City of Ellensburg

Transportation Safety Action Plan (TSAP)

May 2025

Table of Contents

Appendices

Acknowledgments

Funding Partner

United States Department of Transportation (USDOT)

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Introduction

This Transportation Safety Action Plan (TSAP) represents the City of Ellensburg's ongoing commitment to reducing crashes on its roadways. This plan is based on the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) model for comprehensive safety action plans. In the fiscal year (FY) 2022 SS4A funding cycle, the City was awarded $160,000 to develop the TSAP.

SS4A action plans include eight key components, which are: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity, policy and process changes, strategy and project selections, and progress and transparency. This TSAP builds on the City's past planning efforts and strengthens its approach to reduce and ultimately eliminate serious-injury and fatal crashes on the community's transportation system.

Methodology

The TSAP was developed by analyzing historic crash data, identifying priority locations, and gathering community input to characterize roadway safety problems and identify the most significant safety risks. The analysis used five years (2019-2023) of crash data to evaluate crash types and locations, identify key risk factors which lead to traffic crashes in Ellensburg and the surrounding urban growth area, and identify countermeasures to address locations where crashes have occurred in the past, or where risk factors exist that may contribute to future crashes (systemic analysis).

The plan analyzed all traffic crashes but focuses on identifying risk factors involving the most vulnerable roadway users and related to crashes which resulted in serious injuries and fatalities. The project team then identified specific safety countermeasures to apply and prioritized those improvements based on effectiveness, benefit-cost analysis, and community input. The resulting list of projects is intended to inform future capital projects, and education and enforcement campaigns.

The following steps were used to develop the TSAP:

- Analysis of historic crash data.
- Systemic assessment of roadway characteristics and land use.
- Identification of high priority locations.
- Identification of safety strategies and improvement projects to address high priority locations.
- Community engagement and collaboration, including establishment of a Vision Zero Task Force and Trusted Advocates group.
- Development of a prioritized list of projects.

Limitations on use:

- Under 23 U.S. Code § 409 and 23 U.S. Code § 148, although they are subject to records requests, 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.
- The analysis and recommendations in this report are based upon limited information. Before using any of its information for design or construction, more detailed analysis and data collection, such as field survey, is needed.

- The scope of this work, including study locations, time frame, and topics, was determined in collaboration with the City of Ellensburg. It is possible that some locations or issues were not addressed in this report, and nothing should be inferred by their omission.

Context

The City of Ellensburg is located in rural Kittitas County, about 30 miles east of Cle Elum and 40 miles north of Yakima. Visitors and residents enjoy Ellensburg's walkable downtown and fare-free transit service. Because of its location along the I-90 corridor, proximity to I-82, and local agricultural industries, Ellensburg experiences a significant amount of freight traffic. Ellensburg is also home to Central Washington University (CWU), and so about half of its population of about 20,000 people consists of CWU students.

Safe System Approach

The Safe System Approach is a framework supported by the U.S. Department of Transportation that aims to create a forgiving transportation system to reach the goal of no fatal or serious injury crashes.

The Safe System Approach uses the following principles:

- Death/serious injury is unacceptable: A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- Humans make mistakes: People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

Source: FHWA.

- Humans are vulnerable: Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

- Responsibility is shared: Everyone—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—is vital to preventing fatalities and serious injuries on our roadways.
- Safety is proactive: Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- Redundancy is crucial: Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Additional information about the Safe System Approach, provided by the Federal Highway Administration (FHWA), is available in **Appendix A**.

1. Leadership Commitment and Goal Setting

Vision and Goal

Six principles guide the Safe System Approach: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

In the five-year period from 2019-2023, 11 crashes resulted in a severe outcome in the City of Ellensburg including one fatality and ten serious injuries. Everyone travelling in Ellensburg should be able to reach their destination safely without life-altering outcomes. The City of Ellensburg is committed to improving the safety of its transportation system by adopting the following commitment at the City Council meeting on June 2, 2025:

> **50% reduction in roadway fatalities and serious injuries by 2035,**
> **with the eventual goal of zero roadway fatalities and serious injuries.**

The TSAP serves as the City's guidance to meaningfully advance this goal by incorporating safety as a key component to any planning or decision-making regarding Ellensburg's Transportation System.

2. Planning Structure (Task Force)

In September 2024, the project team distributed invitations to participate in the project Task Force. Invitees included representatives from local agencies and organizations that serve the community and represent a broad range of disciplines and demographics, such as county agencies, non-profits, schools, business organizations and faith-based organizations.

Task Force members included representatives from the following organizations:

- City of Ellensburg Public Works & Utilities
- Fehr & Peers
- AV Consulting
- Psomas
- Kittitas Co. Public Works
- City DEI Commission
- Ellensburg School District
- Central WA University
- People for People
- Kittitas Co. Recovery Community Org.
- Kittitas Valley Ministerial Assoc.

Task Force roles and responsibilities were defined as follows:

- Review and comment on transportation safety analysis information and proposed safety countermeasure projects.
- Review transportation safety projects already identified by the community through the 2020 Active Transportation Plan and the 2023 City of Ellensburg Comprehensive Plan.
- Review and comment on community engagement plan.
- Support community engagement efforts through the dissemination of information.
- Ensure transparency throughout the planning process.

Task Force Meetings

In total, the Task Force met five times between October 2024 and April 2025. A summary of the agenda topics presented at each Task Force meeting is as follows:

Meeting No. 1 Agenda

- Welcome/Introductions
- Project Overview
  - SS4A Funding Program
  - Schedule (from perspective of funding timeline)
  - Task Force Responsibilities
- Safety Analysis Methodology
  - Overview of data collection and what we're looking for
  - Questions/open discussion
- Community Engagement Plan
  - Engagement Strategy/Overview – who's involved
  - Vision Zero Task Force – details, purpose of structure
  - Trusted Advocates role
  - Previous engagement strategies and key takeaways
  - Broader engagement after preliminary project list
- Project Prioritization Methodology
  - Preliminary Review of ATP and Comp. Plan Project Lists – City progress
  - Updates for this project
- Questions/open discussion, closing

Meeting No. 2 Agenda

- Community Engagement Update
- Existing Transportation System Safety Evaluation Results
- Safety Corridor Network & Emphasis Areas
- Equity Analysis (Per Census Block Data)
- Safety Countermeasures/Strategies Overview

Meeting No. 3 Agenda

- Community Engagement Strategy
- Review Preliminary Safety Improvement Projects (Corridors) List
- Equity Analysis (Community Perspective)

Meeting No. 4 Agenda

- Community Engagement Update

Meeting No. 5 Agenda

- Community Engagement Summary Report
- Priority Projects
- Next Steps for the City
    - Vision Statement
    - Progress and transparency approach
    - Apply for Implementation and/or Demonstration Grants

In summary, the Task Force fulfilled their roles on the project and provided helpful guidance on the development of the Community Engagement Plan and strategies, delineation of locations of underserved areas within Ellensburg and the surrounding urban growth area, and confirmation of high priority corridors based on historic crash data and systemic assessment of the roadway network.

3. Safety Analysis

The TSAP's development was informed by data, including crash records, as well as input from City staff and the public. The data-driven process for analyzing existing roadway safety conditions includes the following:

- Examination of Historical Crash Trends: Review of crash statistics to evaluate when, where, and why crashes occur and who is involved.
- Development of High Injury Network: Identification of roadways where most KSIs are concentrated for targeted intervention.
- Identification of Crash Risk Factors: Identification of factors related to the most prevalent crash types and contexts.

Historical Crash Analysis

Data Sources and Analysis

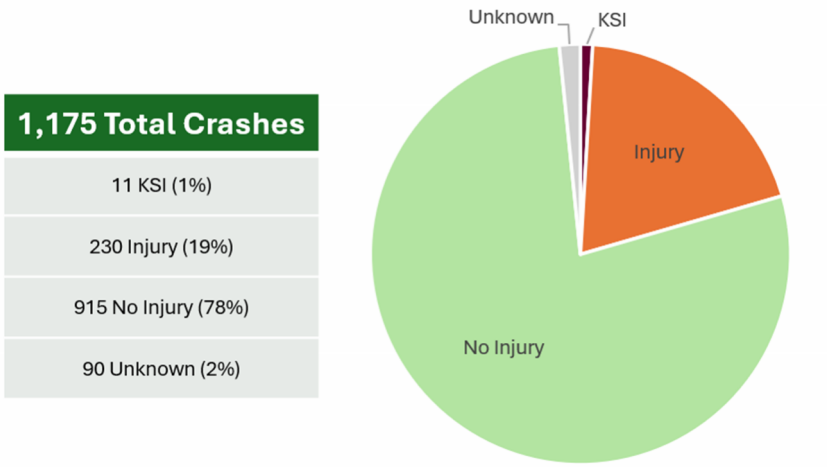
Crash data from the Washington State Department of Transportation (WSDOT) crash portal was analyzed for a 5-year period, from 2019-2023. The analysis includes all public roads within the City of Ellensburg's urban growth area but excludes crashes on I-90 limited access state highway. From 2019-2023, 1,175 total crashes were reported.

Crashes by Severity

Ellensburg's goal is to eliminate crashes resulting in fatalities and serious injuries. These most severe crashes are categorized as KSI which stands for "killed or seriously injured." During the five-year study period, 11 KSI crashes were reported - 10 of which were serious injury crashes, and one fatal crash. Of the 1,175 total crashes reported in the five-year period, 1% were KSI crashes.

Although KSI crashes are the highest priority to address, no crashes are desirable and crashes with less severe outcomes can provide insight into where and why crashes are occurring and how the transportation system could be changed to reduce the likelihood of future crashes, including KSIs. During the five-year study period, 230 crashes resulted in a non-serious injury, 915 crashes resulted in no injury, and 19 crashes were reported as unknown. Of the 1,175 crashes reported, 20% resulted in an injury-related crash (KSI and injury), shown in **Figure 1.** Additional details regarding KSI crashes are included in **Appendix B**.

Figure 1: Total Crashes (2019-2023)



Source: WSDOT Crash Data 2019-2023

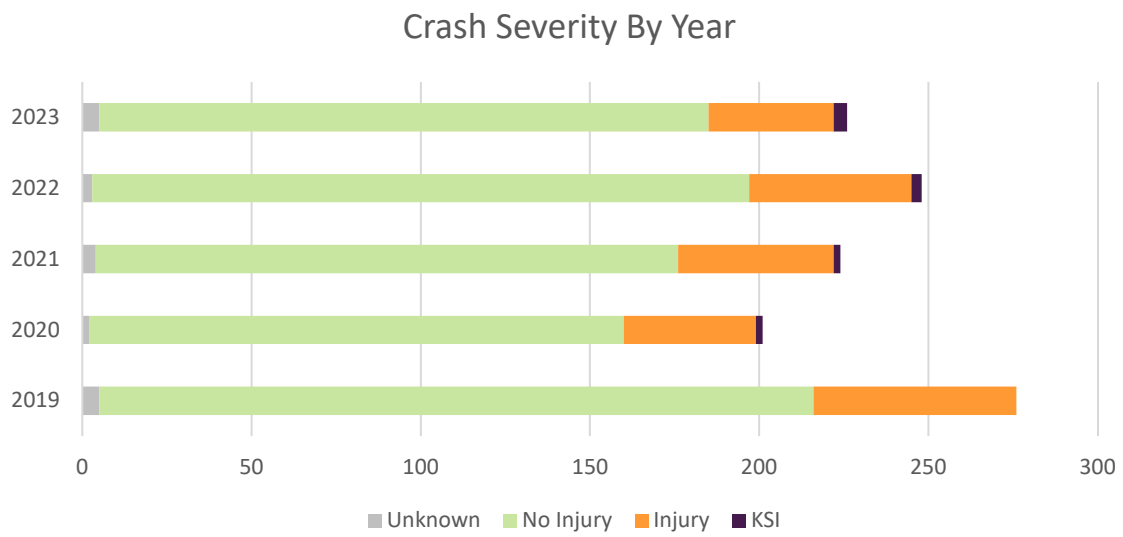
Table 1 and **Figure 2** summarize the crash severity by year. The highest total number of crashes occurred in 2019 with 276 crashes. The reduction in total crashes in 2020 and the years since may be in part due to the effect of the COVID-19 pandemic, when the City likely experienced a reduction in people traveling overall. The number of KSI crashes has increased from 2019 to 2023 but with the KSI crashes being so few this does not necessarily indicate a trend. The number of total injury crashes (KSI plus injury) has slightly declined from 2019 to 2023. On average per year there were 235 total crashes and 2.2 KSI crashes in Ellensburg.

Table 1: Crash Severity by Year

	2019	2020	2021	2022	2023	Yearly Average
KSI	0	2	2	3	4	**2.2**
Injury	60	39	46	48	37	**46**
No Injury	211	158	172	194	180	**183**
Unknown	5	2	4	3	5	**3.8**
Total	**276**	**201**	**224**	**248**	**226**	**235**
Total Injury	60	41	48	51	41	**48.2**

Source: WSDOT Crash Data 2019-2023

Figure 2: Crash Severity by Year

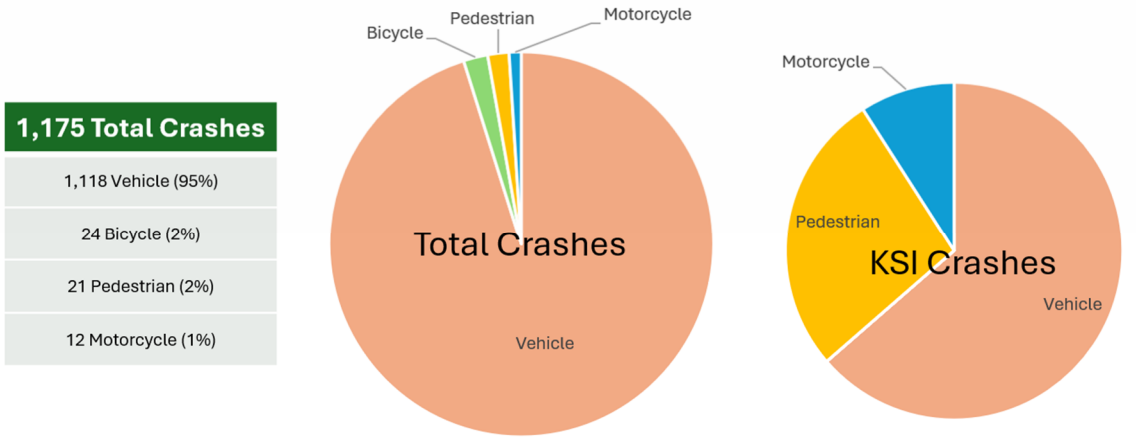


Source: WSDOT Crash Data 2019-2023

Crashes By Mode

Crashes involving different transportation modes tend to have different outcomes. It is well documented that people traveling outside of a vehicle are more likely to sustain severe injury or death than people inside of a vehicle because they do not have the protection of the vehicle around them to lessen the forces to the body during a crash. People traveling outside of a vehicle i.e., people walking, biking, using mobility assistive devices (wheelchairs, mobility scooters, walkers, chains, etc.), and micro-mobility devices (scooters, skateboards, electric assisted devices, etc.) are described as "vulnerable road users" because they are more vulnerable to severe outcomes if involved in a crash. Ellensburg's crash history supports this, with vulnerable road users involved in 4% of total crashes, yet 27% of KSI crashes. This underscores the need for countermeasures focused on the safety of vulnerable road users. People riding motorcycles also tend to have more severe outcomes when involved in a crash than people driving a vehicle, supported by the crash history of motorcyclists involved in 1% of total crashes, yet 9% of KSI crashes.

Figure 3: Crashes by Mode



Proportion of Total Crashes	95%	2%	2%	1%
Proportion of KSI Crashes	64%	0%	27%	9%

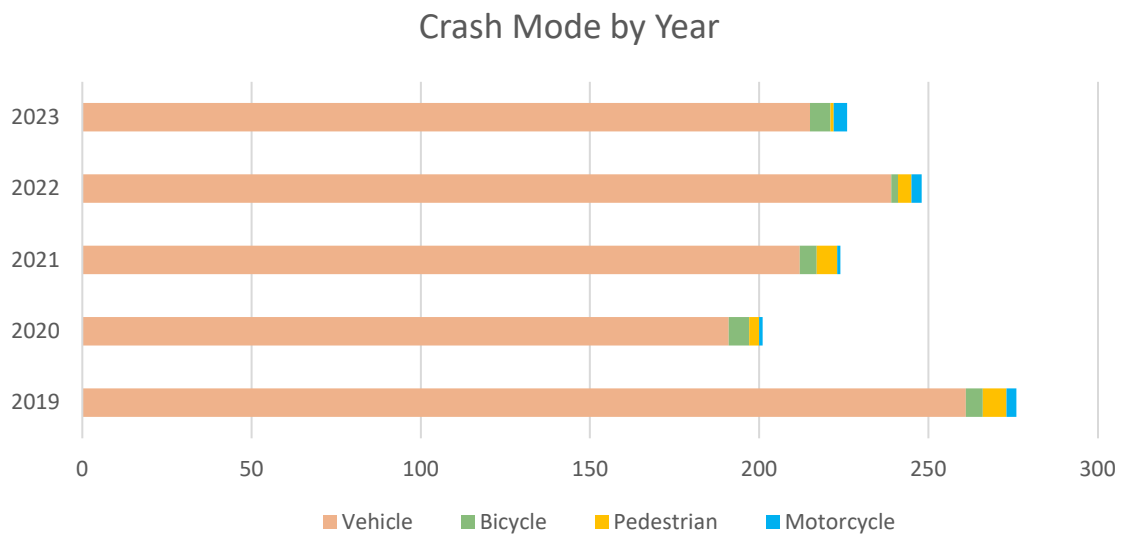
Source: WSDOT Crash Data 2019-2023

Table 2: Crash Mode by Year

	2019	2020	2021	2022	2023	Yearly Average
Vehicle	261	191	212	239	215	**223.6**
Bicycle	5	6	5	2	6	**4.8**
Pedestrian	7	3	6	4	1	**4.2**
Motorcycle	3	1	1	3	4	**2.4**
Total	**276**	**201**	**224**	**248**	**226**	**235**

Source: WSDOT Crash Data 2019-2023

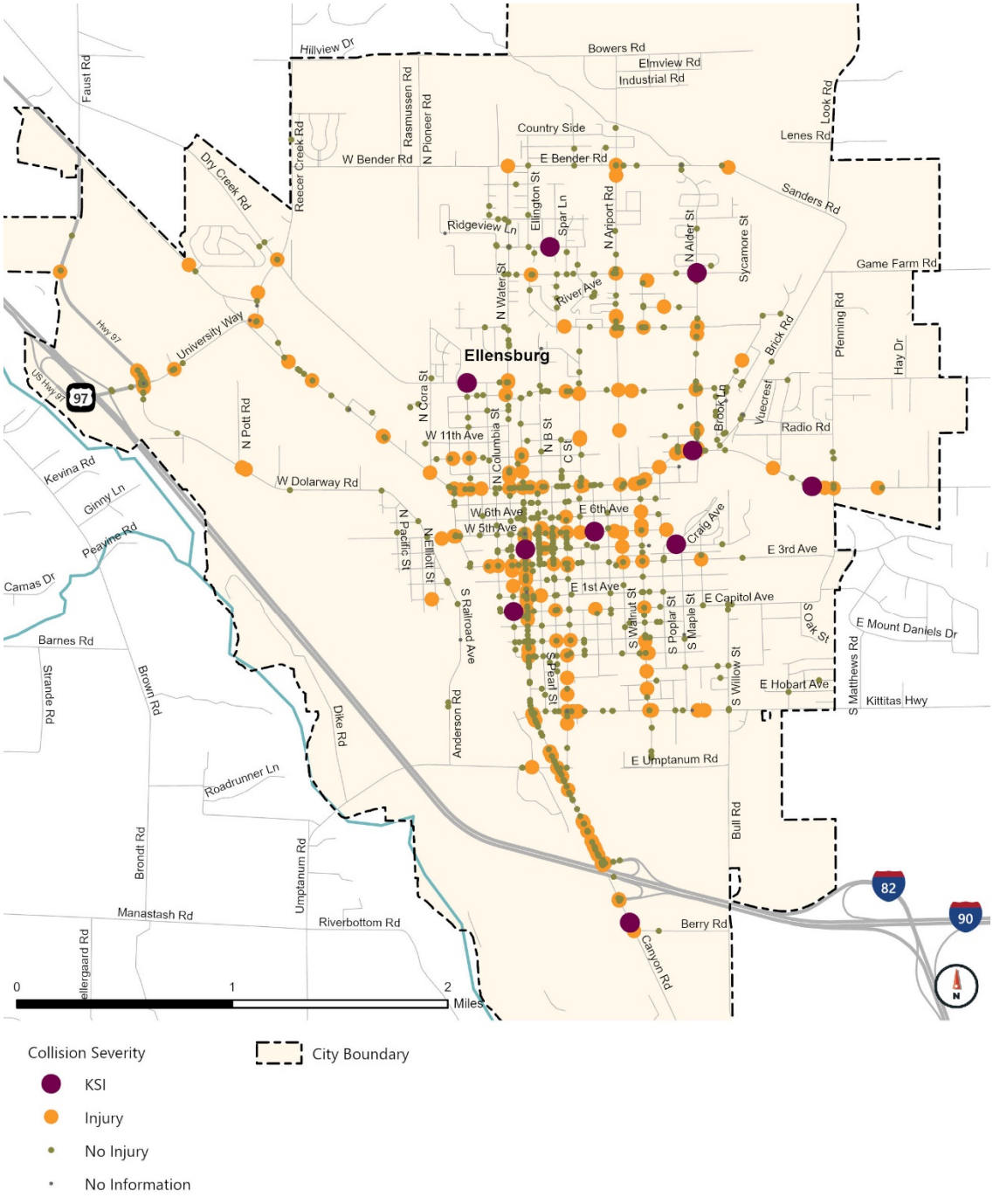
Figure 4: Crash Mode by Year



Source: WSDOT Crash Data 2019-2023

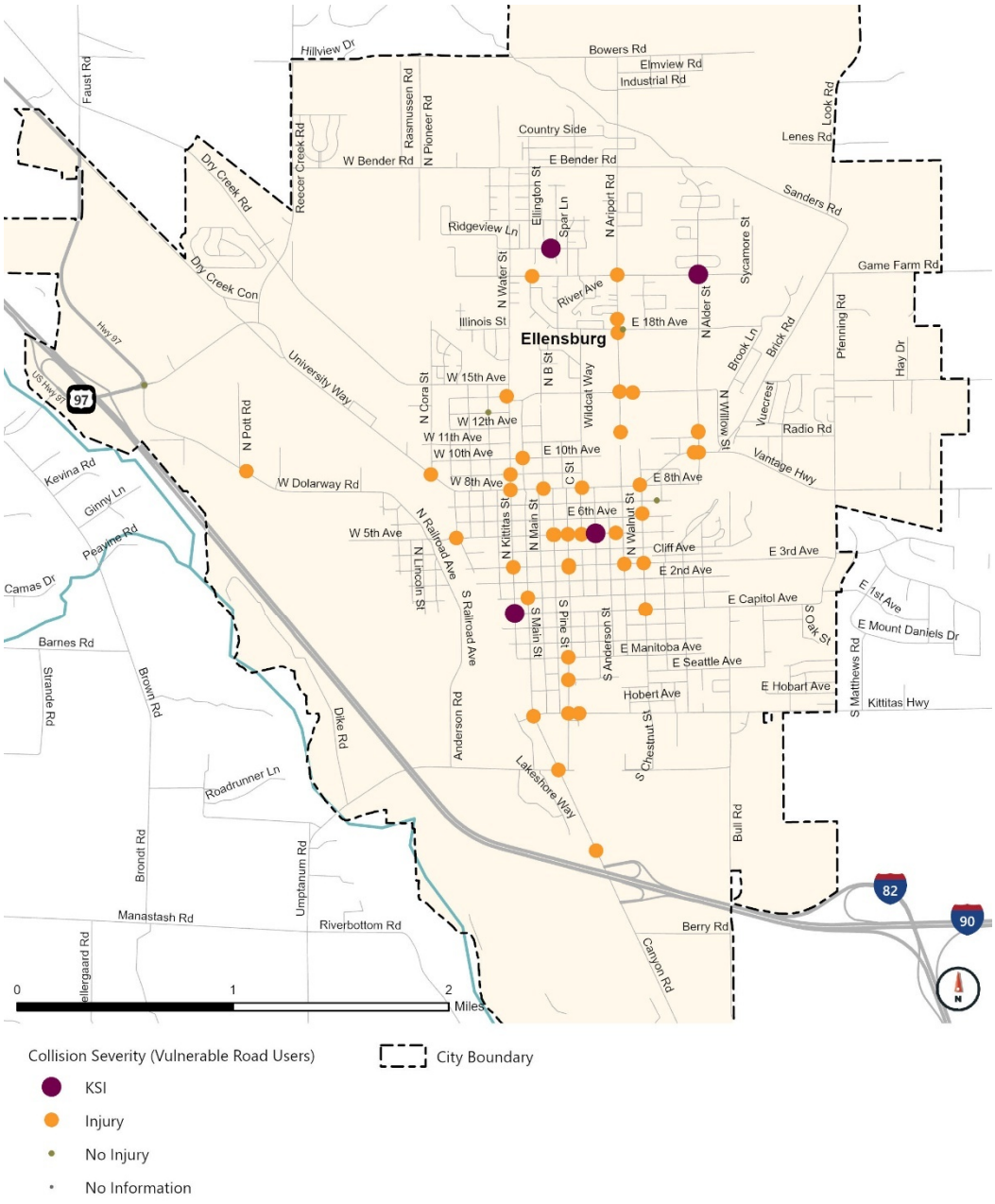
Crash Trends by Location

Figure 5: Map of all Crashes



Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Figure 6: Map of Bicycle, Pedestrian, and Motorcycle Crashes



Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Key Crash Trends in Ellensburg

Table 3 summarizes several patterns that appear in Ellensburg's crash history over the five-year period.

