060, and the next step is to enter into a contract with the City, pursuant to ECC 2.30.060(B). If Council approves the contract, the Community Development Department will issue a Conditional Certificate of Tax Exemption which shall contain a statement that the property has complied with ECC 2.30.050 and 2.30.060. The conditional certificate expires three years from the date of approval.

Upon completion of the improvements agreed upon in the contract between the applicant and the city, and upon issuance

of a temporary or permanent certificate of occupancy, the applicant may request a final certificate of tax exemption, pursuant to ECC 2.30.080. When such a request is submitted, it will come before Council for consideration.

Financial Impact:

The exemption of the property tax will delay the increase in property tax associated with this development collected by the County over an 8 year period beginning in 2021. The estimated property tax revenue reduction to the city based on the improvement value of \$3.2 million would be approximately \$5,700 each year through 2029.

Attachments:

[Council Resolution and agreement 8-7-20 Grand Central Apartments combined document](#)

RESOLUTION NO. 2020-__

A RESOLUTION of the City Council of the City of Ellensburg approving an agreement with Matthew Stalder for property tax exemption.

WHEREAS, the City of Ellensburg desires to stimulate new construction of multifamily housing in the downtown, in order to encourage increased residential opportunities within the central commercial zone, to stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing in the central commercial zone to increase and improve housing opportunities, and to reduce development pressure on single-family residential neighborhoods; and

WHEREAS, the City is interested in promoting new housing in the downtown area of the City of Ellensburg; and

WHEREAS, the City has, pursuant to authority granted to by Chapter 84.14 RCW, designated the Central Commercial zoned area of the city as a Residential Target Area for the provision of limited property tax exemptions for new multifamily residential housing; and

WHEREAS, the City has, as set forth at Chapter 2.30 of the Ellensburg City Code (“ECC”), enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the Kittitas County Assessor and Treasurer that the Applicant is eligible to receive a limited property tax exemption; and

WHEREAS, Matthew Stalder (Applicant) is interested in receiving a limited property tax exemption for the construction of new multifamily residential housing within the central commercial zone, which is a designated “Residential Target Area” identified in Chapter 2.30 ECC; and

WHEREAS, the Applicant has submitted to the City a complete application for the City’s limited tax exemption program outlining the development of new multifamily residential housing being constructed on property addressed as 706 N Anderson Street Ellensburg, WA, Parcel ID # 13842, and more particularly described as CAMPUS VIEW SHORT PLAT E-97-16; LOT A; SEC. 2, TWP. 17, RGE. 18 (ALSO PTN. IN SEC. 35, TWP. 18, RGE. 18 SE1/4 SE1/4) (“Property”); and

WHEREAS, the City has determined that the improvements to the Property satisfy the requirements for a Final Certificate of Tax Exemption.

NOW THEREFORE, the City Council for the City of Ellensburg do resolve as follows:

Section. 1. Agreement attached hereto as Exhibit A between Matthew Stalder and the City of Ellensburg, a Washington Municipal Corporation, is approved.

Section 2. The City Manager of the City of Ellensburg or his designee is authorized to execute the attached Exhibit A.

ADOPTED by the City Council of the City of Ellensburg this September 8, 2020.

Bruce Tabb, Mayor

ATTEST:

Beth Leader, City Clerk

Exhibit "A"

MULTIFAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION
AGREEMENT

THIS AGREEMENT is entered into this ____ day of _____, 2020, by and between Matthew Stalder (hereinafter referred to as "Applicant"), and the CITY OF ELLENSBURG, a Washington municipal corporation (hereinafter referred to as "City").

WITNESSETH:

WHEREAS, the City desires to stimulate new construction of multifamily housing in the downtown, in order to encourage increased residential opportunities within the central commercial zone, to stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing in the central commercial zone to increase and improve housing opportunities, and to reduce development pressure on single-family residential neighborhoods, and

WHEREAS, the City is interested in promoting new housing in the downtown area of the City of Ellensburg, and

WHEREAS, the City has, pursuant to authority granted to by Chapter 84.14 RCW, designated the Central Commercial zoned area of the city as a Residential Target Area for the provision of limited property tax exemptions for new multifamily residential housing, and

WHEREAS, the City has, as set forth at Chapter 2.30 of the Ellensburg City Code ("ECC"), enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the Kittitas County Assessor and Treasurer that the Applicant is eligible to receive a limited property tax exemption, and

WHEREAS, the Applicant is interested in receiving a limited property tax exemption for constructing units of new multifamily residential housing, to be known as "Grand Central

Apartments”, within the Central Commercial zoning district, which is a Designated Residential Target Area identified in ECC 2.30.020, and

WHEREAS, the Applicant has submitted to the City a complete application for the City’s limited tax exemption program outlining the development of new multifamily residential housing being constructed on property addressed as 706 N Anderson Street Ellensburg, WA, Parcel ID # 13842, and more particularly described as

CAMPUS VIEW SHORT PLAT E-97-16; LOT A; SEC. 2, TWP. 17, RGE. 18 (ALSO PTN. IN SEC. 35, TWP. 18, RGE. 18 SE1/4 SE1/4)

(“Property”), and

WHEREAS, the City has determined that the improvements to the Property will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption,

NOW THEREFORE, the City and Applicant mutually agree as follows:

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption.
2. The Applicant agrees to construct on the site multifamily residential housing units as described in the approved site plans, floor plans, and elevations on file with the City as of the date of City Council approval of this agreement.
3. The Applicant agrees that the property must satisfy any eligibility conditions contained in Chapter 2.30 ECC for the duration of the tax exemption.
4. The Applicant is requesting an X EIGHT or a TWELVE year (check one) limited property tax exemption. (If a twelve year exemption, the Applicant commits to renting or selling at least twenty percent (20%) of the multifamily housing units constructed on the site as housing units affordable for low or moderate-income households as defined by ECC 2.30.015).
5. The Applicant agrees to complete construction of the agreed upon improvements within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.

6. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City's Community Development Director ("Director") the following:
 - (a) A statement of expenditures made with respect to each multifamily housing unit and the total expenditures made with respect to the entire property;
 - (b) A description of the completed work and a statement of qualifications for the exemption;
 - (c) A statement that the work was completed within the required three-year period or any authorized extension.
7. The City agrees, conditioned on the Applicant's successful completion of the improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 6 above, to file a Final Certificate of Tax Exemption with the Kittitas County Treasurer and Assessor within forty days.
8. The Applicant agrees, within 30 days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption, and each year thereafter for a period of eight years, to file a notarized declaration with the Director indicating the following:
 - (a) A statement identifying the total number of occupied and vacant multifamily units receiving a property tax exemption;
 - (b) A certification that the property continues to be in compliance with this Agreement, Chapter 2.30 ECC, and Chapter 84.14 RCW;
 - (c) A description of any subsequent improvements or changes to the property constructed after the issuance of the certificate of tax exemption;
 - (d) The total monthly rent for each unit; and
 - (e) Documentation of the income of each renter household at the time of initial occupancy.
9. The applicant agrees to maintain the property including all improvements in compliance with all applicable City codes and requirements.
10. The Applicant agrees to maintain records supporting all information provided to the City and to make those records and the multifamily units available for inspection by the City. Failure to submit the annual declaration identified in Paragraph 8 or to maintain adequate records may result in the tax exemption being canceled.

11. If the Applicant converts to another use any of the new multifamily residential housing units constructed under this Agreement, the Applicant shall notify the Kittitas County Assessor and Treasurer and the Director within 60 days of such change in use.
12. The Applicant agrees to notify the Director promptly of any transfer of the Applicant's ownership interest in the site or in the improvements made to the site under this Agreement.
13. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement. Cancellation of the Final Certificate of Tax Exemption may subject the Applicant to potential tax liability as further described in Chapter 84.14 RCW. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.
15. Applicant agrees that this Agreement is subject to the Ellensburg MultiFamily Housing Tax Exemption set forth in Chapter 2.30 of the Ellensburg City Code.

CITY OF ELLENSBURG

MATTHEW STALDER

John Akers, City Manager
Date: _____

Matthew Stalder, Owner
Date: _____

Approved as to form:

Terry Weiner, City Attorney

STATE OF WASHINGTON)
)
) ss.

County of Kittitas)

On this day personally appeared before me, the undersigned Notary Public, in and for the State of Washington, duly commissioned and sworn, Matthew Stalder, who executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said property, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

Dated this _____ day of _____, 2020.

Printed Name:

Notary Public in and for the State of Washington, residing at _____.

My Commission Expires:

STATE OF WASHINGTON)
) ss.
County of Kittitas)

On this day personally appeared before me, the undersigned Notary Public, in and for the State of Washington, duly commissioned and sworn, _____, the _____ of the CITY OF ELLENSBURG, as GRANTEE, a Washington municipal corporation, which executed the within and foregoing instrument, and acknowledge the said instrument to be the free and voluntary act and deed of said city, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

Dated this _____ day of _____, 2020.

Printed Name:

Notary Public in and for the State of Washington, residing at _____.

My Commission Expires:



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: September 8, 2020

Item Title/Agenda Subject: Acceptance of the City of Ellensburg Active Transportation Plan

Submitted by: Josh Mattson Public Works & Utilities

Recommended Action or Motion: Approve City of Ellensburg Active Transportation Plan

Background/Summary:

The 2020 Active Transportation Plan (ATP) has been completed by a consultant with a community engagement period and assistance from the Environmental Commission and staff. This plan is an update to the previous 2008 Non-Motorized Transportation Plan (NMTP). As the City of Ellensburg has seen steady growth and development since 2008, a new updated 2020 ATP was warranted. This document will be useful for planning and design purposes. It will be included in grant applications which will potentially help lead to grant funding of multi-modal transportation grants.

Fehr & Peers was retained to provide necessary guidance and assistance for the City to implement its ATP. The project team collected community input and feedback for over four months between late May 2019 and early October 2019 to identify community priorities. The City of Ellensburg and the Washington State Department of Transportation's Active Transportation Program held a joint local ATP open house at Central Washington University on December 4, 2019.

Previous Council Action: On May 20, 2019 Council awarded a contract to Fehr & Peers to help the City perform an update of its 2008 NMTP with a 2020 ATP.

Analysis:

Fehr & Peers has completed the attached 2020 ATP as an update to the 2008 NMTP. Community engagement was performed primarily through an online web map. Survey information for this map was distributed on the City website and social media, at community destinations, through

community organizations, through utility bill mailings, at CWU welcoming events, and at local events.

The members of the community added nearly 700 comments to the web map. Public comments were utilized to generate heat maps reflecting community priority areas for sidewalk or pedestrian safety improvements and bicycle infrastructure needs or bicycle safety improvements. The plan also provides summaries for sidewalk gaps, street crossing needs, a bicycle level of stress and gap analysis, and an update to ATP policies regarding enforcement, education, and encouragement.

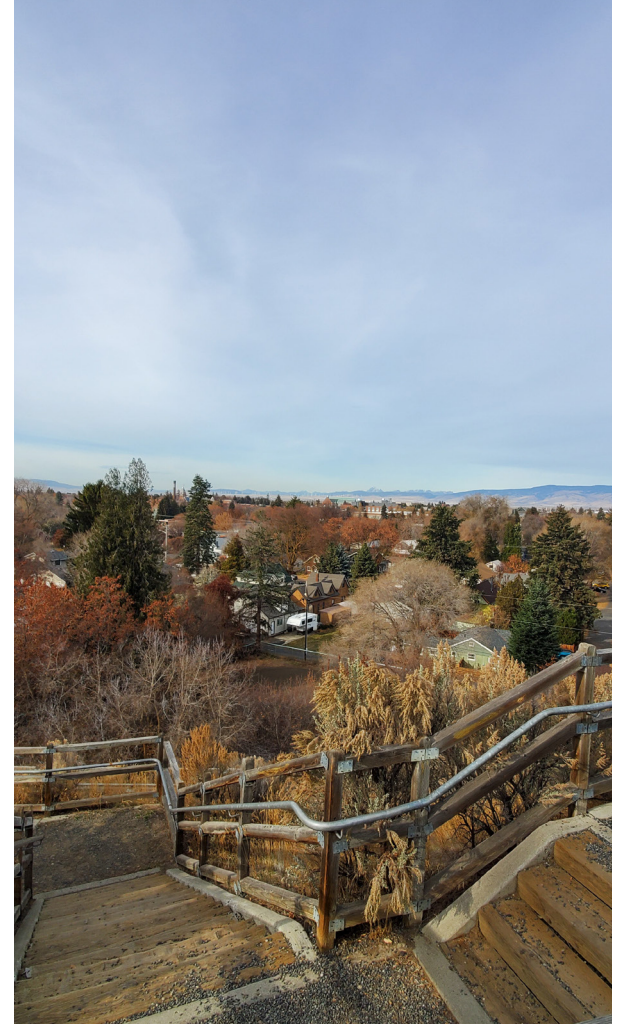
The Bicycle Advisory Committee, through the Environmental Commission, also reviewed and provided comment during the plan formation. Fehr & Peers made an ATP presentation with staff to the Environmental Commission on September 18, 2019 including review of comment of projects in the plan. The Commission also provided review and input on the draft ATP on January 15, 2020. The Commission declined further review of the ATP and its comments were addressed in the final version now being presented to Council.

