



2026

SAFETY ACTION PLAN

SAFE STREETS AND ROADS FOR ALL (SS4A)



**CITY OF CLE ELUM
WASHINGTON
RESOLUTION NO. 2026-015**

**A RESOLUTION OF THE CITY OF CLE ELUM,
WASHINGTON, ADOPTING THE CITY OF CLE ELUM
SAFE STREETS AND ROADS FOR ALL SAFETY ACTION
PLAN**

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

WHEREAS, the purpose of the Safety Action Plan (the Plan) is to develop a holistic, well-defined strategy to eliminate roadway fatalities and serious injuries; and

WHEREAS, the Plan builds upon and references Washington State Target Zero, which includes the goal of zero roadway fatalities and serious injuries by 2030; and

WHEREAS, the Plan was made available to the public for review and comment through posting on the city website, and at an open-house meeting; and an analysis of the public process is included in the Plan appendix; and


WHEREAS, on May 12, 2026, the Cle Elum City Council reviewed the Plan at an open public meeting; and

WHEREAS, the Cle Elum City Council, having considered the recommendation from staff, hereby finds and determines that approval of the Plan is in the best interest of the residents of the City of Cle Elum.

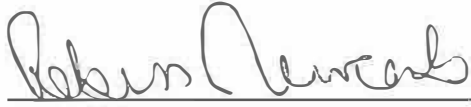
THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

The Cle Elum City Council hereby approves and adopts the Safety Action Plan.

PASSED by the City Council the 12th day of May, 2026.

CITY OF CLE ELUM

Matthew Lundh, Mayor

ATTEST/AUTHENTICATED:



Robin Newcomb, Deputy Clerk

Filed with the City Clerk: 5/14/26

Passed by the City Council: 5/12/26

Resolution No.: 2026-015



CITY OF CLE ELUM
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CITY ADMINISTRATION
Matthew Lundh, Mayor
Robert Omans, City Administrator
Mathew Bailey, Public Works Director

CITY COUNCIL MEMBERS
Position 1 – Cassidy Buechle-Curtis
Position 2 – Ken Ratliff
Position 3 – Beth Williams
Position 4 – Vacant
Position 5 – Steven Harper
Position 6 – Steven Cook
Position 7 – Audrey Malek

Additional copies of this document are available online at: <https://cleelum.gov/>.

Questions about this report:

For questions about this report or for access to an alternate format of this document, please contact:

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

For those who are deaf or hard of hearing, the Washington State Relay can be contacted at 711 for assistance in making a request to the City.

The Americans with Disabilities Act Notice:

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), the City of Cle Elum will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

PREPARED BY:
HLA Engineering and Land Surveying, Inc.
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SAFETY ACTION PLAN

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 guides 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.

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.

**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

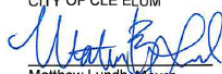
WHEREAS the SS4A grant requires an official public commitment by the governing body to an eventual goal of zero roadway fatalities and serious injuries; and

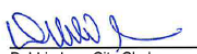
WHEREAS the Washington State Department of Transportation Strategic Highway Safety Plan, Target Zero, includes a goal of zero deaths and serious injuries by 2030.

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 3rd 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



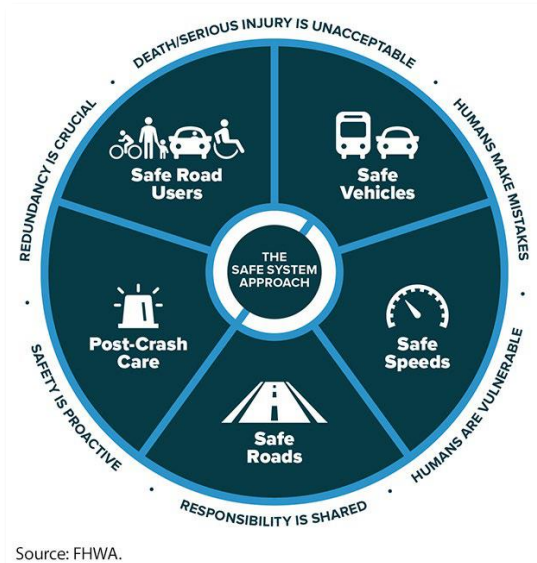
- **Safer Vehicles.** Vehicles are designed and built to keep all road users inside and outside of the vehicle safe. This includes reduced vehicle mass, speed control, shapes that reduce injury severity for road users outside of the vehicle, active collision avoidance, technology that supports sober 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.



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 with background information on the project, funding sources, and the desired outcome. Results of the previous survey were reviewed and discussed.

City of Cle Elum 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, Project Engineer I
Lori Nevin	Jamison Enos, Planner I
Craig Schermerhorn	

Safety Analysis



SS4A Guidance:

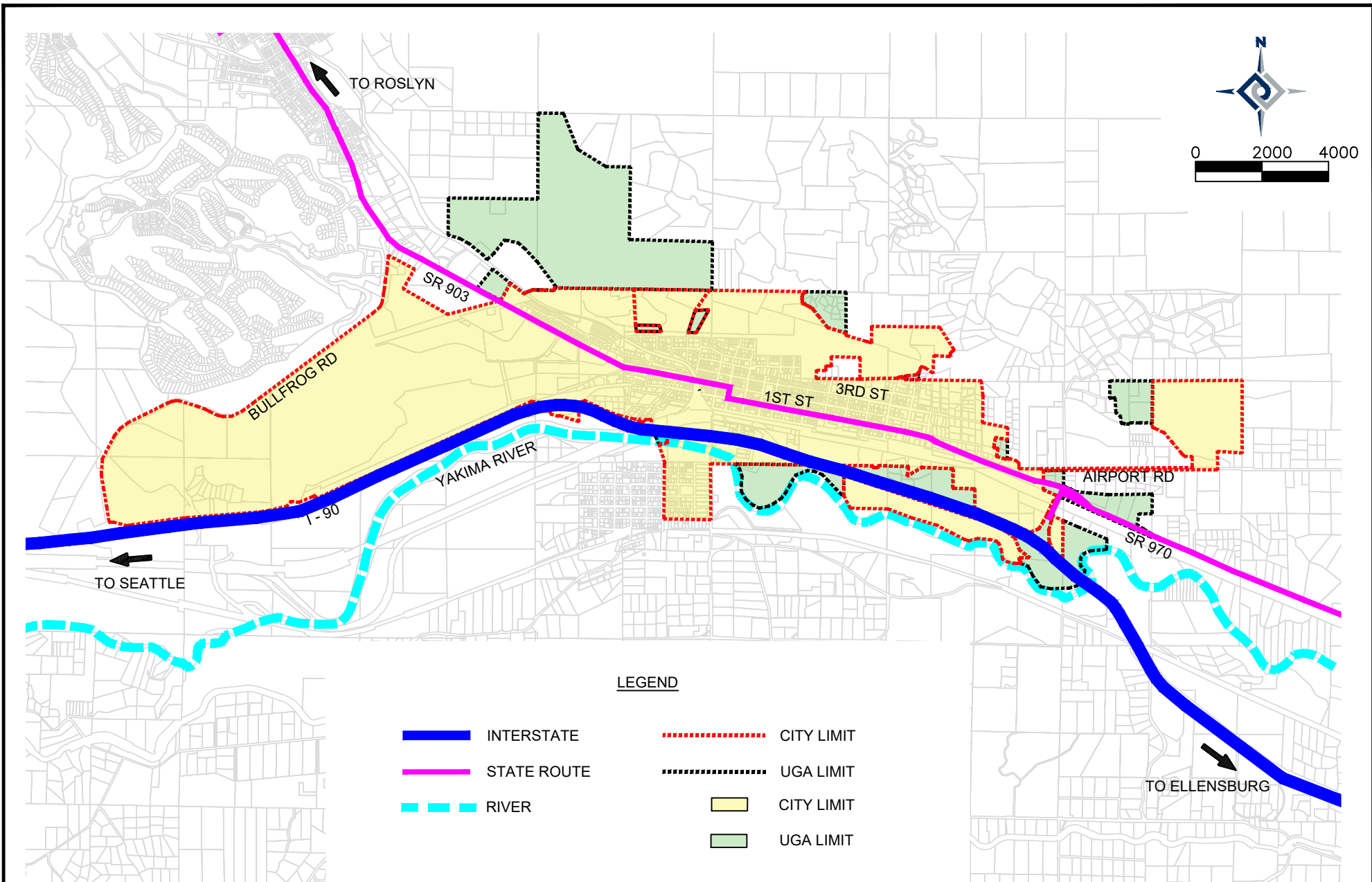
Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across the City of Cle Elum. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types 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 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.



P:\PROJECTS\2024\24051\VICINITY MAP - CLEELUM.DWG



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CITY OF CLE ELUM

VICINITY MAP
 SAFETY ACTION PLAN



City Safety Plan

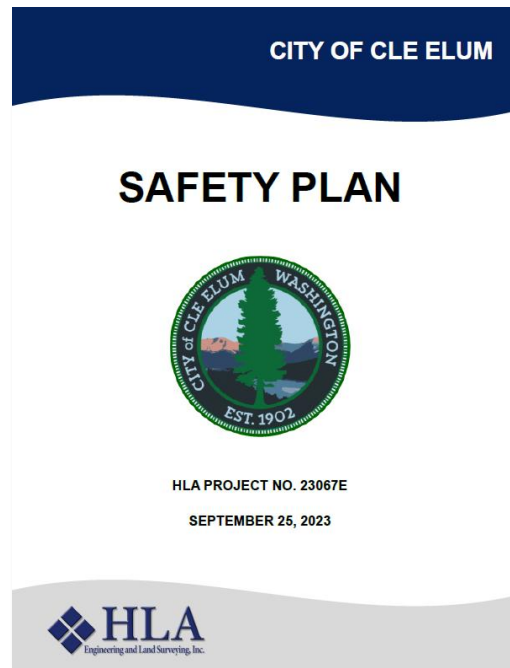
In 2023, the City of Cle Elum updated its Washington State Department of Transportation (WSDOT) Safety Plan. Previous versions of the City Safety Plan reviewed and analyzed WSDOT crash data to identify problem areas and develop prioritized projects.

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.





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.





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 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.

WSDOT

Report Category: Target Zero Crash Type | Report Name: Intersection Related

Select Report Parameters:
 Report Year: 2025 | Location: Cle Elum | Jurisdiction: (All)

Map Legend: Suspected Serious Injury

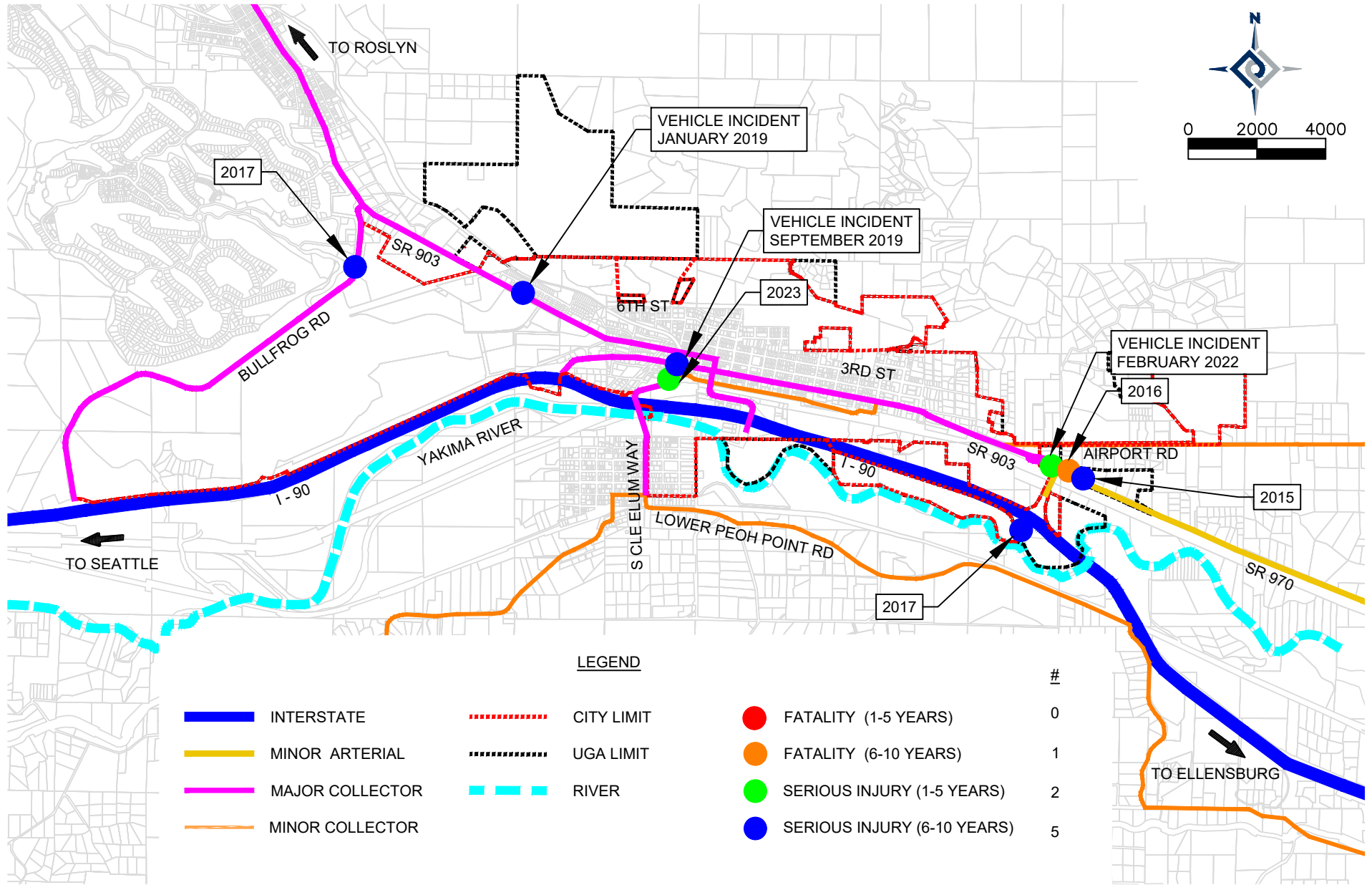
Target Zero Crash Type - Intersection Related

Report Year: 2025
 Location: City of Cle Elum
 Jurisdiction: (All)

Crash Type	Count
Intersection Related Fatal and Suspected Serious Injury Crashes	1
Number of Vehicles Involved	2
Fatal Crashes	0
Suspected Serious Injury Crashes	1
Fatalities	0
Suspected Serious Injuries	1
Alcohol Impaired Crashes	1
Alcohol Impaired Drivers, Pedestrians and Bicyclists	1
Drug Impaired Crashes	0
Drug Impaired Drivers, Pedestrians and Bicyclists	0
Alcohol And/Or Drug Impaired Crashes	1
Alcohol And/Or Drug Impaired Drivers, Pedestrians and Bicyclists	1
Had Been Drinking Crashes	1
Had Been Drinking Drivers, Pedestrians and Bicyclists	1
Speed Related Crashes	1
Speeding Drivers Involved	1
Inattentive/ Distraction Related Crashes	0
Inattentive/ Distracted Drivers Pedestrians And Bicyclists	0
Drowsy Driver Involved Crashes	0
Drowsy Drivers Involved	0
Young Drivers 16-25 Involved Crashes	0
Young Drivers 16-25 Involved	0
Older 65+ Driver Involved Crashes	0
Older 65+ Drivers Involved	0
Older 70+ Driver Involved Crashes	0
Older 70+ Drivers Involved	0
Heavy Truck Involved Crashes	0
Heavy Trucks Involved	0
School Bus Involved Crashes	0

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



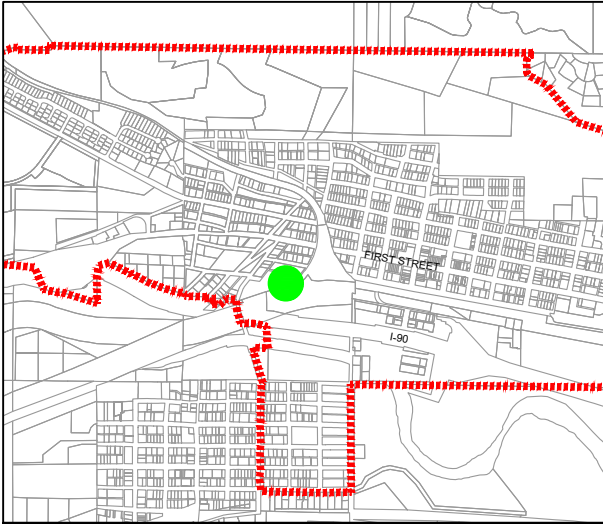
Incidents involving serious and fatal injuries from 2015-2023 are as follows:

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.

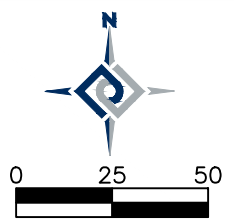
This serious injury accident occurred in the afternoon. It was a single vehicle accident in which an older driver departed his lane, left the roadway, and struck a tree or stump. Proposed traffic mitigation measures at this location include adding rumble strips and new painted fog lines from West Railroad 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 one serious injury accident, three non-serious injury accidents have occurred at this location in the past ten years.



LEGEND

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



PROPOSED SOLUTION:
NEW RUMBLE STRIPS AND FOG LINES
RAILROAD AVE TO REED ST



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● SERIOUS INJURY 2023



CITY OF CLE ELUM
TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

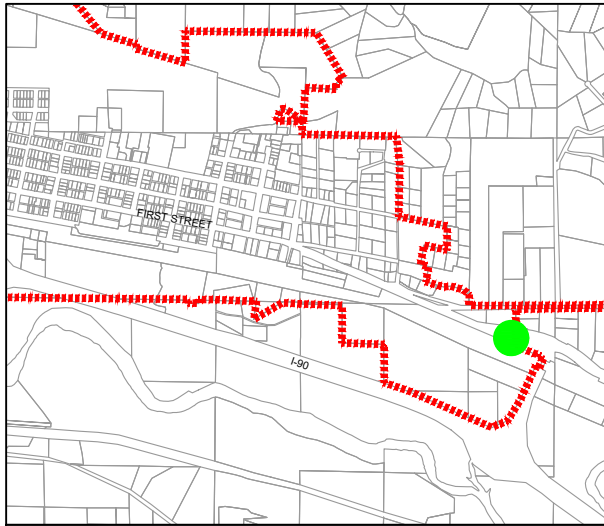


2022 Serious Injury: Project ID: 22.SI.1




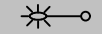


In February of 2022, a serious incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound Exit 85 off Interstate 90. The accident occurred on a section of the exit that is a two-lane undivided major collector section of State Route 903. It has an annual 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.

