

Washington State Transportation Commission

Pullman, Washington

September 15, 2020

CITY OF PULLMAN TRANSPORTATION ISSUES

CHALLENGES AND SUCCESSES

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Pullman Arterial Plan

Comprehensive Plan - 1999

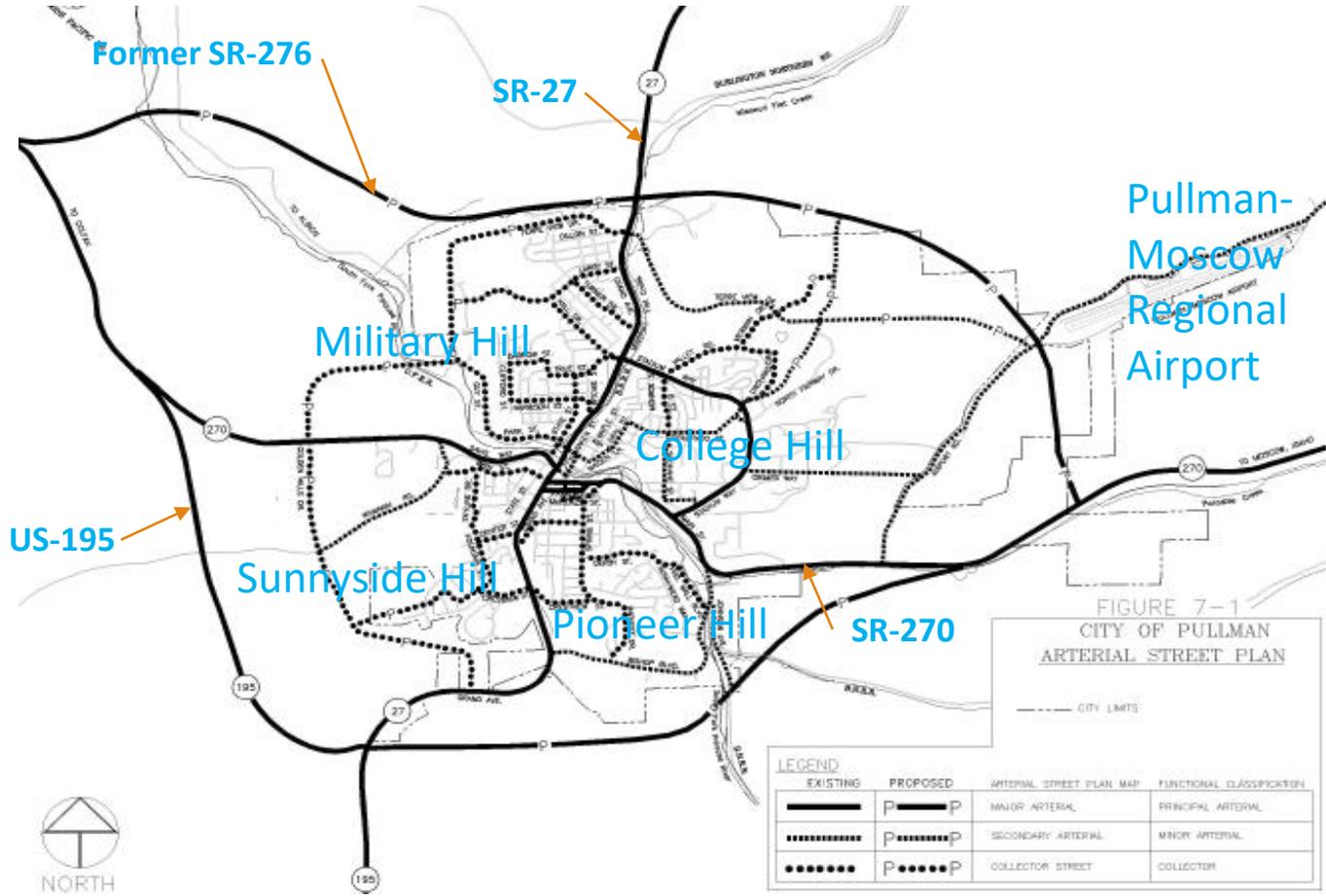


FIGURE 7-1
CITY OF PULLMAN
ARTERIAL STREET PLAN

Challenges

Downtown Traffic Congestion

1. PM Peak Congestion

2. Two state highways through Central Business District (CBD). Topography limits some options.

3. State highways are truck routes. Trucks can exacerbate congestion and contribute to noise.

4. Ring Road Concept: Arterial/Bypass Studies (primarily development driven)

➤ SR 276 – North Bypass (WSDOT Right-of-Way)

