

## **V. THE TRANSPORTATION/CIRCULATION ELEMENT**

### **A. GOALS, CLASSIFICATION AND STANDARDS**

The Transportation/Circulation element includes proposals relating to future standards and location of important intersections along US 97 and SR 20, new or improved local major and minor collectors, and local access streets, and new and improved pedestrian and non-motorized access in and surrounding the community. As the use of the City's transportation infrastructure is directly related to the present and future use of land within and around Tonasket, the street and pedestrian plans should be directly related to the plan for future land use and public facilities in the community.

#### **1. TRANSPORTATION/CIRCULATION GOALS**

- ( Provide a circulation and transportation system that is safe, accessible, efficient and economical.
- ( Link various land uses with respect to their diverse needs.
- ( Ensure dedication of adequate public access to avoid conflict associated with private easements.
- ( Promote pedestrian and non-motorized vehicle travel within the community in order to reduce traffic congestion as well as air and noise pollution.
- ( Adopt standards for classification of streets and roads consistent with Federal, State and County systems.
- ( Adopt standards for classification for non-motorized access in the community and UGA.

#### **2. RECOMMENDED CLASSIFICATION AND DESIGN STANDARDS FOR CITY STREETS – MOTORIZED TRANSPORTATION**

The Federal, State and County governments use five “functional classifications” for roadways, and in the interest of maintaining consistency, Tonasket is adopting these categories in addition to its own categories of local major and local minor collectors to describe the vehicular transportation system. Where appropriate, roadways should be considered for reclassification in order to ensure consistency between this plan and other city, county, regional, or state transportation plans. The seven functional classifications, as they apply to Tonasket, are:

- B** Principal Arterial (Rural Interstate - 02) - Streets and highways which contain the greatest portion of through or long-distance travel. Such facilities serve the high-

- volume travel corridors that connect the major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. Generally major arterials include high traffic volume streets. In the Tonasket Area, US Highway 97 is classified as a Principal Arterial.
- B** Minor Arterial (Rural Minor - 08) - Streets and highways which connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor. In the Tonasket Area, SR 20 is classified as a Minor Arterial.
- B** Major Collector (Rural Major Collector - 07) - These routes should provide service to the county seat if not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent inter-county importance, such as consolidated schools, shipping points, county parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Major collectors in the Tonasket Area include, County Road 7, Fourth Street from US 97 to County Road 7, Western Avenue, Sixth Street West from US 97 to Western Avenue, Pine Creek Road and the Havillah Road.
- B** Minor Collector (Rural Minor Collector) - These routes should be spaced at intervals, consistent with population density, collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. In addition, these routes should provide service to the remaining smaller communities, and link the locally important traffic generators with their rural hinterland. There are no Minor Collectors in the Tonasket Area at the present time.
- B** Local Major Collector - These routes should provide service from higher classified roads and to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Local Major collectors in the Tonasket Area include Fourth Street East from US 97 to the Tonasket School Campus, Locust Avenue, North State Frontage Road and the Tonasket Airport Road.
- B** Local Minor Collector - These routes should be spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of minor collectors and local and major collectors. Local Minor collectors in the Tonasket Area include, Railroad Avenue South, Third Street East from US 97 to Tonasket Avenue South, State Street, Second Street East

from State Street to Joseph Avenue South, Division Street East and Joseph Avenue South.

**B** Local Access (Rural Unclassified) - Streets not selected for inclusion in the arterial or collector classes. They allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is destined to abutting land. Through traffic should be discouraged by appropriate geometric design and/or traffic control devices. The remainder of Tonasket's streets that are not classified above are designated as local access.

Due to the character of Tonasket and its growth potential it is felt that the four types of streets described in previous comprehensive plans are not adequate to meet the City's present and future circulation needs in a manner consistent with federal, state and county classification schemes. The entire motorized transportation system with functional classifications is illustrated on the Transportation System and Functional Classification Map V-1 in the Map Appendices.

On the following two pages in Table V-1 and V-2 are design standards for each classification of street. In adopting these standards, the City is ensuring standardization of road design elements for consistency and to assure, so far as practical, that motoring, bicycling, and pedestrian public safety needs are met. Considerations include safety, convenience, pleasant appearance, proper drainage, and economic maintenance. The standards recognize that the city must have flexibility to carry out its general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public.

