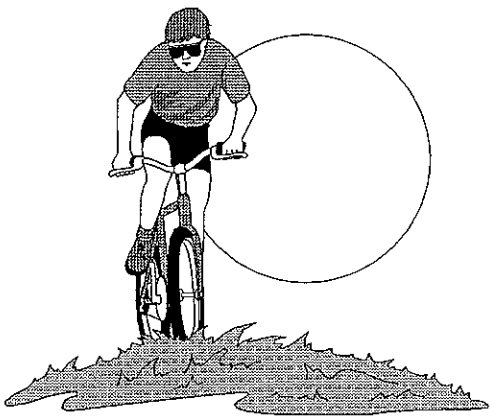
CITY OF PULLMAN
PEDESTRIAN/BICYCLE
CIRCULATION PLAN



ADOPTED
MAY 7, 1996

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EXECUTIVE SUMMARY

INTRODUCTION

Over time, community members in Pullman have developed a strong interest in improving the pedestrian and bicycle transportation system throughout the city. In order to satisfy this demonstrated interest, this plan was prepared by the Ad Hoc Pedestrian/Bicycle Circulation Committee, the Planning Commission, and the City Council, with assistance from city staff. The plan is organized into three sections: "Findings," "Goals and Policies," and "Pedestrian/Bicycle Network."

FINDINGS

In preparing this plan, an extensive amount of pertinent information was collected. The "Findings" section provides this information.

Most streets in the city have sidewalks on one or both sides of the roadway. An inventory of these sidewalks found that some of them were poorly maintained (uneven surfaces, overgrown vegetation, or seasonal accumulations of snow or gravel) or were discontinuous, thereby forcing pedestrians to walk in the street. The existing bikeways in the city were established as part of a pilot project to test bikeway standards. The inventory of these bikeways revealed occasional deficiencies, including narrow travel lanes, excessive grades, poor maintenance, and inadequate measures to prevent conflicts at street intersections. Existing activity centers, where significant pedestrian/bicycle traffic is generated, were identified. These centers were ranked, in descending order of non-motorized traffic volume, as Washington State University (WSU), the Central Business District, outlying commercial areas, schools, high density residential areas, and parks.

Surveys conducted during the course of preparing this plan found that approximately 63 percent of the respondents walk outdoors every day and about 30 percent ride a bicycle at least once a week. Pedestrians, joggers, and bicyclists all tend to use arterial streets most often while traveling. An analysis of local accident data showed that failure to obey traffic laws and design/maintenance problems are the primary factors behind most accidents involving pedestrians and bicyclists. Most of these accidents occurred downtown.

There are a number of existing policies and standards related to pedestrian/bicycle circulation. The city has design standards for sidewalk construction, regulations involving the maintenance and repair of sidewalks, and policies and standards that indicate under what circumstances sidewalks and other walkways will be built. WSU states in its 1994 Comprehensive Plan that the campus core should be a pedestrian zone with vehicular parking peripheral to the center. The local post office has policies regarding placement of mailboxes that affect pedestrians use of sidewalks in residential areas. The Federal Americans with Disabilities Act was recently adopted to ensure that walkways are generally accessible to individuals with disabilities.

Several current and upcoming public works projects affect pedestrian/bicycle travel. Sidewalks are being added to Grand Avenue (North and South), and Main Street is being reconstructed to better accommodate all modes of travel. Scheduled street construction projects are to concentrate primarily on the northeast quadrant of the city.

Over the past few years, the city solicited public opinion on issues related to non-motorized transportation through public workshops, task forces, telephone surveys, and written questionnaires. In a recent telephone survey, 60 percent of the population expressed a need for enhancement of sidewalks and pedestrian paths; 75 percent stated that bikeways in town need improvement. Pedestrians, bicyclists, and joggers surveyed agreed that our pleasant, clean environment was the primary reason they enjoyed exercising here. Pedestrians cited debris on walkways as a persistent problem and called for better maintenance of sidewalks and paths. They also requested additional walkways, particularly on North and South Grand Avenue, along the South Fork of the Palouse River, and wherever there were short segments of missing sidewalk. Respondents also expressed an interest in establishing circular walking routes on each hill. Bicyclists indicated that inconsiderate drivers and lack of designated bikeways were their chief concerns. They stated their desire to establish bikeways on North and South Grand Avenue, Stadium Way, Main Street, the Pullman-Moscow Highway, and College Hill streets. Joggers specified that lack of paths and inconsiderate drivers were their most troubling issues. They claimed a need for better pathways on North and South Grand Avenue and Bishop Boulevard.

The approximate cost of constructing typical walkways and bikeways was calculated to provide a general concept of the expenditures associated with the plan's proposed improvements. A list of funding sources was also compiled.

GOALS AND POLICIES

In order to guide the city's overall efforts to enhance pedestrian and bicycle circulation in this community, a series of objectives are presented in this section. Each goal from this section is cited below, followed by a summary of the means cited to accomplish that goal.

GOAL 1: ENCOURAGE AND FACILITATE THE USE OF NON-MOTORIZED TRANSPORTATION METHODS.

Strategies devised regarding this goal are to publicize non-motorized transportation events and facilities; promote the accommodation of bicycle use in the community; retain short travel distances as development progresses; and provide attractive, convenient, and direct routes for pedestrians and bicyclists.

GOAL 2: ENHANCE AND EXPAND THE EXISTING NON-MOTORIZED TRANSPORTATION SYSTEM IN A MANNER WHICH BENEFITS THE COMMUNITY.

Strategies formulated to achieve this goal are to develop a network of non-motorized routes that link activity centers and accommodate recreational uses; utilize open space areas and shorelines for path development; require developers to install temporary sidewalks as part of subdivision improvements; install planting strips to separate sidewalks from streets; require paths at the end of long cul-de-sac streets or in the middle of long blocks if they connect to a public street or other public place; add sidewalk segments where missing; ensure accessibility for the special needs population; adhere to consistent standards in the design and construction of pedestrian/bicycle improvements; and provide adequate funding for non-motorized improvements.

GOAL 3: ENSURE THAT NON-MOTORIZED ROUTES IN THE CITY ARE WELL-MAINTAINED.

Strategies prepared to effect this goal are to conduct a sidewalk repair program throughout the city; remove debris on sidewalks by motivating property owners to act and exploring mechanisms to more easily enforce code regulations; continue to provide a high level of maintenance on walkways under the city's control; and eliminate structural road hazards for bicyclists.

GOAL 4: PROMOTE SAFETY AND SECURITY WITH REGARD TO NON-MOTORIZED TRANSPORTATION.

Strategies developed to accomplish this goal are to develop an educational program to make motorists, pedestrians, and bicyclists aware of their respective responsibilities; establish a bicycle registration program; provide secure walkways through sufficient lighting and visibility; increase enforcement of traffic laws pertaining to pedestrians and bicyclists; relocate mailboxes located in the middle of a sidewalk to the back of the sidewalk; and provide a sufficient quantity of bicycle parking equipment at appropriate locations in town.

PEDESTRIAN/BICYCLE NETWORK

The Pedestrian/Bicycle Network proposed in this section sets forth a coordinated system of routes that links major activity centers in the city and also provides circular courses on each of Pullman's four hills to accommodate recreational needs. A map of the network is displayed on page vi. In order to provide for safe and efficient non-motorized circulation throughout this network, a list of needed improvements is proposed within this section. These suggested improvements are ranked in order of priority. Sidewalks along network routes are recommended to be seven feet wide on arterial streets and five feet wide on other roadways. Paths in open space areas are proposed to be eight feet in width. Bikeways within the network are categorized as Class I (separated bike path), Class II (bike lane), or Class III (bike route) facilities.

Major pedestrian improvements are proposed in this section for the following streets or areas:

North Grand Avenue (Turner to Terre View)
South Grand Avenue (2500 block to McKenzie)
Pullman-Moscow Corridor Path (Riverview to city limits)
Riverpark Path (Grand to Spring)
SE Riverview Street (Pearl to South)
SE Spring Street (Grant to Crestview)
SE Crestview Street (Spring to Harvest)
SE Bishop Boulevard (Grand to Main)
Airport Road (Terre View to Grimes) [ALTERNATE 2]
NE Terre View Drive (Hopkins to Merman)
NE Merman Drive (1400 block)
NW Guy Street (Park to Terre View [future])
NW Park Street (State to Guy)
NW Harrison Street (Clifford to Guy)
NW Davis Way (Golden Hills Dr. to State)

Construction or extension of Class I or II bikeways along the following streets or areas are proposed in this section:

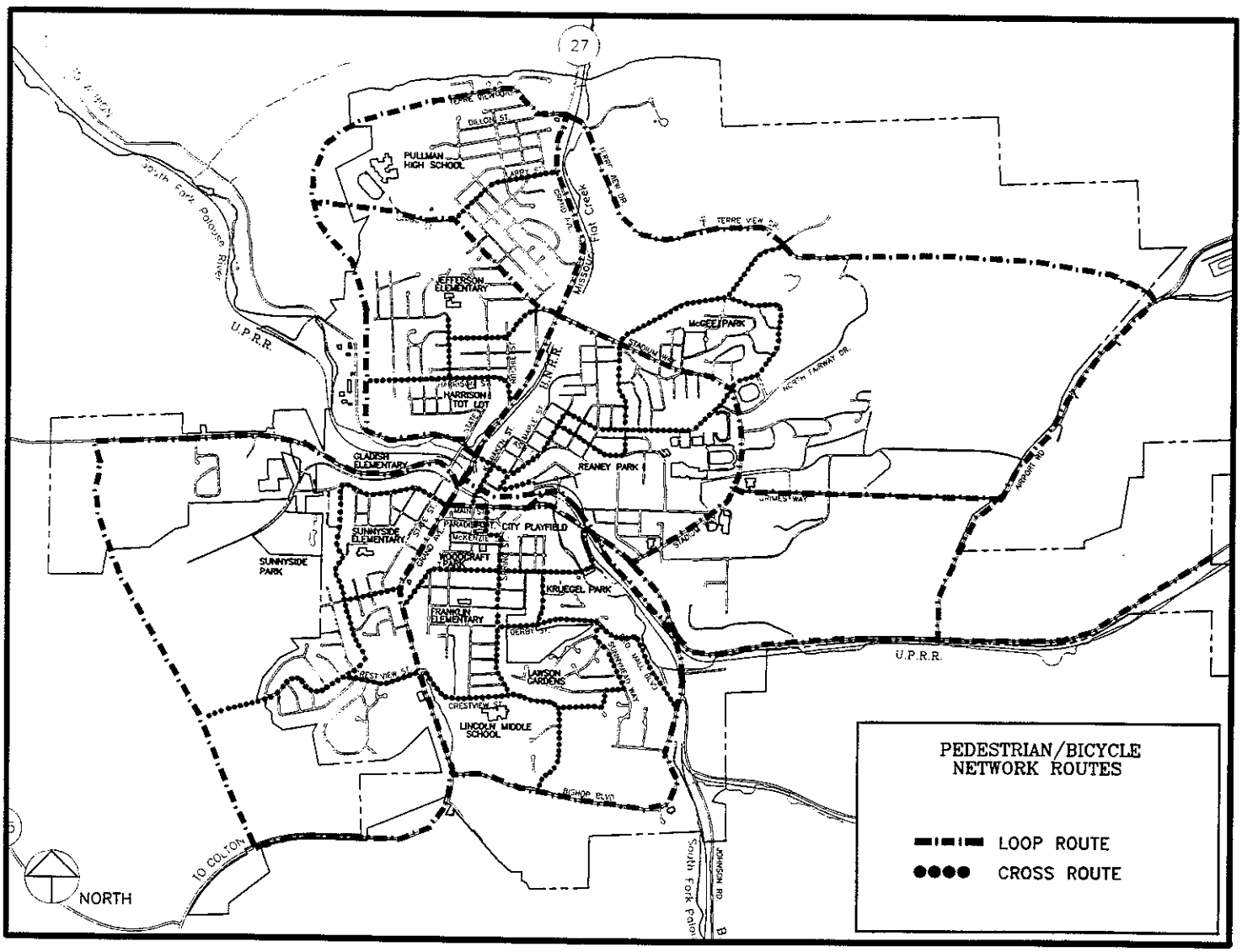
Class I

North Grand Avenue (Whitman to Stadium) [ALTERNATE 1]
Pullman-Moscow Corridor Path (Riverview to city limits)
Riverpark Path (Grand to Spring)
Airport Road (Terre View to Grimes) [ALTERNATE 2]
NE Orchard Drive (Valley to N. Fairway Lane)

Class II

North Grand Avenue (Whitman to Stadium) [ALTERNATE 2]
South Grand Avenue (2500 block to Crestview)
NW Terre View Drive (Grand to Guy [future])
NE Terre View Drive (Grand to Airport Rd. [future])
Airport Road (Terre View to Grimes) [ALTERNATE 1]
NE Stadium Way (Grand to Colorado)
SE Bishop Boulevard (Grand to Main)
Golden Hills Drive (future: Davis to Grand)

Other bikeways within the network are proposed to be developed as Class III facilities or are already established as a designated bikeway.



INTRODUCTION

In recent years, a strong interest has developed in the city of Pullman to improve the pedestrian and bicycle transportation system within this community. Towards this end, the City Council established an Ad Hoc Pedestrian/Bicycle Circulation Committee in 1992. This committee, composed of members of city staff, the City Council, the Planning Commission, the Parks and Recreation Commission, and the community-at-large, was charged with formulating a plan to enhance pedestrian and bicycle circulation throughout the city. The Pedestrian/Bicycle Committee produced the first draft of this plan; the Planning Commission then modified the document and transmitted it to the City Council for final review. At each step, citizens provided necessary input into the process.

This plan for improved pedestrian/bicycle circulation is designed to be a living document. It is meant to be changed frequently as conditions warrant. As with all planning efforts, it is important to recognize that, as circumstances change, so also does a jurisdiction's need to respond to unanticipated challenges and opportunities.

FINDINGS

The following narrative provides facts gathered by the Ad Hoc Pedestrian/Bicycle Circulation Committee, the Planning Commission, and city staff in relation to pedestrian/bicycle transportation in Pullman. These "findings" serve to provide a basis upon which goals, objectives and policies may be determined. The findings also provide information for determining the means to fund and implement the selected goals.

METHODOLOGY

The Ad Hoc Pedestrian/Bicycle Circulation Committee performed its research on non-motorized travel through a variety of means. The committee reviewed existing Pullman regulations and plans, scrutinized pedestrian/bicycle plans from other jurisdictions, and examined accident data from the Pullman Police Department. The panel also effected an inventory of sidewalks, informal paths, and bikeways in the city with assistance from Washington State University (WSU) students and city staff.

Many citizen participation methods were also used in formulating this plan. The committee reviewed the results of the Pullman 2000 sessions, the 1992 telephone survey of 1,018 Pullman residents conducted by the Social and Economic Sciences Research Center at WSU, and the River Task Force study. The committee conferred with key parties in this community who have expertise or interest in pedestrian/bicycle transportation. Among those parties who provided information were representatives from WSU, the Pullman School District, the Pullman Civic Trust, and the Palouse-Clearwater Environmental Institute. The panel also held a well-publicized open public meeting to solicit input from members of the community regarding non-motorized forms of transportation.

In addition to the above-described citizen participation strategies, the committee conducted a number of surveys to derive more information from Pullman residents. For one set of surveys, the committee devised a series of separate questionnaires for pedestrians, bicyclists, and joggers. These questionnaires were made available at various public places in the city (Neill Public Library, City Hall, the Combine Mall, and the WSU Compton Union Building). Respondents completed the surveys and dropped them off in a receptacle provided at each location. In all, a total of 379 of these surveys were completed by community members. These questionnaires are referred to as "drop-off" surveys within this document because of the way in which they were administered.

A random telephone survey was also conducted by city staff at the direction of the committee. A total of 250 Pullman residents were queried as a result of this survey. One-half of the respondents answered questions related to pedestrian travel and the other half responded to questions regarding bicycling. Respondents were chosen at random from both the general Pullman telephone directory and the WSU student directory. This poll is referenced as the "telephone survey" in this plan.

