

CITY ADMINISTRATOR
ROBERT OMANS

CITY CLERK
DEBBIE LEE

CITY TREASURER
ROBIN NEWCOMB

PUBLIC WORKS

POLICE CHIEF
RICH ALBO

FIRE CHIEF
ED MILLS

PLANNER

City Council
Agenda
September 25, 2023
6:00 PM



119 W FIRST STREET
CLE ELUM, WA 9922

MAYOR
JAY MCGOWAN

MAYOR PRO-TEMPORE
KEN RATLIFF

CITY COUNCIL
JOHN GLONDO
BETH WILLIAMS
SIW BAY-HANSEN
STEVEN HARPER
MATTHEW LUNDH
SARAH LACKEY

CITY ATTORNEY
ALEXANDRA KENYON

Join Virtually with Zoom: <https://zoom.us/j/7573184018?pwd=dERndjBJVC9GdVQ1d2ISRExwZFhXZz09>
Meeting ID: 757 318 4018 Passcode: 98922

Join by Phone: 1-(253)215-8782, Meeting ID: 757 318 4018, Passcode:98922

DISCLAIMER: The City does not guarantee that virtual or telephonic access to the City Council meeting will be available and the City does not warrant audio quality. Attendees are encouraged to attend in-person.

1. **Call to Order, Pledge of Allegiance, and Roll Call**

a. [September 25, 2023 Council Meeting Sign In Sheet](#)

2. **Public Comment – Limited to 5 Minutes**

3. **Announcements, Appointments, Awards & Recognition**

4. **Consent Agenda**

Items listed have been distributed to Council Members in advance for study and will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on a regular Agenda at the request of a Council Member or at the request of a member of the public with concurrence of a Council Member:

a. [Approve the Minutes of the Council Meeting Dated September 11, 2023](#)

b. [Approve the Accounts Payable Vouchers Dated September 25, 2023 \\$696,373.98 - As Approved by the Budget Committee](#)

5. **Approval of Meeting Agenda**

6. **Officer Reports**

City Administrator, Police Chief

a. [Public Works - Aaron Barr](#)

7. **Public Appearances – 15-Minute Limit**

a. [Large Landscape Forest Legacy Grant Application - Letter of Support - The Nature Conservancy - Tonya Morrey](#)

b. [Downtown Association - Jordan Peterson](#)

City Council AGENDA

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8. Business Requiring Public Hearings

9. Unfinished Business

- a. Ordinance No. 1652 UKC Fiber Franchise Agreement Final Reading - HLA Colleda Monick
- b. City Safety Plan Approval - HLA Deborah LaCombe

10. New Business

- a. Crystal Creek Water Main Crossing Progress Estimate #1 & Final - Ascent Foundations & More LLC \$21,460.39 - Rob Omans City Administrator
- b. Ordinance No. 1654 An Ordinance Adopting an Update to the Comprehensive Plan - HLA Colleda Monick
- c. Police Union Contract
- d. Utility Clerk Coordinator/Events Secretary

11. Report of Committees

- a. 2023 Pangrazi Nominations - Pangrazi Committee

12. Adjournment by Motion

Next Regular Council Meeting: October 9, 2023 @ 6:00 pm

City of Cle Elum Special Council Meeting

September 25, 2023 11:00 a.m.

If you wish to address the Mayor and Council, please sign in below.

Please sign in:

Name	Address	PLEASE PROVIDE EMAIL ADDRESS IF YOU WANT COUNCIL'S RECOMMENDATION MAILED TO YOU
Apo Nelson	1710 Sunlight Dr Cle Elum 98922	
Beth Mueller	202 E. 3rd St #101 Cle Elum, WA 98922	
Darryl Burton	110 E 1st Street, Cle Elum (TNC)	

DRAFT

**CLE ELUM CITY COUNCIL
MINUTES**

SEPTEMBER 11, 2023

6:00 PM

**119 W FIRST STREET
CLE ELUM, WA 98922**

1. Call to Order, Pledge of Allegiance, and Roll Call

Present:

Councilmember John Glondo - present
Councilmember Steven Harper - present
Councilmember Matthew Lundh - present
Councilmember Kenneth Ratliff - present
Councilmember Sarah Lackey - present

Absent:

Councilmember Sev Bay-Hanson - absent
Councilmember Beth Williams - absent

Jay McGowan- Mayor
Rob Omans - City Administrator
Debbie Lee - Clerk
Rich Albo - Police Chief
Deb LaCombe - HLA
Colleda Monick - HLA
Ed Mills - Fire Chief
William LaRue - Veolia
Aaron Barr - Public Works
Ben Annen - HLA

**MOTION: Councilmember Glondo made a motion to approve the absence of Councilmember's Bay-Hanson and Williams; seconded by Councilmember Lundh.
MOTION CARRIED: 5 yes 0 no.**

a. [September 11, 2023 Council Meeting Sign In Sheet](#)

2. Public Comment – Limited to 5 Minutes

Brian Tate - made complaints about different code issues.

Chris Sullivan - made complaints about code issues and the dumpster by the baseball fields.

Stan Slater - made complaints about sidewalks and plowing.

3. Announcements, Appointments, Awards & Recognition

Mayor McGowan notified council that the City of Cle Elum was awarded a \$6.4 million grant

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from Federal Highway Administration to complete the Downtown Revitalization Phase 3 Project.

4. Consent Agenda

MOTION: Councilmember Glondo made a motion to approve the consent agenda; seconded by Councilmember Lundh.

MOTION CARRIED: 5 yes 0 no.

- a. Approve the Minutes of the Council Meeting Dated August 14, 2023
- b. Approve the Minutes of the Special City Council Meeting Dated August 25, 2023
- c. Approve the Accounts Payable Vouchers Dated September 11, 2023 \$640,246.24 - As Approved by the Budget Committee
- d. Approve Payroll Vouchers dated September 5, 2023 \$264,367.42 - As Approved by the Budget Committee

5. Approval of Meeting Agenda

MOTION: Councilmember Glondo made a motion to approve the agenda as presented; seconded by Councilmember Harper.

MOTION CARRIED: 5 yes 0 no.

6. Officer Reports

City Administrator Omans reminded everyone of the Fall Cleanup that runs in the month of September and vouchers are available at City Hall.

Brush Recycle is available on Wednesdays in September. Brush can be brought to the Water Treatment Plant from 12:00 p.m. - 4:00 p.m.

Fourteen building permits were processed in August and year to date 55 have been processed. Last year there were a total of 51 permits at this same time. There are 13 other permits currently being reviewed. 2023 has seen more commercial permits. The City has received about \$70,000 in permit fees to date.

Ben Annen with HLA stated that the Federal Highway Administration Grant the city received does require a \$1 million match. There has been a TIB application submitted and will be announced in December. Ben congratulated the City on their efforts to start the Downtown Revitalization Project

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as it has been a 6 year process.

Rich Albo Police Chief, stated that Officer Mario Magnotti had completed the academy and received several awards. First overall in class, first in practical skills, top of the class in academics and voted by his peers as Best Partner Award.

The new firearms have been delivered and all officers have been properly trained.

Chief Albo reported that there was a fatality on 903 and encouraged all drivers to be aware that the Highway is a school zone, has crosswalks and buses and to drive safely.

Last weekend, WSP and City of Cle Elum Police did a traffic emphasis, which was successful and they will do more of these in the future.

Councilmember Lackey wanted to know the status of the patrol pickups. Chief Albo explained that the software needs to be installed and this should happen by the end of September.

Aaron Barr with Public Works stated that the sleeve was placed in Crystal Creek without any issues.

Councilmember Harper had questions regarding snow removal with WSDOT. They are looking over the current contract and will get back to the city with a plan. Councilmember Harper also stated he was happy that the construction cones were removed prior to Labor Day Weekend.

Councilmember Lundh asked if the water meters would all be remotely read. It was explained that three antennas will be placed at the Public Works Shop, Water Treatment Plant and the Water Tower, and this will enable all meters to be read remotely. City staff will also have a two-day-in-house training.

- a. Police Stats
- b. Veolia Graphs August/Staff Report
- c. Fire Department Stats/Staff Report
- d. Aaron Barr - Public Works

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7. Public Appearances – 15-Minute Limit

- a. Kittitas County Economic Development Strategic Plan Letter of Mutual Partnership (Discussion) - Cory Wright, Kittitas County Commissioner

County Commissioner Wright, Kelly Vandenburg with City of Ellensburg, Andrew Morris the CEO of CWU, and Heidi all spoke on behalf of the Kittitas County Economic Development Strategic Plan and would like the City of Cle Elum to sign a letter of Mutual Partnership.

MOTION: Councilmember Lundh made a motion to approve Mayor McGowan to sign the letter of Mutual Partnership; seconded by Councilmember Harper.

MOTION CARRIED: 5 yes 0 no.

- b. Cle Elum Ridge Fuels Mitigation - Chris Martin

Chris Martin and Tony Craven gave a presentation on UKC Fuels and what they have been working on.

8. Business Requiring Public Hearings

9. Unfinished Business

- a. ORD 1653 Critical Areas Ordinance & Best Available Science - HLA Colleda Monick

Colleda Monick with HLA gave her staff updates and an update on Ordinance 1653 Critical Areas and Best Available Science.

MOTION: Councilmember Harper made a motion to approve Ordinance 1653; seconded by Councilmember Lundh

MOTION CARRIED: 4 yes 1 no. (Councilmember Ratliff)

10. New Business

- a. City Safety Plan - HLA Deborah LaCombe

Deb LaComb - HLA presented the City Safety Plan (see attached notes)

Deb LaComb - HLA Speaking Notes

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- b. Resolution 2023-023 Setting Date for Public Hearing ROW Vacation Renfro - HLA Colleda Monick

Colleda Monick with HLA explained to Council that this is the same process they just did for the Stubbs Right of Way. This is setting a date and time for the Renfro Right of Way Public Hearing for October 9, 2023 Council Meeting.

MOTION: Councilmember Harper made a motion to approve Resolution No. 2023-23 setting a date for the Public Hearing; seconded by Councilmember Lundh.
MOTION CARRIED: 5 yes 0 no.

- c. Ordinance No. 1651 Vacating ROW Stubbs - HLA Colleda Monick

MOTION: Councilmember Harper made a motion to approve Ordinance No. 1651 Vacating ROW Stubbs; seconded by Councilmember Glondo.
MOTION CARRIED: 5 yes 0 no.

- d. Ordinance No. 1652 UKC Fiber Franchise Agreement First Reading - HLA Colleda Monick

Colleda Monick with HLA explained that this is the first reading for Ordinance No. 1652 for the UKC Fiber Franchise. This language has already been approved by the attorneys with prior franchise agreements.

Councilmember Harper would like to make sure the attorney double checks the language since there is a current lawsuit with the owner of UKC Fiber. Colleda Monick with HLA will make contact with the attorney before the second reading.

- e. Second Street & Rossetti Way Water Main Improvements Recommendation of Award - Ascent Foundations & More - HLA Ben Annen

Ben Annen with HLA informed Council that 10 bids were received and the bids were all good bids. Low bidder was Ascent Foundations and More and HLA recommends awarding the bid to Ascent Foundations and more.

MOTION: Councilmember Ratliff made a motion to award Second Street & Rossetti Way Water Main Improvements to Ascent Foundations and More; seconded by Councilmember Lundh.
MOTION : 5 yes 0 no.

- f. Progress Estimate No. 3 First Street Downtown Revitalization Phase 3C Ascent Foundation & More \$359,781.60 - HLA Ben Annen

Ben Annen with HLA explained that this portion of the Downtown Revitalization is almost complete.

MOTION: Councilmember Lundh made a motion to approve Payrequest No. 3 First

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Street Downtown Revitalization Phase 3 C; seconded by Councilmember Harper.

MOTION : 5 yes 0 no.

- g. Resolution 2023-022 Repealing and Replacing Resolution No. 2023-008 Regarding The City's Procurement Policy - City Administrator Rob Omans

Rob Omans, City Administrator, explained that this update to the Procurement Policy came with a recommendation from the auditors during the last federal audit.

MOTION: Councilmember Harper made a motion to approve Resolution No. 2023-022 Procurement Policy; seconded by Councilmember Glondo.

MOTION : 5 yes 0 no.

11. Report of Committees

Councilmember Harper reported the Budget Committee had their first budget meeting for 2024 and plans on meeting again in two weeks.

Councilmember Ratliff reported that the Utilities Committee met and are making progress but don't have a complete report yet.

12. Adjournment by Motion

The Council Meeting adjourned at 8:38 p.m.

MOTION: Councilmember Glondo made a motion to adjourn.

MOTION : 5 yes 0 no.

Jay McGowan, Mayor

Debbie Lee, Clerk

CHECK REGISTER

City Of Cle Elum

Time: 11:30:34 Date: 09/19/2023

09/12/2023 To: 09/25/2023

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4258	09/12/2023	Claims	1	EFT	Cintas Corporation	705.30	Mats/Towels/Uniforms/Cleaning 8/17
4312	09/14/2023	Claims	1	EFT	Puget Sound Energy	7,260.67	August power bills -- Police, fire, city hall, parks, water plant, street lights, library, cemetery
4315	09/14/2023	Claims	1	EFT	Methodworks	1,671.23	August IT -- library wifi, water plant backup, City Heights PRR's, Police new officers, Fire dept set up new phone
4316	09/14/2023	Claims	1	EFT	Verizon Wireless	985.46	Police dept cell phones
4368	09/18/2023	Claims	1	EFT	Cintas Corporation	291.39	Public works mats/towels/uniforms/cleaning 9/12
4400	09/25/2023	Claims	1	45861	ALSC Architects	72,625.17	Upper Kittitas County Comm. Rec. Center architect services/August
4401	09/25/2023	Claims	1	45862	Abadan	99.08	police lease copy machine
4402	09/25/2023	Claims	1	45863	Ashbaugh Beal	73,644.00	City Heights August arbitration attorney fees
4403	09/25/2023	Claims	1	45864	CNH Capital - Productivity Plus Account	67.06	key ignition for case loader
4404	09/25/2023	Claims	1	45865	Canon Financial Services, Inc.	622.46	Copier leases -- city hall, public works, library
4405	09/25/2023	Claims	1	45866	City of Cle Elum	110.51	Admin. Assistant fees for May 1st
4406	09/25/2023	Claims	1	45867	Cle Elum Roslyn School	12,000.00	Development/Impact Fees for Crystal Creek Apartments/24 units/building permit #2023-052, 1705 Marian Dr., Cle Elum
4407	09/25/2023	Claims	1	45868	Co-Energy	775.06	Public works stub pump
4408	09/25/2023	Claims	1	45869	Consilio LLC	31,362.82	August Services -- City Heights Data Analytics, Data processing, project management, data storage
4409	09/25/2023	Claims	1	45870	Consolidated Supply Co.	30.27	PGV replacement valve diaphragm 2"
4410	09/25/2023	Claims	1	45871	D Square Energy LLC	826.97	Fire Dept annual service to stand by generator
4411	09/25/2023	Claims	1	45872	Dooley Enterprises Inc	443.32	Police Dept/9 mm 147 gr. Ranger T-Ser
4412	09/25/2023	Claims	1	45873	Ellensburg Cement Products	1,077.31	public works -- 230 Cleveland water service; Public works stock 5/8 gravel; 5/8 gravel for 114 W 4th water service
4413	09/25/2023	Claims	1	45874	Gordon Tilden Thomas Cordell	5,529.00	City Heights August 2023 arbitration
4414	09/25/2023	Claims	1	45875	Grainger	71.48	Public works socketscrew sets
4415	09/25/2023	Claims	1	45876	H.D. Fowler	1,160.18	Water Meter supplies; Water Meter supplies
4416	09/25/2023	Claims	1	45877	HLA Engineering and Land Surveying, Inc.	208,680.31	August HLA engineering fees -- capital proj budget projections, city heights arbitration, FHWA first st funding, FHWA safe streets grant app, TIB funding 2nd st and first st phase 3, UPWP app columbia
4417	09/25/2023	Claims	1	45878	Harvest Valley Pest Control	1,223.69	Commercial Initial Rodent Treatment -- City Hall; Commercial Construction Job blocking rodents -- City Hall
4418	09/25/2023	Claims	1	45879	Imperium Consulting Group LLC	7,679.00	City Heights August Attorney fees

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4419	09/25/2023	Claims	1	45880	James Oil/Pacific Pride	1,440.06	Police Dept Fuel out of town; Public works fuel/9-1 to 9-15
4420	09/25/2023	Claims	1	45881	Kittcom	40,147.75	Fire Dept 4th Qtr Dispatch Services; Police Dept/Kittcom 4th Qtr Dispatch
4421	09/25/2023	Claims	1	45882	Kittitas County P.U.D. #1	526.75	August power usage -- Shop, Airport lift station, street lights and Airport Office
4422	09/25/2023	Claims	1	45883	Kittitas County Treasurer	13,500.00	City Heights School Impact Fees for Escrow -- 6 -- Lots, 3,4,5,6,7,12 -- Bldg. Permits 2023-020, 021, 015, 031, 032,010 -- 406,408,410 W 6th St., 403,405,415 Outfitter Pl.
4423	09/25/2023	Claims	1	45884	Lakeside Industries	1,727.95	11.5 ton asphalt/Stock
4424	09/25/2023	Claims	1	45885	Life Assist	1,358.82	Fire dept 2x fieldtex oxygen duffle; Fire Dept 2x Pelican EMS Equipment Case
4425	09/25/2023	Claims	1	45886	Marson & Marson	52.34	public works plywood
4426	09/25/2023	Claims	1	45887	Menke Jackson Beyer LLP	19,162.85	City Heights Arbitration Attorney fees August
4427	09/25/2023	Claims	1	45888	Midstate Co-op	398.05	public works 3rd st park irrigation
4428	09/25/2023	Claims	1	45889	Northern Kittitas County Tribune	1,631.80	fall cleanup legal ad Sept 1, 2023; fall clean up Sept 1, 2023 subsequent run; labor day holiday closure ad; August 28, 2023 Council meeting cancelled ad; special day council meeting ad; Pangrazzi nom
4429	09/25/2023	Claims	1	45890	Oxarc	136.48	fire dept oxygen
4430	09/25/2023	Claims	1	45891	Pape Machinery	428.24	Valve for Excavator; Fitting/public works
4431	09/25/2023	Claims	1	45892	Pro Rentals & Sales Inc.	25.80	shop propane
4432	09/25/2023	Claims	1	45893	Six Robblees' Inc.	181.36	public works/bolts and locknuts; Public works shackle/equalizer/locknut
4433	09/25/2023	Claims	1	45894	State Auditors Office	256.20	2022 financial audit
4434	09/25/2023	Claims	1	45895	Suncadia	103,456.40	Water/Sewer Capital Reimbursement on 2023-052 Crystal Creek 24 Apts, 1705 Marion Dr., 2023-032 City Heights, 405 Outfitter Pl Lot #7 and 2023-020 City Heights, 406 W 6th Lot #3
4435	09/25/2023	Claims	1	45896	Tuscan Enterprises Inc.	3,333.55	Police Dept -- graphics on 2 pickups and Ford Interceptor
4436	09/25/2023	Claims	1	45897	Uline	151.39	public works bucket/wringer and dust pan
4437	09/25/2023	Claims	1	45898	Anthony A Venera	57.00	Training King County/Venera
4438	09/25/2023	Claims	1	45899	WA State Dept of Transportation	3,897.05	August Fuel Police
4439	09/25/2023	Claims	1	45900	Waste Management of Ellensburg	74,766.29	Solid Waste Collection \$& Removal Service
4440	09/25/2023	Claims	1	45901	Yakima Bindery	686.11	Minute book/city hall
					511 Legislative	1,851.91	
					515 Legal Services	5,529.00	
					518 Centralized Services	1,588.36	
					521 Police Department	38,810.52	
					522 Fire Department	10,233.84	
					536 Cemetery	10.21	
					558 Planning & Community Devel	23,171.27	

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
			559 Housing & Community Develop			27,882.50	
			572 Libraries			732.05	
			576 Park Facilities			837.06	
		001 Current Expense/General Fund				110,646.72	
			518 Centralized Services			72,625.17	
		002 Suncadia Property Sale				72,625.17	
			515 Legal Services			131,848.67	
		003 City Heights WCIA Settlement Agreement 2023				131,848.67	
			542 Streets - Maintenance			23,182.71	
			543 Streets Admin & Overhead			663.33	
			591 Debt Service - Principal Repayment			160.93	
			595 Capital Expenditures- Streets			36,543.30	
		101 Street Fund				60,550.27	
			595 Capital Expenditures- Streets			34,191.31	
		102 TIB Complete Streets Grant				34,191.31	
			521 Police Department			3,901.09	
			554 Environmental Services			132.31	
		104 Police 3/10's Sales Tax Fund				4,033.40	
			542 Streets - Maintenance			110.51	
		110 Coal Mine Trail Fund				110.51	
			558 Planning & Community Devel			56,373.30	
		123 Sun Communities CRA 2018-01 Devel. Fund				56,373.30	
			558 Planning & Community Devel			9,703.02	
		127 City Heights CRA 2020-01 Devel. Fund				9,703.02	
			594 Capital Expenditures			25,191.00	
		309 REET Excise Tax/Capital Projects Fund				25,191.00	
			534 Water Utilities			33,532.39	
		401 Water Fund				33,532.39	
			537 Garbage & Solid Waste			74,766.29	
		402 Sanitary Fund				74,766.29	
			546 Airports, Port, Terminal			52.96	
		403 Airport Fund				52.96	
			534 Water Utilities			364.84	
		404 Water Regional Fund				364.84	
			594 Capital Expenditures			113.25	
		406 Water Capital Reserve Fund				113.25	
			535 Sewer			75,544.63	
		409 Sewer Fund				75,544.63	
			595 Capital Expenditures- Streets			6,150.25	

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City Of Cle Elum

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
			413 Sewer Capital Reserve Fund			6,150.25	
			580 Non Expenditures			466.00	
			630 Pangrazi Memorial Fund			466.00	
						696,263.98	Claims: 696,263.98
						110.00	
						696,373.98	

August vs Bank fees

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described, or that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the city, and that I am authorized to authenticate and certify to said claim(s). Approved by the Auditing Committee:

John Glondo

Date _____

Steven Harper

Date _____

Ken Ratliff

Date _____

Debbie 9-19-23

Public Works Staff Report September 2023

We have been doing a lot of clean up around the shop, all our pipe fittings and repair parts are all organized and inventoried.

Water leaks these last couple of weeks have been minimal so that is good.

Getting equipment ready for winter operation.

The old bone yard we have is getting cleaned up.

Ascent has completed the Crystal Creek Water Main Crossing, and all looks good, they did a great job.

The elk have entered the cemetery and seem to be causing a bit of damage again, the rutting bulls like to push each other around.

A lot of general maintenance throughout the city, doing public works punch list items getting ready for winter.

Debbie Lee

From: Tonya Morrey <tonya.morrey@TNC.ORG>
Sent: Wednesday, September 20, 2023 5:31 PM
To: Debbie Lee
Subject: RE: Sept 11th City Council Meeting Agenda Item Request
Attachments: LOS - Cle Elum Ridge - City of Cle Elum.docx; FFOF_ForestLegacyGrantProposal_FY24_CleElumRidge_20230915.jpg

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Debbie,

I've attached the template letter of support and the map. My apologies for the delay!

Working off the assumption that the council members and mayor receive some sort of packet beforehand so they have an idea of what's coming up with each agenda item, here's what I request be included:

Thank you for your previous efforts to help conserve the TNC-Managed Central Cascades Forest! With your help we have made a huge impact on our shared goals of protecting and connecting the checkerboard lands across Kittitas County. We are reaching out to you today because we have an unprecedented opportunity to protect the entire Cle Elum Ridge through the Forest Legacy Program. This is a special release of Forest Legacy Program funding through the Inflation Reduction Act, and provides a once in a lifetime opportunity to request between \$15M - \$20M to protect 9,700 acres of forest land on Cle Elum Ridge, Kittitas County. The parcels are adjacent to the Teanaway Community Forest on the east and the Cities of Roslyn and Cle Elum, and community of Ronald along its southwest border. We need your help to permanently protect this critical ridgeline providing surrounding communities with both a forest buffer and a forest bridge. Would you be willing to provide a letter of support for this incredible opportunity to fund the Cle Elum Ridge Large Landscape Project? I appreciate the opportunity to speak to this request and answer any questions at the Cle Elum City Council meeting on Monday, September 25th.

Please find attached a drafted Letter of Support for your use, and edit as you see fit. I've also attached a map for your reference. This year's letter will be addressed to the State Forester, George Geissler. Could you please email the letter directly to George Geissler and cc Robin Searl and Mark Reed? It would be helpful if you could send the letter by Friday, October 13. And of course, we'd love to get a copy for our files.

George Geissler george.geissler@dnr.wa.gov

CC: Mark Reed mark.reed@dnr.wa.gov

CC: Robin Searl robin.searl@dnr.wa.gov

Please let me know if you have any questions.

Tonya Morrey
 The Nature Conservancy
tonya.morrey@tnc.org
 (509)852-2114 ext. 614

George L Geissler
State Forester and Deputy, Wildland Fire Management
Washington Department of Natural Resources
P.O. Box 47001
Olympia, Washington 98504-7001

September 25, 2023

Re: Letter of support for the Cle Elum Ridge Large Landscape Project

Dear Mr. Geissler,

The City of Cle Elum supports The Nature Conservancy's application to the U.S. Forest Service's Forest Legacy Program Large Landscape Project for the acquisition of the Cle Elum Ridge Community Forest in Kittitas County, Washington. The Cle Elum Ridge Community Forest is 9,700 acres of dry, ponderosa pine and Douglas-fir forests along the eastern and western ridgelines of Cle Elum Ridge. With permanent protection, this critical ridgeline can provide our community with both a forest buffer and a forest bridge.

Cle Elum Ridge provides a critical buffer between wilderness areas and the increasingly developed areas of Cle Elum, Roslyn, and Ronald. Within the Yakima River basin, the project is part of the congressionally authorized Yakima Basin Integrated Plan (YBIP), a water resource management plan backed by federal, state, and local agencies, as well as tribes, conservation groups, and agriculturalists after decades of water shortages and legal conflicts. A significant achievement of the plan was the acquisition of the 50,241-acre Teanaway Community Forest to protect water quality and quantity. Bordering the community forest and towns, the Cle Elum Ridge project will safeguard state and federal investment in the community forest by buffering it from encroaching developments that would compromise its water resource benefits. As such, the YBIP identifies the acquisition of Cle Elum Ridge's high elevation forests as a high priority for fulfilling its goals of enhancing water supply and increasing fish populations.

The community's relationship with the landscape is rich in cultural heritage. Residents of Cle Elum consider the property their backyard. Acquiring the Ridge will provide permanent public access to a growing network of existing and planned trails for year-round recreation. It lays the groundwork for realizing the Towns to Teanaway Master Plan, the community-backed plan that calls for a loop trail system connecting Cle Elum, Roslyn, and Ronald to the adjacent Teanaway Community Forest and the Okanogan-Wenatchee National Forest beyond. Without closing this gap, residents and visitors remain cut off from these recreational treasures. As a result, the project has strong local community support.

