

Town of Twisp Non-Motorized Transportation Plan

April 2014



Town of Twisp

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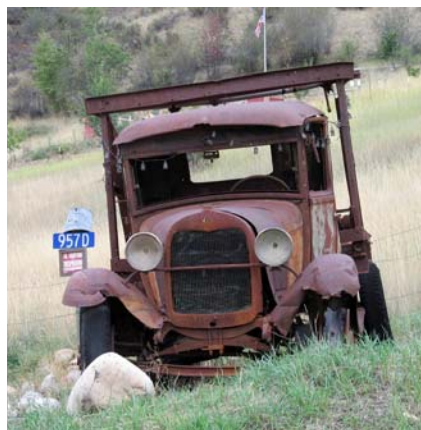
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Acknowledgements

This plan is a result of the tireless efforts of visionaries, town planners, trail advocates, interested and concerned residents, and community supporters from near and far. Their collective desire to enhance the walkability and livability of the Town of Twisp is reflected in the passion they have brought to this effort.



Executive Summary

Non-motorized, multi-modal travel, primarily in the form of bicycling and walking, has increased significantly across the U.S. in the past 20 years, both in terms of use and attention from providers. There is growing recognition of the economic, environmental, health and lifestyle benefits of these modes, and greater attention paid to raising their standing within the transportation spectrum and seeking a better balance in local and regional systems.

The Town of Twisp has decided which of a wide range of non-motorized improvement strategies will work best for its community. There is an expectation that the community will grow, perhaps dramatically, as recreational tourism expands and new generations arrive. The strong desire to grow responsibly, and retain the character of Twisp, has been expressed by residents. An interconnected network of trails, paths, sidewalks, and bike lanes is an important ingredient in the success of that community development.

Small towns have different challenges than urban or suburban communities in non-motorized planning. Twisp has begun to establish a framework of trails, streets, back roads, and neighborhood shortcuts to connect community destinations. This Plan aids in formalizing and expanding that network, and provides strategies to make those connections, some in unique ways.



The Plan outlines existing non-motorized facilities locally and regionally, identifies users, and those destinations a network might reasonably connect. It also explores a range of opportunities, both physical infrastructure and programming. The Plan identifies a variety of non-motorized facility types or design standards that can be considered for any given route. A sequence of maps provides insight and explanation on the process of Plan and project development. The final facility plan recommends specific improvements based on factors such as continuity, connectivity, roadway classification, speed and volume of traffic, local and adjacent land uses, and constructability.





While there is not a defined timeframe for the implementation of this Plan it represents a long-term vision. A number of individual projects can be extracted from this plan, and may range from street or public works projects to those that are more park, trail, or recreation projects. Both will be implemented with different funding sources. Key to completing the system and maximizing use is the integration of transportation and recreation projects. Twisp has recently received grants for some non-motorized planning improvements, and will continue to build on those successes.

This Plan is intended to be a living document, one with solutions and strategies that are flexible and evolve as the community grows. The Plan proposes specific facility improvements. It is left to the community and town planners to identify and update prioritized projects on a periodic basis. It allows for reassessment of evaluation criteria and flexibility in implementation as may be driven by funding or other opportunities. The critical aspect is that there continue to be a thoughtful assessment of how and where non-motorized facilities are developed, and that they complement the character and pace of development in the community.



Statement of Need

As supported by the 2010 Public Survey, the Comprehensive Plan, Parks and Recreation Plan and the Economic Development Plan, the Town of Twisp has identified the need for improved non-motorized pathways and a comprehensive trail system that connects neighborhoods, parks, public facilities, commercial districts and natural areas. The goal is to provide access to recreational opportunities along the Twisp and Methow Rivers as well as transportation routes for pedestrians and bicycles that are separate and safe from vehicular traffic. It is important these trails and non-motorized routes be established so as to capitalize on available opportunities for partnerships in trail development and acquisition of rights-of-way before they become limited, unavailable or cost prohibitive.



Inventory and Analysis

Data Gathering

Data collected and reviewed for this study includes past and current planning documents, surveys, grant applications, and information from interview with town managers, planners and staff. Site analysis and functional assessment was developed over a series of site meetings at different times of the year, in February, May, September, and November of 2013. Public outreach was managed by staff prior to, and at various times during, the analysis and planning effort and input from those outreach efforts was provided to the design team. A Public Survey was distributed in 2010 and is available from the Town Clerk.



Existing Non-Motorized Facilities

Bike lanes

Bike lanes exist on selected corridors, specifically State Route (SR) 20, Glover Street, and 2nd Avenue/Twisp River Road, but are discontinuous. Continuity in bike lane striping and signing, with clear transition to shared roadway conditions would improve safety and legibility of the system.

Sidewalks

Sidewalks have been provided in priority areas but, similar to bike lanes, are discontinuous or not universally accessible. This represents real and perceived safety challenges for pedestrians, and makes wayfinding to destinations difficult for visitors who may be unfamiliar with Twisp.

Trails (paved, formal)

Trails, by common definition, are those facilities separate from the roadway and wide enough to accommodate pedestrians and bicycles. Paved trails are located primarily at Twisp Park along the Methow River.

Trails (unpaved, informal)

Numerous unpaved informal trails exist, and this plan does not purport to identify all existing trails or incorporate all those that may be developed. These trails are critical connectors through undeveloped public and private land, underdeveloped street rights-of-way, and utility and drainage corridors. These unpaved, narrow, trails are usually pedestrian-only but some accommodate bicycles.

Streets

A high percentage of the Twisp street system is underdeveloped, which may simplify the planning and construction process for non-motorized improvements. In addition the surrounding area contained within the Urban Growth Boundary has large areas with an underutilized or underdeveloped street system that may readily accommodate expansion of a non-motorized system.

Crosswalks

Traditional crosswalks are provided at many critical locations, but additional crosswalks or revision to existing crosswalks may be necessary to improve safety and connectivity of the overall system.



Bridges

Given Twisp's location at the confluence of the Twisp and Methow Rivers, bridges are an important part of a connected system. The two existing bridges on SR20/Division Street located at the north and south entry to town both have sidewalks on one side, separated from the travel lanes by a jersey barrier, and bike lanes adjacent to the travel lane.

Historic sites for bridges may also represent an opportunity for future bridge crossings. The original crossing of the Methow into town was at the east extension of 2nd Avenue, and concrete abutments are still visible at the river's edge. An existing structure at the east extension of 5th Avenue supports a waterline across the river and may be another opportunity site for a bridge connection in the future.



Users

Bicycle and pedestrian

Based on input from staff and their input from citizens, the primary users of these trails and non-motorized facilities will be pedestrians and bicyclists. Most will use these corridors for short trips to school, work, or to recreate or exercise. Visitors will use the corridors occasionally for similar purposes. As the system expands over time, some of these corridors may eventually serve as commuter routes, or provide connection to regional non-motorized routes.

These facilities will generally accommodate multiple modes at low to moderate speeds, so there will be more flexibility in how, whether, and which

routes need to be designed according to recognized industry guidelines. If state or federal funding is used for construction, those facilities will need to be constructed to meet specific guidelines. If local money is used, construction standards may be less restrictive.

ATV and snow machine

Trail alignment and design criteria for this plan do not seek to accommodate all-terrain vehicle (ATV) or snow machine use. These uses within the Town Limits have not been authorized.

Equestrian

Equestrian use is similarly not considered in routing facility type considerations.

