

CITY OF LEAVENWORTH, WA

RESOLUTION NO. 06-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEAVENWORTH, WASHINGTON, ADOPTING THE 2026 TRANSPORTATION SAFETY ACTION PLAN

WHEREAS, the City of Leavenworth is authorized under the laws of the State of Washington to plan for and regulate transportation facilities within its jurisdiction; and

WHEREAS, the City received funding from the United States Department of Transportation under the Safe Streets and Roads for All (SS4A) Program to prepare a comprehensive Transportation Safety Action Plan; and

WHEREAS, the 2026 Transportation Safety Action Plan (the "TSAP") was developed through analysis of crash data, identification of systemic risk factors, evaluation of high-priority corridors and intersections, and robust public and stakeholder engagement; and

WHEREAS, the TSAP identifies engineering countermeasures, systemic improvements, policy and process updates, and education and enforcement strategies intended to reduce traffic fatalities and serious injuries; and

WHEREAS, the TSAP establishes a transportation safety goal of working toward zero deaths and serious injuries within the City's transportation system by the year 2035; and

WHEREAS, adoption of the TSAP will provide a data-driven framework to guide transportation investments, pursue grant funding, inform capital improvement planning, and support coordination with regional, county, and state transportation partners; and

WHEREAS, the City of Leavenworth finds that adoption of the TSAP is in the best interest of residents and visitors health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Leavenworth, Washington, as follows:

Section 1.

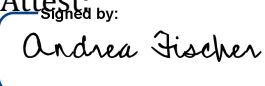
The City hereby adopts the 2026 Transportation Safety Action Plan, attached hereto as Exhibit A which is incorporated herein by this reference.

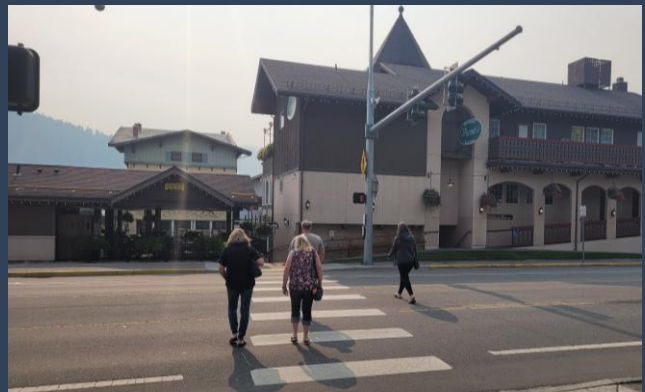
Passed by the City Council of the City of Leavenworth and approved by the Mayor
10th day of March, 2026.

CITY OF LEAVENWORTH

By: DocuSigned by:

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Carl J. Florea, Mayor

Attest: Signed by:

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Andrea Fischer, City Clerk



Transportation Safety Action Plan

2026



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Note/Disclaimer

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

Acknowledgments

Funding Partner

Safe Street and Roads for All (SS4A) Program -
United States Department of Transportation
(USDOT)



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P S O M A S



Introduction

Purpose

This Transportation Safety Action Plan (TSAP) is an important step in the City of Leavenworth's commitment to improving the safety and quality of life for all members of the community. The purpose of the TSAP is to develop a comprehensive strategy to prevent roadway fatalities and serious injuries. This plan is modeled after *Target Zero - Washington State Strategic Highway Safety Plan*, the State's effort to eliminate traffic fatalities and serious injury crashes on public roadways through the use of proven safety countermeasures.

The City of Leavenworth commits to the following transportation safety goal:

Improve safety in the transportation system by working toward the goal of zero deaths and serious injuries by 2035.

Context

The City of Leavenworth is located along the US Highway 2 corridor on the eastern slopes of the Cascade Mountains in the upper Wenatchee River Valley. Leavenworth has a Bavarian village theme and tourism makes up a significant portion of the City's economy, supported by a vibrant downtown of shops, restaurants, and breweries, as well as year-round outdoor recreation opportunities. Leavenworth has a population of approximately 2,900 residents. While smaller in population than many regional neighbors, Leavenworth functions as a major economic hub for the Upper Wenatchee Valley due to its tourism industry, hospitality sector, and recreation-based employment. As a result, the City experiences significant visitor-related transportation patterns, particularly during festivals and peak travel seasons.

Task Force

To increase community engagement and oversight of the plan's development, the City created the SS4A Action Plan Task Force. The Task Force met regularly throughout the development of the TSAP to provide input on the plan's methodology and content, review findings, and offer feedback on the resulting priority locations and safety projects. The Task Force includes members from the following agencies, departments, and local organizations:

- Public Works, City of Leavenworth
- City Council, City of Leavenworth
- Parking Enforcement, City of Leavenworth
- Chelan County Sheriff
- WSDOT North Central Region
- Cascade School District
- Upper Valley Meeting Each Need with Dignity (MEND)
- Leavenworth Chamber of Commerce

The Task Force will also monitor and provide updates on the progress of the TSAP implementation.

Methodology

The TSAP is funded by a grant from the US Department of Transportation (USDOT) under its Safe Streets and Roads for All (SS4A) program and follows the USDOT-recommended methodology to identify transportation projects to improve safety. The TSAP evaluates crash locations and types, gathers input from the public on transportation-related safety issues, and identifies countermeasures and strategies to address locations where crashes have occurred in the past, or where risk factors exist that may contribute to future crashes (predictive analysis). The following steps were used to develop the TSAP.

Transportation Safety Action Plan Components	
Crash Data Analysis	Evaluate crash data from 2020-2024 to identify trends along corridors and at intersections. Identify risk factors associated with the most severe crashes.
Community Engagement and Collaboration	Conduct public and stakeholder outreach to share project information and receive input on transportation safety issues.
Safety Projects	Develop a comprehensive list of safety projects informed by data, best practices, and community feedback.
Policy and Process Changes	Assess local policies, plans, guidelines, and standards to identify opportunities to improve transportation safety.
Progress Tracking	Track progress on the implementation of the safety projects and monitor crash data. Share results on the City’s website.



Analysis of Historical Crash Data

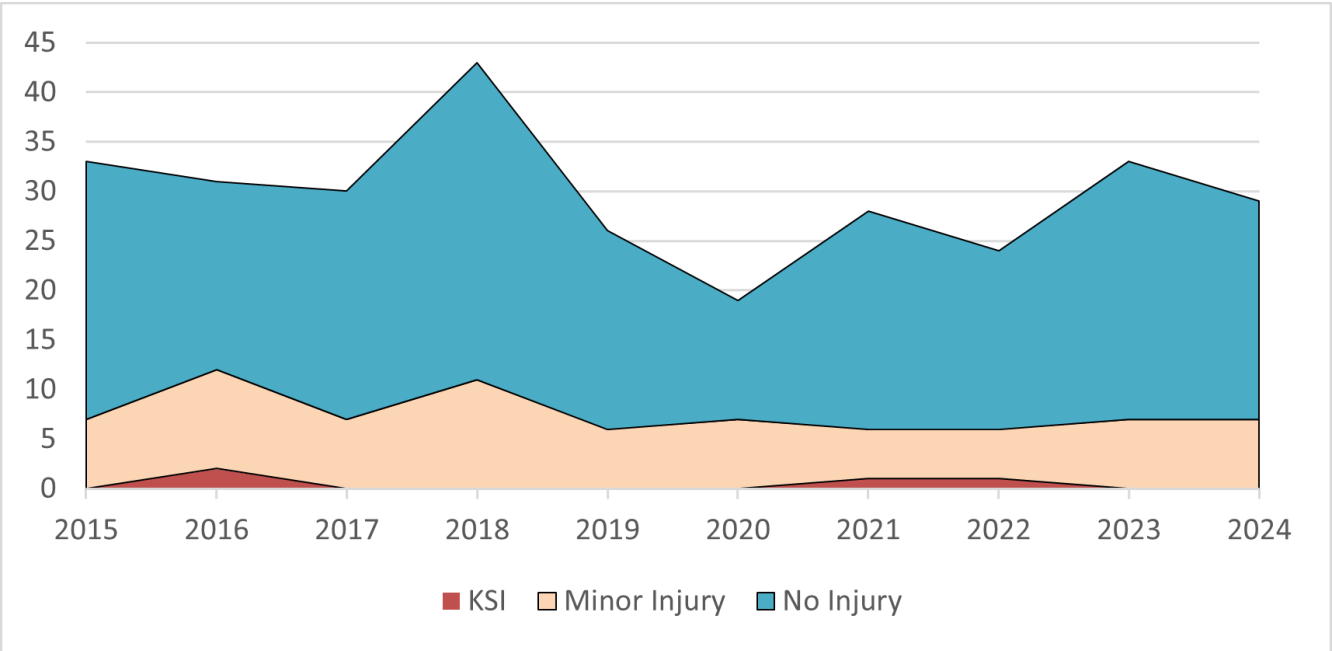
WSDOT collects all crash reports completed by responding law enforcement officials. These crash reports are compiled into a database which provides a set of statistical information used to evaluate crash locations, circumstances, driver behaviors, contributing factors, and injuries sustained from a crash. This data analysis helps determine the most problematic variables and addresses these issues with engineering countermeasures. Definitions used in this report, such as injury classifications or crash types, are consistent with the [Washington State Police Traffic Collision Report Instructions Manual](#). The data includes reported crashes and does not include near-misses or unreported crashes.

WSDOT crash data was provided for all city-owned streets, county roads, and state routes within Leavenworth and its urban growth area for a five-year period from 2020-2024. The urban growth area (UGA) is an area outside of Leavenworth’s city limits where Chelan County has adopted the City’s land use regulations and development standards to allow more dense development.

10-Year Crash Trends

The analysis focuses on the five-year period from 2020-2024, but to provide a high-level view of crash trends, a 10-year crash summary is shown in **Figure 1**. The highest number of crashes occurred in 2018. Total crashes dropped in 2020 during the COVID-19 pandemic but have been rising in recent years. The number of injury crashes stayed relatively consistent from 2019 to 2024. Serious injury or fatal crashes are infrequent with an average of 0.4 per year.

Figure 1: 10-Year Crashes by Severity, 2015-2024



KSI: Killed or Seriously Injured

All Crashes

During the five-year period, there were a total of 142 reported crashes in the City and UGA. **Figure 2** shows the crash types for all crashes. The most common crash types are rear-end, angle, and fixed-object. Of the 142 crashes, 102 occurred along US Highway 2.

Injury Crashes

Of the 142 total crashes, 36 crashes resulted in an injury, including 2 serious injury crashes and 1 fatality. Of the 36 injury crashes, 28 occurred on US Highway 2. The 3 killed or serious injury (KSI) crashes involved:

- A bicycle-vehicle crash on US 2 near the bridge over the Wenatchee River,
- A head-on crash on US 2 near River Bend Drive (Safeway), and
- A rollover ATV crash on Spring Street.

Due to the low number of serious or fatal crashes, this report focuses on all injury crashes.

Figure 3 shows the crash types for injury crashes. Comparing both figures identifies which crash types are more likely to result in an injury. The crash types most likely to result in an injury crash are fixed object, head-on, and bicycle crashes. For example, bicycle crashes make up 1% of all crashes, but 6% of injury crashes.

Figure 4 (following page) shows the location of the 36 injury crashes in the City and UGA. The map also shows injury crashes outside the City and UGA that are not included in the safety analysis, but their characteristics were considered when developing risk factors and safety countermeasures.

Figure 2: All Crashes, 2020-2024 (by type)

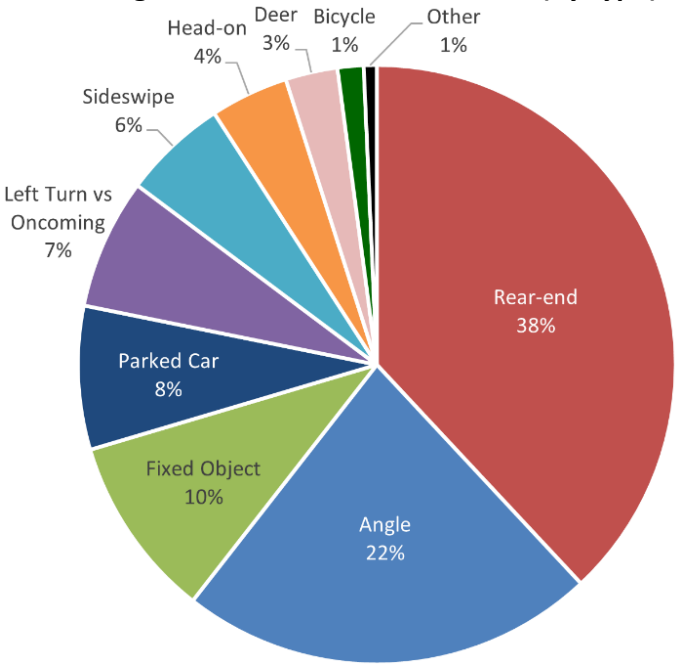
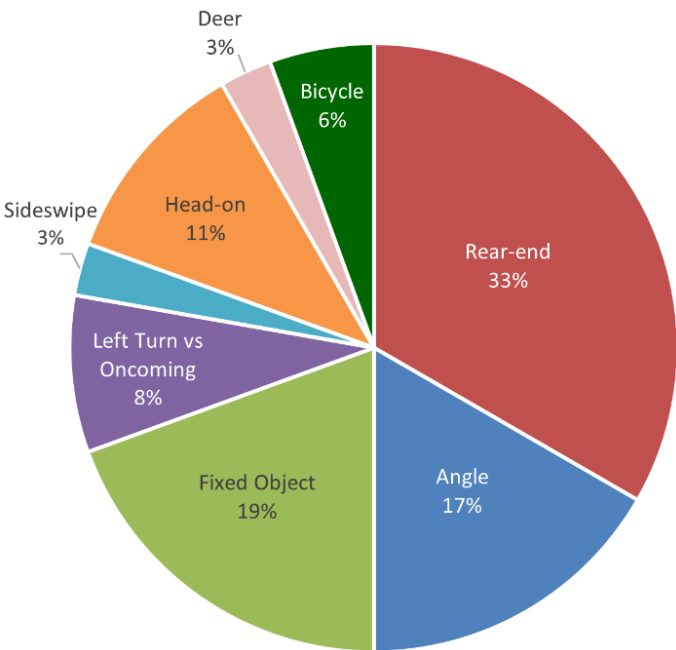
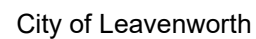


Figure 3: Injury Crashes, 2020-2024 (by type)





Pedestrian and Bicycle Crashes

Pedestrians and bicyclists are considered vulnerable road users due to the higher likelihood of a crash with a vehicle resulting in a serious or fatal injury. Despite high volumes of pedestrian traffic, especially in Downtown, there were no reported pedestrian crashes from 2020-2024. The City's investment in pedestrian safety improvements over the last decade has contributed to this result.

