

The United Neighborhood Association of South Wenatchee

Safe Routes to Parks

Action Plan

September 30, 2019
Wenatchee, WA

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Safe Routes to Parks Activating Communities

Introduction:

Cities across the country are improving access to parks using a framework called Safe Routes to Parks to overcome challenges that make it hard for people to enjoy the physical, social, and mental health benefits of parks. This is an effort to ensure that people can walk, bike, or roll to a park or green space in a way that is appealing and safe for them.

In some communities, walking or bicycling to a park is unsafe or uncomfortable because of the lack of sidewalks, crosswalks, and speed humps to support walking, bicycling, and rolling. Additionally, the perceived or actual presence of violence and crime may limit or prevent a person's visit to a park.

People without cars, who rely on walking, bicycling, and public transportation to get around; kids, who are not old enough to drive themselves; and seniors, who may prefer not to drive are of particular importance. In particular, low-income communities and communities of color that have experienced historic disinvestment and marginalization, which manifests in continued inequities like higher rates of weight-related chronic disease. In an effort to promote equitable access to parks, Safe Routes to Parks efforts focus resources on populations and neighborhoods that would benefit the most.

Goals and Purpose of Safe Routes to Parks:

From a competitive pool of nationwide applicants, the Safe Routes to School National Partnership selected the **United Neighborhood Association (UNA)** to join Safe Routes to Parks Activating Communities, a technical assistance program focused on improving safe and equitable local park access. With funding from The JPB Foundation, Safe Routes to Parks Activating Communities supports collaboration among local partners to ensure that children and adults can easily and safely walk, bike, or roll to local parks and green spaces.

As part of the program, **South Wenatchee** is among ten diverse communities across the country that has received training and coaching from the Safe Routes to School National Partnership to develop an action plan for improving active travel to local parks and green spaces and implement early actions from the plan.

For more information, visit: saferoutespartnership.org/parks

This work is made possible by the Safe Routes to Parks Activating Communities program at the Safe Routes to School National Partnership, through funding from The JPB Foundation.

About This Action Plan and How It Was Developed:

This Safe Routes to Parks Action Plan is intended to guide South Wenatchee in creating and enhancing safe and equitable access to Kiwanis Methow Park and open spaces that addresses local needs. The Action Plan was developed based on data conversations with key stakeholders, including community residents. Recommendations in the Action Plan are based upon the components needed to ensure that efforts are continued, integrated into agency functions, and positively affect the community. UNA, Action Health Partners (AHP), Parque Padrinos and the City of Wenatchee supported the development of this Action Plan. The most successful *Safe Routes to Parks* initiatives incorporate the Safe Routes to Parks Action Framework: engagement, assessment, planning, implementation, and sustainability. The Action Plan begins with the Engage Section, which includes a description of who is involved in the primary coalition and the community engagement process. The Assess



Section outlines current conditions related to park access in the community, including existing policies, plans, programs, infrastructure, and identified assets and challenges. The Plan Section outlines community identified *Safe Routes to Parks* priorities and solutions, program operations for advancing the work, and a summary of action steps. The Implement Section of the Action Plan includes a description of early improvement action(s) and high-priority, feasible action steps from the Action Table and outlines how to move the work forward. The Sustain Section discusses how to keep this work moving forward following the Safe Routes to Parks Activating Communities program.

Engage Section: Who Is Involved



Description of Section:

The Engage Section includes a background on the lead organization (UNA), a description of the primary coalition, advisory group and roles of different partners. Also, included is a summary of the community engagement process.

Description of Lead Organization:

UNA, along with AHP, serves as the lead organization for the Safe Routes to Parks (SRTTP) project and has been working on creating safer pedestrian routes, since it was formed in 2015. UNA is a grassroots, volunteer-run group of South Wenatchee residents whose mission is to improve neighborhood safety and public health through better street infrastructure.

The six purposes stated in UNA's charter are:

- Having sidewalks for safe walking by children and neighborhood residents.
- Street lighting adequate to support safety and active lifestyles.
- Safety: provide for and encourage desirable neighborhood improvements, including establishment of a neighborhood of a Neighborhood Watch Program to reduce crime and improve safety.
- Crosswalks and traffic lights where appropriate to improve safety.
- Bathrooms in neighborhood parks to support health and active lifestyles.
- Establish a neighborhood activity center to support neighborhood integration and positive relationships.

UNA is experienced in engaging South Wenatchee residents and is aware of local barriers, challenges and cultural differences, enabling the organization to build community capacity and long-lasting relationships. From acquiring these skills and relationships UNA has been a key stakeholder in several projects focused on improving South Wenatchee. Some of these projects include the South Wenatchee Action Plan - a strategic plan developed for improving the conditions in South Wenatchee, led by the City of

Wenatchee - and the Healthy Places for Healthy People program, which assisted the City of Wenatchee, Parque Padrinos, Trust for Public Land and several other partners develop a plan to create a more walkable, healthy and economically vibrant community.

Current efforts of UNA include leading the SRTP project, assisting partners Parque Padrinos and Trust for Public Land with the creating excitement around the redevelopment of Kiwanis Methow Park, and planning the annual Agriculture/Farmworker Appreciation Celebration.

Because safety, walkability, and community health is central to UNA's purpose, UNA will continue working with the City of Wenatchee after the SRTP grant cycle to plan future projects.

Description of Primary Coalition:

In addition to UNA, South Wenatchee is fortunate to have multiple community groups and organizations working to improve the neighborhood parks, infrastructure and safety for residents.

A SRTP coalition was established to bring together community groups and organizations who have been working on aligned efforts around Kiwanis Methow Park. The goal of the coalition is to provide direction for the SRTP project in identifying community priorities, planning and implementing actions. This coalition serves as a foundation to continue building on SRTP and related work once the grant cycle is finished. The SRTP coalition has monthly meetings that is comprised of UNA, Parque Padrinos, AHP, the City of Wenatchee, city officials, community residents and local organizations from a variety of sectors. An SRTP advisory group was also created to guide the work of the coalition through all steps of the SRTP Action Framework. This group consists of UNA, AHP, the City of Wenatchee and Parque Padrinos.

As the lead organization, UNA serves as one of South Wenatchee's biggest allies for community engagement.

AHP is UNA's fiscal agent and provider of health-related resources. Additionally, AHP committed ¼ of an employee's time to assisting UNA with convening partners, meeting facilitation and community organizing for the SRTP project.

The City of Wenatchee is responsible for services related to code enforcement, permits and parks and recreation. They have provided information and guidance throughout the entire process, which has been instrumental in planning for the early implementation action.

Parque Padrinos, “Godparents of the Park”, and Trust for Public Land are responsible for the redevelopment of Kiwanis Methow Park and are experienced in building community capacity. They have been involved throughout the entire process and assisted with planning and facilitating the walk-audit.

Roles of Partnering Organizations and Agencies:

The following table describes partners involved in the SRTP process and potential future project partners (see Appendix A for Partner Contact Information).

Partnering Organizations and Agencies	Roles
Chelan County Commissioner	The County Commissioner is focused on improving South Wenatchee and provides information on current legislature in the Wenatchee Valley that may impact SRTP work. The Commissioner provided input on community engagement.
Chelan County Public Utility District (PUD)	The Chelan PUD is dedicated to providing utility services that enhance the quality of life. As a partner they are actively involved with the SRTP coalition.
Chelan County Sheriff	The Sheriff’s Office contributes to safer and more productive community and is committed to earning public trust. They provided input on assets and challenges. Potential future collaborations include safety training for families and children and developing a program that incentivizes safety and builds community trust.
Chief of Police	The Chief of Police attended an SRTP coalition meeting and provided input on the walk-audit and how the Police Department can be involved moving forward.
Columbia Elementary School	The elementary school is 0.6 miles from Kiwanis Methow Park. Many students who live near the park attend Columbia Elementary. The routes to school are the same

	<p>route to the park, therefore, the student-parent perspective on their commute is valuable to improving routes to parks. The Principal provided input on the walk-audit organization and assisted with promotion of the event through Columbia Elementary, as well as coordination of a focus group with the PTO (Parent-Teacher Organization).</p>
<p>Columbia Valley Community Health (CVCH)</p>	<p>A local health clinic that serves a large portion of the Latino and low-income populations. Potential future collaborations include planning health and culturally-tailored programming for children at the park.</p>
<p>Community for the Advancement of Family Education (CAFÉ)</p>	<p>A non-profit organization that advances family and community growth through education. They serve culturally diverse communities by providing opportunities in leadership, civic and social engagement, literacy development, and academic advancement. CAFÉ provided safety vests for the walk-audit and helped promote it.</p>
<p>Local Artists</p>	<p>Local artists have been key in revitalizing South Wenatchee, using art to address community challenges.</p>
<p>Methow Market</p>	<p>An established community market 0.2 miles from the park that is involved with UNA and has been involved with community engagement projects over the years that focus on building trust between law enforcement and families.</p>
<p>North Central Washington (NCW) Mobility Council</p>	<p>The Mobility Council focuses their efforts on improving the wellness of NCW's communities and vulnerable populations by increasing access to mobility services. The council provides the SRTP project with insight on current projects and community needs. The Mobility Council is an active SRTP coalition member and has provided an abundance of input on the process, as well as guidance with data analysis.</p>
<p>Pinnacle Charter School</p>	<p>The charter school plans to open its doors in 2020 at the Wenatchee Community Center, adjacent to Kiwanis Methow Park. They provide an important perspective for identifying and implementing neighborhood improvements that promote safety.</p>

Wenatchee Public Library

The library is a valuable and well-used community resource that is essential for promoting events related to SRTP, as well as providing meeting spaces for coalition and community meetings.

Community Engagement Process:

The community engagement process consisted of conducting several focus groups with the SRTP coalition and community members to identify assets and challenges. These focus groups were conducted by utilizing a map of Kiwanis Methow Park where participants had the opportunity to place a sticker on the map and describe the asset or challenge at that specific location.

Parque Padrinos, AHP, CVCH and the City of Wenatchee canvassed houses to further inform route improvements and promote the walk-audit.

A walk-audit was conducted to assess the conditions of the routes that lead to

Kiwanis Methow Park (see Appendix B for walk-audit routes). The City of Wenatchee

assisted with mailing 700 postcards/invitations to residents within 1/2 mile radius of Kiwanis Methow Park. Postcards were also sent home with every student and staff member at Columbia Elementary (over

800 postcards).

Prior to implementation of the early actions, residents were notified of the new additions to their neighborhood at a UNA meeting.



