2026

SAFETY ACTION PLAN

SAFE STREETS AND ROADS FOR ALL (SS4A)

Prepared By: HLA

CITY OF CLE ELUM
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(509) 674-2262
https://cleelum.gov/

CITY ADMINISTRATION
Robert Omans, City Administrator
Mathew Bailey, Public Works Director
Debbie Lee, City Clerk

CITY COUNCIL MEMBERS
Matthew Lundh, Mayor
Position 1 – Cassidy Buechle-Curtis
Position 2 – Ken Ratliff
Position 3 – Beth Williams
Position 4 – Jon Cornelius
Position 5 – Steven Harper
Position 6 – Steven Cook
Position 7 – Audrey Malek

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Questions about this report:
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City of Cle Elum Public Works at (509) 674-2262 or email City Administrator, Rob Omans, at romans@cleelum.gov

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PREPARED BY:
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Executive Summary

In 2024, the City of Cle Elum passed Resolution 2024-021 committing to the goal of zero deaths and serious injuries on its streets and roads by the year 2030, consistent with the Washington State Target Zero program. This initiative builds on the City's prior safety efforts, which began with the adoption of a Complete Streets Policy in 2016 (Cle Elum Municipal Code (CEMC) Chapter 10.40) The City acknowledges that fatal and serious injury traffic crashes are preventable. Between 2015 and 2023, Cle Elum had 1 fatal and 7 serious injury crashes. The City's commitment to reducing these crashes launched a comprehensive safety effort beginning with this document, the Cle Elum Safety Action Plan, using data analysis and community engagement to identify the issues on the City's road network and developing a set of actions and strategies to solve them. The Cle Elum Safety Action Plan will serve as a guiding model for the City's approach to transportation safety, one that is data-driven and collaborative, to provide safer streets for residents and visitors.

The Cle Elum Safety Action Plan is funded by the Federal Highway Administration (FHWA)'s Safe Streets and Roads for All (SS4A) grant program. The total grant award was used to develop both this comprehensive Safety Action Plan and an ADA Self Evaluation and Program Access Plan, which included a comprehensive inventory and condition assessment of the City's transportation facilities and rights of way providing access to public facilities. The Cle Elum Safety Action Plan includes all SS4A Action Plan Components, as outlined in the Notice of Funding Opportunity (NOFO):

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collab
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

Each of these key components will be addressed in greater detail in the Safety Action Plan.

Safe Streets and Roads for All (SS4A) is a discretionary program established by the 2021 Infrastructure Investment and Jobs Act (IIJA) to fund regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the development of comprehensive safety action plans that identify a community's most significant roadway safety concerns and guide the implementation of projects, policies, and strategies to address roadway safety issues. Cle Elum's Safety Action Plan fulfills the requirements of the SS4A program by identifying and addressing significant roadway safety concerns within the community.

Safety Action Plans are the first step toward identifying roadway safety projects and are required to secure future federal funds for roadway safety projects. The Safety Action Plan establishes a practicable strategy to achieve a public commitment toward a goal of zero fatalities and serious

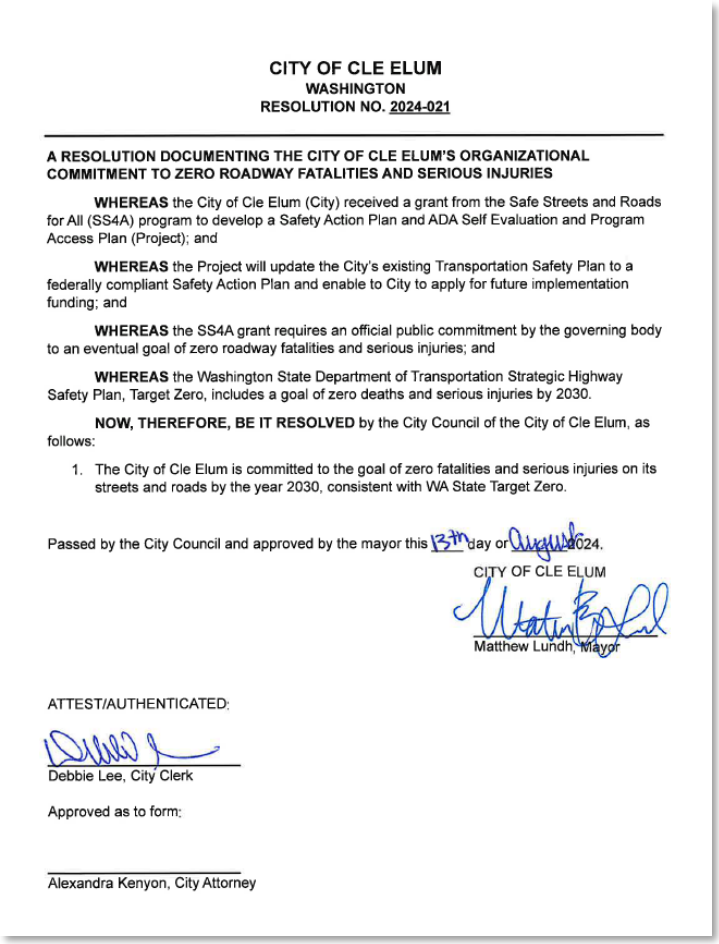
injuries in the transportation system. The SS4A program requires the development of comprehensive Safety Action Plans that identify a community's most significant roadway safety concerns and guide the implementation of projects and strategies to address these roadway safety issues.

Cle Elum's Safety Action Plan identifies roadway safety issues, prioritizes safety projects, and recommends future street safety initiatives. The Safety Action Plan establishes a practicable strategy to achieve the City's committed goal of zero fatalities and serious injuries. The Safety Action Plan was formed by a thorough analysis of crash data, demographics, and roadway characteristics to identify areas of need and equitably develop safety recommendations for the city. The Safety Action Plan was further informed by partnerships established with the public, stakeholders, and a Steering Advisory Committee. Throughout the development of the Safety Action Plan, the project team communicated data and findings to these groups and solicited feedback to collaboratively develop street improvement projects intended to meaningfully reduce crashes and create safer conditions for those who live in, work in, and visit Cle Elum.

Leadership Commitment and Goal Setting

SS4A Guidance: An official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, metropolitan planning organization [MPO], Policy Board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

1. The target date for achieving zero roadway fatalities and serious injuries, OR
2. An ambitious percentage reduction of roadway fatalities and serious injuries by a specific dated with an eventual goal of eliminating roadway fatalities and serious injuries.



CITY OF CLE ELUM
WASHINGTON
RESOLUTION NO. 2024-021

A RESOLUTION DOCUMENTING THE CITY OF CLE ELUM'S ORGANIZATIONAL COMMITMENT TO ZERO ROADWAY FATALITIES AND SERIOUS INJURIES

WHEREAS the City of Cle Elum (City) received a grant from the Safe Streets and Roads for All (SS4A) program to develop a Safety Action Plan and ADA Self Evaluation and Program Access Plan (Project); and

WHEREAS the Project will update the City's existing Transportation Safety Plan to a federally compliant Safety Action Plan and enable to City to apply for future implementation funding; and

WHEREAS the SS4A grant requires an official public commitment by the governing body to an eventual goal of zero roadway fatalities and serious injuries; and

WHEREAS the Washington State Department of Transportation Strategic Highway Safety Plan, Target Zero, includes a goal of zero deaths and serious injuries by 2030.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Cle Elum, as follows:

1. The City of Cle Elum is committed to the goal of zero fatalities and serious injuries on its streets and roads by the year 2030, consistent with WA State Target Zero.

Passed by the City Council and approved by the mayor this 13th day of August 2024.

CITY OF CLE ELUM

Matthew Lundh, Mayor

ATTEST/AUTHENTICATED:

Debbie Lee, City Clerk

Approved as to form:

Alexandra Kenyon, City Attorney

The WA State plan relies on a Safe System Approach, which will be mirrored in Cle Elum. The Safe System Approach includes the following six elements:

- **Safer Road Users.** All road users engage in proactive safe behaviors, including paying attention, being visible, and following traffic laws. Road users also avoid high risk behaviors that lead to crashes and the potential for serious or fatal injury.
- **Safer Land Use Planning.** Understanding where people will live, work, attend school, and shop, authorities plan for shorter vehicle travel distances and safe travel using all modes, including active transportation, transit, and private and shared vehicles.
- **Safer Speeds.** Recognizing that crash forces increase exponentially with speed, transportation officials reduce drivers' operating speeds through self-enforcing road designs that encourage speeds that are safe for the road context and for all anticipated road users. Motor vehicle drivers' speeds are also managed through safer vehicles design, driver education, and proactive enforcement.
- **Safer Roads.** Transportation facilities are designed and built to separate users in time and space, manage speeds, and reduce crash impact angles at locations where road users are most likely to come into conflict. Facilities are designed and built to support safe travel using all modes: walking, rolling, biking, riding, driving, and transit.
- **Safter Vehicles.** Vehicles are designed and built to keep all road users inside and outside of the vehicle safe. This includes reduced vehicle mass, speed control, shapes that reduce injury severity for road users outside of the vehicle, active collision avoidance, technology

that supports sober and attentive driving, increased visibility, and effective occupant protection.

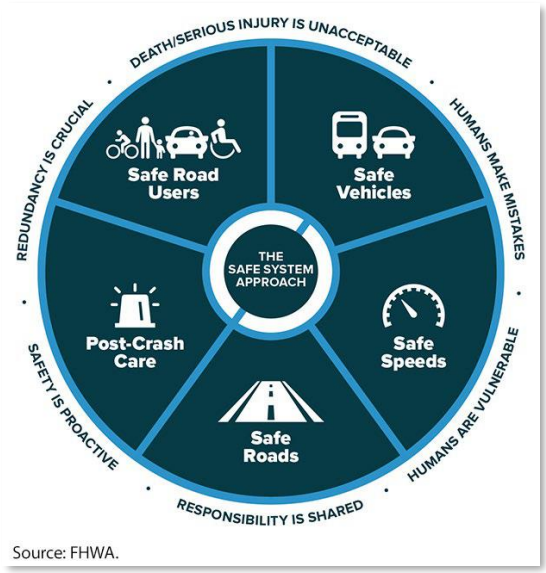
- **Effective Post-Crash Care and Response.** First responders can arrive quickly at a crash scene and address the most imminent threats to life and health, limiting serious injury severity when a crash occurs. Investigations and data collection inform all system partners to reduce recurrences of crashes resulting from lapses in any of the Safe System elements.

Resolution

The City of Cle Elum is committed to the eventual goal of zero roadway fatalities and serious injuries. As noted in the Executive Summary, the City Council passed Resolution 2024-021 on August 13, 2024. This Resolution documents Cle Elum's commitment to zero roadway fatalities and serious injuries on its streets and roads by the year 2030, consistent with WA State's Target Zero.

Target Zero

Target Zero is the Washington State Department of Transportation's (WSDOT) Strategic Highway Safety Plan. The plan's goal is to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030. It also serves as the state's Strategic Highway Safety Plan.



Source: FHWA.

Safe System Approach

To achieve zero fatalities and serious injuries on roadways in Cle Elum, it is important to adopt a Safe System approach, as defined by the Federal Highway Administration (FHWA). This framework recognizes that people are prone to error and have limited tolerance for crash impacts. In a Safe System, mistakes should never result in death or serious injury. Key strategies of the Safe System approach include designing road infrastructure to minimize risks, managing safe speeds, and reducing injury severity in case

Planning Structure

SS4A Guidance: A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation and monitoring (Transportation Task Force).

The Transportation Task Force is composed of 4 members from the public, one staff member, and the consultant team who met on several occasions to review and provide recommendations to the Council.

The Transportation Task Force held an introductory meeting on May 28, 2025. The advisory team members were provided background information on the project, funding sources, and the desired outcome. Results of the previous survey were reviewed and discussed.

Prosser Staff	Consultant Team
Mathew Bailey, Public Works Director	Joseph Calhoun, Planning Supervisor
Public	Mike Heit, PE, Principal
Daniel Boe	Stephanie Ray, PE
Michael Day	Kassidy Yates, Intern
Lori Nevin	Jamison Enos, Planner 1
Craig Schermerhorn	

Safety Analysis

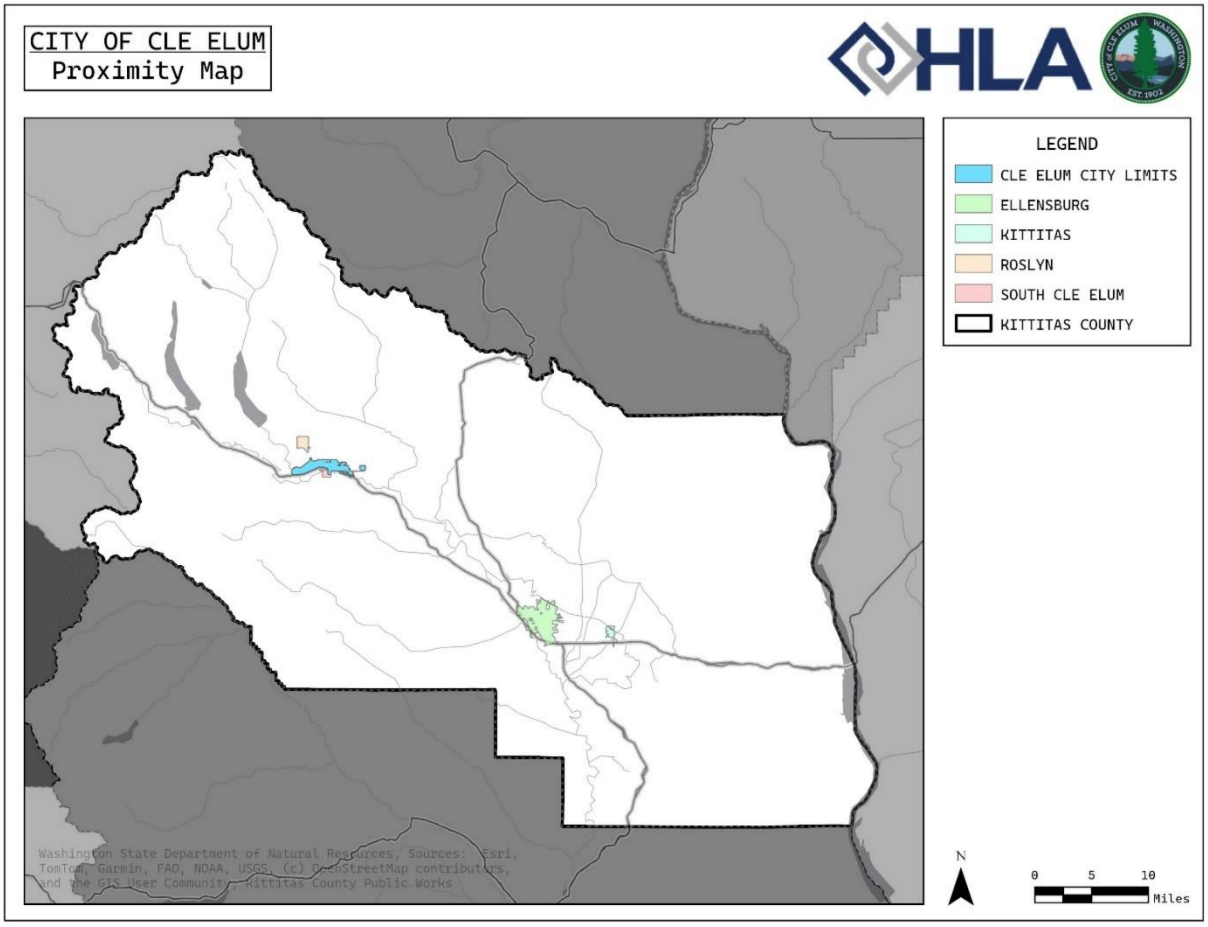
SS4A Guidance: Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across the City of Cle Elum. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, pedestrians, transit users, etc.) Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics and structural issues). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

Geography and Climate

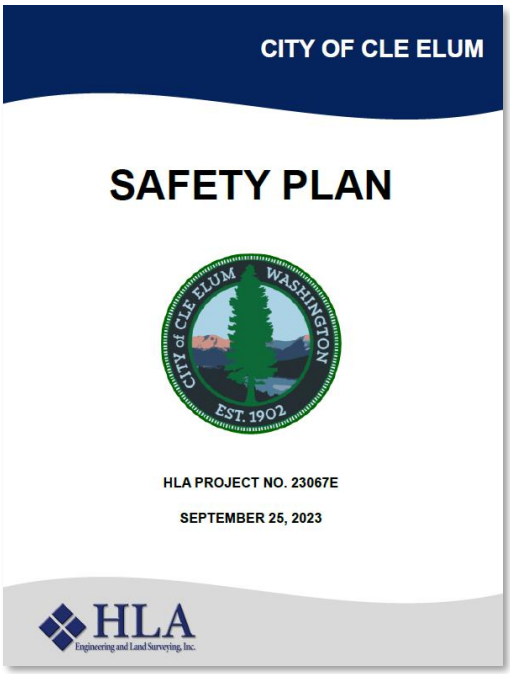
The Cle Elum is located on the eastern slopes of the Cascade Mountains in northern Kittitas County, approximately 30 miles east of Snoqualmie Pass. Interstate 90 (I-90) and the Yakima River pass through Cle Elum. Access to Cle Elum is provided by three I-90 exits at Bullfrog Road (Exit 80), Oakes Ave (Exit 84), and the Highway 903/Highway 970 junction (Exit 85). The Oakes Ave exit only provides ingress from westbound I-90 and egress to eastbound I-90, which limits the usage of this centrally located exit.