Standards given are quite general and presented to provide a very basic concept of design standards. Additional information is provided in the City and County Design Standards for the Construction of Urban and Rural Arterial and Collector Roads (May, 1989). Copies of this document are available through Municipal Research and Services Center of Washington in cooperation with the Association of Washington Cities. A copy also kept for reference at City Hall.

**Table V.1 - Design Standards – State and Federal Classified Roads**

<b>Functional Classification</b>	<b>Right-of-Way Width</b>	<b>Roadway Width</b>	<b>Access Conditions</b>	<b>Design and Location Features</b>
<b>Principal Arterial</b>	80 – 100 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally high volume travel corridors that provide for through travel and serve as connection to lower roadway functional classifications. Direct private access is typically not permitted.
<b>Minor Arterial</b>	84 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally located to continue access from the County’s arterial system into the City, providing access to major developments. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
<b>Major Collector</b>	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
<b>Minor Collector</b>	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.

**Table V.2 - Design Standards – Locally Classified Roads**

<b>Functional Classification</b>	<b>Right-of-Way Width</b>	<b>Roadway Width</b>	<b>Access Conditions</b>	<b>Design and Location Features</b>
<b>Local Major Collector</b>	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
<b>Local Minor Collector</b>	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
<b>Local Access</b>	50 - 60 ft. At less than 500' long, need 60' and 100' cul-de-sac.	Over 500 ft long: two 10 ft lanes, and two 8 ft parking lanes. Less than 500 ft long and not extendable: two 10 ft lanes and one 8 ft parking lane.	Intersection at grade with direct access to adjacent property.	Traffic control measures as warranted to provide adequate sight distance and safety. Should be designed and located to prevent continuous or unobstructed flow of traffic through residential areas. Provisions should be made for pedestrian and bicycle access along the route. May allow 40' right-of-way widths with elimination of on-street parking subject to approval of deviation from design standards.

### **3. RECOMMENDED CLASSIFICATION AND DESIGN STANDARDS FOR NON-MOTORIZED TRANSPORTATION SYSTEMS**

The City uses a 5 level system for classifying non-motorized transportation facilities. It is important to note that all non-motorized facilities must meet Federal standards for accessibility when and where required.

- ; Major Sidewalk – Major sidewalks are a minimum of 5 feet in width and provide direct access to businesses, city hall, the hospital and schools. Major sidewalks in Tonasket include the existing sidewalks in the central business district and the sidewalks east on SR 20 to the school campus and on the Havillah Road. Major sidewalks are typically located within the right-of-way of the adjoining street.
- ; Minor Sidewalk – Minor sidewalks are up to 6 feet in width and generally provide pedestrian connections from residential areas to major sidewalks that connect to commercial areas, schools and other services. Minor sidewalks in Tonasket include the existing sidewalks on and adjoining the school campus. Minor sidewalks are also typically located within the right-of-way of the adjoining streets.
- ; Pathway – Pathways are pedestrian and bicycle facilities that can have a variety of surfaces (paved, concrete, crushed rock, etc...) and vary in width from 5 to 10 feet. The only formal pathways are those established and maintained by the Tonasket School District to link the campus to are no formal (pathways established and maintained by the City or other entity) pathways in the community, however there are several informal pathways created by use including: access from the end of Antwine Avenue to SR 20 and several pathways between Joseph Avenue and the school sports fields. Pathways may or may not be located with the right-of-way of adjoining streets and may be located within easements through private property.
- ; Bikelane – A bikelane is a marked and signed area, typically along the shoulder of roadways, dedicated for those riding bicycles. There are no bikelanes in the Tonasket area.
- ; Shoulder – all Arterials and Collectors (including local) have shoulders along either side which vary in width from only a foot or so to nearly 10 feet that accommodates a parking strip. In areas without other non-motorized facilities, the street shoulder serves this purpose. In terms of non-motorized access, reliance on the street shoulder is the least desirable due to the close interaction of motorized and non-motorized forms of transportation but also the least expensive since it does not require separate infrastructure. Both US 97 and SR 20 have shoulders of varying width and nearly all streets in town are wide enough to accommodate on-street parking.

