

**CITY OF CLE ELUM**

# **SAFETY PLAN**



**HLA PROJECT NO. 23067E**

**SEPTEMBER 25, 2023**



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## CHAPTER 1 – BACKGROUND

### A. WSDOT 2024 City Safety Program Purpose

The City of Cle Elum is located within Kittitas County, as shown in Figure 1. The purpose of the Washington State Department of Transportation's (WSDOT) City Safety Program is to reduce fatal and serious injury crashes on city and town streets using engineering improvements and countermeasures. The funding source for this program is the Federal Highway Safety Improvement Program.

WSDOT's program is closely tied to and is consistent with Washington State's Strategic Highway Safety Plan known as Target Zero.

### B. Cle Elum's 2020 City Safety Plan

Cle Elum developed a local road safety plan that addressed serious injury crashes to become eligible to apply for WSDOT's 2020 City Safety Program funding. Cle Elum's 2020 City Safety Plan was consistent with WSDOT's Target Zero plan by design.

The City approved their first City Safety Plan on February 25, 2020. The 2020 planning process included analyzing WSDOT's 2014-2018 crash data, identifying and categorizing types of crashes, prioritizing countermeasures, and developing a preliminary project list for each serious injury-related crash location. The City also included prioritized safety projects which were not crash related, studies to assist the City with deeper analysis of problematic corridors, and data gathering activities to establish baseline existing conditions or make future safety analysis more comprehensive. The City submitted an application with seven identified projects in March 2020.

During WSDOT's November 2020 project selection, Cle Elum was notified that three proposed projects would be consolidated under one project summary and the City would receive \$296,300.00 in City Safety Program funding. The three proposed projects were:

1. 2<sup>nd</sup> Street and Floral Avenue Intersection Improvements
2. 1<sup>st</sup> Street Guardrail, Signs and Access Control
3. Traffic Data Collection

#### 1. Cle Elum's 2<sup>nd</sup> Street and Floral Avenue Intersection Improvements

In 2014, a serious injury-related crash occurred at the intersection of 2<sup>nd</sup> Street and Floral Avenue. This crash location was in the north-eastern part of the City. The crash occurred on November 2, 2014 at 11:36 p.m., the intersection had no street lighting. Two vehicles collided at an angle in the intersection and the main circumstance was disregard of the stop sign.

The recommended countermeasures in Table 1 – Cle Elum's Priority Locations and Corridors and in the WSDOT 2020 City Safety Program application was illumination or flashing stop sign and vegetative control.





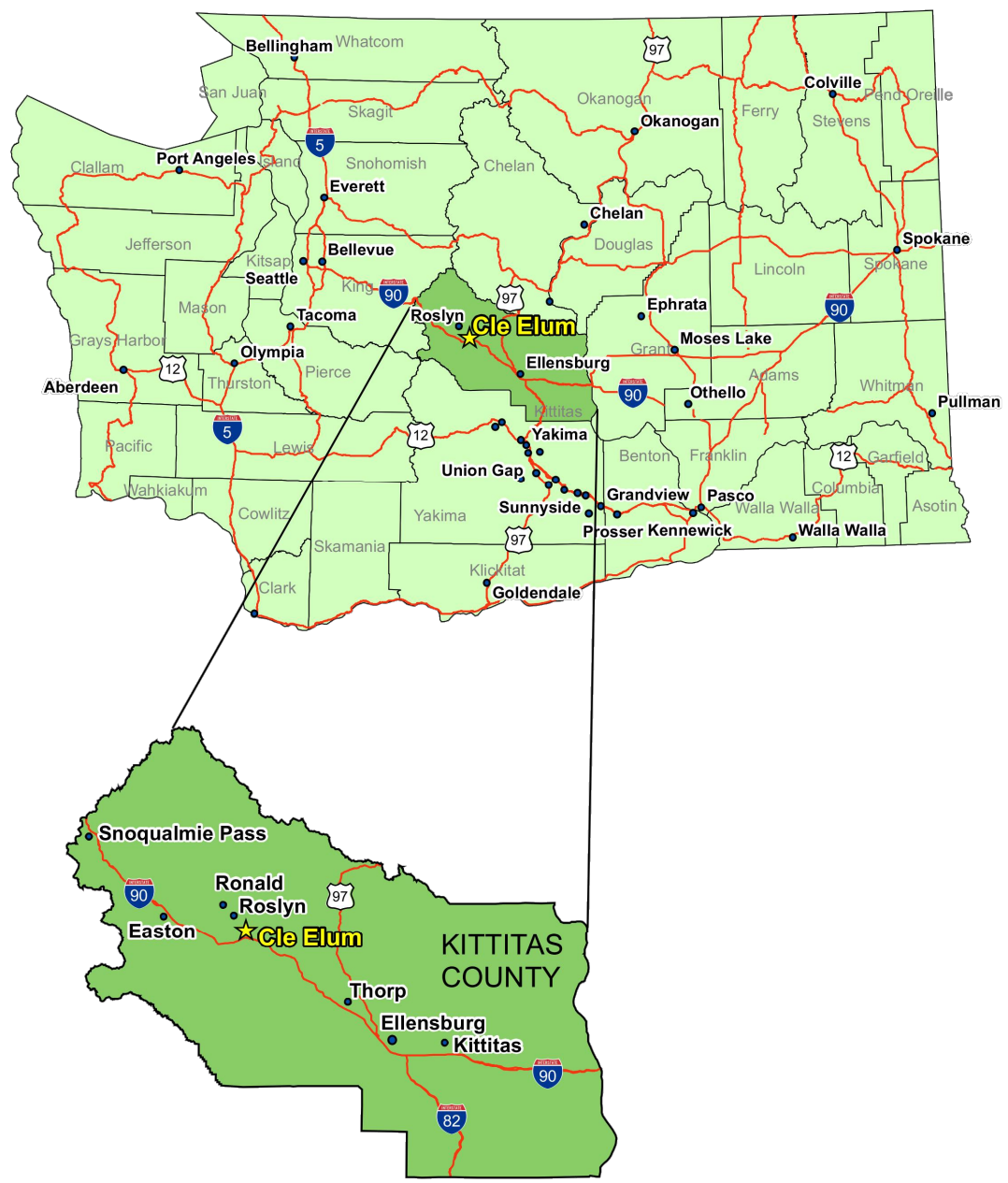
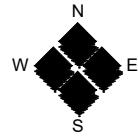
## CITY OF CLE ELUM SAFETY PLAN

The low-cost proposed solution required no right-of-way acquisition, was included in the Safety Plan and therefore was vetted through a public engagement process and could be accomplished quickly.

The 2<sup>nd</sup> Street and Floral Avenue Intersection Improvements were completed on July 25, 2022. Figure 2 displays before and after photos of the project from two perspectives.







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|                                   |                   |
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# CITY OF CLE ELUM

WASHINGTON STATE  
 VICINITY MAP



FIGURE 2 – 2021 CAPITAL IMPROVEMENTS – 2<sup>ND</sup> STREET AND FLORAL AVENUE

# BEFORE

Second Street and Floral Avenue  
From North:

- Stop sign competing with overgrowth.
- Small sign
- No lighting







# AFTER

Second Street and Floral Avenue  
From North:

- Lighted stop sign
- Warning striping on pilons
- Cleared vegetation.





### 2. Cle Elum's 1<sup>st</sup> Street Guardrail, Signs, and Access Control

In 2014, a serious injury-related crash occurred at 1<sup>st</sup> Street and the bridge over the creek between Stafford Street and Rosetti Way. This crash's location was in the north-western part of the City. The crash occurred on June 20, 2014, at 4:58 p.m. A single vehicle departed the travel lane, veered around a light pole at the west end of the bridge and around a pedestrian bridge adjacent to 1<sup>st</sup> Street and drove into a deep ditch (creek). The contributing circumstance was unknown driver distraction.

The recommended countermeasures in Table 1 – Cle Elum's Priority Locations and Corridors were to add a barrier and evaluate potentially confusing signage. In the WSDOT 2020 City Safety Program application, the same countermeasures were clarified, and the removal of a confusing driveway access was included.

The proposed combination of solutions required no right-of-way acquisition, was mostly included in the Safety Plan and therefore was partially vetted through a public engagement process and could be accomplished in a few phases. The removal of the driveway was vetted during the process which added the project to the City's Six-year Transportation Improvement Program (6-year TIP).

The 1<sup>st</sup> Street bridge over the creek improvements were completed on July 25, 2022. Figure 3, displays before and after photos of the project from the driving direction of the driver in the crash.

### 3. Cle Elum's Traffic Data Collection

The City established evaluation and scoring criteria with a multi-disciplinary workshop team in January 2020 as part of the City Safety Plan development. The team met to review 2014-2018 WSDOT crash data, establish priority evaluation criteria, assign associated points for injury severity at crash locations, review contributing factors and potential countermeasures, and establish problematic corridors. As the workshop attendees stepped through the evaluation and prioritization processes, the participants made note of missing or incomplete data that would assist them in decision-making during the process. The following studies of traffic data collection activities identified in the City Safety Plan, funded in 2021 were completed by March 14, 2022:

1. Parking Study (capacity analysis and parking safety) in problematic corridors
2. Pedestrian Traffic Counting Services (up to 12 locations, 3 time periods)
3. Traffic Count Services (up to 63 locations)

Data collection activities were concentrated in the four problematic corridors identified as follows:

1. Corridor 1: 1<sup>st</sup> Street from Davis Place to Yakima Avenue
2. Corridor 2: S. Cle Elum Way/Stafford Street from Charter Road to 5<sup>th</sup> Street
3. Corridor 3: Pine Street from Davis Street to Ronald Road
4. Corridor 4: Oakes Avenue from Intersection of I-90 Exit and Overpass to 4<sup>th</sup> Street

Locations covered by the Parking Study are presented in Figure 4, pedestrian and traffic count locations are presented on Figure 5 and Figure 6 respectively.



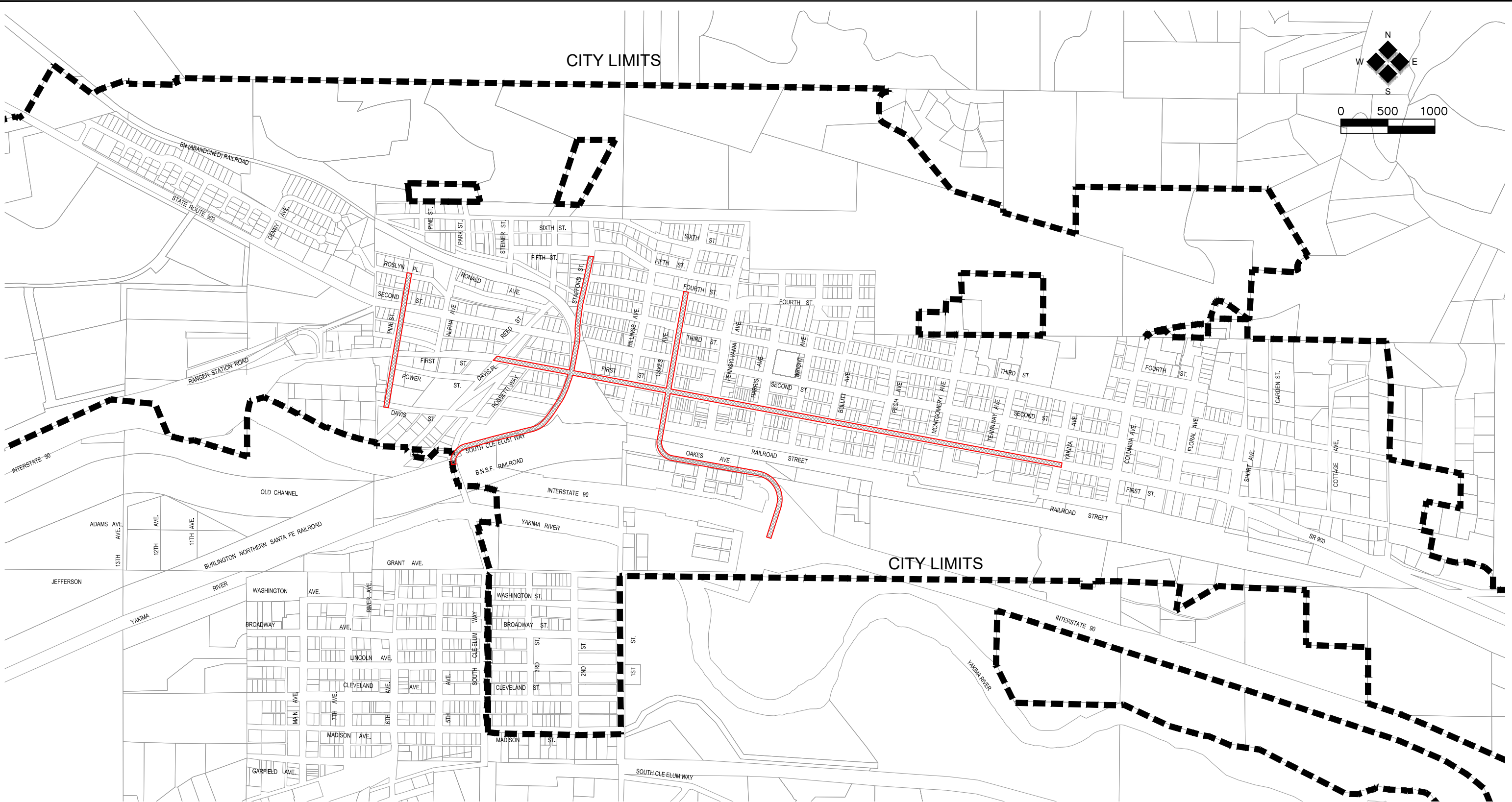
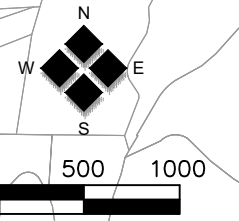




FIGURE 3 – 2021 CAPITAL IMPROVEMENTS – 1<sup>ST</sup> STREET GUARDRAIL, SIGNS, AND ACCESS CONTROL



CITY LIMITS



**LEGEND**

 DATA COLLECTION LOCATIONS



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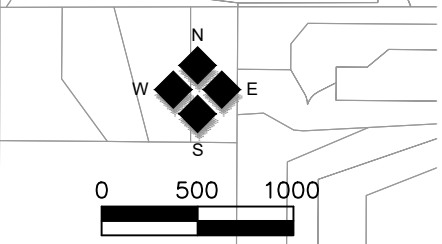
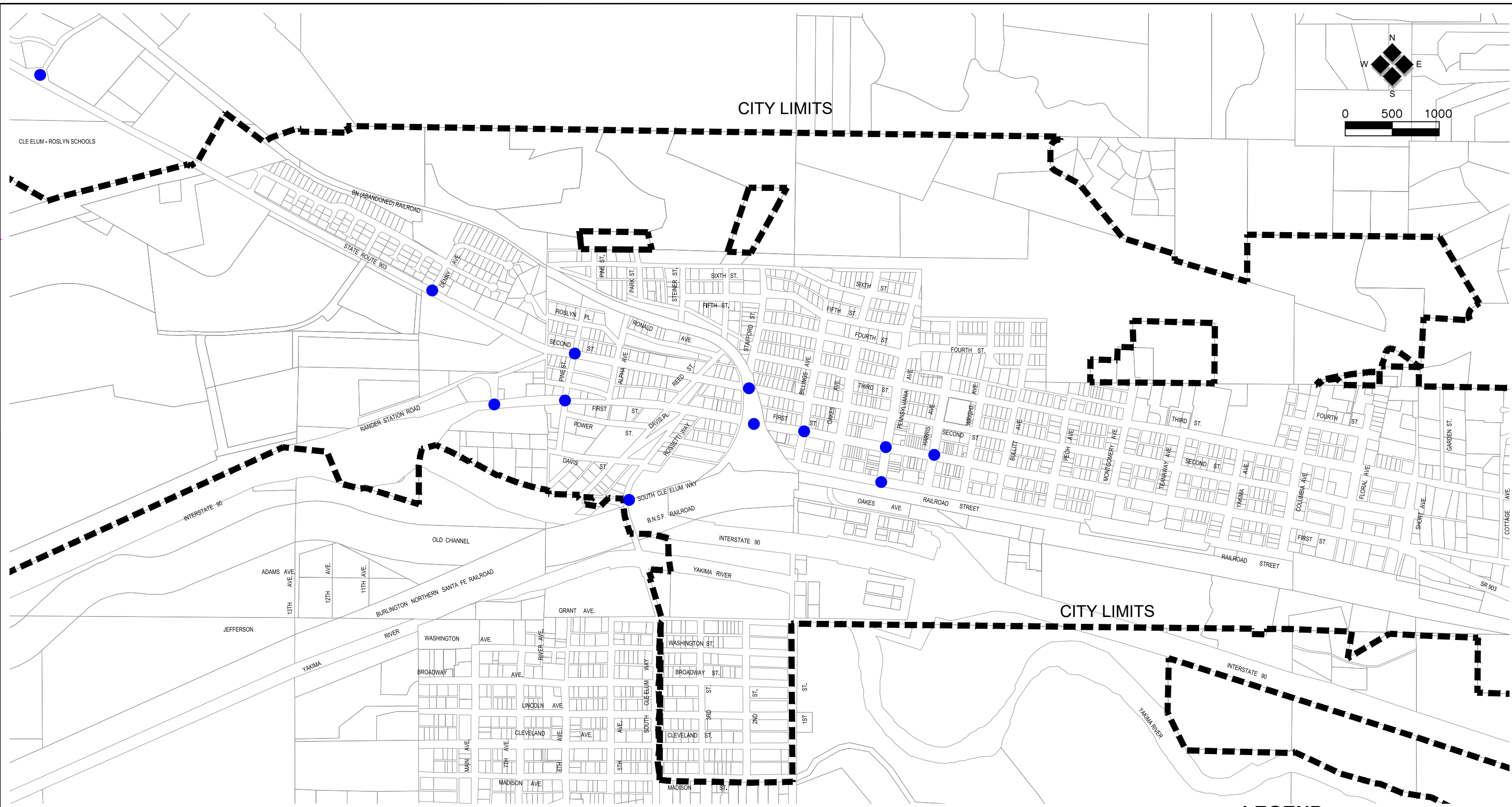


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ENTERED BY:     SCH

**CLE ELUM**  
CITY SAFETY IMPROVEMENTS  
FIGURE 4  
2021 PARKING STUDY LOCATIONS

SHEET  
1  
OF  
1





**LEGEND**  
 ● PEDESTRIAN COUNT LOCATIONS

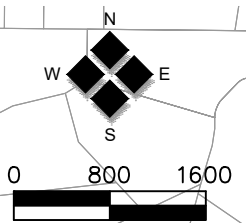
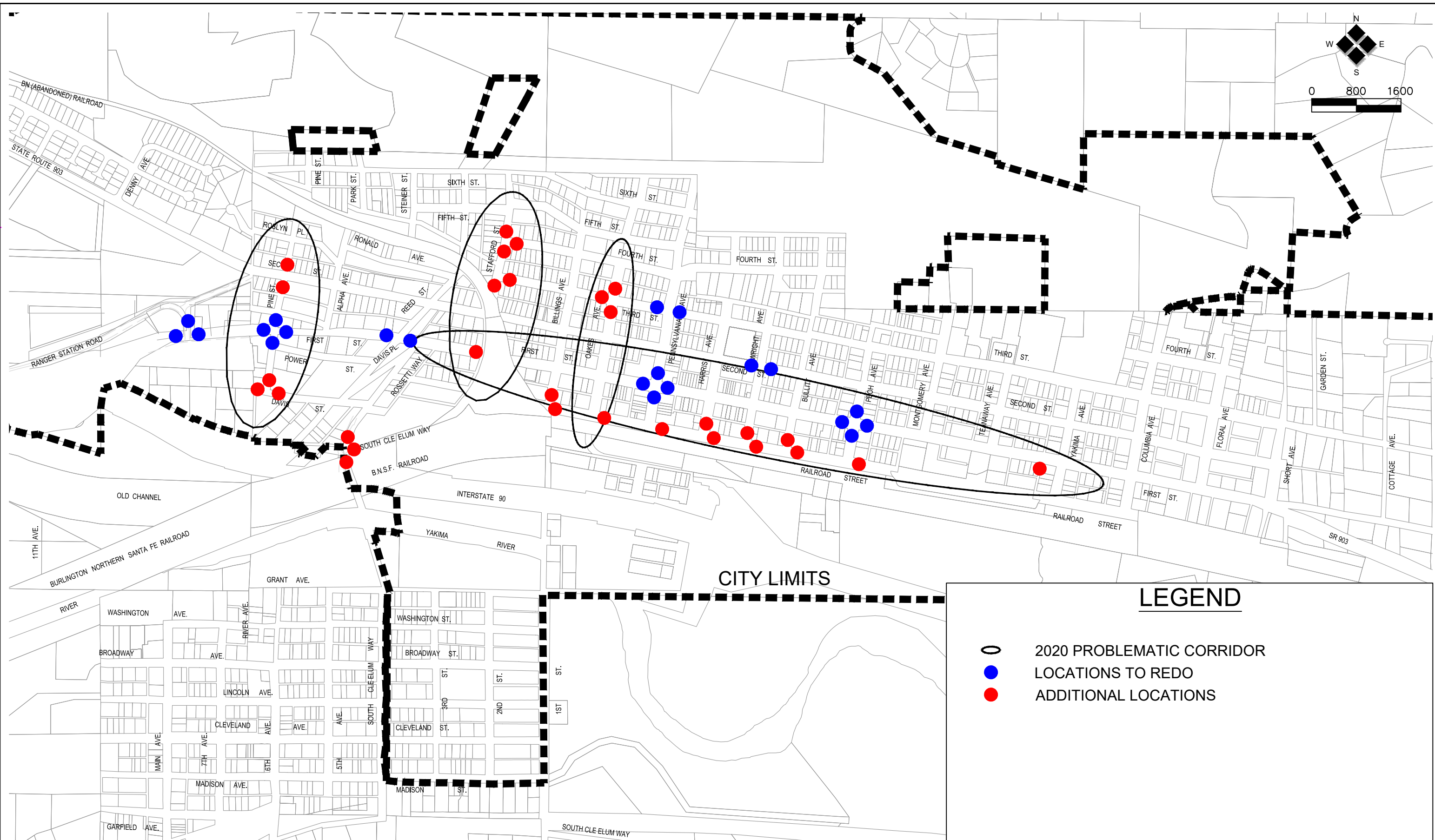
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**CLE ELUM**  
 CITY SAFETY IMPROVEMENTS  
 FIGURE 5  
 2021 PEDESTRIAN COUNT LOCATIONS

SHEET 1 OF 1



**LEGEND**

- 2020 PROBLEMATIC CORRIDOR
- LOCATIONS TO REDO
- ADDITIONAL LOCATIONS

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**CLE ELUM  
CITY SAFETY PLAN  
FIGURE 6**

2021 TRAFFIC COUNT LOCATIONS

SHEET  
1  
OF  
1





C. Relationship to Other City Plans and Inventories

**Cle Elum's 2019-2037 Comprehensive Plan Update and Quad County's (QUADCO's) Regional Transportation Plan 2017-2037**

The City of Cle Elum plans under Washington State's Growth Management Act RCW 36.70A.070 with the development and periodic update of a Comprehensive Plan. Cle Elum's most recent revisions to their 2019 update was adopted on November 4, 2021. In addition to being consistent with Washington State transportation planning documents, the City must maintain consistency with the regional transportation planning organization known as Quad County (QUADCO).

Short-, mid-, and long-term projects anticipated to be in Cle Elum's next update (due June 30, 2026) have been shared with QUADCO and are contained in QUADCO's Regional Transportation Plan.

This Plan may further refine and add to Cle Elum's transportation projects identified for the City's upcoming Comprehensive Plan update, and therefore continue the trend of adding safety-specific information to the City's dynamic planning processes.

**Cle Elum's Transportation Improvement Program**

Cle Elum maintains a rolling capital improvement program for transportation projects known as their Six-Year Transportation Improvement Program (TIP). The TIP is updated on an annual basis and can be amended most months. The TIP provides details, schedules, and funding information for projects, programs, and planning efforts the City intends to accomplish within the next six years. This City Safety Plan update refines some of the existing TIP projects, but the City may need to amend new projects into the TIP due to this planning process.

**Cle Elum's Traffic Count Record System**

In 2021, Cle Elum gathered traffic counts taken in the City between 1997 and 2019, the printed counts were placed in binders and then entered into a single excel workbook where primary calculations such as AM Period, Mid-Day Period, PM Period, Night-Time Period, All-Day, AM Peak Hour, and PM Peak Hour could be performed. A GIS entry table was then developed to upload the calculated peak hour and daily counts for each location into a GIS layer. The blue locations indicated in Figure 6 show counts taken to fill in missing or erroneous data in the City's Traffic Count Record System as part of the data gathering efforts included in the City's City Safety Program award.

D. 2018-2022 Crash History Analysis

In 2021, WSDOT supplied each city and town with customized summary crash information from their crash database. Cle Elum reviewed the information and decided to refrain from budgeting a 2021/2022 update to the City Safety Plan.





## CITY OF CLE ELUM SAFETY PLAN

In 2023, Cle Elum investigated 2018-2022 crash-related data (Appendix A) and decided to develop an update to their original City Safety Plan. As with the initial Plan, the City analyzed five years' crash data and brought together a stakeholder group to review and possibly revise the City's established evaluation and scoring criteria for prioritizing safety projects.

The City requests and uses incident specific data from WSDOT's database to investigate crashes in more detail, including but not limited to environmental conditions, street conditions, and contributing circumstances for all vehicle-involved, pedestrian-involved, and pedal cyclist-involved crashes in Cle Elum city limits. Detailed data was grouped by a variety of relational categories to identify patterns of injury-related crash types and circumstances. To spatially understand the locations, a series of maps were created and are included in this Plan.

### E. Location Evaluation and Scoring Method

Once data was analyzed by crash severity, type, frequency, and displayed on maps, the City convened a subcommittee on April 10, 2023, to begin Cle Elum's safety planning process. The subcommittee was briefed on the WSDOT 2022 City Safety Program and Target Zero information, priorities, and targets.

Local evaluation criteria, established in 2020 as filters, were reviewed and considered still relevant by the group. The workshop believed the same questions could be used by City staff and City Council to determine if projects, programs, and planning efforts align with the City's existing plans.

The subcommittee reviewed and, in some categories, revised points for severity, type, frequency, and potential countermeasures established during the development of the 2020 Plan. A copy of the revised 2023 Cle Elum City Safety Plan Prioritization Packet is included in Appendix B.

### F. Review of Locations and Discussion of Needed Studies/Data Gathering Activities

The 2019 serious injury crash location and associated circumstances was reviewed. Next, active transportation crash locations (one pedestrian and two pedal cyclist injury-related crashes) were then reviewed although none were fatal or serious injury-related crashes. The location map of all injury-related crashes was used to identify problematic corridors and cluster areas.

Some projects listed on Cle Elum's Six-Year TIP have safety elements in the project and these were evaluated, whether they were at a crash location or not. Three identified active transportation crash locations had Six-Year TIP projects either scheduled to be constructed in 2023 or 2024 and are included in Table 1 on the next page. Notes for the projects underway are included in the Prioritization Tally Sheet 05-04-23 excel workbook in Appendix C.

Also included on the Prioritization Tally Sheet are subcommittee-identified data needs that, if satisfied, would make safety evaluation in the future even more robust.