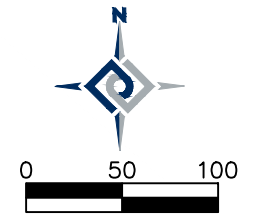
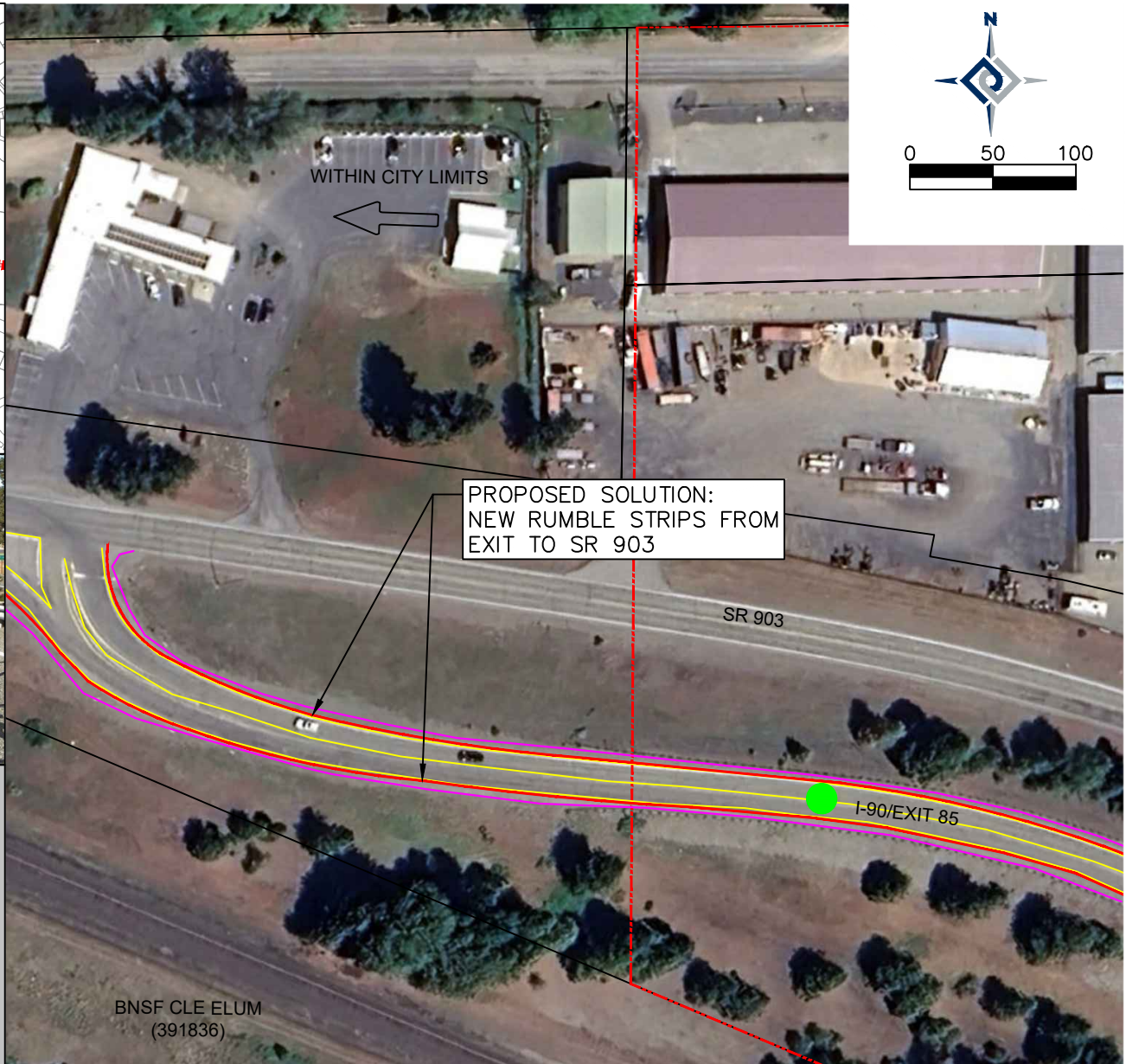
This serious injury accident occurred in the early morning while still dark. The incident involved a single vehicle accident in which the drug impaired driver left his lane and struck the guardrail and signage behind the guardrail. Proposed traffic mitigation measures at this location include adding 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 one serious injury accident, three non-serious injury accidents have occurred at this location in the past ten years.




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

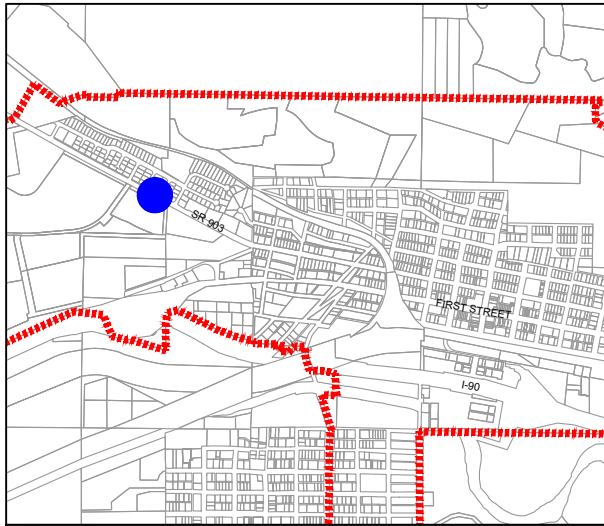


2019 Serious Injury 1: Project ID: 19.SI.1




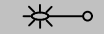


In January of 2019, a serious incident occurred along State Route 903 near Denny Avenue. This section of roadway is a two-lane undivided major collector with an annual average daily traffic volume of 6,000 vehicles. It is also just southeast of the school zone. No guardrails currently exist to prevent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

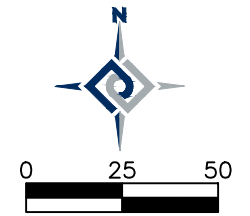
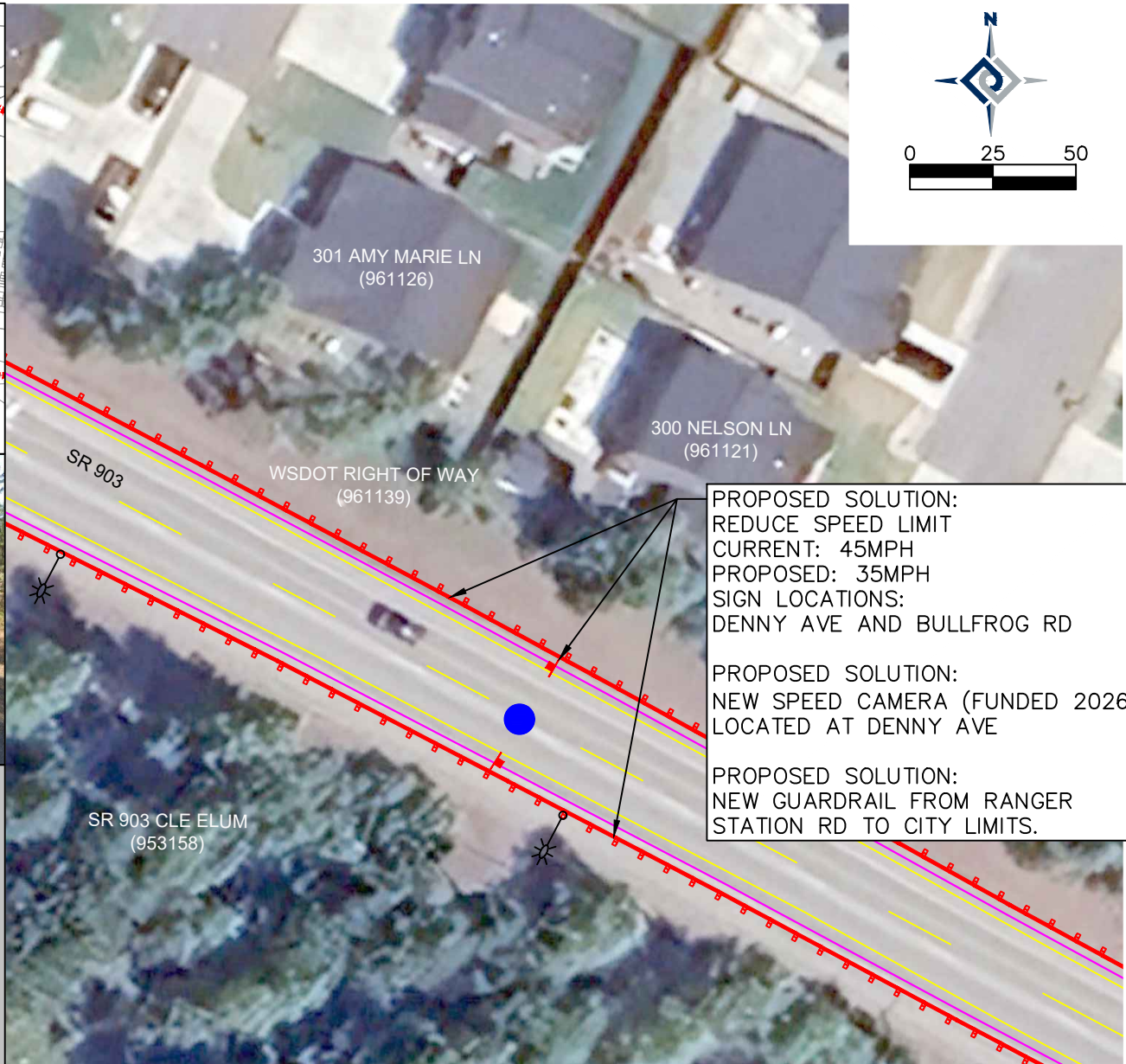
This serious injury accident occurred at nighttime in the winter. A vehicle was driving in snowy and dark conditions where it spun out and struck a second vehicle. Speed was determined to be a factor in this accident. Proposed traffic mitigation measures at this location include a new speed camera, which 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 one serious injury accident, ten non-serious injury accidents have occurred at this location in the past ten years.



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



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

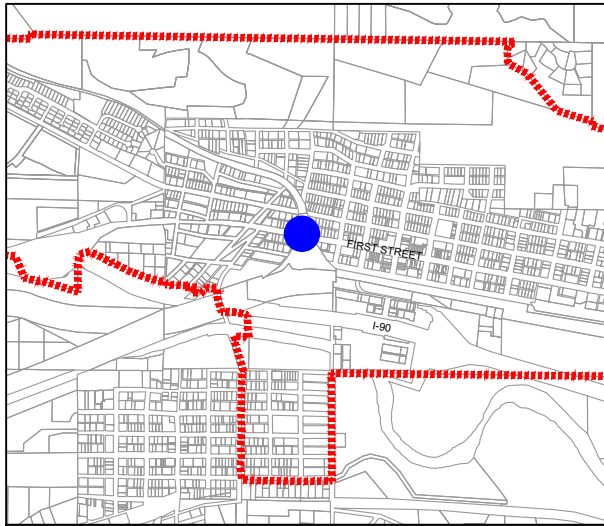
11/11/2025

PRELIMINARY



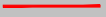
Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	\$25,000.00	1	\$25,000.00
2	SPCC Plan	1-07.15(1)	LS	\$1,500.00	1	\$1,500.00
3	Mobilization	1-09.7	LS	\$50,000.00	1	\$50,000.00
4	Project Temporary Traffic Control	1-10.5(1)	LS	\$100,000.00	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

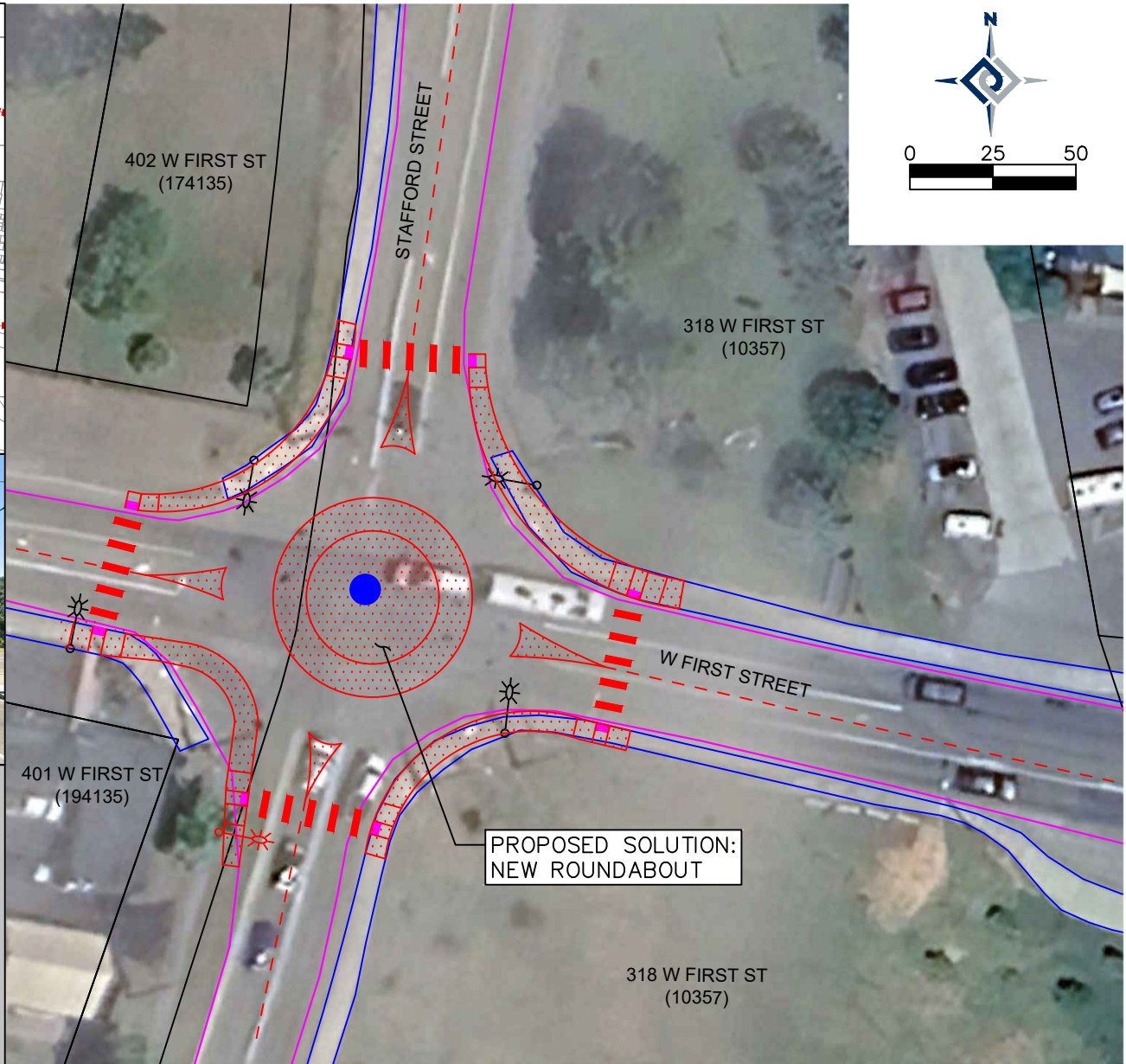
	Subtotal	\$724,200.00
	Contingency 15%	\$108,600.00
	Total Estimated Construction Cost	\$832,800.00
	Design Engineering 15%	\$124,920.00
	Construction Engineering 15%	\$124,920.00
	Total Estimated Project Cost	\$1,082,640.00

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

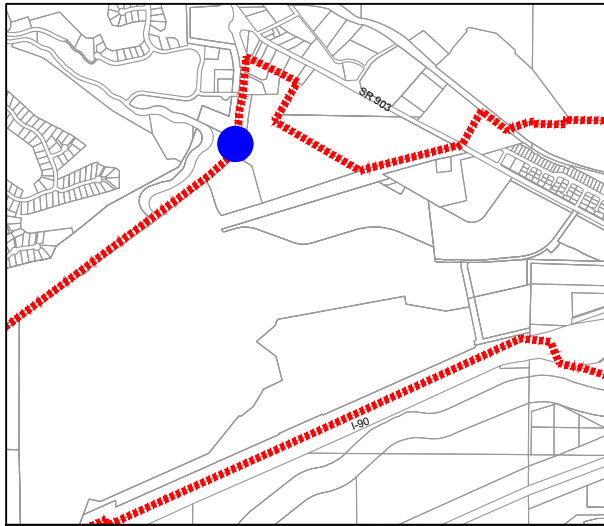


2017 Serious Injury 1: Project ID: 17.SI.1




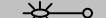
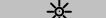
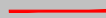
In August of 2017, a serious incident occurred on Bullfrog Road, south of the intersection with State Route 903. This roadway is a two-lane undivided major collector. It has an annual average daily traffic volume of 5,500 vehicles and is a major connection between Interstate 90, Cle Elum, and Roslyn. 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.