The Existing Non-Motorized Transportation Map V-2 in the Map Appendix shows the existing non-motorized transportation system.

## **B. ASSESSMENT - TONASKET'S EXISTING TRANSPORTATION/CIRCULATION SYSTEM**

The following is a descriptive assessment of the components that comprise Tonasket's existing transportation/circulation system:

### **1. MOTORIZED:**

#### **a. PRINCIPAL AND MINOR ARTERIALS (existing state highways)**

The primary function of Principal and Minor Arterials is to expedite movement of through traffic to major traffic generators such as the central business district, and from community to community. Tonasket is at the intersection of two significant highways that provide this function.

**I** US 97, a Principal Arterial and Highway of Statewide Significance, extends north into Canada and south into Oregon and on through California to Mexico. Over 800,000 vehicles per year enter the United States at Osoyoos, many of which pass through Tonasket. Whitcomb Avenue represents that portion of US 97 within the community serving as a major arterial and “Main Street” for the central business district and providing access to North Valley Hospital and the City Hall/Library/Police Department complex.

**I** SR 20, a Minor Arterial and a Highway of Statewide Significance, extends east to Republic, Colville and Newport and south along Highway US 97 to Okanogan where it departs to the west across the North Cascades and on to Anacortes in the north Puget Sound region. Sixth Street is that portion of the highway within Tonasket.

US 97 south of Bonaparte Creek is designated as “Partial Control Limited Access”, where WSDOT owns and controls the access rights. US 97 north of Bonaparte Creek is designated as “Managed Access” where the City of Tonasket adopted Ordinance 469, dated 10/26/1993 to implement RCW 47.50.030(3) for access permitting on state managed access highways that meet or exceed WSDOT’s standards; as codified in WAC 468-51 and 468-52.

As is the case in other Okanogan Valley communities, US 97 channels significant volumes of traffic through the downtown core resulting in both positive and negative impacts. As the communities grow and US 97 traffic increases the need for various traffic management approaches, whether they be bypasses, traffic lights or other means, will be necessary.

#### **b. MAJOR AND MINOR COLLECTORS (existing community arterials)**

The function of the Major and Minor Collectors is to collect and distribute traffic from state highways to less important streets, or directly to a major traffic generator. Tonasket's Major Collectors also represent a continuation of the county’s road system.

Existing Major Collectors are described as follows:

**I** Jonathan Street - This collector is located in the northeast quarter of the community. The street is an extension a County Major Collector, the Havillah Road, providing access to the National Forest and other rural points east of the community. Jonathan is a critical access street for the old lumber mill site,

designated for mixed use development, which has the potential for increased traffic flows if industrial, commercial or residential use should occur.

- I Western Avenue - This street provides arterial access to Tonasket's industrial and commercial areas and supplements US 97 in providing an alternative North-South access through City. Western is a relatively busy street with a variety of traffic types including large semi-trucks.
- I Fourth Street - From the intersection with County Road 7, a Major Collector, west of the Okanogan River Bridge east to US 97, this segment of Fourth Street connects the county road west of the Okanogan River with US 97 and with existing commercial and industrial areas. This street also connects the residential area lying west of the railroad tracks to the central business district and schools.
- I Fourth Street is the only river crossing within several miles of Tonasket and provides access between US 97 and the agricultural and residential areas and Tonasket Airport west of the Okanogan River. Identified as a "bottleneck", the street is commonly congested between Whitcomb Avenue (US 97) and the bridge with semi-trucks and other local traffic. The installation of a four-way stop at the intersection of Western and Fourth has improved traffic flow although the area continues to see increases in traffic volume. A mechanized railroad signal and gate tends to exacerbate the congestive condition of this area And should be explored if train traffic increases in the future.
- I Whitcomb Avenue north of First Street - this street connects US 97 with Jonathan Street.
- I Sixth Street – The one block segment of Sixth Street west of US 97 provides a connection to Western Avenue.

There are no existing Minor Collectors.