Table 3: Key Crash Trends in Ellensburg

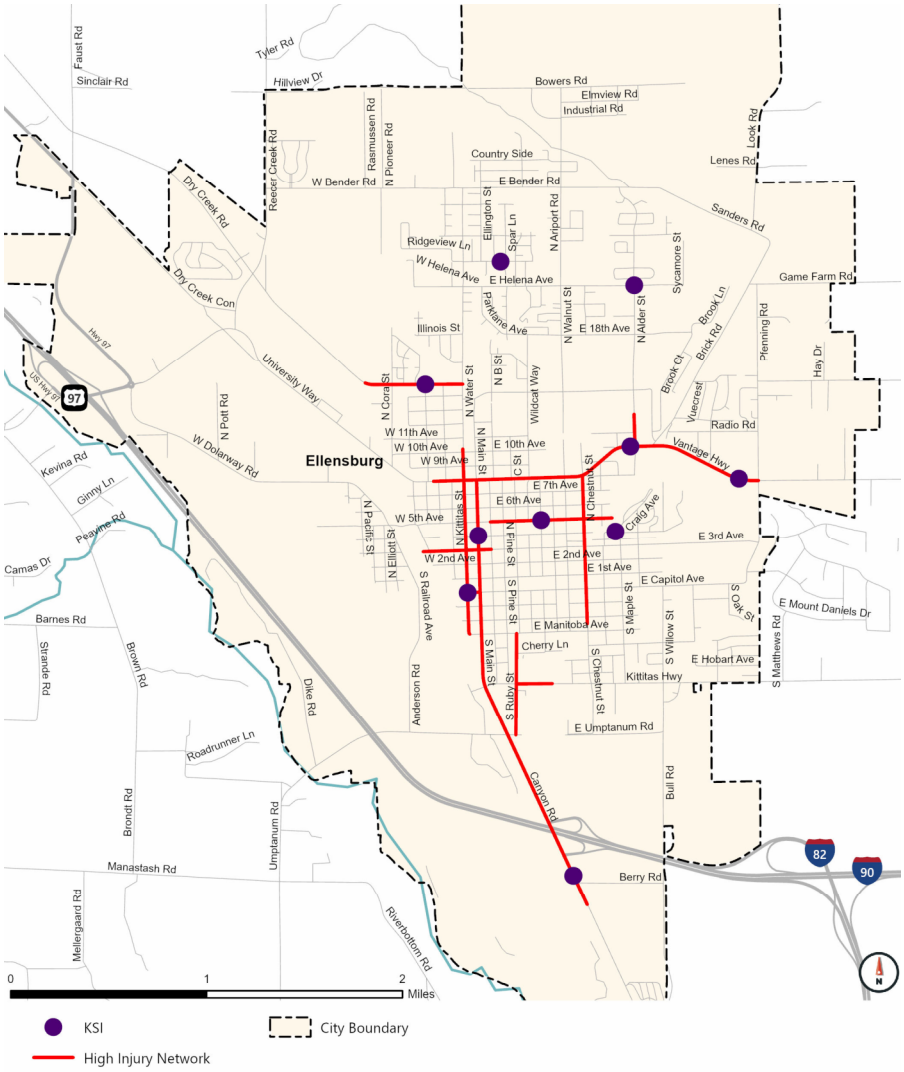
Key Trends	Key Data
Mode-Based Trends	**Vehicles** were involved in 95% of crashes and 64% of KSIs.
	Bicyclists were involved in 2% of crashes and 0% of KSIs.
	Pedestrians were involved in 2% of crashes and 27% of KSIs.
	Motorcyclists were involved in 1% of crashes and 9% KSIs.
Circumstance-Based Trends	36% of KSIs and 11% of injuries were related to **improper turns**.
	18% KSIs and 22% of injuries were related to **distracted driving**.
	18% of KSIs and 23% of injuries were related to **failure to yield.**
	18% of KSIs and 4% of injuries were **under the influence** of alcohol or drugs.
Movement-Based Trends	27% of KSIs and 9% of injuries involved a **left turn**.
	27% of KSIs and 9% of injuries involved **hitting a pedestrian**.
	18% of KSIs and 9% of injuries involved **hitting a fixed object.**
	9% of KSIs and 56% of injuries involved **entering at an angle** or **rear ending**.
Time-Based Trends	54% of KSIs occurred when it was **dark** or **dusk** outside
	All KSIs occurred during **clear** weather conditions and **dry** road surface.
Location-Based Trends	72% of all KSIs occurred on a Principal or Minor **Arterial** Roadway.
	54% of KSIs occurred in **commercially zoned areas**.
	54% of KSIs occurred **at an intersection.**

Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

High Injury Network (HIN)

A High Injury Network (HIN) identifies corridors in Ellensburg with the highest occurrence of crashes weighted by severity of outcome for people involved. The HIN represents just 6% of Ellensburg's roadway network but was the location of 45% of total crashes and 73% of KSI crashes during the five-year study period.

Figure 7: Ellensburg High Injury Network (HIN)



Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Table 4: Street Segments Identified in the HIN

East-West	North-South
15th Avenue	Water Street
University Way	Main Street
Vantage Highway	South Canyon Road
5th Avenue	Chestnut Street
3rd Avenue	Ruby Street
Kittitas Highway	Alder Street

Systemic Crash Analysis

Systemic analysis is a proactive approach to safety analysis that extrapolates crash history to the greater roadway network by identifying other locations that have a similar context to where the highest number and most severe of crashes have occurred. This approach identifies risk factors specific to Ellensburg that are associated with an overrepresentation of crashes. These risk factors were then used to identify where crashes may be more likely to occur whether or not there is a history of crashes at that location. Incorporating this systemic risk assessment helps identify proactive opportunities to reduce the risk of injury crashes before they occur. Risk factors were developed for vulnerable road users and all road users.

This proactive analysis is a principal of the Safe System Approach.

Risk Factors

Risk factors were developed for vulnerable road users and all road users. To identify potential risk factors associated with crashes, the 2019-2023 crash data was aggregated and analyzed for patterns. The crash data was joined spatially in GIS to nearby contextual data, which included the following potential risk factors:

- Streets, including number of lanes, posted speed limit, and functional classification
- Land use zoning
- Proximity to bus stops
- Proximity to schools, government buildings, and parks
- Presence of sidewalks and bike facilities
- Proximity to intersections

To determine the over-represented crash factors, the frequency of all crashes and vulnerable road user crashes were compared against the proportion of the network the risk factor represents.

Identified All Road User Risk Factors

These risk factors were identified for all road users using all crashes in the five-year study period.

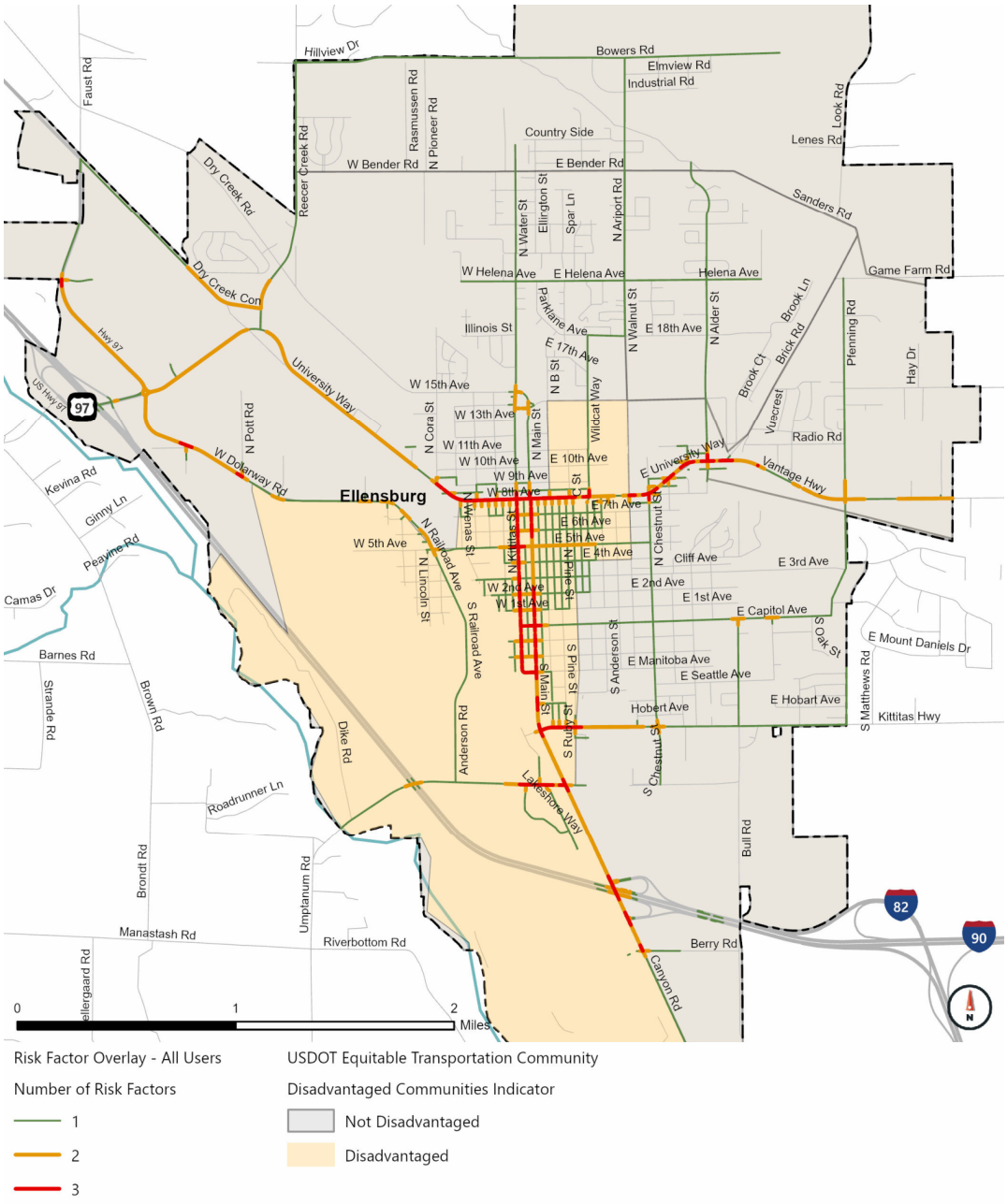
Table 5: All Road User Risk Factors

Risk Factor	Description	Portion of Network	Portion of Crashes
Commercially Zoned Areas	Within a Commercial land use classification.	17%	55% of KSIs 54% of crashes
Arterial Roadways	Roads classified as principal and minor arterials.	23%	73% of KSIs 67% of crashes
Large Intersections	150 feet around intersections where roadways have 3 or more lanes.	6%	45% of KSIs 23% of crashes

Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Figure 8 shows the locations where 1, 2, or 3 of the above risk factors for all road users are present in Ellensburg.

Figure 8: All Road User Risk Factor Locations



Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Identified Vulnerable Road User Risk Factors

Risk factors were then identified for vulnerable road users using crashes involving pedestrians (3 KSI crashes, 21 total crashes) and crashes involving bicyclists (0 KSI crashes, 24 total crashes) in the five-year study period.

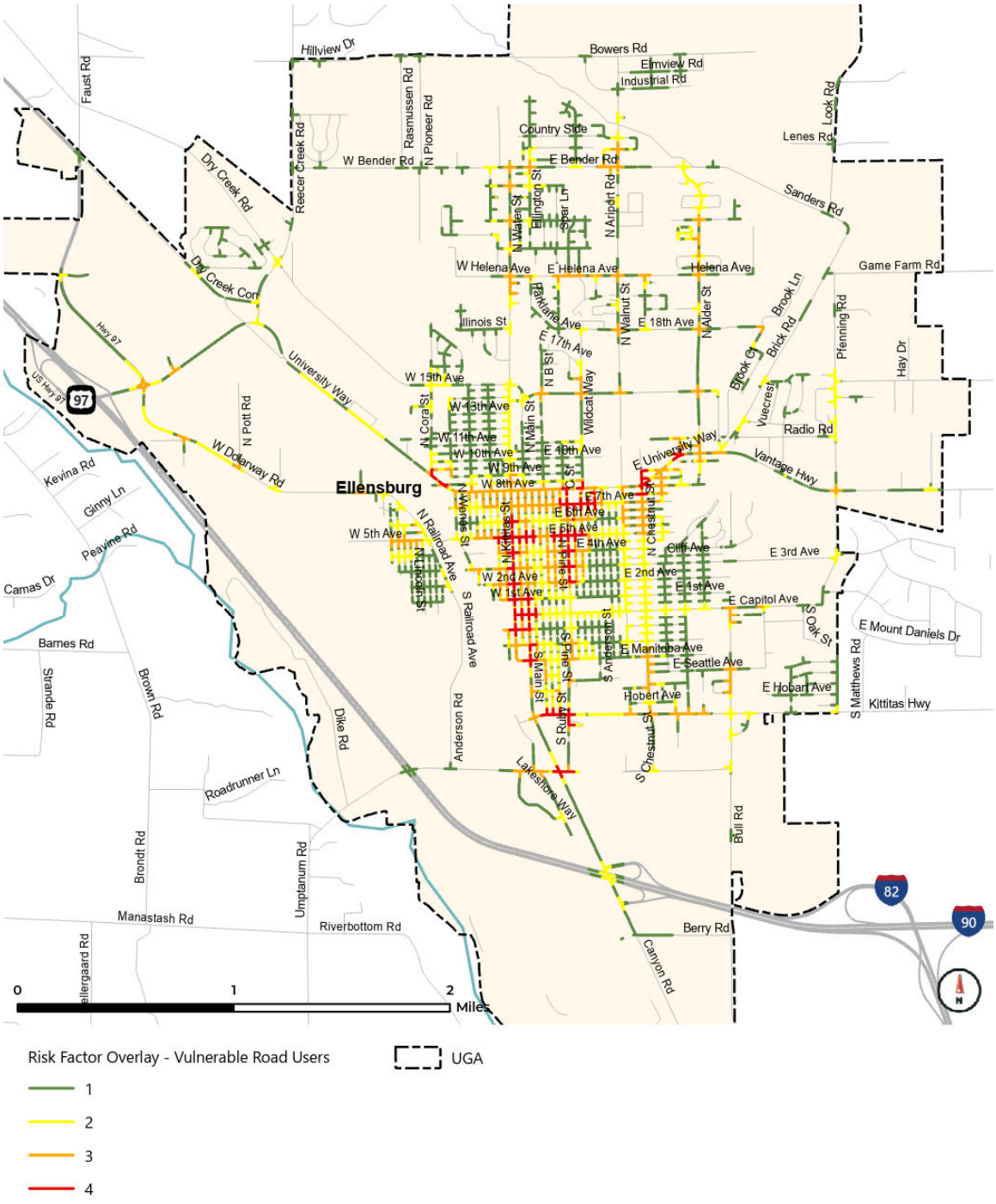
Table 6: Vulnerable Road User Risk Factors

Risk Factor	Description	Portion of Network	Portion of Crashes
Commercially Zoned Areas	Within a Commercial land use classification.	17%	33% of KSIs 40% of crashes
Near Transit Stops	Roadways in a 500-foot radius of a bus stop	21%	67% of KSIs 55% of crashes
Intersections on the Bike Network (bicycle crashes only)	150 feet around intersections on roadways on the bike network	21%	79% of crashes
Pedestrians Crossing Intersections (pedestrian crashes only)	150 feet around intersections where roadways have sidewalks	43%	100% of KSIs 95% of crashes

Source: WSDOT Crash Data 2019-2023, Fehr & Peers Analysis.

Figure 9 shows the locations where 1, 2, 3 or 4 of the above risk factors for vulnerable road users are present in Ellensburg.

Figure 9: Vulnerable Road User Risk Factor Locations



These identified risk factors help identify higher risk locations and most effective countermeasures in reducing the likelihood of future crashes. **Table 7** below describes countermeasure objectives for each identified risk factor which will be used when developing safety projects later in this study.

Table 7: Countermeasure Objectives for Identified Risk Factors

Risk Factor	Mode	Countermeasure Objective
Commercially Zoned Areas	All Users	Reduce Speeds Improve Pedestrian Crossings Access Management
Arterial Roadways	All Users	Reduce Speeds Improve Pedestrian Crossings Improve Bicyclist Protection Intersection Control
Large Intersections	All Users	Improve Pedestrian Crossings Intersection Control
Near Transit Stops	Bicyclists Pedestrians	Improve Pedestrian Crossings
Intersection on Bike Network	Bicyclists	Reduce Speeds Improve Bike Visibility
Pedestrians Crossing Intersection	Pedestrians	Improve Pedestrian Crossings

Source: Fehr & Peers

4. Community Engagement and Collaboration

Based on previous community, City staff, and Council input, the City of Ellensburg has already completed or started work on 23 of 43 projects from the City's Comprehensive Plan (2017 – 2037), and 30 of 64 projects from the City's Active Transportation Plan (2019 – 2029).

As part of the project team, AV Consulting designed an approach for community engagement and collaboration aimed at reducing the potential for engagement fatigue by building on transportation safety plans previously identified. By sharing any progress made since the past engagement window, the City demonstrated that it had heard and acted on prior requests. In addition, two teams (the Task Force and Trusted Advocates) were engaged that were composed of local agency leaders and community representatives to review these already identified projects and advise the project team on engagement tactics and ways they could support broader community input gathering. For detailed information regarding the engagement approach, please refer to the Engagement Plan Recommendation (Page C-1 of Appendix C).

Engagement Approach and Activity Description

Between November 2024 and March 2025, the TSAP project team conducted multiple activities including planning meetings with the Task Force and a small group of Trusted Advocates and/or community members representing hard to reach or underserved communities who had previously not engaged in city processes.

The Task Force and Trusted Advocate planning meetings took place between November 2024 and early February of 2025. Community engagement activities occurred primarily in March.

Task Force and Trusted Advocate meetings included the following content:

- An overview of the project's background and goals,
- Information regarding the Safe Streets and Roads for All (SS4A) funding opportunities,
- A safety analysis report outlining historic crash data and priority safety corridors and,
- Community engagement activities – please refer to page C-4 of Appendix C.

Activity Recap

In addition to collecting preliminary perspectives on citywide areas of transportation safety concerns, the Task Force and Trusted Advocates were instrumental in getting the word out regarding planning objectives and engagement activities. In some cases, Trusted Advocates directly hosted and facilitated engagement activities. Activities ranged from a City-hosted Open House at City Hall, an online survey, targeted focus groups and 1x1 interviews.

The table below represents the various engagement activities and corresponding participant numbers.

Table 8: Community Engagement Activities and Attendance

ACTIVITY NAME	LOCATION	ATTENDANCE
City of Ellensburg – Open House	City Hall	12
Community Survey	Electronic via Google Forms	165 *(160 English, 5 Spanish)*
509 Teens Focus Group	Kittitas County Recovery Community Services	10
Nomms Food Delivery Focus Group	Virtual Session	5
Latinx Families Focus Group	St. Andrews Church	40
Latinx Families Focus Group	United Methodist Church	50
Disability Resources Focus Group	Central Washington Disability Resources	8
Mill Pond Community Interviews	Mill Pond	14
Special Olympics Interviews	Special Olympics Event	43
College Student Interviews	Central Washington University	25
Home School Families Interviews	Neighborhood Communities	49
High School Student Interviews	High School	55
	TOTAL	**476**

Key Themes – Priority Corridors

The crash data analysis identified five corridors within the City of Ellensburg where a higher rate of crash incidents occurred between January 2019 and December 2023. The following table indicates themes organized by corridor.

Table 9: Priority Corridors– listed in order of Most Concerning

CORRIDOR	THEMES FROM COMMUNITY ENGAGEMENT

South Canyon Road	• South Canyon Road is perceived as the LEAST safe corridor based on the number of participant responses.
	• Most *contributing factors* mentioned:
	  ○ Excessive speeds
	  ○ Limited pedestrian (sidewalks/buffers) & biking infrastructure (bike lanes)
	  ○ Lack of safe crossings.
	  ○ 1-90 Roundabout – unsafe left turns on to freeway
	• *Highest Mode of Concern*
	  ○ Pedestrians (youth), communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  ○ I-90 entrance/exit
	  ○ @Mountain View Avenue
	  ○ @Cascade Avenue *(lack of signage high concern for Mill Pond residents)*
	  ○ @ Umptanum Road– *high speeds*
	• *Recommended improvements*:
	  ○ Additional signage needed to redirect attention to pedestrians & bikers
	  ○ Bypass recommended southbound toward S. Canyon Road
	  ○ Speed enforcement

CORRIDOR	THEMES FROM COMMUNITY ENGAGEMENT

University Way	• University Way was ranked as the second LEAST safe corridor based on the number of participant responses.
	• Most *contributing factors* mentioned:
	  o Excessive speeds / lack of speed limit enforcement
	  o Crosswalks not visible
	  o Poor lighting
	• *Highest Mode of Concern*
	  o Pedestrians & Bicyclists –*Students*
	• *Intersections/Locations of Highest Concern*
	  o @Water Street – *left turn concerns*
	  o @Wildcat Way
	  o @Main Street
	  o @N. Willow Street – *unsafe left turn*
	  o @N. Anderson Street
	  o @Alder Street
	• *Recommended improvements*:
	  o Flashing Lights and repainting for ALL Crosswalks
	  o Increase crossing time at crosswalks
	  o Clarify bike lane
	  o Speed Enforcement Cameras
	  o Signage: "Students Walking"
	  o Consider reducing to two lanes with a center turning lane

Water Street	• Water Street was ranked as the (tied for) third LEAST safe corridor based on the number of participant responses.
	• Most *contributing factors* mentioned:
	  o Poor visibility – Lack of lighting at night
	  o Fewer stop lights & 4-ways
	  o Lack of traffic control (parking)
	• *Highest Mode of Concern*
	  o Pedestrians – feelings of unsafe due to lack of lighting
	  o Bushes & parked cars impede visibility for drivers
	• *Intersections/Locations of Highest Concern*
	  o @University Way - *Speed*
	  o @4th Avenue – *Speed & visibility*
	  o @Petense & Washington Avenue – *Visibility*
	  o @Main Street – No stops
	  o @Railroad Avenue – *No sidewalks*
	• *Recommended improvements*:
	  o More lighting throughout Water Street
	  o Flashing crosswalks
	  o Assess parking and consider no parking zone in areas of poor visibility

CORRIDOR	THEMES FROM COMMUNITY ENGAGEMENT

Main Street	• Main Street was ranked as the (tied for) third LEAST safe corridor based on the number of participant responses.
	• Most *contributing factors* mentioned:
	  ○ Mix of parked cars, cyclists, & turning vehicles interfere with visibility on some intersections
	  ○ Lights don't sync-up
	  ○ Crosswalks not visible
	• *Highest Mode of Concern*
	  ○ Pedestrians, communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  ○ @1st Avenue & 4th Avenue – *Poor visibility*
	  ○ @14th Avenue
	  ○ @Chestnut Street – *Crosswalk safety*
	  ○ @ 10th Avenue – *problematic intersection*
	• *Recommended improvements*:
	  ○ Flashing Crosswalks
	  ○ Speed enforcement closer to downtown

5th Avenue	• 5th Avenue is perceived to be the SAFEST of all the five corridors based on the number of participant responses.
	• Most *contributing factors* mentioned:
	  ○ Dangerous crossings
	  ○ Speed concerns
	• *Highest Mode of Concern*
	  ○ Pedestrians, communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  ○ @N. Sprague Street – *Need crosswalk*
	  ○ @Chestnut Street – *Poor visibility*
	  ○ @Pearl Street & Pine Street – *Parking impacts pedestrian safety*
	  ○ @Wenas Street – *poor visibility / unsafe for pedestrians*
	• *Recommended improvements*:
	  ○ Crosswalks at targeted areas
	  ○ Assess parking – add no parking zones
	  ○ Hang lights to improve visibility

Key Themes – Other Areas of Concern

In addition to the five priority corridors presented above, participants identified several streets and intersections where they believe the City should invest in improvements to reduce the potential for future crashes and fatalities. The table below indicates areas which appeared most frequently in the engagement activities.