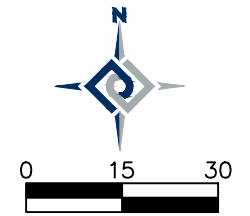
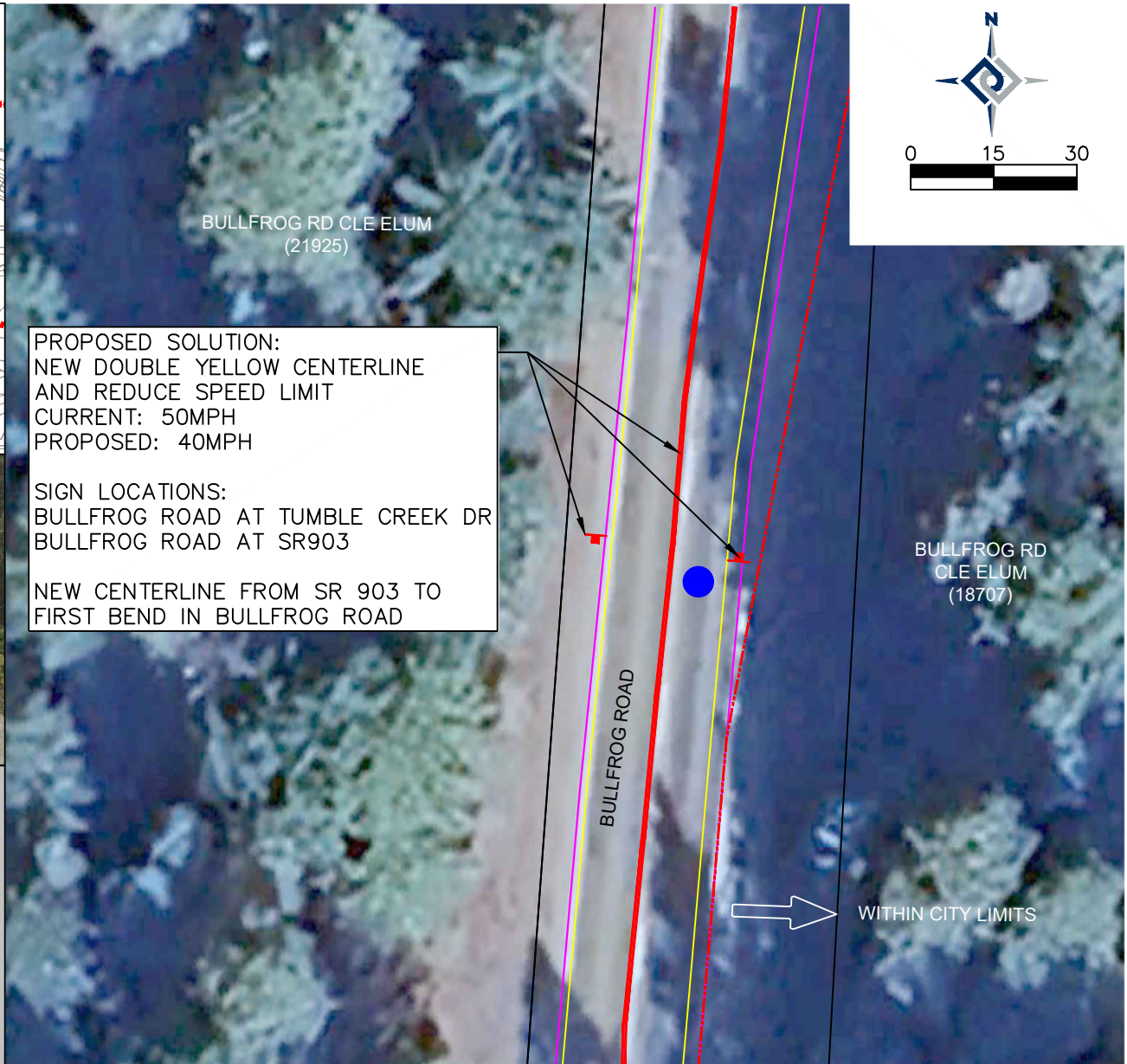
LEGEND

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


PROPOSED SOLUTION:
 NEW DOUBLE YELLOW CENTERLINE
 AND REDUCE SPEED LIMIT
 CURRENT: 50MPH
 PROPOSED: 40MPH

SIGN LOCATIONS:
 BULLFROG ROAD AT TUMBLE CREEK DR
 BULLFROG ROAD AT SR903

**NEW CENTERLINE FROM SR 903 TO
 FIRST BEND IN BULLFROG ROAD**



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 SERIOUS INJURY 2017



CITY OF CLE ELUM
 TRAFFIC SAFETY MITIGATION MEASURE
 SAFETY ACTION PLAN

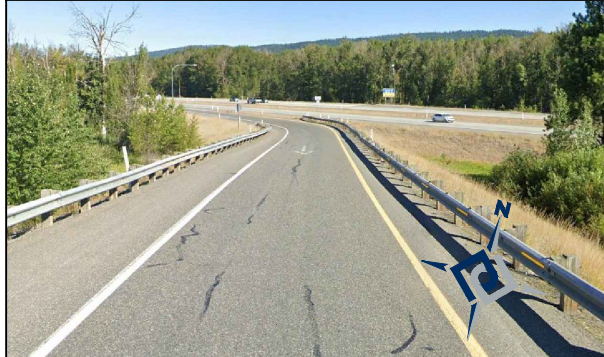
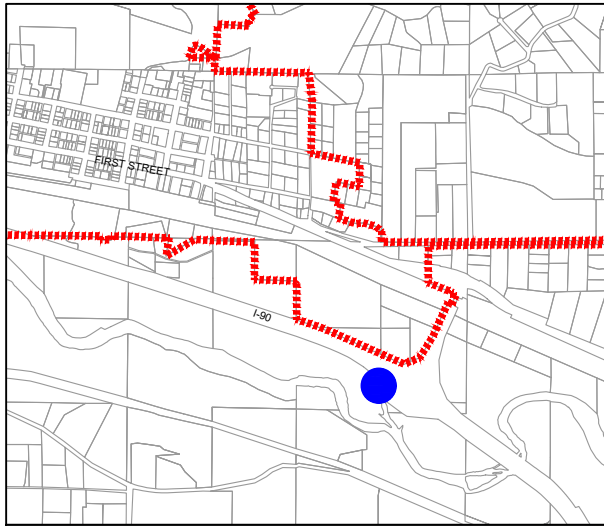


2017 Serious Injury 2: Project ID: 17.SI.2






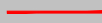
In July of 2017, a serious incident occurred on eastbound Exit 85 off Interstate 90, which is the junction with State Route 970. This offramp is one lane and connects an interstate with a principal arterial. It has an annual average daily traffic volume of 2,000 vehicles. The existing conditions include 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.

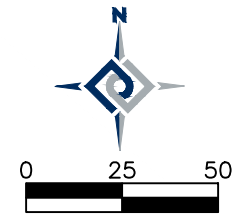
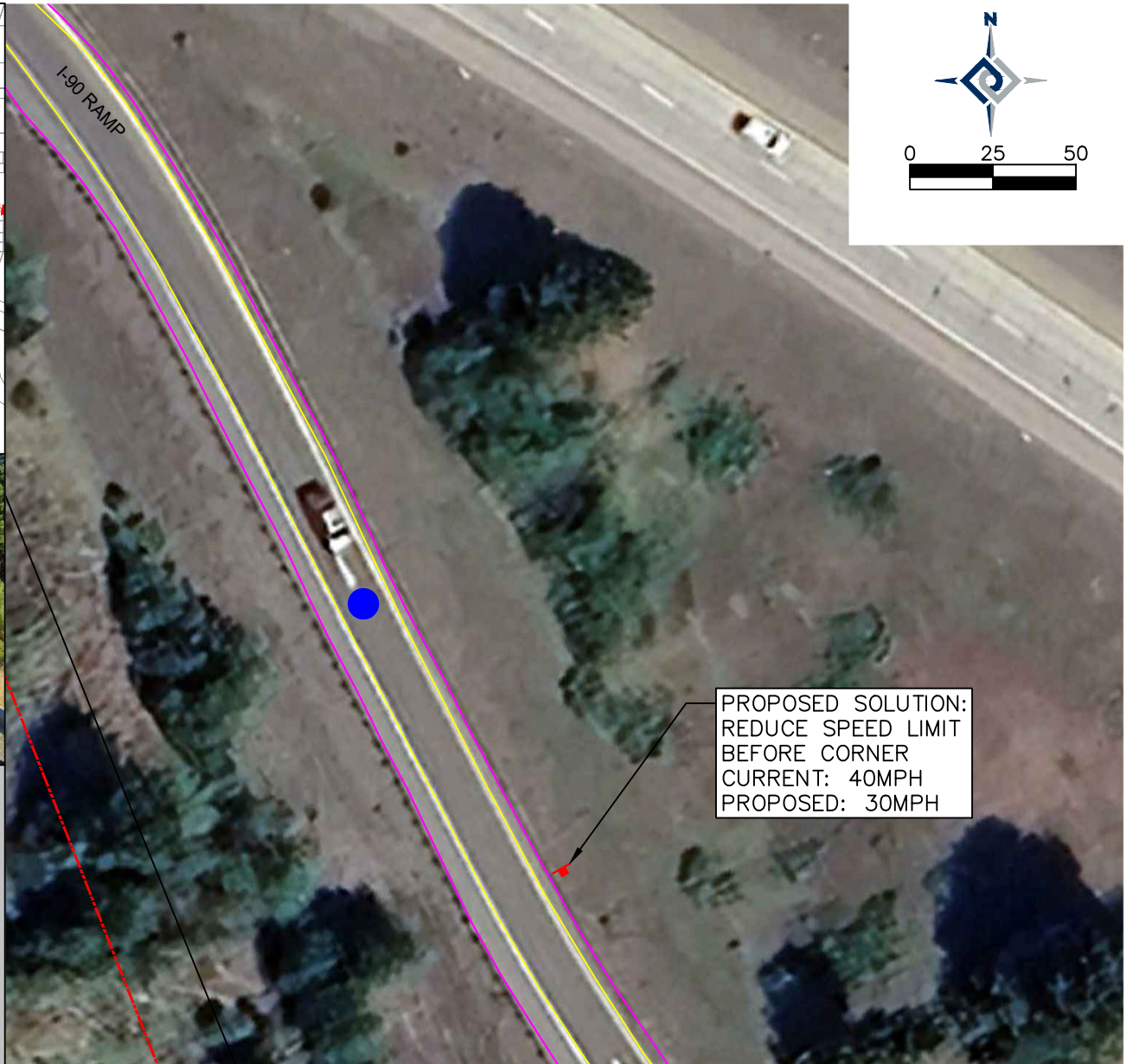
This serious injury accident occurred late in the morning. A single motorcycle was driving distracted when they left the roadway and hit the guardrail. Speed was determined to be a factor in this accident. Proposed traffic mitigation measures at this location include reducing the suggested speed from 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.



LEGEND


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



PROPOSED SOLUTION:
 REDUCE SPEED LIMIT
 BEFORE CORNER
 CURRENT: 40MPH
 PROPOSED: 30MPH



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 SERIOUS INJURY 2017



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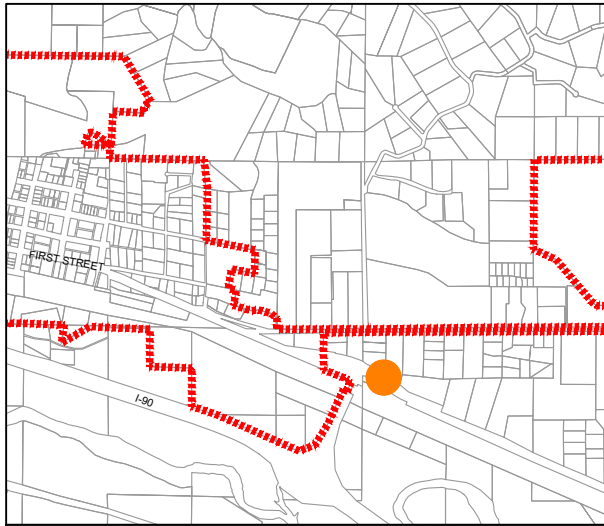


2016 Fatality: Project ID: 16.F.1

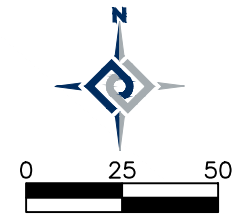
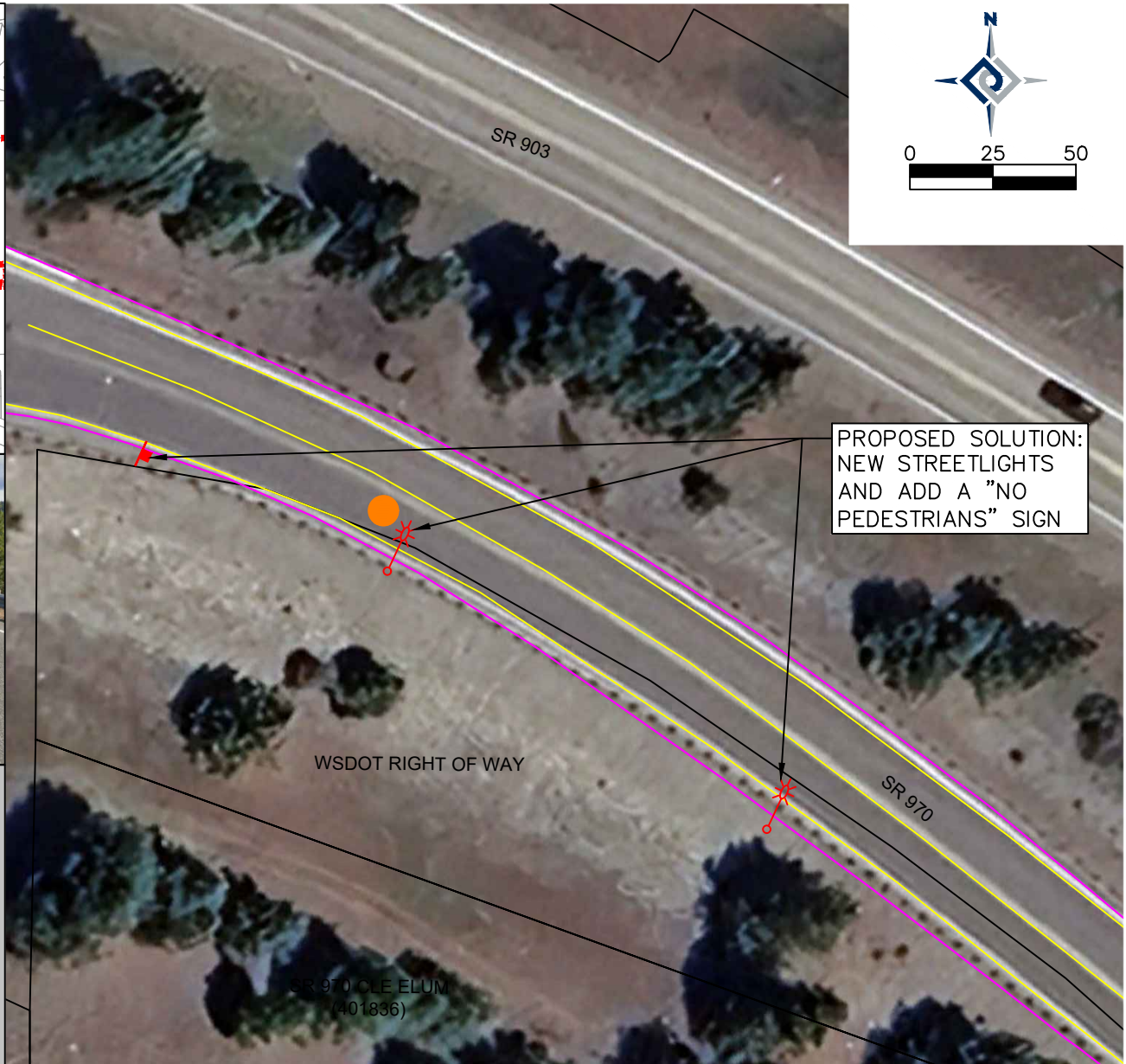
In November of 2016, a fatal incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound Exit 85 off Interstate 90. The accident occurred on a section of the exit that is a two-lane undivided principal arterial section of State Route 970. It has an annual 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.



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

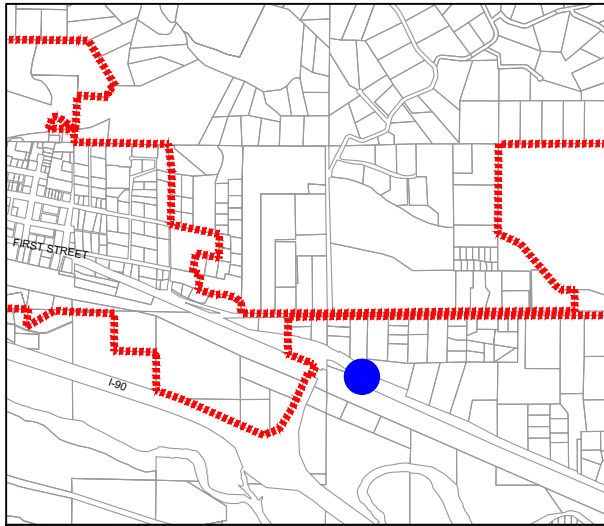


2015 Serious Injury: Project ID: 15.SI.1






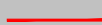
In August of 2015, a serious injury incident occurred at the junction of State Route 903 and State Route 970, which also connects with westbound 85 off Interstate 90. The accident occurred on an eastbound section of the exit that is a one-lane principal arterial section of State Route 970. The annual 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.

