Agenda

PUBLIC WORKS COMMITTEE MEETING

Meeting of March 9, 2026, 5:30 PM

Located in the Stevenson Yerxa Conference Room Located at 1309 Myrtle Ave

1. Agenda Approval.

2. Approval of Minutes for February 22, 2026

3. Old Business:

    a. None

4. New Business:

    a. Consent Agenda
        1. None
    b. Ordinances
        1. Ordinance 2835 – Gas Right of Entry – 2nd Reading
    c. Resolutions
        1. Resolution 1870 – Safe Streets Program
    d. General Business
        1. Gas Hedging
        2. Traffic Controls at Stevenson and Cole

Minutes

PUBLIC WORKS COMMITTEE MEETING

Meeting of February 23, 2026, 5:30 PM

Located in the Stevenson Yerxa Conference Room Located at 1309 Myrtle Ave

1. Agenda Approval.

2. Approval of Minutes for January 26, 2026

3. Old Business:

    a. None

4. New Business:

    a. Consent Agenda
        1. None
    b. Ordinances
        1. Ordinance 2835 – Gas Right of Entry – 1st Reading
            - Committee approved
    c. Resolutions
        1. Resolution 1868 – 2026 Stormwater Management Program Plan
            - Committee approved
    d. General Business
        1. Gas Hedging
            - No change at this time
        2. Traffic Controls at Stevenson and Cole
            - ✓ Items for review by Public Works
            - KeyBank sidewalk repairs leading to Senior center.
            - Site distance in front of the SHOP - 1st parking stall
            - Speed limit sign added near Auto Zone (25MPH)
            - Speed limit signs added further down Cole (25MPH)
            - What type of light/beacons if at all can be added to 4 way
            - Radar signs set up temp on Cole

CITY OF ENUMCLAW

Staff Report

Department of Administration

TO: **Mayor / City Council**

FROM: **Brian S. Spindor, P.E., Public Works Director**

DATE: **March 9, 2026**

SUBJECT: **Local Road Safety Plan Resolution**

Background:

A Local Road Safety Plan (LRSP) provides a framework for identifying, analyzing and prioritizing safety improvements on local roads with an emphasis to reduce and eliminate fatal and serious injury collisions. The LRSP identifies both spot locations and systemic countermeasures available to provide a proactive, data-driven and risk factor based approach to roadway safety. Agencies with adopted LRSP's have demonstrated reductions in fatal and serious injury collisions following LRSP implementation according to the FHWA.

Analysis:

WSDOT provides a Highway Safety Improvement Program (HSIP) aiming to all local governments to target safety funds to our most critical safety needs. For local governments, the subprogram of the HSIP called "City Safety Program" provides funding for projects that reduce fatal and serious injury crahes on city streets using engineering improvements and countermeasures. The City Safety Program is a biennial program with the 2026 call for projects anticipating $30 million available in funding. Typical safety projects awarded range from $150,000 to ~$2 million. To be eligible for grant funding through the City Safety Program, a Local Road Safety Plan must be submitted. A LRSP will be a valuable tool in applying for additional grants outside of the HSIP program, demonstrating the City's proactive approach to addressing safety issues on city streets.

Adopting a Local Road Safety Plan (LRSP) provides a clear, data-driven framework for improving transportation safety while demonstrating proactive steps are being taken. The Local Road Safety Plan aligns with WSDOT's Strategic Highway Safety Plan. A formally adopted resolution establishes policy direction, prioritizes safety considerations in capital planning, and strengthens coordination between public works, law enforcement, and community stakeholders. The Local Road Safety Plan aligns with the following policies identified in the Transportation Element of the 2024 Comprehensive Plan:

- "*Policy TR-1.2 Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods."*
- *"Policy TR-2.2 The following Transportation investments should have the highest funding priority:*
    - *Facilities and services necessary to keep local Levels of Service from falling below established minimum standards.*
    - *Facilities and services necessary to serve growth centers and areas experiencing significant development activity.*
    - *Multimodal Improvements that complete gaps, increase safety and the mobility of both freight and people, and those which are unlikely to occur as a result of new development.*

    - *Pedestrian improvements indicated on the safe walking route/ priority pedestrian route map/ active transportation network."*
- *"Policy TR-2.4 Provide and promote a safe and well-connected system of pedestrian and bicycle facilities throughout the community"*
- *"Policy TR-7.2 Consider new partnerships and innovative financing methods to fund and construct citywide transportation system improvements."*

The City of Enumclaw's Transportation Element of the 2024 Comprehensive Plan outlines the need to adopt a Local Street Safety Plan as part of its transportation improvements funding strategy (page TR-60).

Recommendation:
Staff recommends approval and adoption of the Local Road Safety Plan Resolution

ITEM# _____

CITY OF ENUMCLAW

City Council
AGENDA BILL

Meeting Date: 03/09/2026

Subject: Local Road Safety Plan Resolution

Category: RESOLUTION

BUDGET IMPACT:

Expenditure Budget: **$**

Revenue Budget: **$**

Proposed Budget Amendment: **$**

Related Ordinance or Resolution No. 1870

Attachments: Local Road Safety Plan 2020-2024

Staff Contact: Brian S. Spindor, P.E., Public Works Director

Summary/Background:

On a biennial basis, WSDOT's HSIP program issues a call for City Safety Program projects. The goal of the HSIP program is to reduce fatal and serious injury crashes following Washington state's Strategic Highway Safety Plan. Projects are considered under two subprograms: Systemic and Spot Location.

The HSIP program requires local governments to submit Local Road Safety Plans to be eligible for grant funding. The 2026 anticipated size of the HSIP City Safety grant program is $30.0 million.

The City of Enumclaw's Transportation Element of the 2024 Comprehensive Plan outlines the need to adopt a Local Street Safety Plan as part of its transportation improvements funding strategy (page TR-60)

Recommendations: Approve Resolution

Date Sent to Committee: 03/09/2026 Date Returned: 03/09/2026

Council Committee: To be provided at the March 9th meeting

Staff: Approve

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

- ☐ APPROVED
- ☐ DENIED
- ☐ TABLED / DEFERRED / NO ACTION
- ☐ MOVED TO SECOND READING (Ordinances only)

1ST reading _____

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____

CITY OF ENUMCLAW

2020-2024 Local Road Safety Plan

Department of Public Works
December 2025

This Page Intentionally Left Blank

Table of Contents

Table of Contents

I. Executive Summary

The City of Enumclaw continues to see an upward trend in total crashes and serious injuries / fatalities, despite numerous safety improvement projects implemented by the city. With the city's continued growth in population, business, and roadway network, an evaluation of the city's transportation system to evaluate crash trends, develop countermeasures within the city's toolbox, and prioritize safety projects will improve the quality of life for residents.

Through 2020-2024, Enumclaw City Streets experienced 260 collisions (including one fatality and four serious injuries) while state routes within city limits experienced 328 collisions (including 0 fatalities and five serious injuries). The total of these collisions resulted in ~ $90 million in societal costs. Four collision types: Angle (T); Hit Fixed Object; Rearend; and Active Transportation collisions were studied, following the "FHWA System Safety Project Selection Tool" process, to determine common risk factors and appropriate countermeasures to consider for future projects.

Common risk factors identified include: Excessive Speeding; Dark Driving Conditions; Lack of Active Transportation Facilities; and Presence of Hazardous Roadside Conditions. Risk factors were applied to all arterial/collector functionally classified road segments/intersections within city limits to identify locations where not only fatalities or serious injuries occurred, but also locations where the presence of risks could lead to potential collisions in the future.

Aligning with the city's Six-Year TIP, Comprehensive Plan, community feedback from open houses of our Transportation Element planning, and state/regional plans, the city has identified ten LRSP priority projects estimating a total of $21,235,000 to reduce risk to all users of the transportation system. Funding sources for these projects are not all identified, but will require a combination of REET, Transportation Benefit District (TBD) and state/federal grant funding to complete the projects identified.

Crash data will continue to be collected and reviewed on a biennial basis to review effectiveness of LRSP projects, monitor collision types experienced in the city, identify potential spot location project, and assess the need to reprioritize LRSP projects.

II. Introduction and Background

The City of Enumclaw developed this plan as a commitment to framework goal of the Transportation Element of the Comprehensive Plan adopted in February of 2025:

Provide an efficient and safe multi-modal transportation system for residents, employees, businesses, and visitors while maintaining a small-town quality of life.

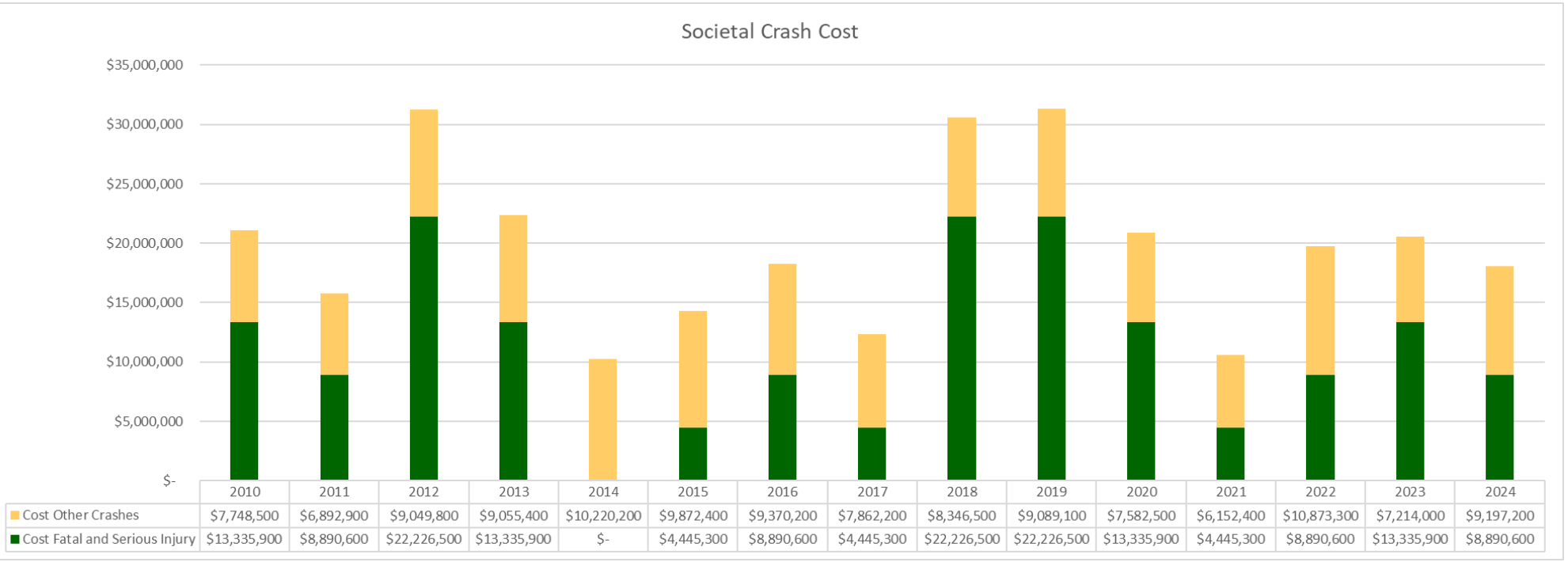
The city in conjunction with the states Target Zero: Washington State Strategic Highway Safety Plan aims to identify potential risk factors impacting the safety of all modes of transportation within the transportation network.

The societal crash cost from vehicles is the comprehensive dollar value of all economic and quality-of-life losses resulting from traffic crashes, including medical expenses, lost productivity, property damage, emergency services, legal costs, congestion, and pain and suffering.

Societal cost values using WSDOT crash costs derived using the methodology outlined in the FHWA Guide, Crash Costs for Highway Safety Analysis, 2018. Societal costs for each crash severity type in 2024 dollar values are:

a) **Fatal Crash - $ 4,445,300**
b) **Serious Injury Crash - $ $ 4,445,300**
c) **Minor Injury Crash - $ 315,500**
d) **Possible Injury Crash - $ 186,000**
e) **Property Damage Only Crash (PDO) - $ 18,600**

The City of Enumclaw experienced a total of nearly $90 million dollars in societal costs from 2020-2024 in 2024 dollars. Examining, evaluating, and implementing countermeasures has the potential to reduce crashes saving costs for individuals, businesses, and government, while also improving safety, mobility, and community well-being.



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost Other Crashes	$7,748,500	$6,892,900	$9,049,800	$9,055,400	$10,220,200	$9,872,400	$9,370,200	$7,862,200	$8,346,500	$9,089,100	$7,582,500	$6,152,400	$10,873,300	$7,214,000	$9,197,200
Cost Fatal and Serious Injury	$13,335,900	$8,890,600	$22,226,500	$13,335,900	$-	$4,445,300	$8,890,600	$4,445,300	$22,226,500	$22,226,500	$13,335,900	$4,445,300	$8,890,600	$13,335,900	$8,890,600

A. Transportation Safety Accomplishments 2020-2024

The City of Enumclaw through use of Street Funds, Transportation Benefit District (TBD) Funds and Transportation Improvement Board (TIB) grants has continued to improve safety of the City's transportation system and active transportation elements.

Transportation safety projects include:

a) ADA Retrofits (2020-2024):

Approximately 175 ADA curb ramps brought to current ADA standards as a result of transportation projects.

Figure 1-ADA Ramp Retrofit at Warner Ave and Blake St

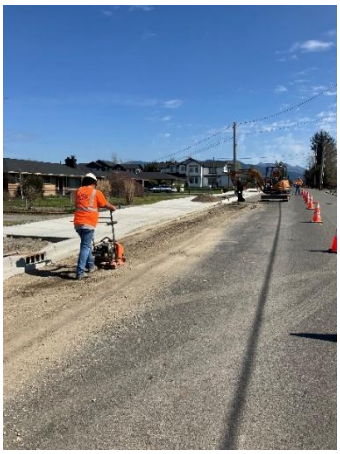


Figure 2-Sidewalk Fill Gaps Project Roosevelt Ave

b) Foothills Trail RRFB Crossing (2020):

Installation of Rectangular Rapid Flashing Beacons (RRFB's) along Foothills Trail across Warner Ave east of SR 410.

c) Cole Street Overlay (2020):

Cole St / Roosevelt Ave pedestrian crossing improvements with refuge island and ADA Ramp improvements.

d) City Parking Lot Improvements (2021):

Increased illumination and lighting in parking lot.

e) Semanski St / Warner Ave Intersection Improvements (2021):

Replacement of the existing stop controlled intersection with a single lane roundabout to improve level of service and increase safety

f) Sidewalk Fill Gap Connections (2023):

Complete sidewalk connections along Roosevelt Ave, Warner Ave, and Watson St to improve active transportation network within the city.

g) Washington Ave Sidewalk Extension (2023):

Complete sidewalk connections along Railroad St and Washington Ave to improve active transportation network within the city

h) Cole St. / Battersby Ave. Flashing Stop Signs (2024):

Installation of two solar powered flashing stop signs at Cole St / Battersby Ave. intersection. Location will continue to be monitored to determine if solution can results can be duplicated at other stop controlled intersections as low-cost impact solutions.

i) Warner Ave RRFB Crossing (2024):

Installation of Rectangular Rapid Flashing Beacons (RRFB's) along neighborhood school trail crossing Warner Ave between Summer Pl and Farrelly St.

Figure 3-Warner Ave RRFB Crossing

j) 244th / Roosevelt Ave Intersection Improvements (2024):

Replacement of the existing stop controlled intersection with a single lane roundabout to improve level of service and increase safety

Figure 4- 244th Ave / Roosevelt Ave Roundabout Intersection Improvements

k) 244th Ave Speed Limit Reduction (2024):

The posted speed limit for 244th Ave within City Limits was reduced from 40mph to 35 mph to encourage slower speeds in conjunction with the 244th/ Roosevelt Ave Roundabout project.

B. Existing Transportation System Inventory

The City's transportation system consists of various transportation facilities including city streets, state highways, pedestrian, bicycle, and transit services.

1. City Streets:

City streets are generally aligned in a grid pattern following both the old railroad line and existing township and section lines. City streets are a mix of arterial, collector and local streets with speed limits ranging from 25mph to 35 mph (See Appendix A for City Speed Limit Map).

2. State Highways:

SR 164, SR 169 and SR 410 connect the City to the regional transportation network and adjacent cities of Black Diamond, Auburn and Buckley. These routes are owned and maintained by the Washington State Department of Transportation (WSDOT) but operations are coordinated with the City.

3. *Intersections:*

The City has three roundabouts and six signalized intersections. Roundabouts are located at the following locations:

a) 244th / Roosevelt Ave

b) Semanski St / Warner Ave

c) Suntop Blvd N / Bongard Ave

Many of the City's intersections are two-way stop controlled or uncontrolled intersections on local streets to collectors, and collectors to arterials.