Table 10: Other Areas of Concern (by Location)

STREETS & INTERSECTION	THEMES FROM COMMUNITY ENGAGEMENT

Capitol Avenue	• Most *Contributing Factors* mentioned:
	  ○ High speeds
	• *Highest Mode of Concern*
	  ○ Pedestrians (children & youth), communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  ○ @Chestnut Street
	  ○ @Willow Street – *unsafe by Ellensburg High School*
	  ○ @N. Ruby Street – *unsafe by Elementary & Middle School*
	• *Recommended Improvements*:
	  ○ Installation of speed limit signs
	  ○ Installation of stop and traffic signal lights

Ruby Street	• Most *Contributing Factors* mentioned:
	  ○ High speeds
	  ○ Lack of turn signals
	  ○ Poor visibility
	• *Highest Mode of Concern*
	  ○ Pedestrians (children & youth)
	• *Intersections/Locations of Highest Concern*
	  ○ @Manitoba Avenue – *visibility and speed*
	  ○ @2nd Avenue
	  ○ @1st Avenue
	• *Recommended Improvements*:
	  ○ Need dedicated 4-way stop @Manitoba Avenue
	  ○ Need dedicated 4-way stop @1st Avenue and Ruby Street
	  ○ Need crosswalk to library
	  ○ Speed limit signage

STREETS & INTERSECTION	THEMES FROM COMMUNITY ENGAGEMENT

Bender Road/ Sanders Road	• Most *Contributing Factors* mentioned:
	  o High speeds
	  o Poor Visibility
	• *Highest Mode of Concern*
	  o Pedestrians, communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  o From Airport Road to Alder Street
	  o @Brick Road
	  o @Water Street
	• *Recommended Improvements*:
	  o Installation of speed limit signs
	  o Install sidewalks & bike lanes, road too narrow – unsafe

Helena Avenue	• Most *Contributing Factors* mentioned:
	  o High speeds
	  o Poor Visibility
	  o Lack of Stops
	• *Highest Mode of Concern*
	  o Pedestrians, communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  o @Alder Street
	  o @Airport Road
	  o @Walnut Street
	  o @Water Street
	• *Recommended Improvements*:
	  o Speed limit enforcement
	  o Additional speed limit signs
	  o 4-way stop needed @Airport Road
	  o Blinking stop sign/light @Walnut Street

Brick Road	• Most *Contributing Factors* mentioned:
	  o High speeds
	  o Poor Visibility
	• *Highest Mode of Concern*
	  o Pedestrians, communities with disabilities & bikes
	• *Intersections/Locations of Highest Concern*
	  o @Willow Street
	• *Recommended Improvements*:
	  o Installation of speed limit signs
	  o Install sidewalks & bike lanes, road too narrow – unsafe

The community also expressed concern for transportation safety on Kittitas Highway and Highway 10. These areas are outside of the City's Urban Growth Area and in unincorporated Kittitas

County, and therefore are outside of the scope of this project. However, the stated concerns have been forwarded to the Kittitas County Public Works Department.

In addition the geographic locations identified above, participants from specific communities frequently identified similar concerns. The table below indicates areas which concerns appeared most frequently among specific communities.

Table 11: Other Areas of Concern (by Community)

COMMUNITY-SPECIFIC CONCERNS
Mill Pond Community • Lack of documented incidents does not reflect safety and access concerns • S. Canyon Road to University Way – children walking (no sidewalks, signage, shelter) • Need speed limit signs and lanes painted close to the entrance and within the Mill Pond Community • High % of residents walking - Need public transportation and shelter near the Mill Pond Community and on S. Canyon Road • During winter kids need to walk very far for school bus @Super 1, to attend the Head Start program
Central Washington University Students • Need more street lighting in ALL of Ellensburg - Too dark, unsafe at night • Inadequate biking facilities downtown • Top areas of safety concerns: Science Building, Lombard House, East Side of Campus • Implement sidewalks and make them accessible to students with disabilities.
Communities with Disabilities • Pedestrian focused – most don't drive • Bus signage and maps at stops need to be larger • More accessible /frequent bus stops • Repaint crosswalks and add flashing lights • Speed enforcement critical – implement traffic cops for 2-way stops + safety patrols, enforce violations related to pedestrians/cyclists, speed cameras • More overhead lighting, street lights • More sidewalks including with ramps • Don't allow street parking near intersections • More disabled parking downtown
High School & Youth • For youth/pedestrians greater area of concern are school zones • Need more visible markings and crosswalks • Add "Students walking" signage near all schools • More flashing lights • Speed cameras

Other Community Recommendations

In addition to the themes summarized above, the following section summarized the recommendations for safety improvements from the community:

Bicycle infrastructure enhancements

- More bike lanes and dedicated bike paths, preferably separated from traffic
- Improved bike signage and designated bike routes
- Improve areas where bikes are not following bike laws (keeping bikes off sidewalks, requiring adherence to road safety rules)
- Expansion of multi-use pathways

Pedestrian safety upgrades

- Better-marked crosswalks (e.g., flashing lights, lighted signs, flags for pedestrians)
- Leading Pedestrian Intervals (LPIs) at signalized crossings
- Pedestrian overpasses in high-traffic areas
- Add crosswalks at locations where pedestrians are already crossing
- Better lighting at crosswalks

Traffic intersection improvements

- Installation of protected left-turn lanes and longer turn signals at busy intersections
- Adjusted traffic light timing
- Red light cameras
- Adjustments to traffic light timing for efficiency and pedestrian safety
- Implementation of stop signs in key locations to slow down vehicles

Sidewalk improvements

- Expanding and maintaining sidewalks, especially in high-foot-traffic areas
- Ensuring ADA-compliant sidewalks and crossings
- Snow removal and sidewalk maintenance for year-round accessibility
- Improved lighting
- Add speed control solutions

Speed management & traffic law enforcement

- Speed enforcement in critical areas (e.g., University Way, Main Street)
- Speed reduction in pedestrian-heavy areas
- Speed humps and other traffic-calming measures
- Better enforcement of red-light running, stop sign violations, and distracted driving laws

Street improvements

- Road widening in areas with heavy traffic or narrow lanes
- Improved signage for drivers, cyclists, and pedestrians

Public transit expansion & accessibility

- Expanded bus routes to reach city limits and underserved neighborhoods (Millpond)
- Improved bus stop infrastructure (e.g., shelters, ADA access)
- Greater accessibility for disabled riders, including assistance from drivers

Other

- General traffic safety education requests
- Unique requests that do not fit into other categories
- Concerns for safety of animals and pets
- General complaints

For additional details, please refer to Appendix C – Community Engagement Supporting Materials.

5. Equity Considerations

Location-Based Project Prioritization

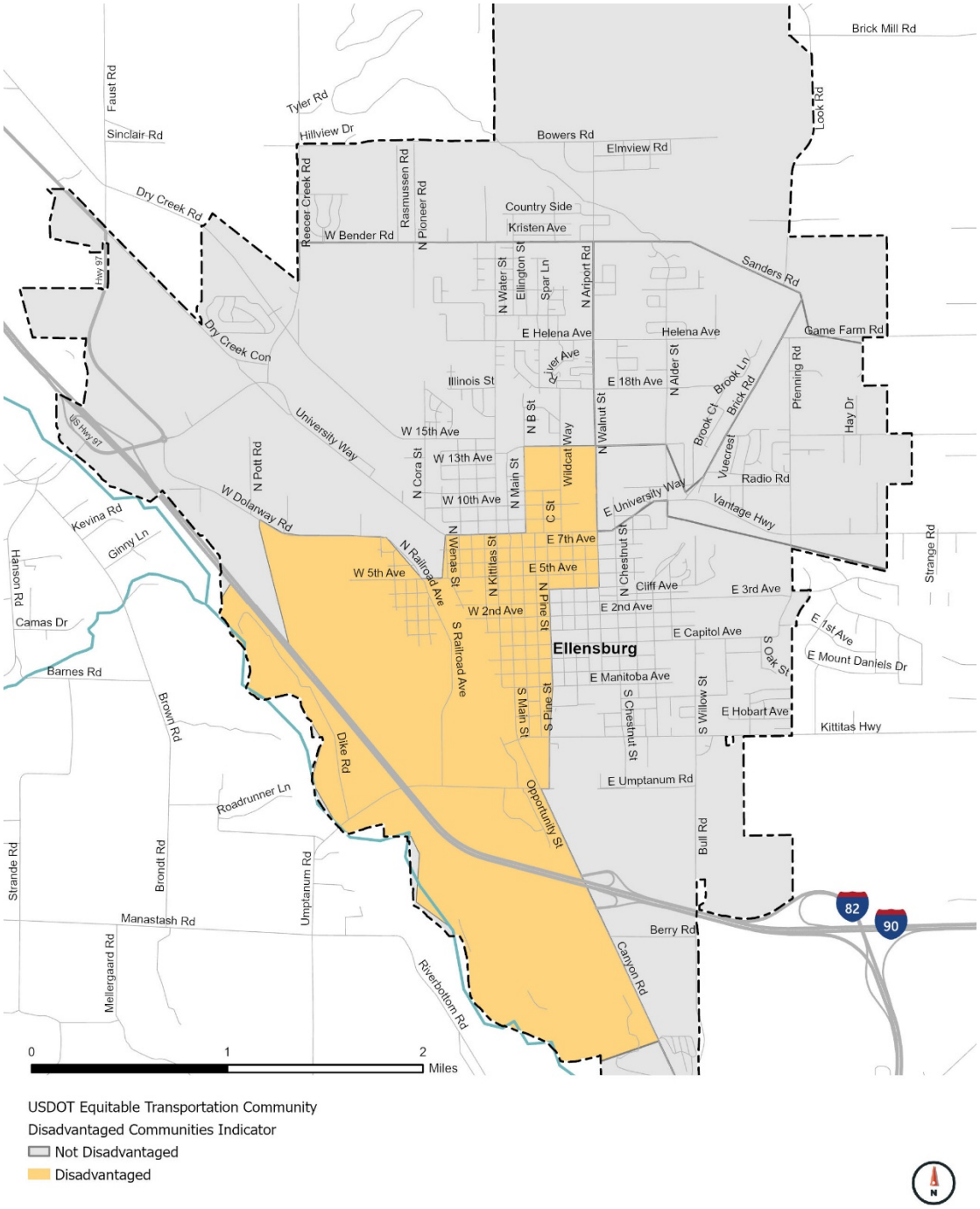
As a part of the location-based project prioritization criteria, the project team referenced census data from 2020 in the USDOT Equitable Transportation Community Explorer Tool[1] to identify disadvantaged areas within the City of Ellensburg's Urban Growth Area (UGA). These areas were identified on a map and presented to the Task Force for review and input. During the development of the high-priority network (priority corridors), the presence of an underserved neighborhood within the corridor was one of six criteria. The designated disadvantages census tracts within the City of Ellensburg UGA are shown in **Figure 10**.

Community Engagement

Community engagement and public outreach efforts were intentionally designed to solicit input from targeted demographics, including students, individuals with disabilities, low-income housing areas, seniors, and non-English speaking communities. Chapter 4 – Community Engagement includes more details about the purpose of the community engagement plan.

[1] https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/ or https://www.transportation.gov/sites/dot.gov/files/2023-02/ETCE-Technical-Documentation.pdf

Figure 10: USDOT Equitable Transportation Community Disadvantaged Communities



6. Policy and Process Changes

This plan evaluated current local policies, plans, and guidelines to identify opportunities to improve transportation safety, advance safety goals, and institutionalize safe system practices. That evaluation includes the Vision Zero Benchmarking Assessment, which is provided in **Appendix D**. Current and recommended strategies are listed in in **Table 12**. These strategies are organized into six core elements: Planning and Culture and the five objectives of the Safe System Approach – safer users, safer roadways, safer vehicles, safer speeds, and post-crash care**.** For every action an estimated timeline is identified:

- **Near-term** actions are priorities within 1-3 years as funding and staff resources allow;
- **Mid-term** actions are priorities within the following 4-7 years as funding and staff resources allow; and
- **Long-term** actions are priorities beyond 7 years as funding and staff resources allow.
- Several actions are identified as **Ongoing**, indicating that they are actions already underway in the City and anticipated to continue through continued investment.

Table 12: Safe System Action Plan Recommended Strategies

Element	Category	Recommended Strategy	Time frame
Planning and Culture	Leadership and Commitment	Leaders publicly adopt the goal to reduce and ultimate eliminate roadway fatalities and serious injuries with this plan.	On-going
		Develop and implement an ongoing Safe System training program as appropriate, focused on management and key staff in City departments whose work touches transportation.	Near
		Establish a Transportation Commission to oversee the implementation and monitoring of this plan.	Near
	Community Engagement	Facilitate community engagement to inform safety projects including outreach to traditionally under-represented communities.	On-going
		Maintain the Online City Request Report Tracker and the Police Traffic Safety Request Form systems that allow citizens to identify and report transportation safety concerns. Process and summarize the requests and use this information to inform safety projects.	On-going
	Data and Analysis	Use data driven and proactive analysis to identify and prioritize safety projects.	On-going
	Planning and Funding	Consider KSI crash reduction when prioritizing transportation projects	Mid
		Proactively pursue grant funding to implement projects from the Plan.	On-going
		Incorporate safety considerations in all transportation project types to systematically implement safety improvements.	On-going

	Development Review	Develop a process to include safety evaluation in the review of new land-use developments to ensure alignment with planned safety projects, identify required or recommended safety improvements, and improve or expand the active transportation system and promote access to public transportation.	Mid
	Underserved communities	Include impact for populations that have been traditionally under-resourced and underserved as a criterion when prioritizing safety projects.	Near
Safer Users	Education	Explore outreach and educational opportunities related to improving all road user behavior with community-based organizations and advocacy groups.	On-going
		Build awareness of Ellensburg specific transportation safety analysis and priorities by hosting the TSAP on the city website and regularly reporting on plan implementation and monitoring.	Near
Safer Roadways	Infrastructure	Develop or review guidelines for systematic implementation of specific countermeasures such as enhanced pedestrian crossings, curb extensions, leading pedestrian intervals, lighting, etc.	Mid
		Prioritize vulnerable road users (bicycles and pedestrians) especially near key destinations and along the bike network.	Near-Long
		Prioritize routine maintenance of infrastructure, especially on the High-Injury Network.	Near-Long
		Look for quick build, low cost, or less permanent opportunities to test or implement countermeasures more quickly.	Near
		Implement safety projects from this plan	Near-Long
Safer Speeds	Design	Review and update City design standards and standard details to include best practices in speed management for context-appropriate speeds and Level of Stress for pedestrians and bicyclists.	Long
	Enforcement	Use collected data to determine time and locations of targeted speed enforcement.	On-going
	Policy	Employ a context-based approach to setting speed limits on transportation projects. Implement lower speed limits on certain roads to enhance safety, including areas near schools and residential neighborhoods.	On-going
Safer Vehicles	Curbside Management	Evaluate loading zone policies and locations**.**	On-going
	Fleet Management	Consider safety implications of vehicle size when acquiring fleet vehicles. Provide driver operation training. The City implements truck routes to focus heavy vehicles on select corridors	On-going
Post Crash Care	Crash Investigation & Partnerships	Use historical crash data to determine factors contributing to traffic fatalities and injuries to inform countermeasure selection.	On-going
		Coordinate with agency partners and share available crash data.	Near

Source: Fehr & Peers

7. Strategy and Project Selection

As a part of the Ellensburg Transportation Safety Action Plan, the City of Ellensburg needs to be able to evaluate proposed projects and improvements on a safety need and impact basis.

The prioritization framework starts with a quantitative location-based prioritization based on crash history, risk factors, and equity. Projects will then be further evaluated based on feasibility, impact, and community input.

Location Based Prioritization

- Crash History
- Risk Factors
- Equity

Project Prioritization

- Feasibility
- Impact
- Community Support

One of the central objectives of the TSAP is to develop projects (engineering countermeasures) and programs (such as education campaigns and expanded transit service) to address priority safety locations. Prioritizing locations helps the City focus limited resources and align with the prerequisites of Federal and State funding programs the City may pursue. Ideally, improvements that address priority locations also complement past, current, and planned projects by adding systemic and site-specific improvements.

Based on the location-based prioritization five safety priority corridors were identified. Each of these safety priority corridors were then evaluated for potential proven safety countermeasures that can be implemented to make transportation facilities safer by design. Countermeasures were chosen to address specific safety objectives based on crash history and identified risk factors that fit the context of the corridor and are informed by community input. Additional information on each of the five Safety Priority Corridors is available in **Appendix E**.

Safety Priority Corridors Projects

- University Way
- 5th Avenue
- Water Street
- Main Street
- South Canyon Road

Additionally, four more projects were added for safety evaluation and countermeasures. These projects were taken from projects from existing planning documents, staff input, and community feedback.

Additional Projects for Safety Evaluation

- Ruby Street
- Helena Street Extension
- Bender/Sanders Road
- PTC Reconnect

Figure 11: Safety Project Locations

Project evaluation summaries for these nine projects are presented along with schematic plans of showing locations of potential countermeasures. Iconography of the schematic plans are defined below. As City staff make progress towards implementation, some projects or recommendations may be revised or refined as needed based on MUTCD and other relevant industry standards.

Safety Project Schematic Plan Icons


Existing Signalized Intersection

Existing Stop Control on the Subject Corridor


Existing Pedestrian Crossing


Existing Roundabout


Existing Bus Stop Location


Countermeasures that align with input received from the community during the development of this plan

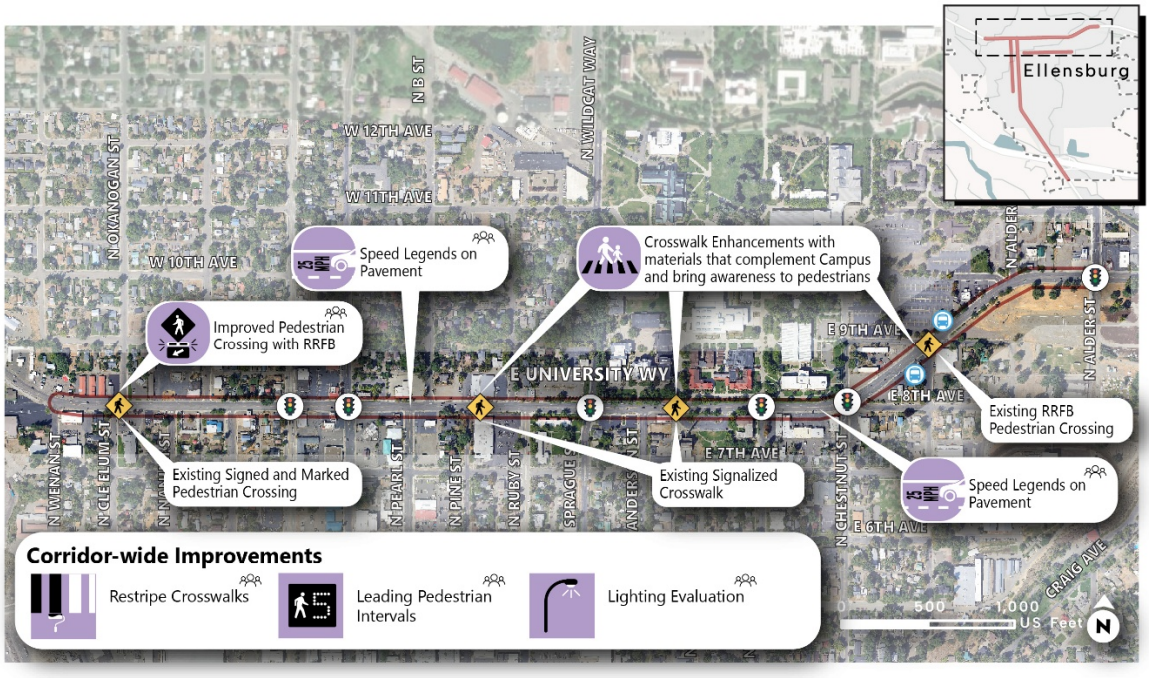
1. University Way Safety Corridor

Extents	N Wenas St to N Alder St		
Principal Arterial		20-25 MPH	
Existing Road Section	Two travel lanes in each direction and sidewalks		
HIN	**Yes**		
93 Total Crashes	1 KSI		5 Vulnerable User Crashes
Prevalent Crash Types	Rear End / Entering at Angle / Left Turn		
Risk Factors	**6 of 6**		

	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
Recommended Countermeasures	Restripe Crosswalks	Not Available	$	Yes
	Speed Legends on Pavement	Not Available	$	Yes
	Rectangular Rapid Flashing Beacons (RRFB)	35% (Ped/Bike)	$$	No
	Leading Pedestrian Intervals	60% (Ped/Bike)	$	No
	Lighting Evaluation	35-40% (Night)	$$	No
	Targeted Enforcement and Deterrence	N/A	N/A	N/A

Moderate Impact	**High Feasibility**	**High Community Support**

Source: Fehr & Peers
1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



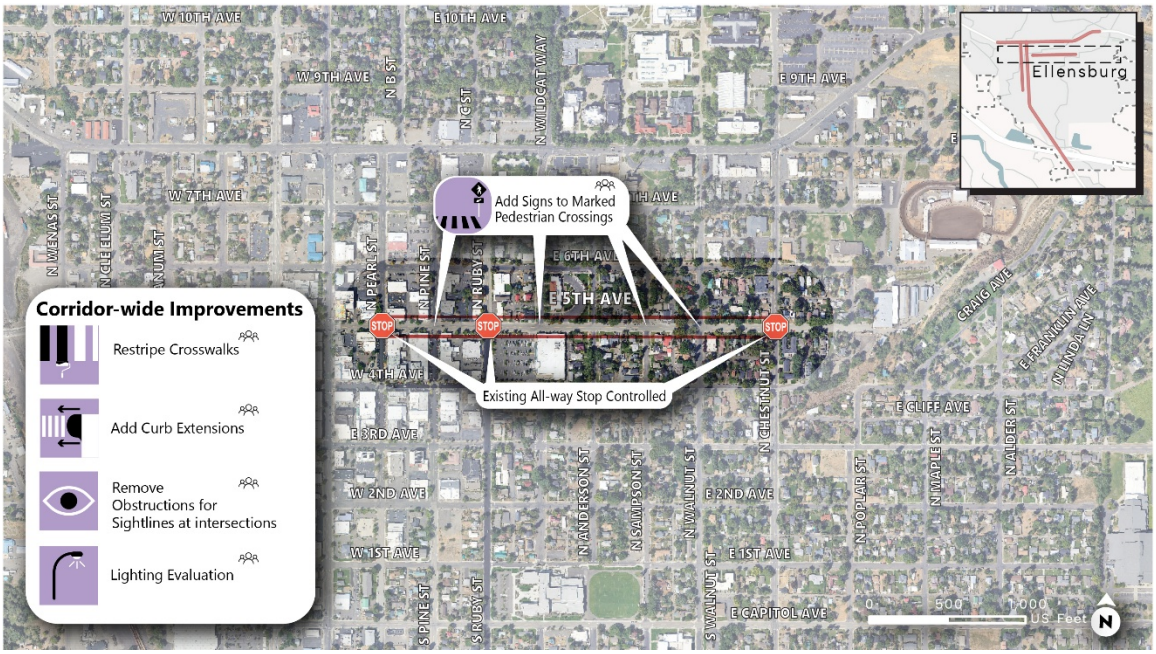
2. 5th Avenue Safety Corridor

Extents	Pearl Street to Chestnut Street		
Minor Arterial	25 MPH		
Existing Road Section	One travel lane in each direction, street parking on both sides, and sidewalks		
HIN	**Yes**		
15 Total Crashes	1 KSI	5 Vulnerable User Crashes	
Prevalent Crash Types	Entering at Angle / Pedestrian / Bicyclist / Rear End		
Risk Factors	**4 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Curb Extensions	35% (Ped/Bike)	$$	Yes
	Remove Obstructions for Sightlines	20% (All)	$	Yes
	Lighting Evaluation	35-40% (Night)	$$	No
	Add Signs to Marked Crossings	35% (Ped/Bike)	$	Yes

High Impact	**Moderate Feasibility**	**Moderate Community Support**

Source: Fehr & Peers
1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



3. Water Street Safety Corridor

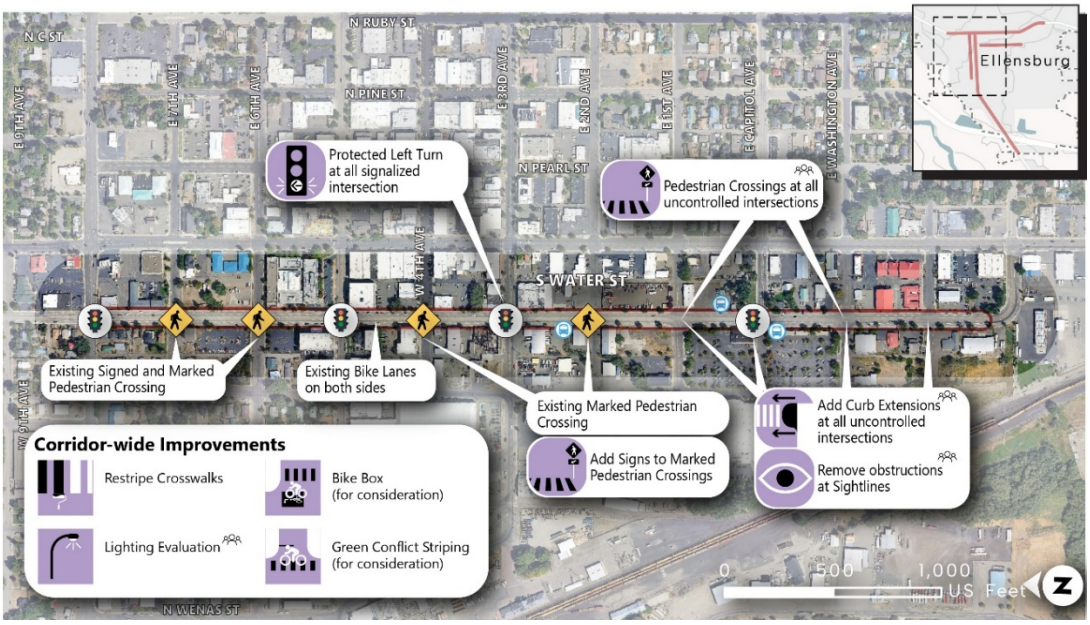
Extents	University Way to Manitoba Avenue		
Principal Arterial		25 MPH	
Existing Road Section	One travel lane in each direction and center turn lane, bike lanes, street parking on both sides, and sidewalks		
HIN	**Yes**		
34 Total Crashes	0 KSI	2 Vulnerable User Crashes	
Prevalent Crash Types	Rear End / Entering at Angle		
Risk Factors	**6 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Curb Extensions	35% (Ped/Bike)	$$	Yes
	Remove Obstructions for Sightlines	20% (All)	$	Yes
	Protected Left Turn	30-55%	$$	No
	Pedestrian Crossings (Signs and Markings)	35% (Ped/Bike)	$	Yes
	Bike Box	15% (All)	$	Yes
	Green Conflict Striping	Not Available	$	Yes
	Lighting Evaluation	35-40% (Night)	$$	No