Finally, the committee distributed questionnaires to Pullman school children with the assistance of school district staff. One class from each of the 4th, 5th, 7th, and 10th grades responded to the surveys. As with the telephone poll, the questionnaires were divided evenly between pedestrian and bicycle surveys. A total of 69 surveys were completed through this means. These questionnaires are identified as "public school surveys" during the course of this document.

HISTORY

Prior to the 1970s, very little focus was placed exclusively on improvements for pedestrian or bicycle transportation or recreation. Sidewalks were installed adjacent to city streets, and informal paths were established where streets did not exist.

The existing bikeway system in Pullman was developed from a 1974 pilot project to test bikeway standards following recommendations by the 1971-1973 Pullman Bicycle Trails Committee. The system included a north-south bikeway along Grand Avenue, a campus/Central Business District (CBD)/Pioneer Hill loop, and establishment of minor bikeways along Stadium Way/Valley Road, on Military Hill, and on Sunnyside Hill.

In 1986, following a campaign by the Pullman Civic Trust, the Centennial Path was created providing a link between campus and downtown. An offshoot "Palouse Path Task Force" was created to encourage the development of a path in the Pullman-Moscow corridor. The university included elements regarding pedestrian and bicycle circulation on campus in its 1987 comprehensive plan and in its current plan. The Glenn Terrell Friendship Mall, a pedestrian way from Holland Library to the Compton Union Building, was constructed during 1993-1994.

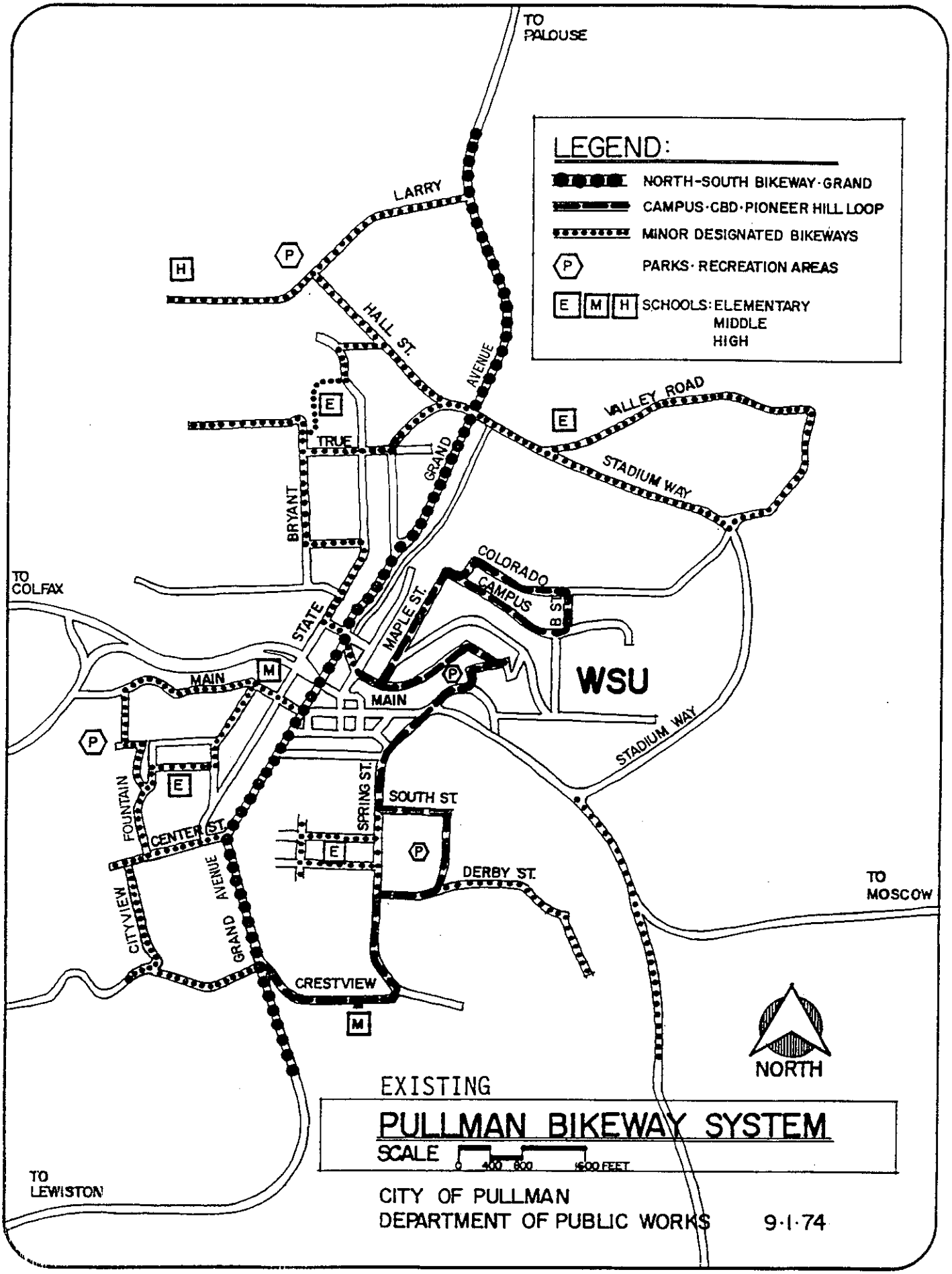
INVENTORY OF EXISTING CONDITIONS

Current Facilities

For this plan, city staff inventoried Pullman's bike routes. WSU Department of Physical Education, Sport and Leisure Studies students made assessments of sidewalks and informal pathways used by pedestrians in Pullman. The students used recommended guidelines of the ad hoc committee to measure cracks, surface conditions, and obstructions. Staff also conducted a survey of Pullman streets to note views, relative comfort, and other subjective features which make an impact on walking and cycling in Pullman.

Existing bikeways are shown on the map on page 4. In surveying these bikeways, the following general deficiencies were noted:

- narrow travel lane (sometimes as little as two feet wide)
- excessive grades for the general public (exceeding 5%)
- poor maintenance (gravel-covered, overgrown vegetation, puddles)
- inadequate measures to avoid vehicular conflicts particularly at intersections (as determined by accident reports and survey opinions)


TO PALOUSE
LEGEND:
NORTH-SOUTH BIKEWAY-GRAND
CAMPUS-CBD-PIONEER HILL LOOP
MINOR DESIGNATED BIKEWAYS
PARKS-RECREATION AREAS
SCHOOLS: ELEMENTARY
MIDDLE
HIGH
LARRY
HALL ST.
AVENUE
VALLEY ROAD
STADIUM WAY
TRUE
GRAND
BRYANT
COLORADO
CAMPUS
B ST
MAPLE ST.
STATE
TO COLFAX
MAIN
WSU
STADIUM WAY
FOUNTAIN
CENTER ST.
SPRING ST.
SOUTH ST.
DERBY ST.
TO MOSCOW
CITYVIEW
GRAND AVENUE
CRESTVIEW
NORTH
EXISTING
PULLMAN BIKEWAY SYSTEM
SCALE 0 400 800 1600 FEET
TO LEWISTON
CITY OF PULLMAN
DEPARTMENT OF PUBLIC WORKS 9-1-74

Most streets in the city have sidewalks on one or both sides of the roadway. Upon examination, the following general deficiencies were discovered regarding these sidewalks:

- some are poorly maintained (snow, gravel, overgrown vegetation, uneven surfaces)
- unbuilt segments force pedestrians to walk in the street

In addition to bikeways and sidewalks, there are also a number of informal paths between streets that have been created by repeated travel over the same course. Pedestrians use these paths because they offer "short-cuts" to their destination. Informal paths are of generally poor quality, characterized by uneven terrain, slippery surfaces in wet weather, and steep slopes.

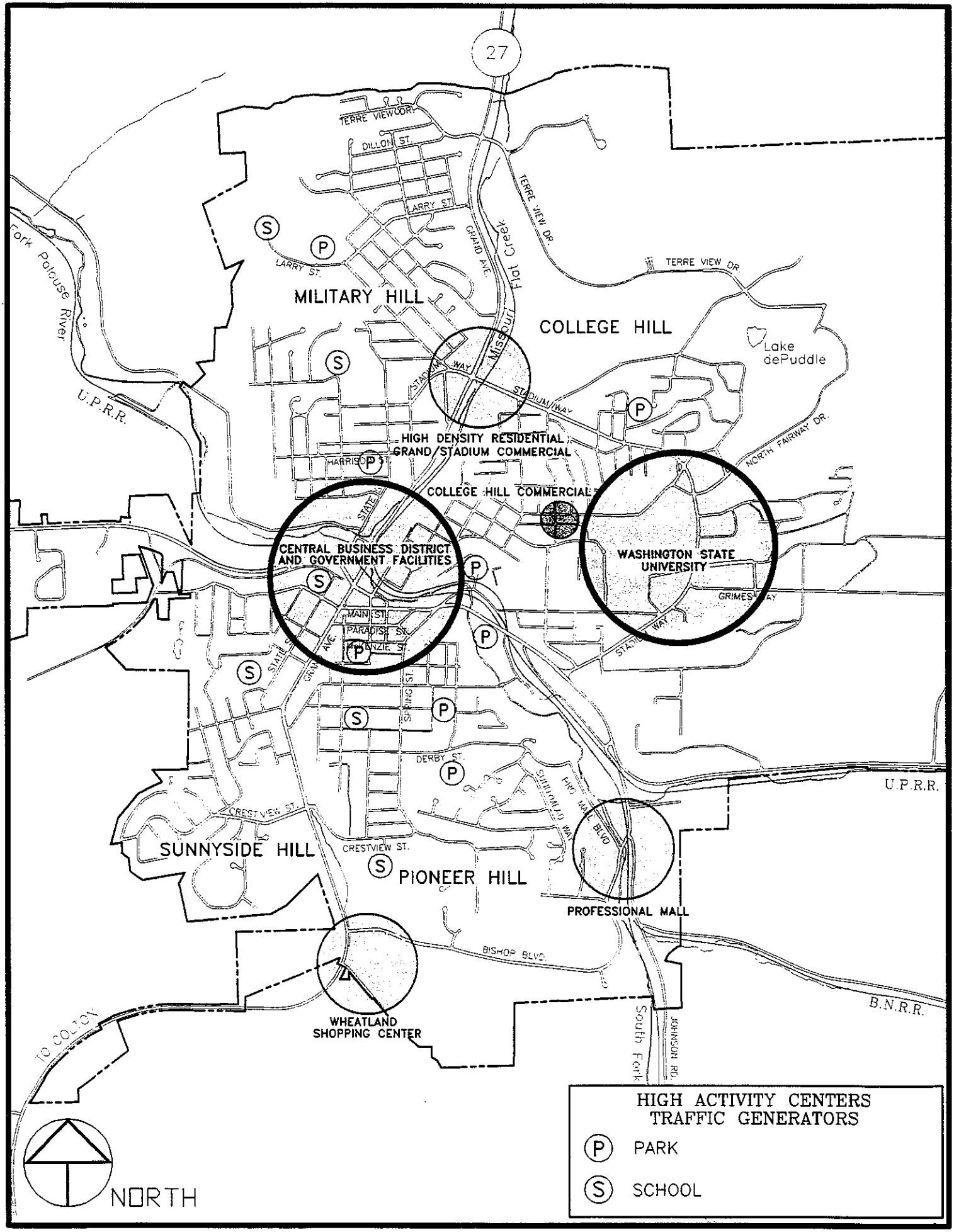
Current Use

Activity Centers

Pullman has a number of activity centers where pedestrian/bicycle traffic concentrates. Based on available information, Pullman's activity centers, ranked in descending order of the volume of pedestrian/bicycle traffic experienced, are as follows:

Washington State University
Central Business District
Outlying commercial areas located on the following streets:
    South Grand Avenue/Wheatland Shopping Center
    North Grand Avenue
    East Main Street
    Bishop Boulevard/Professional Mall Boulevard
    Colorado Street
Schools
High density residential areas
    College Hill
    East portion of Military Hill
    North portion of Pioneer Hill
    Northeast portion of Sunnyside Hill
Parks (Reaney Park, City Playfield, Kruegel Park, and Sunnyside Park each experienced over 10,000 users in the past year)

(See accompanying map, entitled "High Activity Centers/Traffic Generators," on page 6.)


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Hatt Creek
TERRE VIEW DR.
TERRE VIEW DR
Fork Palouse River
MILITARY HILL
COLLEGE HILL
Lake dePuddle
U.P.R.R.
STADIUM WAY
MISSOURI
STADIUM WAY
HIGH DENSITY RESIDENTIAL
GRAND/STADIUM COMMERCIAL
HARRISON
NORTH FAIRWAY DR.
COLLEGE HILL COMMERCIAL
STATE
CENTRAL BUSINESS DISTRICT AND GOVERNMENT FACILITIES
WASHINGTON STATE UNIVERSITY
GRIMES WAY
MAIN ST.
PARADISE ST.
MCKENZIE ST.
STADIUM WAY
STATE
GRAND AVE.
SPRING ST.
DERBY ST.
U.P.R.R.
CREST VIEW ST.
SUNNYSIDE HILL
CRESTVIEW ST.
PIONEER HILL
SHIRLEY WAY
PRO MALL BLVD
PROFESSIONAL MALL
BISHOP BLVD.
WHEATLAND SHOPPING CENTER
TO COLTON
South Fork
JOHNSON RD.
B.N.R.R.
NORTH
HIGH ACTIVITY CENTERS
TRAFFIC GENERATORS
PARK
SCHOOL

Pedestrian Circulation

A significant portion of Pullman residents walk regularly. The telephone survey revealed that 63 percent of the respondents walk outdoors for a period of ten or more minutes per day. The majority of these trips involve commuting to school or work, but many people walk for the purpose of recreation or exercise. A lesser number of residents walk to get to local shopping areas.

Pedestrians tend to travel mostly on major arterial streets. From the surveys conducted, it was found that people walk predominantly on East Main Street, Stadium Way, North Grand Avenue, and South Grand Avenue. Of the four major hills in town, the vast majority of pedestrian traffic occurs on College Hill. A map showing the streets used most often by pedestrians is included on page 8.

Jogging is popular for many residents of Pullman who consider the hilly terrain to be an interesting challenge. The survey results show that these runners use major streets in the city, but they shy away from the downtown area. The streets most frequently utilized by runners are Stadium Way, North Grand Avenue, South Grand Avenue, and Bishop boulevard. Popular streets for jogging in Pullman are shown on the map on page 9.