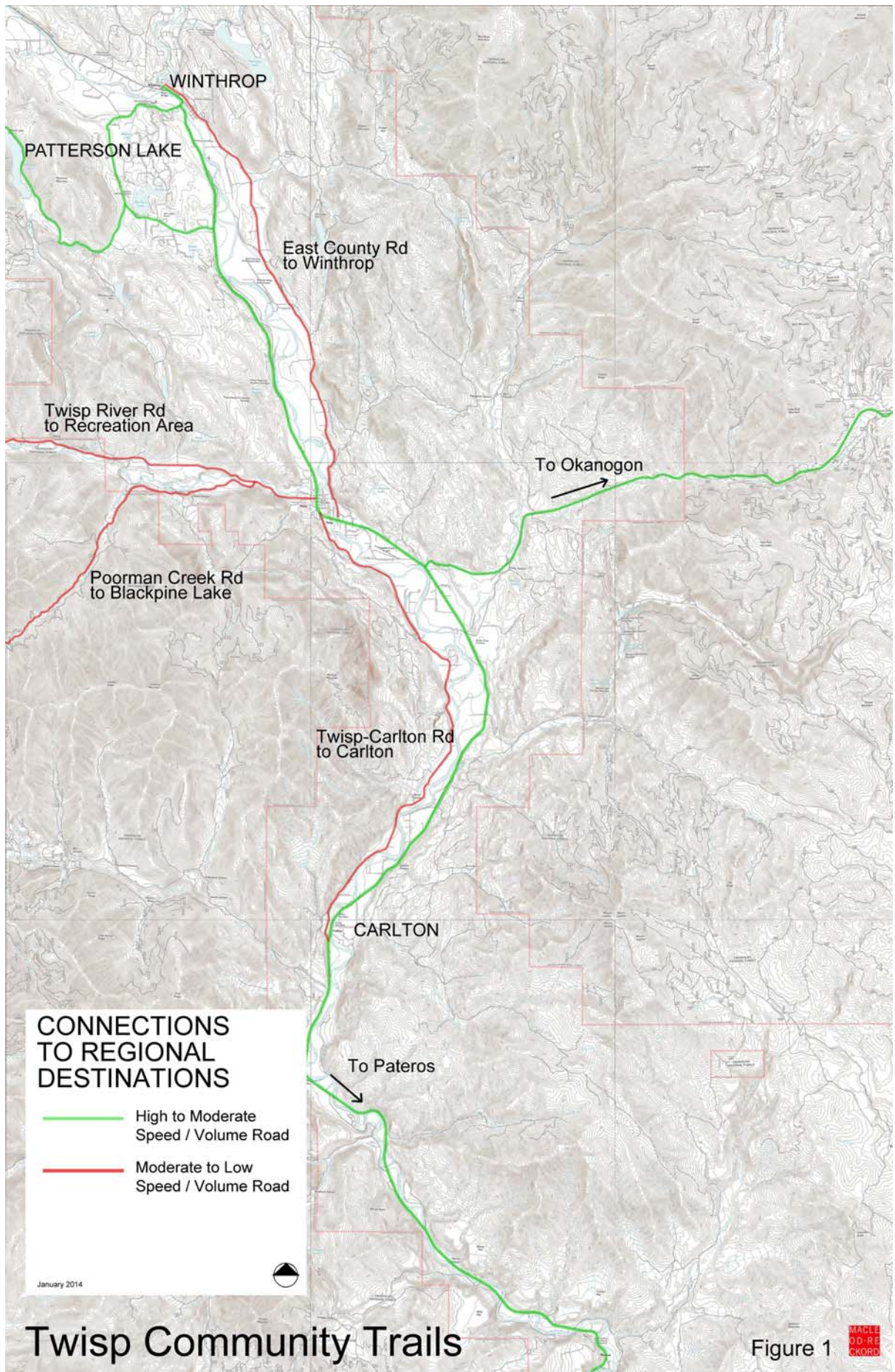
Destinations or Traffic Generators

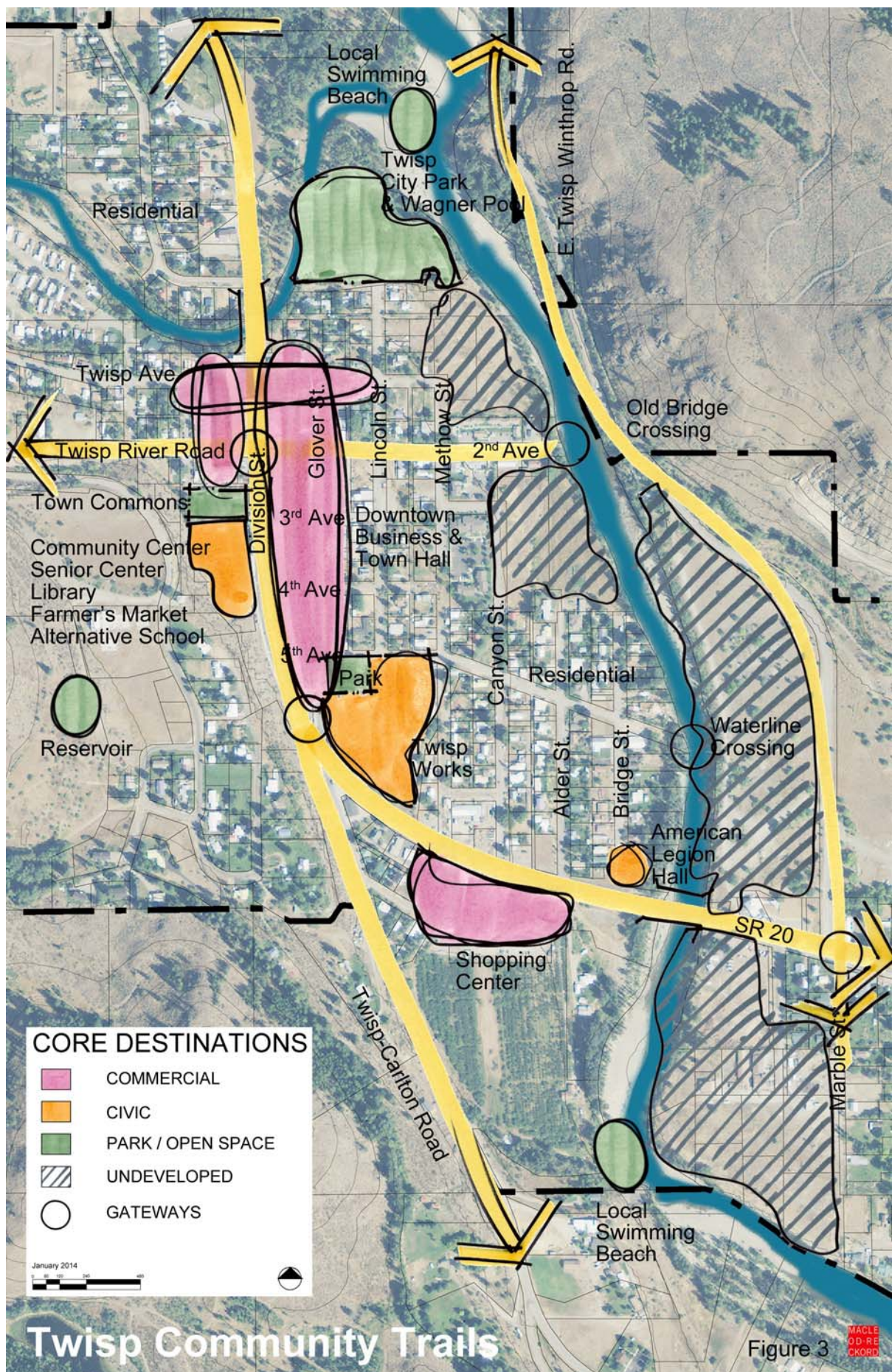
Trails and other non-motorized facilities are developed to provide recreation and transportation but also, and most importantly, access to particular destinations, or “Traffic Generators”. In Twisp, the following Destinations have been cited as important to the development of the plan:

- Downtown Business Corridor and Town Hall – located along the length of Glover Street
- TwispWorks
- Twisp Park and Wagner Memorial Pool
- Locally known swimming beaches on the Methow River
- Methow Valley Community Center, Senior Center, Library, Farmer’s Market
- Alternative School
- Hanks Harvest Foods and shopping center
- American Legion Hall
- Methow Valley Family Practice
- Salmon Recovery Center
- Twisp Airport and Twisp Sports Complex
- Residential community
- ‘Gateways’ to town
- Locally known viewpoints and river access areas
- Connections to regional non-motorized corridors
- Methow Valley Sport Trails Association (MVSTA) trail system

These primary destinations are shown at multiple scales on three maps: Connections to Regional Destinations (Figure 1), Vicinity Map (Figure 2), and Core Destinations (Figure 3).







Opportunities

Undeveloped Land and Supportive Landowners

Many land and business owners in the community have expressed support for trail development, and have donated or offered to donate rights-of-way for public access.