The majority of Cle Elum lies between the elevations of 1,890 and 2,170. Annual precipitation in the area averages 22.1 inches. The average monthly temperatures range from a minimum of 18°F in January to a maximum of 83°F in July.

Founded in the 1870s, Cle Elum was incorporated in 1902 and is currently the second largest city in Kittitas County.



City Safety Plan



In 2023, the City of Cle Elum updated its Washington State Department of Transportation (WSDOT) Safety Plan. Previous versions of the City Safety Plan reviewed and analyzed WSDOT crash data to identify problem areas and develop prioritized projects.

Several projects have been identified and pursued for funding as a result of past Safety Plans, including:

1. 2nd St and Floral Ave Intersection Improvements (completed)
2. 1st St guardrail, signs and access control (completed)
3. Traffic Data collection (ongoing)

The completed project at 2nd St and Floral provides a great example of a low-cost safety project. This intersection had limited visibility due to overgrown brush. There was a small stop sign that is easy to miss due to no lighting. The overgrown vegetation was cleared, and a new lighted stop sign was installed.

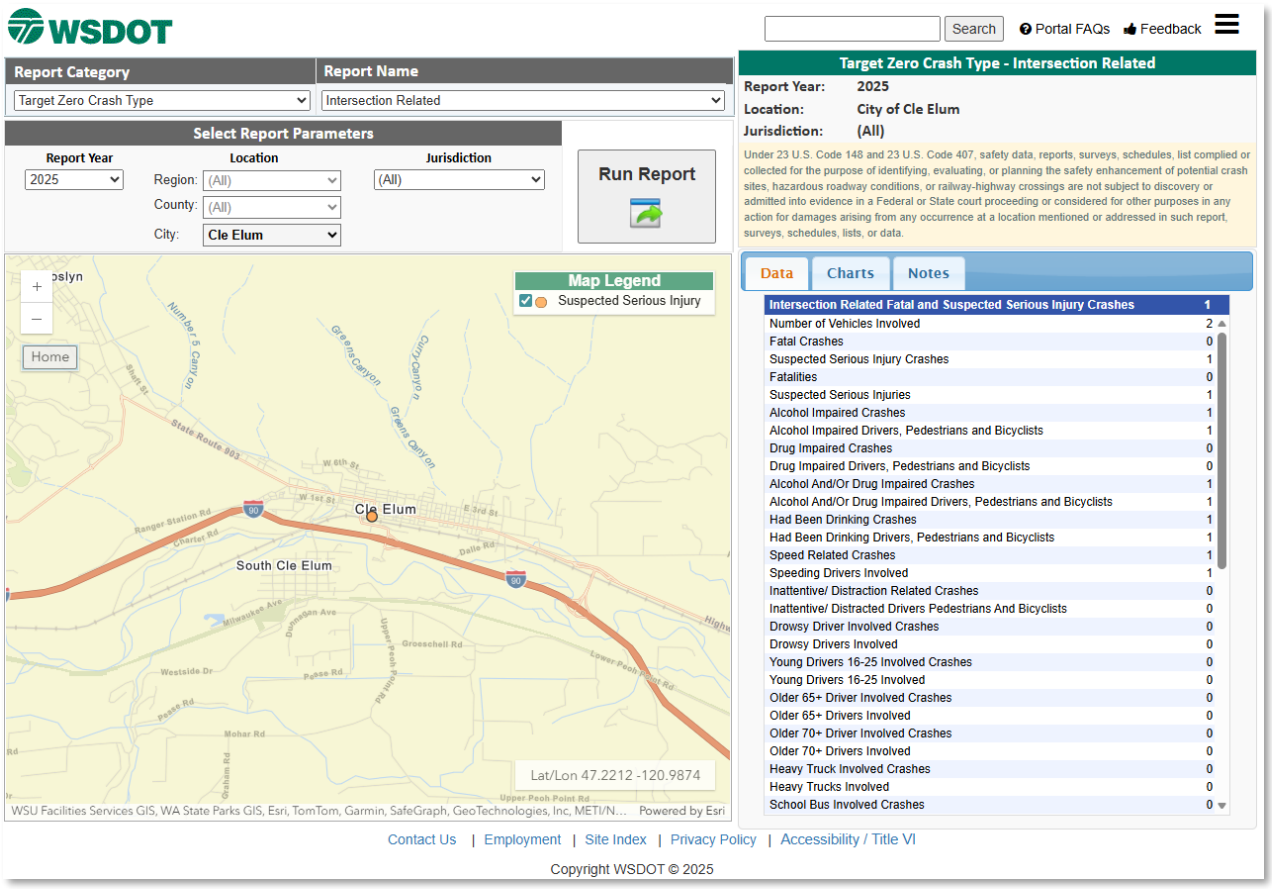
The completed project now provides substantially better visibility for drivers and pedestrians. Ongoing maintenance of the vegetation will ensure that these intersection improvements are upheld.

Transportation Improvement Program

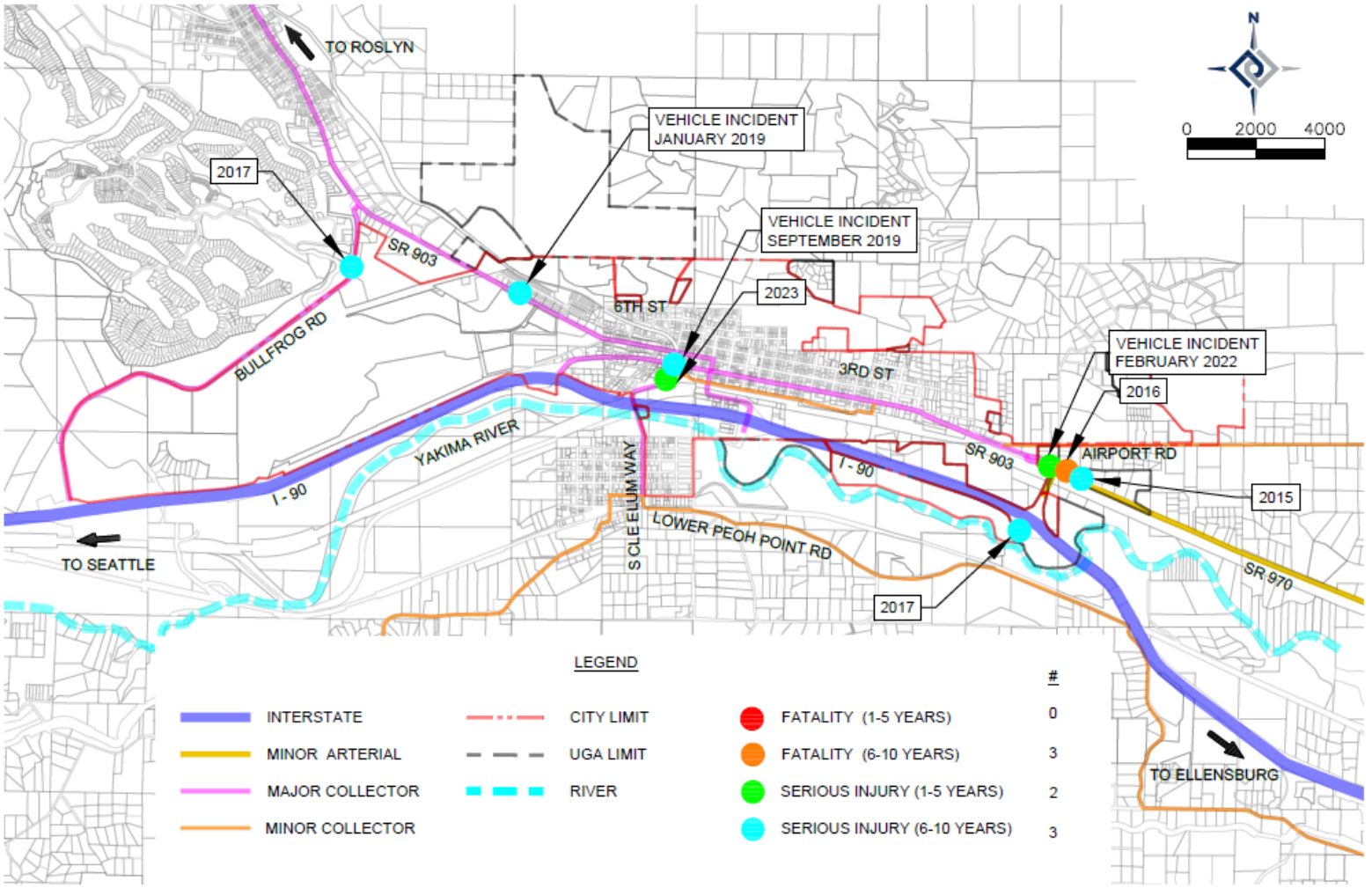
Cle Elum maintains a rolling capital improvement program for transportation projects known as their Six-Year Transportation Improvement Program (TIP). The TIP is updated on an annual basis and can be amended most months. The TIP provides details, schedules, and funding information for projects, programs, and planning efforts the City intends to accomplish with the next six years. Projects identified in this Safety Action Plan will need to be added to the TIP in order to receive future funding.

Data Collection

To begin the safety analysis, crash data was obtained from the Washington State Department of Transportation (WSDOT) public portal. Crash data reports can be run by year, report category, and report type.



Between 2015 - 2023, there were 8 serious and/or fatal crashes identified in Cle Elum. Crashes were reported by location and type. Proposed countermeasures were then identified, including cost estimates to implement.



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CITY OF CLE ELUM

SERIOUS & FATAL ACCIDENT EXHIBIT
SAFETY ACTION PLAN

The following incidents involving serious and fatal injuries from 2015-2024 are as follows:

2023 Serious Injury:

Project ID: 23.SI.1

In June of 2023, a serious incident occurred along South Cle Elum Way, just southwest of West Railroad Ave. South Cle Elum Way is the major connecting road between the City of Cle Elum and the City of South Cle Elum. This roadway is a two-lane undivided major collector with limited shoulders and roadside area due to the tree line on both sides of the road. No delineation currently exists between roadway and shoulder.

This serious injury accident occurred in the afternoon. It was a single vehicle accident in which an older driver departed his lane, left the roadway, and struck a tree or stump. Proposed traffic mitigation measures at this location include adding rumble strips and new painted fog lines from West Railroad Ave to Reed Street. This solution will help alert drivers when they are leaving the roadway and to improve visibility for the edge of the roadway.

In addition to the one serious injury accident, three non-serious injury accidents have occurred at this location in the past ten years.

CITY OF CLE ELUM

City Safety Action Plan 11/11/2025

Engineer's Opinion of Construction Cost *PRELIMINARY*

S. Cle Elum Way

2023 Serious Injury

HLA Project No. 24051

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$1,000.00	1	$1,000.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$5,000.00	1	$5,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$7,500.00	1	$7,500.00
5	Shoulder Rumble Strip Type 1	8-08.4	MI	$25,000.00	0.50	$12,500.00
6	Pavement Markings	8-22.5	LS	$5,000.00	1	$5,000.00
				Subtotal		$32,500.00
				Contingency 15%		$4,900.00
				Total Estimated Construction Cost		**$37,400.00**
				Design Engineering		$10,000.00
				Construction Engineering		$10,000.00
				Total Estimated Project Cost		**$57,400.00**

Assumptions:

1. 1,100 LF Rumble strips, each shoulder.
2. Rumble strips extend from Railroad Ave to Reed St.
3. Rumble strips are all inclusive.

Engineer, PE Date

HLA Engineering and Land Surveying, Inc.

LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS

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SERIOUS INJURY 2023

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2022 Serious Injury:

Project ID: 22.SI.1

In February of 2022, a serious incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound Exit 85 off Interstate 90. The accident occurred on a section of the exit that is a two-lane undivided major collector section of State Route 903. It has an annual average daily traffic volume of 2,200 vehicles. Adequate shoulders and guardrails currently exist to prevent drivers from going off steep embankments on either side of the roadway; however, geometry of this junction can be difficult to navigate.

This serious injury accident occurred in the early morning while still dark. The incident involved a single vehicle accident in which the drug impaired driver left his lane and struck the guardrail and signage behind the guardrail. Proposed traffic mitigation measures at this location include adding rumble strips from Exit 85 to State Route 903 to help alert drivers when they are leaving the roadway, before hitting the guardrail.

In addition to the one serious injury accident, three non-serious injury accidents have occurred at this location in the past ten years.

CITY OF CLE ELUM

City Safety Action Plan 11/11/2025

Engineer's Opinion of Construction Cost *PRELIMINARY*

Exit 85 Off-Ramp

2022 Serious Injury

HLA Project No. 24051

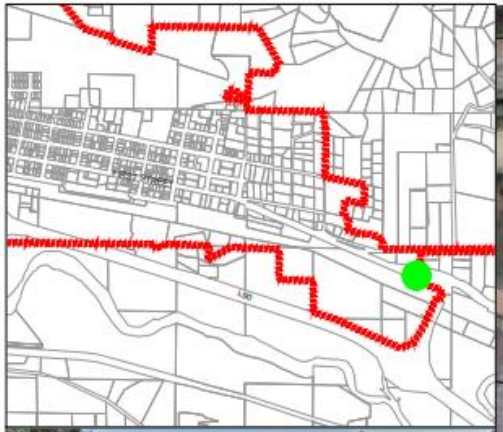
Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$1,500.00	1	$1,500.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$5,000.00	1	$5,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$7,500.00	1	$7,500.00
5	Shoulder Rumble Strip, Type 2	8-08.5	MI	$25,000.00	0.90	$22,500.00
6	Pavement Markings	8-22.5	LS	$5,000.00	1	$5,000.00
				Subtotal		$43,000.00
				Contingency	15%	$6,500.00
				Total Estimated Construction Cost		**$49,500.00**
				Design Engineering		$10,000.00
				Construction Engineering		$10,000.00
				Total Estimated Project Cost		**$69,500.00**

Assumptions:

1. Rumble Strip is all inclusive.
2. Rumble Strip from Exit 85 to SR 903.
3. Fog line repainting, two coats included.

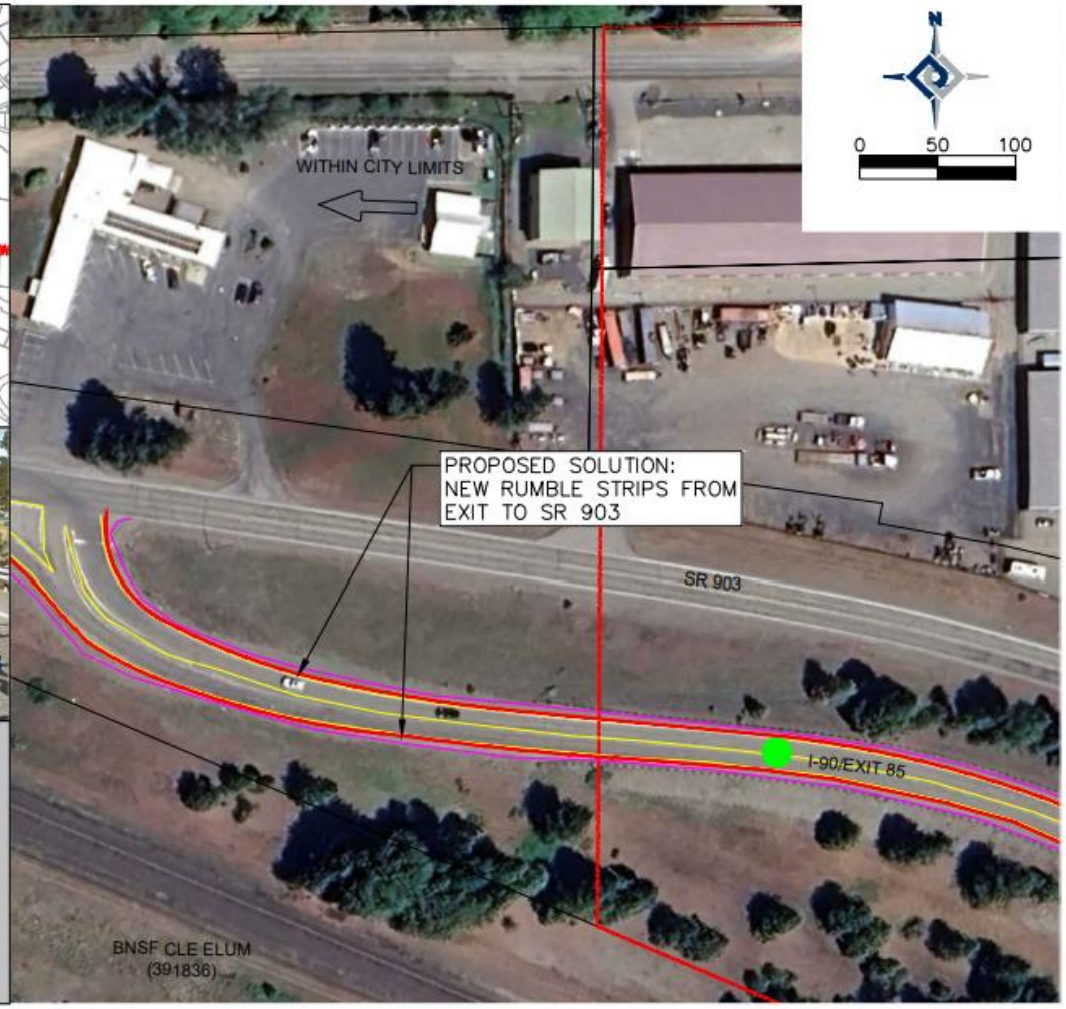
Engineer, PE Date

HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2022

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2019 Serious Injury 1:

Project ID: 19.SI.1

In January of 2019, a serious incident occurred along State Route 903 near Denny Avenue. This section of roadway is a two-lane undivided major collector with an annual average daily traffic volume of 6,000 vehicles. It is also just southeast of a school zone. No guardrails currently exist to prevent vehicles from striking trees, houses, or pedestrians.

This serious injury accident occurred at nighttime in the winter. A vehicle was driving in snowy and dark conditions where it spun out and struck a second vehicle. Speed was determined to be a factor in this accident. Proposed traffic mitigation measures at this location include a new speed camera, which has been funded and will be installed in 2026, as well as lowering the posted speed limit from 45mph to 35mph and/or adding guardrails from Miller Avenue to the City Limits. These measures will all help to keep motorists safe and decrease the likelihood of a serious injury accident occurring at this location.

In addition to the one serious injury accident, ten non-serious injury accidents have occurred at this location in the past ten years.

CITY OF CLE ELUM

City Safety Action Plan 11/5/2025

Engineer's Opinion of Construction Cost *PRELIMINARY*

SR 903

2019 Serious Injury 1

HLA Project No. 24051

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	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$60,000.00	1	$60,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$40,000.00	1	$40,000.00
5	Common Borrow Incl. Haul	2-03.5	CY	$40.00	1,800	$72,000.00
6	Beam Guardrail Type 31	8-11.5	LF	$50.00	8,000	$400,000.00
7	Beam Guardrail Non-Flared Terminal	8-11.5	EA	$5,000.00	21	$105,000.00
8	Permanent Signing	8-21.5	LS	$3,000.00	1	$3,000.00
				Subtotal		$696,500.00
				Contingency	15%	$104,500.00
				Total Estimated Construction Cost		**$801,000.00**
				Design Engineering	15%	$120,150.00
				Construction Engineering	15%	$120,150.00
				Total Estimated Project Cost		**$1,041,300.00**

Assumptions:

1. Bid Item 5 includes embankment compaction.
2. Guardrail terminal includes anchors.
3. Removal of two signs, addition of two speed limit signs.
4. Speed Camera costs not included, funded separately.
5. 0.22 CY Common Borrow per lineal foot of guardrail.

_____

Engineer, PE Date

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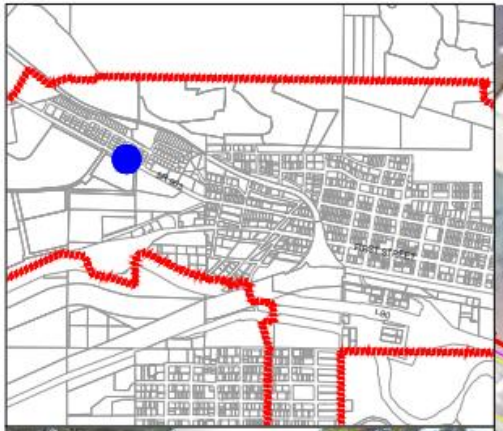

LEGEND

- EDGE OF TRAVEL WAY
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- EXISTING SIDEWALK
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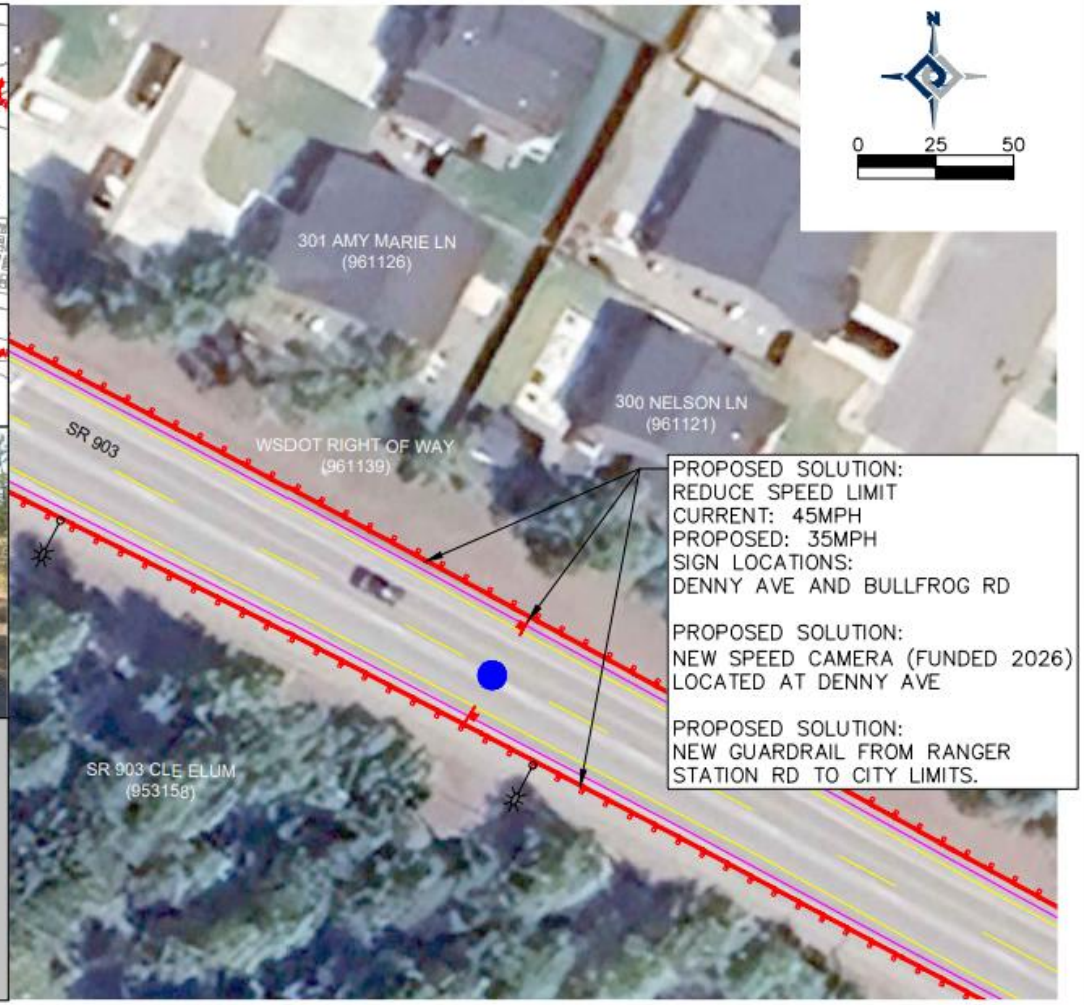
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2019

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2019 Serious Injury 2:

Project ID: 19.SI.2

In September of 2019, a serious incident occurred at the intersection of Stafford Street and West First Street. This intersection joins two major collectors, both of which provide vital access to navigate through the city and withstand high volumes of traffic. Existing conditions at this intersection involve a traffic signal to manage a through lane and left turn lane in each direction. Existing right of way allows for expansion beyond current roadway.

This serious injury accident occurred in the morning. It was an alcohol-related accident involving two vehicles that collided in the intersection. Proposed traffic mitigation measures at this location include a new roundabout complete with pedestrian facilities and new streetlighting. Roundabouts are statistically proven to have a lower threshold of serious accidents and improve traffic flow, which is why it was chosen for this high-volume location. This location currently has funding for signal improvements and curb ramp replacements, however due to the large volume of accidents, a roundabout in the long term is a much safer option.
In addition to the one serious injury accident, thirteen additional non-serious injury accidents have occurred at this intersection over the past ten years.

CITY OF CLE ELUM

City Safety Action Plan
Engineer's Opinion of Construction Cost
Stafford Ave and W First St
2019 Serious Injury 2
HLA Project No. 24051

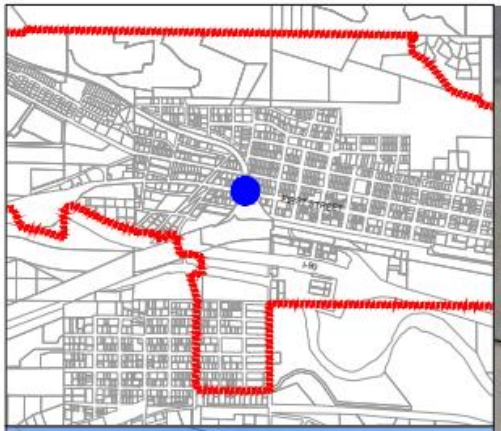
11/11/2025
PRELIMINARY

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	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$50,000.00	1	$50,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$100,000.00	1	$100,000.00
5	Removal of Structures and Obstructions	2-02.5	LS	$10,000.00	1	$10,000.00
6	Unclassified Excavation Incl. Haul	2-03.5	CY	$80.00	600	$48,000.00
7	Crushed Surfacing Base Course	4-04.5	TON	$60.00	650	$39,000.00
8	Crushed Surfacing Top Course	4-04.5	TON	$75.00	140	$10,500.00
9	HMA Cl. 3/8-Inch PG 64H-28	5-04.5	TON	$250.00	280	$70,000.00
10	Storm Sewer Pipe 12 In. Diam.	7-04.5	LF	$150.00	220	$33,000.00
11	Catch Basin Type 1	7-05.5	EA	$2,500.00	3	$7,500.00
12	Adjust Manhole	7-05.5	EA	$800.00	1	$800.00
13	Adjust Catch Basin	7-05.5	EA	$1,000.00	1	$1,000.00
14	Adjust Valve Box	7-12.5	EA	$800.00	3	$2,400.00
15	Adjust Meter Box	7-15.5	EA	$800.00	1	$800.00
16	Erosion Control and Water Pollution Prevention	8-01.5	LS	$1,500.00	1	$1,500.00
17	Landscape Restoration	8-02.5	FA	$10,000.00	1	$10,000.00
18	Cement Conc. Traffic Curb and Gutter	8-04.5	LF	$80.00	140	$11,200.00
19	Roundabout Truck Apron Cement Conc. Curb and Gutter	8-04.5	LF	$80.00	200	$16,000.00
20	Roundabout Central Island Conc. Curb and Gutter	8-04.6	LF	$100.00	130	$13,000.00
21	Roundabout Cement Conc. Curb and Gutter	8-04.5	LF	$60.00	550	$33,000.00
22	Roundabout Splitter Island Nosing Curb	8-04.5	EA	$1,000.00	4	$4,000.00
23	Pigmented Cement Conc. Splitter Island	8-14.5	SY	$200.00	45	$9,000.00
24	Pigmented Cement Conc. Center Island	8-14.5	SY	$200.00	150	$30,000.00
25	Pigmented Cement Conc. Truck Apron	8-14.5	SY	$200.00	180	$36,000.00
26	Cement Conc. Sidewalk 4-Inch Thick	8-14.5	SY	$120.00	400	$48,000.00
27	Cement Conc. Curb Ramp	8-14.5	EA	$3,500.00	8	$28,000.00
28	Illumination System, Complete	8-20.5	LS	$50,000.00	1	$50,000.00
29	Permanent Signing	8-21.5	LS	$15,000.00	1	$15,000.00
30	Pavement Markings	8-22.5	LS	$20,000.00	1	$20,000.00
				Subtotal		$724,200.00
				Contingency	15%	$108,600.00
				Total Estimated Construction Cost		**$832,800.00**
				Design Engineering	15%	$124,920.00
				Construction Engineering	15%	$124,920.00
				Total Estimated Project Cost		**$1,082,640.00**

Assumptions:

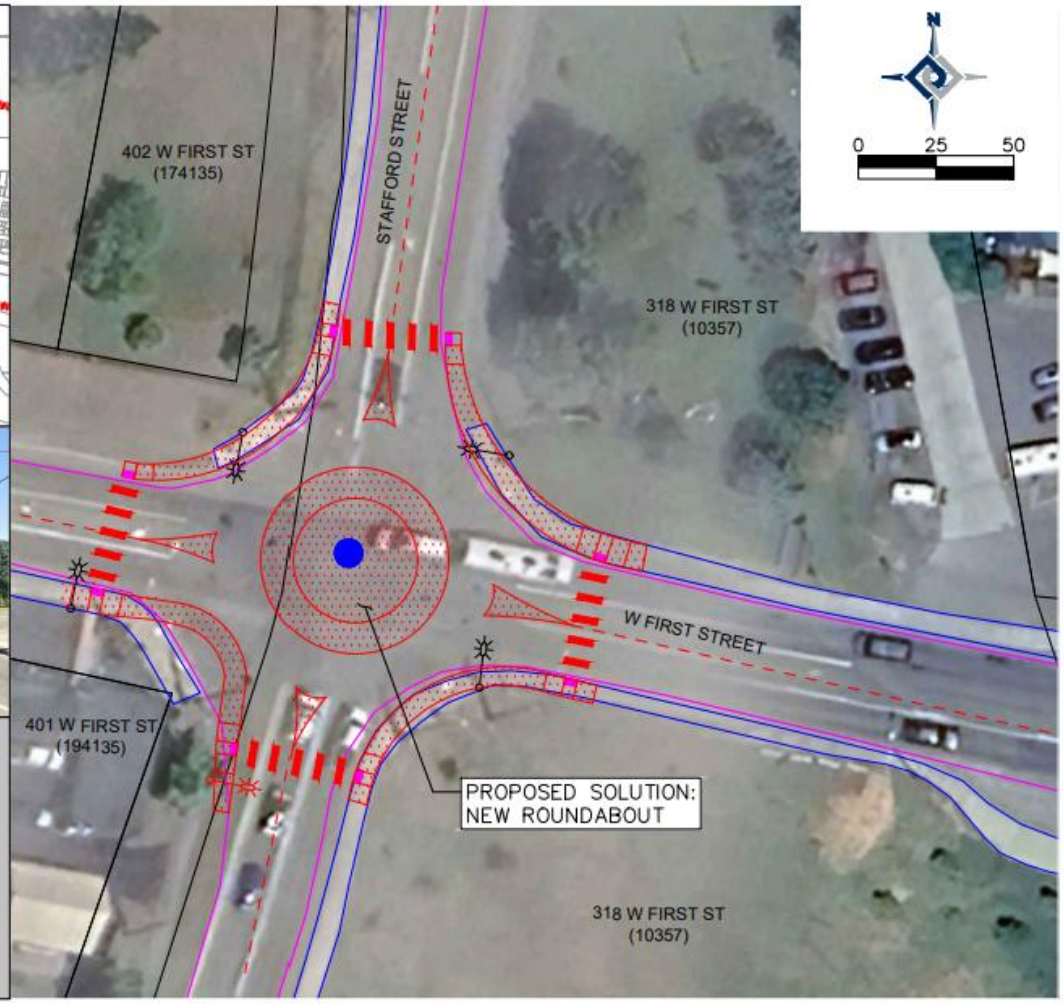
1. Roadway section 0.33' HMA, 0.17' CSTC, 0.75' CSBC.
2. Three new street lights.
3. Single lane roundabout.
4. Illumination system includes all equipment, electrical and labor.
5. Storm drainage to connect to existing system in Stafford St.
6.
7.
8.
9.