## CITY OF CLE ELUM SAFETY PLAN

A copy of the preliminary scoring and ranking based on raw score was emailed to the workshop subcommittee for review, before sharing with City Council. The evaluation packet, process, ranked locations, and proposed projects were introduced to the City Council during their workshop preceding the regularly scheduled Council meeting on May 22, 2023. The City Council approved the revisions to the established evaluation packet, supported its use to rank projects and data activities, and gave staff the authority to develop exhibits and estimates for some of the following projects and activities in Table 1.

| <b>TABLE 1 – CLE ELUM’S PRIORITY LOCATIONS AND CORRIDORS</b> |  |
|--|--|
| <b>Rank</b>  | <b>Serious Injury-Related Crash Location</b>   |
| 1  | Hartwig Boulevard (previously named South Cle Elum Way) & W. First Street Intersection   |
| <b>Rank</b>  | <b>Other Than Fatal or Serious Injury-Related Spot Location or Corridor</b>              |
| 2  | N. Stafford Avenue / W. Second Street Intersection                                       |
| 3  | Second Street (Phase 1 Pathway - Stafford Avenue to Harris Avenue)                       |
| 4  | Hartwig Boulevard (Pathway - Railroad Street to Yakima River Bridge)                     |
| 5  | Ranger Station Road / Miller Avenue / W. Second Street                                   |
| 6  | First Street (Oakes Avenue to Peoh Avenue)   |
| 7  | N. Pines Street / W. 1 <sup>st</sup> Street Intersection                                 |
| 8  | Second Street (Phase 2 Pathway - Harris Avenue to Teanaway Avenue)                       |
| <b>Rank</b>  | <b>Other Safety-Related 2023-2028 TIP Project Locations</b>                              |
| 9  | Second Street (Phase 3 Pathway - Teanaway Avenue to Short Avenue)                        |
| 10   | Railroad Street (Peoh Avenue to Columbia Avenue)   |
| <b>Rank</b>  | <b>Data Needs</b>  |
| 11   | Origins and Destinations Study and the Correlation of Crashes                            |
| 12   | Multi-jurisdictional Coordination – Strategize Second Yakima River Crossing              |
| 13   | Traffic Analysis of Problematic Corridors with Known Short-term and Mid-term Development |
| 14   | Sidewalk Continuity and Condition Inventory & Assessment                                 |
| 15   | Speed Study on Problematic Corridors   |
| 16   | Pedestrian Counts – Post Improvements for Comparison                                     |
| 17   | Ten-year Road Departure Study  |

### G. Establishing Countermeasures for Top Five Priority Crash Locations

After the crash locations were analyzed, ranked, and prioritized, and because the City also identified and prioritized countermeasures, the next logical step was to develop projects for each of the top five priority crash locations using one or more of the prescribed countermeasures.





## CITY OF CLE ELUM SAFETY PLAN

An illustrative list of projects will be included in Cle Elum’s 2023 City Safety Plan Update. The estimates and exhibits for the top five projects are being developed assuming the City will pursue funding which requires all labor be completed through contract and not include contribution of local forces. This assumption allows the City to use estimates for the greatest number of funding sources.

Some funding sources, such as TIB or WSTC, may allow for some or all the project to be accomplished by City employees. If the City wishes to use City resources to reduce estimated costs for projects, the engineer’s estimates in Appendix D will require recalculation.

The best way to present relative costs and complexity of projects is to use a matrix which identifies whether each project is anticipated to be low cost, medium cost, or high cost, and relatively short-term, mid-term, or long-term for planning purposes. The color key in Table 2 identifies relative funding for any combination of countermeasures offered in Table 3. Color keys are defined as follows:

| <b>TABLE 2 – KEY FOR RELATIVE PROJECT FUNDING AND TIMING</b> |   |  |  |
|--|---|--|--|
|  | <b>Low Cost (\$)</b><br><b>(&lt; \$149,999)</b> | <b>Mid Cost (\$\$)</b><br><b>(\$150,000 - \$749,999)</b> | <b>High Cost (\$\$\$)</b><br><b>(&gt; \$750,000)</b> |
| Short-Term (1–5 Years)                                       |   |  |  |
| Mid-Term (6-15 Years)  |   |  |  |
| Long-Term (> 16 Years)                                       |   |  |  |

Because the City assertively seeks transportation-related funding, progress has been made on improving some of the locations in Table 1. For example, N. Stafford and Second Street Intersection is being designed for a roundabout as this Plan is being drafted. Although the estimate and exhibit will not have been completed at the finalizing of this Plan, the City will be prepared to submit the project in the upcoming City Safety Program Call for Projects by this fall. An estimate is included for Second Street Pathway project and by the time this Plan is complete, the project should be “shovel ready.”

Estimates for top priority projects are included in Appendix D.





**TABLE 3 – CLE ELUM’S CITY SAFETY PLAN ILLUSTRATIVE PROJECTS**

| Priority | Spot Location or Systemic Location   | Description of Project or Countermeasures  | Could be Implemented as an Element of Existing Planned Improvements?                           | Low, Mid, or High Cost | Short, Mid, or Long Term |
|----------|--|--|--|------------------------|--------------------------|
| 1        | Hartwig Boulevard & W. First Street Intersection   | A roundabout is being designed in 2023 and construction is scheduled for 2024. Additionally, the City can improve sidewalk for continuity and ADA compliance, upgrade to high visibility pavement markings, scale lighting, and shorten crossing distance.   | Would need to be included in the TIP due to timing after the roundabout construction starting. | \$\$                   |                          |
| 2        | N. Stafford Avenue & W. Second Street Intersection   | A compact roundabout is being designed in 2023 and construction can happen as early as 2024, if funding is secured. Improve site distances and or visibility, improve sidewalk for continuity and ADA compliance, upgrade to high visibility pavement markings, scale lighting and shorten crossing distance.  | Could be amended into the 2024 CN TIP project.   | \$\$\$                 |                          |
| 3        | Second Street Pathway  | The complete multi-use path is being designed in 2023 and construction is planned in two phases. Phase 1 construction is planned in 2025 and Phase 2 construction is planned in 2027. Created a separated multi-use path as the main bicycle corridor for neighborhoods north of downtown core.  | Phase 1 - Already included in the 2024-2029 TIP.   | \$\$                   |                          |
|          |  |  | Phase 2 - Already included in the 2024-2029 TIP.   | \$\$\$                 |                          |
| 4        | Ranger Station Road/Miller Avenue/Second Street Combined Intersection Area                                 | 2020 Plan ped-injury location with countermeasures including shortening pedestrian distances and installing pedestrian actuated crossing. The City Council prefers improvements including a potential roundabout and controlled access to W. Second Street (SR-903) compared to improvements that include multiple proposed traffic islands, and right turn-only limitations.                                  | Existing 2024-2029 TIP would need to be redefined.   | \$\$\$                 |                          |
| 5        | First Street Downtown Revitalization   | Complete Streets design of the complete Downtown First Street Corridor includes bulb-outs with connective curb and gutter to the existing stormwater system at each intersection, new sidewalks, new street and pedestrian level lighting, mid-block crossings, pavement markings, permanent signing, sidewalk landscaping and amenities. Multiple intersections fully or partially completed, see Appendix D. | Final Phase - Already included in the 2024-2029 TIP.   | \$\$\$                 |                          |
| Priority | Description of Study, Analysis, or Data Gathering Project  |  | Will Require Inclusion into the 2024-2029 TIP?   | Low, Mid, or High Cost | Short, Mid, or Long Term |
| 6        | Origins and Destinations Study and the Correlation of Crashes  |  | Would need to be included in the TIP.  | \$                     |                          |
| 7        | Pre-planning Project – Hartwig Boulevard Pathway and Yakima River Crossing – Pedestrians and Pedalcyclists |  | Would need to be included in the TIP   | \$                     |                          |
| 8        | Traffic Analysis of Problematic Corridor with Known Short-term and Mid-term Development                    |  | Would need to be included in the TIP   | \$                     |                          |



# APPENDIX



CHAPTER 2 – APPENDIX

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- A. Crash Data
- B. Evaluation and Scoring Workshop
- C. Prioritization Tally Sheet 05-01-2023
- D. Prioritized Project Estimates and Exhibits





# A.

# CRASH DATA



OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITIES OF CLE ELUM

01/01/2018 - available 2022

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

| JURISDICTION | COUNTY   | CITY     | PRIMARY TRAFFICWAY | BLOCK NUMBER | INTERSECTING TRAFFICWAY | DIST FROM REF POINT | MI or FT | COMP DIR FROM REF POINT | REFERENCE POINT NAME | MILEPOST | A / B | SR ONLY HISTORY/ SUSPENSE | REPORT NUMBER | DATE       | TIME  | MOST SEVERE INJURY TYPE  | # INJ | # FAT | # VEH | # PEDS | # BIKES | VEHICLE 1 TYPE                                | VEHICLE 2 TYPE                                |
|--------------|----------|----------|--------------------|--------------|-------------------------|---------------------|----------|-------------------------|----------------------|----------|-------|---------------------------|---------------|------------|-------|--------------------------|-------|-------|-------|--------|---------|---|---|
| City Street  | Kittitas | Cle Elum | S CLE ELUM RD      |              | W 1ST ST                |                     |          |                         |                      | 1.90     | No    | No                        | 3494087       | 09/14/2019 | 06:14 | Suspected Serious Injury | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      |          | No    | No                        | 3494030       | 03/02/2018 | 19:25 | Suspected Minor Injury   | 1     | 0     | 1     | 1      | 0       | Not Stated                                    |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 400          |                         | 70                  | F        | W                       | N STAFFORD AVE       |          | No    | No                        | 3493943       | 05/10/2018 | 14:31 | Suspected Minor Injury   | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 300          |                         | 100                 | F        | W                       | BILLINGS AVE         |          | No    | No                        | 3494035       | 05/14/2018 | 16:53 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           |              | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3494037       | 05/19/2018 | 12:22 | Possible Injury          | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.82     | No    | No                        | 3494040       | 05/28/2018 | 18:25 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3494053       | 07/31/2018 | 17:40 | Suspected Minor Injury   | 5     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | N OAKES AVE        | 0            | W RAILROAD ST           |                     |          |                         |                      |          | No    | No                        | 3494050       | 09/04/2018 | 11:22 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3494066       | 01/22/2019 | 12:11 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 2.38     | No    | No                        | 3494067       | 01/22/2019 | 16:52 | Possible Injury          | 1     | 0     | 1     | 0      | 0       | Passenger Car                                 |   |
| City Street  | Kittitas | Cle Elum | W RAILROAD ST      | 2100         | S CLE ELUM RD           |                     |          |                         |                      |          | No    | No                        | 3494068       | 02/11/2019 | 09:23 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | N FLORAL AVE       | 0            | E 2ND ST                |                     |          |                         |                      |          | No    | No                        | 3494069       | 02/15/2019 | 09:19 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | E 3RD ST           | 500          |                         | 150                 | F        | W                       | N MONTGOMERY AVE     |          | No    | No                        | 3494075       | 06/19/2019 | 23:10 | Possible Injury          | 2     | 0     | 3     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.73     | No    | No                        | 3494085       | 08/06/2019 | 18:15 | Suspected Minor Injury   | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.20     | No    | No                        | E960828       | 09/13/2019 | 16:16 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RANGER STATION RD  | 0            | DOUGLAS MONRO BLVD      |                     |          |                         |                      |          | No    | No                        | 3494090       | 10/23/2019 | 08:00 | Suspected Minor Injury   | 4     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | N OAKES AVE        | 0            | W RAILROAD ST           |                     |          |                         |                      |          | No    | No                        | 3494105       | 12/18/2019 | 08:32 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.76     | No    | No                        | 3874434       | 02/29/2020 | 02:51 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 0       | Passenger Car                                 |   |
| City Street  | Kittitas | Cle Elum | E 2ND ST           | 0            | BULLITT AVE             |                     |          |                         |                      |          | No    | No                        | 3874458       | 05/07/2020 | 07:39 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 0            | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3874464       | 06/26/2020 | 14:07 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3874473       | 08/14/2020 | 17:04 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 1       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 698          | PINE ST                 |                     |          |                         |                      |          | No    | No                        | 3874439       | 08/23/2020 | 14:15 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RANGER STATION RD  |              | W 1ST ST                |                     |          |                         |                      |          | No    | No                        | 3874437       | 09/04/2020 | 11:45 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           |              | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3874446       | 12/02/2020 | 13:51 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 300          |                         | 282                 | F        | W                       | BILLINGS AVE         |          | No    | No                        | E822975       | 04/17/2021 | 13:14 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Truck Tractor & Semi-Trailer                  | Motorcycle                                    |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 400          |                         | 50                  | F        | W                       | N STAFFORD AVE       |          | No    | No                        | 3878108       | 04/30/2021 | 13:18 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 0.95     | No    | No                        | 3878128       | 07/17/2021 | 08:07 | Suspected Minor Injury   | 9     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3878130       | 07/27/2021 | 12:33 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | N STAFFORD AVE     | 448          | W 2ND ST                |                     |          |                         |                      |          | No    | No                        | 3878131       | 07/31/2021 | 16:00 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 1       | Passenger Car                                 |   |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.88     | No    | No                        | 3878120       | 10/16/2021 | 12:52 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | E 2ND ST           | 698          | N TEANAWAY AVE          |                     |          |                         |                      |          | No    | No                        | 3878204       | 01/14/2022 | 06:48 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RUSS ST            | 100          |                         | 100                 | F        | E                       | N OAKES AVE          |          | No    | No                        | 3878205       | 02/12/2022 | 16:46 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 319          | N STAFFORD AVE          |                     |          |                         |                      |          | No    | No                        | 3878185       | 03/07/2022 | 19:56 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 0.82     | No    | No                        | 3878189       | 06/02/2022 | 06:58 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | E E 1ST ST ST      | 1200         |                         | 362                 | F        | E                       | S COTTAGE AVE        |          | No    | No                        | 3878208       | 06/03/2022 | 07:20 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | OAKES AVE          | 100          |                         | 298                 | F        | E                       | SWIFTWATER BLVD      |          | No    | No                        | EC71301       | 08/03/2022 | 01:00 | Possible Injury          | 1     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |

0

36 Injury Crashes

|                            |       |       |       |        |         |
|----------------------------|-------|-------|-------|--------|---------|
|                            | 55    | 0     | 65    | 1      | 2       |
|                            | # INJ | # FAT | # VEH | # PEDS | # BIKES |
| 20 Possible Injury         |       |       |       |        |         |
| 15 Suspected Minor Injury  |       |       |       |        |         |
| 1 Suspected Serious Injury |       |       |       |        |         |
| 36                         |       |       |       |        |         |

|       |    |
|-------|----|
| 61.1% | 22 |
| 2.8%  | 1  |
| 8.3%  | 3  |
| 19.4% | 7  |
| 8.3%  | 3  |
| 100%  | 36 |

|                 |       |    |      |
|-----------------|-------|----|------|
| 6:00pm - 5:59am | NTPer | 7  | 19%  |
| 6:00am - 8:59am | AMPer | 8  | 22%  |
| 9:00am - 2:59pm | MDPer | 14 | 39%  |
| 3:00pm - 5:59pm | PMPer | 7  | 19%  |
|                 |       | 36 | 100% |

|                              |   |
|------------------------------|---|
| Truck Tractor & Semi-Trailer | 1 |
| Motorcycle                   | 1 |

| JUNCTION RELATIONSHIP                        | WEATHER                | ROADWAY SURFACE CONDITION | LIGHTING CONDITION    | FIRST COLLISION TYPE / OBJECT STRUCK                                    | VEHICLE 1 ACTION               | VEHICLE 2 ACTION               | VEHICLE 1 COMPASS DIRECTION FROM | VEHICLE 1 COMPASS DIRECTION TO | VEHICLE 2 COMPASS DIRECTION FROM | VEHICLE 2 COMPASS DIRECTION TO | MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1) |
|--|------------------------|---------------------------|-----------------------|---|--------------------------------|--------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|--|
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Making Right Turn              | South                            | West                           | West                             | South                          | Under Influence of Alcohol                     |
| At Intersection and Related                  | Clear or Partly Cloudy | Wet                       | Dark-Street Lights On | Vehicle turning left hits pedestrian                                    | Making Left Turn               |                                |                                  |                                |                                  |                                | Did Not Grant R/W to Non Motorist              |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Daylight              | From opposite direction - both moving - head-on                         | Going Straight Ahead           | Going Straight Ahead           | West                             | East                           | East                             | West                           | Other Contributing Circ Not Listed             |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | Vehicle Stopped                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | South                            | North                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | Vehicle Stopped                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | Vehicle Backing                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Starting in Traffic Lane       | North                            | South                          | West                             | East                           | Driver Not Distracted                          |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped at Signal or Stop Sign | West                             | East                           |                                  | Vehicle Stopped                | Disregard Stop and Go Light                    |
| At Intersection and Related                  | Snowing                | Snow/Slush                | Dusk                  | Utility Pole  | Making Left Turn               |                                | West                             | North                          |                                  |                                | Exceeding Reas. Safe Speed                     |
| At Intersection and Related                  | Snowing                | Snow/Slush                | Daylight              | Entering at angle   | Going Straight Ahead           | Making Right Turn              | East                             | West                           | North                            | East                           | Non Motorist on Wrong Side of Road             |
| At Intersection and Related                  | Clear or Partly Cloudy | Ice                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | East                             | West                           | North                            | South                          | None   |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Dark-No Street Lights | One parked-one moving   | Going Straight Ahead           | Legally Parked, Unoccupied     | West                             | East                           | Vehicle Stopped                  | Vehicle Stopped                | Under Influence of Alcohol                     |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - both moving - rear-end      | Slowing                        | Going Straight Ahead           | West                             | East                           | West                             | East                           | None   |
| At Intersection and Not Related              | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | North                            | South                          | North                            | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear                  | Dry                       | Daylight              | Fence   | Going Straight Ahead           |                                | Northeast                        | Southwest                      |                                  |                                | Exceeding Stated Speed Limit                   |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | Entering at angle   | Starting in Traffic Lane       | Going Straight Ahead           | West                             | East                           | South                            | North                          | Did Not Grant RW to Vehicle                    |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Dark-Street Lights On | Metal Sign Post   | Going Straight Ahead           |                                | West                             | Northeast                      |                                  |                                | Unknown Distraction                            |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | North                            | South                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Starting in Traffic Lane       | Going Straight Ahead           | South                            | North                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Vehicle Strikes Pedalcyclist  | Stopped at Signal or Stop Sign |                                | West                             | East                           |                                  |                                | None   |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Starting in Traffic Lane       | East                             | West                           | South                            | North                          | None   |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | North                            | South                          | West                             | East                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | From opposite direction - one left turn - one straight                  | Making Left Turn               | Going Straight Ahead           | West                             | South                          | West                             | East                           | Did Not Grant RW to Vehicle                    |
| At Driveway                                  | Clear                  | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Going Straight Ahead           | North                            | Southeast                      | East                             | West                           | Unknown Distraction                            |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | West                             | Vehicle Stopped                | Follow Too Closely                             |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Daylight              | From same direction - both going straight - both moving - rear-end      | Going Straight Ahead           | Slowing                        | East                             | West                           | East                             | West                           | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | Vehicle Backing                  | Vehicle Stopped                | Other Distractions                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Vehicle Strikes Pedalcyclist  | Making Left Turn               |                                | South                            | West                           |                                  |                                | Did Not Grant R/W to Non Motorist              |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Slowing                        | Stopped for Traffic            | East                             | West                           | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear                  | Ice                       | Dark-Street Lights On | From same direction - one left turn - one straight                      | Overtaking and Passing         | Making Left Turn               | East                             | West                           | East                             | South                          | Improper Passing                               |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Daylight              | Earth Bank or Ledge   | Negotiating a Curve            |                                | West                             | East                           |                                  |                                | Under Influence of Alcohol                     |
| At Intersection and Related                  | Overcast               | Dry                       | Dark-Street Lights On | From opposite direction - both going straight - one stopped - sideswipe | Going Straight Ahead           | Stopped at Signal or Stop Sign | West                             | East                           |                                  | Vehicle Stopped                | Under Influence of Alcohol                     |
| At Driveway                                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Going Straight Ahead           | South                            | West                           | West                             | East                           | Did Not Grant RW to Vehicle                    |
| Driveway Related but Not at Driveway         | Clear                  | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | East                             | Vehicle Stopped                | Follow Too Closely                             |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Dark-No Street Lights | Guardrail - Face  | Negotiating a Curve            |                                | West                             | East                           |                                  |                                | Overcorrecting / Oversteering                  |

|  |    |            |
|--|----|------------|
| At Intersection and Related                  | 31 | Dry        |
| At Intersection and Not Related              | 2  | Snow/Slush |
| Intersection Related but Not at Intersection | 2  | Ice        |
| Not at Intersection and Not Related          | 1  | Wet        |
| At Driveway or Driveway-related              | 36 |            |

|    |                        |    |                       |
|----|------------------------|----|-----------------------|
| 8  | Clear                  | 29 | Daylight              |
| 22 | Clear or Partly Cloudy | 1  | Dusk                  |
| 4  | Overcast               | 4  | Dark-Street Lights On |
| 2  | Snowing                | 2  | Dark-No Street Lights |
| 36 |                        | 36 |                       |

|       |    |  |
|-------|----|--|
| 2.8%  | 1  | Vehicle turning left hits pedestrian                               |
| 5.6%  | 2  | Vehicle Strikes Pedalcyclist                                       |
| 2.8%  | 1  | From opposite direction - both moving - head-on                    |
| 2.8%  | 1  | From opposite direction - one left turn - one straight             |
| 2.8%  | 1  | From opposite direction - sideswipe                                |
| 16.7% | 6  | Struck a stationary object   |
| 2.8%  | 1  | From same direction - one left or right turn - one straight        |
| 27.8% | 10 | From same direction - both going straight - one stopped - rear-end |
| 36.1% | 13 | Entering at angle  |
| 100%  | 36 |  |

|                                    |    |
|------------------------------------|----|
| Going Straight Ahead               | 21 |
| Making Left Turn                   | 7  |
| Starting Parked or in Traffic Lane | 2  |
| Slowing or Stopped for Traffic     | 3  |
| Negotiating a Curve                | 2  |
| Overtaking and Passing             | 1  |
|                                    | 36 |

|    |                                |      |
|----|--------------------------------|------|
| 1  | Legally Parked, Unoccupied     | 1.3% |
| 11 | Slowing or Stopped for Traffic | 6.3% |
| 11 | Going Straight Ahead           | 2.5% |
| 1  | Making left or right turn      | 3.8% |
| 2  | Making Right Turn              | 1.3% |
| 2  | Starting in Traffic Lane       | 1.3% |
| 8  | Nil                            | 6.3% |
| 36 |                                | 100% |

|       |    |                                     |
|-------|----|-------------------------------------|
| 6.3%  | 5  | Under Influence of Alcohol or Drugs |
| 7.6%  | 6  | Exceeding Stated Speed Limit        |
| 3.8%  | 3  | Did Not Grant R/W to Non Motorist   |
| 17.7% | 14 | Did Not Grant RW to Vehicle         |
| 12.7% | 10 | Follow Too Closely                  |
| 13.9% | 11 | Distraction                         |
| 6.3%  | 5  | Other Contributing Circ Not Listed  |
| 8.9%  | 7  | Inattention                         |
| 1.3%  | 1  | Improper Passing                    |
| 6.3%  | 5  | Disregard Stop Sign                 |
| 2.5%  | 2  | Non Motorist on Wrong Side of Road  |
| 3.8%  | 3  | Improper Turn/Merge                 |
| 1.3%  | 1  | Overcorrecting / Oversteering       |
| 1.3%  | 1  | Improper Parking Location           |
| 6.3%  | 5  | Nil                                 |
| 100%  | 79 |                                     |



| BICYCLIST CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2) | FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward) | WA STATE PLANE SOUTH - X 2010 - FORWARD | WA STATE PLANE SOUTH - Y 2010 - FORWARD |
|--|---|---|---|--|---|---|
|  | None  |   |   | Lane of Primary Trafficway   | 1529909.4                               | 679450.23                               |
|  |   |   |   | Intersecting Road Decreasing Milepost                                  | 1531427.34                              | 679167.26                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529840.28                              | 679463.71                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530436.72                              | 679351.09                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527269.27                              | 679625.61                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531830.52                              | 679093.46                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1531443.47                              | 679163.56                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530876.44                              | 678947.61                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531426.02                              | 679152.99                               |
|  |   |   |   | Past Right Shoulder Increasing Milepost                                | 1529401.56                              | 679907.74                               |
|  |   |   |   | Intersecting Trafficway  | 1529796.17                              | 679179.53                               |
|  |   |   |   | Lane of Primary Trafficway   | 1536361.76                              | 678586.57                               |
|  |   |   |   | Outside Shoulder of Primary Trafficway                                 | 1533813.55                              | 679456.86                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1532306.26                              | 679003.58                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1535069.18                              | 678477.23                               |
|  |   |   |   | Past the Outside Shoulder of Primary Trafficway                        | 1527182.5                               | 679907.01                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530873.14                              | 678929.84                               |
|  |   |   |   | Past Right Shoulder Increasing Milepost                                | 1532170.82                              | 679029.34                               |
|  |   |   |   | Lane of Primary Trafficway   | 1532734.02                              | 679291.85                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.93                              | 679628.57                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1531427.59                              | 679172.85                               |
|  |   |   |   | Lane of Primary Trafficway   | 1528011.45                              | 679661.1                                |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.93                              | 679628.57                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.6                               | 679629.76                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530257.99                              | 679383.94                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529860.15                              | 679459.83                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1536365.73                              | 678246.51                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531430.38                              | 679166.96                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529967.8                               | 679796                                  |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531530.57                              | 679150.14                               |
|  |   |   |   | Lane of Primary Trafficway   | 1534515                                 | 678955.71                               |
|  |   |   |   | Past the Outside Shoulder of Primary Trafficway                        | 1530948.3                               | 678572.03                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529909.53                              | 679450.54                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1537004.84                              | 678038.3                                |
|  |   |   |   | Lane of Primary Trafficway   | 1538293.55                              | 677904.99                               |
|  |   |   |   | Outside Shoulder of Primary Trafficway                                 | 1531987.51                              | 678351.41                               |

16.7%

6 Not in travel lane



**B.**

**EVALUATION AND  
SCORING WORKSHOP**



**City of Cle Elum**  
 119 West First Street  
 Cle Elum, WA 98922

PROJECT: CITY SAFETY PLAN 2023 UPDATE  
 EVENT: EVALUATION WORKSHOP  
 DATE: APRIL 10, 2023

Public agencies often monitor attendance to ensure equal opportunity. We appreciate your providing information on gender, race and/or disability. This information is optional, and will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

| Name<br>(Please print or write clearly) | Affiliation<br>(if applicable) | Email   | Phone          | Please check the appropriate boxes  |  |  |
|---|--------------------------------|---|----------------|---|--|--|
| Ed Mills <i>EM</i>                      | Fire Department                | <a href="mailto:emills@cleelum.gov">emills@cleelum.gov</a>                | 509-656 4062   | <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> White <input type="checkbox"/> Other |  |
| Rich Albo <i>RA</i>                     | Police Department              | <a href="mailto:ralbo@cleelum.gov">ralbo@cleelum.gov</a>                  |                | <input type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled            | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input type="checkbox"/> White <input type="checkbox"/> Other            |  |
| Beth Williams <i>BW</i>                 | City Council                   | <a href="mailto:bwilliams@cleelum.gov">bwilliams@cleelum.gov</a>          | 509-307-8600   | <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> White <input type="checkbox"/> Other |  |
| Ken Ratliff <i>Ken Ratliff</i>          | City Council                   | <a href="mailto:kratliff@cleelum.gov">kratliff@cleelum.gov</a>            |                | <input type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled            | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input type="checkbox"/> White <input type="checkbox"/> Other            |  |
| <del>Jay McGowan</del>                  | <del>Mayor</del>               | <del><a href="mailto:jmcgowan@cleelum.gov">jmcgowan@cleelum.gov</a></del> |                | <input type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled            | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input type="checkbox"/> White <input type="checkbox"/> Other            |  |
| Mike Engelhart <i>ME</i>                | Public Works Director          | <a href="mailto:mengelhart@cleelum.gov">mengelhart@cleelum.gov</a>        |                | <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> White <input type="checkbox"/> Other |  |
| Rob Omans <i>RO</i>                     | City Administrator             | <a href="mailto:romans@cleelum.gov">romans@cleelum.gov</a>                |                | <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> White <input type="checkbox"/> Other |  |
| Stephani Harris <i>SH</i>               | HLA                            | <a href="mailto:sharris@hlacivil.com">sharris@hlacivil.com</a>            | (509) 966-7000 | <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> White <input type="checkbox"/> Other |  |
| Deb LaCombe <i>DL</i>                   | HLA                            | <a href="mailto:dlacombe@hlacivil.com">dlacombe@hlacivil.com</a>          | (509) 966-7000 | <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female<br><input type="checkbox"/> Disabled | <input checked="" type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input type="checkbox"/> White <input type="checkbox"/> Other |  |
|   |                                |   |                | <input type="checkbox"/> Male <input type="checkbox"/> Female<br><input type="checkbox"/> Disabled            | <input type="checkbox"/> American Indian/Alaskan Native<br><input type="checkbox"/> Asian/Pacific Islander<br><input type="checkbox"/> Black <input type="checkbox"/> Hispanic<br><input type="checkbox"/> White <input type="checkbox"/> Other            |  |



# Cle Elum City Safety Plan Prioritization Packet for the Ranking Subcommittee

## WSDOT 2024 City Safety Program Purpose

The purpose of this program is to provide funding for projects that reduce fatal and serious injury crashes on city and town streets using engineering improvements and countermeasures.