Business owners on Twisp Avenue, west of Division Street (SR20), have made offers of rights-of-way for trail construction along the south bank of the Twisp River. There are challenges with connecting eastward, under the bridge, routing around storm drainage facilities and private properties, and steep topography that may prohibit wide trail construction, but there may still be opportunities for a narrow public path.

Further west along the Twisp River, there is public access at the Salmon Recovery Center, but there are few options for connectivity along the river due to high numbers of small private properties. There may be opportunity to make connections within the Twisp Avenue road right-of-way or along the adjacent dry ditch line to the Salmon Recovery Center trails, but these alternatives will require negotiation with additional private property owners and/or further evaluation of availability of space in the right-of-way.

Several parcels of undeveloped land in the immediate vicinity of the town of Twisp, and along the Methow River, are in private ownership and may be candidate sites for extension and connection of trails. Several property owners along the river have voiced support for development of trails and non-motorized facilities through their properties. Other properties may change ownership or require development concessions before eventually being developed, so there may be opportunity for trails through these lands as well.

1. Hottell-Bennett Property – connecting at its north end to Twisp Park, and at its south end to the east extension of 2nd Avenue right-of-way, this property provides an excellent corridor for extension of Twisp Park trail along the west bank of the Methow River and connection to 2nd Avenue. The property owners have donated a right-of-way to match an RCO grant for trail construction over the length of the river frontage. The river bank is sparsely wooded and trail alignment would be best suited for the area landward of the riparian vegetation. At the south end, one home is located in close proximity to the top of bank and trail alignment through this segment will be coordinated with the owner to minimize impact.



- ② Lloyd Property – property owner of parcels located west of the Twisp-Winthrop Eastside Road and north of SR20 along the east bank of the Methow River has supported trail development through this site. Access to the site is currently from SR20, but could include connections to, and across, Twisp-Winthrop Eastside Road. This site represents a significant opportunity to expand the community trail system and make connection to new destinations (residential, commercial, business) which the property owner may develop. There may be other opportunities to provide loop trail systems through the site, or adjacent to Twisp-Winthrop Eastside Road.
- ③ Aspen Beach LLC Property – south of SR20 and west of Marble Street, the property that follows the east bank of the Methow River and is currently zoned Commercial Riverfront (CR) may see redevelopment in the future. This property owner is also supportive of trail development along the river. Osprey nesting boxes have been established in selected areas along the river bank. This segment of riverbank is sparsely wooded and has erosive, steep cut, banks at the south end. A trail along this reach of the river should be set back from the riparian vegetation and the top of bank to the extent possible in order to avoid future bank failure through this particularly active reach of the river. Connections to other trail systems would likely have to occur via Marble Street.
- ④ Ulrich- Konrad Property- this is the section of trail that abuts Property 3 that continues to SR20 on the South side.
- ⑤ Cramer, Schultz Property – south of SR20 and following the west bank of the Methow River, there is an unofficial trail on private land currently used by locals to access the swimming beach at the bend in the river. These property owners have indicated a willingness to allow for access along the river frontage of the property.

East of town there may be opportunities to connect town and county lands for expanded trail development and connection to future recreational facilities. Routing will require discussion with private property owners where road rights-of-way



don't exist or are not wide enough to accommodate multiple modes.

These properties, rights-of-way, and easements will provide a unique ribbon of greenway with public trails and on-road facilities that will ultimately provide uninterrupted non-motorized connection between the Twisp River Recreational Area, the Salmon Recovery Center, the Twisp Park at the confluence, full frontage of the Methow River through Twisp and the Twisp Sports Complex.



State Route 20

SR20 is Division Street, in name and function, separating civic, residential, and business communities with a high-volume of motorized traffic and a relatively high-speed state highway. While the roadway is important to commerce and the regional transportation network, it can and should be made more pedestrian friendly through the heart of the community. Twisp community and staff will discuss opportunities to make changes in the corridor to benefit the non-motorized public. It is becoming more common for agencies to retrofit these roadways that are incompatible with local development and the slower modes of travel associated with commercial and residential villages.

While any changes need to accommodate WSDOT guidelines for safe roadway design, and reflect the circumstances of adjacent land use, there are a range of improvements that might be considered.

1. Continuity of sidewalks in the downtown corridor.
2. Extension of sidewalks, a side path or shared use path beyond the more highly developed town.
3. Improved crossings, including expanded or more visible crosswalks, lighting, signs, crossing flags, and raised crossings.
4. Additional advance warning signs and/or pushbutton crosswalks.



Existing Low Volume Streets

Much of the town's business and residential street system (beyond SR20) carries low volume and low speed vehicular traffic. Currently, these streets support a variety of modes (pedestrian, bicycle, vehicle) in a single corridor. Town policy and design standards can be adapted to ensure this shared street system remains viable and in fact, enhanced, through careful attention to the evolution of street design. It may not be necessary to develop the standardized street cross section (travel lane, parking, and sidewalk) to make these corridors pedestrian and bicycle-friendly. With a new set of street design standards it is possible to keep vehicle speeds low, accommodate all modes, and create an environment that is safe for all users and more consistent with the rural town aesthetic.

Connections to Regional Destinations

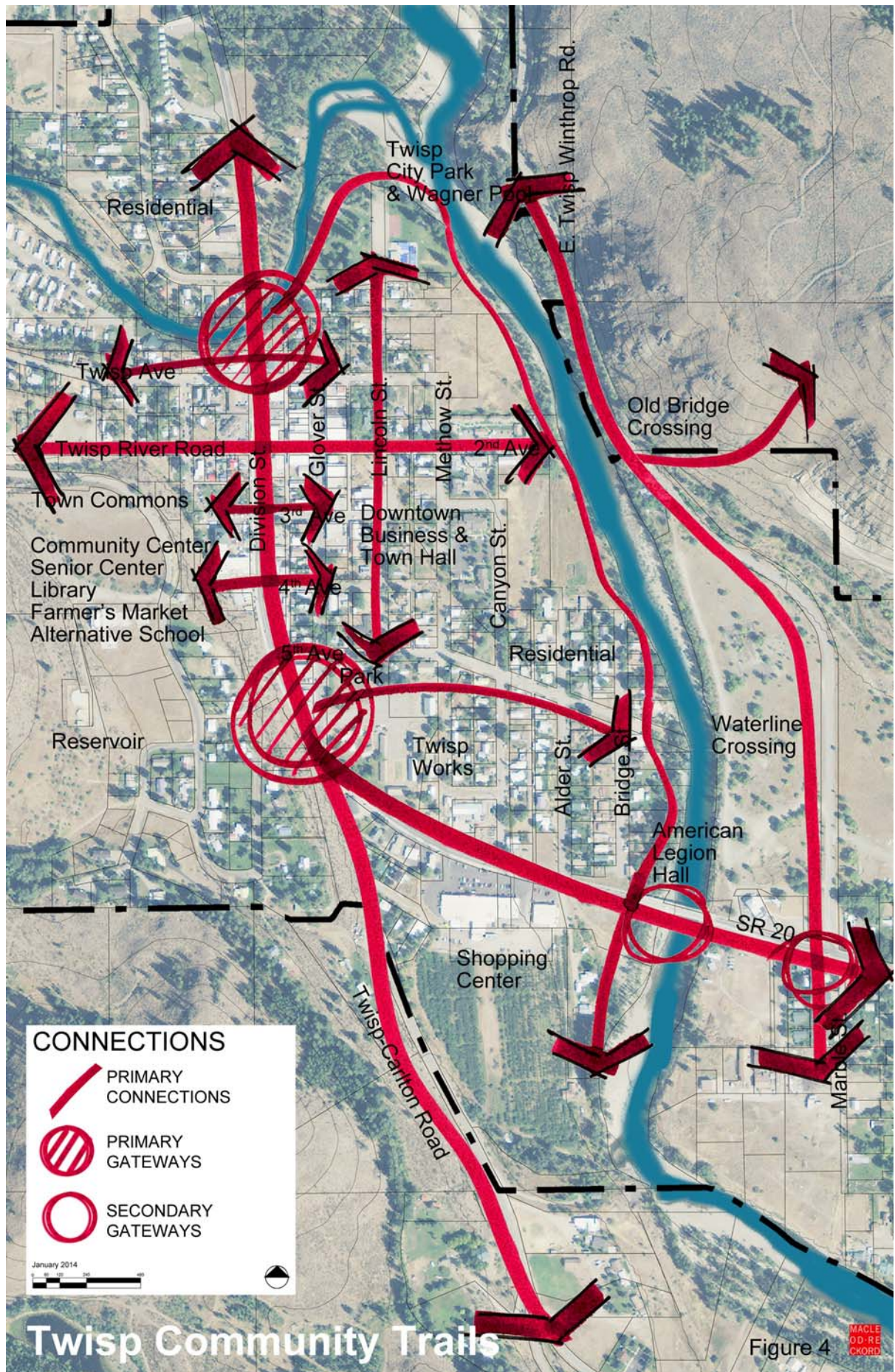
Connections to Regional Destinations (Figure 1) shows how non-motorized corridors connect to the town of Twisp. These corridors, identify where Twisp's on-road non-motorized improvements will connect to maximize current and future integration with these regional facilities. As the regional trail systems expand, Twisp trails will extend to meet new facilities.

