

Planning Commission

Agenda

July 21, 2026

6:00 PM



119 W FIRST STREET
CLE ELUM, WA 98922

MAYOR
MATTHEW LUNDH

CITY ADMINISTRATOR
ROBERT OMANS

ASSISTANT CITY
ADMINISTRATOR
ERICA KRUM

PLANNING DIRECTOR
SHANNON JOHNSON

CITY CLERK

PLANNING COMMISSION
GARY BERNDT
AMANDA HAHNEMANN
VACANT
MARC KIRKPATRICK
COLIN BRISSEY
PAUL KANTWILL
IAN STEELE

COUNCIL LIAISON - CASSIDY
BUECHLE-CURTIS

Join Virtually via Zoom: <https://zoom.us/j/7573184018?pwd=dERndjBJVC9GdVQ1d2ISRExwZFhXZz09>
Meeting ID: 757 318 4018 Passcode: 98922

Join by Phone: 1-(253)215-8782, Meeting ID: 757 318 4018, Passcode: 98922

TextMyGov

Receive city text alerts: text CLEELUM to 91896

DISCLAIMER: The City does not guarantee that virtual or telephonic access to the City Council meeting will be available, and the City does not warrant audio quality. Attendees are encouraged to attend in person.

1. **Call to Order and Roll Call**
2. **Adoption of Minutes**
 - a. May 5, 2026
3. **Business Requiring Public Hearings**
4. **Planning Update**
 - a. Staff Announcements
5. **Unfinished Business**
6. **New Business**
 - a. Comp Plan — Capital Facilities
 - b. Comp Plan — Transportation Element
 - c. Periodic Update Grant — (PUG) Survey
 - d. Periodic Update Grant — (PUG) Open House
7. **Next Meeting Agenda Development**
8. **Commissioner Comments and Discussion**
9. **Adjournment**

Upcoming Meetings:

General Government Committee Meeting — July 22, 2026, at 8:30 a.m.

Regular Council Meeting — July 28, 2026, at 6:00 p.m.

Planning Commission Agenda July 21, 2026

119 W FIRST STREET
CLE ELUM, WA 98922

Public Works & Community Development Committee Meeting — August 4, 2026, at 1:00 p.m.

Regular Council Meeting — August 11, 2026, at 6:00 p.m.

Lodging Tax & Events Committee Meeting — August 12, 2026, at 8:30 a.m.

Public Safety & Health Committee Meeting — August 13, 2026, at 9:00 a.m.

City of Cle Elum
Planning Commission (CEPC) Meeting Minutes
City Council Chambers
June 2, 2026 | 6:00 PM

Call to Order

Chair Kantwill called the meeting to order at 6:12 PM (due to live streaming issues)

Roll Call

CEPC Members Present: Gary Berndt, Marc Kirkpatrick, Ian Steele, Paul Kantwill, and Amanda Hahnemann

CEPC Members Absent: Colin Brissey (excused by Chair Kantwill)

Chair Kantwill informed that he excused Commissioner Brissey prior to the meeting itself.

Council Liaison : Cassidy Buechele-Curtis

Staff Present: Shannon Johnson

Public Comment

None.

Adoption of Minutes

Commissioner Hahnemann motioned to accept the May 5, 2026 minutes as presented. Commissioner Berndt seconded. Motion carried.

Public Hearing- City Planning

None scheduled

Staff Update

Staff provided a brief update on the timing of the various upcoming Comprehensive Plan chapters for review.

New Business

1. Comp Plan: Utilities Element

Chair Kantwill began discussion on the Utilities element and referred the group to page 5 in the agenda packet. Commissioners discussed the merits of the changes within the document.

Commissioner Hahnemann questioned the Puget Sound Energy (PSE) clean energy plan mentioned on page 7. Council Liaison Cassidy Buechele-Curtis explained that PSE is a provider to the City of Cle Elum, and the relationships to the other elements. Commissioner Kirkpatrick discussed the need to include Kittitas County Public Utility District (PUD) under pages 7 and 8 in the sections which include the PSE integrated plan, and then page 11 where there is a list of utilities it only notes PSE. PUD provides electricity up to Short Avenue. Discussion ensued regarding page 13 goals and policies, and no recommended changes were needed.

2. Comp Plan: Capital Facilities

Chair Kantwill discussed contemplation of review of the Capital Facilities chapter and noted that it is long, dense and had not yet been reviewed by Public Works. The consensus was to allow Public Works and the Consultant to finish this chapter, and keep it as the first item on the next agenda.

Commissioner Berndt asked if it would be possible to have Consultant Joseph Calhoun attend the next meeting to discuss the schedule and public engagement. Liaison Buechele-Curtis reminded the group that the Planning Commission meetings are all essentially public meetings, and discussed the grant budget/time spent. Discussion ensued regarding the specific timeline, completed elements and status moving forward.

Next Meeting Agenda Development

- a. Capital Facilities
- b. Transportation Element

Commissioner Comments and Discussion

Chair Kantwill reminded members that the next regularly scheduled meeting will be on Tuesday, June 16, 2026.

Adjournment

Kantwill adjourned the meeting at 6:44 pm. The Commission will reconvene for their next Meeting set for June 16, 2026 at 6:00 p.m.

Chair Kantwill

Date

CITY OF CLE ELUM

CAPITAL FACILITIES ELEMENT

BACKGROUND2026

Introduction

A. Purpose

The City of Cle Elum is updating the City's Comprehensive Plan. The purpose for developing the Capital Facilities Plan concurrently with that effort is to consolidate summary information for the City's infrastructure systems from the Comprehensive Plan and add significant detail to create an easy-to-reference stand-alone document. The previous Capital Facilities Plan was completed in 2008 and was formatted to be an integral part of the Comprehensive Plan.

The community owns and operates City buildings, roadways, parks and recreation facilities, a domestic water system, a sanitary sewer system, and is developing a storm drainage system within its immediate service area. The City of Cle Elum purposefully plans for the upgrade and operation of each of these individual systems and strives to keep the planned improvements both feasible and coordinated. The City of Cle Elum's planning efforts are designed to be coordinated and consistent with other City, Kittitas County, QUADCO Regional Transportation Planning Organization, Washington State, and federal plans.

If a reader was to compare different levels of planning starting with federal and stepping through state, regional, county, and City, they would notice details in the different levels of comprehensive planning become more specific as the reader moves from federal to city.

B. Growth Management Act (GMA) Requirements

The requirements for a Capital Facilities Plan (CFP) Element, as outlined by the Growth Management Act of 1990 (GMA), specifically RCW 36.70A.070, have been used to guide the contents of this Plan.

These capital facilities plan requirements are:

1. An inventory of existing capital facilities owned by public entities, including green infrastructure and special purpose districts that own capital facilities, showing the locations and capacities of the capital facilities;

2. A forecast of the future needs for such capital facilities;
3. The proposed locations and capacities of expanded or new capital facilities;
4. At least a six (6) year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;
5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to;
eEnsure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated; and consistent with the comprehensive plan; and
6. Park and recreation facilities shall be included in the capital facilities plan element.

C. Relationship to Comprehensive Plan Elements and Land Use Development

Urban Growth Areas

Urban Growth Areas are those areas designated under the Growth Management Act where urban growth is encouraged and outside of which growth can occur only if it is not urban in nature. Urban growth is encouraged where adequate public facilities and services exist or can be provided in an efficient manner.

Urban growth typically requires such urban governmental services as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas.

Compatible Land Uses

Urban governmental services are generally not feasible unless there is intensive use of land for the location of buildings, structures, and impermeable surfaces. The City of Cle Elum's land uses are urban in nature and support the development of capital facilities. The City's update to the comprehensive plan assesses whether capital facilities are sufficient to meet community needs and are planned on land compatible to such uses without impacting other public systems.

Consistency with Land Use Element in the Comprehensive Plan

The location, type and intensity of various future land uses, in conjunction with level of service standards, determine the needs for future capital facilities.

D. Applicable County Wide Planning Policies (CWPP)

In addition to following State of Washington requirements, planning efforts in the City of Cle Elum require consistency with County Wide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. ~~Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.~~

E. Major Capital Facilities Considerations

- The current Urban Growth Area is calculated to be sufficient to meet the predicted twenty (20) year demands within the City. Does the City wish to protect its public open space from the encroachment of other public uses (e.g., fire station, police station, government offices, library, etc.)? Where should new facilities be located?
- Are best practices in place and optimal for interacting with other local governments and Kittitas County? Is increased coordination with others in the region a way to optimize public transportation investment in the region?
- What criteria should the City use in establishing priorities among competing capital needs? Can establishing levels of service standards for the City's capital facilities provide consistent evaluation among improvement selections?
- What will it cost in future dollars to construct and maintain the additional infrastructure required to serve developing areas? To what extent is cost a function of population dispersion?
- How can the City monitor and measure the impact of neighboring communities using local roads and facilities as Cle Elum continues to be a regional center of services?
- Cle Elum and Kittitas County both predict Cle Elum to grow at a higher rate than the historical trend. How will population growth affect the demand for each type of public service and the facilities required to meet that demand?
- The land use element shall be reassessed where probably funding falls short of meeting existing or projected needs and ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

Figure 1 – Washington State Vicinity Proximity Map

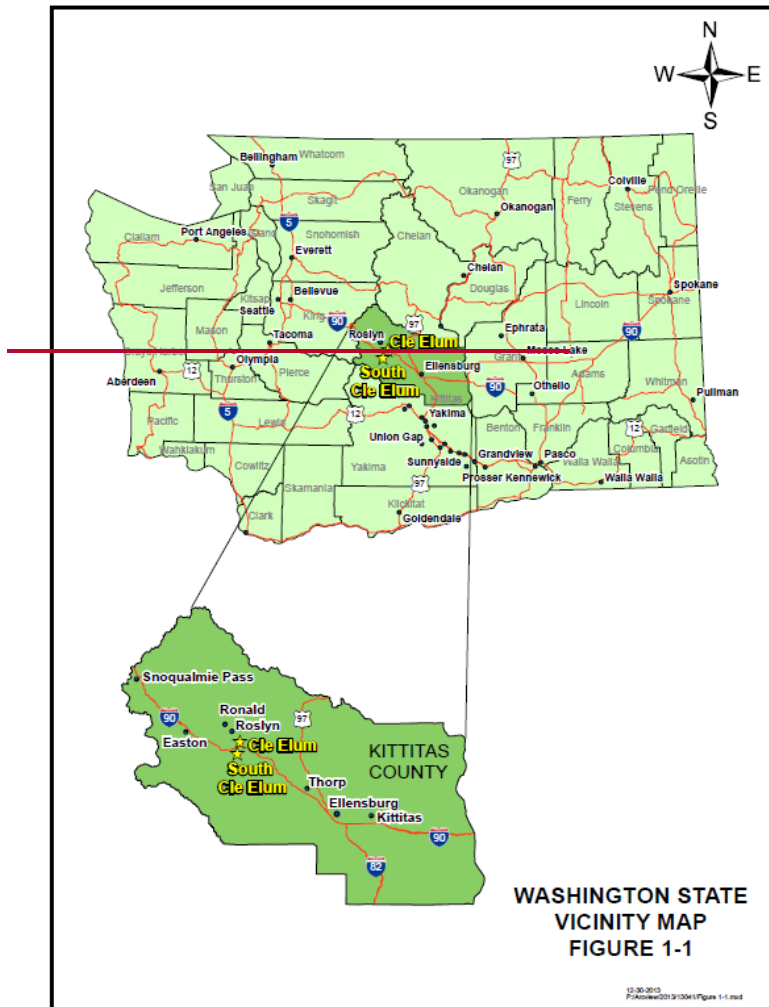
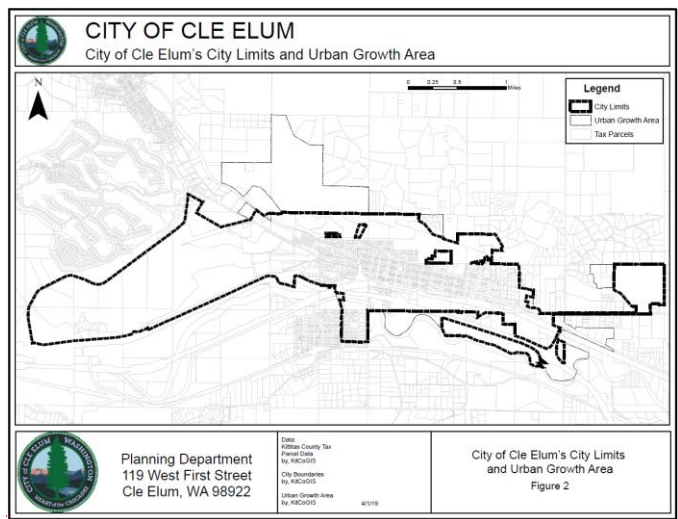
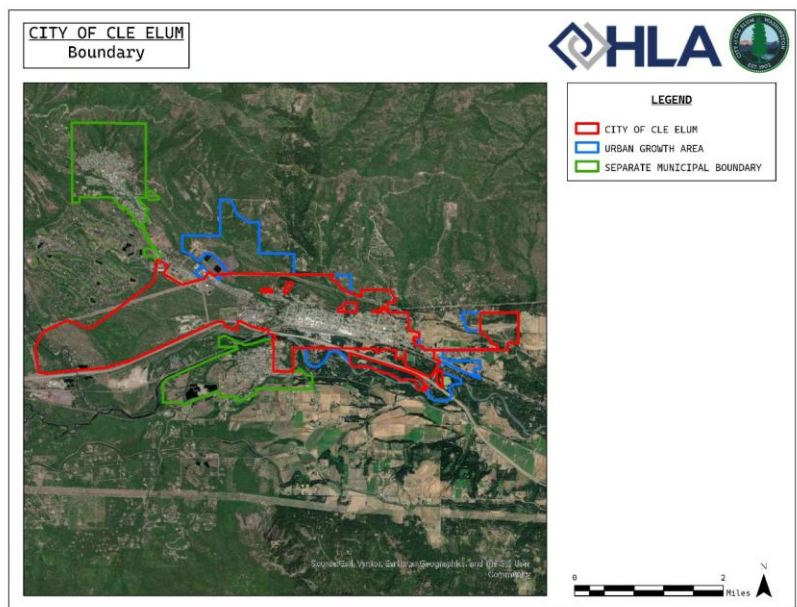


Figure 2-21 - City Limits and UGA Boundary



CAPITAL FACILITIES CHARACTERISTICS

A. Capital Facilities Definition

The term ‘capital facilities’ is not specifically defined under the Growth Management Act, but the term has been defined by the Washington State Department of Community Development as part of “procedural criteria” developed under the Growth Management Act. In WAC 365-195-210, a capital facility is defined as “a physical structure owned or operated by a government entity which provides or supports a public service.” The section which follows lists a variety of public services, most of which have associated capital facilities within the Cle Elum area.

B. Types and Providers of Capital Facilities

Service providers for the City of Cle Elum and the unincorporated portion of its urban growth area are listed in Table 2-1. In some cases, capital facilities supporting the services listed are located outside of the UGA.

Table 32-1. Service Providers in the City of Cle Elum’s City Limits and UGA Urban Growth Area (UGA)

Type of Service	City of Cle Elum	Remainder of UGA
Protective Services		
Fire Protection	City of Cle Elum	Kittitas County Fire District No. <u>7</u>
First Aid / Rescue	City of Cle Elum	Kittitas County Fire District No. <u>7</u>
Ambulance	Advanced Life Systems	Advanced Life Systems
Law Enforcement	Cle Elum/Roslyn/South Cle Elum, Kittitas County Sheriff, Washington State Patrol	Kittitas County Sheriff, Washington State Patrol
Correction Facilities	Kittitas County	Kittitas County
General Government		
General Purpose Government	City of Cle Elum	Kittitas County
Cemetery	City of Cle Elum	None
Municipal Court	City of Cle Elum	None
Public Health		
Public Health	Kittitas County Public Health	Kittitas County Public Health
Public Transportation		
Taxi	K.C. Cab	K.C. Cab

Transit	People for People and Hope Source provide limited demand response services.	People for People and Hope Source provide limited demand response services.
Regional Bus Service	Central WA Airporter Shuttle	Greyhound Bus Lines
cont		
Type of Service	City of Cle Elum	Remainder of UGA
Education		
Schools	Cle Elum-Roslyn School District	Cle Elum-Roslyn School District
Recreation		
Community Facilities	City of Cle Elum	None
Libraries	City of Cle Elum	Kittitas County Public Libraries
Parks	City of Cle Elum, Washington State Horse Park	Kittitas County, Washington State
Recreational Facilities	City of Cle Elum, Cle Elum-Roslyn School District	Suncadia
Water and Waste Services		
Potable (drinking) Water	Upper Kittitas County Potable Water Treatment Facility	Kittitas County
Irrigation	Kittitas Reclamation District	Kittitas Reclamation District
Stormwater Control	City of Cle Elum	Kittitas County
Sewage Collection	City of Cle Elum	Kittitas County
Sewage Treatment and Wastewater Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Upper Kittitas County Regional Wastewater Treatment Facility
Septage Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Private hauling to Upper Kittitas County Regional WWTF, RV dump sites
Sludge Disposal	Private hauling to Upper Kittitas County Regional WWTF	Private hauling to Upper Kittitas County Regional WWTF
Residential and Commercial Solid Waste Collection	City of Cle Elum	Kittitas County
Solid Waste Disposal	City of Cle Elum	Kittitas County
Streets and Roadways		
Interstate Highways and State Highways	Washington State Dept. of Transportation (WSDOT)	WSDOT
Arterial Streets And Roads	City of Cle Elum, WSDOT	Kittitas County, WSDOT
Local Streets	City of Cle Elum	Kittitas County
Sidewalks	City of Cle Elum	None
Street Lighting	City of Cle Elum	None

Traffic Signals	City of Cle Elum	None
-----------------	------------------	------

TRANSPORTATION SYSTEMS

A. Roadways, paths, and sidewalks

The City of Cle Elum area is served by a network of roadways and streets. A full discussion of the characteristics of Cle Elum’s motorized and non-motorized transportation facilities and services is included in the Transportation Element of the Comprehensive Plan update. The system assessment and forecast for future needs are included here by reference to the Transportation Element.

The information in the transportation section of the Capital Facilities Plan is meant to be consistent with all elements in the Comprehensive Plan and related planning documents. The transportation section of the Capital Facilities Plan is summarized from the City’s Comprehensive Plan as a base and focusses on the upcoming six (6) year timeframe. The Capital Facilities Plan is made more robust with detailed exhibits, maps, and relational discussion of all the capital infrastructure and systems in a smaller stand-alone document.

The City’s roadways and streets, both within city limits and in the Urban Growth Area (UGA), are categorized under the Federal Functional Classification System (FFC). The FFC identifies the standards by which a roadway or street is constructed. The FFC also aids in evaluating current or future capacity conditions versus the observed or forecasted volume of traffic on a roadway or street. This analytical comparison allows the City to determine the levels of service (LOS) being provided or anticipated to be provided for certain publicly-owned streets. The LOS methodology is shared in detail in [Appendix B: the Transportation Element](#).

The City of Cle Elum adopts LOS “C” for roadways, but views LOS for roadways other than arterial streets as advisory within City limits. The Washington State Department of Transportation has adopted LOS “C” for rural highways. This standard is consistent with the LOS methodologies and thresholds established by Kittitas County and the Quad County Regional Transportation Planning Organization (QUADCO), the Regional Transportation Planning Organization (RTPO) for the counties of Adams, Grant, Kittitas, and Lincoln. RTPOs statewide are tasked with ensuring LOS methodologies are coordinated among surrounding jurisdictions, allowing for consistent regional evaluation of transportation facilities and corridors.

In addition to the FFC, a street or roadway may be classified as an identified element of Washington State’s Freight and Goods Transportation System (FGTS). The classification is

based on succinct ranges of tonnage carried by trucks on the network. In the City of Cle Elum and its UGA area, Interstate 90 (I-90) is classified as a T-1 FGTS freight route carrying over 10,000,000 tons of freight annually. Portions of Bullfrog Road, SR 903, and South Cle Elum way are classified as T-3 FGTS freight routes carrying between 300,000 and 4,000,000 tons of freight annually. Portions of West 1st Street, South Cle Elum Way, and Oakes/North Oakes Avenue are classified as T-4 FGTS freight routes carrying between 100,000 and 300,000 tons of freight annually. Maintenance and reconstruction of these roads will need to accommodate the expected additional tonnage.

With an increase in sidewalk-only improvement funding opportunities, some sidewalk-only projects may be included in the City's shorter-term (Six-year Transportation Improvement Programs) or longer-term (Regional Transportation Plan) planning tools. The City of Cle Elum has included such sidewalk-only improvement projects in their Six-year Transportation Improvement Program (TIP). The City has a number of non-motorized transportation projects planned as part of the ~~2019~~2027-2024-2032 *Transportation Improvement Program (TIP)* in Appendix C. The ~~highest profile~~largest projects planned for the City of Cle Elum, ~~completely inclusive to their City Limits, is the 2nd Street Phase 1 and Phase 2 Improvements~~are a bridge replacement over Crystal Creek, Roundabout projects at the Pine St and 2nd St intersection and Ranger Station Road and Miller Ave/2nd Street Intersections, full-depth reconstruction of 3rd St from Stafford Ave to Short Ave.-. Other top priority projects ~~appearing in both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan, are for connections from the City to regional trails~~include additional phases of the 2nd St Pathway from Wright Ave to Montgomery Ave (Phase 2) and Montgomery Ave to Short Ave (Phase 3).

~~In the City, when street improvements are made, associated drainage facilities and pedestrian facilities are evaluated, and necessary improvements are incorporated into the street project. In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.~~

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

B. Transportation Element Certification

Commented [JC1]: This is in the Transportation Element
- not required to also include here

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

- The Transportation Element and associated application for certification were submitted for consideration on April 19, 2019, an addendum was submitted to provide additional detail on May 17, 2019, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.
- The QUADCO Transportation Policy Board (Board) reviewed the completed Transportation Element Review Checklist on June 06, 2019 and certified the City of Cle Elum's Transportation Element.

C. Applicable County Wide Planning Policies (CWPP) – Transportation

In addition to following State of Washington requirements, transportation planning efforts in the City require consistency with Kittitas County's Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.

D. Current and Future Demand

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local roads in the City. When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of

any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions are summarized in the Transportation Element from the *Highway Capacity Manual 2010*:

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

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

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 2-2:

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities in the Level of Service Methodology described in Appendix B. The City of Cle Elum's current traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT) in Table 2-2 on page 159. Using a simplified Level of Service (LOS) process, Table 2 displays the City's LOS standards are above their LOS standard of LOS "C".

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

As required in the Transportation Element, future volumes in the same locations were calculated for the years of 2030-2030, 2040, and 2040 with a growth rate of 2.5% and additional trips caused by anticipated planned development. The forecasted volumes revealed LOS at several locations that would be at or less than the City's LOS standard of LOS "C". The screening tool is described in the LOS methodology in Appendix B with the limitations of the process and identified next steps as certain thresholds are reached. Table 2-3 is copied from the Transportation Element to show the preliminary LOS results:

Since the screening method shows the City's LOS will be degraded below its established standards, the City provided their land use assumptions for the forecast years of 2030 and 2040 with anticipated transportation improvements to Kittitas County so the next update to the Kittitas Regional Travel Demand Model can include Cle Elum's refinements. The more robust assessment of LOS is called for to confirm or dispute the simplified screening results.

Infrastructure improvements are too costly to initiate based on simple screening results.