## Our Task

Spot locations and systemwide crashes will be evaluated for the City Safety Plan update. Any location where at least one fatal or serious crash occurred, the City may propose spot location countermeasures and improvements.

A second subprogram is referred to as systemic. For the systemwide program, the City will identify the highest priority locations to propose low-cost, widespread, risk-based, countermeasures and improvements. Additionally, if the City identifies safety data collection projects to enhance the next Plan update, those data collection projects can be included in the prioritized project list for funding consideration.

The following two “QUICK REFERENCE” pages are designed to be a helpful tool during your ranking effort. Please feel free to remove these first three pages from the scoring sheets and mark all materials as needed. The scoring sheets will be gathered but not kept after the prioritized list is created and confirmed by the subcommittee.

Only the prioritized list will be presented in the City Safety Plan as the proposed recommendation from this meeting to the Planning Commission and City Council. This packet includes:

1. Target Zero trends and targets.
2. Evaluation criteria for the City Safety Plan.
3. Safety Data from WSDOT and Analysis.
4. Evaluation results by crash type and crash severity.
5. Contributing factors and potential countermeasures.
6. Point metrics for prioritizing contributing factors, countermeasures, and problematic corridors.
7. Scoring sheets for serious and injury crashes.
8. Data needs to further refine the next Plan.

*Thank you for participating with this evaluation and prioritization subcommittee.*

## **Trends listed on page 3 of the 2019 Washington State Strategic Highway Safety Plan**

Target Zero is built on the belief that not one death is acceptable on our state’s roadways. (Page 4)

From 2015-2017, the top three factors across all fatalities were:

- Impairment: involved in 58% of all traffic fatalities, with polydrug impairment as the most common form of impairment.
- Lane Departure: involved in 48% of all traffic fatalities.
- Young Drivers: involved in 31% of all traffic fatalities.

75% of traffic fatalities involved at least one of these top three traffic safety priorities, and 11% involved all three.

Fatalities and serious injuries involving heavy trucks increased 46% and 36%, respectively, compared to 2012-2014.

The second highest increase was in pedestrian and pedalcyclist deaths, which increased 41%. Nationally, pedestrian and pedalcyclist deaths increased 20% during the same time period.

[City Safety Plan Evaluation and Prioritization Subcommittee Recommendations](#)

## **Priorities listed on page 10 of the 2019 Washington State Strategic Highway Safety Plan**

The team of analysts from key Target Zero partners grouped the primary factors found in fatal and serious traffic crashes into priority levels one and two.

**Priority level one** includes the factors associated with the largest number of fatalities and serious injuries in Washington State. Each of these factors were involved in at least 25% of the traffic fatalities or serious injuries between 2015 and 2017. It also includes Supporting Systems and Technologies.

**Priority level two** factors, while frequent, are not as common. Level two factors were seen less than 25% of traffic fatalities or serious injuries.

Table 1. Fatalities

| High Risk Behavior     | Crash Type      | Road Users                | Monitored Emphasis Areas |
|------------------------|-----------------|---------------------------|--------------------------|
| Impairment             | Lane Departures | Young Drivers 16-25       | Drowsy Drivers           |
| Distraction            | Intersections   | Pedestrians/Pedalcyclists | Work Zones               |
| Speeding               |                 | Motorcyclists             | Vehicle/Train            |
| Unrestrained Occupants |                 | Older Drivers 70+         | Wildlife                 |
|                        |                 | Heavy Trucks              | School Buses             |

Table 2. Serious Injuries

| High Risk Behavior     | Crash Type      | Road Users                | Monitored Emphasis Areas |
|------------------------|-----------------|---------------------------|--------------------------|
| Distraction            | Lane Departures | Young Drivers 16-25       | Drowsy Drivers           |
| Speeding               | Intersections   | Pedestrians/Pedalcyclists | Work Zones               |
| Impairment             |                 | Motorcyclists             | Wildlife                 |
| Unrestrained Occupants |                 | Older Drivers 70+         | School Buses             |
|                        |                 | Heavy Trucks              | Vehicle/Train            |

## **Targets listed on pages 8 and 9 of the 2019 Washington State Strategic Highway Safety Plan**

Target Zero's specific 2030 target is zero deaths.

Interim targets to achieve zero deaths by 2030, include:

- Washington must average 39 fewer fatalities and 161 fewer serious injuries each year.

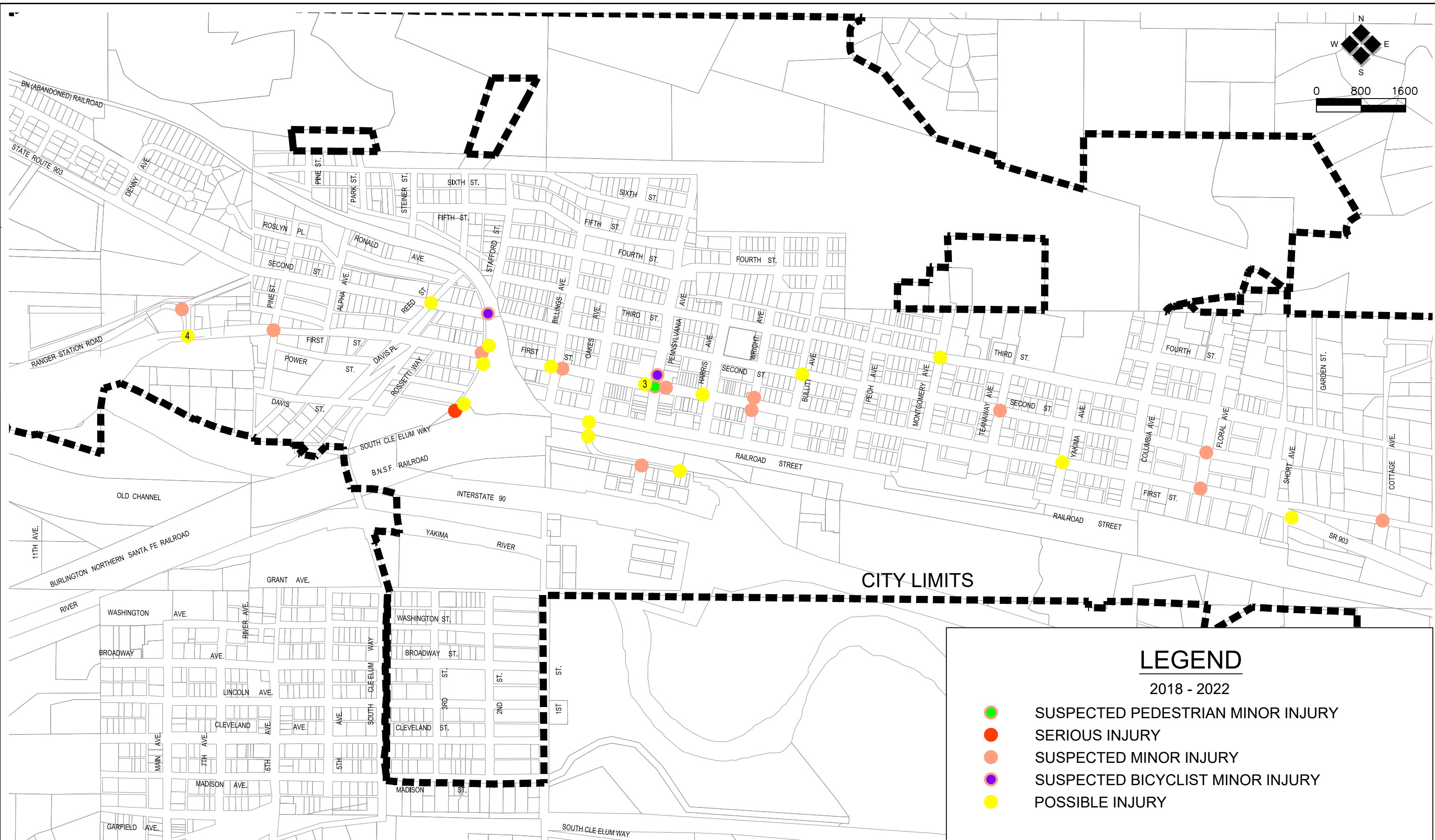
### **Evaluation Criteria for the City Safety Plan**

Initial evaluation criteria the City will use for this first Plan is the following:

- Is the proposed countermeasure or improvement completely contained inside the City Limits or the City's UGA? If yes, continue through screening.
  - If not, is the proposed countermeasure or improvement part of a connection to a Kittitas County or WSDOT roadway which is being actively and properly coordinated with all partners? If yes, specify the portion that the City will include in this Plan and continue through screening.
    - If not, then do not proceed without proper City Council and Planning Commission concurrence.
- Is the countermeasure or improvement consistent with the City's Transportation Element (portion of the Comprehensive Plan), Bicycle and Pedestrian Plan, and Parks and Recreation Plan goals and policies? If yes, list specific goals and policies.



- If not, is there a compelling reason for amending the improvement or project into the appropriate Plan(s) ahead of the next customary update? If yes, schedule amendments or addendums as necessary.
  - If not, has the need or improvement been evaluated by City staff, the City Council, and Planning Commission and deemed of higher priority than the projects on the existing list? If yes, state the purpose of the higher priority (i.e., irrefutable safety concern was discovered during City Safety Plan development, etc.)
    - If not, then do not proceed without proper City Council and Planning Commission concurrence.
- Does the City budget allow for inclusion of the countermeasure or improvement in addition to the projects already identified on related Plans' prioritized lists, or does the City reasonably anticipate grant or other funding to complement the funding allowable in the City budget? If yes, list the sources of funding that are anticipated for the inclusion of this countermeasure or improvement and the year complete funding will be available.
  - If not, will the priority of this project supersede any of the existing needs or improvements on the priority lists in the City's related Plans? If yes, schedule amendments or addendums as necessary.
    - If not, then include the countermeasure or improvement for consideration during the next related Plans' updates.
- Can the ongoing maintenance of the proposed countermeasure or improvement be identified as sustainable in the City's budget? If yes, show the anticipated maintenance schedule and estimate of ongoing maintenance, and if known, the anticipated year of eventual replacement consideration.
  - If not, has the public shown positive support of a user's fee to satisfy the ongoing maintenance? If yes, show supportive action.
    - If not, the countermeasure or improvement can be shown as an unfunded, planned project without a year of anticipated construction or purchase.



**LEGEND**  
2018 - 2022

- SUSPECTED PEDESTRIAN MINOR INJURY
- SERIOUS INJURY
- SUSPECTED MINOR INJURY
- SUSPECTED BICYCLIST MINOR INJURY
- POSSIBLE INJURY

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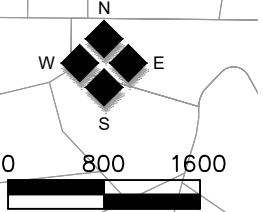
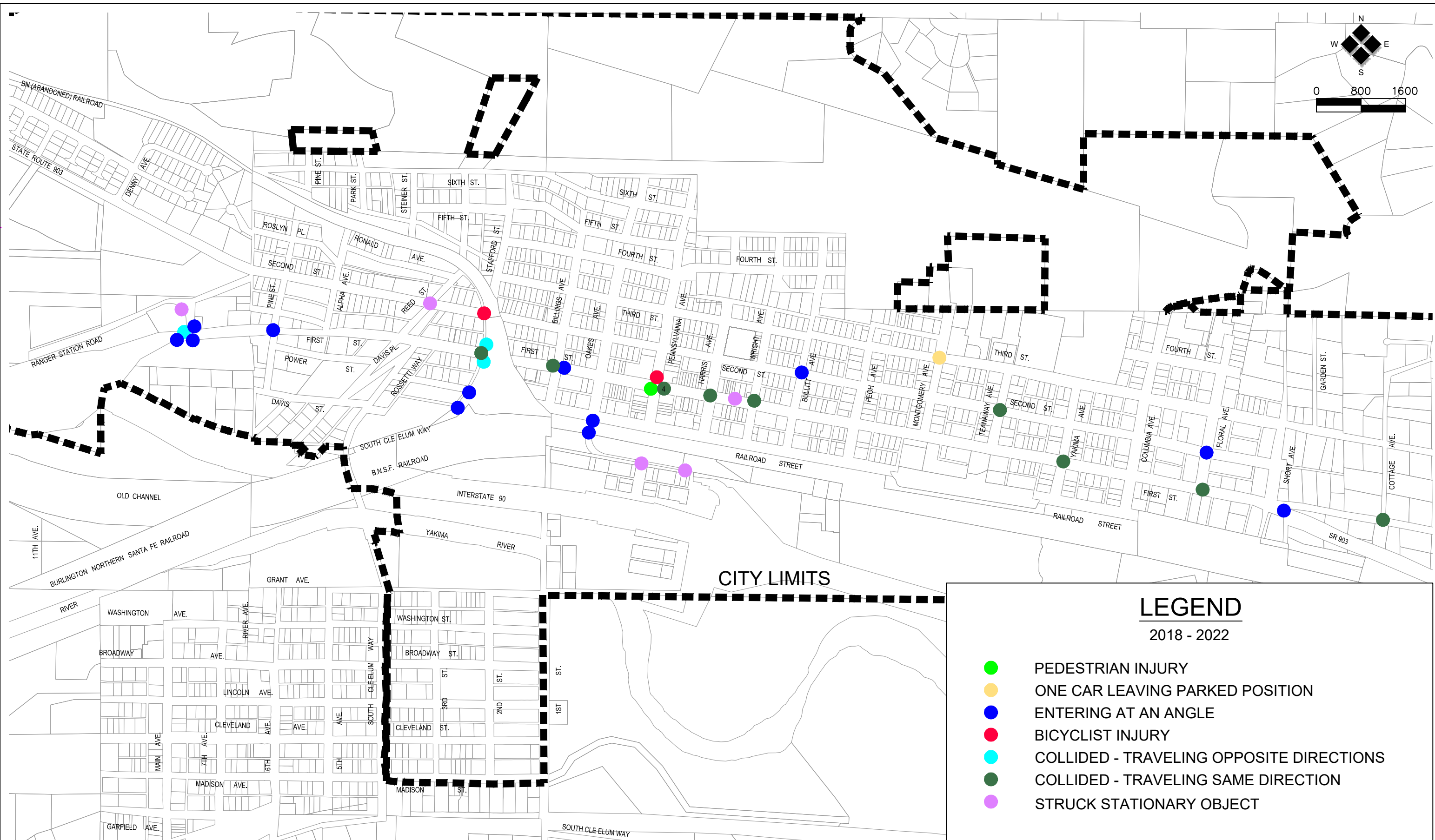


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**CLE ELUM**  
CITY SAFETY PLAN  
FIGURE 7

SEVERITY OF INJURY AT CRASH LOCATIONS

SHEET  
1  
OF  
1



**LEGEND**  
2018 - 2022

- PEDESTRIAN INJURY
- ONE CAR LEAVING PARKED POSITION
- ENTERING AT AN ANGLE
- BICYCLIST INJURY
- COLLIDED - TRAVELING OPPOSITE DIRECTIONS
- COLLIDED - TRAVELING SAME DIRECTION
- STRUCK STATIONARY OBJECT

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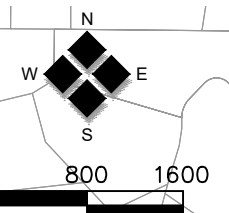
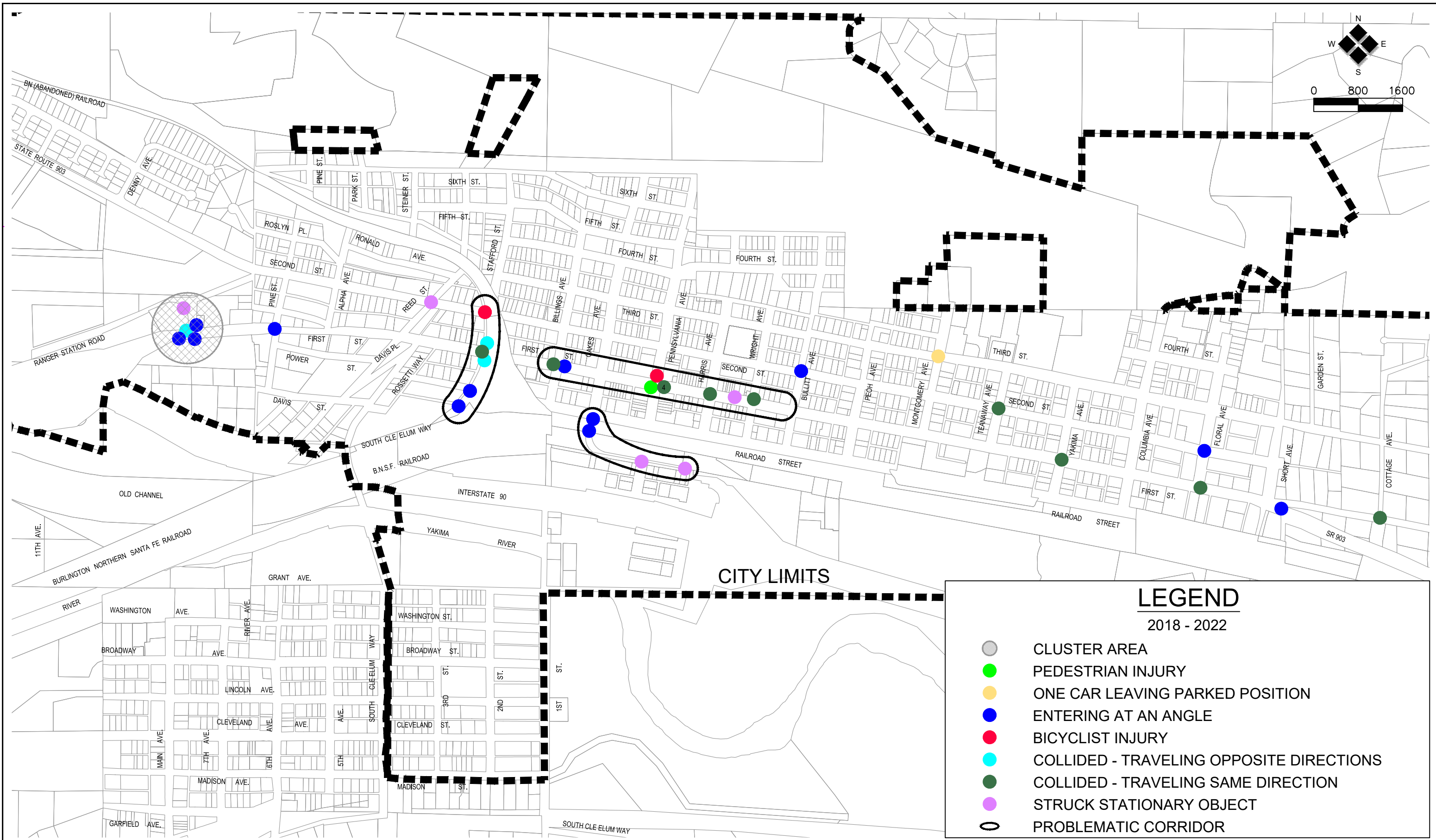
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**CLE ELUM**  
CITY SAFETY PLAN  
FIGURE 8

LOCATIONS FOR INJURY CRASHES BY TYPE

|       |   |
|-------|---|
| SHEET | 1 |
| OF    | 1 |





**LEGEND**  
2018 - 2022

- CLUSTER AREA
- PEDESTRIAN INJURY
- ONE CAR LEAVING PARKED POSITION
- ENTERING AT AN ANGLE
- BICYCLIST INJURY
- COLLIDED - TRAVELING OPPOSITE DIRECTIONS
- COLLIDED - TRAVELING SAME DIRECTION
- STRUCK STATIONARY OBJECT
- PROBLEMATIC CORRIDOR

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**CLE ELUM**  
CITY SAFETY PLAN  
FIGURE 9

PROBLEMATIC CORRIDORS FOR INJURY CRASHES

SHEET  
1  
OF  
1

## **Cle Elum Specific Data and Analysis**

The City of Cle Elum had no fatalities during the five-year period of 2018-2022.

Table 3 and Figure 7 summarize the details of the serious injury crash that occurred in Cle Elum during the five-year span of 2018-2022.

Table 3. Serious Injuries

| <b>Location</b>                                 | <b>Crash Type</b>    | <b>Contributing Factors</b>  |
|---|----------------------|--|
| South Cle Elum Road & W 1st Street Intersection | Entering at an Angle | Daylight, dry, 0614, 09/14/2019, two vehicles, one driver under the influence of alcohol, improper turn/merge. |

Figure 7 also displays the locations of the thirty-five crashes resulting in possible injuries and suspected minor injuries during the same five-year span.

Figure 8 displays the same crash locations but presents the crash types for serious and other injury crashes.

Figure 9 displays the injury-related problematic corridors and cluster areas from 2018-2022.

## **WSDOT's City Safety Plan**

Located on their website at the following link:

<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>, WSDOT presents the program purpose, defines injury levels for crashes, identifies eligibility and other funding requirements, discusses detailed crash data, and the summarized crash data supplied by WSDOT Local Programs to the cities in 2023. This website also describes the WSDOT project selection process, shares the application form, and provides contact information for the City Safety and Traffic Programs Manager.

In addition to the crash data summary, HLA requested detailed WSDOT crash data to assist this group with evaluating contributing factors and to map the crashes using x-y coordinates.

## **The Subcommittee's Tasks**

This packet contains lists of contributing factors and the prescribed countermeasures and improvements that can lead to crash reduction. The subcommittee will review and potentially revise established points to countermeasures and improvements. In doing so, the group is prioritizing the City's willingness to implement those countermeasures and improvements.

The countermeasures and improvement points will be combined with other evaluation topics included in the associated Excel spreadsheets. Two separate spreadsheets will be used, including one scoring spreadsheet to prioritize the serious injury spot location and consider projects already in the Transportation Improvement Program (TIP), and a second spreadsheet to score the City's proposed systemic projects. This subcommittee will review and potentially revise points established for:

- Severity of each crash.
- Type of each crash
- Frequency of the crash type
- Locations that occur in problematic corridors.

Project exhibits and estimates may be developed for the countermeasures or improvements for the serious injury crash location after this meeting, if applicable.

The prioritization list will display the serious crash-related spot location project first, any pedestrian and pedalcyclist crash-related location projects next, and then systemic projects ranked in order by score.

Lastly, the City can identify safety data collection projects, which if completed, could further enhance the City Safety Plan during the next update. This lowest priority category will be added to the prioritized project list.

**Reviewing the established point system for prioritizing Safety Projects**

***Severity of the Crash (All Crashes)***

In the five-year period of 2018-2022, there was **one (1) serious crash**, thirty-five (35) suspected minor injury and possible injury crashes, and eighty-nine (89) property-damage-only crashes.

We will use the point scale in Table 4 for evaluating crash severity.

Table 4. Points for Crash Severity

| Points | Severity                                   | Cle Elum # |
|--------|--|------------|
| 30     | Serious Injury                             | 1          |
| + 5    | Pedestrian or Pedalcyclist Involved        | 3          |
| 15     | Suspected Minor Injury and Possible Injury | 35         |
| 5      | Property-damage-only Crash                 | 89         |

***Crashes at Intersections (Injury-related Crashes)***

**The serious injury crash was at an intersection and was intersection related.** For the suspected minor injury and possible injury crashes, 61% were located at intersections and related, 3% were at intersections but not related, 8% were not at intersections but were intersection related, 19% were not at intersections and not intersection related, and 8% were identified as driveway related. We will use the point scale in Table 5 for evaluating crashes at intersections.

Table 5. Crashes at Intersections

| Points | Location in Relation to an Intersection       | Cle Elum # |
|--------|---|------------|
| 30     | At Intersection and Related                   | 22         |
| 5      | At Intersection, but Not Intersection Related | 1          |
| 10     | Not at Intersection, but Related              | 3          |
| 20     | Not at Intersection and Not Related           | 7          |

***Type of Crash (Injury-related Crashes)***

When preparing and categorizing the detailed WSDOT data for mapping, four injury-related crash type categories were chosen. **The serious injury crash involved Entering at angle.** For the suspected minor injury and possible injury crashes, 36% were entering at angle, 28% involved rearends, 17% involved striking a stationary object such as a parked car, fence, or post, and 9% included hitting a pedalcyclist or pedestrian. We will use the point scale in Table 6 for evaluating the type of crash.

Table 6. Types of Crash

| Points | Type of Crash                             | Cle Elum # | Lane Departure |
|--------|---|------------|----------------|
| 20     | Entering at Angle                         | 13         |                |
| 15     | Traveling Same Direction                  | 11         |                |
| 25     | Struck a Stationary Object                | 6          | X              |
| 30     | Traveling Opposite Directions             | 3          | X              |
| 35     | Vehicle Struck Pedestrian or Pedalcyclist | 3          |                |

**Frequency of the Crash Type (All Crashes)**

The top five types of serious injuries, suspected minor injuries, possible injuries crashes were:

1. Entering at an Angle – 29%
2. Struck a Stationary Object – 23%
3. Rearend – 20%
4. From opposite directions-all others – 6%
5. From opposite directions-sideswipe – 4%

We will use the point scale in Table 7 for evaluating crash frequency.

Table 7. Frequency of the Crash Type (All Crashes)

| Points | Frequency of the Crash Type<br>(Crashes by Type ÷ Total Crashes) |
|--------|--|
| 30     | 25+%   |
| 20     | 15 - 25%   |
| 10     | 10 - 15%   |
| 5      | 5 - 10%  |
| 1      | < 5%   |

**Problematic Corridor (All Crashes)**

We will use the point scale in Table 8 for evaluating multiple crash locations in an identifiable corridor or cluster area.

Table 8. Problematic Corridor

| Points | Problematic Corridor                            |
|--------|---|
| 30     | 6+ Crash Locations in an Identifiable Corridor  |
| 15     | 2-5 Crash Locations in an Identifiable Corridor |

### Contributing Circumstances and Countermeasures Points

We will use the point scale in Table 9 for evaluating frequency of contributing circumstances with a 5% frequency or more. For the serious injury crash, contributing circumstances reported were under the influence of alcohol, improper turn/merge, and non-motorist on wrong side of road.

Below each contributing circumstance in Table 9 is a countermeasure consistent with the Target Zero Plan.

Though Education, Enforcement, Leadership, and Policy are noted as countermeasures, the Highway Safety Improvement Program (HSIP) funding cannot be used for these types of projects.

The subcommittee's favored countermeasure in Table 9 was previously awarded 10 points, the second favored countermeasure was awarded 5 points, and a third favored countermeasure was awarded 1 point. The workshop should review previous points and revise as necessary.