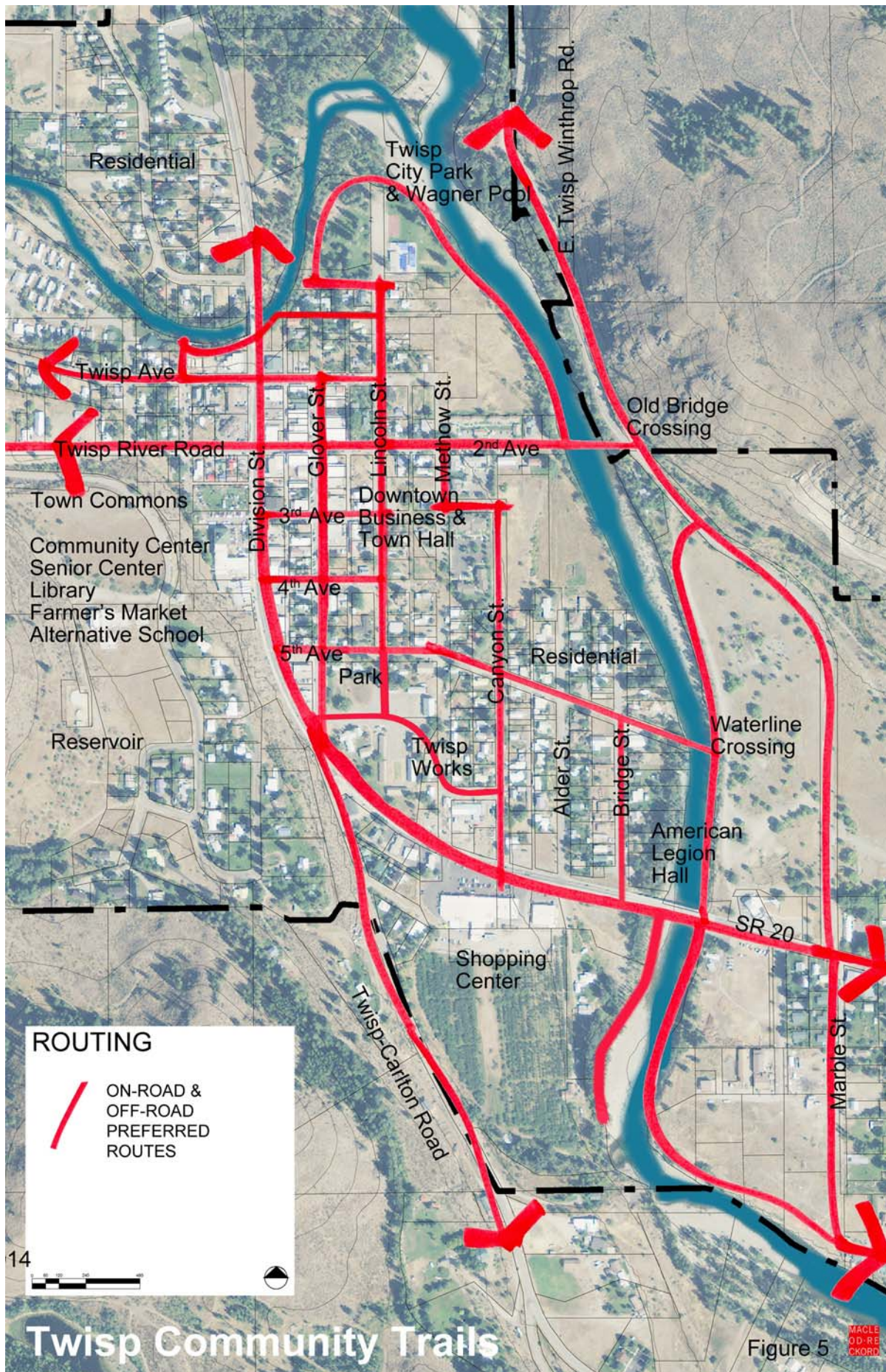
Connections and Routing

Connections (Figure 4) illustrates in diagrammatic form linkages of primary importance in the community. These are not intended to show specific corridors slated for improvement, rather a conceptual plan for linking destinations, corridors, and gateways. Riverfront connectivity is important, both along the frontage as well as into the upland community. Connections that cross SR20 are important to maintain an integrated community and reduce the barrier effect this major arterial creates through town. Gateways are identified as primary or secondary and are located where multiple connections occur, or at existing nodes in the community.

Routing (Figure 5) is a draft plan showing how these connections might be made, on- and off-road. Routes are located on both private and public land, without distinction, but assume supportive property owners in those locations where they are on private land. Routes extend beyond the boundaries of this map along roadways to make connection to other destinations noted in Figure 2.







Community Character

As Twisp grows and the roadway network expands, the community has an opportunity to reassess the suitability of standardized street design solutions in some locations. The town has not yet fully implemented standard travel lane widths, curb, gutter, and sidewalk throughout the street grid and these standard treatments may not be the most desirable, or even most functional, solution. While the community's downtown commercial core benefits from this urban treatment, the residential and outlying areas will be able to retain the rural, even pastoral, aesthetic with a different design treatment that can accommodate bicycles and pedestrians. This report provides some examples of alternative ways to achieve a safe non-motorized community that is appropriate to Twisp's setting and level of use.



Program Opportunities

To become a model pedestrian- and bicycle-friendly community, the community will take a multi-faceted approach, incorporating other strategies in addition to traditional infrastructure projects. These strategies build on the capital improvement plan with programs to improve education, safety and promotion of the system as a whole. These ideas were borne out of community discussion, making them most likely to be successful and adopted by the community at large. Programs supporting development of non-motorized facilities include:

- Bikeworks and/or Bikeshare type program that builds community support around such efforts as providing loaner bikes, educating youth, and promoting cycling with events, maintenance facilities, and other programs.
- Tour mapping to identify loop routes, historic sites, destinations, and other amenities accessible from the network of trails.
- Education programs in the schools and at community events getting the message out about safe walking, bicycling, and driving.
- Integration with the broader county-wide systems. For example incorporate the Twisp trail network with literature on the Okanogan trails system or Methow Valley Sport Trails Association in order to expand the potential audience.
- Branding with a message, graphic, logo, and/or theme that is recognizable, marketable, and integrated into the design and promotion of the network.

Facility Options

Design Guidelines and Standards

The following design guidelines aid the design and development of pedestrian and bicycle facilities while allowing flexibility for site-specific conditions. While most of the recommendations in this section are based on recognized state and national guidelines, there are also some new facility types that are not yet widely recognized. The development of non-motorized facilities is dynamic, and as community infrastructure grows and more non-motorized facilities are in demand, more innovative solutions are being developed. It is important that flexibility in design of these facilities be considered.

Guidelines and standards used and referenced include:

- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 2011
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide, 2013
- American Association of State Highways and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012
- American Association of State Highways and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004
- Washington State Department of Transportation (WSDOT) Design Manual, 2012
- National Standards for Traffic Control Devices Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2008
- Architectural and Transportation Barriers Compliance Board Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 2011

These standards and guidelines include dimensional recommendations for widths, cross-slopes, grades, surface treatments, separation of elements, marking, signage, and other elements in new or retrofitted facilities. The guidelines define minimum dimensional criteria for development of safe facilities functioning under normal conditions. Since potential grants to fund bicycle and pedestrian facilities are usually dependent upon state and/or federal guidelines, design flexibility may be limited. This is an important consideration as project planning and implementation evolves.