4. Inventory of Existing Land Use:

The majority of land use with the City of Enumclaw is Single Family Residential. Public / Institutional land the second largest share of land. Commercial and Light Industrial land use are focused along the state highway corridors running through town (SR164,SR169,SR410).

5. *Active Transportation*

Active Transportation improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing active transportation network. These projects provide non-vehicular travel options to destinations and recreational opportunities. The most notable multi-purpose trail is the Foothills Trail providing an off-street active transportation facility that extends beyond the city limits and connects Enumclaw to the City of Buckley to the south and to SE 416th Street to the north. Within the city it extends from McHugh Avenue in the northeast to Enumclaw High School in the southwest. The City has adopted a Complete

Streets Ordinance to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion by providing safe, convenient and comfortable routes for walking, bicycling and public transportation to implement Complete Streets elements in transportation projects.

6. ***Public Transit:***

King County Metro Transit provides limited transit service for Enumclaw. The Enumclaw Transportation Element acknowledges the need for coordination between the City and King County Metro to work together to identify service improvements and strategies to serve Enumclaw. The City has also developed policies and road standards to provide adequate streets and active mode facilities to support transit service.

III. Crash Data Analysis

A. Crash Data Summary

Crash data on both City Streets and State highways were collected from WSDOT for analysis and review. The City of Enumclaw experienced a total of 260 reported collisions on City Streets during the time period from 2020-2024. Only one of the crashes resulted in a fatality while four crashes resulted in serious injury. The total number of crashes for the current period (2020-2024) decreased by 7% compared to the previous 5-year period (2015-2019). The number of fatal or serious injury crashes decreased by 17% between the two periods.

While the decrease in total crashes and fatal/serious injury crashes between the two 5-year periods is encouraging, the overall trend of increasing crashes and fatal crashes since 2009 (See Figure 1 and Figure 2) maintains the City's commitment to reduce crashes and improve safety for all transportation users. The decrease in collision in 2020-2021 may be attributable to changes in commuter patterns driven by COVID pandemic conditions. Data will continue to be monitored as feedback to LRSP projects.

Hit Parked Car ranked as the second highest crash type for City Streets during the five year period (27%). On City Streets, Hit Parked Car was considerably more as a percentage of crashes relatively to All Washington City Streets (11%) and Washington West City Streets (10%). No Fatalities or Serious Injuries resulted from Hit Parked Car crashes on City Streets. Given the low fatality rate of this crash type observed in Enumclaw and across the state (~2% of all Washington Roads), Hit Parked Car was not analyzed in this study. Trends of this crash type will continue to be monitored and evaluated in future LRSP updates.

A crash tree analysis is provided for Enumclaw Streets with a breakout of each collision type in **Appendix B.** Crash Map locations are included in **Appendix C.** A detailed break down of roadway characteristics by crash types for Hit Fixed Object; Rearend; Angle (T); and Active Transportation crashes are included in **Appendix D.**

Table 1 - Total Crashes by Collision Type for City Streets 2020-2024.

Description	Total - All Crashes Enumclaw City Streets	Enumclaw City Streets Percentage	All Washington Roads	All Washington City Streets	Washington West City Streets
Angle (T)	83	32%	18%	29%	27%
Hit Parked Car	71	27%	5%	11%	10%
Hit Fixed Object	47	18%	21%	14%	14%
Rearend	13	5%	25%	17%	17%
Other	12	5%	5%	5%	5%
Angle (Left Turn)	8	3%	7%	10%	10%
Angle (Right)	6	2%	1%	1%	1%
Hit Pedestrian	6	2%	2%	3%	3%
Sideswipe (Same Direction)	5	2%	10%	7%	7%
Hit Cyclist	4	2%	1%	2%	2%
Sideswipe (Opposite Direction)	2	1%	1%	1%	1%
Head-on	2	1%	1%	1%	1%
Overturn	1	0%	2%	0%	0%
Wildlife/Animal	0	0%	0%	0%	0%
Railway	0	0%	0%	0%	0%

Table 2 - Total Crashes by Collision Type for all roads on State Routes within City Limits 2020-2024.

Description	Total - All Crashes State Routes	Percentage	All Washington Roads	All Washington City Streets	Washington West City Streets
Rearend	120	37%	25%	17%	17%
Angle (T)	82	25%	18%	29%	27%
Hit Fixed Object	46	14%	21%	14%	14%
Angle (Left Turn)	40	12%	7%	10%	10%
Other	9	3%	5%	5%	5%
Hit Pedestrian	7	2%	2%	3%	3%
Hit Parked Car	6	2%	5%	11%	10%
Angle (Right)	5	2%	1%	1%	1%
Sideswipe (Opposite Direction)	4	1%	1%	1%	1%
Sideswipe (Same Direction)	3	1%	10%	7%	7%
Head-on	3	1%	1%	1%	1%
Overturn	2	1%	2%	0%	0%
Hit Cyclist	1	0%	1%	2%	2%
Wildlife/Animal	0	0%	0%	0%	0%
Railway	0	0%	0%	0%	0%

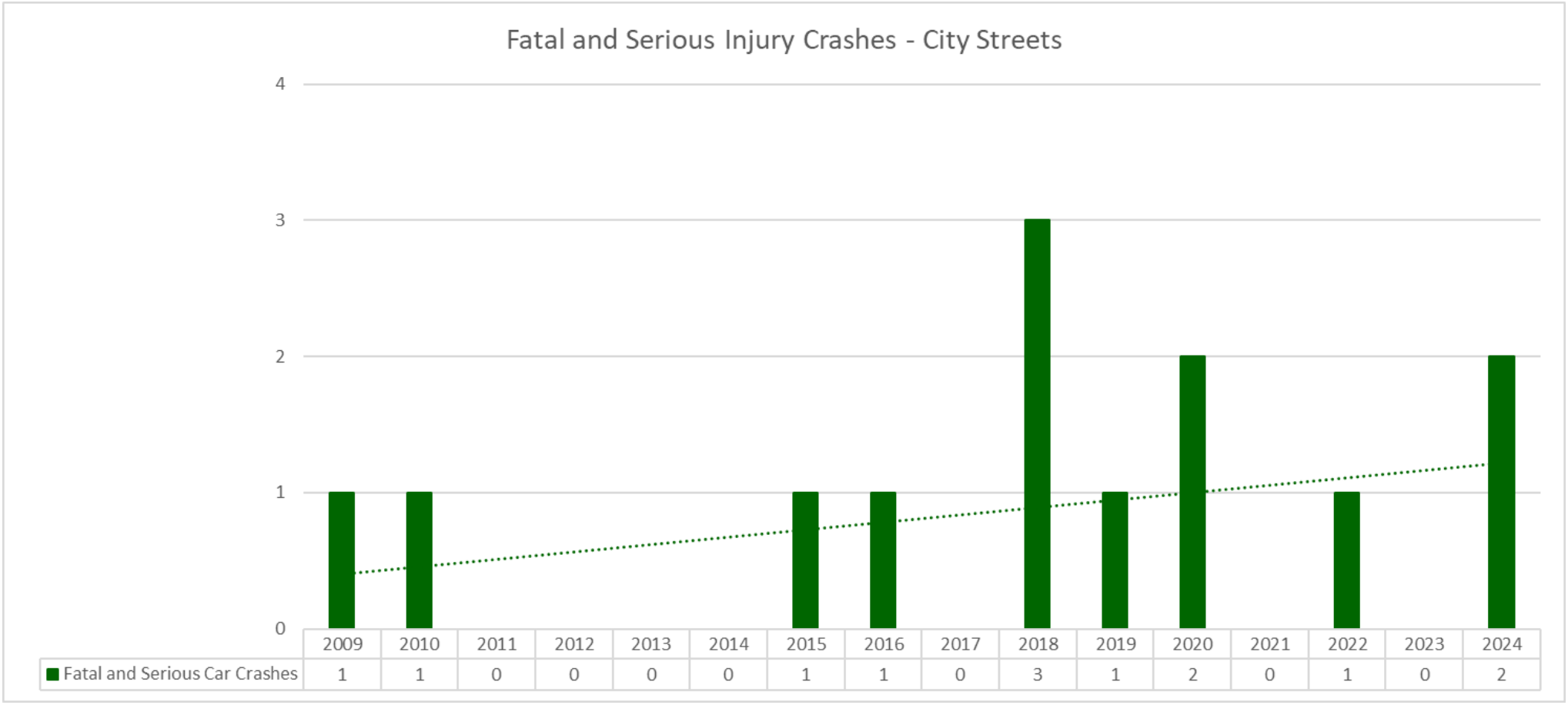


*Figure 5 - F/S Collisions Enumclaw City Streets *Does not include state routes*

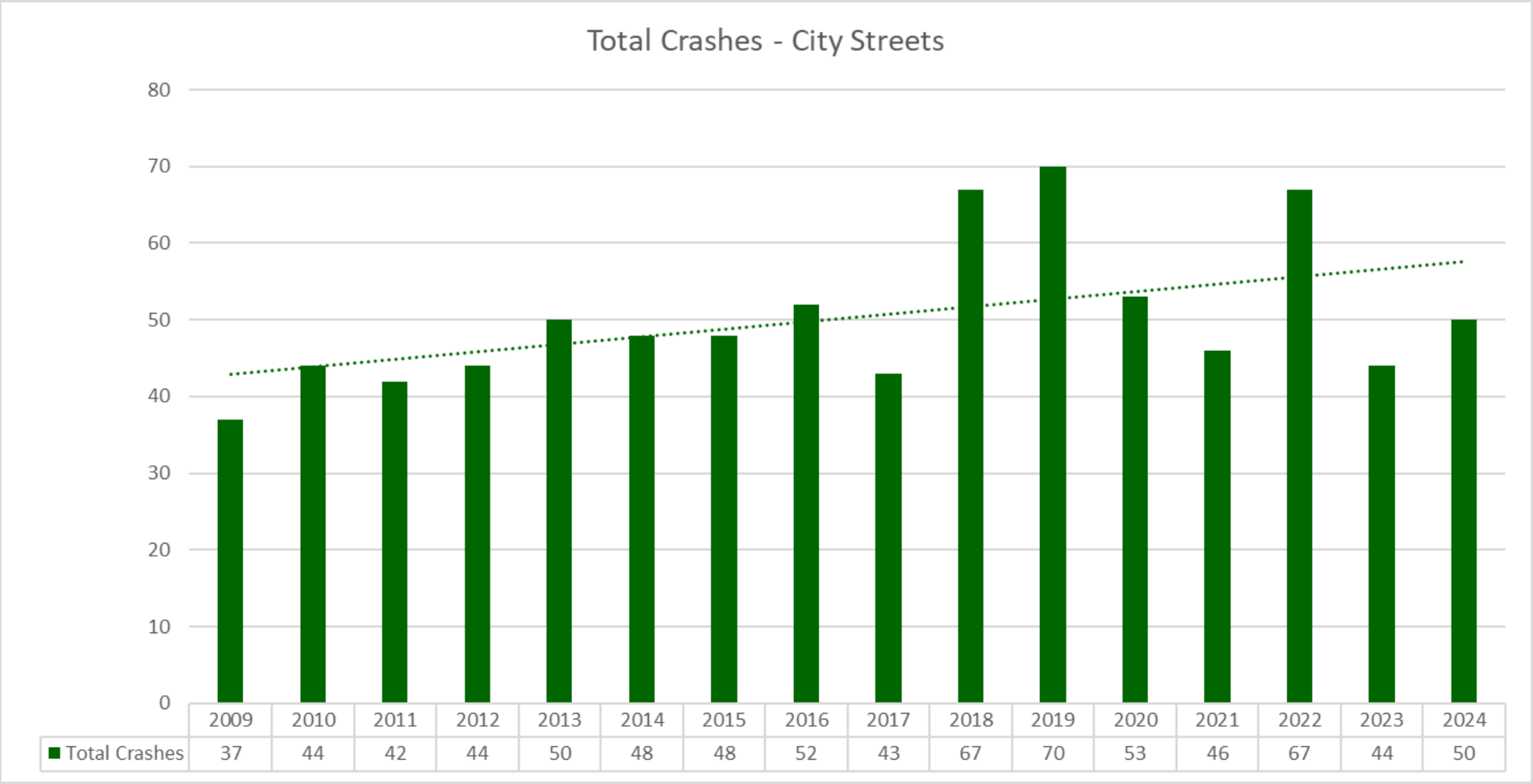


*Figure 6 - Total Collisions Enumclaw City Streets *Does not include state routes*

Table 3 - Total Number of Fatal and Serious Injury Collisions 2009-2024

Total Number of Fatal and Serious Injury Crashes - Enumclaw Roads																			
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	*2019*	*2020*	2021	2022	2023	2024	2020-2024 Total	%Diff 20-24 / 15-19	%Diff 15-19/10-14
Enumclaw	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	***1***	***2***	***0***	***1***	***0***	***2***	5	-17%	500%
Westside Cities	855	837	709	812	675	748	782	865	839	865	*738*	*686*	807	907	1048	983	4,431	8%	8%
All Cities	1,039	1,010	870	998	828	901	959	1,053	1,031	1,068	*905*	*903*	1029	1212	1329	1247	5,720	14%	9%
All Public Roads	2,712	2,535	2,262	2,289	2,020	2,127	2,264	2,410	2,455	2,433	*2,453*	*2612*	3106	3353	3603	3497	16,171	35%	7%

Table 4-Total Number of Collisions 2009-2024

Total Number of Collisions - Enumclaw Roads																			
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	*2019*	*2020*	2021	2022	2023	2024	2020-2024	%Diff 20-24 / 15-19	%Diff 15-19 / 10-14
Enumclaw	**37**	**44**	**42**	**44**	**50**	**48**	**48**	**52**	**43**	**67**	***70***	***53***	**46**	**67**	**44**	**50**	260	-7%	23%
Westside Cities	44,029	42,670	41,704	41,833	42,033	45,217	48,972	49,790	49,285	46,850	*37,588*	25556	30191	30853	31495	30997	149,092	-36%	9%
All Cities	54,985	53,924	52,241	52,480	52,783	56,240	61,193	62,913	62,087	59,480	*47,522*	34723	41053	42380	42553	41996	202,705	-31%	10%
All Public Roads	103,002	101,876	98,945	99,613	99,762	107,674	117,060	122,385	121,053	115,977	*111,713*	86387	103399	103480	104517	104195	501,978	-15%	16%

1. Fatal and Serious Injury Crashes:

The focus of an LRSP is typically on crashes with fatalities or serious injuries. Given the sample size of fatal (1) and serious injury (4) crashes on City streets and possibility of statistical bias, data for all crashes were analyzed for over-representation of crash types and contributing factors. Within City Limits the most deadly crash types are: Hit Fixed Object; Rearend collisions; and Hit Pedestrian (Table 5 and Table 6). Given the high number of Angle (T) collisions (32% of all City Street collision's) and potential for serious injury collisions, this analysis will review Angle (T) collisions as well.

Table 5-Total Fatal / Serious Injury Crashes for Enumclaw City Streets by Collision Type

Description	Total - F/S Injuries City Streets	Percentage
Hit Fixed Object	3	60%
Sideswipe (Same Direction)	1	20%
Head-on	1	20%
Angle (T)	0	0%
Rearend	0	0%
Sideswipe (Opposite Direction)	0	0%
Angle (Left Turn)	0	0%
Angle (Right)	0	0%
Overturn	0	0%
Hit Pedestrian	0	0%
Hit Cyclist	0	0%
Wildlife/Animal	0	0%
Hit Parked Car	0	0%
Railway	0	0%
Other	0	0%

Table 6-Total Fatal / Serious Injury Crashes for State Routes within City Limits by Collision Type

Description	Total - F/S Injuries State Routes	Percentage
Rearend	2	40%
Hit Pedestrian	2	40%
Sideswipe (Opposite Direction)	1	20%
Hit Fixed Object	0	0%
Angle (T)	0	0%
Sideswipe (Same Direction)	0	0%
Head-on	0	0%
Angle (Left Turn)	0	0%
Angle (Right)	0	0%
Overturn	0	0%
Hit Cyclist	0	0%
Wildlife/Animal	0	0%
Hit Parked Car	0	0%
Railway	0	0%
Other	0	0%

2. Hit Fixed Object

Typical objects struck by drivers on city streets include trees, mailbox, fence, utility pole, street light pole, linear curb, roadway ditches and sign posts. One fatality and two serious injuries occurred as a result of fixed object collisions. Objects struck in these three incidents include a utility pole mailbox and linear curb respectively. The rate of total fixed object collisions within the City of Enumclaw is higher than the rate observed in WA city

roads and Western WA city roads. Common contributing factors included being under the influence of alcohol /drugs, asleep or fatigued, exceeding safe speed, and inattention /distractions. Hit Fixed Objects are generally considered a subset of Roadway Departure crashes, risks and relevant countermeasures.