Table 2. Roadways Within Cle Elum City Limits and UGA – Peak Hour Volume and Level of Service

Table 2-3. Forecast AADT for Roadways Within Cle Elum City Limits and UGA (2.5% Annual Growth Rate) before TIP and Comprehensive Plan Projects

<u>Functional Class</u>	<u>Road Name</u>	<u>(E/O, W/O, S/O, N/O)</u>	<u>Nearest Crossroad</u>	<u>AADT (2026)</u>	<u>AADT (2030)</u>	<u>AADT (2040)</u>	<u>AADT (2046)</u>
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	41,212	45,491	58,232	67,531
	I-90	E/O	SR 970 / White Road Interchange	41,926	46,278	59,240	68,700
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	3,487	3,849	4,927	5,714
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	3,042	3,358	4,299	4,985
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1,146	1,265	1,620	1,879
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1,143	1,261	1,615	1,872
	I-90 Eastbound Off-ramp (Exit 85)	To	White Road Interchange	1,956	2,159	2,763	3,205
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1,402	1,548	1,982	2,298
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1,171	1,293	1,655	1,920
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1,883	2,079	2,661	3,086
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	626	691	884	1,025
	I-90 Westbound Off-ramp (Exit 80)	To	Bullfrog Road	641	707	905	1,050

<u>Major Collector</u>	<u>SR 903</u>	<u>W/O</u>	<u>SR 903 Wye at west end of White Road Interchange Access</u>	<u>6,017</u>	<u>6,642</u>	<u>8,502</u>	<u>9,860</u>
	<u>SR 903 (First Street)</u>	<u>E/O</u>	<u>Yakima Avenue</u>	<u>8,783</u>	<u>9,695</u>	<u>12,411</u>	<u>14,392</u>
	<u>SR 903 (First Street) (Eastbound Only)</u>	<u>W/O</u>	<u>Pennsylvania Avenue</u>	<u>4,942</u>	<u>5,455</u>	<u>6,983</u>	<u>8,098</u>
	<u>SR 903 (Second Street)</u>	<u>W/O</u>	<u>Oakes Avenue</u>	<u>5,500</u>	<u>6,071</u>	<u>7,771</u>	<u>9,012</u>
	<u>SR 903</u>	<u>W/O</u>	<u>Stafford Avenue / South Cle Elum Way</u>	<u>7,256</u>	<u>8,009</u>	<u>10,252</u>	<u>11,890</u>
<u>Major Collector</u>	<u>SR 903 (First Street)</u>	<u>W/O</u>	<u>Peoh Avenue</u>	<u>9,163</u>	<u>10,114</u>	<u>12,947</u>	<u>15,014</u>
	<u>West First Street</u>	<u>E/O</u>	<u>North Pine Street</u>	<u>10,247</u>	<u>11,311</u>	<u>14,479</u>	<u>16,791</u>
	<u>North Pennsylvania Avenue</u>	<u>N/O</u>	<u>(SR 903) First Street</u>	<u>8,771</u>	<u>9,681</u>	<u>12,393</u>	<u>14,372</u>
	<u>South Cle Elum Way (Northbound Only)</u>	<u>S/O</u>	<u>Spring Chinook Way</u>	<u>1,828</u>	<u>2,018</u>	<u>2,583</u>	<u>2,996</u>
	<u>North Oakes Avenue</u>	<u>N/O</u>	<u>Railroad Avenue</u>	<u>3,354</u>	<u>3,703</u>	<u>4,740</u>	<u>5,497</u>
<u>Minor Collector</u>	<u>Airport Road</u>	<u>E/O</u>	<u>SR 903 Intersection</u>	<u>3,235</u>	<u>3,570</u>	<u>4,570</u>	<u>5,300</u>
<u>Local</u>	<u>Wright Avenue</u>	<u>S/O</u>	<u>Second Street</u>	<u>624</u>	<u>689</u>	<u>882</u>	<u>1023</u>
	<u>Second Street</u>	<u>W/O</u>	<u>Wright Avenue</u>	<u>2,994</u>	<u>3,304</u>	<u>4,230</u>	<u>4,905</u>
	<u>N Columbia Avenue</u>	<u>N/O</u>	<u>Fourth Street</u>	<u>172</u>	<u>190</u>	<u>244</u>	<u>282</u>
	<u>Pennsylvania Avenue</u>	<u>N/O</u>	<u>Third Street</u>	<u>81</u>	<u>90</u>	<u>115</u>	<u>133</u>
	<u>Pennsylvania Avenue</u>	<u>S/O</u>	<u>Third Street</u>	<u>293</u>	<u>324</u>	<u>415</u>	<u>481</u>
	<u>Third Street</u>	<u>W/O</u>	<u>Pennsylvania Avenue</u>	<u>593</u>	<u>655</u>	<u>838</u>	<u>972</u>

Functional Class

Major Collector
(continued)

No color in the cell = estimated to be LOS A

Minor
Collecto
f

Local

Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2010 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.

All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in Tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

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

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

E. Capital Improvement Program

The City's Comprehensive Plan includes the ~~2019~~2027-2024 ~~2032~~ *Six Year Transportation Improvement Program* (Six-year TIP) adopted on ~~June 26, 2018~~June 22, 2026. The Six-year TIP is updated and adopted by the City on an annual basis. Table 2-4 presents Cle Elum's projects in Cle Elum's ~~2019~~2026-2024 ~~2031~~2 *Six-Year TIP* and is considered the current transportation Capital Improvement Plan. Monthly amendments to the TIP are available to the City from January through October, because of the ability to amend projects frequently, projects may be added to or removed from the TIP displayed in this Capital Facilities Plan and in the Transportation Element. The latest Cle Elum TIP can be accessed at any time by using the following link:
<https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

~~This table show projects with secured (S) funding in at least one phase of the project in white cells and the City's twenty (20) other prioritized planned (P) projects in gray cells. Planned projects require additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.~~

The City actively pursues additional funding for transportation projects year-round, so projects may move from a planned status to a secure status any time from January to October. In Cle Elum's Six-year TIP and in Cle Elum's Transportation Element, projects are listed by year, in order of priority, and will be constructed as funding is available.

~~Every year Cle Elum updates the Six-year TIP and monthly amendments to the TIP are available to the City from January through October. At the development of this Capital Facilities Plan, the City of Cle Elum's complete 2019~~2026-2024 ~~2031~~ *TIP was included in Appendix C. However, because of the ability to amend projects frequently, projects may be added to or removed from the TIP displayed in this Capital Facilities Plan and in the Transportation Element. The latest Cle Elum TIP can be accessed at any time by using the following link: <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.*

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's ~~2019~~2026-2024 ~~2031~~2 *TIP adopted on January 7, 2019. The County's 20192026-2024 ~~2031~~ *TIP* which is available at:
<https://www.co.kittitas.wa.us/public-works/construction/default.aspx>.*

To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation Improvement Program at:
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

Table 2-4. Transportation Improvement Program, City of Cle Elum, ~~2019-2027~~ to ~~2024~~2032

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

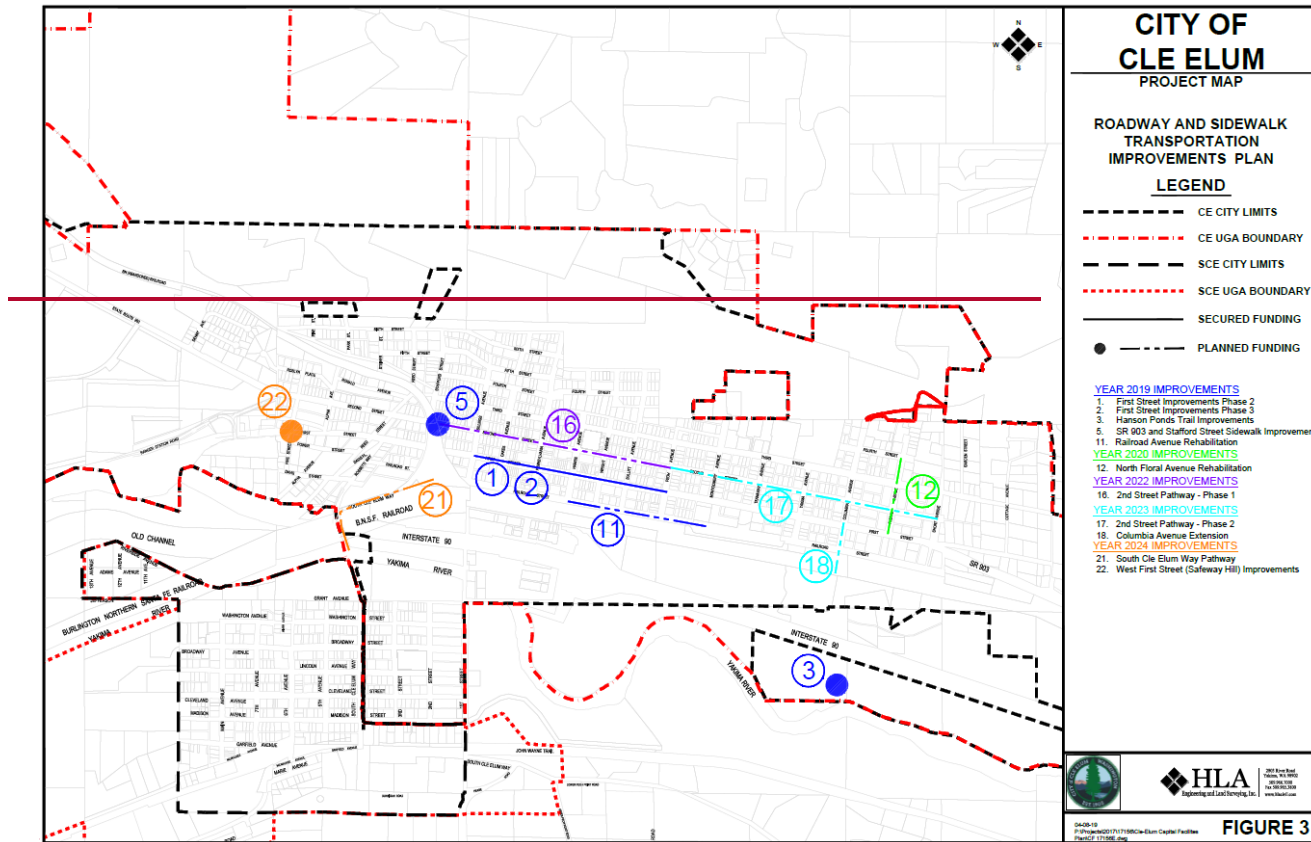
	<u>Intersection Improvements</u>								
<u>9</u>	<u>Pine Street and Second Street Roundabout</u>	<u>Construction of a roundabout at the intersection of Pine Street and Second Street.</u>	<u>2027</u>	<u>--</u>	<u>947,000</u>			<u>947,000</u>	<u>HSIP</u>
<u>10</u>	<u>Chipseal, major street locations; 4-year cycles</u>	<u>Chipseal and sweep several locations</u>	<u>2028</u>	<u>5.3</u>			<u>286,100</u>	<u>286,100</u>	<u>Local</u>
<u>11</u>	<u>Second Street Resurfacing</u>	<u>Reed Street to Pennsylvania Ave. 2-inch grind and overlay.</u>	<u>2028</u>	<u>0.09</u>	<u>450,000</u>			<u>450,000</u>	<u>STBG</u>
<u>12</u>	<u>Second Street Resurfacing</u>	<u>Pennsylvania Ave to Short Ave</u>	<u>2028</u>	<u>1.06</u>		<u>1,045,00</u>	<u>55,000</u>	<u>1,100,000</u>	<u>TIB</u>
<u>13</u>	<u>Roslyn CR-W First Street Bridge Replacement</u>	<u>Stafford Avenue to End of Bridge. Full replacement of the First Street Bridge over Crystal (Roslyn) Creek including two vehicular travel lanes, sidewalks on both sides, and single-slope concrete barriers to improve safety and ADA accessibility.</u>	<u>2028</u>	<u>0.010</u>	<u>3,309,900</u>			<u>3,309,900</u>	<u>FBP</u>
<u>14</u>	<u>Railroad Street Truck Route Extension</u>	<u>Railroad Street – Peoh Avenue to Columbia Avenue. Construct roadway extension for truck route including roadside swales.</u>	<u>2028</u>	<u>0.48</u>			<u>1,855,400</u>	<u>1,855,400</u>	<u>Local</u>
<u>15</u>	<u>Second Street Pathway – Phase 3</u>	<u>Second Street – Montgomery Avenue to Short Avenue. Multi use pedestrian pathway.</u>	<u>2029</u>	<u>0.59</u>	<u>1,500,000</u>			<u>1,500,000</u>	<u>Discretionary</u>
<u>16</u>	<u>Third Street Reconstruction</u>	<u>Third Street – Stafford Avenue to Short Avenue. Full depth reclamation of the roadway.</u>	<u>2031</u>	<u>1.35</u>		<u>3,851.000</u>		<u>3,851,000</u>	<u>TIB</u>

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
4	First Street Improvements Phase 2— Stormwater Improvements	First Street— Billings Avenue to Peoh Avenue	07	0.640	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	\$940,000	CDBG and STP(R)

2	First Street Improvements Phase 3—Downtown Revitalization	First Street—Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	\$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/ 2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	\$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	\$4,100— \$62,800 for each priority project	REET
5	SR 903 and Stafford Street Sidewalk Improvements	SR903—Stafford Street Intersection	07	0.630	2019/ 2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	\$581,500	SPTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	\$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	Railroad Avenue Rehabilitation	Railroad Avenue—Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	\$400,000	TIB
12	North Floral Avenue Rehabilitation	North Floral Avenue—East First Street to East Fourth Street	Local	0.240	2020	Construct cement treated base and HMA overlay.	\$400,000	TIB
16	2 nd Street Pathway—Phase 1	2 nd Street—Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	\$280,000	TIB
17	2 nd Street Pathway—phase 2	2 nd Street—Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	\$313,000	TIB
18	Columbia Avenue Extension	Columbia Avenue—1 st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	\$927,000	TIB
21	South Cle Elum Way—Railroad Pathway	South Cle Elum Way—Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	\$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street—South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	\$400,000	TIB

* These are customary State and Federal funding sources and are reasonably expected to be available – see Appendix C for CDBG, PWTF, and STP definitions.



F. Major Capital Facilities Considerations – Transportation

The City has identified several projects on its Six-year Transportation Improvement Program (TIP). If these projects are not funded through state or federal programs, what other funding sources would be available?

In other cities, Transportation Benefit Districts (TBDs) within cities' boundaries have been formed allowing those cities to collect \$20.00 or more per car license renewal to support transportation improvements. Should the City consider forming a TBD and collecting fees? If so, how much per year does the City anticipate collecting per year and how much other funding can the dedicated local revenue leverage if it's used for funding match at a rate of 10% or 20%?

What is the trend for delivering projects included in the TIP? What are some examples of financial and coordination effects to be mindful of when delaying or advancing projects once a timeline has been set in a Capital Improvement Plan?

The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to levels of service standards for streets, lighting, sidewalks, etc.?

What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development? Have past trends in the correlation between transportation improvements and economic development been recorded and used for anticipating future quantifiable benefits?

What are the present and future mobility needs in the City of Cle Elum, and how can they be met?

Proximity to I-90 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain a traditional central business district, how can the transportation system be used to further that goal?

Snoqualmie Pass sometimes closes for inclement weather events leaving stranded traffic including freight trucks waiting in Cle Elum for the pass to reopen. What volume of traffic is present in Cle Elum during these events, and how can the City plan for these events to accommodate anticipated volumes for parking and lodging?

The City's recent planning activities include developing a *Bicycle and Pedestrian Plan* and a *Parks and Recreation Plan*. Are all prioritized transportation projects and programs being

Commented [JC2]: Redundant - in Transportation Element

used to update the Six-year TIP and shared with other regional and state plans for inclusion?

G. Recommendations - Transportation

Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.

All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.

All the streets in Cle Elum need seal coating on a regular basis in order to maintain their state of good repair. A revolving maintenance schedule has been developed for this purpose and should be followed.

The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.

As the City develops a separate Stormwater System Plan, those projects with primary stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.

The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.

The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.

There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.

Commented [JC3]: Redundant - in Transportation Element

During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 3, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

The City should be an active and primary partner in developing the connective multi-modal pathway connecting the Goat Mines Trail to the John Wayne Trail.

The City should remain active in the coalition developing the concept of a public transit loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.

The City should remain an active partner in WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative.

Improvements for Railroad Street and additional Rail crossing should be fully developed.

DOMESTIC WATER SYSTEM

A. Background

In 2022¹⁵, the City of Cle Elum and South Cle Elum cooperatively completed a comprehensive *Water System Plan* (WSP) in accordance with Washington Administrative Code, WAC 246-290-100 and WAC 246-291-140. The complete Water System Plan is available at Cle Elum City Hall. A full discussion of the characteristics of Cle Elum's domestic water facilities and services, the full assessment of the capacity of facilities, and the forecast needs based on projections for future growth are included here by reference to the WSP.

The principal goal of water system planning is to make efficient use of available resources. This is accomplished by making decisions about water system capital improvements and operations which are in accordance with overall system policies and directions expressed in a utility's water system plan.

An equally important reason for developing a water system plan is to assure orderly growth of Cle Elum's system while maintaining reliable delivery of high-quality water. The plan is

intended to guide water utility actions in a manner consistent with other activities taking place in the community.

The water system plan is intended to look ahead at least twenty years into the future. Development of a definite improvement schedule and financial program is required for the first six-year period, while the planning approach for the second period may be more conceptual. The Water System Plan will need to be updated on or before January 23, 2033~~February 1, 2022~~.

B. Water System Facilities Inventory

The system is classified as a Group 2 system as defined by the State of Washington. The system jointly serves all residential, commercial and industrial customers within the City of Cle Elum and the Town of South Cle Elum. When elements of the joint system can be discussed separately, Cle Elum-specific inventories and statistics will be discussed in the Capital Facilities Element.

1. Source - Four (4) sources supply water to the reservoirs. Two (2) major water supply sources owned by the City of Cle Elum are surface water sources on the Yakima and Cle Elum Rivers. These two (2) river sources pump water to the Cle Elum water treatment plant for filtration and chlorination before entering the distribution system. The current capacity of the water treatment plant is 4,000,000 gallons a day (4.0 MGD) or 2,778 gallons per minute (2,778 GPM).

The Town of South Cle Elum owns two (2) ground water sources (Well No. 1, and Well No. 7) which have a combined pumping capacity of 300 GPM. The maximum supply capacity from all sources of the combined Cle Elum/South Cle Elum system is 3,078 GPM or just over 4.43 million gallons per day.

2. Storage - The domestic water system in Cle Elum consists of a municipal water supply system on three (3) distribution pressure zones. Zone 1 is served by ~~three reservoirs:~~ a 200,000 gallon steel reservoir owned by South Cle Elum ~~and;~~ a 100,000 gallon concrete reservoir owned by Cle Elum on the east side of the system; ~~and a refurbished 500,000 gallon concrete reservoir owned by Cle Elum located between pressure Zone 1 and Zone 2 (this reservoir, known as the Zone 1.5 reservoir, receives water from Zone 2 and routes water to two (2) Zone 1 reservoirs.~~ A single 500,000-gallon steel reservoir owned by Cle Elum serves pressure Zone 2. A single 1.4-million-gallon steel reservoir owned by Cle Elum serves pressure Zone 3. The total reservoir capacity of the combined Cle Elum/South Cle Elum system is 2.7 million gallons.

Commented [JM4]: Permanently offline

Table 2-5. Capacities of the City of Cle Elum's Water Reservoirs

Facility	Description	Location	Total Capacity (gallons)	Year Built	Condition
Zone 1 East Reservoir	Reinforced concrete	North of Cottage Avenue	100,000	Unknown	Good
Zone 1 South Reservoir ¹	Steel	South of 5 th Street	200,000	Refurbished in 2004	Good
~~Zone 1.5 Reservoir~~	~~Reinforced concrete~~	~~North end of Stafford Street~~	~~500,000~~	~~Refurbished in 2003~~	~~Very Poor~~
Zone 2 Reservoir	Steel	North of Zone 1.5 Reservoir	500,000	2003	Good
Zone 3 Reservoir	Steel	Reservoir Road (Suncadia)	1,400,000	2003	Good
Total			2,720,000		

¹This reservoir is owned by Town of South Cle Elum.

Commented [JM5]: Went offline in Feb. 2025 (approx.)

3. **Distribution** - The distribution system consists of over 113,200 lineal feet of water pipe consisting of galvanized, cast iron, ductile iron, steel, asbestos cement, and PVC materials. The majority of the distribution system is construction of PVC materials. Pipe sizes range from 2 to 16-inches in diameter. Table 2-6 below summarizes the City's distribution system.

Table 2-6. Summary of the City of Cle Elum's Water Distribution System – Sizes of Pipes

Size of Pipe	Length (feet)	Percent
2-inch	2,290	2.0%
3-inch	220	0.2%
4-inch	15,720	13.9%
6-inch	14,360	12.7%
8-inch	28,480	25.1%
10-inch	1,330	1.2%
12-inch	36,370	32.1%
16-inch	14,480	12.8%
Total	113,250	100%

The majority of the system is generally looped where possible and provides flow from two (2) directions at most locations in the system. However, a few dead-end lines do exist, which result in a few areas of water stagnation.

4. Telemetry and Control - The water system is controlled by a telemetry system installed at Cle Elum's water treatment plant. The system monitors the status and production rate of the system, reservoirs levels, and water treatment functions.

C. Current and Future Demand

The WSP forecasts the future growth and demand on the system. Factors influencing demand include population, type of residential development, per capita income, types of commercial and industrial enterprises, climate, use of water for irrigation and anticipated changes to the price structure.

The system serves a variety of customer types ranging from single family residential to industrial enterprises. Each type of customer puts a unique demand on the system. For planning purposes, each customer type is evaluated in terms of equivalent residential units (ERU) during maximum day demand conditions. One ERU is the demand of a typical single-family home in the system. Other common user types include Commercial at 1.2 ERUs, Restaurants at 3.6 ERUs, City Parks at 3.1 ERUs, and Motels at 8.9 ERUs. ~~Commercial uses are assumed to have an ERU of 4.4 per connection, while each City park is assumed to have an ERU of 46.3.~~ This system facilitates the forecasting of future demands. Table 2-7 summarizes existing demand and demand forecasts for various years through 2043~~37~~ as reported in the 2022~~14~~ Water System Plan.

Table 2-7. Summary of the City of Cle Elum's Existing and Future Water Demands

<u>Current and Future Demand Summary</u>						
<u>Year</u>	<u>System Water Demand</u>					
	<u>ERU_{ADD}</u>	<u>ERU_{MDD}</u>	<u>Total Annual Demand</u>	<u>ADD</u>	<u>MDD</u>	<u>PHD</u>
			<u>MG/Year</u>	<u>MGD</u>	<u>MGD</u>	<u>GPM</u>
<u>2023</u>	<u>4,712</u>	<u>4,950</u>	<u>358.453</u>	<u>0.982</u>	<u>2.968</u>	<u>3,427</u>
<u>2033</u>	<u>7,786</u>	<u>7,937</u>	<u>591.981</u>	<u>1.622</u>	<u>3.910</u>	<u>4,518</u>
<u>2043</u>	<u>9,210</u>	<u>9,357</u>	<u>700.134</u>	<u>1.918</u>	<u>5.581</u>	<u>6,450</u>

Based on these forecasts the number of services and ERUs is expected to steadily increase resulting in increased demands on the system. A more robust discussion about peak demand is included in the 2022~~14~~¹⁵ Water System Plan.

In 2003, the Washington State Legislature passed the Municipal Water Supply-Efficiency Requirements Act. The Act was a multi-year effort to reform the state's water laws. The Water Use Efficiency (WUE) Rule requires municipal water systems to report collect and consumption data, forecasts of future demands, evaluation of system leakage, evaluation of water rate structures, and implementation of measures. Chapter 4 in the 2022~~14~~¹⁵ Water

System Plan satisfies the WUE requirements and adds planned actions by the City of Cle Elum in a variety of water shortage or water loss events.

D. Capital Improvement Program

Throughout the 2022~~15~~ Water System Plan, generally summarized at the end of each chapter, are descriptions of deficiencies, concerns, and recommendations to address them. The Capital Improvement Program is a listing of planned actions and projects identified by the potential year the project or action will be necessary and an estimate of the cost to accomplish the action or project.

The recommended improvements from the Water Systems Plan are divided into two categories: Table 2-8 The City of Cle Elum's Schedule of Recommended Domestic Water Operations and Maintenance (O&M) Improvements (Years 2025~~14~~-2033); and Table 2-9 The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2025~~14~~ through 2033). The prioritized improvements are shown on Figure 2-4.

In each improvement category table, the project name of the recommended improvement and estimated project costs were transferred from the 2022~~15~~ Water Systems Plan. Greater detail and estimate assumptions can be found in Chapter 8 of the 2022~~15~~ Water Systems Plan. ~~Some projects with an initially planned implementation year prior to 2018 may be included in both project lists as securing funding may be an ongoing endeavor.~~

The O&M improvements shown in Table 2-8 are necessary for system operation and maintenance of existing facilities, including well and reservoir rehabilitation, water use efficiency (WUE) measure implementation, and other miscellaneous improvements.

Table 2-8. The City of Cle Elum's Schedule of Recommended Domestic Water Operations and

Maintenance Improvements (Years 2026~~14~~-2033)

Priority Number	Improvement Description	Estimated Cost in ~~2017~~ 2026 ~~14~~ Dollars	Completion Year	Funding Source
1	Source and Service Meter Calibration	~~\$5,796~~ 6,400	Annually	City water fund
2	Fire Hydrant Replacements / Installations	~~\$3,650~~ 377	Annually	City water fund
3	~~Variable Frequency Drive Replacements / Installations~~ In-House Water Main Replacement	~~\$36,600~~ 115,927	Annually	City water fund

4	~~In-House Water Main Replacement~~ ~~Wellhead Protection Plan Update~~	~~\$40,574,600~~	~~Annually During Even Years~~	City water fund
5	~~Wellhead Protection Plan Update~~ ~~Reservoir Cleaning and Inspection~~	~~\$580,730~~ ~~11,000~~	Alternating Annually	City water fund
6	~~Reservoir Cleaning and Inspection~~ ~~DOH Sanitary Survey~~	~~\$10,433,000~~	Every ~~25~~ Years ~~(2018)~~	City water fund
7	~~DOH Sanitary Survey~~ ~~Pump Replacement (Well 1 & 7 rehab)~~	~~\$6,381,125,000~~	Every 3 Years ~~2015~~	City water fund
8	~~Well No. 1 and 7 Rehabilitation~~ ~~Customer Complaint Program~~	~~\$164,640~~	2020-2033	City water fund
9	~~Water System Plan Update~~	~~\$159,535~~	~~2026~~ 2033	~~City water fund~~
Note: Improvement costs for years following 20 ~~26~~ ~~15~~ include 5% inflation per year.				

The recommended major capital improvements, shown in Table 9, are those necessary to improve a system deficiency such as fire flow, source and/or storage capacity, water quality, or replacement of aging and/or undersized system components.