Financial Impact:

None. The cost to complete the ATP was \$80,000 and budgeted in the Arterial Street Fund. It was funded primarily through a Transportation Improvement Board (TIB) Complete Streets Award from 2019 for \$50,000.

Attachments:

[ATP Final Report](#)



City of Ellensburg **Active Transportation Plan**

February 2020

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Table of Contents

Chapter 1: Introduction 1

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

Chapter 2: Planning Context 7

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

Chapter 3: Network Analysis and Planning 13

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

Chapter 4: High Priority Investments 27

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

Chapter 5: Longer Term Investments 39

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

Appendices 48

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

Glossary

ATP – Active Transportation Plan

BG – Biking Gap

CG – Crossing Gap

LTS – Level of Traffic Stress

NMT – Non-motorized Plan

RRFB – Rectangular Rapid Flashing Beacon

SG – Sidewalk Gap

TE – Transportation Element

WEB – Web map project



A photograph of a two-story building with large windows and a brick sidewalk in the foreground. The image is partially obscured by a teal overlay on the right side of the page.

01

Introduction

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

Vision

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





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

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

Web Map Community Engagement

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

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

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

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

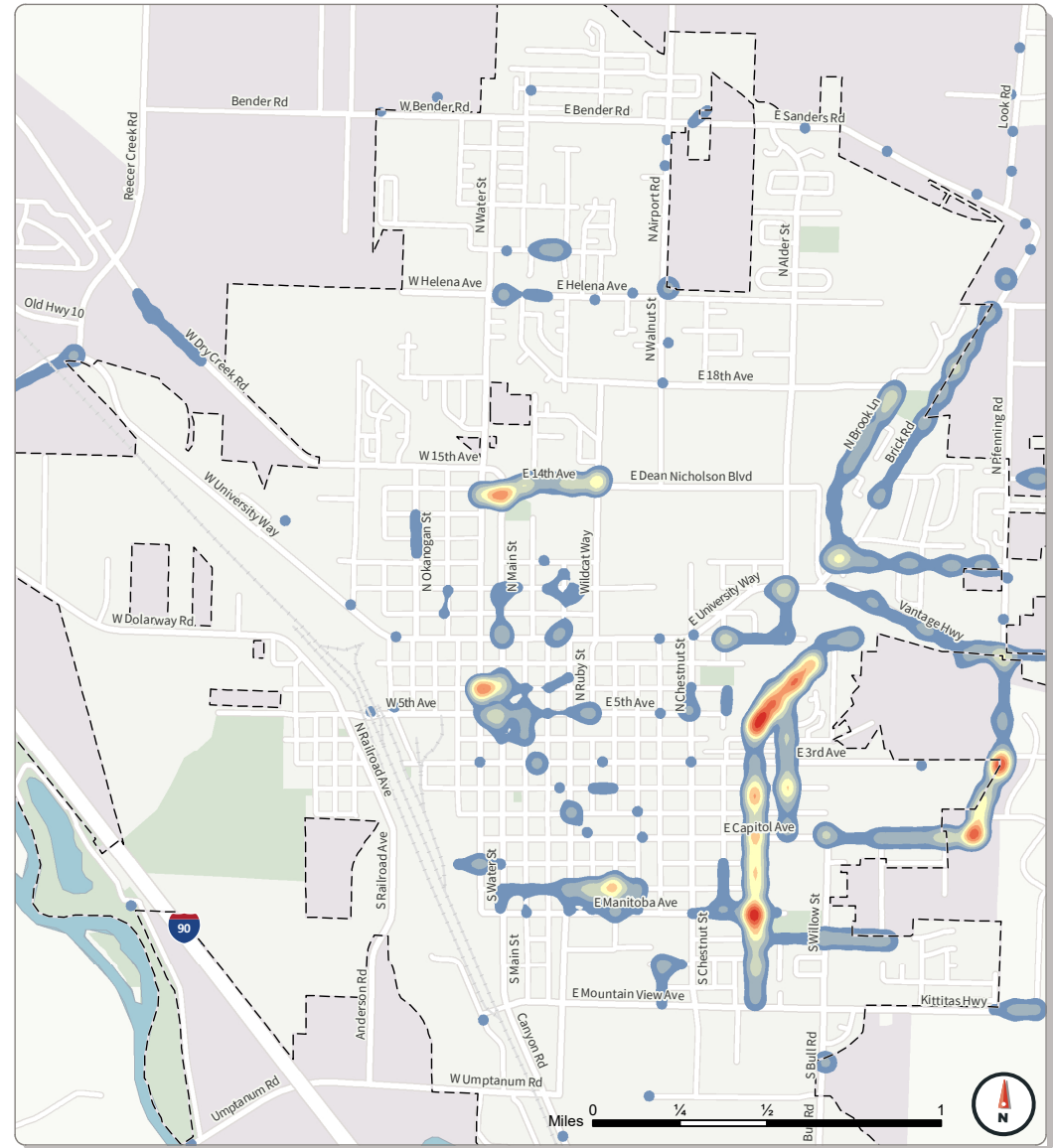


Figure 1 - Sidewalk or Pedestrian Safety Improvement Needed Heat Map

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

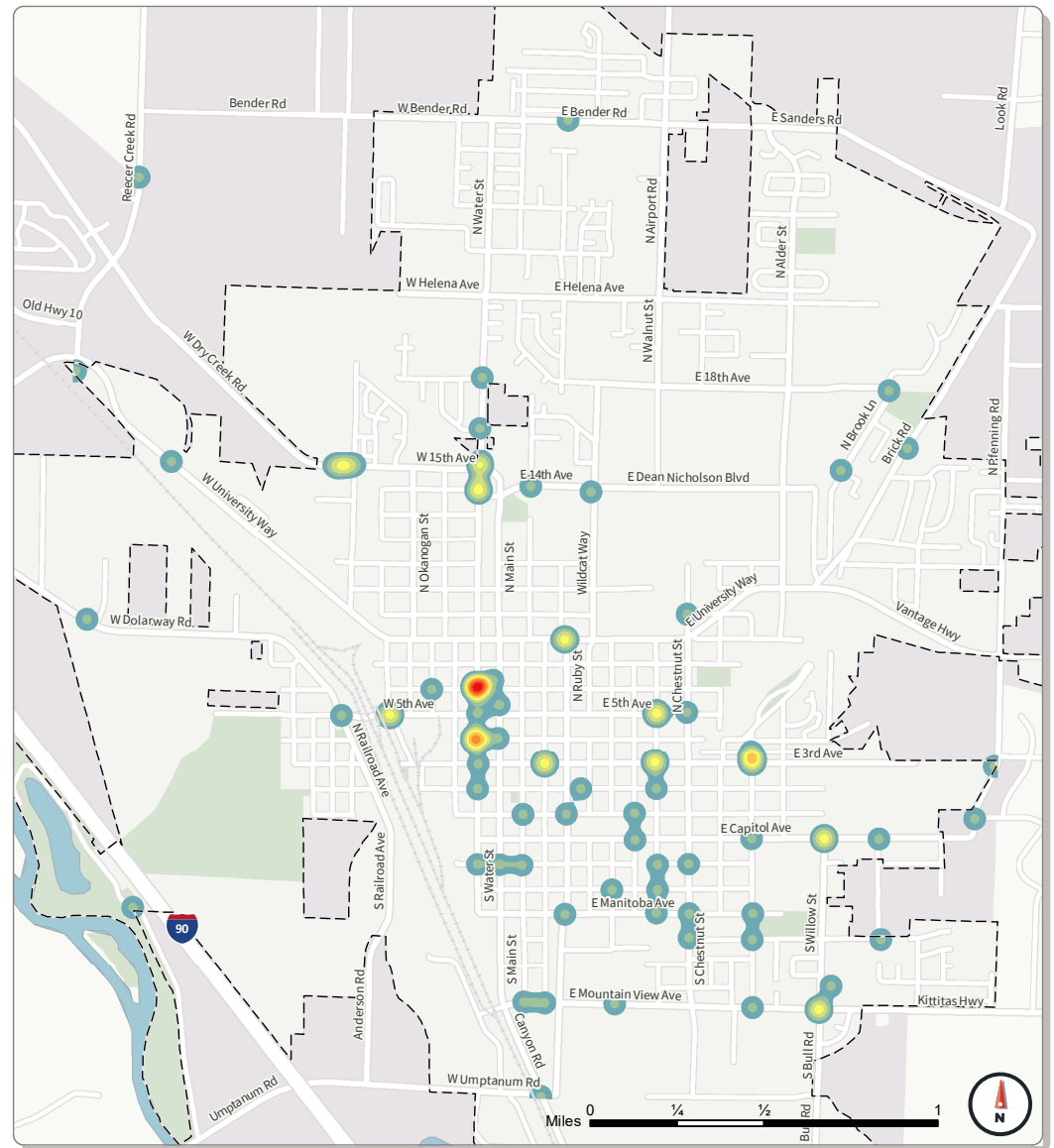


Figure 2 - Public Input Heat Map for Add or Improve Crosswalk

¹ 113 lines and 578 pins





02

Planning Context

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

Existing Plans

Ellensburg Nonmotorized Transportation Plan

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

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

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

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

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



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

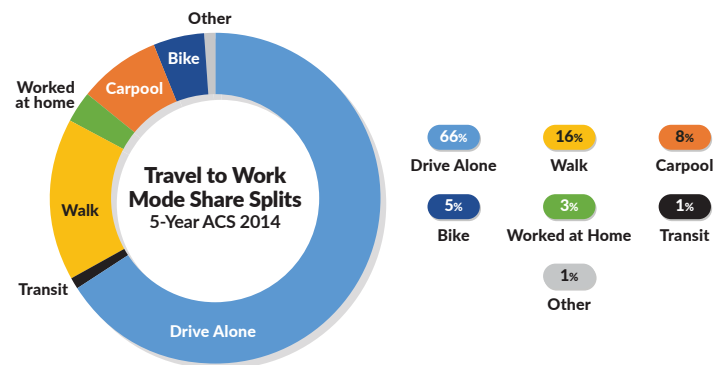
Table 1 - City of Ellensburg Travel to Work Mode Share (US Census 2000)

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

Ellensburg Transportation Element Chapter of the Comprehensive Plan

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

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



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

City of Ellensburg Street Public Works Standards

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



Circle the City

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

City-to-Canyon Concept Plan

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

Ellensburg Parks, Recreation and Open Space Plan

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

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



Americans with Disability Act (ADA) Transition Plan

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



Bicycle Friendly Community Report Card

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

John Wayne Pioneer Trail Reconnection Study

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







03

Network Analysis & Planning

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

Key Destinations

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

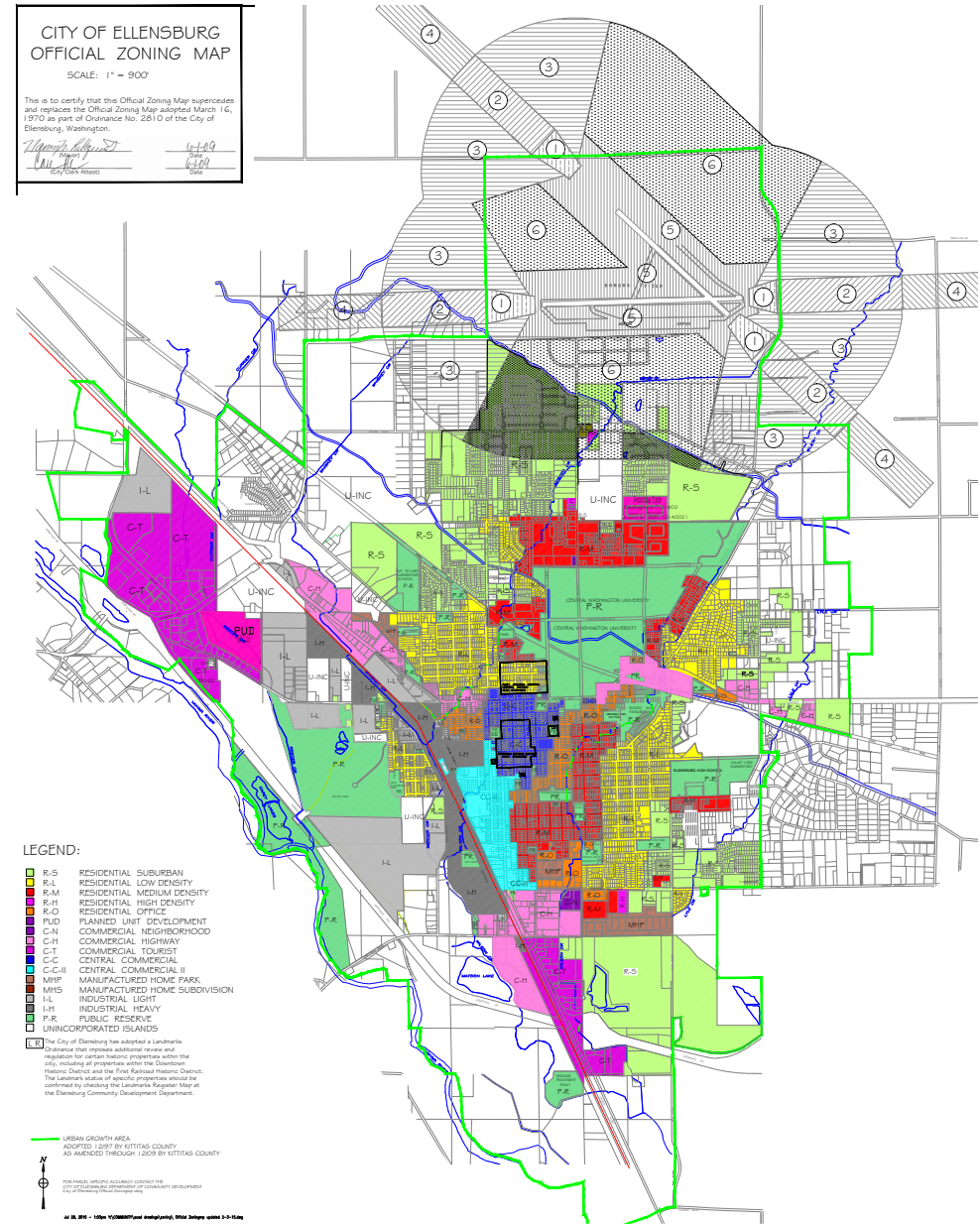


Figure 3 - Land Uses

Schools

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

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

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



Central Washington University (CWU)