JOIN US FOR A WALK & A PARTY IN THE PARK SATURDAY, MAY 11, 2019

- 9:00 AM: Meet at Kiwanis Methow Park
- 9:30 AM: Walk around the neighborhood to share your opinion on park access
- 11:00 AM: Community gathering & FREE lunch at Wenatchee Community Center
- 1:00 PM: FREE aguas frescas, paletas & tamales at Kiwanis Methow Park
- 2:00 PM: Remarks about park renovations
- 2:30 PM: Mariachi & Folklorico

For more information contact:
Teresa Mata at 509-630-2813 or
Teresa Bendito at teresabendito@gmail.com



ACOMPÁÑENOS EN UN PASEO Y UNA FIESTA EN EL PARQUE SÁBADO, 11 DE MAYO, 2019

- 9:00 AM: Reunirse en el parque Kiwanis Methow
- 9:30 AM: Caminar por el vecindario para dar su opinión sobre el acceso al parque
- 11:00 AM: Reunión de la comunidad y almuerzo GRATIS en el Centro de la Comunidad de Wenatchee
- 1:00 PM: Aguas frescas, paletas y tamales GRATIS en el parque Kiwanis Methow
- 2:00 PM: Comentaríos sobre las renovaciones del parque
- 2:30 PM: Mariachi y Folklorico

Para más información contacte:
Teresa Mata a 509-630-2813 o
Teresa Bendito a teresabendito@gmail.com



Assess Section: The State of Park Access in our Community

Description of Section:

The Assess Section includes a profile of South Wenatchee, crime and collision data, and a summary of related policies, plans and programs as well as a summary of existing infrastructure and community-identified assets and challenges.

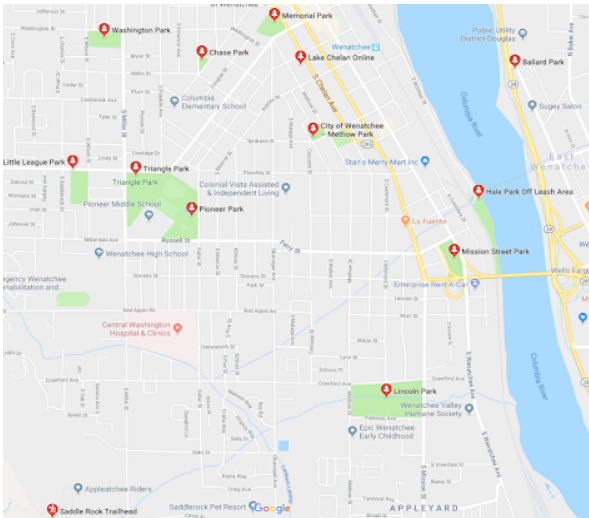
Community Profile:

Wenatchee, WA has a population of 33,544 and is located in the heart of central Washington [1]. As the “Apple Capital of the World,” the city has strong agricultural roots.

South of downtown Wenatchee, South Wenatchee has a population of over 2,000 [1]. South Wenatchee is home to many of the city’s Latino and lower-income population. The neighborhood also has the highest concentration of children within the city and has a significantly higher male population compared to females (63.1 percent male/ 36.9 percent female) [1].

Poverty rate in South Wenatchee is 12.4% and the median household income is \$41,725, which trends closely to the city of Wenatchee (12.6% poverty rate and \$48,565 median household income)[2].

According to the 2013-2017 American Community Survey, 46% of South Wenatchee residents identify as “White Alone” and 54% identify as “Hispanic or Latino” [1]. Residents are proud of their agricultural significance and Latino culture. Many remember growing up with parks and town squares that served as hubs for community



gatherings. Trust for Public Land (TPL) and various partners have been working with the community for over three years to revitalize Kiwanis Methow Park into a vibrant community hub. Groundbreaking recently took place at Kiwanis Methow Park and renovations are underway. To capitalize on the community’s excitement about the park renovations AHP, UNA, Parque Padrinos, the City of Wenatchee and various other partners have focused their efforts on developing the SRTP Action Plan.

Chelan County is the 10th healthiest county in Washington. The University of Wisconsin Population Health Institute’s “County Health Rankings” suggests that areas for improvement (as compared to state and national medians) include reducing the rate of adult smoking (14% of adults report smoking); reducing the rate of adults reporting a Body Mass Index (BMI) of 30 or greater (27% of Chelan County residents); increasing insurance coverage (10% of the county’s population is uninsured)[3].

The Center for Disease Control and Prevention states that access to green space is associated with increased physical activity and reducing obesity, especially when that space is safe and accessible to community [4]. There are four parks in South Wenatchee:

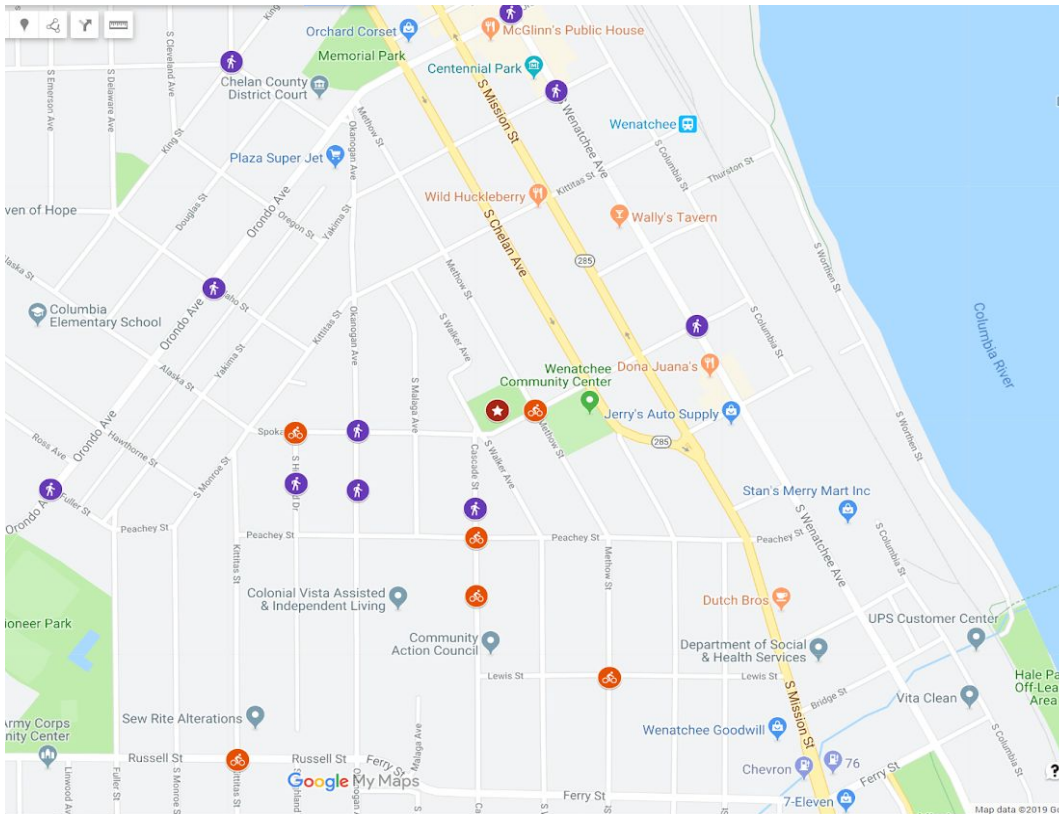
- Kiwanis Methow Park
- Lincoln Park
- Mission Street Park
- Hale Park Off Leash Area

Crime and Violence Statistics:

In 2018, there were 1,349 reported incidents within ¼ of a mile of Kiwanis Methow Park. The top five reported incidents included suspicious behavior; trespassing on private property; improperly parked cars and/or abandoned vehicles; domestic disturbance (a situation where a family or friend disturbs the peace of another family member or friend); and accident injury, an accident where an injury has occurred (see Appendix C for all incidents and some code descriptions). These statistics support the input we received from the community regarding comments of unfamiliar people at the park and cars parked on sidewalks. The following figure shows the number of reported incidents.



Disclaimer: Data are only based on calls received by the Wenatchee Police Department and may differ at the scene of the crime



Crash and Collision History:

The following map demonstrates the approximate locations of reported collisions.

In the last 5 years, there was a total of 16 collisions within 1/2 mile of Kiwanis Methow Park involving either a pedestrian or bicyclist, however none of which were fatal.

- 10 pedestrian collisions
- 6 bicycle collisions

The 16 collisions in the past 5 years do not account for all of the close calls or unreported incidents that may be due to lack of knowledge on how to report an incident.

The streets with three or more points highlight areas that should be looked at for future traffic calming improvements.

- Spokane Street
- S Wenatchee Avenue
- Cascade Street
- Orondo Street

Disclaimer: Points on the map that are not placed on a street intersection are only placed on the exact street and not the exact location of the collision.

Source: City of Wenatchee

Summary of related policies, plans, programs and other efforts:

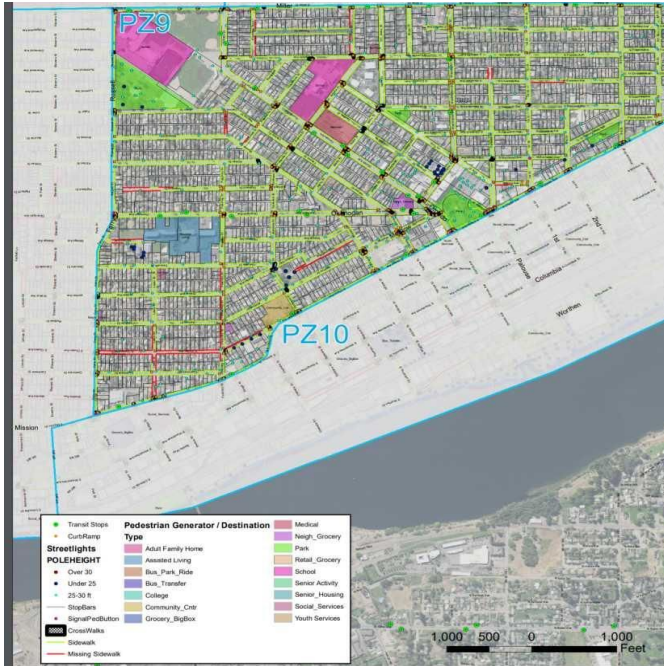
The following table lists policies, plans, programs and other efforts related to Safe Routes to Parks.