High Impact	**Moderate Feasibility**	**Moderate Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



4. Main Street Safety Corridor

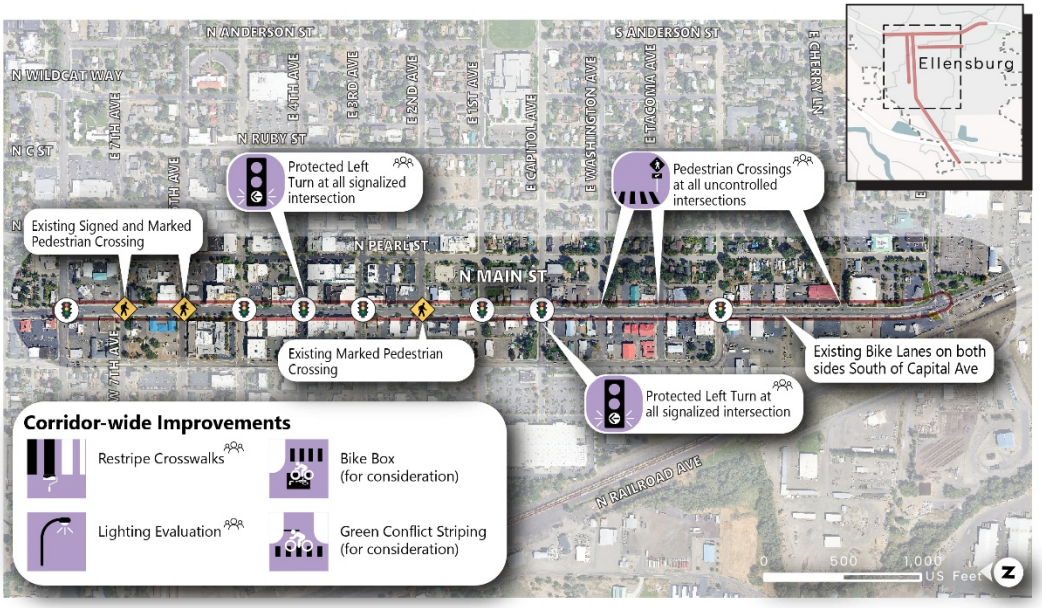
Extents	University Way to Mountain View Avenue		
Principal Arterial		25 MPH	
Existing Road Section	One travel lane in each direction and center turn lane, bike lanes, street parking on both sides, and sidewalks		
HIN	**Yes**		
120 Total Crashes	1 KSI	1 Vulnerable User Crashes	
Prevalent Crash Types	Rear End / Entering at Angle / Left Turn / Fixed Object		
Risk Factors	**6 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Remove Obstructions for Sightlines	20% (All)	$	Yes
	Protected Left Turn	30-55%	$$	No
	Pedestrian Crossings (Signs and Markings)	35% (Ped/Bike)	$	Yes
	Bike Box	15% (All)	$	Yes
	Green Conflict Striping	Not Available	$	Yes
	Lighting Evaluation	35-40% (Night)	$$	No

High Impact	**Moderate Feasibility**	**Moderate Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



5. South Canyon Road Safety Corridor

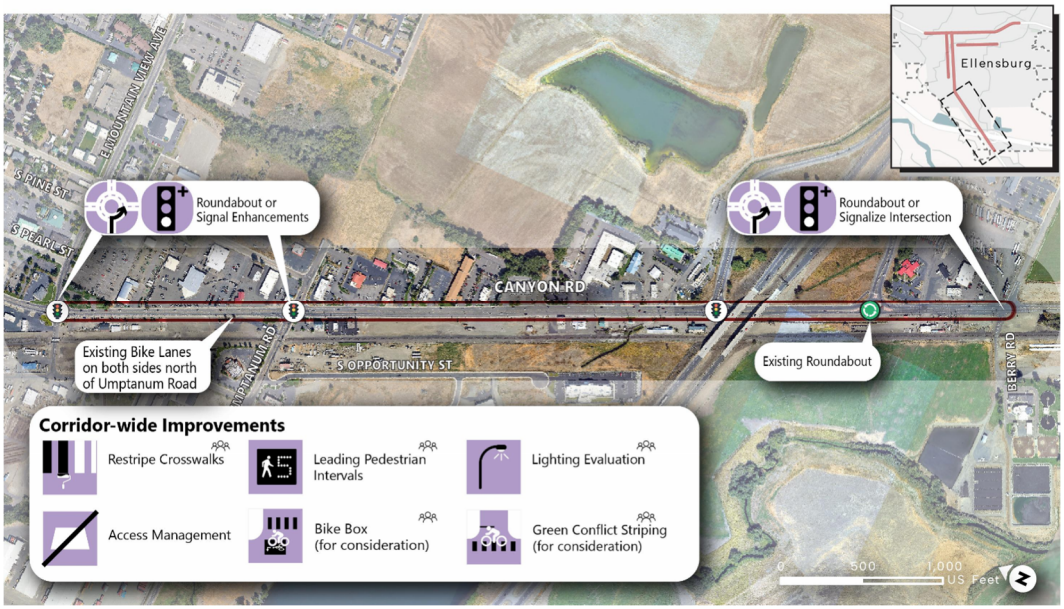
Extents	Mountain View Avenue to Berry Road		
Principal Arterial		25-35 MPH	
Existing Road Section	North of Umptanum - One travel lane in each direction and center turn lane, bike lanes, and sidewalks South of Umptanum – Two travel lanes in each direction and center turn lane and sidewalks		
HIN	**Yes**		
116 Total Crashes		2 KSI	0 Vulnerable User Crashes
Prevalent Crash Types	Entering at Angle / Rear End / Left Turn		
Risk Factors	**5 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Roundabout	Varies (All)	$$$	No
	Signalize Intersection	30% (All)	$$$	No
	Access Management/Close Driveway	N/A	$$	No
	Bike Box	15% (All)	$	Yes
	Green Conflict Striping	Not Available	$	Yes
	Targeted Enforcement and Deterrence	N/A	N/A	N/A

High Impact	**Low Feasibility**	**High Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



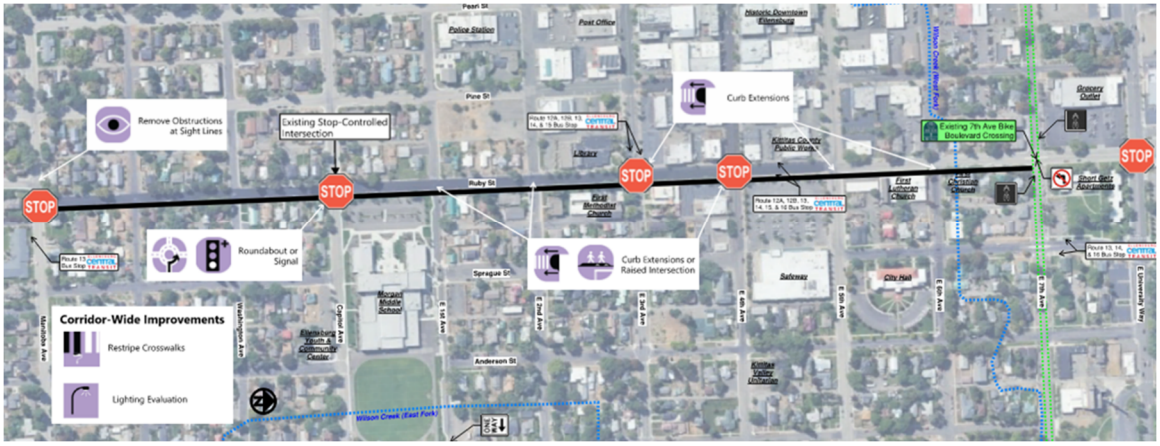
6. Ruby Street Improvements

Extents	7th Street to Manitoba Ave		
Major Collector		25 MPH	
Existing Road Section	One travel lane in each direction, street parking, and sidewalks		
HIN	**No**		
37 Total Crashes		0 KSI	3 Vulnerable User Crashes
Prevalent Crash Types	Entering at Angle / Related to Parking		
Risk Factors	**4 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Roundabout	Varies (All)	$$$	No
	Signalize Intersection	30% (All)	$$$	No
	Curb Extensions	35% (Ped/Bike)	$$	Yes
	Remove Obstructions for Sightlines	20% (All)	$	Yes
	Lighting Evaluation	35-40% (Night)	$$	No
	Add Separated Bikeway/Shared Use Path	45% (Ped/Bike)	$$$	No
	Raised Intersection	35% (Ped/Bike)	$$$	No

High Impact	**Moderate Feasibility**	**High Community Support**

Source: Fehr & Peers
1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



7. Helena Ave Extension

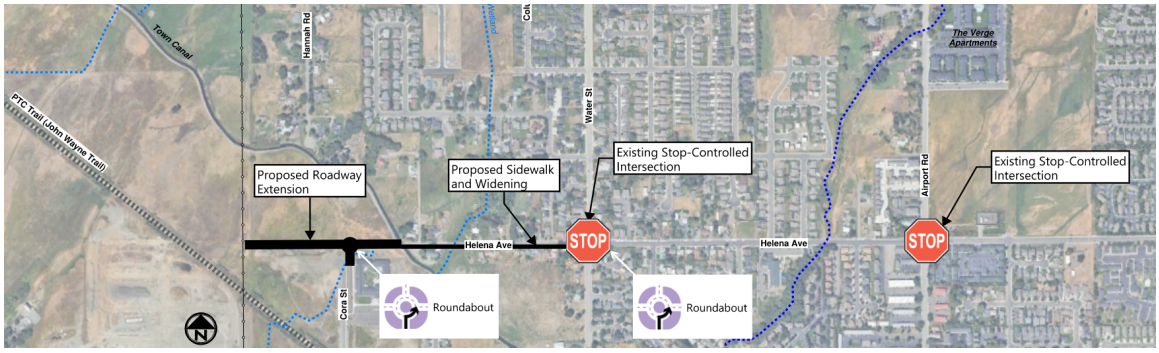
Extents	Cora Street to Water Street		
Minor Arterial		25 MPH	
Existing Road Section	One travel lane in each direction, sidewalks one side		
HIN	**No**		
3 Total Crashes	0 KSI	0 Vulnerable User Crashes	
Prevalent Crash Types	0		
Risk Factors	**2 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Add Sidewalk/Shared Use Path	80% (Ped/Bike)	$$	No
	Roundabout	Varies (All)	$$$	No

Low Impact	**Moderate Feasibility**	**High Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



8. Bender Road & Sanders Road

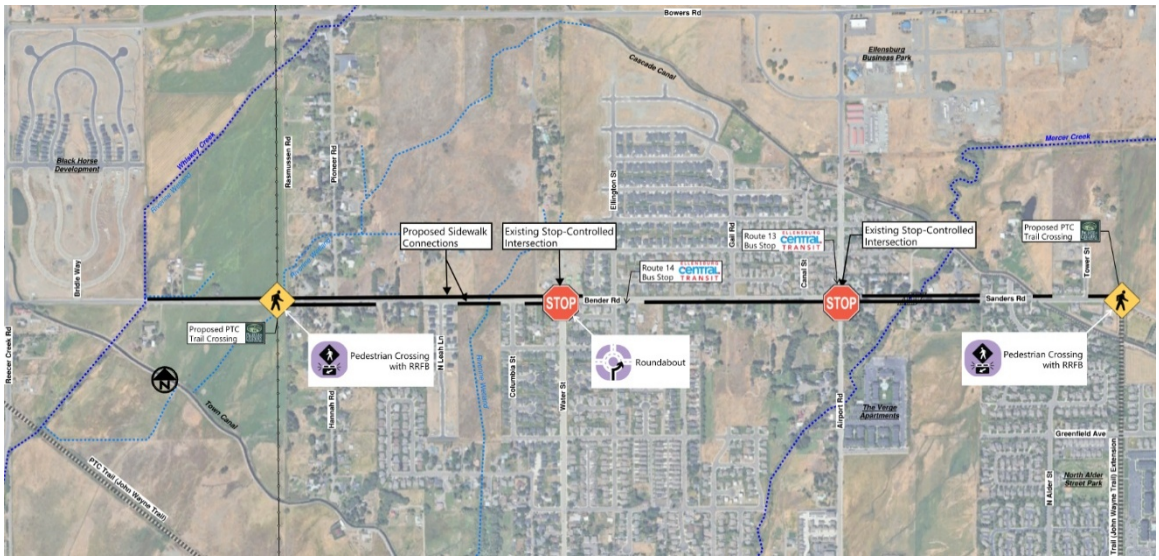
Extents	PTC Trail Extensions – Rasmussen Road to Tower Street		
Major Collector		25 MPH	
Existing Road Section	One travel lane in each direction and incomplete sidewalks		
HIN	**No**		
18 Total Crashes	0 KSI		0 Vulnerable User Crashes
Prevalent Crash Types	Entering at Angle / Fixed Object		
Risk Factors	**3 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Restripe Crosswalks	Not Available	$	Yes
	Roundabout	Varies (All)	$$$	No
	Add Sidewalk	80% (Ped/Bike)	$$	No
	Bike Lane	35% (Ped/Bike)	$$	Yes
	Rectangular Rapid Flashing Beacons (RRFB)	35% (Ped/Bike)	$$	No

Moderate Impact	**Low Feasibility**	**High Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.



9. PTC Tail Reconnect

Extents	Helena Ave to Sanders Road		
Trail			
Existing Road Section	NA		
HIN	**No**		
33 Total Crashes	0 KSI	2 Vulnerable User Crashes	
Prevalent Crash Types	Entering at Angle / Related to Parking		
Risk Factors	**4 of 6**		

Recommended Countermeasures	Countermeasure	Crash Reduction Factor[1] (Crash Type)	Cost	Quick Build Alternative Option Available
	Rectangular Rapid Flashing Beacons (RRFB)	35% (Ped/Bike)	$$	No
	Separated Bikeway	45% (Ped/Bike)	$$$	No

Moderate Impact	**Moderate Feasibility**	**Low Community Support**

Source: Fehr & Peers

1. Crash Reduction Factor is the estimated percent decrease in crashes after implementing a countermeasure.

Prioritization Summary

Each project was scored using the prioritization framework described above and defined in the table below.

Table 13: Safety Project Prioritization Scoring

	Criteria	Scoring
Location Based Prioritization	Crash History	3 – Mostly located on the HIN 2 – Partially located on the HIN 1 – Not located on the HIN
	Risk Factors	0.5 for each of the 6 identified risk factors present. Risk Factor include commercially zoned areas, arterial roadways, large intersection, near transit stops, intersections on bike network, pedestrians crossing intersections
	Equity	3 – Mostly within the Disadvantaged Communities Area 2 – Partially within the Disadvantaged Communities Area 1 – Not the Disadvantaged Communities Area
Project Prioritization	Impact	3 – High Impact 2 – Moderate Impact 1 – Low Impact Impact level determined by number and effectiveness (based on CRF) of countermeasures used and significance of the project.
	Feasibility	3 – Highly Feasible 2 – Moderately Feasible 1 – Low Feasibility Feasibility based on considerations of cost, disruption, and funding opportunities
	Community Support	3 – High Community Support 2 – Moderate Community Support 1 – Low Community Support Community support based on feedback from community outreach

Table 14: Safety Project Prioritization Summary

	Location Based Prioritization			Project Prioritization			
Safety Project	**Crash History**	**Risk Factors**	**Equity**	**Impact**	**Feasibility**	**Community Support**	**Total**
1. University Way	3	3	2	2	3	3	**16**
2. 5th Ave	3	2	2	3	2	2	**14**
3. Water St	3	3	3	3	2	2	**16**
4. Main St	3	3	3	3	2	2	**16**
5. South Canyon Rd	3	2.5	3	3	1	3	**15.5**
6. Ruby St	1	2	3	3	2	3	**14**
7. Helena St Extension	1	1	1	1	2	3	**9**
8. Bender/Sanders Rd	1	1.5	1	2	1	3	**9.5**
9. PTC Reconnect	1	2	1	2	2	1	**9**

Safety Programs

In addition to the nine safety projects that were identified, feedback from community engagement activities included recommendations for increased speed limit enforcement, community education campaigns on safety topics, and expanded transit service. The City will evaluate opportunities to implement these programs, and has contacted Hope Source (the organization that operates Central Transit) to explore opportunities to expand transit service to the Mill Pond Community.

8. Progress and Transparency

Safety Performance Measures and Monitoring

Ongoing safety performance evaluation tracks progress towards the ultimate goal of zero crashes resulting in death or serious injury in Ellensburg and can help identify trends and if intervention or adjustments to the implementation strategy of the TSAP is needed.

Oversight & Coordination

Identified City Staff will meet regularly to discuss the status of TSAP implementation items, projects, and funding opportunities. City Staff will regularly meet with partnership agencies to ensure coordinated safety efforts. The City is working toward the creation of a Transportation Commission with appointed members providing safety advising at monthly meetings as needed. Once established, the Transportation Commission will be the primary body charged with oversight of TSAP implementation and monitoring.

Communication and Schedule

Regular communication on the progress of implementation of Ellensburg's TSAP and reporting of performance measures ensures a continued commitment to transportation safety and transparency of strategies and performance to the community, providing opportunity for feedback.

Regular safety progress reports will be made to the Transportation Commission, and a progress report will be prepared annually as a part of the Transportation Improvement Plan (TIP) update and Complete Streets report. This report will include the performance measures outlined below. The annual safety progress report will be made available on the City's website.

Performance Measures

The primary performance measure to monitor progress over time will be the number of KSI crashes each year as it is directly related to the City of Ellensburg's goal of a 50% reduction in roadway fatalities and serious injuries by 2035, with the eventual goals of zero roadway fatalities and serious injuries.

Additional performance measures that can be tracked are:

- Summary of the previous year's crash history
    - Total crashes
    - Any KSI crashes including location and brief description
    - Any vulnerable road user crashes (involving bicyclists or pedestrians) including location and brief description
    - Any crashes related to driver impairment

- Yearly crash history comparison to previous years to identify trends
- Summary of completed transportation projects and how safety was incorporated into the project
- Summary of planned transportation projects and initiatives and how safety is being incorporated into the project
- Summary of safety project funding opportunities
- Summary of reported traffic safety requests

Transportation Safety Action Plan Update

Based on implementation progress, performance measure monitoring, and changes in transportation safety best practices, Ellensburg's TSAP should be updated as needed and considered for an update every five years.

Appendix A

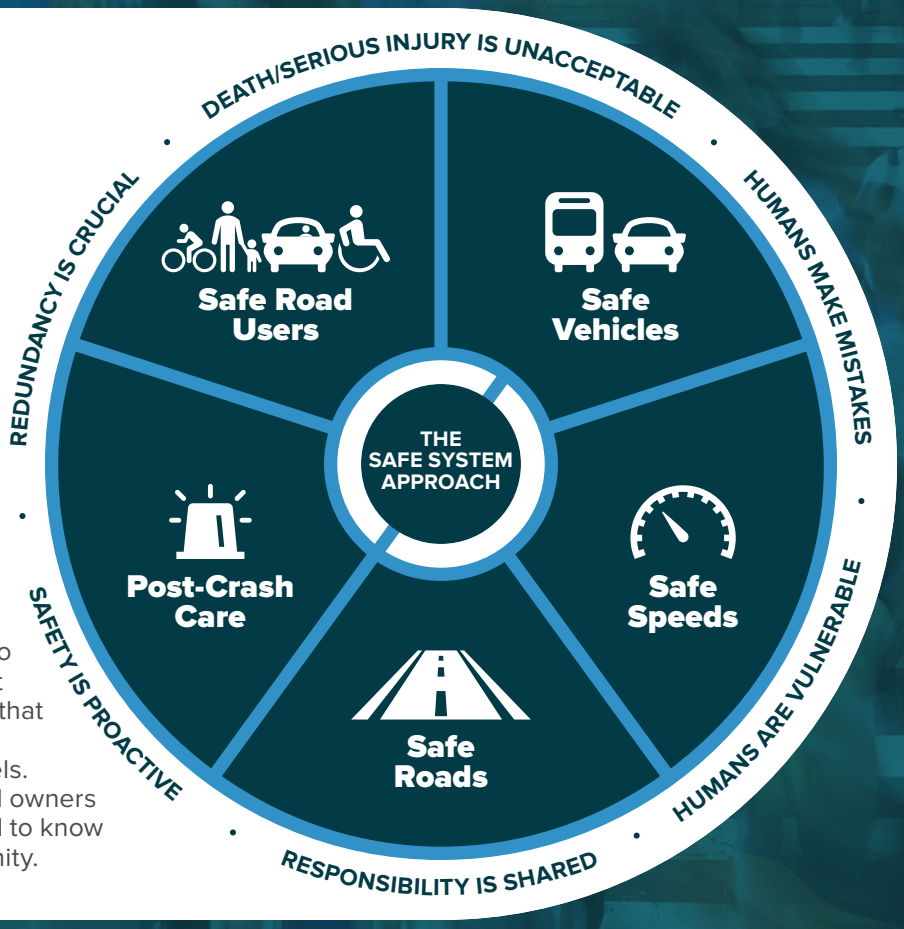
FHWA Safe Systems Approach Brochure

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

U.S.Department of Transportation
Federal Highway Administration
FHWA-SA-20-015

Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit **safety.fhwa.dot.gov/zerodeaths** to learn more.

Appendix B

KSI Summary

KSI Summary

In the last 5 years, 2019-2023, 11 crashes resulted in a severe outcome in the City of Ellensburg including one fatality and ten serious injuries.

KSIs By Year

Year	KSIs
2019	0
2020	2
2021	2
2022	3
2023	4
Total	**11**

KSIs By Crash Type

Crash Type	KSIs
Fixed Object	2
Left Turn	3
Rear End	1
Pedestrian	3
Parking Related	1
Vehicle Overturned	1
Total	**11**

KSIs By Mode

Year	KSIs
Pedestrian	3
Bicyclist	0
Vehicle	7
Motorcycle	1
Total	**11**

KSI By Crash Circumstance

Crash Circumstance	KSIs
Driver Distraction/Inattention	2
Fail to Yield/Did not Grant RW	2
Improper Turn	4
Under the Influence	2
None Reported	1
Total	**11**

KSI Crash Descriptions

The KSI crash descriptions are based on the information provided in the crash data from the Washington State Department of Transportation (WSDOT) crash portal during the 5-year study period (2019-2023).

Pedestrian KSIs

N Alder St & E Helena Ave
One KSI involving a pedestrian occurred at the intersection of N Alder ST and E Helena Ave. The crash occurred at 21:59 (9:59 PM) in October 2020, when a driver of a light-heavy vehicle (truck, panel truck or Vanette) did not grant right-of-way going straight ahead and hit a pedestrian who sustained a suspected serious injury. This happened at a 2-lane intersection with stop controls on E Helana Ave, and streetlights were present at the time.

E 5th Ave & N Anderson St
One KSI involving a pedestrian occurred at the intersection of E 5th Ave, and N Anderson St. The crash occurred at 19:56 (7:56 PM) in September 2023, when a distracted driver of a light-heavy vehicle (pickup truck, panel truck or Vanette) going straight ahead on E 5th Ave, hit a pedestrian who sustained a suspected serious injury. This crash happened at a 2-lane intersection with stop controls on N Anderson St. Streetlights were present at the time of the crash.

W Capitol Ave & S Water St
One KSI involving a pedestrian occurred at the intersection of W Capitol Ave and S Water St. The crash occurred at 4:22 PM in August 2022, when a driver of a passenger car made a left turn from W Capitol Ave onto S Water ST and hit a pedestrian who sustained a serious injury, which resulted in a fatality. The crash happened at a signalized intersection during clear weather conditions.

Vehicle KSIs

S Canyon Rd
One KSI involving two people driving passenger vehicles occurred at a driveway on S Canyon Rd near Berry Rd. The crash occurred at 5:35 AM in February 2020, when a person driving a passenger car heading south on S Canyon Rd turned left onto a driveway and hit another person driving a passenger car heading north and going straight. One of the drivers sustained a serious injury. Streetlights were present, and weather conditions were clear.

A second KSI involving a person driving a bus and a person driving a light-heavy vehicle (pickup truck, panel truck or Vanette) occurred at a driveway on S Canyon Rd near Berry Rd. The crash occurred at 1:14 PM in March 2021, when a person driving a bus heading south on S Canyon Rd turned left onto a driveway and hit a person driving a truck heading north and going straight, causing serious injury to two people involved. Weather conditions were clear.