3. Rearend

The rate of rearend collisions on city streets is ~ 70% lower than the rate observed in WA city roads and Western WA city roads. Higher concentrations of rearend collisions within city limits occur at major intersections between City Streets and state highways (SR410/SR169/SR164). Common contributing factors included inattention / distraction, under influence of alcohol / drugs, and exceeding safe speed.

4. Angle (T)

The rate of Angle (T) collisions on city streets is ~15% higher than the rate observed in WA city roads and Western WA city roads. Higher concentrations of Angle (T) collisions within city limits occur at arterial road intersections. Common contributing factors included disregard for signals, inattention / distraction, and under influence of alcohol / drugs.

5. Active Transportation Crashes

Active Transportation crashes typically have a higher risk of resulting in serious injury or fatalities. Through the five year study period there were a total of 10 active transportation crashes on City Streets and 8 on state routes Common contributing factors included inattention/distraction and failing to yield to non-motorists. Nearly 45% of Active Transportation Crashes occurred in dark conditions.

B. Spatial Analysis

1. Hit Fixed object

26% of fixed object crashes occur on roadways with posted speed limits of 35mph or greater. Additional characteristics of Hit Fixed Object crashes include occurring on functionally classified and non-intersection related roadways (78%).

On City Streets, clusters of Hit Fixed Object crashes occurred at:

a) Cole St/Roosevelt Intersection

b) Cole St / Battersby Ave Intersection

2. Rearend

85% of rearend collisions occurred on functionally classified roads with 46% of crashes on posted speed limits of 35mph or greater. Nearly 62% of rearend crashes occurred at intersections. In general, rearend crashes occurred where city arterial and collector streets meet state highways.

Clusters of rearend crashes occurred at the following intersections:

a) **SR164 / 244TH Ave**
b) **SR410 / Warner Ave**
c) **Cole St / Battersby Ave**
d) **SR410 / Watson St**
e) **Cole St / SR410**
f) **Farman St / SR410**

3. Angle (T)

70% of Angle (T) crashes occurred on functionally classified roads with 16% of crashes on posted speed limits of 35mph or greater. Stop sign controlled intersections represented majority of the Angle (T) crashes (71%). Similar to rearend crashes, Angle (T) collisions have an increased frequency at arterial/collector City Streets and state routes intersections. Clusters of crashes occurred at:

a) **Cole St/Roosevelt Intersection**
b) **Monroe / SR410**
c) **Railroad St / SR164**
d) **Blake St / SR410**
e) **Cole St / Battersby Ave**
f) **Semanski / Warner Ave**

4. Active Transportation Crashes

70% of Active Transportation crashes occurred at intersections along functionally classified roads. 41% of all Active transportation crashes within City Limits occurred during dark/nighttime conditions. 44% of all active transportation crashes occurred on or near locations (within 0.1 miles) that lacked pedestrian facilities (sidewalks, curb ramps, planter strips).

IV. Primary Risk Factors and Risk Scoring

A. Excessive Speed

35mph and greater speed limit zones make up 20% of centerline miles for roadways within City Limits yet crashes with posted speed limits of 35mph or more make up 42% of all crashes. 90% of all serious injury / death occurrences occur in 35 mph or greater speed limit zones within City Limits.

B. Dark Driving Conditions

Nighttime conditions reduce visibility and increase the risk of active transportation (22% of crashes on City Streets and 41% within City Limits) crashes and hit fixed object (48% of crashes in City Streets) crashes. Having proper lighting and signage at intersections, curved roads, and high active transportation usage locations can help reduce frequency of crashes.

C. Lack of Active Transportation Facilities

When users are forced to walk or ride in the roadway on streets without adequate, ADA-compliant, and dedicated facilities, the exposure to vehicle traffic poses a risk to more crashes with severe consequences. A qualitative evaluation determined if along street segments was low, medium or high risk along road segments and intersections.

D. Presence of Hazardous Roadside Conditions

When drivers depart the roadway, the presence of steep slopes, fixed objects (utility poles, ditches, street lights) within the recovery zone or clear zone width, and presence of edge drop offs pose a risk to the driver's ability to recover safely and increase the risk of injury in the event of a roadway departure.

E. Arterial / Collector Functional Classification

Of all crashes within city limits, 495 out of 588 crashes (84%) occurred on functionally classified (arterial/collector) roads. For all city streets 167 out of 260 crashes (62%) occurred on functionally classified (arterial/collector) roads. With greater volumes of traffic AADT, there is an increase in exposure and potential conflicts. All serious injury and fatal crashes from 2020-2024 within city limits occurred on arterial and collector functionally classified streets.

F. Risk Scoring of Transportation Elements

Based on these factors, each roadway segment and intersection on functionally classified roads was scored for presence of these risk factors. A qualitative evaluation scored each of these segments low (value =0), medium (value equal to 0.5) or high (value = 1). Additionally a 5-year historical number of crashes per million miles traveled or million vehicles entered for intersections was determined to provide a measure of the overall presence of accidents compared to the number of road users on the street segment. Additional weight was given to road segments and intersections with the presence of fatalities or serious injuries over the past 5 years. Each Serious Injury added a score of "1", each Fatality added a score of "2".

The top 20 road segments identified with these risk factors are the following:

Rank	ROAD SEGMENTS	FROM	TO	Crashes / Million Miles Traveled 5-Year Average	Lack of Active Transportation Facilities	Presence of Hazardous Roadside Conditions	Speed Greater Than 35 mph	Dark Driving Conditions	Serious Inury / Fatality	Total
1	Roosevelt Ave	Cole Street	SR410	2.74	1.0	1.0	0.0	0.0	3.0	**5.0**
2	244th Ave	City Limits	SR164	2.19	1.0	1.0	1.0	1.0	1.0	**5.0**
3	Porter St	McHugh Ave	City Limits	1.76	1.0	1.0	1.0	1.0	1.0	**5.0**
4	Farman St	SR410	Battersby Ave	1.25	1.0	1.0	1.0	1.0	1.0	**5.0**
5	244th Ave	SR164	Roosevelt Ave	0.44	1.0	1.0	1.0	1.0	0.0	**4.0**
6	244th Ave	Roosevelt Ave	Warner Ave	0.43	1.0	1.0	1.0	1.0	0.0	**4.0**
7	Blake St	Warner Ave	SR410	1.07	1.0	1.0	0.0	1.0	1.0	**4.0**
8	SR410	Cole Street	Roosevelt Ave	1.66	1.0	0.0	1.0	1.0	1.0	**4.0**
9	SR164	City Limits	244th Ave	3.94	1.0	0.0	1.0	1.0	1.0	**4.0**
10	SR164	244th Ave	Semanski St	0.63	1.0	0.5	1.0	1.0	0.0	**3.5**
11	Roosevelt Ave	244th	Semanski	0.72	1.0	1.0	0.0	1.0	0.0	**3.0**
12	244th Ave	Warner Ave	City Limits	0.08	1.0	1.0	1.0	0.0	0.0	**3.0**
13	Farman St	Warner Ave	SR410	0.00	1.0	1.0	1.0	0.0	0.0	**3.0**
14	Warner Ave	Watson St	Farman St	0.19	1.0	1.0	1.0	0.0	0.0	**3.0**
15	SR410	244th	Semanski St	0.27	1.0	0.0	1.0	1.0	0.0	**3.0**
16	SR410	Semanski St	Warner Ave	0.73	1.0	0.0	1.0	1.0	0.0	**3.0**
17	SR410	Warner Ave	Cole St	1.48	1.0	0.0	1.0	1.0	0.0	**3.0**
18	SR410	Watson St	Farman St	0.92	1.0	0.0	1.0	1.0	0.0	**3.0**
19	SR410	Farman St	City Limits	1.03	1.0	0.0	1.0	1.0	0.0	**3.0**
20	Battersby Ave	Garrett St	Farman St	0.90	0.0	1.0	1.0	1.0	0.0	**3.0**

Intersections between functionally classified roads were also analyzed as well. The top 10 intersections identified with risk factors include the following:

Rank	SEGMENT 1	SEGMENT 2	Crashes / Million Miles Traveled 5-Year Average	Lack of Active Transportation Facilities	Presence of Hazardous Roadside Conditions	Speed Greater Than 25 mph	Dark Driving Conditions	Serious Inury / Fatality	Total
1	SR410	Warner Ave	0.37	0.0	0.0	1.0	0.0	2.0	**3.0**
2	Roosevelt Ave	SR410	0.21	1.0	0.0	1.0	1.0	0.0	**3.0**
3	Farman St	Battersby Ave	0.41	1.0	0.0	1.0	1.0	0.0	**3.0**
4	Semanski St	SR410	0.18	1.0	0.5	1.0	0.0	0.0	**2.5**
5	244th Ave	SR164	0.84	1.0	0.0	1.0	0.5	0.0	**2.5**
6	Farman St	Warner Ave	0.09	1.0	0.5	1.0	0.0	0.0	**2.5**
7	Cole St	SR410	0.43	1.0	0.0	1.0	0.0	0.0	**2.0**
8	Semanski St	SR164	0.18	0.0	0.5	1.0	0.0	0.0	**1.5**
9	244th Ave	Warner Ave	0.11	0.0	0.5	1.0	0.0	0.0	**1.5**
10	Harding St	McHugh Ave	0.00	1.0	0.5	0.0	0.0	0.0	**1.5**

Complete lists of road segment and intersection risk rankings are included in **Appendix E**.

V. Improvements to the Transportation System

A. Emphasis Areas

The Washington State Strategic Highway Safety Plan: Target Zero identifies the statewide highest priority risk factors. The 2024 Target Zero emphasis areas are:

- High Risk Road User Behavior: Impairment, Speeding, Distraction, and Lack of Seat Belt Use
- Road User Age Groups: Young Drivers (age 15-24) and Older Drivers (age 70+)

- Locations: Intersections and Lane Departures (including roadway departures)
- Road Users by Mode of Travel: Motorcycle Riders, Heavy Vehicles, and Active Transportation Users (walkers and rollers)

Focus areas for Enumclaw are identified using the same method. Local Road Safety Plan focus areas are oriented towards infrastructure solutions. While factors such as impairment and distraction can be directly addressed with programmatic rather than infrastructure solutions, roadway design that accommodates human mistakes and injury tolerances is effective in reducing fatalities and severe injuries for all crash types.

B. Countermeasures

The countermeasures identified in this LRSP are not only intended to address locations / crash types from historical trends, but also identify potential safety areas of improvement based on identified risk factors. The City's six-year Transportation Improvement Plan (TIP) includes multiple capital improvement projects to address identified risk factors. Most of these projects include sidewalk fill gaps, ADA ramp retrofits, bulb-outs, and rectangular flashing beacons.

Washington State's Target Zero plan, FHWA, Crash Modification Factor Clearinghouse website, and National Highway Traffic Safety Administrations Countermeasures That work publication provided sources and documentation of anticipated effectiveness of countermeasures to reduce crash rates.

Hit Fixed Object crashes have potentially feasible countermeasures that are listed below:

Figure 7- Guardrail countermeasure example Source: FHWA

- Retroflected Object Marker Signs
- Edge Line Markings
- Delineators
- Shoulder Rumble Strips
- Slope Flattening (improve recoverable area)
- Removal or relocation of fixed objects
- Breakaway features
- Traffic Barrier / Guardrail
- Horizontal curve warning signs
- Shoulder Widening
- Review posted speed limits
- Provide continuous lighting on arterial roadways

Figure 8- TWLTL Source FHWA

Rearend crashes have the following potentially feasible countermeasures listed below:

- Install TWLTL on a two lane road
- Install Red-light indicator lights
- Convert T intersection to continuous green T intersection

Figure 9- Roundabout Examples Source: WSDOT

Angle (T) crashes feasible countermeasures include:

- Install red light cameras at intersections
- Install red light indicator lights
- Convert stop controlled and signalized intersections to roundabouts
- Convert permissive left-turn to flashing yellow arrow (FYA)
- Install an intersection conflict warning system (ICWS) with combination of overhead and advanced post mounted signs
- Change intersection control where warranted (uncontrolled to two-way stop control or two-way stop to all-way stop control)

Figure 10-RRFB Examples Source: FHWA

Active Transportation crashes have potentially feasible countermeasures including:

- Rectangular Rapid-Flashing Beacons (RRFB)
- RRFB with advanced yield or stop markings and signs
- Pedestrian Hybrid Beacons (PHB)
- Installation of bike lanes
- Install raised crosswalks
- Install raised median
- Installation of walkways
- Curb Extensions / Bulb-outs

1. Enforcement and Education

The city will coordinate with police resources to target enforcement and public education campaigns addressing excessive speed. Increasing patrols and strategic placement of police department mobile trailer mount speed radar feedback sign will reinforce the City's concern for speed reductions as a safety measure for all users of the road.

In addition to data collected from crash data, experience on the roads, near misses, and other incidents not available from crash data The City of Enumclaw Police Department identified the following areas as potential areas of concern that may not show up directly in crash data statistics:

- Railroad St and Griffin Ave / Wells St and Griffin Ave
- Foothills Trail Crossing east of Warner Ave and SR410
- Semanski St and SR410 Intersection

The City will evaluate the opportunity to implement a data-driven, community involved, and formalized traffic calming program to not only respond to citizen concerns and police feedback on high vehicle speeds, but take a proactive areawide approach. Rather than waiting for traffic/speeding issues to be reported, the city would define neighborhood areas of study, one neighborhood at a time, to ensure roadways are used as intended and traffic calming measures will not negatively impact neighboring streets.

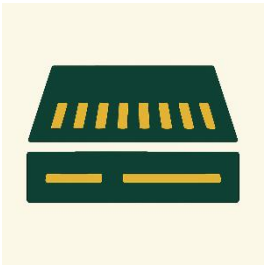
The City of Enumclaw may develop and conduct an educational public safety awareness campaign similar to “Neighbors Drive 25” in Spokane or “100 Safest Days of Summer” from WTSC.

2. Adequate Lighting

Improved roadway lighting may be implemented as a safety countermeasure at priority intersections and along active transportation corridors, including sidewalks, crosswalks, and shared-use paths. Enhanced illumination increases visibility of pedestrians, bicyclists, and roadway features during low-light and nighttime conditions, reducing the risk of active transportation crashes. Lighting treatments will focus on intersections with higher crash frequencies, crossings with documented pedestrian or bicycle activity, and locations with limited existing visibility. This strategy aligns with Highway Safety Manual guidance and proven safety countermeasures, supporting safer travel for all modes while addressing equity by improving conditions for vulnerable road users.

For intersections, improved lighting has been shown to reduce nighttime injury crashes by up to 38 percent. Pedestrian crashes were found to see a 42% reduction after lighting installations. Along pedestrian and bicycle routes, targeted lighting at crosswalks, midblock crossings, and shared-use paths enhances safety for vulnerable road users, who are otherwise at elevated risk in dark or low-visibility conditions.

3. Shoulder Edge Wide Marking and Rumble Strip Marking



Wider Edge Line markings enhance the visibility of travel lane boundaries and are most effective on two-lane roadways and where proper shoulder width allows. Studies have indicated the ability to reduce roadway departure crashes by up to 37% according to the FHWA.

Shoulder Rumble Strips and line markings are proven effective ways to alert distracted drivers prior to departing the roadway. Shoulder rumble

strips reduce the number of roadway departure crashes between 13-51% according to FHWA. These are particularly useful when road users have little recovery area before severe road departures into a roadside ditch.

4. Speed Calming Measures

Perimeter flashing LED lighting speed limit signs, stop signs, and warning signs can draw driver attention to the signs. LED speed feedback signs can provide a dynamic response to drivers encouraging drivers to drive the posted speed limit. Speed management and traffic calming methods can reduce the operating speed of vehicles and the likelihood of roadway departures.

5. Active Transportation Improvements

Construction of ADA-complaint curb ramps, sidewalks, widened shoulders, RRFB signals, and high visibility crosswalks complete gaps in the City's active transportation network. Completing gaps provides a dedicated facility for non-motorized users, increasing safety. Dedicated sidewalks and paved shoulders have been shown to reduce pedestrian crashes from 65-89% according to the FHWA. The utilization of RRFB's show a 47% reduction in pedestrian involved crashes.

C. Prioritized Safety Improvement Projects:

The City's 2024 Transportation Element and 2026-2031 Transportation Improvement Plan (TIP) include several projects which are either direct safety countermeasures or contain a safety component which is a countermeasure to the risk factors identified in the LRSP. Some of the planned and funded projects listed below are along the three major arterial corridors (SR164, SR410 and SR 169) that have been the site of the majority of crashes.

The city approaches safety by aligning with WSDOT's equity-based Safe System Approach framework. Traffic crashes disproportionately affect vulnerable road users (i.e. children, older adults, people with disabilities, and residents in lower-income neighborhoods) who may rely more heavily on walking, biking, or transit. These communities often experience higher exposure to risk due to a severely limited or lack of infrastructure such as sidewalks, crosswalks, and lighting, as well as higher traffic speeds on local streets. The City prioritizes identifying and addressing safety needs in areas with elevated crash rates and historically underserved populations, ensuring that countermeasures improve safety outcomes fairly across the community. By integrating equity into project selection, funding decisions, and performance monitoring, the city aims to reduce disparities in traffic-related injuries and fatalities and advance safe, accessible mobility for all.