Engineer, PE Date
HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2019

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2017 Serious Injury 1:

Project ID: 17.SI.1

In August of 2017, a serious incident occurred on Bullfrog Road, south of the intersection with State Route 903. This roadway is a two-lane undivided major collector. It has an annual average daily traffic volume of 5,500 vehicles and is a major connection between Interstate 90, Cle Elum, and Roslyn. It is also the primary route to Suncadia Resort. The existing roadway has a dashed passing centerline and limited shoulders.

This serious injury accident occurred in the afternoon. The accident involved a heavy truck and a motor vehicle, occurring when one of them crossed the centerline and struck the other vehicle. Proposed traffic mitigation measures at this location include lowering the speed limit from the posted 50mph to 40mph and changing the dashed passing centerline to a double solid no passing centerline from State Route 903 to the first bend in Bullfrog Road. This will both slow traffic, creating less serious accidents, and will also discourage cars from passing, therefore helping in the prevention of head on collisions.

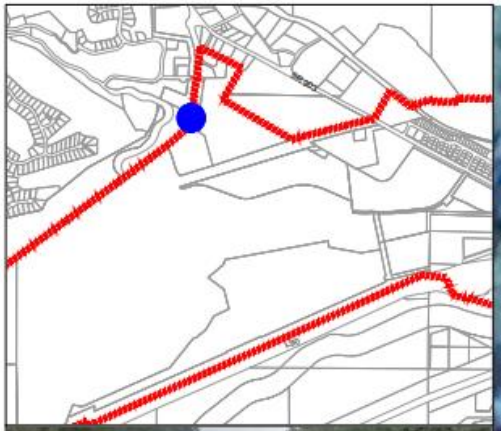
In addition to this serious injury accident, one other accident has occurred at this location in the past ten years.

CITY OF CLE ELUM
City Safety Action Plan 11/11/2025
Engineer's Opinion of Construction Cost *PRELIMINARY*
Bullfrog Road
2017 Serious Injury 1
HLA Project No. 24051

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$2,500.00	1	$2,500.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$5,000.00	1	$5,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$7,500.00	1	$7,500.00
3	Permanent Signing	8-21.5	LS	$3,000.00	1	$3,000.00
4	Pavement Markings	8-22.5	LS	$7,500.00	1	$7,500.00
				Subtotal		$27,000.00
				Contingency	15%	$4,100.00
				Total Estimated Construction Cost		**$31,100.00**
				Design Engineering	15%	$4,670.00
				Construction Engineering	15%	$4,670.00
				Total Estimated Project Cost		**$40,440.00**

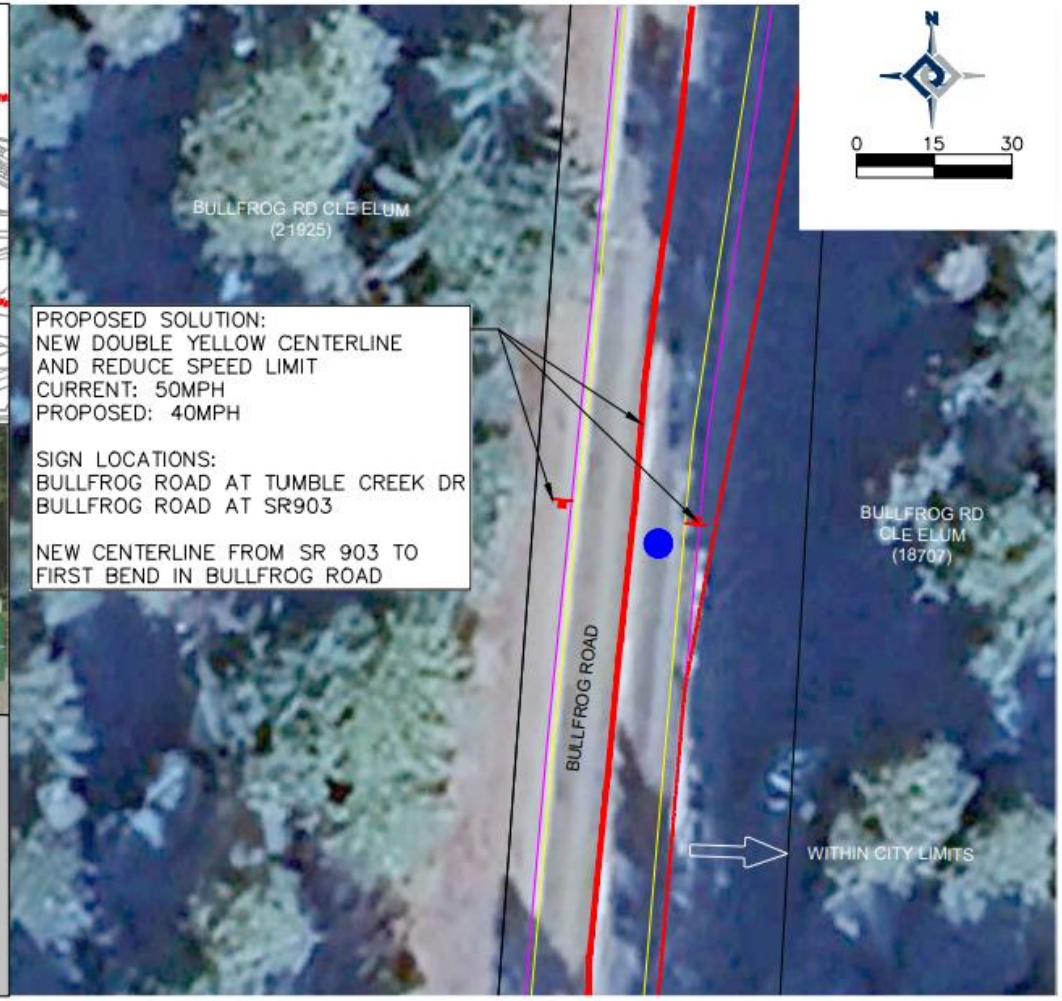
Assumptions:
1. 1,175 LF solid double yellow centerline.
2. Two coats of paint.
3. 2 new speed limit signs. Remove two exisitng signs.
4. City Option to complete work with City crews without engineering fees.

Engineer, PE Date
HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2017

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2017 Serious Injury 2:

Project ID: 17.SI.2

In July of 2017, a serious incident occurred on eastbound Exit 85 off Interstate 90, which is the junction with State Route 970. This offramp is one lane and connects an interstate with a principal arterial. It has an annual average daily traffic volume of 2,000 vehicles. The existing conditions include guardrails to prevent vehicles from going off the embankment on either side, however has tight curves that can be difficult to navigate when coming off the interstate.

This serious injury accident occurred late in the morning. A single motorcycle was driving distracted when they left the roadway and hit the guardrail. Speed was determined to be a factor in this accident. Proposed traffic mitigation measures at this location include reducing the suggested speed from the posted 40mph to 30mph and adding a corner ahead sign before the junction. These measures would slow traffic down, leading to less serious injuries, and allow cars to prepare to navigate the curvature of the road.

In addition to this one serious injury accident, eight other non-serious injury accidents have occurred at this location in the past ten years.

CITY OF CLE ELUM

City Safety Action Plan 11/11/2025

Engineer's Opinion of Construction Cost *PRELIMINARY*

I-90 Off Ramp

2017 Serious Injury 2

HLA Project No. 24051

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$2,500.00	1	$2,500.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$2,000.00	1	$2,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$1,000.00	1	$1,000.00
5	Permanent Signing	8-21.5	LS	$2,500.00	1	$2,500.00

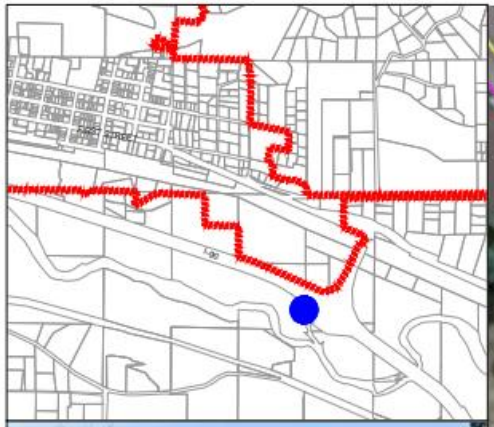
	Subtotal	$9,500.00
	Contingency 15%	$1,400.00
Total Estimated Construction Cost		**$10,900.00**
	Design Engineering	$4,000.00
	Construction Engineering	$4,000.00
Total Estimated Project Cost		**$18,900.00**

Assumptions:

1. Replace one sign with lower speed limit sign.
2. Reduce suggested speed from 40mph to 30mph.
3. Location is entirely in WSDOT ROW.
4. City option to complete work themselves without engineering fees.
5. Add Corner Ahead sign.

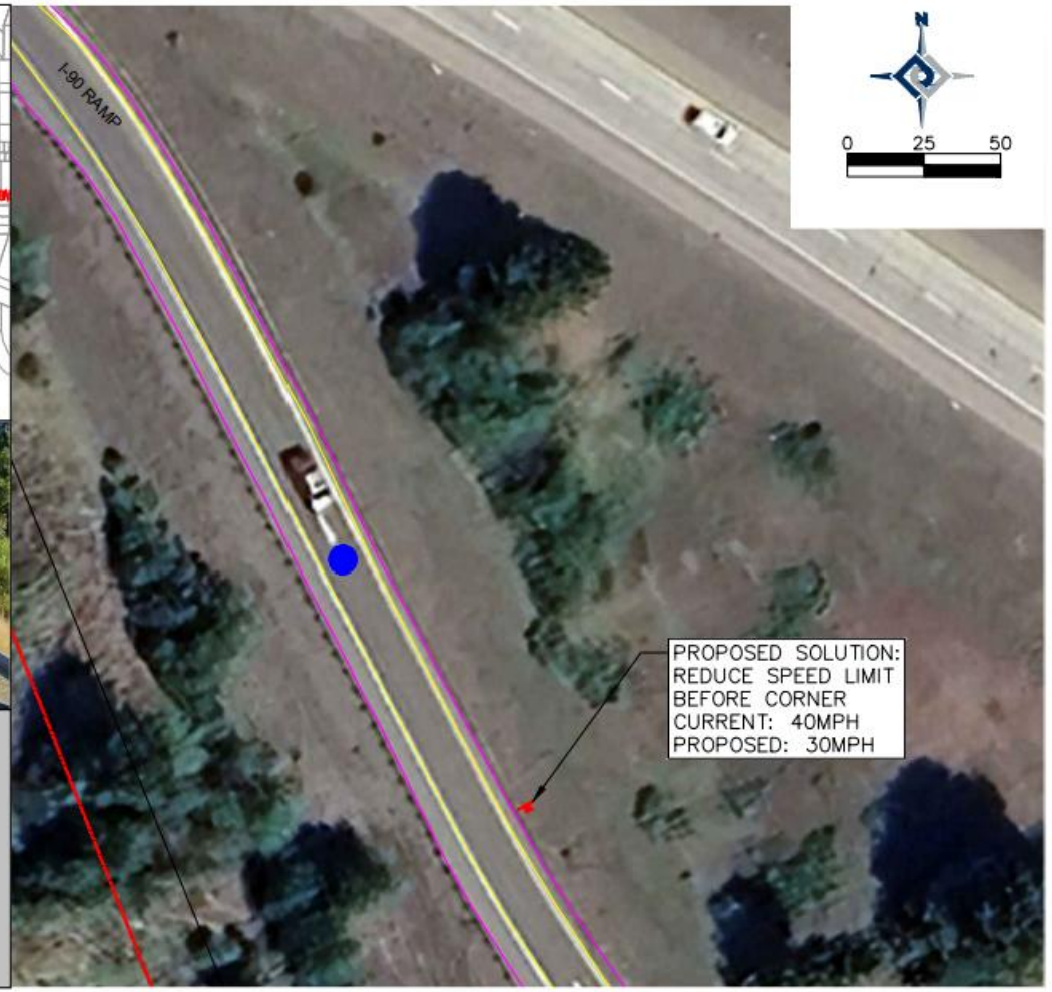
Engineer, PE Date

HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2017

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2016 Fatality:

Project ID 16.F.1

In November of 2016, a fatal incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound Exit 85 off Interstate 90. The accident occurred on a section of the exit that is a two-lane undivided principal arterial section of State Route 970. It has an annual average daily traffic volume of 3,600 vehicles. Guardrails currently exist to prevent drivers from going off steep embankments on either side of roadway, however narrow shoulders and complicated geometry of this junction can be difficult to navigate. No pedestrian facilities or lighting currently exists.

This fatality occurred at nighttime. A pedestrian was outside of his vehicle when he was struck by a vehicle and killed. Due to limited space, proposed traffic mitigation solutions include the addition of streetlights to improve nighttime visibility and adding a “No Pedestrians” sign to discourage pedestrian access along this stretch of highway.

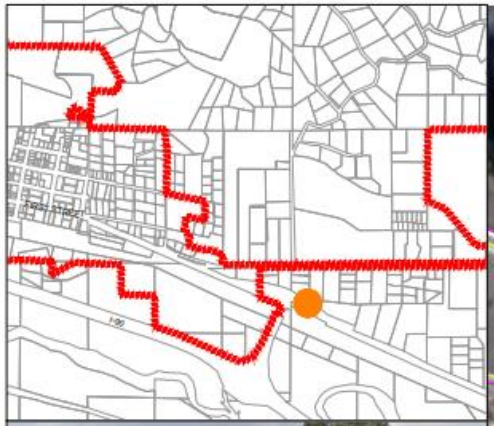
In addition to this fatality accident, eight other non-serious injury accidents have occurred at this location.