Table 9. Contributing Circumstances and Countermeasures

| Points | Contributing Circumstance                                   | Cle Elum<br>Total% (Serious%) All Injury% |
|--------|---|---|
|        | <b>Inattention/Distracted*</b>                              | 18.1% 22.8%                               |
| 10     | Increase Driver Awareness                                   | Education, Enforcement                    |
|        | Increase/Strengthen Fines                                   | Enforcement, Leadership, Policy           |
|        | Strengthen Distracted Driving Laws/Ordinances               | Leadership, Policy                        |
|        | <b>Lane Departure</b>                                       | 22.2% 16.7%                               |
| 10     | Improve Roadway Signing                                     |   |
| 1      | Improve Roadway Geometry                                    |   |
|        | Install Edge Line Rumble Strips                             |   |
| 5      | Improve Roadside Signage (Wayfinding)                       |   |
|        | <b>Intersection Related</b>                                 | 39.7% (100%) 61.1%                        |
| 5      | Install Roundabouts   |   |
| 5      | Install Left Turn Signals                                   |   |
| 10     | Improve Traffic Signal Timing – Clearance Intervals         |   |
| 5      | Improve Pedestrian Crossings                                |   |
|        | Improve Intersection Visibility                             |   |
|        | <b>Disregard to Stop Sign and Signals</b>                   | 3.6% 6.3%                                 |
| 10     | Increase Sign Size  |   |
| 5      | Install Stop Line   |   |
| 1      | Improve Intersection Lighting Where it Exists               |   |
|        | Install Transverse Rumble Strips on Intersection Approaches |   |
|        | <b>Did Not Grant RW to Vehicle</b>                          | 17.1% 9.0%                                |
| 5      | Provide Targeted Speed enforcement                          | Enforcement                               |
| 10     | Install Signage   |   |
|        | <b>Vehicle Strikes Pedestrian or Cyclist</b>                | 2.4% 8.4%                                 |
|        | Scale Lighting and Shorten Crossing Distances               |   |
|        | Expand Enforcement and Education (Distraction Focus)        | Education, Enforcement                    |
|        | Improve Sight Distances and/or Visibility                   |   |
| 5      | Upgrade to High Visibility Pavement Markings                |   |
| 10     | Install Multi-use Pathways                                  |   |

continued



| Points | Contributing Circumstance                                 | City of Elum                               |                        |
|--------|---|--|------------------------|
|        |   | Total%                                     | (Serious%) All Injury% |
|        | <b>Exceeding Safe/Stated Speed</b>                        | 7.3%                                       | 7.6%                   |
|        | Provide Targeted Speed Education and Enforcement          | Education, Enforcement                     |                        |
| 10     | Install "Your Speed" Signs                                |  |                        |
| 5      | Use Traffic Calming Design Factors                        |  |                        |
|        | <b>Under the Influence of Alcohol/Drugs</b>               | 6.2%                                       | (100%) 6.3%            |
|        | Prevent Excessive, Underage, and Impaired Driving         | Education, Enforcement, Leadership, Policy |                        |
|        | Enforce and Publicize DUI Laws                            | Education, Enforcement, Leadership, Policy |                        |
|        | Prosecute, Sanction, and Treat DUI Offenders              | Leadership, Policy                         |                        |
|        | <b>Following Too Closely</b>                              | 9.8%                                       | 12.7%                  |
| 1      | Implement Urban Street Designs Such as 'Complete Streets' |  |                        |
|        | Improve Visibility with Enhanced Signing                  |  |                        |
| 10     | Study Speeds of Roadways with High Rear-end Frequency     |  |                        |
| 5      | Improve Roadside Signage (wayfinding)                     |  |                        |
|        | <b>Improper Turn/Merge</b>                                | 5.7%                                       | (100%) 3.8%            |
| 5      | Install Roundabouts                                       |  |                        |
| 10     | Install Left Turn Signals                                 |  |                        |

Serious Crash Location - Project Ranking

|                |                    | Severity of Injury | Pedestrian or Pedalcyclist Involved | Relation to Intersection | Type of Crash | Frequency of the Crash Type | Problematic Corridor or Cluster Area | Inattention/Distracted | Lane Departure | Disregard to Stop Sign and Signals | Exceeding Posted or Safe Speed | Under the Influence of Alcohol or Drugs | Following Too Closely | Improper Turn/Merge | Total Raw Score | Ranking |
|----------------|--------------------|--------------------|-------------------------------------|--------------------------|---------------|-----------------------------|--------------------------------------|------------------------|----------------|------------------------------------|--------------------------------|---|-----------------------|---------------------|-----------------|---------|
| Serious Injury | 1 crash (daylight) | 30                 | 0                                   | 30                       | 20            | 1                           | 30                                   | 0                      | 0              | 0                                  | 0                              | 1                                       | 0                     | 1                   | 113             | 1       |

Sub-committee Comments:

Ped/Bike Injury Crash Types - Project Ranking

|                       |                       | Severity of Injury | In Crash Cluster Area or Problematic Corridor | Relation to Intersection | Type of Crash | Frequency of the Crash Type | Inattention/Distracted | Lane Departure | Disregard to Stop Sign and Signals | Exceeding Posted or Safe Speed | Under the Influence of Alcohol or Drugs | Vehicle, Pedestrian, or Pedalcyclist Did Not Grant R/W | Following Too Closely | Improper Turn/Merge | Total Raw Score | Ranking  |
|-----------------------|-----------------------|--------------------|---|--------------------------|---------------|-----------------------------|------------------------|----------------|------------------------------------|--------------------------------|---|--|-----------------------|---------------------|-----------------|--|
| Ped Involved          | Dark street lights on | 20                 | 30  | 30                       | 35            | 1                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 1                   | 118             | Bulbouts are being constructed at SR 903 and Pennsylvania Avenue in 2023 w/ intersection lighting. |
| Pedalcyclist Involved | 1 crash (daylight)    | 20                 | 30  | 30                       | 35            | 5                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 0                   | 121             |  |
|                       |                       | 20                 | 30  | 30                       | 35            | 1                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 1                   | 118             |  |

Sub-committee Comments:

With a tie at number 3, there is no Ranking #4.

Data Needs - Project Ranking

|  | Total Raw Score | Ranking   |
|--|-----------------|---|
| Speed Study on Problematic Corridors   | 15              | Study may help with determining trends of speed compliance in problematic corridors which may reduce injury-related crashes of higher severity.   |
| Ten-Year Road Departure Study  | 17              | Study may help with prevention of injury-related crashes of higher severity.  |
| Cluster Area Study   | 0               | Corrective action being taken in cluster area; signal is being installed in 2023.   |
| Pedestrian Counts - Post Improvements for Comparison                                     | 16              | This is follow-up to show impact after improvements.  |
| Sidewalk Continuity and Condition Inventory & Assessment                                 | 14              | Inventory may help with identifying deficient and missing connectivity of non-motorized transportation system. Will result in strategizing how to increase safe accessibility.  |
| Origins & Destinations Study and the Correlation of Crashes                              | 11              |   |
| County Coordination Project to Strategize Second River Crossing                          | 12              |   |
| Traffic Analysis of Problematic Corridors with known Short-term and Mid-term Development | 13              | City dealing with pre-existing permitted grow pre 2010. WithIn the 6th Street and Reed Area 70, lots have been platted now and the next phase is 60 plats within 3 years. An additional 70-100 per year thereafter for 5 years. Will analyze effect on problematic corridors to consider City mitigations. City Engineer added. |

Sub-committee Comments:

Planned Safety Projects at Crash Location, in Problematic Corridor, or in Crash Cluster Area- Not at Fatality or Serious-Injury Crash Location

| In | Problematic Corridor | Crash Location | Crash |
|----|----------------------|----------------|-------|
|----|----------------------|----------------|-------|

Cle Elum Six-Year TIP 2023-2028

| TIP Project Priority Number | Project Description                                 | 30 | 1 | Improves Visibility or Sight Distance | Improves Roadway Geometry | Relation to Intersection | Reduces Lane Departure | Enhances Stop Sign or Signal | Increases Awareness to Non-Motorist | Improves Signage or Pavement Markings | Increases Traffic Calming Attributes | Implements Cle Elum's Complete Streets Design | Project Description  | Current Safety Deficiency(ies)   | Total Raw Score | Ranking |
|-----------------------------|---|----|---|---------------------------------------|---------------------------|--------------------------|------------------------|------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---|--|--|-----------------|---------|
|                             |   |    |   |                                       |                           |                          |                        |                              |                                     |                                       |                                      |   |  |  |                 |         |
| 1                           | N. Stafford Avenue / W. Second Street Signalization | 30 | 1 | 1                                     | 0                         | 10                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities. | Unnecessarily wide street, lack of safe pedestrian crossings, no pedestrian lighting, parallel parking, incomplete stormwater system.  | 45              | 6       |
| 12                          | Second Street Pathway - Phase 1                     | 30 | 1 | 0                                     | 0                         | 30                       | 0                      | 1                            | 0                                   | 0                                     | 1                                    | 1   | Construct a traffic signal at the intersection of N. Pine Street and W. First Street.                              | Identified as a high conflict intersection near the only grocery store within 75 miles.  | 64              | 7       |
| 16                          | Hartwig Boulevard Pathway                           | 30 | 0 | 0                                     | 0                         | 30                       | 0                      | 1                            | 0                                   | 0                                     | 1                                    | 1   | Construct a traffic signal at the intersection of N. Stafford Avenue and W. Second Street.                         | This location identified as one with a 2021 pedestrian-involved injury-related crash.  | 63              | 2       |
| 17                          | Second Street Pathway - Phase 2                     | 0  | 0 | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Stafford Street and Harris Avenue.                        | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.           | 23              | 3       |
| 18                          | Second Street Pathway - Phase 3                     | 0  | 0 | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct a multi-use pathway on Hartwig Boulevard from the north side of the Yakima River Bridge to First Street. | There are no safe pedestrian facilities south of Railroad Avenue on Hartwig Boulevard (formerly South Cle Elum Way) and the pedestrian walkway on the aging Yakima River Bridge is insufficient. | 23              | 4       |
| 21                          |   |    |   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Harris Avenue and Teanaway Avenue.                        | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.           | 23              | 8       |
| 22                          | Sub-committee Comments:                             |    |   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Teanaway Avenue and Short Avenue.                         | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.           | 23              | 8       |

This City priority is being completely designed in 2023 and will be considered "shovel ready."

With a tie at #8, there is no Ranking= #9.  
Planned Safety Projects Not at Crash Location, in Problematic Corridor, or in Crash Cluster Area

Cle Elum Six-Year TIP 2023-2028

| TIP Project Priority Number | Project Description     | 0 | 0 | In Prob. Corridor | Locality of Injury-Related Crash Area | Improves Visibility or Sight Distance | Improves Roadway Geometry | Relation to Intersection | Reduces Lane Departure | Enhances Stop Sign or Signal | Increases Awareness to Non-Motorist | Improves Signage or Pavement Markings | Increases Traffic Calming Attributes | Implements Cle Elum's Complete Streets Design   | Project Description  | Current Safety Deficiency(ies)  | Total Raw Score | Ranking |
|-----------------------------|-------------------------|---|---|-------------------|---------------------------------------|---------------------------------------|---------------------------|--------------------------|------------------------|------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---|--|---|-----------------|---------|
|                             |                         |   |   |                   |                                       |                                       |                           |                          |                        |                              |                                     |                                       |                                      |   |  |   |                 |         |
| 15                          | Sub-committee Comments: |   |   | 1                 | 1                                     | 20                                    | 0                         | 0                        | 0                      | 0                            | 0                                   | 0                                     | 0                                    | 0   | Construct roadway extension for truck route including roadside swales.   | STBG funding awarded through QUADCO for pre-planning feasibility discussions completed with stakeholders including Shoemaker Manufacturing, BNSF, and WSDOT in 2020. Meant to separate freight in downtown core area. | 22              | 10      |
| 19                          |                         |   |   | 1                 | 1                                     | 30                                    | 0                         | 1                        | 1                      | 0                            | 1                                   | 1                                     | 1                                    | Construct a signal at the intersection of Ranger Station Road / Miller Avenue / W. Second Street. | In previous City Safety Plan the concept improvements at this location were developed as a systemic project in answer to a pedalcyclist injury-related crash. The project included ped lighting, signing to raise bicycle-pedestrian awareness, and pedestrian actuated crossing. The project was unfunded and signalization is proposed by the City in the 2023-2028 TIP. | 36  | 5               |         |

Recommendation to transition to roundabout per WSDOT policy.

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITIES OF CLE ELUM

01/01/2018 - available 2022

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

| JURISDICTION | COUNTY   | CITY     | PRIMARY TRAFFICWAY | BLOCK NUMBER | INTERSECTING TRAFFICWAY | DIST FROM REF POINT | MI or FT | COMP DIR FROM REF POINT | REFERENCE POINT NAME | MILEPOST | A / B | SR ONLY HISTORY/ SUSPENSE | REPORT NUMBER | DATE       | TIME  | MOST SEVERE INJURY TYPE  | # INJ | # FAT | # VEH | # PEDS | # BIKES | VEHICLE 1 TYPE                                | VEHICLE 2 TYPE                                |
|--------------|----------|----------|--------------------|--------------|-------------------------|---------------------|----------|-------------------------|----------------------|----------|-------|---------------------------|---------------|------------|-------|--------------------------|-------|-------|-------|--------|---------|---|---|
| City Street  | Kittitas | Cle Elum | S CLE ELUM RD      |              | W 1ST ST                |                     |          |                         |                      | 1.90     | No    | No                        | 3494087       | 09/14/2019 | 06:14 | Suspected Serious Injury | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      |          | No    | No                        | 3494030       | 03/02/2018 | 19:25 | Suspected Minor Injury   | 1     | 0     | 1     | 1      | 0       | Not Stated                                    |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 400          |                         | 70                  | F        | W                       | N STAFFORD AVE       |          | No    | No                        | 3493943       | 05/10/2018 | 14:31 | Suspected Minor Injury   | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 300          |                         | 100                 | F        | W                       | BILLINGS AVE         |          | No    | No                        | 3494035       | 05/14/2018 | 16:53 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           |              | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3494037       | 05/19/2018 | 12:22 | Possible Injury          | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.82     | No    | No                        | 3494040       | 05/28/2018 | 18:25 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3494053       | 07/31/2018 | 17:40 | Suspected Minor Injury   | 5     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | N OAKES AVE        | 0            | W RAILROAD ST           |                     |          |                         |                      |          | No    | No                        | 3494050       | 09/04/2018 | 11:22 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3494066       | 01/22/2019 | 12:11 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 2.38     | No    | No                        | 3494067       | 01/22/2019 | 16:52 | Possible Injury          | 1     | 0     | 1     | 0      | 0       | Passenger Car                                 |   |
| City Street  | Kittitas | Cle Elum | W RAILROAD ST      | 2100         | S CLE ELUM RD           |                     |          |                         |                      |          | No    | No                        | 3494068       | 02/11/2019 | 09:23 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | N FLORAL AVE       | 0            | E 2ND ST                |                     |          |                         |                      |          | No    | No                        | 3494069       | 02/15/2019 | 09:19 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | E 3RD ST           | 500          |                         | 150                 | F        | W                       | N MONTGOMERY AVE     |          | No    | No                        | 3494075       | 06/19/2019 | 23:10 | Possible Injury          | 2     | 0     | 3     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.73     | No    | No                        | 3494085       | 08/06/2019 | 18:15 | Suspected Minor Injury   | 2     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.20     | No    | No                        | E960828       | 09/13/2019 | 16:16 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RANGER STATION RD  | 0            | DOUGLAS MONRO BLVD      |                     |          |                         |                      |          | No    | No                        | 3494090       | 10/23/2019 | 08:00 | Suspected Minor Injury   | 4     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | N OAKES AVE        | 0            | W RAILROAD ST           |                     |          |                         |                      |          | No    | No                        | 3494105       | 12/18/2019 | 08:32 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.76     | No    | No                        | 3874434       | 02/29/2020 | 02:51 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 0       | Passenger Car                                 |   |
| City Street  | Kittitas | Cle Elum | E 2ND ST           | 0            | BULLITT AVE             |                     |          |                         |                      |          | No    | No                        | 3874458       | 05/07/2020 | 07:39 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 0            | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3874464       | 06/26/2020 | 14:07 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3874473       | 08/14/2020 | 17:04 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 1       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 698          | PINE ST                 |                     |          |                         |                      |          | No    | No                        | 3874439       | 08/23/2020 | 14:15 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RANGER STATION RD  |              | W 1ST ST                |                     |          |                         |                      |          | No    | No                        | 3874437       | 09/04/2020 | 11:45 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           |              | RANGER STATION RD       |                     |          |                         |                      |          | No    | No                        | 3874446       | 12/02/2020 | 13:51 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 300          |                         | 282                 | F        | W                       | BILLINGS AVE         |          | No    | No                        | E822975       | 04/17/2021 | 13:14 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Truck Tractor & Semi-Trailer                  | Motorcycle                                    |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 400          |                         | 50                  | F        | W                       | N STAFFORD AVE       |          | No    | No                        | 3878108       | 04/30/2021 | 13:18 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 0.95     | No    | No                        | 3878128       | 07/17/2021 | 08:07 | Suspected Minor Injury   | 9     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.90     | No    | No                        | 3878130       | 07/27/2021 | 12:33 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | N STAFFORD AVE     | 448          | W 2ND ST                |                     |          |                         |                      |          | No    | No                        | 3878131       | 07/31/2021 | 16:00 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 1       | Passenger Car                                 |   |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 1.88     | No    | No                        | 3878120       | 10/16/2021 | 12:52 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | E 2ND ST           | 698          | N TEANAWAY AVE          |                     |          |                         |                      |          | No    | No                        | 3878204       | 01/14/2022 | 06:48 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | RUSS ST            | 100          |                         | 100                 | F        | E                       | N OAKES AVE          |          | No    | No                        | 3878205       | 02/12/2022 | 16:46 | Suspected Minor Injury   | 1     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |
| City Street  | Kittitas | Cle Elum | W 1ST ST           | 319          | N STAFFORD AVE          |                     |          |                         |                      |          | No    | No                        | 3878185       | 03/07/2022 | 19:56 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Passenger Car                                 | Pickup,Panel Truck or Vanette under 10,000 lb |
| State Route  | Kittitas | Cle Elum | 903                |              |                         |                     |          |                         |                      | 0.82     | No    | No                        | 3878189       | 06/02/2022 | 06:58 | Possible Injury          | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Passenger Car                                 |
| City Street  | Kittitas | Cle Elum | E E 1ST ST ST      | 1200         |                         | 362                 | F        | E                       | S COTTAGE AVE        |          | No    | No                        | 3878208       | 06/03/2022 | 07:20 | Suspected Minor Injury   | 1     | 0     | 2     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb | Pickup,Panel Truck or Vanette under 10,000 lb |
| City Street  | Kittitas | Cle Elum | OAKES AVE          | 100          |                         | 298                 | F        | E                       | SWIFTWATER BLVD      |          | No    | No                        | EC71301       | 08/03/2022 | 01:00 | Possible Injury          | 1     | 0     | 1     | 0      | 0       | Pickup,Panel Truck or Vanette under 10,000 lb |   |

0

36 Injury Crashes

|                            |       |       |       |        |         |
|----------------------------|-------|-------|-------|--------|---------|
|                            | 55    | 0     | 65    | 1      | 2       |
|                            | # INJ | # FAT | # VEH | # PEDS | # BIKES |
| 20 Possible Injury         |       |       |       |        |         |
| 15 Suspected Minor Injury  |       |       |       |        |         |
| 1 Suspected Serious Injury |       |       |       |        |         |
| 36                         |       |       |       |        |         |

61.1%  
2.8%  
8.3%  
19.4%  
8.3%  
100%

22  
1  
3  
7  
3  
36

|                 |       |    |      |
|-----------------|-------|----|------|
| 6:00pm - 5:59am | NTPer | 7  | 19%  |
| 6:00am - 8:59am | AMPer | 8  | 22%  |
| 9:00am - 2:59pm | MDPer | 14 | 39%  |
| 3:00pm - 5:59pm | PMPer | 7  | 19%  |
|                 |       | 36 | 100% |

|                              |   |
|------------------------------|---|
| Truck Tractor & Semi-Trailer | 1 |
| Motorcycle                   | 1 |

| JUNCTION RELATIONSHIP                        | WEATHER                | ROADWAY SURFACE CONDITION | LIGHTING CONDITION    | FIRST COLLISION TYPE / OBJECT STRUCK                                    | VEHICLE 1 ACTION               | VEHICLE 2 ACTION               | VEHICLE 1 COMPASS DIRECTION FROM | VEHICLE 1 COMPASS DIRECTION TO | VEHICLE 2 COMPASS DIRECTION FROM | VEHICLE 2 COMPASS DIRECTION TO | MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1) |
|--|------------------------|---------------------------|-----------------------|---|--------------------------------|--------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------------------|--|
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Making Right Turn              | South                            | West                           | West                             | South                          | Under Influence of Alcohol                     |
| At Intersection and Related                  | Clear or Partly Cloudy | Wet                       | Dark-Street Lights On | Vehicle turning left hits pedestrian                                    | Making Left Turn               |                                |                                  |                                |                                  |                                | Did Not Grant R/W to Non Motorist              |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Daylight              | From opposite direction - both moving - head-on                         | Going Straight Ahead           | Going Straight Ahead           | West                             | East                           | East                             | West                           | Other Contributing Circ Not Listed             |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | Vehicle Stopped                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | South                            | North                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | Vehicle Stopped                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | Vehicle Backing                  | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Starting in Traffic Lane       | North                            | South                          | West                             | East                           | Driver Not Distracted                          |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped at Signal or Stop Sign | West                             | East                           |                                  | Vehicle Stopped                | Disregard Stop and Go Light                    |
| At Intersection and Related                  | Snowing                | Snow/Slush                | Dusk                  | Utility Pole  | Making Left Turn               |                                | West                             | North                          |                                  |                                | Exceeding Reas. Safe Speed                     |
| At Intersection and Related                  | Snowing                | Snow/Slush                | Daylight              | Entering at angle   | Going Straight Ahead           | Making Right Turn              | East                             | West                           | North                            | East                           | Non Motorist on Wrong Side of Road             |
| At Intersection and Related                  | Clear or Partly Cloudy | Ice                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | East                             | West                           | North                            | South                          | None   |
| Not at Intersection and Not Related          | Clear or Partly Cloudy | Dry                       | Dark-No Street Lights | One parked-one moving   | Going Straight Ahead           | Legally Parked, Unoccupied     | West                             | East                           | East                             | Vehicle Stopped                | Under Influence of Alcohol                     |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - both moving - rear-end      | Slowing                        | Going Straight Ahead           | West                             | East                           | West                             | East                           | None   |
| At Intersection and Not Related              | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | North                            | South                          | North                            | Vehicle Stopped                | Follow Too Closely                             |
| At Intersection and Related                  | Clear                  | Dry                       | Daylight              | Fence   | Going Straight Ahead           |                                | Northeast                        | Southwest                      |                                  |                                | Exceeding Stated Speed Limit                   |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | Entering at angle   | Starting in Traffic Lane       | Going Straight Ahead           | West                             | East                           | South                            | North                          | Did Not Grant RW to Vehicle                    |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Dark-Street Lights On | Metal Sign Post   | Going Straight Ahead           |                                | West                             | Northeast                      |                                  |                                | Unknown Distraction                            |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | North                            | South                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Starting in Traffic Lane       | Going Straight Ahead           | South                            | North                          | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Vehicle Strikes Pedalcyclist  | Stopped at Signal or Stop Sign |                                | West                             | East                           |                                  |                                | None   |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Starting in Traffic Lane       | East                             | West                           | South                            | North                          | None   |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Going Straight Ahead           | Going Straight Ahead           | North                            | South                          | West                             | East                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Overcast               | Dry                       | Daylight              | From opposite direction - one left turn - one straight                  | Making Left Turn               | Going Straight Ahead           | West                             | South                          | West                             | East                           | Did Not Grant RW to Vehicle                    |
| At Driveway                                  | Clear                  | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Going Straight Ahead           | North                            | Southeast                      | East                             | West                           | Unknown Distraction                            |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | West                             | East                           | West                             | Vehicle Stopped                | Follow Too Closely                             |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Daylight              | From same direction - both going straight - both moving - rear-end      | Going Straight Ahead           | Slowing                        | East                             | West                           | East                             | West                           | Follow Too Closely                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | Vehicle Backing                  | Vehicle Stopped                | Other Distractions                             |
| At Intersection and Related                  | Clear or Partly Cloudy | Dry                       | Daylight              | Vehicle Strikes Pedalcyclist  | Making Left Turn               |                                | South                            | West                           |                                  |                                | Did Not Grant R/W to Non Motorist              |
| Intersection Related but Not at Intersection | Clear or Partly Cloudy | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Slowing                        | Stopped for Traffic            | East                             | West                           | East                             | West                           | Did Not Grant RW to Vehicle                    |
| At Intersection and Related                  | Clear                  | Ice                       | Dark-Street Lights On | From same direction - one left turn - one straight                      | Overtaking and Passing         | Making Left Turn               | East                             | West                           | East                             | South                          | Improper Passing                               |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Daylight              | Earth Bank or Ledge   | Negotiating a Curve            |                                | West                             | East                           |                                  |                                | Under Influence of Alcohol                     |
| At Intersection and Related                  | Overcast               | Dry                       | Dark-Street Lights On | From opposite direction - both going straight - one stopped - sideswipe | Going Straight Ahead           | Stopped at Signal or Stop Sign | West                             | East                           |                                  | Vehicle Stopped                | Under Influence of Alcohol                     |
| At Driveway                                  | Clear or Partly Cloudy | Dry                       | Daylight              | Entering at angle   | Making Left Turn               | Going Straight Ahead           | South                            | West                           | West                             | East                           | Did Not Grant RW to Vehicle                    |
| Driveway Related but Not at Driveway         | Clear                  | Dry                       | Daylight              | From same direction - both going straight - one stopped - rear-end      | Going Straight Ahead           | Stopped for Traffic            | East                             | West                           | East                             | Vehicle Stopped                | Follow Too Closely                             |
| Not at Intersection and Not Related          | Clear                  | Dry                       | Dark-No Street Lights | Guardrail - Face  | Negotiating a Curve            |                                | West                             | East                           |                                  |                                | Overcorrecting / Oversteering                  |

|  |    |            |
|--|----|------------|
| At Intersection and Related                  | 31 | Dry        |
| At Intersection and Not Related              | 2  | Snow/Slush |
| Intersection Related but Not at Intersection | 2  | Ice        |
| Not at Intersection and Not Related          | 1  | Wet        |
| At Driveway or Driveway-related              | 36 |            |

|    |                        |    |                       |
|----|------------------------|----|-----------------------|
| 8  | Clear                  | 29 | Daylight              |
| 22 | Clear or Partly Cloudy | 1  | Dusk                  |
| 4  | Overcast               | 4  | Dark-Street Lights On |
| 2  | Snowing                | 2  | Dark-No Street Lights |
| 36 |                        | 36 |                       |

|       |    |  |
|-------|----|--|
| 2.8%  | 1  | Vehicle turning left hits pedestrian                               |
| 5.6%  | 2  | Vehicle Strikes Pedalcyclist                                       |
| 2.8%  | 1  | From opposite direction - both moving - head-on                    |
| 2.8%  | 1  | From opposite direction - one left turn - one straight             |
| 2.8%  | 1  | From opposite direction - sideswipe                                |
| 16.7% | 6  | Struck a stationary object   |
| 2.8%  | 1  | From same direction - one left or right turn - one straight        |
| 27.8% | 10 | From same direction - both going straight - one stopped - rear-end |
| 36.1% | 13 | Entering at angle  |
| 100%  | 36 |  |

|                                    |    |
|------------------------------------|----|
| Going Straight Ahead               | 21 |
| Making Left Turn                   | 7  |
| Starting Parked or in Traffic Lane | 2  |
| Slowing or Stopped for Traffic     | 3  |
| Negotiating a Curve                | 2  |
| Overtaking and Passing             | 1  |
|                                    | 36 |

|    |                                |      |
|----|--------------------------------|------|
| 1  | Legally Parked, Unoccupied     | 1.3% |
| 11 | Slowing or Stopped for Traffic | 6.3% |
| 11 | Going Straight Ahead           | 2.5% |
| 1  | Making left or right turn      | 3.8% |
| 2  | Making Right Turn              | 1.3% |
| 2  | Starting in Traffic Lane       | 1.3% |
| 36 | Nil                            | 6.3% |

|       |    |                                     |
|-------|----|-------------------------------------|
| 6.3%  | 5  | Under Influence of Alcohol or Drugs |
| 7.6%  | 6  | Exceeding Stated Speed Limit        |
| 3.8%  | 3  | Did Not Grant R/W to Non Motorist   |
| 17.7% | 14 | Did Not Grant RW to Vehicle         |
| 12.7% | 10 | Follow Too Closely                  |
| 13.9% | 11 | Distraction                         |
| 6.3%  | 5  | Other Contributing Circ Not Listed  |
| 8.9%  | 7  | Inattention                         |
| 1.3%  | 1  | Improper Passing                    |
| 6.3%  | 5  | Disregard Stop Sign                 |
| 2.5%  | 2  | Non Motorist on Wrong Side of Road  |
| 3.8%  | 3  | Improper Turn/Merge                 |
| 1.3%  | 1  | Overcorrecting / Oversteering       |
| 1.3%  | 1  | Improper Parking Location           |
| 6.3%  | 5  | Nil                                 |
| 100%  | 79 |                                     |



| BICYCLIST CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2) | PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2) | FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward) | WA STATE PLANE SOUTH - X 2010 - FORWARD | WA STATE PLANE SOUTH - Y 2010 - FORWARD |
|--|---|---|---|--|---|---|
|  | None  |   |   | Lane of Primary Trafficway   | 1529909.4                               | 679450.23                               |
|  |   |   |   | Intersecting Road Decreasing Milepost                                  | 1531427.34                              | 679167.26                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529840.28                              | 679463.71                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530436.72                              | 679351.09                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527269.27                              | 679625.61                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531830.52                              | 679093.46                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1531443.47                              | 679163.56                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530876.44                              | 678947.61                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531426.02                              | 679152.99                               |
|  |   |   |   | Past Right Shoulder Increasing Milepost                                | 1529401.56                              | 679907.74                               |
|  |   |   |   | Intersecting Trafficway  | 1529796.17                              | 679179.53                               |
|  |   |   |   | Lane of Primary Trafficway   | 1536361.76                              | 678586.57                               |
|  |   |   |   | Outside Shoulder of Primary Trafficway                                 | 1533813.55                              | 679456.86                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1532306.26                              | 679003.58                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1535069.18                              | 678477.23                               |
|  |   |   |   | Past the Outside Shoulder of Primary Trafficway                        | 1527182.5                               | 679907.01                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530873.14                              | 678929.84                               |
|  |   |   |   | Past Right Shoulder Increasing Milepost                                | 1532170.82                              | 679029.34                               |
|  |   |   |   | Lane of Primary Trafficway   | 1532734.02                              | 679291.85                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.93                              | 679628.57                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1531427.59                              | 679172.85                               |
|  |   |   |   | Lane of Primary Trafficway   | 1528011.45                              | 679661.1                                |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.93                              | 679628.57                               |
|  |   |   |   | Lane of Primary Trafficway   | 1527263.6                               | 679629.76                               |
|  |   |   |   | Lane of Primary Trafficway   | 1530257.99                              | 679383.94                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529860.15                              | 679459.83                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1536365.73                              | 678246.51                               |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531430.38                              | 679166.96                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529967.8                               | 679796                                  |
|  |   |   |   | Lane 1 Increasing Milepost   | 1531530.57                              | 679150.14                               |
|  |   |   |   | Lane of Primary Trafficway   | 1534515                                 | 678955.71                               |
|  |   |   |   | Past the Outside Shoulder of Primary Trafficway                        | 1530948.3                               | 678572.03                               |
|  |   |   |   | Lane of Primary Trafficway   | 1529909.53                              | 679450.54                               |
|  |   |   |   | Lane 1 Decreasing Milepost   | 1537004.84                              | 678038.3                                |
|  |   |   |   | Lane of Primary Trafficway   | 1538293.55                              | 677904.99                               |
|  |   |   |   | Outside Shoulder of Primary Trafficway                                 | 1531987.51                              | 678351.41                               |