Figure 11-Source: WA Strategic Highway Safety Plan 2024

The following projects represent a prioritized listing of proposed systemic and spot safety countermeasures, including and in addition to those identified in the 2026-2031 TIP and/or Transportation Element of the 2024 City Comprehensive Plan, that the City will seek to implement using a mix of funding from WSDOT's HSIP City Safety program, local funds, and other state funding sources. The safety countermeasure projects which are not adopted in TIP or Comprehensive Plan are more systemic from a programmatic or operational standpoint, addressing risk factors, such as speed, street lighting, signage and public awareness. The City conducted an open house for the Transportation Element to address concerns from residents. Notes from the open house are included in the **Appendix F**. The top grant candidates are:

LRSP PROJECT ID	PROJECT DESCRIPTION	TIP / COMPHREHENSIVE PLAN ID	COST ESTIMATE
1A	Stevenson/Railroad Intersection Improvements	TIP ID 12	$ 350,000
1B	Kibler Ave. / 244th Intersection Improvements	NONE	$ 500,000
2A	CITY WIDE LED LIGHTING	NONE	$ 500,000
2B	CITY WIDE WIDE STIPING AND SHOULDER RUMBLE STRIP APPLICATION	NONE	$ 400,000
3A	Porter Street Pedestrian Improvements	TIP ID 14	$ 2,000,000
4A	RRFB and Crosswalk Enhancements	NONE	$ 400,000
4B	Active Transportation Network Safety Gap	T-1, T-2 T-15, T-16 T-8 T-14 S-23 T-6	$ 14,410,000
5A	SR410 Watson to Suntop Blvd	W-11, W-7	$ 2,125,000
5B	SR410 Suntop Blvd to Brown Bear	W-10	$ 300,000
		City Improvement Total	**$ 20,985,000**

1. Multimodal Intersection Spot Improvements:

a) Stevenson/Railroad Intersection Improvements (TIP ID12): $350,000

Installation of ADA compliant curb ramps, bulb outs, dedicated crosswalks with signages, storm improvements.

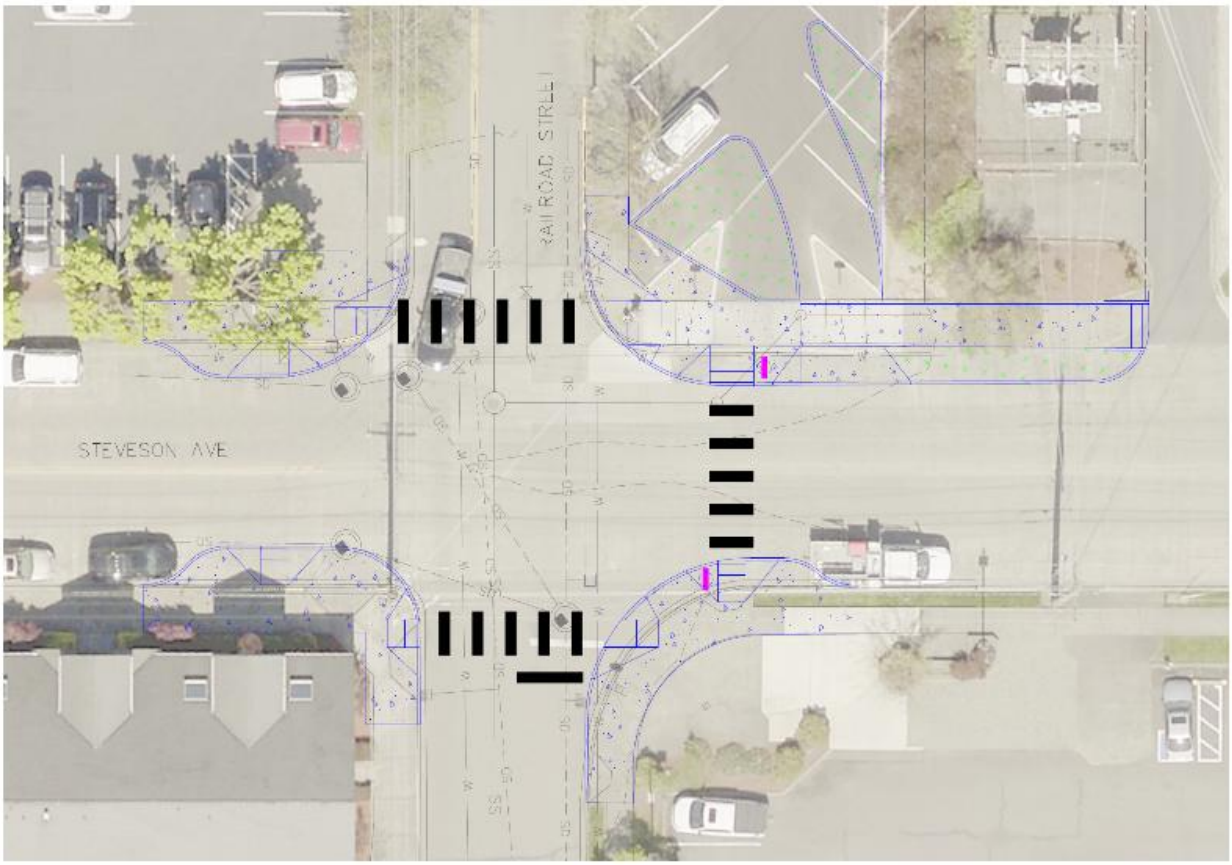


Figure 12-Stevenson Ave / Railroad Street Conceptual Intersection Improvements

b) Kibler Ave. / 244th Intersection Improvements: $500,000

Installation of ADA compliant curb ramps, bulb outs, dedicated crosswalks with signages, storm improvements, lighting.

c) Roosevelt Ave – Cole St to SR410 Improvements (T-5): $250,000

Installation of sidewalks and lighting improvements on Roosevelt Ave from Cole St to SR410.

2. *Systemic Multimodal Improvements*

a) City-Wide LED Lighting: $500,000

Evaluation and installation of proper lighting facilities. With increased emphasis on intersections, Safe Route to School Routes, and high Active Transportation generators (schools, parks, hospitals, police, fire, transit

stop) locations. Identified areas of emphasis include, but are not limited to:

- Intersections
  - Battersby Ave and Farman St Intersection
  - Cole St and Battersby Ave Intersection
  - 244th Ave and SR164 Intersection
- Road Segments
  - Porter St: McHugh Ave to City Limit
  - Blake St: Warner Ave to SR410
  - 244th Ave: SR164 to Roosevelt Ave
  - 244th Ave: Roosevelt Ave to Warner Ave
  - SR410: Cole to Roosevelt Ave
  - SR410: Roosevelt Ave to Blake St
  - SR164: City Limit to 244th Ave
  - Farman St: SR410 to Battersby Ave
  - Roosevelt Ave: 244th Ave to Semanski St

b) Wide Striping and Rumble Strip Application: $100,000-$400,000

Evaluation and installation of proper roadside wider striping and rumble strip application.

Wider striping to be considered as part of City's annual paint striping program along at-risk road segments.

Shoulder rumble strip and striping to be given priority consideration when city reconstruction or resurfacing projects are implemented. Application to be strongly considered on roadway shoulders with roadside ditches / no existing curb.

Priority locations for these treatments include but are not limited to the following:

- Intersections
  - Battersby Ave and Farman St Intersection

- Roosevelt Ave and SR410 intersection
- Road Segments
  - Porter St: McHugh Ave to City Limit
  - Blake St: Warner Ave to SR410
  - 244th Ave: City Limits to SR164
  - 244th Ave: SR164 to Roosevelt Ave
  - 244th Ave: Roosevelt Ave to Warner Ave
  - 244th Ave: Warner Ave to City Limits
  - Battersby Ave: Garrett St to Farman St
  - Warner Ave: SR410 to City Limits (East)
  - Roosevelt Ave: 244th Ave to Semanski St.
  - SR164: City Limit to 244th Ave
  - Farman St: SR410 to Battersby Ave

3. Active Transportation Facilities Spot Improvements:

a) Porter Street Pedestrian Improvements (TIP ID#14) : $2,000,000

Installation of ADA compliant curb ramps, bulb outs, proper lighting, 10 foot shared use pathway, RRFB crossings from McHugh Ave to Thunder Mountain Middle School. Complete sidewalk gap connections.

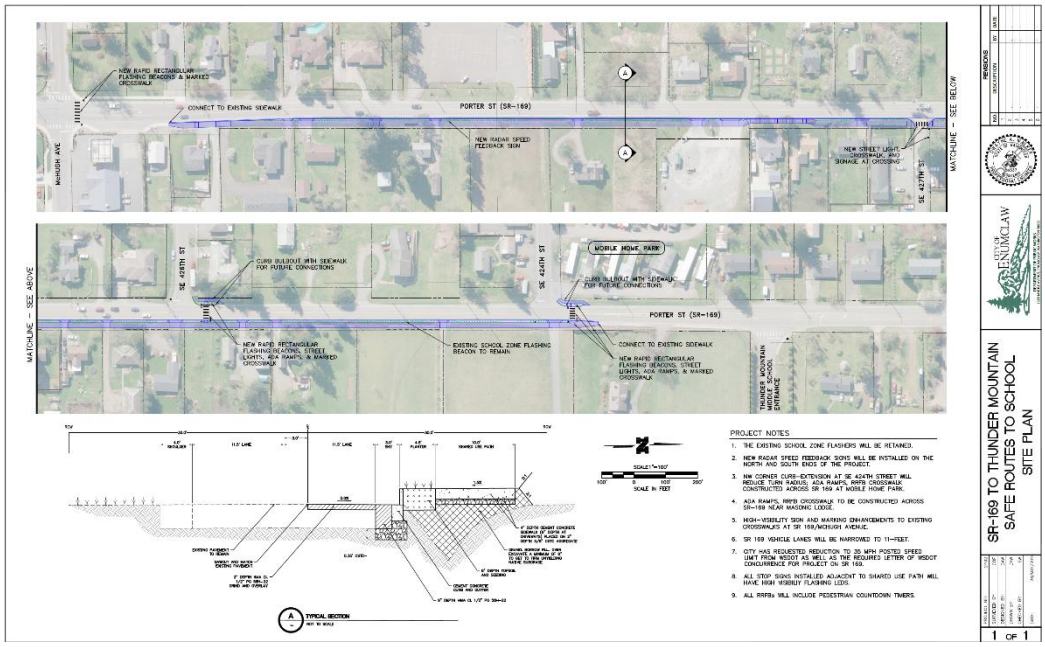


Figure 13-Porter Street Conceptual Pedestrian Improvements

Figure 14-Northbound Porter St lack of active transportation facilities

4. Systemic Active Transportation Facility Improvements:

a) RRFB and crosswalk enhancements: $400,000

This project will address the risk factor of pedestrian using crosswalks at high volume pedestrian traffic areas. Installation of solar-powered, sign mounted RRFB signs and pushbuttons will be added or replace existing signage at the following designated crosswalks:

- Kibler Ave and Hillcrest Ave
- SR169 and Kibler Ave intersection
- Battersby Ave and Jensen St
- Washington Ave and 1st St
- Marshall Ave and Fell St
- Fell St and Myrtle Ave
- Monroe Ave and SR410
- Farrelly St and SR164

b) Active Transportation Network Safety Gaps

Construct major arterial standard, trail per Parks Plan, installation of ADA compliant curb ramps, curb and gutter, storm improvements, sidewalks.

- 244th Ave – SR164 to Hamilton Pl (T-1 & T-2): $10,000,000
- Farman St – SR410 to Farman St (T-15 & T-16): $1,825,000
- Blake St – Warner Ave to SR410 (T-8): $2,250,000
- Division Street Pedestrian Improvements – Kibler Ave to McHugh Ave (T-14): $1,000,000
- Semanski St – McDougall Ave to SR410 (S-23): $110,000
- Semanski St – Roosevelt Ave to Terry Lane (T-6): $125,000

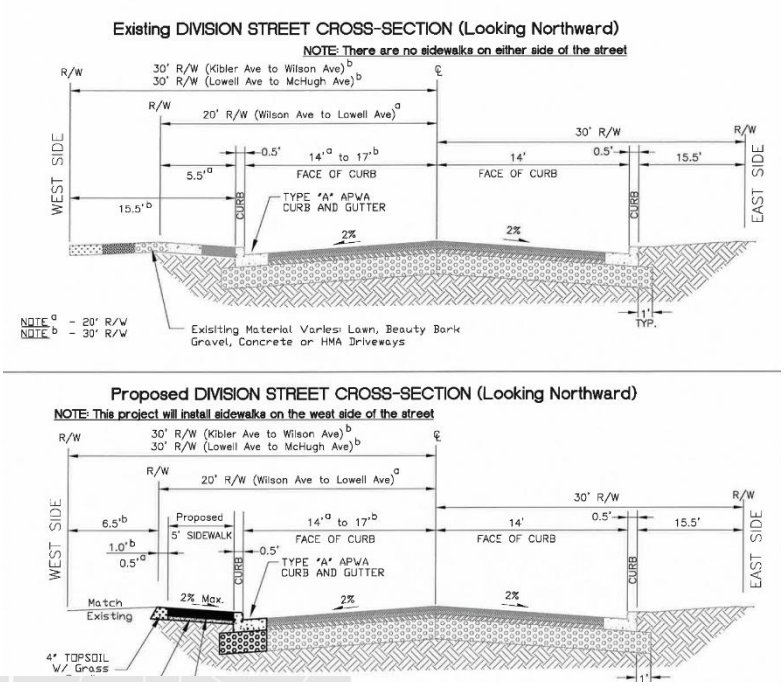


Figure 15-Division Street Conceptual Pedestrian Improvements

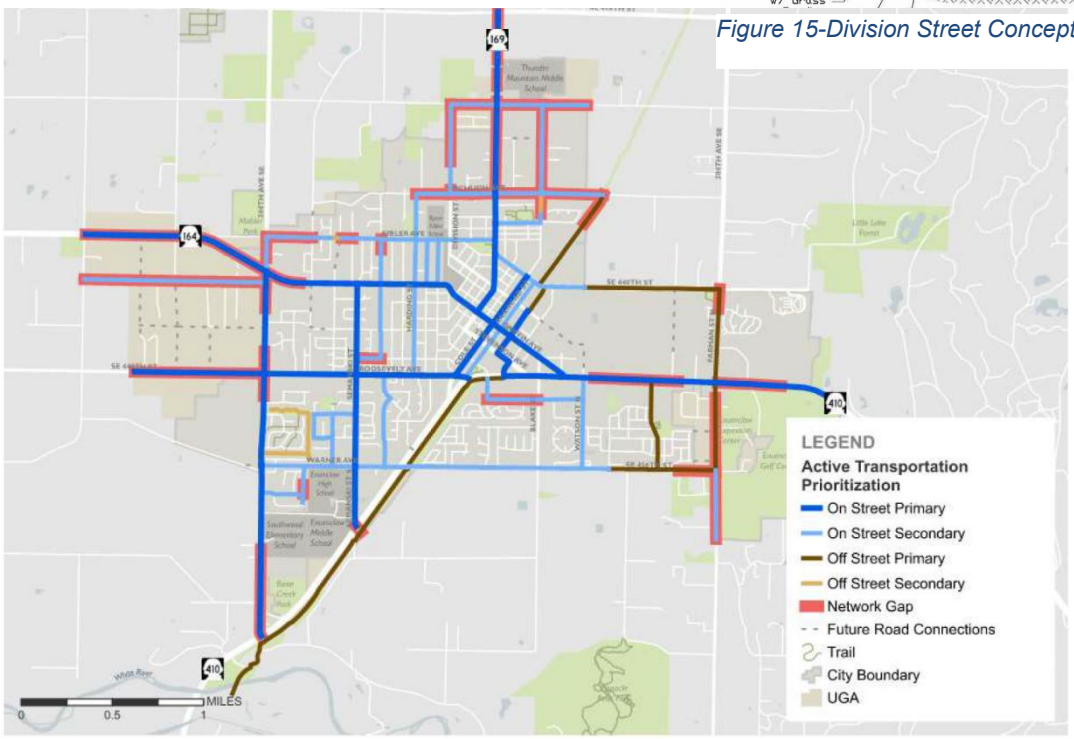


Figure 16-Active Transportation Gaps from Transportation Element of Comprehensive Plan 2024