W 15th Ave & N Okanogan

One KSI involving two people driving pickup trucks occurred at the intersection of W 15th Ave and N Okanogan St. The crash occurred at 2:10 PM in August 2021, when a person driving a pickup truck heading west rear-ended another person driving a pickup truck while they were stopped at an uncontrolled intersection resulting in a suspected serious injury. Weather conditions were clear.

N Main St & W 4th Ave

One KSI involving a person driving a passenger car occurred at the intersection of N Main St and W 4th Ave. The crash occurred at 3:45 AM in May 2022, when a person driving a passenger car ran into a building at an intersection while turning right. The driver was reported to be under the influence of alcohol and sustained a suspected serious injury. This happened during clear weather conditions; streetlights were present.

Vantage HWY

One KSI involving a person driving a passenger car occurred on Vantage HWY. The crash occurred at 2:35 PM in November 2022, when a person driving a passenger car struck a stationary boulder while negotiating a curve in the road. This happened during clear weather conditions, not at an intersection, and resulted in a suspected serious injury.

E 4th Ave & E Craig Ave

One KSI involving a person driving a vehicle (type unknown) occurred at the intersection of E 4th Ave and E Craig Ave. The crash occurred at 9:05 PM in June 2023, when the driver under the influence of alcohol overturned the vehicle while making a left turn. This happened during clear weather conditions at an uncontrolled intersection on local streets and resulted in two suspected serious injuries.

E University Way

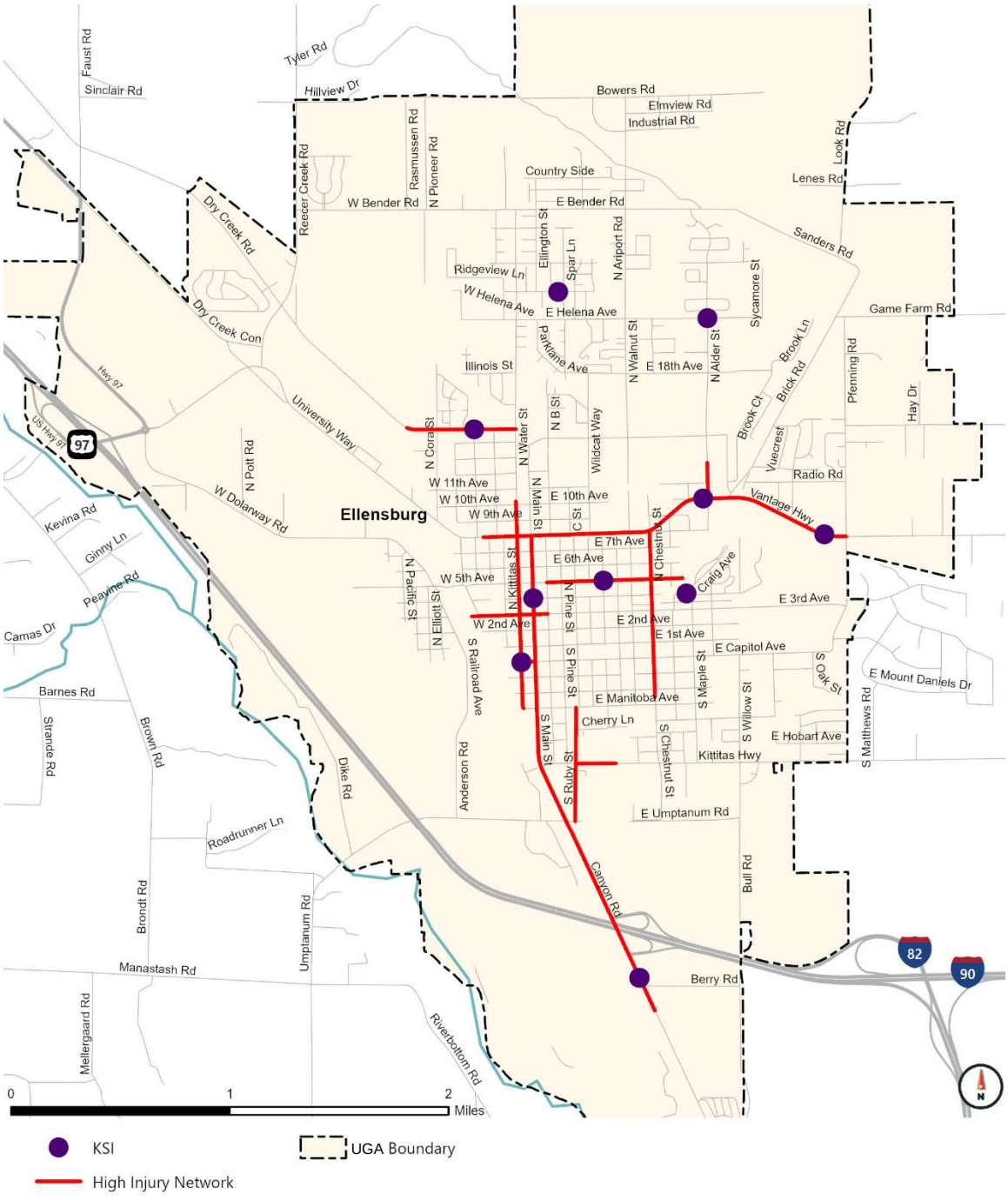
One KSI involving a passenger car occurred on E University Way, west of N Alder St. The crash occurred at 1:20 PM in September 2023, when a driver of a pickup truck was making a left turn into a driveway hit a person driving a passenger vehicle going straight. This happened during clear weather conditions, not at an intersection, and resulted in a suspected serious injury.

Motorcycle KSIs

E Idaho Ave

One KSI involving a motorcyclist occurred on E Idaho Ave. The crash occurred at 8:02 PM in April 2023, when a motorcyclist hit a parked vehicle that was unoccupied. The motorcyclist sustained a suspected serious injury. This was not related to an intersection and streetlights were present during the crash.

KSI Locations



Appendix C
Community Engagement Supporting Materials

Transportation Safety Action Plan (TSAP)
Engagement Plan Recommendation

PURPOSE	To gather input from the community to inform the development of a Transportation Safety Action Plan for the City of Ellenburg which includes the identification of projects for 2025 Safe Streets and Roads for All (SS4A) program proposal requests and future funding.
TARGET AUDIENCES	City Staff & Commissions *(support engagement)* County Agencies intersecting with Transportation Safety Community-Based Organizations – Countywide *(a more detailed list provided below)* Central Washington University Students, Faculty & Visitors Ellensburg School District – Staff & Families Community Members • Residents (Urban & Rural) • Youth • Seniors • Cyclists • Pedestrians • Public Transportation Users
EQUITY CONSIDERATION	*Actively apply Comp Plan Goal DE1- Policy B - Promote and encourage community engagement and outreach to all* by dedicating additional time and resources to underserved and traditionally underrepresented communities through the Trusted Advocate approach described in Step 3.

ENGAGEMENT APPROACH RECOMMENDATION

The City of Ellensburg has invested significant resources to gather community input regarding transportation access and safety concerns through its 2020 Active Transportation Plan (ATP) and 2023 Comprehensive Plan update. These efforts have resulted in a list of potential priority projects and locations *(refer to Comp Plan Tier 1 & 2 Project Lists pages 195 – 200 & ATP Prioritized Project Lists pages 50-57)*.

To reduce the potential for fatigue and token engagement by going back to the community with similar questions and information requests, the Project Team recommends an approach that aims to build on the projects previously identified via the above-mentioned efforts. Through this process, the City will foster community trust by demonstrating that it has heard and acted on requests by sharing any progress made since this past engagement took place. In addition, we will engage two teams composed of community representatives to review these already identified projects and develop a short list of recommendations for broader community engagement. *See below for team definitions.*

APPROACH DESCRIPTIONS

	TASK FORCE MEMBER DEFINITION Representatives from local public agencies and organizations that serve the community and represent a various disciplines and demographics, such as county agencies, relevant City Commission representatives, non-profits, schools, business organizations, and

STEP 1 Task Force Engagement *(Roster of Task Force Members attached)*	faith-based organizations. Task Force members are individuals with prior knowledge and/or experience engaging in city processes. *A more detailed description including roles, time commitment, and responsibilities to be included in the participant invitation document.* **APPROACH** Invite a robust group of stakeholders (no more than 10) representing the above-listed target audiences who will form a Task Force and engage in a series of meetings to: • Review project lists identified via the ATP and Comprehensive Plan's public engagement efforts, • Learn which projects the City has already implemented and/or are currently underway to reduce duplication, • Vet relevancy of remaining projects from these lists and produce a short list of relevant priority projects, • Review safety analysis findings and recommended strategies and projects to inform the development of a final prioritized project list, to be used for potential funding requests in 2025 and into the future, • Collaborate with Trusted Advocates to inform priority project recommendations for broader community engagement. ***NOTE:*** The project team will perform additional safety analysis of the transportation system and identify potential strategies and projects to make improvements. This approach will ask Task Force Members to begin with the existing project lists and then move to new projects identified through this analysis resulting in a prioritized project list that incorporates both.
STEP 2 Trusted Advocate Identification & Education *(Roster of Trusted Advocates attached)*	**TRUSTED ADVOCATES MEMBER DEFINITION** Community members who have traditionally not participated in past City project identification efforts and processes. These individuals should be able to provide perspective and connections to underserved and diverse populations residing in a diversity of locations near project implementation areas. Trusted advocates will receive compensation for their time. *A more detailed description including roles, time commitment, and responsibilities to be included in the participant invitation document.* **APPROACH** Since Task Force Members will include individuals from traditional institutions and organizations with previous experience engaging in City processes and decision-making, Task Force members may not necessarily capture the City's most diverse and often overlooked demographics. For this reason, we propose working with these institutions to identify a small team (no more than 5) of community members with trusted relationships to engage in a parallel track to the Task Force. Trusted Advocates will provide feedback on the Task Force's preliminary project list and support broader engagement efforts to ensure a diversity of voices is incorporated in the final list of project selections for funding requests. Trusted Advocates will: • Receive compensation for participation in education sessions and engagement activities, • Participate in a minimum of three project vetting sessions to understand the process and weigh in on the preliminary project lists as identified by the Task Force,

	• Work with the project team to review and ensure the accessibility of engagement materials, • Support dissemination of broader engagement information and conduct targeted activities with their respective communities.
STEP 3 Broader Community Engagement *(Community Partner outreach list attached)*	Upon completion of Steps 1 & 2, we will engage in a public information and engagement campaign to share the preliminary list of project recommendations, report back on projects already conducted or currently underway and gather input to inform the final project recommendations.
ENGAGEMENT TOOLS & ACTIVITIES	**Information tools** • Background, other engagement efforts, fact sheets, posters, flyers • Website information • Media releases • Social media posts • Public displays • Online surveys • Public comment/written submissions **Activities** • City of Ellensburg Town Hall / Open House - interactive • Targeted Focus groups • Partner-hosted and community events • Surveys • Trusted advocate – surveys, 1x1 and small group gatherings • Local businesses (Fred Meyer, Safeway, etc.) • High traffic locations (Library, pool, etc.)

CITY OF ELLENSBURG
TRANSPORTATION SAFETY ACTION PLAN

TASK FORCE ROSTER
Task Force members included representatives from the following organizations: • City of Ellensburg Public Works & Utilities • Fehr & Peers • AV Consulting • Psomas • Kittitas Co. Public Works • City DEI Commission • Ellensburg School District • Central WA University • People for People • Kittitas Co. Recovery Community Org. • Kittitas Valley Ministerial Assoc.

TRUSTED ADVOCATE ROSTER
Trusted Advocate members included representatives from the following organizations: • NOMMS Food Delivery • Ellensburg Running Club • Central Washington Disability Resources • Special Olympics/Developmental Disabilities Advisory Council • City Environmental Commission

CITY OF ELLENSBURG
TRANSPORTATION SAFETY ACTION PLAN
COMMUNITY ENGAGEMENT ACTIVITIES
FEBRUARY 2025

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Twitter
Website News Feed
Press Release
City Hall
All Commissions
Police / Fire Depts</td></tr>
<tr><td colspan="2">Flyer Distribution
Pool
Racquet Center
Safeway
Grocery outlet
Super 1
Fred Meyer
Coffee Stands
Community Boards
*Businesses along corridors</td></tr>
<tr><td colspan="2">CWU
Student Union (CIRC)</td></tr>
<tr><td colspan="2">Ellensburg School District</td></tr>
<tr><td colspan="2">Organizations & Agencies
Kittitas Co. Recovery Community & Community Network
Kittitas County Public Health Department
Disability Advisory Board
Blackhorse Development
Ellensburg Downtown Association
People for People
Work Source
Morning Rotary
Ellensburg Chamber of Commerce
Hearthstone
APOYO</td></tr>
<tr><th colspan="2">FOCUS GROUPS & COMMENTS SHEETS</th></tr>
<tr><td>Trusted Advocates
St. Andrews Church
United Methodist Church
NOMMS Food Delivery
Disability Resources – 509 Teens
Mill Pond Community</td><td>Central Washington University Students
Ellensburg High School
Home School Families
Special Olympics
Open House – City Hall</td></tr>
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SURVEY OVERVIEW

The City of Ellensburg received a grant award through the Safe Streets and Roads for All (SS4A) program to develop a Transportation Safety Action Plan (TSAP) for the City. The Action Plan aims to reduce and eliminate serious injury and fatal crashes for all modes of transportation.

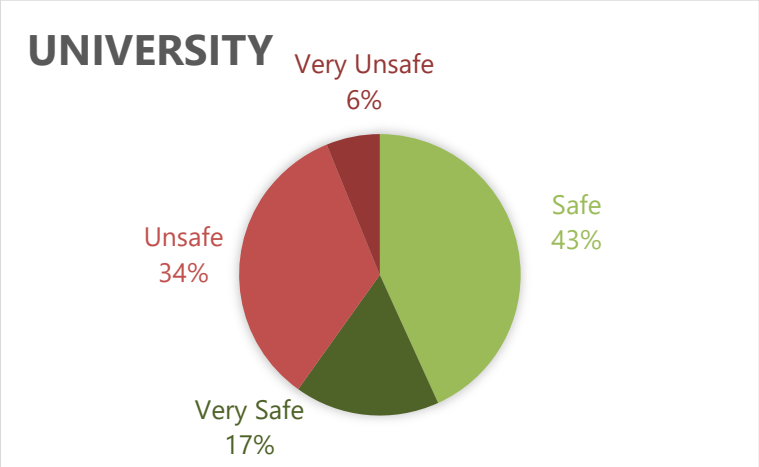
Based on previous community, City staff, and Council input, the City of Ellensburg has already completed or started work on 23 of 43 projects from the Comprehensive Plan (2017 – 2037), and 30 of 64 projects from the Active Transportation Plan (2019 – 2029).

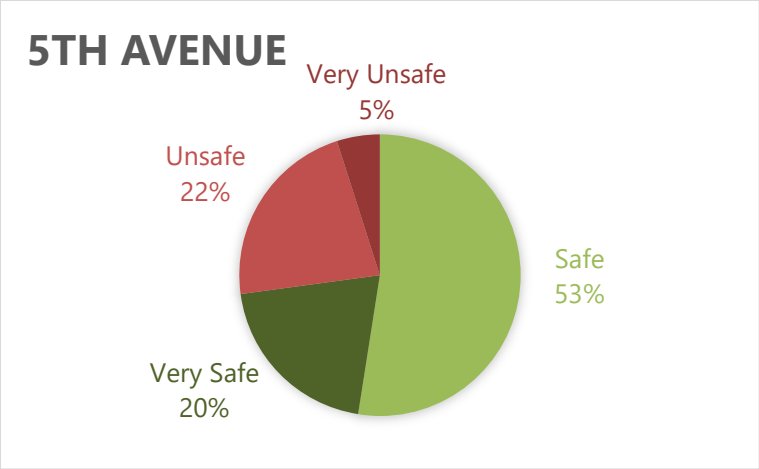
Participants were asked to provide input through an online survey to ensure the City of Ellensburg continues to receive funding to further improve the safety of our shared streets, bikeways and walkways.

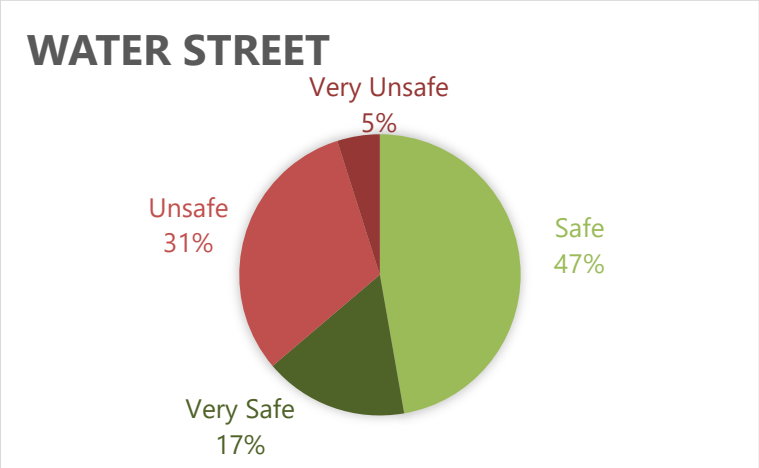
The 5-10 minute survey was open from February 24, 2025 through March 12, 2025 and **165 people responded to the survey**. Of those that responded, 160 were in English and 5 were in Spanish.

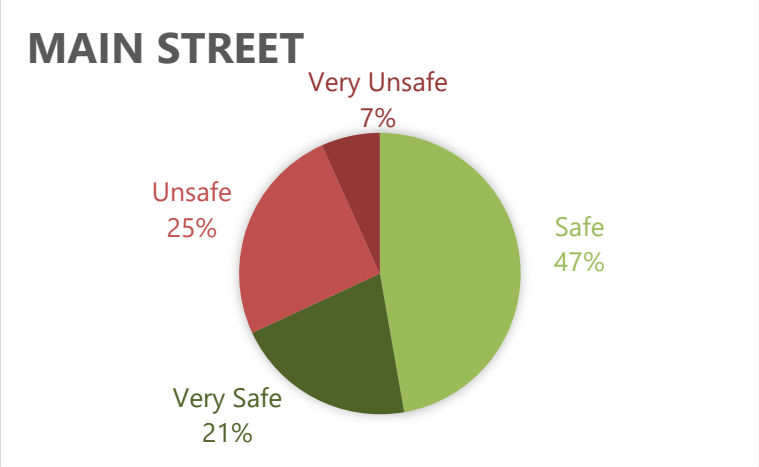
SURVEY ANALYSIS

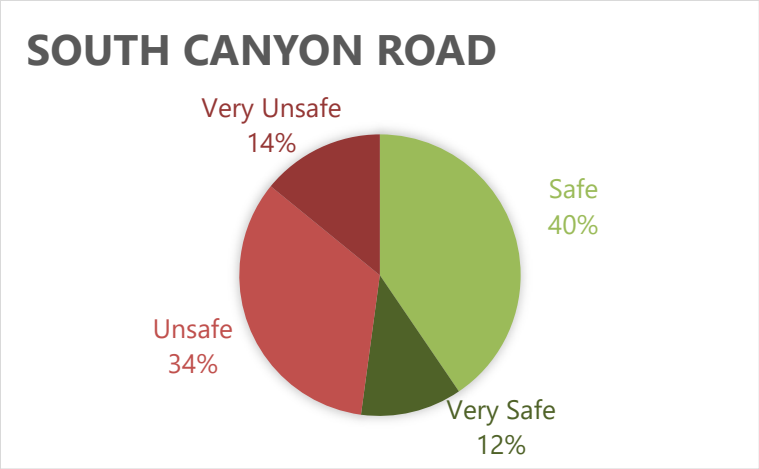
Q1 – Q5. Please rate the degree to which you feel safe when walking, biking, driving, or accessing transit in these corridors:




5TH AVENUE
Very Unsafe
5%
Unsafe
22%
Safe
53%
Very Safe
20%


WATER STREET
Very Unsafe
5%
Unsafe
31%
Safe
47%
Very Safe
17%

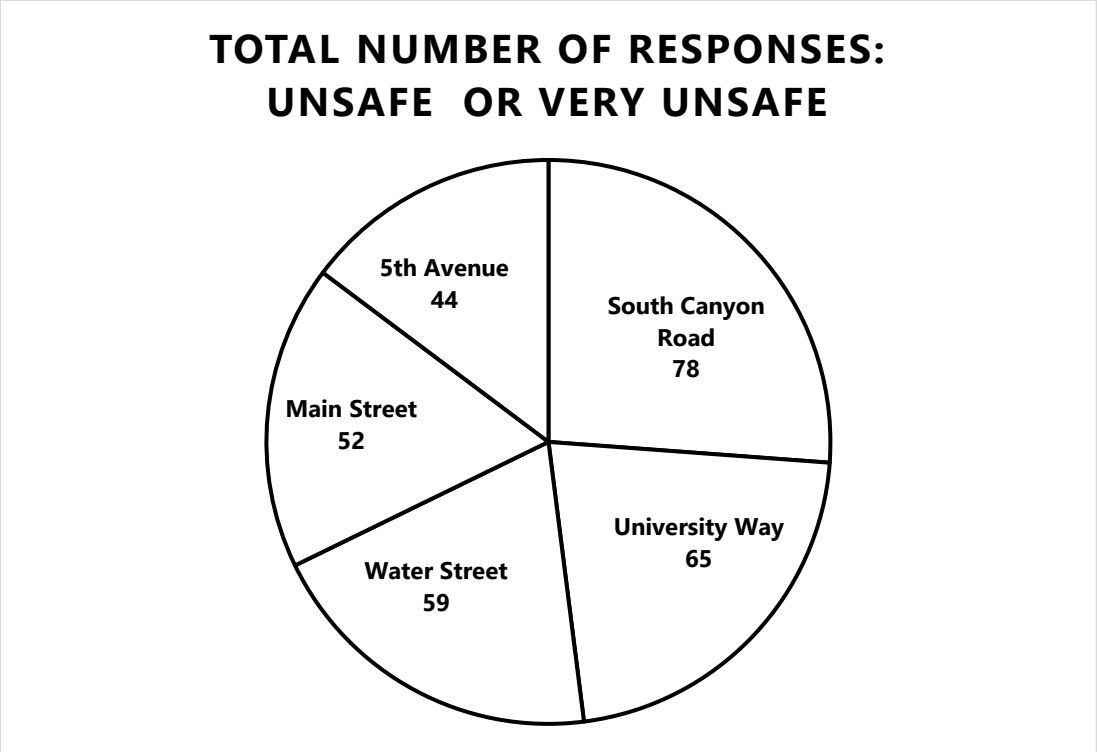

MAIN STREET
Very Unsafe
7%
Unsafe
25%
Safe
47%
Very Safe
21%



"Unsafe" or "Very Unsafe"

The following analysis is specific to the respondents who marked "Unsafe" or "Very Unsafe" for the five corridors.

Corridor	Total Number of Responses: Unsafe or Very Unsafe	Unsafe	Very Unsafe
South Canyon Road	78	71% (55)	29% (23)
University Way	65	84% (55)	16% (10)
Water Street	59	86% 51)	14% (8)
Main Street	52	78% (41)	22% (11)
5th Avenue	44	83% (36)	17% (8)



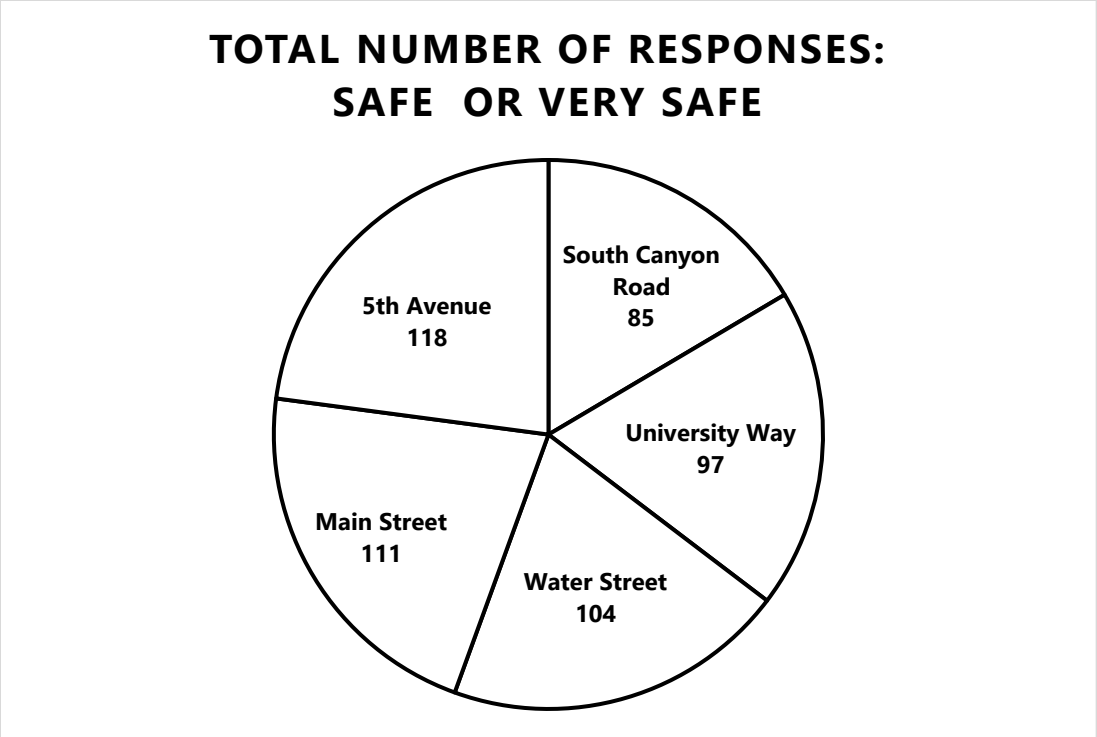
South Canyon Road is perceived as the least safe corridor with 48% of respondents rating it Unsafe or Very Unsafe.