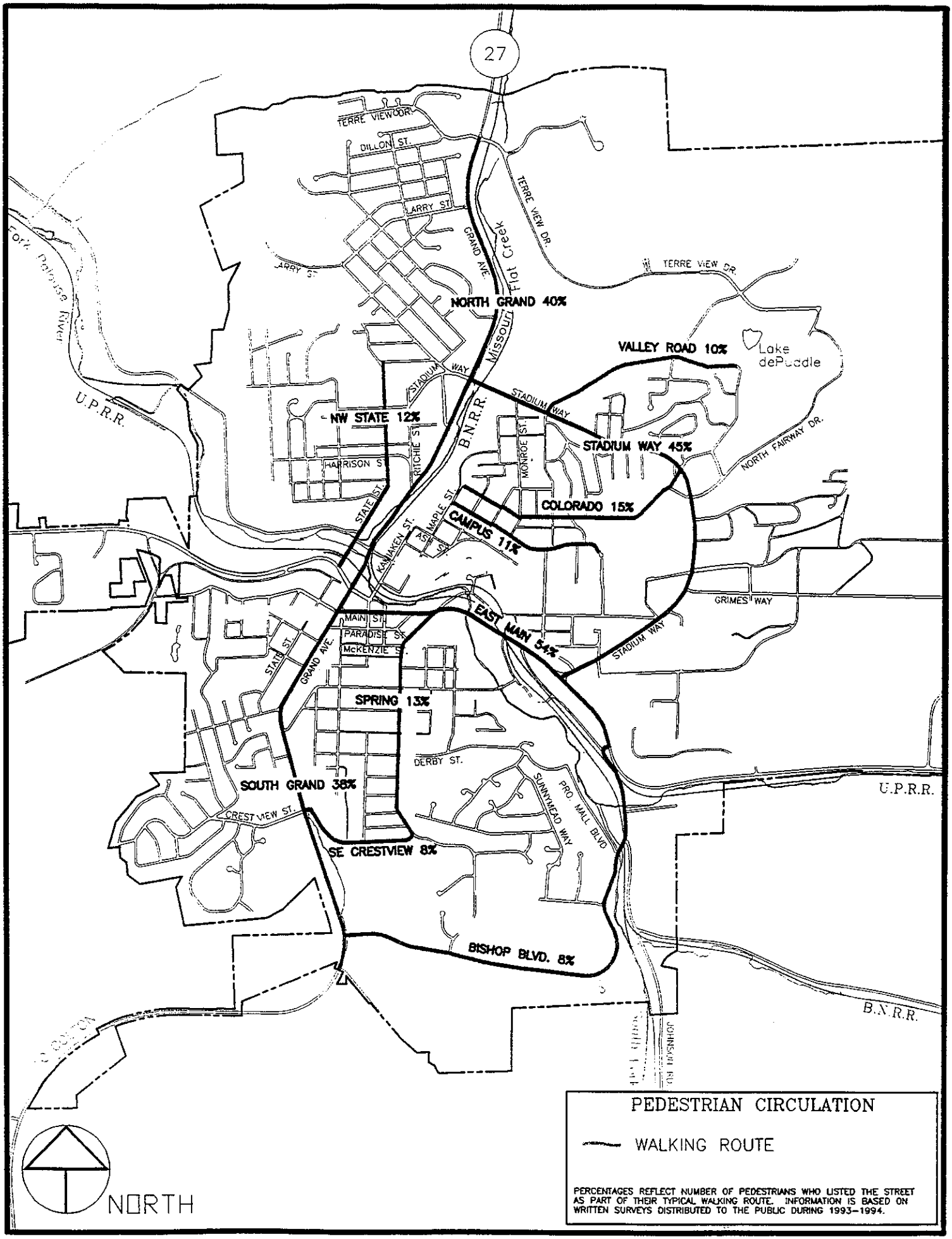
Bicycle Circulation

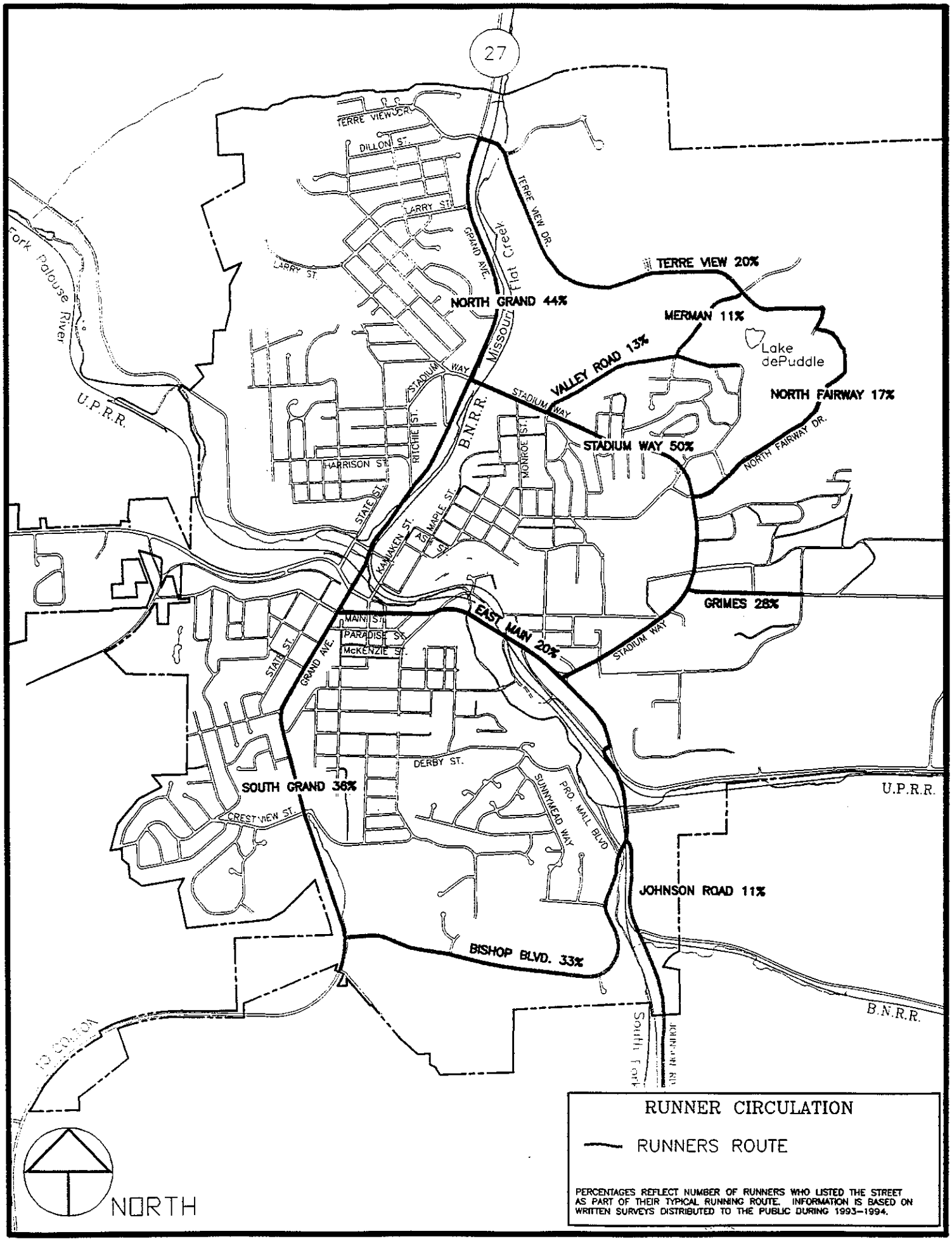
There are two distinct categories of bicyclists in Pullman. One category is touring/racing cyclists, who are mostly WSU students belonging to some sort of team or club. These cyclists start and end their trips in Pullman, but they spend the bulk of their time cycling outside of town. These residents were not considered to any significant extent in the development of this plan.

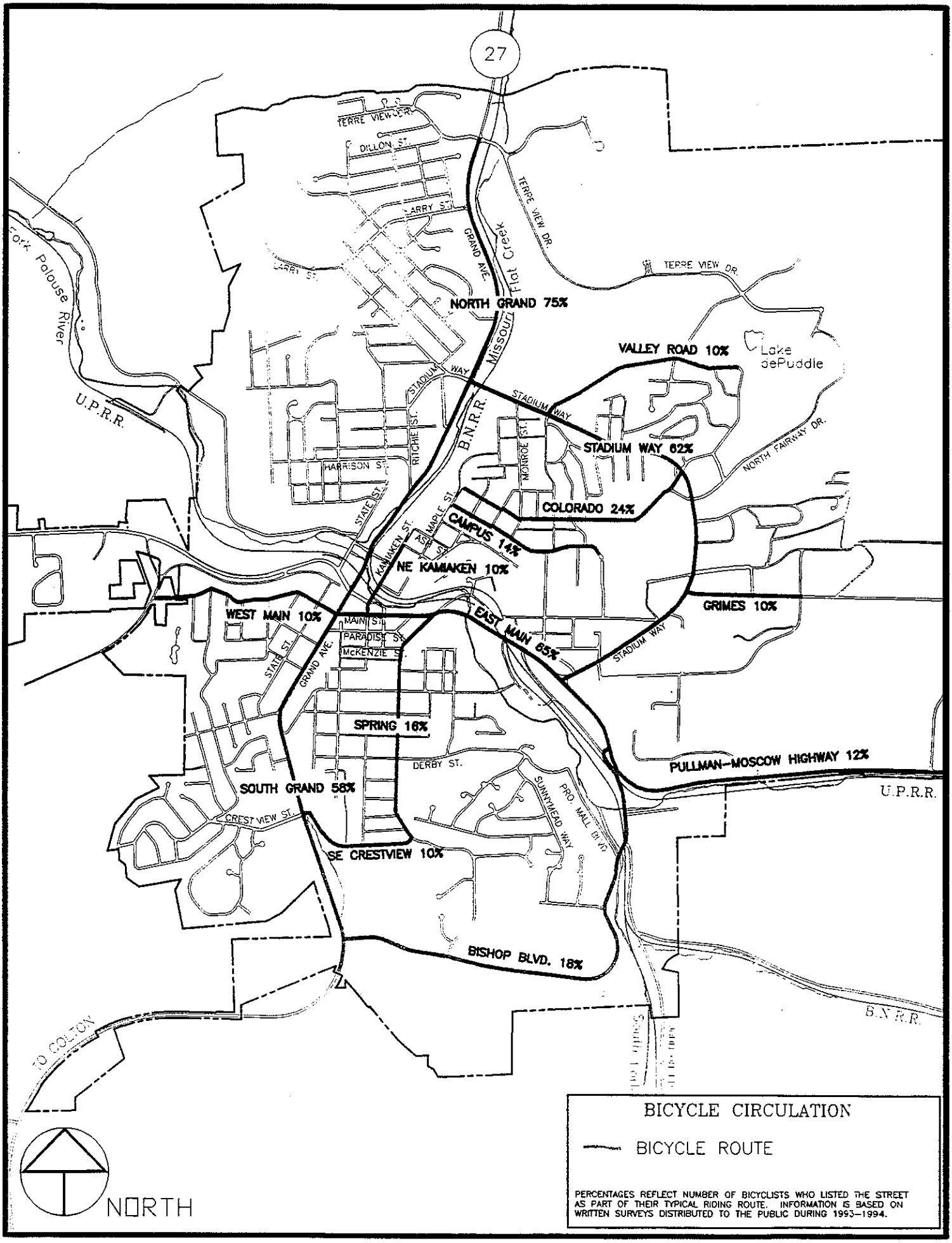
The other category of bicyclist are those who ride for transportation or recreational purposes. The surveys and other public participation strategies conducted for this plan were directed at this group of bicyclists.

According to the telephone survey, 52 percent of the respondents stated that they have a bicycle in Pullman. Of those residents who do have a bicycle, 29 percent said that they ride their bike daily, and another 28 percent indicated that they ride about once a week. Twenty-nine percent of these bicycle owners ride once every six months or less. The surveys revealed that the most common purpose in riding a bike in Pullman is recreation or exercise. Commuting to work or school is a secondary reason, and a smaller number of people use a bicycle to travel to shopping areas.

Survey information indicated that the streets used most frequently by bicyclists, in descending order, are: North Grand Avenue, East Main Street, South Grand Avenue, and Stadium Way. As with pedestrian traffic, more bicycle use occurs on College Hill than any of the other three major hills in town. Elementary students surveyed stated that they like to ride downtown and to nearby grocery stores. The most frequently used streets for bicyclists are shown on the map on page 10. It is important to note that although some streets are used more often for bicycle travel, all streets in the city are used to one degree or another by bicyclists.


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Missouri Flat Creek
TERRE VIEW DR.
TERRE VIEW DR.
NORTH GRAND 40%
VALLEY ROAD 10%
Lake dePuddle
STADIUM WAY
STADIUM WAY
NW STATE 12%
U.P.R.R.
B.N.R.R.
HARRISON ST.
RITCHIE ST.
MONROE ST.
STADIUM WAY 45%
NORTH FAIRWAY DR.
STATE ST.
MAPLE ST.
KANSAS ST.
COLORADO 15%
CAMPUS 11%
GRIMES WAY
MAIN ST.
PARADISE ST.
McKENZIE ST.
EAST MAIN 54%
STADIUM WAY
STATE ST.
GRAND AVE.
SPRING 13%
DERBY ST.
SOUTH GRAND 38%
U.P.R.R.
CREST VIEW ST.
SUNNYMEAD WAY
PRO MALL BLVD
SE CRESTVIEW 8%
BISHOP BLVD. 8%
B.N.R.R.
JOHNSON ISD
NORTH
PEDESTRIAN CIRCULATION
WALKING ROUTE
PERCENTAGES REFLECT NUMBER OF PEDESTRIANS WHO LISTED THE STREET AS PART OF THEIR TYPICAL WALKING ROUTE. INFORMATION IS BASED ON WRITTEN SURVEYS DISTRIBUTED TO THE PUBLIC DURING 1993–1994.


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Missouri Flat Creek
TERRE VIEW DR.
TERRE VIEW 20%
NORTH GRAND 44%
MERMAN 11%
Lake dePuddle
VALLEY ROAD 13%
NORTH FAIRWAY 17%
NORTH FAIRWAY DR.
STADIUM WAY
STADIUM WAY 50%
Fork Palouse River
U.P.R.R.
RITCHIE ST.
HARRISON ST.
B.N.R.R.
MONROE ST.
STATE ST.
KAMIAKEN ST.
MAPLE ST.
GRIMES 28%
EAST MAIN 20%
MAIN ST.
PARADISE ST.
McKENZIE ST.
GRAND AVE.
STATE ST.
DERBY ST.
SOUTH GRAND 36%
CREST VIEW ST.
SUNNYMEAD WAY
PRO. MALL BLVD
U.P.R.R.
JOHNSON ROAD 11%
BISHOP BLVD. 33%
B.N.R.R.
South Fork
NORTH
RUNNER CIRCULATION
RUNNERS ROUTE
PERCENTAGES REFLECT NUMBER OF RUNNERS WHO LISTED THE STREET AS PART OF THEIR TYPICAL RUNNING ROUTE. INFORMATION IS BASED ON WRITTEN SURVEYS DISTRIBUTED TO THE PUBLIC DURING 1993–1994.


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Missouri Flat Creek
TERRE VIEW DR.
TERRE VIEW DR.
Fork Palouse River
U.P.R.R.
NORTH GRAND 75%
VALLEY ROAD 10%
Lake dePuddle
STADIUM WAY
STADIUM WAY
B.N.R.R.
RITCHIE ST.
JOHNSON ST.
STADIUM WAY 62%
NORTH FAIRWAY DR.
HARRISON ST.
STATE ST.
MAPLE ST.
COLORADO 24%
CAMPUS 14%
KAMIAKEN ST.
NE KAMIAKEN 10%
GRIMES 10%
WEST MAIN 10%
MAIN ST.
PARADISE ST.
McKENZIE ST.
EAST MAIN 65%
STADIUM WAY
STATE ST.
GRAND AVE.
SPRING 16%
DERBY ST.
PULLMAN–MOSCOW HIGHWAY 12%
U.P.R.R.
SOUTH GRAND 58%
CREST VIEW ST.
SUNNYMEAD WAY
PRO. MALL DRIVE
SE CRESTVIEW 10%
BISHOP BLVD. 18%
B.N.R.R.
TO COLTON
NORTH
BICYCLE CIRCULATION
BICYCLE ROUTE
PERCENTAGES REFLECT NUMBER OF BICYCLISTS WHO LISTED THE STREET AS PART OF THEIR TYPICAL RIDING ROUTE. INFORMATION IS BASED ON WRITTEN SURVEYS DISTRIBUTED TO THE PUBLIC DURING 1993–1994.

Vehicular Circulation

Vehicular traffic has a direct affect on the safety and comfort of pedestrians and bicyclists. Based on city of Pullman traffic counts from 1989 to 1994, the average daily vehicular traffic in the city is as follows:

15,000-20,000
- Grand Ave. (McKenzie to Ritchie)

10,000-15,000
- Grand Ave. (Ritchie to Stadium)
- Grand Ave. (Bishop to McKenzie)
- Main St. (Kamiaken to Grand)
- Main St. (Paradise to city limits)
- Stadium Way (Grand to B St.)