The project also offers residents economic benefits. Outdoor recreation generates over \$306 million of economic contribution in Kittitas County each year. Tourism-related businesses are the top employers, employing 18% of residents. With 86% of visitors coming for outdoor recreation, Cle Elum Ridge's 40-miles of multi-use and all-season trails will continue to contribute to the region's economy and expand four-season outdoor recreation. Furthermore, the Ridge is within the Mountains to Sound Greenway National Heritage Area, where it provides a verdant backdrop to the I-90 National Scenic Byway, one of the busiest mountain passes in the nation that is traveled by 40,000 vehicles daily.

Without permanent protection, Cle Elum Ridge risks being converted to resort communities due to its high-quality recreational assets and easy access to Seattle, just 65 miles or an 80-minute drive away. Already, the surrounding towns are bumping up against the property. A local developer is building a

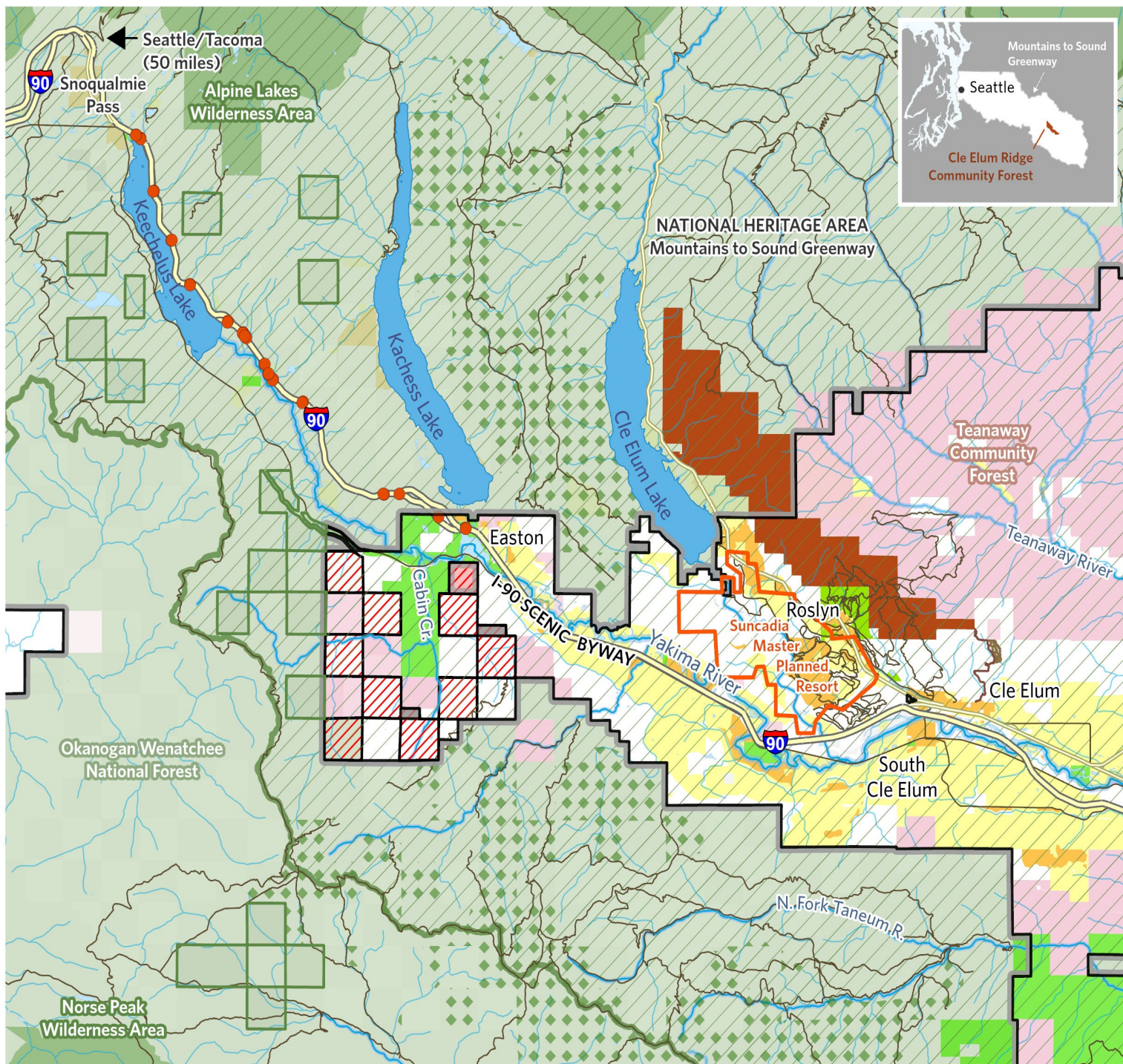
master-planned residential community with trails as its main draw. The nearby Suncadia resort is a well-known and popular recreation destination. Without protection, the Ridge is vulnerable to similar development that would fragment the landscape. Such loss of forest habitat would adversely affect adjacent public lands, downstream riparian habitat, water quality, and historic public access. Development also severs habitat connectivity, especially for endangered grey wolf and important prey species, such as mule deer.

For these reasons, the City of Cle Elum is pleased to support The Nature Conservancy's application to the Forest Legacy Program for the Cle Elum Ridge Community Forest. If I can be of service, please do not hesitate to contact me. Thank you in advance for your time.

Sincerely,

Jay McGowan
Mayor
City of Cle Elum

CC: Mark Reed, Washington Department of Natural Resources
Robin Searl, Washington Department of Natural Resources



- WA Cascades LWCF Project (34,000 acres)
- Cle Elum Ridge Community Forest

Other Forest Legacy Projects

- Kittitas Working Forest (2023) for Cabin Creek Phase I
- Yakima River Project (2004)

Land Ownership

- WA Dept. of Natural Resources
- National Wilderness
- US Forest Service
- Other Protected Lands

Wildland-Urban Interface (WUI)

Area where houses meet or intermingle with undeveloped wildlands. The WUI is where wildfires threaten people the most as well as where development contributes to habitat fragmentation.

- Low Density
- Medium Density

Other Features

- WA DOT Wildlife Crossing
- Trail

- National Heritage Area (Mountains to Sound Greenway)
- U.S. Forest Service Inventoried Roadless Area

- Okanogan-Wenatchee National Forest
- Large Development

City of Cle Elum – City Council Report

September 2023



Pioneer Days

Overall, Pioneer Days this year was a great success! Thank you to all our community partners and the City of Cle Elum and Kittitas County Lodging Tax Funds for aiding in putting on a wonderful event.

Please share your feedback about Pioneer Days 2023 with us at: [Pioneer Days 2023 - Cle Elum Downtown Association](#)

NOTE: We had individuals moving traffic cones at closures to go pick people up and/or to park, etc. during Pioneer Days. The CEDA, City of Cle Elum, including Chief Albo, Chief Mills, Mr. Barr of Public Works, and Ms. Casassa have begun discussions about how to mitigate this for Pioneer Days 2024.

We kindly remind the community that closures are not there to inconvenience you, they are for the safety of all.

Transformational Strategies Project

The Strategic Plan for the Cle Elum Downtown Association was recently adopted by our Board of Directors, and now we would like to share it with you! Our focus for the next 3 years will be: ***Cultivating a community-focused Downtown core as the place for families to gather, shop and play.***

We look forward to working with you during this journey!

Engagement Coordinator

The Cle Elum Downtown Association is excited to announce the appointment of Rikki Green as our new Engagement Coordinator! She has hit the ground running and deep into the planning process of Boo-Elum and Christmas in Cle Elum. She will be working her way around business over the next few weeks to introduce herself and talk about the different programs, events and opportunities available to local building, business owners and community.

SOCIAL MEDIA

As you may have seen, we recently launched (2) new series, “Did you Know? Tuesdays” and “Throwback Thursdays” 📷 the historical pictures come from a mix of places, including the National Archives Catalog, WISSARD (Department of Archeology and Historical Preservation). We have been getting a lot of great feedback on the Throwback Thursdays, specifically with the historic maps.

Weekly Schedule:

Monday – Business Posts (primarily reposting)

Cle Elum Downtown Association
218 E 1st Street, P.O. Box 106, Cle Elum, WA 98922
www.cleelumdowntown.com
EIN 20-3716010

Tuesday – Did you Know? (these will be common FAQ’s and other interesting facts about CEDA and our partners)

Wednesday – Upcoming Events (Community & business)

Thursday – Throwback Thursdays

Friday – CEDA Events and/or Community Engagement (PAST, PRESENT & FUTURE)

BOO-ELUM

1st Street will be closed between Pennsylvania and Wright Ave, for 4 HOURS, October 31, 2023 starting at 3:00PM, ending at 7:00PM

Boo-Elum is our signature Downtown Cle Elum Halloween Celebration – most festivities take place on Halloween night, 4:00PM – 6:00PM, with a smattering of other fun throughout the month. This year we will be having our second annual Build-A-Scarecrow contest. For this event, we invite the community to help us decorate downtown Cle Elum with customized Scarecrows! This is a great community engagement activity, bringing over 18 families out last year. To better support our downtown business community, we have added special Sponsorships for the individual scarecrows, as well as the Pumpkin Path. As you may remember, last year we “trick-or-treated” our downtown core, asking for small gifts and trinkets to add to our prize bags for the Build-A-Scarecrow and Pumpkin Path winners. This year, the money brought in from the Pumpkin Path Sponsorships will go toward the purchase of goods at our downtown businesses for these prizes. Additionally, the Adopt-A-Scarecrow (\$50) is a great opportunity for exclusive sponsorship and promotion, in a fun, unique way!

For more information on Boo-Elum, please visit our website at: Boo-Elum - Cle Elum Downtown Association

CHRISTMAS IN CLE ELUM -- Planning Meetings Begin Sept 2023 | Event December 2023

Christmas in Cle Elum kicks-off on December 1 this year. The theme for the Christmas in Cle Elum will be CHRISTMAS TRAINS with a parade theme of NORTH POLE. Can’t wait to see those festive window decorations!

Mountain Voices Christmas Concert | Rehearsals begin in September | Concert: December 1, 7:00PM;
December 2, 3:00PM

Dog Sled/Cart Rides | Coming Soon!

Certified Local Government (CLG)

The Cle Elum Downtown Association has been working with Michelle Thompson of the Department of Historical Preservation to reinstate Cle Elum’s CLG status. Grant funding in excess of \$100K is available to building owners that qualify under this program, with additional funding for projects like the Vogue Theater, under the Historic Theater Grant as well as special tax valuations.

NEW BUSINESSES

Please join us in welcoming (2) new businesses downtown:

Cle Elum Downtown Association
218 E 1st Street, P.O. Box 106, Cle Elum, WA 98922
www.cleelumdowntown.com
EIN 20-3716010

The Barn Door | 220 E First St Ste A, Cle Elum, WA 98922 (OPENING SOON)

Quartz Mountain Design | 106 N Peoh Ave, Cle Elum, WA 98922 (bottom floor, Merle, Inc.) Grand Opening 9/28

IMPORTANT DATES

RevitalizeWA	October 4 – 6, 2023, State Conference, Vancouver (office will be closed)
Build-A-Scarecrow	October 7, 2023, 1:00PM – 3:00PM, Location TBD
Boo-Elum	October 31, 2023, 4:00PM-6:00PM
Pioneer Days 2024 Planning	November 1, 2023 (ZOOM Options Available)

Strategic Plan

2023–2026



Front Cover

Top left: A girl takes a break at the Dog Cart Rides, part of our annual Christmas in Cle Elum event.

Top right: Seated in front of Glondo's for the 2023 Pioneer Days parade.

Center left: The Safeway VolunTEAM picks up trash during the annual Downtown Clean-up.

Bottom left: A view of 1st Street from the east end of the downtown district.

Bottom right: Family fun at our complimentary face painting station in the Kids Zone at Pioneer Days 2023.

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Boo-Elum is an annual family-friendly event CEDA hosts on Halloween. From Trunk-or-Treating and Build-a-Scarecrow to a “spooky” Pumpkin Path and a costume parade led by the high school band, there is a little something for everyone!



Welcome

Located in the heart of the Cascades, the city of Cle Elum feeds the curiosity and intrigue of anyone who spends time here. Whether you're passing through, your friends and family has lived here for generations, or you're somewhere in between, there is always something new to discover.

Since 2019, the Cle Elum Downtown Association (CEDA) has worked to cultivate a vibrant downtown that offers new experiences, supports our community and surrounding neighborhoods, and honors our local heritage. Along the way, we've discovered that our impact reaches far beyond the bounds of our downtown by bringing our community together. That's why this Strategic Plan focuses our efforts on this central function: cultivating a community-focused Downtown core for families to gather, shop, and play.

Enclosed in this Strategic Plan are key actions that will support our focus over the next three years. We cannot do this work alone – and we're fortunate to have the ongoing privilege of collaborating with a community with absolute heart, endless grit, authentic pride, and inspiring resiliency.

CEDA is here to nurture the heart of Cle Elum: the place where you share time with friends and family and the place where we support one another's dreams. This is the destination, whether it be for an hour, a day, for the weekend, or a lifetime.

Jordan Peterson
Executive Director

About Us



A family at Christmas in Cle Elum

Our Foundation

MISSION

Preserve, promote, and enhance Cle Elum's Historic Downtown and create partnerships that stimulate economic activity and action for a renewed sense of pride and community.

VALUES

- 1 Remain Connected to this Place.** Ensure that community members are connected to downtown as the heart of the community, connected to each other, and connected to the unique history and landscape of this community.
- 2 A Family-Friendly Small Town.** Highlight existing culture and improve opportunities for family and youth.
- 3 Our History.** Continue to celebrate our downtown's past by connecting building owners and the community with historic preservation resources.
- 4 Homegrown Businesses.** Support the culture of entrepreneurship and small businesses to keep jobs here.
- 5 Engaged Business and Building Owners.** Show the value of investing in downtown and CEDA. Seek creative opportunities for businesses and property owners to engage with CEDA.



TRANSFORMATION STRATEGY

A Transformation Strategy is central to the Main Street Approach® and describes how we will focus our work in the coming years to revitalize downtown Cle Elum. Our short-term Transformation Strategy supports our long-term Mission of broadly preserving, promoting, and enhancing Cle Elum's historic downtown.

We cultivate a community-focused Downtown core for families to gather, shop, and play.

The Main Street Approach

The Main Street Approach® is a unique preservation-based economic development tool that enables communities to revitalize downtown and neighborhood business districts by leveraging local assets, from historic, cultural, and architectural resources to local enterprises and community pride.

OUR DOWNTOWN DISTRICT

As a Main Street Organization, our district includes Cle Elum's historic downtown, shown in the map below. While most of our direct work centers in this area, we aim to impact and serve the entire Cle Elum community, both within our district boundaries and beyond.





Strategic Plan

Sassy Trash Market, Pioneer Days 2023.

Strategic Plan

This strategic plan is organized into four sections that reflect the Four Points of Main Street: Design, Promotion, Outreach, and Economic Vitality. Our four overarching goals are:



Many of the strategies listed in each section overlap and will require collaboration with our stakeholders and partners who share a commitment to downtown Cle Elum, including:

Our Board of Directors
Our staff
Our four Committees, also organized around the Four Points of Main Street
Our volunteers

Our community members
The City of Cle Elum
Kittitas County Chamber of Commerce

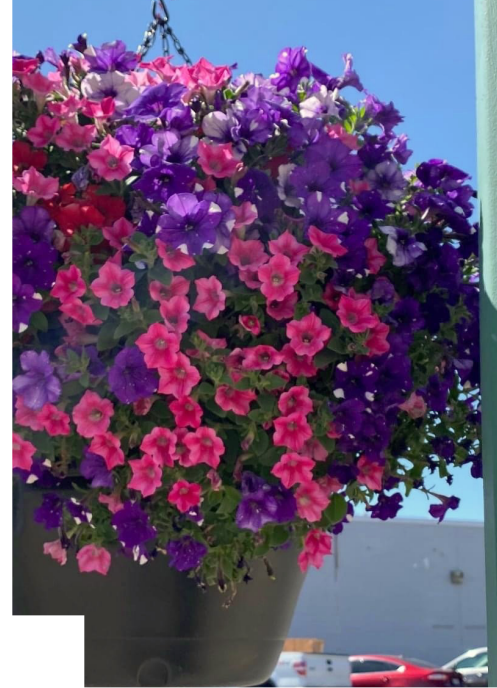


Cle Elum In Bloom planters decorate 1st Street in the Downtown corridor every spring. Planters are adopted by local individuals and businesses to help add color and vibrancy.

Design

OUR GOAL

Cultivate beautiful and engaging family-centered spaces in downtown Cle Elum.



WHERE WE LEAD

- Offer support and incentives to property owners and business owners to activate existing and new indoor and outdoor gathering spaces, including community spaces like pocket parks or private spaces like restaurants.
- Create a beautiful, colorful, and fun atmosphere in the district through seasonal décor, including holiday lighting and flower baskets.
- Connect businesses with resources and grants to improve building facades and preserve historic character.
- Enhance the visual appeal of the district by connecting property owners to muralists.
- Support a clean district by organizing regular volunteer clean-up efforts.

WHERE WE SUPPORT OUR PARTNERS

- Advocate for downtown-focused efforts at the City, including:
 - Identifying and acquiring child- and family-focused infrastructure for public spaces and parks.
 - Adding wayfinding signage to facilitate exploration of the downtown district.
 - Developing and implementing a snow and ice removal plan to support businesses and promote walkability year-round.
- Support continued City and County infrastructure improvements, including for walking, biking, and accessibility for people with mobility devices or strollers.



The Cle Elum-Roslyn School District
Band leads children in a costume
parade at our annual Boo-Elum event.

Promotion

OUR GOAL

Promote downtown Cle Elum as the central place for community families to gather and play.



WHERE WE LEAD

- Bring residents downtown by hosting and coordinating family-friendly events in collaboration with businesses and partners, especially during the shoulder season.
- Build awareness of and excitement about what the downtown district offers, including its businesses, gathering spaces, and events, through regular public communications.
- Develop and distribute informational materials to encourage community members to extend their visits in downtown Cle Elum.
- Promote a family-friendly identity for the downtown district to develop a sense of cohesion among businesses and community pride.

WHERE WE SUPPORT OUR PARTNERS

- Support businesses and community organizations that host innovative, family-friendly events and promotions that reflect current community happenings.
- Support the Kittitas County Chamber of Commerce and other partners in updating a calendar of community events and activities for businesses to coordinate around.



A volunteer at CEDA's annual
Downtown Clean-up that takes
place the last Saturday of April.

Outreach

OUR GOAL

Foster a strong organization that collaborates with partners and the community to bring opportunity to downtown Cle Elum.



WHERE WE LEAD

- Communicate about CEDA's impact and unique role in downtown Cle Elum to the public, business owners, property owners, and our partners both inside the district and beyond.
- Build a culture of family and youth engagement, volunteerism, and volunteer recognition in downtown Cle Elum, including through collaboration with other organizations seeking volunteer opportunities.
- Involve youth in the implementation of this strategic plan.
- Strengthen our committees by creating increased opportunities for inter-committee collaboration and information-sharing.
- Build capacity through meeting our funding goals, including by identifying new grants centered on family-friendly improvements to the district.
- Consider additional staffing or support to expand our capacity for partnerships.

WHERE WE SUPPORT OUR PARTNERS

- Offer guidance and support to community leaders who express interest in financially investing in improvements to the downtown district.



A family enjoys coffee and drinks at the outdoor seating at Pioneer Coffee.

Economic Vitality

OUR GOAL

Support a thriving business network in downtown Cle Elum that serves resident families.



WHERE WE LEAD

- Work with existing and new businesses to help them become more family-friendly, including creating engaging storefronts and leveraging existing opportunities to establish more gathering spaces.
- Strengthen information-sharing and relationships within the business community through regular communications, networking events, and collaborative promotions.
- Identify the types of businesses that resident families want in downtown Cle Elum, including businesses that offer year-round activities or gathering places for families.

WHERE WE SUPPORT OUR PARTNERS

- Strengthen the expertise of prospective entrepreneurs, new businesses, and existing businesses by connecting business owners to training opportunities provided through the Kittitas County Chamber of Commerce.
- Work with property owners to prioritize first floor spaces for retail and service businesses.
- Advocate to the City for downtown-focused efforts, including:
 - Carrying out City plans for downtown Cle Elum and Railroad Ave, including creating a dense downtown district along 1st Street.
 - Making ongoing code updates and improvements to traffic and parking in the downtown district and surrounding areas.
 - Adopting policies that prioritize affordability of housing, goods, and services for community members.

This strategic plan is the result of months of engagement by many groups and individuals. Thank you to our community members and leaders who participated in our survey, focus groups, and interviews! We'd also like to acknowledge the following groups and individuals whose contributions were essential to the development of this plan.

BOARD OF DIRECTORS

Eliza Stephenson
President

Katy Webb
Vice President

De Anna Haverfield
Secretary

Patricia Jerke
Treasurer

Marc Kirkpatrick
Former President

Adam Crawford

Keith Watts

Liz McAuliffe

Tessa Henrichsen

WASHINGTON TRUST FOR HISTORIC PRESERVATION

Breanne Durham
Washington Main Street
Director

Lydia Felty
Resources Coordinator

Luke Hallowell
Economic Vitality Specialist

STRATEGIC PLANNING STEERING COMMITTEE

Eliza Stephenson
Board President

Marc Kirkpatrick
Former President

Jordan Peterson
Executive Director

Audrey Malek
Owner of Basecamp Outfitters

Danielle Bricker
Owner of Black Sheep
Home Goods

De Anna Haverfield
Board Secretary; Owner of
Pioneer Coffee

Gary Berndt
Kittitas County Commissioner

Matthew Lundh
City of Cle Elum Councilmember

CONSULTING SUPPORT

Allegra Calder, Strategic Advisor

Julia Tesch, Project Manager

Maddie Immel, Lead Analyst

Back Cover

Top left: Bikers visiting CEDA's summer Cle Elum Public Market.

Top right: Customers posing for Plaid Friday, CEDA's alternative to Black Friday that celebrates and supports small, independent businesses.

Center right: Three-on-three basketball at Pioneer Days 2023.

Bottom right: The Orchard restaurant prepares for Boo-Elum.

Bottom left: Owens Meats decked out for Christmas in Cle Elum.



CLE ELUM DOWNTOWN ASSOCIATION
cleelumdowntown.com



ORDINANCE NO. 1652

AN ORDINANCE OF THE CITY COUNCIL OF CLE ELUM, WASHINGTON, GRANTING TO UKC FIBER LLC DBA "UKC FIBER, LLC" A WASHINGTON CORPORATION, A NON-EXCLUSIVE FRANCHISE TO OPEARATE AND MAINTAIN A TELECOMMUNICATIONS NETWORK WITHIN THE CITY OF CLE ELUM, WASHINGTON, AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS,UKC Fiber, LLC, is a Washington Corporation (hereinafter "Grantee") has applied to the City of Cle Elum ("City") for a non-exclusive Franchise for the right of entry, use, and occupation of public Right(s)-of-Way within the City, to install, construct, erect, operate, maintain, repair, relocate and remove its facilities in, on, over, under, along and across those Right(s)-of-Way; and

WHEREAS, Grantee has requested that the City Council grant a non-exclusive franchise for the purposes of operating and maintaining a telecommunications system; and

WHEREAS, the City Council has the authority to grant franchises for the use of its streets and other public properties pursuant to RCW 35A.47.040; and

WHEREAS, the City is willing to grant the rights requested by Grantee subject to certain terms and conditions, which are acceptable to both parties; and

WHEREAS, the City desires to enter into a franchise for the construction, operation and maintenance of a telecommunications system with Grantee on the terms and conditions set forth herein; and

WHEREAS, following proper notice, the City Council held a public hearing on Grantee's request for a Franchise [Month, Date, Year], at which time representatives of Grantee and interested citizens were able to be heard in a full public proceeding affording opportunity for comment by any and all persons desiring to be heard; and

WHEREAS, from information presented at such public hearing, and from facts and circumstances developed or discovered through independent study and investigation, the City Council now deems it appropriate and in the best interest of the City and its inhabitants that the Franchise be granted to Grantee;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES ORDAIN as follows:

Section 1. Definitions

When not inconsistent with the context, words used in the present tense include the future, words in the plural include the singular, and words in the singular include the plural. Words not defined herein shall be given their common and ordinary meaning. The word “shall” is always mandatory and not merely directory.

“Affiliate,” when used in connection with Grantee, means any person who owns or controls, is owned or controlled by, or is under common ownership or control with Grantee.

“Customer” means a person or user of the Telecommunications System who lawfully receives services therefrom with Grantee’s express permission.

“Emergency” means a condition of imminent danger to the health, safety or welfare of persons or property located within the City.

“FCC” means the Federal Communications Commission or successor governmental entity thereto.

“Franchise Area” shall mean the present physical boundaries of the City, and any additions thereto by annexation or other legal means.

“Information Service” means the offering of a capability for generating, acquiring, storing, transforming, processing, retrieving, utilizing, or making available information via telecommunications, and includes electronic publishing, but does not include any use of any such capabilities for the management, control, or operation of a telecommunications system or the management of a telecommunications service (as provided in 47 U.S.C. Section 153(24)).

“Maintenance” or “Maintain” shall mean examining, testing, inspecting, repairing, maintaining and replacing Grantee’s facilities or any part thereof as required and necessary for safe operation.

“Person” means any natural person or any association, firm, partnership, joint venture, corporation, limited liability company or other legally recognized entity, whether for-profit or not-for profit, but shall not mean the City.

“Relocation” means permanent movement of Grantee’s facilities required by the City, and not temporary or incidental movement of such facilities.

“Right-of-Way” shall mean the surface of, and the space above and below, any public street, highway, freeway, bridge, land path, alley, court, boulevard, sidewalk, way, lane, drive, circle or other public right-of-way, including, but not limited to, public utility

easements, dedicated utility strips, or easements dedicated for compatible uses. Right-of-Way shall also mean any easement now or hereafter held by the City within the Franchise Area for the purpose of public travel, or for utility or public service use and shall include other easements or rights-of-way as shall within their proper use and meaning entitle Grantee to the use thereof for the purposes of installing, operating, and maintaining Grantee's Telecommunications System over poles, wires, cables, conductors, ducts, conduits, vaults, manholes, attachments, and other property as may be ordinarily necessary and appurtenant to the Telecommunications System.

"State" means the State of Washington.

"Telecommunications" means the transmission, between or among points specified by the user, of information of the user's choosing, without change in the form or content of the information as sent and received (as provided in 47 U.S.C. Section 153(50)).

"Telecommunications network" means the infrastructure owned by Grantee utilizing one or more facilities located within the City's rights-of-way, including but not limited to, lines, poles, anchors, wires cables, conduit, laterals and other appurtenances necessary and convenient to the provision of access to the internet and telecommunications service."

"Telecommunications Service" means the offering of Telecommunications for a fee directly to the public, or to such classes of users as to be effectively available directly to the public, regardless of the facilities used (as provided in 47 U.S.C. Section 153(53)).

"Telecommunications System" means the facilities used to offer Telecommunications Services or Information Services to the public.

Section 2. Grant of Right to Use Right(s)-of-Way

A. Subject to the terms and conditions stated herein, the City grants to Grantee permission to enter, use, and occupy the Right(s)-of-Way throughout the Franchise Area.