Figures 6 through 14 describe and illustrate the range of facility options that could be considered.

Wayfinding

Wayfinding cues enhance the community's non-motorized system, and improve connectivity between differing facility types. Wayfinding improvements come in a variety of forms including kiosks with maps, interpretive and directional signs, bronze letters or medallions, concrete cast markers or labels, continuity in pavement or surfacing, and a wide range of artwork components that guide and inform along the route. The most successful wayfinding system provides strong visual cues and has a measure of continuity making it legible to the visitor, but is not garish or overpowering so as to be an annoyance to residents of the community.

Amenities

Amenities to support a network of non-motorized improvements include benches, trash receptacles, viewing areas, and bike racks. Other elements in the community that serve multiple purposes as amenities and destinations include community gathering places such as TwispWorks, the Community Center, Farmer's Market, and parks. The functionality and popularity of the overall non-motorized route is enhanced with a range of amenities conveniently located throughout these corridors.

SIDEWALK

Minimum sidewalk width should be 5'; along principal arterials 6'; in commercial districts the width may be 8'-10', depending on desired level of service. Surface may be concrete or asphalt.

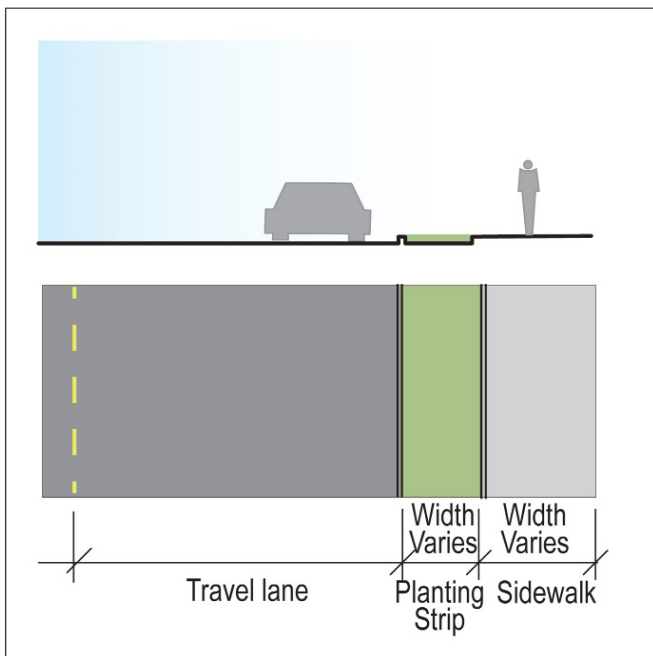
In some areas a planting strip may be provided between the sidewalk and the curb. Providing a buffer between the sidewalk and travel lane enhances pedestrian safety. This buffer may be utilized for curb ramps, street drainage, snow storage, street light poles, trash pick up, traffic signs, and other obstacles. Recommended width for landscape buffers on local or collector streets is 2' to 4' wide and on arterials or major streets is 5' to 6' wide.



Sidewalk on Glover Street



Planting strip and wide sidewalk



Sidewalk at SR 20

Figure 6

SOFT-SURFACE PATH

Paths are off-road facilities that vary in width and surface treatment to suit the intended need and/or available space. They may be short connectors between roadway and a park or regional trail facility or they may be longer to connect multiple destinations. Paths are typically recreation rather than commuter corridors, accommodating slower speeds, with limited sight distance, and not always accessible for all modes. Paths may be upgraded with surfacing, by increasing the width, or providing switchbacks or stairs for improved accessibility.



Pathways in alleys



Massey Wills Lane path



Riverfront path past Inn and Pub

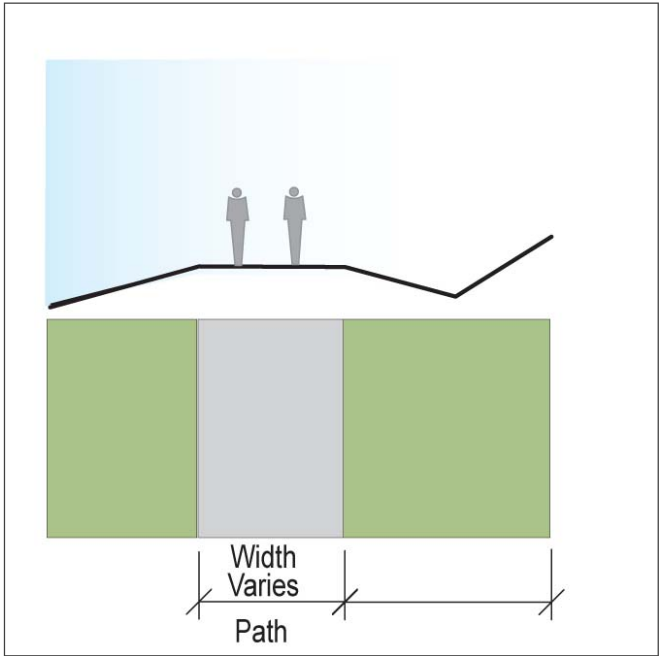


Figure 7

SHARED USE PATH (Paved or Soft-Surface)

Per the AASHTO Guide for the Development of Bicycle Facilities, the recommended minimum width for a Shared Use Path is 10'. In rare instances, an 8' width can be adequate, such as where the following conditions prevail: (1) bicycle traffic is low, even on peak days or hours; (2) pedestrian use of the facility is not expected to be more than occasional; (3) there is good horizontal and vertical alignment allowing for frequent passing opportunities; and (4) normal maintenance procedures would not include vehicle loading conditions that would cause pavement edge damage. If there is substantial bicycle and pedestrian use and/or steep grades, the desirable width may be 12'.

In some cases where there is high volume mixed use of the Shared Use Path, it may be desirable to delineate users or direction of travel with striping, signage, or additional separation. Adequate sight distance through vegetation management and alerting bicycle traffic to slow in congested areas are recommended.

Paved Shared Use Paths are suitable for all uses and may result in lower long-term maintenance. Unpaved, or soft-surface facilities may not be suitable for strollers, wheeled carts, or slim-tire bikes, and may require more maintenance to sustain an accessible route.



Shared Use Path in Twisp Park



Abandoned roadbed along west side of Methow River is wide enough for Shared Use Path



Old roadbed along east side of Methow River is ideal for development of a Shared Use Path

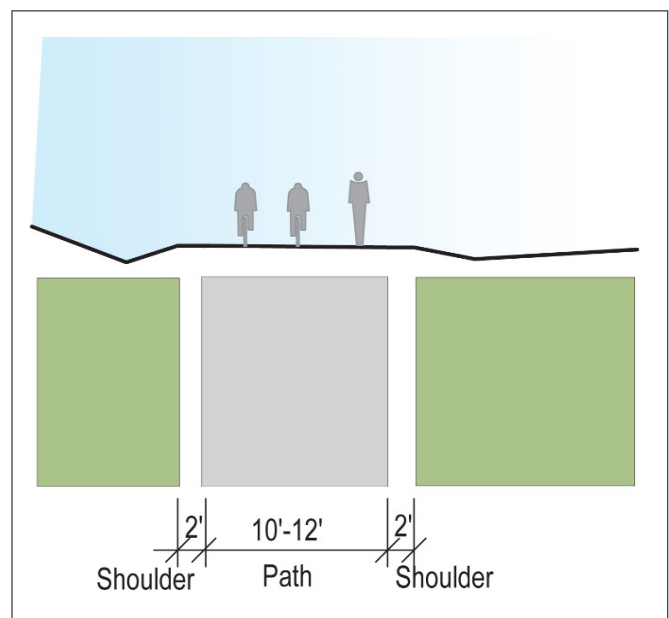


Figure 8

SIDE PATH (Paved or Soft-Surface)

A Shared Use Path located immediately adjacent to a roadway is called a Side Path. It requires a minimum 5' separation between the travel lane and the paved edge of the path. Where the separation is less than 5', a physical barrier or railing of at least 42" height should be provided.