There were 2 vehicle-bicycle crashes reported from 2020-2024. Both crashes occurred on US 2, 1 resulted in a fatality, and the other in a minor injury.

The project's public engagement process provided the community with an opportunity to share their experiences walking and biking in Leavenworth and ideas for safety improvements.

Corridor Crashes

For comparison purposes, the roadway network was divided into corridors. The analysis evaluated the 8 street corridors with at least 2 crashes. **Table 1** shows the number of each crash type, and the number of KSI crashes is noted in parentheses. US 2 was the only corridor to experience multiple KSI crashes (2) and experienced roughly 10 times the total crashes as the next corridor. Half of all crashes that occurred on US 2 were rear-end crashes. The crash rate on US 2 was approximately 2.0 crashes per every 1 million vehicle miles.¹

The Chumstick Highway corridor experienced the second most crashes with 9. The crash rate on Chumstick Highway was approximately 1.1. Traffic data to calculate crash rates for the other corridors was not available.

The Commercial Street corridor experienced 7 total crashes, with 4 crashes occurring between a moving vehicle and a parked vehicle.

Table 1: Crash Data by Corridor 2020-2024

Corridor	Rear-End	Angle	Left Turn	Sideswipe	Fixed Object	Head-On	Deer	Bicycle	Parked Car	Other	Total (KSI)
US Route 2	51	22	9	5	5	3 (1)	3	2 (1)	1	1	102 (2)
Chumstick Highway	2	1	1	1	2	1	1				9
Commercial St (Scholze St to 10th St)		1		1		1			4		7
Evans St	1	1			1				1		4
Front St (Division St to US 2)				1	1				1		3
Birch St		1							1		2
Prospect St		1			1						2
Ski Hill Dr		1							1		2
Total	54	28	10	8	10	5 (1)	4	2 (1)	9	1	131 (2)

(#) indicates number of KSI (killed or seriously injured) crashes.

Note: Any corridor with 2 or more crashes is shown. 11 crashes occurred on corridors that did not meet this threshold.

¹ Crash Rate = (1,000,000 x Total Number of Crashes) / (365 x Number of Years of Data x ADT x Segment Length).

Intersection Crashes

The project team analyzed safety at intersections in the study area. **Figure 5** shows the number of crashes by intersection control type.

Table 2 shows the crash data for intersections that experienced 2 or more crashes, or a single injury crash. There were 12 intersections that met these criteria, with 9 of those being along US 2.

The three signalized intersections along US 2 at River Bend Drive, Chumstick Highway, and 9th Street experienced the most crashes. Rear-end crashes were the most common type of crashes at these intersections.

The minor street stop-controlled intersections on US 2 at E Leavenworth Road and at Ski Hill Drive experienced the next most crashes. Angle crashes were the most common crash type at these intersections. Angle crashes are more likely to lead to fatal or serious injuries compared to rear-end crashes.

Figure 5: Intersection Crashes by Control Type

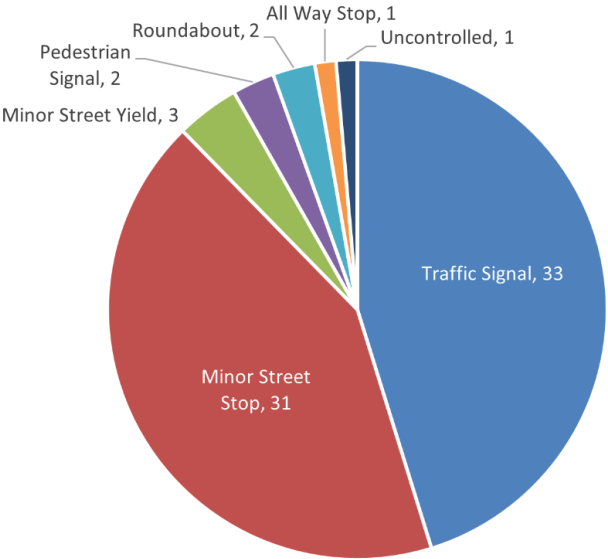


Table 2: Intersection Crash Data 2020-2024

Intersection	Type	Rear-End	Angle	Left Turn vs Oncoming	Fixed Object	Sideswipe	Deer	Total
US Hwy 2 / River Bend Dr	Signal	8	1	2		2		13
US Hwy 2 / Chumstick Hwy	Signal	5	3	2		1		11
US Hwy 2 / 9th St	Signal	6		2	1			9
US Hwy 2 / E Leavenworth Rd	Minor Stop	3	5					8
US Hwy 2 / Ski Hill Dr-3rd St	Minor Stop	2	3		1			6
US Hwy 2 / Duncan Rd	Minor Stop	2			1	1		4
North Rd / Chumstick Hwy	Minor Stop	1		1			1	3
US Hwy 2 / Icicle Rd	Roundabout	2						2
US Hwy 2 / Front St	Minor Stop	2						2
US Hwy 2 / Fitz Strasse	Minor Stop	1						1
Pine St / Ski Hill Dr	Minor Stop		1					1
Fir St / Chumstick Hwy	Minor Stop				1			1
Total		32	13	7	4	4	1	61

Notes: No KSI (killed or seriously injured) crashes occurred at intersections between 2020-2024. Any intersection having 1 injury crash or multiple crashes of any severity were included. 12 crashes occurred at intersections not meeting this threshold.

Selection of Most Common Risk Factors

The analysis reviewed the 36 individual reports from injury crashes that occurred in Leavenworth from 2020 to 2024 to identify factors common among the crashes. The factors include crash types, roadway characteristics, intersection control types, contributing circumstances, and driver and pedestrian behavior.

The analysis is based on the methodology used in the *Target Zero - Washington State Strategic Highway Safety Plan*. This methodology categorizes the risk factors for injury crashes into the following three priority levels:

- Level 1: Risk factors that are involved in 30% or more of injury crashes.
- Level 2: Risk factors that are involved in 20-30% of injury crashes.
- Level 3: Risk factors that are involved in less than 20% of injury crashes.

From the data analysis, we found several factors that were common in injury crashes. The risk factors for levels 1-3 are listed below and the percentage of injury crashes shown in parentheses.

Level 1:

- On arterial (89%)
- Posted speed limit 30 mph or greater (81%)
- At intersection (56%)
- Rear-end crash (33%)

Level 2:

- At intersection with stop control on side streets (28%)
- At traffic signal (22%)
- Occurs in dark, dawn, or dusk conditions (22%)
- Driver inattention or distraction (22%)

Level 3:

- Ice/snow on road (19%)
- Fixed-object crash (19%)
- Angle crash (17%)
- Head-on crash (11%)
- Driving under the influence (8%)
- Occurs in dark and no streetlights (8%)

Note: Due to the low number of serious and fatal injury crashes (3), the risk factor analysis is based on crashes resulting in any injury.

Public Engagement

The project team conducted an extensive public outreach process, including engagement events and canvassing, stakeholder interviews, and an online survey. In total, the community provided over 1,000 comments informing the development of transportation safety improvements. This section summarizes the public engagement process. The full Community Engagement Report can be found in the Appendix.

Engagement Events and Canvassing

The project team hosted project booths at the Leavenworth Farmers Market and Community Block Party. These events provided an opportunity for community members to share their thoughts verbally, receive educational materials, participate in an interactive safety activity, and take the online survey.

The team also visited businesses to share project information and receive input on transportation safety issues from owners and their staff.

Stakeholder Interviews

The project team met with 10 stakeholders between July and September 2025 to share project information and receive input on stakeholder issues and needs. Stakeholders included Cascade Medical and Link Transit. The meetings provided an opportunity for more detailed discussions around the technical components of the plan.

Online Survey

The project included an on-line survey for people to comment on transportation-related safety issues. The survey was available in both English and Spanish and received over 800 unique comments pinned to a map of Leavenworth and its UGA, and categorized by travel mode. The survey also provided an opportunity for community members to answer broader questions about perceptions of safety, contributing factors to unsafe conditions, and any additional thoughts in an open-ended text response. A summary of the survey results is included on the following page, and the detailed survey results and demographic data are available in the Appendix.

Survey Results: Sense of Safety

The responses shown in **Figure 7** and **Figure 6** are the results of respondents indicating how safe they feel when using each of the four travel mode options (walking, cycling, driving, and transit), and what factors contribute to unsafe conditions. Walking and cycling are the travel modes with the highest portion of feeling “very unsafe”, while driving has the highest portion of users feeling “very safe”. Speeding and distracted driving were the highest contributors to feelings of unsafe conditions.



Project booth at the Community Block Party (August 2025)

Figure 7: Sense of Safety by Travel Mode

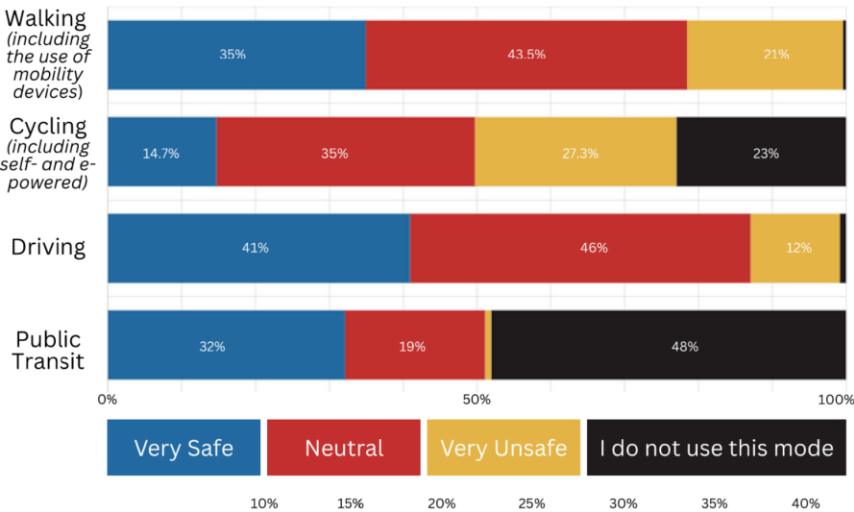
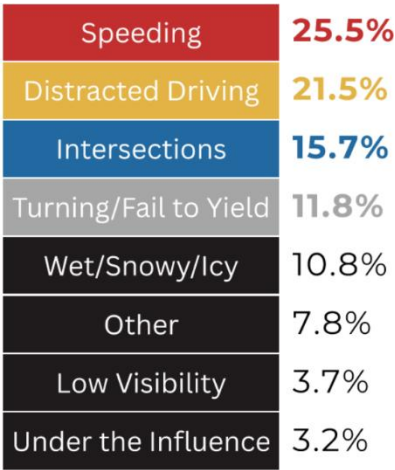


Figure 6: Contributing Factors to Unsafe Conditions



Survey Results: Map-Based Comments

The survey included an opportunity for respondents to provide comments on a map of the City and UGA, using an icon for each of the travel modes. The 816 unique comment locations are shown in Figure 8. The comments were spread across the four travel modes as follows:

- Walking (348)
- Driving (281)
- Cycling (179)
- Public Transit (8)

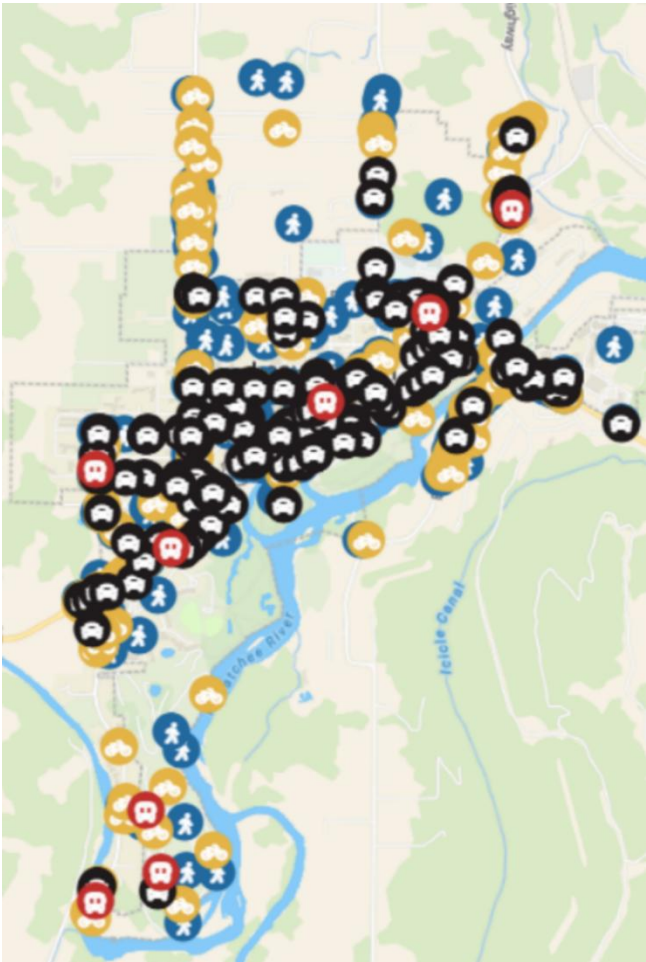
A detailed description of the map-based comments is included in the Appendix. These comments were important for the development of the high priority locations.