16.7%

6 Not in travel lane





**C.**

**PRIORITIZATION**

**TALLY SHEET**

**05-01-2023**

Serious Crash Location - Project Ranking

| Crash Type     | Description   | Severity of Injury | Pedestrian or Pedalcyclist Involved | Relation to Intersection | Type of Crash | Frequency of the Crash Type | Problematic Corridor or Cluster Area | Inattention/Distracted | Lane Departure | Disregard to Stop Sign and Signals | Exceeding Posted or Safe Speed | Under the Influence of Alcohol or Drugs | Following Too Closely | Improper Turn/Merge | Total Raw Score | Ranking |
|----------------|---|--------------------|-------------------------------------|--------------------------|---------------|-----------------------------|--------------------------------------|------------------------|----------------|------------------------------------|--------------------------------|---|-----------------------|---------------------|-----------------|---------|
|                |   | 30                 | 0                                   | 30                       | 20            | 1                           | 30                                   | 0                      | 0              | 0                                  | 0                              | 1                                       | 0                     | 1                   | 113             | 1       |
| Serious Injury | 1 crash (daylight)<br>South Cle Elum Way & W 1st Street, at intersection and related, driver of one car under the influence of alcohol and making an improper left turn, 06:14, 09/14/2019. | 30                 | 0                                   | 30                       | 20            | 1                           | 30                                   | 0                      | 0              | 0                                  | 0                              | 1                                       | 0                     | 1                   | 113             | 1       |

Sub-committee Comments:

Ped/Bike Injury Crash Types - Project Ranking

| Crash Type            | Description   | Severity of Injury | In Crash Cluster Area or Problematic Corridor | Relation to Intersection | Type of Crash | Frequency of the Crash Type | Inattention/Distracted | Lane Departure | Disregard to Stop Sign and Signals | Exceeding Posted or Safe Speed | Under the Influence of Alcohol or Drugs | Vehicle, Pedestrian, or Pedalcyclist Did Not Grant R/W | Following Too Closely | Improper Turn/Merge | Total Raw Score | Ranking |
|-----------------------|---|--------------------|---|--------------------------|---------------|-----------------------------|------------------------|----------------|------------------------------------|--------------------------------|---|--|-----------------------|---------------------|-----------------|---------|
|                       |   | 20                 | 30  | 30                       | 35            | 1                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 1                   | 118             |         |
| Ped Involved          | Dark street lights on<br>SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver did not grant r/w to non-motorist, 19:25, 03/02/2018. Suspected Minor Injury.           | 20                 | 30  | 30                       | 35            | 1                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 1                   | 118             |         |
| Pedalcyclist Involved | 1 crash (daylight)<br>SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver had stopped at signal or stop sign, 17:04, 03/14/2020. Suspected Minor Injury.             | 20                 | 30  | 30                       | 35            | 5                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 0                   | 121             |         |
| Pedalcyclist Involved | 1 crash (daylight)<br>N. Stafford Avenue & W 2nd Street, at intersection and related, driver did not grant r/w to non-motorist, vehicle making left, 16:00, 07/31/2021. Suspected Minor Injury. | 20                 | 30  | 30                       | 35            | 1                           | 0                      | 0              | 0                                  | 0                              | 0                                       | 1  | 0                     | 1                   | 118             |         |

Sub-committee Comments:

With a tie at number 3, there is no Ranking #4.

Data Needs - Project Ranking

| Data Need  | Total Raw Score | Ranking | Description   |
|--|-----------------|---------|---|
| Speed Study on Problematic Corridors   | 15              |         | Study may help with determining trends of speed compliance in problematic corridors which may reduce injury-related crashes of higher severity.   |
| Ten-Year Road Departure Study  | 17              |         | Study may help with prevention of injury-related crashes of higher severity.  |
| Cluster Area Study   | 0               |         | Corrective action being taken in cluster area; signal is being installed in 2023.   |
| Pedestrian Counts - Post Improvements for Comparison                                     | 16              |         | This is follow-up to show impact after improvements.  |
| Sidewalk Continuity and Condition Inventory & Assessment                                 | 14              |         | Inventory may help with identifying deficient and missing connectivity of non-motorized transportation system. Will result in strategizing how to increase safe accessibility.  |
| Origins & Destinations Study and the Correlation of Crashes                              | 11              |         |   |
| County Coordination Project to Strategize Second River Crossing                          | 12              |         |   |
| Traffic Analysis of Problematic Corridors with known Short-term and Mid-term Development | 13              |         | City dealing with pre-existing permitted grow pre 2010. WithIn the 6th Street and Reed Area 70, lots have been platted now and the next phase is 60 plats within 3 years. An additional 70-100 per year thereafter for 5 years. Will analyze effect on problematic corridors to consider City mitigations. City Engineer added. |

Sub-committee Comments:

| TIP Project Priority Number | Planned Safety Projects at Crash Location, in Problematic Corridor, or in Crash Cluster Area- Not at Fatality or Serious-Injury Crash Location | In Problematic Corridor or Crash Cluster Area | At Location of Injury-Related Crash | Improves Visibility or Sight Distance | Improves Roadway Geometry | Relation to Intersection | Reduces Lane Departure | Enhances Stop Sign or Signal | Increases Awareness to Non-Motorist | Improves Signage or Pavement Markings | Increases Traffic Calming Attributes | Implements Cle Elum's Complete Streets Design | Project Description  | Current Safety Deficiencies(ies)  | Total Raw Score | Ranking |  |
|-----------------------------|--|---|-------------------------------------|---------------------------------------|---------------------------|--------------------------|------------------------|------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---|--|---|-----------------|---------|--|
|                             |  |   |                                     |                                       |                           |                          |                        |                              |                                     |                                       |                                      |   |  |   |                 |         |  |
| 1                           | First Street Improvements Phase 3 - Downtown Revitalization  | 30  | 1                                   | 1                                     | 0                         | 10                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities. | Unnecessarily wide street, lack of safe pedestrian crossings, no pedestrian lighting, parallel parking, incomplete stormwater system.   | 45              | 6       |  |
| 12                          | N. Pines St / W First Street Signalization   | 0   | 1                                   | 0                                     | 0                         | 30                       | 0                      | 1                            | 0                                   | 0                                     | 1                                    | 1   | Construct a traffic signal at the intersection of N. Pine Street and W. First Street.                              | Identified as a high conflict intersection near the only grocery store within 75 miles.   | 34              | 7       |  |
| 16                          | N. Stafford Avenue / W. Second Street Signalization  | 30  | 1                                   | 0                                     | 0                         | 30                       | 0                      | 1                            | 0                                   | 0                                     | 1                                    | 1   | Construct a traffic signal at the intersection of N. Stafford Avenue and W. Second Street.                         | This location identified as one with a 2021 pedestrian-involved injury-related crash.   | 64              | 2       |  |
| 17                          | Second Street Pathway - Phase 1  | 30  | 1                                   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Stafford Street and Harris Avenue.                        | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.  | 54              | 3       | This City priority is being completely designed in 2023 and will be considered "shovel ready." |
| 18                          | Hartwig Boulevard Pathway  | 30  | 0                                   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct a multi-use pathway on Hartwig Boulevard from the north side of the Yakima River Bridge to First Street. | There are no safe pedestrian facilities south of Railroad Avenue on Hartwig Boulevard (formerly South Cle Elum Way) and the pedestrian walkway on the aging Yakima River Bridge is insufficient.  | 53              | 4       |  |
| 21                          | Second Street Pathway - Phase 2  | 0   | 1                                   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Harris Avenue and Teanaway Avenue.                        | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.  | 24              | 8       |  |
| 19                          | Ranger Station Road / Miller Avenue / W. Second Street Signalization   | 0   | 15                                  | 1                                     | 1                         | 30                       | 0                      | 1                            | 1                                   | 0                                     | 1                                    | 1   | Construct a signal at the intersection of Ranger Station Road / Miller Avenue / W. Second Street.                  | In previous City Safety Plan the concept improvements at this location were developed as a systemic project in answer to a pedalcyclist injury-related crash. The project included ped lighting, signing to raise bicycle- presence awareness, and pedestrian actuated crossing | 51              | 5       | Recommendation to transition to roundabout per WSDOT policy.                                   |

Sub-committee Comments:  
With a tie at #8, there is no Ranking= #9.

| TIP Project Priority Number | Planned Safety Projects Not at Crash Location, in Problematic Corridor, or in Crash Cluster Area | In Problematic Corridor or Crash Cluster Area | At Location of Injury-Related Crash | Improves Visibility or Sight Distance | Improves Roadway Geometry | Relation to Intersection | Reduces Lane Departure | Enhances Stop Sign or Signal | Increases Awareness to Non-Motorist | Improves Signage or Pavement Markings | Increases Traffic Calming Attributes | Implements Cle Elum's Complete Streets Design | Project Description  | Current Safety Deficiencies(ies)  | Total Raw Score | Ranking |  |
|-----------------------------|--|---|-------------------------------------|---------------------------------------|---------------------------|--------------------------|------------------------|------------------------------|-------------------------------------|---------------------------------------|--------------------------------------|---|--|---|-----------------|---------|--|
|                             |  |   |                                     |                                       |                           |                          |                        |                              |                                     |                                       |                                      |   |  |   |                 |         |  |
| 15                          | Railroad Street Extension  | 0   | 0                                   | 1                                     | 1                         | 20                       | 0                      | 0                            | 0                                   | 0                                     | 0                                    | 0   | Construct roadway extension for truck route including roadside swales.                     | STBG funding awarded through QUADCO for pre-planning feasibility discussions completed with stakeholders including Shoemaker Manufacturing, BNSF, and WSDOT in 2020. Meant to separate freight in downtown core area. | 22              | 10      |  |
| 22                          | Second Street Pathway - Phase 3  | 0   | 0                                   | 0                                     | 0                         | 20                       | 0                      | 0                            | 1                                   | 0                                     | 1                                    | 1   | Construct multi-purpose pathway on Second Street between Teanaway Avenue and Short Avenue. | The City wishes to develop three major east-west corridors, one (new Railroad Avenue) to remove freight from 1st Street, and one (Second Street) to remove bicyclists from 1st Street.                                | 23              | 9       | Recommendation to transition to roundabout per WSDOT policy. |

Sub-committee Comments:



**D.**

**PRIORITIZED  
PROJECT ESTIMATES  
AND EXHIBITS**



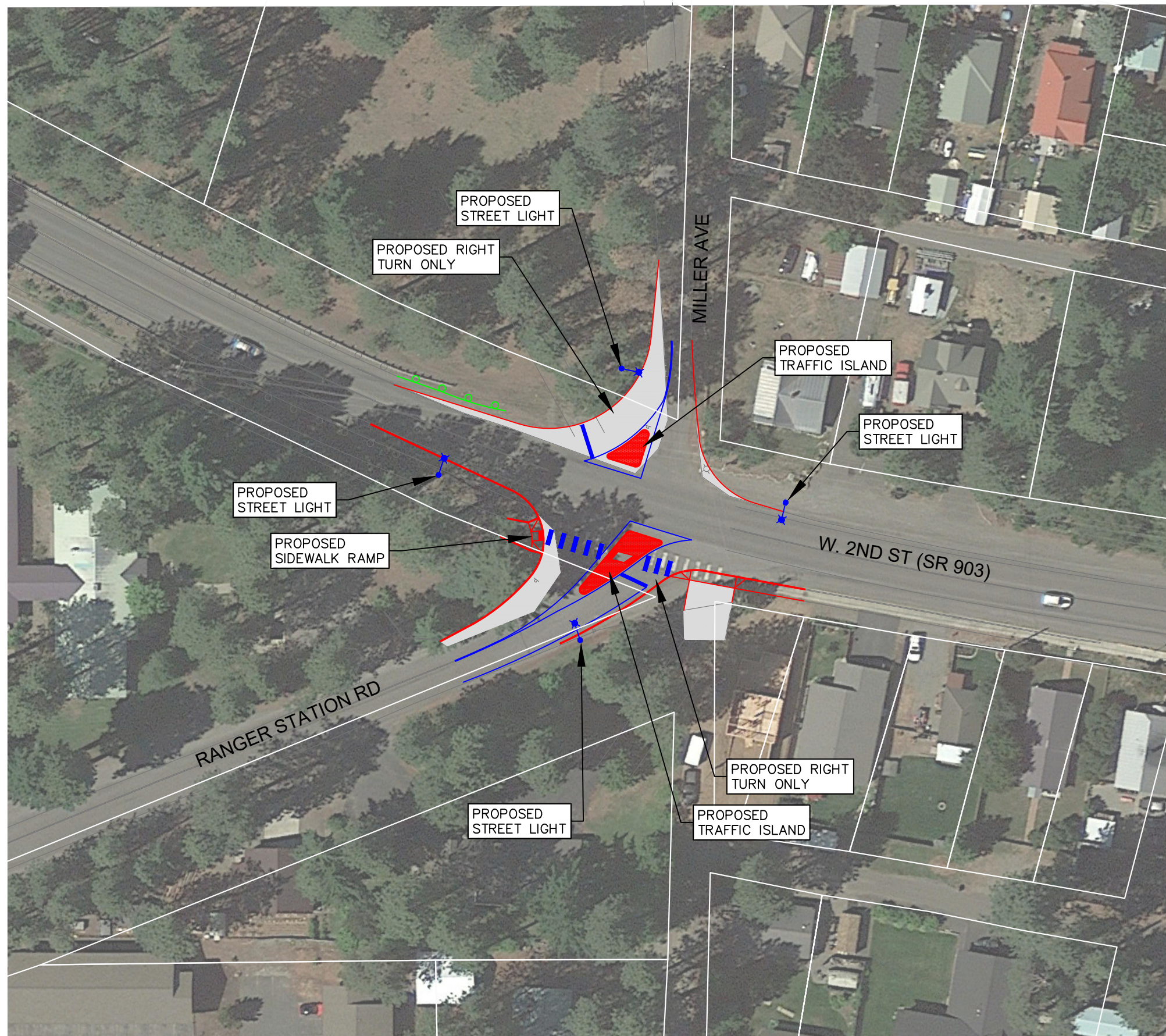
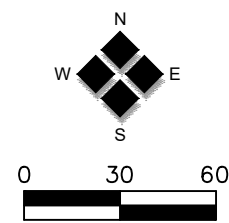


**PROJECT ESTIMATES AND EXHIBITS**

1. Ranger Station Road / Miller Avenue / W. 2nd Street Improvements
2. First Street Downtown Revitalization – Final Phase
3. Second Street Pathway
4. Streetlight O&D Data
5. Hartwig Blvd Pathway and Yakima River Crossing Pre-Planning
6. Fehr & Peers O&D Analysis and Alternatives Analysis







2803 River Road  
 Yakima, WA 98902  
 509.966.7000  
 Fax 509.965.3800  
 www.hlacivil.com



JOB NUMBER: 23067    DATE: 7-17-23  
 FILE NAMES:     
 DRAWING: Figure 14.dwg  
 DESIGNED BY:    DLL  
 ENTERED BY:    AJH

**CLE ELUM**  
 CITY SAFETY PLAN  
 FIGURE 14

RANGER STATION RD/MILLER AVE/W. 2ND ST IMPROVEMENTS

SHEET  
 1  
 OF  
 1



**CITY OF CLE ELUM**

**47 North**

**Engineer's Opinion of Construction Cost**

Ranger Station Road & Miller Avenue & W 2nd Street (SR 903)

Turning Restrictions

HLA Project No. 19055

7/11/2023

PRELIMINARY

| Item No.   | Description   | Payment Specification | Unit | Unit Cost   | Overall Quantity | Overall Cost        |
|--|---|-----------------------|------|-------------|------------------|---------------------|
| 1  | Minor Change  | 1-04.4(1)             | FA   | \$15,000.00 | 1                | \$15,000.00         |
| 2  | SPPC Plan   | 1-07.15(1)            | LS   | \$1,000.00  | 1                | \$1,000.00          |
| 3  | Mobilization  | 1-09.7                | LS   | \$40,000.00 | 1                | \$40,000.00         |
| 4  | Project Temporary Traffic Control                     | 1-10.5                | LS   | \$80,000.00 | 1                | \$80,000.00         |
| 5  | Clearing and Grubbing                                 | 2-01.5                | LS   | \$50,000.00 | 1                | \$50,000.00         |
| 6  | Unclassified Excavation Incl. Haul                    | 2-03.5                | CY   | \$40.00     | 250              | \$10,000.00         |
| 7  | Crushed Surfacing Base Course                         | 4-04.5                | TON  | \$60.00     | 250              | \$15,000.00         |
| 8  | Crushed Surfacing Top Course                          | 4-04.5                | TON  | \$75.00     | 60               | \$4,500.00          |
| 9  | HMA Cl. 1/2-Inch PG 64H-28                            | 5-04.5                | TON  | \$220.00    | 140              | \$30,800.00         |
| 10   | Landscape Restoration                                 | 8-02.5                | FA   | \$5,000.00  | 1                | \$5,000.00          |
| 11   | Cement Conc. Traffic Curb and Gutter                  | 8-04.4                | LF   | \$55.00     | 850              | \$46,750.00         |
| 12   | Beam Guardrail Type 1                                 | 8-11.5                | LF   | \$75.00     | 65               | \$4,875.00          |
| 13   | Pigmented Cement Conc. Splitter Island                | 8-14.5                | SY   | \$180.00    | 68               | \$12,240.00         |
| 14   | Cement Conc. Sidewalk 4-Inch Thick                    | 8-14.5                | SY   | \$100.00    | 55               | \$5,500.00          |
| 15   | Cement Conc. Sidewalk 6-Inch Thick                    | 8-14.5                | SY   | \$120.00    | 20               | \$2,400.00          |
| 16   | Cement Conc. Curb Ramp                                | 8-14.5                | EA   | \$2,000.00  | 4                | \$8,000.00          |
| 17   | Illumination System, Complete                         | 8-20.5                | LS   | \$40,000.00 | 1                | \$40,000.00         |
| 18   | Permanent Signing                                     | 8-21.5                | LS   | \$8,000.00  | 1                | \$8,000.00          |
| 19   | Pavement Markings                                     | 8-22.5                | LS   | \$4,000.00  | 1                | \$4,000.00          |
| Subtotal   |   |                       |      |             |                  | \$383,065.00        |
| Contingency 25%                                    |   |                       |      |             |                  | \$95,800.00         |
| <b>Total Estimated Construction Cost</b>           |   |                       |      |             |                  | <b>\$478,865.00</b> |
| <u>Assumptions:</u>                                |   |                       |      |             |                  |                     |
| 1  | New roadway section 5" HMA, 2" CSTC, and 9" CSBC      |                       |      |             |                  |                     |
| 2  | Existing roadway and subgrade has 18-Inch depth       |                       |      |             |                  |                     |
| 3  | Does not include replacement or upgrade of utilities  |                       |      |             |                  |                     |
| 4  | Pro Rata share not addressed                          |                       |      |             |                  |                     |
| 5  | Construction escalation for future years not included |                       |      |             |                  |                     |
| 6  | Does not include revision to existing drainage system |                       |      |             |                  |                     |
| Design Engineering 14%                             |   |                       |      |             |                  | \$67,040.00         |
| Environmental and Cultural Resources               |   |                       |      |             |                  | \$15,000.00         |
| Right of Way Services                              |   |                       |      |             |                  | \$22,500.00         |
| Right of Way Acquisition                           |   |                       |      |             |                  | \$82,680.00         |
| Funding Administration 2%                          |   |                       |      |             |                  | \$9,580.00          |
| WSDOT Review Fees                                  |   |                       |      |             |                  | \$5,000.00          |
| Construction Engineering 16%                       |   |                       |      |             |                  | \$76,620.00         |
| Materials Testing 2%                               |   |                       |      |             |                  | \$9,580.00          |
| <b>Total Estimated Project Cost</b>                |   |                       |      |             |                  | <b>\$766,865.00</b> |
| Created per TENW preliminary designs dated 5/17/23 |   |                       |      |             |                  |                     |



# CITY OF CLE ELUM - FIRST STREET DOWNTOWN REVITALIZATION - FINAL PHASE



## Finished Projects

**Phase 1 - First Street & Peoh Avenue Improvements**  
Design & Construction Completed 2018

**Phase 2 - First Street Stormwater & Billings Avenue Intersection Improvements** *(includes north sidewalk Billings to Oakes)*  
Construction Completed 2020

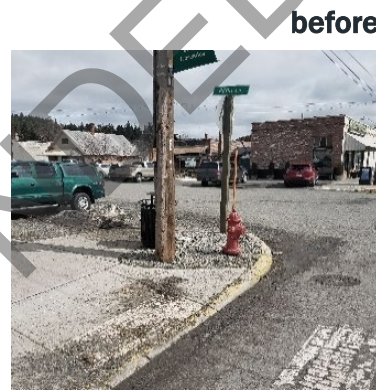
**Phases 3A and 3B - Various Blocks**  
Construction Completed December 2022

## Upcoming Projects

**Phase 3C - First Street Between Pennsylvania and Harris Avenues**  
Project Construction Begins Spring 2023

**Final Phase**

MAP LEGEND



PROJECT PARTNERS & STAKEHOLDERS  
BUSINESS OWNERS AND MERCHANTS,  
GASLIGHT DISTRICT,  
RESIDENTS,  
VISITORS







# CITY OF CLE ELUM – FIRST STREET DOWNTOWN REVITALIZATION – FINAL PHASE



**IN JUST FOUR YEARS,** the City of Cle Elum secured over **\$7,300,000** of construction and design funding from 23 sources, for First Street to:

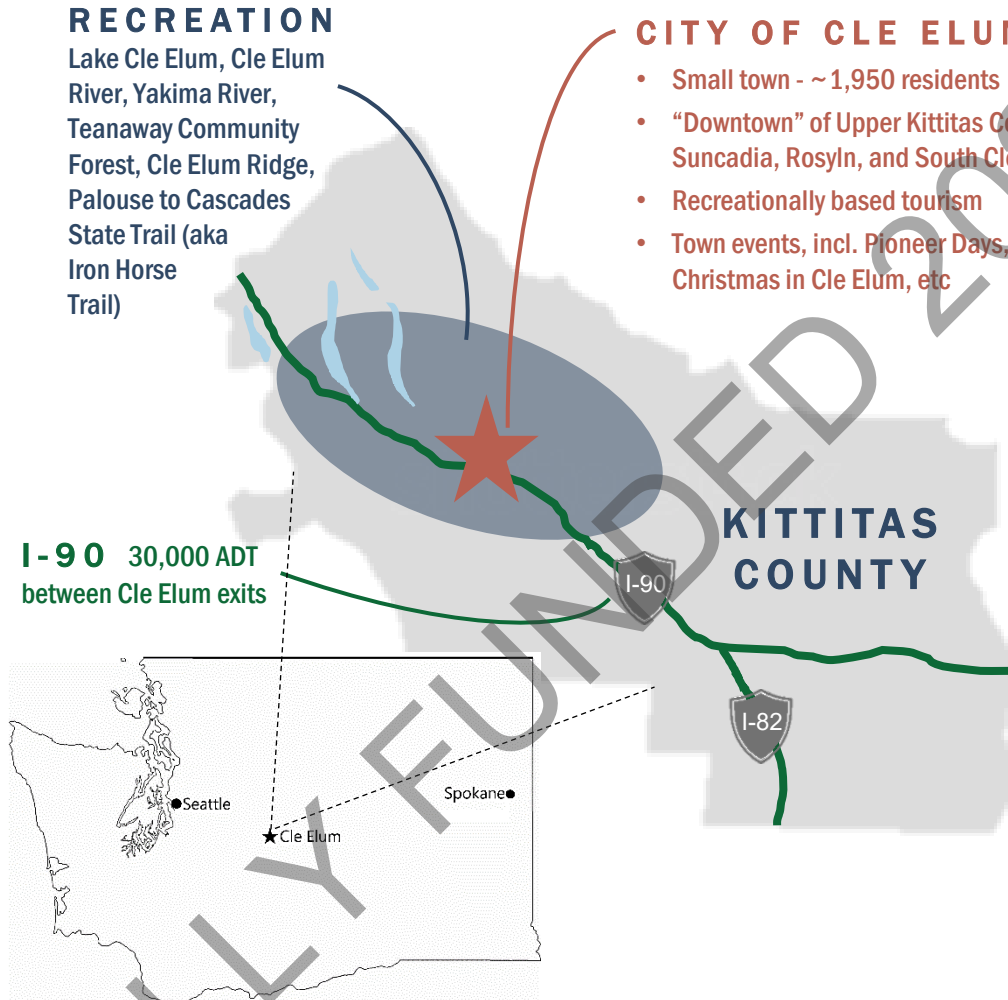
- construct all improvements on approximately 1/2 of the downtown corridor,
- complete all undergrounding work within the roadway (preparing for future WSDOT paving project on First St),
- upgrade the deficient stormwater system (including 55 new catch basins), and
- publish “shovel-ready” construction plans for Phase 3 remaining work.