Name	Adopting Agency	Description of Effort	Link
Policy			
Complete Streets Policy	City of Wenatchee	Intent to safely and adequately provide comfortable and convenient access and mobility upon, along and across right-of-ways, trails and transit systems for users of all ages, abilities and modes. This policy is relevant to SRTP, as active transportation would improve access to and from the park.	https://www.wenatcheewa.gov/home/showdocument?id=15086
Plan			

<p>2018 Wenatchee Bike Plan</p>	<p>Chelan Douglas Transportation Council</p>	<p>Regionally updated bicycle plan that includes recommendations for a comprehensive bike network and programs to support bicycling. This plan is important for the future implementation of bike lanes in South Wenatchee, as there are currently zero bike lanes in the neighborhood.</p>	<p>https://static1.squarespace.com/static/58dbe4bd6b8f5bc401f5f740/t/5bcfa6e8c830256995a7468f/1540335345720/BMP+2018+Adopted+Plan.pdf</p>
<p>Transportation 2040</p>	<p>Chelan-Douglas Transportation Council</p>	<p>Regional plan which identifies regionally significant projects, includes the funding outlook for transportation and identifies policies and performance measures for transportation in the region. This plan is essential for improving transportation in the area that may impact commutes to the park and surrounding neighborhood.</p>	<p>https://www.psrc.org/whats-happening/topic/transportation-2040</p>
<p>South Wenatchee Action Plan</p>	<p>City of Wenatchee</p>	<p>Strategic plan developed, for the next several years, to improve South Wenatchee by implementing activities to help families succeed, efforts that make starting, owning, and running a business in South Wenatchee more successful, and to build stronger ties with each other, the city, and civic institutions. The plan overlaps with SRTP as both are focused on improvements to make South Wenatchee a better place to live.</p>	<p>https://www.wenatcheewa.gov/home/showdocument?id=15221</p>

Healthy Places for Health People (HP2)	City of Wenatchee, Trust for Public Land, Parque Padrinos, UNA	Program to develop an action plan for South Wenatchee to create a more walkable, healthy, economically vibrant community. This plan also overlaps with SRTP, as it seeks to improve walkability of the area.	
Master Pedestrian Plan	City of Wenatchee	Plan to create a safe and intentional connected walking network to provide equitable and sustainable systems. This plan overlaps with SRTP as the focus is also to improve walkability and the information from SRTP may help inform the pedestrian plan.	
Program			
Safe Kid Chelan Douglas	Douglas County Fire District #2	Based on the needs of the community, this coalition implements evidence-based programs, such as car-seat checkups, safety workshops and sports clinics, that help parents and caregivers prevent childhood injuries. This program relates to SRTP efforts as safety education is important for increasing safe access to green spaces.	https://www.safekids.org/coalition/safe-kids-chelan-douglas
North Star (South Wenatchee)	Chelan County or NCW Economic	Provides tax incentives for investors to re-invest unrealized capital gains by (1) temporary deferral of capital gains taxes until 2026, (2) tax reduction on	https://northstaroz.com/

Opportunity Zone	Development District	capital gains (at 5 and 7 years), and (3) elimination of taxes on gains from OZ investments (if held for 10 years).	
Group/Organization/Agency			
Parque Padrinos	Teresa Bendito and Teresa Zepeda	Grassroots group that holds activities for children at the park and has led the movement for the renovation of Kiwanis Methow Park. This group is key to SRTP as they have helped lead the Kiwanis Methow Park Revitalization Project and therefore have an abundance of knowledge and skills to contribute.	https://www.facebook.com/groups/parquepadrinos/
United Neighborhood Association (UNA)	Manuel Valencia	Association focused on improving the neighborhood, maintain and enhance safety, aesthetic qualities, and to ensure that it continues to be a quality residential neighborhoods. This association's mission aligns with the purpose of SRTP.	
Trust for Public Land	Trust for Public Land	Create parks and protect land for people, ensuring healthy, livable communities for generations to come. This organization relates to SRTP, as they are able to provide information regarding current and ongoing projects within the area.	https://www.tpl.org/wenatchee



Existing Infrastructure:

The neighborhood that surrounds Kiwanis Methow Park is a unique mixture of residential and commercial properties. Most of the residential area has sidewalks, except for four streets, which are Roosevelt Street/S Walker Avenue (North of Kiwanis Methow Park), Peachey Street between Cascade and S Chelan Avenue, and Lewis Street between S Chelan Avenue and Methow Street. These sidewalks were brought up as challenges in the assessments. When looking at the commercial area near the park there are five streets without sidewalks, many of which are near Columbia Station (the local bus station) which may impact the community's accessibility. The streets without sidewalks include, Skagit Street, Chehalis Street, Spokane Street, Thurston Street and S Columbia Street. All of these streets were also mentioned at challenges in our assessments, except for Skagit Street.

Community-Identified Assets and Challenges:

The Assess Section of the report summarizes community assets and challenges that were identified through focus groups, door-to-door interviews and a walk-audit on selected routes (see Appendix B for walk-audit routes and Appendix D for detailed data collection plan).

Assets:

Community-identified assets vary widely from recent improvements such as sidewalk constructions, implementation of flashing beacons to help pedestrians cross busier streets such as Ferry Street, new crosswalks and lighting, to future improvements such as alley renovations on Roosevelt Street. Other assets that indirectly relate to park access, but contribute to the quality of life in the neighborhood include (see Appendix E for all Asset Data):



2019 **Walk-Audit Day**

- Mi Escuelita Day Care on Roosevelt Street/Walker Avenue
- Access to Columbia Station (bus station) from and to Kiwanis Methow Park
- Access to the Apple Capital Recreation Loop Trail from and to Kiwanis Methow Park
- YMCA within 1/2 mile of Kiwanis Methow Park
- Wenatchee Community Center neighbors Kiwanis Methow Park
- City Hall with 1/2 mile of Kiwanis Methow Park
- Wenatchee Valley Museum and Cultural Center within 1/2 mile of Kiwanis Methow Park
- Methow Market (convenience store) within 1/2 mile of Kiwanis Methow Park
- Columbia Elementary School with 0.6 miles of Kiwanis Methow Park
- Sense of belonging

Challenges:

The top community-identified challenge was traffic safety which encompasses driver conduct, sidewalks, crosswalks and intersections. Driver conduct challenges include parking on sidewalks, which creates pedestrian access and visibility issues, speeding on Methow and Peachey Street, blowing through stop signs and not stopping for pedestrians. Sidewalks challenges include crumbling and missing sidewalks and ramps on main residential streets near the park such as Methow and Peachey Street.

‘We need Methow St. to have good sidewalks and good lighting and to connect Kiwanis Methow Park and Lincoln Park for the children’ -Manuel Valencia, UNA President



Broken Sidewalk on S Walker Avenue



“Neighborhoods with poor lighting promote criminal activity such as vandalism and graffiti. We want more security for our children when they are sent to run simple errands to the corner stores. Also, better lighting will paint a better image of our community.”-Manuel Valencia, UNA President

Regarding crosswalk and intersection challenges, residents were concerned about inconsistent crosswalks throughout the neighborhood, especially at the intersection that sits adjacent to the Kiwanis Methow Park playground. This intersection was seen as one of the biggest challenges because of poor driver conduct and its proximity to the park playground (see Appendix F for all Challenge Data).

“A lot of kids playing at this park are children that go to Columbia Elementary, something needs to be done about this crazy intersection [above the playground]” - Si Stuber, Columbia Elementary Principal

Other challenges include residents feeling unsafe at the park due to unfamiliar people and loose dogs, poor lighting on Roosevelt Street, Methow Street and Spokane Street, which may promote criminal activity, litter and overgrown vegetation (see Appendix F for all Challenge Data).

“Don’t go to the park because there are men at the park that don’t allow a single mom to feel safe with kids” - Community Member

‘I am scared of walking on the street [Cashmere St.] on the other side of my house because of the chihuahuas on the loose that try to chase me’- Community Member

Missing Sidewalk and Improperly Parked Car on Peachey Street



5-Way Stop Above Methow Park



Loose Dog and Litter on Methow Street

Plan: Improving Safe Routes to Parks

Description of Section:

The Plan Section of the Safe Routes to Parks Action Plan includes an overview of how the lead organization, UNA, the Safe Routes to Parks coalition and partners will advance this work. This stage also includes community-identified priorities and solutions that target low-income communities and communities of color.

Priorities and Solutions:



Poorly Lit Methow Street next to Methow Market
Photo Credit: Manuel Valencia

The priorities for improving access to Kiwanis Methow Park emerged from a three-month process of collecting community input on park access challenges. The final priorities were determined through the walk-audit debrief and data analysis. See priorities below:

1. Traffic Calming and Improved Parking that Reduces Pedestrian Access and Visibility Issues
2. Improve Safety of Intersections and Street Crossings for All
3. Improved Sidewalks (e.g. crumbling and missing sidewalks and ramps)
4. Improved Lighting on Methow Street between Lincoln and Kiwanis Methow Park
 5. Improve Neighborhood Perception of Kiwanis Methow Park (perceived as unsafe due to unfamiliar people and illegal substances)
 6. Neighborhood Beautification (e.g. litter, overgrown vegetation)

7. Wayfinding Signs

The top priorities include traffic and personal safety such as implementing traffic calming improvements (e.g. “Slow Down” signage), providing infrastructure education to decrease the number of cars parked on sidewalks, repairing crumbling sidewalks and ramps, improving lighting on Methow Street and making crossing intersections safer for pedestrians on Methow and

Spokane Street, Methow and Spokane Street were recognized as priority streets, as they were brought up the most throughout the community engagement process (see Appendix F). Traffic and personal safety are especially important to this project because the Kiwanis Methow Park neighborhood has a high concentration of children. Improved lighting has the potential to decrease crime and allow drivers to have a better view of residents at night.

Short-term potential solutions to address these top priorities include replacing specific stop signs on Methow and Spokane Street with solar powered LED stop signs to improve pedestrian safety and adding these streets to the Master Pedestrian Plan (MPP) for future sidewalks improvements. The MPP is a plan to create a safe and connected walking network to provide an equitable and sustainable system throughout the Wenatchee Valley. This plan is being written by the Housing and Community Planner of the City of Wenatchee. Other short-term solutions include providing infrastructure education to inform residents on the purpose of different infrastructure designs and proper use, painting crosswalks on the intersections adjacent to the park and installing pedestrian crossing signs. The intersections at the top left corner and bottom left corners of the park and by Methow Market have been identified as areas for improvement by community members, as there have been several close calls where a driver almost hit a child. Drivers in the area do not always come to complete stops and speed.

Medium-term potential solutions include developing a campaign to encourage drivers to slow down in neighborhood areas, starting a light petition to support the need for improved lighting on Methow Street and the development of a policy to prevent gentrification once improvements are made. This policy is of high importance to ensure low-income and communities of color do not get displaced.

Long-term potential solutions include implementing a roundabout or other traffic calming structure at the identified intersections to manage traffic flow. To advance this work UNA will work with the City of Wenatchee and Parque Padrinos.

Other community-identified priorities that impact access to the park include litter and overgrown vegetation, the perception of unfamiliar people and drugs in and near the park. Relatively short-term potential solutions include:

- developing a group that cleans litter and manages overgrown vegetation every three months
- installing “keep dogs on leash” and dog dispensers at the park and creating a campaign to bring awareness to the importance of not letting dogs run loose
- searching for and providing funding to Parque Padrinos and UNA to develop a neighborhood watch

These actions would be undertaken by UNA, Parque Padrinos, the Wenatchee Police Department and community members. The following table includes more detailed information on potential priorities.