Survey Results: Other Thoughts

The survey included an open-ended question asking participants for other thoughts on safety. Response topics included:

- Pedestrian crossings
- Growth impacts on infrastructure and safety
- Sidewalk and roadway maintenance
- Cycling infrastructure
- Sight lines at intersections
- Parking and circulation

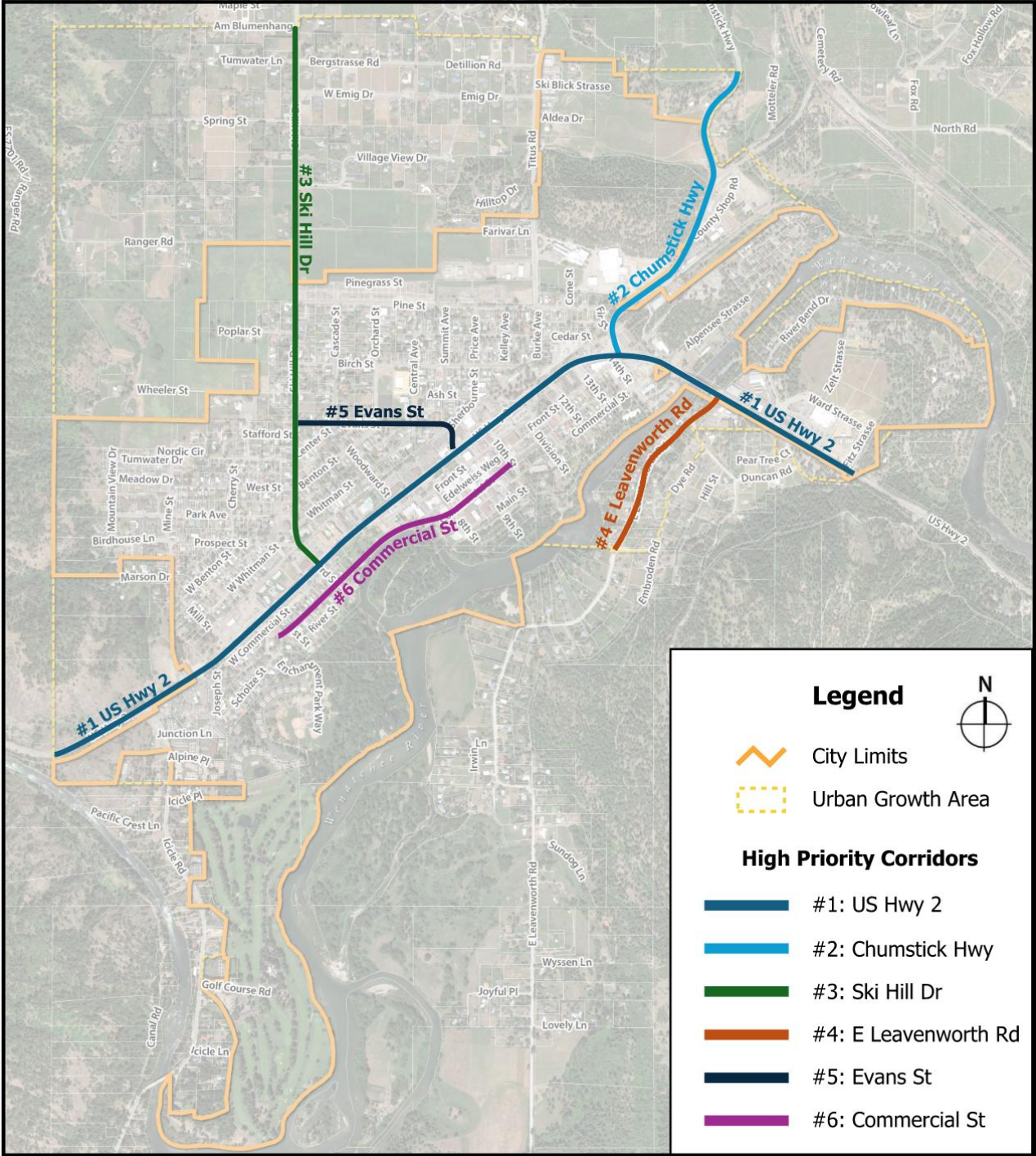
Figure 8: Map-based Survey Comments



Identification of High Priority Locations

The high priority corridors were developed using a combination of historical crash data, predictive risk factor analysis, and information gathered by the public outreach process. The project team analyzed each corridor for number of crashes (see **Table 1**), presence of level 1, 2, or 3 risk factors, and the number and content of the public and stakeholder comments. The resulting six corridors shown in **Figure 9** are priority ranked based on the likelihood of injury crashes occurring in the future.

Figure 9: High Priority Corridors



Identification of Countermeasures for High Priority Corridors

Corridor Improvements

Each of the high priority corridors was evaluated to identify potential engineering countermeasures that would address the risk factors. These countermeasures were developed based on detailed review of crash data, field work, consultations with City staff, best practices, and review of published crash reduction resources from FHWA, USDOT and WSDOT².

The following tables list the recommended countermeasures that have been developed for each priority corridor. The projects in each table are not ordered by priority. Each project also includes a representation of the relative cost as defined below:

\$: Low-cost project able to be completed with City funds, and possibly by City maintenance staff.

\$\$: Medium-cost project likely requiring 1-2 years to design and build.

\$\$\$: Higher-cost capital project likely requiring multiple funding sources and several years to design and build.



² National Cooperative Highway Research Program (NCHRP), Report 500 Series; Federal Highways Administration (FHWA) Crash Modification Factor (CMF) Clearinghouse; USDOT and NHSA, Countermeasures that Work.

Corridor #1: US Highway 2		
#	Project Description	Cost
1A	Mill Street intersection: Install pedestrian signal. Evaluate the removal of the westbound right turn lane to determine safety impacts for vehicles and pedestrians. Construct 30' missing segment of sidewalk at the southeast corner.	\$\$
1B	Ski Hill Drive-3rd Street intersection: Install pedestrian signal for new west leg crosswalk and existing east leg crosswalk. Evaluate the removal of the westbound right turn lane to determine safety impacts for vehicles and pedestrians. Design should accommodate future conversion to a full traffic signal if needed.	\$\$
1C	From Front Street to 9th Street: Install missing segment of eastbound bike lane. This will likely require removal of on-street parking/loading zones or widening US 2. Eastbound bicyclists are currently signed to use Front Street, but no formal bicycle facility is provided on Front Street.	\$\$
1D	Pedestrian signal at the Library/City Hall: Remove coordination with 9th Street traffic signal during off-peak travel times to reduce pedestrian wait times and potential for jay walking. During peak times, evaluate using a half cycle length rather than the full 9th Street signal cycle length.	\$
1E	9th Street intersection: Investigate signal timing strategies to improve efficiency and reduce pedestrian wait times and potential jaywalking. Consider replacing push-button activation with default pedestrian recall for the east-west signal phase. During the existing pedestrian-only north-south crossing phase, consider also including the east-west pedestrian crossings. Install dashed markings to guide southbound-through vehicle movement across the intersection.	\$
1F	Pedestrian crossing at park and ride: Lower the existing flashing beacon height to improve visibility. Convert to pedestrian signal or full traffic signal as part of adjacent parking garage project.	\$
1G	E Leavenworth Road intersection: Evaluate installing either a signal or roundabout to improve side street access and to provide a pedestrian/bicyclist crossing of US 2. To maintain US 2 vehicle operations, the intersection control should match the control of the adjacent intersection at River Bend Road (Project 1H).	\$\$\$
1H	River Bend Road intersection: Evaluate replacing the signal with a roundabout to reduce potential conflict points and the speed of westbound vehicles entering Leavenworth. The project should include evaluation of the 3-way stop-controlled intersection 150' to the north to address queuing, pedestrian crossings, sidewalks, and intersection control options.	\$\$\$
1I	Between E Leavenworth Road and Duncan Road: Construct missing sidewalk segment on the south side of US 2.	\$\$
1J	Eastern City limits: Install additional signage or speed radar feedback sign to inform drivers entering Leavenworth that the speed limit reduces to 30 mph.	\$

Note: Projects on US Highway 2 require coordination with and approval from WSDOT.

Corridor #2: Chumstick Highway

#	Project Description	Cost
2A	North Road intersection: Construct a roundabout to improve side street access, address sight distance limitations, and reduce southbound vehicles speeds entering Leavenworth.	\$\$\$
2B	North of City limits: Install a speed radar feedback sign to inform southbound drivers that the speed limit reduces to 25 mph.	\$
2C	Fir Street intersection: Construct roundabout to improve side street access, reduce potential conflict points, and slow vehicles speeds. (TIP project #1).	\$\$\$

Corridor #3: Ski Hill Drive

#	Project Description	Cost
3A	Between Evans Street and Pine Street: Construct missing sidewalk and southbound bicycle lane. Evaluate installing RRFB crossing of Ski Hill Drive at Pine Street to connect sidewalk/bicycle lane with existing multi-use trail. (TIP project #17).	\$\$\$
3B	North of Pine Street: Install southbound speed radar feedback sign to inform drivers that the speed limit reduces to 25 mph.	\$

Corridor #4: E Leavenworth Road

#	Project Description	Cost
4A	Between US 2 and southern City limits: Construct sidewalk or multi-use trail. First priority is the segment between US 2 and Mountain Home Road. Work with the County to extend improvements to the public boat launch.	\$\$\$

Note: see Project 1G for recommendations at US 2/E Leavenworth Road intersection.

Corridor #5: Evans Street

#	Project Description	Cost
5A	Install curb bulbs at the following intersections to provide traffic calming and reduce pedestrian crossing distances: • Evans Street/Cascade Street • Evans Street/Orchard Street • Evans Street/Central Avenue At Orchard Street, also relocate center line striping on Evans Street to the north to improve east-west alignment through the intersection and reduce potential for vehicles crossing the center line.	\$\$
5B	Sherbourne intersection: Evans Street narrows at the 90-degree curve at Sherbourne Street. Provide additional speed reduction warning signs or widen Evans Street for vehicles traveling around the curve.	\$\$

Corridor #6: Commercial Street

#	Project Description	Cost
6A	Between Mill Street and 3rd Street: Construct sidewalk on one side to provide continuous sidewalk between Mill Street and Downtown.	\$\$\$

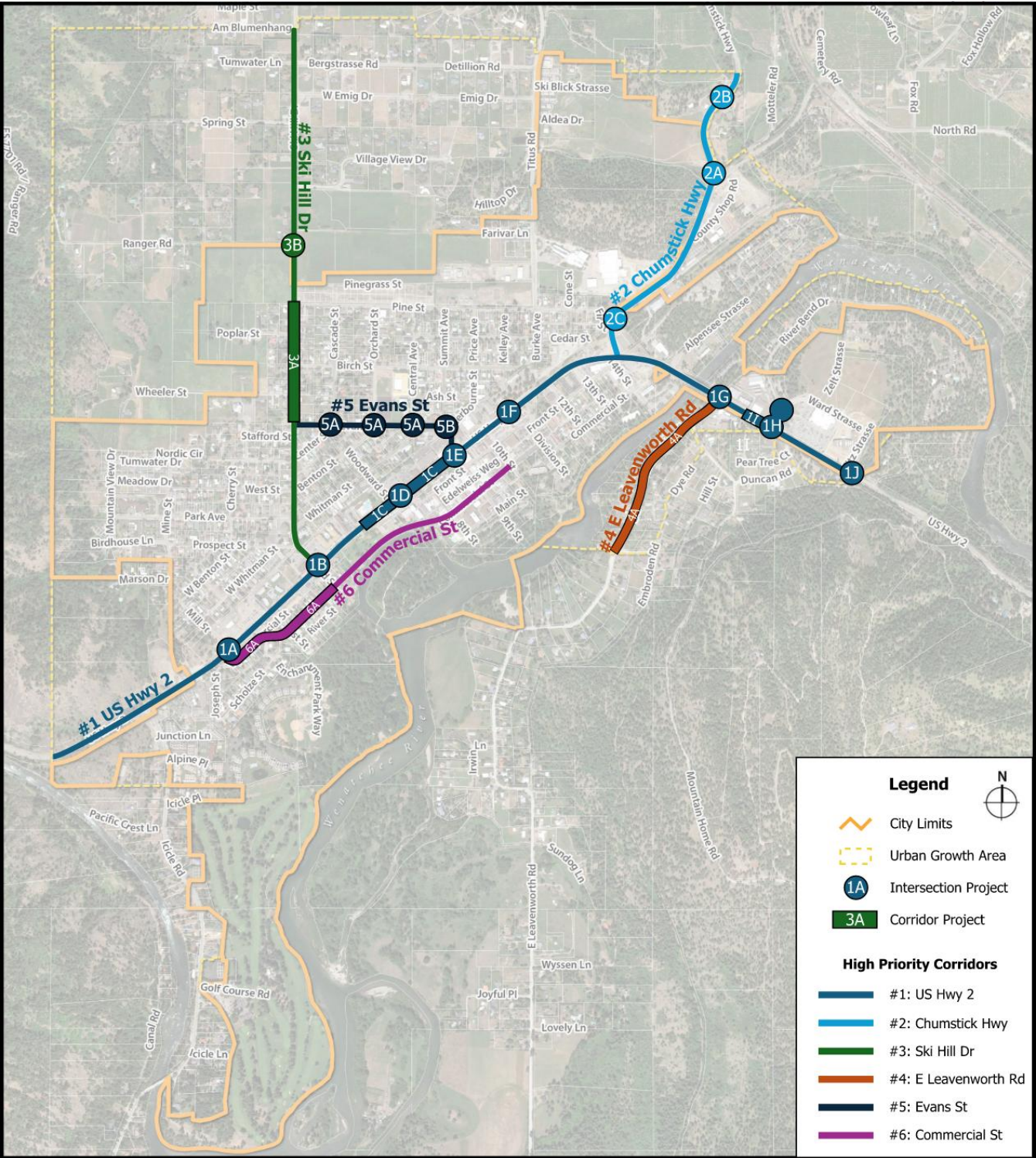
Systemic Improvements

In addition to corridor countermeasures, citywide systemic improvements were also developed. Systemic improvements are similar treatments that are implemented at multiple locations in the City.

Citywide Systemic Improvements		
#	Project Description	Cost
7A	Evaluate reducing driveway and side street widths and corner radii, and consolidating driveways on arterial streets and major collector streets to enhance safety.	\$\$
7B	Construct missing sidewalk segments to create a connected network throughout the City. Potential locations include Icicle Road, Ward Strasse, Titus Road, Birch Street, or Prospect Street. A potential shared use path connection is located outside City limits on North Road between Chumstick Highway and the Icicle Train Station (partnership with Chelan County). These improvements are in addition to the sidewalk projects listed above in the priority corridors.	\$\$\$
7C	Develop an Active Transportation Plan to identify a comprehensive sidewalk, bicycle, and trail network. This would provide a long-term priority list of projects to enhance active transportation.	\$\$
7D	Using City maintenance staff, implement the following signage modifications: - Evans Street/Cascade Street and Evans Street/Central Avenue intersections: Replace northbound and southbound yield signs with stops signs. - Commercial Street/ Scholze Street intersection: Install a stop sign for the northbound approach. - Commercial Street/3rd Street intersection: Intersection has stop signs for 2 of the 3 approaches, which is non-standard intersection traffic control. Remove stop sign for eastbound traffic on Commercial Street resulting in stop control only on 3rd Street (southbound). - Commercial Street/8th Street intersection: Westbound vehicles periodically turn around in the intersection to avoid leaving Downtown. Provide additional wayfinding to direct Downtown visitors to destinations and evaluate options for westbound vehicles to turn around on 8th Street, north or south of the intersection. Converting the intersection from 2-way stop control to all-way is not recommended due to the issue of stopping vehicles on the steep eastbound approach during the winter. Add signage for the northbound and southbound approaches that traffic on Commercial Street does not stop. Add signage for the eastbound intersection approach, informing drivers to yield to pedestrians.	\$

Figure 10 (following page) shows the location of each recommended improvement project, colored by corridor. Systemic projects are not shown.