B. Grantee is authorized to install, construct, erect, operate, maintain, upgrade, relocate, remove and repair facilities and equipment, and all necessary appurtenances thereto for its Telecommunications System to provide Telecommunications and Information Services in, along, under and across the Right(s)-of-Way in the Franchise Area.

C. This Franchise does not authorize the use of the Franchise Area for any facilities or services, other than Grantee's facilities and services, and it extends no rights or privilege relative to any facilities or services of any type, including Grantee's facilities and services, on public or private property elsewhere within the City.

D. This Franchise is non-exclusive and does not prohibit the City from entering into other agreements, including franchises, impacting the Franchise Area, unless the City determines that entering into such agreements interferes with Grantee's rights set forth herein.

E. This Franchise does not waive any rights that the City has or may hereafter acquire with respect to the Franchise Area or any other City streets or Rights-of-Way or any portions thereof. This Franchise shall be subject to the power of eminent domain, and in any proceeding under eminent domain, Grantee acknowledges its use of the Franchise Area shall have no value.

F. The City reserves the right to change, regrade, relocate, abandon, or vacate any Right-of-Way within the Franchise Area.

G. Grantee agrees that its use of the Franchise Area shall at all times be subordinate to and subject to the City and the public's need for municipal infrastructure, travel, and access in the Franchise Area. If, at any time during the term of this Franchise, the City vacates any portion of the Franchise Area containing Grantee facilities, the City shall reserve an easement for public utilities within that vacated portion, pursuant to RCW 35.79.030, within which Grantee may continue to operate any existing Telecommunications System of Grantee under the terms of this Franchise.

H. This Franchise shall not be interpreted to prevent the City from imposing additional lawful conditions, including compensation conditions for use of the Right-of-Way, should Grantee provide cable services, as defined under federal law.

I. This Franchise is intended to convey limited rights and interests in the Right-of-Way. It is not a warranty of title or interest in any Right-of-Way; it does not provide Grantee with any interest in any particular location within the Right-of-Way; and it does not confer rights other than as expressly provided in the grant hereof.

J. No rights shall pass to Grantee by implication. Without limiting the foregoing, by way of example and not limitation, this Franchise shall not include or be a substitute for:

1. Any other permit or authorization required for the privilege of transacting and carrying on a business within the City that may be required by the ordinances and laws of the City;

2. Any permit, agreement, or authorization required by the City for Right-of-Way users in connection with operations on or in the Right-of-Way or public property including, by way of example and not limitation, street cut permits; or

3. Any permits or agreements for occupying any other property of the City or private entities to which access is not specifically granted by this Franchise

including, without limitation, permits and agreements for placing devices on poles, in conduits or in or on other structures.

Section 3. Term of Agreement

A. This Franchise, unless sooner terminated or extended, shall run for a period of five (5) years, starting from the effective date of this Ordinance.

B. Renewal Option of Term. Grantee may renew this Franchise for an additional five (5) year period upon submission and approval of the application for such renewal by the City and subject to any modifications of the Franchise at that time. Any materials submitted by Grantee for a previous application may be considered by the City in reviewing a current application, and Grantee shall only submit those materials deemed necessary by the City to address changes in Grantee's facilities or services, or to reflect mutually agreeable modifications to the Franchise.

C. Failure to Renew Franchise – Automatic Extension. If the parties fail to formally renew this Franchise prior to the expiration of its term, the Franchise automatically continues month to month until renewed or until either party gives written notice at least one hundred eighty (180) days in advance of its intent not to renew the Franchise to the other party.

Section 4. Acceptance of Franchise

A. This Franchise, and any rights granted hereunder, shall not become effective for any purpose unless and until Grantee files with the City Clerk (1) the Statement of Acceptance, attached hereto as Exhibit "A," and incorporated herein by reference, and (2) all verifications of insurance coverage and the financial guarantees specified in this Franchise.

B. Should Grantee fail to file the Franchise acceptance with the City Clerk within thirty (30) days after the effective date of the ordinance approving the Franchise, the City's grant of the Franchise will be voidable at the discretion of the City.

Section 5. Tax Liability and Records

A. Tax Liability. Grantee shall pay any and all taxes or other levies or assessments which are now or hereafter required to be paid by businesses in general by any law of the City, the State or the United States including, without limitation, sales, use and other taxes, business license fees or other payments.

B. Financial Records. Grantee agrees to meet with a representative of the City upon request to review Grantee's methodology of record-keeping and other procedures,

the understanding of which are reasonably necessary for reviewing reports and records that are required by this Franchise.

Section 6. Construction and Maintenance

A. The City may inspect the manner of Grantee's work and require remedies as may be necessary to assure compliance with applicable rules, ordinances and regulations of the City. All lines, cables, fibers and conduits laid or installed under this Franchise shall be so located and placed as not to obstruct or interfere with any water pipes, drains, sewers or other structures or utilities already installed, and all such facilities shall be installed subject to the reasonable approval of the Public Works Director or his/her designee. Notwithstanding the foregoing, Grantee shall not be obligated to obtain a permit to perform emergency repairs but shall acquire one at its expense as soon as practicable thereafter.

B. To the extent consistent with any permit issued by the City, all facilities shall be located so as to cause minimum interference with the Right-of-Way and shall be constructed, installed, maintained, renovated or replaced in accordance with applicable rules, ordinances and regulations of the City, as they may be amended from time to time as consistent with construction standards generally accepted within the industry.

C. Grantee shall, at all times, employ professional care and shall install and maintain and use industry-standard methods for preventing failures and accidents that are likely to cause damage, injuries, or nuisances to the public. All structures and all lines, equipment, and connections in, over, under, and upon the Right-of-Way, wherever situated or located, shall at all times be kept and maintained in a safe condition. Grantee shall comply with all federal, State, and municipal safety requirements, rules, regulations, laws, and practices, and employ all necessary devices as required by applicable law during the construction, operation, maintenance, upgrade, repair, or removal of its facilities. Additionally, Grantee shall keep its facilities free of debris and anything of a dangerous, noxious, or offensive nature (for example, graffiti) or which would create a hazard or undue vibration, heat, noise, or any interference with municipal services. By way of illustration and not limitation, Grantee shall also comply with the applicable provisions of the National Electrical Code, National Electrical Safety Code, FCC regulations, and Occupational Safety and Health Administration (OSHA) Standards. Upon reasonable notice to Grantee, the City reserves the right to inspect the facilities to evaluate if they are constructed and maintained in a safe condition.

D. Grantee, at its own expense shall repair and replace any paving or surface disturbed by Grantee or its contractors, in accordance with the City's standard specifications for street construction subject to the reasonable approval of the Public Works Director or his/her designee.

E. Grantee, upon issuance of permits by the City, shall have the authority to microtrench in the construction of Grantee's Telecommunications System. Issuance of

permits is a prerequisite for Grantee's ability to microtrench anywhere in the City. Regular installation and maintenance shall be scheduled so as to accommodate ongoing or previously completed work in or near the Right-of-Way, such as protection of newly planted turf or other vegetation, installed asphalt, streets or sidewalks. In order to avoid such situations, Grantee shall, if practicable, provide notice of the planned work at least forty-eight (48) hours in advance and coordinate with the City to develop a mutually acceptable schedule for such work.

F. If, during the course of work, Grantee disturbs or causes damage to or alters any Right-of-Way or other public or private property, Grantee shall promptly replace, repair or restore such Right-of-Way or other public or private property, at Grantee's expense, to a condition equal to or better than the condition that existed immediately prior to such disturbance, damage or alteration within forty-eight (48) hours.

G. Upon reasonable request by the City, Grantee agrees to provide geographic information system ("GIS") mapping layers, As-Built, strand maps or similar records kept in its usual course of business to the City. Said information may be provided either in hard copy or electronic format, in the data format regularly maintained by Grantee.

H. Nothing in this Franchise shall be construed to prevent the City from constructing, maintaining, repairing, or relocating its sewers, streets, water mains, sidewalks, or other public property. However, before commencing any work within a Right-of-Way that may affect Grantee's facilities, the City shall give written notice to Grantee, and all such work shall be done, insofar as practicable, in such a manner as not to obstruct, injure, or prevent the free use and operation of Grantee's facilities.

I. In order to minimize disruption to vehicular traffic and inconvenience to the public, and protect the public interests in connection with permitted uses of the Right-of-Way, which have limited capacity, conduit sharing and other collocation solutions are encouraged and shall be utilized to the extent they are technically and economically feasible. Grantee agrees, wherever technically and economically feasible, that it will endeavor to collocate its facilities and cooperate with the City in placing innerduct conduit within the Right-of-Way and in sharing unused space within underground conduits owned by Grantee and the City. At any time that the City or Grantee intends to install new underground conduit or replace existing underground conduit in the Right-of-Way, such party shall endeavor to provide the other party with forty-five (45) days advance written notice in order to permit the additional contemporaneous installation of innerduct conduit for potential collocation. If either party desires additional innerduct conduit to be installed, it will so notify the other party. The party providing such notice shall be responsible for the additional incremental expense for installing additional innerduct conduit. The parties agree that such conduit or innerduct conduit jointly occupied or used by the City may not be sold or leased by the City to third parties for the provision of competitive services.

J. Grantee shall apply for, obtain, pay for and comply with the terms of all permits required under applicable City Code provisions for any work done in the Right-of-

Way. Grantee shall comply with all other applicable City, State, and federal codes, rules, regulations, and orders in undertaking such work, which shall be done in a thorough and proficient manner.

K. Grantee agrees to coordinate its activities with the City and all other utilities located within the Right-of-Way within which Grantee is undertaking its activity. The City agrees to coordinate its activities with Grantee within the Right-of-Way within which Grantee has placed its Telecommunications System or is undertaking its activities.

L. The City expressly reserves the right to prescribe how and where Grantee's facilities shall be installed within the Right-of-Way and may from time to time, pursuant to the applicable sections of this Franchise, require the removal, relocation and replacement thereof in the public interest and safety at the expense of Grantee.

M. Before commencing any work within the Right-of-Way, Grantee shall comply with all of the provisions of the Washington Utility Notification Center - Washington 811, to identify and protect existing utility infrastructure.

N. Upon prior written approval of the City and in accordance with City ordinances, Grantee shall have the authority to reasonably trim trees upon and overhanging streets, Rights-of-Way, and places in the Franchise Area so as to prevent the branches of such trees from coming in physical contact with Grantee's facilities. Grantee shall be responsible for debris removal from such activities. If such debris is not removed within twenty-four (24) hours of completion of the trimming, the City may, at its sole discretion, remove such debris and charge Grantee for the cost thereof.

O. Grantee's contractors of any tier shall be licensed and bonded in accordance with State law and the City's ordinances, regulations, and requirements. Work by contractors (of any tier) is subject to the same restrictions, limitations, and conditions as if the work were performed by Grantee. Grantee shall be responsible for all work performed by its contractors (of any tier) and others performing work on its behalf as if the work were performed by Grantee and shall ensure that all such work is performed in compliance with this Franchise and applicable law.

P. Grantee shall not introduce or use any hazardous substances (chemical or waste) in the Right-of-Way, in violation of any applicable law or regulation, nor shall Grantee allow any of its agents, contractors (of any tier), or any person under its control to do the same. Grantee will be solely responsible for and will defend, indemnify and hold the City, its agents, employees, officers, and officials harmless from and against any and all claims, costs and liabilities including reasonable attorneys' fees and costs, to the extent arising out of or in connection with the cleanup or restoration of the property associated with Grantee's use, storage, or disposal of hazardous substances, whether or not intentional, and the use, storage or disposal of such substances by Grantee's agents, contractors, or other persons acting under Grantee's control, whether or not intentional.

Q. Grantee attests that any work already completed before the execution of this Franchise is in compliance with the requirements of this Franchise.

Section 7. Repair and Emergency Work

In the event of an emergency, Grantee may commence such repair and emergency response work as required under the circumstances, provided that Grantee shall notify the City in writing as promptly as possible, before such repair or emergency work commences, or as soon thereafter as possible, if advance notice is not practical. The City may act, at any time, without prior written notice in the case of an emergency, but shall notify Grantee in writing as promptly as possible under the circumstances.

Section 8. Damages to City and Third-Party Property

Grantee agrees that if any of its actions under this Franchise impair or damage any Right-of-Way, property, survey monument, or property owned by a third-party, Grantee will restore, at its own cost and expense, said property to a safe condition. Such repair work shall be performed and completed to the satisfaction of the Public Works Director.

Section 9. Location Preference

Any structure, equipment, appurtenance, or tangible property of a utility, other than property of Grantee's, which was installed, constructed, completed or in place prior in time to Grantee's application for a permit to construct or repair Grantee facilities under this Franchise shall have preference as to positioning and location with respect to Grantee's facilities. However, to the extent that Grantee's facilities are completed and installed prior to a utility's submittal of a permit for new or additional structures, equipment, appurtenances, or tangible property, then Grantee's facilities shall have priority. These rules governing preference shall continue in the event of the necessity of relocating or changing the grade of any City street or Right-of-Way. A relocating utility shall not necessitate the relocation of another utility that otherwise would not require relocation. This Section shall not apply to any City facilities or utilities that may in the future require the relocation of Grantee's facilities which shall be governed by the relocation provisions of this Franchise. No location of any of Grantee's Facilities shall give rise to a vested interest in public property.

Section 10. Grantee Information

A. Grantee agrees to supply, at no cost to the City, any information reasonably requested by the City to coordinate municipal functions with Grantee's activities and fulfill any municipal obligations under State law.

B. The parties understand that State law limits the ability of the City to shield from public disclosure any information given to the City. Accordingly, the City agrees to

notify Grantee of requests for public records related to Grantee, and to give Grantee a reasonable amount of time to obtain an injunction to prohibit the City's release of records, if it appears that such public records may contain confidential information. Notice will not be provided for records that are clearly non-exempt from disclosure including but not limited to copies of this Franchise, drafts of this Franchise, and records related to the execution of this Franchise.

C. Grantee shall defend, indemnify and hold harmless the City for any loss or liability for fines, penalties, damages and costs (including attorneys' fees and expenses) imposed on the City because of non-disclosures requested by Grantee under Washington's Public Records Act, provided the City has notified Grantee of the pending request.

Section 11. Relocation and Abandonment of Grantee's Facilities

A. Relocation. In accordance with Washington State law, Grantee shall, at no expense or liability to the City (except as may be required by RCW Chapter 35.99.060), relocate, reroute or remove any of Grantee's facilities, property or equipment located in a Right-of-Way when required by the City consistent with its police powers (for example, without limitation, by reason of traffic conditions, public safety, Right-of-Way vacation, Right-of-Way construction, change or establishment of Right-of-Way grade, installation of sewers, drains, gas or water pipes, or any other types of structures or improvements by the City for public purposes). Except during an emergency, the City shall provide reasonable notice to Grantee of its need to relocate that is commensurate with the complexity of the project, but not less than sixty (60) days, and allow Grantee an opportunity to perform such action. Following notice by the City, Grantee shall relocate, remove, reroute, replace, modify or disconnect any of its facilities or equipment within any Right-of-Way, or on any other property of the City. If the City requires Grantee to relocate its facilities located within the Right-of-Way, the City shall provide Grantee with an alternative location within the Right-of-Way.

Excluding circumstances or events outside of its reasonable control, if Grantee fails to complete relocation work within the time prescribed to the City's reasonable satisfaction, the City may cause such work to be done at Grantee's reasonable cost and expense; and provided further that the City shall not be liable for any damage to any portion of the Telecommunications System except to the extent caused by the negligence of the City or its contractor. Within thirty (30) days of receipt of an itemized list of those costs, Grantee shall pay the City.

If a readjustment or relocation of Grantee's facilities is necessitated by a request from a party other than the City, Grantee may seek recourse against that other party to pay the actual costs thereof.

B. Temporary Changes for Other Permittees. At the request of any person holding a valid permit, upon reasonable advance notice, Grantee shall temporarily raise,

lower or remove its facilities, property or equipment as necessary to permit the moving of a building, vehicle, equipment or other item. The expense of such temporary changes must be paid by the permit holder, and Grantee may require a reasonable deposit of the estimated payment in advance.

C. Alternatives to Relocation. Grantee may, after receipt of written notice requesting a relocation of its facilities, submit to the City written alternatives to such relocation. Such alternatives may include the use and operation of temporary transmitting facilities in adjacent Right-of-Way. The City shall promptly evaluate such alternatives and advise Grantee in writing if one or more of the alternatives is suitable. If requested by the City, Grantee shall promptly submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by Grantee full and fair consideration. In the event the City ultimately determines that there is no other reasonable alternative, Grantee shall relocate the components of the system as otherwise provided herein.

D. Discontinuing Use/Abandonment of System Facilities. Whenever Grantee intends to discontinue using any facility in the Right-of-Way, Grantee shall submit for the City's approval a complete description of the facility and the date on which Grantee intends to discontinue using the facility. Grantee may remove the facility or request that the City allow it to remain in place and to convey the same to the City through a letter of abandonment or bill of sale. Until such time as Grantee removes or transfers the facility, Grantee shall be responsible for the facility as if the facility were in active use and Grantee shall retain all liability for the facility during such time. If Grantee abandons its facilities, the City may provide Grantee with written notice of the City's desire to utilize such abandoned facilities, and Grantee shall then have sixty (60) days in which to respond with either assent to transfer such facilities to the City, or an affirmation that such facilities are not abandoned, in which case the facilities shall remain with Grantee. Upon assent by Grantee to the transfer of such facilities, the parties shall execute appropriate documentation to memorialize the transfer.

Section 12. Undergrounding

A. The parties agree that this Franchise does not limit the City's authority under federal law, State law, or local ordinance, to require the undergrounding of utilities. Any such undergrounding requirement shall be imposed equally on all permit or franchise holders using the Right-of-Way to which such requirement applies.

B. Whenever the City requires the undergrounding of aerial utilities in the Franchise Area, Grantee shall underground its facilities in the manner specified by the City at no expense or liability to the City. Where other utilities are present and involved in the undergrounding project, Grantee shall only be required to pay its fair share of common costs borne by all utilities, in addition to the costs specifically attributable to the undergrounding of Grantee's facilities. Common costs shall include, for example, necessary costs for trenching and utility vaults. The fair share shall be determined in

comparison to the total number and size of all other utility facilities being placed underground.

Section 13. Indemnification and Hold Harmless

A. Grantee shall defend, indemnify, and hold the City and its officers, officials, agents, employees, and volunteers harmless from any and all costs, claims, injuries, damages, losses, expenses, suits, or liabilities of any nature including attorneys' fees arising out of or in connection with Grantee's performance or omissions under this Franchise, except to the extent such costs, claims, injuries, damages, losses, expenses, suits, or liabilities are caused by the negligence of the City.

B. Grantee shall defend, indemnify and hold the City and its officers, officials, agents, employees, and volunteers harmless from any and all costs, claims, injuries, damages, losses, expenses, suits, or liabilities of any nature including attorneys' fees arising out of or in connection with any damage or loss to Grantee's facilities caused by maintenance and/or construction work performed by, or on behalf of, the City within the Franchise Area or any Right-of-Way, or other property, except to the extent any such damage or loss is directly caused by the negligence of the City.

C. If separate representation to fully protect the interests of both parties is or becomes necessary, such as a conflict of interest between the City and the counsel selected by Grantee to represent the City, Grantee shall pay, from the date such separate representation is required forward, all reasonable expenses incurred by the City in defending itself with regard to any action, suit or proceeding indemnified by Grantee. The City's expenses shall include all reasonable out-of-pocket expenses, such as consultants' and attorneys' fees, and shall also include the reasonable value of any services rendered by the City Attorney or her/his assistants or any employees of the City or its agents but shall not include outside attorneys' fees for services that are unnecessarily duplicative of services provided the City by Grantee.

D. The fact that Grantee carries out any activities under this Franchise through independent contractors shall not constitute an avoidance of or defense to Grantee's duty of defense and indemnification under this Section.

E. In the defense of any action subject to this Section, Grantee shall solely control the defense and any decision to settle any claim, which shall be at Grantee's sole expense and provided that the City is completely released in writing from any liability regarding the claim.

Section 14. Insurance

A. Grantee shall procure and maintain for the duration of this Franchise, and for one (1) year thereafter, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work

hereunder by Grantee, its agents, representatives, or employees in the amounts and types set forth below:

1. Commercial General Liability insurance with limits no less than \$5,000,000 each occurrence, \$5,000,000 general aggregate and a \$5,000,000 products-completed operations aggregate limit. Coverage shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, products-completed operations, stop gap liability, and personal injury and advertising injury and liability assumed under an insured contract. There shall be no exclusion or modification of the Commercial General Liability insurance for liability arising from explosion, collapse, or underground property damage.

2. Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles with a combined single limit for bodily injury and property damage of \$5,000,000 per accident. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.

3. Intentionally left blank.

4. Workers' Compensation coverage as required by the Insurance laws of the State of Washington.

5. Employers Liability insurance in the amount of \$2,000,000.

6. Umbrella or excess liability insurance in the amount of \$5,000,000.

B. Grantee's insurance coverage shall be primary insurance with respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be in excess of Grantee's insurance and shall not contribute with it.

C. Grantee's insurance shall be endorsed to state that coverage shall not be canceled except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City. If the insurance is canceled so as to be out of compliance with the requirements of this Franchise, Grantee shall provide a replacement policy.

D. All policies shall contain, or be endorsed so that the City, City Council, officers, officials, boards, employees and agents are to be covered as, and have the rights of, additional insureds under the policies.

E. Grantee's insurance shall apply separately to each insured against whom a claim is made or lawsuit is brought, except with respect to the limits of the insurer's liability.

F. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for each insurance policy are to be on standard forms or such forms as are consistent with standard industry practices.

G. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

H. Grantee shall furnish the City with original certificates of insurance and a copy of amendatory endorsements before commencement of the work.

I. Any deductible of the policies shall not in any way limit Grantee's liability to the City.

J. Grantee shall have the right to self-insure any or all of the above-required insurance subject to prior, written approval by the City.

K. Grantee's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of Grantee to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

Section 15. Generally Applicable Bonds/Performance Bond

A. Generally Applicable Bonds. During construction of the Telecommunications System, Grantee may be required to obtain bonds, such as generally applicable construction bonds, in accordance with State law and the City's published, non-discriminatory and ordinary policies and procedures to cover remedial work and restoration of the Right-of-Way. The bonds shall cover the cost of labor, materials and all other items associated with such work by geographic area (to be mutually determined between the City and Grantee) with the intention that the bond will apply only to projects covered by a permit until completion as opposed to covering the costs of construction for the entire Telecommunications System.

B. Performance Bond.

1. Grantee shall provide a performance bond in the amount of fifty thousand dollars (\$50,000) to ensure the faithful performance of its responsibilities under this Franchise and applicable law, including, by way of example and not limitation, its obligations to relocate and remove its facilities. The performance bond shall be in a standard industry form. Grantee shall pay all premiums or costs associated with maintaining the bond, and shall keep the same in full force and effect at all times.

2. The bond shall not be canceled or materially altered so as to be out of compliance with the requirements of this Section without forty-five (45) days written

notice first being given to the City. If the bond is canceled or materially altered so as to be out of compliance with the requirements of this Section within the term of this Franchise, Grantee shall provide a replacement bond.

3. After the giving of notice by the City to Grantee, and expiration of any applicable cure period, the performance bond may be drawn upon by the City for purposes that include, but are not limited to the following:

- a. Failure of Grantee to pay the City sums due under the terms of this Franchise;
- b. Reimbursement of costs borne by the City to correct Franchise violations not corrected by Grantee; and
- c. Damages assessed against Grantee as provided in this Franchise.

4. The City shall give Grantee written notice of any withdrawal under this Section upon such withdrawal. Within ten (10) days following receipt of such notice, Grantee shall restore and replenish the performance bond to the amount required under this Franchise. Grantee's maintenance of the performance bond shall not be construed to excuse unfaithful performance by Grantee or limit the liability of Grantee to the amount of the performance bond or otherwise limit the City's recourse to any other remedy available at law or in equity.

5. Grantee shall have the right to appeal to the City Council for reimbursement in the event Grantee believes that the performance bond was drawn upon improperly. After a determination by the City Council, Grantee shall also have the right of judicial appeal if Grantee believes the performance bond has not been properly drawn upon in accordance with this Franchise. Any funds the City erroneously or wrongfully withdraws from the performance bond shall be returned to Grantee with interest, from the date of withdrawal at a rate equal to the prime rate of interest as quoted in The Wall Street Journal on the date the City withdrew funds from the performance bond until the date the City returns the funds to Grantee.

Section 16. Successors and Assignees

A. All of the provisions, conditions and requirements herein shall be binding upon the permitted successors and assigns of Grantee, and all rights and privileges, as well as all obligations and liabilities of Grantee shall inure to its permitted successors and assigns as if they were specifically mentioned herein wherever Grantee is mentioned.

B. Neither this Franchise nor the Telecommunications System shall be leased, assigned or otherwise alienated in whole or in part without the express prior written consent of the City by ordinance, which consent shall not be unreasonably withheld. In

the event such a transfer or assignment is part of a corporate transaction approved by the Washington Utilities and Transportation Commission ("WUTC"), the approval by the WUTC shall be deemed consent to the transfer or assignment from the City. Grantee shall notify the City as soon as practicable at the time of the filing of any petition with the WUTC in this regard.

C. Grantee and any proposed assignee or transferee shall provide and certify the following to the City not less than sixty (60) days prior to the proposed date of sale or transfer: (a) Complete information setting forth the nature, terms and conditions of the proposed assignment or transfer; (b) All information required by the City of an applicant for a Franchise with respect to the proposed assignee or transferee; and, (c) An application fee which shall be set by the City, plus any other costs actually and reasonably incurred by the City in processing and investigating the proposed assignment or transfer, such additional costs not to exceed \$7,500.

D. The proposed assignee or transferee shall file with the City a written agreement to unconditionally accept all of the terms of the Franchise, effective upon such transfer or assignment of the Franchise. The City is under no obligation to undertake any investigation of Grantee's state of compliance and failure of the City to insist on full compliance prior to transfer does not waive any right to insist on full compliance thereafter.

Section 17. Dispute Resolution

In the event of a dispute between the City and Grantee arising by reason of this Franchise, the dispute shall first be referred to the operational officers or representatives designated by the City and Grantee to have oversight over the administration of this Franchise. The officers or representatives shall meet within thirty (30) calendar days of either party's request for a meeting, whichever request is first, and the parties shall make a good faith effort to achieve a resolution of the dispute. If the parties fail to achieve a resolution of the dispute in this manner, either party may then pursue any available judicial remedies.

Section 18. Enforcement and Remedies

A. If Grantee shall willfully violate, or fail to comply with any of the provisions of this Franchise for any reason, including without limitation, through negligence, or should it fail to heed or comply with any legally authorized directive given to Grantee under the provisions of this Franchise, the City will provide Grantee with written notice and an opportunity to cure the breach within thirty (30) days of notification. If the breach reasonably cannot be cured within thirty (30) days, the City shall specify a longer cure period, and condition the extension of time on Grantee's submittal of a plan to cure the breach within the specified period, commencement of work within the original thirty-day cure period, and diligent prosecution of the work to completion. If the breach is not cured within the specified time, or Grantee does not comply with the specified conditions, the City may, at its discretion, either (1) revoke the Franchise with no further notification, or

(2) claim liquidated damages of two hundred fifty dollars (\$250.00) per day against the performance bond set forth in this Franchise for every day after the expiration of the cure period that the breach is not cured, up to a maximum of \$5,000 per year.