**c. LOCAL MAJOR AND MINOR COLLECTORS**

The purpose of the local collector street classification is to recognize that not all streets classified by the federal and state as Local Access are the same. The function of local major collectors is to collect and distribute traffic from higher classified streets to local access streets, or directly to a destination. The function of local minor collectors is to collect and distribute traffic from local access streets to higher level streets and roads.

The following are descriptions of the local major and minor collector system:

**1) Local Major Collectors:**

- I North State Frontage Road – This road, while primarily outside of the present City limits, lies within the Urban Growth Area and is targeted for annexation in order to add more developable commercial and industrial land to the City. The road provides an important connection to existing commercial and public uses as well as an alternative to US 97.
- I Tonasket Airport Road – This road provides access to the Tonasket Municipal Airport, an important transportation link for general aviation and medical emergency evacuations.



- I Fourth Street – The segment of this street between US 97 and the Tonasket Schools Campus provides an important alternative to SR 20 for access between the schools and central business district.
- I Locust Avenue – This street provides the only access from the residential areas lying along the Okanogan River east of the Cascade and Columbia River Railroad tracks and north of Fourth Street to US 97 and the downtown core. Railroad crossings are limited to Winesap at the north end and Fourth Street at the south, an area nearly 7 blocks long.
- I Tonasket Avenue between Third and Seventh Streets - This street assists in connecting the central business district with the south end and provides a bypass of the downtown for traffic between the residential area and SR 20.

**2) Local Minor Collectors:**

- I Railroad Avenue South – This street provides access from Fourth Street southward to Chief Tonasket Park, an important and increasingly busy recreational destination. The route also provides access to the City Shop, recycling center, B3 Skatepark and Waste Water Treatment Plant.
- I Joseph Avenue South/Division Street East – These streets from the intersection of Joseph and Fourth near the school north on Joseph then west on Division provides a route from the schools into the adjoining residential neighborhoods and downtown.
- I Third Street/Tonasket Avenue South/State Street/Second Street – These streets together form a route from the schools through the residential neighborhood east of downtown to the downtown core.

**d. LOCAL ACCESS STREETS**

The function of a local access street is to provide access to adjacent property and not to encourage through traffic. Access streets are located throughout the community, some serving as streets providing very limited access to properties.

**2. NON-MOTORIZED**

**a. MAJOR SIDEWALKS**

The primary function of major sidewalks is to provide safe and convenient pedestrian access (for people of all abilities) to and within the central business district and other significant gathering places (school, library, city hall, hospital). Major sidewalks presently exist in the following areas:

- ; Downtown – nearly the entire length of Whitcomb Avenue (US 97) through the City has sidewalks along both sides, especially within the central business district. In addition, the sidewalks extend both east and west one block on several of the cross streets from 6<sup>th</sup> Street north to 1<sup>st</sup> Street.
- ; SR 20 – a Transportation Improvement Board funded project in 2006 resulted in a sidewalk along the north side of SR 20 from the intersection with US 97 east to the entrance to the Tonasket Schools Campus.

- ; Jonathan/Havillah Road – A surface transportation program funded improvement that upgraded access from Whitcomb Avenue to the Havillah Road included reconstruction of the Havillah Road east to the old mill site and construction of a sidewalk along the south edge.

**b. MINOR SIDEWALKS**

- ; Tonasket Avenue South – a one block section of sidewalk exists along the east side of Tonasket Avenue between 6<sup>th</sup> Street and 5<sup>th</sup> Street.
- ; Tonasket School Campus – there are several sidewalks within and adjoining the school campus that connect different buildings with parking areas and the city street system

**c. PATHWAYS**

- ; Tonasket School Campus – there are several formal and informal pathways within and adjoining the campus that link to the sports fields, tennis courts and the Major Sidewalk along SR 20.

## **C. THE TRANSPORTATION/CIRCULATION PLAN**

The Proposed Motorized Transportation/Circulation Map V-3 in the Map Appendix shows the proposed location of new streets and street extensions. These streets are intended to open up presently landlocked property within the City and to provide a logical extension of the City's street pattern in undeveloped areas of the community and the Urban Growth Area.