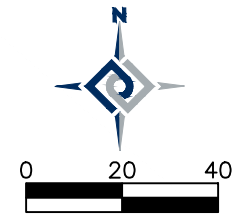
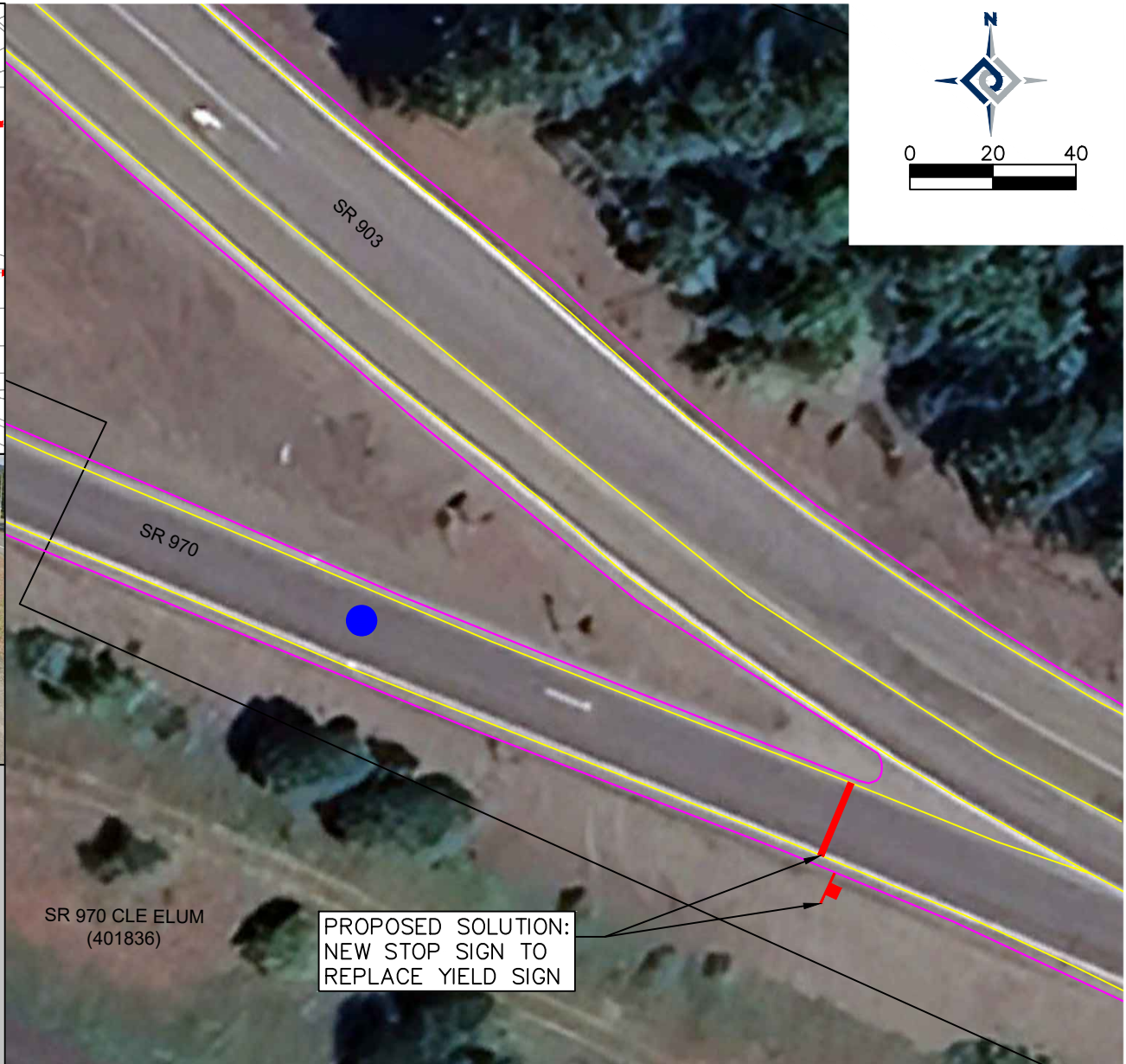
This serious injury occurred in the morning. A heavy truck rear ended a pickup, and the heavy truck overturned. Distracted driving was determined to be a contributing factor. Proposed traffic mitigation measures at this location include a full stop instead of a yield in order to decrease the chances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




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
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 SAFETY ACTION PLAN



Engagement and Collaboration



SS4A Guidance:
Robust engagement with the public and relevant stakeholders including the private sector and community groups,

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.

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

The full survey responses are included in Appendix A.



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

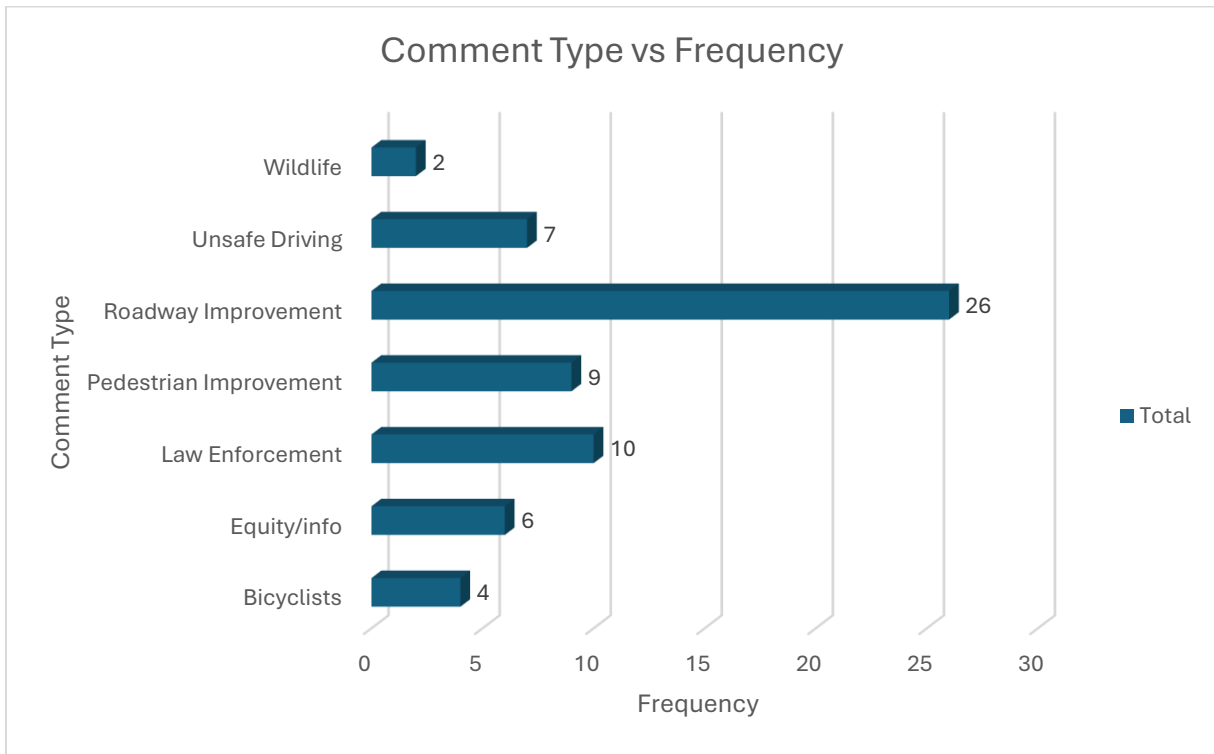


The goal of a Safety Action Plan is to develop a holistic, well-defined strategy to eliminate roadway fatalities and serious injury. The ADA Self Evaluation and Program Access Plan will assess existing public infrastructure for compliance with ADA standards and identify future programs and projects necessary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

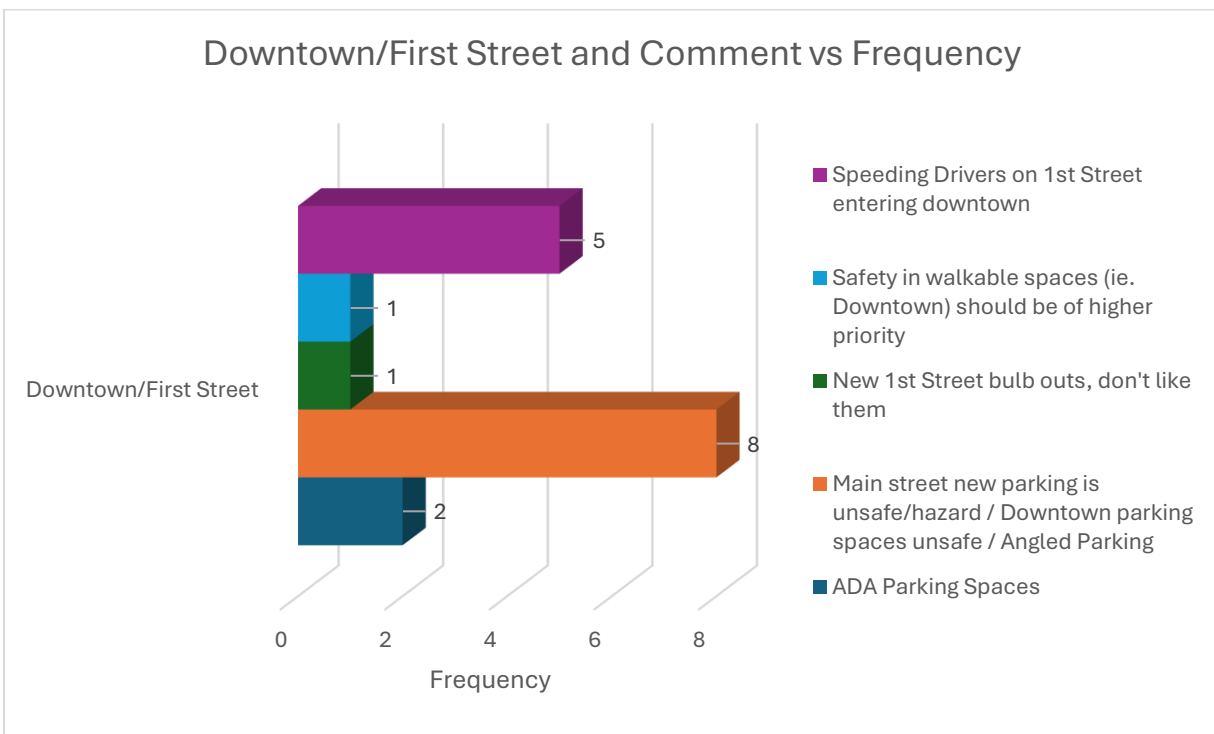
Learn more about the project at <https://cleelum.gov/city-services/planning/safety-plan/>

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.





In 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.





Public Open House

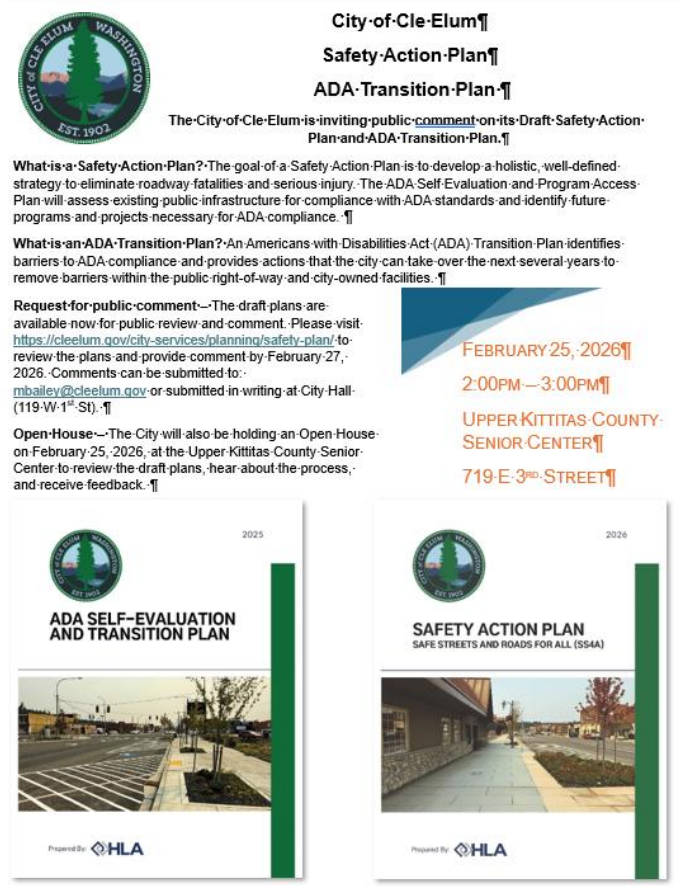
The City of Cle Elum held an open house on February 25, 2026, from 2:00-3:00 pm at the Upper Kittitas County Senior Center. An invitation flyer was posted to social media, provided to planning commission and city council, and available at city hall. There was also an article published in the Ellensburg Daily Record that provided a brief synopsis of the Open House and how to provide comments.

While only attended by two members of the public, there was still good discussion regarding street safety, ADA compliance, future infrastructure projects, and implementation.

City Staff and the Consultant team were available to answer questions and provide background information on the Safety Action Plan and ADA Transition Plan. A PowerPoint presentation was provided, which is included in Appendix B.

In addition to the presentation materials, full-size aerial maps were available showing crash locations, arterial streets, and city limits boundaries.

There were no additional written comments received by the consultant team or staff.





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 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.

	Populations and People Total Population 2,157 <i>P1 2020 Decennial Census</i>
	Employment Employment Rate 57.7% <i>DP03 2023 American Community Survey 5-Year Estimates</i>
	Families and Living Arrangements Total Households 1,038 <i>DP02 2023 American Community Survey 5-Year Estimates</i>

	Income and Poverty Median Household Income \$56,912 <i>S1901 2023 American Community Survey 5-Year Estimates</i>
	Housing Total Housing Units 1,209 <i>B25002 2023 American Community Survey 5-Year Estimates</i>
	Race and Ethnicity Hispanic or Latino (of any race) 145 <i>P9 2020 Decennial Census</i>

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.

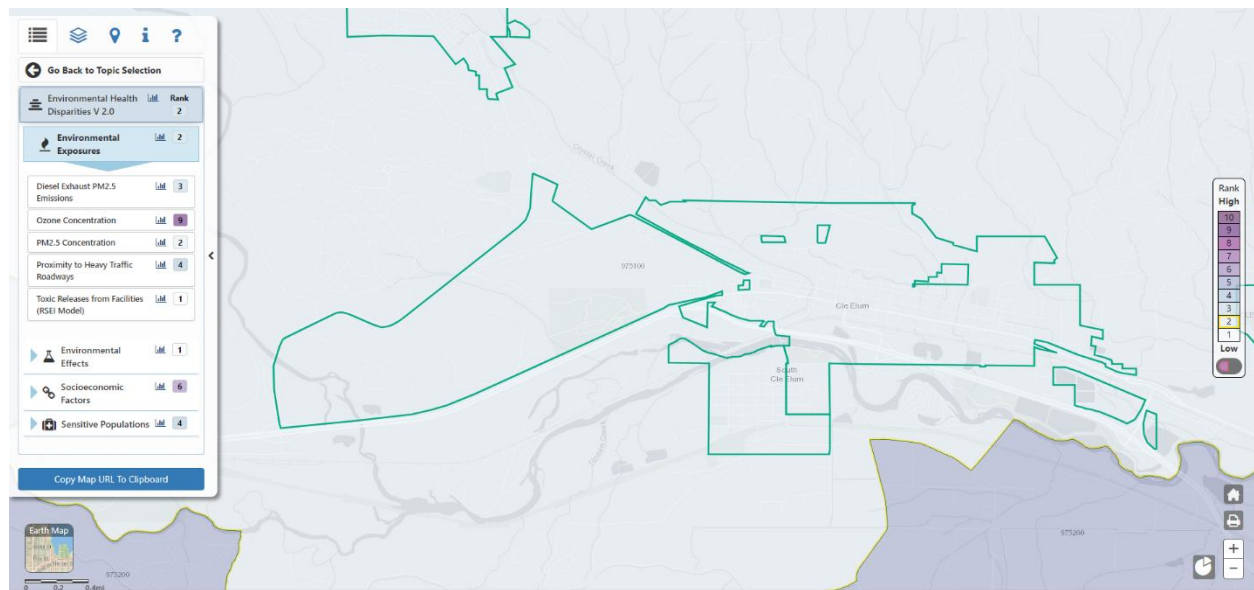
[Cle Elum city, Washington - Census Bureau Profile](#)

	Education Bachelor's Degree or Higher 16.7% <small>S1501 2023 American Community Survey 5-Year Estimates</small>
	Health Without Health Care Coverage 7.6% <small>S2701 2023 American Community Survey 5-Year Estimates</small>

WA State Department of Health

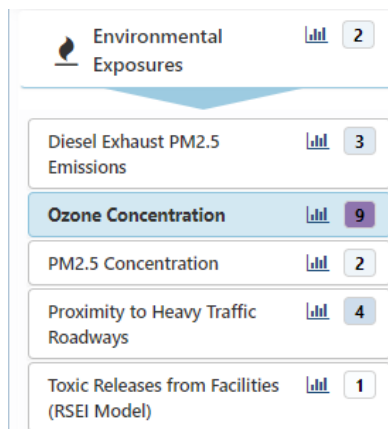
The Washington State Department of Health developed a mapping tool for health disparities that displays location-based information to help identify health disparities in a community. The mapping tool includes a variety of datasets showing information on health outcomes, social determinants of health,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

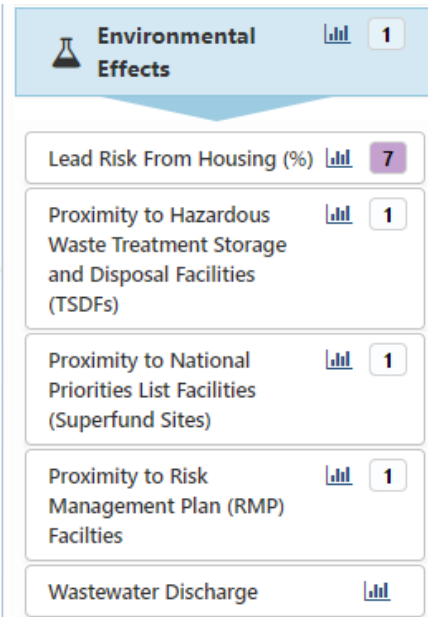




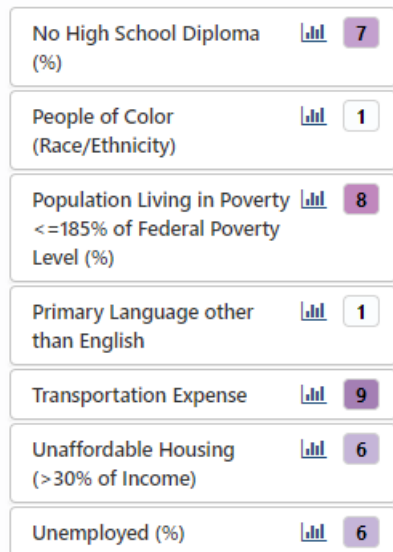
Environmental Effects

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



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 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.