Potential High Priority Actions

Priority 1: Implement Traffic Calming Strategies and Address Parking that Reduces Pedestrian Access and Visibility Issues

Action 1.1	Add LED lights to Stop signs on Methow Street and Spokane Street
Next Steps	Request the City of Wenatchee to install/replace four Stop signs with solar LED Stop signs
Potential Partners	UNA, City of Wenatchee, AHP
Timeline	6 Months-1 year
Action 1.2	Install pedestrian crossing signs on busy intersections adjacent to Kiwanis Methow Park
Next Steps	Locate funding and submit request to the City of Wenatchee
Potential Partners	Columbia Elementary School, School District, Neighborhood
Timeline	6 Months-1 Year
Action 1.3	Develop a campaign to reduce driver speed and to educate residents on steps to report speeding drivers and other incidents
Next Steps	Create a campaign committee
Potential Partners	Parque Padrinos, UNA, Wenatchee Police Department
Timeline	6 Months-1 Year
Action 1.4	Provide infrastructure education to community on the purpose of infrastructure designs (e.g street buffers, roundabouts) to decrease improper use of infrastructure (e.g. parking on sidewalks)
Next Steps	Create a committee to plan an infrastructure education curriculum/material and conduct door-to-door education or create an infrastructure literacy campaign

Potential Partners	Parque Padrinos, City of Wenatchee, UNA, CAFE, Neighborhood Champions
Timeline	6 Months-1 Year
Action 1.5	Install “Slow Down” signs on Methow, Spokane and Peachey Street
Next Steps	Research other city strategies for implementing “Slow Down” signage, locate funding and submit request to the City of Wenatchee
Potential Partners	City of Wenatchee, UNA
Timeline	6 Months-1 Year
Priority 2: Improve Safety of Intersections and Street Crossing for All Users	
Action 2.1	Implement art at busy intersections
Next Steps	Discuss feasibility with City of Wenatchee
Potential Partners	Parque Padrinos, Local Artists, City of Wenatchee
Timeline	6 Months-1 Year
Action 2.2	Install traffic calming infrastructure on busy intersections adjacent to Kiwanis Methow Park that reduce slow down traffic flow
Next Steps	Research policies and regulations regarding traffic calming infrastructure within neighborhoods
Potential Partners	City of Wenatchee, Parque Padrinos, UNA
Timeline	1 year-2 years
Action 2.3	Paint new crosswalk(s)
Next Steps	Discuss next steps with City of Wenatchee, Local Artists and Parque Padrinos

Potential Partners	City of Wenatchee, Local Artists and Parque Padrinos
Timeline	6 Months- 1 Year
Priority 3: Improve Sidewalk Conditions (e.g. crumbling and missing sidewalks and ramps) on Spokane and Methow Street	
Action 3.1	Include Methow Street, Spokane Street and Peachey Street as priority sidewalks in Master Pedestrian Plan
Next Steps	Incorporate Safe Routes to Parks Action Plan into the Master Pedestrian Plan
Potential Partners	UNA, City of Wenatchee, AHP
Timeline	6 Months-1 Year
Priority 4: Improve Street and Alley Lighting in South Wenatchee	
Action 4.1	Install LED lights on house porches on Methow Street
Next Steps	Start a light petition with the neighborhood to build support for LED light bulb donation and for a more permanent solution
Potential partners	Lowes, UNA, City of Wenatchee
Timeline	6 Months - 1 Year
Priority 5: Improve Neighborhood Perception of Kiwanis Methow Park	
Action 5.1	Provide culturally-tailored bilingual programming at the park for families
Next Steps	Locate funding to support Parque Padrinos in their current park programming efforts
Potential Partners	City of Wenatchee, Parque Padrinos
Timeline	6 Months-1 Year

Action 5.2	Create a neighborhood watch program
Next Steps	Help provide resources and funding to Parque Padrinos and UNA to work with the neighborhood to create a neighborhood watch program
Potential Partners	Parque Padrinos, UNA, Neighbors
Timeline	6 Months- 1 Year
Action 5.3	Develop and propose a policy to prevent gentrification following city improvements
Next Steps	Create a committee to begin researching similar existing policies
Potential Partners	City of Wenatchee, Parque Padrinos, CAFE, UNA, Northwest Immigration Rights Project
Timeline	1 Year-2 Years
Priority 6: Implement Neighborhood Beautification (e.g. litter, overgrown vegetation)	
Action 6.1	Develop a group/program that removes overgrown vegetation and cleans up the streets and Kiwanis Methow Park every 3 months
Next Steps	Research a policies around community cleaning up streets
Potential Partners	UNA
Timeline	6 Months-1 Year
Priority 7: Wayfinding Signs	
Action 7.1	Implement wayfinding direct and spread awareness of Kiwanis Methow Park
Next Steps	Discuss steps with the City of Wenatchee and locate additional funding
Potential Partners	City of Wenatchee

Timeline	6 Months- 1 Year
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Implement: Creating Safe Routes to Parks

Description of this Section:

The Implement Section includes a description of the early improvement actions/early actions and how they will build support for more permanent change or continued work. Also described are high-priority, feasible action steps to move this work forward.

Early Improvement Action(s):

The early actions include replacing a total of four current stops signs on Spokane Street and Peachey Street with Solar Powered LED Stop Signs to address Priority 1 (see priorities below) and to support an existing crosswalk project to paint two additional crosswalks on Spokane Street below Kiwanis Methow Park (addresses Priority 2). The following figure (7 & 8) show the locations of each early action.



Figure 7.

Early improvement actions were selected through a 4-step process.

1. The following priorities were reviewed and potential early actions were brainstormed by the SRTP coalition.

Priorities

1. Traffic Calming and Improved Parking that Reduces Pedestrian Access and Visibility Issues
 2. Improve Safety of Intersections and Street Crossings for All
 3. Improved Sidewalks (e.g. crumbling and missing sidewalks and ramps)
 4. Improved Lighting on Methow Street between Lincoln and Methow Park
 5. Improve Neighborhood Perception of Kiwanis Methow Park (perceived as unsafe due to unfamiliar people and illegal substances)
 6. Neighborhood Beautification (e.g. litter, overgrown vegetation)
 7. Wayfinding Signs
2. SRTP coalition members and community members had the opportunity to rank the potential early actions either “low importance,” “medium importance,” or “high importance and whether they fell under the timeline of “6 Months-1 Year,” “1 Year-2 Years,” or “2 Years +.”
 3. All the potential early actions that were voted as high importance were included in the “Plan Section” as “Potential High Priority Actions” and reviewed by the SRTP advisory group to determine the most feasible and impactful early actions.
 4. The early actions selected by the SRTP advisory group were then brought to the SRTP coalition to be further discussed and confirmed.



Figure 8.

Action Steps:

The following table includes detailed steps of how the early actions will be moved forward and how the early actions will build support for more permanent change and/or continued work. Other priorities that were created by the coalition and the community engagement process will continue to be worked on by community champions and affiliated organizations and the coalition. UNA has worked to get motion sensed lights donated from the Chelan PUD, while Lowes has donated the polls for the group to place them along priority routes. Other work will continue to be done for other suggested projects; such as sidewalk improvements, safety trainings and landscape clean up and others by affiliated partners

	LED Stop Signs 	Support Expansion of Existing Crosswalk Project 	Pedestrian Crossing Signs [Plan B] 	Wayfinding Signage [Plan B] 
Plan to accomplish	-Submit request to City of Wenatchee	-Partner with NEA (National Endowment for the Arts) grant, Parque Padrinos and local artists	-Submit request to City of Wenatchee	-Designs signs with City of Wenatchee

		-Discuss MOU agreement		
Group(s)/agency(s) responsible	City of Wenatchee and AHP	Terry Valdez and other local artists, AHP and the City of Wenatchee	City of Wenatchee and AHP	City of Wenatchee TSC (Sign Making Company)
Group(s)/agency(s) involved	Inform the owner of Methow Market and residents whose houses are next to the target stop signs	Neighbors, Parque Padrinos, local artists and local school	School District and neighbors	City of Wenatchee, SRTP coalition, Parque Padrinos, UNA
Engagement with residents	-Local door-to-door communication about implementation beforehand to inform the neighbors of changes and after implementation to learn about any differences residents have observed	-Local door-to-door outreach, lead by UNA and Parque Padrinos -Safety education/training with children utilizing the new crosswalks led by SRTP coalition members	-Safety education/training with children utilizing the new pedestrian crossing signs	-Decide on location and signs themselves with residents
Alignment with other efforts	-Use stop signs as an example in the Master Pedestrian Plan, as they will be establishing a precedent	-Support current community efforts to maximize outcomes -Use the same template for a colorful crosswalk that is being developed by Parque	-Support for the Master Pedestrian Plan -Support for more crosswalks near parks -Align with UNA and Parque Padrinos' Mission Statements	South Wenatchee Action Plan

		Padrinos, local artists and the City of Wenatchee		
Timeline	1 Month	3 Months	6 Months - 1 Year	6 Months - 1 year
Measure of impact	<ul style="list-style-type: none"> -Measure stop sign compliance before/after implementation by conducting a study (e.g. watch drivers use stop signs before they are implemented and afterwards) and/or survey (e.g. survey residents about whether they have seen an improvement in stop sign compliance) -Utilize South Wenatchee demographic information 	<ul style="list-style-type: none"> -Measure the impact that crosswalks have on safety by acquiring feedback from children through a survey and conducting a study (e.g. watch drivers as they stop for pedestrians before and after crosswalks are implemented) 	<ul style="list-style-type: none"> -Measure impact by surveying residents on their utilization of crosswalks with pedestrian crossing signs 	<ul style="list-style-type: none"> -Measure impact by surveying those at the park to learn how many are new to the park
Momentum for further implementations	<ul style="list-style-type: none"> -Improved traffic etiquette and pedestrian safety may provide support for more flashing stop signs to be implemented around parks -Provide tangible results that show people change does happen when you are involved and potentially motivate people to become more involved 	<ul style="list-style-type: none"> -Demonstrate to residents that time and effort produces results -Crosswalk improvements may pave the way for other park improvements 	<ul style="list-style-type: none"> -Demonstrates to residents that time and effort produces results -Adding pedestrian crossing signs may pave the way for other similar additions near other parks 	<ul style="list-style-type: none"> -Demonstrates to residents that time and effort produces results -Adding wayfinding signage may pave the way for other similar additions near other parks -Bring awareness of the park and access

Community Perspectives on Stop Sign Compliance:

Methow Market Owner:

- Was excited about the implementation of the new stop signs at the Peachey/Methow intersection due to her feeling that the intersections is very unsafe. She fears for all the children who have to cross the intersection everytime they visit her store. She also mentioned that a young girl was in a terrible accident with a vehicle, while crossing the road just a couple weeks prior.

Resident (419 Spokane Street):

- Was relieved that there will be an improvement made to the intersection. She mentioned that cars always speed up the street, especially between 6pm-10pm. She also said that it concerns her because of the kids crossing the street. She also shared Parque Padrinos concern with the intersection.

Stop Sign Compliance Study and Results:

Spokane Street/S Walker Avenue/ Cascade Street Intersection

The purpose of this study was to measure stop sign compliance (complete stop at stop signs) by conducting a watch study to track how many drivers do not make a complete stop at two different stop signs at the intersection adjacent to the Kiwanis Methow Park playground on Spokane Street. Stop sign compliance was measured for both stop signs for one hour from 4:00pm-5:00pm prior to the implementation of the new flashing stop signs. This time frame was selected because it was determined to be the time when residents would be returning from work.