Future planning improvements are also identified in Table 9 as necessary to accommodate system expansions serving future service areas. The future planning improvements are more expensive and will customarily require grants or loans to accomplish.

Table 9. The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2014 through 2033)

Priority Number	Improvement Description	Estimated Cost in 2014 Dollars	Start Year	Estimated Cost in Year of Expenditure Dollars	Funding Source
4	Reed Street and Second Street Hydrant	\$12,900	2014	\$12,900	City water fund

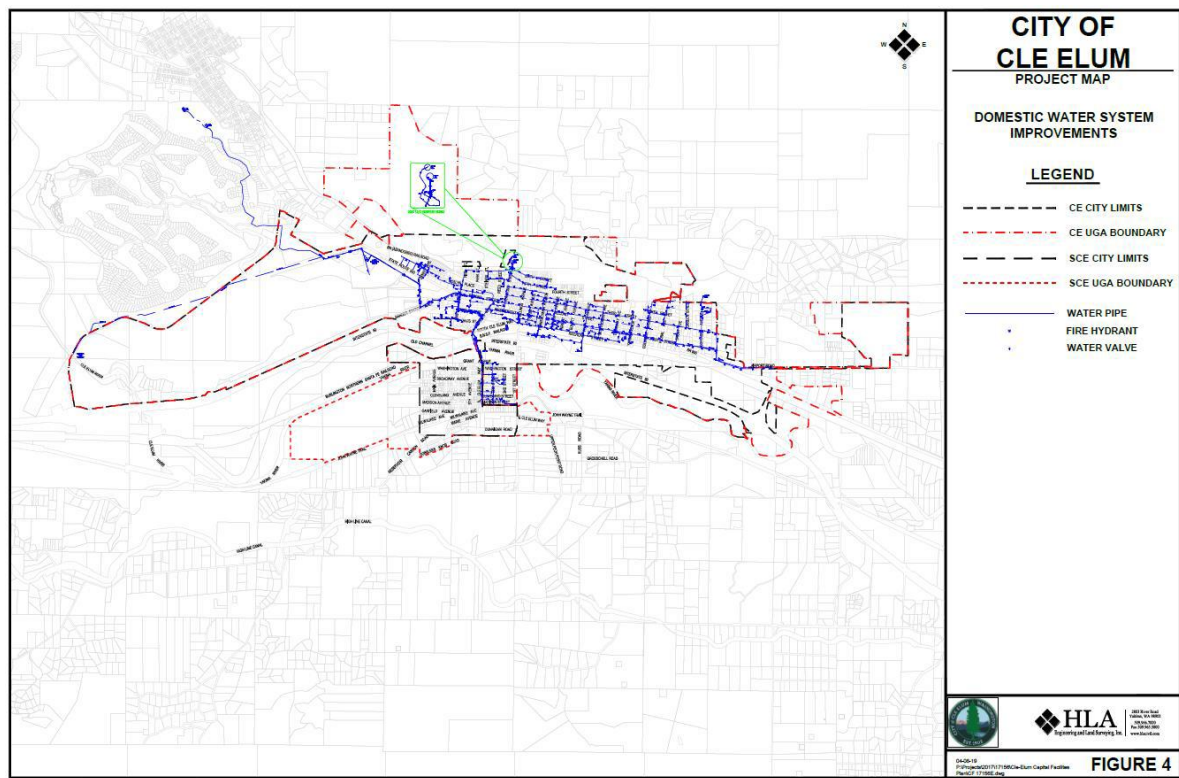


Figure 2-4 – Cle Elum’s Domestic Water System Projects – 2022-2033

E. Water System Funding

There are five basic categories of potential financing for domestic water-related improvements:

1. Local Public Enterprise Funds
2. Use of Local Public Powers
3. State Assisted or Guaranteed Resources
4. Federally Assisted or Guaranteed Resources
5. Private Development

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

F. Major Capital Facilities Considerations – Domestic Water System

- Since the next update to the WSP is due in ~~January 2033~~^{February 2022}, the City will likely begin the update in 203~~2~~⁰.
- In 2022¹⁵, the current and forecasted physical capacity of the water system was evaluated. ~~They total system is limited by finished water capacity, but Zone 3 is limited by standby storage. The additional reservoir storage would be required for future development in Zone 3, and has been included in the City's past two water system plan updates. and the one limiting system component by 2033 was found to be the treatment capacity. This~~ The filter plant finished water capacity was ~~limiting factor was considered and~~ prepared for when the treatment plant was ~~initially designed and~~ constructed. Currently, ~~two (2)~~^{three (3)} 2.0 MGD filter trains ~~were are installed, and constructed and~~ expansion space remains for ~~an one final additional two (2)~~ 2.0 MGD filter trains. Once ~~the final water filter is installed, constructed,~~ the water treatment plant ~~additional two (2) filter trains~~ will provide enough treatment capacity to meet and exceed the forecasted need.
- Raw Water Source: The system is the Yakima River diversion is the system's largest source of raw water supply. The Yakima River diversion has an emergency power source and two (2) irrigation pumps that can be used if one (1) of the raw water pumps is out of service. The combined water capacity of the Cle Elum River source and the South Cle Elum wells can deliver 4.5 MGD if there are water quality issues with the Yakima River diversion source. The maximum capacity will be increased to 6.432 GPM with the planned improvements of a Cle Elum River water diversion structure and an additional filter train in the WTF.

- Operational storage: The forecasted number of starts per hour with all four (4) filter trains in operation is well below the Department of Health recommendation.
- Equalizing storage: The water system is not deficient in equalizing storage, and only requires a minimal volume to satisfy the requirements. The system's future
- Standby storage: Standby storage is required to support 200 gallons per day per ERU. The total system is currently not limited by standby storage, but Zone 3 is limited by standby storage because of elevation. For future development to occur in Zone 3, an additional reservoir would be required to provide standby storage.
- ~~the Yakima River diversion is the system's largest source of raw water supply. The Yakima River diversion has an emergency power source and two (2) irrigation pumps that can be used if one (1) of the raw water pumps is out of service. The combined water capacity of the Cle Elum River source and the South Cle Elum wells can deliver 4.5 MGD if there are water quality issues with the Yakima River diversion source.~~
- Fire suppression storage: The City of Cle Elum's fire suppression storage is contained within the Zone 3 reservoir. The fire flow volume of 480,000 gallons meets the local fire department's requirements. ~~exceeds the Department of Health's requirement.~~
- Fire flow: Fire flow north east of One area in the City of Cle Elum ~~has~~ is deficient in no ~~fire protection due to not meeting minimum pressure requirements and, which is due to the~~ lack of a nearby hydrant and inadequate fire flow in the area. This area is identified in the WSP as ~~deficient~~ deficient, and improvements are recommended to bring this area into compliance. As a result of hydraulic modeling, thirteen (13) nodes were identified as deficient for fire flow. Recommended improvements will increase hydrant capacities at several of these locations.
- ~~Equalizing storage: With the current configuration, the equalizing storage total reduces to none (0) by 2023. The system's future maximum capacity will be increased to 6,4325,900 GPM with the planned improvements of a Cle Elum River water diversion structure and antwo (2) additional filter trains in the WWTF.~~
- ~~Operational storage: The forecasted number of starts per hour with all four (4) filter trains in operation is well below the Department of Health recommendation.~~
- Total storage: The current available storage capacity is adequate to meet existing and future needs through the year 2033, except for future development in Zone 3. Additional standby storage will be required in Zone 3 to meet demand in 2033. -

G. Recommendations - Domestic Water System

1. There are no flow tests with which to fully calibrate the hydraulic model. To provide references for future hydraulic model calibration, the City or Fire Department should conduct pressure and flow tests at representative locations throughout the distribution system.
2. Since the next update to the WSP is due in ~~January 2033~~ ~~February 2022~~, the City will likely begin the update in 2030~~20~~.
3. The water treatment plant will need to add ~~an~~ ~~two~~ ~~(2)~~ additional filter trains to accommodate future capacity demand as specified in the WSP.
4. Several locations within the City of Cle Elum were identified in Figure 3-5 of the WSP as having insufficient flow capacities or no fire protection. Recommendations for the deficiencies are listed in the Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP. Many of the remedies include upsizing pipes, looping certain pipelines, and adding fire hydrants. In the next update, the City should reassess the project priorities and track the progress made in achieving the recommendations.
5. Some watermains within the Cle Elum/South Cle Elum water system are in need of upsizing or looping to improve existing and future fire protection and provide water service for future growth. Some aging pipes require replacement to prevent water loss to the system. The Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP provides a summary of the watermains in need of replacement, upsizing, or looping.
6. In order to fund the recommended water system improvements discussed in the WSP, a proposed financial program was developed and is provided in Table 9-8 – Cle Elum Proposed Water System Financial Plan and Table 9-10 – South Cle Elum Proposed Water System Financial Program in Chapter 9. Both proposed financial programs incorporated projected operations, improvements, and loan costs for the six-year period of 2025~~14~~ - 2031~~19~~. Projected revenues and expenditures of the water system included growth factors and inflation rates, in addition to the recommended rate increases, to account for estimated growth within the City, as discussed in Chapter 9 of the WSP.
7. A review of the project lists compared to accomplished tasking, reveals that Cle Elum will need to review the strategy and scheduling of projects in the future as the schedules for the improvements slid in some cases through the entire planning period without accomplishment. ~~The reasoning may be due in part because of significant staff turn over in planning and public works staff over the last three years.~~

8. An additional 1.0 MG water storage reservoir will be required to support development in Zone 3.

STORMWATER SYSTEM

A. Background

Cle Elum has been actively working on separating the treatment of stormwater from the City's sanitary sewer system. Stormwater entering the sewer system consumes capacity unnecessarily on the sewer system especially at the regional wastewater treatment plant and dilutes the treatment process at the plant. For more in-depth background on the stormwater's contribution of Inflow and Infiltration (I&I) to the sanitary sewer system see that section of the Capital Facilities Plan.

Historically, the stormwater system has been considered an element of the street system. Stormwater improvements were funded by inclusion in transportation projects in Cle Elum's Six year Transportation Improvement Program; no separate fees were collected to maintain or expand stormwater facilities. The City's current passive stormwater treatment facilities include 12-inch and 24-inch storm drain lines, catch basins, swales, and infiltration trenches. Some of the stormwater system is connected to an open wasteway. Much of the system is over thirty (30) years old, discontinuous, undersized, and difficult to keep well maintained. The current stormwater system is presented on Figure 2-5.

~~The City of Cle Elum initiated and has been making progress on a Downtown Revitalization effort, especially along First Street between Billings Avenue and Peoh Avenue. In 2017, the City prioritized stormwater improvements in Phase 1 of the Downtown Revitalization to address unsafe conditions of stormwater ponding/wintertime icing, deteriorating pipes, plugged pipelines, and flooding from undersized or blocked inlets. Phase 1 included replacing undersized storm drains, connecting stormwater piping to effectively remove stormwater from the sanitary sewer,~~

~~increasing the number and size of catch basins, and increasing run-off collection points to remove sediment and debris. Phase 1 was completed in 2018. As Phase 1 was being constructed, the City further focused on planning for and funding stormwater projects through developing separate stormwater utility fees. The separation of stormwater from the street infrastructure budgeting should not preclude cooperative scheduling between the two (2) infrastructure systems. After the City collects separate stormwater fees, an associated improvement program with a dedicated list of priority projects and a budget will be developed in 2019.~~

B. Stormwater System Inventory

The City of Cle Elum is preparing to develop a ~~2026~~~~2019/2020~~ General ~~Stormwater~~~~ewer~~ Plan. ~~In April 2019, the City is completing a purchase of a video system for assessing conditions of piping throughout the City. A secondary use for the equipment is to inventory and assess the stormwater system.~~

~~C.~~ Stormwater Capital Improvement Program

TABLE 2-9 PIPE REPLACEMENT CAPITAL IMPROVEMENT SUMMARY

Project Name	Pipe Length (ft)	Additional Structures	Sidewalk/Curb Replacement	Conceptual Project Cost
Schedule A: GIS Structure ID (148E, 149SW, 290E)	595	No	No	\$ 273,000
Schedule B: GIS Structure ID (518E, 435E, 434E, 436S)	155	No	No	\$ 159,000
Schedule C: GIS Structure ID (304NE, 517S, 432N, 633E, 625E New)	540	No	Yes	\$ 293,000
Schedule D: GIS Structure ID (499S, 499W, 275N, 644N, 287S)	470	Yes	Yes	\$ 232,000
Schedule E: GIS Structure ID (167S, 431W, 308W)	850	Yes	No	\$ 324,000
Schedule F: GIS Structure ID (371W, CB-523, 371N, CB-658, 169W)	230	Yes	Yes	\$ 169,000
Schedule G: GIS Structure ID (176W, 286S, 668N, 652E, 654E, 175S, 500N, 173S)	1,600	No	No	\$ 840,000
Schedule H: GIS Structure ID (178E, 182W, 519W, 659S, 519S, 661W, CB-661, 662W, 655N, 281W, 281E, 282W)	2,500	No	No	\$ 930,000
Schedule I: GIS Structure ID (669N, 670N, CB-676, CB-671, 676E, 671N, 206S, 673S, 206E)	1,220	Yes	No	\$ 393,000
Schedule J: GIS Structure ID (353N, 205S, 285 SW)	590	No	No	\$ 247,000
Schedule K: Railroad Infiltration	2,060	Yes	Yes	\$1,640,000
Total	10,810	---	---	\$5,500,000

Commented [BC6]: Should we state what items were considered to generate these costs? Perhaps we should call them Conceptual Project Costs to indicate they are at a very low level of design. Happy to discuss further if you'd like.

~~The initial concentration of inventorying, assessing, and constructing stormwater facilities started with improvements that could be made prior to and in cooperation with the budgeted WSDOT resurfacing project on First Street (aka SR 903). WSDOT maintains sections of Second Street and First Street through the City of Cle Elum since those segments are considered segments of a state highway. The repaving project was initially scheduled for Spring 2020 and the City was seeking funding for any underground utility improvements before the project was completed because once WSDOT has repaved a state facility, they highly encourage not to excavate new pavement for a minimum of five (5) years~~

The intersection of First Street and Peoh was constructed incorporating all the infrastructure improvements and amenities included in the Downtown Revitalization Plan. The City intends to reconstruct each intersection in the downtown core to the same level of detail for the entirety of the First Street section between Peoh Avenue and Billings Avenue.

In addition to stormwater from roadway run-off finding its way into the sewer system, rooftop runoff has also been a contributor to the unmanaged I&I inappropriately using the sewer system for treatment. The roof run-off will use dedicated stormwater facilities as the system is constructed and since the swales, catch basins, and piping will be right-sized, intersection ponding/flooding/icing will be eliminated during rain or snow melting events increasing safety for drivers and pedestrians alike in the downtown business core.

The new stormwater infrastructure will reduce maintenance call-in demands due to undersized screens and catch basins, thereby decreasing expenses associated with personnel responding at any time in the day or night and reducing the exposure of City staff to clear impacted drains and screens during inclement weather.

The catch basins being installed will increase the ability of the stormwater system to remove debris and includes an oil/water separator. Maintenance inspections for debris and to remove the stored oil in the separator may increase the budget necessary to ensure proper operation

once constructed.

After the City uses the video equipment purchased for the sewer system inventory and assessment, the equipment can be used for stormwater inventory and assessment. Just as in

the case of prioritization of sewer pipes after inspection into high, medium, and low priority depending on condition, the City can prioritize replacing the existing stormwater drain piping

based on the conditions as assessed after video-taping and evaluation.

A comprehensive Capital Improvement Program will be provided as part of the development of

the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will

amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Stormwater

Six-year Capital Improvement Program showing a list of projects, projected costs, and specific

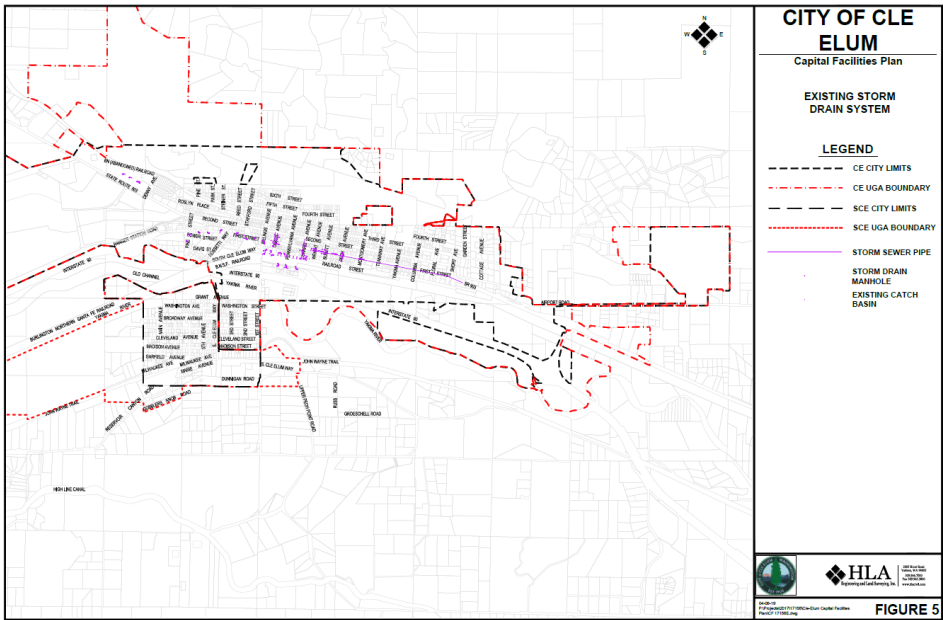
revenue sources by which to accomplish the improvements.

A combined funding opportunity section is placed in Appendix D. Since much of the funding

opportunity information is common between domestic, wastewater, and stormwater facilities, a

common section for these categories is placed there instead of separate tables for funding opportunities.

Figure 2-5 – Cle Elum’s Stormwater System



SANITARY SEWER SYSTEM

A. Background

Currently, all portions of the City are sewered. As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005 with intention that the expansion had a thirty (30) year build out. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald. The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

Table 2-10. The City of Cle Elum's Flows and Waste Loading Maximums

Parameter	Design Quantity
Monthly average flow (max. month)	3.6 Million gallons per day (MGD)
Instantaneous peak flow	10.5 Million gallons per day (MGD)
BOD ₅ influent loading	4,863 pounds per day (lbs./day)
TSS influent loading	3,753 pounds per day (lbs./day)

The influent data to the WWTP is collected by ~~Cle Elum~~ ~~Veolia Water~~ and when the combined influent flows from 2013~~07-2019~~~~7~~ are graphed, the trends show the maximum month of yearly combined flows occur typically in ~~February~~ ~~March~~ (maximum flow approximately ~~sixty (60) million gallons~~ ~~3.6 MGD~~ in 2019~~14 and 2017~~) and the minimum flows typically occur in October (consistently less than fifteen (15) million gallons). ~~Veolia Water~~ ~~Cle Elum~~ now monitors the influent data by each community as well. The completeness and length of data collected for each partner and included in the 2017 Capacity Analysis varied due to the timing of installed monitoring equipment. However, preliminary measurements of each partners' contribution of Infiltration and Inflow (I&I) were calculated in the Capacity Analysis.

~~I&I gives an indication of extraneous flow introduced to the sanitary sewer collection system through leaking pipes, manhole joints, basement sumps, and roof drains. If a City or Town has high I&I, then unanticipated water is entering the collection system and using~~

unnecessary capacity at the wastewater treatment plant. Both the City of Cle Elum and the Roslyn/Ronald combined system had significantly higher I&I rates when compared to the Town of South Cle Elum and Suncadia. All partners of the interlocal agreement have been discussing the reduced number of future connections allowable to the regional WWTP if I&I is not reduced. The 2017 Capacity Analysis concludes with an analysis showing that without reductions in I&I, the WWTP partners may need to adjust the original number of 8,582 potential ERUs to 6,014 ERUs, effectively reducing the number of ERUs by approximately 30%. Cle Elum is undertaking a thorough General Sewer Plan development in 2019/2020 to further investigate how to reduce their I&I contribution to the wastewater system. Treatment plant capacity improvements, a comprehensive inventory and assessment of the sanitary sewer collection system, sanitary sewer collection system improvements and replacements, and strategies for scheduling and funding all needed improvements will be identified as parts of Cle Elum's comprehensive General Sewer Plan in 2019/2020. The General Sewer Plan (GSP) will be based on population and land use estimates consistent with Cle Elum's Comprehensive Plan, Roslyn's Comprehensive Plan, and the Kittitas Comprehensive Plan (smaller rural community planning is included in Kittitas County Comprehensive Plan).

By Washington State regulation, general sewer plans are required to contain maps showing sources of water supply, water storage reservoirs, water treatment plants, and water transmission lines. General sewer plans are required to satisfy the Washington Administrative Code, WAC 173-240-050. The following major components are being planned for in the General Sewer Plan:

- Definition of the planning area, determination of the areas in and around Cle Elum most likely to grow, and the projected population increases;
- Development of estimates for the current quantity of wastewater and the projected quantity to be generated within the planning area;
- Evaluation of the capacity and condition of the existing sewer system, including lift stations;
- Recommendations for extension of the existing sewer system, including lift stations;
- Development of design standards for extension of sewers and for lift stations;
- Development of policies for the extension of sewer service;
- Review and evaluation of the existing treatment and disposal facilities; and
- Development of policies for the extension of sewer service.

~~This section of the Capital Facilities Plan precedes the 2019/2020~~ The General Sewer Plan for Cle Elum was adopted in 2021, and further amended in 2023. The plan outlines recent

development and summarizes the known existing conditions and future estimates of sanitary sewer collection, treatment, and disposal facilities.

B. Overall Sanitary Sewer Summary of System Analysis Performance

A hydraulic analysis of the existing Cle Elum collection system was performed to evaluate the capacity of the system and to identify specific hydraulic loading problem areas within the system. The computer assisted analysis involves using pipe sizes and slopes to develop a model of the main trunk lines of the sewer system. The analysis also examined the capacities of the existing lift stations. The results of the analysis show:

- Existing System: No hydraulic problems were found in the existing system. Collection system pipelines, lift stations, and force mains all have adequate capacity to handle the existing flows and no improvements are needed for capacity reasons. Improvements to the existing system are needed to address high-maintenance areas and I/I which was determined to be excessive per EPA standards.
- Year 2040 System: The 2040 system projections include completion of the Bullfrog Flats and City Heights developments and an accelerated growth period for Suncadia. Even with these higher than historical average growth projections, the year 2040 hydraulic analysis did not result in any capacity related limits being reached within the existing collection or treatment system. Therefore, the City's existing collection system does not have any identified deficiencies for the Year 2040 projected peak flows. Treatment capacity of the WWTP for total suspended solids (TSS) may need to be increased prior to 2040 if growth occurs at the rate projected by current ongoing developments.
- Full Build-Out System: The hydraulic analysis was completed to examine existing and proposed future sewer network at peak flows generated by the complete development within both the City and Urban Growth Area (UGA). Flows from future collection basins were modeled and routed through the existing collection system to examine system capacity and determine potential problem areas. Based upon projected type and location of future growth, the City's sewer trunk mains conveying sewer to the WWTP were found to have sufficient capacity to handle projected full buildout flows. The capacity rating of the plant to treat for TSS will need to increase to meet the projected full build-out conditions. Decreasing peak flows caused by I/I may be enough to adequately reduce the loading to the WWTP and avoid future improvements.

To prepare for the development of Cle Elum's GSP, the City of Cle Elum and other partners have taken preliminary efforts by initiating inventories, recording uses by each partner of

the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), and assessing the existing condition of sanitary sewer collection systems.

In April 2015, the City of Cle Elum submitted an Infiltration and Inflow (I&I) Evaluation Report and Wasteload Assessment to Department of Ecology. All partners suspected that although the wastewater system was operating well within design capacity, I&I was becoming an increasing issue and was decreasing capacity at the WWTP. The two (2) basin Sequential Batch Reactor treatment system is designed to serve a population of 18,956 (Cle Elum's forecasted population for 2040 is 4,041, LU Element – Table 5). The Town of South Cle Elum has since implemented a progressive I&I reduction program.

Since connections can be made for a mix of residential, commercial, and industrial purposes, each connection is evaluated in a measure called Equivalent Residential Units (ERUs). Based on typical flows per ERU, the WWTP capacity was calculated at 8,582 ERUs in 2005. The Capacity Analysis reported that 3,343 of the WWTP allocated 8,582 ERUs were connected by all partners at that time. Specifically, Cle Elum has an allocation of 3,390 ERUs which equates to approximately 46.8% of the flow capacity of the WWTP. In 2017, the numbers of ERUs connected by Cle Elum was 1,384.

In 2017, the WWTP received a Department of Ecology "Wastewater Treatment Plant Outstanding Performance" award for full compliance of all performance measures during the entire year of 2016.

In December 2017, the City of Cle Elum completed a *Regional Sanitary Sewer Capacity Analysis* (Capacity Analysis) to estimate the I&I in the sanitary sewer system and determine the differences between the capacities allocated to the partners in the original 2002 agreement (in preparation of the 2005 WWTP expansion) and the observed maximum monthly flows through trend analysis over the last few years. The results will help the partners revisit the terms of the most current (fourth amendment) amendment to the original agreement. The results of the Capacity Analysis show capacity of the WWTP is being used at a higher than anticipated rate per connected ERU (designed wastewater flow per ERU was calculated at 192 average gallons per day (gpd)). Using 2016 data, the average annual flow was calculated at 269 gpd per ERU. Unless I&I can be remedied, the partners may need to recalculate the remaining ERUs available at the WWTP and adjust their remaining share of connections.