B. Should the City determine that Grantee is acting beyond the scope of permission granted herein for Grantee's facilities or Grantee's services, the City reserves the right to cancel this Franchise and require Grantee to apply for, obtain, and comply with all applicable City permits, franchises, or other City permissions for such actions, and if Grantee's actions are not allowed under applicable federal, State or City laws, to compel Grantee to cease such actions through injunctive relief.

Section 19. Compliance with Laws and Regulations

This Franchise is subject to, and Grantee shall comply with, all applicable federal, State and City laws, regulations and policies, now existing or hereafter enacted. Grantee shall be subject to the police power of the City to adopt and enforce general ordinances necessary to protect the safety, health and welfare of the public.

Section 20. Damages Limitation

Notwithstanding any other provision of this Franchise, in no event shall either party be liable to the other for any special, incidental, indirect, punitive, loss of profits, loss of revenues, consequential or other similar damages.

Section 21. Notices

Written notices shall be sent postage prepaid, by certified mail, return receipt requested, to the following addresses, unless a different address shall be designated in writing and delivered to the other party.

City: City of Cle Elum - Mayor
119 West First Street
Cle Elum, Washington 98922

Grantee: UKC Fiber, LLC
405 NW Gilman Blvd. Suite 102
Issaquah, WA 98027
(206) 459-3490
sean@thetrailsidegroup.com

Section 22. Reimbursement and Franchise Fees

A. A fee shall be charged to Grantee that recovers actual administrative expenses incurred by the City that are directly related to receiving and approving permits

and this Franchise, and to inspecting plans and construction, and, if necessary, for the preparation of a detailed statement pursuant to Chapter 43.21C RCW; provided, however, that no such fees, costs or expenses shall be duplicative of permitting and review fees charged by the City in conjunction with such permits. The City's outside consultants' and attorneys' fees and expenses in preparing, negotiating and finalizing this Franchise shall be up to a cap of \$3,400.

B. No permits shall be issued for the installation of authorized facilities until such time as the City has received payment of this fee.

C. Grantee shall reimburse the City within thirty (30) days of submittal by the City of an itemized billing for reasonably incurred costs by project and task, for Grantee's proportionate share of all actual, identified expenses incurred by the City in altering, constructing, installing, maintaining, planning, or repairing any City facility as the result of the presence of Grantee's facilities in the Right-of-Way.

D. Grantee hereby warrants that its operations as authorized under this Franchise are, in part, those of a telephone business as defined in RCW 82.16.010, or service provider as referenced in RCW 35.21.860. As a result, the City will not impose a franchise fee under the terms of this Franchise, other than as described herein. The City hereby reserves its right to impose a franchise fee on Grantee if Grantee's operations as authorized by this Franchise change such that the statutory prohibitions of RCW 35.21.860 no longer apply, or if federal or other State statutory prohibitions on the imposition of any types of fees are removed. In such instance, the City also reserves its right to require that Grantee obtain a separate franchise as allowed by law. Nothing contained herein shall preclude Grantee from challenging any such new fee or separate agreement under applicable federal, State, or local laws.

E. Grantee stipulates and agrees that certain of its business activities may be subject to taxation as a telephone business and that Grantee shall pay to the City the rate applicable to such taxable services consistent with local, State and federal law; provided that the City has taken all lawful and required steps to impose such tax. The parties agree that nothing in this Franchise shall limit the City's power of taxation or ability to impose franchise fees, as may exist now or as later allowed under applicable law.

Section 23. Miscellaneous

A. Force Majeure. Neither party shall be held in default under, or in noncompliance with, the provisions of the Franchise, nor suffer any enforcement or penalty relating to noncompliance or default, where such noncompliance or alleged default occurred or was caused by a pandemic, epidemic, strike, riot, war, earthquake or other catastrophic act of nature, labor disputes or failure of electric service necessary to operate the Telecommunications System or other event that is reasonably beyond a party's ability to anticipate or control.

B. Entire Agreement. This Franchise represents the entire understanding and agreement between the parties hereto with respect to the subject matter hereof.

C. Severability. If any section, subsection, sentence, clause or phrase of this Franchise is for any reason declared invalid, in whole or in part, by any court, agency, legislative body, or other authority of competent jurisdiction, such declaration shall not affect the validity of the remaining portions hereof, all of which shall remain in full force and effect.

D. Modification. No provision of this Franchise shall be amended or otherwise modified, in whole or in part, except by an instrument, in writing, duly executed by the City and Grantee.

E. No Third-Party Beneficiaries. Nothing in this Franchise is intended to confer third-party beneficiary status on any member of the public or person to enforce the terms of this Franchise.

F. No Waiver of Rights. Nothing in this Franchise shall be construed as a waiver of any rights, substantive or procedural, the City or Grantee may have under federal or State law. Without limitation, the City specifically reserves all of its governmental immunities under federal, State and local law.

G. Governing Laws. This Franchise shall be governed, construed and enforced in accordance with the laws of the State of Washington and any other applicable local and federal laws, rules, regulations, legislation or orders (as such now exist, are later amended or subsequently adopted).

H. Venue. Venue for any judicial dispute shall be in Kittitas County Superior Court, unless the dispute is required to be heard in federal court by applicable law.

I. Attorneys' Fees. In the event any suit or other proceeding is instituted to enforce or interpret any provision of this Franchise, the prevailing party in any such action or suit shall be entitled to its attorneys' fees and costs, which shall be fixed by the judge hearing the case, and such fees shall be included in the judgment.

J. Headings. The section and subsection titles used herein are for reference purposes only and shall not be used to interpret this Franchise.

K. Cost of Publication. Grantee shall pay the cost of notice and publication of this Franchise.

Section 24. Severability

Should any portion of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such

decision shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 25. Effective Date

This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED by the City Council of Cle Elum, Washington this ____ day of _____, 2023.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

Published: _____

EXHIBIT "A"

STATEMENT OF ACCEPTANCE

UKC Fiber LLC hereby accepts and agrees to be bound by all of the terms, conditions and provisions of the Franchise, subject to applicable law.

UKC Fiber LLC

By: _____

Date: _____

Name: _____

Title: _____

CITY OF CLE ELUM

SAFETY PLAN



HLA PROJECT NO. 23067E



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CHAPTER 1 – BACKGROUND

A. WSDOT 2024 City Safety Program Purpose

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

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

B. Cle Elum's 2020 City Safety Plan

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

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

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

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

1. Cle Elum's 2nd Street and Floral Avenue Intersection Improvements

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

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



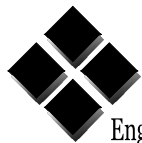
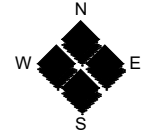
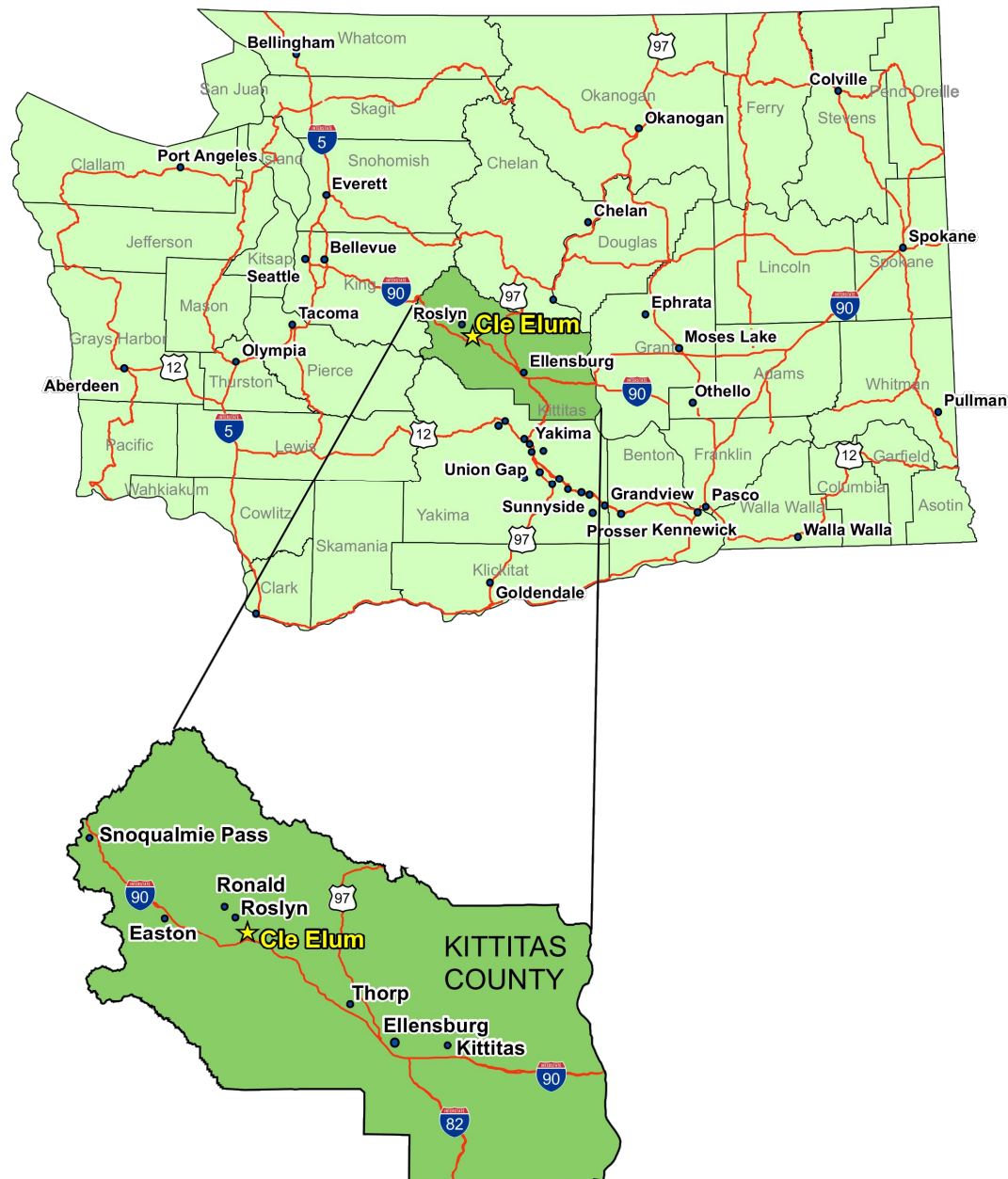


CITY OF CLE ELUM SAFETY PLAN

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

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





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JOB NUMBER: 23067
DATE: 06-23-23

FILE NAMES:
DRAWING: 23067.dwg

DESIGNED BY: DLL
ENTERED BY: SCH

CITY OF CLE ELUM

WASHINGTON STATE
VICINITY MAP



FIGURE 2 – 2021 CAPITAL IMPROVEMENTS – 2ND STREET AND FLORAL AVENUE

BEFORE

Second Street and Floral Avenue
From North:

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





AFTER

Second Street and Floral Avenue
From North:

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





2. Cle Elum's 1st Street Guardrail, Signs, and Access Control

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

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

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

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

3. Cle Elum's Traffic Data Collection

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

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

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

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

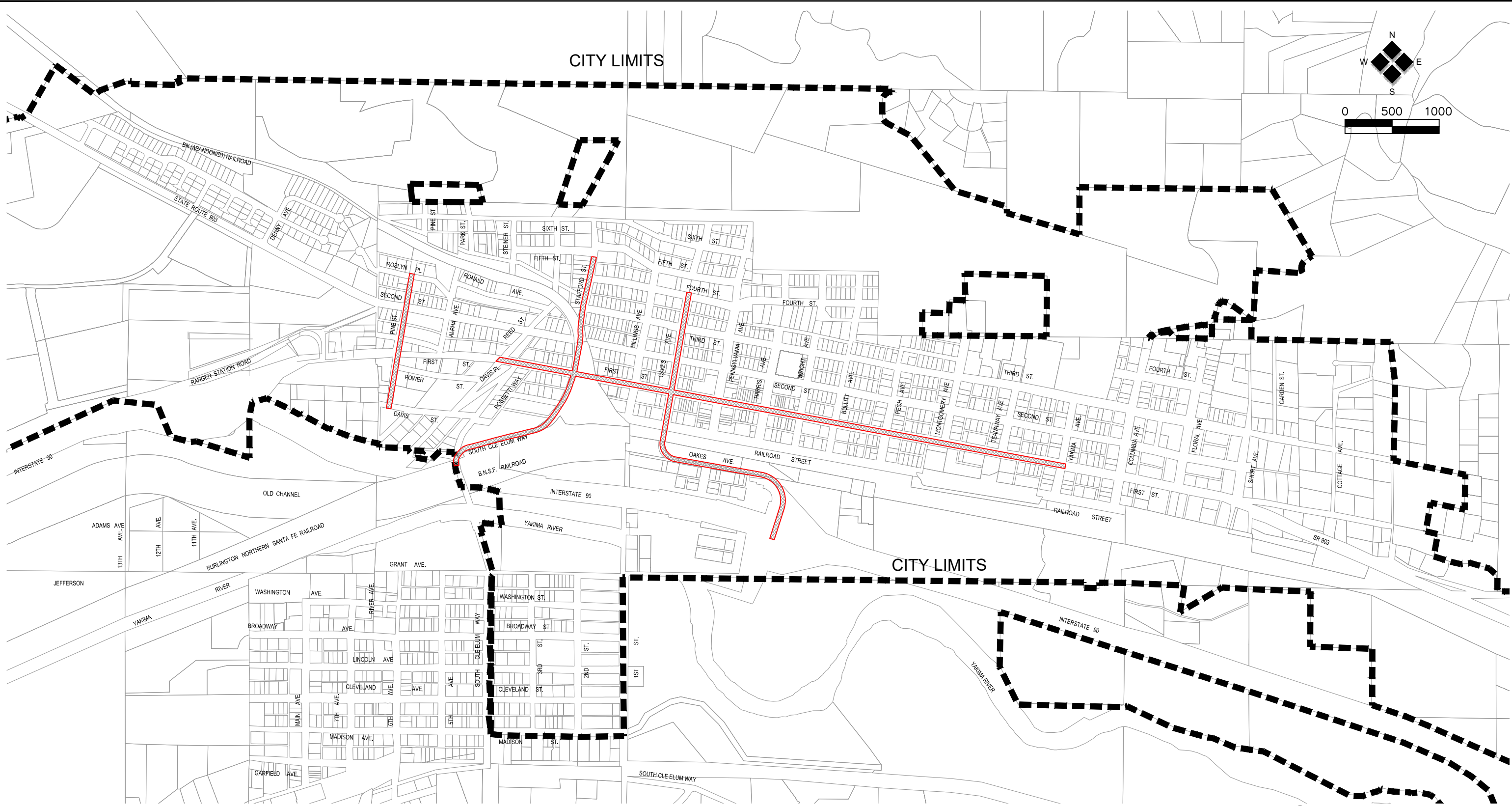
Locations covered by the Parking Study are presented in Figure 4, pedestrian and traffic count locations are presented on Figure 5 and Figure 6 respectively.





FIGURE 3 – 2021 CAPITAL IMPROVEMENTS – 1ST STREET GUARDRAIL, SIGNS, AND ACCESS CONTROL





LEGEND

 DATA COLLECTION LOCATIONS



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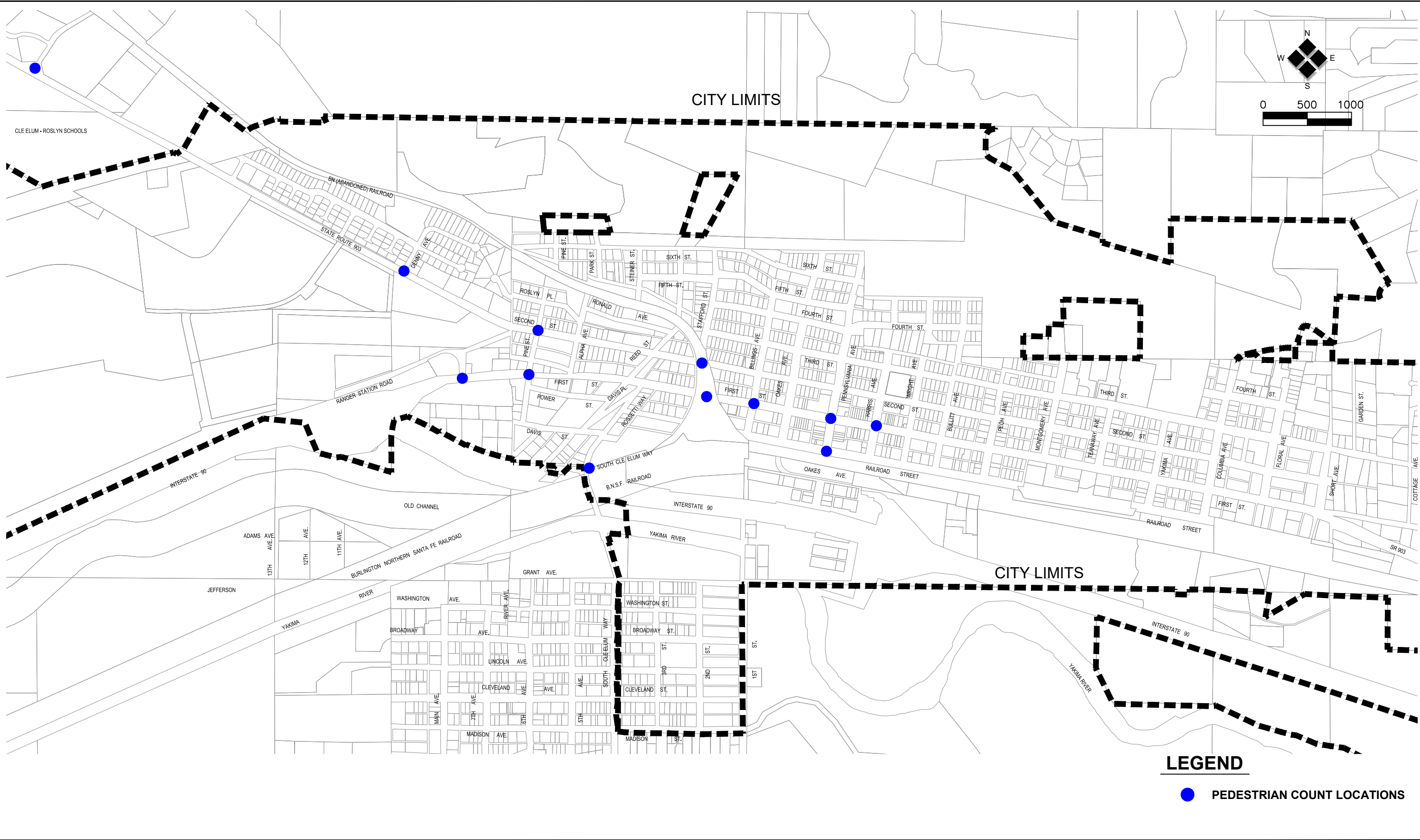
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FILE NAMES: DRAWING:	Figure 4.dwg
DESIGNED BY: ENTERED BY:	DLL SCH

CLE ELUM CITY SAFETY IMPROVEMENTS FIGURE 4
2021 PARKING STUDY LOCATIONS

SHEET
1
OF
1





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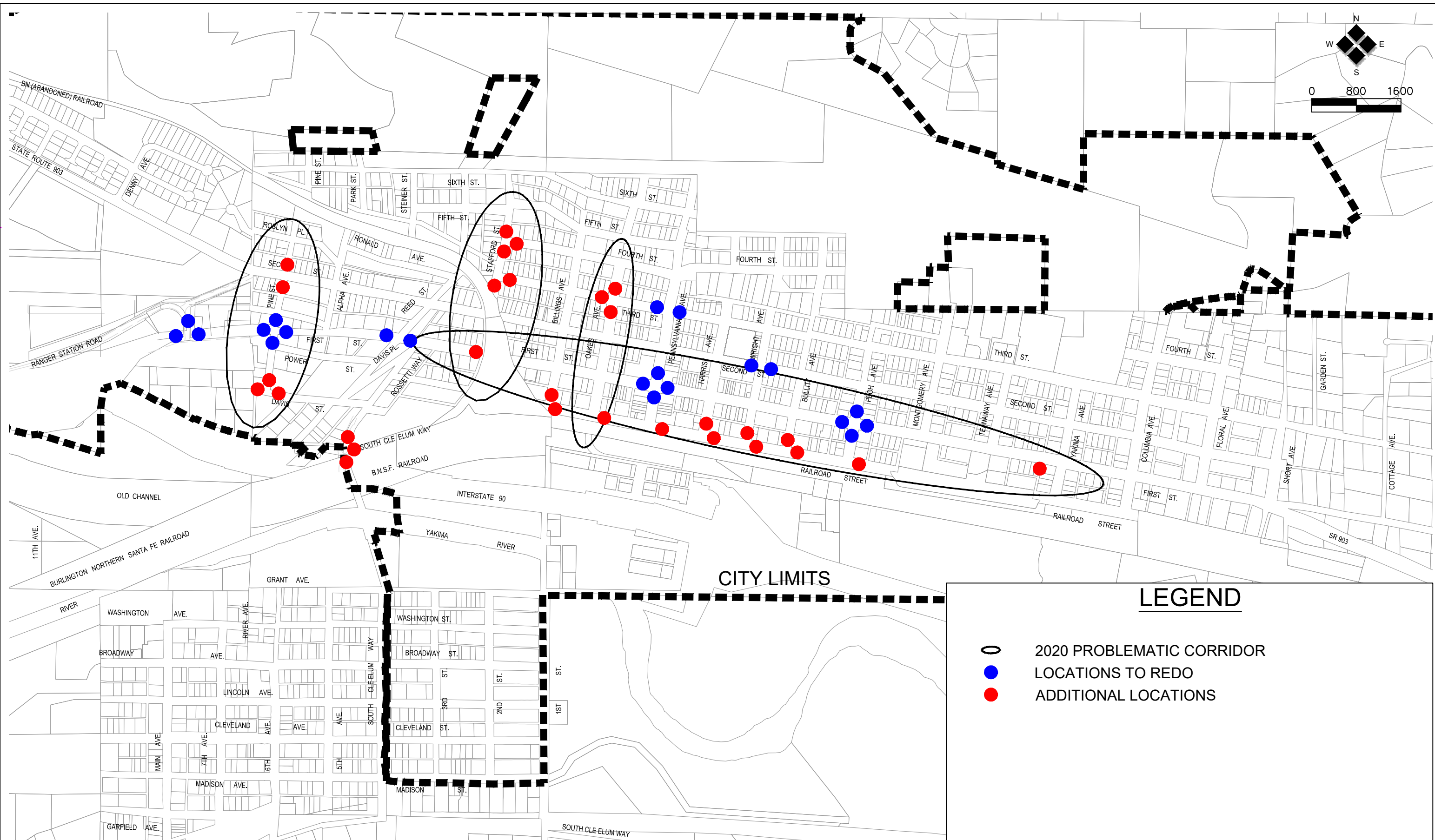
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DESIGNED BY: ENTERED BY:	DLL SCH

CLE ELUM
CITY SAFETY IMPROVEMENTS
FIGURE 5

2021 PEDESTRIAN COUNT LOCATIONS

SHEET
1
OF
1

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FILE NAMES: DRAWING:	Figure 6.dwg
DESIGNED BY: ENTERED BY:	DLL SCH

CLE ELUM CITY SAFETY PLAN FIGURE 6	2021 TRAFFIC COUNT LOCATIONS	SHEET 1 OF 1



C. Relationship to Other City Plans and Inventories

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

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

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

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

Cle Elum's Transportation Improvement Program

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

Cle Elum's Traffic Count Record System

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

D. 2018-2022 Crash History Analysis

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



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

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

E. Location Evaluation and Scoring Method

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

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

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

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

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

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

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



CITY OF CLE ELUM SAFETY PLAN

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

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

G. Establishing Countermeasures for Top Five Priority Crash Locations

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



CITY OF CLE ELUM SAFETY PLAN

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

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

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

TABLE 2 – KEY FOR RELATIVE 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)			

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

Estimates for top priority projects are included in Appendix D.





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



APPENDIX



CHAPTER 2 – APPENDIX

Table of Contents

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



A.

CRASH DATA

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

01/01/2018 - available 2022

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

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

0

36 Injury Crashes

	55	0	65	1	2	61.1%	22
	# INJ	# FAT	# VEH	# PEDS	# BIKES	2.8%	1
20	Possible Injury					8.3%	3
15	Suspected Minor Injury					19.4%	7
1	Suspected Serious Injury					8.3%	3
36						100%	36

6:00pm - 5:59am	NTPer	7	19%	Truck Tractor & Semi-Trailer	1
6:00am - 8:59am	AMPer	8	22%	Motorcycle	1
9:00am - 2:59pm	MDPer	14	39%		
3:00pm - 5:59pm	PMPer	7	19%		
		36	100%		

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

At Intersection and Related
At Intersection and Not Related
Intersection Related but Not at Intersection
Not at Intersection and Not Related
At Driveway or Driveway-related

	31	Dry		
	2	Snow/Slush		
	2	Ice		
	1	Wet		
	36		29	Daylight
			1	Dusk
			4	Dark-Street Lights On
			2	Dark-No Street Lights
			36	
8		Clear		
22		Clear or Partly Cloudy		
4		Overcast		
2		Snowing		
36				

2.8%
5.6%
2.8%
2.8%
2.8%
16.7%
2.8%
27.8%
36.1%
100%

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

Going Straight Ahead
Making Left Turn
Starting Parked or in Traffic Lane
Slowing or Stopped for Traffic
Negotiating a Curve
Overtaking and Passing

21
7
2
3
2
1
36

6.3%
7.6%
3.8%
17.7%
12.7%
13.9%
6.3%
8.9%

1	Legally Parked, Unoccupied
11	Slowing or Stopped for Traffic
11	Going Straight Ahead
1	Making left or right turn
2	Making Right Turn
2	Starting in Traffic Lane
8	Nil

36

1.3%
6.3%
2.5%
3.8%
1.3%
1.3%
6.3%
100%

5	Under Influence of Alcohol or Drugs
6	Exceeding Stated Speed Limit
3	Did Not Grant R/W to Non Motorist
14	Did Not Grant RW to Vehicle
10	Follow Too Closely
11	Distraction
5	Other Contributing Circ Not Listed
7	Inattention
1	Improper Passing
5	Disregard Stop Sign
2	Non Motorist on Wrong Side of Road
3	Improper Turn/Merge
1	Overcorrecting / Oversteering
1	Improper Parking Location
5	Nil

79

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
Improper Turn/Merge	Non Motorist on Wrong Side of Road	Driver Not Distracted
Apparently Ill		None
		None
Inattention		Exceeding Stated Speed Limit
Inattention		None
		None
		Unknown Distraction
Distractions Outside Vehicle	Inattention	None
Exceeding Reas. Safe Speed		None
		Exceeding Reas. Safe Speed
Driver Interacting with Passengers, Anim		
		Follow Too Closely
		None
Disregard Stop Sign - Flashing Red	Inattention	None
		None
Disregard Traffic Sign and Signals		None
		None
		Did Not Grant RW to Vehicle
Distractions Outside Vehicle		None
		Unknown Distraction
Other Distractions		None
		None
		None
Follow Too Closely	Distractions Outside Vehicle	None
		None
Disregard Traffic Sign and Signals		None
		None
		None
Exceeding Stated Speed Limit	Non Motorist on Wrong Side of Road	
Follow Too Closely	Inattention	
Improper Turn/Merge	Distraction	Under Influence of Alcohol or Drugs
Inattention		
Distraction		Exceeding Stated Speed Limit
Disregard Stop Sign		
		Did Not Grant RW to Vehicle
		Follow Too Closely
		Improper Turn/Merge
		Inattention
		Distraction
		Other Contributing Circ Not Listed

[illegible][illegible][illegible]

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

16.7%

6 Not in travel lane



B.