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

Parks and Recreational Areas

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



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

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

Hospital

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

Retirement Communities

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

Event Center

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

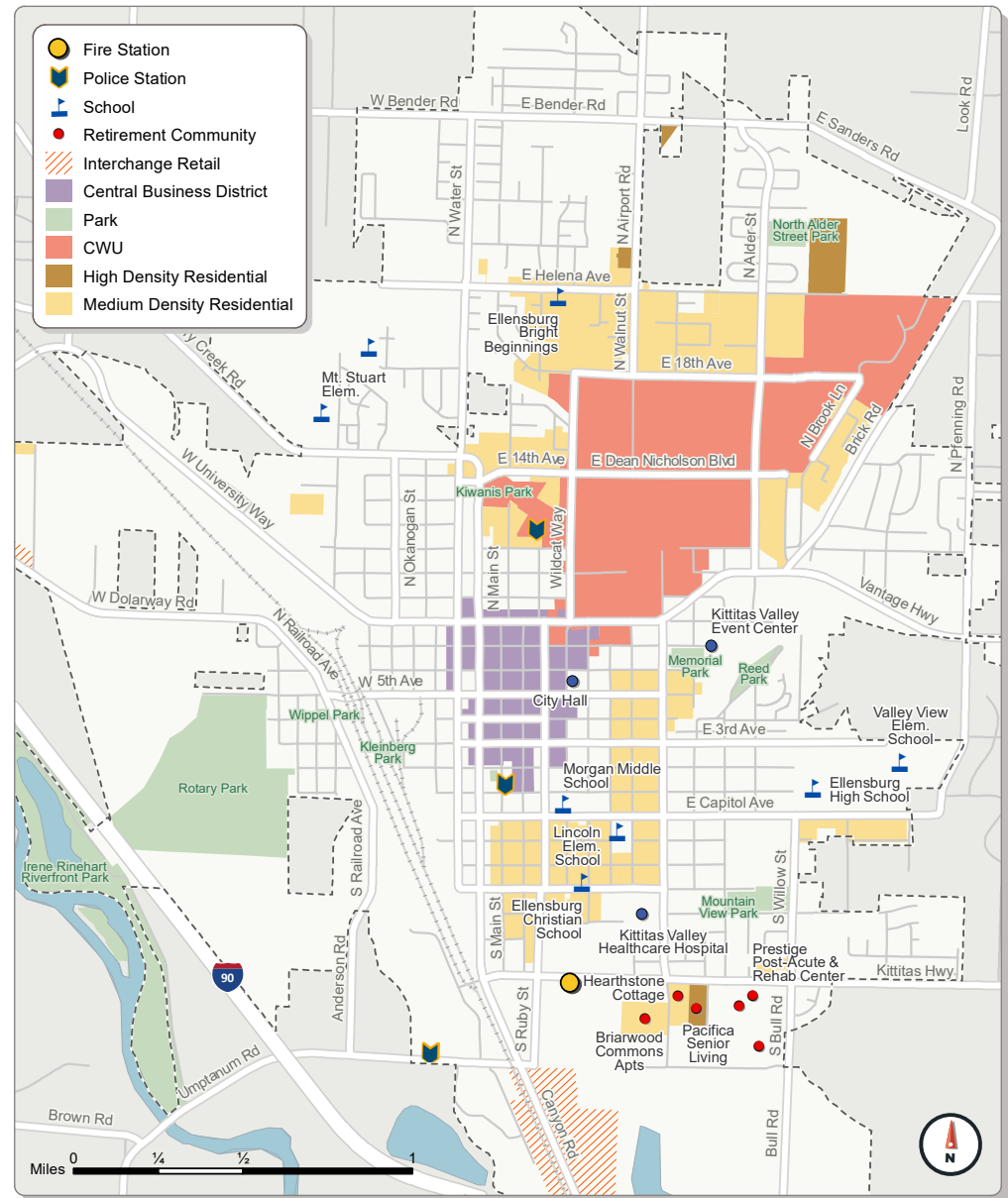


Figure 4 - Key Destinations

Conditions for Walking

Pedestrian Network

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

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

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

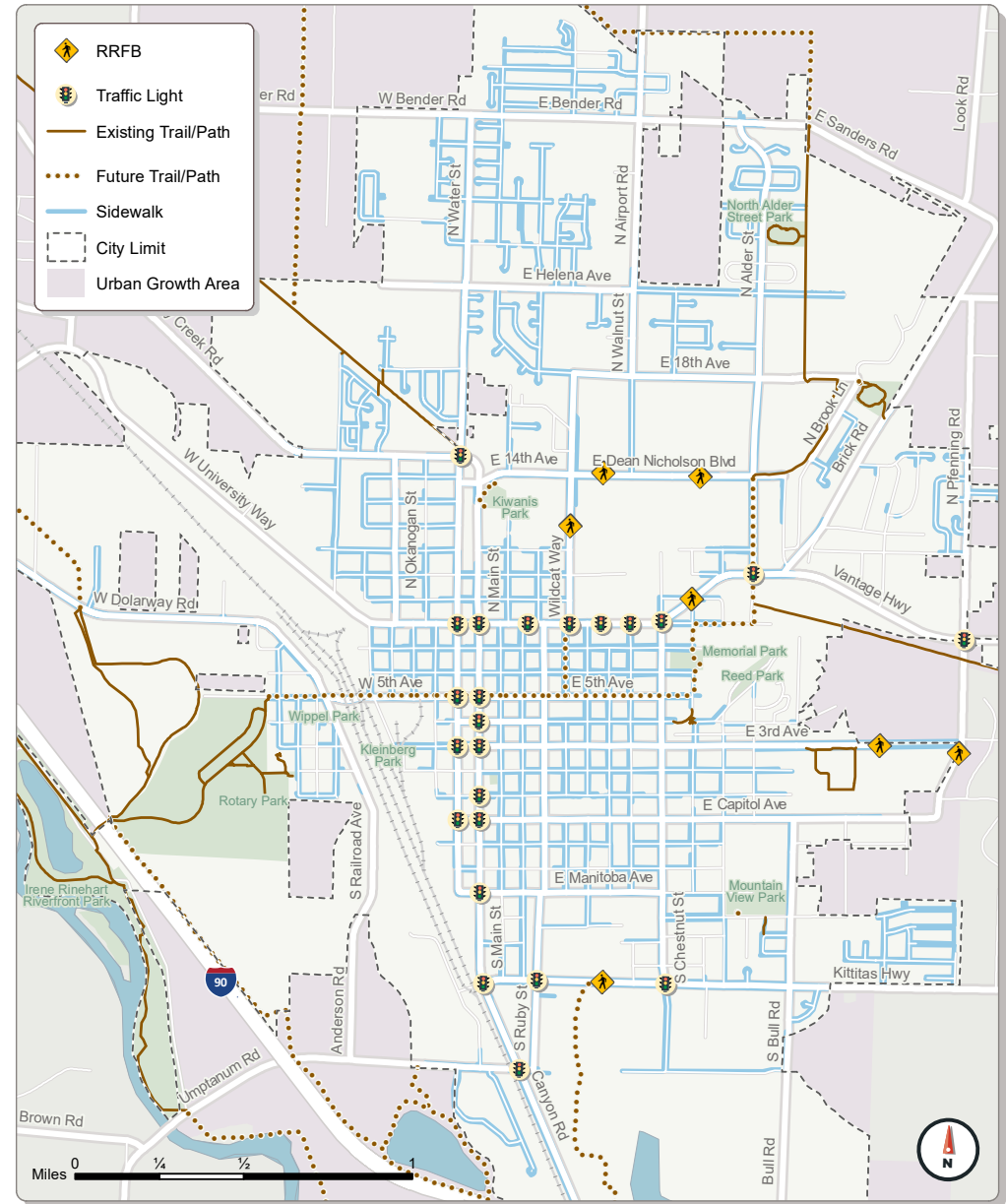
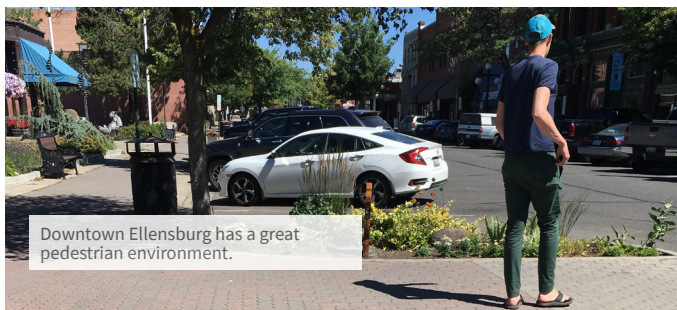