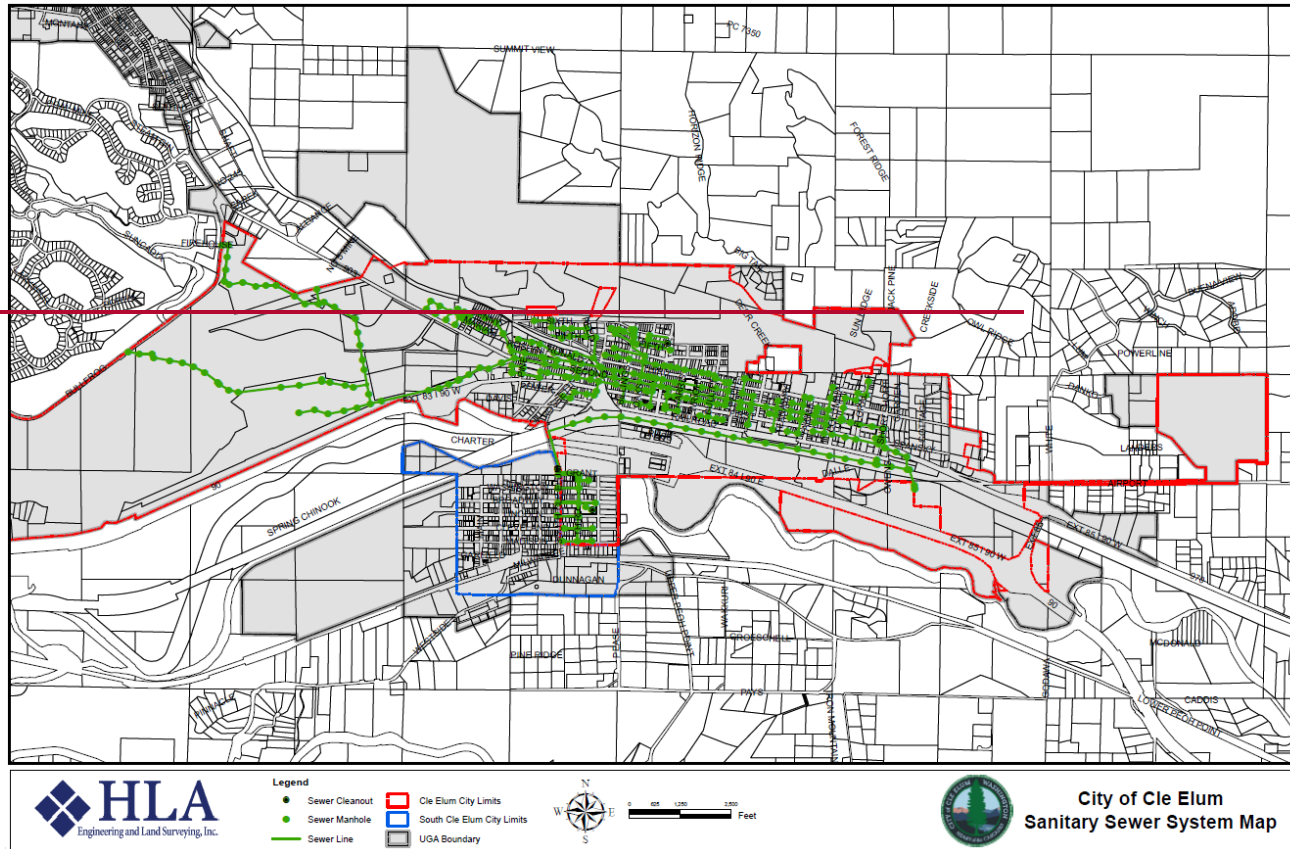
In 2018, a topographic inventory of the sanitary sewer system's 240 manholes was completed. This information was collected to complete a City base map displayed in Figure 6 and provide critical information for developing a hydraulic model.

In 2019, the City began to reevaluate the fees associated with the sanitary sewer system.

In April 2019, the City of Cle Elum is completing the purchase of a sewer video system to assess the manholes, sewer mains, and larger pipes in the system during cleaning and inspecting. The resulting sanitary sewer inventory will include pipe diameter and will enrich the sanitary sewer system map.

Video inspection and evaluation will be made system-wide, the resulting assessments will be grouped into high, medium, and low priority segments and condition will be represented in the City's hydraulic model. The model will analyze current conditions of the sanitary sewer system and be able to forecast system adequacy for a twenty (20) year period by including future service areas, populations, and flow data.

Identifying deficiencies through use of a hydraulic model allows the City of Cle Elum to add each type of deficient system element to the prioritized Capital Improvement Program and, for deficiencies identified in forecasted model runs, to plan the project before system failures are anticipated to occur. The Capital Improvement Program will list needed improvements, maintenance, and programs, and the costs associated by the year in which each listed item is planned. Anticipated revenues and estimated expenses shown in the GSP will provide the City of Cle Elum with a resulting budget.



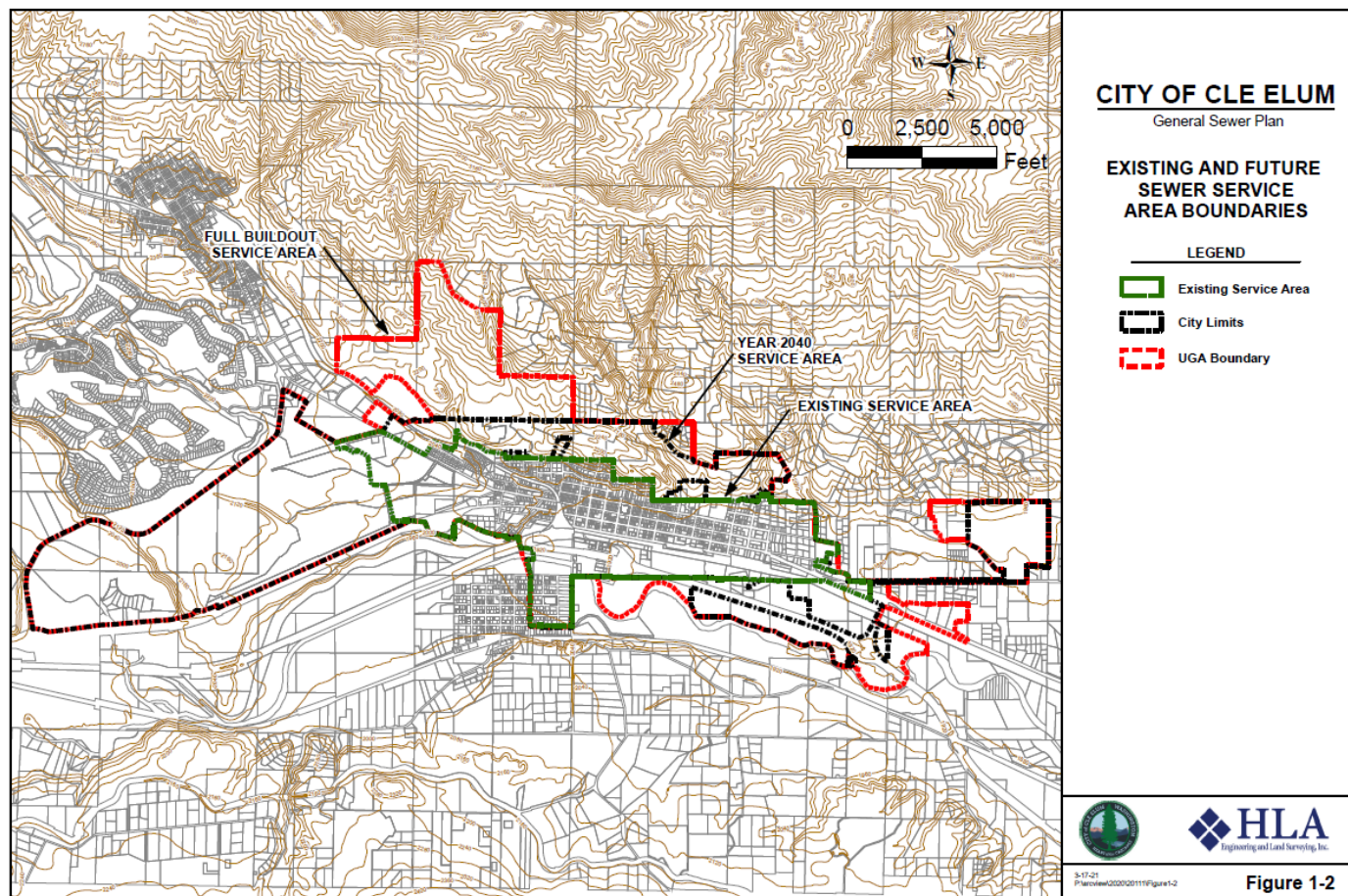


Figure 6 – Cle Elum's Existing and Future Service Area Boundaries Sanitary Sewer Ma

Table 2-11. Summary of the City of Cle Elum's Existing and Future ERUs Full Build-Out Collection System Basin Flows.

A summary of the projected future basin flows at full build-out, including land uses type and acreage, average flow per acre, and total projected flow is presented below. The land use categories have been broken down into known or anticipated zoning categories for the Cle Elum basin to be consistent with unit flow rate categories and correspond with projected future uses.

Basin No	Zoning	Total Full Build-Out (Acres)	Average Flow Per Acre (GPD/Acre)	Projected Full Build-Out Flow (MGD)	Projected Max Month Flow (MGD) Max/Ave Month Ratio
Cle Elum	Residential	480	205	1.667	3.334
	Commercial	187	1,134		
	Industrial	294	2,267		
	Public Reserve	345	227		
	Planned Mixed Use	2,308	265		
Roslyn		1,365		0.301	0.622
Suncadia		12,475		0.830	1.984
South Cle Elum		420		0.096	0.145
Totals		17,069		2.894	5.267

Table 2-12. Current Community Capacity Allocations of WWTP

The table below shows the layout of the future collection system within the city limits and UGA. The table indicates the existing capacity of the WWTP will be exceeded by Cle Elum and Suncadia if the max month flow ratios continue. Some of the capacity may be able to be met by purchasing unused capacity from South Cle Elum and Roslyn/Ronald. These future needs may be exaggerated by the I/I flows as I/I is reduced to levels not determined to be excessive per EPA standards, the actual allocation needs are expected to be reduced and may not require additional treatment capacity to meet projected loadings.

Community	Capacity Allocation (%)	Allocated Maximum Month Flow Equivalent (MGD)	Projected Max Month Full Build-Out Flow (MGD)	Future WWTP Need at Full Build-Out (MGD)
Cle Elum	46.758%	1.683	3.334	1.651
Roslyn/Ronald	21.127%	0.761	0.662	-0.099
Suncadia MPR	22.535%	0.811	1.984	1.173
South Cle Elum	9.579%	0.345	0.145	-0.200
Totals	100%	3.600	6.125	-2.525

Year	Population	No. of ERUs
201715	1,8751,875	2,5431,384
2037	3,683	3,414 Allocation of ERUs
	116% increase in population	3,390 allocation of ERUs
2040	4,041	?

Information in Table 2-11 presents the 2015 relationship between population and ERUs. The projected ERUs needed for the forecasted population in 2040 are influenced to a great extent upon the management of I&I in Cle Elum's sanitary sewer system. Preliminary calculations (in the Capacity Analysis report) show if excessive flows continue at the rate currently being observed, the original 3,390 allocated ERUs allocated to the City of Cle Elum may be worth considerably less (2,200 ERUs).

As Suncadia is developed, sections of the development will be annexed into the City of Cle Elum and an associated proportion of Suncadia's ERUs will be transferred to the City as well. Detailed analysis including the number and timing of additional connections to the system to accommodate anticipated growth in the Suncadia development areas will be accomplished during the development of the GSP. If left unmitigated, the I&I flows into the Cle Elum sanitary sewer system may prematurely affect the amount of growth allowed before further (and expensive) expansions of the system are required.

C. Sanitary Sewer System Facilities Inventory

The sanitary sewer system is made up of piping of various size, lift stations, and the Wastewater Treatment Facility.

1. Collection System – the grid of piping in the City and between the City of Cle Elum and other partners of the WWTP, allows sewage to flow due to gravity ultimately to the Wastewater Treatment Facility. The sizes of the pipes vary from two-inch forcemain to twelve-inch gravity sewer with the majority of the pipe measuring eight inches in diameter. The sewer system consists of approximately twelve (12) miles of pipe and 240 manholes.
2. Lift Stations – because the slope of the piping is important and because there is a limit to the depth the system can feasibly be built, the system uses lift stations to return the sewage to a higher elevation at certain points so that pipes are kept at a manageable depth for installation, repair, and maintenance.
3. Wastewater Treatment Facility – the treatment process for wastewater is guided by NPDES permit No. WA0021938. The current facility details are included in the facility plan

and will be updated and added to the 2019/2020 General Sewer Plan. The treatment facility includes equipment for screening, grit removal, clarifying, aeration, and UV treatment of liquid waste and solids (sludge) is stored in an existing double-line lagoon. On occasion (perhaps every five (5) years or so the biosolids will be dewatered and hauled by truck to an approved contract disposal site.

The conditions of the current collection system, lift stations, and Wastewater Treatment Facility will be fully explored in the 2019/2020 GSP. Summaries of the deficiencies and recommended improvements have been collected with each inventory and analysis performed in preparation of the GSP development. Upon completion, a comprehensive Capital Improvement Program will be included in the GSP.

D. Computer Modeling of the Sanitary Sewer System

To evaluate the current conditions and forecast the future needs of the sanitary sewer system, the City of Cle Elum will develop a hydraulic computer model for adequacy analysis using modelling software. The existing system is simplified to a more skeletal representation and land uses are accounted for which aid in determining future demand from households, businesses, and industry. Future increases in population and changes in land uses are modelled in one scenario without any improvements added to the system to indicate where the system is experiencing near capacity or over capacity situations. Another model run is accomplished after incorporating planned improvements to understand the effects the planned projects have on addressing any deficiencies. Lastly, a model run is accomplished where every deficiency is addressed, and the necessary previously unplanned improvements are noted. This method of forecasting is incrementally accomplished through all the required planning years. The results are evaluated and used for decision-making.

E. Capital Improvement Program

The complete Capital Improvement Plan is contained within Chapter 7 of the General Sewer Plan, and is summarized below:

The General Sewer Plan identifies deficiencies in the existing City of Cle Elum wastewater collection system, including maintenance-related improvements. No capacity deficiencies were identified under current flow conditions. The ability of the existing system to handle flows from full build-out was examined. Although full build-out projections indicate the need for minor additional WWTP capacity, the original allocation includes the existing collection system I/I, which is excessive by EPA standards. By reducing collection system I/I to acceptable levels, the future WWTP capacity needs will be reduced with no capacity deficiencies identified for the system. Recommended improvements to the system address

both current and future maintenance-related items. An estimated schedule for completion of recommended system improvements is provided in Table 2-13:

Table 2-13 Schedule of Recommended Improvements

Improvement Description	Estimated Cost in 2020 Dollars	Completion Year	Estimate Cost*	Funding Source
Replacement of 540 LF of 6-inch and 1,115 LF of 8-inch gravity sewer main in alley between 2 nd and 3 rd St from Oakes Ave to just past Bullitt Street.	\$733,000	2022	\$778,000	City
Replacement of 1,455 LF of 8-inch gravity sewer main in alley between 2 nd and 1 st Street from Pennsylvania Avenue to Peoh Avenue.	\$622,000	2024	\$700,000	City
Replacement of 1,669 LF of 6-inch and 511 LF of 8-inch gravity sewer main in 3 rd Street from Oakes Avenue to just past Bullitt Street.	\$777,000	2026	\$928,000	City
Replacement of 540 LF of 8-inch gravity sewer main in alleys both north and south of 2 nd Street between Peoh Avenue and Montgomery Avenue.	\$230,000	2028	\$291,000	City
Replacement of 555 LF of 6-inch gravity sewer main north of Railroad Street from Peoh Avenue and Bullitt Avenue.	\$243,000	2028	\$308,000	City
Replacement of 360 LF of 8-inch gravity sewer main in Billing Avenue starting near Railroad Street and heading north.	\$156,000	2028	\$198,000	City
Replacement of 275 LF of 8-inch gravity sewer main alley south of 2 nd Street between Teanaway Avenue and Yakima Avenue.	\$115,000	2030	\$155,000	City
Replacement of 1,010 LF of 8-inch gravity sewer west of Stafford Avenue and in Stafford Avenue between Steiner Street and Park Street	\$362,000	2030	\$486,000	City
Replacement of 940 LF of 12-inch gravity sewer in Ronald Avenue between Alpha Way and Reed Street.	\$301,000	2030	\$405,000	City
Replacement of 1,115 LF of 8-inch gravity sewer in Reed Street starting near the railroad tracks and heading north.	\$386,000	2032	\$550,000	City
WWTP Projects	\$765,000	2021-2028	\$100,000/year	City

*Estimated future improvement costs beyond year 2020 include 3% inflation per year.

The model is one of many tools the City staff will consider in the future when planning the types of necessary maintenance, repair, and upgrades the system needs to adequately provide services for citizens. Inventories and preliminary planning efforts have been accomplished over the last few years to prepare for development of a comprehensive General Sewer Plan. The capital improvement discussion topics below are recommendations collected as a result of the preliminary planning efforts and are not an

exhaustive Capital Improvement Program. A comprehensive Capital Improvement Program will be provided as part of the development of the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Sanitary Sewer Six-year Capital Improvement Program showing a list of projects, projected costs, and specific revenue sources by which to accomplish the improvements.

Additionally:

- A.—Collection system improvements by all communities should be considered a top priority to reduce I&I. Reducing the I&I while the plant has available capacity is ideal to eliminate the need to curtail future connections. By reducing I&I, the expected design capacity may be recovered, and improvements will provide an opportunity for each of the regional partners to gain capacity for additional connections. Allocated budget should be planned for to include the following maintenance steps to identify and mitigate I&I:
 - I.—Maintenance staff, or a contracted company to open and visually inspect manholes to look for flow during times when flow should be low.
 - II.—Proper maintenance and calibration of all community flow meters used to calculate I&I.
 - III.—Inspection of sewer pipelines using a truck with video inspection equipment. Locations identified as having higher than expected flows by operations staff during the visual manhole inspection should be prioritized.
 - IV.—Log condition of the pipe segments where I&I is excessive.
 - V.—Prioritize and plan for projects to make repairs of the collection system to reduce I&I.
 - VI.—Coordinate I&I projects with other community infrastructure improvement projects.
 - VII.—Install separate stormwater system to disconnect roof drains from the system.
 - VIII.—Eliminate basement sump pump discharges connected to the sanitary sewer system.
 - IX.—Annually budget for system component improvement projects where excessive I&I is occurring.
- B.—If the I&I continues to show the disparity between the community partners as indicated currently, a reallocation of the ERUs, and associated cost distribution should occur to preserve equity between the partners.
- C.—Asset management programs allow cities to plan for each utility and prioritize improvements and repairs based on the system needs, and routinely reduce overall

~~maintenance costs, extending the life of the sewer. Each community partner should begin or participate in a cooperative program of this nature.~~

~~D. A new Repair and Replacement (R&R) fund could provide a portion of the future funding needed for repairs and replacement of major equipment items, without having to significantly increase each partner's rates at that time. The R&R fund could be a set-aside portion of a revised monthly billing calculation that considers average monthly flow as a substitute to full ERU consideration.~~

F. Sanitary Sewer System Funding

The ~~2019/2020~~ 2021 General Sewer Plan ~~will identify~~ identifies possible funding sources for future improvements. ~~This buffered amount is insufficient if sewer system failure or expansion occurs.~~ In the event a major project is necessary, Cle Elum has identified potential financing from several sources. The sources are similar to those listed in the Domestic Water and Stormwater System sections of this document. Potential funding sources include:

- Local Public Enterprise Funds
- Use of Local Public Powers
 - General Obligation Bonds
 - Special Assessment Bonds (LID or ULID)
 - Revenue Bonds
- State Assisted or Guaranteed Resources
 - Centennial Clean Water Fund
 - State Revolving Fund
 - Public Works Trust Fund (PWTF)
- Federally Assisted or Guaranteed Resources
 - USDA Rural Development Program
 - Public Works Grants and Loans Program
 - Community Development Block Grant Program (CDBG)
- Private Devleopment

~~Current availability of funding is limited with a number of the sources within these categories. Many sources restrict the use of funds to certain projects and others limit their monetary participation to a percentage of the total cost.~~

~~A combined funding opportunity section is placed in Appendix D because many of the funding opportunities are common between domestic, wastewater, and stormwater facilities and related activities.~~

Other organizations provide financing for domestic water, sanitary sewer, and stormwater facilities assistance as well. Some of the organizations are listed in the illustrative list below:

- National Rural Water Association can assist with loans to pay for pre-development cost for proposed water and wastewater projects.
- Rural Community Assistance Corporation can assist with loans to pay for feasibility and pre-development costs for proposed solid waste, domestic water, stormwater, and wastewater projects.
- Department of Commerce offers a Bond Cap Allocation Program with limited state allocation, and Community Development Block Grants for general purposes including construction, acquisition, and planning only.
- The Public Works Grants and Loans Program funded by the Economic Development Administration (EDA) is used to encourage long-range development gains in jurisdictions where economic growth is lagging or where the economic base is shifting. The program provides public works and development facilities needed to attract new industry and provide business expansion. Financial aid may be used to acquire and develop land and improvements for public works and to acquire, construct, rehabilitate, alter, expand, or improve such facilities, including related machinery and equipment. When completed, such projects are expected to bring additional private investment to the area.

G. Domestic, Sanitary Sewer, and Stormwater System Funding

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

For a list of available funding opportunities, please refer to Appendix D: Funding Sources by Facilities Type.

SOLID WASTE SYSTEM

A. Background

The City of Cle Elum executed an interlocal agreement with Kittitas County for solid waste planning in accordance with Chapters 70.95 and 70.105 of the Revised Code of Washington (RCW) on March 19, 1979. All incorporated communities that entered into the interlocal agreement allowed Kittitas County to write a common Solid Waste and Moderate Risk Waste Management Plan while maintaining responsibility and participation in the

Kittitas County Solid Waste Advisory Committee (SWAC). The SWAC was the way by which the County gathered public input to the planning process. The most recent *Kittitas County Solid Waste and Moderate Risk Waste Management Plan* (Kittitas County Solid Waste Plan) was adopted in August 2011.

Summarized solid waste system information and resulting prioritized project lists will be shared in this section of the Capital Facilities Plan. A full discussion of the characteristics of Cle Elum's collection and disposal of solid waste, the handling of special wastes and disaster debris management, strategies, and details of the twenty (20) year implementation program are included here by reference to the *Kittitas County 2010 Solid Waste and Moderate Risk Waste Management Plan*.

Collected solid waste is transported to landfills outside of Kittitas County. The City of Cle Elum contracts for mandatory curbside collection of garbage within its incorporated area. Commercial can and dumpster services also are provided. Residents that choose to self-haul their waste utilize either the Cle Elum Transfer Station (aka Upper County Transfer Station) or the Ellensburg Transfer Station. Residential accounts are serviced once a week and commercial accounts are serviced several times a week. ~~The waste generation measured in pounds per customer per year and in pounds per customer per day are shown for 20107 and 20108 in Table 2-12:~~

~~Table 2-12. Per Capita Waste Generation Rates (2007-2017 & 2008-2018)~~

~~Estimated City of Cle Elum Waste Generation at the Cle Elum Transfer Station (in lb/Cle Elum Transfer Station Customers)~~		
~~Parameter~~	~~20107 customers (34,30829,200)⁽¹⁾~~	~~20018 customers (37,33728,500)⁽¹⁾~~
~~Tons of Municipal Waste Delivered to Cle Elum Transfer Station~~	~~9,69610,539~~	~~10,6788,458~~
~~Pounds of Municipal Waste Delivered to Cle Elum Transfer Station~~	~~19,392,00021,078,000~~	~~21,356,00016,916,000~~
~~Waste Generation Rate, lb/customer/yr~~	~~565.23721.85~~	~~571.98593.54~~
~~Waste Generation Rate, lb/customer/day~~	~~1.5598~~	~~1.5763~~

~~(1) See Table 6-3.22 in the Kittitas County Solid Waste and Moderate Risk Waste Management Plan for summary of deliveries to the Upper County Transfer Station.~~

B. Overall Solid Waste Collection System Performance

Curbside recycling is not available in Cle Elum. The Kittitas County Solid Waste Plan characterizes the countywide overall waste composition to be: 36.2% mixed, 29.3% compostable materials, 14.2% recyclable paper, 10.5% other curbside recyclables, 5.0% clean wood, and 4.8% construction and demolition materials. Capture rates (2008) for common recyclables in Kittitas County (curbside available in Ellensburg only) are presented in Kittitas County Solid Waste Plan Table 12 and show significant capture rates for materials such as Ferrous Metals other than aluminum and tin cans (82%), corrugated paper (70%), newspaper (62%), and yard waste (45%). When recycling rates are considered together with the County's diversion rate of 28.2%, if Cle Elum can include recycling and diversion options, the volume of municipal solid waste could be greatly reduced from entering landfills.