➤ South Bypass (SE Quarter – Pioneer Hill)

➤ Golden Hills Drive Route Development (SW Quarter – Sunnyside Hill)

➤ Northwest Ring Road Study (NW Quarter – Military Hill)

➤ Northeast Ring Road (NE Quarter – College Hill) – Complete in 2002

5. Washington State University– Long Range Plan: close portion of Stadium Way

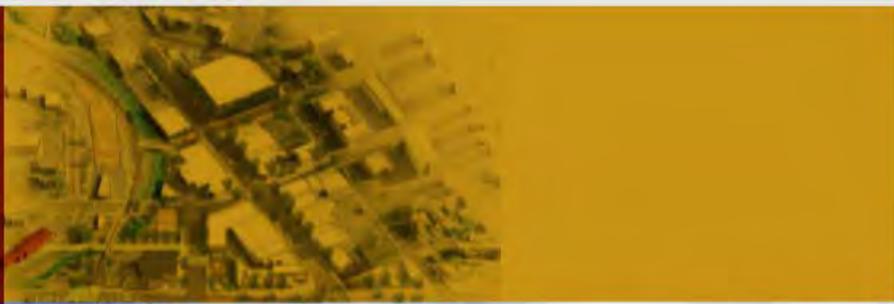
6. Funding for Ring Road sections.



Successes

Central Business District

1. Central Business District (CBD) Master Plan – completed February 2020
2. CBD Pop-up Demonstration: Summer/Fall 2020 (ongoing)
3. Complete Streets Ordinance – completed March 2020



Downtown Master Plan

February 2020



1. City Council Goal
2. Steering Committee Formed
3. RFP and Consultant Selection – BDS Planning & Urban Design
4. Lentil Festival Booth – Citizen Input
5. Stakeholder Interviews
6. Charrette: 3 days
7. Final CBD Master Plan Developed

NEAR TERM EAST MAIN STREET

FOR ONE-WAY TRAFFIC



1 MAINTAIN EXISTING
SIDEWALKS ON BOTH
SIDES OF STREET

2 RECONFIGURE 56'
CURB-TO-CURB
WITH PAINTED LANE
CHANGES

3 ADA STALLS
INCORPORATED
INTO BACK-IN ANGLE
PARKING

4 TWO-WAY CYCLE TRACK AT
STREET LEVEL WITH TEMPORARY
PROTECTION
(E.G. CANDLESTICKS, PLANTERS)



CITY OF PULLMAN
COUNTY OF WHITMAN, WASHINGTON

OFFICE OF THE MAYOR

EMERGENCY ORDER RE: CITY'S RESTAURANT, RETAIL, AND SERVICE RECOVERY PLAN

WHEREAS, on January 31, 2020, the United States Department of Health and Human Services secretary Alex Azar declared a public health emergency for the novel coronavirus (COVID-19) beginning on January 27, 2020; and

WHEREAS, on February 29, 2020, Washington State Governor Jay Inslee proclaimed a public health emergency for COVID-19 in all counties in the State of Washington due to the number of confirmed cases and confirmed person-to-person spread of COVID-19 in Washington state; and

WHEREAS, on March 12, 2020, City of Pullman Mayor Glenn Johnson issued an Emergency Declaration of Emergency in the City of Pullman, pursuant to RCW 38.52.020(1)(b), and City Council ratified the Mayor's declaration of emergency on April 28, 2020; and

WHEREAS, Governor Inslee issued several proclamations including 20-06 through 20-52, 20-25, 20-25.1, and 20-25.2 (Stay Home, Stay Healthy) placing numerous restrictions on individuals and businesses in response to the state-wide threat of the spread of COVID-19 virus; and