The proposed street pattern represents a departure from Tonasket's traditional grid pattern of street development (short rectangular blocks with a great number of intersections). This proposed pattern intends to provide reasonable access to the City's landlocked areas while not devoting more land to streets than is actually needed. Also in the hilly areas the streets are oriented to the terrain minimizing the amount of cutting and filling necessary for street construction resulting in more developable lots. The proposals for street extensions have been made without the necessary specific information relating to the contour of the land and are contained within existing rights-of-way whenever possible. However, a definite attempt has been made to coordinate proposed development with the area's contour. Any definite proposals for development of the area must take into consideration accurate topographical data which can be obtained from a land survey by a professional engineer or surveyor.

### **1. MOTORIZED TRANSPORTATION/CIRCULATION - RECOMMENDATIONS**

Most street improvements are accomplished through the City's Six Year Street Plan which is required to obtain state money for road improvements. The following are recommendations for future inclusion in that plan. Proposed motorized transportation improvements are illustrated on the Proposed Motorized Transportation Improvement Map V-3 in the Map Appendix.

**a. PRINCIPAL AND MINOR ARTERIALS**

There are no immediate changes in the plan as it affects the highway system. However, recommendations are offered to address long-term planning concerns within the City and its Urban Growth Area.

The intersection of US 97/SR 20 needs improvements both for motorized and non-motorized traffic. Of particular concern in the radius of the southeast corner of the intersection, that has proven to be too short. The result is damage to property and vehicles. In addition, shoulders along both sides of both arterials should be widened where needed to accommodate non-motorized transportation within the UGA. Other intersections which should be considered for future improvements include:

- I US 97 South State Frontage Road (both intersections within City and/or UGA)
- I US 97 and Winesap
- I US 97 and Fourth (signal or other traffic control)

WSDOT carries out corridor studies in locations that may be at an operational risk and need for future improvement considerations prior to necessity. WSDOT also coordinates with the local agencies to mitigate impacts on a proportionate scale as increased development affects the transportation system in specific locations. Tonasket should work with WSDOT to encourage such a study through Tonasket north to the Canadian Border to conduct a transportation study to investigate solutions to specific traffic difficulties that they are experiencing due to local development and the increase in international traffic. .

The City should study the feasibility of an arterial that includes an additional bridge that would also tie into an access street to the airport and alleviate pressure on Fourth Street.

#### **b. MAJOR AND MINOR COLLECTORS**

- I Minor Collector South State Frontage Road – This existing Local Major Collector should be upgraded to a Minor Collector (including standards) as development and subsequent annexation occurs. This improved road will provide important access to the developing commercial and industrial area as well as an alternative to US 97 along this stretch of limited access highway.

#### **c. LOCAL MAJOR AND MINOR COLLECTORS**

- I Local Major Collector Connection from Joseph Avenue to Roy Stotts Road - This new street when coupled with construction of Roy Stotts Road would function to connect the east hill and school area with the County's Major Collector to Havillah and other easterly destinations as well as US 97 to the west. Land use proposals in this area should include dedicated right-of-way for this new street as this would be a vital element to future development in the area. Furthermore, the new street and completion Roy Stotts Road would substantially improve traffic flow to and from this neighborhood. In addition, such an access road that connects the school grounds to the Havillah Road could significantly reduce school bus travel within the City and provide a much safer route for school related vehicular traffic to the north.
- I Local Major Collector South End loop - Mill Drive/South State Frontage Road connector - This combination of existing and proposed streets would provide better circulation in the south end and connect that area with downtown and US 97. A need for access to the south side of Bonaparte Creek from the highway is anticipated as that area continues to develop. This access street would provide a loop for residents south of Bonaparte creek to access the highway without traveling through residential areas on Seventh Street. It would also provide an

alternative access point to this part of City in case of natural disasters as well as for fire and police protection.