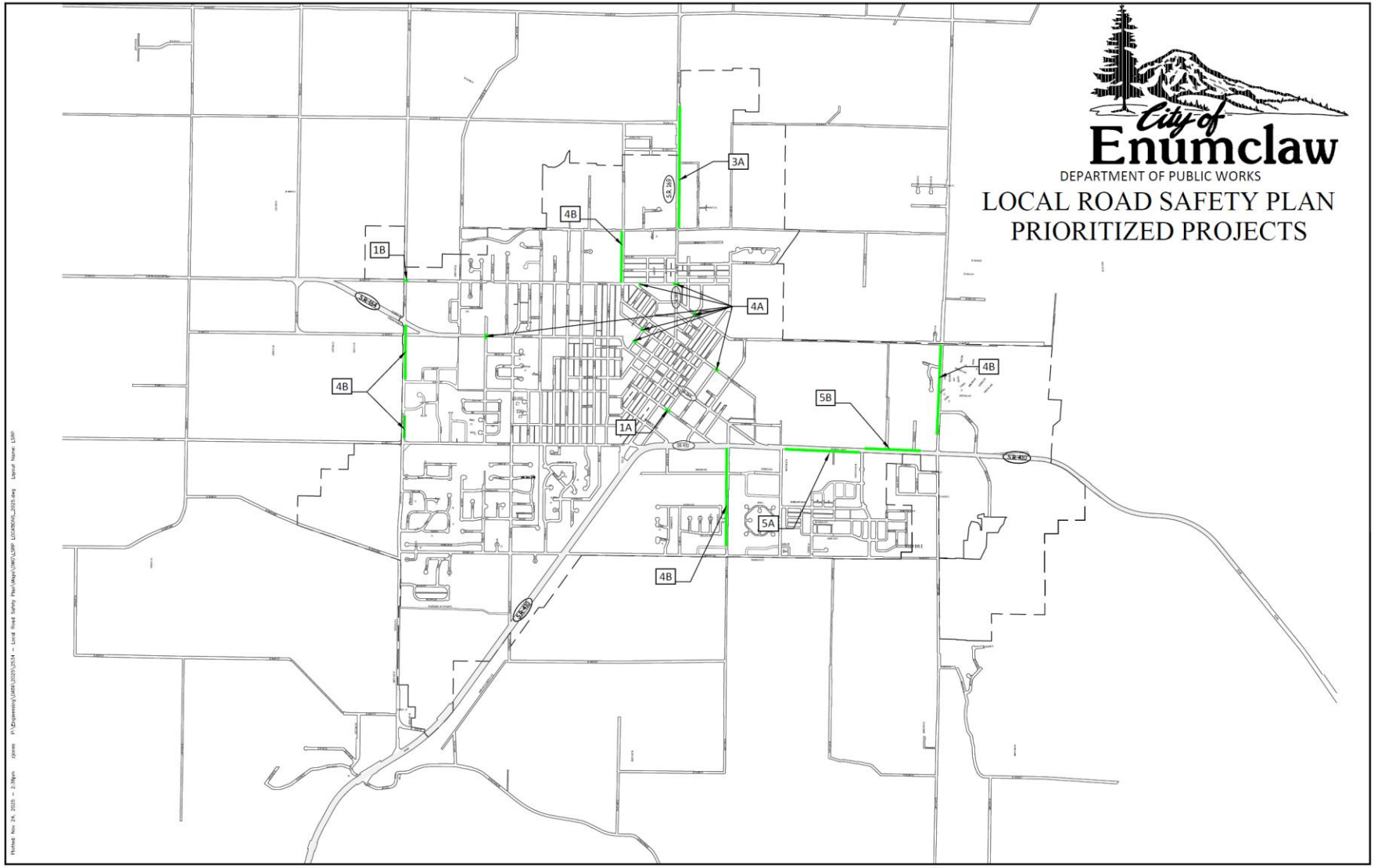
5. Active Transportation Systemic State Projects

a) W-11 & W-7 (SR410 Watson to Suntop Blvd): $2,125,000

Install pedestrian and bicycle facilities completing an Active Transportation Network Gap to allow active transportation users to connect to businesses along SR410 from Suntop Blvd. Complete connection to future roundabout (Project W-12).

b) W-10 (SR410 Suntop Blvd to Brown Bear): $300,000

Install pedestrian and bicycle facilities completing an Active Transportation Network Gap to allow active transportation users to connect to businesses along SR410 from Suntop Blvd to Brown Bear Car Wash. Complete connection to future roundabout (Project W-12).



VI. Future Project Updates:

The Local Road Safety Plan will be updated on a biennial basis to align with WSDOT funding cycle for HSIP funding. Updates to this plan will document projects completed and review the crash analysis to identify changes to crash types and risk factors. Future updates to the Local Road Safety Plan may shift priorities as future transportation projects are implemented.

The City of Enumclaw continues to experience significant development on the eastern side of town and within the UGA. The city population is expected to increase from 12,602 people in 2020 to 15,375 in 2044 (Exhibit H-2 Population Estimates City of Enumclaw Comprehensive Plan). Growing residential population will create a higher demand for active transportation and safety improvements within Enumclaw's transportation system.

The City may implement a continuous public input program survey to allow members of the public to provide safety concerns regarding speeding, active transportation facilities, and other traffic concerns. This may help identify potential areas of concern that require further engineering studies to determine appropriate follow up action.

The LRSP lifecycle consists of the following process:

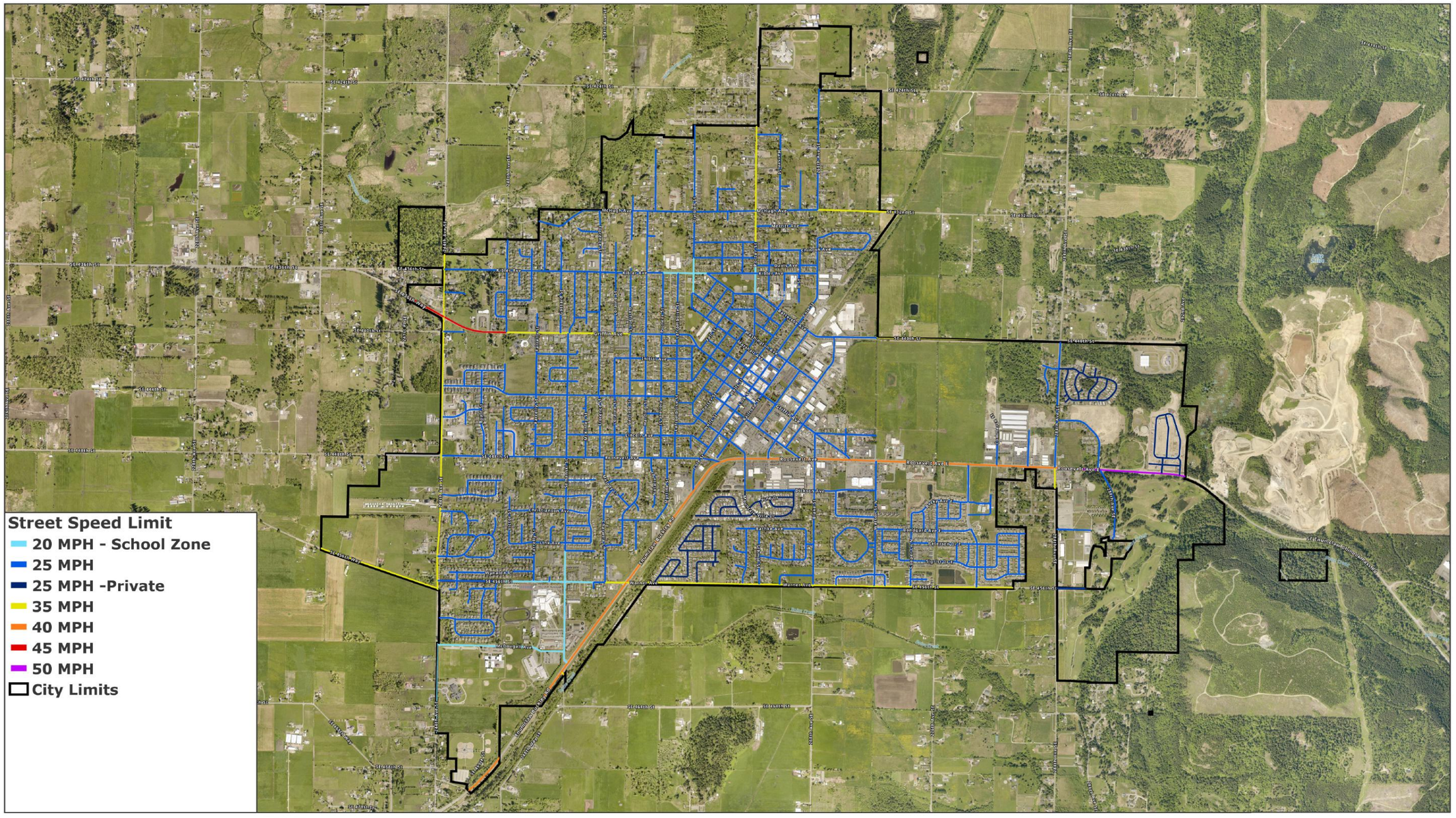
- Review public input data
- Collect most recent collision data
- Analyze data for updated risk factors, trends within the transportation network, effectiveness of implemented countermeasures, and possible new countermeasures
- Determine if reallocation of prioritized projects is necessary

APPENDIX A

STREET SPEED LIMITS

STREET SPEED LIMITS

11/26/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Exceeding Safe Speed Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

APPENDIX B

FHWA CRASH TREE

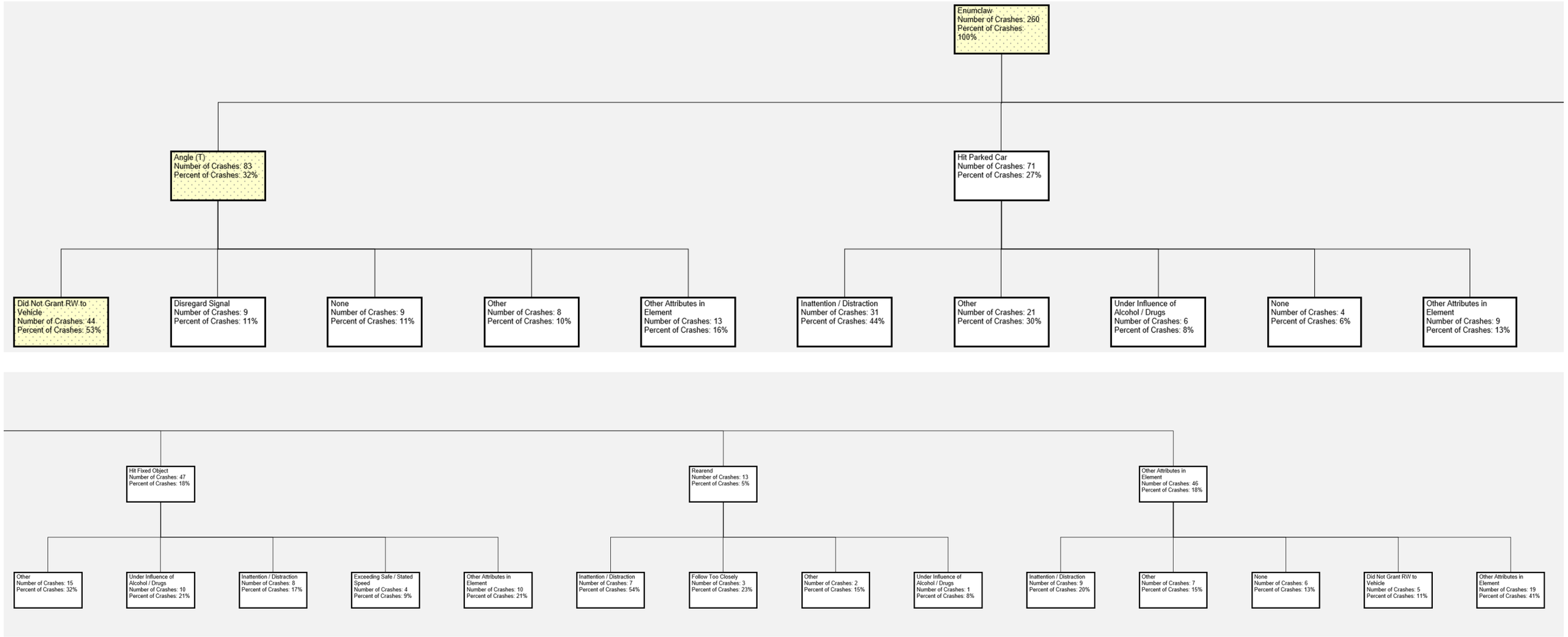


Figure 17-Enumclaw Streets Crash Tree Diagram Collision Type and Contributing Circumstance

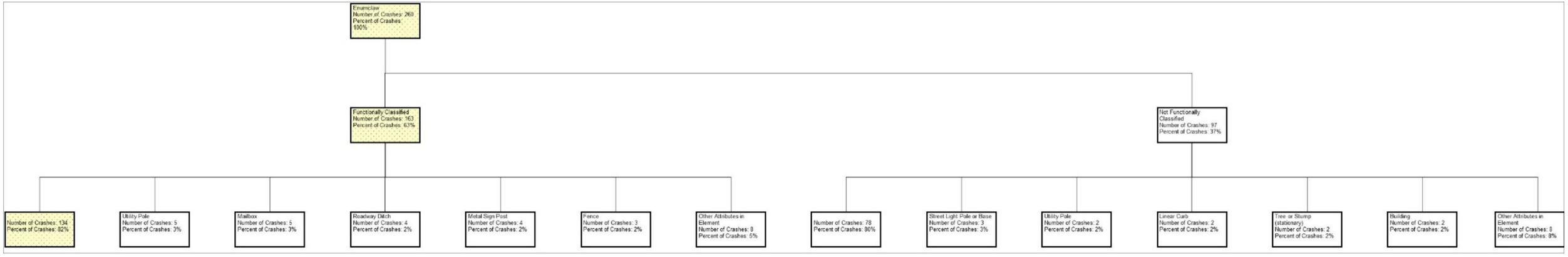


Figure 18-Crash Tree Diagram Objects Struck. Blank means crash type was no "Hit Fixed Object".

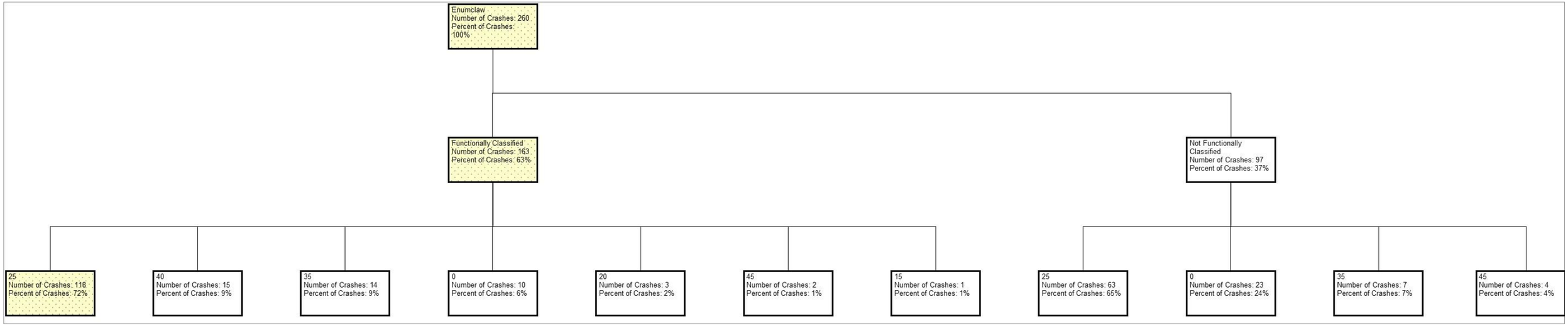


Figure 19-Crash Tree Enumclaw City Streets Posted Speed Limit. Speed Limit of 0 means no posted speed reported in crash report