Figure 5 - Existing Pedestrian Network

Pedestrian LOS and Gap Analysis

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



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

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

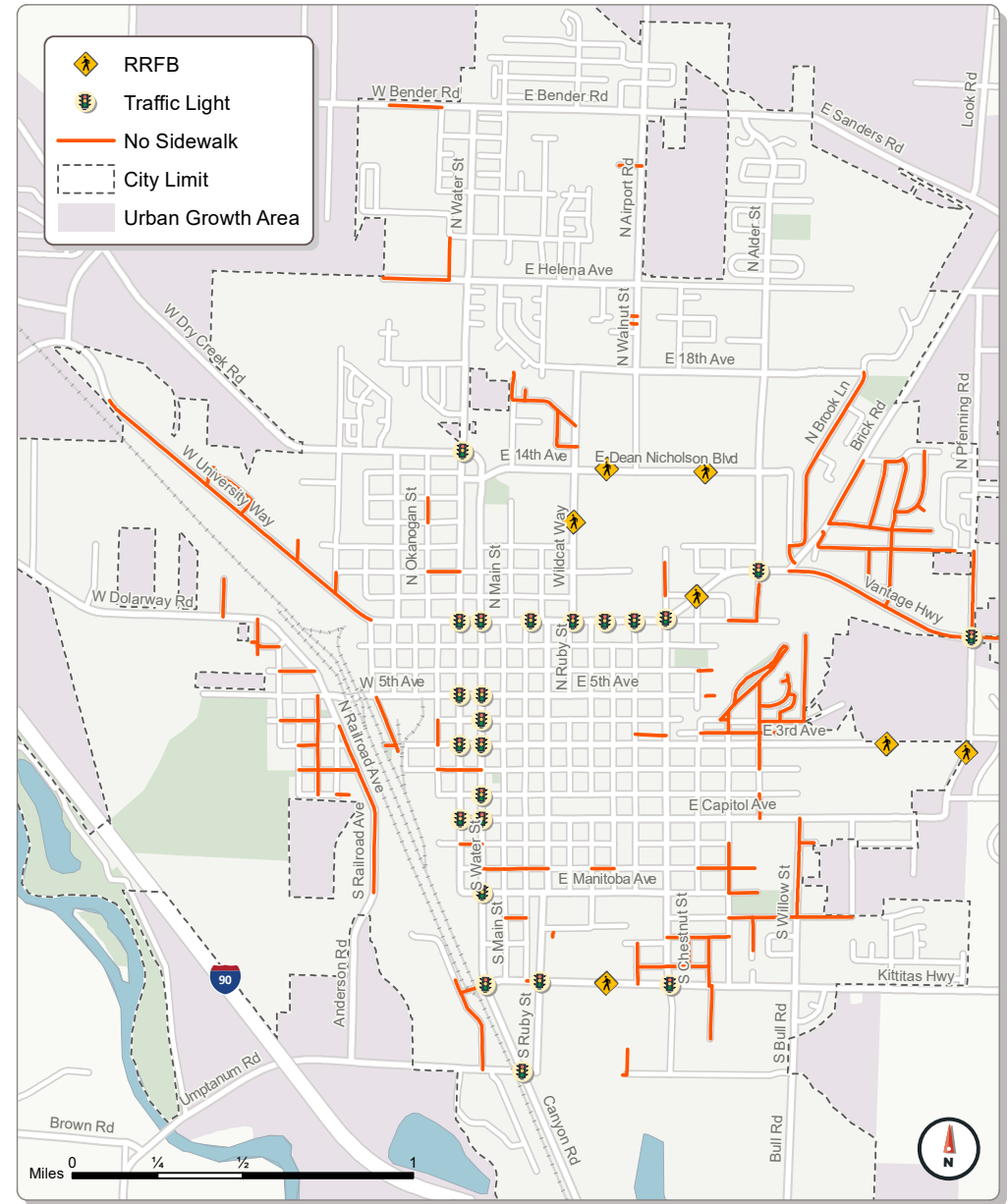


Figure 6 - Sidewalk Gaps

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

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

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

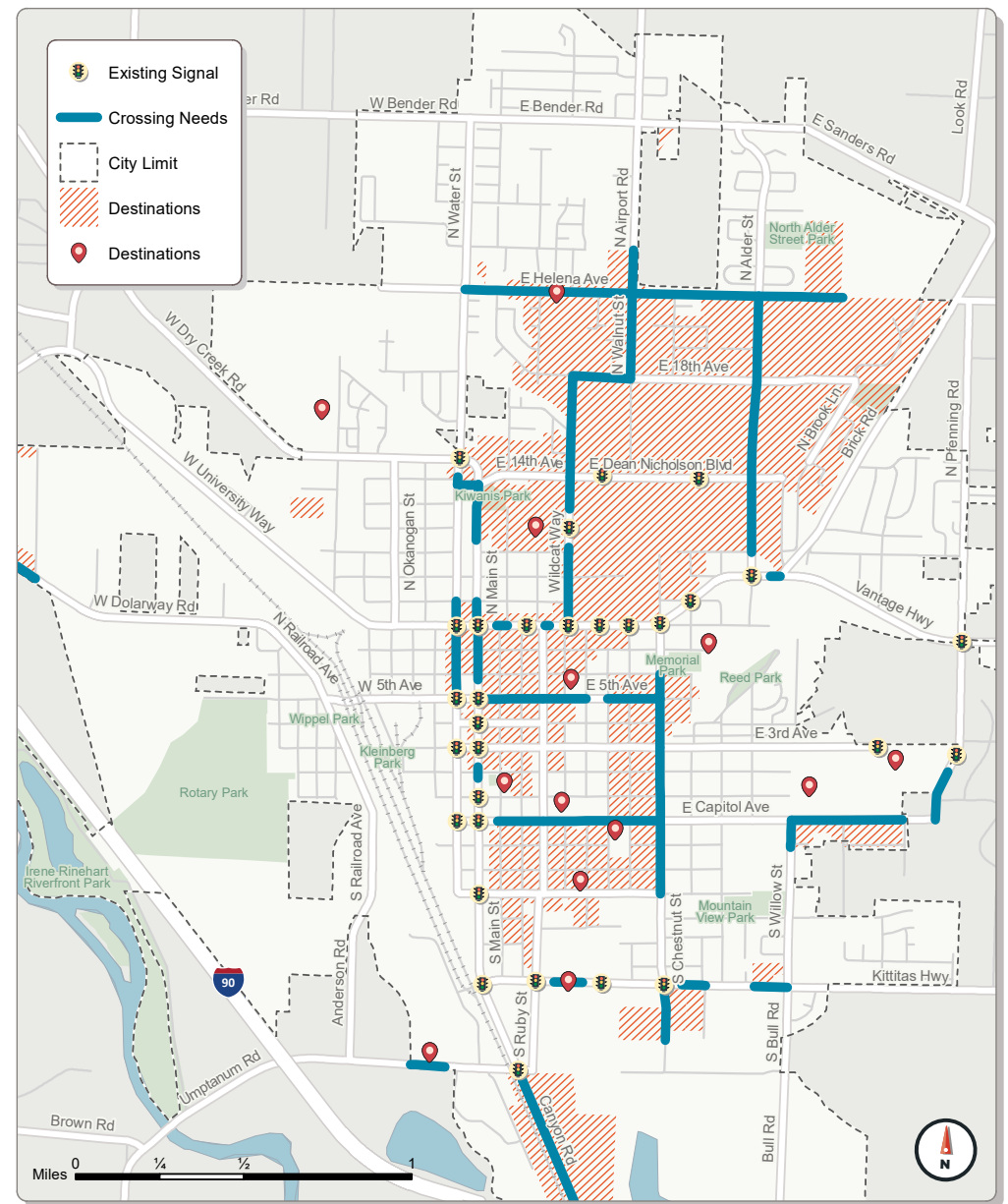


Figure 7 - Crossing Needs

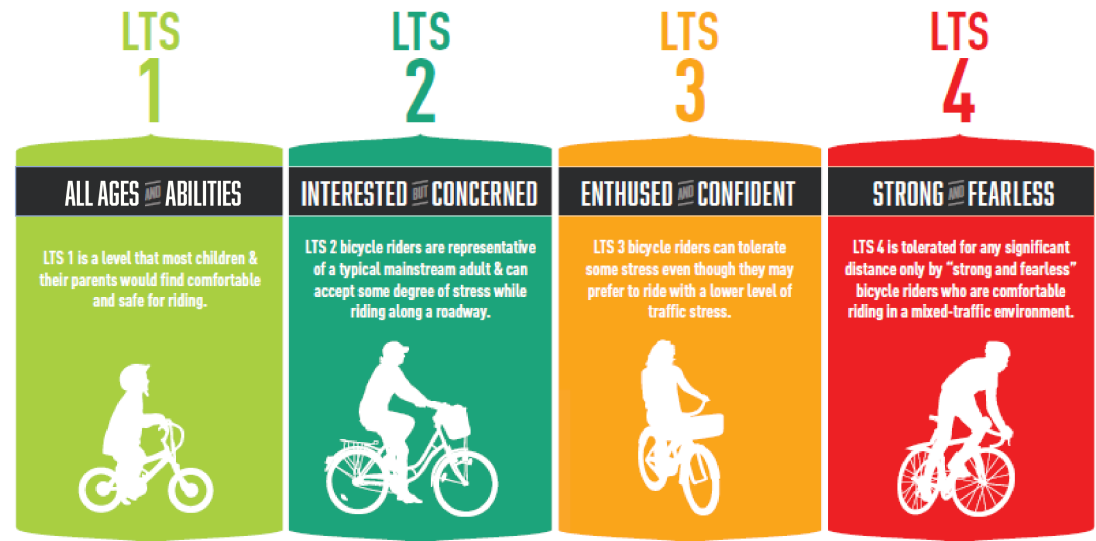


Bicycle LOS and Gap Analysis

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

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

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



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

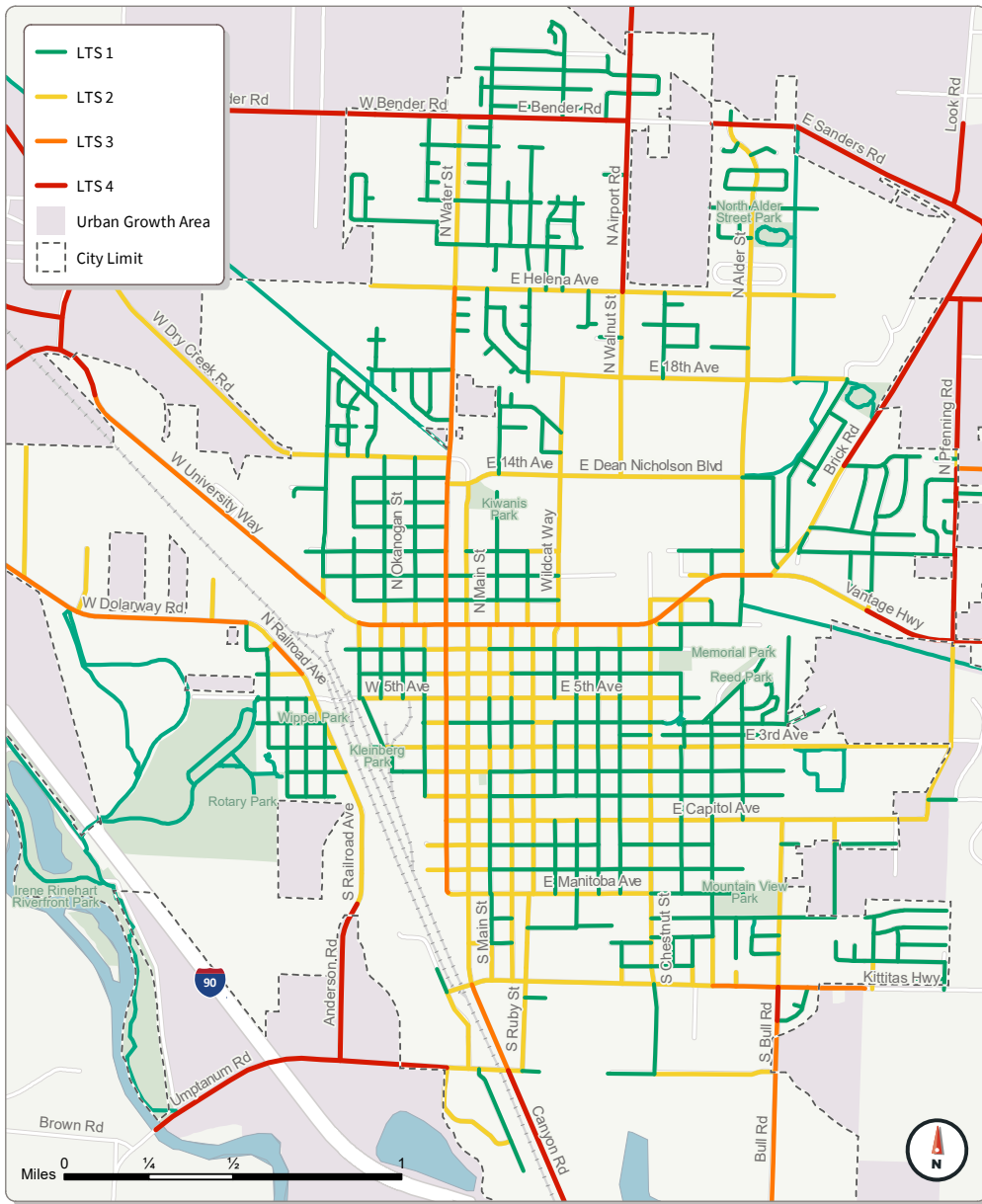


Figure 9 - Bicycle LTS



Web Map Community Engagement Heat Maps

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

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

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

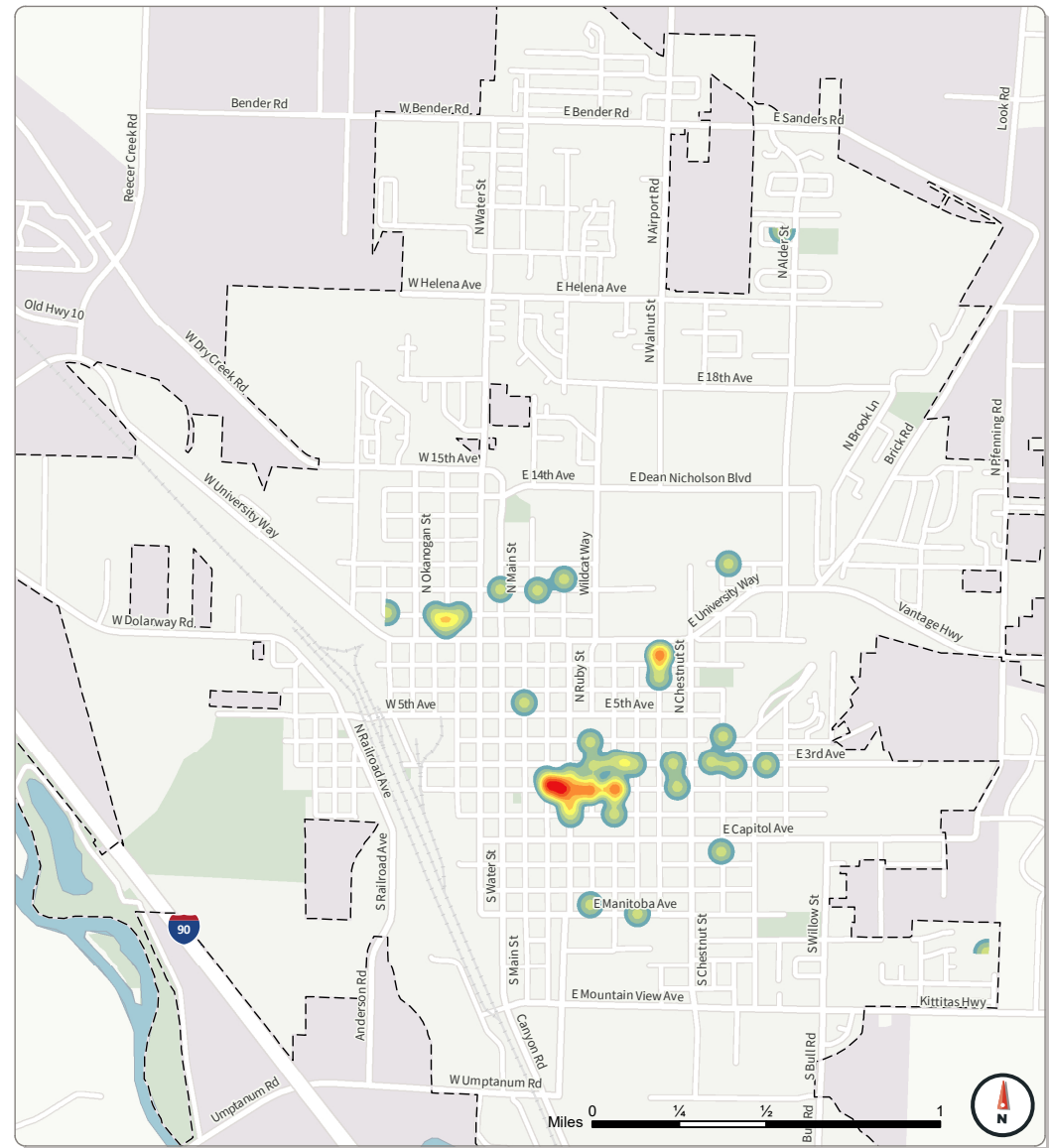


Figure 10 - Repair Needed Heat Map

Project Prioritization Methodology

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

Table 2 - Project Prioritization Methodology

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





04

High Priority Investments

Introduction, map and summary of top projects

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

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

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

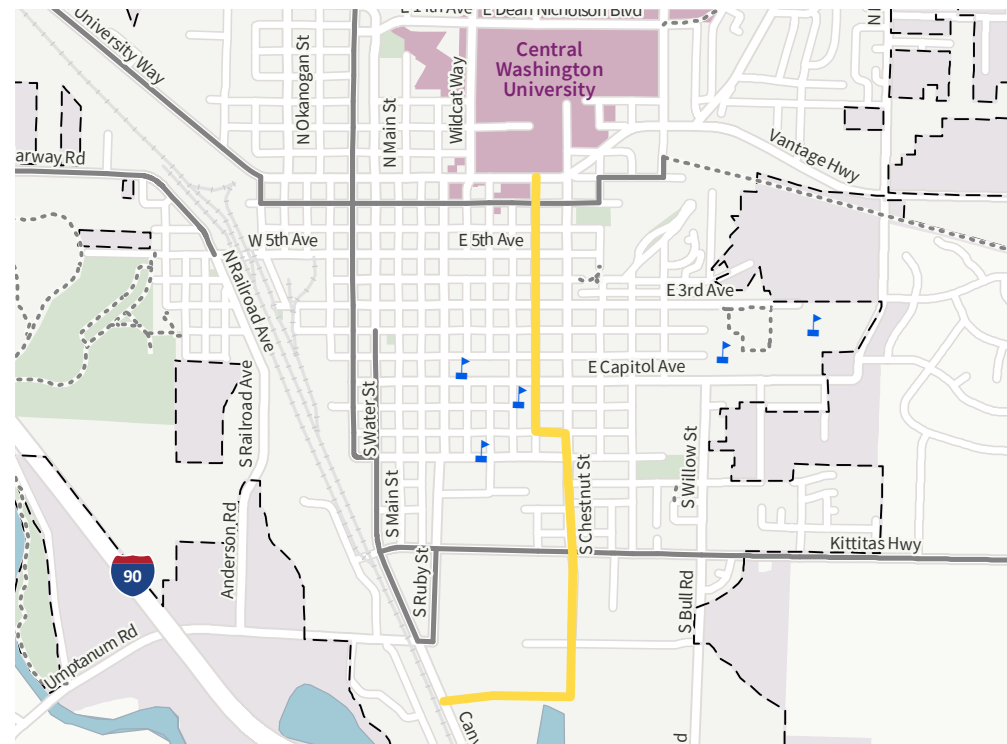
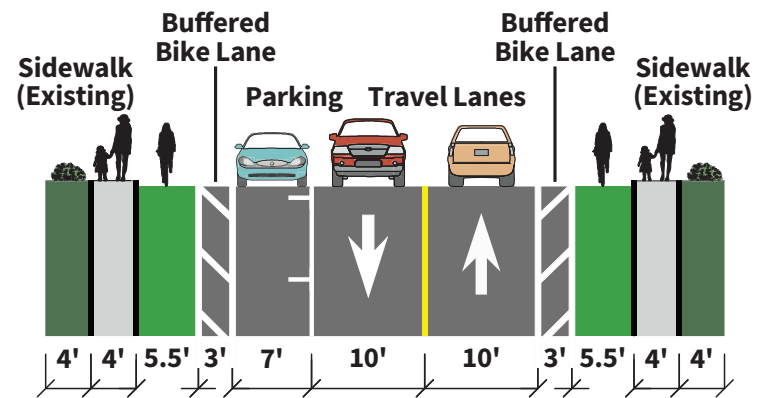
Please note that additional engineering study is needed prior to permit, design, funding and construction phases of any of the projects listed in this plan. The cost estimates provided are planning-level (eg, they are not location specific and do not account for costs such as right of way purchase and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