- I Local Major Collector South Access to Chief Tonasket Park – A new access road was constructed by the Bureau of Reclamation in 1990 in cooperation with Okanogan County and the City. The primary purpose of the road was to complete mitigation work required of the Bureau of Reclamation. This new road is intended to provide an access to the south end of Chief Tonasket Park from the frontage road (County Shop Road) along the west side of US 97 just south of the City. The City has been working on obtaining the access for nearly 20 years with the primary obstacles being approval of a new public railroad crossing and the right-of-way or easement through property owned by Okanogan County and one private party. Serious safety issues have been raised regarding the existing access to the Park via Railroad Avenue; therefore, completion of the process to make the new access road public is imperative.
- I Local Major Collector Tonasket Airport Road – this existing county road should be upgraded to Local Major Collector standards over time to ensure unimpeded year round access to the Airport for emergency medical evacuations and general aviation users.
- I Local Major Collector Tonasket Avenue – this existing street should be improved over time with particular focus on developing parking spaces between First and Second Streets for residents on the west side of the street. Parking could be readily developed east of the avenue.
- I Local Minor Collector Locust Way/Winesap Street – this existing route should be reconstructed to meet Local Minor Collector Standards in order to provide improved capacity for increasing traffic in this isolated neighborhood.
- I Local Minor Collector Longanecker Road – this existing county road should be upgraded to Local Minor Collector standards as development occurs in order to accommodate anticipated increased volumes of traffic as the area converts from primarily agricultural to residential land uses.
- I Local Minor Collector Mill Drive – This street, a continuation of Seventh Street, will be annexed as part of the Bonaparte Creek Sewer Project. The street should be upgraded to Local Minor Collector Standards as it is rebuilt following construction of the sewer collection system and upgrade of the existing water system.

#### **d. LOCAL ACCESS STREETS**

All local access streets should receive routine maintenance in order to preserve existing roadway surfaces, curbs and related transportation infrastructure. Whenever possible, funds should be allocated for reconstruction of local access routes in some form of priority order.

- I Winesap Street, from Locust Way west to the Okanogan River should have paving extended to serve the home near the river.

- I Henderson Way, which connects Third and Fourth Streets near the river, needs improved paving.

## **2. NON-MOTORIZED TRANSPORTATION/CIRCULATION - RECOMMENDATIONS**

Development of sidewalks would function to enhance the appearance of the community, provide a play area for small children, and provide a safe place for pedestrian traffic. There are presently sidewalks in the downtown area. Development of sidewalks in the future should be encouraged, especially along US 97 north of downtown, along major routes to the downtown area, to the school area, and to the parks. Several current and proposed projects provide a significant start to addressing this recommendation.

The City has secured funding for the installation of a signaled pedestrian crossing at the intersection of Whitcomb Avenue (US 97) and Second Street to improve safety at this important crossing. The funding also includes dollars for construction of ADA improvements at other points along Whitcomb Avenue, however, the limited amount of funding available will likely result in improvements to one intersection, which at the time of this plan would be the intersection of Whitcomb Avenue and Fourth Street. In addition, the City has an application before the Transportation Improvement Board for upgrades to the street and stormwater system on Third Street east of Western Avenue including the intersection of Third and Whitcomb. If approved, the project is to include replacement of sidewalks which would address ADA issues at several key intersections in downtown.

Most pedestrian improvements along streets and roads are accomplished through the City's Six Year Street Plan which is required to obtain state and/or federal dollars for many such improvements. The following are recommendations for future inclusion in that plan. The Proposed Non-Motorized Transportation Improvement Map V-4 in the Map Appendix illustrates the following recommendations.

### **a. MAJOR SIDEWALKS**

- ; Complete/upgrade sidewalks with appropriate ADA provisions along both sides of Whitcomb Avenue (US 97) and extending one block east and west from Seventh Street to Winesap Street. Upgrade includes widening of the US 97 Bridge over Bonaparte Creek or construction of a new bridge west of the existing highway bridge to provide safe pedestrian access to and from Legacy Park.
- ; Construct sidewalks with ADA improvements on both sides of Fourth Street from Whitcomb Avenue east to the Tonasket Schools Campus.
- ; Complete major sidewalk with ADA improvements along the east side of Western Avenue
- ; Complete 4-way pedestrian crossings at intersections of Whitcomb Avenue with Sixth, Fourth, Second, Jonathon and Winsap Streets
- ; Complete 4-way pedestrian crossings at the intersection of Sixth Street and Tonasket Avenue and Western Avenue and Fourth Street