Figure 10: Project Map



Policy and Process Changes

In addition to the development of transportation safety infrastructure improvements, the project team also reviewed a broad range of City of Leavenworth policies, plans, standards, and processes that could contribute to safety outcomes. These included the Comprehensive Plan, municipal code, street construction standards, and City website. During stakeholder interviews, the team also asked about how policies and processes could change to improve transportation safety. This section contains the 14 policy and process proposals resulting from that comprehensive review.

Required Updates

Description	Who is Responsible	Method of Implementation
Develop and maintain a transportation safety website.	Public Works, Communications	City webpage
Additional information - The Transportation Safety Action Plan (TSAP) and the current Vision Zero policy will be hosted on the website. - The website is updated with a summary of progress on TSAP projects and new crash data. The data could include total crashes and KSI crashes.		

Description	Who is Responsible	Method of Implementation
Establish multimodal level of service standards.	Planning, Public Works	Consultant, within Transportation Element
Additional information - Incorporate into Comprehensive Plan Update - required by GMA, RCW 36.70A.070(6)(a)(iii)(B) and (C). - Could align with multimodal standards for bicycle, pedestrian, transit, and freight adopted by WSDOT.		

Revise Existing Policies

Description	Who is Responsible	Method of Implementation
Revise Traffic Impact Analysis (TIA) Requirements	Public Works, Planning	Staff or consultant report and code revision.
Additional information Revise LMC Chapter 12.50 "Traffic Impact Analysis Requirements" to provide more clarity on analysis requirements and reflect greater emphasis on safety.		

Description	Who is Responsible	Method of Implementation
Update and/or develop new street construction standard details	Public Works, Planning	City staff or Consultant, adoption by Council.
Additional information - Include design elements that enhance safety. - Include typical cross sections for each street typology.		

Develop New Plans/Processes

Description	Who is Responsible	Method of Implementation
Develop an Active Transportation Plan (ATP)	Planning, Public Works	Consultant, Adoption by Council
Additional information - The plan will identify pedestrian and bicycle projects that create a connected and safe active transportation network. - Once the ATP is adopted, consider revisions to the municipal code, street construction standards, and/or development requirements to include ATP elements and design treatments.		

Description	Who is Responsible	Method of Implementation
Evaluate establishing a Transportation Impact Fee program	Public Works, Planning	Consultant
Additional information Consider a transportation impact fee program as a tool to provide transportation facilities to accommodate growth.		

Description	Who is Responsible	Method of Implementation
Develop a neighborhood traffic calming program	Public Works, Planning, Communications	City or consultant program development. Adoption by ordinance.
Additional information - Establish a funding source for low-cost traffic calming projects on local streets. - Create a traffic calming request category within the existing citizen request/complaint system.		

Evaluate Impacts of State/Federal Policies

Description	Who is Responsible	Method of Implementation
Evaluate the impact of SB 5595 Shared Street Law on City non-arterial streets	Planning, Public Works	Internal staff report, Comprehensive Plan update
Additional information - Evaluate the inclusion of shared streets as part of the City's non-motorized network and include in the Transportation Element of the Comprehensive Plan. - Develop design standards and policies that promote pedestrian safety on shared streets.		

Description	Who is Responsible	Method of Implementation
Evaluate the impact of the 2024 PROWAG update on City policies.	Public Works, WSDOT	Internal staff report or consultant
Additional information Review existing policies/standards related to accessibility to determine if updates are necessary for consistency with PROWAG.		

Communication and Education

Description	Who is Responsible	Method of Implementation
Evaluate how to streamline the City's request portal and include transportation safety options.	Planning, Public Works, Communications	Edit City website
Additional information - Consider revising how transportation safety comments can be made on the City's website. - Add language to City website encouraging people who have been involved in an unreported crash to submit a crash report: https://wrecr.wsp.wa.gov/omvcr		

Description	Who is Responsible	Method of Implementation
Develop an internal process for sharing information about crashes with stakeholders	Planning, Public Works, Police, Fire, EMS, WSDOT	Staff coordination with stakeholders
Additional information Evaluate options to improve communication regarding crashes between Public Works, Planning, Fire, Police, EMS, WSDOT, and other relevant stakeholders.		

Description	Who is Responsible	Method of Implementation
Develop data-driven education and enforcement campaigns.	Public Works, Police, Communications	Staff coordination with stakeholders
Additional information - Coordinate with police to identify education and enforcement campaigns to address risk factors in the TSAP. - Explore if WA Traffic Safety Commission grants are appropriate for larger campaigns.		

Progress and Transparency

In order to provide the public with information about transportation safety, the City of Leavenworth is developing a Transportation Safety page on its website. That page will include:

- The City's current Vision Zero policy.
- The Transportation Safety Action Plan (TSAP).
- Progress updates on transportation safety projects.
- Periodic updates on citywide crash data.



Appendix: Community Engagement Report



Leavenworth

Safety Action Plan

Community Engagement Report

The City of Leavenworth received a Safe Streets and Roads for All (SS4A) grant to develop a Safety Action Plan to enhance transportation safety for all. Including the community supports a civically-informed process that listens to those who live, work, play, and visit Leavenworth. The outreach strategy was designed to comprehensively understand how people experience the transportation system and what opportunities exist to improve safety for all users. This report provides a summary of the quantitative and qualitative feedback collected by people that walk, bike, drive, or use transit in Leavenworth.

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Plan

IMPROVE SAFETY & PRIORITIZE PROJECTS

The Safe Streets and Roads for All (SS4A) and additional transportation plans provide guidance for making progress towards established transportation system and safety goals.

Executive Summary

Leavenworth's transportation systems connects people to their homes, places of work, social environments, and recreational opportunities. Whether someone chooses to walk, bike, drive, or use public transit, focusing on transportation safety benefits everyone. Serving more than 2 million visitors annually, the transportation infrastructure in Leavenworth serves a vital role for safely accessing destinations throughout the area.

The City of Leavenworth recognizes the importance of safe travel for all users. Through the Safe Streets and Roads for All (SS4A) Plan and its robust community engagement process, the City received 1,000 comments about how safety can be improved. Outreach for the SS4A process included an online survey, in-person outreach events, interviews, and a Task Force with community-focused representatives.

Creating an effective outreach process included conducting an Existing Conditions Analysis, developing a Community Engagement Plan (CEP), analyzing feedback, and providing all of the feedback in a Final Report.

Included herein, the Final Report provides insight from each of the outreach process elements and includes appendices that detail the outreach strategies.

Highlights from this process include:

- The Leavenworth Block Party is ideal for engagement
- Almost 95% of respondents are in Leavenworth weekly
- Responses were received from all age groups
- All races and ethnicities were represented in responses
- Disabilities was represented by nearly 20% of responses
- Cycling is perceived as the most unsafe mode choice
- Top contributing factors for unsafe travel conditions are:
 - Speeding
 - Distracted Driving
 - Intersections
 - Turning/Fail to Yield
- Management of growth and parking were also concerns
- The survey map received over 815 unique identifiers

Beyond the survey, outreach efforts included canvassing the downtown Leavenworth area to connect with small business owners and staff as well as attendance at the local farmers market and hosting a table at the City of Leavenworth's quarterly block party specifically designs for communicating program and project updates.



Partner

**BRINGING PEOPLE TO THE
TABLE TO BRING PROGRESS**

The transportation system is a connection throughout the city and connecting into the County. Working together can increase the capacity to implement plans.

Task Force

A requirement of the SS4A program is to have a group of individuals, known as the Task Force (TF) who is charged with informing the plan's development, implementation, and monitoring. Designed to represent the broader transportation partners, service providers, and community, the TF had the following representation:

- City of Leavenworth
- Washington State Department of Transportation
- Chelan County Sheriff
- Cascade School District
- Leavenworth Chamber of Commerce

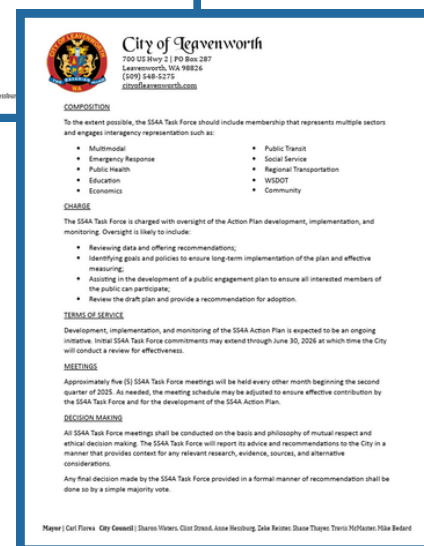
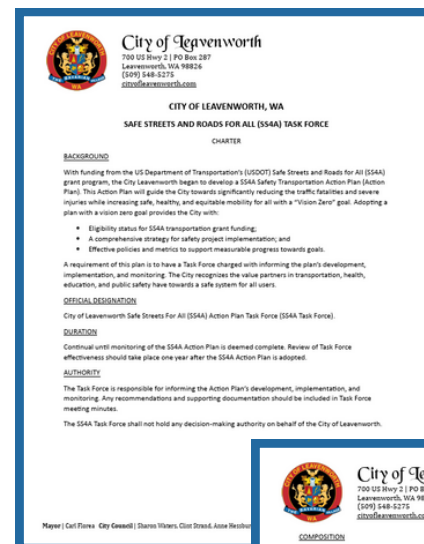
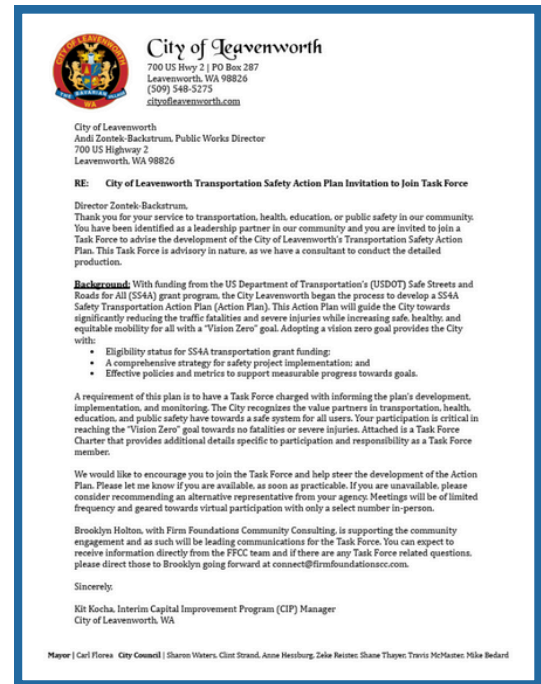
A formal invitation was provided to prospective members of the TF requesting participation by themselves or an agency representative. To ensure clear understanding of the commitment and TF responsibilities, an informational Charter was also developed and provided at the time of inquiry.

While this level of formality is not a requirement, it is completed with the intention to respect the time each member contributes and provides clear expectations for all parties in the planning process.

In addition, as the plan development process concludes and the focus of the TF shifts to implementation and monitoring, the Charter identifies the timeline for involvement and purpose review.

TF meetings supported the plan development process and to best align with the schedule for analysis, outreach, drafting, and adoption, the following timeline and topic areas were pursued:

- Meeting #1 ~ June 12th
 - SS4A Introduction
- Meeting #2 ~ July 28th
 - Existing Data Review
- Meeting #3 ~ September 16th
 - Priority Safety Locations
- Meeting #4 ~ October 22nd
 - Project List & Priority Corridors
- Meeting #5 ~ January 28th
 - Draft Reports



Prepare

OUTREACH BEGINS WITH A STRATEGY

Be safe look
Bofe Yaise

This effort is not the first one to engage the community. Therefore, it is important that the outreach strategy incorporates successes and lessons learned along the way about effective engagement.

Community Engagement Plan

OVERVIEW

The Community Engagement Plan (CEP) is a guide for engaging the individuals, groups, and agencies connected to the community. Allowing for an iterative process, the CEP adapts to stakeholder needs. It centers the community members as experts in their own lived experiences and guides the process for making space for their valued feedback. To create cohesive engagement materials and maintain consistent messaging through the life of the project, the CEP also provides a project identity and branding baseline that all public-facing materials are designed with to help connect information with the project.

A successful CEP results in:

- Building Community Trust
- Identifying Systemic Inequities
- An Educated Community
- Clear Community Priorities

It is important to note that as the CEP is implemented, the strategy is flexible to ensure progress towards the two outreach goals is most effective:

1. Gather community feedback to understand quantitative and qualitative metrics:
 - a. Demographic and geographic information
 - b. Common or preferred modes of travel
 - c. Perceived causes of traffic crashes and “close calls”
 - d. Safety concerns and potential solutions
 - e. Personal experiences with traffic crashes
2. Educate the community
 - a. The Vision Zero/Target Zero plan for eliminating fatalities and severe injuries.
 - b. Systemic System Approach and how it related to safer land use, vehicles, speeds, roads, post-crash care, and road users.

Development of the CEP incorporates existing data related to previously complete outreach efforts with the Leavenworth community; community data made available via ACS census, regional, state, and federal sources; and crash data looking at the previous decade. Together, this information creates a foundation for the CEP focused on reducing planning fatigue, avoiding duplication of feedback, and creating value in the discussions for all parties. It is with this starting point that the survey, outreach events, canvassing, and interviews were designed.

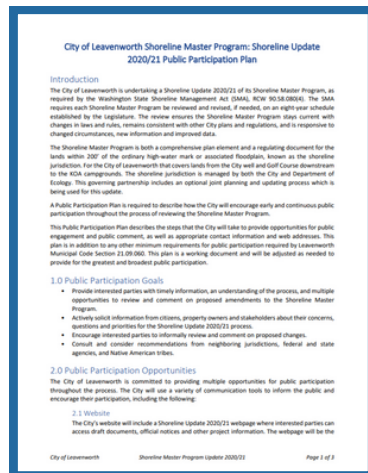
Community Engagement Plan

EXISTING DATA

The City of Leavenworth has been serving their community collectively for about 120 years. Efforts to build trust and relationships do not being with this initiative and as such it is important to identify that many sources that contributed to the foundation of the CEP and informed the outreach strategy. Considerations for previous efforts included:

- Plans, policies, or projects that included outreach efforts;
- Reviewing approaches towards outreach materials/design
- Effectiveness of previous outreach to understand what may contribute to initiatives that were more successful vs where engagement fell short
- Representatives that have created a relationship with stakeholders to include in efforts and those who may benefit from beginning to be a part of the work.