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

Project Description

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



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

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

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

Project Benefits

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

Coordination Needs

- › Ellensburg Central Transit
- › Kittitas Valley Hospital

Potential Funding Mechanisms

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

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

Potential Challenges to Implementation

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

Cost Estimate

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

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

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

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



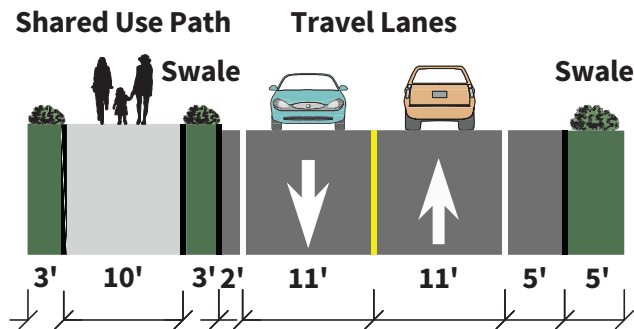


Figure 11 - Conceptual Design of Buffered Bike Lanes Along S Chestnut Street, Including RRFs and Crossing Islands

Project 2: Bike and pedestrian improvements on Pfenning Road

Project Description

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



Project Benefits

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

Coordination Needs

- › Kittitas County
- › Resource Agencies associated with canal

Potential Funding Mechanisms

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

Potential Challenges to Implementation

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

Cost Estimate

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

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

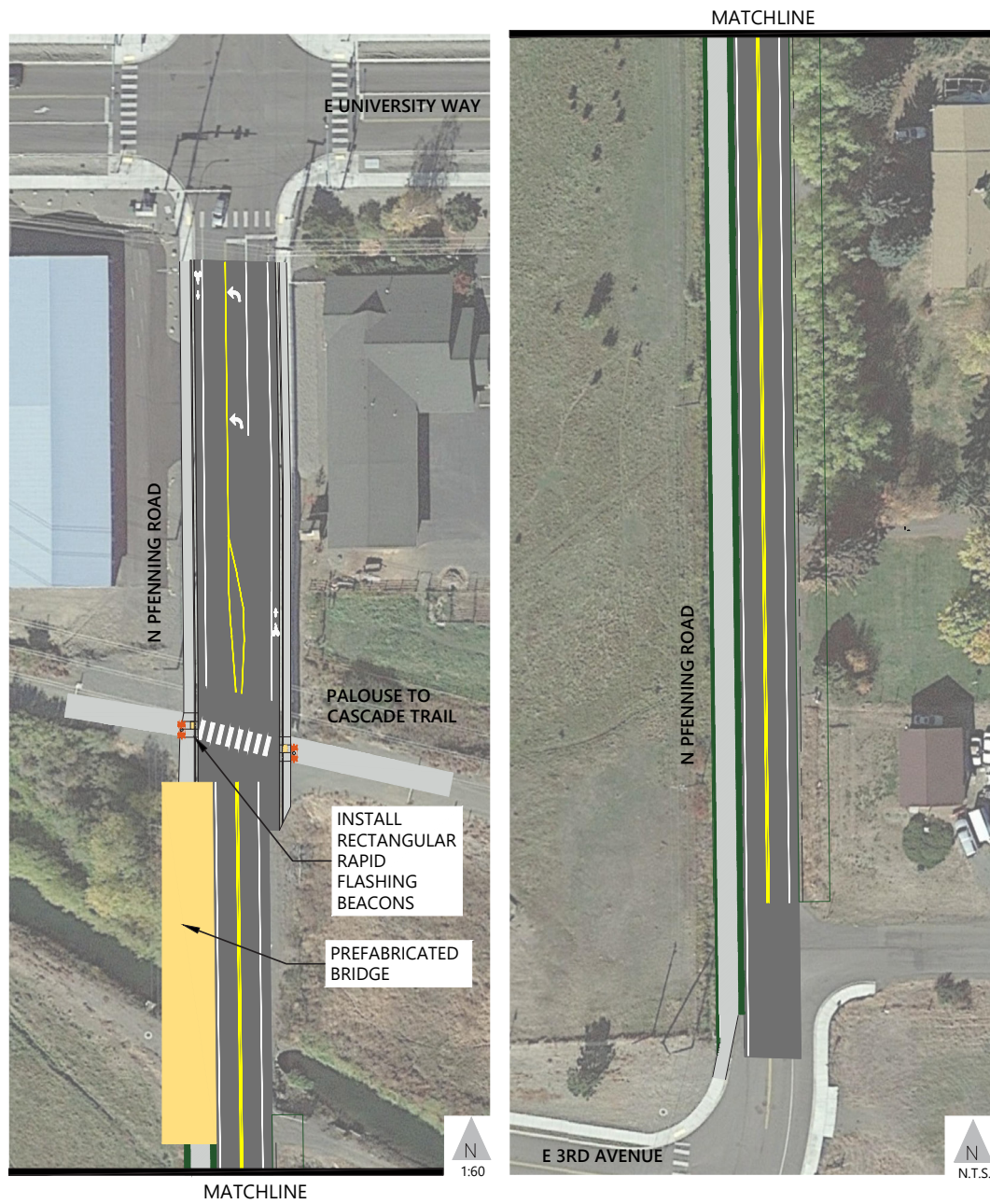


Figure 12 - Conceptual Design of Shared Use Path, RRFB Crossing and Prefabricated Bridge