CITY OF CLE ELUM
City Safety Action Plan 11/11/2025
Engineer's Opinion of Construction Cost *PRELIMINARY*
SR 970
2016 Fatality
HLA Project No. 24051

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$5,000.00	1	$5,000.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$10,000.00	1	$10,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$5,000.00	1	$5,000.00
5	Illumination System, Complete	8-20.5	LS	$30,000.00	1	$30,000.00
6	Permanent Signing	8-21.5	LS	$1,000.00	1	$1,000.00
				Subtotal		$52,500.00
				Contingency	15%	$7,900.00
				Total Estimated Construction Cost		**$60,400.00**
				Design Engineering		$10,000.00
				Construction Engineering		$10,000.00
				Total Estimated Project Cost		**$80,400.00**

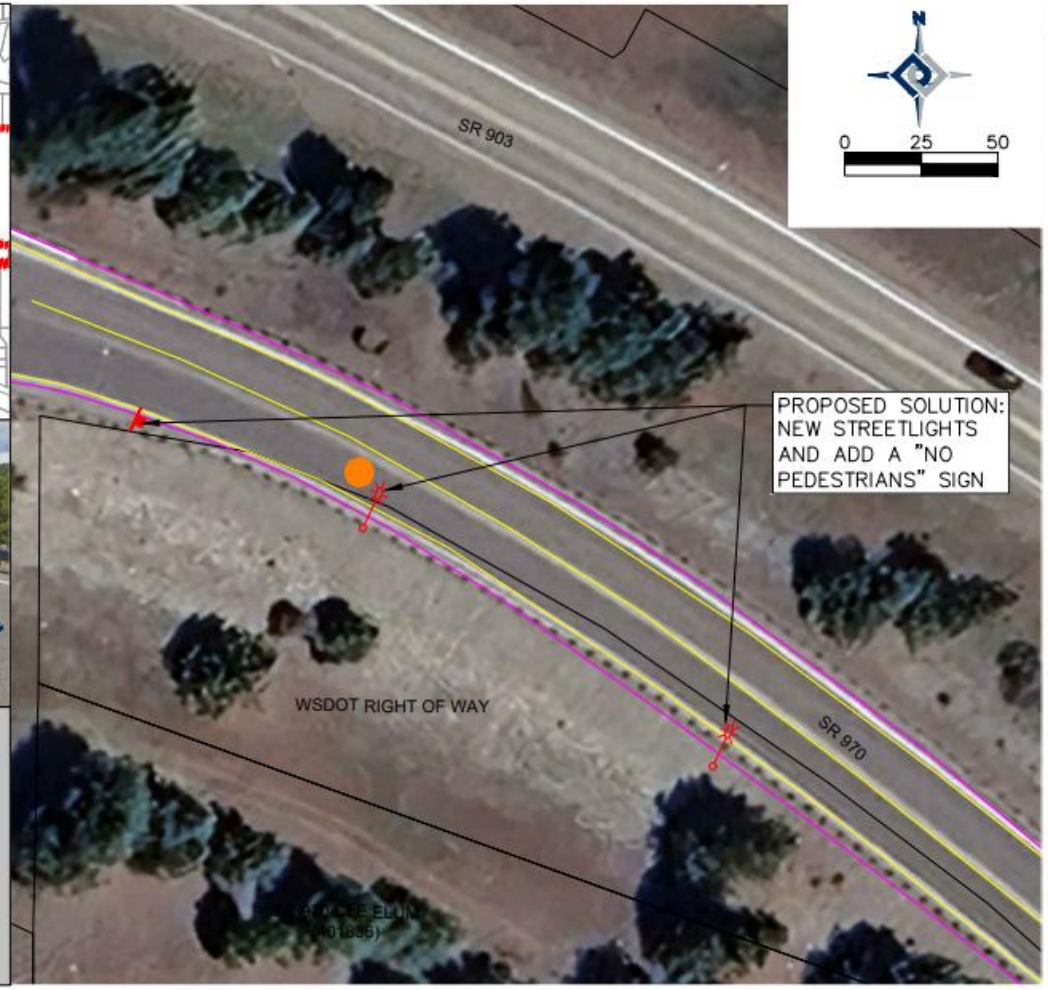
Assumptions:
1. Two street lights, including all electrical.
2. Assumes all electrical in close proximity (no road crossings).
3. One new "No Pedestrians" sign.
4. Project within WSDOT ROW.

Engineer, PE Date
HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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FATALITY 2016

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

2015 Serious Injury:

Project ID 15.SI.1

In August of 2015, a serious injury incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound 85 off Interstate 90. The accident occurred on an eastbound section of the exit that is a one-lane principal arterial section of State Route 970. The annual average daily traffic volume is 1,700 vehicles. The existing conditions force traffic from State Route 970 to merge with State Route 903 through a yield sign.

This serious injury occurred in the morning. A heavy truck rear ended a pickup, and the heavy truck overturned. Distracted driving was determined to be a contributing factor. Proposed traffic mitigation measures at this location include a full stop instead of a yield in order to decrease the chances of confusion leading to collisions at this intersection.

In addition to this serious injury accident, two other non-serious injury accidents have occurred at this location.

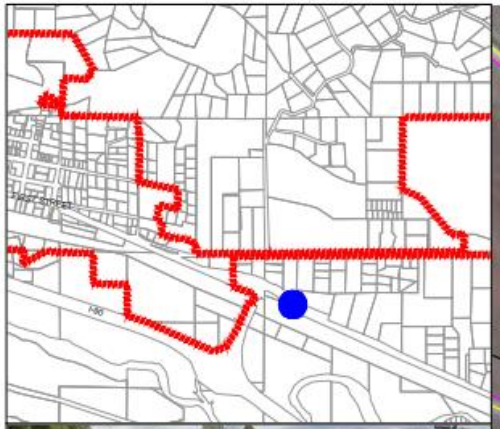
CITY OF CLE ELUM
City Safety Action Plan
Engineer's Opinion of Construction Cost
SR 970
2015 Serious Injury
HLA Project No. 24051

11/11/2025
PRELIMINARY

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	$2,500.00	1	$2,500.00
2	SPCC Plan	1-07.15(1)	LS	$1,500.00	1	$1,500.00
3	Mobilization	1-09.7	LS	$5,000.00	1	$5,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	$5,000.00	1	$5,000.00
5	Permanent Signing	8-21.5	LS	$1,000.00	1	$1,000.00
6	Pavement Markings	8-22.5	LS	$1,500.00	1	$1,500.00
					Subtotal	$14,000.00
					Contingency 15%	$2,100.00
				Total Estimated Construction Cost		**$16,100.00**
					Design Engineering	$6,000.00
					Construction Engineering	$6,000.00
				Total Estimated Project Cost		**$28,100.00**

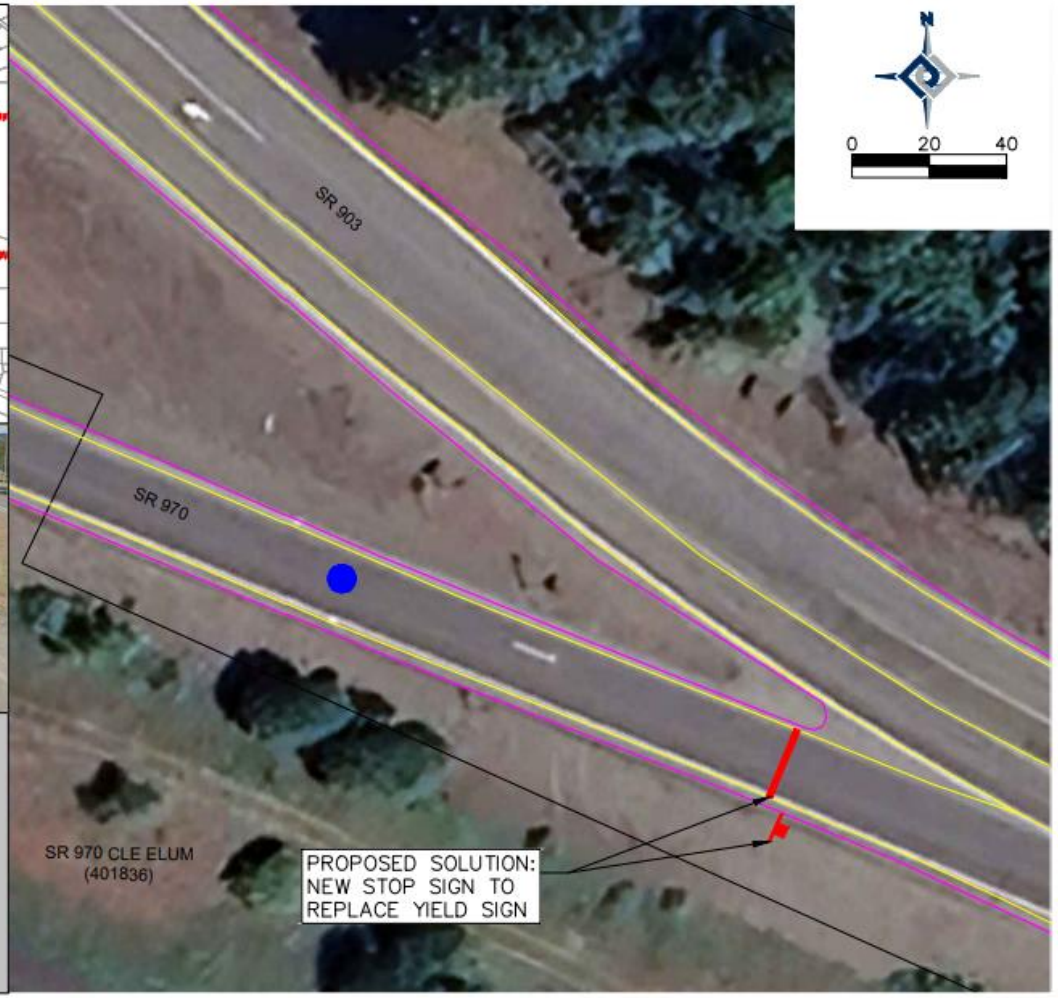
Assumptions:
1. Replace Yield sign with Stop sign.
2. Work could be completed by City crews without engineering fees.
3. Stop bar to be thermoplastic.

Engineer, PE Date
HLA Engineering and Land Surveying, Inc.



LEGEND

- EDGE OF TRAVEL WAY
- EXISTING PAINT MARKING
- EXISTING SIDEWALK
- EXISTING STREET LIGHT
- EXISTING PED LIGHT
- NEW IMPROVEMENTS



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SERIOUS INJURY 2015

CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

Engagement and Collaboration

SS4A Guidance: Robust engagement with the public and relevant stakeholders including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.

Public Survey

The City of Cle Elum conducted a survey between March and April, 2025. The survey was primarily online, with optional paper copies available at City Hall and the Senior Center. The survey yielded 86 responses, all of which were completed online. The survey was designed to gauge people's attitudes towards roadway safety issues. The responses overwhelmingly favored roadway designs and infrastructure that enhanced public safety.

City of Cle Elum – Safe Streets and Roads for All Survey

Thank you for your interest in safer streets and roads in the City of Cle Elum! This survey was developed to help inform our current project to develop a Safety Action Plan and ADA Self Evaluation/Program Access Plan. Your input is very much appreciated.

Take the survey here - https://www.surveymonkey.com/r/P27X7Q6

Paper versions of the survey can also be obtained at City Hall – 119 W First Street

The survey will be live until April 4, 2025

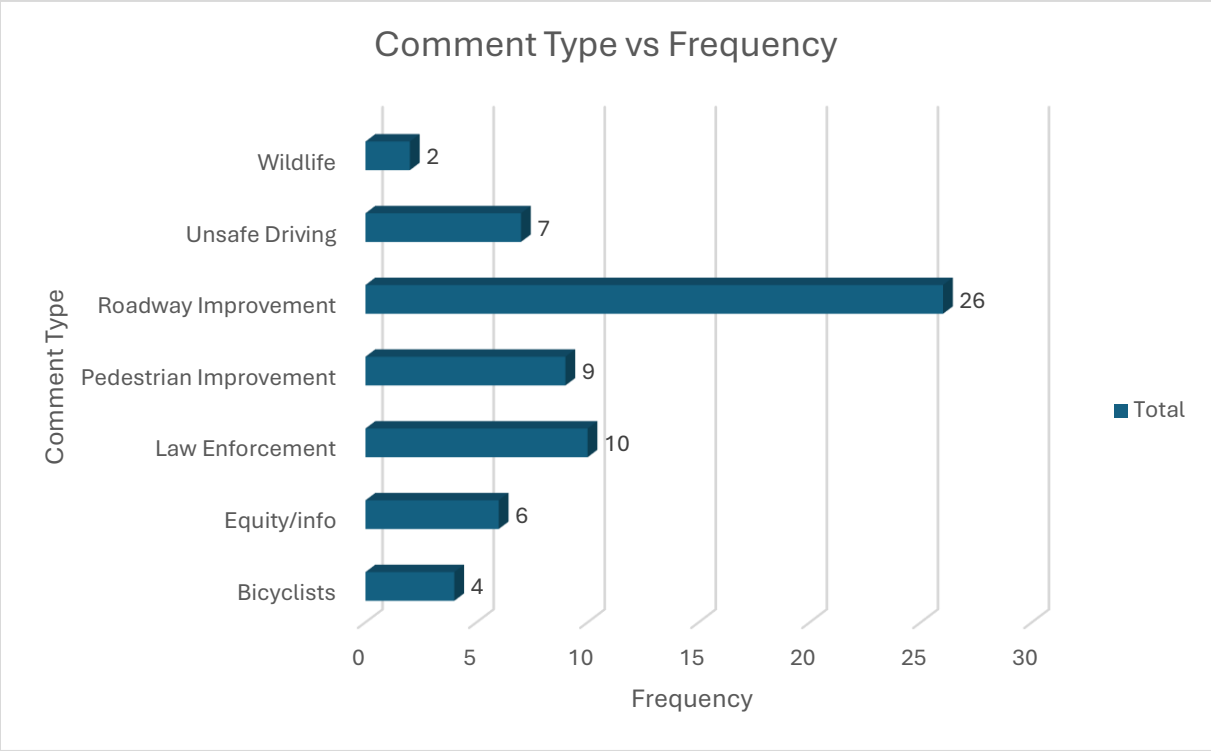
The goal of a Safety Action Plan is to develop a holistic, well-defined strategy to eliminate roadway fatalities and serious injury. The ADA Self Evaluation and Program Access Plan will assess existing public infrastructure for compliance with ADA standards and identify future programs and projects necessary for ADA compliance.

Learn more about the project at https://cleelum.gov/city-services/planning/safety-plan/

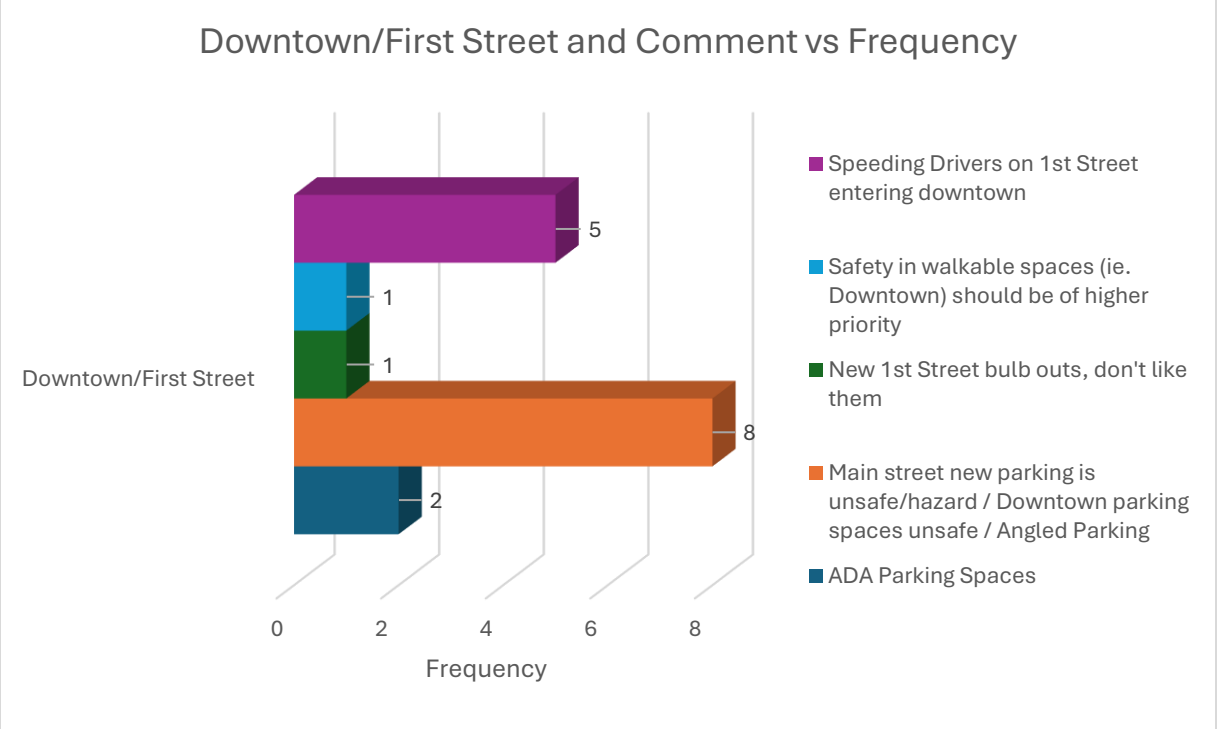
If you would like to learn more or become part of the advisory team, you can send an email with the subject line "Transportation Task Force" to planning@cleelum.gov Please include in the email your area of interest and contact information.