"Safe" or "Very Safe"

The following analysis is specific to the respondents who marked "Safe" or "Very Safe" for the five corridors.

The corridor where respondents feel safest is 5th Avenue. It was only identified as "Safe" or "Very Safe" 118 times.

Corridor	Total Number of Responses: Safe or Very Safe	Safe	Very Safe
5th Avenue	118	52% (85)	20% (33)
Main Street	111	47% (77)	21% (34)
Water Street	104	47% (77)	17% (27)
University Way	97	43% (70)	17% (27)
South Canyon Road	85	40% (66)	12% (19)



Q6. For those corridors you rated **unsafe or very unsafe**, please share what makes you feel **MOST unsafe**. (i.e., speed, visibility, condition, signage, crossings for pedestrians, accessibility, etc.)

Data Considerations

The open-ended survey responses were categorized based on recurring themes. However, because respondents were not asked to specify which corridor their comments referred to, the themes were applied to all corridors they rated as "unsafe" or "very unsafe." However, a review of the comments was done to identify specific corridors and streets. This information was used to prioritize corridors and streets in the community engagement report.

For this question:

- Some comments may apply to multiple corridors,
- The data should not be interpreted as an exact count of issues per corridor but rather as an indicator of recurring concerns across corridors.
- Before prioritizing corridors for action, it is essential to review the raw responses to better understand the context of each comment.

Given these limitations, **this analysis should be used as a directional tool to identify broad trends along with notes from the Open House, focus groups and comment card collections.**

Descriptions of themes

The following themes represent the most cited concerns from respondents regarding corridor safety. While individual comments may vary in detail, these themes provide a high-level summary of the key issues raised across multiple corridors.

- Excessive vehicle speeds – Inconsistent speed zones, lack of enforcement, and fast-moving traffic making roads unsafe.
- Unsafe crossings – Poor visibility, long wait times, inadequate lighting, and drivers failing to yield.
- Lack of bike infrastructure – Inadequate or missing bike lanes, encroaching parked cars, and unsafe conditions near traffic.
- Poor roadway and sidewalk conditions – Potholes, loose gravel, inconsistent sidewalks, and confusing intersection designs.
- Poor visibility – Limited sightlines due to parked cars, buildings, or poor lighting, making it hard to see.
- Traffic congestion – high vehicle volume causing delays, unsafe lane changes, turning conflicts.
- Issues with large vehicles – trucks, RVs causing issues for other on the road.
- Signage Issues – Missing, unclear, or inconsistent traffic signs

Additionally, some comments that could not be addressed through improvements have been excluded from this analysis to ensure the focus remains on actionable safety improvements.

Across all responses, the most frequently mentioned concerns were:

1. Excessive vehicle speeds (37 mentions) and Unsafe crossings (37 mentions)
2. Poor roadway and sidewalk conditions (34 mentions)
3. Poor visibility (30 mentions)

Other concerns included lack of bike infrastructure (20 mentions), traffic congestion (14), issues with large vehicles (7), and signage issues (9).

These findings suggest that **speeding, unsafe crossings, and infrastructure conditions** are the highest safety concerns across corridors.

Themes	**# of Times Mentioned**
Excessive vehicle speeds	37
Unsafe crossings	37
Poor roadway and sidewalk conditions	34
Poor visibility	30
Lack of bike infrastructure	20

Traffic congestion	14
Signage issues	9
Issues with large vehicles	7

As noted above, the following some comments may apply to multiple corridors, leading to double counting in the summary table below:

	Excessive vehicle speeds	Unsafe crossings	Lack of bike infrastructure	Poor roadway and sidewalk conditions	Poor visibility	Traffic congestion	Issues with large vehicles	Signage issues
5th avenue	9	13	9	14	11	4	4	2
Main Street	12	15	15	12	17	6	4	5
South Canyon Road	31	26	15	17	6	10	5	7
University Way	20	22	15	18	15	3	5	4
Water Street	23	21	8	14	15	3	2	4

Q7. For those corridors you rated safe or very safe, please share what makes you feel MOST safe. (i.e., speed, visibility, condition, signage, crossings for pedestrians, accessibility, etc.)

Please review the raw data to review comments related to this question.

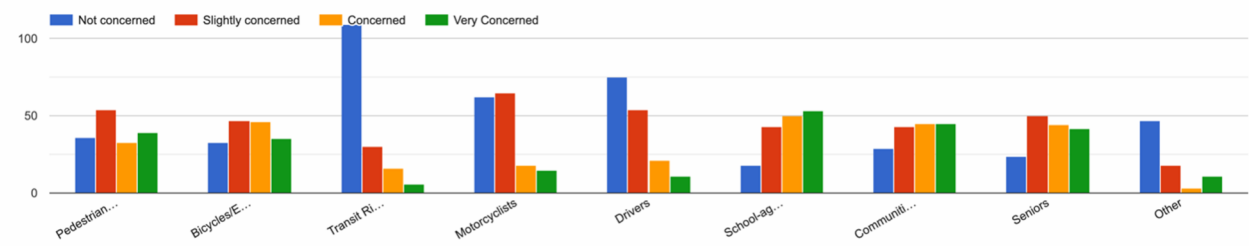
Q8. Based on the experiences you or those you know in your community have had on streets OTHER THAN the five corridors discussed above, where do you feel MOST UNSAFE? Share specific street names or intersections.

Please review the raw data to review comments related to this question.

Q9. Please rate how concerned you are about the safety of each traveler using the City of Ellensburg's streets, bikeways, and walkways.

This question allowed respondents to **select multiple options**, meaning some individuals provided ratings for more than one traveler type. As a result, the total number of responses exceeds the number of individual respondents. This should be considered when interpreting the data, as some respondents expressed multiple ratings for each category.

	Not concerned	Slightly Concerned	**Concerned**	**Very Concerned**
Pedestrians/Runners	36	55	**35**	**38**
Bicycles/Electric Bicycles/Skateboards/Scooters/Other Micromobility	33	49	**46**	**36**
Transit Riders	109	33	**16**	**6**
Motorcyclists	62	64	**22**	**15**
Drivers	76	54	**23**	**11**
School-aged children and youth	18	44	**14**	**52**
Communities with Disabilities	29	45	**46**	**45**
Seniors	24	52	**45**	**42**



Q10. 10) Have you or someone you know been involved in a crash or collision? If yes, (share location, whether it involved people walking, biking, driving, etc., result, etc.).

Please review the raw data to review comments related to this question.

Q11. What ONE transportation improvement or enhancement (for walkers, bicyclists and/or drivers) would you most like to see happen in the City of Ellensburg? Please share your recommendations below.

Open-ended comments were grouped into the following categories:

Bicycle infrastructure enhancements (29 responses)

- More bike lanes and dedicated bike paths, preferably separated from traffic
- Improved bike signage and designated bike routes
- Improve areas where bikes are not following bike laws (keeping bikes off sidewalks, requiring adherence to road safety rules)

- Expansion of multi-use pathways

Pedestrian safety upgrades (29 responses)

- Better-marked crosswalks (e.g., flashing lights, lighted signs, flags for pedestrians)
- Leading Pedestrian Intervals (LPIs) at signalized crossings
- Pedestrian overpasses in high-traffic areas
- Add crosswalks at locations where pedestrians are already crossing
- Better lighting at crosswalks

Traffic intersection improvements (26 responses)

- Installation of protected left-turn lanes and longer turn signals at busy intersections
- Adjusted traffic light timing
- Red light cameras
- More roundabouts to improve traffic flow and safety
- Adjustments to traffic light timing for efficiency and pedestrian safety
- Implementation of stop signs in key locations to slow down vehicles

Sidewalk improvements (19 responses)

- Expanding and maintaining sidewalks, especially in high-foot-traffic areas
- Ensuring ADA-compliant sidewalks and crossings
- Snow removal and sidewalk maintenance for year-round accessibility
- Improved lighting
- Add speed control solutions

Speed management & traffic law enforcement (9 responses)

- Speed enforcement in critical areas (e.g., University Way, Main Street)
- Speed reduction in pedestrian-heavy areas
- Speed humps and other traffic-calming measures
- Better enforcement of red-light running, stop sign violations, and distracted driving laws

Roadway improvements (8 responses)

- Road widening in areas with heavy traffic or narrow lanes
- Improved signage for drivers, cyclists, and pedestrians

Public transit expansion & accessibility (7 responses)

- Expanded bus routes to reach city limits and underserved neighborhoods (Millpond)
- Improved bus stop infrastructure (e.g., shelters, ADA access)
- Greater accessibility for disabled riders, including assistance from drivers

Other (13 responses)

- General education requests
- Unique requests that do not fit into other categories
- General complaints

In the open-ended feedback, you can see overlap between a few themes. The feedback shows an integrated approach to improving transportation in Ellensburg, with a strong focus on shared infrastructure that benefits cyclists and pedestrians, as well as traffic safety measures that support drivers. **The overlap in themes indicates that the city's transportation improvements can address multiple concerns simultaneously, ensuring a more balanced and safe experience for all road users.** Here are some examples:

Intersection of Bicycle and Pedestrian Concerns:

- Both Bicycle Infrastructure Enhancements (29 responses) and Pedestrian Safety Upgrades (29 responses) emphasize the need for safer, more accessible paths. Respondents are advocating for spaces that promote safety for all users, especially in areas with high foot and bike traffic. This includes improvements like better-marked crosswalks and separated bike lanes, which would create safer environments for both cyclists and pedestrians.

Speeding and Pedestrian Safety Concerns:

- Several responses in Speed Management & Traffic Law Enforcement (9 responses) highlight the dangers of speeding in pedestrian-heavy areas, A stronger push for speed reduction measures in conjunction with pedestrian upgrades (e.g., more visible crosswalks with flashing lights) would likely address both speed-related issues and pedestrian safety concerns.

Improving Intersection and Pedestrian Safety:

- The demand for better traffic intersection designs, like protected left-turn lanes and roundabouts, connects to pedestrian concerns in Pedestrian Safety Upgrades. Specific requests for Leading Pedestrian Intervals (LPIs) and better-marked crosswalks are often tied to busy intersections where vehicles and pedestrians interact.
- The need for adjusted traffic light timing for both pedestrian safety and traffic flow suggests that solutions should be integrated to manage both vehicle traffic and pedestrian movement more efficiently. This could also address some of the concerns regarding gridlock or extended waits for pedestrians.

Balancing Car and Bicycle Infrastructure:

- In the context of Roadway Improvements (8 responses), there's an increasing focus on making streets safer for cyclists and pedestrians by addressing issues like narrow lanes and inadequate bike lanes. This theme overlaps with Bicycle Infrastructure Enhancements, which calls for more bike lanes and separated bike paths.

Integrating Pedestrian and Public Transit Infrastructure:

- The theme of Public Transit Expansion & Accessibility (7 responses) intersects with Sidewalk Improvements (19 responses), where ADA-compliant sidewalks and bus stop infrastructure are essential for ensuring that public transit users—especially those with mobility challenges—can access buses safely. Expanding public transit routes and improving bus stop shelters would need to be paired with safer pedestrian access to these stops.

Q12. Please share any other comments you think are relevant to this survey and/or would help to make our Ellensburg streets safer.

Please review the raw data to review comments related to this question.

CITY OF ELLENSBURG
TRANSPORTATION SAFETY PLAN – COMMUNITY ENGAGEMENT
FOCUS GROUP RESPONSES

(Trusted Advocates, Food Delivery Drivers (NOMMS), CW Disabilities Resources, St. Andrews, United Methodist Church, Central Washington University Students)

KEY THEMES BY CORRIDOR & AUDIENCE

S CANYON RD

Nomms Food Delivery Drivers

- Least safe. High-speed traffic, limited pedestrian infrastructure, and few safe crossings.
- Too risky for biking or walking here, especially near the freeway

Trusted Advocates

- Difficult for pedestrians (parked cars, turning into parking lots) – *Additional signage needed to redirect driver attention to pedestrians*
- Difficult left turn to freeway /Roundabout to get on to 1-90 problematic – *Bypass recommended southbound toward Canyon*
- Lack of yielding to pedestrians

509 Teens

- Highest area of concern for youth due to limited crossing areas and speeds

Disability Resources

- Too narrow, no shoulder. – Dangerous for pedestrians
- Need turn lights/signals
- More lighting at night

CWU Students

- Serves as primary route into and out of Ellensburg during peak travel times such as University events or holidays.
- Traffic congestion can occur, leading to delays. (2)

South Canyon Rd & Cascade Ave

Mill Pond Residents

- The intersection currently lacks traffic signalization, particularly affecting the upper section of Cascade Ave. (3)

UNIVERSITY WAY

Trusted Advocates

- Crosswalks are not visible or safe for pedestrians – *Flashing lights recommended*
- Drivers not turning right on red – *Signage recommended*
- Drivers do not follow speed limits – *Enforcement & Signage recommended X2*
- Roads unsafe for bike routes - *Bike lane on sidewalk recommended*

Disability Resources

- Crosswalks need to be repainted and have flashing lights to signal drivers
- No bike lane. Dangerous for bicyclists on university way.
- Speed – Do not honor speed limit. Especially by dominos. Need cameras, more patrols.
- Light at Dominos – Change to flashing light.

Nomms Food Delivery Drivers

- Crosswalks not visible due to speed & lack of enforcement
- Unsafe at night due to poor lighting — especially around the freeway exits and near bars and fast-moving traffic.
- Dangerous for peds, runners and bicycles - Drivers frequently fail to yield, even at marked crossings. This is especially dangerous near campus, where students walk frequently.

University & Water

Nomms Food Delivery Drivers

- Water and University is uncontrolled for left turns

St. Andrews Church

- High pedestrian area. Need speed limit enforcement/signage

University & Wenas

St. Andrews Church

- Parked vehicles obstruct visibility and prohibit turning movements for both drivers and pedestrians. X 4

University & N. Currier (by DQ)

CWU Students & St. Andrews Church

- Fix light. Not in sequence. Major traffic issues

University St by 7-11

CWU Students

- Unsafe for walkers x2
- Need more lighting / unsafe at night

5TH AVENUE

Trusted Advocates

- Crosswalks have low visibility at night – *Additional lighting recommended*

Disability Resources

- Speed – scary for folks with disabilities
- Need crosswalk by Twin City
- Need more parking enforcement, especially along bus stops. Add no parking signage.

St. Andrews Church

- Need crosswalk by Twin City

5th Av & Kittitas

Disability Resources

- *Visibility – near misses*

5th Avenue & Chestnut

Trusted Advocates

- Traffic jams turning left and congestion – *4-way stop recommended X 3*

5th Avenue & Water

Trusted Advocates

- Students feel unsafe due to high speeds

Disabilities Resources

- Yield on traffic, difficult to turn.

5th & Wenas

Trusted Advocates & Mill Pond Residents

- Dangerous crossing for pedestrians and bicyclists
- Speed concerns
- No turn signals

WATER STREET

Nomms Food Delivery Drivers

- Unsafe at night. Needs lighting

Disabilities Resources

Water & 4th

- Speed enforcement. Road rage when people follow speed limits

Water & Petense

- Poor visibility and have almost been hit (several participants)
- Bushes and foliage along here more in the downtown side need to be trimmed and can often block the view.

Water & Washington

Open House

- Transit stop too close to intersection
- Reassess parking – too close / visibility

MAIN ST

Nomms Food Delivery Drivers

- Visibility at intersections, lack of respecting speed limits
- Mix of parked cars, cyclists, and turning vehicles can make certain intersections feel a bit chaotic.

Main & 5th Ave

Trusted Advocates

- Unsafe for bikes
- High speeds concerning students

Disabilities Resources

- Lights don't sync

- Need jaywalking enforcement
- Eliminate parallel parking / assess parking

CWU Students

- Add: "Students Walking" Signs
- Need more crosswalks around University – hard to see/vehicles don't care.

Main & 1st Ave

Disabilities Resources

- Need hang lights

Main & 4th Ave

- Turns block traffic
- Poor visibility

Main St & 14th

St. Andrews Church

- Two-way stop may not adequately manage traffic flow. Implementing four-way stop signs could enhance intersection safety. (3)

OTHER CORRIDORS

MILL POND COMMUNITY

Trusted Advocates

- Lack of documented incidents do not reflect safety and access concerns x 3
- S. Canyon to University – children walking (no sidewalks, signage, shelter)

Mill Pond Residents

- Need speed limit signs close to the entrance and in the park
- Need lanes painted at entrance.
- High % of residents walking - Need public transportation and shelter near the park and on S. Canyon Road
- During winter kids need to walk very far for school bus @ Super 1

CAPITOL ST

Capitol & Chestnut

St. Andrews Church

- Installation of speed limit signs. (3)

Capitol Ave & Willow

St. Andrews Church

- Installation of traffic signals at the intersection of Willow St/Capitol Ave to facilitate safe left turns for drivers approaching Ellensburg High School. (4)

E Capitol Ave and N Ruby St.

St. Andrews Church

- Lincoln Elementary and Morgan Middle School – Need stop and traffic signals including N Walnut St (8)

Capitol & Anderson

St. Andrews Church

- Need stop sign. (1)

SANDERS RD

Sanders St from Airport to Alder

Open House

- Very unsafe
- No sidewalks/shoulder
- No bike lanes
- Too narrow
- Heavy traffic

Sanders & Brick St.

St. Andrews Church

- Add traffic lights signals to reduce high speed limit X 2 responses

RUBY ST.

Mt. View & Ruby

Open House

- High Speed

S Ruby & E. Manitoba

St. Andrews Church

- Signals on E Manitoba Ave to facilitate safe right turn to S Ruby St. (4)

Ruby St Between 3rd through 5th

Trusted Advocates

- Poor visibility - Buses block view

St. Andrews Church

- Speed limit signage installation of additional speed limit signs in school zones. (7)

Ruby & Capitol

Mill Pond Residents

- Installation of traffic lights and sign stops could enhanced safety. (4)

E HELENA

E. Helena & Alder

Disability Resources

- High traffic – Dangerous for pedestrians

E. Helena & Airport

Open House

- 4-way stop needed

United Methodist

- At the light, the visibility is very bad.
- Too many parked cars

Helena & Walnut

St. Andrews Church

- No Stops. Need signs/Blinking stop light approaching walnut or orange flags

INDIVIDUAL STREETS

N Chestnut & E 7th

- Fix potholes by Sherwin Williams

E 18th St

CWU Students

- Need more lighting. Unsafe, especially in winter

Berry St

Trusted Advocates

- No walking paths – very unsafe for pedestrians
- No pedestrian access, lack of transit, vulnerable communities (i.e., urban growth area)

2nd & Pine

Trusted Advocates

- No visibility due to street parking x 2
- Busy entry to town – *flashing and/or roundabout recommended*

Mill Pond Residents

- Add No Parking Signs – Poor visibility

3rd & Pearl

Mill Pond Residents

- Add No Parking Signs – Poor visibility

United Methodist Church

- Need crosswalks and lighting

Umptanum Street

Open House

- Unsafe crossing
- South on Canyon – unsafe turning lane

E 17th Ave/ Bender Rd

St. Andrews Church & United Methodist Church

- Need sidewalks. (1)

E 11th Ave/ N Alder St

St. Andrews Church & United Methodist Church

- Enforcement of traffic signal to facilitate safe left turns. (1)

N Pfenning Rd

St. Andrews & United Methodist Church

- Need side walks. (1)

15th Ave/ Kora St

St. Andrews Church

- Overgrown bushes blocking drivers' views at 15th Ave and Kora St. (5)

North Kittitas St/ W 6th Ave

St. Andrews Church

- Traffic light needed (2)

N. Pine & E 2nd - Blue Stone Academy

United Methodist Church

- Collision: Lack of visibility. (5)

HWY 10

Hwy 10 & Klocke Rd by the train tracks

St. Andrews Church

- Crosswalk needed - kids have to cross tracks to get to school bus.

Hwy 10 & I-97

St. Andrews Church

- Add: *reduced speed* sign

Dean Nicholson Blvd

CWU Students

- Advertising signs for people riding scooters while crossing streets. (1)

East 5th & North Sprague (Safeway)

CWU Students

- Current 4-way stop not safe. People run it. Need light

CW - By Science Building

CWU Students

- Too dark, unsafe at night
- Crosswalk not visible

By Lombard House

CWU Students

- Ramps uneven, difficult to ride.

UNSAFE – OTHER COMMENTS

509 Teens

- For youth/pedestrians greater area of concern are school zones. Need more visible markings and crosswalks. Signs "Students walking". More flashing lights. Speed cameras.

Disability Resources

- Biggest concern pedestrians. Most don't have transportation

Nomms Food Delivery

- Ditches near schools, especially EHS
- Add more protected bike lanes and better-lit pedestrian crossings
- Better enforcement of speed limits and pedestrian right-of-way laws
- Need sidewalks on all streets.
- Need e-bike or e-scooter regulations

- Biker education - They can ride through intersections without stopping or looking around which has led to several close calls.

East Side of Campus

CWU Students

- Implement sidewalks and make them accessible to people with disabilities.
- Some side walks are very narrow. (1)
- Need more street lighting in ALL of Ellensburg
- Sidewalks downtown too narrow

SAFE – OTHER

- Bike Lanes – safe (open house)
- 7th Ave Bike Lanes
- Number of crosswalks
- Turn signals
- Pedestrian protections on Main St.
- Sidewalks on University
- Main Street is one of the safer areas for walking and biking due to frequent pedestrian crossings, lower speed limits, and better lighting (Nomms)

IMPROVEMENTS

Disability Resources

- Bus signage and Maps at stops need to be larger.
- More accessible /frequent bus stops
- Repaint crosswalks
- Post office street - pulling out is extremely dangerous to pedestrians on sidewalk/ poor visibility to oncoming traffic.

SAFE/UNSAFE – OPEN HOUSE

	1 *Very safe*	2 *Safe*	3 *Unsafe*	4 *Very Unsafe*
University	1	5	6	

Water	1	4	5	
Main	3	6	1	
S. Canyon	1	4	6	
5th Ave	1	3	7	

From: Mechelle Moran <creativekidslc@hotmail.com>
Sent: Tuesday, March 18, 2025 11:02 AM
To: Josh Mattson <mattsonj@ci.ellensburg.wa.us>
Subject: [Ext] Important Request for 4-way Stop on 1st Ave. & Ruby St.

CAUTION - EXTERNAL EMAIL: The email below is from an external source. Please exercise caution before opening attachments, clicking links, fulfilling requests, or following guidance.

Josh,

Hello,

It was great talking with you this morning, thank you for taking my call and allowing me the time to share my concerns regarding the dangers on the 1st Ave. & Ruby St. intersection. I am the owner of Creative Kids Learning Center and have been at this location (102 N. Ruby St.) since 2009. We have always had concerns of the safety of the community (particularly middle school kids), when crossing at the 1st Ave. and Ruby St. intersection. There have been many many many instances where we have witnessed cars speeding down Ruby St. not even paying attention to pedestrians trying to cross the road, car slammin on their brakes (so much so that we can hear the sceaching tires sound from inside out building), watched middle school kids many times dodge cars while they are sprinting across the street racing across after being impatient from waiting a long time to cross. Some of our childcare families have had close calls when using the cross walk with their children, while in the cross walk and cars not paying attention and nearly hitting them. I know that if someone came and observed a few times, they would see what I am describing on a Monday through Friday when public school is in session.

There is a 4 way stop on Capital and Ruby and on 3rd and Ruby, however I feel the foot traffic is heavier with the middle school kids going to the public library, Safeway and downtown area on 1st Ave. & Ruby than it is on Capitol and Ruby where there is no 4 way stop. I have always feared and honestly been surprised that there is yet to be an unfortunate accident to happen yet, although like I said, there have definitely been some close calls.

One of which was today, which is what sparked my reason for finally reaching out to try to request or start the process of requesting a 4-way stop. A community member called our center to tell me that they almost hit a parent and child that was crossing in the cross walk because they didn't see them due to middle school parents/cars being parked on I believe the West side of 1st Ave. during morning drop off time. They called to inquire on requesting a 4-way stop as they were petrified that they almost had hit the child and their parent.

Please consider my request as a serious plea to preventing an unspeakable potential accident that could happen to a community member, even worse a child. I do believe that installing this important 4-way stop would help slow traffic down on Ruby St. in front of the Public Library, a childcare center & the Middle School and would force all vehicles to stop and give pedestrians the right away as the law intends them to have.

Thank you so much for your time and advocacy for the safety of our community members. Please let me know if there is something further I can do to assist in the process of getting a 4 way stop installed at the 1st Ave. And Ruby St. intersection.