EVALUATION AND SCORING WORKSHOP

Cle Elum City Safety Plan Prioritization Packet for the Ranking Subcommittee

WSDOT 2024 City Safety Program Purpose

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

Our Task

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

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

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

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

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

Thank you for participating with this evaluation and prioritization subcommittee.

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

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

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

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

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

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

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

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

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

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

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

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

Table 1. Fatalities

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

Table 2. Serious Injuries

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

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

Target Zero's specific 2030 target is zero deaths.

Interim targets to achieve zero deaths by 2030, include:

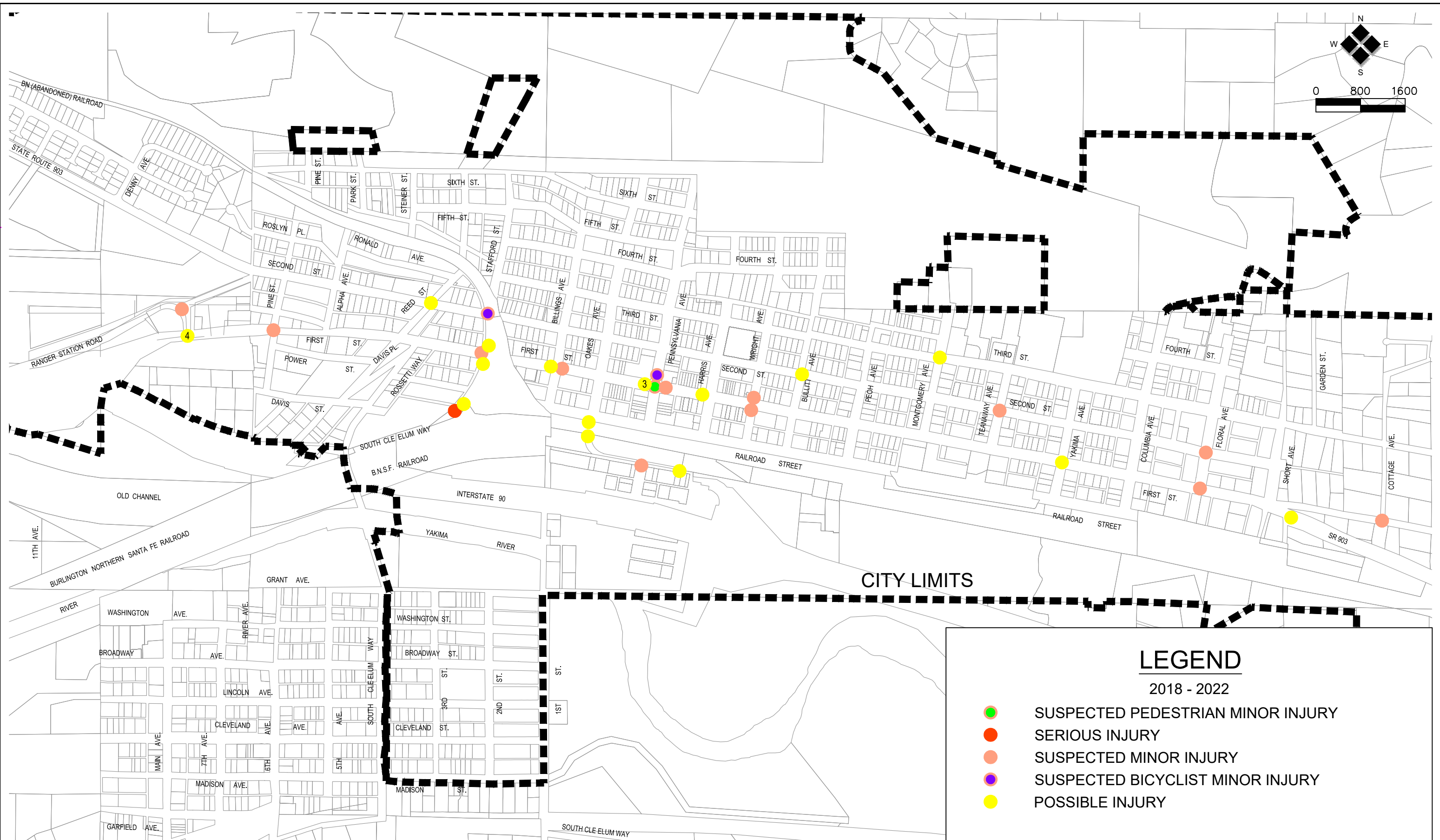
- Washington must average 39 fewer fatalities and 161 fewer serious injuries each year.

Evaluation Criteria for the City Safety Plan

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

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

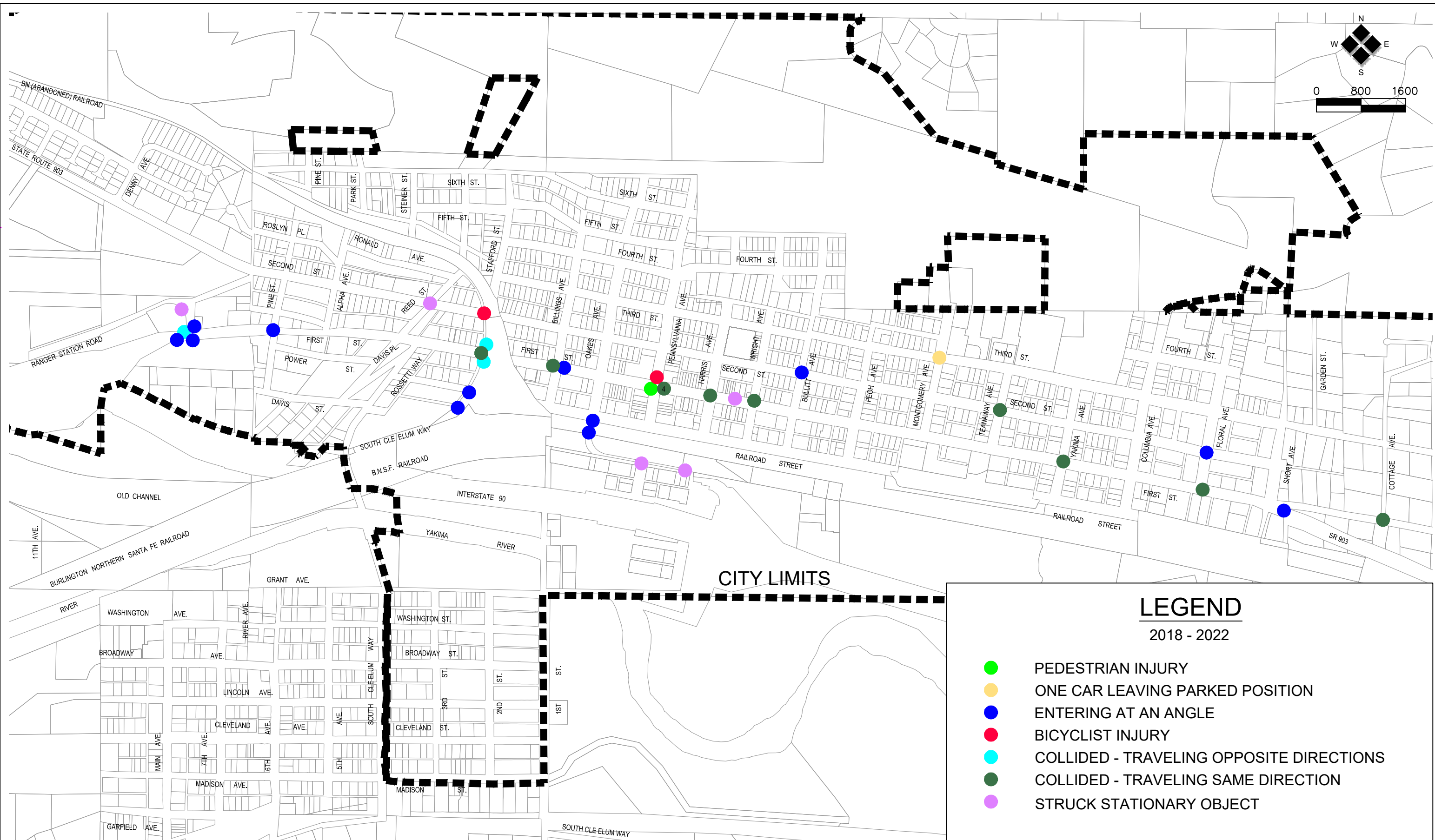
- If not, is there a compelling reason for amending the improvement or project into the appropriate Plan(s) ahead of the next customary update? If yes, schedule amendments or addendums as necessary.
 - If not, has the need or improvement been evaluated by City staff, the City Council, and Planning Commission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





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	JOB NUMBER: 23067	DATE: 03-29-23	CLE ELUM CITY SAFETY PLAN FIGURE 7	SHEET 1 OF 1
	FILE NAMES: DRAWING: Figure 7.dwg			
DESIGNED BY: ENTERED BY:	DLL SCH	SEVERITY OF INJURY AT CRASH LOCATIONS		





HLA
Engineering and Land Surveying, Inc.

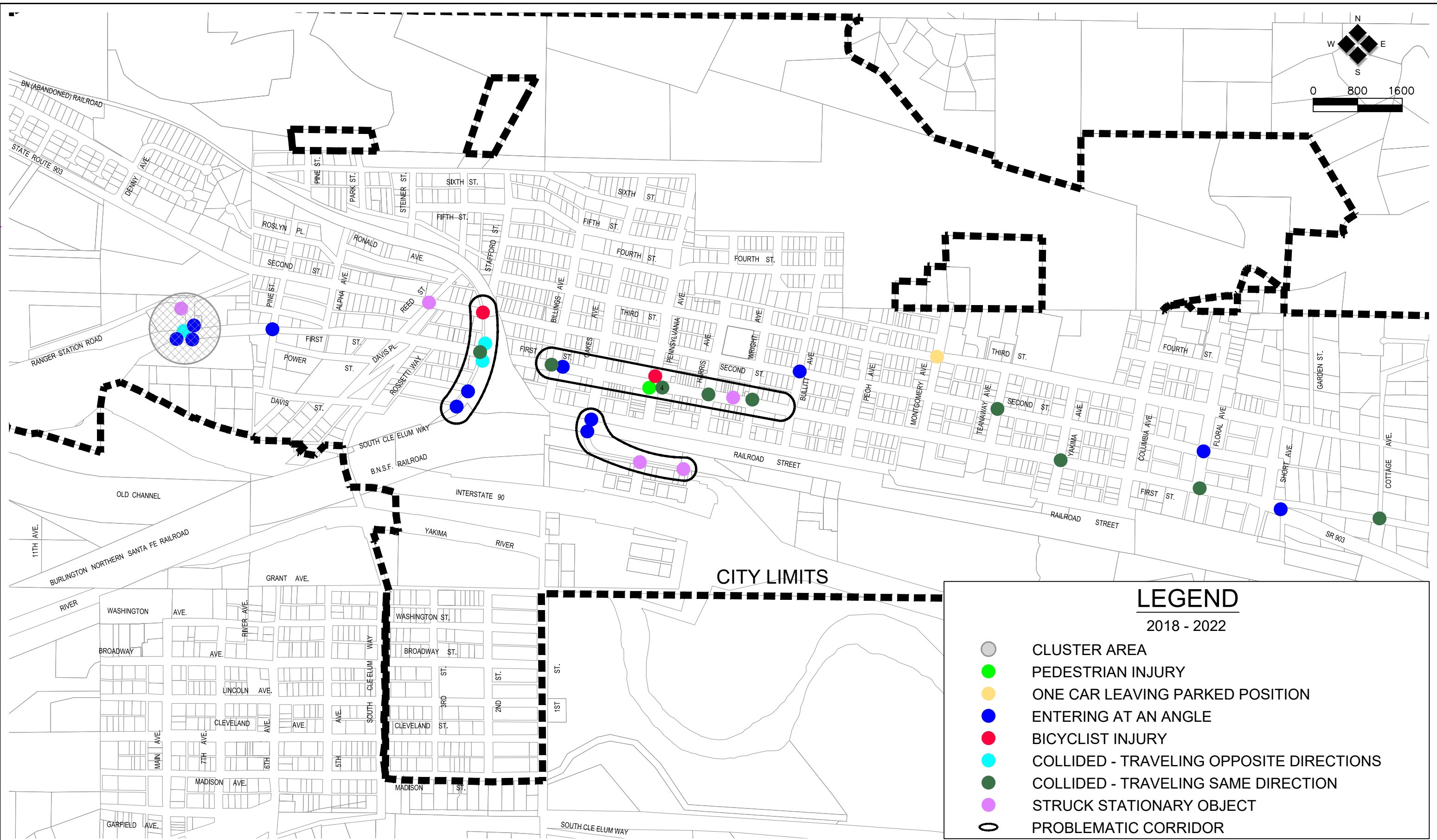
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JOB NUMBER: 23067	DATE: 03-30-23
FILE NAMES: DRAWING:	Figure 8.dwg
DESIGNED BY: ENTERED BY:	DLL SCH

CLE ELUM
CITY SAFETY PLAN
FIGURE 8

LOCATIONS FOR INJURY CRASHES BY TYPE



Cle Elum Specific Data and Analysis

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

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

Table 3. Serious Injuries

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

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

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

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

WSDOT's City Safety Plan

Located on their website at the following link:

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

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

The Subcommittee's Tasks

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

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

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

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

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

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

Reviewing the established point system for prioritizing Safety Projects

Severity of the Crash (All Crashes)

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

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

Table 4. Points for Crash Severity

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

Crashes at Intersections (Injury-related Crashes)

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

Table 5. Crashes at Intersections

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

Type of Crash (Injury-related Crashes)

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

Table 6. Types of Crash

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

Frequency of the Crash Type (All Crashes)

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

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

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

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

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

Problematic Corridor (All Crashes)

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

Table 8. Problematic Corridor

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

Contributing Circumstances and Countermeasures Points

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

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

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

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

Table 9. Contributing Circumstances and Countermeasures

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

continued

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

Serious Crash Location - Project Ranking

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

Sub-committee Comments:

Ped/Bike Injury Crash Types - Project Ranking

Ped Involved	Dark street lights on	SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver did not grant r/w to non-motorist, 19:25, 03/02/2018. Suspected Minor Injury.	Severity of Injury	In Crash Cluster Area or Problematic Corridor	Relation to Intersection	Type of Crash	Frequency of the Crash Type	Inattention/Distracted	Lane Departure	Disregard to Stop Sign and Signals	Exceeding Posted or Safe Speed	Under the Influence of Alcohol or Drugs	Vehicle, Pedestrian, or Pedalcyclist Did Not Grant R/W	Following Too Closely	Improper Turn/Merge	Total Raw Score	Ranking	Bulbouts are being constructed at SR 903 and Pennsylvania Avenue in 2023 w/ intersection lighting.
			20	30	30	35	1	0	0	0	0	0	1	0	1	118		
Pedalcyclist Involved	1 crash (daylight)	SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver had stopped at signal or stop sign, 17:04, 03/14/2020. Suspected Minor Injury.	20	30	30	35	5	0	0	0	0	0	1	0	0	121		
			N. Stafford Avenue & W 2nd Street, at intersection and related, driver did not grant r/w to non-motorist, vehicle making left, 16:00, 07/31/2021. Suspected Minor Injury.	20	30	30	35	1	0	0	0	0	1	0	1	118		A compact roundabout is planned for the location. Design will begin 2023 and construction will commence in 2024.

Sub-committee Comments:

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

Data Needs - Project Ranking

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

Sub-committee Comments:

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

In Problematic Corridor or Crash Cluster Area-Related Crash

Cle Elum Six-Year TIP 2023-2028

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

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

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

Cle Elum Six-Year TIP 2023-2028

TIP Project Priority Number	Planned Safety Projects Not at Crash Location, in Problematic Corridor, or in Crash Cluster Area															Project Description	Current Safety Deficiency(ies)	Total Raw Score	Ranking
	In	Probl	Crash																
	Area	Location	Crash																
	Railroad Street Extension	0	0																
	Ranger Station Road / Miller Avenue / W. Second Street Signalization	0	15	Improves Visibility or Sight Distance	Improves Roadway Geometry	Relation to Intersection	Reduces Lane Departure	Enhances Stop Sign or Signal	Increases Awareness to Non-Motorist	Improves Signage or Pavement Markings	Increases Traffic Calming Attributes	Implements Cle Elum's Complete Streets Design							
15	Sub-committee Comments:			1	1	20	0	0	0	0	0	0	Construct roadway extension for truck route including roadside swales.	STBG funding awarded through QUADCO for pre-planning feasibility discussions completed with stakeholders including Shoemaker Manufacturing, BNSF, and WSDOT in 2020. Meant to separate freight in downtown core area.	22	10			
19				1	1	30	0	1	1	0	1	1	Construct a signal at the intersection of Ranger Station Road / Miller Avenue / W. Second Street.	In previous City Safety Plan the concept improvements at this location were developed as a systemic project in answer to a pedalcyclist injury-related crash. The project included ped lighting, signing to raise bicycle-presence awareness, and pedestrian actuated crossing. The project was unfunded and signalization is proposed by the City in the 2023-2028 TIP.	36	5			

Recommendation to transition to roundabout per WSDOT policy.

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

01/01/2018 - available 2022

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

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

0

36 Injury Crashes

55	0	65	1	2
# INJ	# FAT	# VEH	# PEDS	# BIKES

61.1%

22

2.8%

1

8.3%

3

19.4%

7

8.3%

3

100%

36

6:00pm - 5:59am

NTPer

7

19%

Truck Tractor & Semi-Trailer

1

6:00am - 8:59am

AMPer

8

22%

Motorcycle

1

9:00am - 2:59pm

MDPer

14

39%

3:00pm - 5:59pm

PMPPer

7

19%

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

At Intersection and Related
At Intersection and Not Related
Intersection Related but Not at Intersection
Not at Intersection and Not Related
At Driveway or Driveway-related

	31	Dry		
	2	Snow/Slush		
	2	Ice		
	1	Wet		
	36		29	Daylight
			1	Dusk
			4	Dark-Street Lights On
			2	Dark-No Street Lights
			36	
8		Clear		
22		Clear or Partly Cloudy		
4		Overcast		
2		Snowing		
36				

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

Going Straight Ahead
Making Left Turn
Starting Parked or in Traffic Lane
Slowing or Stopped for Traffic
Negotiating a Curve
Overtaking and Passing

21	6.3%
7	7.6%
2	3.8%
3	17.7%
2	12.7%
1	13.9%
36	6.3%
	8.9%
	1.3%
	6.3%
1	Legally Parked, Unoccupied
11	Slowing or Stopped for Traffic
11	Going Straight Ahead
1	Making left or right turn
2	Making Right Turn
2	Starting in Traffic Lane
8	Nil
36	100%

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

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

16.7%

6 Not in travel lane



C.

PRIORITIZATION

TALLY SHEET

05-01-2023

Serious Crash Location - Project Ranking

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

Sub-committee Comments:

Ped/Bike Injury Crash Types - Project Ranking

Ped Involved	Dark street lights on	SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver did not grant r/w to non-motorist, 19:25, 03/02/2018. Suspected Minor Injury.	Severity of Injury	In Crash Cluster Area or Problematic Corridor	Relation to Intersection	Type of Crash	Frequency of the Crash Type	Inattention/Distracted	Lane Departure	Disregard to Stop Sign and Signals	Exceeding Posted or Safe Speed	Under the Influence of Alcohol or Drugs	Vehicle, Pedestrian, or Pedalcyclist Did Not Grant R/W	Following Too Closely	Improper Turn/Merge	Total Raw Score	Ranking	Bulbouts are being constructed at SR 903 and Pennsylvania Avenue in 2023 w/ intersection lighting.
			20	30	30	35	1	0	0	0	0	0	1	0	1	118		
Pedalcyclist Involved	1 crash (daylight)	SR903 Milepost 1.90 (Pennsylvania Avenue), at intersection and related, driver had stopped at signal or stop sign, 17:04, 03/14/2020. Suspected Minor Injury.	20	30	30	35	5	0	0	0	0	0	1	0	0	121		
			20	30	30	35	1	0	0	0	0	0	1	0	1	118		

Sub-committee Comments:

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

Data Needs - Project Ranking

	Total Raw Score	Ranking	
Speed Study on Problematic Corridors	15		Study may help with determining trends of speed compliance in problematic corridors which may reduce injury-related crashes of higher severity.
Ten-Year Road Departure Study	17		Study may help with prevention of injury-related crashes of higher severity.
Cluster Area Study	9		Corrective action being taken in cluster area; signal is being installed in 2023.
Pedestrian Counts - Post Improvements for Comparison	16		This is follow-up to show impact after improvements.
Sidewalk Continuity and Condition Inventory & Assessment	14		Inventory may help with identifying deficient and missing connectivity of non-motorized transportation system. Will result in strategizing how to increase safe accessibility.
Origins & Destinations Study and the Correlation of Crashes	11		
County Coordination Project to Strategize Second River Crossing	12		
Traffic Analysis of Problematic Corridors with known Short-term and Mid-term Development	13		City dealing with pre-existing permitted grow pre 2010. WithIn the 6th Street and Reed Area 70, lots have been platted now and the next phase is 60 plats within 3 years. An additional 70-100 per year thereafter for 5 years. Will analyze effect on problematic corridors to consider City mitigations. City Engineer added.

Sub-committee Comments:

Cle Elum Six-Year TIP 2023-2028

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

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

Cle Elum Six-Year TIP 2023-2028

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

Sub-committee Comments:

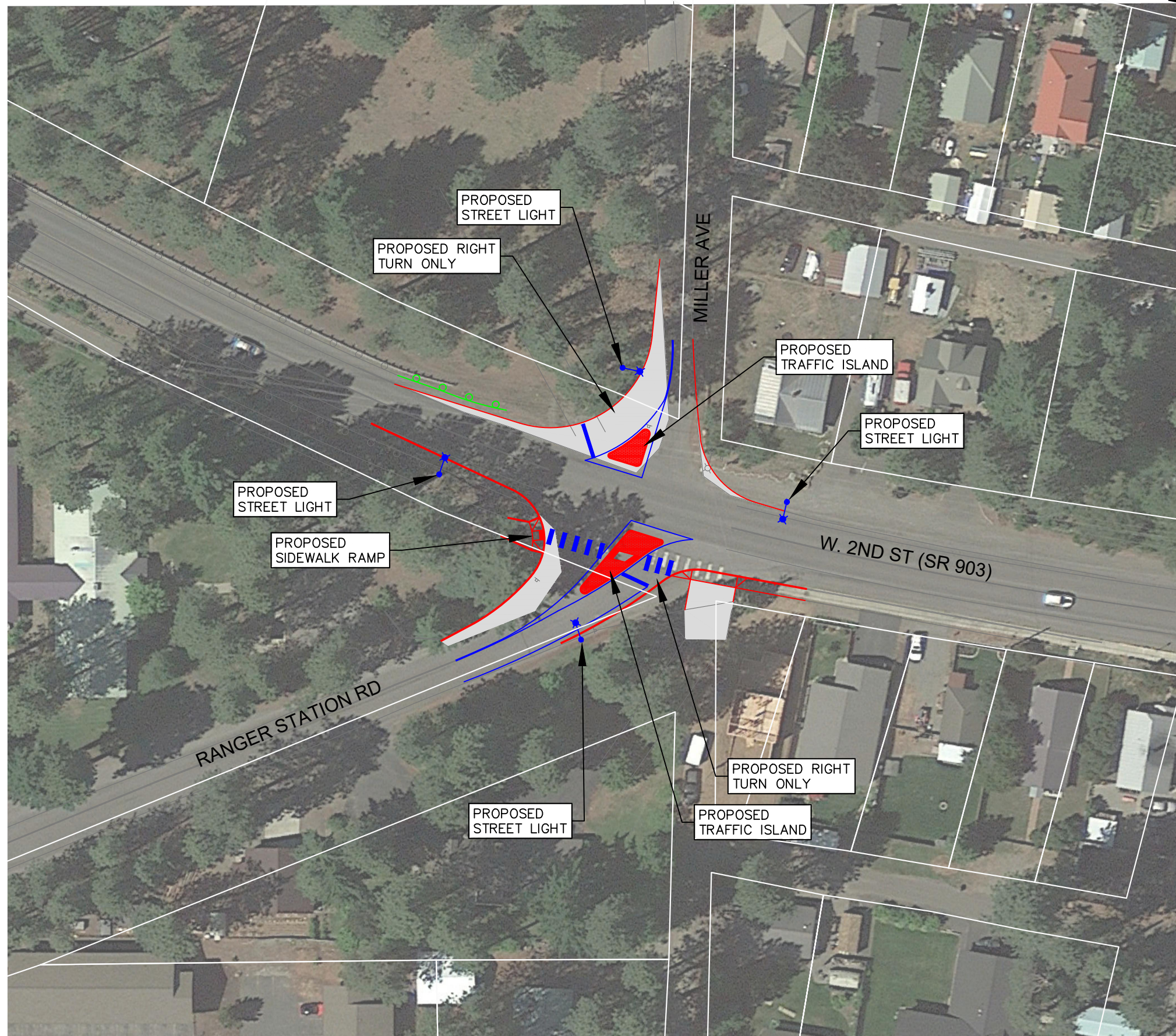
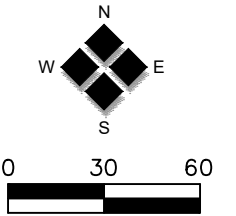