1. Capacity ~~consideration~~ Consideration

The City of Cle Elum utilizes the Cle Elum Transfer Station as the municipal solid waste collection site. From the Cle Elum Transfer Station and Ellensburg Transfer Station, solid waste is transferred generally to the Greater Wenatchee Regional Landfill. The greater Wenatchee Regional Landfill is one (1) of six (6) landfills outside of but near Kittitas County. The selection of which landfill to use depends in large part on the composition of the waste stream. More information about each landfill, including potential lifespan remaining, can be found in the Kittitas County Solid Waste Plan in section 5.3.2 starting on page 5-5.

2. Level of Service

As part of the agreement Cle Elum has with the County, the responsibility to monitor the level of service lies with the County. The County developed Kittitas County Board of Health Ordinance Number 1999-01 Solid Waste Regulations (adopted July 15, 1999). Ordinance 1999-01 specifies:

- On-site solid waste management standards
- Solid waste collection service standards
- Solid waste handling facility standards
- Administration and enforcement

C. Solid Waste Capital Improvement Program

The City of Cle Elum contracts out to Waste Management Northwest (WM) for services. WM provides a variety of cart sizes for residential and commercial uses. Twenty (20) gallon, thirty-five (35) gallon, sixty-four (64) gallon, and ninety-six (96) gallon carts are offered to

residents and there are two (2) fee schedules for single family residential services. Commercial accounts can use any of the size carts mentioned previously, except the twenty (20) gallon option, and can rent up to a thirty (30) yard dumpster. WM is responsible to maintain equipment, provide storage of vehicles, and maintain a cart and dumpster inventory. The City of Cle Elum does not have a customary Capital Improvement Program for the Solid Waste System.

D. Kittitas County Disaster Debris Management Plan

As a related reference, in 2014 Kittitas County adopted a Disaster Debris Management Plan (Plan). The Plan guides debris removal planning and post-event operations to assist Emergency Management Services (EMS) in unincorporated Kittitas County and the jurisdictions of Cle Elum, Ellensburg, Kittitas, Roslyn, and South Cle Elum. The Plan can be accessed on the Kittitas County website at: <https://www.co.kittitas.wa.us/uploads/documents/solid-waste/Debris-Management-Plan.pdf>.

PUBLIC EDUCATION SYSTEM

A. Background and Current Demand

The Cle Elum-Roslyn School District #404 includes nearly 900 students from the City of Cle Elum, the Town of South Cle Elum, the City of Roslyn, the unincorporated communities of Ronald and Liberty, and surrounding areas of Kittitas County. The Cle Elum-Roslyn School District covers approximately 600 square miles and has administrative offices located at 4244 Bullfrog Road.

The District consists of four (4) schools:

- Cle Elum-Roslyn Elementary,
- Walter Strom Middle School,
- Cle Elum-Roslyn High School, and
- Swiftwater Learning Center.

1. Cle Elum-Roslyn Elementary (K-5th grade)

In May 2014, the number of elementary classroom teachers was 14 and the student enrollment was 217 students. Approximately 36% of elementary school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.6% male, 49.4% female; 84.7% white, 8.6% Hispanic/Latino, 1.1% American Indian, and 0.8% each of Asian and African American races.

2. Walter Strom Middle School (6th – 8th grade)

In May 2014, the number of middle school classroom teachers was 22 and the student enrollment was 390 students. Approximately 46% of middle school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.7% male, 49.3% female; 83.3% white, 7.4% Hispanic/Latino, 0.9% each of American Indian and Asian races, and 0.5% African American.

3. Cle Elum-Roslyn High School (9th-12th grade)

In May 2014, the number of high school classroom teachers was 18 and the student enrollment was 289 students. Approximately 33% of high school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 51.5% male, 48.5% female; 84.6% white, 7.8% Hispanic/Latino, 2.0% each of American Indian and Asian races, and 1.0% African American.

4. Swiftwater Learning Center (9th-12th grade)

In May 2014, the number of Swiftwater Learning Center (SLC) classroom teachers was 1 and the student enrollment was 27 students. Approximately 52% of SLC students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50% male, 50% female; 96.2% white, 3.8% Hispanic/Latino.

B. Public Education Facilities Inventory

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR- 903. General public use is available through coordination with the school district and a facility use form can be found on the school district's website.

The twenty-three (23) acres of recreational area of the schools include:

- four tennis courts,
- three baseball/softball fields,
- one soccer/football field,
- a surfaced track
- a practice field,
- playground equipment, and
- open green space.

C. Capital Improvement Program

The School district receives support for operations and maintenance through one levy, and capital projects through a \$2,000,000 levy, every three years. The capital projects levy is

used to repair, expand, and improve school facilities and grounds, as well as technology improvements and upgrades. The operations and maintenance levy are used for sustaining educational and student support programs.

Though the City doesn't manage any of the School District facilities, there are opportunities for the School District and City to seek formal partnerships and coordinate efforts together such as infrastructure grant writing. Two (2) such grant opportunities are associated with Washington State Department of Transportation (WSDOT) programs titled "Safe Routes to School (SRTS)" and the "Pedestrian and Bicycle Program." The details of the SRTS Program can be found on the WSDOT website at:
<https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

More information on the Pedestrian and Bicycle Program can be found at:
<http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>. Like most WSDOT-facilitated grant opportunities, both the SRTS and Pedestrian and Bicycle programs customarily follow a two (2) year funding cycle with applications available every even year and awarding and obligation for the following odd year.

PARKS AND RECREATION

A. Background

In 2017-2018, the City of Cle Elum authored the *Cle Elum Parks and Recreation Plan* (P&R Plan). The P&R Plan is included in the Cle Elum Comprehensive Plan update as an Element. The P&R Plan was submitted to Washington State's Recreation and Conservation Office (RCO) for approval, as required, to participate in many of RCO's funding opportunities. The P&R Plan explored the inventory of parks and open spaces maintained by the City, determined residents' satisfaction with City-owned parks and open spaces, developed goals and objectives to preserve and improve the recreational areas, and identified a capital improvement program to estimate time and budget needs for prioritized improvements.

Although recreational inventories in the P&R Plan include parks and recreational opportunities owned and operated by the City, inventories also mention activities and facilities owned or managed by others such as the School District and the Washington State Horse Park. Only the activities and facilities owned and managed by the City are included in budget tables in the P&R Plan and this section of the Capital Facilities Plan. The Capital Facilities Plan's focus is the immediate six (6) years of the City's capital improvement programs in the Parks and Recreation Plan. Figure 7 displays the locations of parks and trails in Cle Elum. Table 13 presents the current City-owned parks and trails and the presence or lack of recreational equipment or infrastructure at each place.

B. Nearby Trails, School Facilities, and Horse Park

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3 in the P&R Plan. An exploration of the process to connect downtown Cle Elum to nearby trail systems was first identified in the *Cle Elum Bicycle and Pedestrian Plan* adopted in October 2017. The regional trails of interest include the John Wayne Pioneer / Iron Horse Trail south of Cle Elum, Progress Path between the school district and Cle Elum, and Coal Mines Trail which terminates in Cle Elum. Connecting these regional trails through Cle Elum was expressed as a long-term priority during public outreach for the P&R Plan.

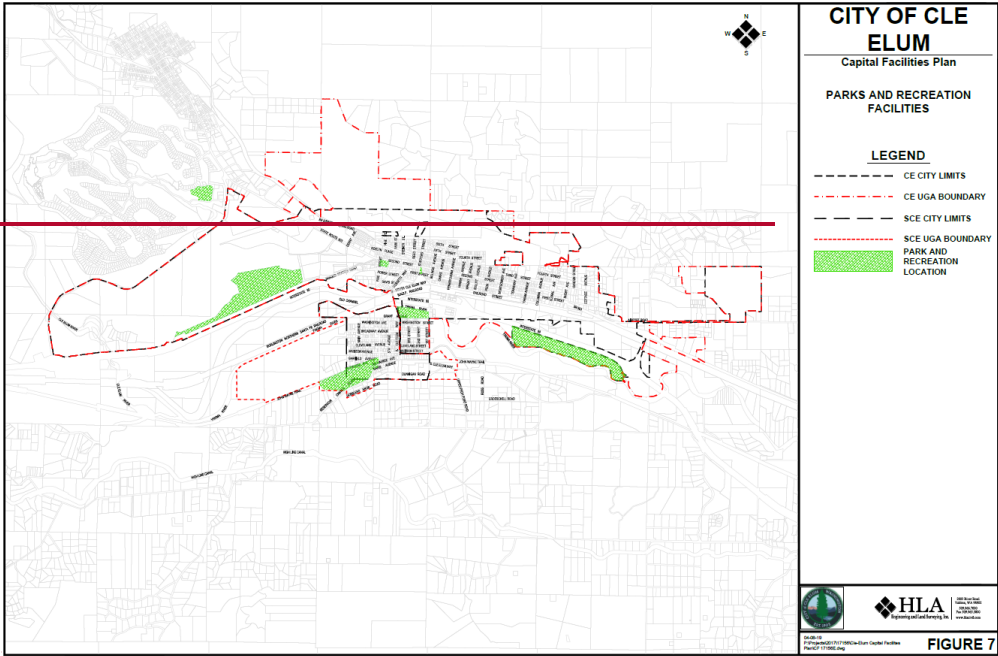
The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR- 903. General public use is available through coordination with the school district. The twenty-three (23) acres of recreational area of the school includes: tennis courts, baseball/softball fields, a soccer/football field, a surfaced track, a practice field, playground equipment, and open green space.

The Washington State Horse Park is a non-profit organization horse show and competition facility, drawing competitors from the Greater Pacific Northwest and the Canadian Providence of British Columbia with purpose, establishment, and authority based in Revised Code of Washington (RCW) Chapter 79.A.30. The privately owned and operated business leases 112 acres from the City.

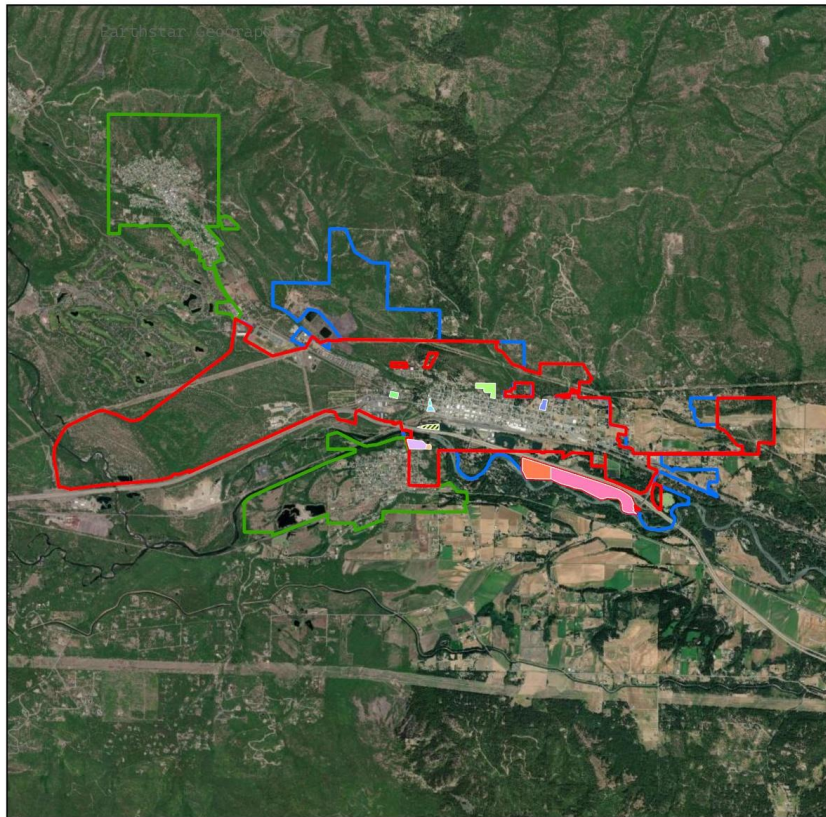
BC. Cle Elum Parks and Recreation Inventory

The City owns ~~seven (7)~~ several park and open space areas totaling approximately thirty-~~seven~~ five (35) acres and one (1) large unimproved open space known as Hanson Ponds (an additional eighty-two (82) acres) for public recreation.

Figure 7 – Parks and Recreation Facilities in the City Limits and Urban Growth Area ~~(UGA)~~



CITY OF CLE ELUM Parks



LEGEND

- CITY OF CLE ELUM
- SEPARATE MUNICIPAL BOUNDARY
- URBAN GROWTH AREA
- PARKS**
- CENTENNIAL PARK
- CITY PARK
- FIREMAN'S PARK
- FLAGPOLE PARK
- HANSON PONDS PARK
- MEMORIAL BALL FIELDS
- MILLER-GUZZIE PARK
- WYE PARK
- CLE ELUM DISC GOLF COURSE
- PROPOSED - PARK AND RIDE
- HOWARD CARLIN MEMORIAL TRAILHEAD PARK
- NO. 7 MINER'S MEMORIAL PARK

Cle Elum Public Map. "Parks" [Dataset].
Updated 6/2023. <https://services8.arcgis.com/AFmms6ZaYBqCn2O3/arcgis/rest/services/Parks/FeatureServer>



Table 2-13. Cle Elum's Existing Parks and Recreation Facilities

Facility	Total Site Acreage or Miles of Developed Trail	Water Access	Hard or Sport Court	Walkway, Trail, or Trail Connection	Rest Rooms	Playground Equipment	Picnic Tables and/or Benches**	Predominately Greenspace	Parking Spaces	Other Facilities
Centennial Park	7.3							X		football / soccer field, community gardens
City Park	2.8		X		X	X	X	X	X	skateboard park, basketball court
Cle Elum Disc Course	10.0			X				X	X	frisbee disc golf course
Coal Mine Trail	1.0			X					X	New trail head improvements at Stafford St and SR 903
Fireman's Park	4.2	X		X	(on rental property)		X	X	X	horse shoe pits, picnic shelter (rental)
Flagpole Park	0.6			X			X	X	X	historical kiosk
Hanson Pond Trail	1.0	X								washed out pedestrian bridge
Memorial Park	8.1	X			X			X	X	Unimproved boat launch, 4 ball fields and concession area
Wye Park	1.51						X	X	X	sidewalk all around the perimeter
Progress Path	1.0			X						
Hanson Ponds Open Space	82	X		X				X		

C. Demands and Needs Analysis

Commented [JC7]: In Parks and Rec Element

Kittitas County conducted a website tourism survey for the Kittitas County Tourism Plan. The tourism projections illustrate the majority of the tourism comes to Kittitas County from the west side of the State. The top four outdoor activities on the RCO Washington State tourist-oriented recreation activities list are 1) picnicking, barbequing, or cooking out, 2) walking without a pet, 3) sightseeing, and 4) wildlife viewing and photography. The Kittitas County annual recreation volumes are anticipated to increase by 30% from 2015 to 2040:

A web-based visitor survey of visitors to Cle Elum, Ellensburg, and Kittitas County Chamber of Commerce generated 359 responses. The survey recorded the type of tourism the respondent was interested in most (historical, cultural, environmental, agricultural, and recreation.)

The activities listed both in the Kittitas County Tourism Plan and Washington State's RCO website are closely aligned with opportunities Cle Elum is seeking to improve in their community:

The City analyzed the current system of parks, trails, sidewalks, and open space as the P&R Plan was developed. Goals, targets, and evaluation criteria were used by a ranking sub-committee in February 2018 to prioritize the short-term, mid-term, and long-term needs and improvements identified through the City's public processes. Table 14 presents the targets adopted by Cle Elum and the current status for nine (9) facility needs. The comparison of targets versus status express the City's Parks and Recreation Levels of Services (LOS):

Table 2-14. Cle Elum's Parks and Recreation Targets

Commented [JC8]: In Parks and Rec Element

Formatted: Font: Bold

Facility Need	Current Target (status) using 2010 Census population of 1,872	2037 Target (status) by population forecast of 2,370
Active parks	12 acres (~34 acres)	18 acres (~34 acres)
Open space	18 acres (82 acres)	27 acres (82 acres)
Tracks, trails, and connections	8 miles (2 miles)	12 miles (3 miles*)
Park restrooms	8 (1)	8 (1)
Park and trail head water fountains	8 (2)	10 (2)
Aquatic facility	1 (0)	1 (0)
Basketball courts	8 (1)	8 (1)
Soccer fields	4 (1)	4 (1)
Tennis courts	4 (0)	4 (0)

~~* The City has already identified a multi-use path project ~1.1 miles in length in the 2017 Bicycle and Pedestrian Plan.~~

D. Capital Improvement Program

The first six (6) years of needs and improvements from the prioritized list developed for the P&R Plan are shown in Table 2-15 as the Capital Improvement Program for Parks and Recreation. During the evaluation, the City chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan. The City will replace the qualitative evaluation with engineer's estimates as they are developed for each project or program.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column displaying illustrative and potential funding sources. The presented sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and more information is provided about how to contact the funding providers in the next section.

Table 2-15. Cle Elum Parks and Recreation Six-year Capital Improvement Program

Priority & Time Frame	Needed / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Sources
S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	Short-term	Mid	City Park and Recreation Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	Short-term	High	RCO, City Park and Recreation Funds, Private Funds
S-3	Phase 1 – 2 nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	Short-term	\$156,880	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
S-4	Design and print a Cle Elum map for public and private outdoor parks and recreation opportunities	Short-term	Mid	RCO, CDBG, City Park and Recreation Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	Short-term	Mid	RCO, CDBG, City Park and Recreation Funds, Private Funds
M-1	Improve playground equipment at City Park	Mid-term	High	RCO, USDA-RD[3], City Park and Recreation

				<u>Funds, Private Funds</u>
<u>M-2</u>	<u>Make the connection to Coal Mines Trail apparent at Flagpole Park</u>	<u>Mid-term</u>	<u>Mid</u>	<u>RCO, City Park and Recreation Funds, Private Funds</u>
Continued				
Priority & Time Frame	Needed / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Sources
<u>M-3</u>	<u>Expand and improve picnic area shelter at City Park</u>	<u>Mid-term</u>	<u>Mid</u>	<u>RCO, City Park and Recreation Funds, Private Funds</u>
<u>M-4</u>	<u>Phase 2 – 2nd Street Multi-use Path (east of Billings Avenue through North Peoh Avenue Intersection)</u>	<u>Mid-term</u>	<u>\$209,560</u>	<u>RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds</u>
<u>M-5</u>	<u>Need to connect parks through signage, mapping, and/or ground treatment</u>	<u>Mid-term</u>	<u>Mid</u>	<u>RCO, CDBG, City Park and Recreation Funds, Private Funds</u>
<u>L-1</u>	<u>Make the regional trails connect to downtown Cle Elum</u>	<u>Long-term</u>	<u>High</u>	<u>RCO, City Park and Recreation Funds, Private Funds</u>
<u>L-2</u>	<u>Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities</u>	<u>Long-term</u>	<u>High</u>	<u>RCO, CDBG, City Park and Recreation Funds, Private Funds</u>
<u>L-3</u>	<u>Make the connection to the John Wayne Trail highlighted in the Cle Elum Bicycle and Pedestrian Plan</u>	<u>Long-term</u>	<u>High</u>	<u>RCO, CDBG, City Park and Recreation Funds, Private Funds</u>
<u>L-4</u>	<u>Improve the skate park at City Park</u>	<u>Long-term</u>	<u>High</u>	<u>RCO, CDBG, City Park and Recreation Funds, Private Funds</u>
<u>L-5</u>	<u>Organize and offer children's swimming and water fitness programs, including team use</u>	<u>Long-term</u>	<u>High</u>	<u>RCO, City Park and Recreation Funds, Private Funds</u>

[1] RCO – Washington State Recreation and Conservation Office

[2] CDBG – United States Department of Housing and Urban Development – Community Development Block Grant

[3] USDA-RD – United States Department of Agriculture – Rural Development

[4] STBG – United States Department of Transportation – Surface Transportation Block Grant

[5] TIB – Transportation Improvement Board

[6] WSDOT – Washington State Department of Transportation

[7] Kittitas County Sales and Use Tax

Table 15- Cle Elum Parks and Recreation Six-year Capital Improvement Program

Priority	Project Examples	Comparative Magnitude of Cost \$ = Low \$\$ = Mid \$\$\$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
-----------------	-------------------------	--	--	--------------------------------

S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	\$\$	Short-term	City Park and Recreation Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	\$\$\$	Short-term	RCO, City Park and Recreation Funds, Private Funds
S-2	Phase 1—2 nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	\$156,880	Short-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
S-4	Design and print a Cle Elum map for public and private outdoor parks and recreation opportunities	\$\$	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	\$\$	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
M-1	Improve playground equipment at City Park	\$\$\$	Mid-term	RCO, USDA-RD[3], City Park and Recreation Funds, Private Funds
M-2	Make the connection to Coal Mines Trail apparent at Flagpole Park	\$\$	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-3	Expand and improve picnic area shelter at City Park	\$\$	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-4	Phase 2—2 nd Street Multi-use Path (east of Billings Avenue through North Peoh Avenue Intersection)	\$209,560	Mid-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
continued				

Priority	Project Examples	Comparative Magnitude of Cost \$ = Low \$\$ = Mid \$\$\$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
M-5	Need to connect parks through signage, mapping, and/or ground treatment	\$\$	Mid-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-1	Make the regional trails connect to downtown Cle Elum	\$\$\$	Long-term	RCO, City Park and Recreation Funds, Private Funds

L-2	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-3	Make the connection to the John Wayne Trail highlighted in the Cle Elum Bicycle and Pedestrian Plan	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-4	Improve the skate park at City Park	\$\$\$	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-5	Organize and offer children's swimming and water fitness programs, including team use	\$\$\$	Long-term	RCO, City Park and Recreation Funds, Private Funds

- [1] RCO — Washington State Recreation and Conservation Office
[2] CDBG — United States Department of Housing and Urban Development — Community Development Block Grant
[3] USDA RD — United States Department of Agriculture — Rural Development
[4] STBG — United States Department of Transportation — Surface Transportation Block Grant
[5] TIB — Transportation Improvement Board
[6] WSDOT — Washington State Department of Transportation
[7] Kittitas County Sales and Use Tax

E. Parks and Recreation Facilities and Program Funding

The Capital Improvement Plan in the previous section identified possible funding sources for future improvements. Seven acronyms were used to indicate federal, state, and Kittitas County funding in Table 15 and are defined in the footnotes below the table. Table 3-16 on the following page identifies website locations to explore the funding sources mentioned for parks and recreation projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, park projects or recreation programs may be included as the primary project or alternatively, park and recreation elements may be incorporated into a larger project. For example, the WSDOT Safe Routes to School Grant focusses on providing funding for routes used by school-aged children and has coverage restrictions on how far a sidewalk can be located from a school and still qualify for SRTS funding. However, a segment of an identified trail may qualify and be included as part of an urban sidewalk or pathway element in a transportation project. Some of the funding sources listed below would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of March 26, 2019.

Table 3-16. Potential Grant or Funding Sources for Parks and Recreation Capital Improvements

Funding Grant or Source	link
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
Youth Athletic Facilities	https://www.rco.wa.gov/grants/yaf.shtml
Recreational Trails Program	https://www.rco.wa.gov/grants/rtp.shtml
Surface Transportation Block Grants	https://www.ezview.wa.gov/site/alias_1898/36282/default.aspx
State of Washington Transportation Improvement Board	http://www.tib.wa.gov/
Department of Commerce – Youth Recreation Facilities	http://www.commerce.wa.gov/building-infrastructure/capital-facilities/youth-recreational-facilities/
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

GOVERNMENT FACILITIES AND PROPERTIES

A. Background

The policy of the City Council is to provide essential public services in a manner that is cost effective and based on need. Many general governmental services and associated buildings are provided through contractual agreements to take advantage of the efficiencies and economies of scale achieved. The municipal buildings included in this section are those for which the City has primary responsibility, even if the building is leased or rented out to another party. The existing municipal buildings operated by the City of Cle Elum are described in Table 17 and shown in Figure 8.

B. Inventory of City Facilities and Properties

Table 3-17. Inventory of City Facilities and Properties not previously identified

Facility	Address
City Hall	119 West First Street
~~Cle Elum Water Treatment Plant~~	~~1970 SR 903~~
~~Upper Kittitas County Regional Wastewater Treatment Plant~~	~~500 Owens Road~~
Carpenter Memorial Library	302 Pennsylvania Avenue
Fire Station	301 Pennsylvania Avenue
Police Station	807 West Second Street
Post Office	305 East First Street
Cle Elum Municipal Airport	2150 Airport Road
Laurel Hill Memorial Park (Cemetery)	Douglas Munro Boulevard

C. Current and Future Demand and Identified Improvements

1. City Hall

The City Administrator, Public Works Director, Planner, Clerk, Treasurer, Utility Clerk and Mayor's offices are physically located in City Hall. City Hall is a single-story building of approximately 3,283 square feet. In the 2007 Comprehensive Plan update, a level of service was proposed of 120 square feet per employee.

The City and Kittitas County have planned for Cle Elum to grow at a higher-than-average rate in the near future. To prepare for potential future needs, the City has located a piece of property near the geographical center of the City on which to construct a new City Hall. At the time when employee capacity exceeds the available space in the current City Hall, the City intends to explore the feasibility to co-locate all City employees with the City Police Department and the Upper County District Court. Most likely, City staff will research the availability of a grant or low-cost loan opportunity for municipal buildings and pursue a bond issue to fund the expected cost of acquiring the property and constructing a new building.