The table below demonstrates the location of the two stop signs that were observed during the one hour and where the car was positioned to conduct the study. The X's represent cars that did not make a complete stop at that specific stop sign and O's represent the cars that did make a complete stop.

Stop 1



XXXXXXXXXXOXXXOXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Total Number of Cars: 40
Complete Stop Total: 5
Did Not Stop Total: 35

Stop 2



XXXOXXX

Total Number of Cars: 51
Complete Stop Total: 8
Did Not Stop Total: 43


Observations:

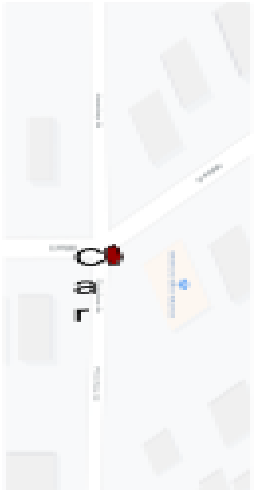
- Overall, drivers did not stop at the stop signs, but a majority of driver's did slow down as they approached the stop signs and then proceeded.
- Most drivers who made a complete stop at **Stop 1** stopped about 3 feet after the actual stop sign before proceeding. Considering the behavior of drivers at this stop, the stop sign should be moved forward as drivers cannot see to their right due to the retaining wall, and thus the need to stop a few feet after the stop sign.
 - Driver's were more likely to NOT slow down when approaching **Stop 1**.
- Drivers at **Stop 2** were more likely to slow down as they approached the stop despite not coming to a complete stop.
- Park construction may play a factor in negative stop sign compliance considering that there were no children at the park to influence more cautious behavior.

Methow Street/Peachey Street Intersection

The purpose of this study was to measure stop sign compliance (complete stop at stop signs) by conducting a watch study to track how many drivers do not make a complete stop at two different stop signs at the intersection of Methow Street and Peachey Street. Stop sign compliance was measured for both stop signs for one hour from 4:00pm-5:00pm prior to the implementation of the new flashing stop signs. This time frame was selected because it was determined to be the time when residents would be returning from work.

The table below demonstrates the location of the two stop signs that were observed during the one hour and where the car was positioned to conduct the study. The X's represent cars that did not make a complete stop at that specific stop sign and O's represent the cars that did make a complete stop.

<p>Stop 3</p> 	<p>XXXOXXXOXXOXXXXXXXXXXXXXXXXOXOXOXOXOXOXOXXOXO</p> <p>Total Number of Cars: 41 Complete Stop Total: 13 Did Not Stop Total: 28</p>
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<p>Stop 4</p> 	<p>XX</p> <p>Total Number of Cars: 46 Complete Stop Total: 5 Did Not Stop Total: 41</p>
<p>Observations:</p> <ul style="list-style-type: none"> - Overall, driver's did not make a complete stop at stop signs, but did slow down when approaching the stop sign. - Stop 3 had a few more cars make a complete stop compared to Stop 1 at the Spokane Street/S Walker Avenue/Cascade Street Intersection. - At one point there was a bicyclist that completely blew through the stop at full speed. This may suggest the need for a bike safety training or education event. 	

Due to only one set of stop signs being put up within the time constraints of the SRTP Action Plan due date, one follow-up stop study was performed at the five way stop directly adjacent to Kiwanis Methow Park. The following table indicates the amount of cars passing through the stop signs and the difference in traffic revision adherence after the new stops signs were implemented.

Spokane Street/S Walker Avenue/ Cascade Street Intersection

Stop 1



00X000000X00X000X0000000000000X0X0X000X0X00X0000000
 000

Total Number of Cars: 54
Complete Stop Total: 44
Did Not Stop Total: 10

Stop 2



0000X0000000XXX00X00XX000X00X00X000X000X000X0X0XX0X0
 0000X000X

Total Number of Cars: 61
Complete Stop Total: 42
Did Not Stop Total: 19

Overall, the stop study demonstrates improved traffic safety with an increased number of complete stops with the new LED Solar Panel Stop Signs. A limitation to this study is that the pre and post studies were conducted by different facilitators, thus potentially skewing the data due to different definitions of what is a “complete stop” and a “did not stop.” Regardless, there was still improvement of stopping adherence with the implementation of the stop signs.



Sustain: Keeping the Work Going

Sustainability Plan

The following table includes detailed steps created by the SRTP coalition on the sustainability options and plan on how to continue to move this work forward for Kiwanis Methow Park and other parks in the area.

How will you sustain your efforts and expand to additional parks?	How is this tied to a community-identified priority?	Who has influence over or is key in moving the sustaining activity forward?	What partners can support you in moving this sustaining activity forward?	What help do you need to move this sustaining activity forward (e.g., resources, technical assistance)?
Incorporating plan as guiding document for Pedestrian Plan	Tied to all priorities; becomes an official living city document	City of Wenatchee	Chelan/Douglas Transportation Council, NCW Mobility Council, Parque Padrinos, engaged community members	Funds
Identified activity champions	The champions of smaller activities led the discussion to identifying the priorities; led by the most impacted	Individuals along evaluated routes UNA AHP Parque Padrinos Chelan PUD/Lowes	UNA AHP Parque Padrinos Chelan PUD/Lowes	Volunteers Funding- capacity Sponsors

Coalition Meetings - minimum biannually	Facilitates action accountability; help support partnerships and maintain momentum	Coalition members Advisory group	Coalition members	Accountability Coalition by-in
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The coalition has determined that these sustainability measures will be sufficient to furthering the work of the SRTP 2019 grant. Members of the coalition and partnering organizations will work together on various priorities that were deemed important, but not funded during the initial grant process. The coalition and partnering organizations will continue to look for funding and opportunities to fulfill other priorities created by the community engagement process. This document will become a submitted city document in conjunction with the City of Wenatchee Pedestrian Plan. This will allow the document to be a living city document to help guide future infrastructure projects led by the City of Wenatchee. The coalition will also support the community champions who were involved in this process to continue working on initiatives and priorities created during the process. UNA and Parque Padrinos will assume projects that align with their groups vision.

The coalition will continue to work together and keep the work on track by facilitating coalition meetings biannually to address projects progression, accountability, continue momentum, and address any new opportunities to expand work to other parks in the area. Members of the coalition will continue projects in between coalition meetings.

Budget Narrative

Throughout the span of the SRTP grant period UNA and AHP used the \$12,500 to fund snacks at coalition meetings and at the community walk audit. AHP received a portion of about \$2,000.00 to cover some administrative costs, AHP ended up spending \$16,985.98 cost in in-kind expenditures for the SRTP grant. The coalition used to remaining \$ 10,834.00 on early implementation actions, \$3,556.00 is budgeted to be added to a crosswalk project being done by TPL; expanding the project to two intersections. The SRTP's coalition budgeted \$7,278.00 to the addition of four new solar led stop signs on two different intersections chosen in community engagement activities.

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4. Barrett MA, Miller D, Frumkin H. Parks and Health: Aligning Incentives to Create Innovations in Chronic Disease Prevention. *Prev Chronic Dis* 2014;11:130407. Accessed May 17, 2019. https://www.cdc.gov/pcd/issues/2014/13_0407.htm

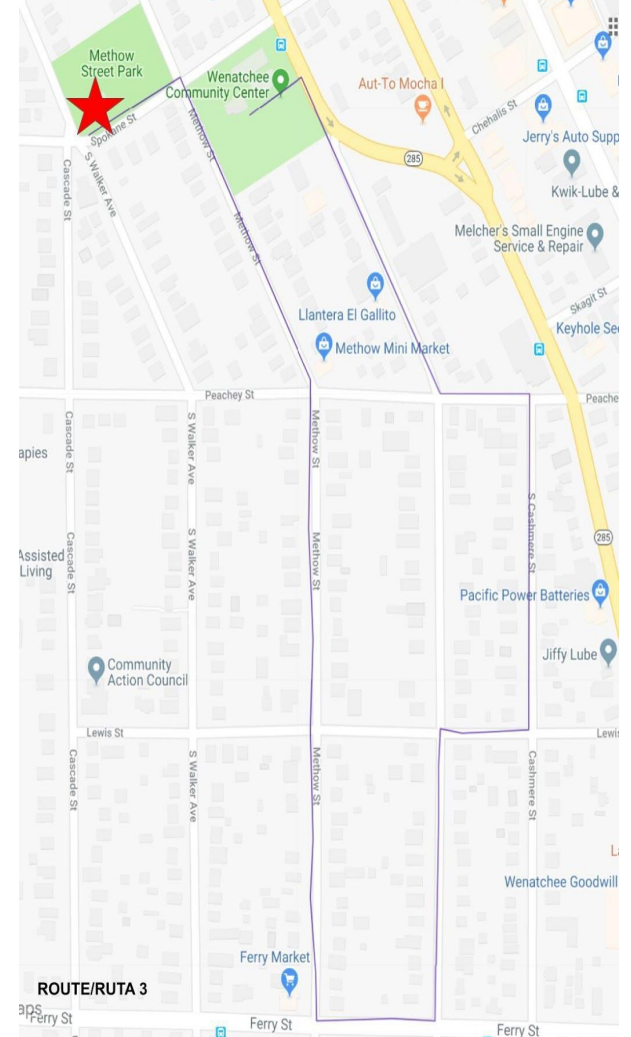
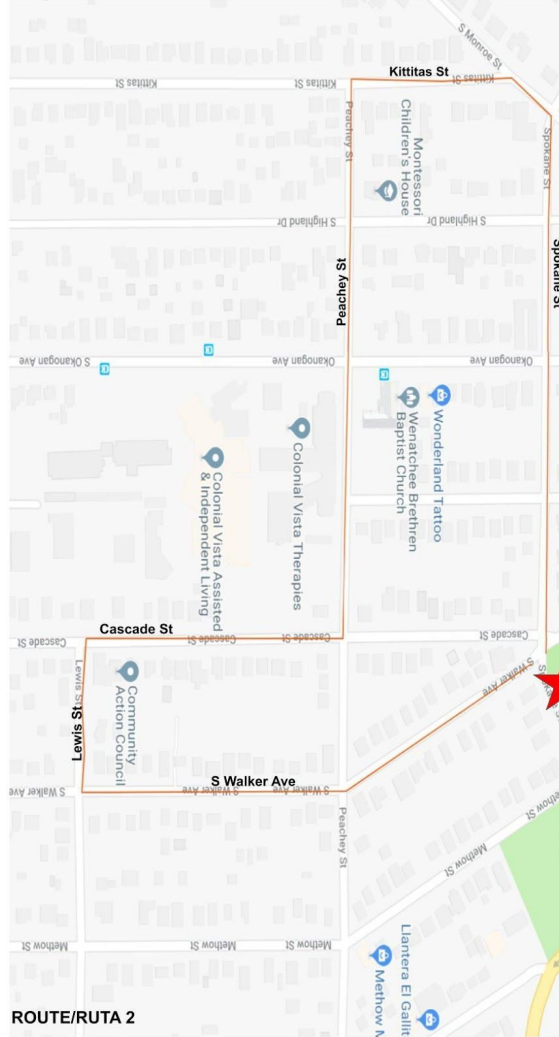
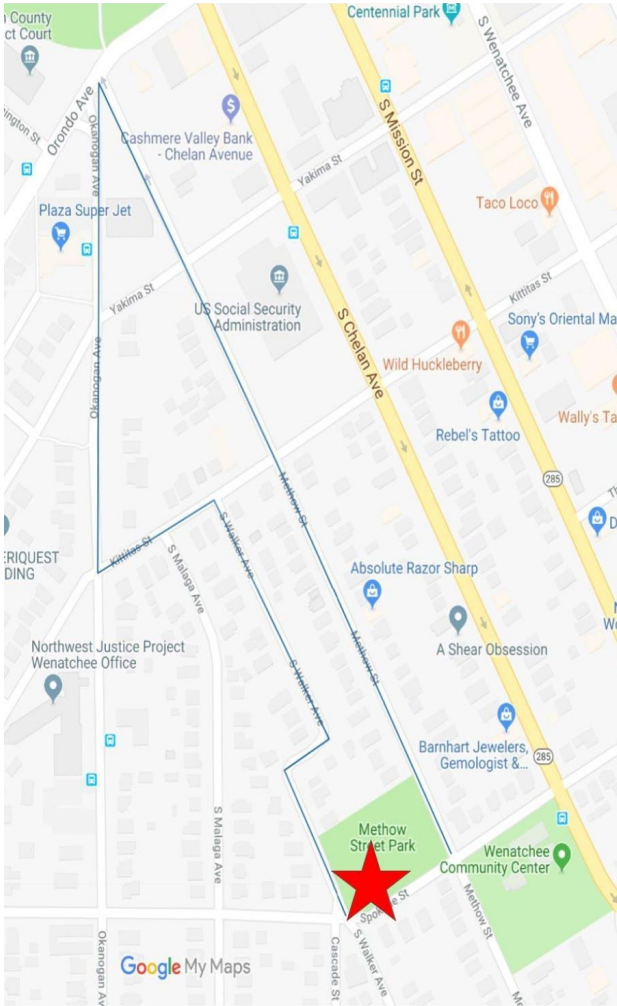
Appendix A: Partner Contact Information

