

III. THE TRANSPORTATION/CIRCULATION ELEMENT

A. GENERAL OBJECTIVES

The objective of the transportation/circulation plan is to encourage the growth of an orderly and aesthetically pleasing community that will insure the general health, safety and welfare of the citizens of Twisp.

Auto, pedestrian, bicycle and aircraft are considered to be the primary methods of transportation now and in the future. Due to the character of Twisp and its growth potential, the town's present and future circulation needs are met as follows:

1. Highways, Streets and Roads
2. Airport
3. Pedestrian/Bicycle Routes
4. Bridges
5. Parking
6. Proposed Streets and Roads

Each of these classifications is needed to adequately serve the community and to connect Twisp with population centers and traffic generators both in and out of the Methow Valley.

B. STREET DEFINITIONS

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

- **Minor Arterial (Rural Minor)** - Streets and highways which connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor. Minor Arterials in the Twisp area include SR-20, and SR-153.
- **Major Collector (Rural Major Collector)** - These routes should provide service to the county seat if not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent inter-county importance, such as

consolidated schools, shipping points, county parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Major collectors in the Twisp include, Twisp River Road and Twisp-Winthrop Eastside Road.

- **Minor Collector (Rural Minor Collector)** - These routes should be spaced at intervals, consistent with population density, collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. In addition, these routes should provide service to the remaining smaller communities, and link the locally important traffic generators with their rural hinterland. Minor collectors in the Twisp Area include the Twisp-Carlton Road.
- **Local Major Collector** - These routes should provide service from higher classified roads and to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Local Major collectors in the Twisp Area include, Glover Street, Twisp Avenue (Glover to SR20), Twisp Airport Road, Second Avenue (Glover to west Town Limits),
- **Local Minor Collector** - These routes should be spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of minor collectors and local and major collectors. Local Minor collectors in the Twisp Area include, Canyon Street (SR 20 to Fifth), Fifth Avenue (Canyon to SR 20), Lincoln Street (Fifth to Twisp), Second Avenue (Lincoln to Glover), Third Avenue (Lincoln to SR 20), Wagner Street (SR 20 to industrial park), Burton Street (SR 20 to Riverside) and Riverside Avenue (Burton to Wastewater Treatment Plant)
- **Local Access (Rural Unclassified)** - Streets not selected for inclusion in the arterial or collector classes. They allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is destined to abutting land. Through traffic should be discouraged by appropriate geometric design and/or traffic control devices. The remainder of Twisp's streets that are not classified above are designated as local access.

C. RECOMMENDED DESIGN STANDARDS

Table 1 and 2 on the next two pages describes the design standards for roadways by these functional classifications. Map X illustrates Twisp's vehicle transportation system according to functional classifications.

Table I - Design Standards – State and Federal Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Minor Arterial	84 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally located to continue access from the County’s arterial system into the Town, providing access to major developments. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Major Collector	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Minor Collector	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.

Table II - Design Standards – Locally Classified Roads

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

D. HIGHWAYS, STREETS, AND ROADS

The primary function of the community's highways, streets and roads is to expedite traffic to major traffic areas such as the Central Business District, the River District, C2 districts, C3 districts, and traffic that passes through the town of Twisp.

Twisp, like many rural communities, has developed a commercial corridor along the State Highway (SR 20 a Minor Arterial) which is separate from the downtown area. The SR 20 corridor is fronted by a variety of commercial and public uses so serious effort should be given to controlling and slowing down traffic to promote pedestrian and bicycle safety. State Route 153 (SR 153), several miles south of Twisp at junction with SR 20, provides the only year round access to Pateros and SR 97 a Principle Arterial.

In Twisp, the Major and Minor Collectors (Twisp River Road, Twisp Winthrop Eastside Road and Twisp-Carlton Road) serve primarily as access to residential, agricultural and commercial developments in adjoining unincorporated areas and as detour routes in the event SR 20 or SR 153 are closed.

The collector is the second most important class of streets. Collectors are located so as to provide access from the town's residential areas to the arterials as well as providing business access routes in the downtown area. The streets in town, which are collectors, are listed on the Functional Classification Map X. Other than Minor Arterials and Collectors, local collectors are the most important streets in town and carry the most local traffic. They also provide, as directly as possible, access to the town's major developments and are generally extensions of the county's road system within the town. A Planned Transportation/Circulation Map IX and Functional Classification Map X is included in the Appendix.

E. AIRPORT

The Twisp Municipal Airport is located on a forty acre tract of land one half mile East of Twisp. The Airport serves both local and transient general aviation operations, as well as commercial air taxi and scenic flying for hire operations. The Airport is also used as a staging site for aero-medical operations. Work is in progress to enhance these operations and provide better coordination and facilities for medial flights.

The Airport Improvement Club, Airport Board and Airport Manager are working on improving the facility and increasing the Airport's benefit to the Town. Improvements such as on-site public facilities including restrooms, fueling, lounge, camping area, flight school, maintenance facility, and utilities are among the current objectives. Improvements to the Airport will increase the use of the airport and the Town of Twisp as a recreational destination and increase its functionality as a transportation link for the support of commerce. Local events such as fairs, art and music festivals, fundraisers and local aircraft familiarization rides for the local community should also be encouraged. Coordination with other groups such as the Chamber of Commerce, arts community, community center and local schools should be supported and encouraged. The connection to the Town and local appeal would also be greatly enhanced by the addition of bike

and/or pedestrian access routes and public transport from the airport into town.

F. PEDESTRIAN/BICYCLE ROUTES

Safe pedestrian and bicycle routes are an important part of transportation for the community and should be considered as important as the automobile in the planning of our town's growth. Sidewalks, bicycle lanes, crosswalks throughout town and at all highway crossings, the consideration of pedestrian activated caution lights and street lights need to be implemented with all new road construction as well as existing arterials and collectors.

G. BRIDGES

There are three bridges within the Town of Twisp limits, each located on State Highway 20.

The bridge at the north Town limits that crosses a high water channel of the Methow River is narrow and does not offer a safe crossing for pedestrian traffic. The bridge needs to be remodeled to allow for a pedestrian lane, complete with aesthetically pleasing, indirect lighting.

The bridge of the Twisp River, originally built in 1935, was replaced in fall of 2001 and is a main route for pedestrians who live north of the river who walk to town. The new bridge provides for pedestrian access but lacks the aesthetically pleasing, indirect lighting needed to insure pedestrian safety.

The Methow River Bridge, a main route for autos and pedestrians who live east of town, was completed in 2003 and is the major link between the proposed trail systems east of the Methow River and the rest of the town that lies west of the river. The new bridge provides for pedestrian access but lacks the aesthetically pleasing, indirect lighting needed to insure pedestrian safety.

H. PARKING

Parking within the town of Twisp continues to be a problem. It is recommended that the Twisp Town Council appoint the members of the Planning Commission to form a Parking Committee to identify current and proposed parking areas within the Town of Twisp. As it is an established body that meets regularly, the Planning Commission is best suited to take on this responsibility.

I. PROPOSED STREETS

New streets should be discussed at the time development is proposed and must include public safety, pedestrian/bicycle access and lighting, as well as snow removal and other relevant factors. The provision for new streets and the extension of existing streets outside of the town limits and in the undeveloped portion of town are most easily handled through developmental standards and requirements as a part of a subdivision approval at such time as there is demand for development of the land. Subdivision regulations in both the Town of Twisp and Okanogan County would help to assure the proper development of both private and public streets, lots and blocks and implement street design standards.

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The implementation of street changes within the town can be done through co-operation between the town and the affected property owners.