Through both previous and parallel efforts, The City of Leavenworth and their local partners have captured diverse thoughts from the community related to multimodal transportation. This information is highlighted below and was incorporated into considerations that guide the findings as a result of the outreach results.

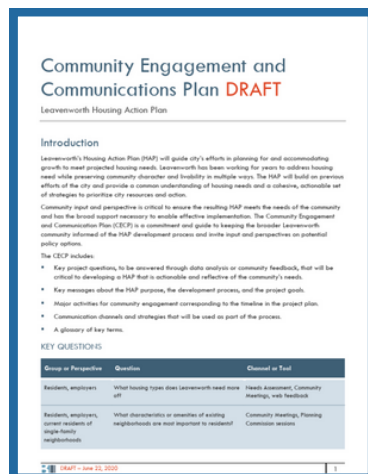


COMMUNITY ENGAGEMENT PLANS/EVENTS

Developed for the 2020-2021 Shoreline Master Plan update, a Public Participation Plan was developed. While the focus of the plan is not transportation, effective approaches for engaging the community, and keeping the community informed, can be gleaned.

In addition, while also a focus different than transportation, the Leavenworth Housing Action Plan's Community Engagement and Communication Plan is another reliable source for understanding how previous efforts to inform and receive input from the community has been achieved.

Both plans offered reference to communication methods, stakeholder lists, example timelines, engagement activities, and established goals or outcomes as a result of feedback.



Community Engagement Plan

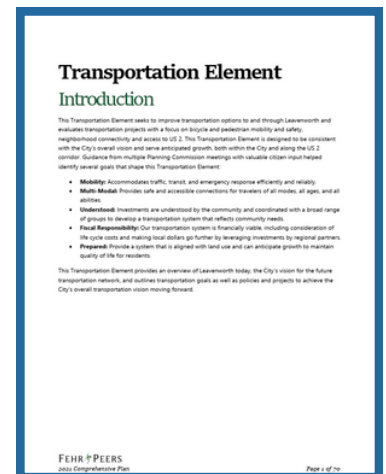
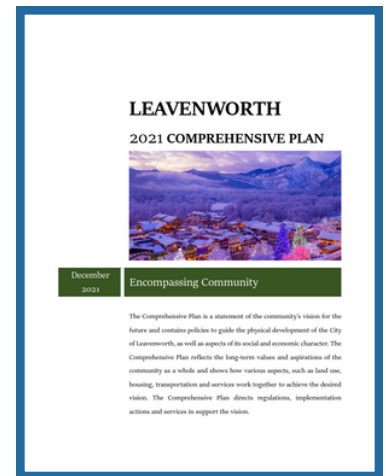
2021 COMPREHENSIVE PLAN

Serving as a statement of the community's vision for the future, and in alignment with the Safe System's approach that includes infrastructure, transportation, land use, and emergency response, the City's Comprehensive Plan offers a broader look into how existing goals and priorities can serve as a guide for the SS4A outreach process.

Most relevant is the Transportation Element (TE) within the Comprehensive Plan which, in 2021, identified bicycle and pedestrian mobility and safety as focus areas for evaluating transportation projects. Development of the TE also included a transportation-focused outreach effort that offered insight on the effectiveness of workshops and community polling.

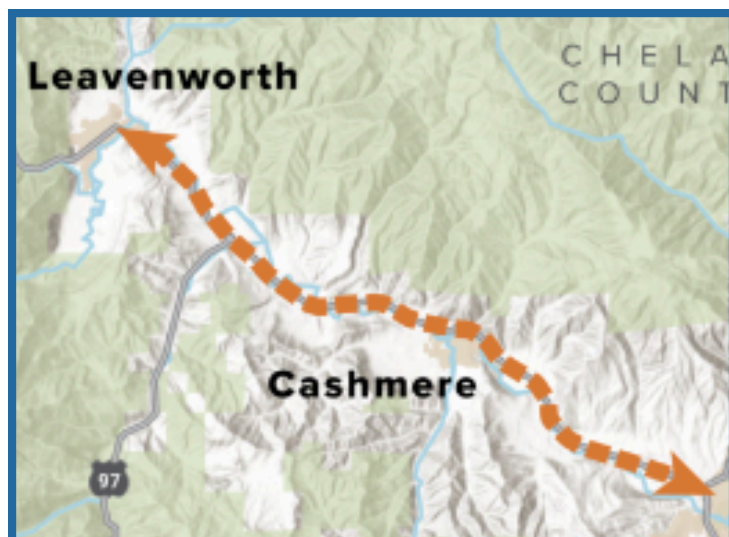
COMMUNITY BLOCK PARTY

Since 2023, the City of Leavenworth has been hosting quarterly events focused on celebrating community and providing the opportunity to connect, learn, and be involved with what is happening in the City. Understanding the interactive approaches to effective outreach is just as important as understanding methods such as survey structure, fliers, and digital resources. The Block Party was a great way to learn what works for the community and meet the people where they already are.



Psomas Safe Streets & Roads for All. . .

Community Engagement Plan



CHELAN DOUGLAS PATHWAYS PROJECT

Current as of November, 2025, the Chelan Douglas Transportation Council is working on the Chelan-Douglas Pathways Master Plan project. This studies potential pathway routes through the two-county area to better connect communities with safe walking and biking routes. At the most western end of the potential corridors is the City of Leavenworth connected to the most eastern destination being Rock Island in Douglas County.

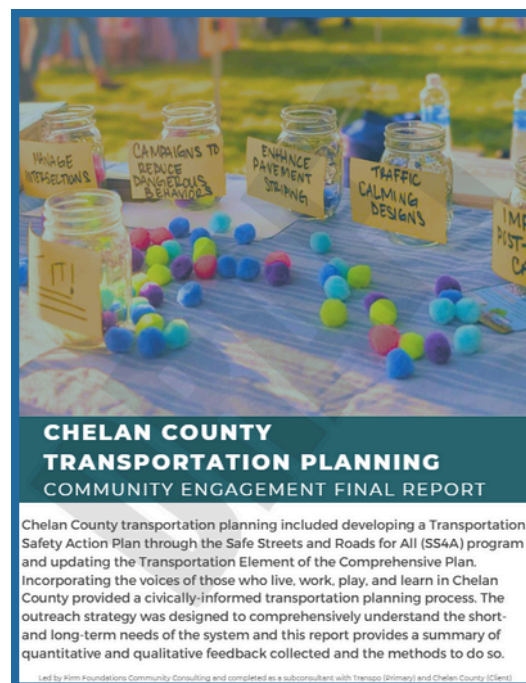
Expected to (1) expand opportunities for active transportation; (2) provide cost-efficient mobility options; (3) catalyze economic development; (4) foster tourism while improving quality of life for residents; and (4) develop transportation infrastructure that promotes public health, this route is being considered for balancing feasibility and alignment with community goals. The Pathways Plan is not yet finalized though current feedback information relevant to this planning effort is provided below:

- 97% of respondents live within either Chelan or Douglas county
- 62% of respondents are interested in using the pathways for pleasure and recreation

CHELAN COUNTY SAFE STREETS AND ROADS FOR ALL (SS4A) PLAN

Complementary to the City of Leavenworth's SS4A planning efforts, Chelan County had a SS4A planning effort underway with overlapping timelines. The community engagement for Chelan County's plan offered insight into community priorities and goals for the County as well as for the area that includes the City of Leavenworth, it's Urban Growth Area (UGA), and the surrounding neighborhoods that identify Leavenworth as their local community.

Crossover between these two plans exist in geographic locations such as at Chumstick Highway and North Road, East Leavenworth Road near the State Park, and around the Leavenworth Ski Hill recreation area. Additional areas of crossover are in stakeholders lists and community members responding to the survey.



CHELAN COUNTY TRANSPORTATION PLANNING COMMUNITY ENGAGEMENT FINAL REPORT

Chelan County transportation planning included developing a Transportation Safety Action Plan through the Safe Streets and Roads for All (SS4A) program and updating the Transportation Element of the Comprehensive Plan. Incorporating the voices of those who live, work, play, and learn in Chelan County provided a civically-informed transportation planning process. The outreach strategy was designed to comprehensively understand the short- and long-term needs of the system and this report provides a summary of quantitative and qualitative feedback collected and the methods to do so.

Lead by Kim Foundations Community Consulting and completed as a subconsultant with Transpo (Primary) and Chelan County (Client)

Community Engagement Plan

OUTREACH STRATEGY

Depending on stakeholder level and phase of the project, different methods may be considered more effective. Below are descriptions of how various methods were used to implement an effective outreach campaign. All methods used were designed to:

- Obtain survey responses from diverse geographic and demographic audiences
- Educate the public on the Safe Systems Approach
- Strengthen County-community relations

Effective outreach is imperative to developing a community-informed plan. Therefore, ongoing monitoring was used to identify when a shift in approach, timeline, or audience was necessary to maintain effective progress towards collecting feedback. The following three categories were methods used to throughout the process.

DIGITAL CAMPAIGN

A digital campaign includes online and virtual elements. This format provides materials (graphics, fliers, maps, etc.) in a consistent, cohesive message through communication partners and for the duration of the outreach timeline. Distribution of materials are most effective by establishing partnerships with agencies, groups, and individuals that have existing connections with priority engagement audiences. The digital campaign is the most efficient method for communication with stakeholders as local government, organizations, and media stations are able to share and distribute the same graphics, message, and link to the community creating a coordinated effort collecting feedback.



Together, the above images are examples of how outreach coordination is able to function. The City of Leavenworth shared the survey to the official City Facebook page and once that is posted, it offers a valid, reliable source for the community even when shared by other people on profiles and pages or in groups. This approach demonstrates how the digital campaign offers a consistent and cohesive approach to messaging and outreach. It also allows for any edits, corrections, or updates to be incorporated in real-time while also only having to adjust one single source of information.

Community Engagement Plan

OUTREACH STRATEGY CONTINUED

ENGAGEMENT EVENTS

Available in both organic and complementary structures, engagement events can strengthen, or be strengthened by, the digital campaign. Organic events are those planned and produced by the project team and are often in the form of an open house, listening session, or presentation. These can be hosted by the jurisdiction at their respective facilities or with a location host such as a business or community organization. Complementary events are those planned and produced by a third party with an option for the outreach team to participate by hosting a table, canvassing, presenting, or listening in. The outreach strategy prioritized complementary events. The following events either hosted or attended as part of the strategy for gathering survey responses and personal experiences:

1. August 11 ~ Canvas downtown businesses
2. August 16 ~ Canvas downtown businesses
3. August 16 ~ Leavenworth Farmers Market
4. August 21 ~ Community Block Party



Above Left: Outreach at the Leavenworth Farmers Market included an interactive activity to understand how people view safety opportunities; education-focused materials to education about safe transportation and the SS4A Safe System Approach; and materials encouraging participation in the online, bilingual (English and Spanish) survey.

Above Right: People of all ages were interested in fun incentives (like the erasers pictured) as a thank you for participating in the pom pom activity.



Above Left: Members of both Psomas and FFCC participated in the City's Community Block Party event offering an opportunity to dialogue in person, provide interactive activities, and promote the online survey.

Above Right: Example of an informational poster that was on display at the in-person events and used to educate about the SS4A Safe System.



Left: Seemingly slightly different than the Block Party, having a booth at the Farmers Market opened up conversations with a larger representation of people visiting Leavenworth from out of the regional area.



Above: Canvassing the downtown Leavenworth area included giving fliers to businesses that had space for public display as well as sharing about the planning effort with local owners and their staff.



Above: FFCC team members had an opportunity to experience Leavenworth from the perspective of a bicycle rider. This provided familiarity with the area and concerns during local discussions.

Community Engagement Plan

OUTREACH STRATEGY CONTINUED

STAKEHOLDER INTERVIEWS

Applicable for individuals, groups, and agencies, the interview format offered an opportunity for greater detail in the discussions around technical components of the plan or understanding needs and priorities for target engagement audiences. These interviews offered enhanced understanding on behalf of stakeholders and the team. Formats included listening sessions, conversational, and structured; all of which were valuable for connecting with agencies, community organizations, and the general public. Interviews were conducted using both in-person and virtual formats. They were scheduled for sixty minute timeframes during the outreach phase between July and September, 2025. The following is a list of the interviews that were able to be scheduled and completed. There were additional individuals, groups, and agencies contacted with a request for an interview though schedules or lack of response created limitations.

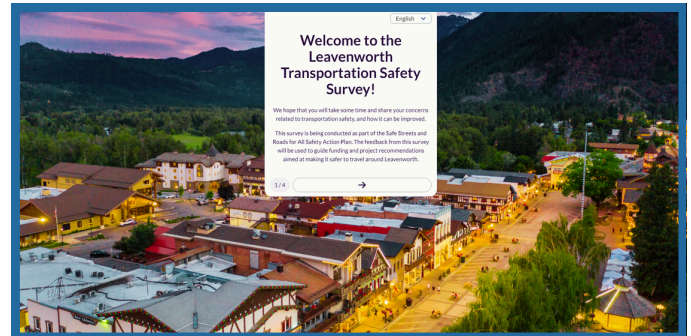
- City of Leavenworth
 - Andi Zontek-Backstrum, Director of Public Works Department
- Cascade Medical
 - Brian Pulse, Director of Emergency Medical Services (EMS)
- Washington State Department of Transportation
 - David Kieninger, North Central Region Traffic Engineer
 - Charlotte Claybrook, Active Transportation Programs Manager
- Thriving Together North Central Washington
 - John Schapman, Executive Director
- Ballard Ambulance
 - Mike Battis, Director of Operations, MSO
- North Central Washington Libraries
 - Barbara Walters
- People for People
 - Jake Cooney, Transportation Operations Supervisor
- Link Transit
 - Donald Billen, Planning Manager
- Chelan Douglas Transportation Council
 - Rachael Stiver, Region 12 Target Zero Manager
- Action Health Partners
 - Deb Miller, Executive Director

Bilingual Survey

OVERVIEW

To best understand the survey results, it is important to understand the options that were available. The bilingual survey was available in English and Spanish and are available in the appendices for reference.

Questions on the survey were designed to inform about the audience and who was being reached. Each household is unique in its access and/or barriers to opportunity and it is important to ensure voices from all residents are heard, understood, and validated. The following survey information has been summarized from its original data form to provide a clear picture of what the community prioritizes for transportation planning and safety throughout the City of Leavenworth.