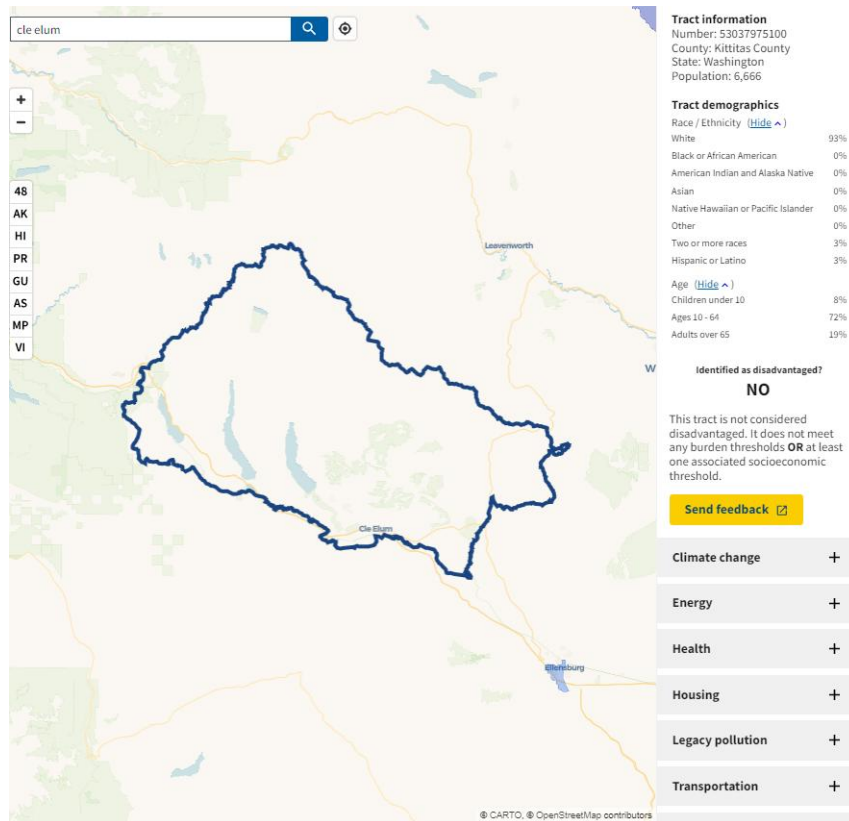
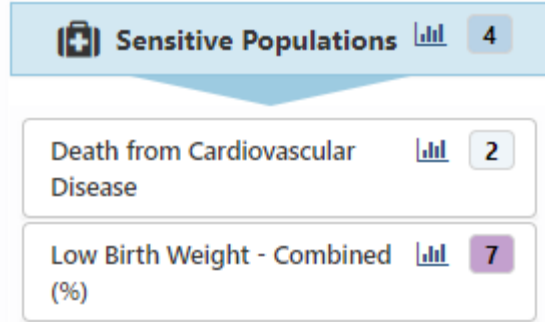
Unemployed: Unemployment is a major factor when considering individual health and well-being. Unemployment can significantly impact mental and physical health as financial and emotional stress increases. This stress may lead to an increased susceptibility to environmental pollutants. With unemployment, 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.





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 Justice 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.



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)
 - Offsite, 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 snowplow 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 or 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.

Evaluation Criteria and Project Scoring

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, behavior, and/or operational safety.

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

TABLE 1 IDENTIFIED CRASHES BY YEAR AND SEVERITY	
Rank	Project
	Fatal Injury (2016)
1	Exit 85 Lighting and Signage
	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:

TABLE 2 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)			\$\$\$



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 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 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 these countermeasures or improvement, and the year complete funding may 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 a future update.



- Can ongoing maintenance of the proposed countermeasures 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 not, has the public shown positive support of a user’s fee to satisfy ongoing maintenance? If yes, show the supportive action.
 - If not, the countermeasure or improvement can be shown as an unfunded, planned project, without a year of anticipated construction or purchase.

TABLE 3 FATALITY CRASHES			
Project 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 4 CRASH TYPES AND LOCATIONS			
Project ID	Location	Crash Type	Contributing Factors
23.SI.1	South Cle Elum Way – Railroad Street to Reed Street	Single vehicle departed the roadway and struck 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 struck 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 struck a second vehicle.	Nighttime 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 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 5 PROJECT SCORING CRITERIA	
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 6 PROJECT SCORING BY YEAR

Project 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 7 CLE ELUM'S CITY ACTION PLAN RANKED PROJECTS

Priority	Project 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 the Action Plan online.

TABLE 8 PERFORMANCE 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.

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.



2026



APPENDIX



Appendix

- A. Survey Results***
- B. Public Open House Information***

2026

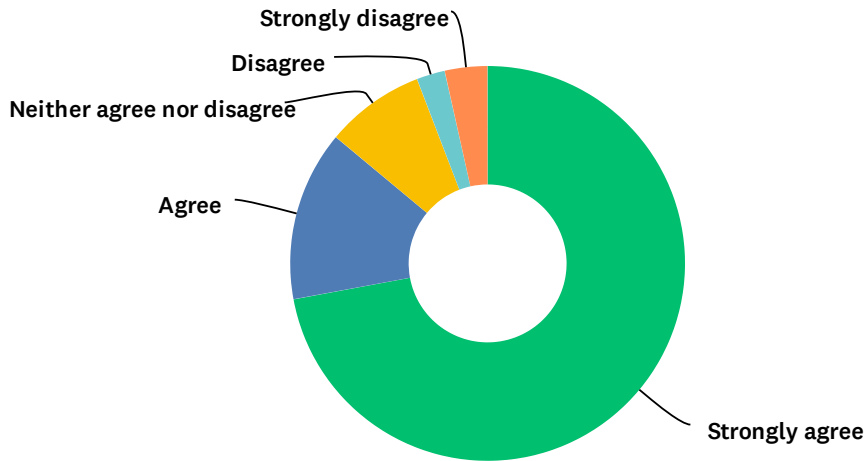


APPENDIX A

SURVEY RESULTS

Q1 I support the goal of eliminating traffic fatalities and serious injuries on roads and streets in Cle Elum

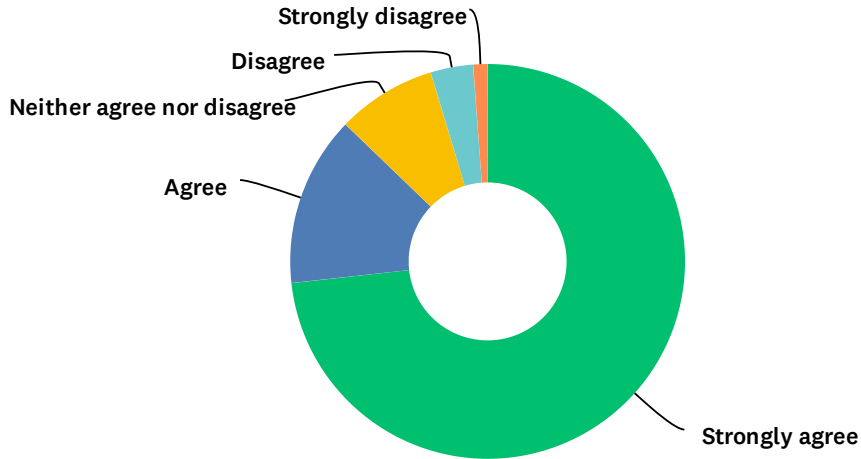
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ANSWER CHOICES	RESPONSES	
Strongly agree	72.09%	62
Agree	13.95%	12
Neither agree nor disagree	8.14%	7
Disagree	2.33%	2
Strongly disagree	3.49%	3
TOTAL		86

Q2 When making decisions about road or street design, safety should be a top priority

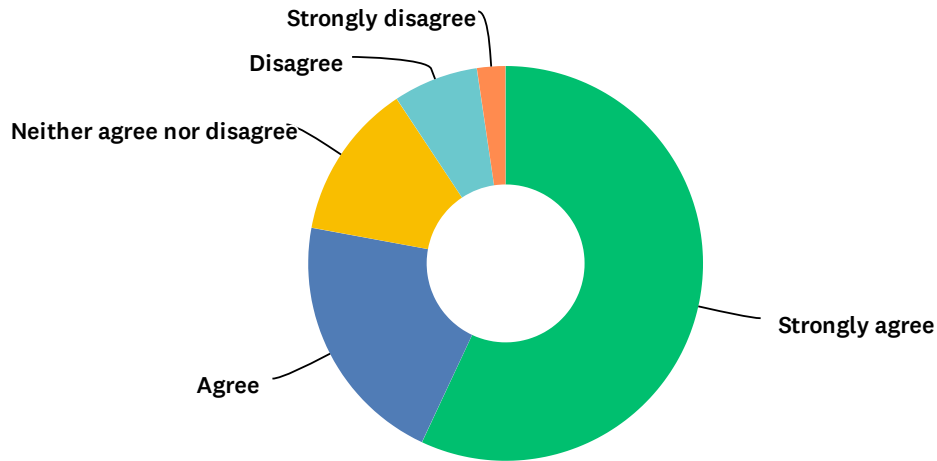
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ANSWER CHOICES	RESPONSES	
Strongly agree	73.26%	63
Agree	13.95%	12
Neither agree nor disagree	8.14%	7
Disagree	3.49%	3
Strongly disagree	1.16%	1
TOTAL		86

Q3 Intersection changes reducing the possibility of crashes should be prioritized over those reducing delay

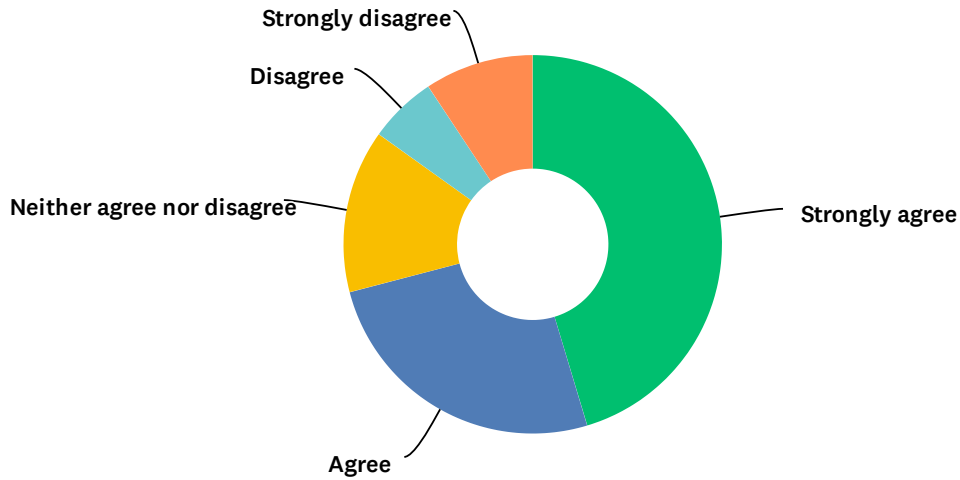
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	56.98%	49
Agree	20.93%	18
Neither agree nor disagree	12.79%	11
Disagree	6.98%	6
Strongly disagree	2.33%	2
TOTAL		86

Q4 In the downtown, space to walk, bike and cross the street safely should be further prioritized

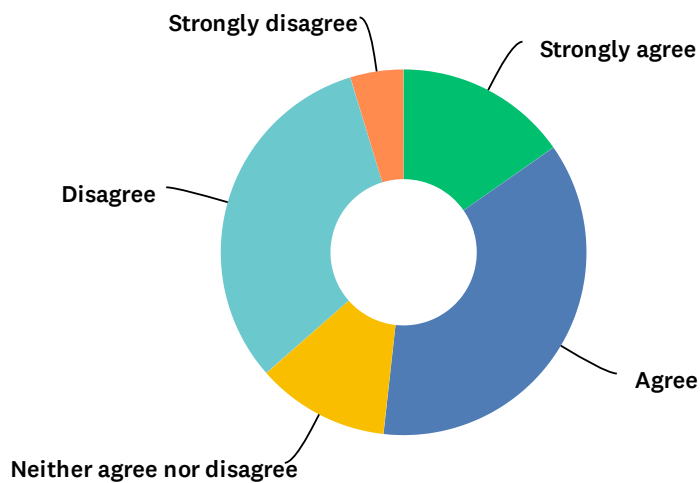
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	45.35%	39
Agree	25.58%	22
Neither agree nor disagree	13.95%	12
Disagree	5.81%	5
Strongly disagree	9.30%	8
TOTAL		86

Q5 I feel safe walking along or crossing roadways in the downtown

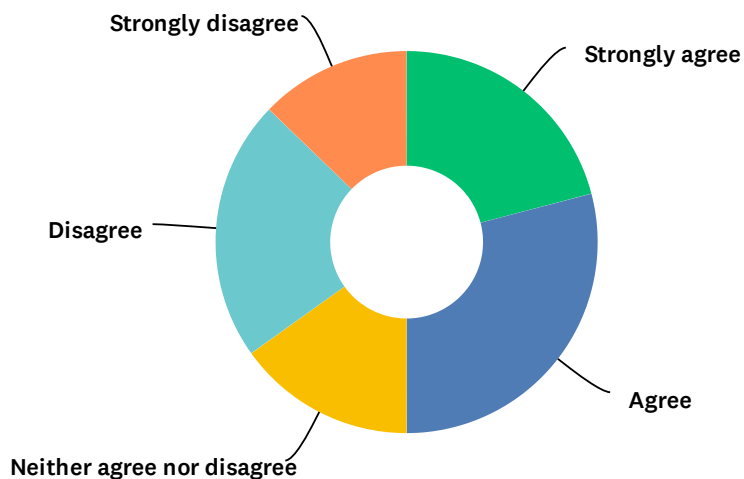
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	15.29%	13
Agree	36.47%	31
Neither agree nor disagree	11.76%	10
Disagree	31.76%	27
Strongly disagree	4.71%	4
TOTAL		85

Q6 I feel safe walking along or crossing neighborhood streets

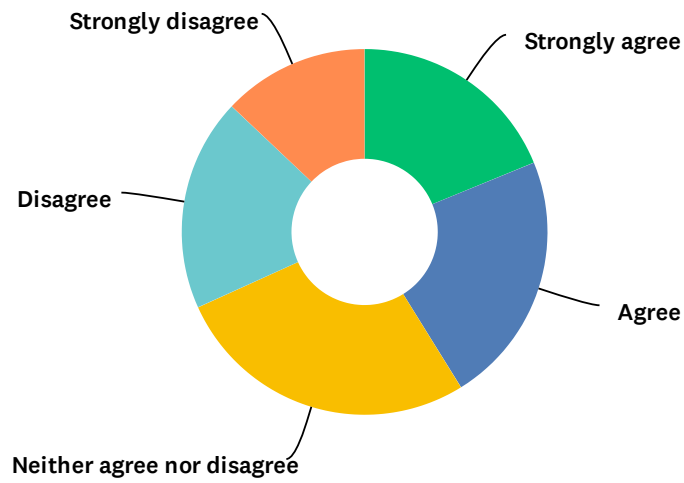
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	20.93%	18
Agree	29.07%	25
Neither agree nor disagree	15.12%	13
Disagree	22.09%	19
Strongly disagree	12.79%	11
TOTAL		86

Q7 I feel safe walking along or crossing rural roadways

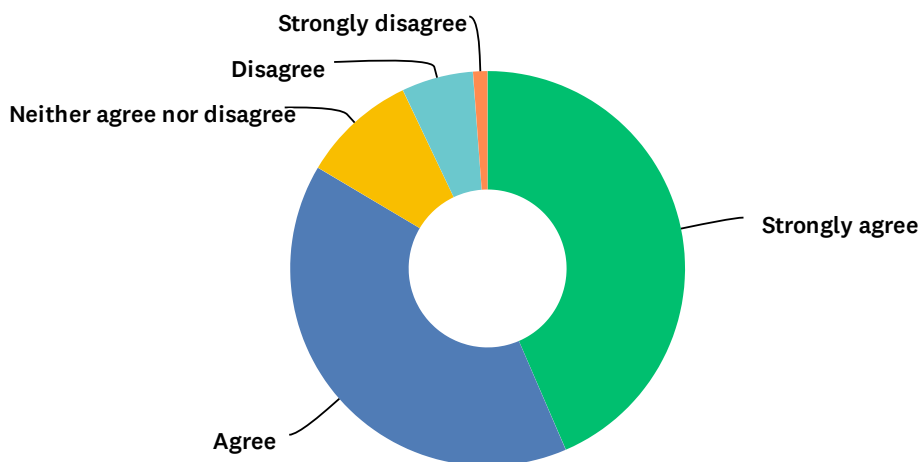
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	18.82%	16
Agree	22.35%	19
Neither agree nor disagree	27.06%	23
Disagree	18.82%	16
Strongly disagree	12.94%	11
TOTAL		85

Q8 When I drive, I travel at or below the speed limit

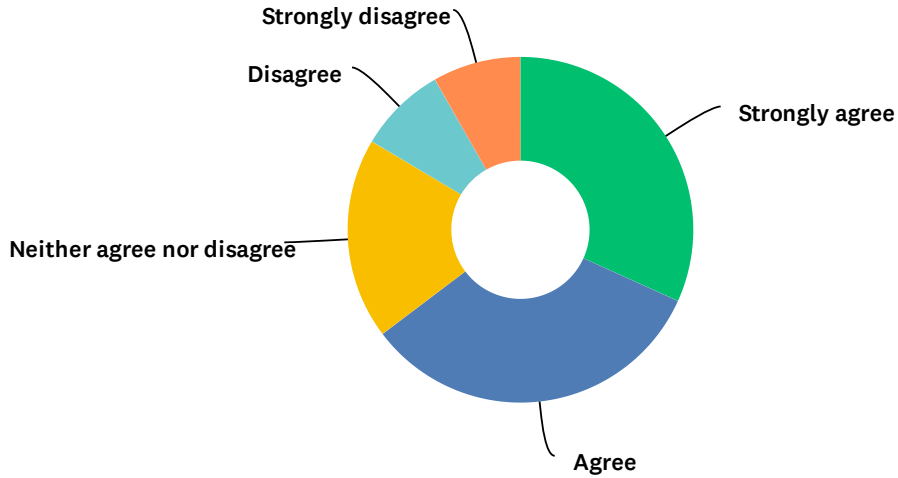
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	43.53%	37
Agree	40.00%	34
Neither agree nor disagree	9.41%	8
Disagree	5.88%	5
Strongly disagree	1.18%	1
TOTAL		85