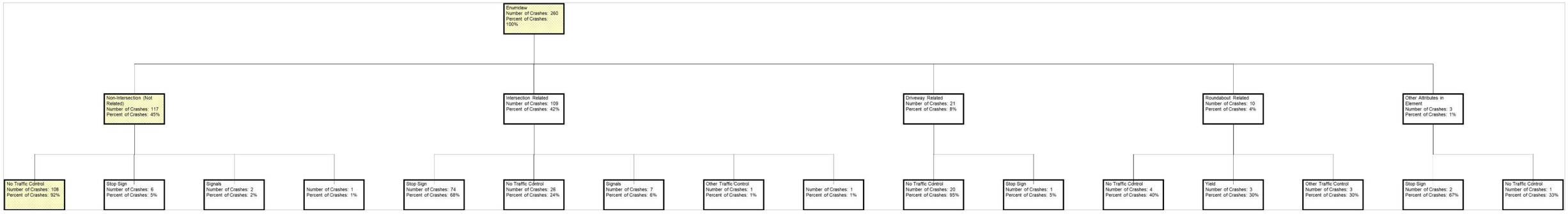


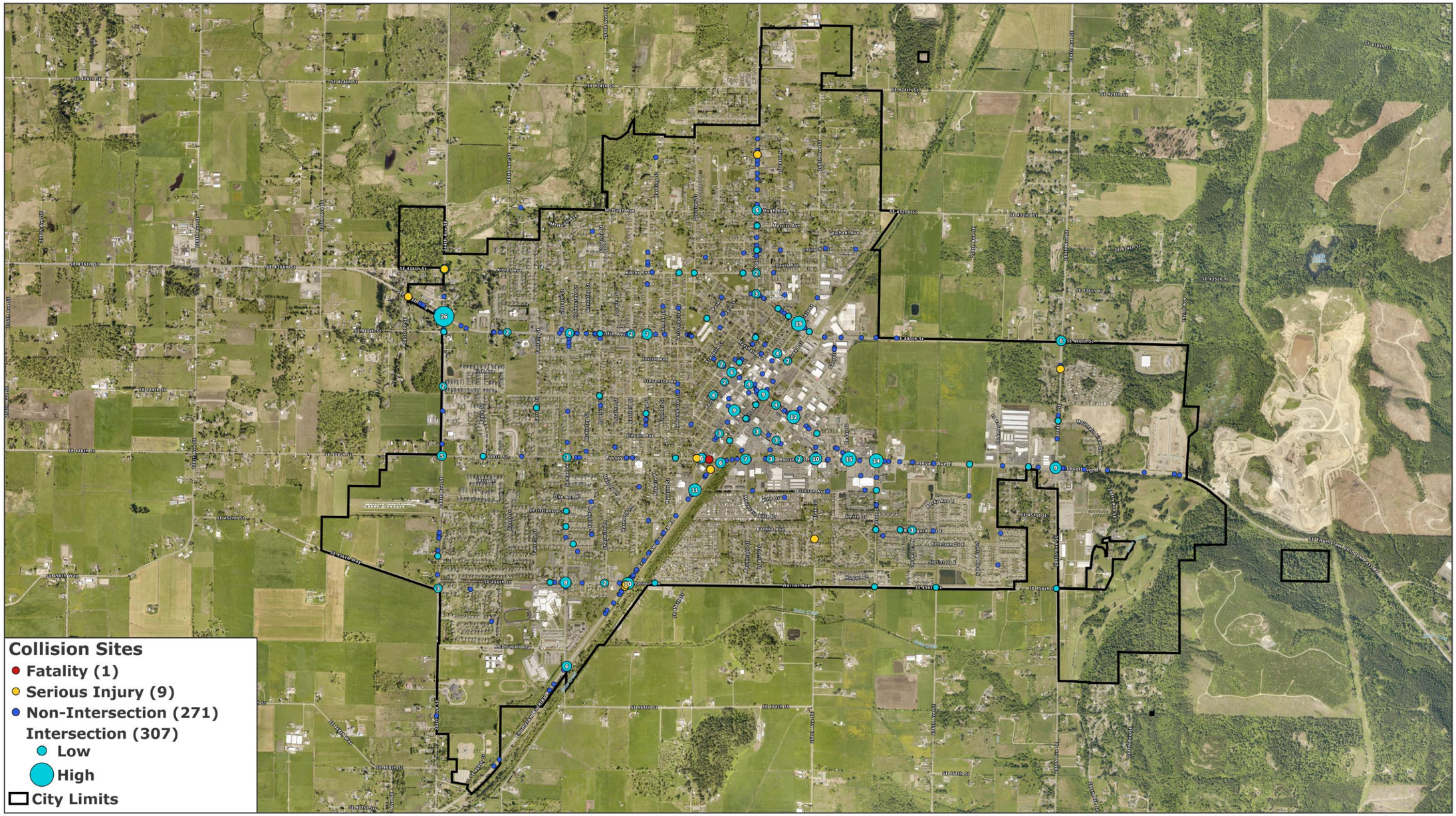
Figure 20-Enumclaw Streets Crash Tree Intersection Controls

APPENDIX C

COLLISION HISTORY 2020-2024

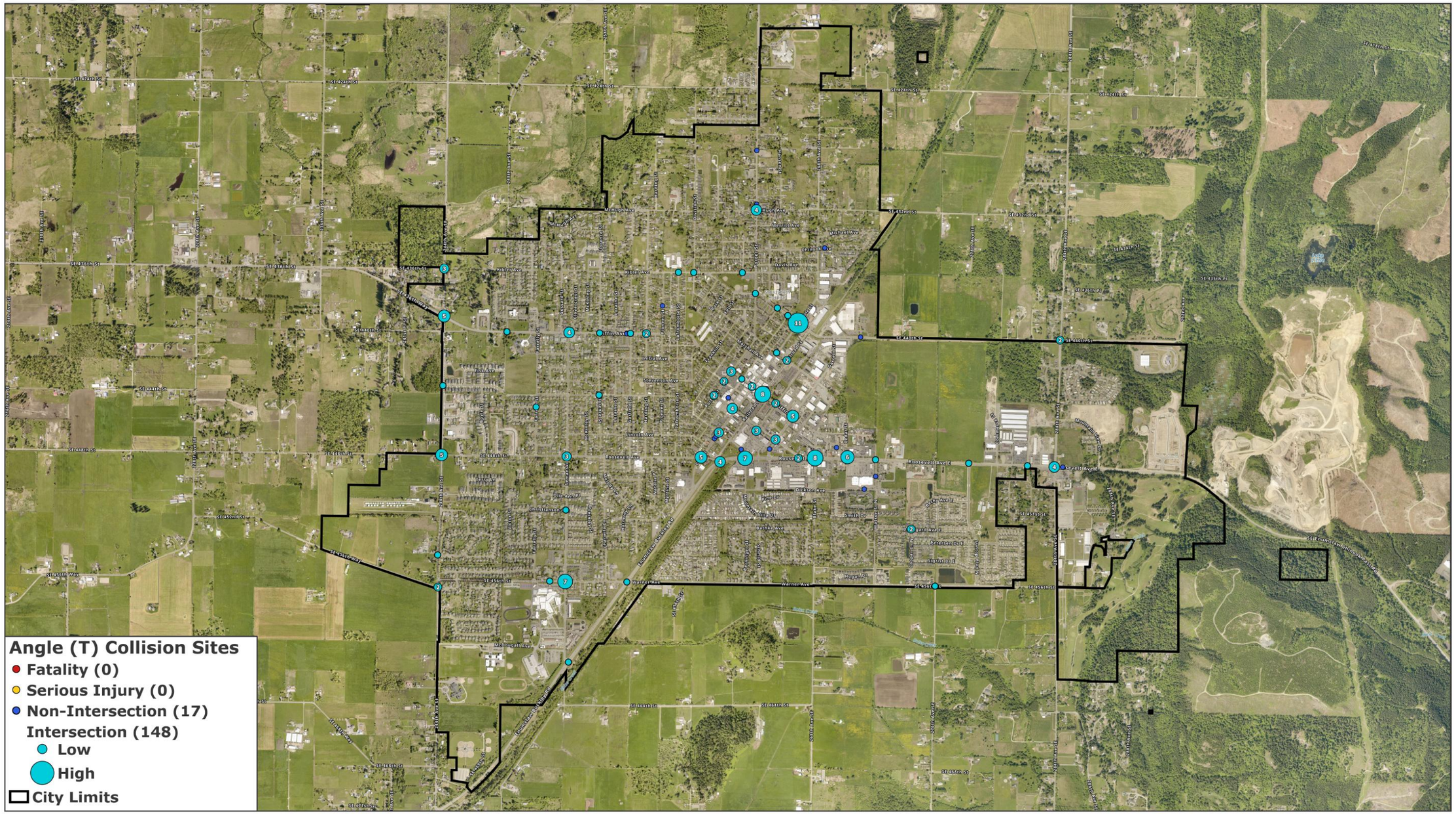
Collision History (2020-2024)