Assessed accommodations for the new City Hall include:

- Administrative offices for: Treasurer, City Clerk, City Administrator, City Planner, Mayor, Police Department, Upper Kittitas County District Court.
- Staff and equipment space for: Building Department, Utility Payment Center, Police Department, Associated Services for the Kittitas County District Court.
- Shared accommodations: copy room, mail room, lunch room, reception area, and Council Chambers.

2. Cle Elum Water Treatment Plant

~~The City of Cle Elum Water System Plan, accepted in January 2016 by City Council, identified needed treatment plant capacity improvements, distribution improvements, water main upsizing improvements, and water main replacement improvements to be completed by the year 2036 to continue to meet water demands. The Water System Plan based population estimates on a range of assumptions of future growth from 3.4% in 2019, to 3.7% in 2023, and 2.9% by 2033.~~

The next update to the Water System Plan is required on or before February 1, 2022. Due to the length of time needed for a Water System Plan update, the City anticipates initiating required efforts in late 2019 or early 2020 to meet the Plan deadline.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP.

3. Upper Kittitas County Regional Wastewater Treatment Plant

As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald.

The General Sewer Plan will be developed starting in 2019. Due to the length of time needed to develop a General Sewer Plan, the City anticipates completing the Plan in 2020. Upon completion, the GSP will identify needed wastewater treatment plant capacity maintenance and improvements, collection system maintenance and improvements, and a funding strategy with an associated schedule to accomplish over a twenty (20) year period to meet sewer system demands.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

42. Carpenter Memorial Library

The Carpenter Memorial Library is a 2,559 square foot building providing services to the entire County. The library is open Monday through Saturday and the hours vary by day. There is free summer access to the library including a reading program for all children regardless of residency. Library members can also access many online services including collaborative access to other libraries in Kittitas County. The library offers printed volumes, audio-visual items, internet access, on-site computers, newspapers and magazines.

The library building is in need of remodeling in the next few years. Additionally, the library is in need of refreshing their offered materials, particularly new Children's materials. Updated services should also be considered when the building is remodeled, such as shared access to online School District libraries.

53. Fire Station

The City of Cle Elum is located centrally in Kittitas County Fire & Rescue District #7 and can be served by Kittitas County Fire District #7 and others in the Kittitas County Mutual Aid agreement. Cle Elum has its own all volunteer City Fire Department. In 2005, a new fire station was constructed in Cle Elum at 301 Pennsylvania Avenue. The City of Cle Elum and the Town of South Cle Elum have a mutual fire response agreement in place, providing service for an area of five (5) square miles.

64. Police Station

The City of Cle Elum has an interlocal agreement with the City of Roslyn and the Town of South Cle Elum for a combined police department. The police station is located at 807 W Second Street. Emergency dispatch service is provided through a contract with Kittcom, located in Ellensburg. The jail is also located in Ellensburg at the Kittitas County Sheriff's Office. The Kittitas County Sheriff's Office provides coverage for the unincorporated UGA. The City, County and State have a mutual aid agreement for protection services.

Table 18 presents customary funding sources for city facility improvements for City Hall, Libraries, Fire Stations, Police Stations, and other community facilities.

Table 3-18. Potential Grant or Funding Sources for Government Facilities and Vehicle Capital Improvements

Funding Grant or Source	link
United States Department of Agriculture – Rural Development	https://www.rd.usda.gov/wa
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

75. Post Office

The Cle Elum Post Office is a 2,559 square foot U.S. Post Office providing services to the City. The post office is opened Monday through Saturday. Weekday hours are 8:00 am – 5:00 pm with Saturday hours from 8:00 am – 12:00 pm. P.O. Box access is available twenty-four (24) hours a day Monday through Saturday. As a note, starting on May 4, 2019, three nearby post offices (South Cle Elum, Roslyn, and Easton) will be reducing the number of hours they operate.

86. Cle Elum Municipal Airport

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of “general aviation” includes

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

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

Cle Elum Municipal Airport *Airport Layout Plan Report* (Plan) completed in 2006 is the most recent master plan, though the *Airport Facilities and Services Report* (Report) was updated in April 2019. Projects from the Capital Improvement Program in the April Report are listed in Table 19.

Table 20 presents customary airport funding sources.

Table 3-19. Summary of the Cle Elum Municipal Airport’s Capital Improvement Program

Year	Project or Program	Status (Planned or Secured)
2019	Apron & Taxi lane	Planned
2019	Runway Maintenance – Crack seal, fog seal, repaint markings	Planned
2019	Remove Obstructions – Trees on airport property	Planned
2020	West Taxi lane Rehabilitation	Planned
2021	East Taxi lane Rehabilitation	Planned
2022	Install Fence	Planned
2023	Apron Expansion	Planned
2024	RPZ EA – Environmental Assessment for land acquisition	Planned
2025	Construct Helipads	Planned

Cle Elum is developing municipal codes in 2019 to address airport land uses, restrictions, and fees to be compatible with Washington State and federal regulations.

Additionally, airport-related goals and policies are being added to this update of the Comprehensive Plan:

Table 3-20. Potential Grant or Funding Sources for Airport Capital Improvements

Funding Grant or Source	Link
AIP Entitlement Grants and Discretionary Grants from the Federal Aviation Administration	https://www.faa.gov/airports/aip/2018_aip_grants/
Washington State Department of Transportation State Aviation Grants	https://www.wsdot.wa.gov/aviation/Grants/

97. Laurel Hill Memorial Park (Cemetery)

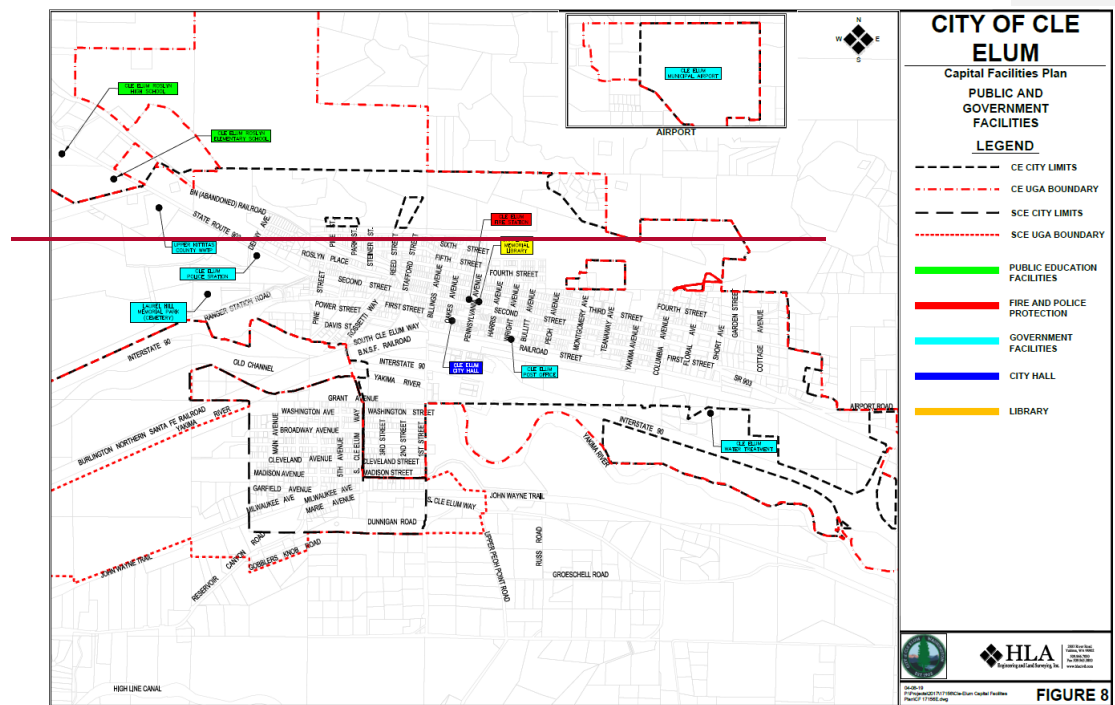
The Laurel Hill Memorial Park is 43.39 acres in size. Approximately 1/4 of the cemetery’s capacity is used and the cemetery interns an average of 25 people each year. Needed improvements for the cemetery include extending water lines to the cemetery for irrigation.

The Department of Archaeology and Historic Preservation established a funding source for cemeteries meeting age and size requirements. Cle Elum’s cemetery qualifies to apply for capital projects through the new grant opportunity.

Table 3-21. Potential Grant or Funding Source for Cemeteries

Funding Grant or Source	Link
Department of Archaeology and Historic Preservation	https://dahp.wa.gov/archaeology/cemeteries/historic-cemetery-grant-program

Figure 8 – Government Facilities and Properties in the City Limits and Urban Growth Area (UGA)



10. City Parks

In preparation of the Comprehensive Plan update and to ensure alignment with Washington State Recreation and Conservation Office funding requirements, the City of Cle Elum developed and adopted (February 13, 2018) the *City of Cle Elum Parks and Recreation Plan* (P&R Plan).

The P&R Plan is being included in the Comprehensive Plan as the Parks and Recreation Element and discusses City-owned parks and trails inside the city limits, trails outside Cle Elum's city limits but inside Cle Elum's urban growth area the City would like to make connections to, and recreational opportunities not owned by the City but nearby.

Parks and Trails inside the City limits and managed by the City include:

- Centennial Park
- City Park
- Cle Elum Disc Course
- Coal Mine Trail
- Fireman's Park
- Flagpole Park
- Hanson Pond Trail
- Memorial Park
- Wye Park
- Progress Path, and
- Hanson Ponds Open Space

From the prioritized list developed for the P&R Plan, the first six (6) years of needs and improvements are shown in Table 2-15 in the previous section as of the Capital Improvement Program. Cle Elum chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan and will update the Plan to show engineer's estimates as they are performed:

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column that displays potential funding sources. The funding sources displayed in the table are illustrative. The shown sources may change; new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and links are provided in the P&R Plan for contacting funding providers:

Please see the Parks and Recreation Plan for detailed park inventories, location maps, forecasted needs, project evaluations, goals, and policies, and links to all the funding sources listed are provided in the P&R Plan in [Table 2-6](#).

GOALS AND POLICIES

~~Capital Facilities~~ **Goal #1**[CF-1](#): To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies

~~Capital Facilities~~ **Policy #**[CF-1.1](#): The City provides garbage services, police operation, animal control, library services, and some recreational services to the residents of the City, South Cle Elum, and areas of the unincorporated County. The City of Cle Elum should discuss and exchange population forecasts, development plans and technical data with the agencies identified in this plan for a regional approach to these services.

~~Capital Facilities~~ **Policy #**[CF-1.2](#): The City shall coordinate its land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the capital facilities plan. ~~Capital Facilities~~ **Policy #3**: The City shall continue to pursue further, and maintain existing, interlocal service agreements for the provision of water, sewer, fire, and police protection. These interlocal service agreements should set forth the terms and limitations.

~~Capital Facilities~~ **Policy #**[CF-1.3](#)~~4~~: Surplus water shall not be sold outside of the city limits except in extraordinary circumstances (as determined by City Council, such as to solve immediate health or safety problems threatening existing residents). ~~Capital Facilities~~ **Policy #5**: Interlocal service agreements with other districts which do supply water services outside their Urban Growth Area boundaries shall specify the limitation of the use of the surplus water consistent with countrywide land development pattern.

~~Capital Facilities~~ **Policy #**[CF-1.4](#)~~6~~: The City shall upgrade, or cause to be upgraded, the city water system to reduce loss from leakage and excessive use. ~~Capital Facilities~~ **Policy #7**: The City shall pursue funding sources for the proposed extensions of the wastewater treatment system, including local improvement district financing and state and federal grant programs.

~~Capital Facilities~~ **Policy**[CF-1.5](#)~~8~~: The City should pursue state funding for the further development and maintenance of the Chicago-Milwaukee Railroad right-of-way recreational link to the City of Roslyn through grant programs sponsored by the Department of Natural Resources and the Interagency Committee on Outdoor Recreation and others.

~~Capital Facilities~~ **Policy #**[CF-1.6](#)~~9~~: The City shall adopt a Six-Year Capital Facilities Plan concurrent with the adoption of the ~~2007~~ Annual Budget and Capital Improvement Program

[BCIP]. The Capital Facilities Plan [CFP] is an ongoing capital budget and facilities program addressing both revenue and expenditures on projects affecting the City's level of service delivery. The Six-Year Capital Facilities Plan will be updated and amended as more current information becomes available, or as significant changes, or priority changes, occur.

~~Capital Facilities Goal #2~~CF-2: To ensure that the continued development and implementation of the Capital Facilities Plan reflects the policy priorities of the City.

Policies

~~Capital Facilities Policy #10~~CF-2.1: High priority of funding shall be accorded projects which are consistent with the adopted goals and policies of the Comprehensive Plan and City Council.

~~Capital Facilities Policy #11~~CF-2.2: Projects shall be funded only when incorporated into the City's budget, as adopted by the City Council (exception: Emergency Situations or Grant Funded Projects which may require matching funds and/or other Capital Expenditures).

~~Capital Facilities Policy #12~~CF-2.3: Capital projects that are not included in the Six-Year Capital Facilities Plan and which are inconsistent with the comprehensive plan shall be evaluated by means of the comprehensive planning process prior to their inclusion into the City's annual budget.

~~Capital Facilities Policy #13~~CF-2.4: The Six-Year Capital Facilities Plan shall be updated annually prior to the City's budget process, and as often as practicable for the addition and inclusion of new information.

~~Capital Facilities Policy #14~~CF-2.5: All City departments shall review changes to the CFP and shall participate in the annual review.

~~Capital Facilities Goal #3~~Goal CF-3: To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies

~~Capital Facilities Policy #15~~CF-3.1: Development shall be allowed only when and where all public facilities are adequate and only when such development can be adequately served by essential public services without reducing level of service standards else-where.

~~Capital Facilities Policy #16~~CF-3.2: If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

~~Capital Facilities Policy #17~~CF-3.3: A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate the impacts are made concurrent with the development for the purposes of this policy.

~~Capital Facilities Policy #18~~CF-3.4: Require that development proposals are reviewed by the various providers of services, such as school districts, sewer, water, and fire departments, for available capacity to accommodate development and needed system improvements.

~~Capital Facilities Policy #19~~CF-3.5: New or expanded capital facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment whenever practicable.

~~Capital Facilities Policy #20~~CF-3.6: City plans, and land development regulations should identify and allow for the siting of essential public facilities. Cle Elum shall cooperatively work with surrounding municipalities and Kittitas County during the siting and development of facilities of regional significance.

~~Capital Facilities Policy #21~~CF-3.7: Development proposals within the City should incorporate construction designs which minimize water and energy consumption.

~~Capital Facilities~~ Goal CF-#4: To finance the City's needed capital facilities in as economic, efficient, and equitable a manner as possible.

Policies

~~Capital Facilities Policy #22~~CF-4.1: The burden of financing capital improvements should be borne by the primary beneficiaries of the facility.

~~Capital Facilities Policy #23~~CF-4.2: General revenues should be used only to fund projects that provide a general benefit to the entire community or the general government functions of the City.

~~Capital Facilities Policy #24~~CF-4.3: Long-term borrowing for capital facilities should be considered as an appropriate method for financing large facilities that benefit more than one generation of users.

~~Capital Facilities Policy #25~~CF-4.4: Whenever possible, special assessments, revenue and other self-supporting bonds will be used instead of tax supported general obligation bonds. Capital Facilities Goal #5: To review and update the regulations and zoning controls to protect the Cle Elum Municipal Airport, to promote compatible land uses, and promote economic development to sustain airport operations.

~~Capital Facilities Policy #26~~CF-4.5: Provide reliable and safe air service at a facility that is compatible with the community.

~~Capital Facilities Policy #27~~CF-4.6: The City will support efforts to update the airport master plan to ensure the airport's long-term vitality as an economic asset to the community.

~~Capital Facilities Policy #28~~CF-4.7: The airport shall be maintained in compliance with the Airport Master Plan, or as amended.

~~Capital Facilities Policy #29~~CF-4.8: The airport overlay will be amended as necessary to ensure the Cle Elum Municipal Airport Master Plan succeeds, to identify compatible land uses surrounding the airport, and to protect surrounding land uses from airport impacts.

~~Capital Facilities Policy #30~~CF-4.9: The Airport Overlay Ordinance should prohibit buildings, structures, or other objects from being constructed or altered such that those buildings, structures, or other objects do not penetrate the imaginary surface airspace.

~~Capital Facilities Policy #31~~CF-4.10: The following uses will serve as examples of uses considered compatible with Cle Elum Municipal Airport operations: Air Freight Terminal, Air Cargo Forwarders, Aircraft/Parts Manufacturer, Aircraft Repair Shops, Aerial Survey Companies, Aviation Schools, Aviation Research and Testing, Trucking Terminals, Taxi/Bus Terminals, Parking Facilities and Auto Storage, Car Rental Agencies, Gas Stations, Restaurants, Picnic Areas, Forests, Landscape Nurseries, Arboretum, Farming, Cemeteries, Storage Facilities, Warehouses, Wholesale Distribution Center, and Factories. Compatibility will be determined on a case-by-case basis.

~~Capital Facilities Policy #32~~CF-4.11: The City should actively seek State and Federal funding to maintain planning, projects, and programs of the Cle Elum Municipal Airport in a state of good repair.

CITY OF CLE ELUM

TRANSPORTATION ELEMENT

~~April 2026~~2019

BACKGROUND

Introduction

A. Purpose

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

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

B. Growth Management Act (GMA) Requirements

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

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

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

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

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

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

C. Transportation Element Certification

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

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

D. Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must support the desired development pattern and desired growth rates. In turn, the Transportation Element's goals and objectives must be consistent with and supported by the Land Use Element, Capital Facilities Element, Financing plan within the Capital Facilities Plan Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation

facilities as growth occurs. The land use element shall be reassessed where probable funding falls short of meeting existing or projected needs and ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

E. Applicable Countywide Planning Policies

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

F. Major Transportation Considerations

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

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

EXISTING CONDITIONS—TRANSPORTATION SYSTEMS

A. Roads and Streets

The City of Cle Elum's area is served by a network of roadways and streets. All these roadways and streets, both within the City and in unincorporated Kittitas County, are categorized under the Federal Functional Classification System (FFC). Figure 4-2, on page 20, shows the existing transportation network with associated federal functional classifications in and adjacent to the City.

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

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

B. Rail Facilities and Locations

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

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

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

C. Airports

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

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

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

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

In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan [2020 ALP Update](#) ~~update~~ projects enplanements to be ~~92,600~~[75,508](#) by 2040. [The number of actual enplanements in 2023 was 24,044.](#)

~~The number of actual enplanements in 2016 was approximately 97.2% of this forecasted number at 73,378.~~

D. Public Transportation

1. Regional Bus Service

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

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

2. Local Bus Service

The City of Cle Elum does not operate a local bus service.

3. Demand Response Transportation Service

Demand response transportation service allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided for elderly persons for trips involving nutrition, medical attention, and shopping. Trip requests are prioritized based on need, with trips involving nutrition or medical services given the highest priority.

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

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

4. ~~2022~~¹⁹ Coordinated Public Transit-Human Services Transportation Plan (HSTP)

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

The HSTP is developed in response to the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, which requires that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The ~~2022~~¹⁷ Kittitas County Mobility Summit Meeting called for the following City of Cle Elum services:

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

~~Fixed bus route with loop of Ellensburg-Cle Elum-Roslyn-Ronald-~~

~~○—Carpooling/Rideshare service-~~

—Community Outreach and Life Skills Center (COAL) is working with HopeSource to create a route to provide service for homeless from Cle Elum to Ellensburg.

The most recent HSTP was adopted on ~~November 17, 2022~~ ~~May 24, 2018~~. ~~In November 2018~~, QUADCO will provide to WSDOT a regional ranking of the projects and programs submitted for the ~~2019~~ ~~2027-2021~~ ~~2029~~ Public Transportation Consolidated Grant Program. Although application sponsors are responsible for submitting individual applications to WSDOT, QUADCO provides regional significance in their ranking process, resulting in additional points added to some projects and programs. The process for ranking follows the Measurement Tool for Prioritization of Community Priorities described in Chapter 9 of the HSTP. Some of the bulleted services identified in the previous paragraph will likely be prioritized during the ~~2019~~ ~~2027-2021~~ ~~2029~~ funding cycle.

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

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

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

E. Non-motorized Transportation

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

1. Pedestrian and Bicycle Pathways

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the City of Cle Elum. Many of the streets in the Downtown area in Cle Elum

having full or partial sidewalks on at least one side of the street require replacement and installation of ADA amenities to become functional for people of all ages and abilities. The public / private association known as the Downtown Association has been developing a plan to encourage thematic standards for making the business district more inviting and walkable. In addition to the pedestrian improvements originating from the Downtown Association, the City has recently produced an initial Bicycle and Pedestrian Plan and a Parks and Recreation Plan highlighting many city-wide future improvements.

The City has a number of non-motorized transportation projects planned as part of the 2027-2032 Transportation Improvement Program (TIP) in Appendix C. The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street resurfacing Phase 1 and Phase 2 Improvements. Other top priority projects appearing in both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan, are for connections from the City to regional trails.

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

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

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

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

- Undertake a strategic approach to open space, trail, park, and recreation facilities and recreation services where Kittitas County assumes responsibility for functions of countywide interest where there are no other viable sponsors and helps coordinate or support functions and activities that have other viable sponsors.
- Promote healthy eating and active lifestyle programs and outreach activities of special interest and lifestyle benefit for County residents.
- Promote, and work with other public, nonprofit, and for-profit agencies, organizations, and vendors including Roslyn, Cle Elum, and Ellensburg cities, Cle Elum-Roslyn, Ellensburg, Kittitas, and Damman School Districts, Central Washington University, Washington State, and others.

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

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

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

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

Trail Name	Type of Trail					
	Winter	Water	Biking	Walking/ Hiking	Multipurpose	Park
Coal Mines Trail	X		X	X	X	X
Upper Yakima River Water Trail		X				
Hanson Ponds Trail					X	X
Progress Path Trail					X	X

Upper Peoh Point Road/ Thorp Highway			X			
SR-10 Cle Elum - Ellensburg			X			
SR-970 / US-97 / Cle Elum to Leavenworth			X			

Trails in and near the City are highlighted in *The City of Cle Elum Parks and Recreation Plan* (page 13) adopted on February 13, 2018, ~~and included in the 2019 Cle Elum Comprehensive Plan.~~

F. Transportation Demand Management

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

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

ROADWAY CHARACTERISTICS

A. Functional Classification and Idealized Capacity

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

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local

streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

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

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

1. Interstate

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

2. Collector

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

3. Local

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

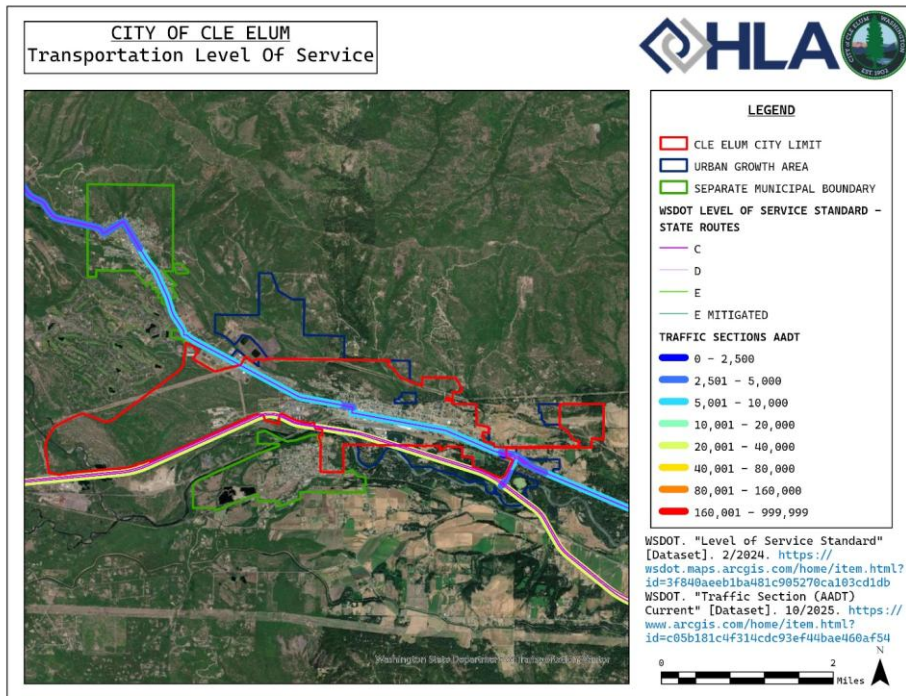
TABLE 4-2. FUNCTIONALLY CLASSIFIED ROADS WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Functional Class	Roadway Name	Start Location	End Location
Interstate	I-90	Near Exit 84	West of Exit 85
Major Collector	Bullfrog Road	I-90	SR 903
	SR 903	Bullfrog Road	East City Limits
	West 2 nd Street	North Oakes Avenue	North Pennsylvania Avenue
	North Pennsylvania Avenue	West 2 nd Street	West 1 st Street
	West 1 st Street	I-90 Off-ramp at Exit 84	North Oakes Avenue
	South Cle Elum Way	Madison Avenue	West 1 st Street
	Oakes/North Oakes Avenue	I-90 On-ramp at Exit 84	West 2 nd Street
Minor Collector	Airport Road	West City Limits	East City Limits
Local	All streets and roadways not listed above		

B. Level of Service

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

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



Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-83.