While a Side Path is considered safer than on-road facilities, there is greater potential for conflict and confusion between trail users and vehicles. Intersections and driveways are especially hazardous, as motorists may not notice cyclists approaching from their right; motor vehicles can block the path in a driver's attempt to gain visibility; sign orientation can be confusing to motorists and cyclists alike; barriers may require additional setback from travel lanes or paths to keep them from being obstructions.

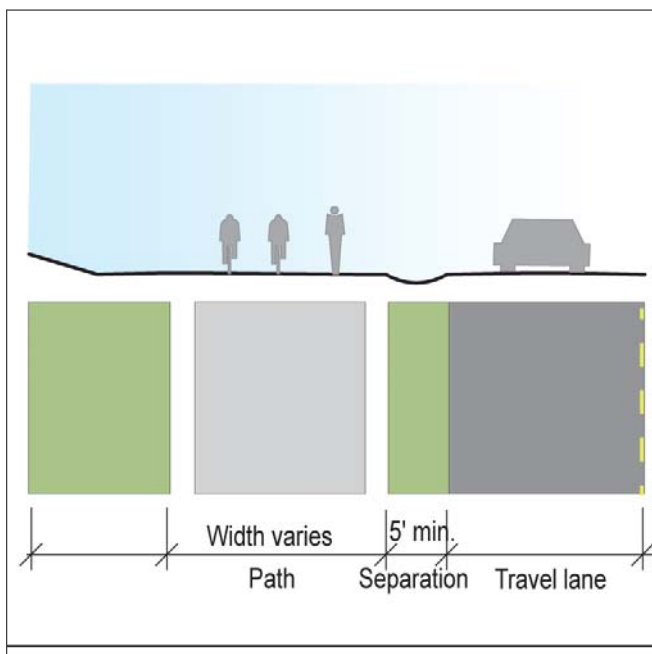
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Planted separation in addition to delineation for users.



Guardrail separation where there are space constraints



Side Paths may be considered wide sidewalks

Figure 9

SHARED SPACE

There are currently no guidelines for these facilities, but there are certain features similar to many successful Shared Spaces in the United States and abroad. These are facilities shared by automobiles, pedestrians, and bicycles, without separate designation for uses. These are on low-volume, low-speed streets, typically located in either urban or residential conditions. Amenities include street furnishings, planting, rain gardens (storm-water treatment facilities), defined parking areas, pedestrian-scale surface treatments, and point-of-entry markers or gateways making it clear the corridor is primarily to service the non-motorized user. Most often neighborhoods or downtown districts are actively involved in the design and maintenance of a Shared Space, improving their success and reducing cost of maintenance.



Residential Shared Space



Residential Shared Space



Urban street fair or farmer's markets often are Shared Space



Signing and enforcement help to create Shared Space

Figure 10

BIKE LANE

The AASHTO *Guide for Development of Bicycle Facilities* recommends Bike Lanes as one-way facilities, provided on both sides of two-way streets, adjacent to and separated from the travel lane by a 4" to 6" wide solid white stripe. Minimum width is 4' in most locations or 5' if the bike lane is adjacent to a vertical curb or guardrail, where vehicle speeds are higher, or substantial truck traffic is present.

Bike Lanes are most helpful on streets with more than 3,000 motor vehicle average daily traffic (ADT) and with a posted speed greater than 25 mph. Bike Lanes increase the predictability of bicyclist and motorist positioning and interaction. Designated lanes increase the total capacity of streets carrying mixed bicycle and motor vehicle traffic.



Bike Lane adjacent to parking



Bike Lanes on adjacent to sidewalk

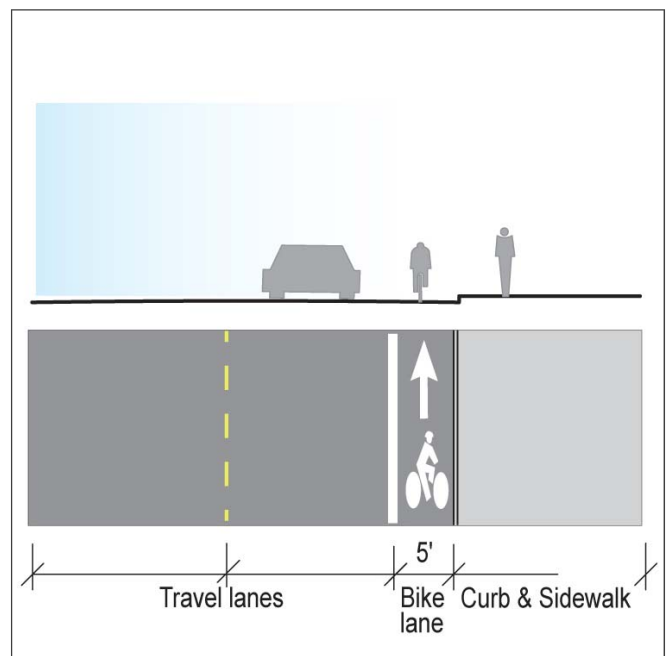
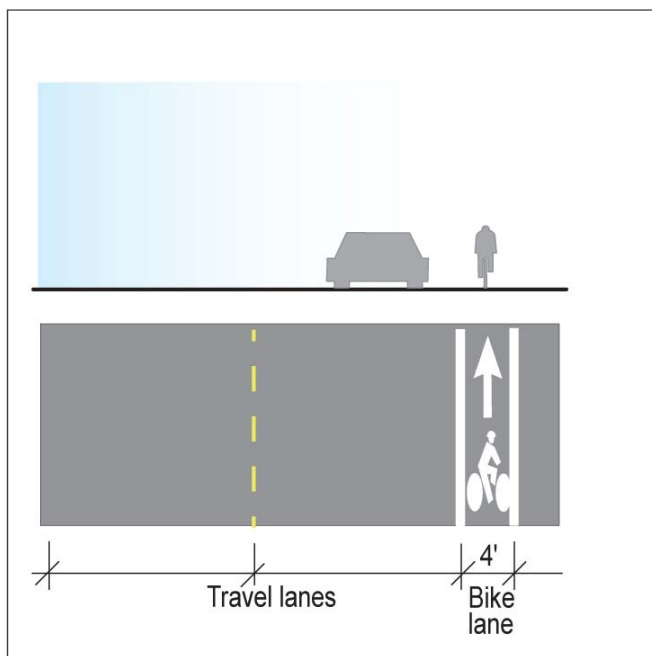


Figure 11

BUFFERED BIKE LANE

The AASHTO *Guide for Development of Bicycle Facilities*, 2012 edition, does not specifically differentiate Buffered Bike Lanes from Bike Lanes, however, recommendations for additional width are addressed. A striped buffer dimension is preferable to simply widening bike lanes in order to prohibit parking in the Bike Lane. On high speed roads, especially with truck traffic, a buffer zone provides lateral separation between motor vehicles and bicycles to minimize wind blast and other effects.

NACTO *Urban Bikeway Design Guide* provides detailed design guidance for Buffered Bike Lanes in a variety of travel lane and parking configurations. While Buffered Bike Lanes increase both the actual and perceived safety of cyclists, they may present challenges when incorporated on streets with multiple transit stops or loading zones.