5,000-10,000
- Grand Ave. (Stadium to Terre View)
- Main St. (Paradise to Kamiaken)
- Paradise St. (Grand to Main)
- Kamiaken St. (Main to Olsen)
- Davis Way (Grand to Wawawai)
- Colorado St. (Monroe to WSU)
- Stadium Way (B St. to WSU)
- Merman Dr. (Valley to Terre View)
- Terre View Dr. (Merman to Eastgate)
- Valley Rd. (Stadium to Merman)
- Bishop Blvd. (Grand to Main)

Streets not cited above have less than an average of 5,000 vehicular trips per day.

According to information derived from the 1990 U.S. Census, 89 percent of the population in Pullman is old enough to drive. A 1995 survey conducted by a WSU consultant found that 75 percent of WSU students have an automobile in Pullman.

A recent trend in the development of residential subdivisions is the increased use of cul-de-sac streets; subdivision developers claim that the market is demanding these cul-de-sac streets because they reduce traffic and noise on the affected roadways.

Transit Service

The city of Pullman has operated a transit system since 1979. Three types of transportation service are provided: a fixed route system, a dial-a-ride service for the elderly and disabled population, and a contracted taxi operation. Of these services, the fixed route system is the one that most affects pedestrian travel in the city.

The fixed route service, which operates on weekdays, offers multiple bus routes that serve the entire community on half-hour schedules. Certain routes on College and Military Hills operate more frequently during particular times of the day. Starting in 1991, the city and WSU arranged for a pre-paid fare program that allows all university students, staff, and faculty to ride the bus free of charge by presenting their WSU identification card. A map of the streets and bus stops where service is provided by means of the fixed route system is displayed on page 13.

Accident Statistics

Analysis of pedestrian or bicycle accidents is developed from Pullman Police Department records. Tables and maps graphically depicting this accident data are supplied on pages 14 through 17.

Failure to obey traffic laws and design/maintenance problems are primary factors behind most accidents involving pedestrians or bicyclists. The highest percentage (32 percent) of pedestrian accidents in Pullman is due to failure to yield by a vehicle. Most pedestrian accidents occur downtown. Other significant points of conflict are near the intersections of Grand Avenue and Stadium Way and Stadium Way and Main Street.

Bicycle accidents in Pullman occur at more than double the rate of pedestrian incidents. The highest percentage (27 percent) of bicycle accidents in Pullman is caused by a turning vehicle that fails to yield to the cyclist. Twenty percent of the bicycle accidents are a result of the bicyclist losing control and/or hitting a stationary object. The majority of bicycle accidents occur either downtown or on Stadium Way between Grand Avenue and B Street.

Existing Policies and Standards Related to Pedestrian/Bicycle Circulation

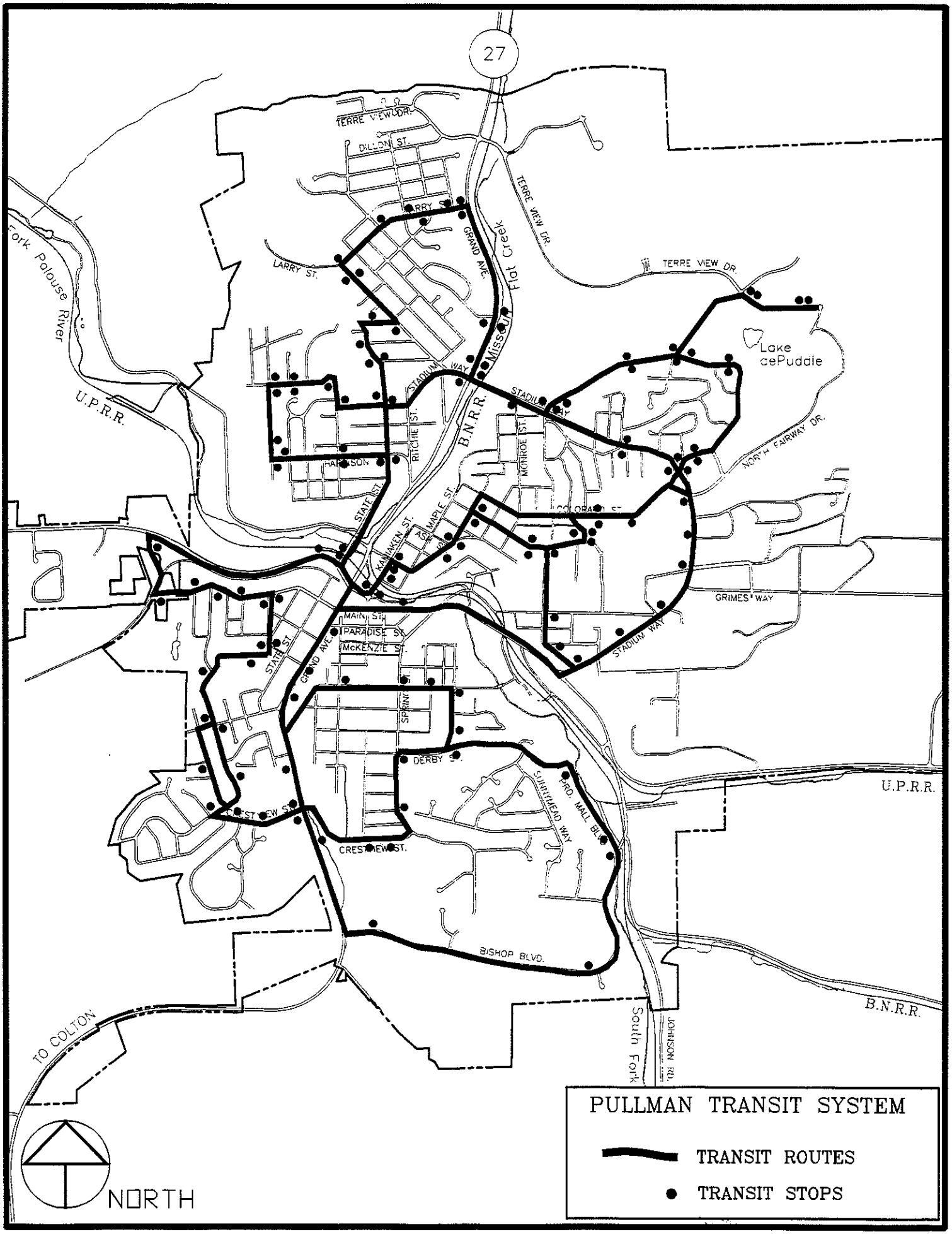
City

The city of Pullman has a number of policies and standards that relate to pedestrian and bicycle transportation. A summary of these provisions follows.

City design standards require sidewalks on both sides of new streets and in new pedestrian easements with the requirement of a minimum seven-foot width along arterials and a minimum five-foot width along all other streets. Sidewalks may be omitted on interior streets of industrial parks with City Council approval.

City policy regarding construction of sidewalks is as follows:

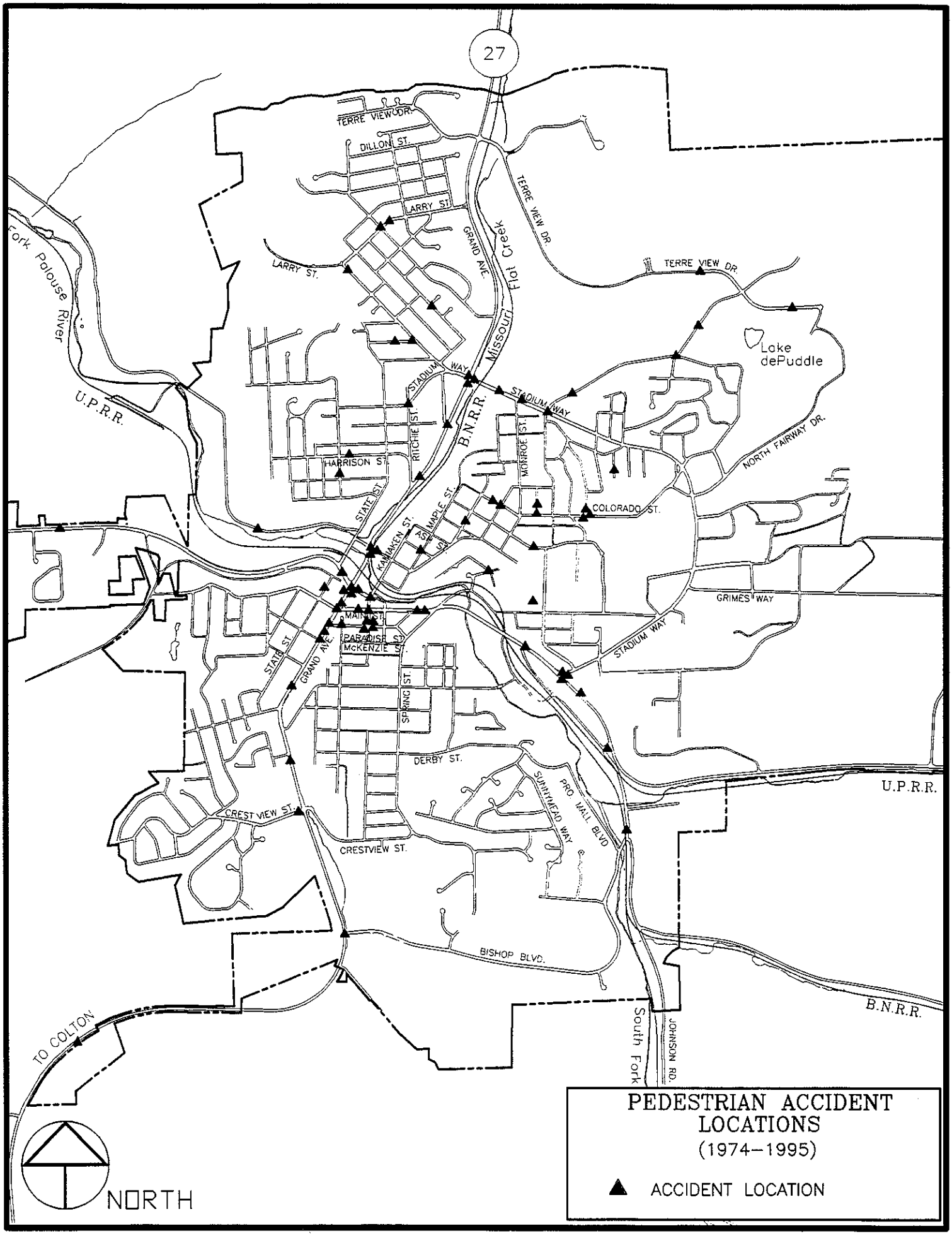
- Sidewalks are required in all new subdivisions approved after September 1986.
- Construction of sidewalks along a particular lot frontage is a requirement imposed on the property owner at the time a building permit is issued.
- Sidewalks are required in all new commercial developments regardless of whether or not the land is subdivided.


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Fork Palouse River
U.P.R.R.
TERRE VIEW DR.
Lake
cePuddie
STADIUM WAY
B.N.R.R.
RITCHIE ST.
MONROE ST.
NORTH FAIRWAY DR.
STATE ST.
MAPLE ST.
GRIMES WAY
MAIN ST.
PARADISE ST.
McKENZIE ST.
STADIUM WAY
DERBY ST.
SUNNYMEAD WAY
CRESTVIEW ST.
U.P.R.R.
BISHOP BLVD.
B.N.R.R.
South Fork
JOHNSON RD.
TO COLTON
NORTH
PULLMAN TRANSIT SYSTEM
TRANSIT ROUTES
TRANSIT STOPS

CITY OF PULLMAN
ANALYSIS OF PEDESTRIAN ACCIDENTS (1974-1995)

ACCIDENT CATEGORY	NUMBER	PERCENTAGE
Vehicle failed to yield at intersection/sidewalk	23	32
Vehicle hit jaywalking pedestrian	12	17
Vehicle hit pedestrian coming from obscured location	11	15
Vehicle driving on sidewalk/roadside hit pedestrian	8	11
Vehicle lost control, hit pedestrian	4	6
Vehicle hit pedestrian who ran into street	4	6
Vehicle hit pedestrian directing traffic	2	3
Other	8	11
	72	100

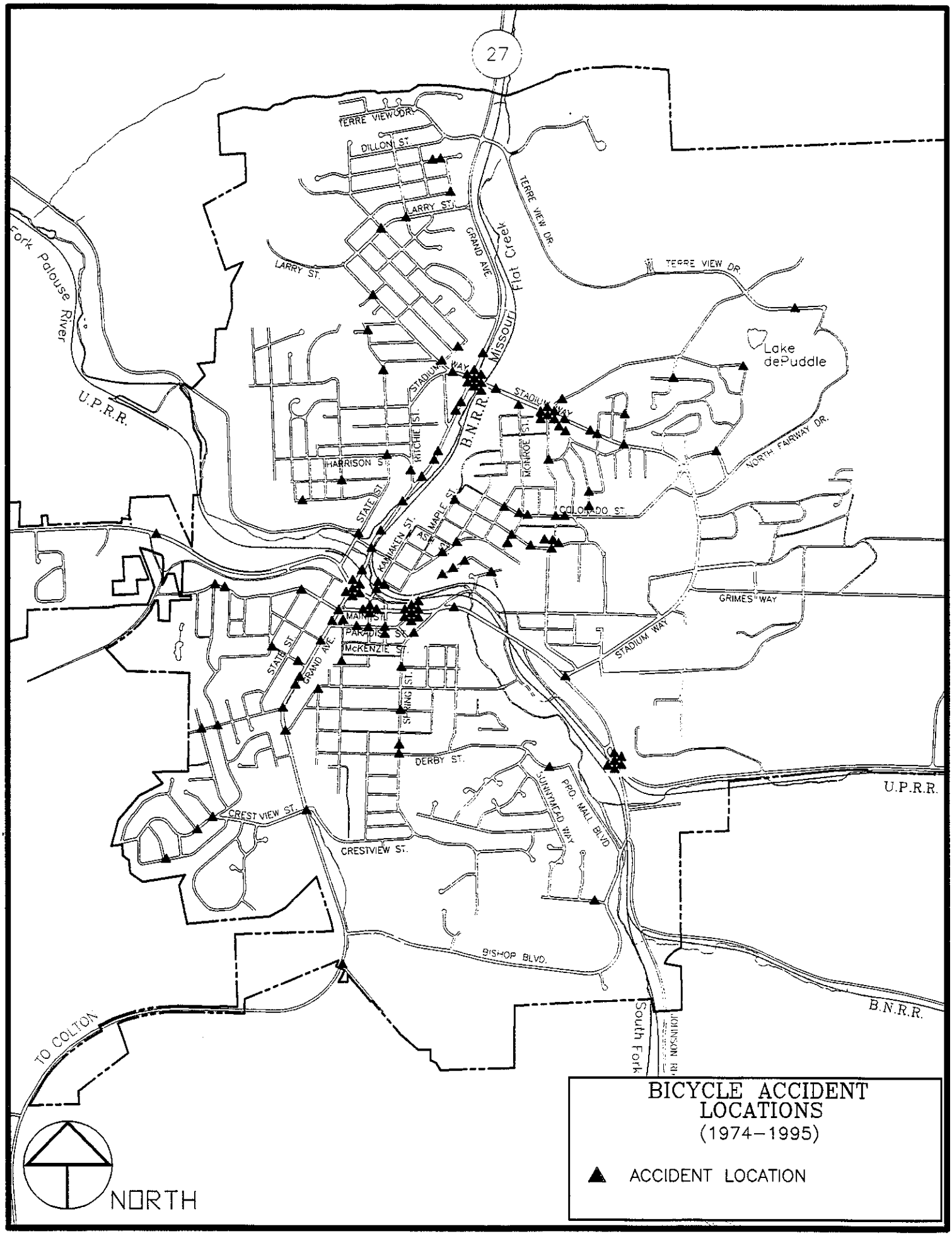
SOURCE: Pullman Police Department Records