11/18/2025


Collision Sites
Fatality (1)
Serious Injury (9)
Non-Intersection (271)
Intersection (307)
Low
High
City Limits
SE 424th St
SE 436th St
SE 448th St
SE 452nd St
SE 456th St
SE 460th St
SE 464th St
SE 468th St
SE 472nd St
SE 476th St
SE 480th St
SE 484th St
SE 488th St
SE 492nd St
SE 496th Way
SE 500th St
SE 504th St
SE 508th St
SE 512th St
SE 516th St
SE 520th St
SE 524th St
SE 528th St
SE 532nd St
SE 536th St
SE 540th St
SE 544th St
SE 548th St
SE 552nd St
SE 556th St
SE 560th St
SE 564th St
SE 568th St
SE 572nd St
SE 576th St
SE 580th St
SE 584th St
SE 588th St
SE 592nd St
SE 596th St
SE 600th St
SE 604th St
SE 608th St
SE 612th St
SE 616th St
SE 620th St
SE 624th St
SE 628th St
SE 632nd St
SE 636th St
SE 640th St
SE 644th St
SE 648th St
SE 652nd St
SE 656th St
SE 660th St
SE 664th St
SE 668th St
SE 672nd St
SE 676th St
SE 680th St
SE 684th St
SE 688th St
SE 692nd St
SE 696th St
SE 700th St
SE 704th St
SE 708th St
SE 712th St
SE 716th St
SE 720th St
SE 724th St
SE 728th St
SE 732nd St
SE 736th St
SE 740th St
SE 744th St
SE 748th St
SE 752nd St
SE 756th St
SE 760th St
SE 764th St
SE 768th St
SE 772nd St
SE 776th St
SE 780th St
SE 784th St
SE 788th St
SE 792nd St
SE 796th St
SE 800th St
SE 804th St
SE 808th St
SE 812th St
SE 816th St
SE 820th St
SE 824th St
SE 828th St
SE 832nd St
SE 836th St
SE 840th St
SE 844th St
SE 848th St
SE 852nd St
SE 856th St
SE 860th St
SE 864th St
SE 868th St
SE 872nd St
SE 876th St
SE 880th St
SE 884th St
SE 888th St
SE 892nd St
SE 896th St
SE 900th St
SE 904th St
SE 908th St
SE 912th St
SE 916th St
SE 920th St
SE 924th St
SE 928th St
SE 932nd St
SE 936th St
SE 940th St
SE 944th St
SE 948th St
SE 952nd St
SE 956th St
SE 960th St
SE 964th St
SE 968th St
SE 972nd St
SE 976th St
SE 980th St
SE 984th St
SE 988th St
SE 992nd St
SE 996th St
SE 1000th St
SE 1004th St
SE 1008th St
SE 1012th St
SE 1016th St
SE 1020th St
SE 1024th St
SE 1028th St
SE 1032nd St
SE 1036th St
SE 1040th St
SE 1044th St
SE 1048th St
SE 1052nd St
SE 1056th St
SE 1060th St
SE 1064th St
SE 1068th St
SE 1072nd St
SE 1076th St
SE 1080th St
SE 1084th St
SE 1088th St
SE 1092nd St
SE 1096th St
SE 1100th St
SE 1104th St
SE 1108th St
SE 1112th St
SE 1116th St
SE 1120th St
SE 1124th St
SE 1128th St
SE 1132nd St
SE 1136th St
SE 1140th St
SE 1144th St
SE 1148th St
SE 1152nd St
SE 1156th St
SE 1160th St
SE 1164th St
SE 1168th St
SE 1172nd St
SE 1176th St
SE 1180th St
SE 1184th St
SE 1188th St
SE 1192nd St
SE 1196th St
SE 1200th St
SE 1204th St
SE 1208th St
SE 1212th St
SE 1216th St
SE 1220th St
SE 1224th St
SE 1228th St
SE 1232nd St
SE 1236th St
SE 1240th St
SE 1244th St
SE 1248th St
SE 1252nd St
SE 1256th St
SE 1260th St
SE 1264th St
SE 1268th St
SE 1272nd St
SE 1276th St
SE 1280th St
SE 1284th St
SE 1288th St
SE 1292nd St
SE 1296th St
SE 1300th St
SE 1304th St
SE 1308th St
SE 1312th St
SE 1316th St
SE 1320th St
SE 1324th St
SE 1328th St
SE 1332nd St
SE 1336th St
SE 1340th St
SE 1344th St
SE 1348th St
SE 1352nd St
SE 1356th St
SE 1360th St
SE 1364th St
SE 1368th St
SE 1372nd St
SE 1376th St
SE 1380th St
SE 1384th St
SE 1388th St
SE 1392nd St
SE 1396th St
SE 1400th St
SE 1404th St
SE 1408th St
SE 1412th St
SE 1416th St
SE 1420th St
SE 1424th St
SE 1428th St
SE 1432nd St
SE 1436th St
SE 1440th St
SE 1444th St
SE 1448th St
SE 1452nd St
SE 1456th St
SE 1460th St
SE 1464th St
SE 1468th St
SE 1472nd St
SE 1476th St
SE 1480th St
SE 1484th St
SE 1488th St
SE 1492nd St
SE 1496th St
SE 1500th St
SE 1504th St
SE 1508th St
SE 1512th St
SE 1516th St
SE 1520th St
SE 1524th St
SE 1528th St
SE 1532nd St
SE 1536th St
SE 1540th St
SE 1544th St
SE 1548th St
SE 1552nd St
SE 1556th St
SE 1560th St
SE 1564th St
SE 1568th St
SE 1572nd St
SE 1576th St
SE 1580th St
SE 1584th St
SE 1588th St
SE 1592nd St
SE 1596th St
SE 1600th St
SE 1604th St
SE 1608th St
SE 1612th St
SE 1616th St
SE 1620th St
SE 1624th St
SE 1628th St
SE 1632nd St
SE 1636th St
SE 1640th St
SE 1644th St
SE 1648th St
SE 1652nd St
SE 1656th St
SE 1660th St
SE 1664th St
SE 1668th St
SE 1672nd St
SE 1676th St
SE 1680th St
SE 1684th St
SE 1688th St
SE 1692nd St
SE 1696th St
SE 1700th St
SE 1704th St
SE 1708th St
SE 1712th St
SE 1716th St
SE 1720th St
SE 1724th St
SE 1728th St
SE 1732nd St
SE 1736th St
SE 1740th St
SE 1744th St
SE 1748th St
SE 1752nd St
SE 1756th St
SE 1760th St
SE 1764th St
SE 1768th St
SE 1772nd St
SE 1776th St
SE 1780th St
SE 1784th St
SE 1788th St
SE 1792nd St
SE 1796th St
SE 1800th St
SE 1804th St
SE 1808th St
SE 1812th St
SE 1816th St
SE 1820th St
SE 1824th St
SE 1828th St
SE 1832nd St
SE 1836th St
SE 1840th St
SE 1844th St
SE 1848th St
SE 1852nd St
SE 1856th St
SE 1860th St
SE 1864th St
SE 1868th St
SE 1872nd St
SE 1876th St
SE 1880th St
SE 1884th St
SE 1888th St
SE 1892nd St
SE 1896th St
SE 1900th St
SE 1904th St
SE 1908th St
SE 1912th St
SE 1916th St
SE 1920th St
SE 1924th St
SE 1928th St
SE 1932nd St
SE 1936th St
SE 1940th St
SE 1944th St
SE 1948th St
SE 1952nd St
SE 1956th St
SE 1960th St
SE 1964th St
SE 1968th St
SE 1972nd St
SE 1976th St
SE 1980th St
SE 1984th St
SE 1988th St
SE 1992nd St
SE 1996th St
SE 2000th St
SE 2004th St
SE 2008th St
SE 2012th St
SE 2016th St
SE 2020th St
SE 2024th St
SE 2028th St
SE 2032nd St
SE 2036th St
SE 2040th St
SE 2044th St
SE 2048th St
SE 2052nd St
SE 2056th St
SE 2060th St
SE 2064th St
SE 2068th St
SE 2072nd St
SE 2076th St
SE 2080th St
SE 2084th St
SE 2088th St
SE 2092nd St
SE 2096th St
SE 2100th St
SE 2104th St
SE 2108th St
SE 2112th St
SE 2116th St
SE 2120th St
SE 2124th St
SE 2128th St
SE 2132nd St
SE 2136th St
SE 2140th St
SE 2144th St
SE 2148th St
SE 2152nd St
SE 2156th St
SE 2160th St
SE 2164th St
SE 2168th St
SE 2172nd St
SE 2176th St
SE 2180th St
SE 2184th St
SE 2188th St
SE 2192nd St
SE 2196th St
SE 2200th St
SE 2204th St
SE 2208th St
SE 2212th St
SE 2216th St
SE 2220th St
SE 2224th St
SE 2228th St
SE 2232nd St
SE 2236th St
SE 2240th St
SE 2244th St
SE 2248th St
SE 2252nd St
SE 2256th St
SE 2260th St
SE 2264th St
SE 2268th St
SE 2272nd St
SE 2276th St
SE 2280th St
SE 2284th St
SE 2288th St
SE 2292nd St
SE 2296th St
SE 2300th St
SE 2304th St
SE 2308th St
SE 2312th St
SE 2316th St
SE 2320th St
SE 2324th St
SE 2328th St
SE 2332nd St
SE 2336th St
SE 2340th St
SE 2344th St
SE 2348th St
SE 2352nd St
SE 2356th St
SE 2360th St
SE 2364th St
SE 2368th St
SE 2372nd St
SE 2376th St
SE 2380th St
SE 2384th St
SE 2388th St
SE 2392nd St
SE 2396th St
SE 2400th St
SE 2404th St
SE 2408th St
SE 2412th St
SE 2416th St
SE 2420th St
SE 2424th St
SE 2428th St
SE 2432nd St
SE 2436th St
SE 2440th St
SE 2444th St
SE 2448th St
SE 2452nd St
SE 2456th St
SE 2460th St
SE 2464th St
SE 2468th St
SE 2472nd St
SE 2476th St
SE 2480th St
SE 2484th St
SE 2488th St
SE 2492nd St
SE 2496th St
SE 2500th St
SE 2504th St
SE 2508th St
SE 2512th St
SE 2516th St
SE 2520th St
SE 2524th St
SE 2528th St
SE 2532nd St
SE 2536th St
SE 2540th St
SE 2544th St
SE 2548th St
SE 2552nd St
SE 2556th St
SE 2560th St
SE 2564th St
SE 2568th St
SE 2572nd St
SE 2576th St
SE 2580th St
SE 2584th St
SE 2588th St
SE 2592nd St
SE 2596th St
SE 2600th St
SE 2604th St
SE 2608th St
SE 2612th St
SE 2616th St
SE 2620th St
SE 2624th St
SE 2628th St
SE 2632nd St
SE 2636th St
SE 2640th St
SE 2644th St
SE 2648th St
SE 2652nd St
SE 2656th St
SE 2660th St
SE 2664th St
SE 2668th St
SE 2672nd St
SE 2676th St
SE 2680th St
SE 2684th St
SE 2688th St
SE 2692nd St
SE 2696th St
SE 2700th St
SE 2704th St
SE 2708th St
SE 2712th St
SE 2716th St
SE 2720th St
SE 2724th St
SE 2728th St
SE 2732nd St
SE 2736th St
SE 2740th St
SE 2744th St
SE 2748th St
SE 2752nd St
SE 2756th St
SE 2760th St
SE 2764th St
SE 2768th St
SE 2772nd St
SE 2776th St
SE 2780th St
SE 2784th St
SE 2788th St
SE 2792nd St
SE 2796th St
SE 2800th St
SE 2804th St
SE 2808th St
SE 2812th St
SE 2816th St
SE 2820th St
SE 2824th St
SE 2828th St
SE 2832nd St
SE 2836th St
SE 2840th St
SE 2844th St
SE 2848th St
SE 2852nd St
SE 2856th St
SE 2860th St
SE 2864th St
SE 2868th St
SE 2872nd St
SE 2876th St
SE 2880th St
SE 2884th St
SE 2888th St
SE 2892nd St
SE 2896th St
SE 2900th St
SE 2904th St
SE 2908th St
SE 2912th St
SE 2916th St
SE 2920th St
SE 2924th St
SE 2928th St
SE 2932nd St
SE 2936th St
SE 2940th St
SE 2944th St
SE 2948th St
SE 2952nd St
SE 2956th St
SE 2960th St
SE 2964th St
SE 2968th St
SE 2972nd St
SE 2976th St
SE 2980th St
SE 2984th St
SE 2988th St
SE 2992nd St
SE 2996th St
SE 3000th St
SE 3004th St
SE 3008th St
SE 3012th St
SE 3016th St
SE 3020th St
SE 3024th St
SE 3028th St
SE 3032nd St
SE 3036th St
SE 3040th St
SE 3044th St
SE 3048th St
SE 3052nd St
SE 3056th St
SE 3060th St
SE 3064th St
SE 3068th St
SE 3072nd St
SE 3076th St
SE 3080th St
SE 3084th St
SE 3088th St
SE 3092nd St
SE 3096th St
SE 3100th St
SE 3104th St
SE 3108th St
SE 3112th St
SE 3116th St
SE 3120th St
SE 3124th St
SE 3128th St
SE 3132nd St
SE 3136th St
SE 3140th St
SE 3144th St
SE 3148th St
SE 3152nd St
SE 3156th St
SE 3160th St
SE 3164th St
SE 3168th St
SE 3172nd St
SE 3176th St
SE 3180th St
SE 3184th St
SE 3188th St
SE 3192nd St
SE 3196th St
SE 3200th St
SE 3204th St
SE 3208th St
SE 3212th St
SE 3216th St
SE 3220th St
SE 3224th St
SE 3228th St
SE 3232nd St
SE 3236th St
SE 3240th St
SE 3244th St
SE 3248th St
SE 3252nd St
SE 3256th St
SE 3260th St
SE 3264th St
SE 3268th St
SE 3272nd St
SE 3276th St
SE 3280th St
SE 3284th St
SE 3288th St
SE 3292nd St
SE 3296th St
SE 3300th St
SE 3304th St
SE 3308th St
SE 3312th St
SE 3316th St
SE 3320th St
SE 3324th St
SE 3328th St
SE 3332nd St
SE 3336th St
SE 3340th St
SE 3344th St
SE 3348th St
SE 3352nd St
SE 3356th St
SE 3360th St
SE 3364th St
SE 3368th St
SE 3372nd St
SE 3376th St
SE 3380th St
SE 3384th St
SE 3388th St
SE 3392nd St
SE 3396th St
SE 3400th St
SE 3404th St
SE 3408th St
SE 3412th St
SE 3416th St
SE 3420th St
SE 3424th St
SE 3428th St
SE 3432nd St
SE 3436th St
SE 3440th St
SE 3444th St
SE 3448th St
SE 3452nd St
SE 3456th St
SE 3460th St
SE 3464th St
SE 3468th St
SE 3472nd St
SE 3476th St
SE 3480th St
SE 3484th St
SE 3488th St
SE 3492nd St
SE 3496th St
SE 3500th St
SE 3504th St
SE 3508th St
SE 3512th St
SE 3516th St
SE 3520th St
SE 3524th St
SE 3528th St
SE 3532nd St
SE 3536th St
SE 3540th St
SE 3544th St
SE 3548th St
SE 3552nd St
SE 3556th St
SE 3560th St
SE 3564th St
SE 3568th St
SE 3572nd St
SE 3576th St
SE 3580th St
SE 3584th St
SE 3588th St
SE 3592nd St
SE 3596th St
SE 3600th St
SE 3604th St
SE 3608th St
SE 3612th St
SE 3616th St
SE 3620th St
SE 3624th St
SE 3628th St
SE 3632nd St
SE 3636th St
SE 3640th St
SE 3644th St
SE 3648th St
SE 3652nd St
SE 3656th St
SE 3660th St
SE 3664th St
SE 3668th St
SE 3672nd St
SE 3676th St
SE 3680th St
SE 3684th St
SE 3688th St
SE 3692nd St
SE 3696th St
SE 3700th St
SE 3704th St
SE 3708th St
SE 3712th St
SE 3716th St
SE 3720th St
SE 3724th St
SE 3728th St
SE 3732nd St
SE 3736th St
SE 3740th St
SE 3744th St
SE 3748th St
SE 3752nd St
SE 3756th St
SE 3760th St
SE 3764th St
SE 3768th St
SE 3772nd St
SE 3776th St
SE 3780th St
SE 3784th St
SE 3788th St
SE 3792nd St
SE 3796th St
SE 3800th St
SE 3804th St
SE 3808th St
SE 3812th St
SE 3816th St
SE 3820th St
SE 3824th St
SE 3828th St
SE 3832nd St
SE 3836th St
SE 3840th St
SE 3844th St
SE 3848th St
SE 3852nd St
SE 3856th St
SE 3860th St
SE 3864th St
SE 3868th St
SE 3872nd St
SE 3876th St
SE 3880th St
SE 3884th St
SE 3888th St
SE 3892nd St
SE 3896th St
SE 3900th St
SE 3904th St
SE 3908th St
SE 3912th St
SE 3916th St
SE 3920th St
SE 3924th St
SE 3928th St
SE 3932nd St
SE 3936th St
SE 3940th St
SE 3944th St
SE 3948th St
SE 3952nd St
SE 3956th St
SE 3960th St
SE 3964th St
SE 3968th St
SE 3972nd St
SE 3976th St
SE 3980th St
SE 3984th St
SE 3988th St
SE 3992nd St
SE 3996th St
SE 4000th St
SE 4004th St
SE 4008th St
SE 4012th St
SE 4016th St
SE 4020th St
SE 4024th St
SE 4028th St
SE 4032nd St
SE 4036th St
SE 4040th St
SE 4044th St
SE 4048th St
SE 4052nd St
SE 4056th St
SE 4060th St
SE 4064th St
SE 4068th St
SE 4072nd St
SE 4076th St
SE 4080th St
SE 4084th St
SE 4088th St
SE 4092nd St
SE 4096th St
SE 4100th St
SE 4104th St
SE 4108th St
SE 4112th St
SE 4116th St
SE 4120th St
SE 4124th St
SE 4128th St
SE 4132nd St
SE 4136th St
SE 4140th St
SE 4144th St
SE 4148th St
SE 4152nd St
SE 4156th St
SE 4160th St
SE 4164th St
SE 4168th St
SE 4172nd St
SE 4176th St
SE 4180th St
SE 4184th St
SE 4188th St
SE 4192nd St
SE 4196th St
SE 4200th St
SE 4204th St
SE 4208th St
SE 4212th St
SE 4216th St
SE 4220th St
SE 4224th St
SE 4228th St
SE 4232nd St
SE 4236th St
SE 4240th St
SE 4244th St
SE 4248th St
SE 4252nd St
SE 4256th St
SE 4260th St
SE 4264th St
SE 4268th St
SE 4272nd St
SE 4276th St
SE 4280th St
SE 4284th St
SE 4288th St
SE 4292nd St
SE 4296th St
SE 4300th St
SE 4304th St
SE 4308th St
SE 4312th St
SE 4316th St
SE 4320th St
SE 4324th St
SE 4328th St
SE 4332nd St
SE 4336th St
SE 4340th St
SE 4344th St
SE 4348th St
SE 4352nd St
SE 4356th St
SE 4360th St
SE 4364th St
SE 4368th St
SE 4372nd St
SE 4376th St
SE 4380th St
SE 4384th St
SE 4388th St
SE 4392nd St
SE 4396th St
SE 4400th St
SE 4404th St
SE 4408th St
SE 4412th St
SE 4416th St
SE 4420th St
SE 4424th St
SE 4428th St
SE 4432nd St
SE 4436th St
SE 4440th St
SE 4444th St
SE 4448th St
SE 4452nd St
SE 4456th St
SE 4460th St
SE 4464th St
SE 4468th St
SE 4472nd St
SE 4476th St
SE 4480th St
SE 4484th St
SE 4488th St
SE 4492nd St
SE 4496th St
SE 4500th St
SE 4504th St
SE 4508th St
SE 4512th St
SE 4516th St
SE 4520th St
SE 4524th St
SE 4528th St
SE 4532nd St
SE 4536th St
SE 4540th St
SE 4544th St
SE 4548th St
SE 4552nd St
SE 4556th St
SE 4560th St
SE 4564th St
SE 4568th St
SE 4572nd St
SE 4576th St
SE 4580th St
SE 4584th St
SE 4588th St
SE 4592nd St
SE 4596th St
SE 4600th St
SE 4604th St
SE 4608th St
SE 4612th St
SE 4616th St
SE 4620th St
SE 4624th St
SE 4628th St
SE 4632nd St
SE 4636th St
SE 4640th St
SE 4644th St
SE 4648th St
SE 4652nd St
SE 4656th St
SE 4660th St
SE 4664th St
SE 4668th St
SE 4672nd St
SE 4676th St
SE 4680th St
SE 4684th St
SE 4688th St
SE 4692nd St
SE 4696th St
SE 4700th St
SE 4704th St
SE 4708th St
SE 4712th St
SE 4716th St
SE 4720th St
SE 4724th St
SE 4728th St
SE 4732nd St
SE 4736th St
SE 4740th St
SE 4744th St
SE 4748th St
SE 4752nd St
SE 4756th St
SE 4760th St
SE 4764th St
SE 4768th St
SE 4772nd St
SE 4776th St
SE 4780th St
SE 4784th St
SE 4788th St
SE 4792nd St
SE 4796th St
SE 4800th St
SE 4804th St
SE 4808th St
SE 4812th St
SE 4816th St
SE 4820th St
SE 4824th St
SE 4828th St
SE 4832nd St
SE 4836th St
SE 4840th St
SE 4844th St
SE 4848th St
SE 4852nd St
SE 4856th St
SE 4860th St
SE 4864th St
SE 4868th St
SE 4872nd St
SE 4876th St
SE 4880th St
SE 4884th St
SE 4888th St
SE 4892nd St
SE 4896th St
SE 4900th St
SE 4904th St
SE 4908th St
SE 4912th St
SE 4916th St
SE 4920th St
SE 4924th St
SE 4928th St
SE 4932nd St
SE 4936th St
SE 4940th St
SE 4944th St
SE 4948th St
SE 4952nd St
SE 4956th St
SE 4960th St
SE 4964th St
SE 4968th St
SE 4972nd St
SE 4976th St
SE 4980th St
SE 4984th St
SE 4988th St
SE 4992nd St
SE 4996th St
SE 5000th St
SE 5004th St
SE 5008th St
SE 5012th St
SE 5016th St
SE 5020th St
SE 5024th St
SE 5028th St
SE 5032nd St
SE 5036th St
SE 5040th St
SE 5044th St
SE 5048th St
SE 5052nd St
SE 5056th St
SE 5060th St
SE 5064th St
SE 5068th St
SE 5072nd St
SE 5076th St
SE 5080th St
SE 5084th St
SE 5088th St
SE 5092nd St
SE 5096th St
SE 5100th St
SE 5104th St
SE 5108th St
SE 5112th St
SE 5116th St
SE 5120th St
SE 5124th St
SE 5128th St
SE 5132nd St
SE 5136th St
SE 5140th St
SE 5144th St
SE 5148th St
SE 5152nd St
SE 5156th St
SE 5160th St
SE 5164th St
SE 5168th St
SE 5172nd St
SE 5176th St
SE 5180th St
SE 5184th St
SE 5188th St
SE 5192nd St
SE 5196th St
SE 5200th St
SE 5204th St
SE 5208th St
SE 5212th St
SE 5216th St
SE 5220th St
SE 5224th St
SE 5228th St
SE 5232nd St
SE 5236th St
SE 5240th St
SE 5244th St
SE 5248th St
SE 5252nd St
SE 5256th St
SE 5260th St
SE 5264th St
SE 5268th St
SE 5272nd St
SE 5276th St
SE 5280th St
SE 5284th St
SE 5288th St
SE 5292nd St
SE 5296th St
SE 5300th St
SE 5304th St
SE 5308th St
SE 5312th St
SE 5316th St
SE 5320th St
SE 5324th St
SE 5328th St
SE 5332nd St
SE 5336th St
SE 5340th St
SE 5344th St
SE 5348th St
SE 5352nd St
SE 5356th St
SE 5360th St
SE 5364th St
SE 5368th St
SE 5372nd St
SE 5376th St
SE 5380th St
SE 5384th St
SE 5388th St
SE 5392nd St
SE 5396th St
SE 5400th St
SE 5404th St
SE 5408th St
SE 5412th St
SE 5416th St
SE 5420th St
SE 5424th St
SE 5428th St
SE 5432nd St
SE 5436th St
SE 5440th St
SE 5444th St
SE 5448th St
SE 5452nd St
SE 5456th St
SE 5460th St
SE 5464th St
SE 5468th St
SE 5472nd St
SE 5476th St
SE 5480th St
SE 5484th St
SE 5488th St
SE 5492nd St
SE 5496th St
SE 5500th St
SE 5504th St
SE 5508th St
SE 5512th St
SE 5516th St
SE 5520th St
SE 5524th St
SE 5528th St
SE 5532nd St
SE 5536th St
SE 5540th St
SE 5544th St
SE 5548th St
SE 5552nd St
SE 5556th St
SE 5560th St
SE 5564th St
SE 5568th St
SE 5572nd St
SE 5576th St
SE 5580th St
SE 5584th St
SE 5588th St
SE 5592nd St
SE 5596th St
SE 5600th St
SE 5604th St
SE 5608th St
SE 5612th St
SE 5616th St
SE 5620th St
SE 5624th St
SE 5628th St
SE 5632nd St
SE 5636th St
SE 5640th St
SE 5644th St
SE 5648th St
SE 5652nd St
SE 5656th St
SE 5660th St
SE 5664th St
SE 5668th St
SE 5672nd St
SE 5676th St
SE 5680th St
SE 5684th St
SE 5688th St
SE 5692nd St
SE 5696th St
SE 5700th St
SE 5704th St
SE 5708th St
SE 5712th St
SE 5716th St
SE 5720th St
SE 5724th St
SE 5728th St
SE 5732nd St
SE 5736th St
SE 5740th St
SE 5744th St
SE 5748th St
SE 5752nd St
SE 5756th St
SE 5760th St
SE 5764th St
SE 5768th St
SE 5772nd St
SE 5776th St
SE 5780th St
SE 5784th St
SE 5788th St
SE 5792nd St
SE 5796th St
SE 5800th St
SE 5804th St
SE 5808th St
SE 5812th St
SE 5816th St
SE 5820th St
SE 5824th St
SE 5828th St
SE 5832nd St
SE 5836th St
SE 5840th St
SE 5844th St
SE 5848th St
SE 5852nd St
SE 5856th St
SE 5860th St
SE 5864th St
SE 5868th St
SE 5872nd St
SE 5876th St
SE 5880th St
SE 5884th St
SE 5888th St
SE 5892nd St
SE 5896th St
SE 5900th St
SE 5904th St
SE 5908th St
SE 5912th St
SE 5916th St
SE 5920th St
SE 5924th St
SE 5928th St
SE 5932nd St
SE 5936th St
SE 5940th St
SE 5944th St
SE 5948th St
SE 5952nd St
SE 5956th St
SE 5960th St
SE 5964th St
SE 5968th St
SE 5972nd St
SE 5976th St
SE 5980th St
SE 5984th St
SE 5988th St
SE 5992nd St
SE 5996th St
SE 6000th St
SE 6004th St
SE 6008th St
SE 6012th St
SE 6016th St
SE 6020th St
SE 6024th St
SE 6028th St
SE 6032nd St
SE 6036th St
SE 6040th St
SE 6044th St
SE 6048th St
SE 6052nd St
SE 6056th St
SE 6060th St
SE 6064th St
SE 6068th St
SE 6072nd St
SE 6076th St
SE 6080th St
SE 6084th St
SE 6088th St
SE 6092nd St
SE 6096th St
SE 6100th St
SE 6104th St
SE 6108th St
SE 6112th St
SE 6116th St
SE 6120th St
SE 6124th St
SE 6128th St
SE 6132nd St
SE 6136th St
SE 6140th St
SE 6144th St
SE 6148th St
SE 6152nd St
SE 6156th St
SE 6160th St
SE 6164th St
SE 6168th St
SE 6172nd St
SE 6176th St
SE 6180th St
SE 6184th St
SE 6188th St
SE 6192nd St
SE 6196th St
SE 6200th St
SE 6204th St
SE 6208th St
SE 6212th St
SE 6216th St
SE 6220th St
SE 6224th St
SE 6228th St
SE 6232nd St
SE 6236th St
SE 6240th St
SE 6244th St
SE 6248th St
SE 6252nd St
SE 6256th St
SE 6260th St
SE 6264th St
SE 6268th St
SE 6272nd St
SE 6276th St
SE 6280th St
SE 6284th St
SE 6288th St
SE 6292nd St
SE 6296th St
SE 6300th St
SE 6304th St
SE 6308th St
SE 6312th St
SE 6316th St
SE 6320th St
SE 6324th St
SE 6328th St
SE 6332nd St
SE 6336th St
SE 6340th St
SE 6344th St
SE 6348th St
SE 6352nd St
SE 6356th St
SE 6360th St
SE 6364th St
SE 6368th St
SE 6372nd St
SE 6376th St
SE 6380th St
SE 6384th St
SE 6388th St
SE 6392nd St
SE 6396th St
SE 6400th St
SE 6404th St
SE 6408th St
SE 6412th St
SE 6416th St
SE 6420th St
SE 6424th St
SE 6428th St
SE 6432nd St
SE 6436th St
SE 6440th St
SE 6444th St
SE 6448th St
SE 6452nd St
SE 6456th St
SE 6460th St
SE 6464th St
SE 6468th St
SE 6472nd St
SE 6476th St
SE 6480th St
SE 6484th St
SE 6488th St
SE 6492nd St
SE 6496th St
SE 6500th St
SE 6504th St
SE 6508th St
SE 6512th St
SE 6516th St
SE 6520th St
SE 6524th St
SE 6528th St
SE 6532nd St
SE 6536th St
SE 6540th St
SE 6544th St
SE 6548th St
SE 6552nd St
SE 6556th St
SE 6560th St
SE 6564th St
SE 6568th St
SE 6572nd St
SE 6576th St
SE 6580th St
SE 6584th St
SE 6588th St
SE 6592nd St
SE 6596th St
SE 6600th St
SE 6604th St
SE 6608th St
SE 6612th St
SE 6616th St
SE 6620th St
SE 6624th St
SE 6628th St
SE 6632nd St
SE 6636th St
SE 6640th St
SE 6644th St
SE 6648th St
SE 6652nd St
SE 6656th St
SE 6660th St
SE 6664th St
SE 6668th St
SE 6672nd St
SE 6676th St
SE 6680th St
SE 6684th St
SE 6688th St
SE 6692nd St
SE 6696th St
SE 6700th St
SE 6704th St
SE 6708th St
SE 6712th St
SE 6716th St
SE 6720th St
SE 6724th St
SE 6728th St
SE 6732nd St
SE 6736th St
SE 6740th St
SE 6744th St
SE 6748th St
SE 6752nd St
SE 6756th St
SE 6760th St
SE 6764th St
SE 6768th St
SE 6772nd St
SE 6776th St
SE 6780th St
SE 6784th St
SE 6788th St
SE 6792nd St
SE 6796th St
SE 6800th St
SE 6804th St
SE 6808th St
SE 6812th St
SE 6816th St
SE 6820th St
SE 6824th St
SE 6828th St
SE 6832nd St
SE 6836th St
SE 6840th St
SE 6844th St
SE 6848th St
SE 6852nd St
SE 6856th St
SE 6860th St
SE 6864th St
SE 6868th St
SE 6872nd St
SE 6876th St
SE 6880th St
SE 6884th St
SE 6888th St
SE 6892nd St
SE 6896th St
SE 6900th St
SE 6904th St
SE 6908th St
SE 6912th St
SE 6916th St
SE 6920th St
SE 6924th St
SE 6928th St
SE 6932nd St
SE 6936th St
SE 6940th St
SE 6944th St
SE 6948th St
SE 6952nd St
SE 6956th St
SE 6960th St
SE 6964th St
SE 6968th St
SE 6972nd St
SE 6976th St
SE 6980th St
SE 6984th St
SE 6988th St
SE 6992nd St
SE 6996th St
SE 7000th St
SE 7004th St
SE 7008th St
SE 7012th St
SE 7016th St
SE 7020th St
SE 7024th St
SE 7028th St
SE 7032nd St
SE 7036th St
SE 7040th St
SE 7044th St
SE 7048th St
SE 7052nd St
SE 7056th St
SE 7060th St
SE 7064th St
SE 7068th St
SE 7072nd St
SE 7076th St
SE 7080th St
SE 7084th St
SE 7088th St
SE 7092nd St
SE 7096th St
SE 7100th St
SE 7104th St
SE 7108th St
SE 7112th St
SE 7116th St
SE 7120th St
SE 7124th St
SE 7128th St
SE 7132nd St
SE 7136th St
SE 7140th St
SE 7144th St
SE 7148th St
SE 7152nd St
SE 7156th St
SE 7160th St
SE 7164th St
SE 7168th St
SE 7172nd St
SE 7176th St
SE 7180th St
SE 7184th St
SE 7188th St
SE 7192nd St
SE 7196th St
SE 7200th St
SE 7204th St
SE 7208th St
SE 7212th St
SE 7216th St
SE 7220th St
SE 7224th St
SE 7228th St
SE 7232nd St
SE 7236th St
SE 7240th St
SE 7244th St
SE 7248th St
SE 7252nd St
SE 7256th St
SE 7260th St
SE 7264th St
SE 7268th St
SE 7272nd St
SE 7276th St
SE 7280th St
SE 7284th St
SE 7288th St
SE 7292nd St
SE 7296th St
SE 7300th St
SE 7304th St
SE 7308th St
SE 7312th St
SE 7316th St
SE 7320th St
SE 7324th St
SE 7328th St
SE 7332nd St
SE 7336th St
SE 7340th St
SE 7344th St
SE 7348th St
SE 7352nd St
SE 7356th St
SE 7360th St
SE 7364th St
SE 7368th St
SE 7372nd St
SE 7376th St
SE 7380th St
SE 7384th St
SE 7388th St
SE 7392nd St
SE 7396th St
SE 7400th St
SE 7404th St
SE 7408th St
SE 7412th St
SE 7416th St
SE 7420th St
SE 7424th St
SE 7428th St
SE 7432nd St
SE 7436th St
SE 7440th St
SE 7444th St
SE 7448th St
SE 7452nd St
SE 7456th St
SE 7460th St
SE 7464th St
SE 7468th St
SE 7472nd St
SE 7476th St
SE 7480th St
SE 7484th St
SE 7488th St
SE 7492nd St
SE 7496th St
SE 7500th St
SE 7504th St
SE 7508th St
SE 7512th St
SE 7516th St
SE 7520th St
SE 7524th St
SE 7528th St
SE 7532nd St
SE 7536th St
SE 7540th St
SE 7544th St
SE 7548th St
SE 7552nd St
SE 7556th St
SE 7560th St
SE 7564th St
SE 7568th St
SE 7572nd St
SE 7576th St
SE 7580th St
SE 7584th St
SE 7588th St
SE 7592nd St
SE 7596th St
SE 7600th St
SE 7604th St
SE 7608th St
SE 7612th St
SE 7616th St
SE 7620th St
SE 7624th St
SE 7628th St
SE 7632nd St
SE 7636th St
SE 7640th St
SE 7644th St
SE 7648th St
SE 7652nd St
SE 7656th St
SE 7660th St
SE 7664th St
SE 7668th St
SE 7672nd St
SE 7676th St
SE 7680th St
SE 7684th St
SE 7688th St
SE 7692nd St
SE 7696th St
SE 7700th St
SE 7704th St
SE 7708th St
SE 7712th St
SE 7716th St
SE 7720th St
SE 7724th St
SE 7728th St
SE 7732nd St
SE 7736th St
SE 7740th St
SE 7744th St
SE 7748th St
SE 7752nd St
SE 7756th St
SE 7760th St
SE 7764th St
SE 7768th St
SE 7772nd St
SE 7776th St
SE 7780th St
SE 7784th St
SE 7788th St
SE 7792nd St
SE 7796th St
SE 7800th St
SE 7804th St
SE 7808th St
SE 7812th St
SE 7816th St
SE 7820th St
SE 7824th St
SE 7828th St
SE 7832nd St
SE 7836th St
SE 7840th St
SE 7844th St
SE 7848th St
SE 7852nd St
SE 7856th St
SE 7860th St
SE 7864th St
SE 7868th St
SE 7872nd St
SE 7876th St
SE 7880th St
SE 7884th St
SE 7888th St
SE 7892nd St
SE 7896th St
SE 7900th St
SE 7904th St
SE 7908th St
SE 7912th St
SE 7916th St
SE 7920th St
SE 7924th St
SE 7928th St
SE 7932nd St
SE 7936th St
SE 7940th St
SE 7944th St
SE 7948th St
SE 7952nd St
SE 7956th St
SE 7960th St
SE 7964th St
SE 7968th St
SE 7972nd St
SE 7976th St
SE 7980th St
SE 7984th St
SE 7988th St
SE 7992nd St
SE 7996th St
SE 8000th St
SE 8004th St
SE 8008th St
SE 8012th St
SE 8016th St
SE 8020th St
SE 8024th St
SE 8028th St
SE 8032nd St
SE 8036th St
SE 8040th St
SE 8044th St
SE 8048th St
SE 8052nd St
SE 8056th St
SE 8060th St
SE 8064th St
SE 8068th St
SE 8072nd St
SE 8076th St
SE 8080th St
SE 8084th St
SE 8088th St
SE 8092nd St
SE 8096th St
SE 8100th St
SE 8104th St
SE 8108th St
SE 8112th St
SE 8116th St
SE 8120th St
SE 8124th St
SE 8128th St
SE 8132nd St
SE 8136th St
SE 8140th St
SE 8144th St
SE 8148th St
SE 8152nd St
SE 8156th St
SE 8160th St
SE 8164th St
SE 8168th St
SE 8172nd St
SE 8176th St
SE 8180th St
SE 8184th St
SE 8188th St
SE 8192nd St
SE 8196th St
SE 8200th St
SE 8204th St
SE 8208th St
SE 8212th St
SE 8216th St
SE 8220th St
SE 8224th St
SE 8228th St
SE 8232nd St
SE 8236th St
SE 8240th St
SE 8244th St
SE 8248th St
SE 8252nd St