Parking to left of Buffered Bike Lane



Parking to right of Buffered Bike Lane

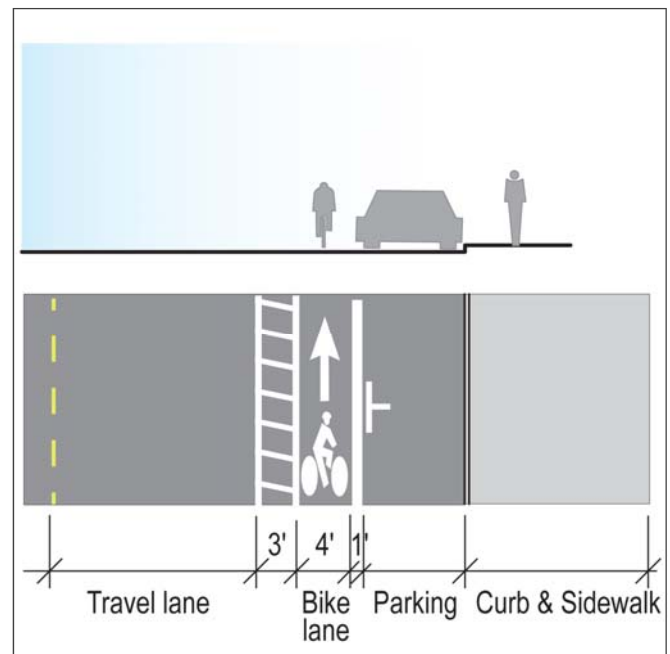
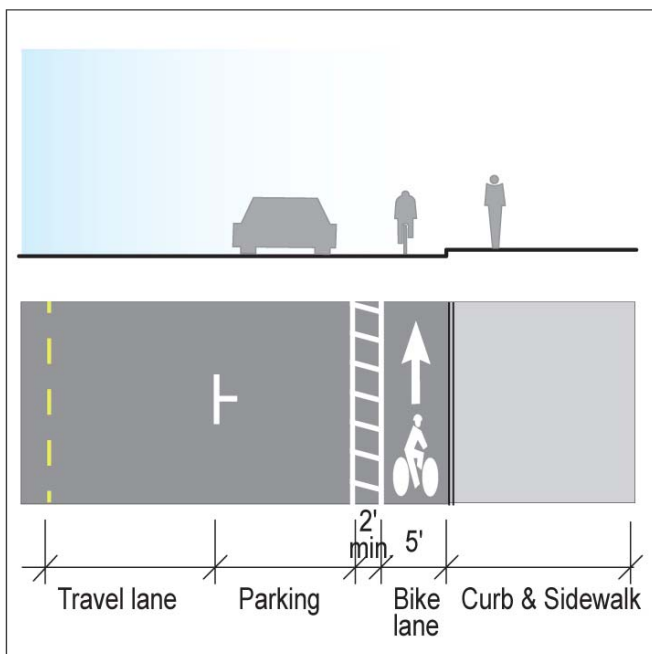


Figure 12

MARKED SHARED LANE

The Marked Shared Lane is now recognized in the 2012 AASHTO *Guide for Development of Bicycle Facilities* and is known in many communities as a Sharrow. Its use is becoming widespread and accepted in many communities. The Marked Shared Lane provides a higher level of guidance to bicyclists and motorists in corridors where there is insufficient width to provide Bike Lanes. Markings may include single or multiple chevrons, a bicycle symbol painted in or to one side of the travel lane, and/or posted signs. The intent is to provide additional recognition that the route is suitable and designated for bicycles.

Marked Shared Lanes are useful to complete gaps in a system between Bike Lanes. Marked Shared Lanes may be used asymmetrically, in a downhill lane, with Bike Lanes in the uphill direction.



Marked Shared Lane transition to Bike Lane on an incline. Note transition is reversed in opposite lane



Marked Shared Lane combined with traffic circle for improved traffic calming



Example of Marked Shared Lane signing

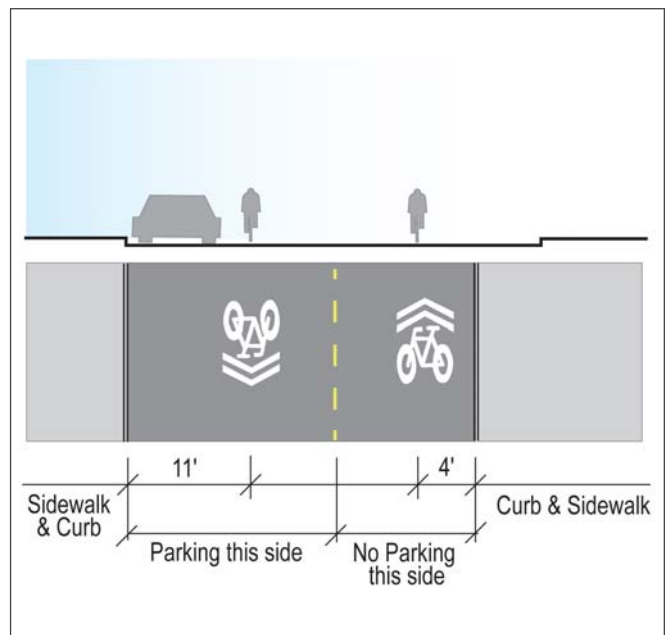


Figure 13

CROSSING TREATMENTS

There is a range of solutions for crossings depending on street classification, volume, speed, and sight distance.



Midblock Crossing with median refuge



Crosswalk Pattern



Curb extensions reduce crossing distance and provide traffic calming



Green lanes added to crosswalk increase visibility



Crosswalks at sidewalk level improve visibility and accessibility



Changes in surfacing at crosswalks improve visibility and awareness

Figure 14

Recommended Plan

Final Plan

The Facilities Plan (Figure 15) proposes a comprehensive non-motorized plan for the community and identifies specific facility types for each corridor. The plan will be implemented over time with assurance that the route improvements are well integrated and will ultimately provide a connected network of trails, bike lanes, and sidewalk improvements. Some highlights of the plan include:

- The downtown core of business, commercial, and civic establishments is well connected with sidewalks, improving access and enhancing economic vitality of the core.
- SR20 is similarly improved with sidewalks proposed for the east side, providing an enhanced frontage for businesses and improving the safety and accessibility for pedestrians. A continuous sidewalk, allowing for greater pedestrian activity, will also aid as a traffic calming measure along this busy route.
- Existing bike lanes are extended along the major corridors to provide greater connectivity to destinations and regional bike routes. These routes include extensions on SR20 and 2nd Avenue westbound, Twisp Avenue, and Lincoln into Twisp Park.



- Where there is inadequate space for bike lanes, or in corridors where traffic volume and speed is low, a marked shared lane provides demarcation of a bicycle route. These routes include the east extension of 2nd Avenue to a potential future bridge crossing of the Methow River, and Canyon Street which provides a good alternative north-south route to the bike lanes on SR20. Other marked shared lanes are proposed for the narrow, but popular, routes that link to the MVSTA trails – the Twisp Carlton Road and Twisp-Winthrop Eastside Road.
 - 2nd Avenue improvements might develop over time, starting with a facility type similar to what is proposed on 5th Avenue – an unpaved shared use path. It is only when the bridge connection across the Methow River is made that a more urban solution of marked shared lane and sidewalk might be appropriate, linking commercial cores or mixed use development on both east and west side of the river.
 - Canyon Street could see a similar transformation over time, and as development occurs along its east side. This is an important corridor to strengthen for non-motorized use as it connects to the safest, and most direct, crossing of SR20 to shopping and pathways east of town. It also provides a safer alternative north-south route to SR20, and serves much of the residential community. This corridor might start with an unpaved shared use path until such time there is demand for the more formalized marked shared lane and sidewalk treatment.

- A shared use path (or sidepath) is proposed in areas where there is greatest benefit to accommodate slower or less skilled bicyclists and pedestrians seeking a slower, or more scenic, route. These corridors typically serve more of a recreational need. Main routes include:

- Lincoln Street to enhance the north-south connection between TwispWorks and Twisp Park. A shared use path on the east side may require relocation of some parking, but would provide a welcome and more rural contrast to the busy Glover Street one block west.
- East-west through TwispWorks, connecting Glover Street at the 'gateway' to Lincoln and Canyon Streets which serves as an important crossing of SR20. This route will integrate with the development in TwispWorks, making the non-motorized network a seamless part of this important community asset.
- 5th Avenue, extending to a potential future bridge crossing of the Methow River. Whether located on the north or south side of 5th, this sidepath makes an important connection between town and the river, and ultimately across the river.
- Trail extension to and through Twisp Park, and south along the Methow River. Building on the existing trails in the park, a system of loop trails that parallel the river and connect back into the upland community will create some of the most popular walking routes.
- New trails on undeveloped land south of SR20 and east of the Methow River. There is greatest opportunity to incorporate planning for these trails with new commercial and residential development as it occurs.
- A sidewalk on the south side of SR20, making connection to the residential neighborhoods and the Twisp Sports Complex east of town. This has been funded by a newly awarded grant.

- Bridge Street is a low volume, no outlet road that could reasonably have reduced driving lanes in order to accommodate a side path. As noted above, the character of a side path is preferable to a sidewalk and bike lane in this road segment leading to the river path south of SR20.