## RECREATION

Lake Cle Elum, Cle Elum River, Yakima River, Teanaway Community Forest, Cle Elum Ridge, Palouse to Cascades State Trail (aka Iron Horse Trail)

## CITY OF CLE ELUM

- Small town - ~1,950 residents
- “Downtown” of Upper Kittitas County, incl. Suncadia, Roslyn, and South Cle Elum
- Recreationally based tourism
- Town events, incl. Pioneer Days, Boo Elum, Christmas in Cle Elum, etc



## WHAT'S NEXT FOR CLE ELUM

Economic Revitalization · Population Growth · Increased Development · Prioritization & Preservation of Recreational Resources · AND



## PHASE 3 GOALS & OUTCOMES

- Funding to complete project by **2025**
- Complete Streets philosophy
- CEDA communication/coordination
- Preserving historic character
- Ongoing maintenance plan
- Safe, amenitized, walkable downtown core
- Increased parking
- Economic revitalization



**CITY OF CLE ELUM**

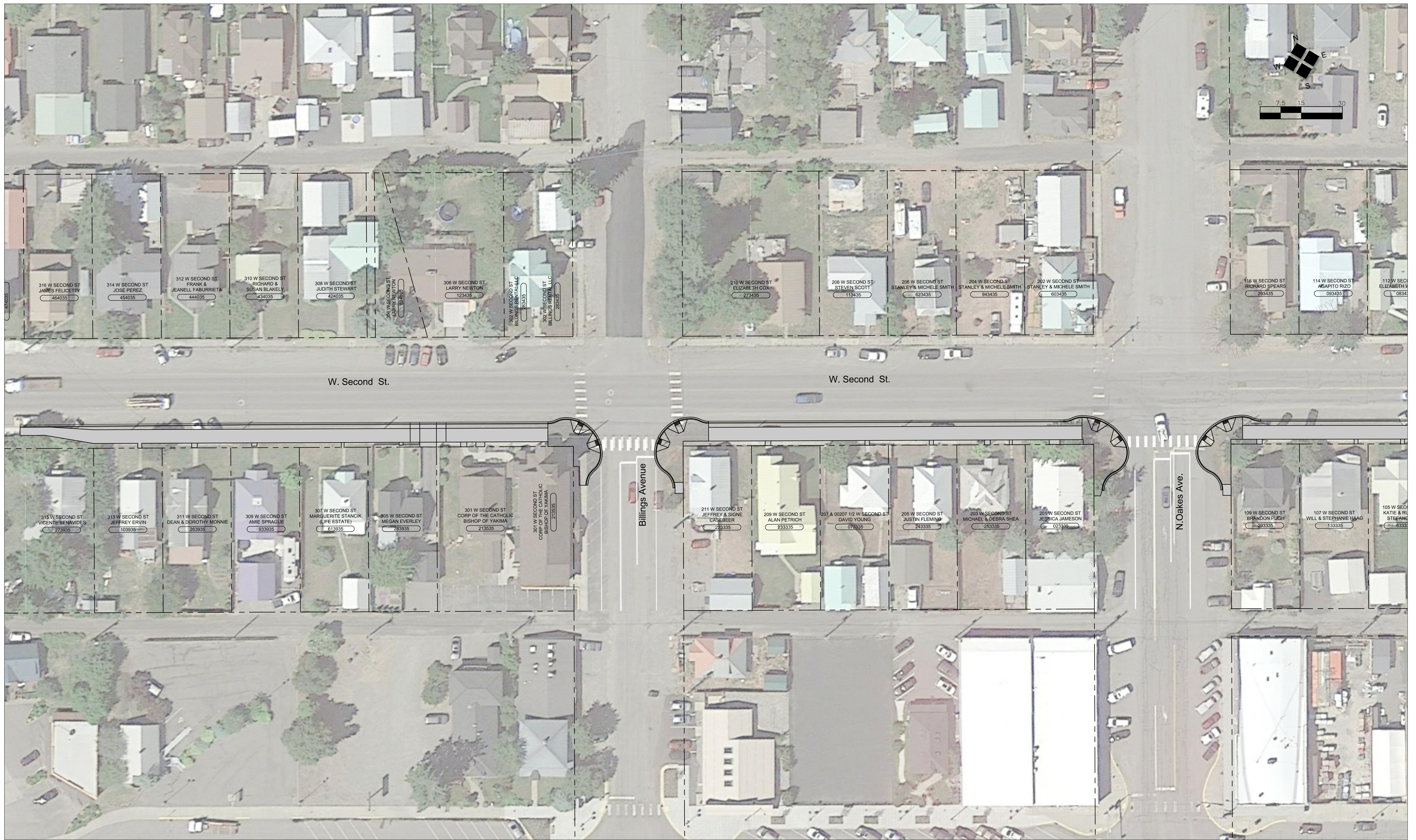
**First Street Downtown Revitalization - Final Phase  
Engineer's Estimate of Construction Cost**

1/20/2023

Oakes Ave to Pennsylvania Ave, Harris Ave to Peoh Ave  
HLA Project No. 23036

| Item No.                                 | Description  | Payment Specification | Unit | Unit Cost    | Overall Quantity | Overall Cost          |
|--|--|-----------------------|------|--------------|------------------|-----------------------|
| 1  | Minor Change   | 1-04.4(1)             | FA   | \$25,000.00  | 1                | \$25,000.00           |
| 2  | SPCC Plan  | 1-07.15(1)            | LS   | \$1,000.00   | 1                | \$1,000.00            |
| 3  | Archaeological and Historical Salvage  | 1-07.16(4)            | FA   | \$100.00     | 1                | \$100.00              |
| 4  | Mobilization   | 1-09.7                | LS   | \$450,000.00 | 1                | \$450,000.00          |
| 5  | Project Temporary Traffic Control  | 1-10.5                | LS   | \$350,000.00 | 1                | \$350,000.00          |
| 6  | Clearing and Grubbing  | 2-01.5                | LS   | \$18,000.00  | 1                | \$18,000.00           |
| 7  | Removal of Structures and Obstructions   | 2-02.5                | LS   | \$275,000.00 | 1                | \$275,000.00          |
| 8  | Unclassified Excavation Incl. Haul   | 2-03.5                | CY   | \$70.00      | 2,600            | \$182,000.00          |
| 9  | Crushed Surfacing Base Course  | 4-04.5                | TON  | \$45.00      | 825              | \$37,125.00           |
| 10                                       | Crushed Surfacing Top Course   | 4-04.5                | TON  | \$75.00      | 100              | \$7,500.00            |
| 11                                       | HMA Cl. 1/2-Inch PG 64H-28   | 5-04.5                | TON  | \$300.00     | 285              | \$85,500.00           |
| 12                                       | Storm Sewer Pipe 12 In. Diam.  | 7-04.5                | LF   | \$90.00      | 95               | \$8,550.00            |
| 13                                       | Storm Sewer Pipe 6 In. Diam.   | 7-04.5                | LF   | \$70.00      | 60               | \$4,200.00            |
| 14                                       | Catch Basin Type 1   | 7-05.5                | EA   | \$4,000.00   | 2                | \$8,000.00            |
| 15                                       | Adjust Catch Basin   | 7-05.5                | EA   | \$600.00     | 26               | \$15,600.00           |
| 16                                       | Adjust Monitoring Well   | 7-05.5                | EA   | \$600.00     | 2                | \$1,200.00            |
| 17                                       | Select Backfill, as Directed   | 7-08.5                | CY   | \$75.00      | 50               | \$3,750.00            |
| 18                                       | D.I. Pipe for Water Main 6 In. Diam.   | 7-09.5                | LF   | \$260.00     | 6                | \$1,560.00            |
| 19                                       | Adjust Valve Box   | 7-12.5                | EA   | \$600.00     | 3                | \$1,800.00            |
| 20                                       | Hydrant Assembly with Tapping Valve Assembly   | 7-12.5                | EA   | \$10,000.00  | 1                | \$10,000.00           |
| 21                                       | Hydrant Assembly Replacement   | 7-14.5                | EA   | \$10,000.00  | 1                | \$10,000.00           |
| 22                                       | Adjust Meter Box   | 7-15.5                | EA   | \$600.00     | 25               | \$15,000.00           |
| 23                                       | Irrigation System, Complete  | 7-16.5                | LS   | \$410,000.00 | 1                | \$410,000.00          |
| 24                                       | Inlet Protection   | 8-01.5                | EA   | \$100.00     | 60               | \$6,000.00            |
| 25                                       | Plant Selection - Redpointe Maple (2-1/2" Caliper)   | 8-02.5                | EA   | \$680.00     | 22               | \$14,960.00           |
| 26                                       | Plant Selection - Metro Gold Maple (2-1/2" Caliper)  | 8-02.5                | EA   | \$680.00     | 40               | \$27,200.00           |
| 27                                       | Plant Selection - Kelseyi Dogwood (2 Gallon)   | 8-02.5                | EA   | \$53.00      | 429              | \$22,737.00           |
| 28                                       | Plant Selection - Dwarf Mugo Pine (2 Gallon)   | 8-02.5                | EA   | \$64.00      | 80               | \$5,120.00            |
| 29                                       | Plant Selection - Black Eyed Susan (1 Gallon)  | 8-02.5                | EA   | \$42.00      | 1,115            | \$46,830.00           |
| 30                                       | Plant Selection - Woods Compact Kinnikinnick (2 Gallon)  | 8-02.5                | EA   | \$42.00      | 1,873            | \$78,666.00           |
| 31                                       | Plant Selection - Golden Nugget Barberry (2 Gallon)  | 8-02.5                | EA   | \$53.00      | 105              | \$5,565.00            |
| 32                                       | Plant Selection - Flower Carpet Pink Rose (2 Gallon)   | 8-02.5                | EA   | \$53.00      | 59               | \$3,127.00            |
| 33                                       | Plant Selection - Sun Rose Burgundy Dazzler (1 Gallon)   | 8-02.5                | EA   | \$46.00      | 195              | \$8,970.00            |
| 34                                       | Plant Selection - Moonbeam Coreopsis (1 Gallon)  | 8-02.5                | EA   | \$42.00      | 600              | \$25,200.00           |
| 35                                       | Topsoil Type A   | 8-02.5                | CY   | \$70.00      | 600              | \$42,000.00           |
| 36                                       | Subgrade Topsoil   | 8-02.5                | CY   | \$60.00      | 985              | \$59,100.00           |
| 37                                       | Root Barrier   | 8-02.5                | LF   | \$17.00      | 2,880            | \$48,960.00           |
| 38                                       | Root Path  | 8-02.5                | LF   | \$18.00      | 2,540            | \$45,720.00           |
| 39                                       | Basalt Rock Mulch  | 8-02.5                | CY   | \$150.00     | 100              | \$15,000.00           |
| 40                                       | Plant Establishment  | 8-02.5                | FA   | \$10,000.00  | 1                | \$10,000.00           |
| 41                                       | Cement Conc. Traffic Curb and Gutter   | 8-04.5                | LF   | \$40.00      | 3,265            | \$130,600.00          |
| 42                                       | Bench  | 8-05.5                | EA   | \$3,500.00   | 12               | \$42,000.00           |
| 43                                       | Trash Receptacle   | 8-05.5                | EA   | \$3,500.00   | 6                | \$21,000.00           |
| 44                                       | Bike Rack  | 8-05.5                | EA   | \$1,500.00   | 16               | \$24,000.00           |
| 45                                       | Monument Relocation  | 8-05.5                | FA   | \$1,500.00   | 1                | \$1,500.00            |
| 46                                       | Coal Cart Relocation   | 8-05.5                | FA   | \$10,000.00  | 1                | \$10,000.00           |
| 47                                       | Trash Compactor Relocation   | 8-05.5                | FA   | \$2,000.00   | 1                | \$2,000.00            |
| 48                                       | Cement Conc. Sidewalk 6-Inch Thick   | 8-14.5                | SY   | \$100.00     | 310              | \$31,000.00           |
| 49                                       | Cement Conc. Sidewalk 4-Inch Thick   | 8-14.5                | SY   | \$100.00     | 40               | \$4,000.00            |
| 50                                       | Cement Conc. Sidewalk 4-Inch Thick Patterned   | 8-14.5                | SY   | \$140.00     | 5,030            | \$704,200.00          |
| 51                                       | Cement Conc. Curb Ramp   | 8-14.5                | EA   | \$2,500.00   | 27               | \$67,500.00           |
| 52                                       | Tree Lighting System, Complete   | 8-20.5                | LS   | \$420,000.00 | 1                | \$420,000.00          |
| 53                                       | Speaker System, Complete   | 8-20.5                | LS   | \$150,000.00 | 1                | \$150,000.00          |
| 54                                       | Conduit Installation (PSE Illumination)  | 8-20.5                | LF   | \$30.00      | 2,700            | \$81,000.00           |
| 55                                       | Furnished Conduit Installation (PSE Power)   | 8-20.5                | LF   | \$20.00      | 1,990            | \$39,800.00           |
| 56                                       | Furnished Conduit Installation (Wholesale Communications)  | 8-20.5                | LF   | \$20.00      | 570              | \$11,400.00           |
| 57                                       | Furnished Conduit Installation (Inland Networks)   | 8-20.5                | LF   | \$20.00      | 1,080            | \$21,600.00           |
| 58                                       | Furnished Conduit Installation (CenturyLink)   | 8-20.5                | LF   | \$20.00      | 645              | \$12,900.00           |
| 59                                       | Permanent Signage  | 8-21.5                | LS   | \$60,000.00  | 1                | \$60,000.00           |
| 60                                       | Pavement Markings  | 8-22.5                | LS   | \$50,000.00  | 1                | \$50,000.00           |
| 61                                       | Segmental Block Wall   | 8-24.5                | SF   | \$80.00      | 460              | \$36,800.00           |
| Subtotal                                 |  |                       |      |              |                  | \$4,307,340.00        |
| Contingency 15%                          |  |                       |      |              |                  | \$646,100.00          |
| Undergrounding Power (PSE)               |  |                       |      |              |                  | \$435,000.00          |
| Illumination System (PSE)                |  |                       |      |              |                  | \$880,000.00          |
| <b>Total Estimated Construction Cost</b> |  |                       |      |              |                  | <b>\$6,268,440.00</b> |
| WSDOT CN Fees                            |  |                       |      |              |                  | \$20,000.00           |
| Design Engineering and Bidding           |  |                       |      |              |                  | \$40,000.00           |
| Construction Engineering 15%             |  |                       |      |              |                  | \$940,300.00          |
| Materials Testing                        |  |                       |      |              |                  | \$90,000.00           |
| <b>Total Estimated Project Cost</b>      |  |                       |      |              |                  | <b>\$7,358,740.00</b> |
| <b>Assumptions</b>                       |  |                       |      |              |                  |                       |
| 1.                                       | Includes south sidewalk and bulbouts from Oakes Avenue to Pennsylvania Ave, including NE and SE bulbouts at First St and Pennsylvania Ave intersection, and all improvements from Harris Ave to Peoh Ave.  |                       |      |              |                  |                       |
| 2.                                       | Installation of electrical system includes connection to Phase 2 and Phase 3A/3B systems and one new service.  |                       |      |              |                  |                       |
| 3.                                       | Installation of irrigation system will include extension of irrigation controller wire from Phase 3A/3B to replace temporary battery operated controllers, connection to Phase 1 irrigation system, and installation of one new point of connection. |                       |      |              |                  |                       |
| 4.                                       | Illumination System (PSE) includes purchase and installation of 25 pedestrian lights, 8 street lights, 13 intersection lights, and 1 ped/street light combination.   |                       |      |              |                  |                       |
| 5.                                       | Design Engineering includes new specifications, contract documents, and repackaged plans for reduced project limits from original Phase 3 "shovel ready" plans.  |                       |      |              |                  |                       |





**PRELIMINARY**  
SUBJECT TO REVISION

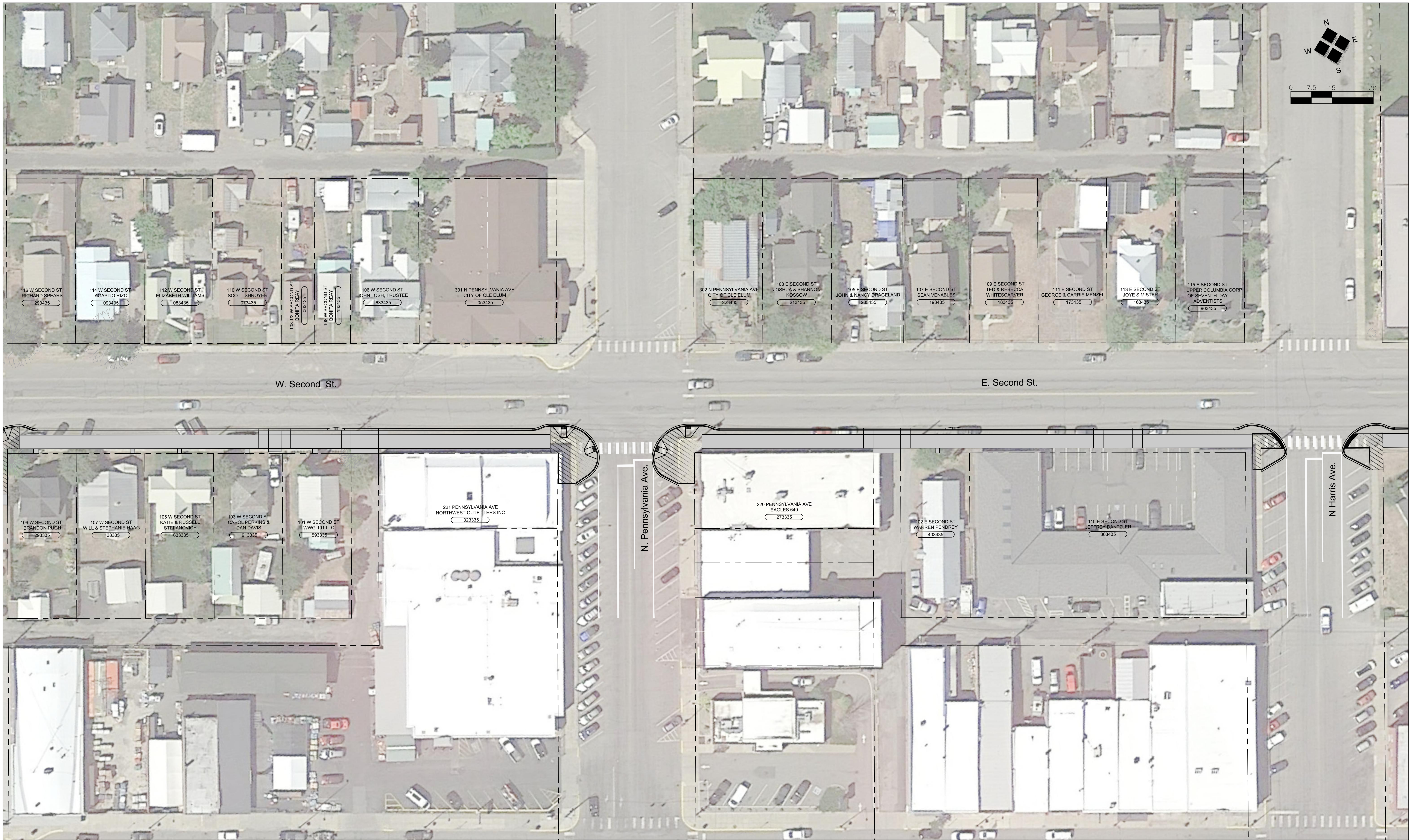
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JOB NUMBER: 21183  
DATE: 11-07-22  
FILE NAMES:  
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PLAN: 21183.dwg  
PROFILE: 21183.dwg  
DESIGNED BY: BAA  
ENTERED BY: AKH/AJH

**CITY OF CLE ELUM**  
SECOND STREET PATHWAY  
COMMUNITY FEEDBACK

BLOCK-BY-BLOCK ARIAL



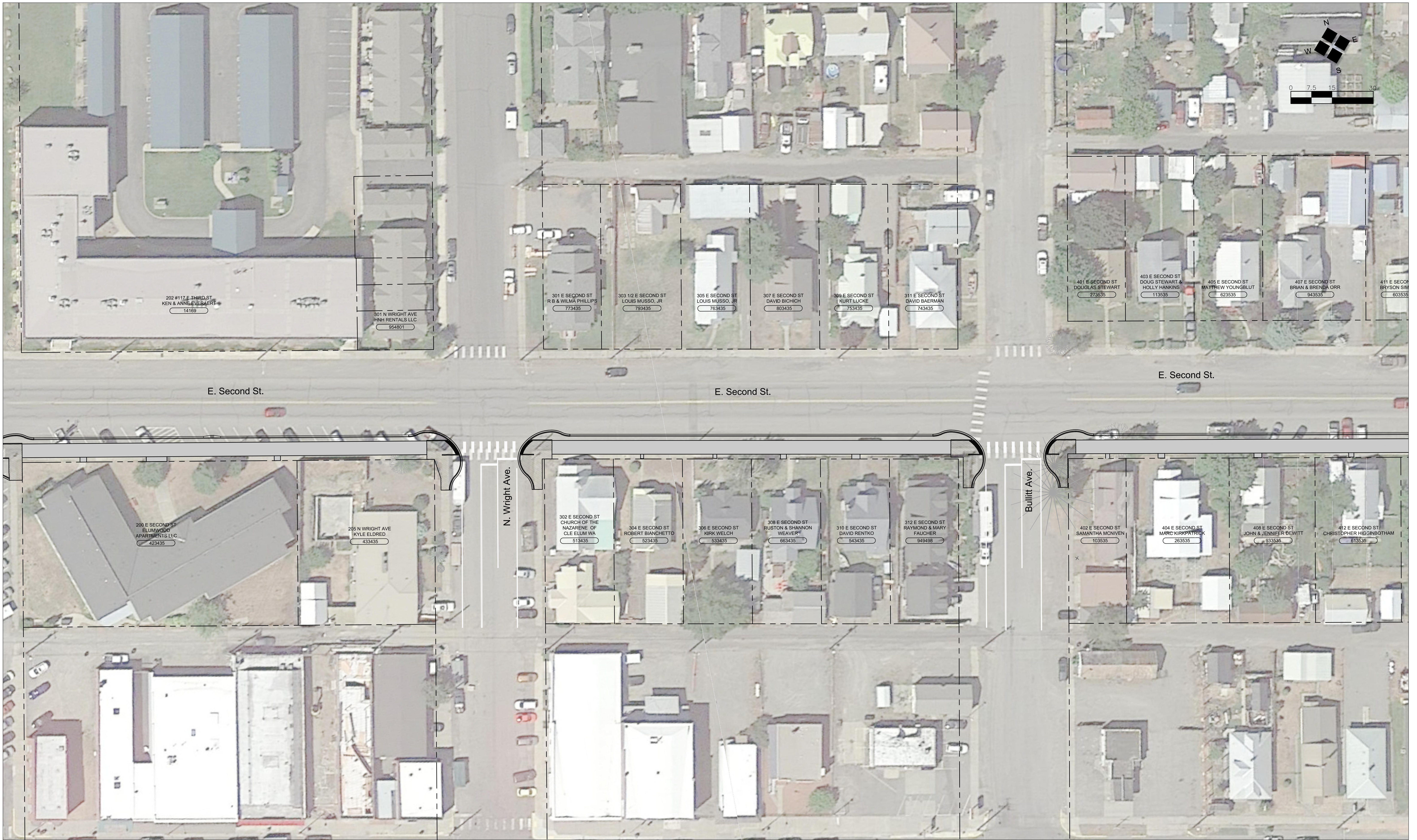


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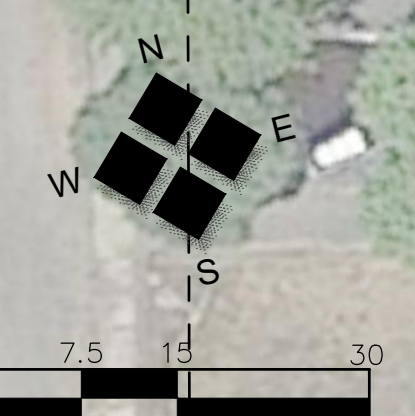
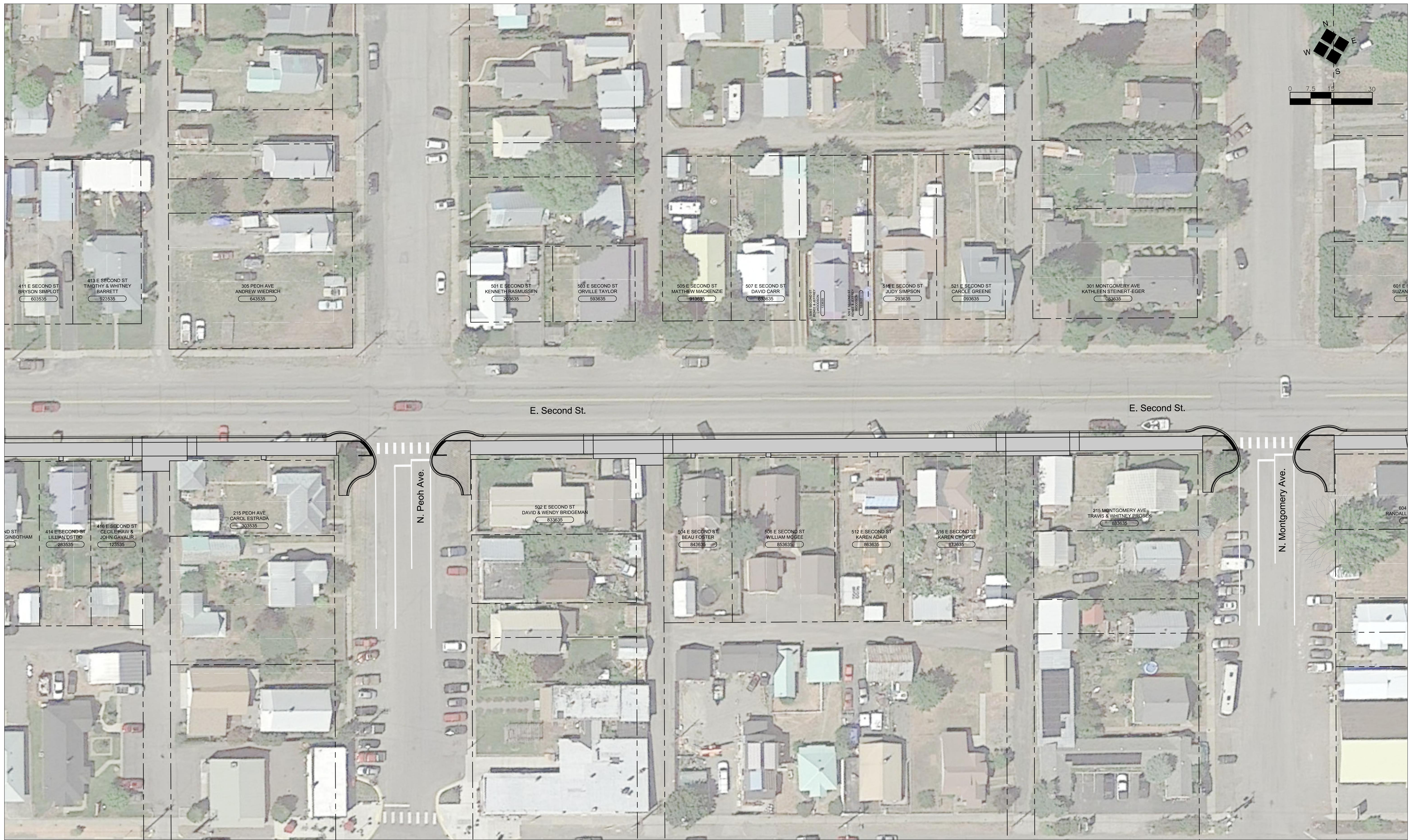
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DESIGNED BY: BAA  
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**CITY OF CLE ELUM**  
SECOND STREET PATHWAY  
COMMUNITY FEEDBACK  
BLOCK-BY-BLOCK ARIAL