**b. MINOR SIDEWALKS**

- ; Complete sidewalk with ADA access along west side of Western Avenue from Fourth Street south to Sixth Street
- ; Complete sidewalk with ADA access along west side of Locust Avenue from Winsap Street south to Fourth Street
- ; Complete sidewalks with ADA access along both sides of Tonasket Avenue from Fourth Street south to Seventh Street
- ; Complete sidewalk with ADA access along west side of Tonasket Avenue from Division Street south to Fourth Street
- ; Complete sidewalks with ADA access along both sides of Joseph Avenue from Division Street south to Fourth Street
- ; Complete sidewalks with ADA access along both sides of Fifth Street from Tonasket Avenue east to Tonasket Schools Campus
- ; Complete sidewalk with ADA access along both sides of Seventh Avenue from Whitcomb Avenue west to its end
- ; Complete sidewalks with ADA access along both sides of Third and Second Streets from Tonasket Avenue east to Joseph Avenue
- ; Complete sidewalk with ADA access along the south side of Division Street between State Street and Joseph Avenue
- ; Complete sidewalk with ADA access along the both sides of First Avenue between Antwine and Joseph Avenues
- ; Complete 2 or 3-way pedestrian crossings with ADA access at the intersections of Whitcomb Avenue with Fifth, Third and First Streets
- ; Complete 2 or 3-way pedestrian crossings with ADA access at the intersection of Fourth Street and Locust Avenue and intersection of Sixth Street and Antwine Avenue

**c. PEDESTRIAN PATHWAYS**

- ; Develop pedestrian pathway from Fourth Street along South Railroad Avenue into and through Chief Tonasket Park then connect to the County Shop Road and connect to existing sidewalk system on Whitcomb Avenue

## **D. IMPLEMENTATION OF THE TRANSPORTATION/CIRCULATION PLAN**

### **1. MOTORIZED**

The motorized section of this element can be implemented through encouragement of local travel on the designated arterials. This can be done through use of higher standards in design and construction. Use of properly located "Stop" and "Yield Right of Way" signs will also help implement the motorized plan. Traffic control signing can be done by giving highest preference for traffic movement to arterials and major and minor collectors, second preference to local major and minor collector streets, and lowest preferences to local access streets.

Along with the Six Year Street Plan, the City's Capital Improvements Program (CIP) could assist in the improvement and upgrade all street and roads. The Tonasket Capital Improvements Plan (CIP) should include acquisition and development of public property for streets and related infrastructure to expand the transportation/circulation system in response to anticipated growth.

Provision for the extension of streets outside the City limits and in the undeveloped portion of City can most easily be handled through requirements of subdivision approval. Subdivision regulations in both the City of Tonasket and Okanogan County would help to assure the proper development of this outlying land. Subdivision regulations should include standards relating to the design of streets, lots, and blocks.

The implementation of many of the proposed street changes within the City can be done through cooperation between the City and the affected property owners. The City can encourage the development of these streets by pointing out to the property owners that they would have the opportunity to develop presently landlocked areas and assist in the orderly development of the City. Such an approach requires a commitment on behalf of City officials to provide public education and solicit involvement.

### **2. NON-MOTORIZED**

The non-motorized section of this element can be implemented through adoption of standards that require pedestrian improvements for most new and substantially improved developments, including road and street projects, subdivisions, etc....

Along with the Parks and Recreation Plan, the Six Year Street Plan and Capital Improvements Program (CIP) provide priorities for provision of pedestrian and other non-motorized improvements. The Tonasket Capital Improvements Plan (CIP) should include acquisition and development of public property for sidewalks, paths and trails and related infrastructure to expand the non-motorized transportation/circulation system in response to demand and anticipated growth.

Provision for the extension of sidewalks, paths and trails outside the City limits and in the undeveloped portion of City can most easily be handled through requirements of subdivision approval. Subdivision regulations in both the City of Tonasket and Okanogan County would help to assure the proper development of this outlying land. Subdivision regulations should include standards relating provision of non-motorized transportation.

The implementation of proposed improvements within the City can be done through cooperation between the City and the affected property owners. The City can encourage the development of these sidewalks, paths and trails by pointing out to landowners the benefits of improving or providing non-motorized access. Such an approach requires a commitment on behalf of City officials to provide public education and solicit involvement.