Q9 In areas where children or the elderly may be present, the roadway should be designed for cars to drive 20 MPH or slower

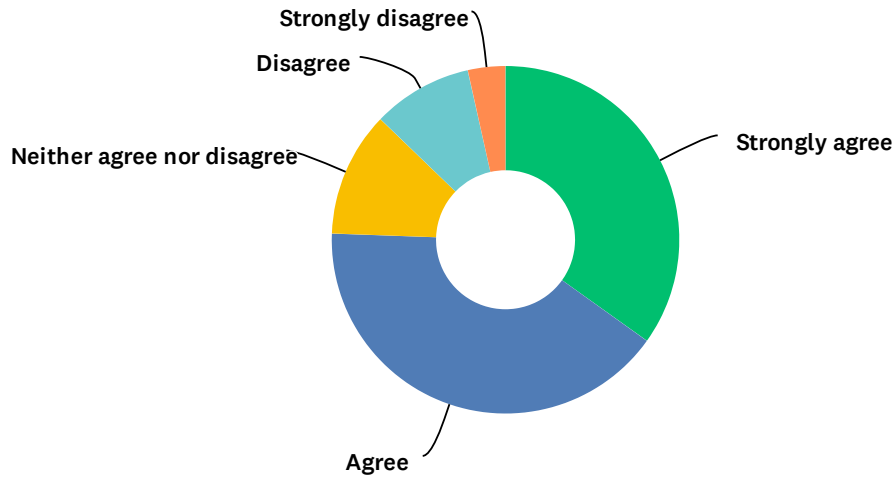
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	31.76%	27
Agree	32.94%	28
Neither agree nor disagree	18.82%	16
Disagree	8.24%	7
Strongly disagree	8.24%	7
TOTAL		85

Q10 I believe it is possible to eliminate traffic fatalities and serious injuries on roads and streets in Cle Elum

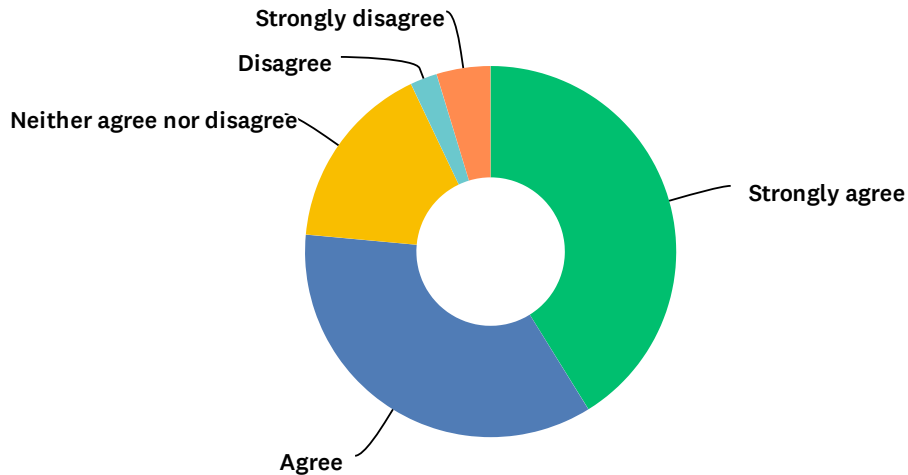
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	34.88%	30
Agree	40.70%	35
Neither agree nor disagree	11.63%	10
Disagree	9.30%	8
Strongly disagree	3.49%	3
TOTAL		86

Q11 I am willing to change my behavior when driving to help reduce the risk of fatality or serious injuries on roads and streets in Cle Elum

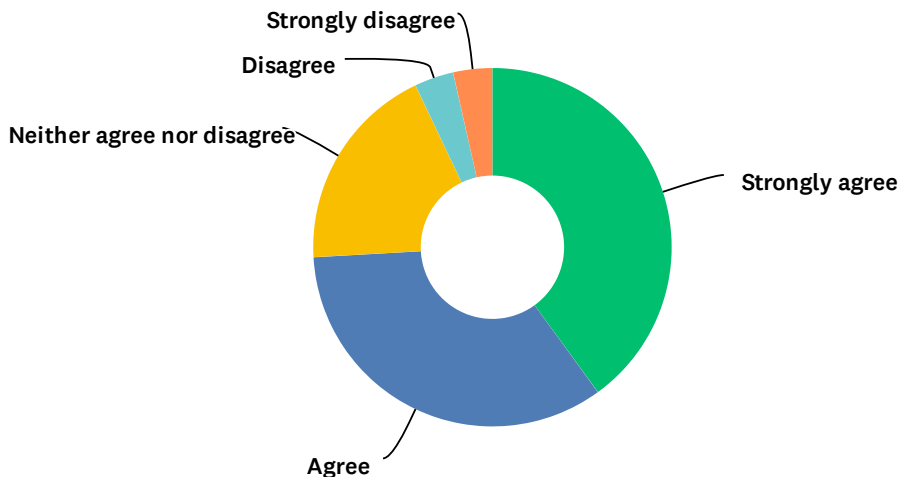
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	41.18%	35
Agree	35.29%	30
Neither agree nor disagree	16.47%	14
Disagree	2.35%	2
Strongly disagree	4.71%	4
TOTAL		85

Q12 I am willing to change my behavior when walking/bicycling to help reduce the risk of fatality or seriously injuring myself or another person

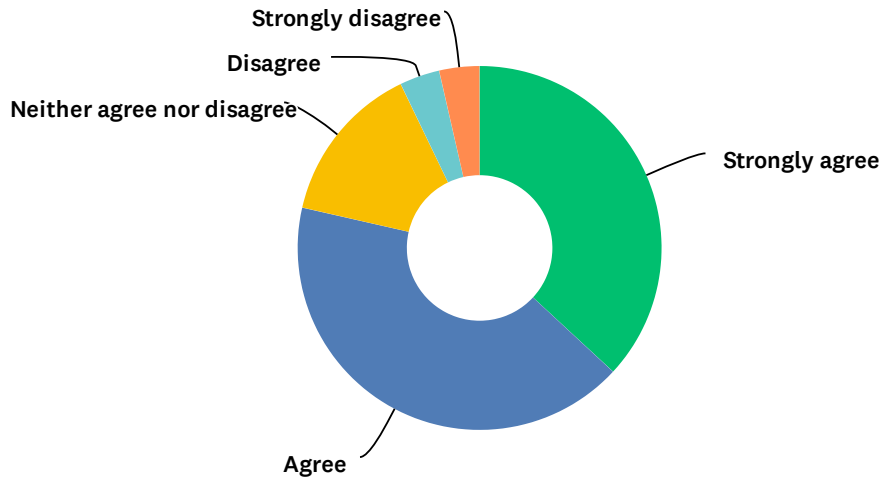
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	40.00%	34
Agree	34.12%	29
Neither agree nor disagree	18.82%	16
Disagree	3.53%	3
Strongly disagree	3.53%	3
TOTAL		85

Q13 Roadway or street lighting should be used to improve nighttime visibility in commercial areas

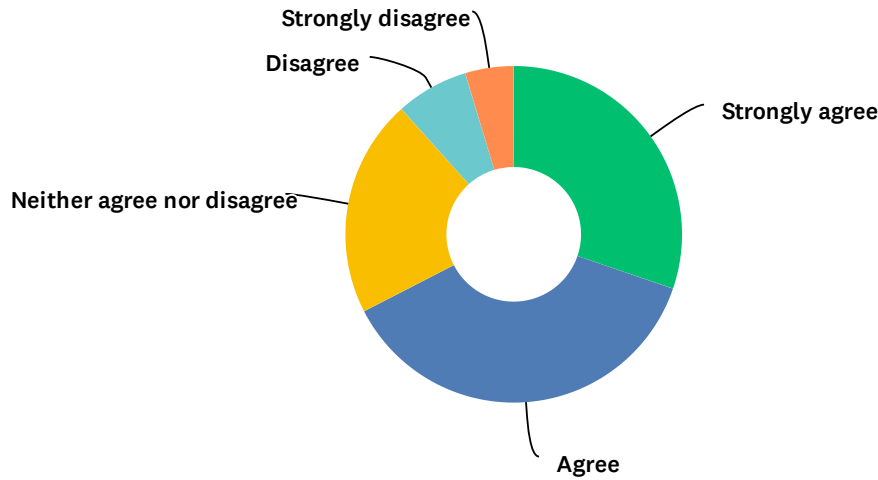
Answered: 84 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	36.90%	31
Agree	41.67%	35
Neither agree nor disagree	14.29%	12
Disagree	3.57%	3
Strongly disagree	3.57%	3
TOTAL		84

Q14 Roadway or street lighting should be used to improve nighttime visibility in residential areas

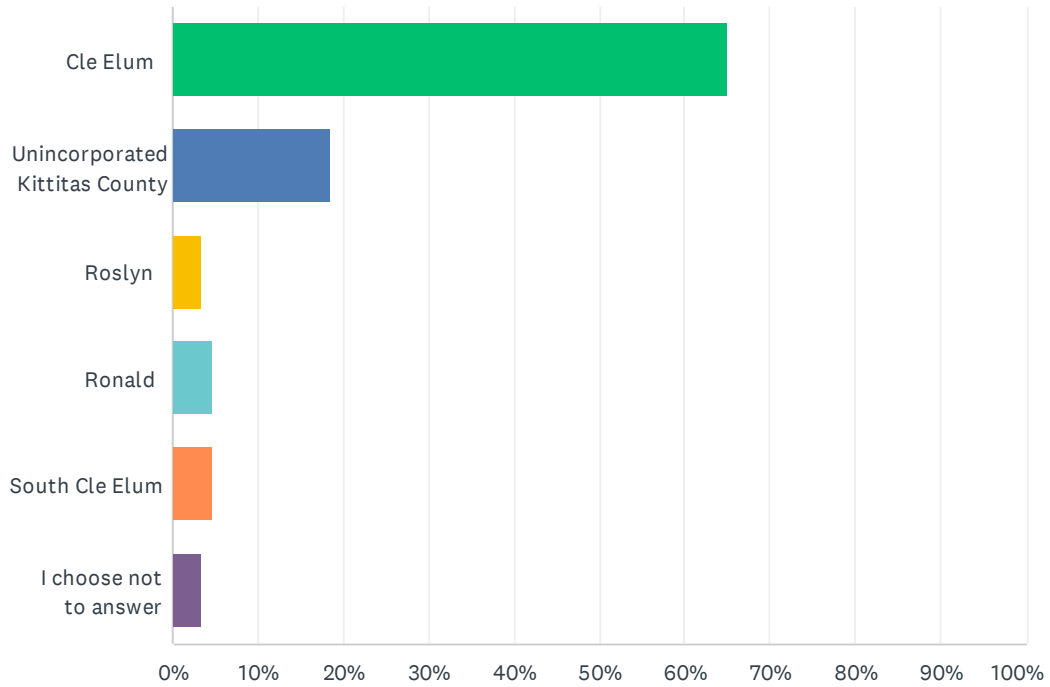
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	30.23%	26
Agree	37.21%	32
Neither agree nor disagree	20.93%	18
Disagree	6.98%	6
Strongly disagree	4.65%	4
TOTAL		86

Q15 Where do you live?

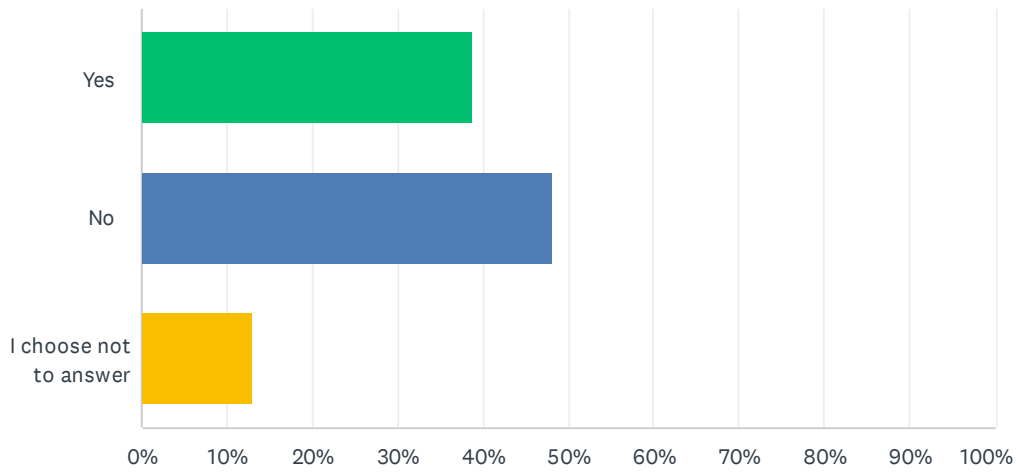
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Cle Elum	65.12%	56
Unincorporated Kittitas County	18.60%	16
Roslyn	3.49%	3
Ronald	4.65%	4
South Cle Elum	4.65%	4
I choose not to answer	3.49%	3
TOTAL		86

Q16 Do you work in Cle Elum?

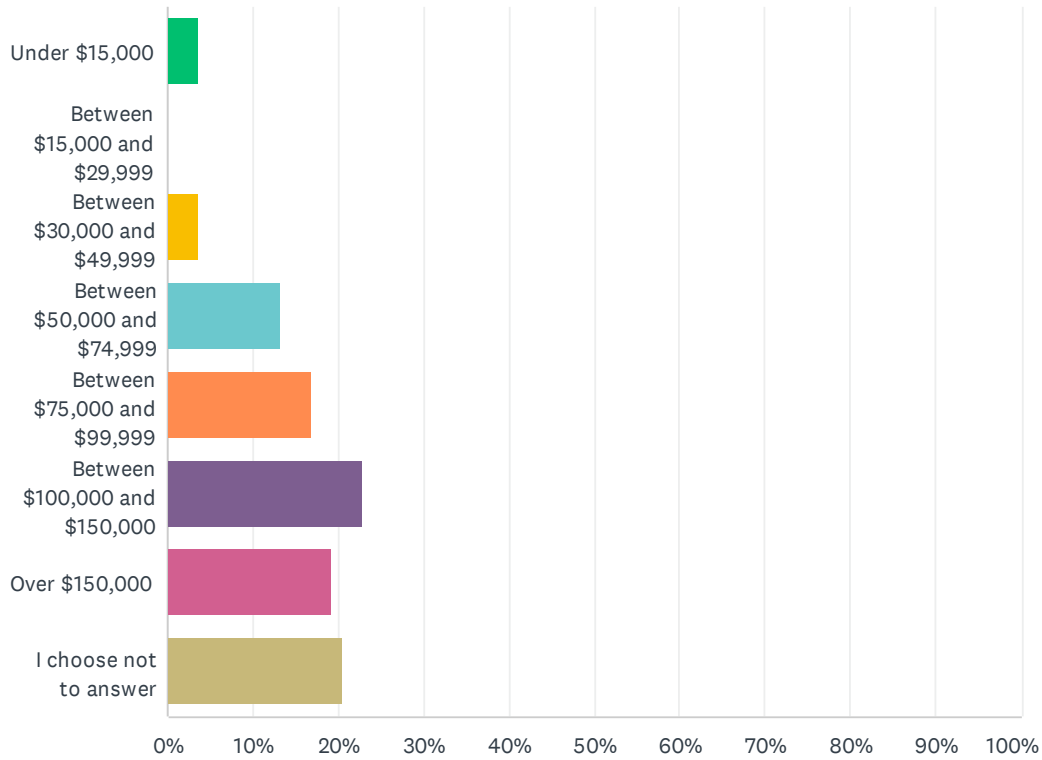
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	38.82%	33
No	48.24%	41
I choose not to answer	12.94%	11
TOTAL		85

Q17 What is your annual income level?

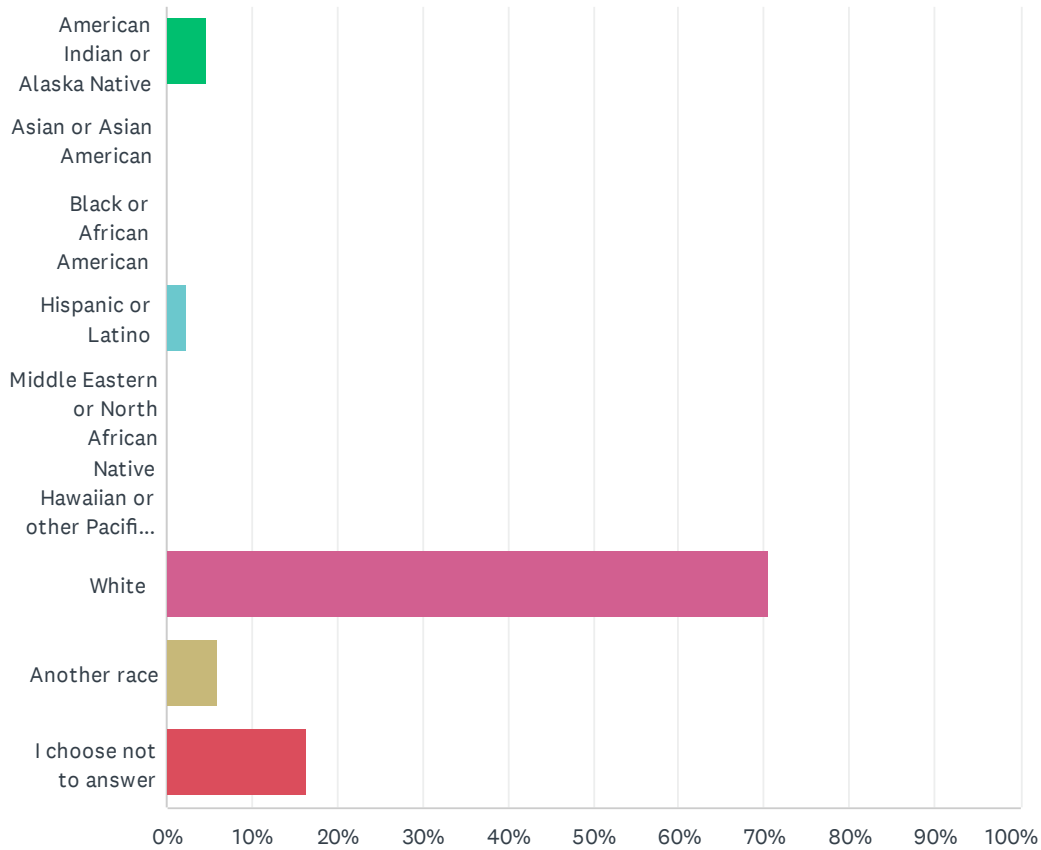
Answered: 83 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under \$15,000	3.61%	3
Between \$15,000 and \$29,999	0.00%	0
Between \$30,000 and \$49,999	3.61%	3
Between \$50,000 and \$74,999	13.25%	11
Between \$75,000 and \$99,999	16.87%	14
Between \$100,000 and \$150,000	22.89%	19
Over \$150,000	19.28%	16
I choose not to answer	20.48%	17
TOTAL		83

Q18 What is your race/ethnicity?