Responses were categorized in the following ways:

- Geography ~ Identifying what area or city, state respondents live in
- Demographics ~ Learning age, race, ethnicity, sex, household size, vehicle ownership, household income, and anyone in the household with a disability. Prefer not to answer was an option offered for these questions.
- Transportation Safety ~ Focused on mode preference, visit frequency, sense of safety related to travel mode, and views of overall transportation safety.
- Mapping ~ Answering the question “Where can [insert mode] safety be improved” followed by “What could be done to improve [insert mode] safety?” allowed respondents to place markers on a map to identify locations of safety concern.
- Final Thoughts & Questions ~ This encouraged respondents to provide any narrative feedback related to transportation safety in current and future planning.

Once the survey was completed, respondents were invited to share the survey link and visit the project webpage hosted on the City’s website. There was also a link within the demographics question to provide additional details about why these questions are important and how they can support funding opportunities for transportation safety.

Listen

COMMUNITY
EXPERIENCES
AUGMENT
EXISTING DATA



Feedback was gathered through multiple formats to ensure that the voices of those who live, work, play, and learn in Leavenworth were incorporated with the existing data.

Outreach Results

OVERVIEW

Responses to the outreach significantly helped guide the plan development process. Due to limited crash data for the City of Leavenworth, the team embarked on an upfront intensive approach with the goal of providing first-hand, local experience with transportation safety that can be used to augment the available data sets. A preliminary round of analysis was completed on survey mapping responses which allowed the team to identify emerging trends and themes. A second round of analysis was completed once all outreach initiatives were closed to verify that the initially identified trends and themes were consistent. If any deviations were found, the team made adjustments to most accurately reflect the results from the final analysis.

All outreach efforts were combined into the following geographic, demographic, transportation, narrative, and mapping results provided herein. Raw data and non-summarized results are made available in the appendices of this plan.

RESULTS

FIGURE 1: The geographic area of the Safety Action Plan includes both the City limits and the Urban Growth Area. This boundary was highlighted within the map and respondents were asked if they lived within this area or outside of it. Responses are below.

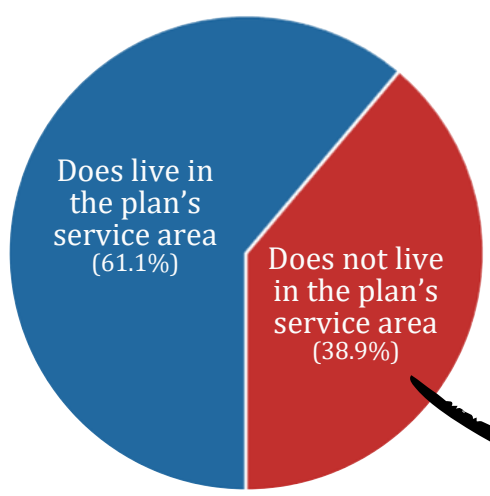
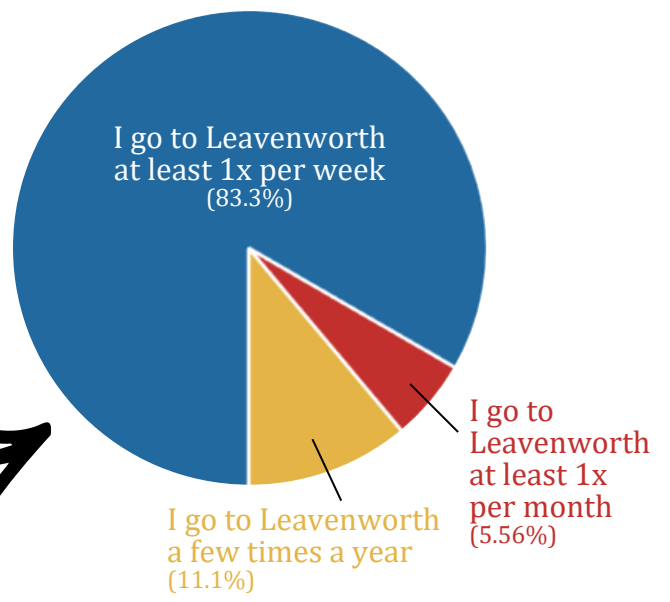


FIGURE 2: For those who do not live within the plan's service area, almost 85% indicated that they go to Leavenworth at least weekly. This shows that while they may not be within the designated boundary, they regularly experience the transportation system in Leavenworth.



Outreach Results

DEMOGRAPHICS: The following figures (3-11) are related to the households of those who completed the survey. While the outreach included interviews, canvassing, and attending events, the survey was the only source for collecting the age, race, ethnicity, income, household size, vehicle ownership, and presence of disability.

- Age ~ Almost 67% of respondents were between the ages of 35 and 64
- Race ~ More than 90% were White Caucasian though all race options were identified
- Ethnicity ~ Almost 6.5% of respondents were Hispanic/Latino which is close to the estimated census value of 8.45%
- Sex ~ Females made up the majority of respondents at almost 65%
- Income ~ Over 52% of households earned above \$100k and ~1 in 5 chose to not answer
- Household Size ~ Most were 2- or 3-person. There were no 7- or 9-person households
- Vehicle Ownership ~ More than 70% of households own 2 or 3 vehicles and all respondents indicated that there was at least one vehicle owned
- Presence of a Disability ~ Over 18% of households include someone with a disability

Figure 3: Age Distribution

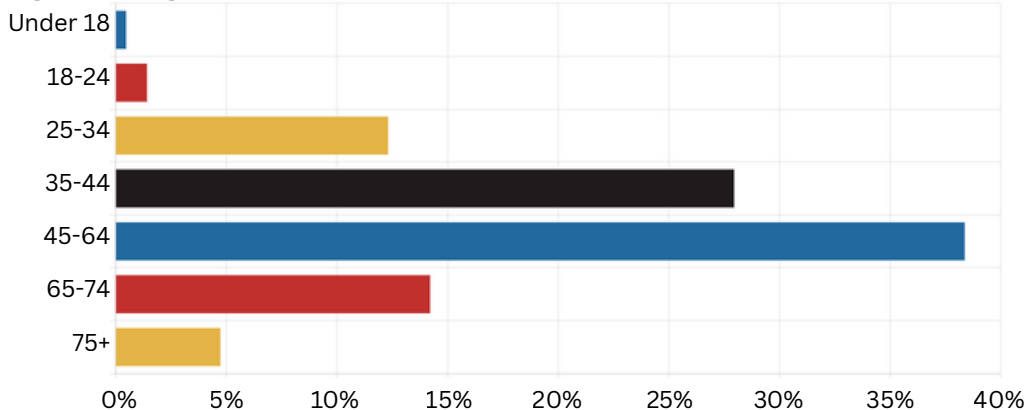


Figure 4: Identification of Sex

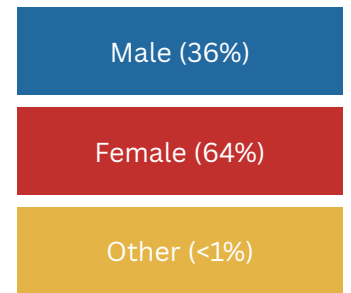


Figure 5: Race Distribution

Participants were asked to "select all that apply" therefore the percentages equal > 100%.

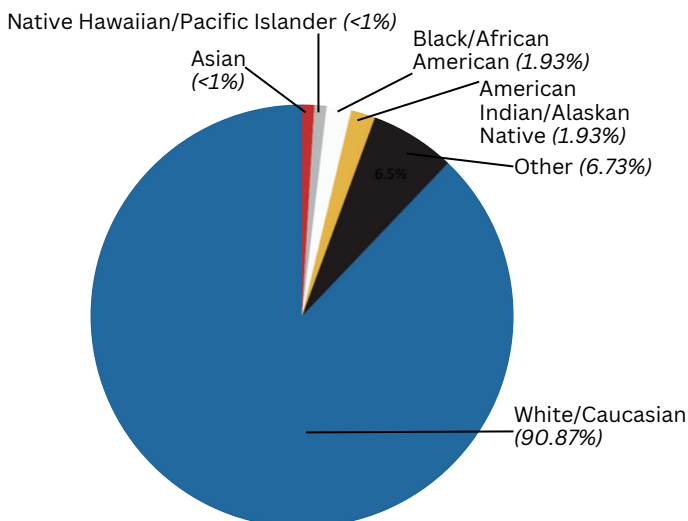
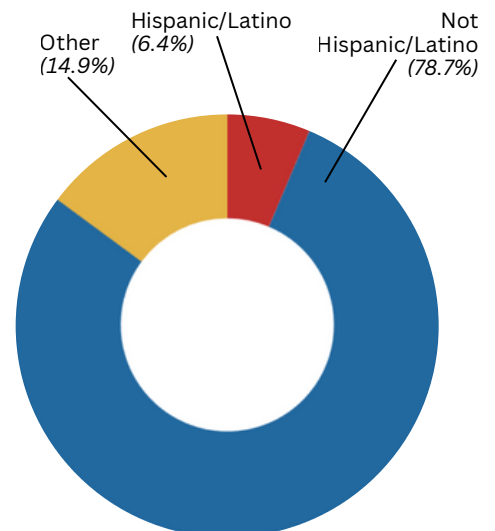


Figure 6: Ethnicity Distribution



Outreach Results

Figure 7: Income Distribution

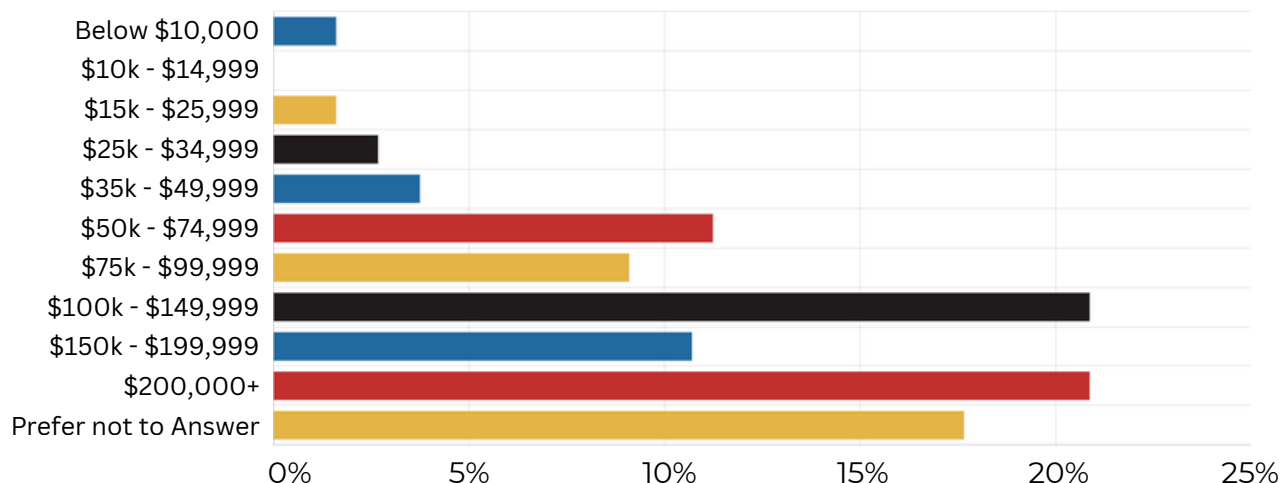


Figure 8: Distribution of Household Size

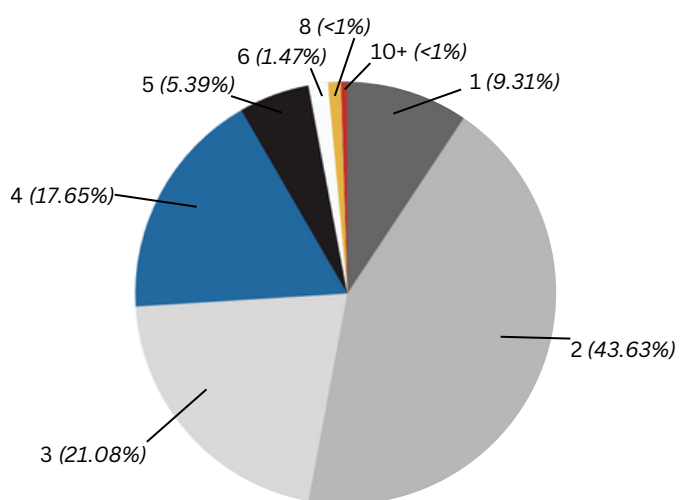


Figure 9: Households with 1+ persons living with any of the following disabilities: Hearing, Vision, Cognitive, Physical, or Independent Living Difficulty

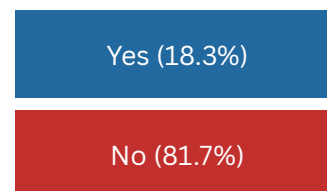
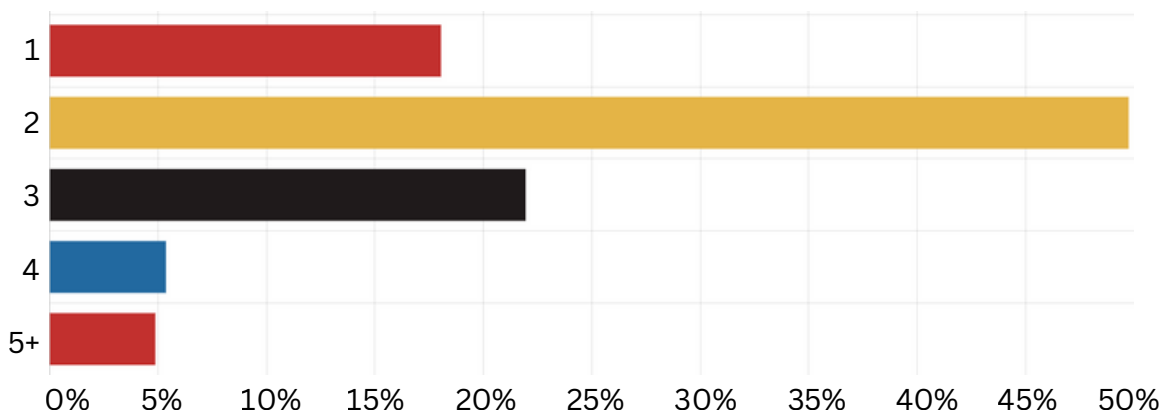


Figure 10: Vehicle Ownership per Household

"0" was an option though it was not selected



Outreach Results

TRANSPORTATION: The following two Figures are related to the transportation focused questions. Results for Figure 11 and 12 were derived from survey responses. Figure 13 is inclusive of both the survey and in-person events where the team provided the pom-pom activity and physical maps to add comments to.