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Flat Creek
Missouri
TERRE VIEW DR.
TERRE VIEW DR.
Lake dePuddle
Fork Palouse River
U.P.R.R.
STADIUM WAY
B.N.R.R.
STADIUM WAY
NORTH FAIRWAY DR.
HARRISON ST.
RITCHIE ST.
MONROE ST.
STATE ST.
MAPLE ST.
COLORADO ST.
KAMIAKEN ST.
GRIMES WAY
MAIN ST.
PARADISE ST.
McKENZIE ST.
STATE ST.
GRAND AVE.
STADIUM WAY
SPRING ST.
DERBY ST.
U.P.R.R.
CREST VIEW ST.
CRESTVIEW ST.
SUNNYHEAD WAY
PRO MALL BLVD
BISHOP BLVD.
B.N.R.R.
TO COLTON
South Fork
JOHNSON RD.
NORTH
PEDESTRIAN ACCIDENT LOCATIONS
(1974–1995)
ACCIDENT LOCATION

CITY OF PULLMAN
ANALYSIS OF BICYCLE ACCIDENTS (1974 - 1995)

ACCIDENT CATEGORY	NUMBER	PERCENTAGE
Turning vehicle failed to yield to bicyclist	38	27
Bicyclist lost control/bicyclist hit stationary object	29	20
Bicyclist violating sign/signal hit vehicle	17	12
Vehicle at intersection failed to yield to bicyclist	9	6
Vehicle in driveway failed to yield to bicyclist	8	6
Bicyclist failed to yield to vehicle	7	5
Vehicle/bicyclist collided at intersection	5	4
Bicycle equipment failed	5	4
Bicyclist hit back of vehicle in traffic	4	3
Vehicle/bicyclist collided during simultaneous turns	4	3
Vehicle hit insufficiently lit bicycle	3	2
Vehicle sideswiped bicyclist	3	2
Vehicle hit bicyclist due to vision obstruction	3	2
Vehicle violating sign/signal hit bicyclist	2	1
Vehicle struck bicyclist in rear	2	1
Other	3	2
	142	100

SOURCE: Pullman Police Department Records


27
TERRE VIEW DR.
DILLON ST.
LARRY ST.
GRAND AVE.
Missouri Flat Creek
TERRE VIEW DR
TERRE VIEW DR.
Lake dePuddle
Fork Palouse River
U.P.R.R.
STADIUM WAY
B.N.R.R.
RITCHIE ST.
HARRISON ST.
MONROE ST.
NORTH FAIRWAY DR.
STATE ST.
MAPLE ST.
COLORADO ST.
KAMIAKEN ST.
GRIMES WAY
MAIN ST.
PARADISE ST.
McKENZIE ST.
STADIUM WAY
GRAND AVE.
SPRING ST.
DERBY ST.
U.P.R.R.
CREST VIEW ST.
CRESTVIEW ST.
SUNNYMEAD WAY
PRO. MALL BLVD.
BISHOP BLVD.
B.N.R.R.
TO COLTON
South Fork
JOHNSON RD.
NORTH
BICYCLE ACCIDENT LOCATIONS
(1974–1995)
ACCIDENT LOCATION

The city has sidewalk/pedestrian clearance area standards (Pullman City Code Chapter 11.50) which prohibit vegetative growth into walkways adjacent to streets. In order for the city to act on a potential violation, the code requires that a member of the public file a complaint with the Director of Public Services.

Titles 11 and 12 of the Pullman City Code refer to temporary sidewalk obstructions; repair requirements, including procedures the city can implement to effect sidewalk repair; maintenance requirements; and mode of transportation allowed on sidewalks within the downtown area. Bicycles are to be in safe mechanical condition and motor vehicles may not park on bicycle paths or pedestrian malls. Bicycle riding on downtown sidewalks is prohibited; signs are installed throughout the downtown area notifying the public of this prohibition.

The subdivision ordinance indicates that a pedestrian walkway right of way not less than ten feet wide may be required approximately at the midpoint of any block exceeding 600 feet in length, or in any block where the Director of Public Works or City Council believe it is appropriate. The paved portion of this walkway is required to be a minimum of six feet in width. The subdivision ordinance also requires that new preliminary plats make appropriate provision for sidewalks and other planning features that assure safe walking conditions for school students.

The Comprehensive Plan also addresses pedestrian/bicycle transportation. The Circulation element of the Comprehensive Plan supports a master walkway/bikeway route which links residential areas with WSU, the Central Business District, and aesthetic points of interest. The Floodplain element of the Comprehensive Plan encourages bicycle/pedestrian easements along streams and states that such facilities should be included in the master walkway/bikeway plan. The Circulation element also suggests that proposed street vacations should be reviewed for possible paths. These provisions support the Circulation element goal to provide a safe, adequate, flexible, economical, and energy-efficient movement of people and goods while protecting and improving the quality of life.

The Zoning Code requires provision of off-street pedestrian loading areas for hospitals, schools, churches, government buildings and similar uses. The code defines the downtown as a compact, convenient, pedestrian-oriented area. Manufactured home parks and recreational vehicle parks require pedestrian systems constructed according to city standards.

The Pullman Growth Management Manual states that wetlands and adjacent buffer areas should not be disturbed by future development. However, the manual states that low intensity, passive recreational facilities, such as trails, are exempt from regulation within wetland buffer areas provided they have minimal adverse impacts on wetland buffers and no adverse impacts to wetlands.

In association with specific proposals for development within the city, several issues have been raised in the recent past with respect to non-motorized transportation. During certain meetings in 1994 and 1995, some City Council members expressed concern over the establishment of paths between lots in subdivisions relative to maintenance, liability, security, and infringement on privacy. In addition, some City Council members stated their concern regarding the trend towards cul-de-sac streets in residential subdivisions because these streets restrict pedestrian and

vehicular circulation. Also, the Council has indicated that pedestrian movements through Lawson Gardens is to be discouraged.

WSU (1994 Comprehensive Plan Update)

The WSU Comprehensive Plan defines the "campus character" as one of "medium-scale buildings throughout the campus, heavily planted open spaces that create a park-like setting, extensive use of brick, human-scaled pedestrian corridors, and an atmosphere consistent with academic and culturally enriching activities." The WSU Comprehensive Plan contains the following basic planning concepts:

- The center of campus should be a pedestrian zone with parking peripheral to the center.
- Linkages should be developed and maintained between the campus and desirable campus surroundings. Pedestrian and bicycle ways should connect with surrounding systems.
- The campus should provide ease of access from surrounding communities to quasi-public campus facilities.
- Exterior spaces should be designed to relate to topography, mitigate climate and enhance pedestrian circulation.
- Open space includes paved pedestrian spaces.
- The recreation element notes walking trails which would be developed in the East Campus and a fitness trail for the first trail developed. (WSU Pullman Open Space Plan.)
- The recreation element proposes improvements to Airport Road with improvements to the Babbitt jogging path and provision for bicycle lanes.
- The circulation element itemizes the development of the three major corridors (Library, Administration and College) for pedestrian circulation.
- The circulation element states that bicycles are allowed on sidewalks and pedestrian malls throughout the campus.
- Wherever possible, separate bicycle lanes will be provided on campus thoroughfares.

Federal

In the recent past, local postal service policy for location of residential post boxes has been to place the mailboxes at the curb face at a 42" to 46" height. Currently, the local post office allows for mailboxes to be placed at the back of the sidewalk; the postal service is also interested in grouping mailboxes together as much as possible.

The Americans with Disabilities Act (ADA) makes physical access to public facilities a civil right. Section 202 of the ADA states that, "subject to the provisions of this title, no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." Section 204 of the act requires the U.S. Attorney General to promulgate regulations to implement this portion of the law. To date, no formal regulations have been issued, although the U.S. Department of Justice has released a preliminary guideline to consider in the development of accessible paths. This guideline states that, in order to comply with ADA, a walkway separated from a street (i.e., not a sidewalk) must ordinarily be no steeper than a five percent slope. If, in the opinion of the Pullman Director of Public Works, the topography of a site renders infeasible the development of a path with a maximum five percent slope, the Director may grant a exception to this guideline through the provisions of the Uniform Building Code.

Other Organizations

In researching this plan, documents produced by various organizations were reviewed. The two most notable publications examined were the following:

- Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials (AASHTO).
- Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails. Rails-to-Trails Conservancy.

Current/Upcoming Projects

City

- 1996 Transportation Improvement Program projects include the following:
  - Construction of path on Terre View Drive from Grand Avenue to Merman Drive
  - State Street reconstruction from Whitman Street to True Street
  - Colorado Street improvement from C Street to Stadium Way
  - Airport Road improvement from the Pullman-Moscow Highway to Terre View Drive
- 1997 Transportation Improvement Program projects include the following:
  - Terre View Drive construction from Northwood Drive to Airport Road
- 1999 Transportation Improvement Program projects include the following:
  - Coliseum Road (new road) construction from Orchard Drive to Terre View Drive
  - Terre View Drive widening from North Grand Avenue to Merman Drive

Highway Projects

The State Department of Transportation is currently involved in reconstructing South Grand Avenue (State Route 27) from downtown to Bishop Boulevard. The street will be widened and a two-way left turn lane will be added. A new sidewalk will also be constructed on the east side of the street from Crestview Street to Fairmount Road.

The Department of Transportation is also presently engaged in the reconstruction of Main Street (State Route 270) from Spring Street to Forest Way. This project, which began during the summer of 1994, entails widening of the roadway to four lanes with turn lanes installed at particular locations. A traffic signal will also be installed at the intersection of Bishop Boulevard and Main Street. This road widening will allow development of a pedestrian/bicycle pathway leading from the campus at Stadium Way to the Central Business District over the new viaduct.

PLANS AND PROJECTIONS

Plans

Washington State University

The Washington State University Comprehensive Plan includes a number of provisions that relate to non-motorized transportation. With respect to pedestrian movement, the plan states that incremental improvements will be made to the Central Campus Pedestrian Mall System, which consists of the Glenn Terrell Friendship Mall, College Avenue, Library Road, and Administration Road. The improvements will involve removal of existing sidewalks, introduction of brick pavement materials, installation of street furnishings, and planting of new vegetation.

Bikeways on campus will be connected to the Pullman-Moscow corridor path when it is developed. One potential connection is near Reaney Park, and another near the intersection of Airport Road and the Pullman-Moscow highway. Wherever possible, separate bicycle lanes will be provided on campus thoroughfares, with appropriate curb cuts installed at street intersections.

A traffic study is proposed which would evaluate the merits of converting Stadium Way from four lanes to two lanes with left turn islands and provisions for accommodating bicycles. The plan states that bicyclists sometimes constrict traffic on Stadium Way through their use of vehicular lanes.

City Parks and Recreation Five-Year Plan 1994

The 1994 City Parks and Recreation Plan contains several objectives which would affect pedestrian/bicycle traffic in the community. The plan expresses a need to construct a community center, develop an 18-hole golf course, continue the expansion of Lawson Gardens, enlarge the city's recreational vehicle park at Riverview and South Streets, and acquire 6 to 10 acres of land in southeast Pullman for future playfields. The plan also recommends development of the river park from City Playfield to Grand Avenue, creation of a trail system through Pullman (including

the Pullman-Moscow corridor path), and improvement of pedestrian and bicycle ways along Bishop Boulevard.

State Department of Transportation

North and South bypass options provide efficient circulation directing traffic away from the Central Business District and improving access to WSU. No funding has been set aside for these projects; however, the right of way for the North bypass has been acquired.

Projections

Population/Demographics

Every year, the Washington State Office of Financial Management (OFM) provides an estimate of the population of each city and county in the state. OFM's 1995 population estimate for the city of Pullman is 24,360.

With regard to projections for future growth in this community, a variety of estimates have been devised. For the year 2010, OFM projects a population of 45,035 for Whitman County; this translates into a Pullman population of 27,020 if the percentage of Whitman County residents living in Pullman remains the same as today. The 1994 WSU Comprehensive Plan indicates that the WSU Pullman campus enrollment goal for the year 2010 is 19,500 which would, based on past experience with population multipliers, make Pullman's total population 27,300. More recent WSU estimates show a larger potential increase in student enrollment which would result in an overall city population of 33,100 in 2010.

Demographic data generated by the Pullman School District, WSU, and OFM indicate that public schools (kindergarten through 12th grade) will experience relatively flat enrollment, WSU student age will increase slightly, and retirement population will increase. The minority population is expected to increase, with the largest rate of increase within the Asian/Pacific Islander group.

Land Use

Based on current proposals and existing Comprehensive Plan land use designations, the Pullman Planning Division projects that future growth will occur in certain areas of the city. The division expects development of apartment complexes in the vicinity of Merman Drive and Terre View Drive, on the WSU campus, and in the area east of Bishop Boulevard and south of Main Street. Manufactured home parks and other high density residential development is anticipated in the Davis Way/Wawawai Road area near Golden Hills Drive. Moderate low density residential growth is projected on Pioneer, Sunnyside, and Military Hills.

The Planning Division expects continued development of commercial establishments in the Bishop Boulevard area. Industrial expansion is anticipated in the NE Terre View Drive area.

Transportation

During the course of developing this plan, a number of concepts regarding the future of transportation were presented. These concepts are summarized here.

Technological change may lead to an increase in the number of individuals who work at home, thereby decreasing the volume of commuters. On the other hand, possible energy shortages in the future could lead to increased pedestrian/bicycle use. Also, the volume of bicycle traffic may increase with the advent of high-tech equipment that improves the operator's capability of handling hilly terrain. The Washington State Department of Transportation increasingly encourages intermodal travel; it is anticipated that park and ride lots, passenger rail service, and the conveyance of freight and goods by air may increase over time.

PUBLIC INPUT

Pullman 2000

Starting in 1991, the city held a series of forums entitled "Pullman 2000", at which citizens participated in visioning exercises pertaining to a wide variety of community issues. Public input relating to non-motorized transportation that was offered during the course of the Pullman 2000 meetings is presented below.

Interest was expressed in developing a regional transportation system (Whitman and Latah Counties, Pullman and Moscow, both universities, school districts and the Port of Whitman County) encompassing vehicular and non-vehicular facilities; this transportation system should include a strong emphasis on planning and commitment of resources to a network of bicycle/pedestrian paths. It was asserted that enhancement of the community's quality of life includes strategies to promote walking.

Participants indicated that vehicular parking, particularly near the university, affects public safety and welfare and negatively influences private property; a goal was established to remedy this situation through satellite park and ride lots. Also, it was stated that riverside pedestrian circulation and aesthetic means of flood control should be incorporated into any plan for downtown revitalization.

River Task Force

In 1988, the City Council formed an Ad Hoc River Task Force to review and make recommendations on matters concerning the South Fork of the Palouse River. This River Task Force recommended that greenway/pathways be established along the river in the downtown area with the design to include flood management, improved water quality concepts, and consolidation of the rail lines. The task force also suggested that development near the river should allow public access between the river and the adjacent business areas and should encourage orientation of these businesses to the river and associated pathways.

WSU Social and Economic Sciences Research Center Survey (1992)

In late 1992, the city contracted with the Social and Economic Sciences Research Center (SESRC) at WSU to conduct a telephone survey of Pullman residents regarding a number of community issues. The SESRC interviewed 1,018 community members for this research, thereby obtaining an overall accuracy level of about +-.03 percent.

The results of this survey showed that 60 percent of Pullman's population expressed a need for improvement of sidewalks and pedestrian paths; 42 percent noting the need for improvement of these walkways lived on College Hill. Respondents indicated that collector arterials (e.g., State Street, Colorado Street, and South Street) are desirable routes for paths.

Seventy-five percent of those interviewed agree that bicycle paths and lanes need improvement. College Hill had the lowest percentage (69 percent) of persons saying improvement is needed. Respondents claimed that bicycle path improvements are most needed on Grand Avenue and in the downtown area.

Pullman Ad Hoc Pedestrian/Bicycle Circulation Committee Surveys

As stated previously, the Pedestrian/Bicycle Committee engaged in a wide variety of activities to obtain public input regarding non-motorized travel in this community. The outcome of these activities is summarized below.