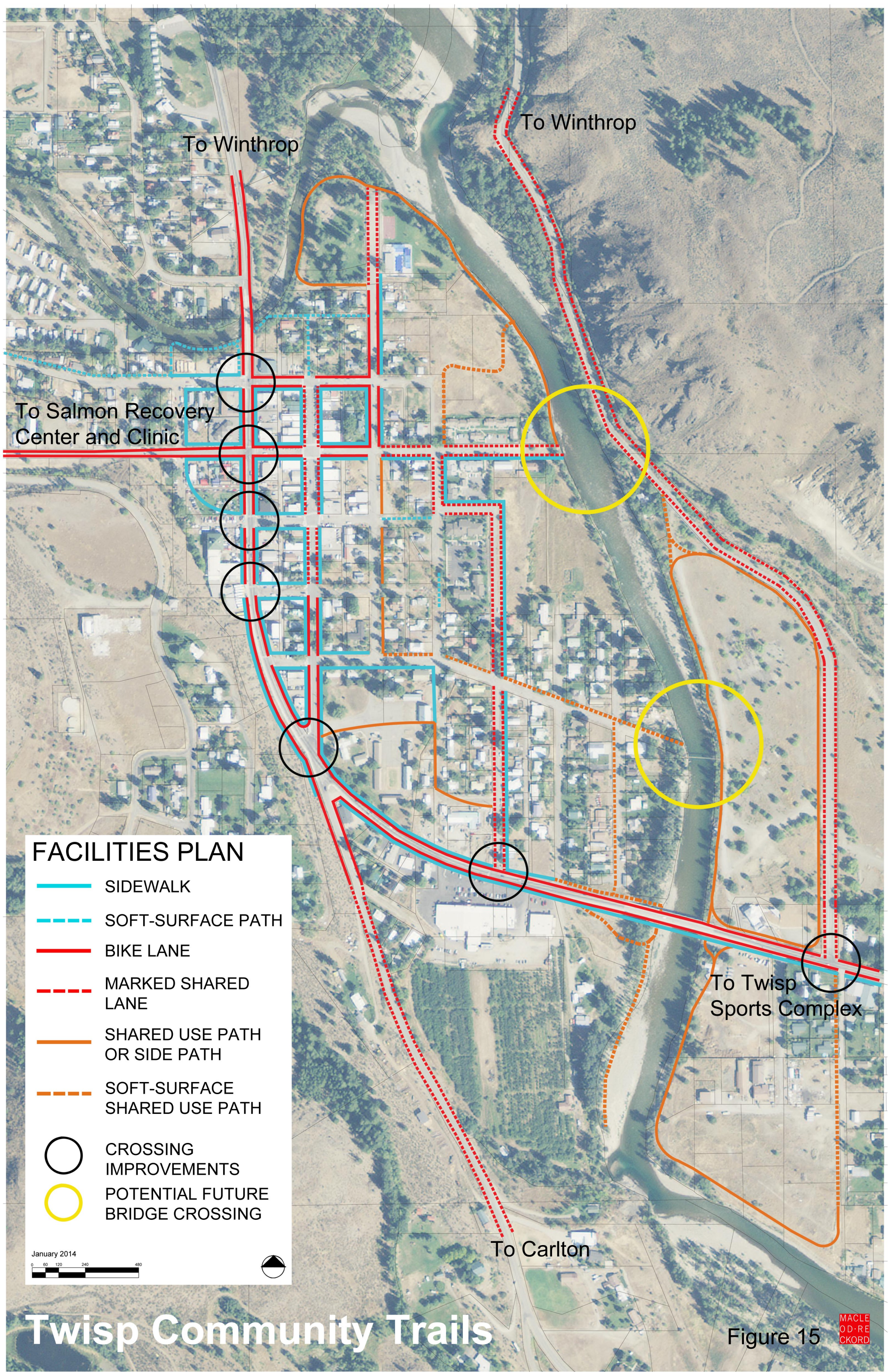
- The remaining streets that show no particular facility type for improvement are still very much part of the non-motorized network in this community. These streets are typically very low volume, low speed roads that are good candidates for Shared Space. Most currently function this way, providing room for all modes without definition of, or segregation between, the modes. Improvements might include: more defined parking areas to improve pedestrian visibility and accessibility; posting slower speed limits or notice that the area is a Shared Street; reducing lane widths to encourage slower vehicular travel; changing paving to promote pedestrian uses (permanent 4-square or hopscotch patterned concrete as an example). Shared Space improvements are most successful when the immediate community served is actively engaged in its design.

- Crossing improvements are shown at a variety of intersections along SR20. These crossings include the ‘gateways’ identified in earlier Figures 3 and 4. The specific improvements for these crossings will require discussion and negotiation with WSDOT, but improving safety and visibility at each of these crossings should be the goal. Crossings benefit from the following:
 - Elevated crossing ‘table’ and/or a change in pavement at the crossing. This traffic calming device is a dramatic departure from approved design standards for state routes, but would aid in bringing traffic speeds down to posted limits. Snow removal may present a challenge to this design solution.
 - Curb extensions.
 - Additional, or restored, striping and signage.
 - The intersection of SR20 with Glover Street and Twisp-Carlton Road presents a particular challenge, with a current crossing configuration that is inhospitable and feels unsafe. This location is also identified as one of the primary gateways, and is an important entry to the downtown core. The solution, which will require discussion with WSDOT, may come from reevaluation of the road geometry (especially Twisp-Carlton), relocation of the crossing, and/or changes in control through signalization. While there has been discussion about an additional crossing of SR20 between Glover Street and Canyon Street, to connect more directly with TwispWorks, it is unlikely a mid-block crossing in such close proximity to these intersecting streets will be viewed favorably by WSDOT. The better solution may be to enhance the non-motorized connection through TwispWorks to better connect to both Glover Street and Canyon Street, where crossing treatments of SR20 are more likely to occur.



- Gateways may evolve over time, as development occurs. It may be beneficial to work with WSDOT on a plan that phases in gateway development further from the town core, to reduce speeds on the approach, and improve safety where there is more pedestrian and bicycle traffic.
- Two potential bridge crossings of the Methow River are identified, at the extensions of 2nd Avenue and 5th Avenue. While these two connections represent major capital investments in the non-motorized network, the benefit would be considerable. If mixed used development occurs east of the Methow River, a pedestrian/bicycle connection would enhance economic vitality of commercial and residential communities on both sides of the river with this integrated access, and put a greater focus on the river as the heart of the community.





To Winthrop

To Winthrop

To Salmon Recovery
Center and Clinic

FACILITIES PLAN

-  SIDEWALK
-  SOFT-SURFACE PATH
-  BIKE LANE
-  MARKED SHARED LANE
-  SHARED USE PATH OR SIDE PATH
-  SOFT-SURFACE SHARED USE PATH
-  CROSSING IMPROVEMENTS
-  POTENTIAL FUTURE BRIDGE CROSSING

January 2014
0 60 120 240 480



To Carlton

To Twisp
Sports Complex

Twisp Community Trails

Figure 15

MACLE
OD-RE
CKORD

Phase 1

As with any long-term plan that requires considerable capital investment, development must be implemented in phases. In a series of meetings, members of the Planning Commission, the Town Mayor, and a member of Town Council created a set of evaluation criteria and a ranking system for prioritizing projects based on Town planning documents, public input, need and fundability. Each of the projects identified on the Facilities Plan was scored on a scale of 1 to 3 based on how well the project supported the evaluation criteria. The input from the evaluation committee was summarized and the projects were prioritized accordingly.

Highest Priority projects have broad public support, build on and extend existing facilities, serve multiple user groups, have viable sources of funding, and are consistent with many of the current Town plans. Priority projects can be implemented separately or concurrently, depending on various schedules of private support and public funding.

Many of the original objectives expressed by members of the community regarding develop-

ment of a Twisp Non-Motorized Transportation Plan are reflected by the selection of these highest priority projects:

- There is consensus to “build from the core outward”, making certain there is immediate benefit to the local community.
- Recreational off-road trails are most appealing to local residents, especially those that relate directly to the river(s).
- The projects are good candidates to enhance tourism and boost economic vitality.
- Several local landowners who support public trails on their private land will be actively engaged to get the projects built. The agreements forged in this process will be a good model for future projects.
- These projects complement others the Town has undertaken or will pursue with grant funding – specifically street improvement projects that expand the network of non-motorized connections.