The last question in the survey was a free-form response to "Do you have any additional traffic safety comments or concerns?" There were 42 responses to this question – of the 42 responses, there were 64 topics discussed which were summarized into 7 categories including:

- Wildfire
- Unsafe Driving
- Roadway Improvement
- Pedestrian Improvement
- Law Enforcement
- Equity/Information
- Bicyclists



In the responses, several locations were mentioned, but Downtown/First Street included the most. Recent updates to on-street parking and rate of speed were the most common concerns.



The full survey response are included in Appendix XX.

Public Open House
The City of Cle Elum held an open house on February 25, 2026 …(Section will be updated with specifics on attendance, discussion,

Equity Analysis

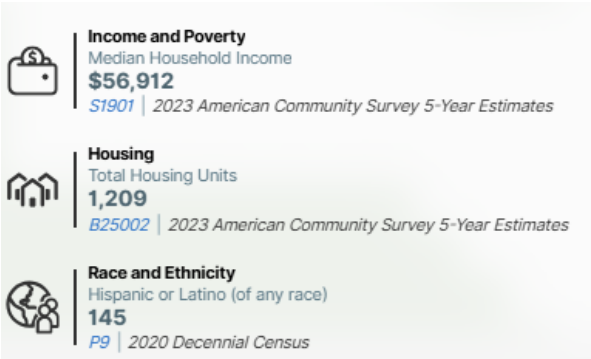
SS4A Guidance: Plan development using inclusive representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

Environmental Justice (EJ) refers to the fair and equitable treatment of all individuals, regardless of their income, race, color, national origin, tribal affiliation, or disability. EJ requires the meaningful inclusion of all groups in decisions related to planning that impacts human health and the environment. Low-income and minority groups whose communities have historically been disadvantaged due to underinvestment are included in EJ populations. Active participation from EJ populations can help prevent negative consequences from planning efforts and implementing projects, promoting more just decisions and outcomes.

The City of Cle Elum is located in central Washington in Kittitas County. Situated about 25 miles northwest of Ellensburg and 83 miles east of the Seattle area, Cle Elum is a popular destination for camping and outdoor activities.

Demographics

The City of Cle Elum has a population of 2,157 people, 7% of whom are Hispanic or Latino. The city has 1,116 households and an average household size of 2.76 persons. English is the primary language spoken at home at 93.6%, 5.6% of homes speak Spanish.
The median age in Cle Elum is 48.6. 16.1% of the population is under 18 years old and 20.9% of the population is over the age of 65.

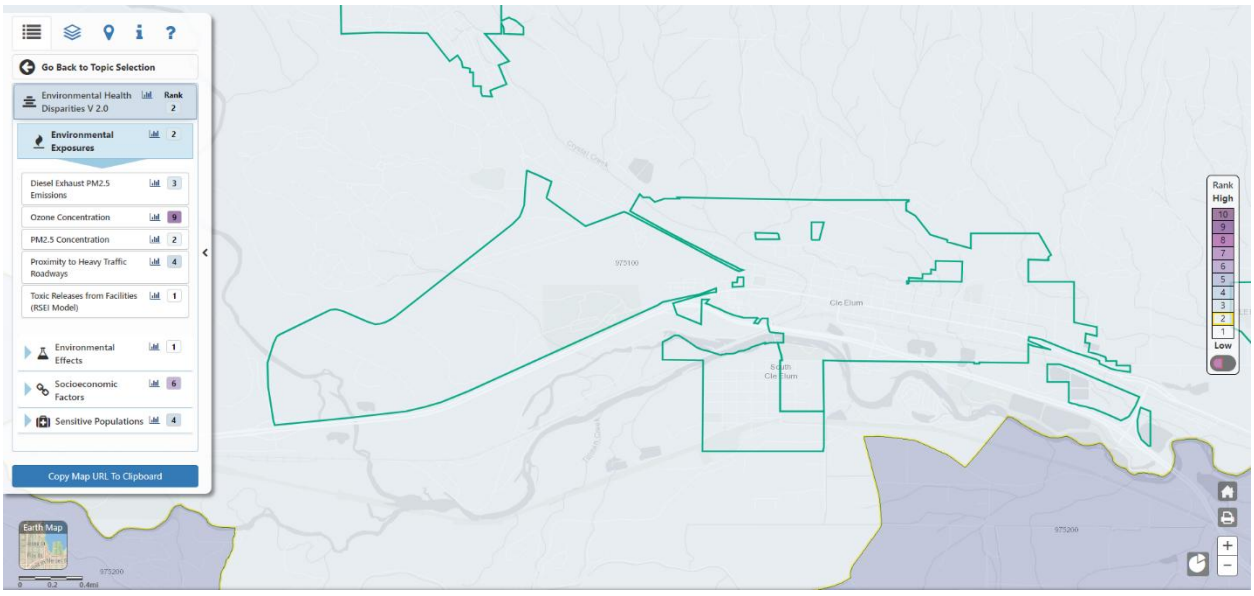


The median household income in Cle Elum is $56,912 which is below both Kittitas County ($69,928) and WA State ($99,389). Approximately 16.7% of Cle Elum residents have a bachelor's degree or higher.

The city has a 57.7% employment rate, with the top 3 sectors being Arts, entertainment, recreation, accommodation, and food services (17.8%), Construction (17.6%), and Professional, scientific, management, and administrative and waste management services (11.5%).

About 59.7% of homes are owned in the city limits. The median gross rent for rental housing is $1,075 per month.

[Cle Elum city, Washington - Census Bureau Profile]



WA State Department of Health

The Washington State Department of Health developed a mapping tool for health disparities that displays location-based information to help identify health disparities in a community. The mapping tool includes a variety of datasets showing information on health outcomes, social

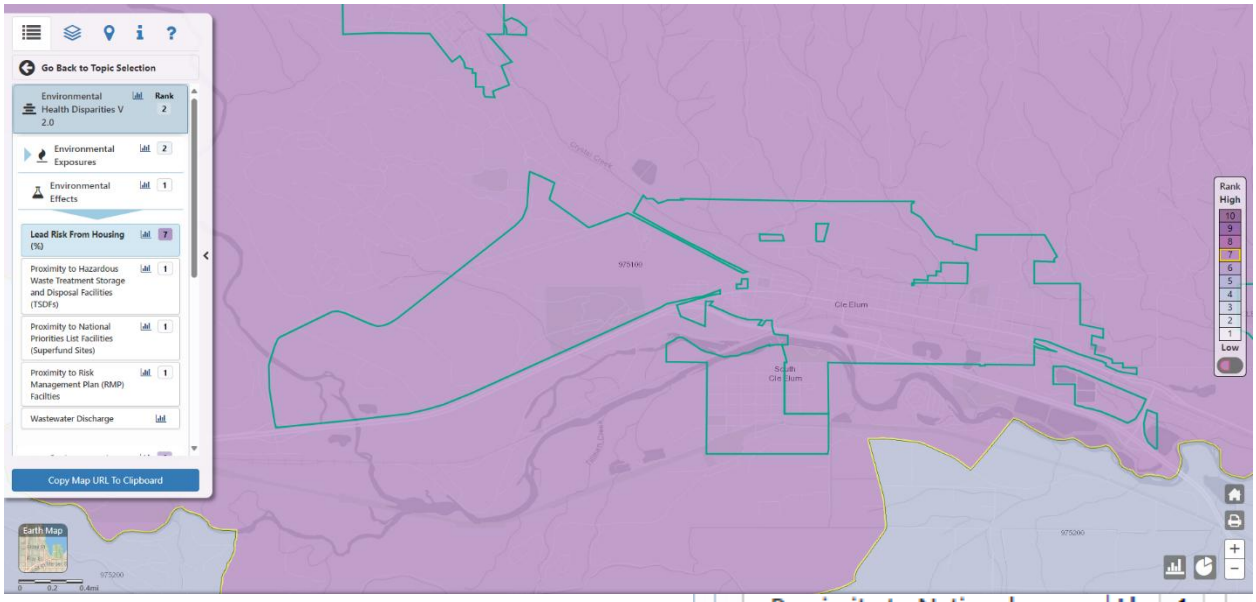
determinants of health, and economic determinants of health. The City of Cle Elum lies within Census Tract 530379-75100.
Information by Location | Washington Tracking Network (WTN)

Environmental Health Disparities

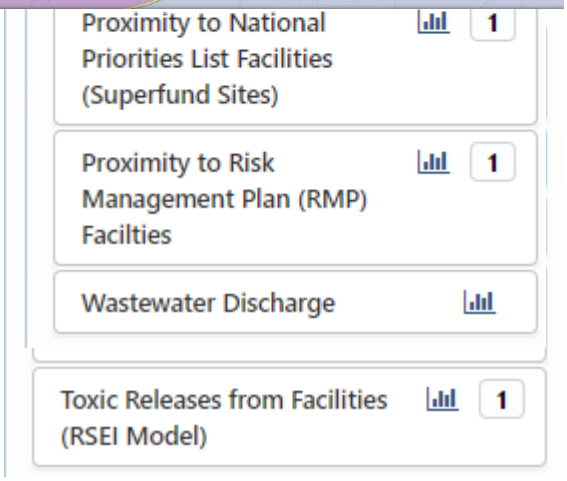
Overall, the City of Cle Elum ranks 2/10 for Environmental Health Disparities.

Environmental Exposures
For overall Environmental Exposures, the City of Cle Elum ranks 2/10. However, the city ranks 9/10 for Ozone Concentration.

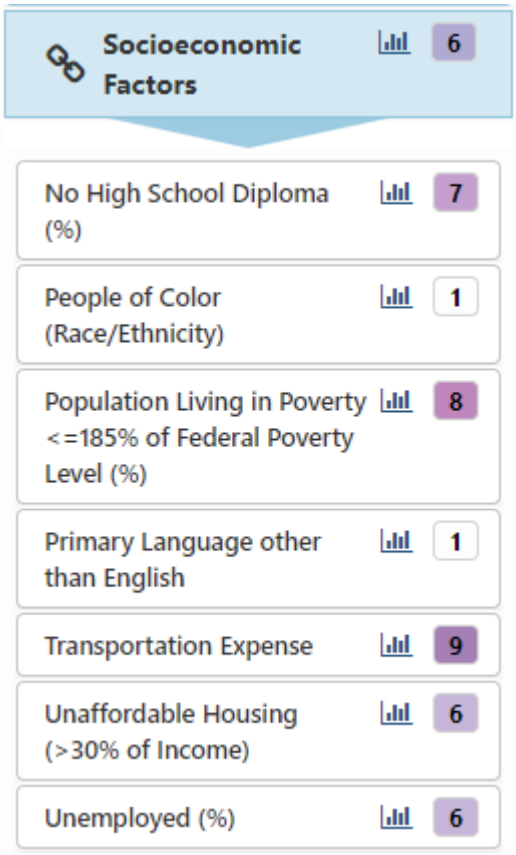
Ozone Concentration: Ozone is a highly reactive gas consisting of three oxygen atoms. Sources include motor vehicles, biogenic sources, solvent use, residential wood combustion, gasoline pumps, and industrial sources. Exposure to ozone pollution can result in adverse health outcomes including increased risk of mortality. Health risks include higher rates of asthma, increased daily deaths, and increased cardiovascular and respiratory mortality.



Environmental Effects
The City of Cle Elum ranks 1/10 for Environmental Effects. However, the city ranks 7/10 for Lead Risk from Housing.
Lead Risk From Housing: Lead poisoning is a serious but preventable public health issue. Lead is a naturally-occurring toxic heavy metal. Much of the lead found in human environments is due to the use of lead in products such as gasoline and house paint. There are no known safe levels of lead exposure, and even small



amounts can lead to significant health implications. Exposure can lead to chronic health conditions, neurological defects, and nervous system damage. Those that live in low socioeconomic housing or in poverty are more likely to live in older homes and be exposed to lead poisoning.



Socioeconomic Factors

The City of Cle Elum ranks 6/10 for Socioeconomic Factors, including: No High School Diploma (7/10), Population Living in Poverty (8/10), and Transportation Expense (9/10), Unaffordable Housing (6/10) and Unemployed (6/10).

No High School Diploma: Educational attainment is a very important social determinant of health as it provides insight into individual and community health and well-being for various health outcomes. Those who have a high school diploma or higher have less risk of mortality caused by particulate matter pollution. Communities with lower educational attainment are more susceptible to developing asthma and other air pollution-related cardiopulmonary health outcomes.

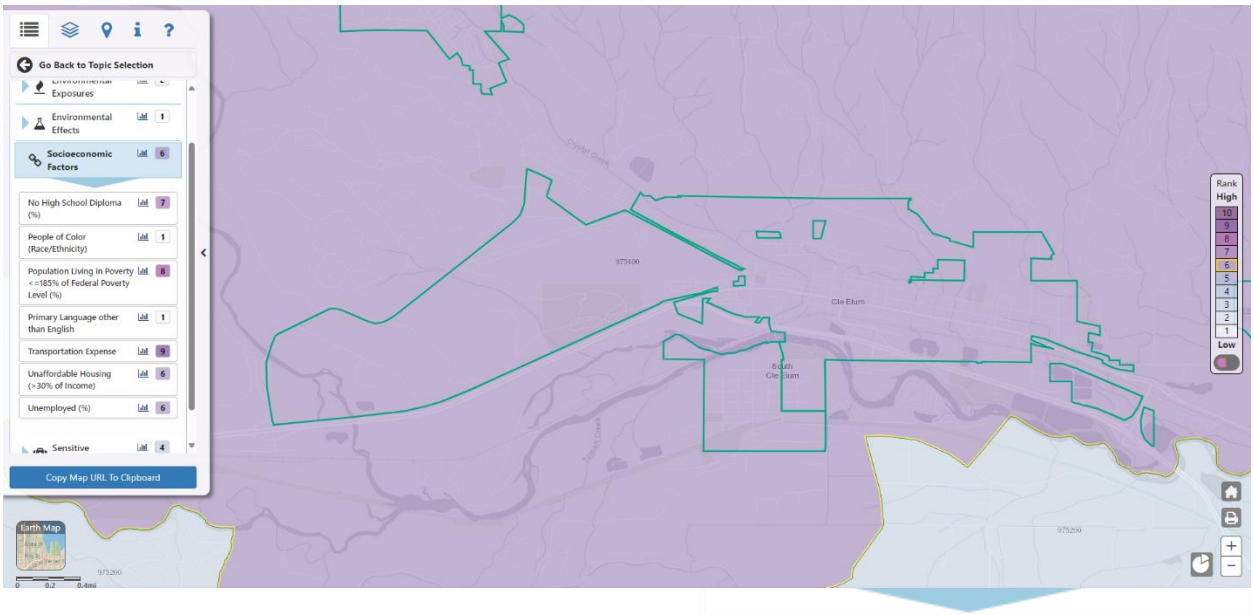
Population Living in Poverty: Poverty is a primary social determinant of health and is strongly associated with exposure to environmental pollutants. Low-income communities are significantly impacted by their socioeconomic status. Economic status shapes one's nutrition, occupation, housing, access to healthcare resources, and more. Due to increased psychosocial stress and decreased resilience, individuals experiencing poverty bear poor mental and physical health. Furthermore, many do not have the resources or access to healthcare services or delay healthcare due to financial insecurity. Thus, underlying pre-existing health conditions in low income communities may be exacerbated by exposure to environmental pollutants. Individuals in low socioeconomic status face higher concentrations of air pollutants, making them more susceptible to chronic respiratory health outcomes such as asthma. In addition, those experiencing poverty may not have access to safe or healthy living conditions, leading to additional vulnerability to infectious diseases and exposure to environmental hazards.