Partner Contact Information

Agency/Business/Organization	Primary Contact Name	Primary Contact Email
Action Health Partners	Kaitlin Quirk	kaitlin.quirk@cc-ahp.com
Action Health Partners	Kelsey Gust	kelsey.gust@cc-ahp.com
Action Health Partners	Teresa Mata	teresa.mata@cc-ahp.com
Chelan County Commissioner	Kevin Overbay	kevin.overbay@co.chelan.wa.us
Chelan County Public Utility District (PUD)	Mario Cantu	mario.cantu@chelanpud.org
Chelan County Sheriff	Brian Burnett	brian.burnett@co.chelan.wa.us
City of Wenatchee	Brooklyn Holton	bholton@wenatcheewa.gov
Columbia Elementary School	Si Stuber	stuber.si@wenatcheeschools.org
Columbia Valley Community Health	Lorain Arikat	loraine.arikat@cvch.org
Community for the Advancement of Family Education (CAFÉ)	Jorge Chacon	wenatcheecafe@gmail.com
Local Artists	Terry Valdez	terryvaldezstudios@msn.com

Methow Market	Adrianna Farnworth	adrianaworth@hotmail.com
NCW Mobility Council	Nicole Campbell	nicole@chelan-douglas.org
Parque Padrinos	Teresa Bendito	teresabendito@gmail.com
Pinnacle Charter School	Sara Rolf's	sararolfs@nwi.net
Trust for Public Land	Cary Simmons	cary.simmons@tpl.org
United Neighborhood Association	Manuel Valencia	manvalencia12171@gmail.com
Wenatchee Public Library	Jessica Adams	jadams@ncrl.org
Wenatchee Valley College (WVC)- Office of Diversity, Equity and Inclusion (ODEI)	Erin Tofte	etofte@wvc.edu

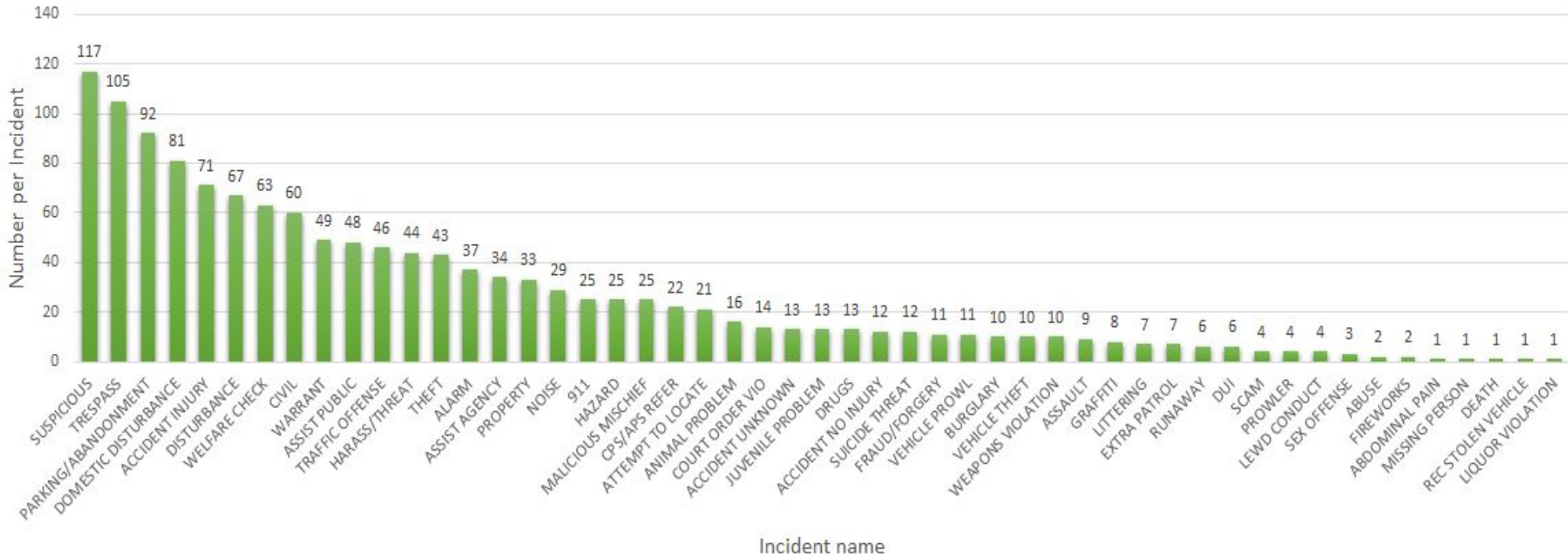
Appendix B: Walk-Audit Routes



Appendix C: Code Descriptions and Crime Data

Incident Codebook	
Code Name	Description
Assist Agency	Responses to an incident involving another agency and the other agency is the primary responder to the call i.e. - Jail, Sheriff's Office, Dept. of Corrections, APS, CPS or any other outside agency.
Assist Public	Responses to an incident involving citizens for Locked Vehicles, Civil Matters or any other non-criminal activity that does not fall into another category.
Attempt to Locate	Attempt to Locate or Contact - usually an overdue subject, report of someone with an outstanding warrant, request per outside agency to locate a subject or vehicle or similar circumstances.
Court Order Violation	Report of any Court Order Violation. ie: No Contact Orders, Harassment Orders, Protection Order violations.
CPS/APS Refer	Child Protective Services/Adult Protective Services referrals. Calls generated by APS/CPS for investigation of child/adult abuse or neglect.
Disturbance	Any report of citizens disrupting the peace ie: fighting, yelling or other disruptive behavior.
Domestic Disturbance	Report of citizens disrupting the peace who are thought to be family/household members ie: roommates, spouses, parents/children, other family members reported to be fighting, yelling, shoving or other disruptive behavior.
Property	Report of lost or found property by a citizen.
Welfare Check	Request by the public to check on another member of the public. Such as: suicidal subjects, juveniles found wandering in the streets, citizens acting suspiciously, requests made by family members to check on a relative and/or child.

Incidents within 1/4 mile of Kiwanis Methow Park in 2018



Appendix D: Data Collection Methods

Data Collection Methods				
Data Collection	Data Collection Date	# of participants	Resources Needed	Lead Responsible Party
Safe Routes to Parks Walk Audit/Community Gathering	5/11/19	30+	Maps, safety vests, assessment checklists	AHP, UNA, City of Wenatchee
Collision history/data summary	5/8/19	N/A	Data access	City of Wenatchee
Crime and violence statistics	5/8/19	N/A	Data access	Wenatchee Police Department
Door-to-door interviews	5/6/19 5/8/19	7 Houses 8 Houses	Flyers, clipboards, guiding questions	AHP, Parque Padrinos, Columbia Valley Community Health (CVCH)
Map Analysis/Focus Group	4/8/19 4/15/19 4/22/19 4/29/19 5/7/19	7 9 15+ 8 8	Map, stickers	AHP, City of Wenatchee

Appendix E: Asset Data

Community-Identified Assets (Raw Data)
United Neighborhood Association Meeting 4/8/19 (7 Participants) Map Analysis
<ul style="list-style-type: none"> - Sidewalks and lighting on Wenatchee Avenue are like new and need no attention - Crosswalk on Mission between Benton and Peachey are like new and need no attention - Sidewalks and lighting on Chelan Street from the Community Center to Ferry Street are like new and need no attention - Sidewalks on Ferry Street are like new and need no attention - Sidewalks on Orondo are like new and need no attention - Flashing light beacons and crosswalks on Missions Street/Benton Street Intersection are like new and no attention
Safe Routes to Parks Coalition Meeting 4/15/19 (9 Participants) Map Analysis
<ul style="list-style-type: none"> - Future alley improvements on S Walker Avenue/Roosevelt Street next to behind Kiwanis Methow Park - There is a curb bulb out on the intersection of Orondo Avenue & S Chelan Avenue and a 5 way stop that improves pedestrian safety - Mi Escuelita Day Care is conveniently located on S Walker Avenue/Roosevelt Street behind Kiwanis Methow Park - S Wenatchee Avenue has good lighting and feels safe in the day - Orondo Avenue between S. Chelan Avenue and Mission Street has controlled intersections for pedestrian crossing - Access to Columbia Station (Bus Station) from and to Kiwanis Methow Park [9 Minute Walk] - Painted crosswalks on the intersection of Orondo Avenue, Methow Street., and Okanogan Avenue - Access to the Apple Capital Recreation Loop Trail [10 Minute Walk from Kiwanis Methow Park] - Mission Street has good lighting - S Chelan Avenue Sidewalk Project [new sidewalks and lights on S Chelan Street between] - YMCA is near the park [9 Minute Walk]