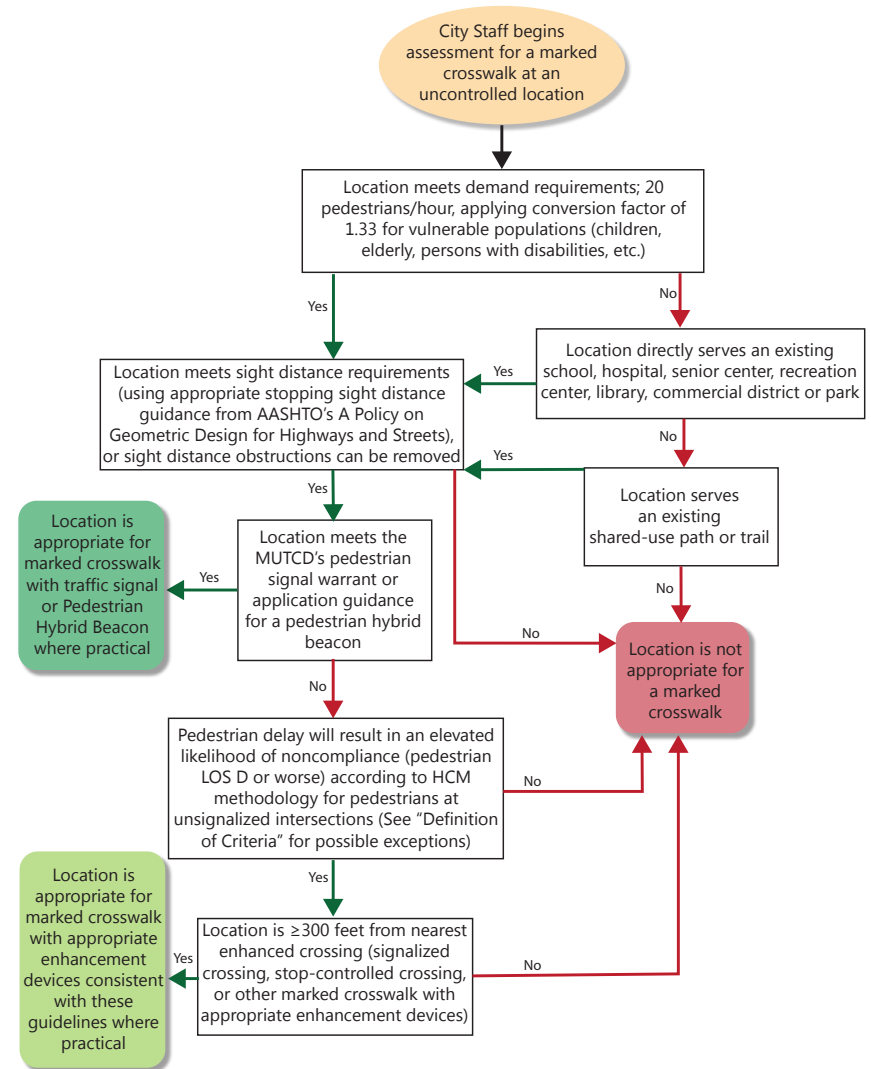
Project 3: Develop Crossing Guidelines

Project Description

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

Candidate Location Flow Chart

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



Candidate Location Flowchart Example from City of Port Orchard

Candidate Treatments

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



Level A: Markings & Signing



Level B: Rapid Rectangular Flashing Beacons



Level C: Pedestrian Hybrid Beacon/Signal

Treatment Selection

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

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

Treatment Selection From Port Orchard's Crossing Guidelines

Notes

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

Project Benefits

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

Coordination Needs

- › None

Potential Funding Mechanisms

- › City capital funding

Potential Challenges to Implementation

- › None

Cost Estimate

- › \$15,000 - \$20,000



Crosswalk improvements in Ellensburg

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







05

Longer Term Investments

Active Transportation Plan Projects

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

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

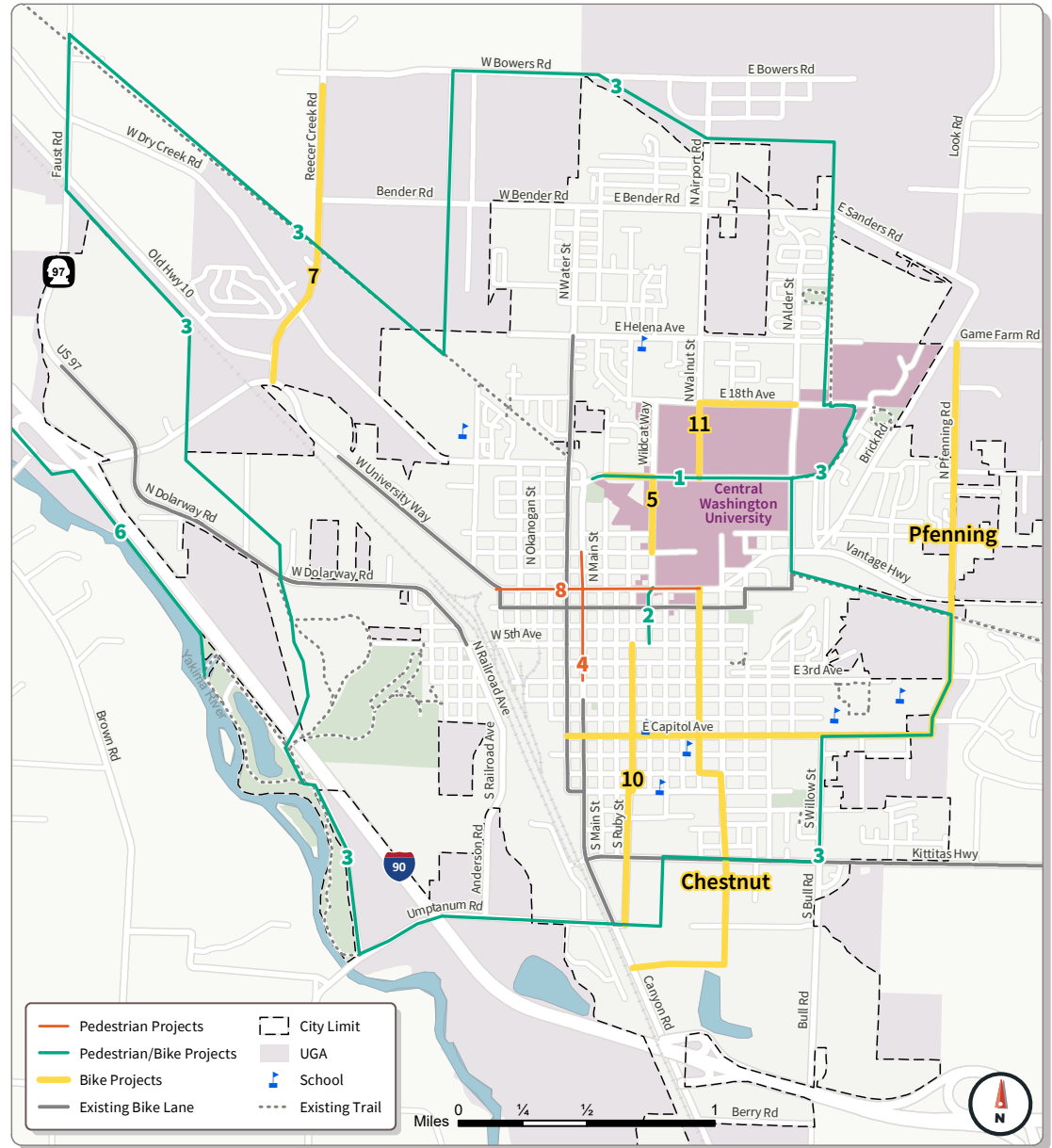


Figure - 13 Long Term Investment Project Ideas

Table 3 - Long Term Investment Project Ideas

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

Active Transportation Plan Policies

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

Education

Providing adequate infrastructure alone will not create a safe walking and biking environment. Safe travel by foot or bicycle requires knowing certain rules of behavior, just as driving a car requires knowledge of the “rules of the road” and how to drive defensively. Pedestrians, bicyclists and drivers sharing the road need to be able to predict what others will do in a given circumstance – and then be prepared for the unexpected. Pedestrians rely on drivers and bicyclists to stop at red lights, but they should be prepared for the possibility that some may not stop. Drivers rely on pedestrians to stay on the sidewalk and bicyclists to travel with traffic, but they should be prepared for the possibility that a pedestrian may suddenly dart into traffic, or a bicyclist may ride against traffic. Drivers must prove they know traffic laws and safe driving habits to get a license. Pedestrians and bicyclists must learn safe and defensive behaviors from parents, schools, the media and experience.

Education and public awareness campaigns can simply provide information (e.g., location of a trail) or can help motivate a behavioral change (e.g., increase bike helmet use). Education is needed to teach bicycle and pedestrian safety skills, to raise awareness about a particular issue, and to encourage informed choices. Short or one-time efforts typically do not have lasting results. The most effective education programs target a specific issue and are long-term.



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

A comprehensive active transportation plan includes programs that teach safe driving, pedestrian and bicycling behavior. The City of Ellensburg and several community partners provide safety education to various audiences.

Recommendations

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

- › Broaden drivers’ education courses to include “mobility education,” which could go beyond safe behavior for drivers, bikers and pedestrians to also include issues of “environment, health and economics by redefining our expectations about transportation and its consequences.” See www.mobilityeducation.org/approach.htm.
- › Integrate bicycle/pedestrian safety instruction into elementary, middle school, and high school PE and health curriculum.
- › Encourage youth organizations such as 4H and Scouts to complete units on bicycle use and safety.
- › Offer workshops through Community Schools on bicycle safety, maintenance, and riding skills
- › Provide bicycle/pedestrian safety instruction to seniors at the Adult Activity Center and local retirement communities.
- › Integrate information on bicycle and pedestrian safety issues into driving refresher courses.
- › Promote safe driving programs offered through organizations such as AARP and AAA.

Distribute safety information. Options include:

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

Provide information on bike and pedestrian routes. Options include:

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

Enforcement

Enforcement of laws and regulations are necessary for the safe and effective operation of pedestrian and cycling facilities. Enforcement can be used to educate drivers, as well as bikers and pedestrians, about safe behavior. Active policing of traffic laws reinforce courteous behaviors between different travel groups. Off-street multi-use paths need regular patrol by either police or citizen groups to limit illegal behaviors and give confidence to path users. Enforcement of codes requiring snow removal and removal of obstructions from sidewalks and bike lanes makes the existing facilities more useable in all seasons.

The Washington Traffic Safety Commission funds several pedestrian enforcement operations throughout the state. This program targets drivers who fail to yield the right-of-way to pedestrians. Classes are offered to local law enforcement, and the training is certified by the Washington Criminal Justice Training Commission. See <https://wtsc.wa.gov/grants/> The following resources provide information about bicycle and pedestrian laws in Washington:

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

Recommendations

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

- › Launch education/enforcement campaigns targeting drivers who violate pedestrian right-of-way laws
- › Launch education/enforcement campaigns targeting drivers who violate the 3-foot bicyclist safe passing law.
- › Focus speeding patrols in areas with high concentrations of pedestrians/ bicyclists, such as school zones and the perimeter of the CWU campus.
- › Initiate bicycle patrols to enforce bicycle traffic laws, particularly those that most contribute to accidents (failure to stop, wrong-way riding, and riding at night without lights)

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

Involve community in ensuring compliance. Options include:

- › Initiate neighborhood speed watches using radar speed units on loan from police. Speed data and vehicle descriptions collected by neighbors are followed by a letter from police asking vehicle owners for voluntary compliance.
- › Use adult school crossing guards – volunteer or paid
- › Publicize the “complaint hotline” regarding snow removal on sidewalks
- › Promote a safe driving pledge: <https://www.asirt.org/advocacy/safe-driving-pledge/>

Develop a plan for reducing bicycle theft. Options include:

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

Encouragement

Another goal of this plan is to promote that citizens who choose to walk and bicycle have access to facilities comparable to those available to citizens who choose to drive. Given the health, environmental, economic and social benefits of active transportation over motorized travel and the States goals of encouraging walking and biking.

Knowing why people don’t choose to walk or bike is an important first step in knowing what type of encouragement efforts are likely to be successful. A statewide telephone survey conducted by the Gilmore Research Group in May 2007¹ reports that the primary reasons Washington citizens gave for not walking were that they had a disability or other health impairment and that they don’t want to/don’t enjoy it. The top reasons for not bicycling were that they don’t know how to ride or that they have no bicycle. Those who reported it was somewhat or very difficult to walk in their community gave lack of sidewalks and roads are too busy/too much traffic as primary reasons. Those who said it was somewhat or very difficult to bicycle in their community cited no bike lanes/roads too narrow/no shoulder as a major reason, followed by roads are too busy/too much traffic and no trails or paths. Consequently, providing more walking or biking facilities topped the list of suggestions to increase the ease of walking and biking in the survey. For more recent results a, a U.S. Bicycling Participation Study that was commissioned by People for Bikes and released in 2019, can be found at: <https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFB-Participation-2018-for-Website.pdf>

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

Recommendations

Market active transportation. Options include:

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

Promote active transportation commuting. Options include:

- › Provide employer incentives, such as awards, loaner bikes, or financial incentives, to increase active transportation commuting
- › Designate a “Bike to Work” Day (or month), by sponsoring with a local civic organization to promote the event
- › Organize a “Bike Buddy Program” that matches experienced bicycle commuters with those looking for tips and guidance in learning how to use their bicycle for transportation (see <https://wearetraffic.org/commuters/bikebuddy>)
- › Reconsider ECC 8.12.040 (A), “no person shall stop, stand, or park any vehicle on any street in the city of Ellensburg for a period longer than 24 hours.” While intended to regulate abandon vehicles, this parking restriction may also be an incentive to drive rather than bike or walk to work.

Sponsor group rides/walks. Options include:

- › Encourage participation in group rides/walks by bicycle clubs and organizations such as Windwalkers
- › Support large ride/walk events as fundraisers, such as the Manastash Metric Bicycle Tour and the Central Washington University Relay for Life.
- › Designate certain routes as “off-limits” to cars for a day, as is currently done in the “Your Canyon for a Day” Yakima Crimestoppers fundraiser in the Yakima River Canyon
- › Encourage and promote the continued gifts of bicycles through the annual Christmas Basket program

Partner with community activities. Options include:

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

Teach Safety and Skills. Options include:

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

Involve schools. Options include:

- › Teach “active living” skills, including walking and biking, in school physical education courses
- › Include information in University 101 classes to introduce CWU students to traffic laws including rights and responsibilities of bikers, pedestrians, and drivers, as well as emphasizing the health, environmental and economic benefits of biking and walking
- › Restrict parking at CWU to promote active transportation on campus
- › Organize a “Walk and Roll to School” Day

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

- › Provide covered bike parking
- › Price parking to cover the real cost of maintaining the facilities to encourage biking, walking, and transit use. The City does not control private parking; CWU, and perhaps a few other employers charge for parking.

Roles and Responsibilities

While this Plan is a creation of the City of Ellensburg, and it has primary responsibility for its implementation, the City cannot by itself create a community in which biking and walking are safe, attractive and accessible alternatives to driving for everyone. Several key city departments have important roles, as do others within the community as identified below.

Ellensburg City Council – The Council establishes broad policy objectives through the Comprehensive Plan, and then adopts specific ordinances to implement those policies. As expressed above, the City’s Comprehensive Plan, adopted in 2017, contains language supportive of active transportation (nonmotorized) in both the Transportation and Land Use Chapters. Adoption of this Active Transportation Plan is a first step in implementing that plan, which makes specific recommendations to implement the transportation goals. Further amendments to the municipal code are recommended by this plan. Land use policies are also critical to creating a walkable/bikeable community. These are found in the Land Use Chapter of Ellensburg’s Comprehensive Plan, but were not reviewed in the creation of this transportation plan.