Mechelle Moran

Owner/Director

Creative Kids Learning Center

(509) 962-2552 or (509) 899-1711

CreativeKidsLC@hotmail.com

www.cklcellensburg.com

CITY OF ELLENSBURG
TRANSPORTATION SAFETY ACTION PLAN
COMMENT CARD COLLECTION
HOME & HIGH SCHOOLS STUDENTS & SPECIAL OLYMPICS

104 – Ellensburg High School Students
43 – Special Olympics
TOTAL: 147

KEY THEMES BY CORRIDOR & AUDIENCE

S CANYON RD

Special Olympics

- @ Mountain View – people don't stop at blinking crosswalk

Ellensburg High School Students

- Faster speeds
- No nice sidewalks/buffers
- Smaller lanes congestion
- @ Main – congestion, collisions

UNIVERSITY WAY

Special Olympics

- Least safe
- (6) - @ Main (and west beyond college) – cars run lights, short lights
- Heading north – uncomfortable
- East of campus - Fewer stop lights, fewer 4-ways, and less traffic control (add remote ticketing)
- Almost hit by car
- Bright lights +blue safety totems – safe features

Home School Students & Church Community

- Drive too fast, car speeds, heavy traffic
- (3) - @ Water Street
    - too fast
    - bike lanes have created questions about the lane next to the sidewalk
- (3) - @ Chestnut – racetrack at midnight, crossing needs additional time, speeding, busy
- (2) - Crosswalk near Jerrols
- (2) - @ Main – fast traffic, large crosswalk, awful for pedestrians
- @ N. Pearl – too fast

- @ Walnut – people run red lights, pedestrians almost hi
- @ N. Willow Street – cars turning left from Univ. and flying onto Willow
- Crossing at uncontrolled intersections
- No bike lane
- Lots of crosswalks – *safety feature*
- Slow speed limit - *safety feature*
- @Wildcat – well controlled intersection - *safety feature*

Ellensburg High School Students

- (10) - Increased traffic speeds, too fast for amount of people walking, no enforcement
- Multiple lanes, wide street
- @ roundabout near Pilots – bad traffic
- High traffic, congestion
- @ Water – road narrows, lots of traffic
- Well maintained and very populated - *safety feature*
- Slower traffic - *safety feature*
- @ Walnut – easy across crosswalks - *safety feature*
- After Wenas - *safety feature*
- People pay more attention near schools - *safety feature*

5th Avenue

Special Olympics

- @ Chestnut – need crosswalk safety

Home School Students & Church Community

- (3)- @ Main – 4-way light controlled intersection, good visibility to cars/people
- @ Ruby – 4 way stop with 4 crosswalks
- (2) @ Sprague
    - Crossing from Safeway to City Hall – need pedestrian crossing!
    - Across Cornerstone - Bad turns, hard for pedestrians
- @ Pine (in front of Dollar Tree) – diagonal parking, low visibility
- @ Chestnut – poor visibility (drivers have to creep into sidewalk)

Ellensburg High School Students

- (3) - @ Pearl/Pine (incl. dollar tree)– dark, weird people, crashes when you back out of parking, teens crossing street without looking
- (2) - @ Ruby – lots of homeless people, people pay less attention by grocery store
- Cars rushing w/ lots of pedestrians
- @ Anderson – low visibility, bushes in intersection
- Good visibility and lighting- *safety feature*
- (2) - Ample stop lights - *safety feature*

- Well kept road - *safety feature*
- @ Pearl (bull statue) – public, one-way street - *safety feature*
- @ Safeway – cars are slower, has stop signs - *safety feature*
- @ Walnut – no bushes, good visibility - *safety feature*
- @ Pine – one way street, lots of controlled traffic - *safety feature*

Water Street

Special Olympics

- @ Main – no stops
- @ Manitoba – unfamiliar people
- (2) - @ Railroad Ave – no street signs or sidewalks, no people walking around
- @ 9th – no stop signs or lights
- Fewer stop lights, fewer 4-ways, and less traffic control
- Need a flashing crosswalk by jail – can't see crossing at night

Home School Students & Church Community

- (2) - @ 4th
  - bush blocks view of oncoming traffic
  - people don't pay attention to crosswalks

Ellensburg High School Students

- (2) - Increased traffic speeds
- Multiple lanes
- Never been hit
- Very open

Main Street

Special Olympics

- (3) - Too busy with cars
- Manitoba through 5th (downtown)– reduced sidewalks
- Safe
- Traffic lights, crosswalks

Home School Students & Church Community

- Poor bike access
- Parked cars
- @ 1st – Traffic signal in one direction
- @ Manitoba – hard to turn left
- @ W. 14th – no sidewalk or crossing light
- @ W. Capitol Ave
- People darting out

- Drivers not looking – especially at crosswalks without lights (need yellow flashing lights)
- @ Capitol – large, well-known intersection - *Safety feature*
- Traffic lights – *Safety feature*

Ellensburg High School Students

- Multiple lanes
- Increased traffic speeds
- @ 6th Ave – tight right turn, hard to see pedestrians
- @ 4th – fast cars, some stop in crosswalk
- @ 7th – very busy
- Further outside of downtown – more speeding
- Dangerous crossing roads
- (2)- Lots of stop signs - *Safety feature*
- Controlled streets -*Safety feature*
- Good sidewalks - *Safety feature*
- Businesses - *Safety feature*
- Everyone has to be careful - *Safety feature*
- Very spacious - *Safety feature*

Other:

Special Olympics

- (5) - Pearl street – comfort, sidewalk, crosswalks, street signs, one-way
  - (6) - @ 4th – sidewalks, stop signs, people out and about, well lit, next to park, slow traffic
- (3) - Capitol (near schools) – well lit
- (3) - 300 bare road (sunridge) – familiar home
- 6th Ave (across church) – know the community
  - (2) - 6th & Chestnut - comfort
- (2) - Ruby St – not as much traffic in evening
  - @3rd – 4-way stop
  - 4-way stops – clear view
- (2) - Downtown – people walking around, lots of lights, 4-way stops
- (2) - Alder & Dean Nicholson – lights + less traffic
- (2) 3rd
  - @ Pine – stop signs
  - @ Vally View Elem – bike/ped path
- Game Farm – isolated
- Radio Hill – near home, familiar territory
- Wildcat Way – streetlights
- Pine & Manitoba
- 7th – bike boulevard
- Chestnut (near hospital/Manitoba) – people are careful
- Fred Meyer – slower traffic

- Ruby
    - (2) - @ Manitoba - visually uncomfortable
    - @ 5th – madhouse – add stop light
- (2) - West Interchange Roundabout – no one knows how to drive it
- 3rd
    - @ Pine (is a 2-way but people stop at 4)
    - @ Pearl – people blow through 4-way
    - (2) - In town
- 7th (fairground area) – no sidewalks
- #6 Road – Running stop signs, too many accidents (make a 4-way stop)
    - @ Kittitas Hwy – drivers run stop signs
- John Wayne Trail – no people (add lighting), isolation at night
- Capitol & Willow – crosswalk and school
- Brick Road- Fewer stop lights, fewer 4-ways, and less traffic control. Still dangerous despite new sidewalks. People drive too fast
- Unmarked intersections
- Helena & N. Alder – fast drivers (add more 4-way stops)
- Grocery Outlet parking lot
- Chestnut way – speed of traffic
- Everywhere in winter – icy

Home School Students & Church Community

- (5) - 2nd & Pine
    - limited visibility traveling south no Pine for people heading west on 2nd
    - turning left – no visibility until almost fully in intersection, too many cars parked diagonally on Pine
    - Long bodied trucks parked diagonally block view of vehicles
    - Need wider street if cars will be allowed to park, if narrow don't allow street parking
- (4)- Capitol
    - @ Chestnut – drivers roll through without stopping, esp. right turns, ice in winter
    - E Capitol – crosswalks from Youth Center to Middle School need crossing light! Need street lights (too dark)
- (3) Ruby –
    - @ 2nd need a crosswalk for school kids walking to town/library
    - @ 4th - lots of cars entering
    - @ Manitoba – not a regular 4-way and can't tell if someone is going to turn on Ruby
- (2) Chestnut –
    - @ Mountain View - walk signals need more time (especially for wheelchairs)
    - @ 3rd
- (2) - Shoulder-less roads – no access for pedestrians or bikes
- (2) - 7th Ave (between Walnut & Sampson) southside– terrible sidewalk, road not plowed
- 7th Ave realignment of stop signs has created many blind spots

- Southside of Valley View Elementary – no sidewalks
- E. Tacoma Avenue – lacks sidewalks
- Alder (parts of) – no sidewalks, fast speeds
- Railroad Ave – lack of sidewalks + bike lanes
- Bender & Brick Road – crazy curve
- N. Willow & Brick Road – poor visibility
- 6th & Kittitas Highway – bigger stop signs
- Wildcat – lack of any stops
- Walnut & 18th – light timing is deceptive so people make unsafe turns (timing from green to yellow to red needs to be longer)
- (6) - 7th – bike street, bike lanes, clear signs, blocked left turns
- (3)- 4th & Pearl – walkability, slow speed limits, sidewalks, lots of stop signs, pedestrian
  (2) - Trails away from cars – zero cars and less populated, country
- (2) - 7th & Walnut – concrete island
- (2) - On campus – largely pedestrian zone
- (2) 3rd
  - @Ruby
  - wide sidewalks
- Alder Street Park – wide shoulders + sidewalks, slower speed limit
- New Pfenning trail/walk – nice space between walk and road
- Home, work, near police station
- visibility
- Cora street – wide sidewalks
- Walnut Street – everyone stops
- Wildcat Way – ample street lights, pedestrian crossing visible, signs
- N. Chestnut – street lights, stays plowed in winter, lots of visibility, signs
- Mountain View crossing – flashing yellow light

Ellensburg High School Students

Other:

- (8) - E. Capitol Ave – more police around monitoring traffic (|||), slower speed limit (school zone) (|||), rich neighborhood, nice sidewalk, has stop signs, People pay more attention near schools
- (5) 3rd
  - (2) @ Pfenning – low traffic, crosswalks clearly marked, people are careful
  - 3rd (downtown) – slow traffic speeds
  - 3rd (by schools) – large sidewalks
  - @ Ruby – welcoming place with lots of people
- (2) - Pearl/Pine – one way, good sidewalks, traffic lights, businesses
- (2) - Helena – slower speeds, less congestion
- (2)- Wildcat Way – controlled traffic, sidewalks
- (2) Pfenning
  - @ Vantage – light traffic
  - Pfenning – light traffic

- Alder – wide road, car park w/o crowding
- Ruby St (in front of library) – good visibility
- Wilson Creek – not many cars
- Tozer Road – familiar location
- Spar Lane – no one drives there
- Sampson & 4th – slower traffic, lots of stop signs
- N. Sampson – not busy
- Vista & Bonnie Lane – few cars, visible corners
- Black Horse development – lots of police
- Pearl & 4th – in center of town
- Mountain View park area – enforced speed limits
- Emerson Road – not many drivers
- (4) - Brick Road – narrow, low visibility, bad angle for turning on hill, few sidewalks, little lighting, slick roads in winter
- (4)- Kittitas Highway – lots of speeding + crashing, homeless
- (3)- Chestnut (& 3rd, @ Baptist church)– need more stop signs, on hill with congestion, was hit
- (2) - Vantage – fast drivers, cat was run over
- (2)- Alleys behind Palace – not enough sight, shady people, little police
- (2)- Capitol & Willow (by HS) – need protected left turn, need more crosswalks like college, need more police
- (2) Wester Interchange Roundabout – no one can run it, people can't use it, need more signs
- 3rd & Sampson – got hit
- Mountain View – only spooky trucks
- By middle school – cars rushing @ school time w/ pedestrians
- 4th & Ruby – blind crosswalk, obstacles block vision
- 18th & Airport – dark, people not paying attention
- Alder Street – crosswalks
- 2nd Ave (by Boogyman Music) – feels run down
- 1st (by Fred Meyer) – people pay less attention
- Pfenning – people go fast
- Road near Carey Lake – narrow, people use bike lane as right turn lane.

Special Olympics

SUGGESTIONS

- Bikes
  - Protected bike lanes
  - More bike lanes
- Pedestrian focused
  - (6) - Traffic cops for 2-way stops, safety patrols, police take action with unsafe people on public transportation, ticket offenders, enforce violations related to pedestrians/cyclists

    - (5) - More overhead lighting, street lights
    - (5)- More crosswalks + added crosswalk visibility, more flashing lights
    - (3) - More sidewalks (@ water & railroad), including w/ ramps
    - Don't allow street parking near intersections
- Decrease traffic speeds
    - (2) - Slow drivers down
    - (2)- Add 4-way stops (@ #6 road, N. Alder)
    - Add stop light (@ Ruby & 5th)
    - More cameras
    - Better signage
    - More remote ticketing
- (2) More disabled parking downtown
    - Disabled parking spots at grocery outlet
- Get rid of roundabout
- Provide blue totems for easy way to reach help near bus stops
- Remove plants/bushes blocking visibility

INVOLVED IN COLLISION?

Yes	**10**
No	**30**

Locations:

- (3) - 3rd & Water
- Ruby & 5th
- MountView
- Kittitas & #6 Road
- University & Main
- University & Wildcat Way
- Wenas & 5th
-

Mode of Transport?

- Car –5
- Van - 2
- Bike - 2
- Pedestrian -1

CONCERN RATING

	1 *(not concerned)*	2 *(slightly concerned)*	3 *(concerned)*	4 *(very concerned)*	AVG

Pedestrians/Runners	5	6	17	13	2.93
Children/Youth	4	10	11	16	**2.95**
Bicyclists	5	6	20	10	2.85
Drivers	6	17	8	10	2.56
Communities with Disabilities	1	7	7	26	**3.41**
Seniors	1	8	7	25	**3.37**

ADDITIONAL COMMENTS

- Overall, love the improvements to sidewalks and additional stop lights

HOME SCHOOL STUDENTS + CHURCH COMMUNITY

SUGGESTIONS

- (7) - Improve visibility by trimming down vegetation that blocks corners
- (2)- LED Headlight ban/regulation
- Bikes
    - (5)- More/expand bike lanes
    - (2)- Dedicated bike lanes (main street)
    - Bike helmet law
    - Fewer shared lanes
    - 7th Ave – if it's bicycle avenue then cars should be blocked from crossing
- Pedestrian focused
    - (4) - Expand sidewalks
    - (2) - More 4-way stops
    - (2) - Flashing yellow lights at sidewalks
    - (2) - Increase time for crossings
    - Tree-lined barriers between vehicles and sidewalks/trails
    - Fix sidewalk south of smokestack on 7th between Walnut & Sampson
    - Fix sidewalk on 7th near grocery outlet – bad for strollers, wheelchairs
    - More dedicated street lights
    - Keep working on curb refurbishments
    - If narrow road then don't allow street parking
    - Flags for pedestrians to carry across road (University Way)
- Decrease traffic speeds
    - (5) - More police enforcement, more traffic fines for violators, enforce complete stops
    - (2) - More roundabouts – slows traffic w/o stopping
    - Slower MPH on heavily populated roads
    - More street lights
    - Traffic calming features
- Update City Map @ Chamber of Commerce (library is in the wrong spot)
- Get rid of medians between streets
- Interactive App
- City-wide "Safe Streets" Campaign – engage all community groups
- Increase public transit to get cars off road
- Find ways to keep roads clear in winter

INVOLVED IN COLLISION?

Yes	**17**
No	**24**

Locations:

- (2)- Main street
- (2)- Chestnut Street
- Water Street
- Mountain View & Main
- 5th & Ruby
- Brick & Vantage
- Manastash Road
- Manitoba
- Capitol
- Fred Meyers
- EHS Parking Lot
- DQ
- Jerrols
- Running stop lights all over town

Mode of Transport?

- Car – 12
- Pedestrian - 5
- Motorcycle - 1

CONCERN RATING

	1 *(not concerned)*	2 *(slightly concerned)*	3 *(concerned)*	4 *(very concerned)*	AVG
Pedestrians/Runners	7	5	20	16	2.93
Children/Youth	4	6	16	23	**3.18**
Bicyclists	2	11	22	14	2.98
Drivers	19	15	8	5	1.98
Communities with Disabilities	5	10	16	17	2.94
Seniors	3	6	21	15	**3.07**
Other – Pets/animals		1	1	3	**3.4**

Other: Families with strollers, kids wearing earbuds, people on wheels with dogs, college students

ADDITIONAL COMMENTS

- Open up access to canals as readily available for additional trails
- More trails that allow us to get around on bikes or foot away from roads

- Yay to Bike Council!
- I get frustrated by drivers driving too slowly sometimes
- Bikes on sidewalks speeding past doorways is dangerous

ELLENSBURG HIGH SCHOOL STUDENTS: (55)

SUGGESTIONS

- Decrease traffic speeds
  - (8) - Enforce speed control, more police, security, guards
  - (4)- More 4-way stops, stop signs
  - (3)- More signage in rural/outskirts of town (recent adds good!)
  - (2) - More cameras
  - (2) - Have more "your speed" signs
  - More roundabouts instead of stoplights
  - Add traffic calming measures downtown (speed bumps, raised crosswalks)
  - Decrease speed limits
  - Better signs by roundabout i-90 exit
- Pedestrian focused
  - (6) crosswalks – Add /update crosswalks, add signs, make more visible when no stop signs, more light-up crosswalks, raised crosswalks
  - (6) - Add sidewalks (incl. rural area)
  - (5) - Better lighting (incl. rural area), more safety lights
  - (2) - Prioritize visibility at intersections
    - Remove/minimize blind spots at intersections
    - Have cars park away from stop signs to make them easier to see
    - (2) - Trim bushes for visibility
  - Wider/nicer sidewalks (add a buffer for sidewalks)
  - More signs
- Education
  - (4) - Better new driver education (include watch for motorcycles)
  - Encourage pedestrian safety
  - More info on how to deal with accidents when they happen
  - Teach how to do roundabouts
- (3) - Add bike lanes, widen bike lanes, have bikes use sidewalks instead of streets
- Fewer lanes
- Better road maintenance, repair potholed side roads
- More public transportation for lower income people
- Clear ice in winter

INVOLVED IN COLLISION?

Yes	**33**
No	**16**

Locations:

- (2)- N. Brick

- (2) Pfenning
    - @ Capitol
    - Pfenning
- Parking lot
- Freeway
- I-90 exit
- End of Capitol Ave
- By courthouse
- 3rd & Sampson
- Valley View Elem
- CWU parking lot
- Cobblefield
- Vantage Highway
- Safeway parking log

Mode of Transport?

- Car – 19
- Pedestrian – 2

CONCERN RATING

	1 *(not concerned)*	2 *(slightly concerned)*	3 *(concerned)*	4 *(very concerned)*	AVG
Pedestrians/Runners	15	22	13	5	2.15
Children/Youth	4	19	21	11	**2.71**
Bicyclists	11	21	19	4	2.29
Drivers	11	32	9	3	2.07
Communities with Disabilities	11	22	15	7	2.33
Seniors	11	18	16	10	**2.45**
Other – animals/pets	1		1		2

ADDITIONAL COMMENTS

Appendix D

Vision Zero Benchmarking Assessment

Ellensburg Vision Zero Benchmarking Assessment

Core Element	Category	Benchmark	Summary of State of Current Practice or Proposed Practice for Consideration	Link/Source	Existing Assessed Level of Commitment/Implementation		
					Not a Current Practice	Occasional Practice	Institutionalized Practice
Safety Planning & Culture	Leadership and Commitment	***Leaders publicly commit to a "Zero" goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs. [SS4A Self-Cert Q1]***	Through the TSAP efforts, the City is developing a vision zero goal to be presented to city council for adoption and incorporation into the upcoming Comprehensive Plan update.	https://ci.ellensburg.wa.us/DocumentCenter/View/14708/C-3-TRANSPORTATION?bidId=	x		
		Establish key safety performance indicators and implement a monitoring process to evaluate progress and identify if intervention or adjustment is needed. [SS4A Self-Cert Q8 pt 1]	The City's primary performance measure to evaluate progress is the change in the number of KSI crashes in total with supporting performance measures as defined in the TSAP.		x		
		Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan's development, implementation, and monitoring [SS4A Self-Cert Q2].	A Task Force was established for development of the TSAP. City staff will be identified for implementation and monitoring of the TSAP including inter-agency coordination.		x		
		Provide ongoing training to City staff, directors, elected officials, and community stakeholders on the Safe System approach.	The City will look for opportunities for ongoing training, especially leveraging online webinars from transportation safety agencies like WSDOT, NACTO, and the Vision Zero Network.		x		
		Establish an ongoing Safe Routes to Schools program and funding mechanism.	The City includes SRTS in their current Comprehensive Plan and has successfully obtained SRTS grants to implement safety improvements.	https://ci.ellensburg.wa.us/DocumentCenter/View/14708/C-3-TRANSPORTATION?bidId=			x
	Meaningful Engagement	***Engage with the public and relevant stakeholders, including the private sector and community groups. Engagement activities should be available in common languages spoken by City residents whose first language is not English. Incorporate information received from the engagement and collaboration into the safety plan. [SS4A Self-Cert Q4]***	Engagement activities included online survey, open house, focus groups and meetings with trusted advocates. Spanish resources were made available.			x	
		Establish a website to inform the public about City's safety program goals and progress and the effectiveness of implemented safety projects. [SS4A Self-Cert Q8]	The adopted TSAP will be posted on the City's Complete Streets website.	Ellensburg Complete Streets | Ellensburg, W	x		
	Data and analysis	***Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, roadway and roadside condition, and modal specific condition assessments (e.g., bicycle network stress or distance between marked crossings). [SS4A Self-Cert Q3]***	Included in TSAP				x
		Establish a process for residents to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.	The City has an easily accessible Traffic Safety Request Form on the Ellensburg Police Department website. The City processes and summarizes the requests and uses this information to inform safety projects.	https://ci.ellensburg.wa.us/779/Police		x	
		Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, pedestrian/bicycle volumes, etc.	The City has some roadway data but does not currently publicly host crash data. The City will regularly update and maintain this data.	https://eburg.maps.arcgis.com/home/gallery.html?sortField=title&sortOrder=asc		x	
		Proactively and holistically evaluate risk factors and prioritize locations with high potential for exposure.	The TSAP includes 9 risk factors used for location prioritization.				x
	Funding	***Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations and vulnerable road users [SS4A Self-Cert Q5].***	Project prioritization includes crash history, risk factors, and locations of disadvantaged communities, and crash modification factors				x
		Apply for grant programs to fund safety projects.	The City applies for grants to fund in safety projects.				x
		Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects through the CIP).	The City incorporates a safety opportunity and evaluation for all planned transportation projects.			x	
		During the development review process, safety impact is assessed to identify mitigation and cost sharing opportunities that align with safety best practices and encourage active transportation modes.	The City has an adopted complete streets ordinance. Development review should include the appropriate expansion or improvement of the active transportation system and promote access to public transportation. Streets should be designed to encourage appropriate design speeds and traffic calming or speed reduction measures should be considered when appropriate.	https://ci.ellensburg.wa.us/DocumentCenter/View/11668/Ordinance-4744?bidId=		x	

Core Element	Category	Benchmark	Summary of State of Current Practice or Proposed Practice for Consideration	Link/Source	Existing Assessed Level of Commitment/Implementation		
					Not a Current Practice	Occasional Practice	Institutionalized Practice
	Equity first	***Use data to identify underserved communities. Analyze how these communities are burdened by traffic crashes and/or include a prioritization criteria that consider equity [SS4A Self-Cert Q5 pt 2].***	The TSAP identifies locations in Environmental Justice Areas with a high frequency of crashes.				x
		Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts and incorporate equity considerations in implementation and assessment plans. [SS4A Self-Cert Q5 pt 1].	The TSAP included participation from trusted advocates that facilitated engagement from traditionally underserved or underrepresented populations.				x
Safe Users	Education	Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.	The City will explore outreach and educational opportunities with community based organizations and advocacy groups.		x		
		Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide the opportunity to measure safety effects and encourage innovation and design flexibility.	TSAP explores opportunities for demonstration grants			x	
	Enforcement	Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.	The City will consider targeted enforcement activities such as speed monitoring and sobriety testing.		x		
Safe Roadways	Collision avoidance	Systematically implement proven countermeasures to enhance pedestrian and bicyclist safety and connectivity by providing separation in space and time, increasing attentiveness and awareness, and addressing infrastructure gaps. Measures include protected signal phases, clear zones, and vertical and horizontal separation, prioritized based on crash exposure, crash history, roadway characteristics, and adjacent land uses associated with higher levels of use.	The City follows WSDOT, FHWA, and NACTO guidelines.			x	
	Kinetic energy reduction	Systemically install proven countermeasures to manage motor vehicle speed and collision angles. Measures include roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.	The City evaluates roadway design characteristics for encouragement of desired travel speed.			x	
		Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following FHWA guidance.	The City follows WSDOT Intersection Control Evaluation (ICE) and FHWA guidelines on intersection design to enhance safety.				x
	Policies and tradeoffs	Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures.	City identifies road functional classification, designated bicycle routes, and transit routes.				x
		Put curbside management, shared mobility, or micromobility policies (e.g., permitting, enforcement) in places that prioritize pedestrian and bicyclist safety.	The City designates locations where bikes and scooters are not allowed on sidewalks. The City designates and enforces no-parking areas that improve the visibility of pedestrians and bicyclists at crossings			x	
		Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.	All construction activities must follow the city's Standard Specifications, ensuring safe construction areas, protection of facilities, and traffic control for all users to pass safety through or around work zones.				x
Safe Vehicles	Curbside Management	Provide supportive infrastructure for curbside management to limit user conflicts around stopped or loading vehicles.	The City evaluates loading zone policies and locations.				x
	Fleet Management and Vehicle Size	Support safer operations of City and commercial vehicles through a transition plan of City's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas.	City considers safety implications of vehicle size when acquiring fleet vehicles. The City provides driver operation trainings. The City implements truck routes to focus heavy vehicles on select corridors.				x
Safe Speeds	Design and operations	Adopt roadway design standards that are focused on speed management, such as target speed-based design. Adjust roadway geometries for context-appropriate speeds.	Subdivisions, and neighborhood streets are to be designed to discourage excessive traffic volumes and vehicle speeds.			x	
	Enforcement	Deploy automated speed enforcement, with a focus on equitable fee structures.	The City uses collected data to determine time and locations of targeted speed enforcement.			x	
	Policy and training	Follow speed limit setting methodologies that determine appropriate speeds based on roadway context and modal priority, rather than the historic behavior of road users. Provide speed management training to staff focused on fatality and serious injury minimization.	The City employs a context-based approach to setting speed limits on transportation projects. The city has implemented lower speed limits on certain roads to enhance safety, including areas near schools and residential neighborhoods.				x
Post Crash Care	Crash investigation	Create a feedback loop such that key insights from crash investigations are shared with roadway designers.	TSAP uses historical crash data to determine factors contributing to traffic fatalities and injuries to inform countermeasure selection.				x
	Partnerships	Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.	The City coordinates with agency partners and shares available crash data.				x