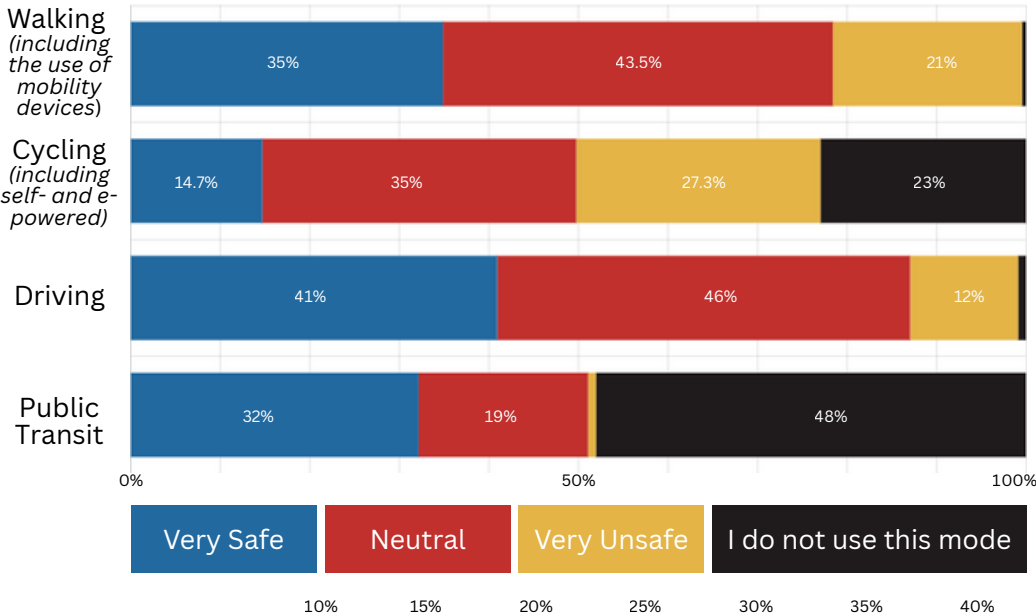


Figure 11: Sense of Safety
Responses shown are the result of respondents indicating how safe they feel when using each of the presented modes (walking, cycling, driving, and public transit) in Leavenworth. Modes respondents consider to be most safe included driving (41%) and walking (35%) with cycling having a very low rating of (14.7%). This means that almost 1 in 7 people do not feel “very safe” cycling.

In addition, cycling received the highest rate (27.3%) of a mode feeling “very unsafe” compared to walking and driving. Of those who feel “very unsafe” walking, almost 65% of them also feel “very unsafe” cycling. Of this group, only 19% felt “very unsafe” driving which indicates that those who feel the most uncomfortable walking and biking in Leavenworth elect to drive because they feel “neutral” or “very safe” using that mode.

RECOMMENDATION: Seek to maintain the safety conditions for pedestrians while beginning to emphasize a safety focus for cycling creating it a comfortable mode choice. Sense of safety for pedestrians and cyclist can be improved by reducing speeds and raising awareness for the importance of driver attention as indicated in Figure 13.

Figure 12: Contributing Factors to Unsafe Conditions

Speeding	25.5%	Respondents were asked to identify the top three factors they think most contribute to their experience of unsafe conditions while walking, cycling, or diving in Leavenworth. Figure 13 shows how (1) Speeding, (2) Distracted Driving, and (3) Intersections are the top three contributors. When considering unsafe conditions and sense of safety (discussed above), priorities remained consistent. This indicates that no matter one’s sense of safety walking, cycling, driving, or using public transit, a safer experience could be made by addressing speeds, distracted driving, and conflict points such as intersections.
Distracted Driving	21.5%	
Intersections	15.7%	
Turning/Fail to Yield	11.8%	
Wet/Snowy/Icy	10.8%	
Other	7.8%	
Low Visibility	3.7%	
Under the Influence	3.2%	

Outreach Results

ADDITIONAL THOUGHTS: A portion of the outreach offered included open ended questions to allow for organic, authentic thoughts regarding transportation safety in Leavenworth and what may contribute to unsafe experiences and what could help improve a sense of safety. Feedback is summarized below and unedited comments are available in the appendices.

Reminders to visitors and tourists that while Leavenworth is a vacation destination, abiding by general traffic rules keeps everyone safe. Examples include not walking in the streets, waiting for a signal to cross, keeping eyes on the road despite the beautiful surroundings, and being patient with the pace of traffic.

Leavenworth experiences significant growth and over the last decade the volume of people and vehicles seems to have exceeded the City's capacity. It is important to really consider impacts of growth on infrastructure and traffic congestion; take the time to coordinate planning and look ahead.

Parking is an issue and results in many cars driving around downtown just searching for spots resulting in more vehicles circulating than needs to be.

Maintenance and condition of sidewalks is a concern including broken and uneven surfaces.

Bikes seem to be allowed on the sidewalks but they should be in the vehicle lane and not imposing where pedestrians walk/have the right-of-way.

There's a need for more multimodal options such as shuttles and bike lanes in the areas of North Road and East Leavenworth Road.

Roadway condition is an issue with potholes and bumpy streets. Causes a real issue for the biking experience.

Improve existing signage and address a lack of wayfinding signs.

Circulation for local travel is regularly congested (even during slow season) and limits ability to handle regular errands and activities of daily living without congestion.

Seasonal conditions call for different measures and the narrow roads (especially in winter) with unmonitored parking and crowded vehicles in neighborhoods creates travel and local challenges. Need for more pedestrian and cyclist infrastructure throughout the City.

Leavenworth's growth continues to make it feel less safe than when there was no traffic management (like intersections)

Closing off streets to be for pedestrians and bicycles would be great. The issue is parking. Need options for that and there will be less cars in the downtown area.

Overall user awareness like when cars are pulling out of parking spots or when people are crossing at a midblock. More visible crosswalks, enforcing illegal behaviors, awareness campaigns.

Improve lines of sight and access points in the midst of dense traffic for right and left turn options onto Highway 2 and Chumstick Highway.

Safer pedestrian crossings in downtown and along residential streets.

Support emergency vehicle flow and access through, in, and out of town especially during festivals or peak times.

Outreach Results

INTERVIEW TAKEAWAYS: In addition to the Task Force members and the contribution they made to the process, the team also conducted interviews to better understand how agencies view the Safe System Approach and its application. While interview feedback is incorporated into the data, there are a few narrative pieces that are worth highlighting.

Safety is incorporated into projects prioritization and policy processes through active transportation connectivity, understanding multimodal conflict points, and emergency routes for both responders arrive on scene and community exiting due to natural disasters.

Partnerships between jurisdictions (cities and counties) and transportation agencies, such as the Chelan Douglas Transportation Council and emergency responders, may be low hanging fruit for improving access to grant funds, efficiently utilizing local resources, and understanding needs related to operations and community priorities.

Drivers abiding by rules of the road is highlighted as a concern that cannot be addressed with a single solution. Driver behavior is a significant contributor to safety concerns related to speed, distracted or impaired driving, and even post-crash care. Driver behavior was seen as a culture issue and so multiagency and multisector coordination is needed for change.

Mode safety was mainly centered about pedestrians and cyclists in relation to wearing protective gear and using high visibility lights and clothing. When it came to vehicles, each of the agencies referenced having a reliable, regular maintenance schedule and policy. Some of the safest vehicles on the roads are the ones that are part of an agency's fleet. Using this as an example, an opportunity for citizen-owned vehicle safety may be focused on education about how to maintain and monitor the safety of a vehicle.

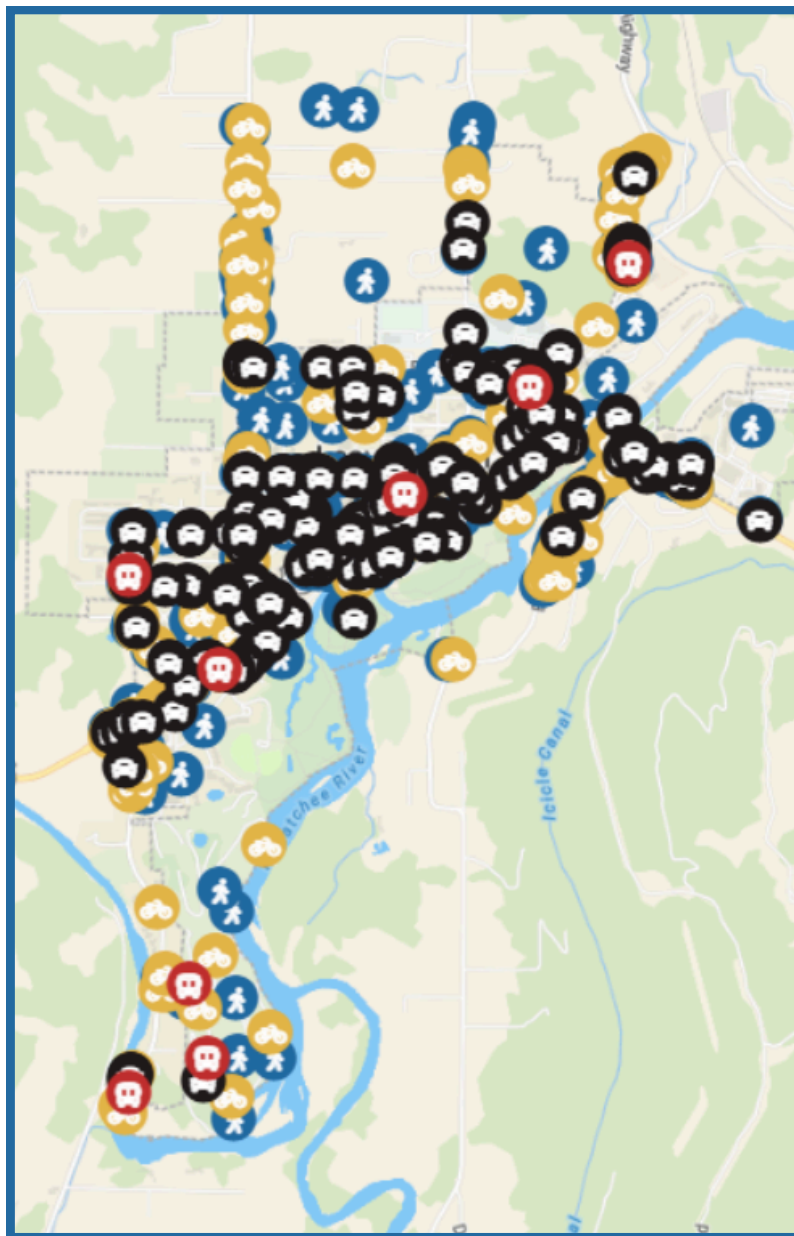
Outreach Results

SAFETY IMPROVEMENTS: The following Figures (13-17) are related to the mapping exercises that were available through the online survey and at select outreach events.

NOTE: The survey map included digital boundaries identifying the City of Leavenworth and its Urban Growth Area (UGA) and markers were only allowed to be placed in this area. Markers placed anywhere outside of this area were not recorded. A popup window reminded respondents of the applicable area. Once a marker was placed, a popup box provided an opportunity for an explanation of what improvement was needed at that location.

The following Figures provide a high level overview of the suggestions received for improving safety for people walking, biking, driving, and riding public transit.

Figure 13: A summary of the type and location of map-based comments.



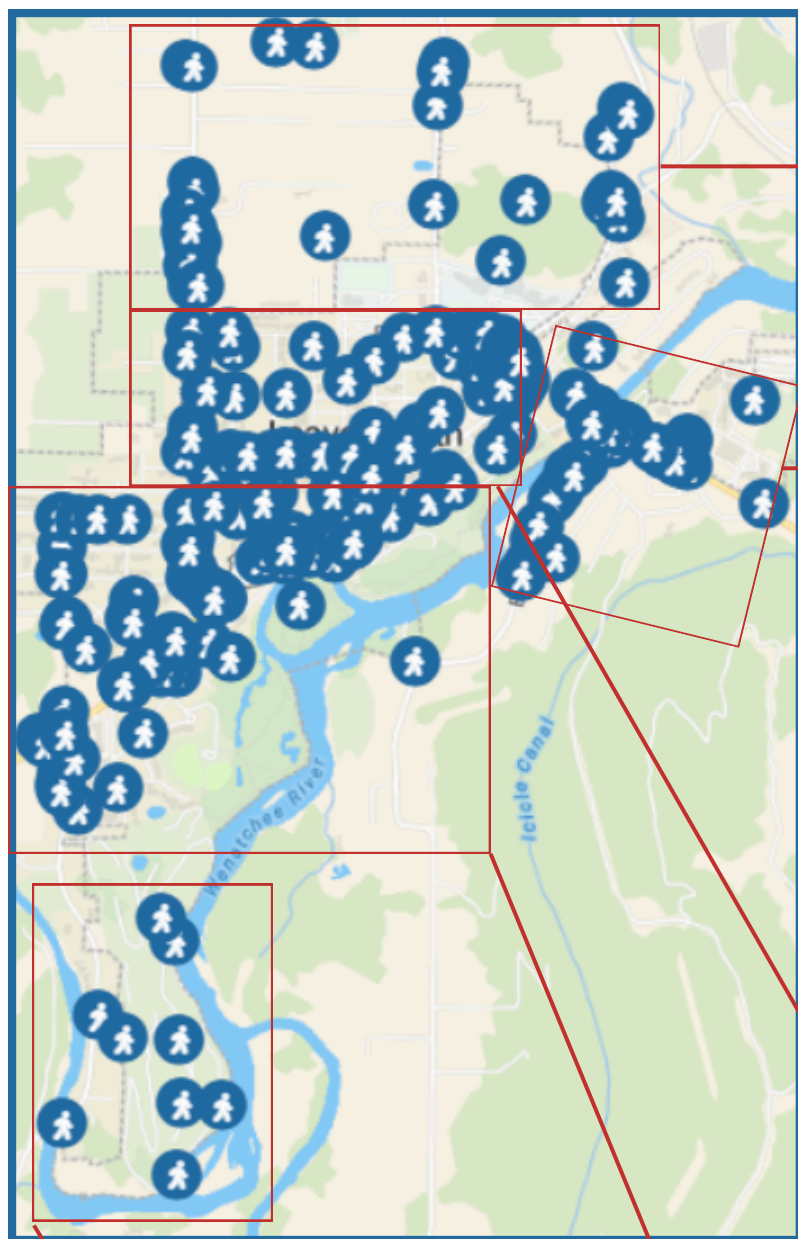
The maps included in this section will highlight the 816 unique map locations that identify a possible improvement.