- Wenatchee Community Center [at the corner of park]
- City Hall [6 Minute Walk]
- Museum [8 Minute Walk]
- The intersection of Methow Street and Spokane Street has a 4-way stop to slow down cars
- The intersection of Ferry Street and Okanogan Avenue is a controlled intersection with a stop light and marked walks
- The intersection where Spokane Street, Kittitas Street, Alaska Street and Monroe Street meet has a good crosswalk and controlled 4-way stop
- Good lighting along Okanogan Avenue
- Spokane Street feels safe and provides a direct route to Kiwanis Methow Park from the CVCH and Columbia Elementary
- Ferry Street is good for running because it has sidewalks
- Future Kiosko in the park will provide better shelter year round
- Shade over play equipment to be installed
- Hawk Beacon on Mission in front of CAFE help residents cross the street safer
- Ferry Market [10 Minutes Walk] near the park
- Ferry Street has good sidewalks
- Methow Market [3 Minute Walk]
- We need good lighting and good sidewalks on Methow Street because it connects Lincoln, Methow and Memorial Park

Parque Padrinos Monthly Meeting 4/22/19 (~15 Participants):

- Kittitas Street is good
- Spokane Street is good
- Safe Routes to School implemented at Columbia Elementary (date unknown)

Door-to-Door 5/6/19 (7 Houses)

- Feeling a part of the community
- Sidewalk on one side of S Chelan Avenue is a huge improvement for walking
- The sidewalks improved the street [S Chelan Avenue] because now crazy people don't walk up this street anymore
- Crossing from the Casa Herradura to Kiwanis Methow Park is a safe walk

Columbia Elementary PTO Meeting 5/7/19 (8 Participants)

- It is nice when they have the farmers market

Walk-Audit Debrief (30+ Participants)

Group Debrief:

- Some sidewalks are good and have good shade

Checklists:

Route 1:

- N/A

Route 2:

- Kittitas Street has good sidewalks (**)
- Great Sidewalks on Peachey Street between Kittitas and S Malaga Avenue
- Generally everything good west of Okanogan Street

Route 3:

- Wide sidewalk on Methow Street between Peachey Street and Lewis Street
- Church on Methow Street between Peachey Street and Lewis Street has a walkway improvement (**)
- Lighting is consistent on Methow Street between Peachey Street and Lewis Street
- On Methow Street between Peachey Street and Lewis Street there is some ADA
- Ferry Street and Methow Street Intersection has crosswalks, flashing beacons, market and ADA
- On S Chelan Street between Ferry Street and Lewis Street
 - Colorful art, lighting is good, sidewalks are good, has great crosswalks
- S Chelan Street between Peachey and Wenatchee Community Center
 - Art, lighting and good sidewalks-opposite side
- Flashing light beacons on Ferry Street are an asset

Appendix F: Challenge Data

Community-Identified Challenges (Raw Data)		
Category	Sub-Category	Data [Numbers show the number of people who had a similar comment]
Traffic Safety	Driver Conduct	<p>Methow Street:</p> <ul style="list-style-type: none"> - On Methow between Ferry and Spokane, cars speed up and down the street and don't make stops - Methow Street is a narrow which decreases the visibility of kids in the area and makes it difficult to ride a bike - All of Methow Street- Concerned about cars speeding - Speeding cars on Methow Street - Speeding cars on Methow Street - a speed reader is needed - Cars are parked on sidewalks on Methow Street between Spokane Street and Orondo Avenue - Cars speeding on Methow Street between Peachey Street and Spokane Street - Cars parked on the Methow Street sidewalks between Peachey Street and Lewis Street - Cars parked on the Methow Street sidewalk between Lewis Street and Ferry Street- The cars obstruct vision and reduce space for pedestrians walking on the sidewalk - Cars parked on the graveled sidewalks on Methow Street between Ferry Street and S Chelan Avenue - Methow Street between Peachey Street and Lewis Street needs "slow down" signs <p>Spokane Street:</p> <ul style="list-style-type: none"> - On Spokane Street between Okanogan and S Malaga Avenue, cars speeding down the street and there are kids wa

		<ul style="list-style-type: none"> - Kids are walking all along the sidewalks and road when school is out at Columbia Elementary - Spokane street between Walker and Methow needs to be made safer because children have almost gotten hit crossing the street - Cars parked on Spokane Street sidewalks <p>S Chelan Avenue:</p> <ul style="list-style-type: none"> - All of S Chelan- A lot of cars and speeding, doesn't allow people to cross safely - On S Chelan Street between Spokane Street & Ferry Street [There are sidewalks and curbs and there are people parking on the curb, signage is needed] - There are too many conflict points on S Chelan near Auto Mocha, such as merging cars and speed - Children do not want to cross the one way because they are scared of getting hurt - Cars parked on the strip between the sidewalk and street, limited the packing path for pedestrians (On S Chelan Avenue between Spokane Street and Peachey Street) - Something needs to be done to make it easier to cross this one way [near Auto Mocha] <p>Peachey Street:</p> <ul style="list-style-type: none"> - On Peachey between Cascade & Methow Street cars speed down this street and miss the stop signs - People speed on Peachey - Traffic calming needed on Peachey near Colonial Vista - Cars speeding on Peachey Street and don't make the stops <p>S Mission Street:</p> <ul style="list-style-type: none"> - Children do not want to cross the one way because they are scared of getting hurt - S Mission Street near Auto Mocha is difficult to cross over the the Wenatchee Community Center from Auto Mocha, need to go down to Spokane Street or Peachey
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		<p>Benton Street:</p> <ul style="list-style-type: none"> - Cars speeding down this street, speed limit unclear, there are no dividing lines <p>Cashmere Street:</p> <ul style="list-style-type: none"> - On Cashmere Street between Peachy & Lewis, concerned about cars speeding on the street - Between Peachy and Lewis concerned about cars parked on the sidewalks and not allowing kids to walk on the sidewalk <p>Okanogan Avenue:</p> <ul style="list-style-type: none"> - On Okanogan between Ferry and Peachy cars speed on this street - Cars speeding on S Okanogan Avenue <p>Wenatchee Community Center:</p> <ul style="list-style-type: none"> - School bus stop in Community Center parking lot is an issue <p>Orondo Avenue:</p> <ul style="list-style-type: none"> - Sight distances on Orondo and Oregon street make it difficult to cross the street <p>Washington Street:</p> <ul style="list-style-type: none"> - Service Vehicles cause sight distance issues for pedestrians <p>Kittas Street:</p> <ul style="list-style-type: none"> - On Kittas coming down to Okanogan can't see around the corner for oncoming cars <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Sight distance obstructions from cars parked along the street <p>General Comments:</p> <ul style="list-style-type: none"> - Blind spots for drivers - A parking ordinance is needed - Congested roads
	Sidewalks	<p>Spokane Street:</p> <ul style="list-style-type: none"> - Ramps are cracked on corners of Spokane Street and Cascade Street - Need ramps on sidewalks on the intersection of Spokane St and Kittitas

		<p>Street</p> <ul style="list-style-type: none"> - Sidewalks on Spokane Street are crumbling - Sidewalks on Spokane Street are cracked [2] - Limited sidewalk ramps on Spokane Street [2] - Inconsistent ramps on sidewalks on intersection of Spokane Street and Okanogan Avenue - Issue stopping at stop signs because the view is blocked, drivers have to pull up after the stop sign to see oncoming cars on intersection on Spokane Street and Okanogan Avenue but also other intersections - Cracks on the Spokane sidewalks between S Walker Avenue and Methow Street [3] <p>Methow Street:</p> <ul style="list-style-type: none"> - Limited sidewalks on Methow Street - Methow Street needs sidewalks improvements - Stroller accessible curbs are needed on sidewalks at corners of Methow Street and Yakima Street intersection - Cracked sidewalks on Methow Street between Spokane Street and Peachey Street make it easy for residents to trip [3] - Missing sidewalks on Methow Street between Spokane Street and Peachey Street - Methow Street between Spokane Street and Peachey Street needs more sidewalks - Gaps in the sidewalks are not safe for people walking (on Methow Street between Spokane Street and Peachey Street - Missing sidewalks on Methow Street between Peachey Street and Lewis Street <p>Peachey Street:</p> <ul style="list-style-type: none"> - Concern about no sidewalk on side of Peachey between Cascade Street and Methow Street - Cracked sidewalks on Peachey Street, unsafe between Kittitas Street and Highland - No sidewalks on South side on Peachey Street
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		<ul style="list-style-type: none"> - Broken and no sidewalks//Needs new sidewalks (On Peachey between S Chelan Avenue and Cashmere Street) [2] <p>Roosevelt/S Walker Avenue:</p> <ul style="list-style-type: none"> - There is no sidewalk on one side of the street - Limited curb ramps on the corner of S Walker Avenue and Kittitas Street - There are missing sidewalks and curbs on Roosevelt/S Walker Avenue -More sidewalks would provide safer access to the park [3] - Limited sidewalks and ramps on intersection of S Walker Avenue and Lewis Street <p>Kittitas Street:</p> <ul style="list-style-type: none"> - Some cracks on Kittitas Street between S Monroe Street and Peachey Street <p>Ferry Street:</p> <ul style="list-style-type: none"> - The sidewalk is rocky and steep for those who use wheelchairs [4] <p>Lewis Street:</p> <ul style="list-style-type: none"> - Missing sidewalks on Lewis Street between S Chelan Avenue and Cashmere Street <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Cracked sidewalks on Cashmere Street between Lewis Street and Peachey Street [3] <p>General Comments:</p> <ul style="list-style-type: none"> - Redo all sidewalks - Address sidewalks buffers between sidewalks and streets - Widen streets by removing buffer between sidewalks and street - Strips between sidewalks and streets are not maintained
	<p>Crosswalks and Intersections</p>	<p>Spokane Street:</p> <ul style="list-style-type: none"> - Intersection of Spokane Street and Okanogan Avenue, only one crosswalk and on the opposite side of where kids may be cross coming down from Columbia Elementary - No 5-way crosswalk on intersection above playground - Crosswalks on 5-way stop on intersection of Spokane Street, Cascade Street and S Walker Avenue are limited and scary for children