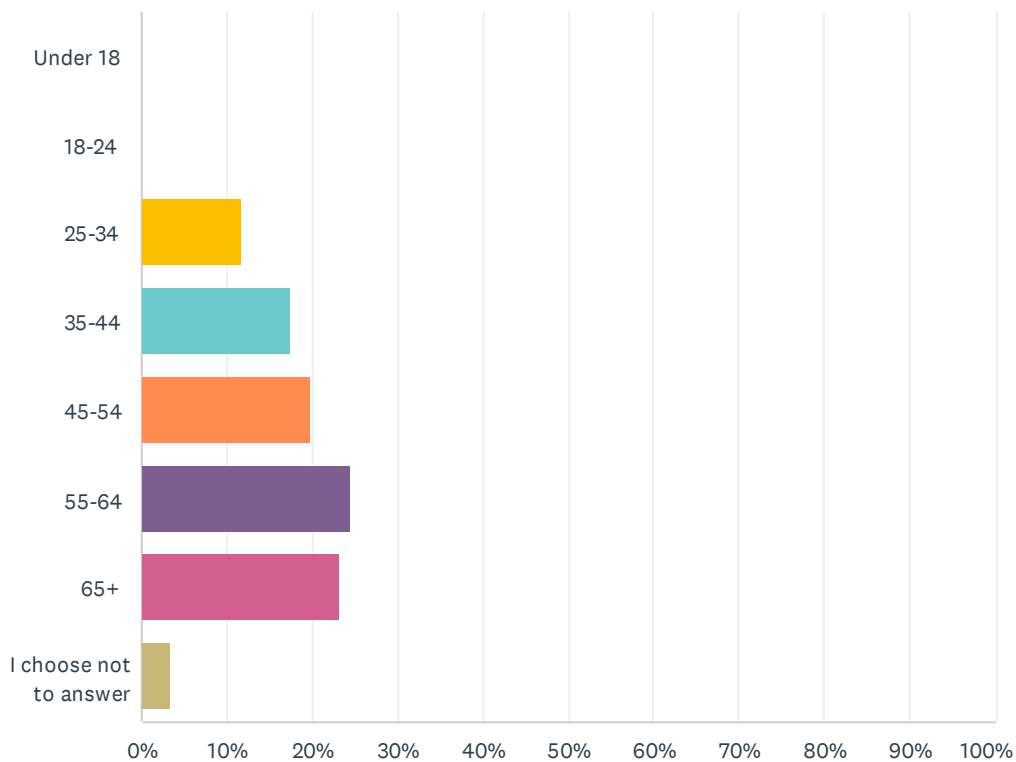
Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	4.71%	4
Asian or Asian American	0.00%	0
Black or African American	0.00%	0
Hispanic or Latino	2.35%	2
Middle Eastern or North African	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
White	70.59%	60
Another race	5.88%	5
I choose not to answer	16.47%	14
TOTAL		85

Q19 What is your age?

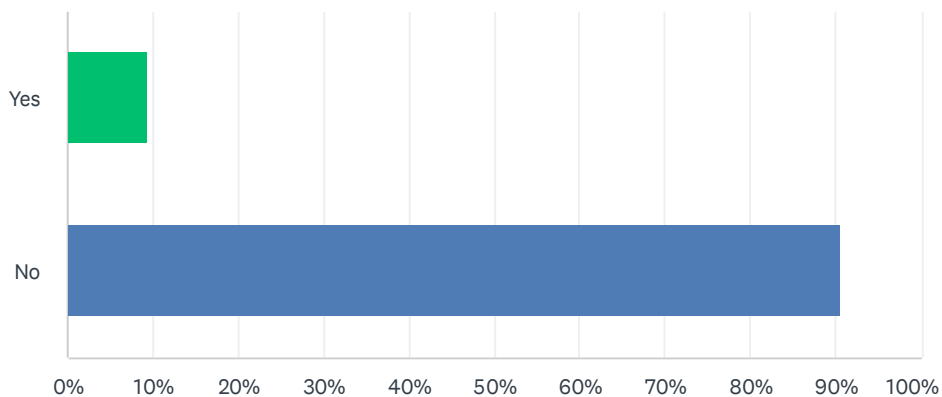
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	11.63%	10
35-44	17.44%	15
45-54	19.77%	17
55-64	24.42%	21
65+	23.26%	20
I choose not to answer	3.49%	3
TOTAL		86

Q20 Do you speak a language in your home other than English?

Answered: 86 Skipped: 0

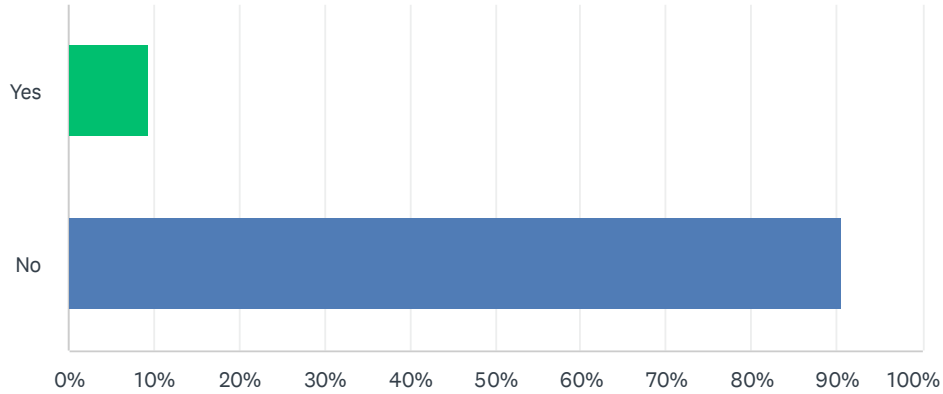


ANSWER CHOICES	RESPONSES
Yes	9.30% 8
No	90.70% 78
TOTAL	86

#	IF YES, WHAT LANGUAGE?	DATE
1	ASL, Spanish, French, Scots Gaelic	3/6/2025 12:07 AM
2	Italian	3/5/2025 7:54 PM
3	English	3/5/2025 2:36 PM
4	Spanish	3/5/2025 8:18 AM
5	We speak two other languages but English is primary	3/4/2025 7:48 PM
6	Spanish	3/4/2025 1:48 PM
7	Spanish	3/4/2025 12:07 PM

Q21 Would you like to participate in this project by becoming a member of the advisory committee?

Answered: 85 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	9.41%	8
No	90.59%	77
TOTAL		85

#	IF YES, PLEASE PROVIDE YOUR CONTACT INFORMATION	DATE
1	REDACTED	3/11/2025 12:37 PM
2	REDACTED	3/9/2025 7:23 PM
3	REDACTED	3/5/2025 7:54 PM
4	REDACTED	3/5/2025 1:20 PM
5	REDACTED	3/5/2025 8:18 AM
6	REDACTED	3/4/2025 9:20 PM
7	REDACTED	3/4/2025 7:46 PM
8	REDACTED	3/4/2025 3:45 PM
9	REDACTED	3/4/2025 2:28 PM

Q22 Do you have any additional traffic safety comments or concerns?

Answered: 44 Skipped: 42

#	RESPONSES	DATE
1	The area of 5th and Billings is a hazard. A traffic circle should be installed so as to reduce the danger.	4/5/2025 5:58 PM
2	The Angle Parking Downtown Is As Dangerous As I Have Ever Seen, Zero Visibility While Trying To Back Out, To Many Close Calls.	3/20/2025 1:18 PM
3	Something needs to happen on Main Street. The new parking is such a hazard. It is unsafe to park on the street now and back into traffic.	3/15/2025 8:54 PM
4	I understand that presently it is the homeowner's responsibility to maintain sidewalks in front of their properties, including clearing snow, ice, and debris, however many residents/owners do not perform this maintenance, which forces pedestrians to walk in the road which is less safe than on the sidewalks. Fortunately our downtown neighborhood roads typically see low volumes of traffic, and drivers usually slow down when passing by pedestrians on the road. Additionally, drivers entering downtown on 1st St from the intersection of 1st and Douglas Munro Blvd are often speeding in the 25mph zone, and are heedless of the 'Your speed' sign near the Kingdom Hall of Jehovah's Witnesses. Drivers are also often speeding on the Oakes/Billings Ave hill towards 3rd St, which is dangerous to the pedestrians, children, and bicyclists that use the road. There are no sidewalks on this stretch of road either. The construction of hundreds of additional homes off Summit View Rd will increase traffic, furthering the risk of accidents and fatalities. The speeding drivers and increased traffic flow creates an unsafe environment for other drivers and pedestrians. Further enforcement of speed limits, especially in these sections of road, should be implemented.	3/11/2025 2:06 PM
5	As a local who walks and bikes in town every day, I routinely witness reckless driving and total disregard for the speed limits — it is alarming. I am pleased to see this survey, and I hope it can lead to some progress.	3/9/2025 7:23 PM
6	East second Street near Dru brew and North Short Avenue has turned into a raceway for speeders. Drivers speed 35mh at the least and most do not stop at the stop sign at 2nd St. and North Short Avenue. The noise levels of the vehicles speeding is ridiculous. Very unsafe for the women that push their children in strollers and the people waking their dogs. I have seen people have to jump over the guard rails to avoid a speeding vehicle. I have had rocks from the road hit my vehicle and crack the windshield due to excessive speed from drivers. I and neighbors have called the police department for several years only to be told they do not have the resources to take care of the problem.	3/9/2025 5:11 AM
7	More roundabouts and traffic circles. Designated cycle lanes. Clearly defined, accessible sidewalks that are in good repair (see corner of 3rd/Montgomery; wheelchair users cannot use this atrocity). Also, commercial venues that block clear access to sidewalks should be fined (see Mike's Tavern, where a fully sighted, able-bodied person can barely pass; how will a wheelchair user or visually impaired individual meant to safely use this corner?).	3/6/2025 12:07 AM
8	Yeah, we need to fire every one of these people on the committee except Steve if you have not lived in this town or committee over 20 years, you should not be on the board. They should ask questions about certain buildings businesses that have been around for a very long time and they don't know they don't need to be there. I am seriously looking at moving out of this area. I used to love it and now I'm done this changes bankruptcy lawsuit. It's totally. Stupid unbelievable and disgusting. I don't even want to tell people where I live because everybody knows our committee is so stupid and got a fucking asses sued cool	3/5/2025 9:30 PM
9	Bike lanes or bike paths.	3/5/2025 5:56 PM
10	No	3/5/2025 2:36 PM
11	Honestly when was the last time Cle Elum had a fatality accident??? I would think CE would have priorities other than this garbage! Quit messing with things that are not broken!!! Why not continue to tax us tf out of here??!!	3/5/2025 10:30 AM

City of Cle Elum - SS4A Survey

12	Pulling out of parking spaces downtown is dangerous. Drivers pulling out cannot see oncoming traffic—bad design.	3/5/2025 8:20 AM
13	Bike lanes	3/5/2025 8:18 AM
14	Repave streets or fill potholes Keep crosswalk lines painted & all lines.	3/5/2025 7:34 AM
15	Police do not enforce the speed limit	3/5/2025 6:53 AM
16	Traffic on 903 doesn't slow down for the flashing 25mph sign or for the crossings. Someone is going to get hit trying to cross at one of the three crossings.	3/5/2025 6:51 AM
17	The condition of the streets is not conducive to traffic safety. The poor condition of sidewalks, except in the downtown corridor, is deplorable	3/5/2025 6:39 AM
18	You should have looked more at safety before designing downtown. I have been avoiding using downtown shops so I don't have to blindly back into Main St traffic.	3/5/2025 6:37 AM
19	The most unsafe roads in town for pedestrians are Oakes and Stafford leading up to 5th street. Especially when there is increased traffic of construction vehicles due to the development of city heights	3/5/2025 6:11 AM
20	Roundabouts. Proven worldwide. Safe, efficient, inexpensive.	3/5/2025 5:08 AM
21	The street parking is extremely dangerous and is going to cause a serious accident and/or fatality. When parked in a car next to a big truck or van, it is impossible to see traffic when backing out of the parking space. I have had a car ran into the side of my car while backing up. Now I have to go inside a business and ask someone to stand in the road and block traffic so I can safely back out. This is extremely dangerous on the weekend, when people from out of town speed through the town, trying to avoid freeway traffic. I can't park on a side street and walk due to hip and knee problems. Please put in parallel parking! Also we desperately need ADA compliant parking places so it's convenient for seniors!	3/4/2025 11:34 PM
22	I recently retired as a global director for Microsoft in environmental health and safety focusing mainly on data centers and construction projects around the world as a global auditor. I would be interested to have access to the numbers of traffic injuries and fatalities that were determined to be default of drivers or the fault of bicyclists and pedestrians and see some data compared to the cost of proposed improvements, viewed through the eyes of a professional safety and compliance auditor. Is this information available somewhere?	3/4/2025 9:20 PM
23	Police department needs to enforce speed limit on Second and Third Street. Many drivers gliding thru stop signs.	3/4/2025 8:58 PM
24	You will not eliminate accidents but you can reduce them. There must be common sense how much is spent to net a meaningful return in safety.	3/4/2025 7:48 PM
25	The biggest concern and problem I have is the revision that was already done on 1st street, hwy 903. The angled parking is an incredible hazard. I cannot see around the vehicle beside me when backing out and nobody slows down or stops! Incredibly reckless to put that type of parking on a state highway. I don't know who approves these things! If you'd learn from history, you'd know that years ago they installed angled parking and then changed because of numerous accidents!	3/4/2025 4:49 PM
26	Just fix the potholes	3/4/2025 4:49 PM
27	I don't know that there are fatalities and serious injuries in Cle Elum, nor the need to improve safety. Convenience of filling potholes, lighting streets, mark and sign every street at every intersection is far more pressing than safety changes.	3/4/2025 4:28 PM
28	Pedestrian safety in walkable spaces should receive high priority and consideration. My spouse was struck by a moving vehicle while legally using a crosswalk. He was seriously injured. While I don't live in Cle Elum this topic and matter is of importance to me and if my time allows, I'd like to be involved.	3/4/2025 3:45 PM
29	Keep dark sky's at night	3/4/2025 3:35 PM
30	Use and stop at ALL stop signs people's not .	3/4/2025 3:34 PM
31	I walk from Columbia to Stafford and back a lot pushing a stroller. A HUGE problem I see is illegal parking. Cars are constantly pulled up onto sidewalks on third and second street (third is	3/4/2025 3:28 PM

City of Cle Elum - SS4A Survey

the worse) making it impassable. So I end up pushing in the road for a bit until I have a clear sidewalk. The sidewalks are also in atrocious condition and I can't imagine anyone in a wheelchair is able to use them when I'm struggling pushing a stroller myself. I do believe I read sidewalks were part of the 6 year plan though at one point, but getting it done sooner would definitely help traffic safety.

32	Don't believe there was an issue with pedestrian and vehicle visibility until the new downtown street parking was created. Now you back out into traffic blindly and driving downtown you cannot see pedestrians waiting at crossings due to larger/tall vehicles parked at an angle creating poor visibility	3/4/2025 3:15 PM
33	Oakes and 2nd should be one of the first intersections to be evaluated. It is the state route, but very dangerous for traffic and pedestrians.	3/4/2025 2:44 PM
34	Just fix what we already have.	3/4/2025 2:17 PM
35	I strongly feel the angle parking is looking at future accidents and probable fatal incidents. To add to this handicap parking should be a consideration and a priority. Putting in age and what race someone is and their income is biased.	3/4/2025 2:07 PM
36	The idiot coastie not from here who decided to renovate the side walks with bulbs at intersection puts the pedestrian inches from moving traffic instead of safely 15' back. If you don't like cle elum go back where you came from	3/4/2025 2:02 PM
37	ADA compliance and safe sidewalks for families should be prioritized.	3/4/2025 1:52 PM
38	Appreciate the work you guys are doing trying to improve our city!	3/4/2025 1:50 PM
39	We are not a 15min City, and we never will be. You've already destroyed main street with the angle in-backing out onto a STATE HIGHWAY ridiculousness. Is that even legal? You've violated property owners by eliminating access to 1st St. Car traffic should be a priority, not walkers and bicycles. Nobody walks to Costco. We drive everywhere. Do better!!	3/4/2025 1:48 PM
40	more speed patrols by the skate park	3/4/2025 1:45 PM
41	What happened with getting semis off first street and down to the railroad road? Semis routinely travel at high (40mph+) rates of speed down first street. Sit at Miners and watch the traffic. It is quite alarming to see the high rates of speed.	3/4/2025 1:00 PM
42	Cle elum's pavement and striping are in serious disrepair. Additionally a lack of traffic law enforcement is a significant factor in the lack of safety	3/4/2025 12:49 PM
43	More lights and signs and I think part of the median should be a planting strip with trees	3/4/2025 12:47 PM
44	Roundabouts have been proven to reduce accidents yet improving flow of traffic. We should aim to reduce unnecessary lights interfering with migrating birds.	3/4/2025 12:07 PM

2026



APPENDIX B

PUBLIC HOUSE INFORMATION



City of Cle Elum Safety Action Plan ADA Transition Plan

The City of Cle Elum is inviting public comment on its Draft Safety Action Plan and ADA Transition Plan.