- Walking (348)
- Cycling (179)
- Driving (281)
- Public Transit (8)

Each section will include a summary of comments and, if applicable, will be separated by geographic areas to ensure the integrity of comment location is not lost.

Outreach Results

Figure 14: Markers placed in response to the question, “Where Can Walking be Safer” and a follow up question of “What do we need to know about this spot?” via a pop up box.



- Many people walk and ride their bikes in this area for school and recreation though there aren't adequate facilities to separate them from vehicles.
- Vehicles drive too fast along Ski Hill Drive and Titus Road for how many people walk and bike here.
- Extend the walking pathway up Ski Hill Drive to reach Titus Road and connect to the schools.

- Access to downtown Leavenworth and recreation areas needs improvement.
- City should work with developers to create offsite multimodal improvements.
- Crossing access across Highway 2 west of Safeway before the Chumstick Hwy. This could look like an underpass or additional crossings. Crossing isn't safe.
- Sidewalks and crossings needs to be constructed/improved to access grocery and amenity options at Riverbend Drive.
- For East Leavenworth Road, vehicle speeds need to be reduced and space to walk and bike needs to be added.

- Pavement condition negatively affects ability to walk, ride bikes, or use a wheelchair or mobility device (especially where no sidewalks exist).
- Need for sidewalks or walking paths.
- Slow down vehicles because they speed or drive too fast around blind corners.
- The Chumstick/Hwy 2 intersection has long distances for pedestrians to cross and are often not seen in the crosswalk.
- People driving and turning right don't see people in the crosswalks and sight lines are difficult at Chumstick/Hwy 2.

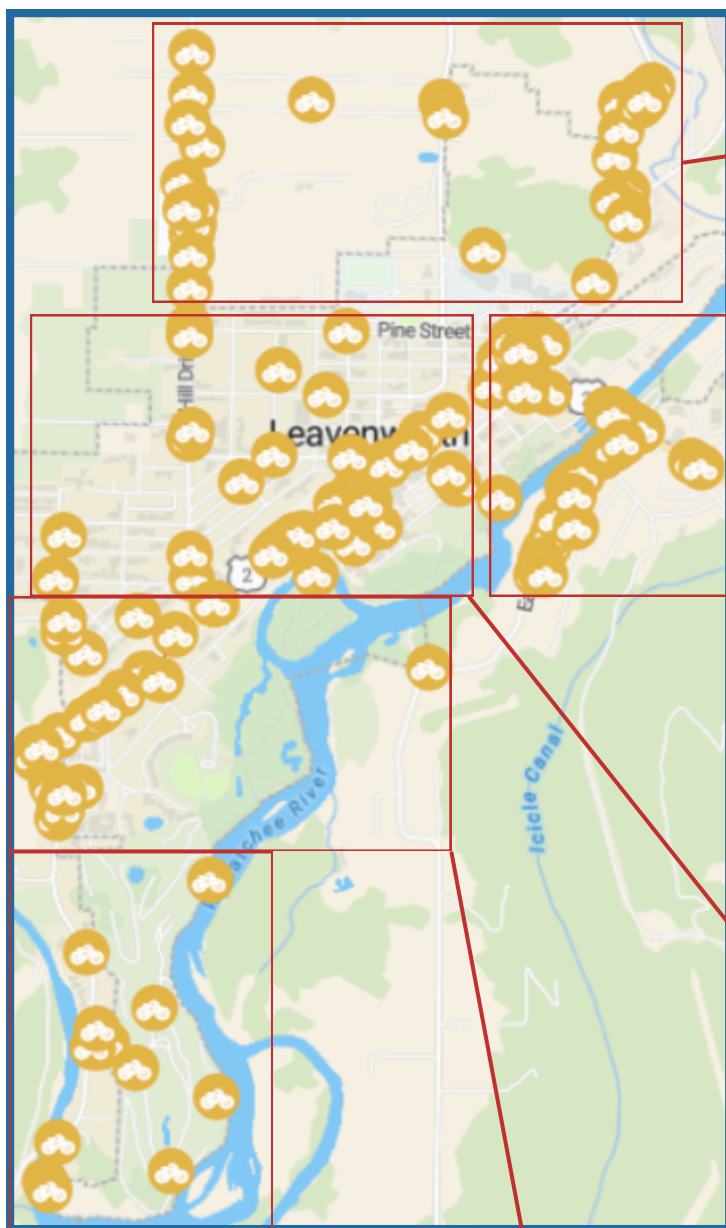
- During summer, Icicle Road has significant traffic, parking, and speeding issues. Shoulders are narrow and people are always walking, biking, and carrying recreational equipment.
- Use the golf course as an access point for people north of town.

- Need space for people walking, biking, and using mobility devices.
- Cars drive way too fast and go through stop signs or don't see people as they cross.
- Condition of pavement for driving, biking and walking including the bricks downtown.
- Hospital needs access.

- Downtown sidewalks near Black Bird Island need to be wider for the volume of people.
- Infrastructure for people walking and biking towards the west end of town.

Outreach Results

Figure 15: Markers placed in response to the question, “Where Can Cycling be Safer” and a follow up question of “What do we need to know about this spot?” via a pop up box.



- Need a bike lane all the way to Ski Hill that reaches over to Titus Road and then south to the schools.
- Need to improve cycling options to, across, and along Chumstick Highway. The road is very narrow for cars to safely pass and the pathway going north barely extends beyond City limits.

- Need marked/striped/signage for bike facilities to make drivers aware of their presence at the intersection of Hwy 2 and Chumstick and then going north.
- High traffic biking in this area though going east on Hwy 2 people speed, don't give enough room, and are turning through the bike lane so conflict points in many places along the route.
- Bike lanes and signage to help turn off of and onto Hwy 2 and River Bend Drive
- Need wider shoulder or separated bike lane because people speed and there is no space on East Leavenworth Road.

- Road condition (chip seal) makes riding a bike challenging, turning at normal speeds dangerous, and limits kids.
- Bike lanes from Hwy 2 to Ski Hill
- Cars are speeding too much in the residential areas.
- Along Highway 2 in front of downtown, bikes are forced into the roadway and people have bit hit multiple times here.
- Cars parking or pulling into traffic do not think to look for bikes in the bike lane.
- People walking in downtown are not mindful that bikes travel through and will walk in front or block getting through.

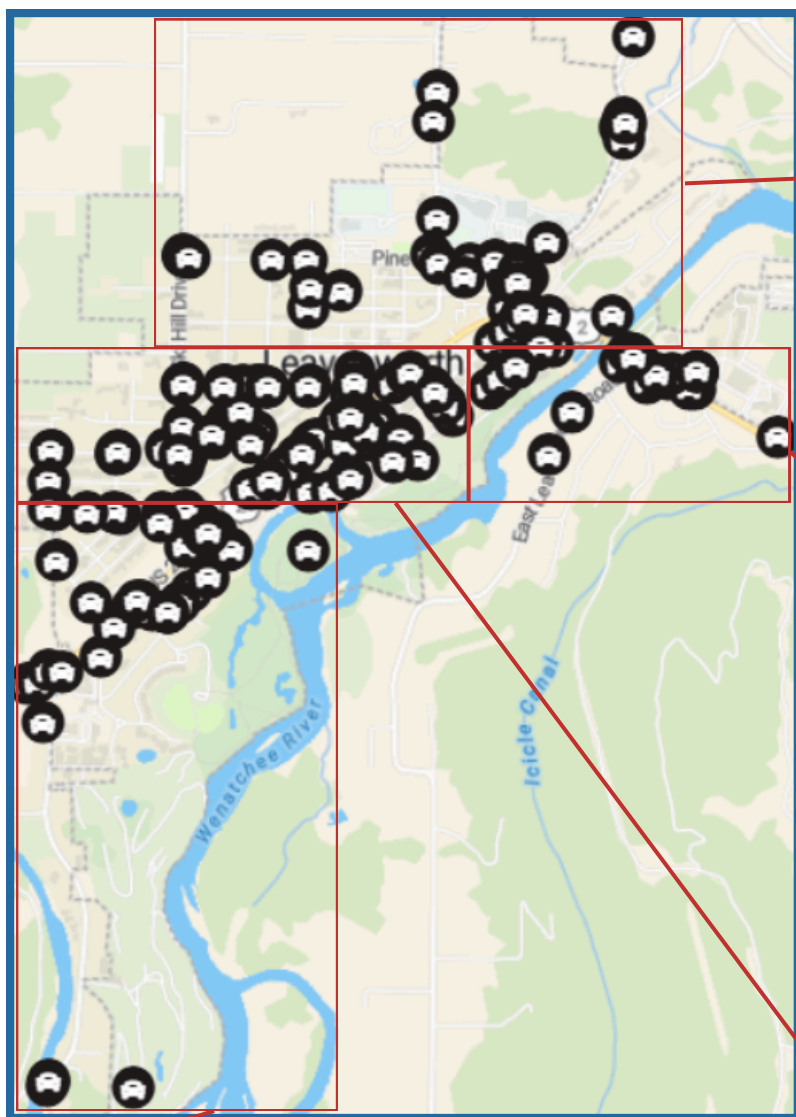
- Cars are speeding and not giving space for people riding bikes along Icicle.
- Use the golf course cart track be a multimodal route to connect the south end of Leavenworth community with the City.
- Need to have bike lanes on Icicle Road to support families and high recreation traffic all year.

- Too much going on with lodging, adventure park, tubing, and drivers are distracted/not looking for bikes.
- Roundabout is not safe for bikes as cars don't yield.

- Illegally parked cars force bikes to ride in the narrow road in high traffic areas while they are also speeding in both directions.
- Cars leaving/returning to town are speeding and pass too closely.

Outreach Results

Figure 16: Markers placed in response to the question, “Where Can Driving be Safer?” and a follow up question of “What do we need to know about this spot?” via a pop up box.



- Growth (like the multifamily development) puts strain on the network and traffic is already bad and emergency services are limited. Consider deeper traffic impacts when approving growth.
- The intersections from Chumstick and North Road to Hwy 2 are dangerous.
- Youth and families are always crossing midblock near the school and fields.
- Intersections need to be managed.

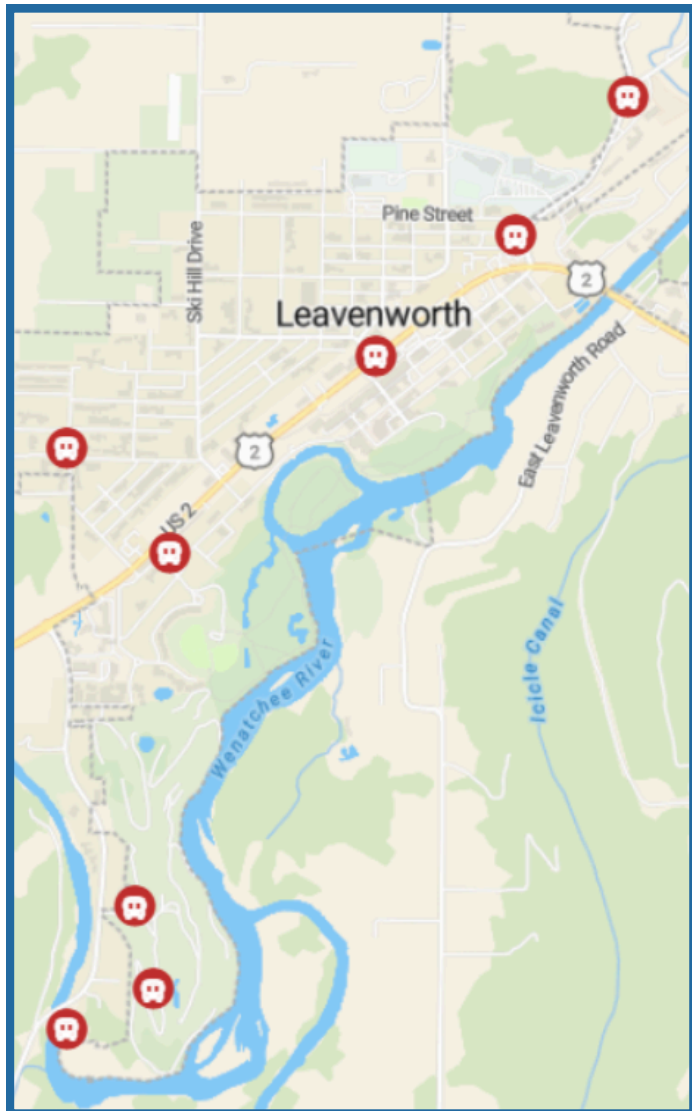
- Sight lines of other vehicles and traffic signs are obstructed by too much parking and overgrown vegetation.
- Speeding needs to be enforced or designs to slow down vehicles.
- People pulling out of Safeway don't anticipate vehicles proceeding straight. Intersection management is needed as development continues in this area.
- Unprotected left turns across Highway 2 or pulling back onto Highway 2 from a business in this area feels high risk.

- Icicle Road gets very busy during the summer with high traffic and people are pumping up rafts or impeding on the travel lanes.
- Speeds of people entering Leavenworth on Hwy 2 make it hard for them to yield to vehicles with the right of way in the roundabout. There needs to be traffic calming before the roundabout.
- Reduce the speed in town early and have enforcement to get people to respect the limit.
- Expand signage around town where it is not an all-way stop because people make that assumption and end up pulling out in front of people.
- Turning left off of Highway 2, onto Highway 2, or even sometimes a right does not feel safe and most times during the day.

- Enhancing pavement striping on both the edges and center line so that cars stay in their lane or give space on the shoulders for people walking/biking.
- Cars are driving too fast especially in the residential areas where streets look wide.
- Have more enforcement for speeding
- Manage intersections by installing stop signs or roundabouts.
- Backed up traffic on Highway 2 makes traffic in the neighborhoods backed up.
- Road maintenance needs to improve but it is also the thing slowing cars down.
- Sight lines are significantly blocked, especially at curves or intersections from parked cars and vegetation.
- Downtown people are used to Front Street's no cars and end up walking into the street or blocking traffic and enforcement or awareness is needed.

Outreach Results

Figure 17: Markers placed in response to the question, “Where Can Public Transit be Safer?” and a follow up question of “What do we need to know about this spot?” via a pop up box.



The following are summarized comments for the entirety of the City of Leavenworth due to limited volume.

- Expand services to reach more places, especially residential, areas in the City.
- Consider stops closer to, or improved access, from areas of the City have multifamily, higher density, or lower incomes.
- Connect to Plain
- Have a service to the train station



**Thank you to the City of
Leavenworth for recognizing
the importance of a collective
decision making process.**