Ellensburg Public Works and Utilities Department –The primary department responsible for implementing this Active Transportation Plan is the Ellensburg Public Works and Utilities Department. Duties include planning, seeking grant funding, constructing, and maintaining the City’s streets, including related pedestrian and bicycle facilities such as sidewalks, bike lanes, and traffic signals and signs. Street and utility standards are enforced for both public and private projects. The Department staff works with citizens to solve transportation-related problems in neighborhoods and the community using recommended engineering practices. Traffic accident data is analyzed to evaluate facility safety.

Ellensburg Parks and Recreation Department –As part of its larger recreational programming, the Parks and Recreation Department plans, funds, constructs and maintains multi-use paths both within designated park settings and as stand-alone facilities, such as the Palouse to Cascades Trail. The Department staff sponsors or co-sponsors programs and events to promote biking and walking such as “Bike to Work Month.” The Adult Activity Center and Youth Center are divisions of the Parks Department.

Ellensburg Police Department – In addition to enforcing traffic laws, Ellensburg Police officers enforce codes to remove obstructions from the walking or biking environment. Officers participate in school safety patrol training, student safety

assemblies, and the School Resource Officer program at Morgan Middle School and Ellensburg High School. The Department introduces new CWU students to life in Ellensburg through the University 101 class, in which community expectations are presented.

Ellensburg Community Development Department – New subdivisions and other development, including plans for new street alignments, are processed through the City’s Community Development Department with the involvement of the Public Works and Utilities and other Departments. Land use practices that can either enhance or detract from walking and biking are implemented by the Department according to policies established by the Council.

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

Kittitas County Public Works Department – With duties similar to the City’s Public Works and Utilities Department, the County is responsible for the streets and roads just outside of the City’s boundary in the Urban Growth Area and beyond. Several of the projects identified in this Plan are entirely or partially within County jurisdiction. Communication and cooperation between City and County are necessary to provide a functional transportation system and a smooth transition between jurisdictions.

Kittitas County Community Development Department – Applications for land use changes within the County, including the Urban Growth Area, are processed by the County’s Community Development Department according to County policies. The City has an opportunity to comment on those applications. Protection of street rights-of-way on a walkable scale grid is a key issue.

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

Ellensburg School District –State law (RCW 46.61.385), authorizes school districts to establish safety patrols, and the administrative code, WAC 392-151, describes safety patrol training and requires school walk route plans for each elementary school. The School Administrator’s guide to School Walk Routes

and Student Pedestrian Safety recommend each district assign a person within the District to be responsible for pedestrian safety issues and the development and maintenance of walk routes in conjunction with community partners. The Guide recommends that policies regarding school safety patrols, school walk routes, and pedestrian safety education be established. Each elementary school Principal trains and oversees crossing guards and is responsible for distributing walk route maps. The Principals are important contacts for educating parents on safe drop-off and pick-up procedures and parking lot controls and for encouraging parents to model good pedestrian safety skills. In addition, bicycle safety is taught in PE classes at both the high school and middle school.

Central Washington University – A Campus Circulation Plan creates a pedestrian-oriented development area approximately three miles in diameter, around the university campus and within the Ellensburg community. Within this area, University policies encourage the use of pedestrian, bicycle, and public transport as modes of travel while discouraging the use of private cars.” Policies include:

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

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

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

Citizens – Citizens are responsible for obeying traffic laws and practicing safe behaviors while biking, walking and driving. Citizens can help the City by reporting safety hazards. Citizens are essential advocates for the kind of transportation system and land use planning they desire for Ellensburg. The recommendations presented in this plan will require citizen support and encouragement if they are to be successfully implemented.

Appendices

A. Community Engagement

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

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

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

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

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



Ciudad de Ellensburg
Plan de Transporte Activo

Encuesta de Mapeo

Accede a la encuesta con este código QR





City of Ellensburg
Active Transportation Plan

Mapping Survey

Access the survey with this QR code



Cómo Utilizar

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

How to use the Mapping Survey Webmap

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

Need help?

For questions or comments, please contact:


Josh Mattson
mattsonj@ci.ellensburg.wa.us



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

B. Prioritized Project List

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

Existing plans, including:

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

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

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

Community input projects

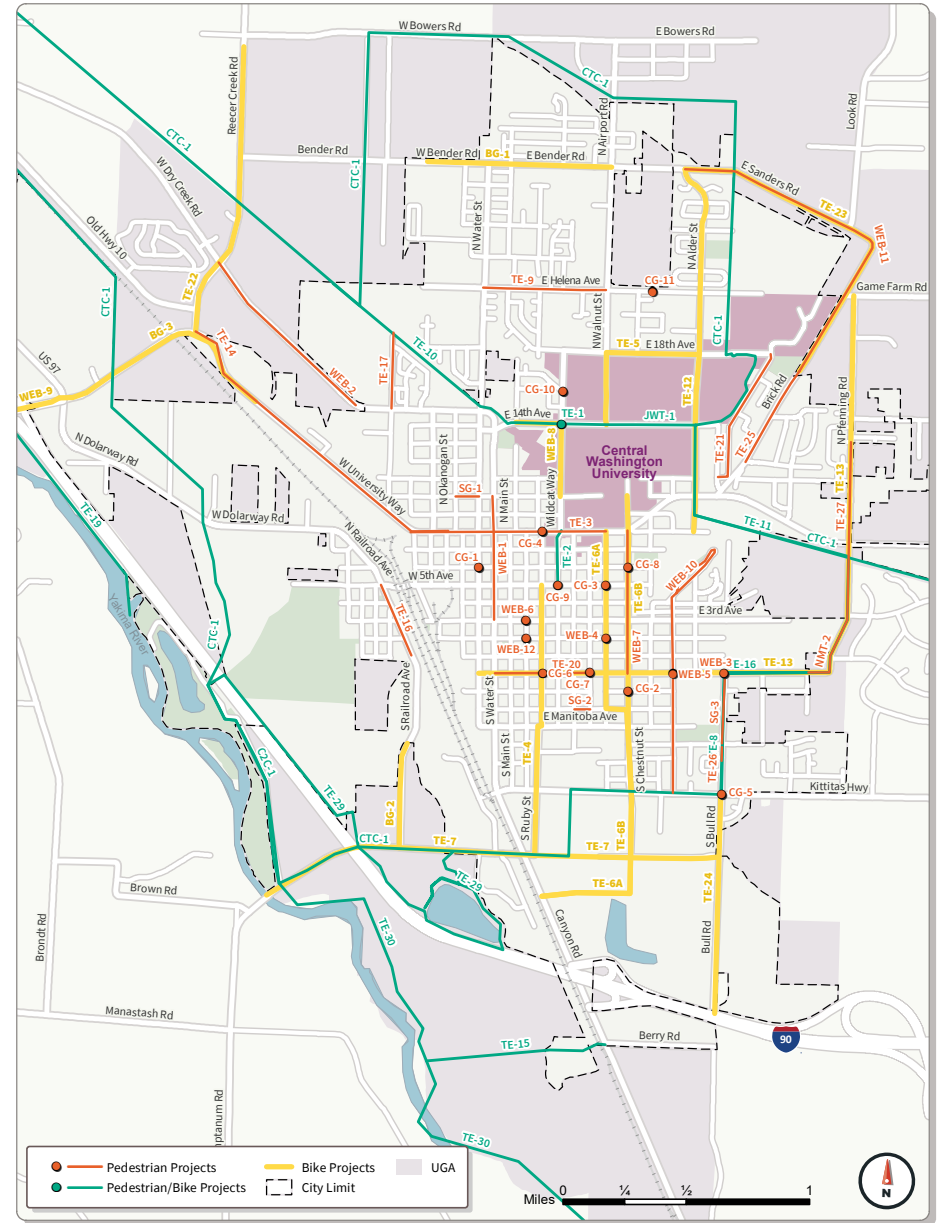


Figure 14 - All Active Transportation Plan Projects

Table 4 - Prioritized Project List

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

Table 4 (Continued) - Prioritized Project List

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

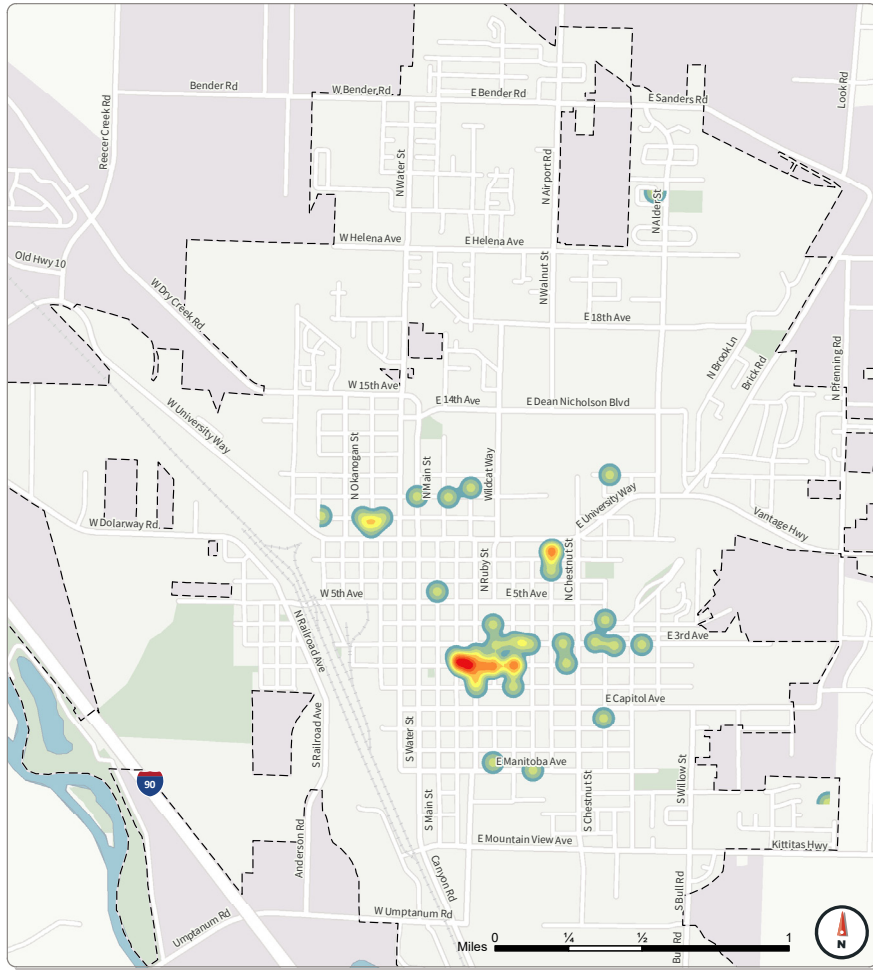
Table 4 (Continued) - Prioritized Project List

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

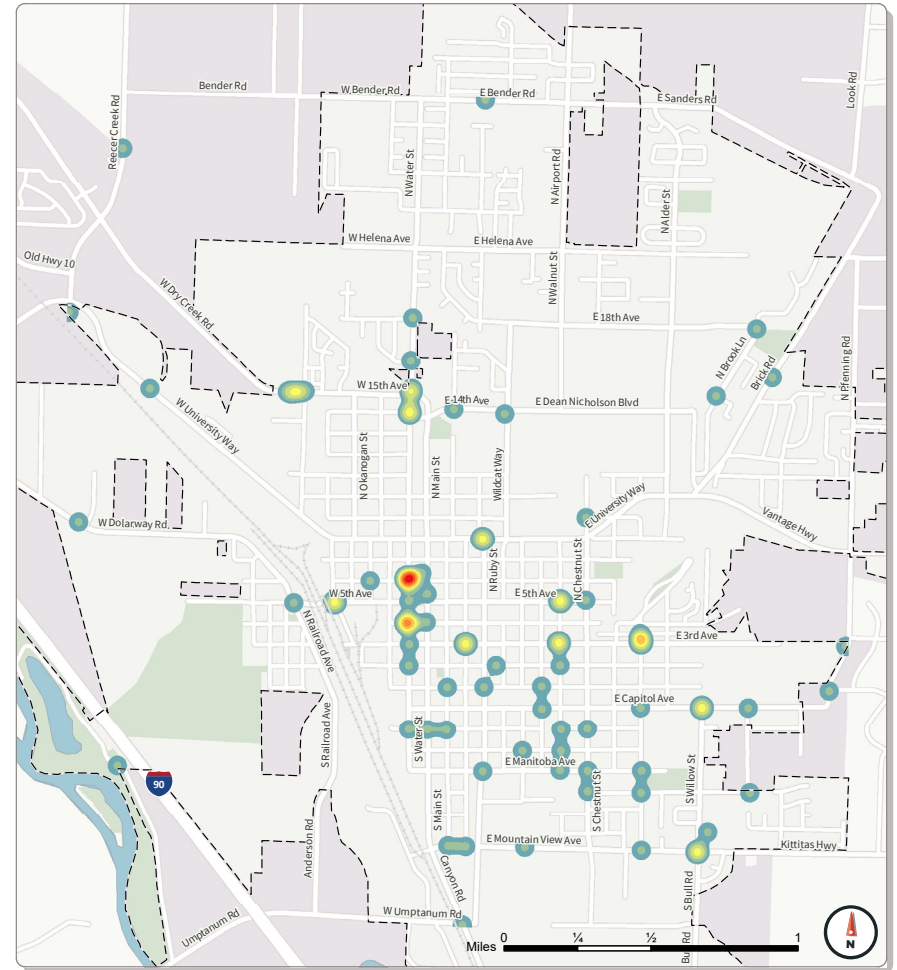
Table 4 (Continued) - Prioritized Project List