**PRELIMINARY**  
SUBJECT TO REVISION

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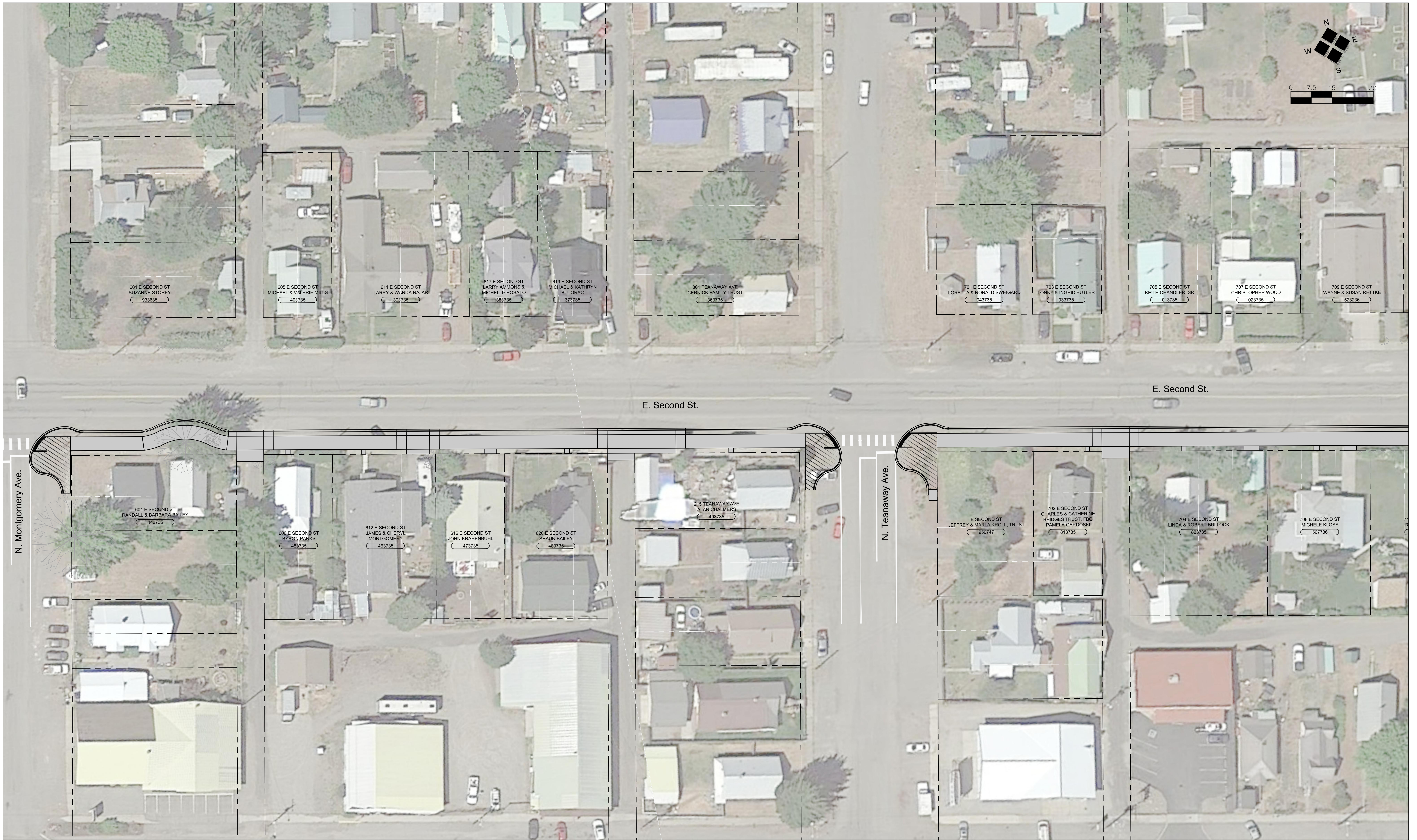
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DESIGNED BY: BAA  
ENTERED BY: AKH/AJH

**CITY OF CLE ELUM**  
SECOND STREET PATHWAY  
COMMUNITY FEEDBACK

BLOCK-BY-BLOCK ARIAL





**PRELIMINARY**  
 SUBJECT TO REVISION

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| PROFILE:     | 21183.dwg           |
| DESIGNED BY: | BAA                 |
| ENTERED BY:  | AKH/AJH             |

**CITY OF CLE ELUM**  
**SECOND STREET PATHWAY**  
**COMMUNITY FEEDBACK**

BLOCK-BY-BLOCK ARIAL

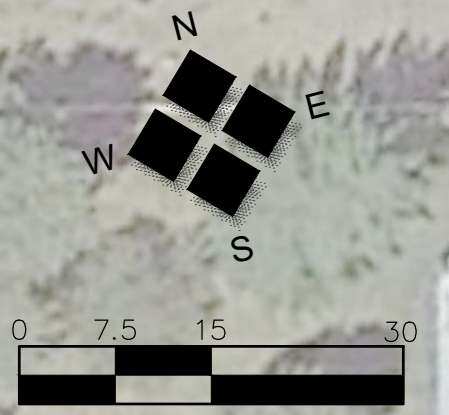




**PRELIMINARY**  
SUBJECT TO REVISION

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| REVISION | DATE | JOB NUMBER:<br>21183         | DATE:<br>11-07-22 |
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|          |      | DESIGNED BY: BAA             |                   |
|          |      | ENTERED BY: AKH/AJH          |                   |





1015 E SECOND ST  
MID CASCADE  
INVESTMENTS LLC  
183134

1015 E SECOND ST  
MID CASCADE  
INVESTMENTS LLC  
183134

206 FLORAL AVE  
SWIFTWATER STORAGE LLC  
203134

206 FLORAL AVE  
SWIFTWATER STORAGE LLC  
203134

1011 E FIRST ST  
SHORT CORNER LLC  
213134

E. Second St.

N. Floral Ave.

N. Short Ave.



2803 River Road  
Yakima, WA 98902  
509.966.7000  
Fax 509.965.3800  
www.hlacivil.com

**PRELIMINARY**  
SUBJECT TO REVISION

|          |      |                              |                   |
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| REVISION | DATE | JOB NUMBER:<br>21183         | DATE:<br>11-07-22 |
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|          |      | DESIGNED BY: BAA             |                   |
|          |      | ENTERED BY: AKH/AJH          |                   |

**CITY OF CLE ELUM**  
SECOND STREET PATHWAY  
COMMUNITY FEEDBACK

BLOCK-BY-BLOCK ARIAL

SHEET  
7  
OF  
7



**CITY OF CLE ELUM**  
**Second Street Pathway**  
**Stafford Avenue to Short Avenue**  
**Engineer's Opinion of Construction Cost**  
90% Submittal Cost Estimate  
HLA Project No. 21183

7/25/2023

| Item No.                                 | Description  | Payment Specification | Unit | Unit Cost    | Overall Quantity | Overall Cost          |
|--|--|-----------------------|------|--------------|------------------|-----------------------|
| 1  | Minor Change   | 1-04.4(1)             | FA   | \$15,000.00  | 1                | \$15,000.00           |
| 2  | SPCC Plan  | 1-07.15(1)            | LS   | \$1,000.00   | 1                | \$1,000.00            |
| 3  | Mobilization   | 1-09.7                | LS   | \$149,000.00 | 1                | \$149,000.00          |
| 4  | Project Temporary Traffic Control  | 1-10.5                | LS   | \$50,000.00  | 1                | \$50,000.00           |
| 5  | Clearing and Grubbing  | 2-01.5                | LS   | \$36,400.00  | 1                | \$36,400.00           |
| 6  | Removal of Structures and Obstructions   | 2-02.5                | LS   | \$49,000.00  | 1                | \$49,000.00           |
| 7  | Unclassified Excavation Incl. Haul   | 2-03.5                | CY   | \$75.00      | 2,600            | \$195,000.00          |
| 8  | Crushed Surfacing Top Course   | 4-04.5                | TON  | \$90.00      | 1,200            | \$108,000.00          |
| 9  | Crushed Surfacing Base Course  | 4-04.5                | TON  | \$50.00      | 2,900            | \$145,000.00          |
| 10                                       | HMA Cl. 3/8-Inch PG 64H-28   | 5-04.5                | TON  | \$130.00     | 1,500            | \$195,000.00          |
| 11                                       | Storm Sewer Pipe 12 In. Diam.  | 7-04.5                | LF   | \$80.00      | 1,150            | \$92,000.00           |
| 12                                       | Catch Basin Type 1   | 7-05.5                | EA   | \$2,000.00   | 44               | \$88,000.00           |
| 13                                       | Adjust Manhole   | 7-05.5                | EA   | \$800.00     | 4                | \$3,200.00            |
| 14                                       | Select Backfill, as Directed   | 7-08.5                | CY   | \$40.00      | 650              | \$26,000.00           |
| 15                                       | Shoring or Extra Excavation  | 7-08.5                | LF   | \$2.00       | 1,113            | \$2,226.00            |
| 16                                       | Reset Fire Hydrant   | 7-14.5                | EA   | \$1,000.00   | 4                | \$4,000.00            |
| 17                                       | Adjust Meter Box   | 7-15.5                | EA   | \$500.00     | 57               | \$28,500.00           |
| 18                                       | Basalt Rock Mulch  | 8-02.5                | CY   | \$125.00     | 110              | \$13,750.00           |
| 19                                       | Cement Conc. Traffic Curb and Gutter   | 8-04.5                | LF   | \$40.00      | 5,800            | \$232,000.00          |
| 20                                       | Chain Link Fence and Gates   | 8-12.5                | LF   | \$30.00      | 250              | \$7,500.00            |
| 21                                       | Cement Conc. Sidewalk 4-Inch Thick   | 8-14.5                | SY   | \$75.00      | 2,400            | \$180,000.00          |
| 22                                       | Cement Conc. Curb Ramp   | 8-14.5                | EA   | \$2,700.00   | 53               | \$143,100.00          |
| 23                                       | Mailbox Support  | 8-18.5                | EA   | \$120.00     | 16               | \$1,920.00            |
| 24                                       | Removable Bollard  | 8-21.5                | LS   | \$400.00     | 14               | \$5,600.00            |
| 25                                       | Permanent Signing  | 8-21.5                | LS   | \$20,000.00  | 1                | \$20,000.00           |
| 26                                       | Pavement Markings  | 8-22.5                | LS   | \$12,000.00  | 1                | \$12,000.00           |
| Subtotal                                 |  |                       |      |              |                  | \$1,803,196.00        |
| Contingency 10%                          |  |                       |      |              |                  | \$180,300.00          |
| <b>Total Estimated Construction Cost</b> |  |                       |      |              |                  | <b>\$1,983,496.00</b> |
| Construction Engineering 15%             |  |                       |      |              |                  | \$297,520.00          |
| CN Funding Administration 1.5%           |  |                       |      |              |                  | \$29,750.00           |
| CN WSDOT/CA Review Fees                  |  |                       |      |              |                  | \$10,000.00           |
| Materials Testing 2%                     |  |                       |      |              |                  | \$39,670.00           |
| <b>Total Estimated Project Cost</b>      |  |                       |      |              |                  | <b>\$2,360,436.00</b> |
| <b>Assumptions:</b>                      |  |                       |      |              |                  |                       |
| 1.                                       | Tie into curb, gutter, east of Stafford Avenue.                                      |                       |      |              |                  |                       |
| 2.                                       | 10' wide multi-modal HMA paved pathway.  |                       |      |              |                  |                       |
| 3.                                       | Pathway section: 0.25' HMA over 0.25' CSBC   |                       |      |              |                  |                       |
| 4.                                       | 3.0' wide by 0.25' Basalt Rock Mulch rock surfacing buffer between curb and pathway. |                       |      |              |                  |                       |
| 5.                                       | 2' minimum pavement repair adjacent to new curb.                                     |                       |      |              |                  |                       |
| 6.                                       | Removal of sidewalk and obstructions in project bounds.                              |                       |      |              |                  |                       |
| 7.                                       | 12" storm drain line and type 1 catch basins.  |                       |      |              |                  |                       |
| 8.                                       | New storm drain line connected to existing storm drain.                              |                       |      |              |                  |                       |
| 9.                                       | Does not include illumination.   |                       |      |              |                  |                       |
| 10.                                      | Does not include utility pole relocation.  |                       |      |              |                  |                       |
| 11.                                      | Right of way acquisition and services not included or anticipated.                   |                       |      |              |                  |                       |





# StreetLight InSight® Proposal for HLA Engineering and Land Surveying/Origins and Destinations Study and Correlation of Crashes

**Proposed by:**

StreetLight Data, Inc.  
Caleb Klick, Account Executive, AEC  
[caleb.klick@streetlightdata.com](mailto:caleb.klick@streetlightdata.com)  
978 846 5645

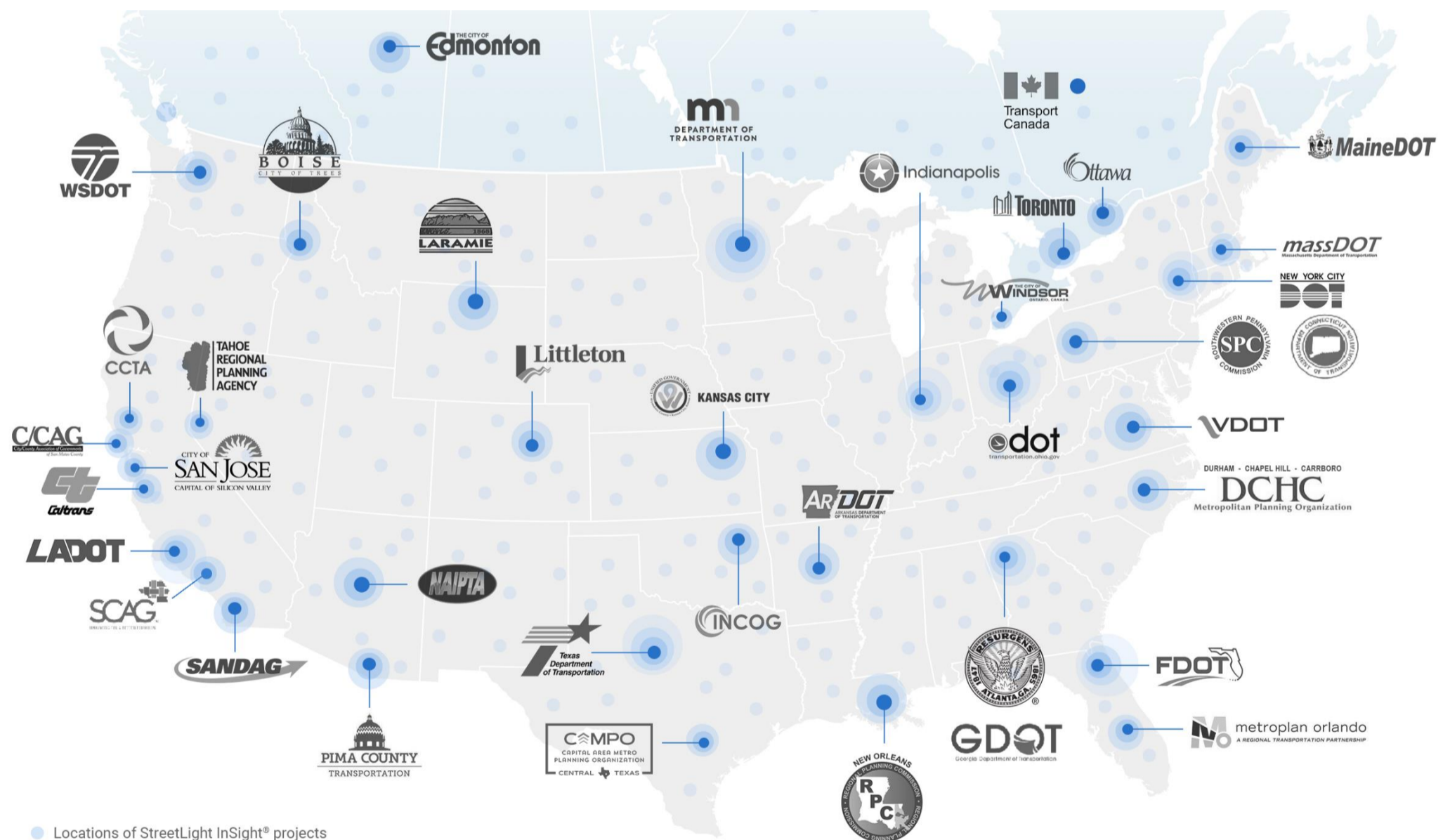


# ABOUT STREETLIGHT

StreetLight Data, Inc. (“StreetLight”) pioneered the use of Big Data analytics to shed light on how people, goods, and services move, empowering smarter, data-driven transportation decisions. StreetLight applies proprietary machine-learning algorithms and its vast data processing resources to measure travel patterns of vehicles, bicycles and pedestrians, accessible as analytics on the interactive StreetLight InSight® SaaS platform. StreetLight provides innovative digital solutions to help communities **reduce congestion, improve safe and equitable transportation, and maximize the positive impact of infrastructure investment.**

## Trusted by transportation agencies since 2011

With projects in 48 U.S. states and all 10 Canadian provinces, our Metrics have been used and validated by hundreds of public agencies, transportation consulting firms, and private companies. In addition, several state transportation agencies, MPOs and large cities, including Virginia DOT, Ohio DOT, Minnesota DOT, Washington State DOT, Massachusetts DOT, Maine DOT, Los Angeles DOT, and New York City DOT, have software-as-a-service subscriptions that allow them to run an unlimited number of analyses within their geography.



## What sets StreetLight apart

**Industry-leading Big Data Sources:** With over 10 years of history, StreetLight has the most robust historical data foundation and an unmatched empirical understanding of mobility. With a long history of routinely evaluating, benchmarking and picking the most reliable data sources, we have built a repository of several hundred sources that contribute to our Route Science® engine.

**On-demand Software - get quick access to data that makes decisions better:** The software-as-a-service subscription model allows your organization to run an unlimited number of analyses within your geography without incremental costs, making it affordable to collect data regularly and to study behavior changes over time. The easy-to-use software platform allows your team to independently run their own analytics on demand with specific, customized parameters (i.e., type of day, time of day, bicycle or vehicle trips, etc.). You can also prove out the efficacy of projects with data-driven insights to justify your decisions and demonstrate impact.

*StreetLight's leading mobility analytic solution enables transportation professionals to:*

- 1** Customize analyses on demand with **unparalleled training and support**
- 2** Analyze travel patterns for **any road, any mode, any day.**
- 3** Overlay **inferred trip and traveler attributes** as part of dynamic, interactive visualizations.
- 4** Leverage **Metrics that are continually validated** against traditional sources and by customers and third parties.





## How StreetLight InSight® Works

At the core of StreetLight's success is the StreetLight InSight® transportation analytics platform, powered by StreetLight's proprietary data processing engine, Route Science®:



### It begins with Big Data

Every month, StreetLight ingests, indexes, and processes vast amounts of location data from connected devices and the Internet of Things, then adds context from numerous other sources like parcel data and digital road network data – to develop a view into North America's complex network of roads, bike lanes and sidewalks.



### Route Science®, more data, and validation

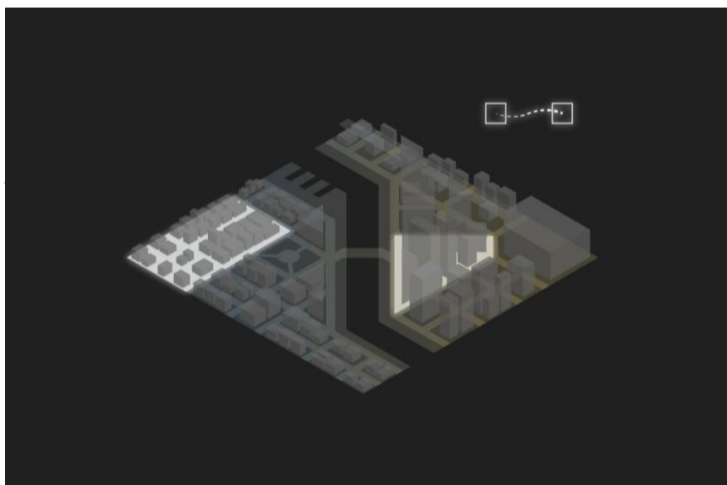
Next, StreetLight's proprietary data processing engine, Route Science®, algorithmically transforms trillions of location data points over time into contextualized, aggregated, and normalized travel patterns. StreetLight validates them using thousands of traffic counters and embedded sensors.



### Result: Multimode Metrics for millions of roads and census blocks

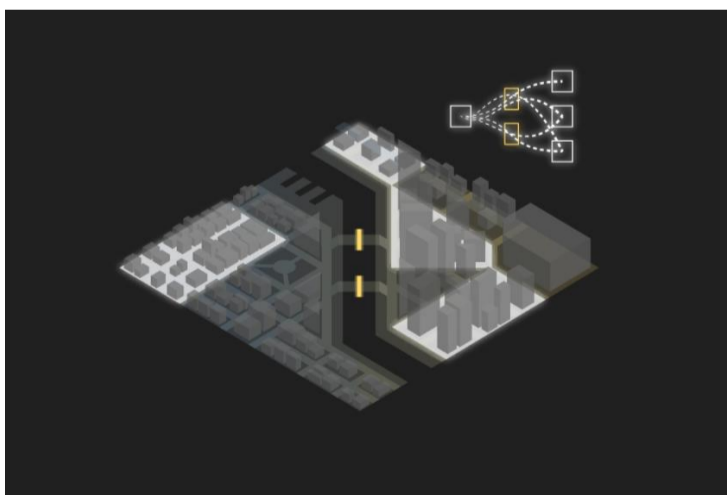
Route Science® then normalizes and aggregates the data into analytics, delivering unique insights into how vehicles, trucks, bicycles, pedestrians, buses, and more move throughout the transportation network.

Accessible via StreetLight InSight®, the world's first on-demand web platform for transportation, users can analyze, visualize, and compare travel patterns at multiple spatial levels.



### Analyze traffic between geographic zones or mobility Metrics for any road in a few clicks

Select locations or draw your own "zones" and analyze travel patterns between them. Study cohorts of trips that originate in, have destinations in, or pass through the zones. Place a gate on a road — or 50,000 roads — and obtain Metrics for trips passing through each gate. AADT traffic counts, average travel distances, and top origins and destinations are a few clicks away, saving customers thousands of hours in data collection, organization, synthesizing, and modeling.



### Diagnose and solve complex transportation problems

StreetLight InSight® consolidates and visualizes complex Multimode traffic patterns that help transportation professionals tackle their planning goals and challenges. With on-demand historic data for before-and-after comparisons, StreetLight provides users with a powerful validation tool – empirical findings visualized, and ready to share with constituents.

# STREETLIGHT SUBSCRIPTION

## Mode Packages

This proposal details a Mode Packages subscription for HLA Engineering and Land Surveying for the Origins and Destinations Study and Correlation of Crashes project to StreetLight InSight®. The Mode Packages Subscription allows you to run an unlimited number of StreetLight InSight® analyses during the 6 month time period within your chosen study area(s). All Metrics will be included<sup>1</sup>.

| Modes Included |
|----------------|
| All Vehicles   |

## Subscription Fee





Mode Packages Subscription Fees are dependent upon the number of modes and the number of Traffic Analysis Zones (TAZs)<sup>2</sup> within a study area. For this proposal, the study area is assumed to be made up of 1 TAZ.

| Subscription Fee        |                          |                |
|-------------------------|--------------------------|----------------|
|                         | ITEMS                    | COST           |
| <b>SUBSCRIPTION</b>     |                          |                |
| # of TAZs               | 1                        |                |
| Modes                   | All Vehicles             | \$3,000        |
| Metrics                 | ALL <sup>1</sup>         |                |
| ADDITIONAL ANALYSES     | O/D by Pre-set Geography | \$600          |
|                         | Home/Work Locations      |                |
| <b>ADDITIONAL ITEMS</b> |                          |                |
| SUPPORT                 | Premium Support          | \$4,500        |
| <b>ACCESS</b>           |                          |                |
| TERM LENGTH             | 6 months                 |                |
| USER SEATS              | 5                        |                |
| API                     | No                       |                |
| <b>TOTAL</b>            |                          | <b>\$8,100</b> |

STREETLIGHT INSIGHT®

## Mode Packages Proposal

All subscriptions include\*:

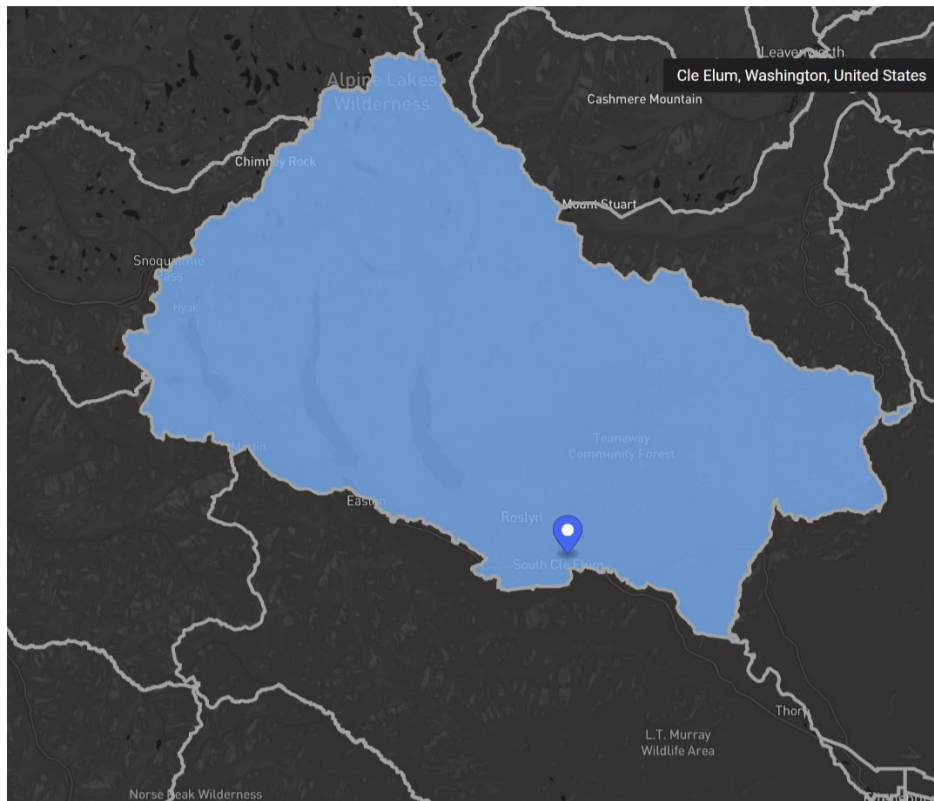
-  Interactive dashboard
-  Project sample size and calibration feature
-  Time period settings including Day Types, Day Parts, Monthly Data Period, 15-minute bin day parts
-  Standard Support, eLearning Training Portal and live trainings, Help Center

\*where applicable

Customer is responsible for all applicable taxes. Subscription fees are payable at time of purchase. This quote is valid until August 18, 2023

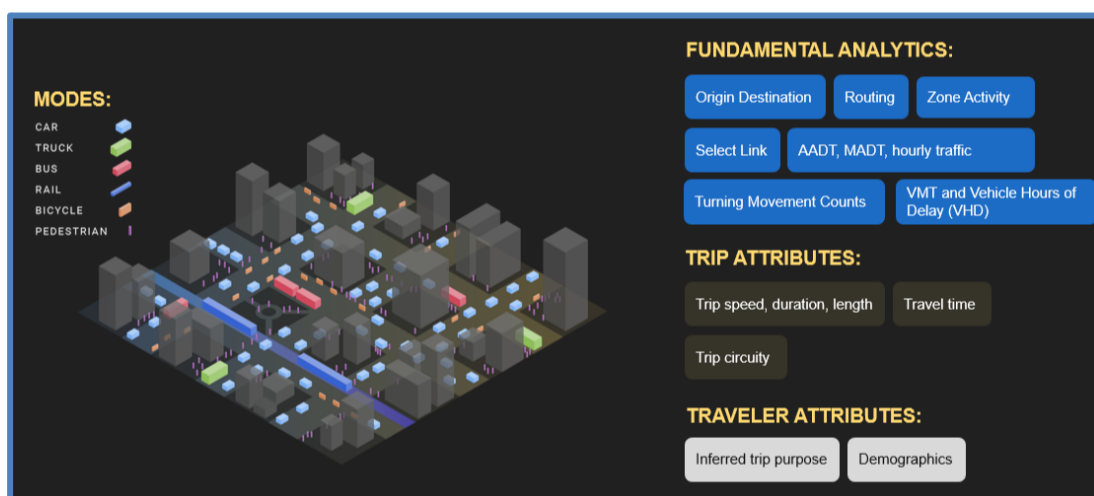
<sup>1</sup> Trips to or from Pre-set Geography and Home and Work Locations analyses are excluded for subscriptions with <25 TAZs

<sup>2</sup> TAZ is defined as U.S. Census Traffic Analysis Zone



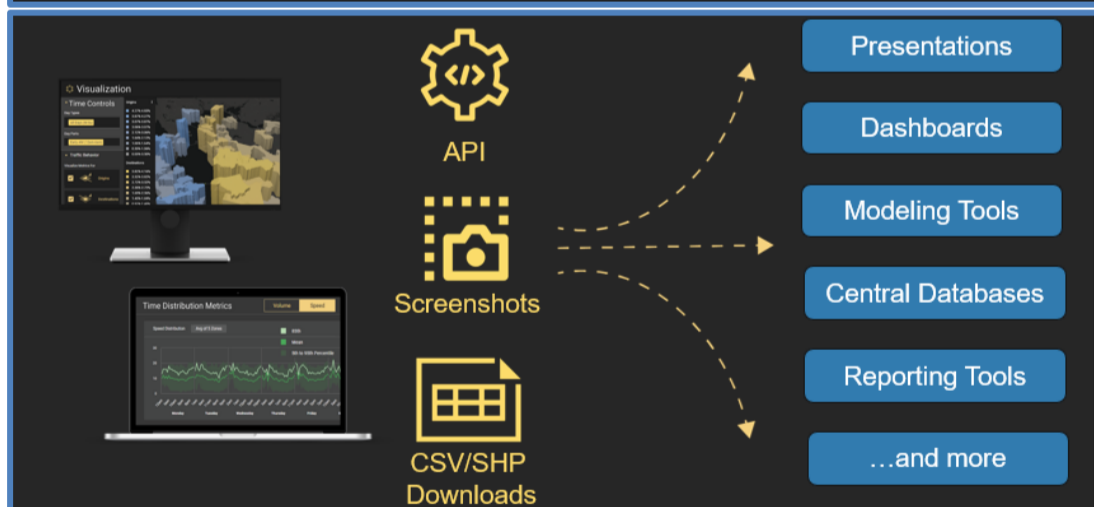
Defined study area based on 1 number of TAZs

*StreetLight provides subscription-based licenses to our products, for use by transportation agencies, engineering firms and others. For both agencies and engineering firms seeking to purchase a StreetLight subscription, please note that StreetLight is a vendor and not a professional services firm. StreetLight InSight® subscriptions may not be purchased through time and materials contracts and usage is subject to a standard StreetLight End User License Agreement.*



### StreetLight's platform provides users with 24/7 access to transportation analytics in U.S. and Canada

**Fundamental analytics** include Origin Destination, Routing, Zone Activity, Select Link, AADT, MADT, hourly traffic, Turning Movement Counts, VMT and Vehicle Hours of Delay. **Trip attributes** include Trip speed, duration, length, travel time, trip circuitry. **Traveler attributes** include inferred trip purpose, demographics.