Appendix E

Safety Project Analyses

University Way Safety Project Analysis

Existing Corridor Description

Extents	N Wenas St to N Alder St
Classification	Principal Arterial
Land Use	Central Commercial, Commercial Highway, Central Washington University
Posted Speed	20-25 MPH
Cross Section	Two travel lanes in each direction 11-12 foot lane widths
Pedestrian Facility	Sidewalks Curb-tight Sidewalks Both Sides Buffered Sidewalk from Main St to Chestnut St (northside) Crossings Signed and Marked Crosswalk – 2 Signalized Crosswalk – 2 Signalized Intersections – 6 Pedestrian Signals – at all signalized intersections Curb Ramps – Present and updated Crossing Distances 250 feet – 1000 feet
Bicycle Facility	None on University Way Parallel designated bikeway 1 block south on 7th Ave
Intersections	Signalized -Water Street – No Protected Left -Main Street – Designated left turn lanes, with protected lefts -N Sprague Street/N Wildcat Way – Designated left turn lanes, with protected lefts -Walnut Street – No Protected Left -N Chestnut – Designated left turn lanes, with protected lefts -Alder Street – Designated left turn lanes, with protected lefts Unsignalized – 13 side street stop controlled Driveways – Frequent Commercial Driveways

University Way Photos

University Way Looking East at N Pine Street

University Way Looking West at Alder Street
Note: Location of a KSI

Safety Review

Risk Factors

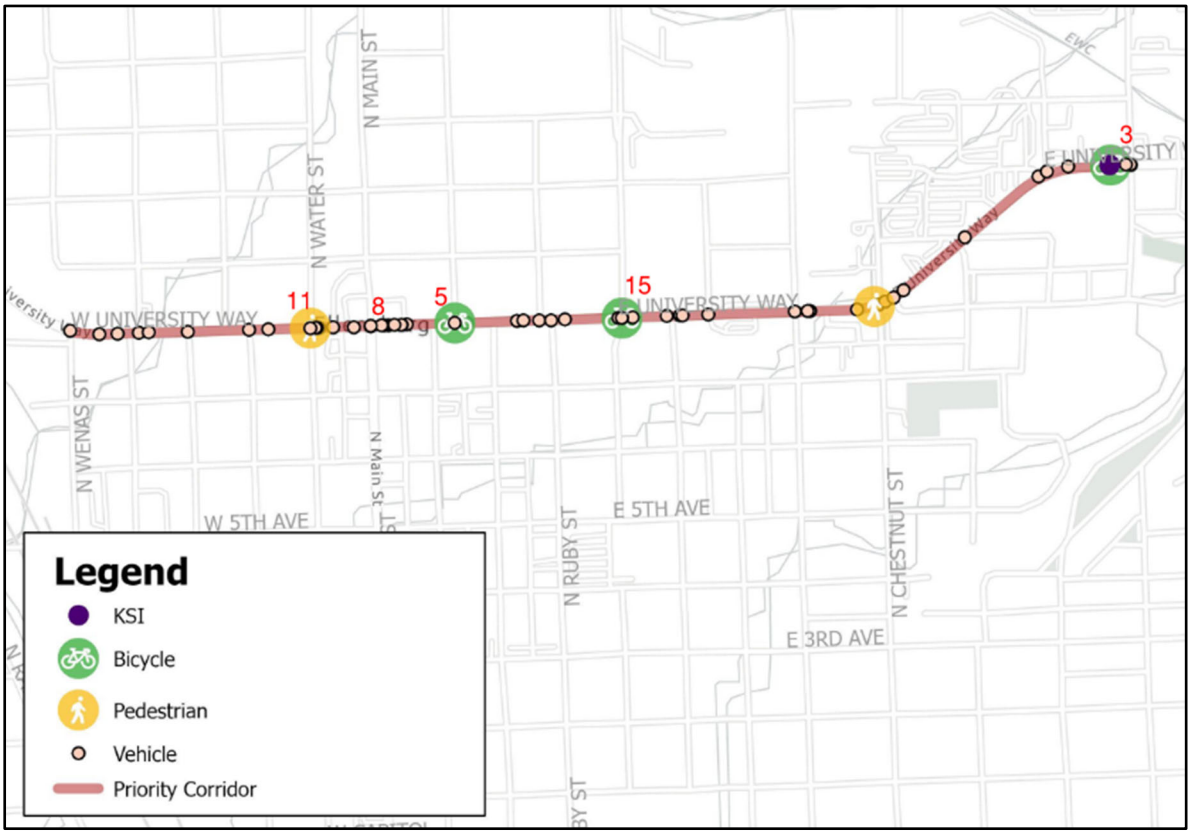
All Users		Vulnerable Users	
Commercially Zoned Areas	X	Commercially Zoned	X
Arterial Roadway	X	Intersections on the Bike Network	X
Large Intersections	X	Pedestrians Crossing Intersections	X
		Near Transit Stops	X

Crash History

Total Crashes	93
KSI	1
Vulnerable User Crashes	5
Prevalent Crash Types	Rear End / Entering at Angle / Left Turn

Notes:

- 1 KSI crash occurred near the intersection of Alder St
- 15 crashes occurred at the intersection of Wildcat Way/Sprague St
- 13 (14%) of crashes happened at night
- 3 crashes involving bicycles, all resulting in injuries



Community Input

Concerns
Excessive speeds
Crosswalks not visible
Poor lighting

Recommendations
Flashing lights and repainting for all crosswalks
Increase crossing time at crosswalks
Clarify bike lane
Speed enforcement cameras
Signage: "Student Walking"
Consider reducing to two lanes with a center turn lane

Goal

Improve safety at pedestrian crossings and discourage speeding.

Countermeasures Proposed

Countermeasure	Crash Reduction Factor (Crash Type)	Cost	Quick Build Alternative Option Available
Restripe Crosswalks	Not Available	$	Yes
Speed Legends on Pavement	Not Available	$	Yes
RRFB	35% (P/B)	$$	No
Leading Pedestrian Intervals	60% (P/B)	$	No
Lighting Evaluation	35-40% (Night)	$$	No
Targeted Enforcement and Deterrence	N/A	N/A	N/A

Planned Associated Projects

TIP 25 – University Way and Water Street Intersection Enhancements and Widening

TIP 54 – University Way and Alder Street Intersection Enhancements and Widening

TIP 56 – University Way and Main Street Intersection Enhancements and Widening

ATP Long Term Investment Project 8 – Crossing Improvements along University Way

ATP TE 3 - Crossing Improvements along University Way

ATP CG-4 – Crossing Improvements at University Way and Ruby

5Th Avenue Safety Project Analysis

Existing Corridor Description

Extent	Pearl Street to Chestnut Street
Classification	Minor Arterial
Land Use	Central Commercial, Residential Office, Residential Medium Density
Posted Speed	25 MPH
Cross Section	One travel lane in each direction 12-foot lane widths Street Parking – Parallel Both Sides
Pedestrian Facility	Sidewalks Curb-tight Sidewalks Both Sides Crossings Signed and Marked Crosswalk – 2 Signalized – 0 Curb Ramps – Present Crossing Distances 1,800 feet (between marked crossings)
Bicycle Facility	None Parallel designated bikeway 2 blocks north on 7th Ave
Intersections	Unsignalized 2 all-way stop controlled 5 side street stop controlled Driveways – Few Commercial Driveways, Few Residential Driveways

5th Avenue Photos

5th Avenue Looking East at Pine Street

5th Avenue Looking West at Anderson Street
Note: Location of a KSI

Safety Review

Risk Factors

All Users		Vulnerable Users	
Commercially Zoned Areas	X	Commercially Zoned	X
Arterial Roadway	X	Intersections on the Bike Network	X
Large Intersections	-	Pedestrians Crossing Intersections	X
		Near Transit Stops	-

Crash History

Total Crashes	15
KSI	1
Vulnerable User Crashes	5
Prevalent Crash Types	Entering at Angle / Pedestrian / Bicyclist / Rear End

Notes:

- 1 KSI occurred at the intersection of Anderson Street involving a pedestrian.
- 11% of all pedestrian and bicyclist crashes in the city occurred on this stretch of 5th Ave.
- 4 crashes occurred at the intersection of Chestnut; 3 crashes occurred at the intersection of Ruby.
- 2 (13%) of crashes occurred at night, including the one KSI involving a pedestrian.

Community Input

Concerns
Dangerous Crossings
Speeding

Recommendations
Crosswalks at targeted areas
Assess parking – add no parking zones
Add lighting to improve visibility

Goal

Improve safety at pedestrian crossings and bicyclists.

Countermeasures Proposed

Countermeasure	Crash Reduction Factor (Crash Type)	Cost	Quick Build Alternative Option Available
Restripe Crosswalks	Not Available	$	Yes
Curb Extensions	35% (P/B)	$$	Yes
Remove Obstructions for Sightlines	20% (All)	$	Yes
Lighting Evaluation	35-40% (Night)	$$	No
Add Signs to Marked Crossings	35% (P/B)	$	Yes

Planned Associated Projects

TIP 47 – 5th and Ruby Intersection Enhancements and Widening

ATP CG 3 – Crossing Improvements at Walnut St/5th Ave

ATP CG 9 – Crossing Improvements at Sprague St/5th Ave

Water Street Safety Project Analysis

Existing Corridor Description

Extent	University Way to Manitoba Avenue
Classification	Principal Arterial
Land Use	Central Commercial
Posted Speed	25 MPH
Cross Section	One travel lane in each direction plus two-way-center-turn lane 11-12 foot lane widths Street Parking – Parallel Both Sides
Pedestrian Facility	Sidewalks Curb-tight Sidewalks Both Sides Crossings Signed and Marked Crosswalk – 4 Signalized – 4 Pedestrian Signals – at all signalized intersections Curb Ramps – Present Crossing Distances 300 feet – 1000 feet
Bicycle Facility	Non-buffered 5-foot bike lanes – both sides
Intersections	Signalized -University Way – No Protected Left -5th Street – No Protected Left -3rd Street – No Protected Left -Capital Ave – No Protected Left Unsignalized – 6 side street stop controlled Driveways – Frequent Commercial Driveways

Water Street Photos

Water Street Looking South at 5th Avenue

Water Street Looking North at Capital Avenue
Note: Location of a KSI

Safety Review

Risk Factors

All Users		Vulnerable Users	
Commercially Zoned Areas	X	Commercially Zoned	X
Arterial Roadway	X	Intersections on the Bike Network	X
Large Intersections	X	Pedestrians Crossing Intersections	X
		Near Transit Stops	X

Crash History

Total Crashes	34
KSI	0
Vulnerable User Crashes	2
Prevalent Crash Types	Rear End / Entering at Angle

Notes:

- 6 crashes occurred at 4th Ave and 5 crashes occurred at both 3rd Ave and University Way
- 5 (15%) of crashes occurred at night

Community Input

Concerns	Recommendations
Poor visibility – lack of lighting	More lighting throughout
Fewer stop lights and 4-ways	Flashing crosswalks
Lack of traffic control (parking)	Assess parking and consider no parking zone in areas of poor visibility

Goal

Improve safety at pedestrian crossings and bicycle facilities and discourage speeding and improve safety at intersections.

Countermeasures Proposed

Countermeasure	Crash Reduction Factor (CRF)	Cost	Quick Build Alternative Option Available
Restripe Crosswalks	Not Available	$	Yes
Curb Extensions	35% (P/B)	$$	Yes
Remove Obstructions for Sightlines	20% (All)	$	Yes
Protected Left Turn	30-55%	$$	No
Pedestrian Crossings (Signs and Markings)	35% (P/B)	$	Yes
Bike Box	15% (All)	$	Yes
Green Conflict Striping	Not Available	$	Yes
Lighting Evaluation	35-40% (Night)	$$	No

Planned Associated Projects

TIP 16 – Water St Overlay – University Way to Manitoba, Manitoba from Water to Main

TIP 25 – University Way and Water Street Intersection Enhancements and Widening

Main Street Safety Project Analysis

Existing Corridor Description

Extent	University Way to Mountain View Avenue
Classification	Principal Arterial
Land Use	Central Commercial
Posted Speed	25 MPH
Cross Section	One travel lane in each direction plus two-way-center-turn lane 12 foot lane widths Street Parking – Parallel Both Sides North of 2nd St / East Side Only Between 2nd Street and Capital Ave / none south of Capital Ave
Pedestrian Facility	Sidewalks Curb-tight Sidewalks Both Sides Crossings Signed and Marked Crosswalk – 3 Signalized – 7 Pedestrian Signals – at all signalized intersections Curb Ramps – Present and updated Curb Extensions Crossing Distances 300 – 1000 feet
Bicycle Facility	None North of 2nd Ave Non-buffered 5-foot bike lane – SB only between 2nd Ave and Capital Ave / Both Side South of Capital
Intersections	Signalized -University Way – Designated left turn lanes, with protected lefts -5th Ave – Designated left turn lanes, with protected lefts -4th Ave – No Protected Left -3rd Ave – Designated left turn lanes, with protected lefts -1st Ave – Designated left turn lanes, with protected lefts -Capital Avenue – No Protected Left -Manitoba Ave – Designated left turn lanes, with protected lefts Unsignalized – 5 side street stop controlled Driveways – Frequent Commercial Driveways

Main Street Photos

Main Street Looking North at 4th Avenue
Note: Location of a KSI

Main Street Looking North at Manitoba Avenue

Safety Review

Risk Factors

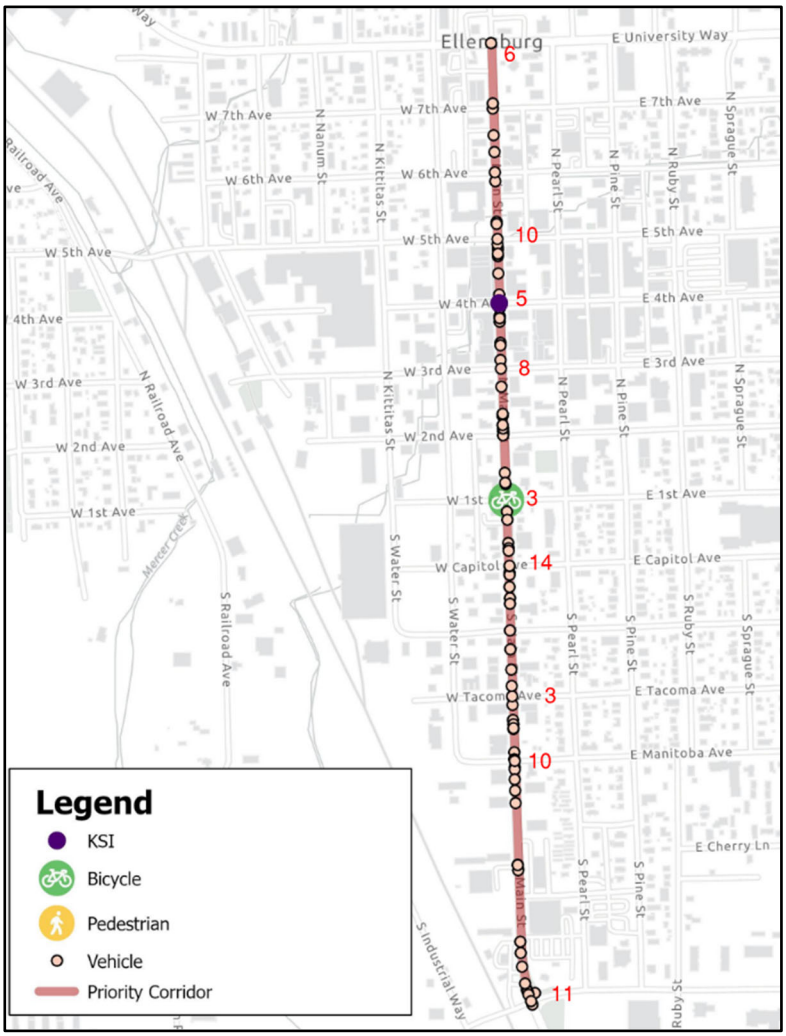
All Users		Vulnerable Users	
Commercially Zoned Areas	X	Commercially Zoned	X
Arterial Roadway	X	Intersections on the Bike Network	X
Large Intersections	X	Pedestrians Crossing Intersections	X
		Near Transit Stops	X

Crash History

Total Crashes	120
KSI	1
Vulnerable User Crashes	1
Prevalent Crash Types	Rear End / Entering at Angle / Left Turn / Fixed Object

Notes:

- 1 KSI crash occurred at 4th Ave when a person driving under the influence of alcohol ran into a building while making a right turn
- 21 (18%) of crashes occurred at night



Community Input

Concerns	Recommendations
Mix of parked cars, cyclists & turning vehicles interfere with visibility on some intersections	Flashing Crosswalks
Lights don't sync up	Speed enforcement closer to downtown
Crosswalks not visible	

Goal

Improve safety at pedestrian crossings and bicycle facilities. Discourage speeding and reduce left turn conflicts.

Countermeasures Proposed

Countermeasure	Crash Reduction Factor (CRF)	Cost	Quick Build Alternative Option Available
Restripe Crosswalks	Not Available	$	Yes
Remove Obstructions for Sightlines	20% (All)	$	Yes
Protected Left Turn	30-55%	$$	No
Pedestrian Crossings (Signs and Markings)	35% (P/B)	$	Yes
Bike Box	15% (All)	$	Yes
Green Conflict Striping	Not Available	$	Yes
Lighting Evaluation	35-40% (Night)	$$	No

Planned Associated Projects

TIP 56 – University Way and Main Street Intersection Enhancements and Widening

ATP Long Term Investment Project 4 – Main Street Pedestrian Safety Corridor

ATP WEB 1 – Main Street Pedestrian Safety Corridor

South Canyon Road Safety Project Analysis

Existing Corridor Description

Extent	Mountain View Avenue to Berry Road
Classification	Principal Arterial
Land Use	Commercial Highway
Posted Speed	25-35 MPH
Cross Section	-One travel lane in each direction plus two-way-center-turn lane between Mountain View Hwy and Umptanum Road -Two travel lanes in each direction plus two-way-center-turn lane between Umptanum Road and I90 -One travel lane in each direction plus two-way-center-turn lane south of I90 12 foot lane widths
Pedestrian Facility	Sidewalks Curb-tight Sidewalks Both Sides, missing south of to Berry Road Crossings Signed and Marked Crosswalk – 0 Signalized – 3 Pedestrian Signals – at all signalized intersections Curb Ramps – Present and updated Crossing Distances +1400 feet
Bicycle Facility	Non-buffered 5-foot bike lane between Moutnain View Hwy and Umptanum Road None south of Umptanum
Intersections	Signalized -Mountain View Road – Designated left turn lanes, with protected lefts -Umptanum Road – Designated left turn lanes, with protected lefts -I90 WB Ramp - Designated left turn lanes, with protected lefts Roundabout -I90 EB Ramp Driveways – Frequent Commercial Driveways

South Canyon Road Photos

S Canyon Road Looking North at Berry Road
Note: Location of a KSI

S Canyon Road Looking South at Umptanum Road

Safety Review

Risk Factors

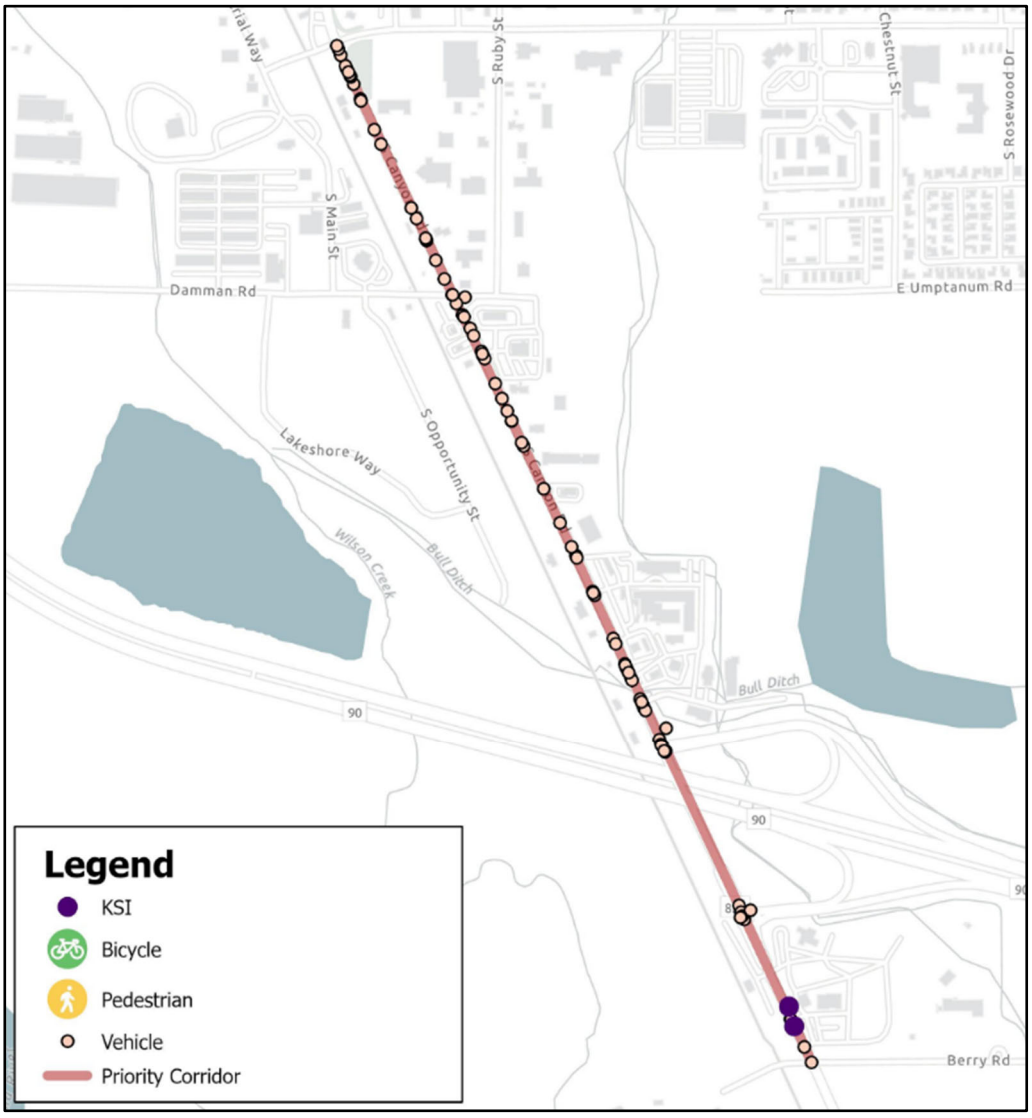
All Users		Vulnerable Users	
Commercially Zoned Areas	X	Commercially Zoned	X
Arterial Roadway	X	Intersections on the Bike Network	X
Large Intersections	X	Pedestrians Crossing Intersections	X
		Near Transit Stops	-

Crash History

Total Crashes	116
KSI	2
Vulnerable User Crashes	0
Prevalent Crash Types	Entering at Angle / Rear End / Left Turn

Notes:

- Two KSIs involved turning left from Canyon Road onto a driveway near Berry Road
- Entering at angle, specifically from driveways is the most frequent crash type
- 18 (16%) of crashes occurred at night



Community Input

Concerns	Recommendations
Excessive speeds	Additional signage needed to redirect attention to pedestrians and bikers
Limited pedestrian (sidewalks/buffers) & biking infrastructure (bike lanes)	Bypass recommended southbound toward S Canyon Road
Lack of safe crossings	Speed enforcement
I-90 roundabout – unsafe left turns on freeway	

Goal

Improve safety at pedestrian crossings and bicycle facilities. Discourage speeding and reduce left turn conflicts.

Countermeasures Proposed

Countermeasure	Crash Reduction Factor (CRF)	Cost	Quick Build Alternative Option Available
Restripe Crosswalks	Not Available	$	Yes
Roundabout	Varies (All)	$$$	No
Signalize Intersection	30% (All)	$$$	No
Access Management/Close Driveway	N/A	$$	No
Bike Box	15% (All)	$	Yes
Green Conflict Striping	Not Available	$	Yes
Targeted Enforcement and Deterrence	N/A	N/A	N/A

Planned Associated Projects

TIP 18 – Canyon Rd Overlay – Umptanum to Mountain View Ave

TIP 33 – Canyon Rd and Umptanum Rd Intersection Enhancements and Widening

TIP 60 – Canyon Rd Sidewalk – I90 to Berry Rd