WHEREAS, on May 4, 2020, Governor Inslee issued Safe Start Washington – A Phased Approach to Recovery and the decrease of certain restrictions imposed pursuant to previous proclamations, including that restaurants in counties approved to move past Phase 1 could resume on premise consumption of food and beverages so long as they adopt social distancing measures consistent with the Safe Start Plan, including that restaurants in Phase 2 counties could operate up to fifty percent (50%) capacity with table sizes no larger than five (5) individuals and restaurants in Phase 3 counties could operate up to seventy-five (75%) capacity with table sizes no larger than ten (10) individuals; and

WHEREAS, on June 6, 2020, Whitman County was approved to enter Phase 3 of the Safe Start Washington Plan; and

WHEREAS, on July 24, 2020, Governor Inslee issued Proclamation 20-25.7, proclaiming that a State of Emergency continues to exist in all counties of Washington State, and that Proclamation 20-05 and all amendments thereto remain in effect, and that Proclamations 20-25, et seq., are amended to extend all of the prohibitions described therein until Proclamation 20-25.7 is amended or rescinded; and

WHEREAS, on July 28, 2020, Governor Inslee released a Memorandum adjusting various provisions of the Safe Start Plan, including that effective July 30, 2020, restaurant table size in Phase 3 counties was to be reduced to five (5) individuals, and occupancy was reduced to fifty percent (50%); and

WHEREAS, the economic disruptions to restaurants and retail stores caused by COVID-19 have placed a sudden and severe financial strain on many businesses and will increase the likelihood of businesses struggling to meet existing financial commitments and remain open during and after the COVID-19 crisis; and

WHEREAS, outdoor activities, including outdoor restaurant seating, have been determined to be safer and less likely to lead to the spread of COVID-19 than indoor restaurant seating and other indoor retail and service activities; and

COMPLETE STREETS

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PULLMAN, WHITMAN COUNTY, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY WHICH PROVIDES FOR THE SAFETY, MOBILITY, ACCESSIBILITY, EQUITY AND CONNECTIVITY OF PEDESTRIANS, BICYCLISTS, TRANSIT PATRONS, EMERGENCY SERVICES, AND FREIGHT AND COMMERCIAL VEHICLE OPERATORS, AND OTHER MATTERS RELATED PROPERLY THERETO.

WHEREAS, a Complete Street is a street which emphasizes safety, mobility, accessibility, equity, and connectivity for all modes of transportation, and for users of all ages and abilities including, but not limited to, pedestrians, bicyclists, transit patrons, motorists, emergency services, and freight and commercial vehicle operators; and

WHEREAS, Complete Streets principles are entirely compatible with the city of Pullman's Comprehensive Plan, including that highlighted in Goal T2: Maintain and enhance the non-motorized transportation system consistent with the city's approved pedestrian/bicycle circulation plan; and

WHEREAS, the city of Pullman's College Hill Core Neighborhood Plan includes Goal 5: Provide and maintain superior infrastructure (e.g. roads, sidewalks, utilities, lighting), maintain exemplary public service, and facilitate connectivity in and out of the neighborhood; and

WHEREAS, the Washington State legislature has adopted Complete Streets legislation (Revised Code of Washington RCW 47.04.320) and established funding through the Washington Transportation Improvement Board (TIB) Complete Streets Program to encourage cities to design streets to meet the needs of all users; and

WHEREAS, the central principal of the city of Pullman's Complete Streets policy is to plan, design, operate and maintain the city's transportation system, including pedestrian, bicycle, transit, freight and automobile networks to promote safe, efficient, convenient, reliable and equitable access and travel for all transportation modes in a context-sensitive way; and

WHEREAS, Complete Streets have health and environmental benefits, such as improving health by encouraging exercise and physical activity, by improving air quality and reducing greenhouse gas emissions; and



Successes

Pedestrian and Bike Trails

1. Many miles of bike and pedestrian trails added to City in last twenty years.
2. City Council/Citizen recurring goal
3. Recent example – 2007 Bond Fund, 2018 Bond Fund
4. City planning to complete a Bike/Pedestrian Master Plan in near future

Challenges

Funding

1. Revenue from the City's Street Fund can not keep up with existing pavement maintenance, so finding funding sources (grants) for CBD improvements and bypass improvements is very important to completing these projects.
2. We currently rely heavily on grants (TIB, Federal STP and other, etc.) to do much more than basic street operations and maintenance.
3. Gas tax revenue fairly flat.