Drop-off Survey

Separate drop-off surveys for pedestrians, bicyclists, joggers were offered to obtain public input for this plan. The results of these completed surveys are described below.

Those responding to the pedestrian survey indicated that Pullman's pleasant and safe environment was the primary reason they enjoyed walking here. Other positive aspects cited by pedestrians were increased personal fitness and a reduction in vehicular use. When asked about problems, pedestrian questionnaire respondents stated that debris on walkways (such as gravel or snow), lack of adequate walkways, and interaction with motor vehicles were their most serious concerns. Improvements suggested most often were creation of additional walkways (particularly on North and South Grand) and better maintenance of existing pedestrian facilities. Those persons surveyed indicated that additional walkways were most needed on North and South Grand; many respondents also expressed a interest in establishing circular walking routes on each hill.

Bicycle survey respondents stated their favorite aspects of riding a bike in Pullman were the pleasant environment that exists in this community and the fitness they gained from the activity. Bicyclists indicated that the most significant negative aspects were inconsiderate/unsafe drivers and the lack of designated bikeways in town. A majority of the respondents noted a need for establishing additional bikeways, primarily on arterial streets such as North and South Grand, Stadium Way, Main Street, and the Pullman-Moscow Highway.

The persons that completed the joggers' survey indicated that the advantages of running in this town were its pleasant environment and terrain and its low traffic volumes. Negative aspects mentioned most often were a lack of sufficient paths and inconsiderate drivers. Respondents stated that the streets most in need of better running routes were South and North Grand, and Bishop Boulevard.

All of the drop-off surveys included a question regarding the optimal method of funding non-motorized improvements. Those who answered this question stated they would like improvements funded first by acquiring grants, second by seeking volunteer time and/or money, and last by increasing taxes.

Telephone Survey

The telephone surveys addressed walking and bicycling in this community. Almost half of the respondents in the pedestrian telephone survey indicated that they experienced no problems while out walking. Of those that did mention a problem, debris on the walkway and poor condition of walkways were the responses mentioned most often. Forty-nine percent of those interviewed said that Pullman needs to develop new walkways, while 35 percent stated that no new walkways are needed. Respondents provided no clear consensus regarding where new pedestrian routes should be developed.

Eighty-six percent of the respondents to the bicycle telephone survey said that new bikeways are needed in the community; seven percent stated that no new bicycle facilities are necessary. Those interviewed indicated that bicycle routes were needed on the Pullman-Moscow Highway, Main Street, the area around the WSU campus, Grand Avenue, and Stadium Way. When asked about problems they had experienced, respondents most often mentioned inconsiderate or unsafe drivers and lack designated bikeways.

Public School Survey

The public school surveys generated input from students in various grades throughout the local school system. Public school survey respondents indicated that the positive aspects of walking in Pullman were the pleasant scenery, relatively safe surroundings, and short walking distances. The negative aspects of walking mentioned were interaction with motor vehicles, lack of adequate walkways, hills, and snow or ice on walkways. The respondents suggested that there be more sidewalks and pedestrian paths installed, especially in areas where grades were not too steep; they also recommended improved maintenance of walkways.

Respondents in the public school bicycle survey stated that the positive aspects of bicycling in this city were the pleasant surroundings, short travel distances, and relatively low vehicular traffic. Those surveyed indicated that the negative aspects of bicycling in Pullman were the hills, interaction with motor vehicles, and the lack of safe bikeways on which to travel. Respondents mentioned that bicycling in Pullman could be improved by establishing more safe, pleasant trails separated from vehicular traffic, particularly along Grand Avenue and throughout the downtown area.

Pullman Pedestrian/Bicycle Circulation Committee Public Meetings

As addressed previously, the Ad Hoc Pedestrian/Bicycle Circulation Committee held selected meetings to confer with people in this area who have expertise or interest in pedestrian/bicycle transportation and conducted a well-publicized open public meeting to gather input from community members. A summary of the public input received during these meetings is presented below.

Many people who spoke to the committee indicated that there is a general need to create better connections between activity centers in the community. These citizens feel that more paths are needed between residential developments, schools, parks, commercial areas, and major streets. There was general consensus that the Pullman-Moscow corridor path should be developed when the railroad line is abandoned. Some citizens stated that other railroad rights-of-way in town should be reviewed for future pathways as well. An interest was also expressed in establishing interesting loop routes for recreational walkers.

Sidewalks were discussed frequently at the committee meetings. Community members stated their desire to have sidewalks completed where missing. Also, many people expressed an interest in improving the maintenance of sidewalks. Separation of the sidewalk from the street was viewed as a favorable design feature. Concerns were stated regarding the dangers associated with mailboxes placed in the middle of sidewalks and with bicyclists riding on downtown sidewalks. Citizens also noted that some intersection crosswalks needed to be improved.

Community members had a variety of opinions regarding the establishment of pathways in locations wholly separate from streets. Several people who spoke to the committee indicated their interest in maintaining informal paths between streets and developments; they said that a path worn in the soil was a good indicator of where walkways should be retained and improved. Other community members stated that informal pathways between residences create a number of substantial problems. These problems included a lack of privacy for adjacent residents, security concerns for users of the paths, responsibility for maintenance and liability, and the adverse effect construction of these paths have on the cost of housing.

FINANCES

Costs

According to a survey of local professionals, rough 1995 cost estimates for sidewalks, paths, lanes, and related construction within the Pullman area are as follows:

- Standard five-foot-wide sidewalk: $14 per linear foot.
- Standard curb and gutter: $10 per linear foot.
- Eight-foot-wide asphalt bike path: $10 per linear foot.
- Five-foot-wide bike lane on both sides of a street with painted stripe: $40 per linear foot.

The above costs do not account for grading, clearing of vegetation, site preparation, demolition of existing sidewalk, stormwater drainage facilities, land acquisition, or fluctuations in the market for materials. These extra costs can easily account for as much as a six-fold increase in the total cost of developing a pathway. Therefore, caution should be exercised before using the above figures for an assessment of the anticipated expenditures for any particular pedestrian or bicycle facility.

Funding

State law allows local funding through:

- Assessment
- Local Transportation Act
- Distribution from vehicle license fee
- Distribution from a commercial parking tax
- Distribution from a street utility tax
- Road Improvement District, Transportation Benefit District, or Local Improvement District
- Bicycle Licensing Fees
- General obligation funds
- Private funds and resources
- Inter-agency Committee for Outdoor Recreation (IAC)
- Project mitigation measures

Other options for funding projects involving non-motorized transportation are as follows:

- Community Development Block Grant
- Path and Trails Reserve
- Urban Arterial Funds
- Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- General revenues

GOALS AND POLICIES

The following goals, policies, and implementation strategies are directed to what the City of Pullman can do with regard to pedestrian/bicycle transportation. All suggested actions stated or implied are meant to be executed by the City of Pullman.

GOAL 1: ENCOURAGE AND FACILITATE THE USE OF NON-MOTORIZED TRANSPORTATION METHODS.

POLICY 1A: PROMOTE THE USE OF PEDESTRIAN/BICYCLE TRANSPORTATION TO A SIMILAR EXTENT AS OTHER TRAVEL MODES.

Implementation Strategies:

1.A.1. Create a more attractive city in which to walk and bicycle by adding landscaping and informative signage to non-motorized routes and increasing the maintenance of said routes.

1.A.2. Help publicize events such as group walks, running races, and promotional non-motorized transportation days through announcements at meetings, notices in city flyers, messages on the government access television channel, and placement of posters in city buildings.

1.A.3. Publicize the designation of a network of non-motorized transportation routes in the city through contact with the local media and the production of maps and signs.

1.A.4. Encourage owners/managers of large employment centers to provide secure bicycle storage equipment and shower facilities for bicycle commuters.

1.A.5. Encourage provision for bicycles on the commuter bus between Pullman and Moscow.

1.A.6. Develop park and ride lots with adequate, secure bicycle parking for commuters from surrounding communities.

POLICY 1B: FACILITATE NON-MOTORIZED TRANSPORTATION WITHIN THE CITY.

Implementation Strategies:

1.B.1. Attempt to retain short travel distances for residents as development occurs in the city to encourage pedestrian/bicycle trips and still honor the rights of private property owners.

1.B.2. Ensure that all designated pedestrian and bicycle ways are conveniently located and provide the means to take residents directly to their destinations while preserving the rights of private property owners.

GOAL 2: ENHANCE AND EXPAND THE EXISTING NON-MOTORIZED TRANSPORTATION SYSTEM IN A MANNER WHICH BENEFITS THE COMMUNITY.

POLICY 2A: PROVIDE A SAFE, CONTINUOUS, EFFICIENT NETWORK OF PEDESTRIAN AND BICYCLE ROUTES THAT LINKS MAJOR ACTIVITY CENTERS IN THE COMMUNITY.

Implementation Strategies:

2.A.1. Secure improvements consistent with the Pedestrian/Bicycle Circulation Plan in the development review process where it can be shown through documented findings that there is a legitimate relationship between the improvements required and the public need generated by a proposed development and that the improvements required are not excessive in light of the perceived impacts.

2.A.2. Designate and improve a network of non-motorized routes that connect Washington State University, the central business district, outlying commercial areas, schools, parks, the Pullman-Moscow path, and high density residential areas; create circuits within this network to link activity centers and accommodate recreational uses; use existing, adequate walkways/bikeways on arterial streets for this network whenever possible.

2.A.3. Establish or maintain linkages to existing designated pedestrian/bicycle paths (e.g., WSU's designated pathways).

2.A.4. Encourage the development of direct, safe routes to public schools to minimize the travel times of children walking or bicycling while preserving the rights of private property owners.

2.A.5. Designate routes by maps, signs, striping, and/or paving patterns.

2.A.6. Provide significant publicity regarding the non-motorized network when it is finalized; update the information as the network changes to accommodate new developments.

2.A.7. Acquire railways that are abandoned for use as pathways if use of the route is or can be made consistent with the Pedestrian/Bicycle Circulation Plan.

2.A.8. Provide for pedestrian/bicycle access in all future transportation developments.

2.A.9. Provide for enhancement of pedestrian/bicycle access in all future street reconstruction projects.

2.A.10. Provide "temporary sidewalks" (asphalt, gravel) in commercial areas or along major arterials where the final sidewalk design has not yet been determined.

2.A.11. Coordinate with Whitman County on the provision of non-motorized access from Pullman to the county transportation system.

POLICY 2B: PROVIDE SUFFICIENT ACCESS FOR NON-MOTORIZED TRANSPORTATION WITHIN NEIGHBORHOODS AND DISTRICTS.

Implementation Strategies:

2.B.1. Require that subdivision developers install "temporary sidewalks" (asphalt, gravel) on both sides of all streets in a subdivision as part of the standard subdivision improvements in locations where permanent sidewalks have not already been constructed to eliminate the problem of missing sidewalk segments.

2.B.2. Add sidewalks where there are missing segments to maintain continuity of routes.

2.B.3. Provide safe and efficient access for pedestrians and bicyclists to all transit stops within the city.

2.B.4. Require a public pathway or pedestrian easement off the end of a cul-de-sac street that is more than 200 feet in length if said pathway or easement will or could be expected to connect to another public right-of-way or public place.

2.B.5. Require a public sidewalk, pathway, or pedestrian easement at intervals not to exceed 600 feet along a street within a subdivision if said sidewalk, pathway, or easement will or could be expected to connect to another public right-of-way or other public place.

2.B.6. Give serious attention to the design of each path so as to minimize potential problems such as decreased privacy for adjacent residents and security concerns for users of the path.

2.B.7. Require commercial businesses, industrial developments, institutions, apartment complexes of five or more units, planned residential developments, and manufactured home parks to install an on-site path that leads to a public walkway.

POLICY 2C: PROMOTE THE RECREATIONAL ASPECT OF NON-MOTORIZED TRANSPORTATION.

Implementation Strategies:

2.C.1. Provide for a series of loop routes within the city to accommodate walking, bicycling, and jogging as recreational pursuits; where appropriate, combine these loop routes with existing paths and sidewalks or other routes recommended in the Pedestrian/Bicycle Circulation Plan.

2.C.2. Utilize natural areas, shorelines, open space, and undeveloped areas for path development.

2.C.3. Emphasize in particular the establishment of bikeways and jogging routes in the development of recreational paths.

POLICY 2D: SEPARATE PEDESTRIAN TRAFFIC FROM MOTORIZED TRAFFIC WHENEVER POSSIBLE.

Implementation Strategies:

2.D.1. Require pervious landscaped strips with a minimum width of three feet between the street and sidewalk in all new residential subdivisions.

2.D.2. Separate pedestrian traffic from vehicular traffic on heavily traveled streets when constructing new sidewalks or when performing major street reconstruction unless physical constraints prohibit such separation; use planting strips or some other suitable method to achieve said separation.

2.D.3. Provide non-motorized routes in open space areas removed from roadways when to do so would conform with the objectives of the Pedestrian/Bicycle Circulation Plan.

POLICY 2E: ENSURE THAT WALKWAYS ARE ACCESSIBLE TO THE SPECIAL NEEDS POPULATION.

Implementation Strategies:

2.E.1. Ensure that all new walkways and/or alternative routes conform to the standards and guidelines of the federal Americans With Disabilities Act, except in those circumstances where compliance is not feasible due to the topography of a site.

2.E.2. Provide wheelchair ramps at sidewalk corners on all new streets and when existing sidewalk corners are being reconstructed.

POLICY 2F: ADHERE TO CONSISTENT STANDARDS IN THE DESIGN AND CONSTRUCTION OF NON-MOTORIZED IMPROVEMENTS.

Implementation Strategies:

2.F.1. The standards of the American Association of State Highway and Transportation Officials should be used as a guide in the design and construction of all new bikeways.

2.F.2. Maintain present standards for width of sidewalks on local access streets and arterials, but separate pedestrian routes from vehicular traffic whenever possible.

2.F.3. All new walkways established between lots in subdivisions should have a minimum ten-foot-wide right of way or easement, a minimum six-foot-wide asphalt or concrete path, and lighting commensurate with city sidewalks.

2.F.4. All new walkways established in open space areas should have a minimum width of eight feet.

2.F.5. Use uniform markings for signs and pavement displays.

POLICY 2G: PROVIDE ADEQUATE FUNDING FOR NON-MOTORIZED TRANSPORTATION IMPROVEMENTS.

Implementation Strategies:

2.G.1. For non-motorized transportation improvements, seek grant funding or donations over other forms of funding whenever possible.

2.G.2. Explore innovative ways to use available funds, taxes, and fees to benefit the non-motorized transportation system.

2.G.3. Consider creation of a Local Improvement District for constructing sidewalks where there are missing or damaged sidewalk segments in a neighborhood or in any other situation where the benefit would be localized.

2.G.4. Include pedestrian/bicycle improvements in each year's Transportation Improvement Program.

GOAL 3: ENSURE THAT NON-MOTORIZED ROUTES IN THE CITY ARE WELL-MAINTAINED.

POLICY 3A: CONDUCT A SIDEWALK REPAIR PROGRAM THROUGHOUT THE CITY.

Implementation Strategies:

3.A.1. Over a certain time frame, implement a program whereby property owners repair defective sidewalks upon notification by the city.

3.A.2. Sidewalks under this program should be repaired in accordance with the following priority list of streets and areas (highest priority is listed first):

- Major arterials
- Central Business District
- College Hill
- Military Hill
- Pioneer Hill
- Sunnyside Hill

3.A.3. Consider either a Local Improvement District or the procedure set forth in Pullman City Code Chapter 11.36 (Sidewalk Repair) to accomplish sidewalk repairs under this program.

3.A.4. Use the following basic criteria to constitute "defective sidewalk" for purposes of this program:

- vertical separation of 1/2-inch or more
- sidewalk sections that are broken into pieces less than 18 inches in every dimension

3.A.5. Install a wheelchair ramp at a corner if the sidewalk at said corner is being repaired under this program.