D. PRIORITIZED PROJECT ESTIMATES AND EXHIBITS



PROJECT ESTIMATES AND EXHIBITS

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



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



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

CLE ELUM
CITY SAFETY PLAN
FIGURE 14

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

SHEET
1
OF
1

CITY OF CLE ELUM**47 North****Engineer's Opinion of Construction Cost**

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

Turning Restrictions

HLA Project No. 19055

7/11/2023

PRELIMINARY

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	\$15,000.00	1	\$15,000.00
2	SPCC Plan	1-07.15(1)	LS	\$1,000.00	1	\$1,000.00
3	Mobilization	1-09.7	LS	\$40,000.00	1	\$40,000.00
4	Project Temporary Traffic Control	1-10.5	LS	\$80,000.00	1	\$80,000.00
5	Clearing and Grubbing	2-01.5	LS	\$50,000.00	1	\$50,000.00
6	Unclassified Excavation Incl. Haul	2-03.5	CY	\$40.00	250	\$10,000.00
7	Crushed Surfacing Base Course	4-04.5	TON	\$60.00	250	\$15,000.00
8	Crushed Surfacing Top Course	4-04.5	TON	\$75.00	60	\$4,500.00
9	HMA Cl. 1/2-Inch PG 64H-28	5-04.5	TON	\$220.00	140	\$30,800.00
10	Landscape Restoration	8-02.5	FA	\$5,000.00	1	\$5,000.00
11	Cement Conc. Traffic Curb and Gutter	8-04.4	LF	\$55.00	850	\$46,750.00
12	Beam Guardrail Type 1	8-11.5	LF	\$75.00	65	\$4,875.00
13	Pigmented Cement Conc. Splitter Island	8-14.5	SY	\$180.00	68	\$12,240.00
14	Cement Conc. Sidewalk 4-Inch Thick	8-14.5	SY	\$100.00	55	\$5,500.00
15	Cement Conc. Sidewalk 6-Inch Thick	8-14.5	SY	\$120.00	20	\$2,400.00
16	Cement Conc. Curb Ramp	8-14.5	EA	\$2,000.00	4	\$8,000.00
17	Illumination System, Complete	8-20.5	LS	\$40,000.00	1	\$40,000.00
18	Permanent Signing	8-21.5	LS	\$8,000.00	1	\$8,000.00
19	Pavement Markings	8-22.5	LS	\$4,000.00	1	\$4,000.00
Subtotal						\$383,065.00
Contingency 25%						\$95,800.00
Total Estimated Construction Cost						\$478,865.00
Design Engineering 14%						\$67,040.00
Environmental and Cultural Resources						\$15,000.00
Right of Way Services						\$22,500.00
Right of Way Acquisition						\$82,680.00
Funding Administration 2%						\$9,580.00
WSDOT Review Fees						\$5,000.00
Construction Engineering 16%						\$76,620.00
Materials Testing 2%						\$9,580.00
Total Estimated Project Cost						\$766,865.00
Created per TENW preliminary designs dated 5/17/23						



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



Finished Projects

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

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

Phases 3A and 3B – Various Blocks
Construction Completed December 2022

Upcoming Projects

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

Final Phase

before

AFTER

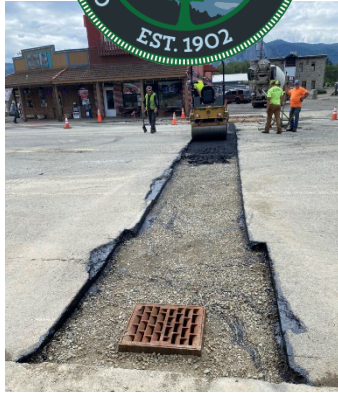


PROJECT PARTNERS & STAKEHOLDERS
BUSINESS OWNERS AND MERCHANTS,
GASLIGHT DISTRICT,
RESIDENTS,
VISITORS





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



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

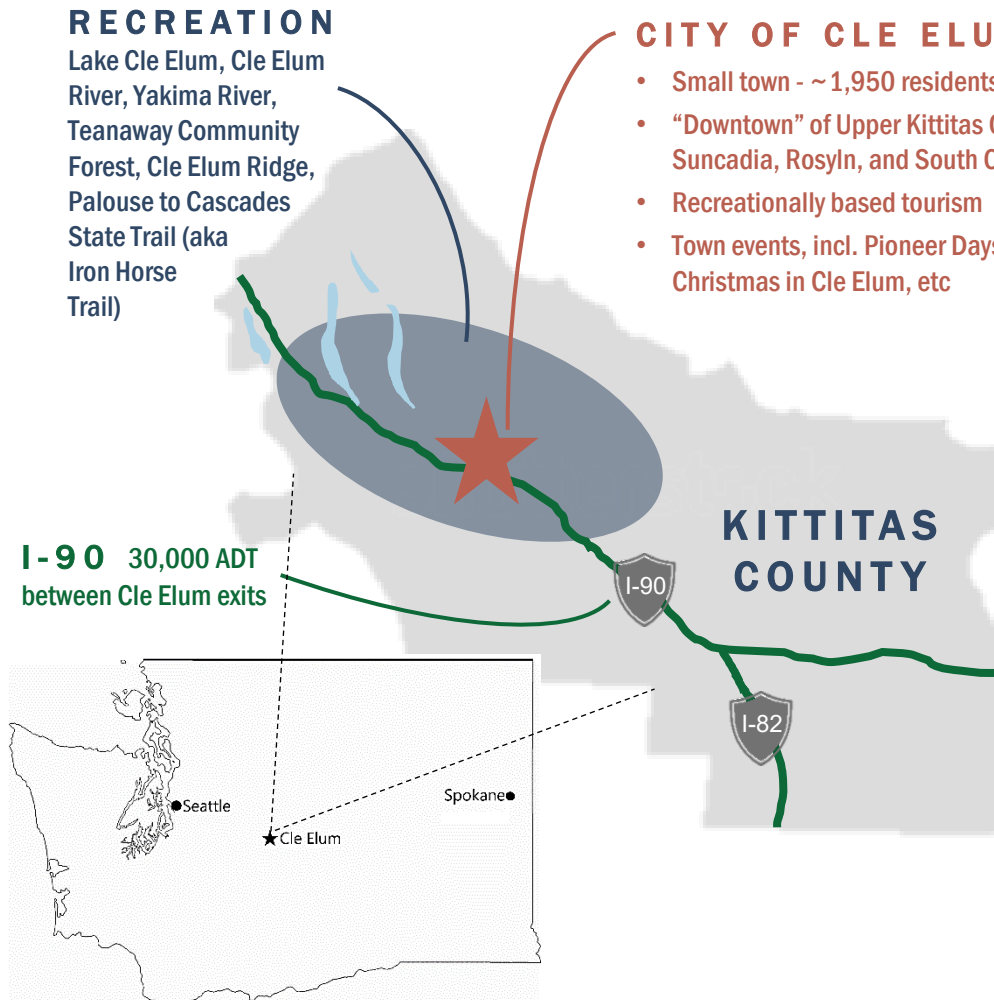
- construct all improvements on approximately 1/2 of the downtown corridor,
- complete all undergrounding work within the roadway (preparing for future WSDOT paving project on First St),
- upgrade the deficient stormwater system (including 55 new catch basins), and
- publish “shovel-ready” construction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

RECREATION

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

CITY OF CLE ELUM

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



WHAT'S NEXT FOR CLE ELUM

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

City-Wide
Wayfinding
Signage

Second St.
Multi-Use
Pathway

Railroad
Street
Extension

Columbia
Ave. RR
Crossing

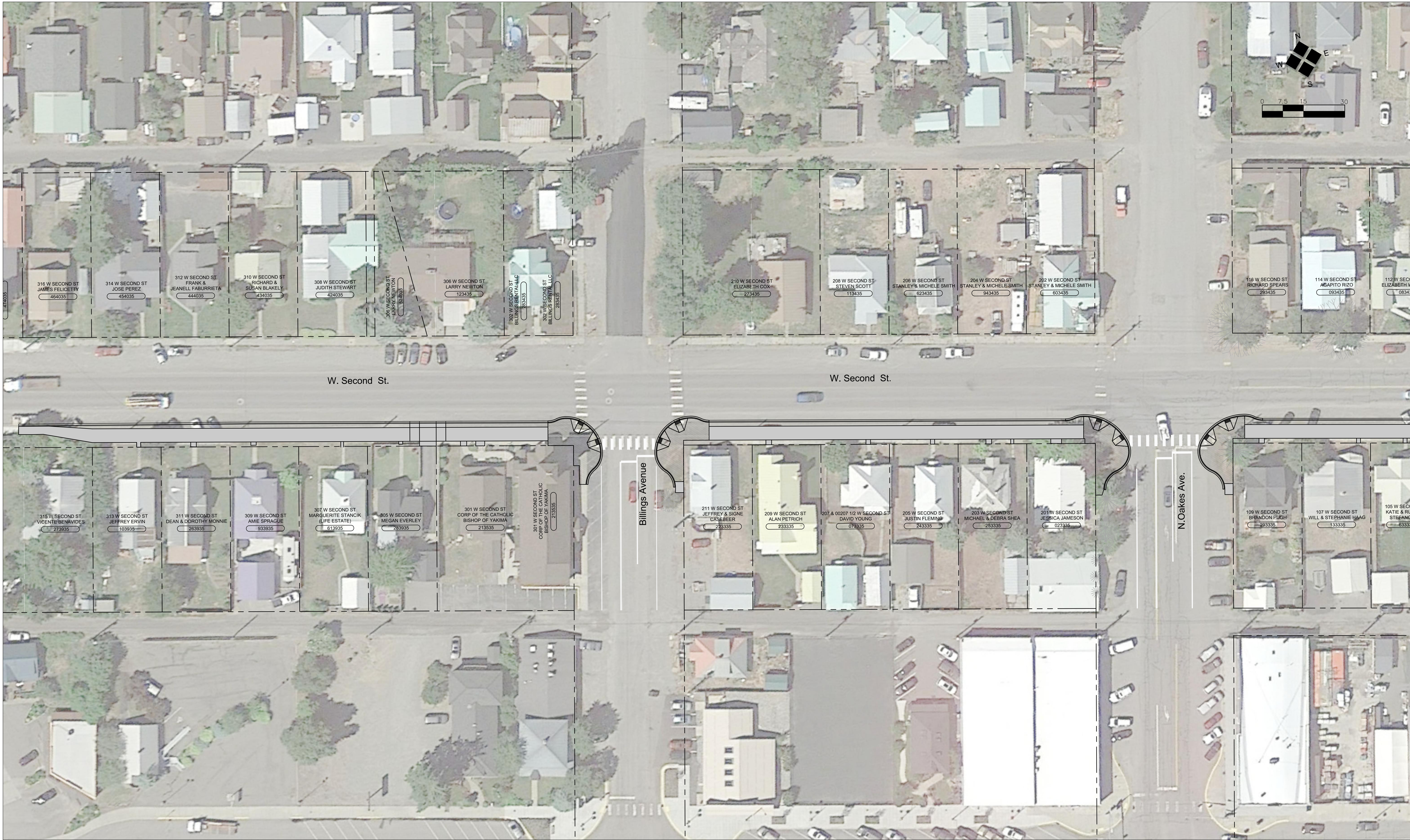
City-Wide
Safety
Projects



PHASE 3 GOALS & OUTCOMES

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

CITY OF CLE ELUM						
First Street Downtown Revitalization - Final Phase					1/20/2023	
Engineer's Estimate of Construction Cost						
Oakes Ave to Pennsylvania Ave, Harris Ave to Peoh Ave HLA Project No. 23036						
Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	\$25,000.00	1	\$25,000.00
2	SPCC Plan	1-07.15(1)	LS	\$1,000.00	1	\$1,000.00
3	Archaeological and Historical Salvage	1-07.16(4)	FA	\$100.00	1	\$100.00
4	Mobilization	1-09.7	LS	\$450,000.00	1	\$450,000.00
5	Project Temporary Traffic Control	1-10.5	LS	\$350,000.00	1	\$350,000.00
6	Clearing and Grubbing	2-01.5	LS	\$18,000.00	1	\$18,000.00
7	Removal of Structures and Obstructions	2-02.5	LS	\$275,000.00	1	\$275,000.00
8	Unclassified Excavation Incl. Haul	2-03.5	CY	\$70.00	2,600	\$182,000.00
9	Crushed Surfacing Base Course	4-04.5	TON	\$45.00	825	\$37,125.00
10	Crushed Surfacing Top Course	4-04.5	TON	\$75.00	100	\$7,500.00
11	HMA Cl. 1/2-Inch PG 64H-28	5-04.5	TON	\$300.00	285	\$85,500.00
12	Storm Sewer Pipe 12 In. Diam.	7-04.5	LF	\$90.00	95	\$8,550.00
13	Storm Sewer Pipe 6 In. Diam.	7-04.5	LF	\$70.00	60	\$4,200.00
14	Catch Basin Type 1	7-05.5	EA	\$4,000.00	2	\$8,000.00
15	Adjust Catch Basin	7-05.5	EA	\$600.00	26	\$15,600.00
16	Adjust Monitoring Well	7-05.5	EA	\$600.00	2	\$1,200.00
17	Select Backfill, as Directed	7-08.5	CY	\$75.00	50	\$3,750.00
18	D.I. Pipe for Water Main 6 In. Diam.	7-09.5	LF	\$260.00	6	\$1,560.00
19	Adjust Valve Box	7-12.5	EA	\$600.00	3	\$1,800.00
20	Hydrant Assembly with Tapping Valve Assembly	7-12.5	EA	\$10,000.00	1	\$10,000.00
21	Hydrant Assembly Replacement	7-14.5	EA	\$10,000.00	1	\$10,000.00
22	Adjust Meter Box	7-15.5	EA	\$600.00	25	\$15,000.00
23	Irrigation System, Complete	7-16.5	LS	\$410,000.00	1	\$410,000.00
24	Inlet Protection	8-01.5	EA	\$100.00	60	\$6,000.00
25	Plant Selection - Redpointe Maple (2-1/2" Caliper)	8-02.5	EA	\$680.00	22	\$14,960.00
26	Plant Selection - Metro Gold Maple (2-1/2" Caliper)	8-02.5	EA	\$680.00	40	\$27,200.00
27	Plant Selection - Kelseyi Dogwood (2 Gallon)	8-02.5	EA	\$53.00	429	\$22,737.00
28	Plant Selection - Dwarf Mugo Pine (2 Gallon)	8-02.5	EA	\$64.00	80	\$5,120.00
29	Plant Selection - Black Eyed Susan (1 Gallon)	8-02.5	EA	\$42.00	1,115	\$46,830.00
30	Plant Selection - Woods Compact Kinnikinnick (2 Gallon)	8-02.5	EA	\$42.00	1,873	\$78,666.00
31	Plant Selection - Golden Nugget Barberry (2 Gallon)	8-02.5	EA	\$53.00	105	\$5,565.00
32	Plant Selection - Flower Carpet Pink Rose (2 Gallon)	8-02.5	EA	\$53.00	59	\$3,127.00
33	Plant Selection - Sun Rose Burgundy Dazzler (1 Gallon)	8-02.5	EA	\$46.00	195	\$8,970.00
34	Plant Selection - Moonbeam Coreopsis (1 Gallon)	8-02.5	EA	\$42.00	600	\$25,200.00
35	Topsoil Type A	8-02.5	CY	\$70.00	600	\$42,000.00
36	Subgrade Topsoil	8-02.5	CY	\$60.00	985	\$59,100.00
37	Root Barrier	8-02.5	LF	\$17.00	2,880	\$48,960.00
38	Root Path	8-02.5	LF	\$18.00	2,540	\$45,720.00
39	Basalt Rock Mulch	8-02.5	CY	\$150.00	100	\$15,000.00
40	Plant Establishment	8-02.5	FA	\$10,000.00	1	\$10,000.00
41	Cement Conc. Traffic Curb and Gutter	8-04.5	LF	\$40.00	3,265	\$130,600.00
42	Bench	8-05.5	EA	\$3,500.00	12	\$42,000.00
43	Trash Receptacle	8-05.5	EA	\$3,500.00	6	\$21,000.00
44	Bike Rack	8-05.5	EA	\$1,500.00	16	\$24,000.00
45	Monument Relocation	8-05.5	FA	\$1,500.00	1	\$1,500.00
46	Coal Cart Relocation	8-05.5	FA	\$10,000.00	1	\$10,000.00
47	Trash Compactor Relocation	8-05.5	FA	\$2,000.00	1	\$2,000.00
48	Cement Conc. Sidewalk 6-Inch Thick	8-14.5	SY	\$100.00	310	\$31,000.00
49	Cement Conc. Sidewalk 4-Inch Thick	8-14.5	SY	\$100.00	40	\$4,000.00
50	Cement Conc. Sidewalk 4-Inch Thick Patterned	8-14.5	SY	\$140.00	5,030	\$704,200.00
51	Cement Conc. Curb Ramp	8-14.5	EA	\$2,500.00	27	\$67,500.00
52	Tree Lighting System, Complete	8-20.5	LS	\$420,000.00	1	\$420,000.00
53	Speaker System, Complete	8-20.5	LS	\$150,000.00	1	\$150,000.00
54	Conduit Installation (PSE Illumination)	8-20.5	LF	\$30.00	2,700	\$81,000.00
55	Furnished Conduit Installation (PSE Power)	8-20.5	LF	\$20.00	1,990	\$39,800.00
56	Furnished Conduit Installation (Wholesale Communications)	8-20.5	LF	\$20.00	570	\$11,400.00
57	Furnished Conduit Installation (Inland Networks)	8-20.5	LF	\$20.00	1,080	\$21,600.00
58	Furnished Conduit Installation (CenturyLink)	8-20.5	LF	\$20.00	645	\$12,900.00
59	Permanent Signing	8-21.5	LS	\$60,000.00	1	\$60,000.00
60	Pavement Markings	8-22.5	LS	\$50,000.00	1	\$50,000.00
61	Segmental Block Wall	8-24.5	SF	\$80.00	460	\$36,800.00
Subtotal						\$4,307,340.00
Assumptions					Contingency 15%	\$646,100.00
1. Includes south sidewalk and bulbouts from Oakes Avenue to Pennsylvania Ave, including NE and SE bulbouts at First St and Pennsylvania Ave intersection, and all improvements from Harris Ave to Peoh Ave.					Undergrounding Power (PSE)	\$435,000.00
					Illumination System (PSE)	\$880,000.00
					Total Estimated Construction Cost	\$6,268,440.00
2. Installation of electrical system includes connection to Phase 2 and Phase 3A/3B systems and one new service.					WSDOT CN Fees	\$20,000.00
3. Installation of irrigation system will include extension of irrigation controller wire from Phase 3A/3B to replace temporary battery operated controllers, connection to Phase 1 irrigation system, and installation of one new point of connection.					Design Engineering and Bidding	\$40,000.00
					Construction Engineering 15%	\$940,300.00
					Materials Testing	\$90,000.00
4. Illumination System (PSE) includes purchase and installation of 25 pedestrian lights, 8 street lights, 13 intersection lights, and 1 ped/street light combination.					Total Estimated Project Cost	\$7,358,740.00
5. Design Engineering includes new specifications, contract documents, and repackaged plans for reduced project limits from original Phase 3 "shovel ready" plans.						



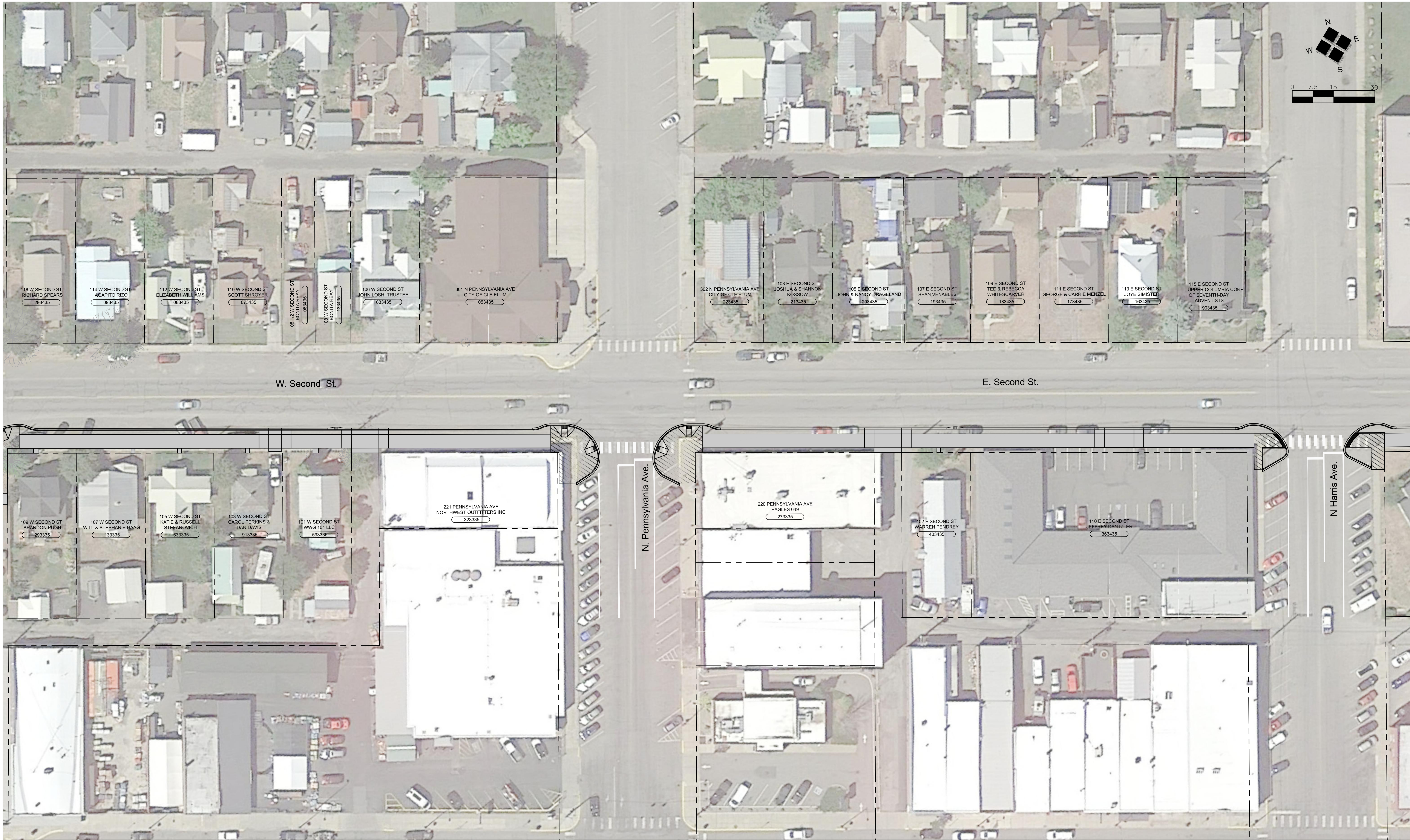
2803 River Road
Yakima, WA 98902
509.966.7000
Fax 509.965.3800
www.hlacivil.com

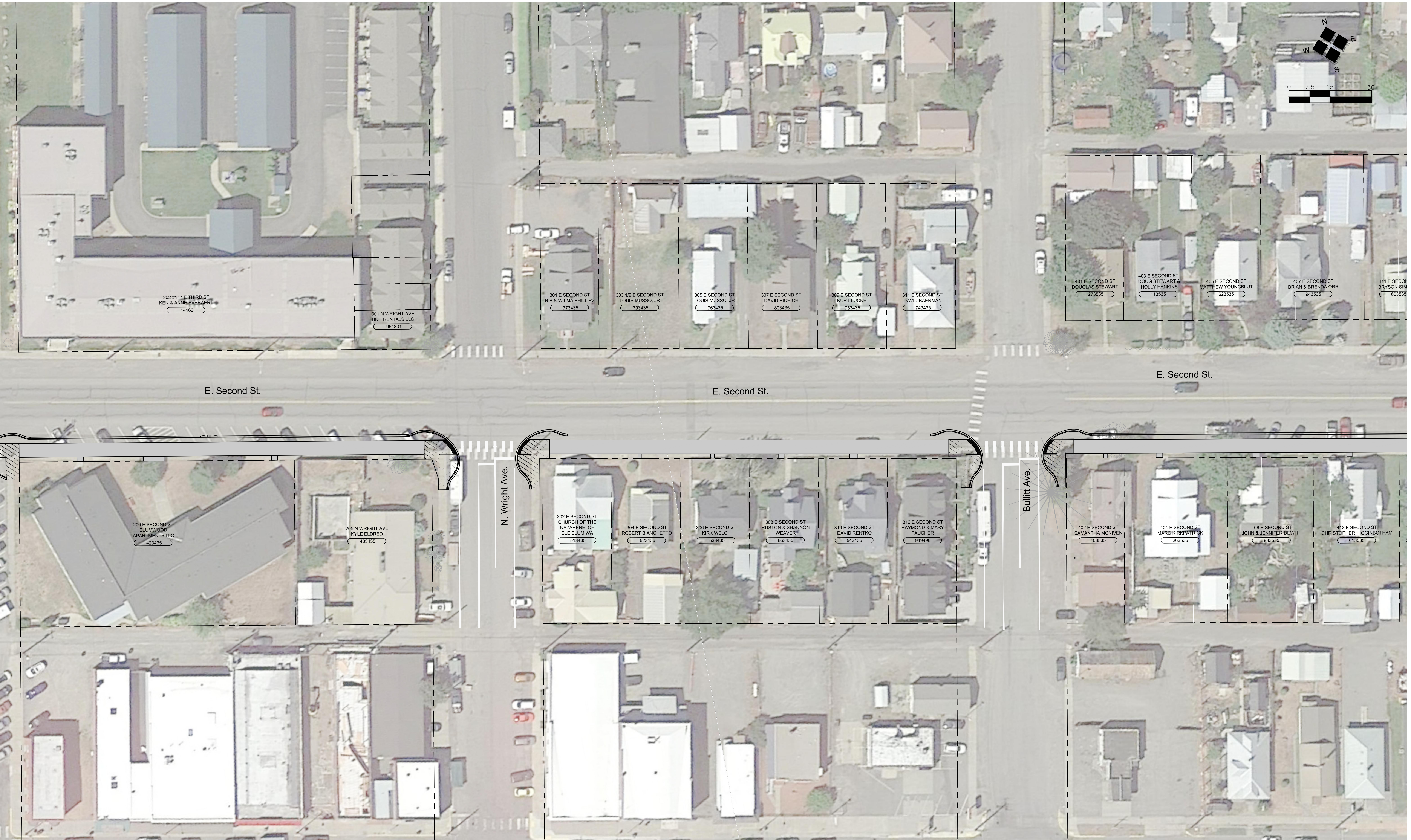
PRELIMINARY
SUBJECT TO REVISION

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

CITY OF CLE ELUM
SECOND STREET PATHWAY
COMMUNITY FEEDBACK
BLOCK-BY-BLOCK ARIAL

SHEET
1
OF
7





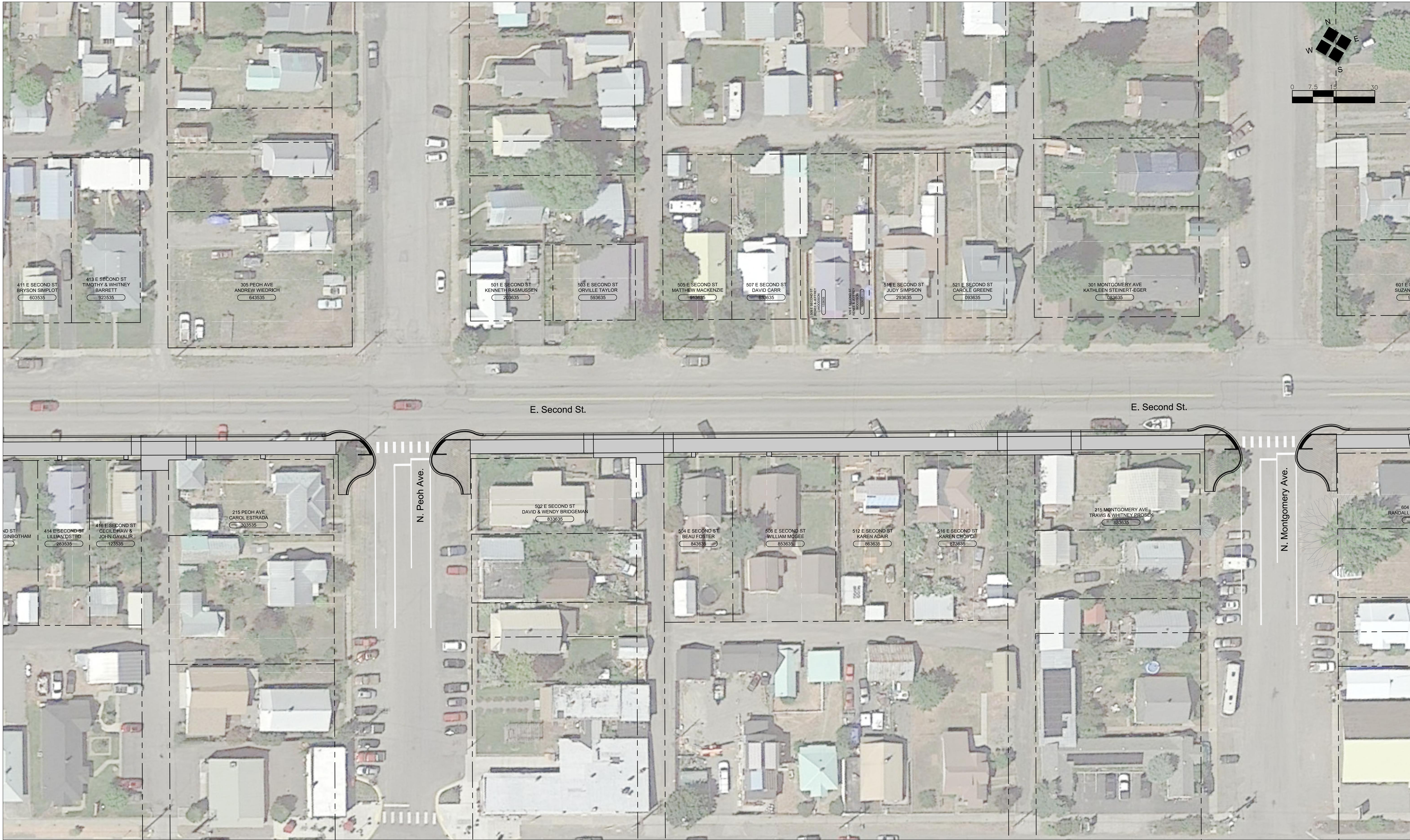
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CITY OF CLE ELUM
SECOND STREET PATHWAY
COMMUNITY FEEDBACK
BLOCK-BY-BLOCK ARIAL