		<ul style="list-style-type: none"> - Inconsistent crosswalks on Spokane Street from Columbia Elementary to Kiwanis Methow Park [2] - Need more crosswalks on Spokane Street, Cascade Street and S Walker Avenue intersection above the playground [2] - Spokane and Methow intersection needs more crosswalks [3] - Drivers miss the stop signs at the 5-way stop above the Kiwanis Methow Park playground on the intersection of Spokane Street, Cascade and S Walker Avenue - Spokane Street, Cascade Street, and S Walker Avenue intersection: <ul style="list-style-type: none"> - Intersection above the playground feels dangerous - A roundabout is needed at the 4-way stop next to the Kiwanis Methow Park playground - The intersection needs to be made safer - A lot of kids playing at this park are children that go to Columbia Elementary, something needs to be done about this crazy intersection - Spokane and Okanogan is a busy intersection - Spokane Street and Okanogan Avenue intersection is a danger and would be a good place for a flashing beacon <p>Peachey Street:</p> <ul style="list-style-type: none"> - Peachy & Cascade Intersection, there is no crosswalk - Need more crosswalks on intersection of Peachey Street and Okanogan Street, especially to help seniors walking from Colonial Vista - Crosswalks needed on intersection of Peachey Street and Methow Street - Needs more crosswalks at the intersection of Peachey and S Chelan Avenue [2] - Peachy & Methow Intersection [Need traffic calming, people don't make the stop coming down on Peachey] - Something needs to be done on this [Peachey & Methow] intersection because cars just fly by. <p>S Mission Street:</p> <ul style="list-style-type: none"> - Flags needs to places at this intersection [S Mission Street and Spokane Avenue] to make is easier to cross
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		<ul style="list-style-type: none"> - Crossing Peachy and Mission intersection is difficult due to high traffic volumes and speed, there is also limited visibility for pedestrians - S Mission Street and Benton Street intersection feels dangerous - Crossing challenge on S Mission Street and Spokane intersection, 3 lanes of fast traffic <p>S Chelan Avenue:</p> <ul style="list-style-type: none"> - Crosswalk needed on intersection of Lewis Street and S Chelan Avenue [2] - The intersection of Spokane Street and S Chelan Avenue is busy and cars are often speeding - S Chelan Avenue and Spokane Street intersection need flags to cross <p>Okanogan Avenue:</p> <ul style="list-style-type: none"> - The intersection of Okanogan Avenue and Yakima Street needs better crosswalks - Okanogan & Yakima is a skewed intersection makes it difficult to cross - The skewed intersection on Okanogan and Kittitas makes crossing difficult <p>Methow Street:</p> <ul style="list-style-type: none"> - Crosswalk needed on Methow Street/Lewis Street Intersection [2] - Methow Street and Spokane Street intersection is dangerous for pedestrians <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Intersection of Cashmere Street and Lewis Street needs a crosswalks to help pedestrians cross safely [3] <p>Orondo Avenue:</p> <ul style="list-style-type: none"> - On Orondo Avenue and Alaska Street cars pass by fast, crossing is only safe with the cross guards, the intersection also has poor visibility <p>Washington Street:</p> <ul style="list-style-type: none"> - Washington Street and King Street is a skewed intersection <p>Yakima Street:</p> <ul style="list-style-type: none"> - Yakima and Fuller Street intersection is confusing, drivers are not able to see around the corner for pedestrian walking <p>Thurston & S Columbia Street:</p> <ul style="list-style-type: none"> - Intersection does not feel safe <p>General Comments:</p>
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		<ul style="list-style-type: none"> - One-way intersections don't feel safe do to traffic, speed and volume
Personal Safety	Unfamiliar People and Drugs	<p>Kiwanis Methow Park:</p> <ul style="list-style-type: none"> - Behind the park there are a lot of crazy and drunk people - To many drugs and bad things near the park - Don't go to the park because there are men at the park that don't allow a single mom to feel safe with kids - The area around Methow Park is not secure because there are bad people there - The homeless people that hang around the park make me feel uncomfortable - Concerned about the park becoming a homeless campground after it is renovated - Concerned about drug addicts hanging around the area - The park needs better security <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Tall 8 foot fences makes walking down the street uncomfortable-not safe [3] <p>Alley Behind Wenatchee Brethren Baptist Church:</p> <ul style="list-style-type: none"> - Alleyway next to Trinity Church needs to be improved for kids walking, a mural might be a good idea, there is a lot of graffiti, there are no lights <p>Wenatchee Community Center:</p> <ul style="list-style-type: none"> - Scared of homeless people or people with mental conditions walking around and trying to talk to you as you are trying to get into your car
	Animals	<ul style="list-style-type: none"> - There are chihuahuas on the loose - There are a lot of loose dogs in this neighborhood - Dogs on the loose - Scary dogs roaming the Methow Street between Lewis Street and Ferry Street - Dogs on the loose on Lewis Street

<p>Bicycles</p>	<p>Spokane Street:</p> <ul style="list-style-type: none"> - A bike route on Alaska and Spokane between Orondo Street and Methow Street would be beneficial for the children - Concern for those who are trying to ride their bikes near the intersection on Spokane, Walker and Cascade Street - There are no bike lanes on Spokane Street [2] <p>Methow Street:</p> <ul style="list-style-type: none"> - Need bike lanes on Methow Street that connect Methow and Lincoln Park - Bike lanes needed on Methow Street <p>Okanogan Avenue:</p> <ul style="list-style-type: none"> - Bike lanes are needed on Okanogan Avenue <p>General Concern:</p> <ul style="list-style-type: none"> - There are no bike paths anywhere in this area
<p>Lighting</p>	<p>Methow Street:</p> <ul style="list-style-type: none"> - Lighting concern on Methow between Peachey and Ferry Street - Better lighting is needed on Methow Street near the park - Need more street lights on Methow Street between Orondo Avenue and Spokane Street [2] - Limited lighting on Methow Street between Spokane Street and Peachey Street - There are light posts with broken lights on Methow Street between Peachey Street and Lewis Street - Limited lighting on Methow Street between Lewis Street and Ferry Street [2] <p>Spokane Street:</p> <ul style="list-style-type: none"> - Limited lighting on Spokane Street between S Malaga and Cascade Street - Need more lighting on 5-way stop on Spokane Street, Cascade Street, and S Walker Avenue intersection - Limited and inconsistent lighting on Spokane Street where children walk down from Columbia Elementary [2] - Inconsistent lighting on Spokane Street between Cascade Street and Okanogan Avenue

	<p>Roosevelt/S Walker Avenue:</p> <ul style="list-style-type: none"> - Limited lighting on Roosevelt between Spokane Street & Kittitas Street - Lack of light starting at the playground going North on S Walker Avenue - Lighting improvement needed on roosevelt - Need more street lights on S Walker Avenue between Lewis Street and Peachey Street <p>Peachey Street:</p> <ul style="list-style-type: none"> - Needs more lighting (On Peachey between S Chelan Avenue and Cashmere Street) [2] <p>Kiwanis Methow Park:</p> <ul style="list-style-type: none"> - No lights at the park - I don't go to the park because there are no lights <p>Kittitas Street:</p> <ul style="list-style-type: none"> - More lighting is needed on intersection of Kittitas Street and S Malaga Avenue - More lighting is needed on Kittitas and Okanogan intersection - No lighting on Kittitas Street between S Monroe Street and Peachey Street [2] <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Cashmere Street between Lewis Street and Peachey Street needs more lighting [2] - There are light posts without lights on Cashmere Street between Lewis Street and Peachey Street <p>General Comments:</p> <ul style="list-style-type: none"> - More lights are needed in the alleyways
<p>Wayfinding Signage</p>	<p>S Chelan Avenue:</p> <ul style="list-style-type: none"> - Between Peachy & Lewis need signage to direct people to the park - There needs to be signage directing people to the park from S Chelan Avenue and Spokane Street intersection - Wayfinding needed on S Chelan Avenue near Peachey Street to guide people to the park

		<p>Wenatchee Community Center:</p> <ul style="list-style-type: none"> - More signage is needed to direct children who get dropped at the community center or the bus needs a better bus route <p>Kiwanis Methow Park:</p> <ul style="list-style-type: none"> - “No Smoking” signage is needed at the park <p>Roosevelt/S Walker Avenue:</p> <ul style="list-style-type: none"> - Signage is needed on roosevelt <p>General:</p> <ul style="list-style-type: none"> - Signage is needed everywhere - Signage is needed to direct people from and to Methow Kiwanis Park from the Loop Trail - More signage is needed to direct people to the park
<p>Neighborhood Beautification</p>	<p>Overgrown Vegetation</p>	<p>Methow Street:</p> <ul style="list-style-type: none"> - Overgrown vegetation on Methow between Spokane Street and Peachey Street/Unmaintained grass on strips between sidewalks and streets [6] - Power line cable are going through the overgrown trees on Methow Street between Peachey Street and Lewis Street [3] - Overgrown vegetation on Methow Street between Lewis Street and Ferry Street [3] <p>Peachey Street:</p> <ul style="list-style-type: none"> - There are branches on peachey blocking vision for drivers between Kittitas Street and Cascade Street - Overgrown shrubs on Peachey Street between S Malaga Avenue and Cascade Street - Power lines in trees and overgrown vegetation (On Peachey, S Chelan Avenue and Cashmere Street) [4] <p>Spokane Street:</p> <ul style="list-style-type: none"> - Overgrown vegetation on strip between sidewalk and street on Spokane Street <p>Cashmere Street:</p> <ul style="list-style-type: none"> - Overgrown vegetation, rose bushes with thorns on Cashmere Street between

		<p>Lewis Street and Peachey Street [3]</p> <p>General Comments:</p> <ul style="list-style-type: none"> - Overgrown vegetation in most of the neighborhood
	Abandoned Land	<ul style="list-style-type: none"> - Empty space on the intersection between Spokane and Mission Street, something should be done with it because it has been empty for a while - Buy and eliminate yellow house on the corner of Kittitas Street and S Walker Avenue - Abandoned house on the corner of Peachey Street and Methow Street [2] - Abandoned house on Lewis Street between S Chelan Avenue and Cashmere Street
	Litter	<p>Methow Street:</p> <ul style="list-style-type: none"> - Garbage on Methow Street sidewalks between Spokane Street and Peachey Street [3] - Garbage cans are in the way of pedestrians walking on the sidewalk (On Methow Street between Spokane Street and Peachey Street <p>Spokane Street:</p> <ul style="list-style-type: none"> - Garbage on the ground on Spokane Street between Methow Street and S Walker Avenue [4] <p>Lewis Street:</p> <ul style="list-style-type: none"> - Shoes and wires littered on the ground and garbage cans in the way of pedestrians walking on Lewis Street and S Chelan Avenue and Cashmere Street [3] <p>Roosevelt/S Walker Avenue</p> <ul style="list-style-type: none"> - Roosevelt Street needs better cleaning <p>General Concern:</p> <ul style="list-style-type: none"> - People need to keep their houses clean - Litter and weeds - Graffiti
Accessibility		<p>Colonia Vista:</p>

	<ul style="list-style-type: none"> - Seniors at Colonial Vista have limited access to the park - Sidewalks mobility in the Winter, specifically for residents at Colonial Vista
Miscellaneous	<ul style="list-style-type: none"> - Bathrooms are needed in the park - Need transportation every 10 minutes to get to the park - The water in the waiting pool is only left on for a little while after I get out of work - Widen Methow Street One-Way by the City Council and make it a two-way - The area behind the park should be made into a parking lot