Levels of service can be calculated in several ways for each mode or culmination of modes of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the *Highway Capacity Manual* ~~2010~~2022.

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

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

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

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

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

Current multi-modal level of service impacts on state-owned transportation facilities are estimated to decrease the LOS by increasing ridership via connecting existing facilities and increasing their viability under the ADA. This decrease is estimated to have a negligible impact on the LOS due to the increased mobility associated with the increased connectivity of multi-modal transportation systems. Multi-modal LOS within the City of Selah is based on the qualitative aspects within the city’s control, further analysis shall be conducted to determine any quantitative impacts.

B. Multimodal Transportation

Multimodal Transportation is critical in providing adequate mobility for all people, necessary for achieving environmental justice as defined in RCW 36.70A.030. A qualitative multimodal level of service (MMLOS) standard shall be implemented to support the goals identified within the Transportation Element Plan, Capital Facilities Plan Element, and Financing Plan within the Capital Facilities Plan Element. Remedies for failure to meet current or projected demand include but are not limited to: improving existing facilities to comply with ADA standards, or implement level of traffic stress reducing features which impact the failure. Multimodal LOS only classifies transit routes and locally owned arterials, the City of Toppenish may further identify qualitative features to enhance mobility within city limits and UGA. Multimodal LOS indicates quality of flow measured by a scale of pedestrian, cyclist, rider, and driver satisfaction.

Assessment of the impacts of the transportation plan and land use assumptions on the transportation system of adjacent jurisdictions and within the City of Toppenish shall be conducted through intergovernmental coordination efforts. Intergovernmental coordination includes but is not limited to: demand management strategies, pedestrian and bicycle improvements for pedestrian and bicycle facilities and corridors, six-year plan for public transportation systems, and 10-year plan for multimodal transportation.

1. Pedestrian Pathways

Level of service metrics used for indicating pedestrian mode standards considers: the presence of sidewalks, landscape buffers, accessibility, safety at intersections, pedestrian comfort, and level of traffic stress.

2. Bicycle Pathways

Bicycle mode metrics and guidelines for level of service are largely based on rider experience, not the number of riders who use a facility. This is the emerging best practice for cities that intend to promote multimodal transportation options. Level of service metrics used for indicating bicycle mode standards include: the presence of bicycle corridors, buffers or protected bike lanes, bike lane markings, adjacent traffic speeds and/or volume, and level of traffic stress.

Commented [JE1]: Specific action recommended - Transportation Element c.

Commented [JE2R1]: (improvements, LTS reduction, other TDM)

Commented [JE3]: Transportation section L.

Table 4-3. Guideline to Achieve Intended Level of Service/Level of Traffic Stress

Speed Limit (MPH)	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
≤25	<3k	A	A	A	A	A	A
	3-7k	C	B	B	B	A	A
	≥7k	C	C	B	B	A	A
30	<15k	C	C	B	B	A	A
	15-25k	D	D	C	C	C	A
	≥25k	D	D	C	C	C	A
35	<25k	D	D	C	C	C	A
	≥25k	D	D	C	C	C	A
>35	Any	D	D	D	D	C	A

Table 4-4. Bicycle Facility Components at an Intersection

Bicycle LOS/LTS	Bike Signal	Street Crossing	Approach to Intersection	Approach to Intersection with Right Turn Lane
LOS A	Bike Signal	Green solid or skip-stripe	Green Bike Box	Curb Ramp to Wide Sidewalk, Dutch Intersection
LOS B	Bike Signal	Skip stripe	Bike Box	Green Bike Lane to Left of Turn Lane
LOS C	Green Cycle Period	Sharrow Lane Markings	Automatic Signal Actuation	Bike Lane to Left
LOS D	No specific design guideline for LTS/LOS D			
Trail or Mid-Block Crossing	Full signal or HAWK or RRFB	Green solid or skip-stripe	N/A	N/A

- *HAWK stands for High Intensity Activated CrossWalk beacon. A HAWK is a push-button activated signal that stops traffic to provide a protected pedestrian crossing at an otherwise unsignalized location.*
- *RRFB stands for Rectangular Rapidly Flashing Beacon. This beacon is actuated with a push button and the flashing lights advise drivers that a pedestrian intends to cross the street at the midblock location.*

3. Public Transit

Level of service metrics used for identifying public transit mode standards are based on qualitative aspects within the city's control and includes; accessibility, transit speed/frequency of stops, network routes, the presence of bicycle parking, weather protection at stop/station, paved bus door passenger zone, and passenger amenities.

Table 4-5. Bicycle Facility Components at an Intersection

Context/Component	Local Transit Stop	Primary Transit Stop	Frequent Transit Network Stop / RapidRide Stop
Weather Protection	Yes, Priority with 25+ daily boardings	Yes	Yes
Seating	Yes, Near pedestrian destination	Yes	Yes
Paved Bus Door Passenger Zone	Zone length 25–30ft	Zone length 40ft	Zone length 60ft
Wayfinding	Optional	Yes	Yes
Bicycle Parking	Optional	Yes	Yes

4. Commercial Vehicles / Trucks

Level of service standards for commercial vehicles / trucks is identified in Table 4-7.

5. High Occupancy Vehicles

Level of service standards for high occupancy vehicles is identified in Table 4-7.

6. Single Occupancy Vehicles

Level of service standards for single occupancy vehicles is identified in Table 4-7.

TABLE 4-6 MULTIMODAL LEVEL OF SERVICE CATEGORIES

<u>Level of Service</u>	<u>Description</u>	<u>Quality of Experience</u>
<u>A</u>	<u>Free-flow operation. Persons are completely unimpeded in their ability to maneuver within the traffic stream. The general level of comfort and convenience provided is excellent.</u>	<u>Excellent</u>
<u>B</u>	<u>Primarily free-flow operation. The ability to maneuver within the traffic stream is only slightly restricted. Delay at intersections is minimal. Quality of access or function is inferior relative LOS A.</u>	<u>Good</u>
<u>C</u>	<u>Stable flow. Speeds and maneuverability more restricted than LOS B. Longer queues at intersections is experienced. Quality of access or function is inferior relative to LOS B.</u>	<u>Fair</u>
<u>D</u>	<u>Less stable flow. Speeds and maneuverability considerably affected by small increases flow. Speeds nearing 40 – 50% of free-flow. Quality of access or function is inferior relative to LOS C.</u>	<u>Poor</u>
<u>E</u>	<u>Unstable operation, significant delay. Speeds approaching 30% of free-flow speed. Quality of access or function is inferior relative to LOS D.</u>	<u>Very Poor</u>

<u>Level of Service</u>	<u>Description</u>	<u>Quality of Experience</u>
E	Forced flow. Very low speeds, long delays and queues with stop-and-go traffic. Quality of function is inferior relative to LOS E or does not meet ADA accessibility standard.	Insufficient

TABLE 4-73 LEVEL OF SERVICE CATEGORIES

<u>Level of Service</u>	<u>Description</u>	<u>Volume/Capacity Ratio</u>
A	Free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.	Less than 0.60
B	Primarily free-flow operation. The ability to maneuver within the traffic stream is only slightly restricted. Delay at intersections is minimal.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability more restricted than LOS B because of higher volumes. Longer queues at intersections is experienced.	0.71 to 0.80
D	Less stable flow. Speeds and maneuverability considerably affected by small increases flow. Speeds nearing 40 – 50% of free-flow.	0.81 to 0.90
E	Unstable operation, significant delay. Speeds approaching 30% of free-flow speed.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

C. Traffic Volume History

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

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

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

WSDOT and the City have conducted traffic counts within the City of Cle Elum. WSDOT customarily performs traffic counts in the area every three to four years at designated locations. The City performed counts using QUADCO traffic counting equipment in the spring of 2018. Although Kittitas County performed counts on a rotating cycle, they only perform counts on rural roadways that are not in the City Limits or associated with the City UGA. ~~A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference.~~

Commented [JE4]: Will appendix B be included?

Table 4-4.8 reports the results of all gathered counts in or near Cle Elum's UGA and compares them to the idealized capacities used in the Kittitas County travel demand model for transportation system evaluation.

~~Figure 1, on the next page shows the existing transportation network with associated federal functional classifications in and adjacent to the City of Cle Elum.~~

FIGURE 4.12. STREETS AND ROADS IN AND NEAR CLE ELUM ON THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IN CLE ELUM

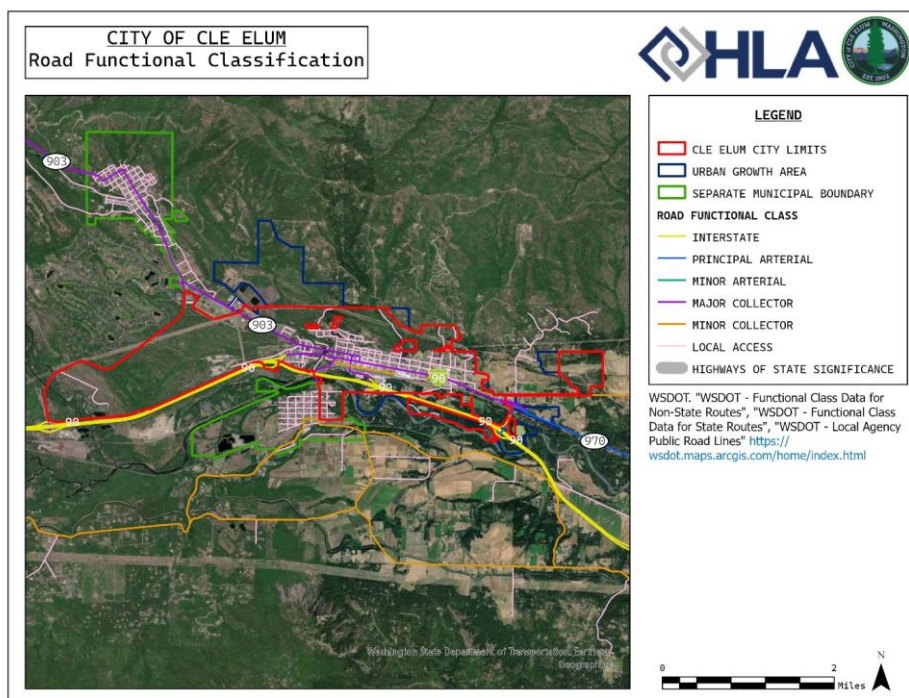


TABLE 4-4. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

TABLE 4-8. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

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

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2026) ¹	Peak Hour Volume (vph) ²	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service (LOS)
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	6,017	602	2,000	30%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	8,783	878	2,000	44%	A
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	4,942	494	2,000	25%	A
	SR 903 (Second Street)	W/O	Oakes Avenue	2	5,500	550	2,000	27%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	7,256	726	2,000	36%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	9,163	916	2,000	46%	A
	West First Street	E/O	North Pine Street	2	10,247	1,025	2,000	51%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	8,771	877	2,000	44%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	1,828	183	2,000	9%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	3,354	335	UNK	34%	A
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	3,235	323	UNK	16%	A
Local	Wright Avenue	S/O	Second Street	2	624	62	1,200	5%	A
	Second Street	W/O	Wright Avenue	2	2,994	299	1,200	25%	A
	N Columbia Avenue	N/O	Fourth Street	2	172	17	1,200	1%	A

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2026) ¹	Peak Hour Volume (vph) ²	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service (LOS)
Local	Pennsylvania Avenue	N/O	Third Street	2	81	8	1,200	1%	A
	Pennsylvania Avenue	S/O	Third Street	2	293	29	1,200	2%	A
	Third Street	W/O	Pennsylvania Avenue	2	593	59	1,200	5%	A

¹Calculated to 2026 using 2.5% growth rate.

²Estimated at 10% of AADT.

D. Freight and Goods Transportation System

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

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

TABLE 4-95. TRUCK ROUTE CLASSES BASED ON ANNUAL TONNAGE

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

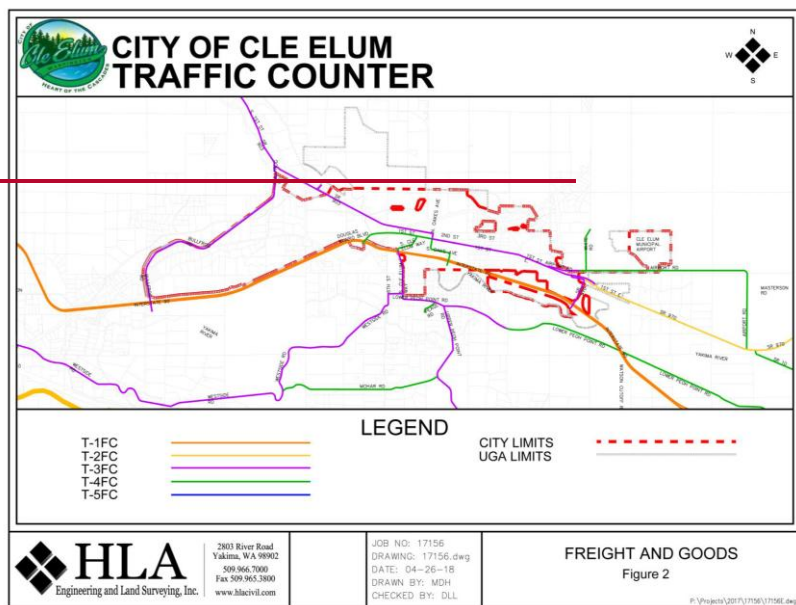
Table 4-6 lists the City of Cle Elum and UGA freight classified streets and roads and Figure 2, displays that information on the map.

TABLE 4-106. CITY OF CLE ELUM AND URBAN GROWTH AREA - FREIGHT AND GOODS TRANSPORTATION SYSTEM CLASSIFIED ROUTES

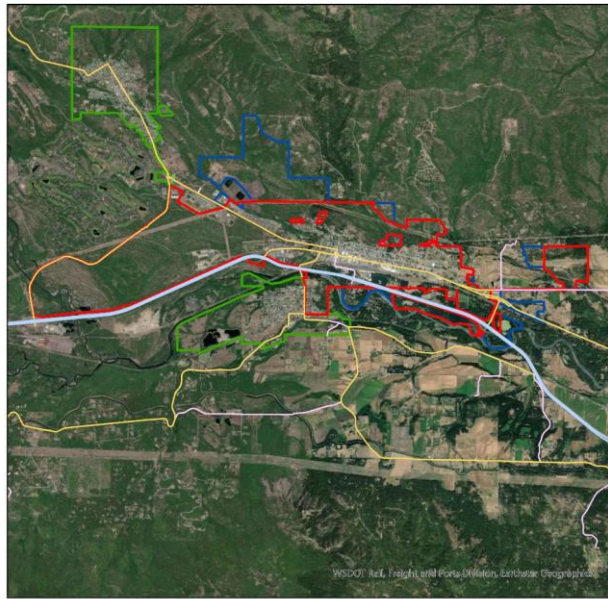
Route Name	Start Location	End Location	FGTS Class
I-90	West UGA Line	East UGA Line	T-1
Bullfrog Road	I-90	SR 903	T-3
SR 903	Bullfrog Road	East City Limits	T-3
South Cle Elum Way	Madison Street	Yakima River Bridge	T-3

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

FIGURE 23. FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) IN CLE ELUM AND NEAR CLE ELUM



CITY OF CLE ELUM
Freight and Goods Transportation System



- LEGEND**
- CLE ELUM CITY LIMITS
 - URBAN GROWTH AREA
 - SEPARATE MUNICIPAL BOUNDARY
 - FREIGHT AND GOODS TRANSPORTATION SYSTEM - TRUCK CORRIDORS**
 - T-1
 - T-3
 - T-4

WSDOT. "Freight Data Freight and Goods Transportation System - Truck Corridors" [Dataset]. 2/2024.
<https://wsdot.maps.arcgis.com/home/item.html?id=d4be40f45af247c29a4ee8841000b539>



TRAFFIC FORECASTS

A. Population and Demographic Projections

~~In March 2017~~April 2025, the Kittitas County Conference of Governments (COG) estimated ~~the 2015~~2020 population for the City of Cle Elum as ~~2,157~~1,875 persons. In the City of Cle Elum Population and Housing Allocation Periodic Update, 2020 census population estimated a population of 2,157 including unincorporated UGA and anticipated a 2046 population to be 3,005 including unincorporated UGA. ~~In its Kittitas County COG recommendation on employment projection and allocation – March 16, 2017, staff report, the Ellensburg Community Development Department forecasts a Cle Elum population of 3,683 persons by year 2037 and anticipates 2037 employment in the City to be 3,399~~

The ~~2010~~2020 Census indicated that ~~15.29~~9.9% of City's population was age 17 or younger. An additional ~~20.723~~4.4% were age 65 or older. ~~According to the 2012-2016 American Community Survey (ACS) 5-year estimates, 20.29~~8.8% of the City's individuals were considered below the poverty level. These populations are all particularly in need of transportation options in the City of Cle Elum.

~~B.~~ Land Use Patterns and Population Distribution

The area surrounding the Cle Elum UGA is expected to remain agricultural in nature over the 20-year forecast period. Within the UGA, additional annexations will gradually increase the size of the community. In the ~~April 15, 2025~~July 7, 2016, ~~DRAFT~~ Kittitas County Land Capacity Analysis report, assessment notes included for City of Cle Elum stated, "There is a significant surplus of capacity in the City of Cle Elum compared to all scenarios." for the following land use needs inside the UGA:

- Housing and Population Capacity (~~2015~~2025),
- Commercial and Mixed-use Developable Land Supply (~~2015~~2025),
- Industrial Developable Land Supply (~~2015~~2025), and
- Employment Capacity (~~2015~~2025).

The methodology to express whether there is a surplus or deficiency in the amount of vacant land in the City of Cle Elum to accommodate the land needs reported above is outlined in the ~~July 7~~April 15, 2016-~~2025~~ report. If future needs are consistent with the current level of need, the City has enough land to provide for the required 20 years of growth as required by the Growth Management Act Revised Code of Washington (RCW 36.70A.020).

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

C. Forecasted Traffic Volumes

Commented [JE5]: Supporting QUADCO documents referenced - not found

Traffic forecasts for major Kittitas County area roadways are provided as a result of the Countywide QUADCO Travel Demand Model set. The model set uses 2017 as the base year and includes a 2037 forecast to align with the Regional Transportation Plan. The volumes also assist jurisdictions in Kittitas County with their local comprehensive plan updates, most of which were completed in 2017.

The Countywide QUADCO Travel Demand Model set covers the metropolitan and regional planning areas and is administered by Kittitas County Planning Department through an agreement. The development of the model set was completed for the Kittitas County Comprehensive Plan. Travel forecasts predict growth in traffic volume based on anticipated regional changes in land use and employment patterns.

A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference. Forecasts were not spreadsheet formulated for the county roads included in the County Road Log.

During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

In this way, not only will the City be sharing traffic count observations and refined land use assumptions that can assist Kittitas County to refine their model, the City of Cle Elum future forecast volumes from the regional travel demand model will provide the City better planning information for the City.

To provide an estimation of future traffic demand, observed traffic counts have been compounded annually with a 2.5% flat rate growth and then further enhanced with trip

generation of planned development in locations. Table 4-~~7~~11 reflects estimated volumes for ~~2020, 2030, and 2040~~through 2046. ~~timeframes on the roadway segments previously identified.~~

**TABLE 4-7.11. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA ~~(2.5% ANNUAL GROWTH RATE)~~
BEFORE TIP AND COMPREHENSIVE PLAN PROJECTS**

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

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

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,574 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
	SR 903	W/O	SR 903 Wye at west	4,818	5,451	7,525	10,180

Major Collector			end of White Road Interchange Access	(2015)			
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188
continued							

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peech Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N-Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423

	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829
--	--------------	-----	---------------------	---------------	-----	-----	-----

No color in the cell = estimated to be LOS A

Yellow colored cell = estimated to be LOS B

Orange colored cell = estimated to be LOS C

Pink colored cell = estimated to be LOS D

Red colored cell = estimated to be LOS E

GreyBlack colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model. All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual (HCM) 2022~~10~~. More in-depth analysis as described in the HCM 2022~~10~~ may show results that are different than the simple volume/capacity screening tool used in tables 4-~~4~~8 and 4-~~11~~7. In the event of differences, the more in-depth analysis indication of LOS should be used.

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

~~Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update.~~ Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

A. Roadway Deficiencies and Future Needs

The City of Cle Elum's roadway needs in the past have been mainly centered around maintenance, safety, and design concerns rather than capacity problems. Some roadways in Cle Elum are experiencing heavy traffic volumes. Most forecasted volumes show the future needs are accommodated in the "No-Build ~~2040~~2046" scenario, however, once anticipated additional trips are added due to planned developments, LOS standards are not maintained, and travel demand strategies become increasingly important in order to maintain or reestablish the LOS within the community's desired standard.

If improvements are not completed in the core of Cle Elum, and if development is allowed to occur at the pace currently anticipated, LOS results in Table 4-7 show the roadway system in Cle Elum ~~will fail~~ is estimated at LOS C at one location by 2040. The notes below Table 4-7 acknowledge the limitations of the simple LOS analysis performed for the Comprehensive Plan. Further analysis is recommended since LOS B and below statuses are forecasted.

~~In February 2019, the City shared the land use assumptions and anticipated development projects with Kittitas County planners, so a model run can be performed with the Regional Travel Demand Model during their next model update with the City's revisions. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If model results confirm forecasted 2030 and 2040 volumes exceed the anticipated capacities at any City-owned location in Table 4-7, the next analysis step is to perform traffic impact analyses for the planned developments suspected as contributing to adverse impacts on the City's transportation system. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.~~

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

transportation. The land use and transportation elements in the Comprehensive Plan are required to be consistent.

In 2017 and 2018, Cle Elum received financial assistance and recognition of their efforts regarding the first two phases of the Downtown Revitalization project and pre-construction funding for the design of the third phase. The City received federal, state, and Kittitas County transportation and infrastructure funding to improve stormwater facilities, roadway improvements, and sidewalk improvements, all of which are directly related to improving the transportation system. The improvements make coordinated and strategic strides toward bringing the transportation system closer to a state of good repair between Billings Avenue at the western limit of the project and Peoh Avenue at the eastern limit of the project.

One limitation of hand calculating the Level of Service (LOS) is the inability to equalize dispersion over multiple nearby locations. The City of Cle Elum has initiated the development of an update to Kittitas County's regional travel demand model as a method for evaluating the City's transportation system. Although hand calculations for volume/capacity ratio evaluation are appropriate for screening purposes, the results in Table 4-7 show that more detailed evaluation will be necessary before 2030. A travel demand model places trips onto the City's street network and allows trips to alter routes until every trip creates the best route. In a travel demand model trips disperse this way in minutes. The City will cooperate with Kittitas County to insert land use assumptions and future projects for travel demand model updates.

The screening analysis shows that without consideration of planned improvements, potential future capacity issues occur (LOS D or worse) in 2040 at: I-90 eastbound on-ramp from Bullfrog Road at Exit 80, SR 903 east of Yakima Avenue, and West First Street east of North Pine Street. To lesser degrees, I-90 east of SR 970 / White Road Interchange, I-90 westbound onramp from West First Street at Exit 84, and SR 903 west of Stafford Avenue / South Cle Elum Way show LOS B results. Before costly engineering evaluation of these possible deficiencies, the City will coordinate with Kittitas County to use the regional travel demand model to validate the screening results. If the results validate the capacity issues, the City will assess the cause of the capacity issues and whether the planned developments need to be reevaluated because of unanticipated impacts.

The Downtown Revitalization project incorporates improvements between Billings Avenue at the western limit of the project and Peoh Avenue. The Stafford Avenue/South Cle Elum Way/First Street Intersection and the Yakima Avenue/SR 903 Intersection are not included in the Downtown Revitalization project. If the Kittitas County model confirms deficiencies

at both the Yakima Avenue and Stafford Avenue locations, the City will need to identify appropriate solutions for the types of deficiencies identified by the travel demand model.

In 2019, the City began planning improvements to the north/south avenues along the First Street Corridor. Oakes Avenue south of SR 903 (First Street) has been identified as the first priority of the avenues and the planned project may be added to the City's Six-year TIP as early as next year with a planned status.

Major improvements are still required to transition the City's previous State I Highway legacy main street corridor, First Street, into an economically vibrant, walkable, and properly sized corridor for this small community. One of the most challenging major improvements is the reconstruction of First Street starting with removal of the pre-1970's era concrete roadway underlying the asphalt. Though the most cost-prohibitive element, removal of the concrete allows the City to complete stormwater, utility, sidewalk, and roadway improvements with appropriate materials and at the scale the City can consider sustainable.

Table 4-8-12 is a summary of the projects from Cle Elum's 2019-2027-2032-2024 Six-year Transportation Improvement Program (Six-year TIP). Analysis of capability to fund projects identified within the six-year TIP is present within Table 4-12. Any entry that is displayed as light gray is not fully funded and requires additional funding to move into an active status.

Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

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

Between 2016 and 2018, Washington State Department of Transportation (WSDOT) drafted Corridor Sketches to identify performance gaps and select high-level strategies to address them on 304 corridors statewide. Five corridors were identified in and near Cle Elum during the initial Corridor Sketch evaluation period and include:

- I-90: Twin Falls (North Bend Vicinity) to I-82 Jct (Ellensburg)
- SR 970: I-90 Jct (Cle Elum) to US 97 Jct
- SR 903: SR 970 Jct (Cle Elum) to Bullfrog Road
- SR 903: Bullfrog Road to Forestry Boundary (adjacent and west of the City)

Commented [JE6]: Six-year TIP table number.

- ~~SR 10: SR 970 Jct (Teanaway Jct) to US 97 Jct (adjacent and east of the City)~~

~~In each corridor sketch, WSDOT identified the current and future function and performance including what works well and what needs to change. Most notably for the three corridors directly in contact with Cle Elum, WSDOT identified the following needs:~~

- ~~Survey pavement conditions (~90% incomplete on at least one corridor at this time);~~
- ~~Retrofit Fish Barriers (WSDOT has prioritized removal of state-owned culverts blocking habitat for salmon and steelhead;~~
- ~~Preserve 65 bridges on the I-90 corridor above;~~
- ~~Address the lack of parking during extreme weather road closures (especially on I-90);~~
- ~~Determine the status and clean up to eight contaminated sites (mostly old gasoline stations or industrial sites) and six leaking underground storage tanks;~~

Non-motorized Pathways Deficiencies and Future Needs

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

Public Transit Deficiencies and Future Needs

~~In late 2017 and early 2018, QUADCO's coalition held a number of Mobility Summit meetings throughout the four-county region of Kittitas, Grant, Lincoln and Adams. The group was reviewing the previous Human Services Transportation Plan (HSTP), gathering unmet needs, consolidating information on current services, and identifying improvements to include in the HSTP update. Although the effort is not fully championed nor vetted through any one agency or coalition for implementation, the concept of a public transit loop was prioritized connecting the communities of Ellensburg, Cle Elum, Roslyn, and~~

~~Ronald. Continued cooperation and funding are necessary to prepare a feasibility study for this proposed public transportation service.~~

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 20~~26~~¹⁹-20~~31~~²⁴ TIP adopted on June 24~~January 7~~, 20~~25~~¹⁹. The County's 20~~19~~²⁰²⁶-20~~31~~²⁴ TIP is available at <https://www.co.kittitas.wa.us/public-works/construction/default.aspx>. To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation Improvement Program at <http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

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

The Transportation Element adopts the Cle Elum Self-Evaluation phase of the ADA Transition Plan by reference. A full inventory of city ADA-facilities for the Self-Evaluation was completed in 20~~23~~²⁴. The final Transition Plan to identify schedules and project lists ~~has not been complete~~ was adopted by Council on March 24, 2026. Cle Elum will seek funding to complete the Transition Plan in the future, consistent with ADA requirements.

TABLE 4-812. SUMMARY OF CLE ELUM'S 2019-2026-2024-2031 TRANSPORTATION IMPROVEMENT PROGRAM

Priority Number	Project Title	Improvements Needed	Start Year	Length (miles)	Federal Funds	State Funds	Local Funds	Estimated Cost	Funding Source
1	<u>First Street Downtown Revitalization</u>	<u>Full depth reclamation, curb and gutter, sidewalk, storm drainage, pavement markings, and ADA curb ramps. Improvements will preserve First Street downtown revitalization. From Pennsylvania Avenue to Harris Avenue, improvements only include curb and sidewalks on north side.</u>	<u>2027</u>	<u>0.4</u>	<u>1,275,000</u>		<u>198,988</u>	<u>1,473,988</u>	<u>DEMO</u>
2	<u>Stafford Avenue Sidewalk</u>	<u>Project will construct sidewalk on the east and west sides of Stafford Avenue.</u>	<u>2027</u>	<u>0.05</u>	<u>161,470</u>			<u>161,470</u>	<u>TA(R)</u>
3	<u>Chipseal, local access streets</u>	<u>Chipseal and sweep several locations</u>	<u>2027</u>	<u>10.82</u>			<u>540,000</u>	<u>540,000</u>	<u>Local</u>
4	<u>Freight Vehicle Parking Feasibility Study</u>	<u>Prepare feasibility study for freight truck parking.</u>	<u>2027</u>	<u>--</u>		<u>229,000</u>		<u>229,000</u>	<u>Freight Mobility</u>
5	<u>Citywide Active Transportation Connector</u>	<u>Second Street – Wright Avenue to Montgomery Avenue. Multi use pedestrian pathway.</u>	<u>2027</u>	<u>0.3</u>	<u>1,100.00</u>				<u>Discretionary</u>
6	<u>Hartwig Boulevard and Stafford Avenue Sidewalk</u>	<u>Stafford Avenue/Hartwig Boulevard. Yakima River Bridge to Reed Street. Construct new sidewalk on sections of the west and east side of the roadway.</u>	<u>2027</u>	<u>0.5</u>		<u>762,220</u>			<u>SRTS</u>
7	<u>Pine Street and First Street intersection Improvements</u>	<u>Construct a roundabout at the intersection of Pine Street and First Street</u>	<u>2027</u>	<u>--</u>		<u>1,386,100</u>	<u>221,900</u>	<u>1,608,000</u>	<u>Freight Mobility</u>
8	<u>Ranger Station Road and Miller Avenue and</u>	<u>Improvements include restricting left-turns on Ranger Station Road at the intersection of Ranger Station Road</u>	<u>2027</u>	<u>--</u>	<u>878,000</u>			<u>878,000</u>	<u>HSIP</u>

	<u>Second Street Intersection Improvements</u>	<u>and Miller Avenue and Second Street.</u>							
<u>9</u>	<u>Pine Street and Second Street Roundabout</u>	<u>Construction of a roundabout at the intersection of Pine Street and Second Street.</u>	<u>2027</u>	<u>--</u>	<u>947,000</u>			<u>947,000</u>	<u>HSIP</u>
<u>10</u>	<u>Chipseal, major street locations; 4-year cycles</u>	<u>Chipseal and sweep several locations</u>	<u>2028</u>	<u>5.3</u>			<u>286,100</u>	<u>286,100</u>	<u>Local</u>
<u>11</u>	<u>Second Street Resurfacing</u>	<u>Reed Street to Pennsylvania Ave. 2-inch grind and overlay.</u>	<u>2028</u>	<u>0.09</u>	<u>450,000</u>			<u>450,000</u>	<u>STBG</u>
<u>12</u>	<u>Second Street Resurfacing</u>	<u>Pennsylvania Ave to Short Ave</u>	<u>2028</u>	<u>1.06</u>		<u>1,045.00</u>	<u>55,000</u>	<u>1,100,000</u>	<u>TIB</u>
<u>13</u>	<u>Roslyn CR-W First Street Bridge Replacement</u>	<u>Stafford Avenue to End of Bridge. Full replacement of the First Street Bridge over Crystal (Roslyn) Creek including two vehicular travel lanes, sidewalks on both sides, and single-slope concrete barriers to improve safety and ADA accessibility.</u>	<u>2028</u>	<u>0.010</u>	<u>3,309,900</u>			<u>3,309,900</u>	<u>FBP</u>
<u>14</u>	<u>Railroad Street Truck Route Extension</u>	<u>Railroad Street – Peoh Avenue to Columbia Avenue. Construct roadway extension for truck route including roadside swales.</u>	<u>2028</u>	<u>0.48</u>			<u>1,855,400</u>	<u>1,855,400</u>	<u>Local</u>
<u>15</u>	<u>Second Street Pathway – Phase 3</u>	<u>Second Street – Montgomery Avenue to Short Avenue. Multi use pedestrian pathway.</u>	<u>2029</u>	<u>0.59</u>	<u>1,500,000</u>			<u>1,500,000</u>	<u>Discretionary</u>
<u>16</u>	<u>Third Street Reconstruction</u>	<u>Third Street – Stafford Avenue to Short Avenue. Full depth reclamation of the roadway.</u>	<u>2031</u>	<u>1.35</u>		<u>3,851,000</u>		<u>3,851,000</u>	<u>TIB</u>

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
------------------------	----------------------	---------------	-------------------------	-----------------------	-------------------	----------------------------	-----------------------	-----------------------

1	First Street Improvements Phase 2— Stormwater Improvements	First Street— Billings Avenue to Peoh Avenue	07	0.510	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	\$910,000	CDBG and STP(R)
2	First Street Improvements Phase 3— Downtown Revitalization	First Street— Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	\$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/ 2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	\$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	\$4,100— \$62,800 for each priority project	REET
5	SR-903 and Stafford Street Sidewalk Improvements	SR903— Stafford Street Intersection	07	0.630	2019/ 2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	\$581,500	SRTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	\$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
41	Railroad Avenue Rehabilitation	Railroad Avenue—Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	\$400,000	TIB
42	North Floral Avenue Rehabilitation	North Floral Avenue—East First Street to East Fourth Street	Local	0.210	2020	Construct cement treated base and HMA overlay.	\$400,000	TIB
46	2 nd Street Pathway—Phase 1	2 nd Street—Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	\$280,000	TIB
47	2 nd Street Pathway—phase 2	2 nd Street—Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	\$313,000	TIB
48	Columbia Avenue Extension	Columbia Avenue—1 st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	\$927,000	TIB
24	South Cle Elum Way Pathway	South Cle Elum Way—Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	\$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street—South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	\$400,000	TIB

RECOMMENDATIONS

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

County's Travel Demand Model could further refine the scope of intersection-level analysis needed long before the anticipated 2030 and ~~2040~~ 2046 deficiencies identified in Table 4-117.

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

FINANCING

A. State and Federal Funding Sources

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is \$0.554~~494~~ cents per gallon (2026~~2016~~). The collected tax is distributed in accordance with RCW 46.68.090.

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

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

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

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

- Surface Transportation Block Grant (STBG), ~~and~~
- Surface Transportation Block Grant Set-aside (STBG Set-aside), and
- Congestion Mitigation and Air Quality (CMAQ) funds.

QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

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

B. Local Funding Sources

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

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

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

C. Local Improvement District

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

D. Real Estate Excise Tax

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

E. Kittitas County Distressed County Sales and Use Tax

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

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

F. Finance Plan

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

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

~~OBJECTIVES AND~~GOALS AND POLICIES

This section presents the transportation ~~goal~~objective and policies for the City of Cle Elum. These objectives and policies are consistent with the Revised Code of Washington

(RCW), Kittitas County-wide Planning Policy (CWPP), the Kittitas County Comprehensive Plan (KC Comp Plan), and the Regional Transportation Plan (RTP.)

General

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

Policy:

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

T - 1.2 ~~Policy T-1.2~~ Transportation improvements should support land use plans.

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

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

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

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

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

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

Street Network

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

Policy:

T - 92.1 Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

T - 2.2 ~~Policy T-102-2~~ Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

T - 2.3 ~~Policy T-11-2-3~~ Street and alley vacations should be supported when:

- The right of way to be vacated is not needed for future public use;
- The right of way to be vacated is not needed for the interconnection of the roadway system;
- The adjoining property owners have demonstrated a need for the vacation; and
- The resulting configuration of the street and/or alley, conforms with adopted City plans, ordinances, and development regulations.

T - 2.4 ~~Policy T-12-2-4~~ Street vacations should only be supported in Downtown and in neighborhoods that have been developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.

T - 2.5 ~~Policy T-13-2-5~~ Street standards should be based on functional classification and land use objectives.

T - 2.6 ~~Policy T-14-2-6~~ Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT) respectively.

T - 2.7 ~~Policy T-15-2-7~~ Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

T - 2.8 ~~Policy T-16-2-8~~ Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

T - 2.9 ~~Policy T-17-2-9~~ Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.

T - 2.10 ~~Policy T-18-2-10~~ Access management of Cle Elum's local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.

T - 2.11~~Policy T-192-11~~ Continue the traditional grid pattern of streets within the City; cul-de-sacs and other forms of dead-end streets are not encouraged except where they are required by topography or property configuration.

T - 2.12~~Policy T-202-12~~ Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as the Downtown retail core with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.

Level of Service

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

Policy:

~~T - 3.1~~~~Policy T-213-1~~ The City shall produce a financially feasible plan in the Capital Improvements section in each Element demonstrating its ability to achieve and maintain adopted levels of service.

T - 3.2~~Policy T-223-2~~ The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.

T - 3.3~~Policy T-233-3~~ New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

T - 3.4~~Policy T-243-4~~ At a minimum, the developer or landowner's proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control, and road and signage improvements.

T - 3.5~~Policy T-253-5~~ Develop strategies to maintain multimodal levels of service standards for all locally owned arterials, and regionally operated transit routes that serve urban areas.

Non-motorized Transportation

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

Policy:

- ~~T - 4.1~~ ~~T-2654.1~~** Pedestrian and bicycle traffic should be accommodated within all areas of the City.
- ~~T - 4.2~~ ~~Policy T-2764.2~~** Pedestrian and bicycle movement across arterial intersections should be enhanced.
- ~~T - 4.3~~ ~~Policy T-2874.3~~** Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.
- ~~T - 4.4~~ ~~Policy T-2984.4~~** Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.
- ~~PT - 4.5~~ ~~Policy T-30294.5~~** Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.
- ~~T - 4.6~~ ~~Policy T-3104.6~~** New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.
- ~~T - 4.7~~ ~~Policy T-3214.7~~** Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.
- ~~T - 4.8~~ ~~Policy T-3324.8~~** Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.
- ~~T - 4.9~~ ~~Policy T-3434.9~~** Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.
- ~~T - 4.10~~ ~~Policy T-3544.10~~** Adequate separation between non-motorized traffic should be provided to ensure safety.
- ~~T - 4.11~~ ~~Policy T-3654.11~~** Appropriate mitigation measures should be taken to address the impacts to the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

- T - 4.12** ~~Policy T-3764.12~~ Encourage security, maintenance, and cleanliness of pedestrian facilities.
- T - 4.13** ~~Policy T-3874.13~~ Coordinate with WSDOT, TIB the Cle Elum Main Street program, the Historic Preservation Commission, and other interested parties to implement the vision defined in the Downtown Revitalization Plan.
- T - 4.14** ~~Policy T-3984.14~~ Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.
- T - 4.15** ~~Policy T-40394.15~~ Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.
- T - 4.16** ~~Policy T-4104.16~~ Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.
- T - 4.17** ~~Policy T-4214.17~~ Whenever practicable require that storm drains, utility boxes and other similar infrastructure on or near road shoulders be located outside of these travel ways. When not practicable, these improvements shall be flush with travel surface to create a viable pedestrian/bicycle travel lane.
- T - 4.18** ~~Policy T-4324.18~~ Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.
- T - 4.19** ~~Policy T-444.19~~ Support a multimodal transportation network that connects community designations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places.
- T - 4.20** ~~Policy T-454.20~~ Develop a multimodal access plan for proposed and future high-capacity transit stations that serve or are near to downtown.

Transportation Demand Management / Commute Trip Reduction

~~**Objective Goal T-5:**~~ *Provide a transportation system network that works hand-in-hand with existing and planned land uses, supports economic and social needs, but retains the character and wildlife that residents cherish. (CWPP 5.5.2; KC Comp Plan T-G2)* ~~*Encourage the development and use of alternatives to single occupancy vehicles (CWPP 4.6; KC Comp Plan GPO 4.2.)*~~

Policy:

T - 5.1 ~~T-4625.1~~ Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and multimodal non-motorized transportation ~~mode~~ goals.

T - 5.2 ~~Policy T-4735.2~~ Transportation demand management (TDM) measures should be implemented to reduce the need for motorized or physical travel altogether where possible by providing more viable alternatives through a greater variety of choices. ~~at residential and retail developments, as well as at the workplace.~~

T - 5.3 ~~Policy T-485.3~~ No denial of development proposal for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the adopted standard where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

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

Policy:

T - 6.1 ~~T-4946.1~~ Site design and layout for all types of development should incorporate TDM measures such as convenient and direct pedestrian access to and from residential and commercial developments and non-motorized transportation facilities, including sidewalks, paths, and trails.

T - 6.2 ~~Policy T-4506.2~~ Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

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

Policy:

T - 7.1 ~~T-51467.1~~ Recognize that there are certain impacts to the community associated with the operation of the Cle Elum Municipal Airport, such as noise generation, but recognize that these impacts have historically been

accepted by the community in exchange for the economic benefits and the civic prestige associated with a functioning Municipal Airport.

T - 7.2 ~~Policy T-52477-2~~ Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

T - 7.3 ~~Policy T-53487-3~~ Lease/Use airport property for aviation related uses that create jobs, expand the City's tax base and promote the primary aviation functions of the airport.

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

T - 8.1 ~~Policy T-5449~~ Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

T - 8.2 ~~Policy T-550~~ Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

T - 8.3 ~~Policy T-561~~ Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

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

Policy:

T - 9.1 ~~T-572~~ Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to minimize wear on pavement surfaces not constructed to accommodate truck traffic.

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

T - 10.1 ~~Policy T-583~~ Transportation facilities should be designed to complement (and not preclude) railroads.

T - 10.2 ~~Policy T-594~~ Strategies to mitigate and plan for future rail freight service should be supported.

T - 10.3 ~~Policy T-6055~~ Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.

PT - 10.4 ~~Policy T-6156~~ Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.

T - 10.5 ~~Policy T-6257~~ Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

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

Policy:

T - 11.1 ~~T-6358~~ To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.

T - 11.2 ~~Policy T-6459~~ Coordinate equitable public/private partnerships to help pay for transportation improvements.

T - 11.3 ~~Policy T-650~~ Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

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

Policy:

T - 12.1 ~~T-661~~ Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements. This could include establishing joint and/or coordinated transportation mitigation systems with other jurisdictions.

T - 12.2 ~~Policy T-672~~ Create a funding mechanism and/or strategy that can be applied across boundaries to address the enormous impact of growth in Kittitas County that has a direct impact on Cle Elum's transportation system.

Intergovernmental Coordination

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

Policy:

~~T - 13.1~~ ~~683~~ A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.

Appendix A:

County-wide Planning Policies (CWPP) – Kittitas County

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

- Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State’s Growth Management Act that is responsive to the community.
- Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.
- Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).
- Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.
- Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.
- Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.
- Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low income population needs.

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

City of Cle Elum Periodic Update – Survey

Background – Cle Elum is in the process of updating its Comprehensive Plan, Development Regulations, and Critical Areas Ordinance, in accordance with the Washington State Growth Management Act. The Comprehensive Plan (Plan) is a document that guides the City of Cle Elum for the next 20-years. The Plan provides goals, policies, and the City's Vision for wide-ranging topics such as Land Use, Housing, Transportation, Capital Facilities, Utilities, and Parks and Recreation. Development Regulations and the Critical Areas Ordinance are being updated to reflect several recent changes in State Law. The primary changes required by the state are related to Housing and the implementation of Best Available Science.

Part 1: Community Involvement

1. Do you attend or participate in any of the following community events in Cle Elum?

Select all that apply:

- Community Events (Pioneer Days, Boo Elum, Christmas in Cle Elum, Cle Elum Car Show, Cle Elum Ladies Night Out, National Night Out-CEPD at City Park, Cle Elum Roundup, Cle Elum Cleanup Day, Heritage Club Croatian Picnic, Local Bar Live Music and or Trivia/Bingo Nights)
 - Organized sports
 - Hobby or club groups (UKC Senior Center, UKC Basketball Club, UKC Woodcarving Club, Cle Elum Eagles, Roslyn Ronald Cle Elum Heritage Club),
 - Volunteer groups (Upper Kittitas County Rotary, Cle Elum Downtown Association, Hopesource, Cle Elum Eagles)
 - Church groups (Easter Egg Hunts, Outdoor Church Services)
 - School Board
 - Attend a city Council or Committee meeting
 - I participate in community events outside of Cle Elum
 - None
2. On average, how many hours do you spend each month attending or participating in the above-listed events?
 - More than 10 hours per month
 - Between 5-10 hours per month
 - Between 1 and 5 hours per month
 - Less than 1 hour per month
 - none

3. How do you rate your overall connection and involvement with the Cle Elum Community?
 - Very connected
 - Somewhat connected
 - Not very connected
 - Not at all connected
4. Have you participated in a survey conducted by the City of Cle Elum before?
 - Yes
 - No
5. What are your preferred ways to receive information about what is happening in the City of Cle Elum? Select all that apply:
 - Text
 - Email
 - Phone call
 - Flyers posted with QR code
 - City Website
 - Social Media
 - Announcements at City Council
 - I do not wish to receive information
 - Other
6. Where do you live?
 - Cle Elum
 - Unincorporated Kittitas County
 - Ronald
 - Roslyn
 - South Cle Elum
 - I choose not to answer

Part 2: Periodic Update

7. Please select all topics that you are interested in:
 - Land Use
 - Housing
 - Transportation
 - Parks and Recreation
 - Capital Facilities
 - Utilities
 - The Natural Environment

- Economic Development

8. Please rank the following strategies:

- Balancing growth and housing needs with the protection of the natural environment
- Regulating development to maintain a consistent community character
- Preserving, enhancing, and expanding parks and recreation facilities and public open space
- City-wide strategies for accommodating population growth
- Increasing areas for public art and cultural programs
- Allowing a variety of housing types
- Providing more connectivity throughout the city (sidewalks, pathways, bike lanes, etc.)
- More opportunities for public transportation
- Policies and projects designed to minimize traffic congestion
- Providing more opportunities for businesses and economic development

9. Out of the following list, what should be Cle Elum's top two priorities?

- Housing Options
- Housing Affordability
- Multimodal Transportation Improvements
- Economic Development
- Parks and Open Space
- Public Safety

10. WA State is requiring Cle Elum to plan for 380 new housing units by the year 2046 – what types of amenities should new housing be located near?

- Schools
- Parks
- Existing housing
- Shopping Areas
- Multimodal transportation (pathway, sidewalk, bike lane, etc.)
- Other

11. Do you believe there are enough rental housing options available in Cle Elum for people with a range of incomes and family sizes?

- Yes

- No
- Why (free form response)

12. Do you believe there are enough housing options for ownership available in Cle Elum for people with a range of incomes and family sizes?

- Yes
- No
- Why (free form response)

13. Within those 380 new housing units, WA State is also requiring that housing be made available across all income levels. In addition to single family and duplex housing, what types of housing choices should the City of Cle Elum consider?

- Triplexes
- Fourplexes
- Accessory Dwelling Units
- Townhouses
- Cottage Housing
- Apartments
- Mixed Use (Commercial and Residential)
- Smaller lot sizes for new residential lots
- Other

14. When you choose a place to live, several factors are considered. Please rank the following from most to least important:

- High level of diversity among neighbors
- Close to family/friends
- Walkability
- Access to services – shopping, medical, library, etc.
- Access to trails and parks
- Accessibly for mobility
- Monthly mortgage/rent payments
- Larger sized home
- Smaller sized home
- Larger lot/yard
- Smaller lot/yard
- On-site parking for vehicles
- On-site parking for accessories (boat, rv, etc.)

- Physical condition of the home and neighborhood
- Close to work
- Close to school
- Neighborhood safety

15. What land use types would you like to see more of in Cle Elum? Select all that apply.

- Small-scale retail and service (coffee shop, corner market, restaurant, small business).
- Larger-scale retail (grocery store, banking, drive-through uses)
- Personal services (hair salon, childcare, offices)
- Civic uses (schools, churches, government buildings)
- Industrial
- Business/research facilities
- None
- Other (please specify)

16. What kinds of industry / commerce options would you like to see (or see more of) in Cle Elum? Select all that apply

- Healthcare and social services
- Manufacturing – food and beverage
- Manufacturing – other
- Retail Trade
- Finance, Insurance, and Real Estate
- Education
- Information Technology
- Other (please specify)

17. How can the City of Cle Elum provide more opportunities for new development (residential, commercial, industrial)?

(Free-form response box)

18. If you would like to be informed about future meetings regarding the Periodic Update, please include your email address.

(Free-form response box)

City of Cle Elum - Periodic Update Open House

Cle Elum is in the process of updating its Comprehensive Plan, Development Regulations, and Critical Areas Ordinance, in accordance with the Washington State Growth Management Act. The Comprehensive Plan (Plan) is a document that guides the City of Cle Elum for the next 20-years. The Plan provides goals, policies, and the City's Vision for wide-ranging topics such as Land Use, Housing, Transportation, Capital Facilities, Utilities, Climate, and Parks and Recreation. Development Regulations and the Critical Areas Ordinance are being updated to reflect several recent changes in State Law. The primary changes required by the state are related to Housing and the implementation of Best Available Science.

AUGUST 20, 2026

5:00PM – 6:00PM

CITY HALL

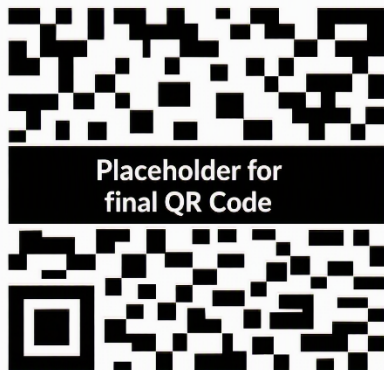
119 W FIRST ST

Learn more about the project at <https://cleelum.gov/city-services/planning/comprehensive-plan-update/>. The City of Cle Elum is holding an open house meeting for the public to learn more about the Periodic Update requirements and process.

Who should attend? This is an open-house meeting, and all are welcome.

Take the Survey!

Cle Elum has developed a survey for the 2026 Periodic Update. Please use the QR code to take the survey online.



The WA Department of Commerce climate planning grant is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.