Transportation Expense: Transportation affordability captures many of the socioeconomic conditions that affect social health and well-being. As a social determinant of health, this indicator may influence the effect of exposure to environmental pollution. Those that experience a transportation burden may be at a greater risk of living in areas of environmental degradation and increased levels of air pollution. Individuals living in areas of heavy traffic and limited transportation options may be exposed to a greater extent of air pollution and experience vulnerability to respiratory health outcomes and increased mortality. Additionally, those that experience transportation burdens may delay medical care and services and suffer more long-term impacts due to financial insecurity or distance to resources. Low-income and financially vulnerable individuals may also experience greater periods of instability, resulting in increased

vulnerability to chronic and acute health conditions. Such health effects include stress and depression.

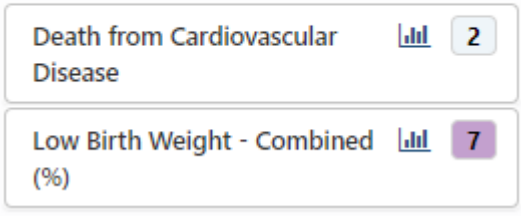
Unaffordable Housing: The housing burden captures many of the socioeconomic conditions that affect social health and well-being. As a social determinant of health, this indicator may influence the effect of exposure to environmental pollution. Those that live with a housing burden may be at a greater risk of living in areas of environmental degradation and increased levels of air pollution. Individuals experiencing a housing burden are at greater risk of exposure to air pollution and higher mortality. Those that experience a housing burden may delay medical care services and suffer more long-term impacts due to financial insecurity. Low-income and financially vulnerable households may also experience greater periods of residential instability, and increased vulnerability to chronic and acute health conditions. Such health effects include stress and depression.

Unemployed: Unemployment is a major factor when considering individual health and well-being. Unemployment can significantly impact mental and physical health as financial and emotional stress increases. This stress may lead to an increased susceptibility to environmental pollutants. With unemployment, individuals may experience the burden of financial strain, resulting in reduced access to healthcare resources, insurance, and nutritious food, leading to an increased risk of poor health outcomes related to environmental pollutants. When experiencing unemployment, individuals experience high levels of biological stress and long-term unemployment may lead to increased morbidity and mortality. Unemployment may lead individuals to seek housing in lower-income areas, which are often associated with higher levels of air pollution and environmental decline. In addition, in communities with high rates of unemployment, the increased cardiovascular disease persists.

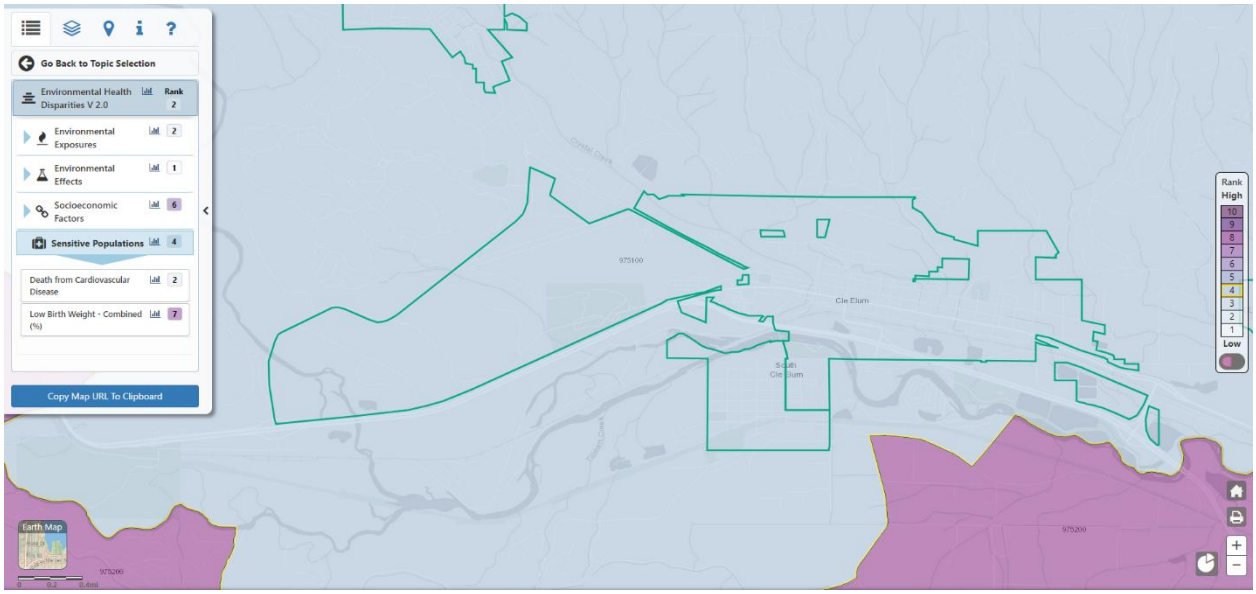


Sensitive Populations

The City of Cle Elum ranks 4/10 for Sensitive Populations. This health disparity metric looks at Low Birth Weight (7/10).

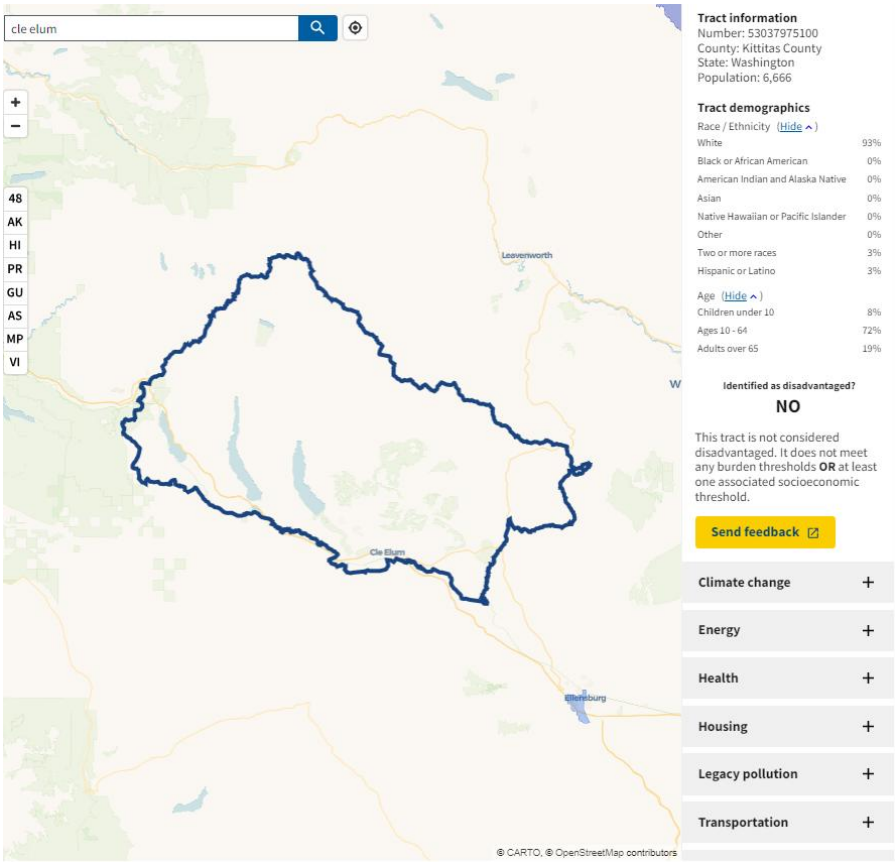


Low Birth Weight: Outcomes such as Low birth weight (LBW) is a globally recognized marker for population health due to existing disparities because certain demographics put infants at risk of LBW. For example, Black or Hispanic women have a higher risk of giving birth to a LBW baby, or older women have higher risk of delivering a LBW baby. Additional risk factors associated with LBW include nutritional status, lack of prenatal care, stress, and maternal smoking. There is evidence that environmental stressors not only impact LBW infants throughout their lifetime but also put infants at risk for LBW before birth.



Climate and Economic Justice Screening Tool

The White House Council on Environmental Quality developed a Climate and Economic Justice Screening Tool that examines overburdened and underserved areas at the census tract level. Cle Elum is located in Census Tract 530379-75100, which is not identified as disadvantaged.



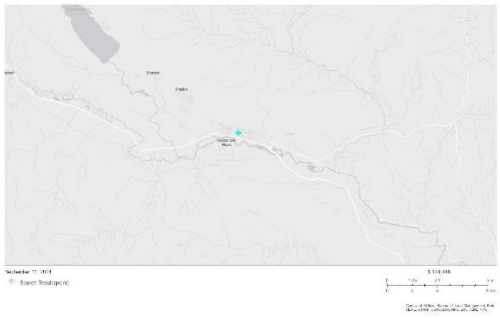
EPA

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Cle Elum, WA

1 mile Ring Centered at 47.194612,-120.936470
Population: 2,353
Area in square miles: 3.14



COMMUNITY INFORMATION

BREAKDOWN BY RACE

BREAKDOWN BY AGE

LIMITED ENGLISH SPEAKING BREAKDOWN

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	97%
Spanish	1%
Total Non-English	3%

Report for 1 mile Ring Centered at 47.194612,-120.936470
Report produced September 11, 2024 using EJScreen Version 2.3

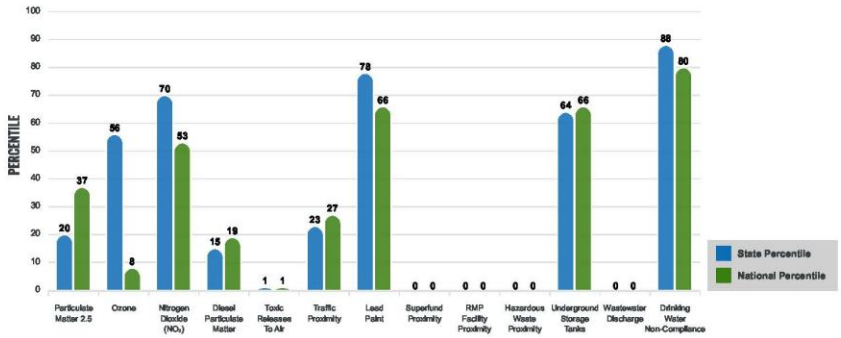
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

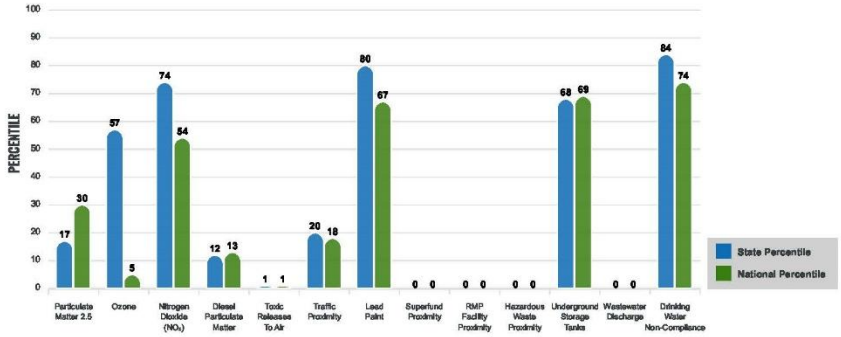
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for 1 mile Ring Centered at 47.194612,-120.936470

Report produced September 11, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	7.31	9.51	12	8.45	25
Ozone (ppb)	51.5	51.8	42	61.8	5
Nitrogen Dioxide (NO_2) (ppbv)	7.1	6.3	65	7.8	45
Diesel Particulate Matter ($\mu g/m^3$)	0.058	0.256	9	0.191	11
Toxic Releases to Air (toxicity-weighted concentration)	0.001	1,800	2	4,600	1
Traffic Proximity (daily traffic count/distance to road)	92,000	1,200,000	13	1,700,000	16
Lead Paint (% Pre-1960 Housing)	0.39	0.23	77	0.3	66
Superfund Proximity (site count/km distance)	0	0.53	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0	0.51	0	0.57	0
Hazardous Waste Proximity (facility count/km distance)	0	2.9	0	3.5	0
Underground Storage Tanks (count/km^2)	2.5	6.1	58	3.6	67
Wastewater Discharge (toxicity-weighted concentration/m distance)	0	300	0	700000	0
Drinking Water Non-Compliance (points)	5.2	1	96	2.2	90
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.22	N/A	N/A	1.34	53
Supplemental Demographic Index USA	1.6	N/A	N/A	1.64	53
Demographic Index State	1.61	1.47	64	N/A	N/A
Supplemental Demographic Index State	1.54	1.37	66	N/A	N/A
People of Color	22%	33%	35	40%	39
Low Income	38%	23%	80	30%	67
Unemployment Rate	4%	5%	51	6%	51
Limited English Speaking Households	0%	4%	0	5%	0
Less Than High School Education	17%	8%	87	11%	76
Under Age 5	4%	5%	41	5%	42
Over Age 64	20%	17%	69	18%	66

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0

Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 8
Air Pollution 0
Brownfields 2
Toxic Release Inventory 0

Other community features within defined area:

Schools 0

Hospitals 1
Places of Worship 0

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for 1 mile Ring Centered at 47.194612,-120.936470
Report produced September 11, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	13%	18%	7	20%	5
Heart Disease	6.6	4.8	88	5.8	68
Asthma	11.1	10.9	55	10.3	74
Cancer	7.8	6.5	82	6.4	80
Persons with Disabilities	19.8%	13.4%	86	13.7%	84

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	45%	11%	95	12%	95
Wildfire Risk	17%	12%	85	14%	82

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	14%	8%	81	13%	65
Lack of Health Insurance	5%	6%	47	9%	38
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for 1 mile Ring Centered at 47.194612,-120.936470
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www.epa.gov/ejscreen

Equity Summary

Based on the Demographics, the Department of Health Information by Location Tool, and the White House Council on Environmental Quality Climate and Economic Justic Screening Tool the City of Cle Elum has developed the following Outreach Goals and Outcomes:

Outreach Goal 1:

Engage the community at-large so that all residents can voice their opinion and contribute to the City of Cle Elum Safety Action Plan.

Outcome 1.1:

Receive a wide variety of comments and opinions from the community.

Outcome 1.2:

Identify alternative methods of outreach and communication, which may change throughout the project timeline, to reach the highest number of residents and interested stakeholders.

Outreach Goal 2:

Through equitable public engagement, identify segments of the community who may be more affected by programmatic or infrastructure changes.

Outcome 2.1:

Ensure that any barriers to achieving meaningful outreach to certain segments of the community such as language, internet access, time-of-day (for public meetings), or others are remedied through appropriate accommodations.

Outcome 2.2:

If necessary based on community requests, provide both an in-person and electronic option for public meetings.

SS4A Takeaways:

Measures which calm traffic are beneficial to all road users with their potential to reduce the number of crashes and their severity. This is especially impactful for a population that relies on several modes of transportation outside of a vehicle, consistent with (WAC 365-196-430) to encourage multimodal functions in urban areas.

Policy and Progress Changes

SS4A Guidance: Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

Comprehensive Plan: Cle Elum adopted its current Comprehensive Plan on June 25, 2019, which included updates in December 2019 and November 2021. The Transportation Element includes the following safety-related goals and policies:

Goal T-1: Be consistent with the City's Comprehensive Plan Goals and Policies, the State's Growth Management Act, and County-wide Planning Policies.

- *Policy T-1*: Land use plans and regulations should be used to guide development of the Transportation Element for the City.
- *Policy T-4*: Adequate transportation facilities and services should be in place at the time of occupancy of a development.

Goal T-2: Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation system.

- *Policy T-9*: Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.
- *Policy T-10*: Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.
- *Policy T-14*: Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT).

Policy T-15: Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

Policy T-16: Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

Policy T-17: Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.

Goal T-3: Evaluate existing and future land use for its impacts to the circulation system; ensure that a consistent level of service is provided to the public; and any improvements that may be required, are concurrent to the development.

Policy T-24: At a minimum, the developer or landowner's proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control, and road and signage improvements.

Goal T-4: Promote the development and enhancements of non-motorized transportation Citywide.

Policy T-25: Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-26: Pedestrian and bicycle movement across arterial intersections should be enhanced.

Policy T-27: Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.

Policy T-29: Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.

Policy T-30: New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

Policy T-31: Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy T-33: Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

Policy T-34: Adequate separation between non-motorized traffic should be provided to ensure safety.

Policy T-39: Encourage the principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.

Policy T-40: Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.

Policy T-42: Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

Goal T-9: Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.

Policy T-53: Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to

minimize wear on pavement surfaces not constructed to accommodate truck traffic.