SHEET
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OF
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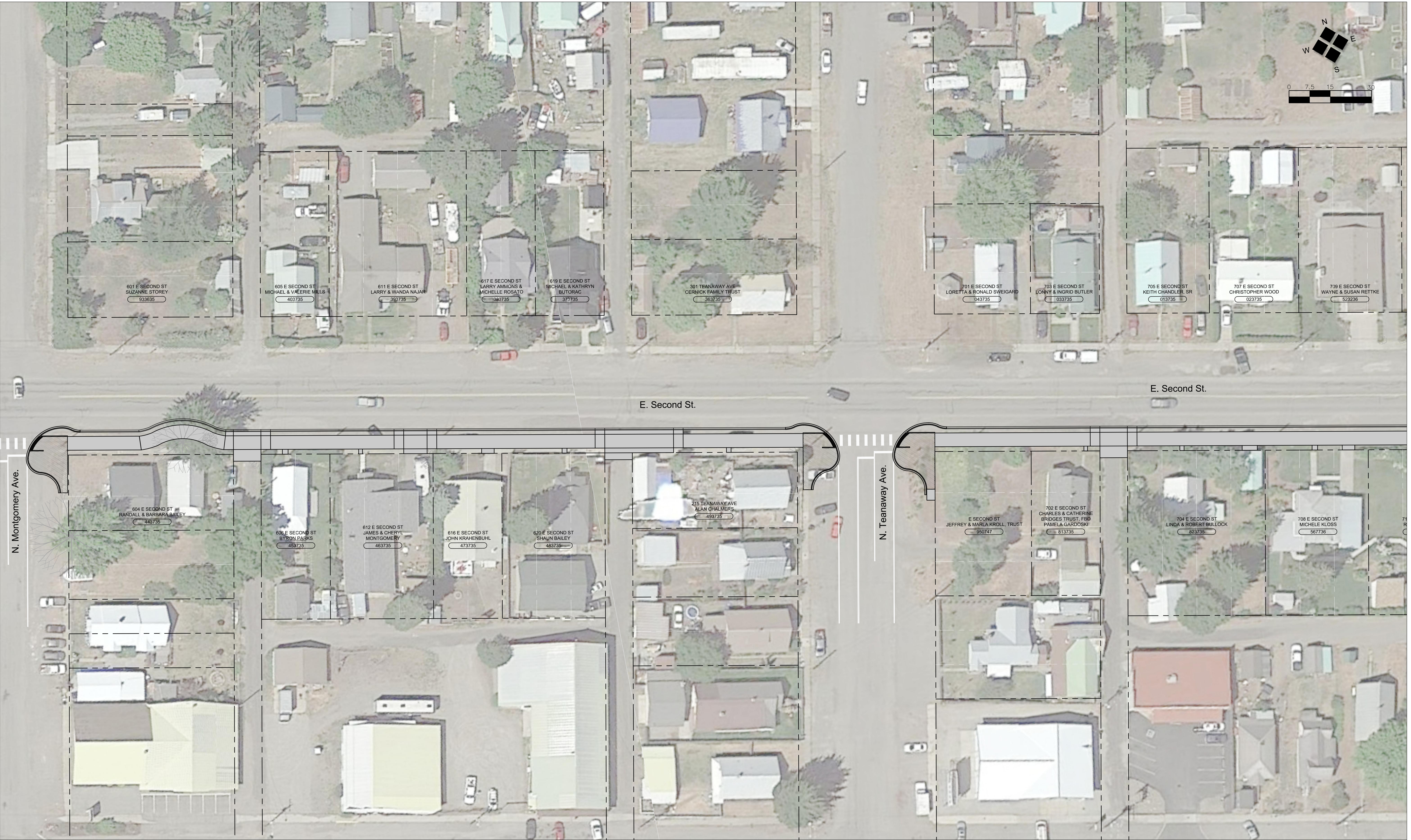
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CITY OF CLE ELUM
SECOND STREET PATHWAY
COMMUNITY FEEDBACK
BLOCK-BY-BLOCK ARIAL

SHEET
4
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CITY OF CLE ELUM
SECOND STREET PATHWAY
COMMUNITY FEEDBACK
BLOCK-BY-BLOCK ARIAL

SHEET
5
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CITY OF CLE ELUM
SECOND STREET PATHWAY
COMMUNITY FEEDBACK
BLOCK-BY-BLOCK ARIAL

SHEET
6
OF
7



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		PLAN: 21183.dwg	
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		DESIGNED BY: BAA	
		ENTERED BY: AKH/AJH	
REVISION	DATE		

CITY OF CLE ELUM

Second Street Pathway

Stafford Avenue to Short Avenue

Engineer's Opinion of Construction Cost

90% Submittal Cost Estimate

HLA Project No. 21183

7/25/2023

Item No.	Description	Payment Specification	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	1-04.4(1)	FA	\$15,000.00	1	\$15,000.00
2	SPCC Plan	1-07.15(1)	LS	\$1,000.00	1	\$1,000.00
3	Mobilization	1-09.7	LS	\$149,000.00	1	\$149,000.00
4	Project Temporary Traffic Control	1-10.5	LS	\$50,000.00	1	\$50,000.00
5	Clearing and Grubbing	2-01.5	LS	\$36,400.00	1	\$36,400.00
6	Removal of Structures and Obstructions	2-02.5	LS	\$49,000.00	1	\$49,000.00
7	Unclassified Excavation Incl. Haul	2-03.5	CY	\$75.00	2,600	\$195,000.00
8	Crushed Surfacing Top Course	4-04.5	TON	\$90.00	1,200	\$108,000.00
9	Crushed Surfacing Base Course	4-04.5	TON	\$50.00	2,900	\$145,000.00
10	HMA Cl. 3/8-Inch PG 64H-28	5-04.5	TON	\$130.00	1,500	\$195,000.00
11	Storm Sewer Pipe 12 In. Diam.	7-04.5	LF	\$80.00	1,150	\$92,000.00
12	Catch Basin Type 1	7-05.5	EA	\$2,000.00	44	\$88,000.00
13	Adjust Manhole	7-05.5	EA	\$800.00	4	\$3,200.00
14	Select Backfill, as Directed	7-08.5	CY	\$40.00	650	\$26,000.00
15	Shoring or Extra Excavation	7-08.5	LF	\$2.00	1,113	\$2,226.00
16	Reset Fire Hydrant	7-14.5	EA	\$1,000.00	4	\$4,000.00
17	Adjust Meter Box	7-15.5	EA	\$500.00	57	\$28,500.00
18	Basalt Rock Mulch	8-02.5	CY	\$125.00	110	\$13,750.00
19	Cement Conc. Traffic Curb and Gutter	8-04.5	LF	\$40.00	5,800	\$232,000.00
20	Chain Link Fence and Gates	8-12.5	LF	\$30.00	250	\$7,500.00
21	Cement Conc. Sidewalk 4-Inch Thick	8-14.5	SY	\$75.00	2,400	\$180,000.00
22	Cement Conc. Curb Ramp	8-14.5	EA	\$2,700.00	53	\$143,100.00
23	Mailbox Support	8-18.5	EA	\$120.00	16	\$1,920.00
24	Removable Bollard	8-21.5	LS	\$400.00	14	\$5,600.00
25	Permanent Signing	8-21.5	LS	\$20,000.00	1	\$20,000.00
26	Pavement Markings	8-22.5	LS	\$12,000.00	1	\$12,000.00

Assumptions:

1. Tie into curb, gutter, east of Stafford Avenue.
2. 10' wide multi-modal HMA paved pathway.
3. Pathway section: 0.25' HMA over 0.25' CSBC
4. 3.0' wide by 0.25' Basalt Rock Mulch rock surfacing buffer between curb and pathway.
5. 2' minimum pavement repair adjacent to new curb.
6. Removal of sidewalk and obstructions in project bounds.
7. 12" storm drain line and type 1 catch basins.
8. New storm drain line connected to existing storm drain.
9. Does not include illumination.
10. Does not include utility pole relocation.
11. Right of way acquisition and services not included or anticipated.

Subtotal	\$1,803,196.00
Contingency 10%	\$180,300.00
Total Estimated Construction Cost	\$1,983,496.00
Construction Engineering 15%	\$297,520.00
CN Funding Administration 1.5%	\$29,750.00
CN WSDOT/CA Review Fees	\$10,000.00
Materials Testing 2%	\$39,670.00
Total Estimated Project Cost	\$2,360,436.00



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

Proposed by:

StreetLight Data, Inc.

Caleb Klick, Account Executive, AEC

caleb.klick@streetlightdata.com

978 846 5645

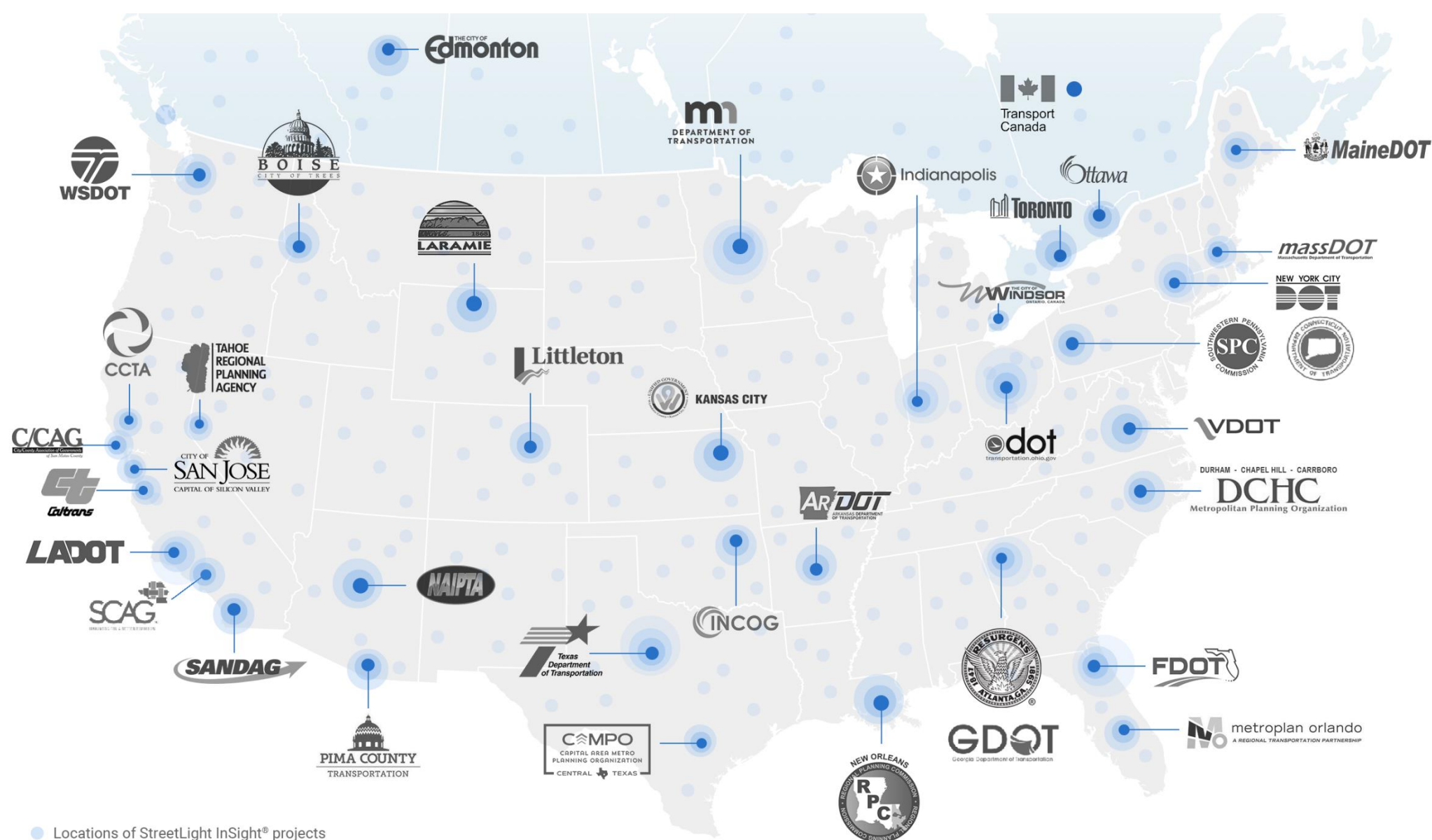
Proprietary and Confidential

ABOUT STREETLIGHT

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

Trusted by transportation agencies since 2011

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



What sets StreetLight apart

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

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

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

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



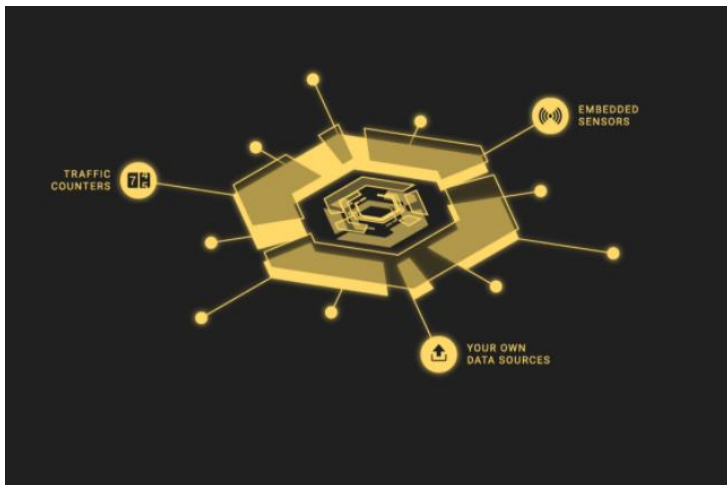
How StreetLight InSight® Works

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



It begins with Big Data

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



Route Science®, more data, and validation

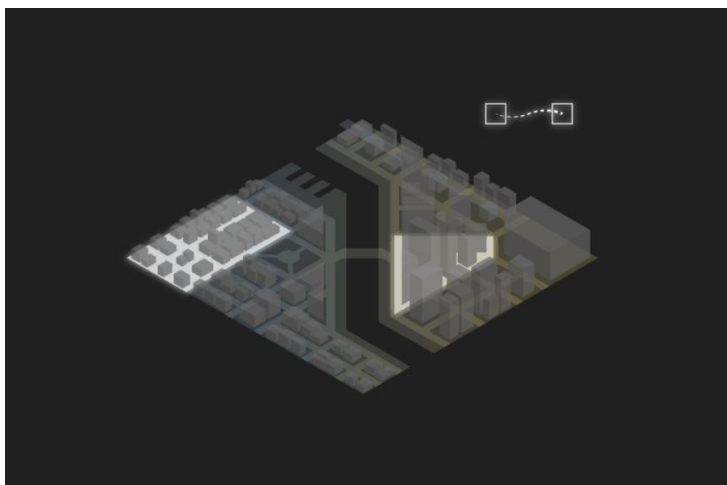
Next, StreetLight's proprietary data processing engine, Route Science®, algorithmically transforms trillions of location data points over time into contextualized, aggregated, and normalized travel patterns. StreetLight validates them using thousands of traffic counters and embedded sensors.



Result: Multimode Metrics for millions of roads and census blocks

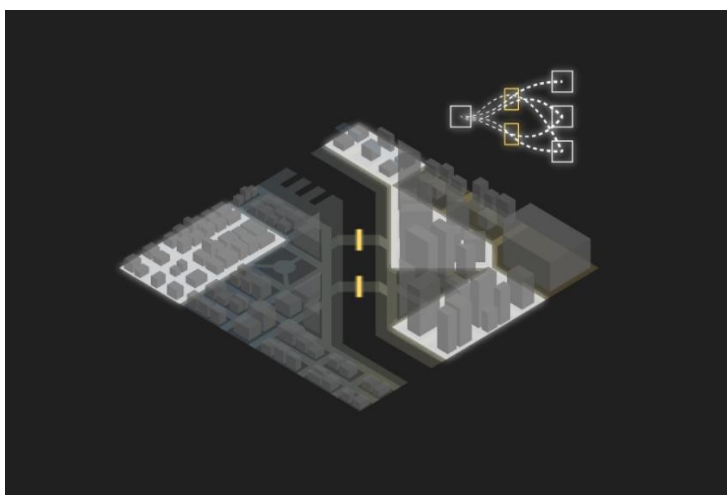
Route Science® then normalizes and aggregates the data into analytics, delivering unique insights into how vehicles, trucks, bicycles, pedestrians, buses, and more move throughout the transportation network.

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



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

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



Diagnose and solve complex transportation problems

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

STREETLIGHT SUBSCRIPTION

Mode Packages

This proposal details a Mode Packages subscription for HLA Engineering and Land Surveying for the Origins and Destinations Study and Correlation of Crashes project to StreetLight InSight®. The Mode Packages Subscription allows you to run an unlimited number of StreetLight InSight® analyses during the 6 month time period within your chosen study area(s). All Metrics will be included¹.

Modes Included
All Vehicles

Subscription Fee

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

STREETLIGHT INSIGHT®

Mode Packages Proposal

All subscriptions include*:

Interactive dashboard

Project sample size and calibration feature

Time period settings including Day Types, Day Parts, Monthly Data Period, 15-minute bin day parts

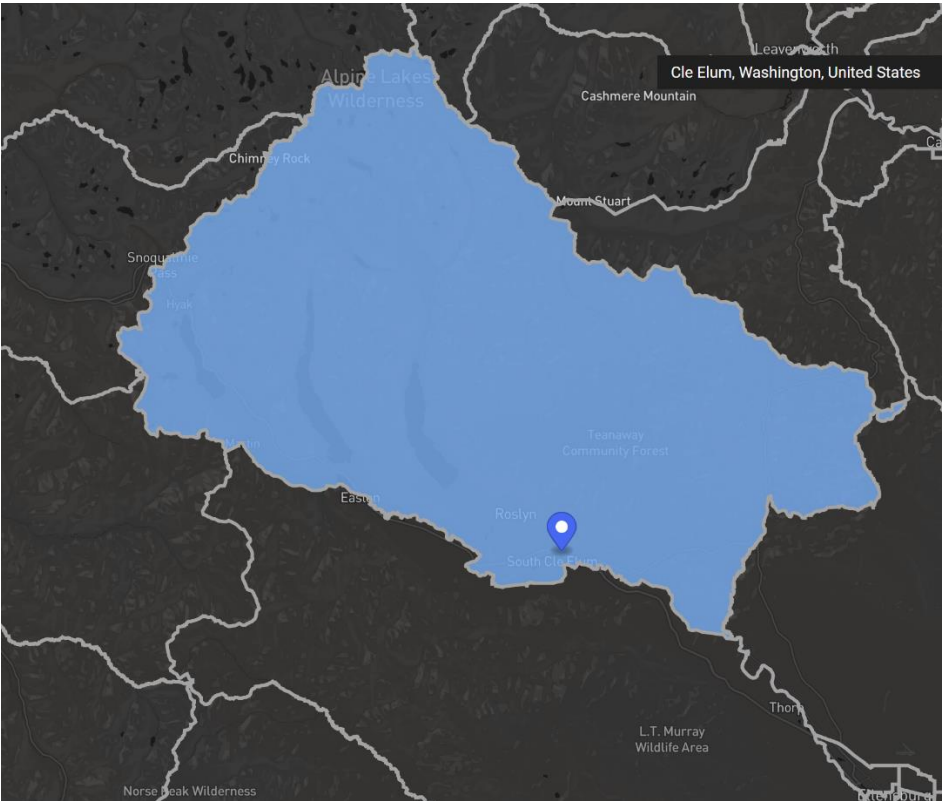
Standard Support, eLearning Training Portal and live trainings, Help Center

*where applicable

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

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

¹ Trips to or from Pre-set Geography and Home and Work Locations analyses are excluded for subscriptions with <25 TAZs
² TAZ is defined as U.S. Census Traffic Analysis Zone

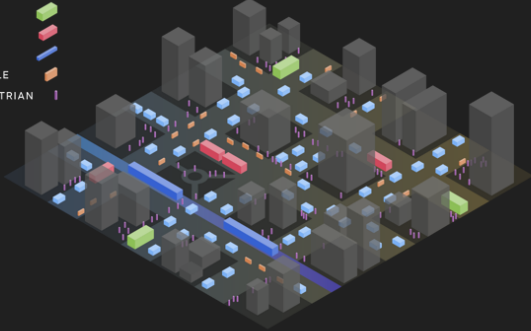


Defined study area based on 1 number of TAZs

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

MODES:

- CAR
- TRUCK
- BUS
- RAIL
- BICYCLE
- PEDESTRIAN



FUNDAMENTAL ANALYTICS:

- Origin Destination
- Routing
- Zone Activity
- Select Link
- AADT, MADT, hourly traffic
- Turning Movement Counts
- VMT and Vehicle Hours of Delay (VHD)

TRIP ATTRIBUTES:

- Trip speed, duration, length
- Travel time
- Trip circuitry

TRAVELER ATTRIBUTES:

- Inferred trip purpose
- Demographics



API



Screenshots



CSV/SHP Downloads

Presentations

Dashboards

Modeling Tools

Central Databases

Reporting Tools

...and more

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

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

Integrate StreetLight into your workflow

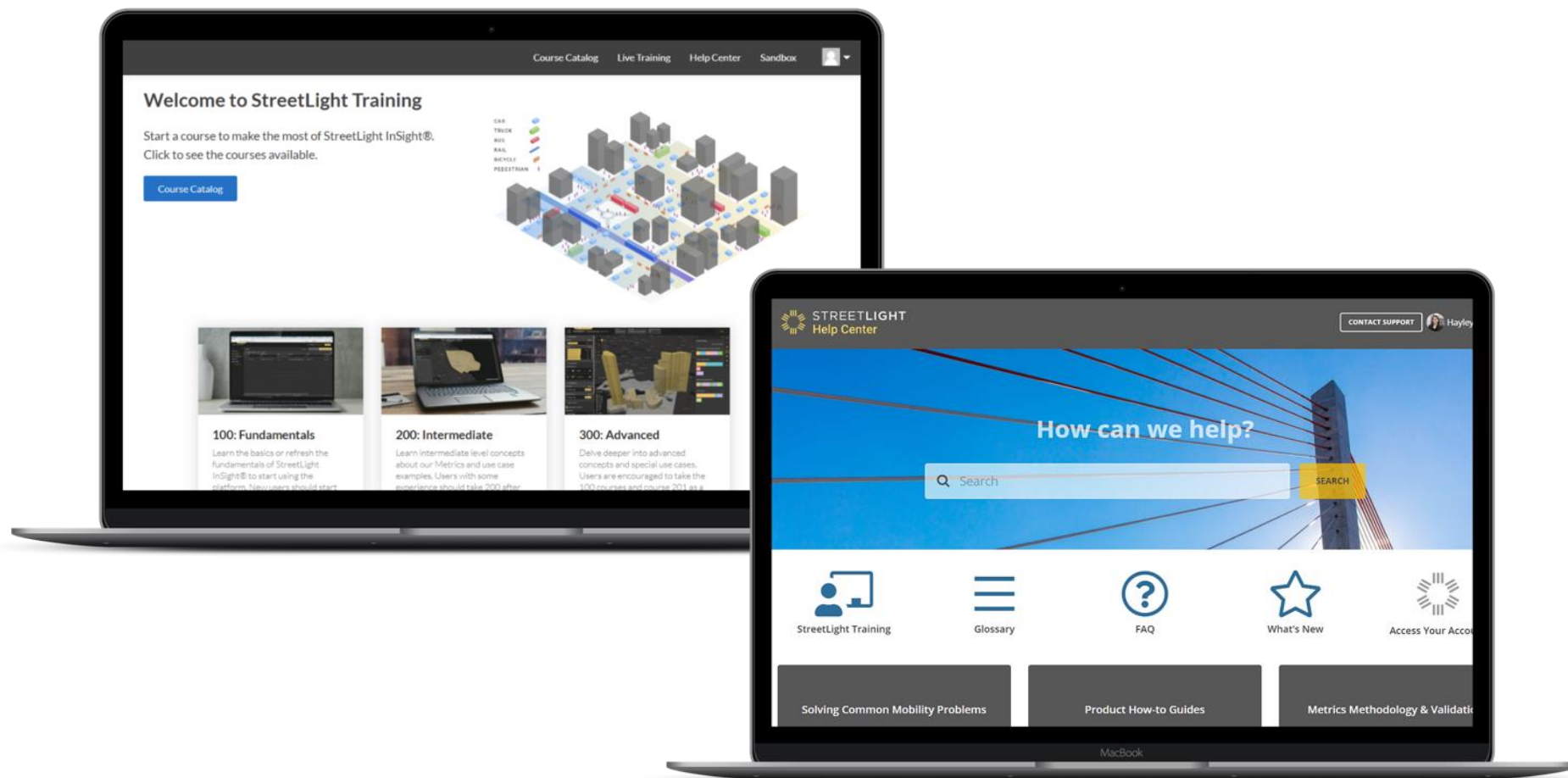
All Metrics are available as .shp files, CSV files, and visualizations. Download analysis results in whichever format you choose to plug directly into your presentations, dashboards, modeling tools, central databases, reporting tools, and more. You can also export analyses directly from StreetLight InSight®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

Self-paced Onboarding & Training

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

Standard Support & Help Center

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

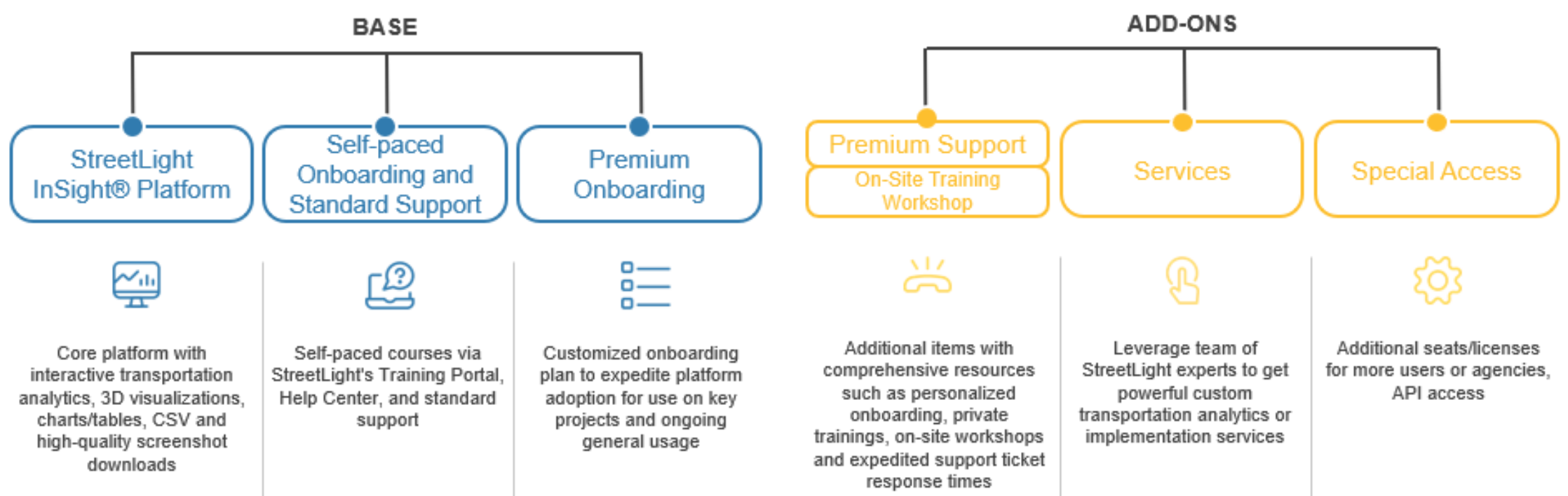


StreetLight Summit and User Group Meetings

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

Add-Ons

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



Services

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

Premium Support

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

APPENDIX: GLOSSARY OF STREETLIGHT TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VHD = (VMT/Congested Speed (Average Segment Speed) [MPH]) - (VMT / Free Flow Speed [MPH])

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

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

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

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

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

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

and more.