3.A.6. Establish consistent inspection practices of sidewalks to be repaired.

POLICY 3B: INCREASE EFFORTS TO PERFORM ROUTINE MAINTENANCE OF NON-MOTORIZED ROUTES IN THE COMMUNITY.

Implementation Strategies:

3.B.1. Motivate property owners through direct mailings and media notices to promptly remove debris (e.g., gravel, snow) from sidewalks and prune vegetation in the sidewalk clearance areas.

3.B.2. Explore mechanisms to more easily enforce city code regulations regarding removal of snow or ice on sidewalks, particularly in those situations where the responsible property owner does not reside in the Pullman area over the winter months.

3.B.3. Attempt to find permanent solutions to situations where debris is continuously found on sidewalks; for example, pave gravel driveways that consistently cause gravel to be present on the sidewalk.

3.B.4. Continue to provide a high level of maintenance on those sidewalks and paths that are the city's responsibility to maintain.

POLICY 3C: ELIMINATE STRUCTURAL HAZARDS FOR BICYCLISTS.

Implementation Strategies:

3.C.1. Install bicycle-safe storm drain grates within the city.

3.C.2. Encourage railroad companies to repair all uneven railway crossings in the city.

3.C.3. Ensure that future bikeways cross railroad tracks at a 90 degree angle and that these railroad tracks are rubberized at said crossing.

GOAL 4: PROMOTE SAFETY AND SECURITY WITH REGARD TO NON-MOTORIZED TRANSPORTATION.

POLICY 4A: PLACE A HIGH PRIORITY ON SAFETY ASSOCIATED WITH NON-MOTORIZED TRAVEL.

Implementation Strategies:

4.A.1. Develop an educational program to make motorists, pedestrians, and bicyclists aware of their respective responsibilities; emphasize a "share the road" concept in the design of the program; ensure that educational materials/instruction are provided to Washington State University students, Pullman School District students, and the general public at such locations as the Pullman Police Station, City Hall, and Neill Public Library.

4.A.2. Establish a mandatory, fee-based bicycle registration program within the Pullman Police Department to assist in the recovery of stolen bicycles, provide bicyclists with safety information, and defray some of the costs of educational materials/instruction.

4.A.3. Study high accident areas and determine the reason(s) why accidents are occurring there; take the necessary actions to minimize the potential for accidents at each of these locations.

4.A.4. Promote security for pedestrians, bicyclists, and joggers by providing sufficient lighting and trimming plantings along routes in accordance with the city's current regulations and design standards, particularly on College Hill.

4.A.5. Change the signing in the central business district to emphasize more clearly that bicyclists are not allowed to ride on these sidewalks; include the prohibition against bicycle riding on these sidewalks in all educational materials/instruction provided to the public.

4.A.6. Design reconstructed or new facilities with an emphasis on safety for pedestrians and bicyclists; ensure that there is sufficient lighting and high visibility for the route; separate pedestrian traffic from vehicular traffic whenever possible.

4.A.7. Increase enforcement of traffic laws pertaining to pedestrians and bicyclists.

4.A.8. Establish a well-publicized system for reporting unsafe actions by motorists, bicyclists, and pedestrians.

4.A.9. Eliminate obstructions (e.g., mailboxes) in sidewalks by requiring planting strips in new subdivisions and placing objects that might obstruct pedestrians in the planting strip.

4.A.10. Eliminate the hazard associated with mailboxes placed in existing sidewalks by relocating these mailboxes to the back of the sidewalk.

POLICY 4B: PROVIDE A SUFFICIENT QUANTITY OF SECURE FACILITIES FOR BICYCLE PARKING.

Implementation Strategies:

4.B.1. Require bicycle parking equipment for interim locations such as commercial businesses, industrial establishments, and institutions; ensure that this parking equipment area does not obstruct movement of vehicles, pedestrians, or bicycles.

4.B.2. Install additional bicycle parking equipment in appropriate locations in the central business district and parks.

4.B.3. Promote concepts that ensure that all bicycle parking equipment installed in the city is designed and constructed to lock bicycles in a secure manner.

PEDESTRIAN/BICYCLE NETWORK

The pedestrian/bicycle network set forth in this section connects the major activity centers in the community so that pedestrians and bicyclists have a safe and efficient means of traveling to their destinations. The network also provides for "loop" routes on each of Pullman's four hills to satisfy citizens' expressed desires to engage in walking or bicycling for recreational purposes.

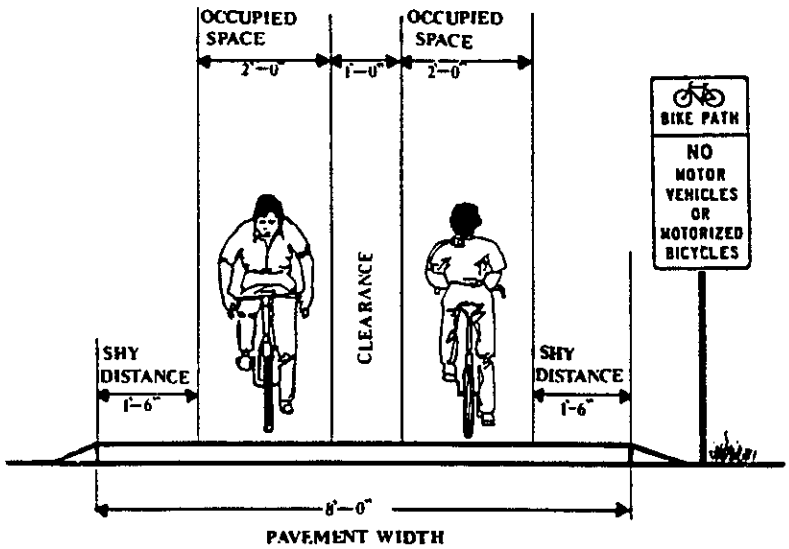
For every route in the network, a list of needed improvements is proposed to create high quality transportation corridors for pedestrians and bicyclists. Each of the proposed improvements are rated as "HIGH," "MEDIUM," or "LOW" priority. Priorities for each of the planned improvements were assigned by reviewing three factors: existing and projected use of the route, the severity of problems associated with the route, and the feasibility of effecting the proposed improvements. Please note that network routes which are under the exclusive control of WSU are not addressed in this document.

The improvements mentioned in this section are to be provided either by the public or private sector, depending on the circumstances. When a new development is under construction, current city provisions frequently require the private property owner to widen adjacent streets and install new sidewalks. However, there may be situations where improvements are proposed in this section and private developments have already been established in the surrounding area. In those cases, the city, or some other public entity, may wish to arrange to have the desired improvements constructed. The decision as to which party will fund each of the improvements noted in this section should be made on a case-by-case basis.

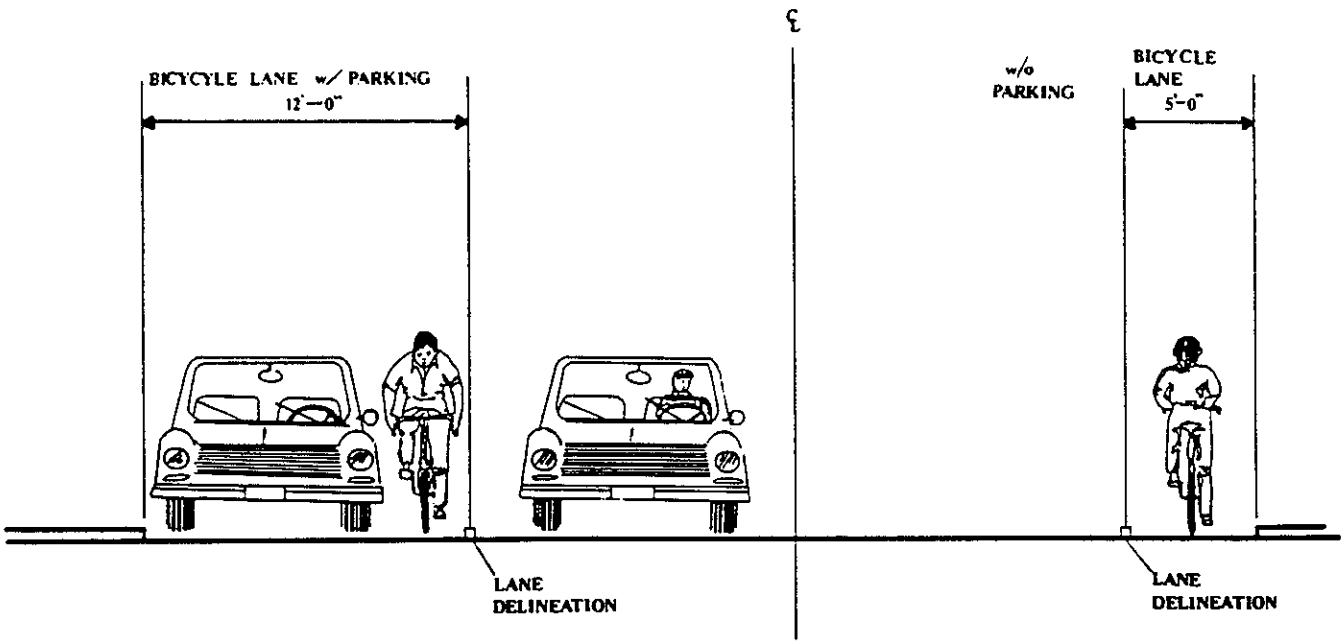
Sidewalks proposed in this section are to be seven feet wide on arterial streets and five feet wide on other streets. Pathways called for in open space areas (e.g., along streams) are to have a minimum pavement width of eight feet, unless otherwise described in this section.

Three different types of bikeways are proposed in this section. Each of the bikeway classes are described below.

Class I bikeways, or bike paths, are facilities with an exclusive right-of-way which prohibit motor vehicle use, or separate portions of standard street rights-of-way that are protected by a physical barrier or space from motor vehicle lanes. With a Class I bikeway, each bicycle travel lane should be two feet wide and should be separated by one foot. A "shy distance" of one and one-half feet should be provided on both sides of the path. Bike paths often have pavement markings to facilitate bicycle travel on the path.



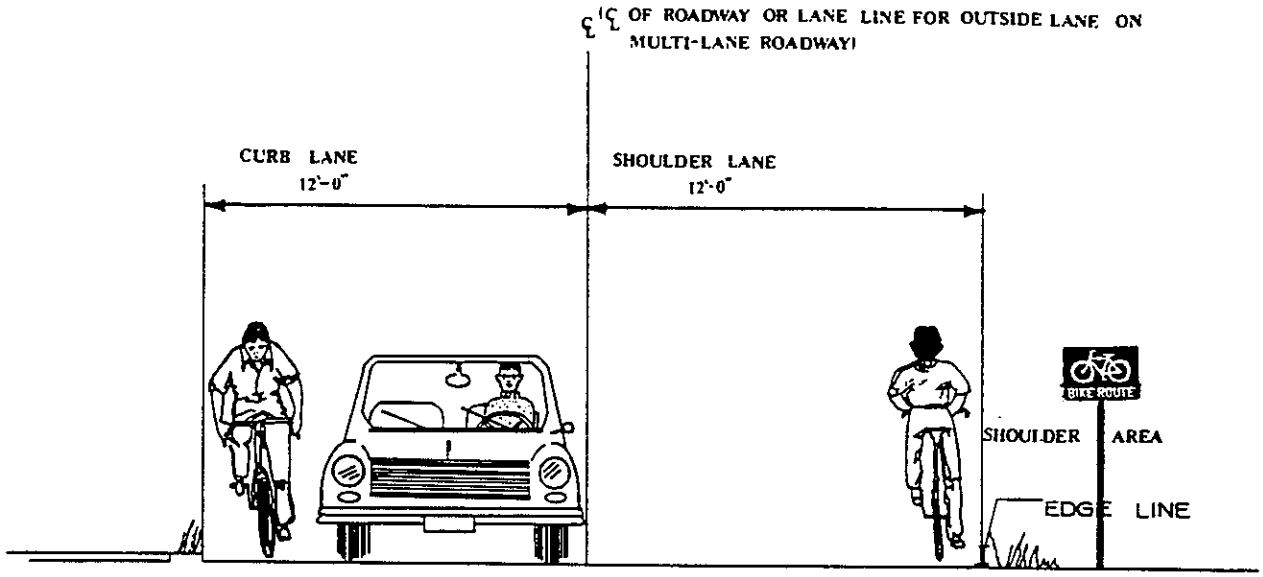
Class I Bikeway: Separated Bike Path



Class II Bikeway: Bike Lane

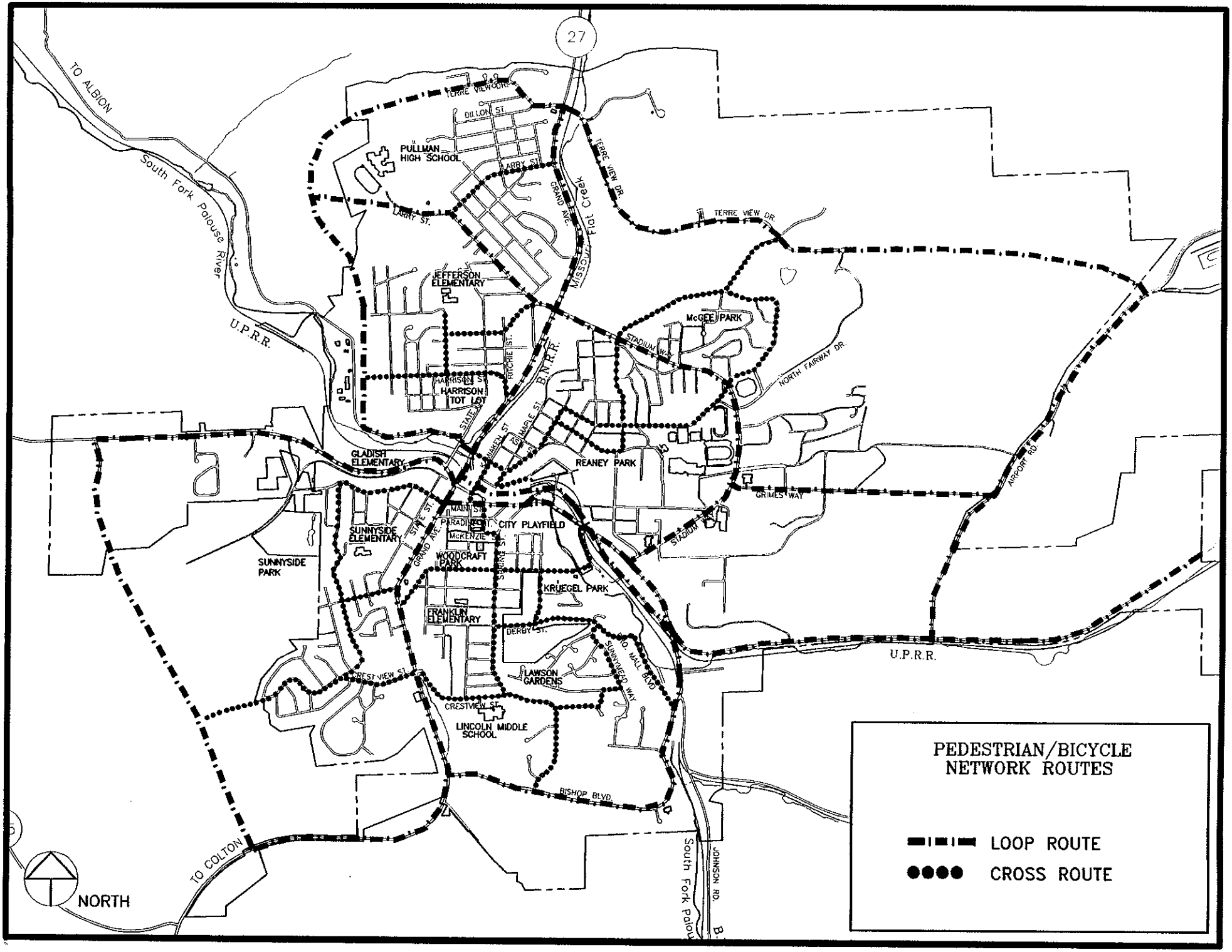
Class II bikeways, or bike lanes, are a specifically designated portion of a roadway pavement section intended for bicycle travel. If on-street parking is allowed, the width of the bike lane is at least 12 feet; if the bike lane abuts the curb, the bike lane is a minimum of five feet wide. The lane is usually delineated with a continuous painted stripe, and stenciled within the lane at regular intervals are the words "BIKE LANE".