Recommendation: *The City of Cle Elum is currently updating its Comprehensive Plan Transportation Element (project due date December, 2026). The revised Transportation Element should include at least one Traffic-Safety specific goal and implementing policy acknowledging the City's commitment to zero traffic fatalities and serious injuries.*

Construction Standards: The City of Cle Elum's Construction Standards for the private construction of public facilities was last updated in 2024. This document includes several safety-related standards and objectives, primarily related to the safety components and requirements during construction. Chapter 7 of the Construction Standards includes general requirements for street improvements and traffic studies. Depending on the scope of future developments, the Public Works Director or City Engineer may require a traffic study to be completed by the developer at the developer's expense. Minimum requirements of the traffic study include:

- Description of development (location, current and proposed land use and zoning) AM, PM, and Daily trip generation
- Site plan review
  - Access locations
  - Bike/ped/vehicle circulation
  - Parking evaluation

Optional elements that can be requested by the City include:

- Inventory of existing transportation network
  - Pedestrian, bicyclist, and vehicular
- Trip distribution
- Surrounding area land uses and zoning
- Existing conditions (traffic counts collected within previous 12 months)
- No Build Conditions
  - Using background growth and background project trips
- Build Conditions
- Mitigation Conditions (if necessary)
  - Off-site, such as proportionate share of infrastructure improvements
  - On-site, such as traffic management plan (TMP) or parking management plan (PMP)
- Safety analysis
  - Crash data for all study intersections from last 5 years
  - Discussion on crash trends, if any
  - Recommendations for safety improvements, if any

Recommendation: *The City of Cle Elum should consider making the optional safety analysis a requirement for all Traffic Studies. At a minimum, the decision to require a safety analysis as part of a Traffic Study should come after review of recent crash data in the vicinity of all new projects – If a fatal or*

serious injury crash occurred within the last 5 years, the safety analysis should be required.

Snow Removal Priority Guidelines: The City of Cle Elum is located in the heart of the Cascade Range and therefore is prone to several inclement weather and winter storm events each year. As such, the potential for fatal or serious injuries during winter months can be compounded by weather conditions. The goal of the City's Snow Removal Priority Guidelines is to efficiently cost-effectively provide a safe and accessible transportation system during inclement weather and winter storm events. The policy includes the following general considerations, conditions, and standards:

- The snow removal performance standard is to complete the initial snow removal operation and have snow removed to a level for "safe" vehicle passage, curb to curb or edge of pavement to edge of pavement within 24 hours after the end of the snow event. The City snow removal standard is not to remove all ice and snow from the surface of the pavement or a "black asphalt" policy.
- Snow removal routes are based on a City established priority system.
- Emergencies and safety are the immediate priorities.
- Street snow removal to begin at an accumulation of 6 inches or more as determined by the Public Works Director of designee.
- Removal of the accumulation of "snow berm" or "snow wrinkle" created by the City snow plow operations at private driveway entrances is the responsibility of the individual homeowner or property owners.
- Sidewalks and Safe Route snow removal to begin at accumulations of 2 inches or more as determined by the PW Director or designee.
- Safe Route to School priority is reduced when school is not in session.
- CEMC Title 12 requires homeowners and businesses to remove snow from the walks directly adjacent to their property in a timely manner.
- It shall be the policy of the City to consider cost, environmental impact of salt usage, as well as safety of the motoring public when establishing application rates and location for application.
- City plow operators make every effort to avoid damage to areas adjoining the street. City residents and businesses should keep landscaping, garbage containers, recycling containers, etc. from obstructing right-of-way.
- If a City plow or truck damages a fence or other item through direct contact or due to the force of the snow rolling off the plow that is placed within the city right-of-way or within an easement, the fence of other item(s) will be repaired or replaced at the property owner's expense.

The policy includes the following Priorities:
Priority 1 – Emergency & Street Collector Routes

- Priority 1 snow removal tasks are assigned during a major snow event to ensure major transportation routes are passable to allow emergency vehicles access within 2 blocks of residences and businesses.
- Routes included:

Cottage Ave Hill	Stafford Hill	Reed Street
Montgomery Ave Hill	Shober Way	Fire Department

Peoh Ave Hill	Denny Ave Hill	Police Department
Oakes Ave Hill	Pine Street	

Priority 2 – All City Streets/Safe Route to School Walks (progress Path)/Other

- City Streets and Alleys
- Safe Route to School Walks (when in session) to include:
  - Progress Path
- Others to include:
  - City Hall Walks
  - Library Walks
  - Park Walks and sidewalks

Priority 3 – As Needed and as Time Allows

- Snow piles (accumulation of plowed snow along curb lines and road edges). Removal to be done at a time designated by the Public Works Director or designee.
- Wrinkle and General Clean-up of Residential & Business Streets (Done on a "worst case" non-preferential basis) to prevent flooding during thaw.

Recommendation: *Annually review and analyze any winter or inclement weather-related crashes and update the snow removal policy if warranted.*

Strategy and Project Selections

SS4A Guidance: Identification of a comprehensive set of projects and strategies--shaped by data, the best available evidence and noteworthy practices, and stakeholder input and equity considerations—that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a safe System Approach and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated.

Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explain prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

The crash locations identified in the Data Collection section above are summarized and initially ranked by descending year and severity.

Priority Safety Projects and Ranking by Year and Severity	
Rank	Project
	Fatal Injury (2016)
1	Exit 85 Lighting and Signage (fatality)
	Serious Injury (2015-2023)
2	Railroad Ave Road Safety Improvements – Rumble Strips and Fog Lines

3	Exit 85 Road Safety Improvements – Rumble Strips
4	SR 903/Denny Ave Speed Camera and Guardrail
5	W First St and Stafford Roundabout
6	Bullfrog Road Signage and Striping
7	Exit 85 Reduced Speed
8	SR 970 Signage

The countermeasures identified for each project also include an engineer's estimate. To determine relative cost and complexity of projects, the following matrix was developed, which also includes estimated timing for implementation:

Project Funding and Timing			
	Low Cost ($) (< $149,999)	**Mid Cost ($$) ($150,000 - $749,999)**	**High Cost ($$$) (> $750,000)**
Short-Term (1–5 Years)	**$**		
Mid-Term (6-15 Years)		**$$**	
Long-Term (> 16 Years)			**$$$**

Evaluation Criteria and Project Scoring

The data and exhibits identified in the data collection section were reviewed by the task force to determine project ranking and scoring. The evaluation criteria the City will use for scoring projects is as follows:

- Is the proposed countermeasure or improvement completely contained inside the city limits or the Urban Growth Area? If yes, continue screening.
    - If no, is the proposed countermeasure or improvement part of a connection to a Kittitas County of WSDOT roadway which is actively and properly coordinated with all partners? If yes, specify the portion the City will include in its plan and continue screening.
        - If no, then do not proceed without Council authorization
- Is the countermeasure or improvement with the City's Comprehensive Plan Transportation Element and Capital Facilities Plan goals and policies? If yes, list specific goals and policies.
    - If no, 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 no, has the need or improvement been evaluated by City staff and the Council and deemed a higher priority than the projects on the existing list? If yes, state the purpose of the higher priority.

- If no, then do not proceed without Council authorization

- Does the City budget allow for inclusion of the countermeasure or improvement in addition to the projects already identified on related 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 countermeasures or improvement and the year complete funding may be available.
    - If no, 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 no, then include the countermeasure or improvement for consideration during a future plan update.

- Can 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 or eventual replacement consideration.
    - If no, has the public shown positive support of a user's fee to satisfy ongoing maintenance? If yes, show the supportive action.
        - If no, the countermeasure or improvement can be shown as an unfunded, planned project, without a year of anticipated construction or purchase.

TABLE 0-1 – FATALITY CRASHES

Prj. ID	Location	Crash Type	Contributing Factors
16.F.1	SR 970 Off-Ramp	Pedestrian was outside of his vehicle when he was struck by a vehicle and killed.	Nighttime, narrow shoulders, no lighting. The accident occurred on a section of the exit that is a two-lane undivided principle arterial with narrow shoulders and complicated geometry. Eight non-serious injury accidents in the past 10 years.

TABLE 0-2 – SERIOUS INJURY CRASHES

Prj. ID	Location	Crash Type	Contributing Factors
23.SI.1	South Cle Elum Way – Railroad Street to Reed Street	Single-vehicle departed the roadway and struct a tree or stump.	Two-lane, undivided major collector with limited shoulders. No delineation between roadway and shoulder. Three non-serious injury accidents in the past 10 years.
22.SI.1	Exit 85 to SR 903	Single-vehicle left his lane and struct the guardrail and signage behind the guardrail.	Early morning while still dark. Drug impaired driver. Two-lane, undivided major collector. Three non-serious injury accidents in the past 10 years.

19.SI.1	SR 903 – Ranger Station Road to City Limits	Vehicle spun-out and struct a second vehicle.	Night time in Winter. Speed was a factor. Two-lane undivided major collector with an annual average daily traffic volume of 6,000 vehicles. Near a school zone. Ten non-serious injury accidents in the past 10 years.
19.SI.2	W First Street and Stafford Street Intersection	Two-vehicle collision in the intersection.	Morning collision. Alcohol-related. Intersection of two major collector street with high traffic volumes. Thirteen non-serious injury accidents in the past 10 years.
17.SI.1	Bullfrog Road (near parcel 18707)	Heavy truck and motor vehicle collision.	Two-lane undivided major collector with an annual average daily traffic volume of 5,500 vehicles. Afternoon collision where one of the vehicles crossed the centerline and struck the other vehicle. One non-serious injury accident in the past 10 years.
17.SI.2	Exit 85 off ramp	Single-motorcycle left the roadway and struck the guardrail.	One-lane offramp that connects an interstate with a principal arterial. Tight curves that can be difficult to navigate. Speed was a factor. Eight other non-serious injury accidents in the past 10 years.
15.SI.0	SR 970 off ramp	Heavy truck rear-ended a pickup and the heavy truck overturned.	Distracted driver, morning, eastbound section of the exit that is a one-lane principal arterial section of SR 970. Two non-serious injury accidents in the past 10 years.

In order to rank project countermeasures based on the above identified crashes, the following point schedule will be used.

TABLE 0-3 – PROJECT SCORING	
Points	**Severity**
50	Fatal
30	Serious Injury
Points	**Intersection or Roadway Relation**
30	At Intersection and Intersection-Related
20	Not at Intersection, but Intersection-Related
15	At Intersection, but Not Intersection-Related
10	Along Roadway - Not at Intersection and Not Intersection-Related
Points	**Existing Intersection/Roadway Control**
20	Unimproved (no intersection signage or roadway controls)
10	Stop sign controlled (two-way)
5	All-way stop sign controlled
5	Improved intersection or roadway controls
5	Roundabout
Points	**Type of Crash**
35	Pedestrian or Bicycle

35	Collision – intersection
30	Collision – opposite direction
30	Vehicle exit the road
20	Collision – same direction
Points	**Problematic Corridor**
40	>6 crashes in 10 years
20	4-6 crashes in 10 years
10	<4 crashes in 10 years

TABLE 0-4 – SPOT LOCATIONS: SERIOUS INJURY CRASH TYPES – PROJECT RANKING								
Prj. ID	Location	**Severity**	**Intersection Related**	**Existing Intersection Control**	**Type of Crash**	**Problematic Corridor**	**Total Raw Score**	**Ranking**
16.F.1	SR 970 Off-Ramp	50	10	20	35	40	155	1
23.SI.1	South Cle Elum Way – Railroad Street to Reed Street	30	10	20	30	10	100	5
22.SI.1	Exit 85 to SR 903	30	10	20	30	10	100	5
19.SI.1	SR 903 – Ranger Station Road to City Limits	30	10	20	20	40	120	3
19.SI.2	W First Street and Stafford Street Intersection	30	10	5	35	40	120	3
17.SI.1	Bullfrog Road (near parcel 18707)	30	10	20	30	10	100	5

17.SI.2	Exit 85 off ramp	30	10	20	30	40	130	2
15.SI.1	SR 970 off ramp	30	10	20	20	10	90	8

TABLE 5 – CLE ELUM'S CITY SAFETY PLAN RANKED PROJECTS							
Priority	**Prj. Id**	**Spot Location or Systemic Location**	**Description of Project or Countermeasures**	**Could be Implemented as an Element of Existing Planned Improvements?**	**Safe System Considerations**	**Low, Mid, or High Cost**	**Short, Mid, or Long Term**
1	16.F.1	SR 970 Off-Ramp	Additional lighting and electrical, new "No Pedestrians" signage. This project is within WSDOT right-of-way.	This project would need to be coordinated and implemented by WSDOT	Safer Roads Safer Road Users	$	Mid
2	17.SI.2	Exit 85 off ramp	New reduced speed limit and corner ahead signage.	This project would need to be coordinated and implemented by WSDOT	Safer Roads Safer Speeds	$	Mid
3	19.SI.1	SR 903 – Ranger Station Road to City Limits	This project proposes multiple countermeasures: 1) Reduce speed limit from 45mph to 35mph; 2) New speed camera at Denny Ave; and 3) New guardrail from Ranger Station Road to City Limits.	The speed camera is funded in 2026 on the TIP. Additional project components would need to be added as a new project or as a supplement to an existing project	Safer Roads Safer Speeds	$$$	Short to Mid
4	19.SI.2	W First Street and Stafford Street Intersection	New single-lane roundabout, three new street lights, storm drainage.	Would need to be included in the TIP	Safer Roads Safer Speeds Safer Road Users Safer Land Use	$$$	Mid to Long

5	23.SI.1	South Cle Elum Way – Railroad Street to Reed Street	New rumble strips on each shoulder.	Could be amended into the 2026 CN TIP project.	Safer Roads Safer Land Use	$	Short
6	22.SI.1	Exit 85 to SR 903	New rumble strips and fog-line painting.	This project would need to be coordinated and implemented by WSDOT	Safer Roads Safer Land Use	$	Mid
7	17.SI.1	Bullfrog Road (near parcel 18707)	New double-yellow centerline from SR 903 to first bend in Bullfrog Road; New speed limit signage at Tumble Creek Drive and SR903.	Would need to be coordinated with Kittitas County	Safer Roads Safer Speeds Safer Land Use	$	Mid
8	15.SI.1	SR 970 off ramp	Replace Yield sign with Stop sign.	This project would need to be coordinated and implemented by WSDOT	Safer Roads	$	Mid

Progress and Transparency

SS4A Guidance: Method to measure progress over time after an Action Plan is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting go the Action Plan online.

Table (__): Performance Measures for Progress Tracking

Performance Measure	Tracking Frequency	Description
Number of Crashes	Annual	Number of all crashes by severity, travel mode, and road jurisdiction. This measure helps the City to better understand the effectiveness of safety countermeasures and where crashes are occurring.
Fatal and Serious Injury Crashes and Vehicle Miles Traveled	Annual	Number of fatal and serious injury crashes divided by the annual Vehicle Miles Traveled (VMT) for a rate of FSI crashes.
Top Contributing Factors in Fatal and Serious Injury Crashes	Annual	Track crash contributing factors such as speeding, impaired driving, or distracted driving to inform project priorities, investments, and program development.
Speed Data	Project Dependent	Conduct speed studies before and after implementing traffic calming measures and safety focused projects to determine the effectiveness of strategies.
Proven Safety Countermeasures	Annual	Track the number of Proven Safety Countermeasures implemented in different projects throughout the year.
Fatal and Serious Injury Crashes by Project	Project Dependent	Track crash records three years prior to a construction project and for three years after construction is completed to assess impacts on safety.
Bicycle/Pathway Network Mileage	Annual	Track the length of bicycle lanes and/or pathways that are added to the network and update the GIS database.
Sidewalk Network Mileage	Annual	Track the length of sidewalk network that is constructed or reconstructed and update the GIS database.

EVALUATION

The Safety Action Plan progress reports are valuable resources for evaluating overall transportation safety goals in the City of Cle Elum. The data collection required for progress tracking will ensure that the City always has consistent and updated transportation-related data for future project prioritization, program development, and grant applications and can help expedite decision-making processes. The performance measures data recorded in the progress reports over time will also be resources for future Safety Action Plan updates.

Appendix

A: Survey results Add .pdf to final draft