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

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

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

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

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

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

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

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

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

Work Items:

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

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

Proposal

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

P23-0139

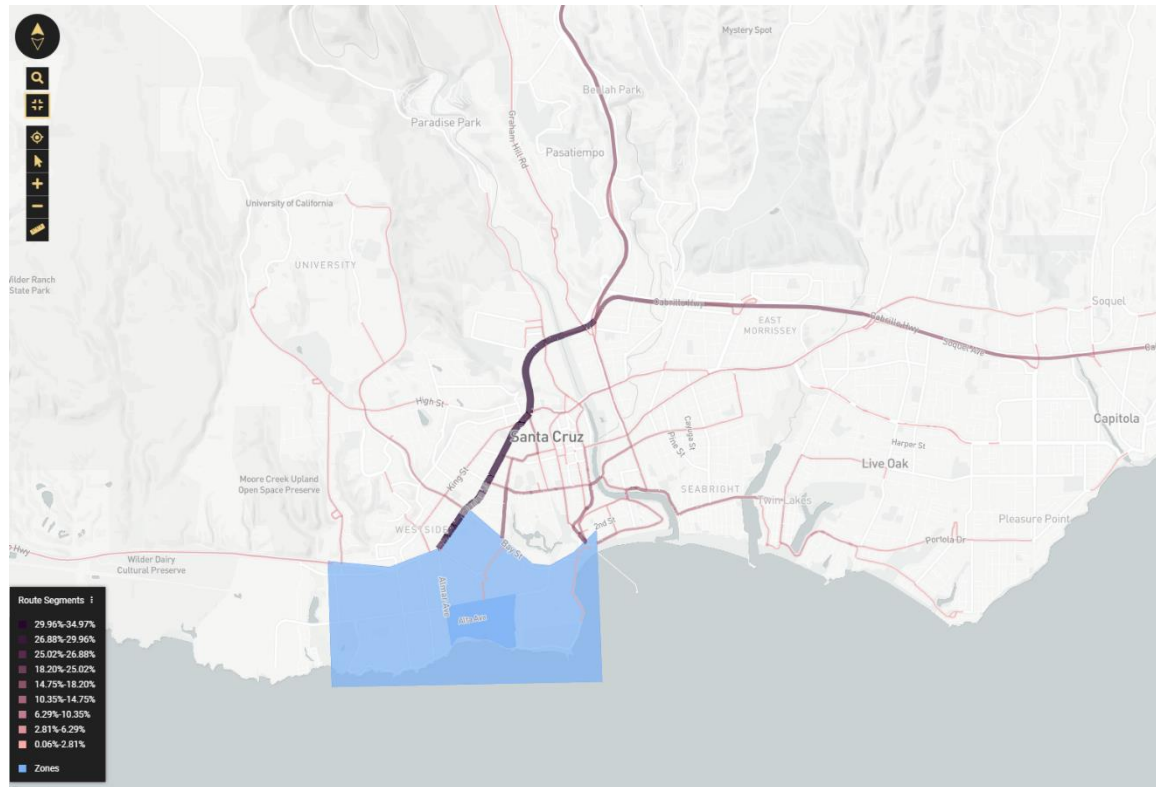
HLA is working with the City of Cle Elum on their Transportation Safety Plan. As part of that plan, HLA requested two proposed scope and fee proposals for Fehr & Peers. Please note that the scope and fee included below is based on current billing rates, updated rates will need to be applied if the proposal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

Project 1: Origin and Destination Study for Problematic Corridors

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

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

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



Assumptions

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

Deliverables

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

Fee

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



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

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

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

Assumptions

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

Deliverables

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

Fee

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



September 21, 2023

City of Cle Elum
119 West 1st Street
Cle Elum, WA 98922

Attn: Mayor Jay McGowan

Re: City of Cle Elum
Crystal Creek Water Main Crossing
HLA Project No.: 23147
Progress Estimate No.: 1 and Final

Dear Mayor McGowan:

Enclosed is Progress Estimate No. 1 and Final for work performed by Ascent Foundation and More, LLC, through September 21, 2023, in connection with their contract for the above referenced project. The amount due the Contractor of \$21,460.39 is net after retainage, per the Contract Documents. Submission of Certified Payrolls for Ascent Foundation and More, LLC and subcontractors are not required for review.

We recommend this Progress Estimate be considered and approved for payment to Ascent Foundations and More, LLC, and the project be accepted as complete by the City of Cle Elum. In lieu of a contract bond, Ascent Foundations and More, LLC has opted for 10% retainage to be withheld from the progress estimate for thirty days. We recommend retainage in the amount of \$2,187.60 be paid thirty days following acceptance of the project by the City of Cle Elum.

Ascent Foundation and More, LLC has provided the required approved "Intent to Pay Prevailing Wages" form to the City of Cle Elum (attached).

This project is under \$35,000.00, therefore, a Notice of Completion to the Dept. of Labor & Industries, Dept. of Revenue, and Employment Security Department is not required.

Please contact our office if you have questions or if we may provide additional information.

Sincerely,

 Digitally signed by
Benjamin A. Annen
Date: 2023.09.21
15:15:04-07'00'

Benjamin A. Annen, PE

BAA/asr

Enclosures

Copy: Aaron Barr, Robin Newcomb, Debbie Lee, Rob Omans, City of Cle Elum
Aaron Hatfield, Taylor Denny, HLA

CONSTRUCTION PROGRESS ESTIMATE

Crystal Creek Water Main Crossing

CITY OF CLE ELUM

119 WEST 1ST

CLE ELUM, WA 98922

HLA PROJECT NO.: 23147C

TO: Ascent Foundation and More, LLC

106 North Peoh Ave. Suite C

Cle Elum, WA 98922

PROGRESS ESTIMATE NO.: 1 and Final

FROM: Sep. 07, 2023

TO: Sep. 21, 2023



BID ITEM NO.	DESCRIPTION	UNIT	CONTRACT TOTAL (Contract + COs)			TOTAL WORK TO DATE		PREVIOUS PAID		AMOUNT DUE NOW (Total - Previous)		PERCENT CONTRACT COMPLETE
			QTY	UNIT PRICE	COST	QTY	COST	QTY	COST	QTY	COST	
1	Minor Change	FA	1	\$ 2,000.00	\$ 2,000.00	0	\$ -			0	\$ -	0%
2	Mobilization	LS	1	\$ 1,705.43	\$ 1,705.43	1	\$ 1,705.43			1	\$ 1,705.43	100%
3	Project Temporary Traffic Control	LS	1	\$ 935.00	\$ 935.00	1	\$ 935.00			1	\$ 935.00	100%
4	Clearing and Grubbing	LS	1	\$ 462.49	\$ 462.49	1	\$ 462.49			1	\$ 462.49	100%
5	Bentonite Backfill, as directed	CY	21	\$ 177.00	\$ 3,717.00	20	\$ 3,540.00			20	\$ 3,540.00	95%
6	PVC Casing Pipe, In Place 18 In. Diam. (City Furnished)	LF	40	\$ 330.83	\$ 13,233.20	40	\$ 13,233.20			40	\$ 13,233.20	100%
7	Landscape Restoration	FA	1	\$ 2,500.00	\$ 2,500.00	0.80	\$ 1,999.91			0.80	\$ 1,999.91	80%
8	Removing and Resetting Beam Guardrail	LF	23	\$ 30.25	\$ 695.75	0	\$ -			0	\$ -	0%

Subtotal	\$	25,248.87	\$	21,876.03	\$	-	\$	21,876.03	87%
8.1% Sales Tax	\$	2,045.16	\$	1,771.96	\$	-	\$	1,771.96	
Project Total	\$	27,294.03	\$	23,647.99	\$	-	\$	23,647.99	
Project Total (Including Sales Tax)	\$	27,294.03	\$	23,647.99	\$	-	\$	23,647.99	87%
Retainage Withheld 10%			\$	(2,187.60)	\$	-	\$	(2,187.60)	
Amount Due Progress Estimate No. 1 and Final			\$	21,460.39	\$	-	\$	21,460.39	

I hereby certify that the foregoing is a true and correct statement of the work performed under this contract.

Digitally signed by Benjamin A. Annen
Date: 2023.09.21 15:15:22-07'00'

Benjamin A. Annen, PE

I hereby accept the Final Progress Estimate and Final Contract Voucher Certification, in accordance with Section 1-09.9 of the WSDOT Standard Specifications.

Ascent Foundation and More, LLC

CONSTRUCTION PROGRESS ESTIMATE - SCHEDULE OF VALUES

City of Cle Elum
Crystal Creek Water Main Crossing



TO: Ascent Foundation and More, LLC
106 North Peoh Ave. Suite C
Cle Elum, WA 98922

HLA PROJECT NO.: 23147C

<i>BID ITEM NO.</i>	<i>BID ITEM NAME</i>	<i>DESCRIPTION</i>	<i>QUANTITY</i>	<i>UNIT</i>	<i>UNIT PRICE</i>	<i>TOTAL PRICE</i>	<i>PERCENT OF ITEM COMPLETE</i>
2	Mobilization	50% Payment at 5% Project Completion	1	LS	\$ 852.72	\$ 852.72	100.00%
2	Mobilization	100% Payment at 10% Project Completion	1	LS	\$ 852.71	\$ 852.71	100.00%
3	Project Temporary Traffic Control	100% at Project Completion	1	LS	\$ 935.00	\$ 935.00	100.00%
4	Clearing and Grubbing	100% at Project Completion	1	LS	\$ 462.49	\$ 462.49	100.00%

HLA ENGINEERING AND LAND SURVEYING, INC.

FORCE ACCOUNT WORKSHEET

DATE WORK PERFORMED: 9/11/2023

BID ITEM: 7

SCHEDULE: A

CITY OF: CLE ELUM

PROJECT NAME: CRYSTAL CREEK

HLA PROJECT NO. 23147C

PRIME CONTRACTOR: ASCENT FOUNDATION AND MORE, LLC

SUBCONTRACTOR:

DESCRIPTION / LOCATION OF WORK: RE-ESTABLISH CREEK BED, CUT WILLOW STARTS AND PLACE IN WEST BANK. PLACE EXISTING ROOT MATERIAL ON CREEK BED.

TIME WORKED RECORD (LABOR)

LABOR EMPLOYEE NAME	JOB CLASSIFICATION	HOURS WORKED		WAGE RATES		TAXES	L & I	FRINGE	TOTAL
		REG.	O.T.	REG.	O.T.	10.530%	\$1.33	BENEFIT	WAGES
KYLE NICHOLSON	UG SW GEN LABOR & TOPMAN	5		\$ 57.24	\$ 85.86	\$ 30.14	\$ 6.63	\$ 25.57	\$ 450.82
MIKE MILLS	PEO USW EXCAVATOR	5		\$ 49.94	\$ 74.91	\$ 26.29	\$ 6.63	\$ 25.57	\$ 410.47
JEREMIAH THOMA	UG SW GEN LABOR & TOPMAN	5		\$ 49.69	\$ 74.54	\$ 26.16	\$ 6.63	\$ 25.57	\$ 409.09
Subtotal									\$ 1,270.39
Markup 31% (Includes WA State Paid Sick Leave)									\$ 393.82
TOTAL LABOR									\$ 1,664.21

EQUIP. NO. OR ID	EQUIPMENT DESCRIPTION	REGULAR HOURS	STANDBY HOURS	REGULAR RATE	STANDBY RATE	AMOUNT
	2021 KOMATSU PC170LC-11 EXCAVATOR	2		\$ 138.72	\$ 44.05	\$ 277.44
Subtotal						\$ 277.44
Markup 21%						\$ 58.26
TOTAL EQUIPMENT						\$ 335.70

DATE	INV. NO.	SUPPLIER	MATERIALS USED	QTY	UNIT	UNIT PRICE	AMOUNT
						\$ -	\$ -
						\$ -	\$ -
						\$ -	\$ -
Subtotal						\$ -	\$ -
Markup 21%						\$ -	\$ -
Sales / Use Tax						\$ -	\$ -
TOTAL MATERIAL						\$ -	\$ -

SUBCONTRACTOR/INVOICE NO.	DESCRIPTION	AMOUNT
		\$ -
		\$ -

Notes:

VERIFICATION OF HOURS WORKED: Certified Payroll Reports

TOTAL WORK \$ 1,999.91

PRIME'S SUBCONTRACTOR 12% MARKUP \$ -

GRAND TOTAL \$ 1,999.91

Digitally signed by Benjamin A. Annen
Date: 2023.09.21 15:15:36-07'00'

CONTRACTOR REPRESENTATIVE

DATE

HLA REPRESENTATIVE

DATE

State of Washington

Department of Labor & Industries

Prevailing Wage Section - Telephone 360-902-5335

PO Box 44540, Olympia, WA 98504-4540

Statement of Intent to Pay Prevailing Wage

Project Detail - [Project Dashboard](#)

Document Received Date:	Intent ID:	Affidavit ID:	Status: Approved On
9/7/2023	1361268		9/7/2023
Company Details			
Company Name:	ASCENT FOUNDATION & MORE LLC		
Address:	106 N PEOH AVE STE C CLE ELUM, WA, 98922		
Contractor Registration No.	ASCENFM876K9		
WA UBI Number	603284672		
Phone Number	509-201-0189		
Industrial Insurance Account ID	99336102		
OMWBE Certifications as of 9/7/2023	No active certifications existed when Intent was submitted		
Email Address	helen@merleinc.com		
Filed By	Helen Terry		
Prime Contractor			
Company Name	ASCENT FOUNDATION & MORE LLC		
Contractor Registration No.	ASCENFM876K9		
WA UBI Number	603284672		
Phone Number	509-201-0189		
Project Information			
Awarding Agency	CLE ELUM, CITY OF 301 PENNSYLVANIA AVE CLE ELUM, WA - 98922		
Awarding Agency Contact	City of Cle Elum		

Awarding Agency Contact Phone Number 509-674-2262
 Contract Number 23147
 Project Name Crystal Creek Water Main Crossing
 Project Description Crystal Creek Water Main Crossing
 Contract Amount \$27,204.43
 Contract Type Description Bid-Build (Traditional)
 Bid due date 8/15/2023
 Award Date 8/25/2023
 Project Site Address or Directions

Payment Details

Check Number:
 Transaction Id: 109548389

Intent Details

Expected project start date: (MM/DD/YYYY) 9/7/2023
 In what county (or counties) will the work be performed? Kittitas
 In what city (or nearest city) will the work be performed? Cle Elum
 What is the estimated contract amount? **OR** is this a time and materials estimate? \$27,204.43
 Does your company intend to hire **ANY** subcontractors? Yes
 Will your company have employees perform work on this project? Yes
 Do you intend to use any apprentices? (Apprentices are considered employees.) No
 How many owner/operators performing work on the project own 30% or more of the company? 0

Journey Level Wages

County	Trade	Occupation	Wage	Fringe	# Workers
Kittitas	Power Equipment Operators-Underground Sewer & Water	Loaders, Overhead Under 6 Yards	\$50.52	\$25.57	1
Kittitas	Power Equipment Operators-Underground Sewer & Water	Shovel, Excavator, Backhoe, Tractors Under 15 Metric Tons	\$49.94	\$25.57	1

Kittitas	Power Equipment Operators- Underground Sewer & Water	Shovel, Excavator, Backhoes, Tractors: 15 To 30 Metric Tons	\$50.52	\$25.57	1
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Public Notes

☐ [Show/Hide Existing Notes](#)

No note exists

CITY OF CLE ELUM
Planning Department

AGENDA
ORDINANCE No. 1654

AGENDA DATE: *September 25, 2023*

ACTION REQUESTED: *Adoption of Ordinance No. 1654*

BACKGROUND: *At the September 11, 2023, meeting, Council approved Ordinance No. 1653 adopting the Critical Areas Ordinance, Development Regulations, and Best Available Science. As part of this adoption process, Commerce requires cities to complete the circle of process by adopting an ordinance or resolution that clearly states all actions taken in order to achieve compliance.*

Ordinance No. 1654 complies with Commerce's requirements and once approved and submitted, would put the city in good standing.

RECOMMENDATION: *Adoption*
HANDLING: *City Clerk, Council*
ATTACHMENTS: *Ordinance No. 1654*
LEAD STAFF: *Colleda Monick, HLA*

**CITY OF CLE ELUM
WASHINGTON
ORDINANCE NO. 1654**

**AN ORDINANCE ADOPTING AN UPDATE TO THE COMPREHENSIVE PLAN;
UPDATING DEVELOPMENT REGULATIONS TO BE CONSISTENT WITH THE
WASHINGTON STATE RCW AND ADOPTED CRITICAL AREAS ORDINANCE
(CAO).**

WHEREAS, the Washington State Growth Management Act requires the City of Cle Elum to adopt a Comprehensive Plan; and

WHEREAS, the City last updated its Comprehensive Plan in June 2019; and

WHEREAS, the schedule established by the Growth Management Act in RCW 36.70A.130(4) requires that the City review and, if necessary, revise its Comprehensive Plan to ensure compliance with the Growth Management Act; and

WHEREAS, the City of Cle Elum, as required, submitted draft regulations for 60-day state review on March 15, 2021; and

WHEREAS, the City of Cle Elum reviewed and adopted Ordinance 1653, Critical Areas Ordinance, on September 11, 2023, to meet requirements of the Growth Management Act in RCW 36.70A.130(4); and

WHEREAS, the City of Cle Elum, as part of their comprehensive plan update, reviewed their development regulations and found they meet the requirements of the Growth Management Act in RCW 36.70A.130(4), and find the regulations to be consistent with the Comprehensive Plan, Ordinance 1559, adopted on June 25th, 2019; and

WHEREAS, the City of Cle Elum has completed update requirements of the Growth Management Act in RCW 36.70A.130(4) with the adoption of the Comprehensive Plan, Ordinance 1559, with the finding that the development regulations remain consistent with the adopted Comprehensive Plan, Ordinance 1559, and the Critical Areas Ordinance, Ordinance 1653; and

WHEREAS, the City conducted appropriate review pursuant to the State Environmental Policy Act; and

WHEREAS, the City Council finds that the updated document, "City of Cle Elum Comprehensive Plan: 2019," is consistent with Chapters 36. 70A RCW and 365-196 WAC;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON:

Section 1. Comprehensive Plan Adoption

The City of Cle Elum hereby adopts the "City of Cle Elum Comprehensive Plan: 2019"

Section 2. Severability

If any provision of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 3. Effective Date

This Ordinance shall be in full force and effect five days from and after its passage, approval, and publication in the manner required by law.

PASSED this 25th day of September, 2023.

JAY MCGOWAN, MAYOR

ATTEST:

DEBBIE LEE, CITY CLERK

Stephanie Haag
 HopeSource
 110 N Pennsylvania Ave.
 Cle Elum, WA 98922

August 30, 2023

Cle Elum City Hall & City Council
 119 W 1st Street
 Cle Elum, WA 98922



Reg: Pangrazi Nomination for Cindy Sole

I would like to nominate Cindy Sole for this year's Pangrazi Award. Cindy is a faithful volunteer at our HopeSource Food Bank, a founding member and active leader in Mannafest, and an overall 'see a need, meet a need' individual that would both encourage and inspire Judge Paul Pangrazi.

Cindy began volunteering at the HopeSource Food Bank in 2019 and has given nearly 450 hours of her time to nourishing our neighbors. She assists our food bank shoppers with a caring heart. She often knows them by name and always leaves them feeling seen and affirmed, which is a rare experience for many of our visitors. She sorts and prepares food with the intent to make the recipient feel dignity and respect. She willingly takes on mundane support tasks, such as monthly inventory counts and changing the refrigerator seals. As much as we would like to have Cindy all to ourselves at the food bank, her work can be seen throughout the entire community.

Mannafest is another example of her investment in the betterment of our neighbors. Mannafest is a Dinner Church with the intent of welcoming people who may be uncomfortable with 'church' but wanting to know more about Jesus. Cindy was a founding member 4 years ago and sought to ensure that all feel welcome. Rich, poor, housed, homeless, employed, retired, well-dressed, or tattered – all share the dinner table together at these weekly gatherings. It is difficult to describe Cindy's contribution to this dinner community because her tasks are many: Providing seasonal table décor, laundering tablecloths, preparing meals, after-event clean up, engaging in leadership decisions, and discovering and meeting individual's needs.

Outside of these gatherings, she leads a small Christian ladies' community group, has assisted with housing repairs, and even provided dress tailoring! She hand-crafts items for local fundraisers and has provided community craft nights at her house, open to anyone. She has even shared her home with community members in crisis. There is no need too big or too small for Cindy's impact to be felt.

Many people want to serve when it is convenient to them; their service is carefully scheduled into their calendars. Cindy has chosen to live every moment of her life as an opportunity for service to others. Ordering my morning coffee usually feels like an interaction; She sees it as an opportunity to engage and bless others. She makes our community a better place to be and inspires me to do the same.

Thank you for your consideration of Cindy for this prestigious award,

Stephanie Haag
 HopeSource, Upper County Operations Manager

Nomination for the 2023 Judge Paul P. Pangrazi Memorial Service Award

Gary Raymond Berndt



I am proud to nominate **Gary Berndt** for the Judge Paul P. Pangrazi Memorial Service Award. A member of **Upper Kittitas County/Cle Elum** for over 50 years, **Gary** has dedicated his life to volunteer work, community programs, and civic duties. There is no one more dedicated to our social foundation, the safety and success of our land, community and citizens and the vast expertise he shares with kindness and professionalism. He inspires our entire community!

Gary is a staple in this community. He is an inspiration, and respected leader across party lines and works tirelessly to enhance our community and the services to all citizens of Upper Kittitas County. I will close with a brief list of the major volunteer work Gary has been involved in since the 1970s. These boards, commissions, elected positions, and leadership roles have been instrumental in the success of our community for over 50 years projects and volunteer work. These bodies of work speak for themselves:

- District Manager for DNR 45+ years
- Served 2 terms as Commissioner on Kittitas County Hospital District 2 (terms were not successive)
- Served 1 term as City Councilman for the City of Cle Elum
- Served 16 years as Mayor of the City of Cle Elum
- (Was instrumental in creating Progress Path and the Coal Miners Trail)
- Served 3 ½ years as County Commissioner District 2
- Served 5 years as statewide "Wildland Fire Liaison."
- Chair of the Wildland Fire Advisory Committee
- Chairman of the City of Cle Elum Planning Commission since 2020.
- Member of Rotary since 2003
- Chairman of FISH representing the Upper County
- Checkerboard Forest member
- Mountain to Sound Greenways member
- Volunteered at HopeSource
- Helped Mayor McGowan with the project at the mouth of Coal Miner's trail.
- Volunteered with COVID-19 clinics at the Upper County Sr. Center and in Ellensburg.

Again, this is **not** a complete list of Gary's volunteer and civic work, but it is a stunning body of work, and I am honored to nominate him for the Judge Paul P. Pangrazi Memorial Service Award, 2023.

Thank you for the consideration of Gary Burndt as an award recipient.

Ingrid Vimont

206-484-3812



Date: 8/25/2023
To: City of Cle Elum
Fm: Marc Kirkpatrick
Re: Judge Paul P. Pangrazi Memorial Service Award

Dear Honorable Mayor and Council,

I'm writing this letter to nominate Dawn Cameron for the Judge Paul P. Pangrazi Memorial Service Award. Over the past year or more Dawn has really shown her passion to volunteer, lead, fundraise, and dedicate a large amount of her time and effort to help the City of Cle Elum and surrounding communities.

Her efforts have raised money and awareness to:

- Warrior Booster Club
- Rotary Foundation
- Skate Park
- CERSD Football safety equipment
- Kittitas County Habitat for Humanity
- Teen Shop

Dawn has also brought in a variety of new people into the giving circle and expanded her resources and ability to do great things in our community.

Thank you in advance for your consideration of presenting Dawn this award.

Best Regards,

Marc Kirkpatrick