Class III bikeways, or bike routes, are shared roadways where bicycles and motor vehicles use the same street surface without designating specific portions of the road for either type of vehicle. Bike routes are ordinarily identified by "BIKE ROUTE" signs without special striping or stenciling of the pavement. It is desirable for the outside lanes of Class III bikeways to be 12 feet in width when parking is prohibited or 20 feet if parking is permitted.



Class III Bikeway: Bike Route

The map depicting the proposed Pedestrian/Bicycle Network is located on the next page. The listing of proposed improvements follows the map.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TO ALBION
South Fork Palouse River
U.P.R.R.
TERRE VIEW DR.
DILLON ST.
PULLMAN HIGH SCHOOL
LARRY ST.
GRAND AVE.
Missouri Flat Creek
JEFFERSON ELEMENTARY
McGEE PARK
STADIUM WAY
NORTH FAIRWAY DR.
HARRISON ST.
HARRISON TOT LOT
RITCHIE ST.
B.N.R.R.
STATE
MAPLE ST.
WILKEN ST.
GLADISH ELEMENTARY
REANEY PARK
AIRPORT RD.
GRIMES WAY
MAIN ST.
PARADISE
CITY PLAYFIELD
SUNNYSIDE ELEMENTARY
STH ST.
GRAND AVE.
McKENZIE
WOODCRAFT PARK
SUNNYSIDE PARK
SPRING ST.
KRUEGEL PARK
FRANKLIN ELEMENTARY
DERBY ST.
SUNNYMEAD WAY
PRO MALL BLVD
U.P.R.R.
CREST VIEW ST.
LAWSON GARDENS
CRESTVIEW ST.
LINCOLN MIDDLE SCHOOL
BISHOP BLVD.
TO COLTON
NORTH
South Fork Palou
JOHNSON RD.
PEDESTRIAN/BICYCLE NETWORK ROUTES
LOOP ROUTE
CROSS ROUTE

ROUTE: SOUTH GRAND AVENUE (Golden Hills Dr. to Main)

Improvements Needed			Priority
Pedestrian:	-	develop walkway on one side of street from Golden Hills Dr. (future) to Wheatland Shopping Center	LOW
	-	construct sidewalk on west side of street between Bishop Blvd. and Crestview	LOW
	-	construct sidewalk on east side of street between Crestview and Daisy	HIGH
	-	construct sidewalk where missing between Center and McKenzie	MEDIUM
Bicycle:	-	develop as Class II bikeway between Golden Hills Dr. and Crestview	LOW
	-	develop remainder of this street segment as Class III bikeway	MEDIUM

ROUTE: NORTH GRAND AVENUE (Main to Terre View)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk where missing on east side of street between Nye and N. 1232 Grand Ave. (Godfather's Pizza)	HIGH
	-	see ALTERNATE 1 under bicycle improvements needed below	MEDIUM
	-	construct sidewalk on west side of street between N. 1285 Grand Avenue (Teriyaki Joe's Restaurant) and Terre View	HIGH
Bicycle:	-	ALTERNATE 1: construct Class I bikeway between Whitman and Stadium on or near Burlington Northern Railway line, if abandoned	HIGH
	-	ALTERNATE 2: develop as Class II bikeway between Whitman and Stadium	HIGH
	-	develop remainder of this street segment as Class III bikeway	MEDIUM

ROUTE: NW TERRE VIEW DRIVE (Grand to Parr)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class II bikeway	MEDIUM

ROUTE: NW TERRE VIEW DRIVE (future: Parr to Guy)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on both sides of street	LOW
Bicycle:	-	develop as Class II bikeway	LOW

ROUTE: LARRY STREET (Grand to Terre View)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk where missing on south side of street between Grand and Friel	LOW
	-	construct sidewalk on both sides of street from Hall Dr. to Terre View	LOW
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: STADIUM WAY EXTENSION (Grand to Ritchie)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	widen street near its intersection with Grand to accommodate bicycles eastbound	LOW
	-	develop as Class III bikeway	MEDIUM

ROUTE: HALL DRIVE (Stadium Way Ext. to Larry)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: TRUE STREET (Ritchie to Bryant)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	widen street to provide for Class III bikeway from State to Bryant	MEDIUM
	-	develop as Class III bikeway for remainder of this street segment	MEDIUM

ROUTE: BRYANT STREET (Harrison to Jefferson School)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: HARRISON STREET (Ritchie to Guy)

Improvements Needed			Priority
Pedestrian:	-	develop sidewalk or path from Clifford to Guy	LOW
Bicycle:	-	widen street from Clifford to Charlotte to provide for Class III bikeway	LOW
	-	develop remainder of this street segment as Class III bikeway sign and mark as bike route	LOW

ROUTE: RITCHIE STREET (Harrison to Grand)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: WHITMAN STREET (Maple to State)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on both sides of the street where missing between Grand and State	HIGH
Bicycle:	-	widen roadway on the south side of the street between Grand and State where the roadway narrows	LOW
	-	develop as Class III bikeway	MEDIUM

ROUTE: STATE STREET (Whitman to Park)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: PARK STREET (State to Guy)

Improvements Needed			Priority
Pedestrian:	-	develop walkway on one side of street	LOW
Bicycle:	-	widen street to provide for Class III bikeway	LOW
	-	resurface street pavement	LOW

ROUTE: GUY STREET (Park to Terre View [future])

Improvements Needed			Priority
Pedestrian:	-	develop walkway on one side of street	LOW
Bicycle:	-	widen street to provide for Class III bikeway	LOW
	-	resurface street pavement	LOW

ROUTE: MAPLE STREET (Palouse to Whitman)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: "REANEY PARK PATH" (Maple to Morton)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	*none* (path is existing Class I bikeway)	—

ROUTE: KAMIAKEN STREET (Whitman to Main)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: MAIDEN LANE (Maple to Opal)

Improvements Needed			Priority
Pedestrian:	-	establish crosswalk at Maiden and Opal	MEDIUM
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: OPAL STREET (Maiden to Colorado)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop west side of street as Class III bikeway (east side already developed with Class II bikeway)	MEDIUM

ROUTE: COLORADO STREET (Opal to D St.)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	*none* (existing Class II bikeway located on south side of street)	—

ROUTE: CAMPUS STREET (Opal to B St.)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	*none* (existing Class II bikeway bike lane located on north side of street)	—

ROUTE: B STREET (Stadium to Campus)

Improvements Needed			Priority
Pedestrian:	-	install sign on east side of street at intersection with California which states: "Sidewalk Ends Ahead"	MEDIUM
	-	widen sidewalk on west side of street between California and Michigan	LOW
	-	increase lighting of street and sidewalk from California to Michigan	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: STADIUM WAY (Grand to Colorado)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	create easier transitions between existing bike path and cross streets where they intersect	MEDIUM
	-	widen roadway on south side of street to establish a continuation of the Class II bikeway that exists from Grand to B Street	MEDIUM
	-	widen roadway on north side of street to provide for Class II bikeway	MEDIUM

ROUTE: VALLEY ROAD (Stadium to Orchard)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: ORCHARD DRIVE (Valley to Stadium)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	extend the existing Class I bikeway on the southeast side of the street to WSU property	LOW

ROUTE: MERMAN DRIVE (Valley to Terre View)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on northwest side of street from NE 1405 Merman Dr. (Campus Commons South apartment complex) to Terre View	LOW
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: NE TERRE VIEW DRIVE (Grand to Northwood)

Improvements Needed			Priority
Pedestrian:	-	develop sidewalk or paved walkway on one side of street from Hopkins Court to NE 1920 Terre View Dr. (Campus Commons North apartment complex)	MEDIUM
	-	construct sidewalk along Terre View Dr. frontage of NE 1405 Merman Dr. (Campus Commons South apartment complex)	LOW
Bicycle:	-	widen street to provide for Class II bikeway from Hopkins Court to NE 1920 Terre View Dr. (Campus Commons North apartment complex)	LOW
	-	develop remainder of this street segment as Class II bikeway	MEDIUM

ROUTE: NE TERRE VIEW DRIVE (future: Northwood to Airport Rd.)

Improvements Needed			Priority
Pedestrian:	-	develop walkway on at least one side of the street	MEDIUM
Bicycle:	-	develop as Class II bikeway	MEDIUM

ROUTE: AIRPORT ROAD (Terre View to Grimes)

Improvements Needed			Priority
Pedestrian:	-	ALTERNATE 1: maintain eight-foot-wide gravel shoulder on west side of road	HIGH
	-	ALTERNATE 2: construct separated path in accordance with standards set forth in Pedestrian/Bicycle Plan	HIGH
Bicycle:	-	ALTERNATE 1: widen road to provide for a Class II bikeway	HIGH
	-	ALTERNATE 2: develop as Class I bikeway	HIGH

ROUTE: MAIN STREET (Skyline to Bishop)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	widen street to provide for a Class III bikeway to accommodate bike route from Paradise Street to the viaduct crossing the South Fork of the Palouse River	MEDIUM
	-	develop remainder of this street segment as a Class III bikeway	MEDIUM

ROUTE: "RIVERPARK PATH" (Spring to Grand)

Improvements Needed			Priority
Pedestrian:	-	construct path in accordance with standards set forth in Pedestrian/Bicycle Plan	HIGH
Bicycle:	-	develop as Class I bikeway	HIGH

ROUTE: NE SPRING STREET (Main to Pearl)

Improvements Needed			Priority
Pedestrian:	-	when bridge is replaced, construct sidewalk on south side of street	MEDIUM
Bicycle:	-	when bridge is replaced, widen street to provide for Class III bikeway	LOW

ROUTE: RIVERVIEW STREET (Pearl to South)

Improvements Needed			Priority
Pedestrian:	-	construct a sidewalk on one side of the street; transition this sidewalk into the City Playfield pathways	HIGH
	-	construct a walkway to connect Riverview St to the Pullman-Moscow corridor path	HIGH
Bicycle:	-	widen street to provide for a Class III bikeway	MEDIUM

ROUTE: PULLMAN-MOSCOW CORRIDOR PATH (Riverview to city limits)

Improvements Needed			Priority
Pedestrian:	-	construct path concurrent with the development of a pathway to Moscow through the Pullman-Moscow corridor	HIGH
Bicycle:	-	develop as Class I bikeway under the circumstances outlined under "Pedestrian" heading above	HIGH

ROUTE: SOUTH STREET (Riverview to Rocky)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on the south side of street from High to Rocky	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: ROCKY WAY (Grand to South)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on south side of street from Water to South	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: DILKE STREET (South to Derby)

Improvements Needed			Priority
Pedestrian:	-	widen sidewalk to current design standards on east side of street where applicable	LOW
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: DERBY STREET (Spring to Professional Mall Blvd.)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: PROFESSIONAL MALL BOULEVARD (Derby to Bishop)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: MEADOW VALE DRIVE (Derby to Sunny Mead)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: SUNNY MEAD WAY (Meadow Vale to Edge Knoll)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalks where missing on both sides of street generally between Green Hill Rd. and Edge Knoll	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: EDGE KNOLL DRIVE (Sunny Mead to Sandalwood)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalks where missing on both sides of the east portion of this street segment	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: SANDALWOOD DRIVE (Edge Knoll to Carolstar)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: CAROLSTAR DRIVE (Sandalwood to Harvest)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalks where missing on south side of street	MEDIUM
	-	relocate mailboxes situated in sidewalk to back of sidewalk	HIGH
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: SE SPRING STREET (McKenzie to Crestview)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalks where missing on east side of street from Grant to Crestview	MEDIUM
Bicycle:	-	widen to provide for Class III bikeway from Derby to McKenzie	LOW
	-	develop remainder of this street segment as Class III bikeway	MEDIUM

ROUTE: SE CRESTVIEW STREET (Harvest to Grand)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk where missing on south side of street between easternmost Lincoln Middle School access road and Harvest	HIGH
	-	construct sidewalk on north side of street between Spring and Harvest	MEDIUM
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: McKENZIE STREET (Spring to Pine)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk where missing on north side of street	MEDIUM
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: PINE STREET (McKenzie to Main)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: HARVEST DRIVE (Crestview to Bishop)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on both sides of street as Harvest Dr. is extended from Quail Ridge Dr. to Bishop Blvd.	LOW
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: BISHOP BOULEVARD (Grand to Main)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on north side of street from Grand to Klemgard	HIGH
	-	construct sidewalk on west side of street from Bleasner to Latah	MEDIUM
Bicycle:	-	develop as a Class II bikeway from Grand to Main	HIGH

ROUTE: SW CRESTVIEW STREET (Grand to Golden Hills Dr.)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalks on both sides of street as roadway is extended to Golden Hills Dr.	LOW
Bicycle:	-	develop as Class III bikeway	MEDIUM

ROUTE: CENTER STREET (Grand to Fountain)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk where missing on south side of street between Fountain and Summer	LOW
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: FOUNTAIN STREET (Crestview to Skyline)

Improvements Needed			Priority
Pedestrian:	-	construct missing sidewalk segments on east side of street between Crestview and Mountain View	LOW
Bicycle:	-	widen street to provide for Class III bikeway from Mountain View to Center	LOW
	-	develop remainder of this street segment as Class III bikeway	LOW

ROUTE: SKYLINE DRIVE (Fountain to Main)

Improvements Needed			Priority
Pedestrian:	-	*none*	—
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: DAVIS WAY (Grand to Golden Hills Dr.)

Improvements Needed			Priority
Pedestrian:	-	develop walkway on one side of street from State St. to Golden Hills Dr.	LOW
Bicycle:	-	develop as Class III bikeway	LOW

ROUTE: GOLDEN HILLS DRIVE (future: Davis to Grand)

Improvements Needed			Priority
Pedestrian:	-	construct sidewalk on both sides of street	LOW
Bicycle:	-	develop as Class II bikeway	LOW

ALPHABETICAL LISTING OF PEDESTRIAN/BICYCLE NETWORK
STREETS/PATHS FOR WHICH IMPROVEMENTS ARE PROPOSED

STREET/PATH	PAGE
Airport Road	47
B Street	45
Bishop Boulevard	53
Bryant Street	42
Campus Street	45
Carolstar Drive	51
Center Street	52
Colorado Street	45
Crestview Street (SE)	52
Crestview Street (SW)	53
Davis Way	54
Derby Street	50
Dilke Street	49
Edge Knoll Drive	51
Fountain Street	53
Golden Hills Drive	54
Grand Avenue (North)	40
Grand Avenue (South)	40
Guy Street	44
Hall Drive	42
Harrison Street	42
Harvest Drive	52
Kamiaken Street	44
Larry Street	41
Maiden Lane	44
Main Street	48
Maple Street	44
McKenzie Street	52
Meadow Vale Drive	50
Merman Drive	46
Opal Street	45
Orchard Drive	46
Park Street	43
Pine Street	52
Professional Mall Boulevard	50
Pullman-Moscow Corridor Path	49
"Reaney Park Path"	44
Ritchie Street	43
"Riverpark Path"	48
Riverview Street	48
Rocky Way	49
Sandalwood Drive	51
Skyline Drive	54
South Street	49
Spring Street (NE)	48
Spring Street (SE)	51
Stadium Way	46
Stadium Way Extension	41
State Street	43
Sunny Mead Way	50
Terre View Drive (NE)	47
Terre View Drive (NE [future])	47
Terre View Drive (NW)	41
Terre View Drive (NW [future])	41
True Street	42
Valley Road	46
Whitman Street	43