What is a Safety Action Plan? 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.

What is an ADA Transition Plan? An Americans with Disabilities Act (ADA) Transition Plan identifies barriers to ADA compliance and provides actions that the city can take over the next several years to remove barriers within the public right-of-way and city-owned facilities.

Request for public comment – The draft plans are available now for public review and comment. Please visit <https://cleelum.gov/city-services/planning/safety-plan/> to review the plans and provide comment by February 27, 2026. Comments can be submitted to: mbailey@cleelum.gov or submitted in writing at City Hall (119 W 1st St).

Open House – The City will also be holding an Open House on February 25, 2026, at the Upper Kittitas County Senior Center to review the draft plans, hear about the process, and receive feedback.

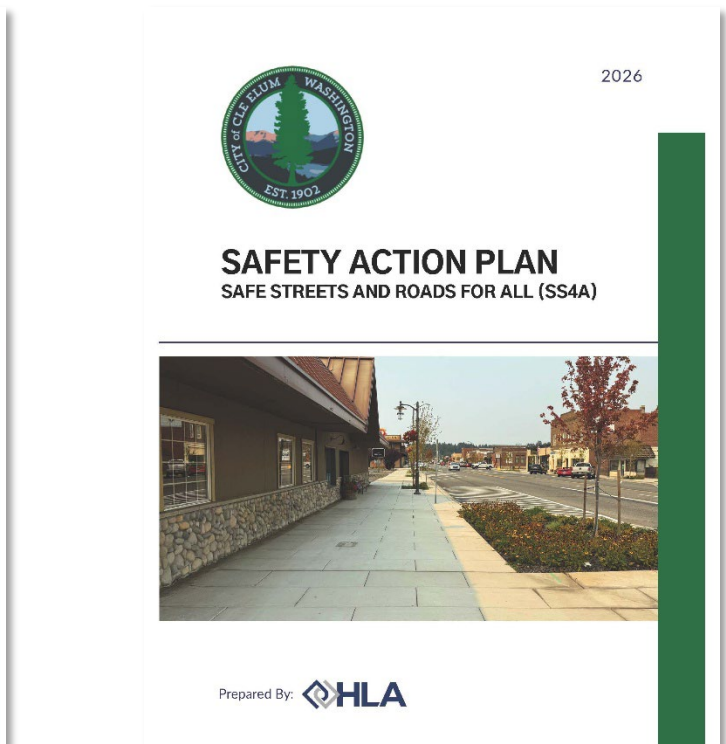
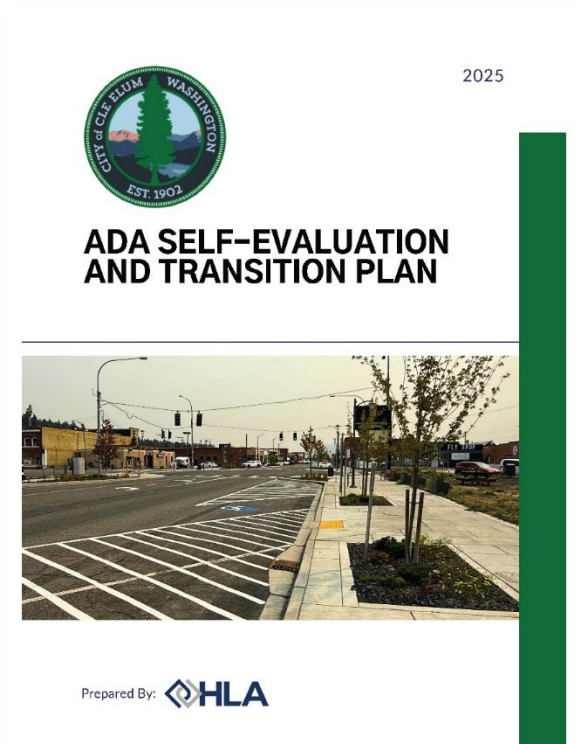


FEBRUARY 25, 2026

2:00PM – 3:00PM

UPPER KITTITAS COUNTY
SENIOR CENTER

719 E 3RD STREET





CLE ELUM SAFETY ACTION PLAN & ADA TRANSITION PLAN

February 25, 2026

AGENDA

Introductions

SS4A GRANT

SAFETY PLAN

ADA PLAN

COUNCIL ADOPTION

Q & A

INTRODUCTIONS



Project Team:

Cle Elum City Staff

Matthew Lundh – Mayor

Mathew Bailey – Public Works Director

HLA Engineering and Land Surveying

Joseph Calhoun – Planning Supervisor

Jamison Enos – Planner 1

Mike Heit, PE – Principal Engineer

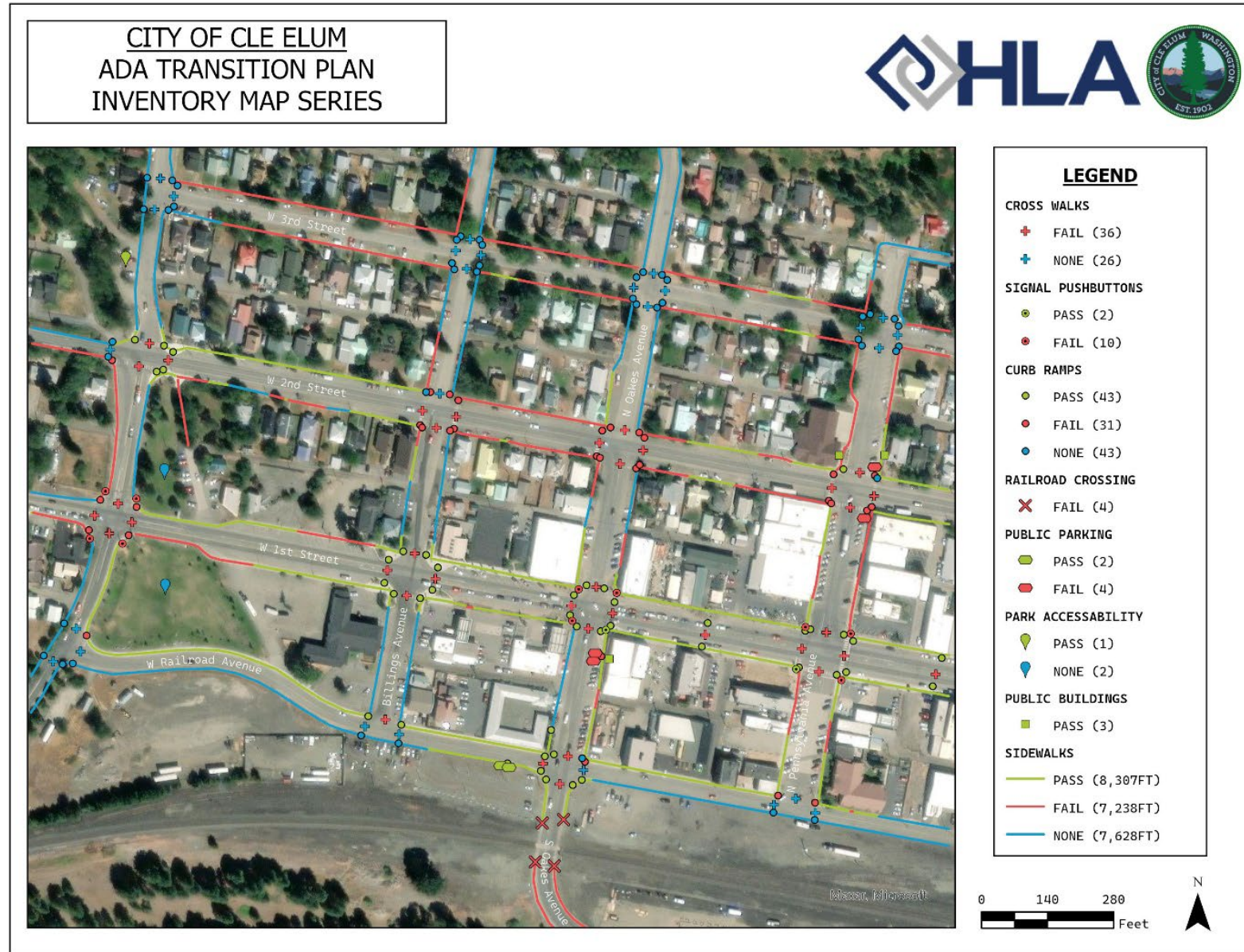
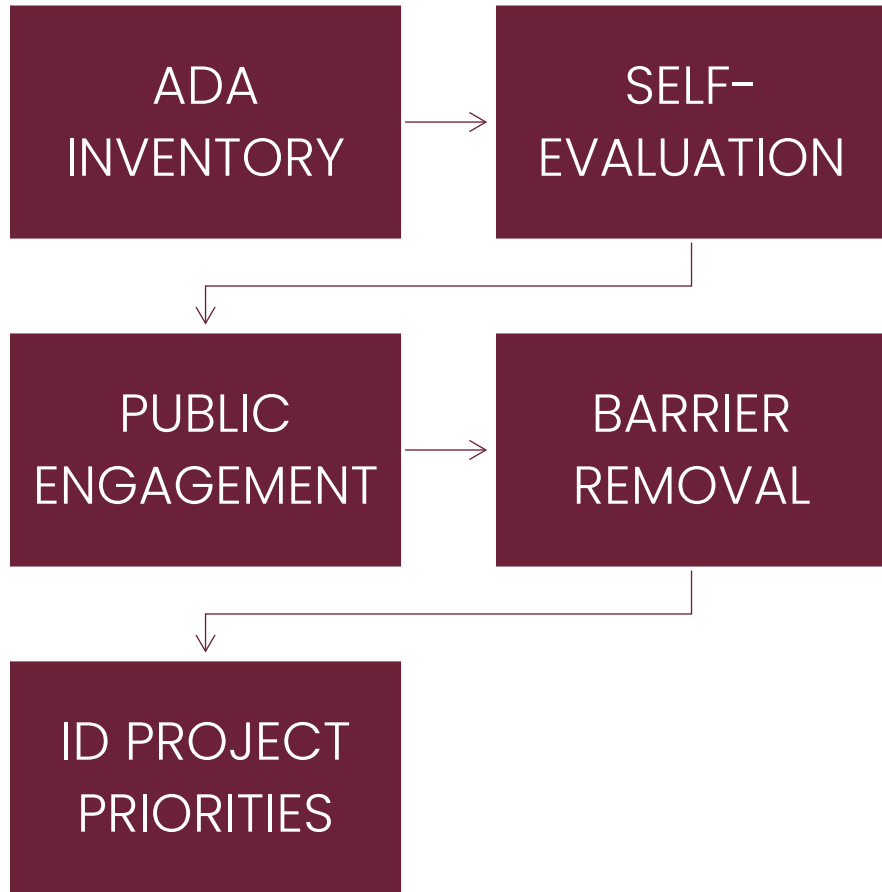


SS4A GRANT

Safe Streets and Roads For All

- FHWA grant program
- \$212k allocated to Cle Elum (20% Match) in 2023
- Development of a Safety Action Plan and an ADA Transition Plan

ADA TRANSITION PLAN



COUNCIL ADOPTION

- Comments added to draft plans
- Council adoption by April 2026
- Adopted plan will allow for the submittal of future implementation grants



2025

ADA SELF-EVALUATION AND TRANSITION PLAN



Prepared By: 



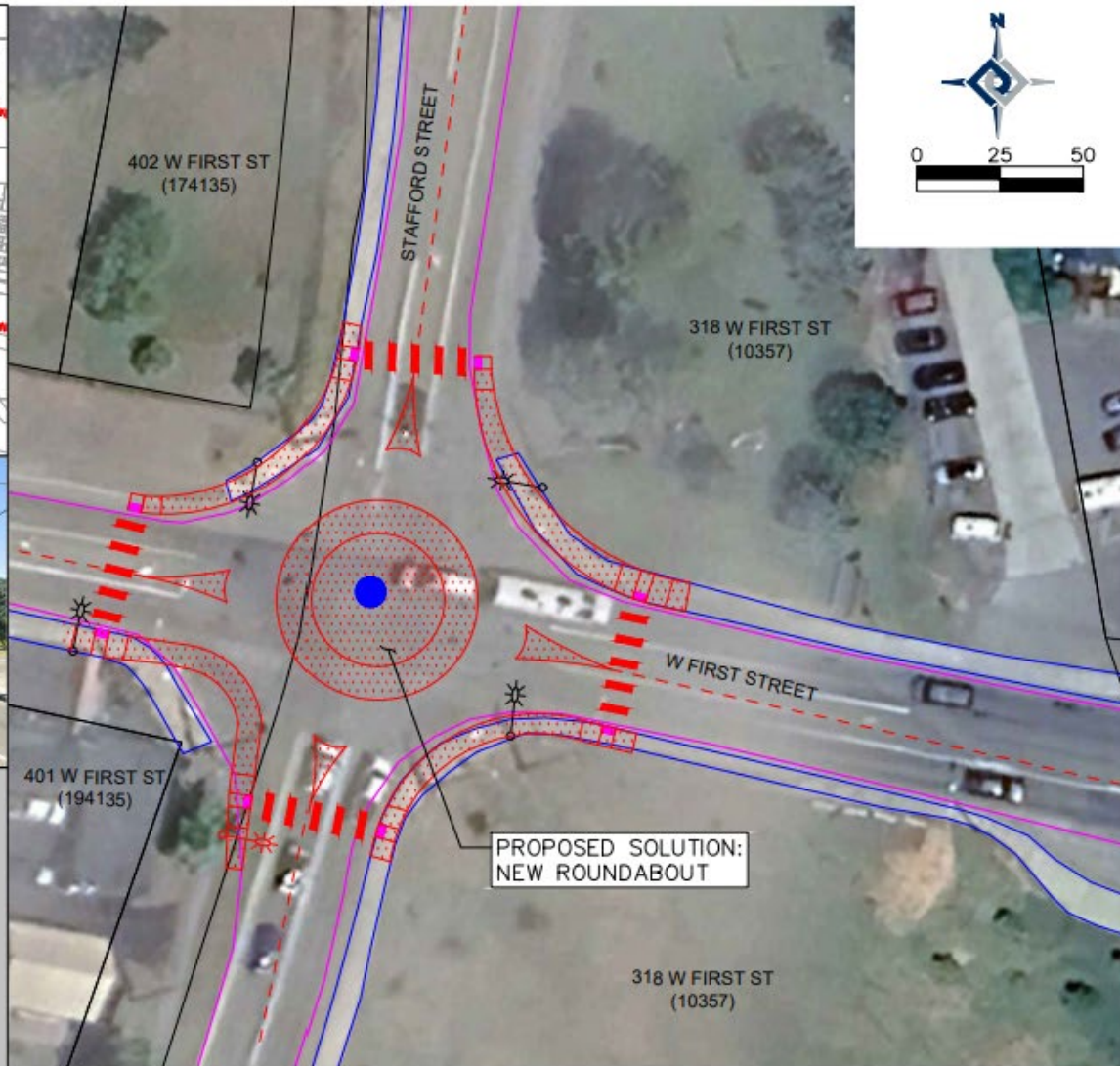
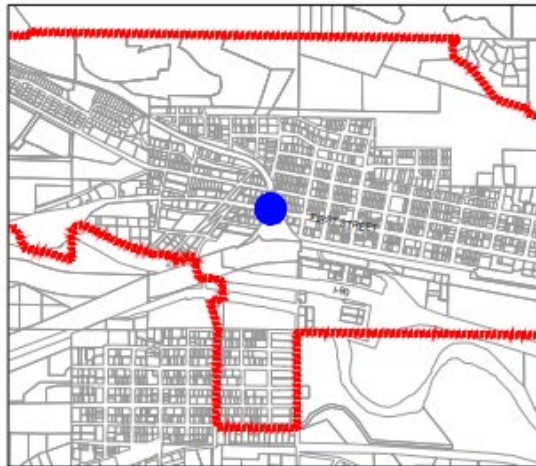
2026

SAFETY ACTION PLAN SAFE STREETS AND ROADS FOR ALL (SS4A)



Prepared By: 

QUESTIONS?




LEGEND

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



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www.hlacivil.com

 SERIOUS INJURY 2019



CITY OF CLE ELUM

TRAFFIC SAFETY MITIGATION MEASURE
SAFETY ACTION PLAN

https://www.dailyrecordnews.com/news/cle-elum-presents-two-plans-for-improving-street-safety/article_8f863210-1c02-4299-b7dd-05083be820b2.html

Cle Elum presents two plans for improving street safety

BRIAN KELLY staff writer
Feb 25, 2026

The city of Cle Elum will host an open house this week to talk about new plans to keep city streets safe.

Drafts of the city's Safety Action Plan and ADA Transition Plan are currently available for public review and comment.

The ADA Transition Plan, prepared by the city's consultant HLA Engineering and Land Surveying, identifies barriers to access in public areas and city-owned facilities. The 71-page plan also outlines steps to remove barriers in the coming years that are not compliant with the ADA (Americans with Disabilities Act).

City officials noted the plan is part of Cle Elum's Safe Streets and Roads For All, which is funded by a 2023 federal grant.

An open house on the draft plans will be held from 2 to 3 p.m. Feb. 25 at the Upper Kittitas County Senior Center.

City representatives will talk about the plans and explain the process used to develop them, as well as receive public feedback.

The ADA Transition Plan sets out more than \$2 million in priority improvements in the vicinity of West Second Street, including curb ramps, a railroad crossing, crosswalks and more.

Another \$3 million in projects were identified in the area of Oakes Avenue, including new sidewalks and accessible pedestrian signals for street crossings.

The Bullitt Avenue area has approximately \$1.9 million in improvements set out in the plan, including ADA parking, accessible pedestrian signals and curb ramps.

Along South Cle Elum Way and nearby, the plan addresses \$1.9 million in projects, including sidewalks and railroad crossings.

According to the plan, the city's goal is to complete ADA improvements as part of planned and ongoing street projects, and make additional upgrades as new private projects are built that will require frontage improvements, and when additional funding opportunities are available.

Comments on the plans will be taken through Feb. 27.

Comments can be sent to mbailey@cleelum.gov or submitted in writing at Cle Elum City Hall, 119 W. First St.

Brian Kelly