### Integrate StreetLight into your workflow

All Metrics are available as .shp files, CSV files, and visualizations. Download analysis results in whichever format you choose to plug directly into your presentations, dashboards, modeling tools, central databases, reporting tools, and more. You can also export analyses directly from StreetLight InSight® to ArcGIS Online to seamlessly visualize Metrics in ArcGIS apps.

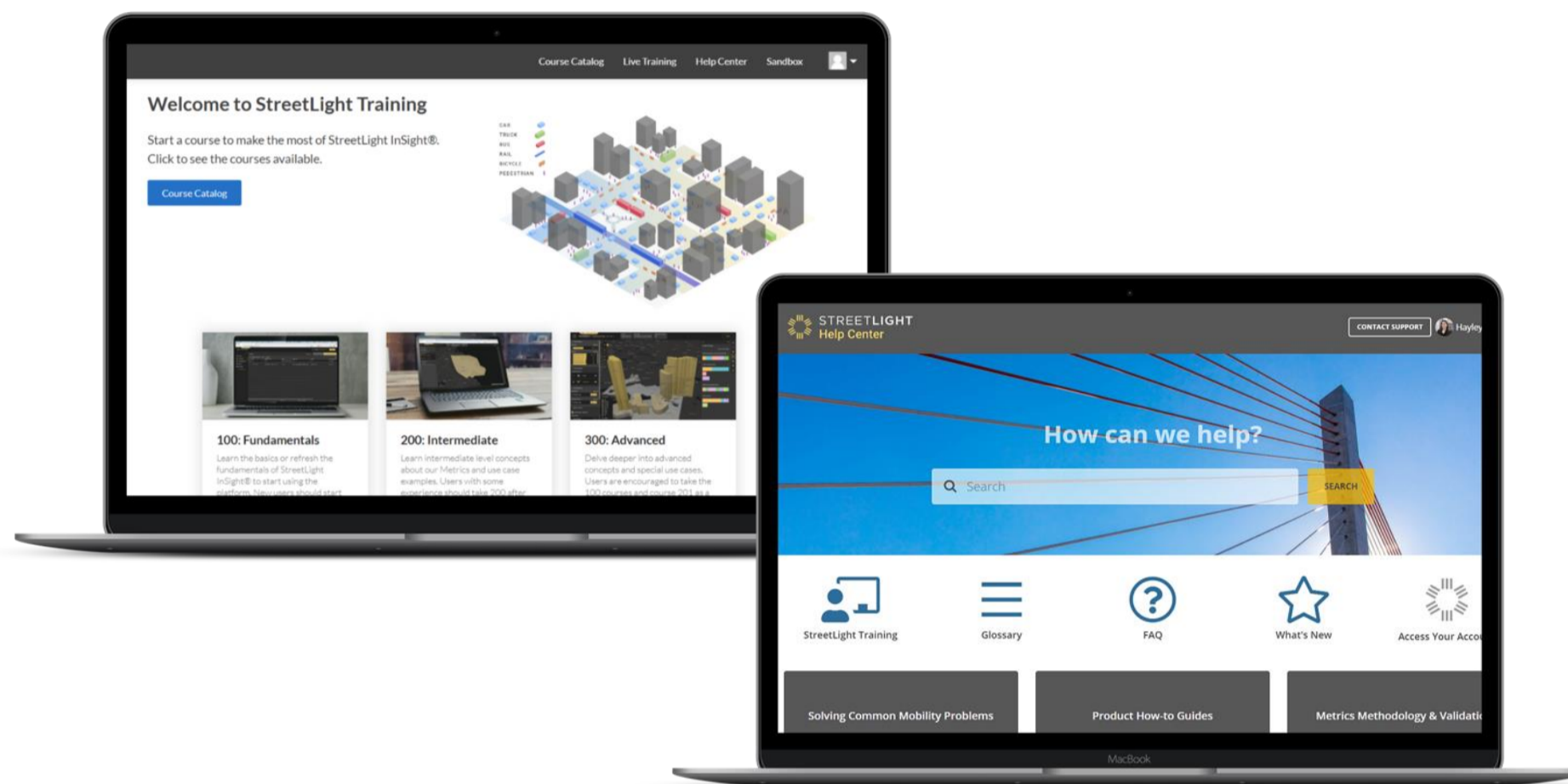
### Self-paced Onboarding & Training

All users will have access to on-demand eLearning courses and live sessions via the StreetLight Training Portal, as well as in-app guidance. The guided eLearning courses include customized learning paths that introduce users to specific topics in bite-sized units, while the interactive live trainings offer in-depth group training sessions that tackle fundamentals, tips and tricks, and more advanced topics.



### **Standard Support & Help Center**

All users will have access to the StreetLight Help Center, a comprehensive online resource with 250+ articles that feature FAQs, best practices, tips and tricks, and more. StreetLight's Support Team is also available to answer questions users have on a day-to-day basis. The Support Team can be contacted via a Help Center form, and team members are available during normal business hours across all time zones in Continental North America. Standard Support initial response times are up to one business day. Customers that prefer rapid responses and prioritized tickets can consider StreetLight's Premium Support offering as detailed below.

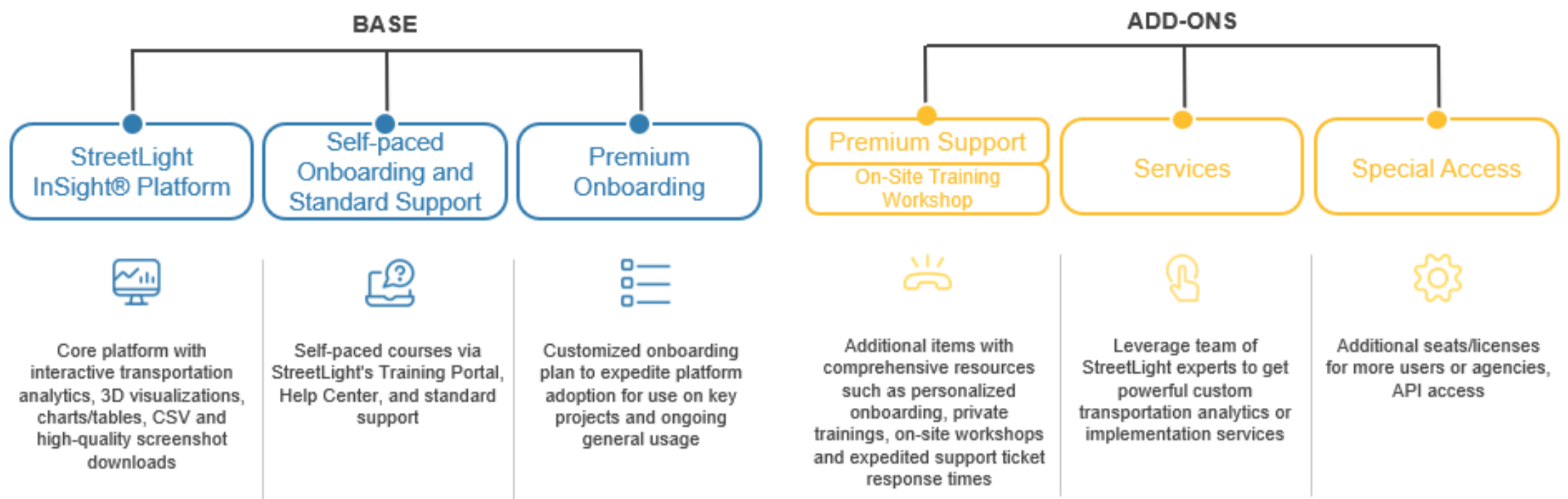


### **StreetLight Summit and User Group Meetings**

StreetLight holds User Group Meetings and a virtual StreetLight Summit. These events provide opportunities for users from across different public agencies and engineering firms to present use cases and share examples about lessons learned from use of the StreetLight InSight® software. Training sessions, product roadmap “sneak peeks,” and feedback sessions also occur.

### **Add-Ons**

Our priority is your success utilizing StreetLight to get quick access to quality data-driven insights to inform your projects. In addition to the standard support and resources above, we also provide add-on Services, Customer Care and Product options to help accelerate your organization's time to value.



### **Services**

For solutions that require custom implementation support or analysis with customized parameters not available in the StreetLight InSight® platform, work with our Services team to leverage StreetLight experts to get powerful custom transportation analytics or implementation services to uplevel your project reports.

### **Premium Support**

Premium Support allows your agency to get top-tier attention with advanced support and our fastest response times so you can focus on managing transportation. This includes direct access to a highly-trained dedicated technical expert who can ensure high quality coverage for issues and faster response time and follow-up with prioritized case management (up to 4 hours during Support hours of 8am – 8pm ET, Monday - Friday), helping you get resolved issues prioritized faster to continue working on key projects.

# APPENDIX: GLOSSARY OF STREETLIGHT TERMS

**Analysis:** A “run” or “query” within StreetLight InSight®. The user selects zones, a project type, and project options for each project, then runs the project by clicking “confirm.”

**Analysis Options:** Available for most project types. These allow the user to configure options, such as day parts, day types, or data source, before running an analysis.

**Commercial Vehicle Segmentation:** Medium-Duty Trucks = 14,000 – 26,000 lbs., Heavy-Duty Trucks > 26,000 lbs.

**Core Transportation Behavior Metrics:** They include Origin-Destination, Origin-Destination with Middle Filter, Origin-Destination with Preset Geographies, Zone Analysis, Trip Attributes, Traveler Attributes, and Home and Work Locations.

**Data Period:** Months to analyze. Availability of data periods may vary based on mode of travel.

**Day Part:** Grouping of hours-of-the-day for an analysis. 15-minute bin day parts are available to analyze more granular metrics. If defaults are not appropriate, users can customize these values.

**Day Type:** Grouping of days-of-the-week for an analysis. If defaults are not appropriate, users can customize these values.

**Home and Work Locations:** Inferred probable home and work locations for composite groups of people aggregated to 1km X 1km grids, Census Block Groups, ZIP Codes, metropolitan areas, and states.

**Intersection:** Contains three or four “gates” that serve as zones. This is only available in the Turning Movement Counts analysis type.

**Origin-Destination Matrix:** Relative volume and average travel time of commercial and personal trips between origin and destination zones. Users may enter both origins and destinations of their choice or use a standard geography such as “all ZIP Codes.”

**Origin-Destination through Middle Filters (combine with O-D for Routing):** Relative volume and average travel time of trips that pass through middle-filter zones, or links, when traveling between origin and destination zones.

**Peak Hour Factor:** Compares the busiest 15-minutes to the average 15-minute volume during the peak hour, indicating how consistent traffic volume is during the peak hour.

**Segment Analysis:** Provides the relative volume, speed percentiles including 85<sup>th</sup> percentile, average speed, travel time, VMT/VKT, vehicle hours of delay (VHD), and free flow speed of trips through corridors.

**Vehicle Hours of Delay (VHD):** Is a measure of congestion and is calculated as the estimate of hours of travel in free flow speed subtracted from the hours of travel in congested speed.

$VHD = (VMT / \text{Congested Speed (Average Segment Speed) [MPH]}) - (VMT / \text{Free Flow Speed [MPH]})$

**Vehicle Miles of Travel (VMT):** It is a measure of highway travel demand and is calculated as the number of vehicles using a segment of highway multiplied by the length of the highway. Also, measured from trip metrics by multiplying the trips between Origins and Destinations by the average trip length of the trips.

**Free Flow Speed:** The maximum Average Segment Speed in any one hour of the day in the data period.

**Specific Date:** The ability to run single days as an analysis or different “collections” of days as a new day type. This feature also allows you to exclude certain days.

**StreetLight AADT:** Estimate of average annual daily traffic in 2021 (U.S.). You can also access historic AADT from 2017, 2018, 2019, and 2020 (U.S. and Canada). (Note: This Metric is provided as an estimated count based on 365 days of data. It is derived from multiple data sources, including both navigation-GPS and Location-Based Services data). StreetLight AADT Metric provides year-over-year comparability across the 2019-2021 data periods.

**Traveler Attributes:** Inferred Trip purpose (Home-, Work-, or Other-based combinations), Demographics of Travelers (Race/Ethnicity, Foreign Born, Limited English Proficiency, Disability Status, Education Status, Household Income, Household Size/Family Status, Housing Tenure, Units in Structure, Vehicle Ownership).

**Turning Movement Counts:** Provides intersection volumes with 15-minute granularity, Peak Hour Factor, Peak AM/PM Metrics,



and more.

**Trip Attributes:** Travel time, trip length, trip speed, trip circuitry. Trip Attributes Metrics are provided as an average and as a distribution of values into customizable bins.

**Trip Circuitry:** The average and distribution of circuitry for trips between zones, or at a zone. Circuitry is defined as (length of trip) / (crow's flight distance between start and end point).

**Travel Time (seconds):** The average and distribution trip time in seconds for trips between zones, or at a zone.

**Trip Length (miles):** The average and distribution trip length in miles for trips between zones, or at a zone.

**Trip Speed (mph):** The average trip and distribution speed in miles per hour for trips between zones, or at a zone.

**Trips to or from Preset Geography Analysis:** Origin-Destination by ZIP Code, Census Block Group, or Census TAZs, to a corresponding set of zones. This analysis type is ideal if you don't know your full zone matrix, and instead want to see how a set of zones relates to standard geographies.

**Zone Activity Analysis:** Relative volume of trips that originate in, have destinations in, or pass through each zone analyzed.

**Zone Library:** The Zone Library is a feature that lets you choose zones you want to analyze from a map without having to draw or upload zones into zone sets. This includes OSM Line Segments, Standard Areas (U.S. Zip Codes, U.S. Census Block Groups, U.S. Traffic Analysis Zones, U.S. Census Tracts, U.S. Cities and Counties, Canada Dissemination Areas, Canada Census Tracts, Canada Census Subdivisions), and Rail (Rail Agencies, Rail Lines, Rail Line Segments, and Rail Stations).

**Zone Traffic:** StreetLight trip value representing the volume of all trips at a zone. Depending on whether the zone is pass-through or not, this will represent trips that pass through the zone, or trips that start or end in the zone.





Work Items:

| Item #   | Description  | City Staff | HLA | Desc of Costs  | Rounded Cost for Task Order |
|--|--|------------|-----|--|-----------------------------|
| 1  | Internal team meeting - City Staff & HLA   |            |     | Sharing the project in the 2017 Pedestrian and Bicycle Plan as catalyst, continued interest in City Safety Plan. 2.5 hour meeting with City Staff, City Leadership, HLA Planner, and HLA City Engineer. Travel time and mileage for meeting, prep for materials, meeting coordination. | \$2,750                     |
| 2  | Meeting to introduce the City Council and public about the purpose and need for the pre-planning |            |     | Sharing the project in the 2017 Pedestrian and Bicycle Plan and City Safety Plan. 1.0 hour presentation to City Council and public during regularly scheduled City Council Meeting, HLA Planner. Travel time and mileage for meeting, prep for materials, meeting coordination.        | \$1,650                     |
| 3  | Two one-hour Burlington Northern Sante Fe Railway (Zoom discussions)                             |            |     | 3.1 Meeting 1 - Sharing the project in the 2017 Pedestrian and Bicycle Plan and City Safety Plan, 1.0 hour presentation and discussion City Staff and HLA Planner. No travel time or mileage for meeting, prep time for materials, and meeting coordination.                           | \$1,150                     |
|  |  |            |     | 3.2 Meeting 2 - 1.0 hour catch-up discussion and potential next step discussion BNSF Rep, City Staff, and HLA Planner. No travel time or mileage for meeting, prep time for materials, and meeting coordination.   | \$1,050                     |
| 4  | Two one-hour WSDOT (Zoom discussions)  |            |     | 4.1 Meeting 1 - Sharing the project in the 2017 Pedestrian and Bicycle Plan and City Safety Plan, 1.0 hour presentation and discussion WSDOT Reps, City Staff, and HLA Planner. No travel time or mileage for meeting, prep time for materials, and meeting coordination.              | \$1,150                     |
|  |  |            |     | 4.2 Meeting 2 - 1.0 hour catch-up discussion and potential next step discussion WSDOT Reps, City Staff, HLA Engineer, and HLA Planner. Travel time and mileage for meeting, prep time for materials, and meeting coordination.   | \$1,050                     |
| 5  | Two two-hour Kittitas County discussions   |            |     | 5.1 Meeting 1 - Sharing the project in the 2017 Pedestrian and Bicycle Plan and City Safety Plan, presentation and discussion with City Staff, County Staff, HLA Engineer, and HLA Planner. Travel time and mileage for meeting, prep time for materials, and meeting coordination.    | \$2,050                     |
|  |  |            |     | 5.2 Meeting 2 - catch-up discussion and potential next step discussion City Staff, County Staff, HLA Engineer, and HLA Planner. Travel time and mileage for meeting, prep time for materials, and meeting coordination.  | \$2,750                     |
| 6  | Right of way records purchase, contact owners, and facilitate group meeting                      |            |     | 6.1 Research and purchase right of way reports, create exhibit for sharing.  | \$15,000                    |
|  |  |            |     | 6.2 Meeting - Coordinate group meeting to present potential project, gather property owner opinion, discussion with property owners, City Staff, and HLA Planner. No Travel time and mileage for meeting, prep time for materials, and meeting coordination.                           | \$3,250                     |
| 7  | Write up of meetings and conclusion to include challenges and positive feedback                  |            |     | Report with meeting highlights, ongoing questions, willingness of all partners to either move forward or choose not to proceed, summary of challenges and strategies. Identification of next steps and how to potentially fund the next steps.   | \$5,250                     |
| 8  | Meeting to report pre-planning efforts to the City Council and public                            |            |     | 1.0 hour presentation to City Council and public during regularly scheduled City Council Meeting, City Staff and HLA Planner. Travel time and mileage for meeting, prep for materials, meeting coordination.   | \$1,250                     |
| <b>Total Potential Cost for Pre-Planning Efforts</b> |  |            |     |  | <b>\$38,350</b>             |

The City will support this as a long-term pre-planning project. This pre-planning effort will need to be adjusted for years beyond this 2024-based cost estimate.

# Proposal

Date: July 25, 2023  
To: Deb LaCombe, HLA  
From: Daniel Dye & Kendra Breiland, Fehr & Peers  
Subject: **Cle Elum Safety Plan Origin and Destination Analysis Using Streetlight Data-Proposed Scope**

*P23-0139*

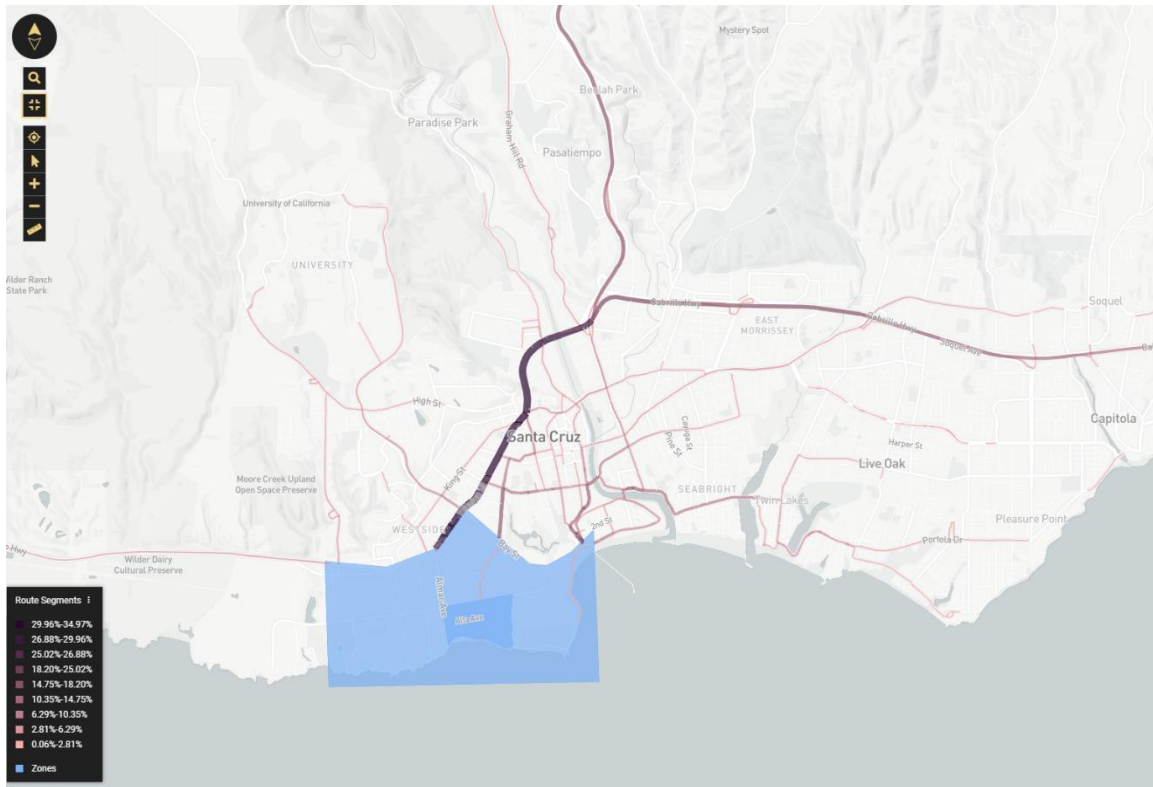
HLA is working with the City of Cle Elum on their Transportation Safety Plan. As part of that plan, HLA requested two proposed scope and fee proposals for Fehr & Peers. Please note that the scope and fee included below is based on current billing rates, updated rates will need to be applied if the proposal is accepted after 2023.

## **Project 1: Origin and Destination Study for Problematic Corridors**

Using the City of Cle Elum's license for Streetlight data, Fehr & Peers will extract origin and destination data for up to four locations identified as problematic corridors in the Safety Plan. This analysis will help Cle Elum better understand the travel patterns of travelers through the emphasis locations. Fehr & Peers will provide separate maps for each origin and destination analysis.

Fehr & Peers will also use the Streetlight Data to provide a "select link" analysis, which will show the top routes of travelers through the problematic corridors. Streetlight data for select link analysis will be displayed using Streetlight's default visualization style as the effort to export and import into GIS is cost prohibitive (see screenshot below created for another jurisdiction for an example of the Streetlight default visualization style).

Fehr & Peers can also use the Kittitas County Travel Demand Model to inform how changes in development patterns may change the origins and destinations identified in the Streetlight data. This information will be less quantitative but will provide a broad description of how travel patterns may change if the modeled housing and employment growth occurs over the next two decades.



## Assumptions

1. The City of Cle Elum will maintain a license for and provide Fehr & Peers access to the Streetlight data necessary for this study
2. No more than four locations will be analyzed

## Deliverables

- Up to eight maps showing origins and destinations for each problematic corridor
- Up to four Streetlight default maps for select link analysis
- Short tech memo describing the analysis and broad travel pattern changes identified in the Kittitas County Travel Demand Model

## Fee

Fehr & Peers proposes to complete this work on a time & materials basis for a total not to exceed \$20,000, with rates updated if this project commences after 2023.



## **Project 2: Traffic Analysis for Known Short- and Mid-Term Developments**

The second proposed project will examine the effects of known short- and mid-term developments on the problematic corridor locations. Fehr & Peers will review existing Traffic Impact Analyses or EIS reports for known developments (provided by the City) or other pipeline land use information from the City. We will compare these developments to the existing base and future year land use included in the Kittitas County Travel Demand Model. Up to two future year model runs will be completed, with land use updates as needed. The new model runs will allow us to compare differences in travel patterns and traffic volumes affecting the problematic corridor locations.

A short tech memo and graphics for each model run/problematic corridor location will detail the results of this analysis.

### **Assumptions**

- City to provide all impact analysis documents and other foreseeable development land uses to Fehr & Peers
- Graphics will be pulled from the travel demand model and will not be enhanced

### **Deliverables**

- Short tech memo detailing the analysis
- Up to 8 graphics will be pulled from the model (includes two model runs, up to 4 locations each)

### **Fee**

Fehr & Peers proposes to complete this work on a time & materials basis for a total not to exceed \$15,000, with rates updated if this project commences after 2023.