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

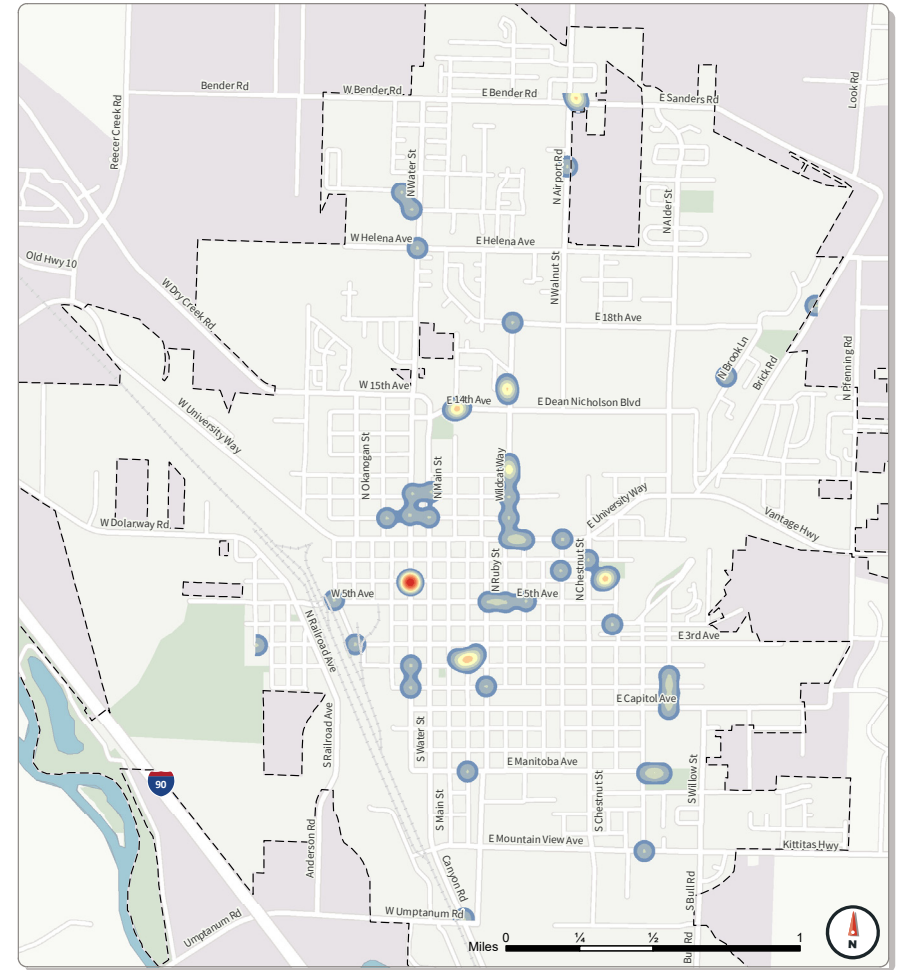
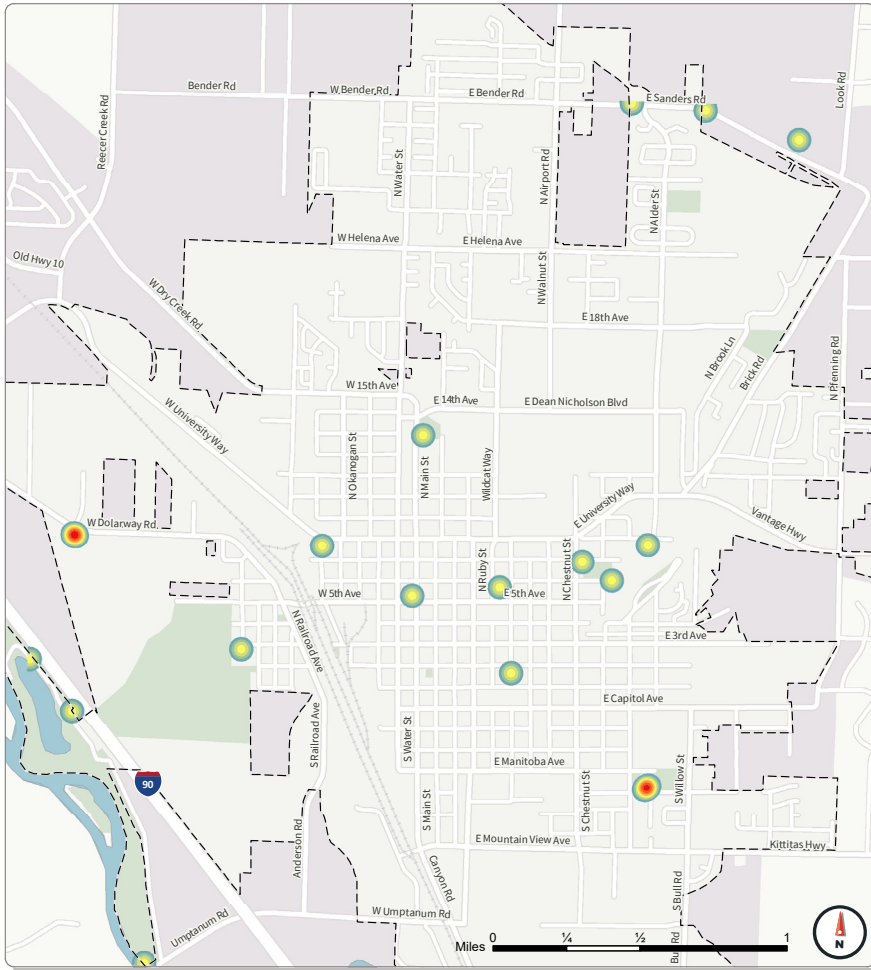
C. Heat Maps of Web Map Comments

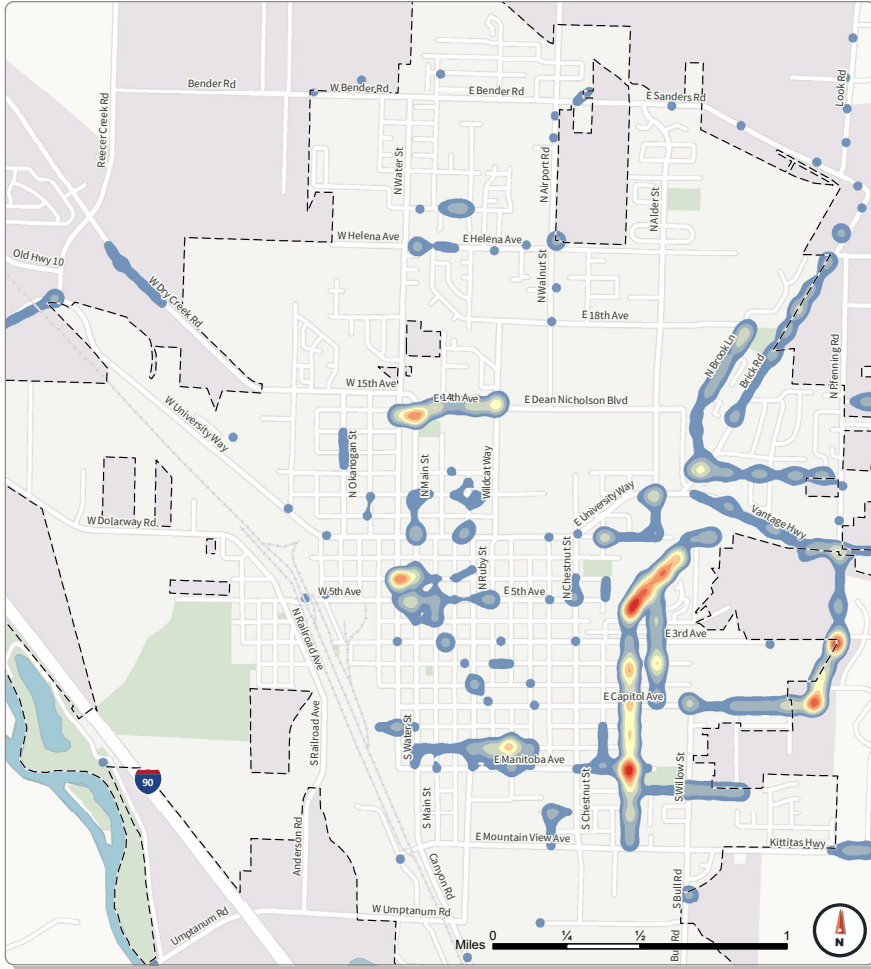


Repair Needed Heat Map

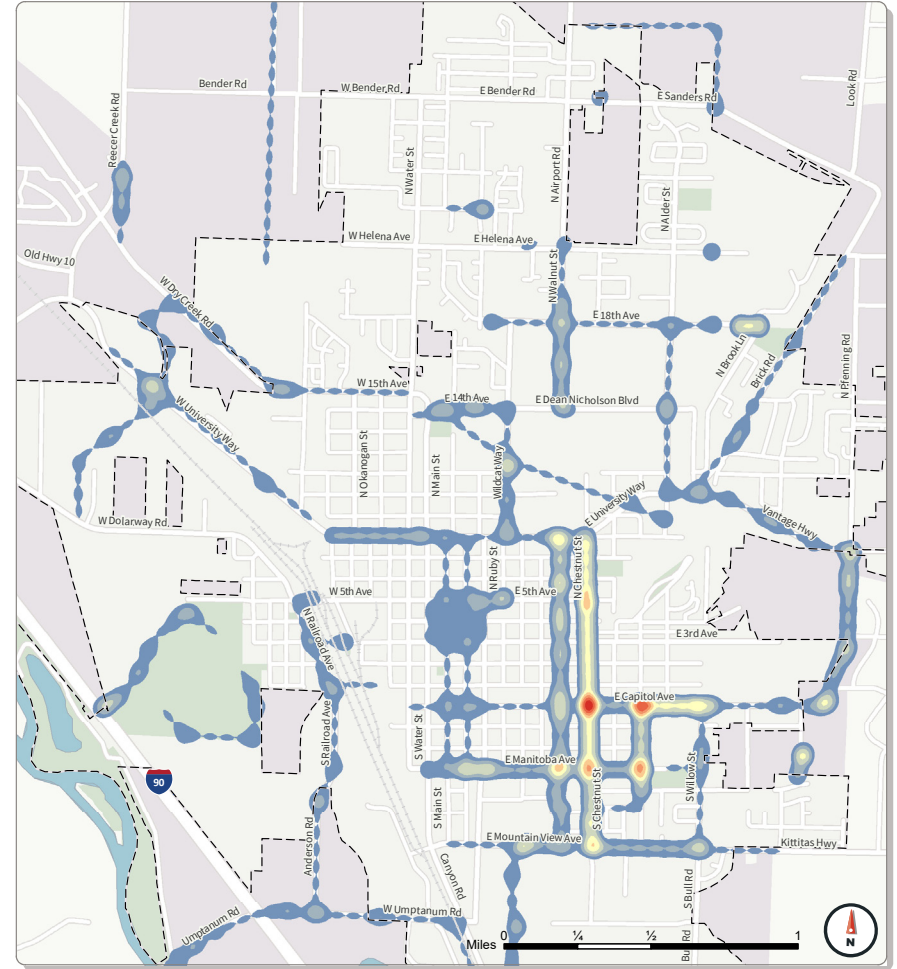


Add or Improve Crosswalk Heat Map





Sidewalk or Pedestrian Safety Improvement Needed Heat Map



Bike Infrastructure or Bicycle Safety Improvement Needed Heat Map

D. Summary of General Web Map and Email Comments

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

Make it safer to walk

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

Make it safer to bike

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

Add bike parking

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

Repair needed

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

Transit improvements

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

Speed

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

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

Bicycle and pedestrian interactions

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

Parking

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

Other ideas

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

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

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

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

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

E: Unit Cost Assumptions

Table 5

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

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

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

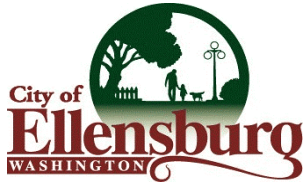
F. Bicycle Friendly Community Report Card



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City of Ellensburg



MANAGER'S REPORT

DATE: September 8, 2020

To: Ellensburg City Council

FROM: John Akers, City Manager

1. Waste Management 2020 Inflation Increase and Disposal Adjustment.

Waste Management has notified the City that the 2020 inflation increase for services is 2.24%. This increase is allowed in section 3.3.1 "Annual Rate Adjustment" of the Waste Management agreement with the City. The increase is based on the Consumer Price Index for the period for the 12-month period ending the December prior to adjustment date (December 2019). The rate increase will be in effect beginning October 1, 2020.