Angle (T) Collision History (2020-2024)

11/18/2025



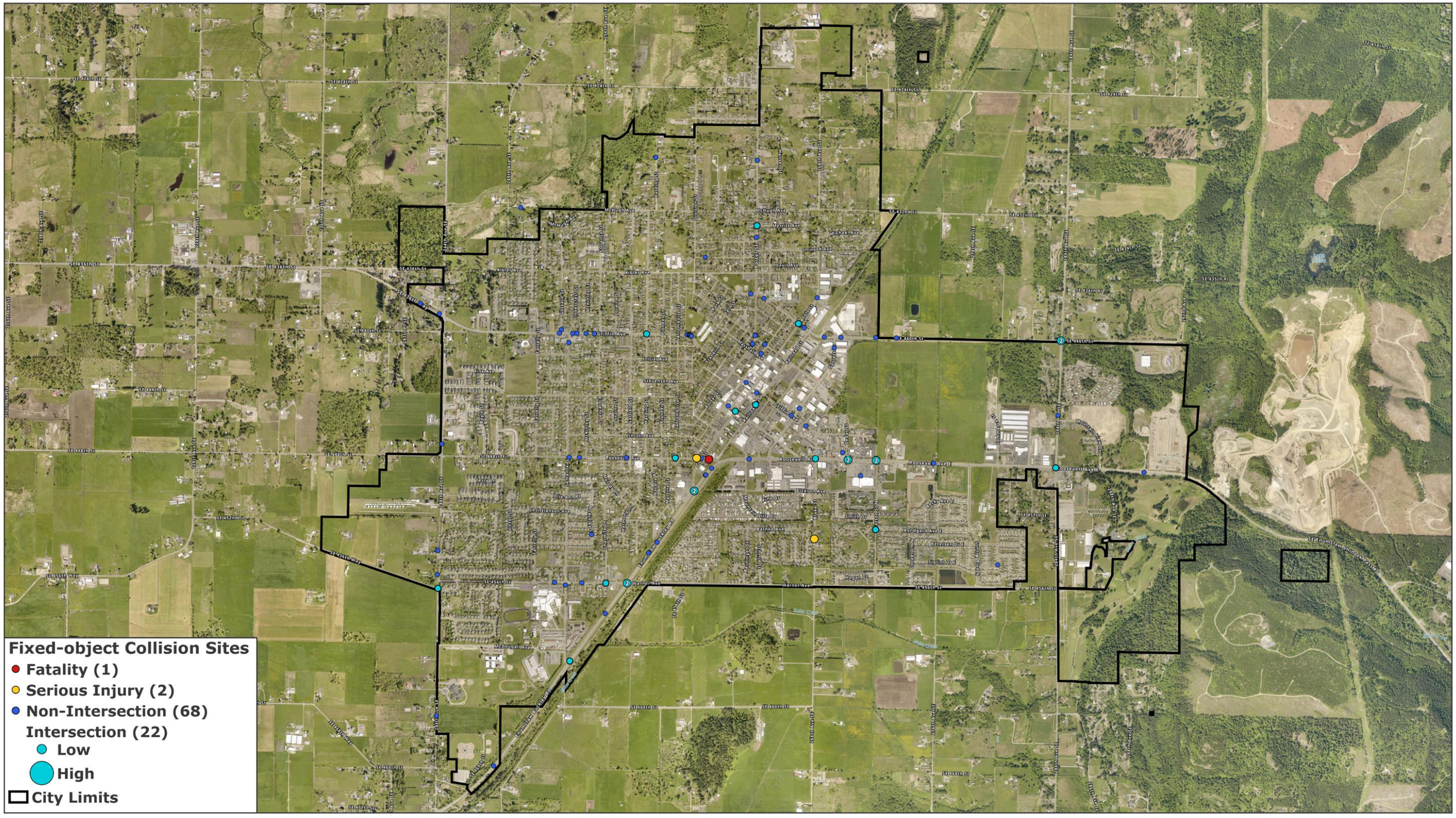
CITY OF ENUMCLAW

0 0.25 0.5 0.75 Miles

N

Fixed-object Collision History (2020-2024)

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

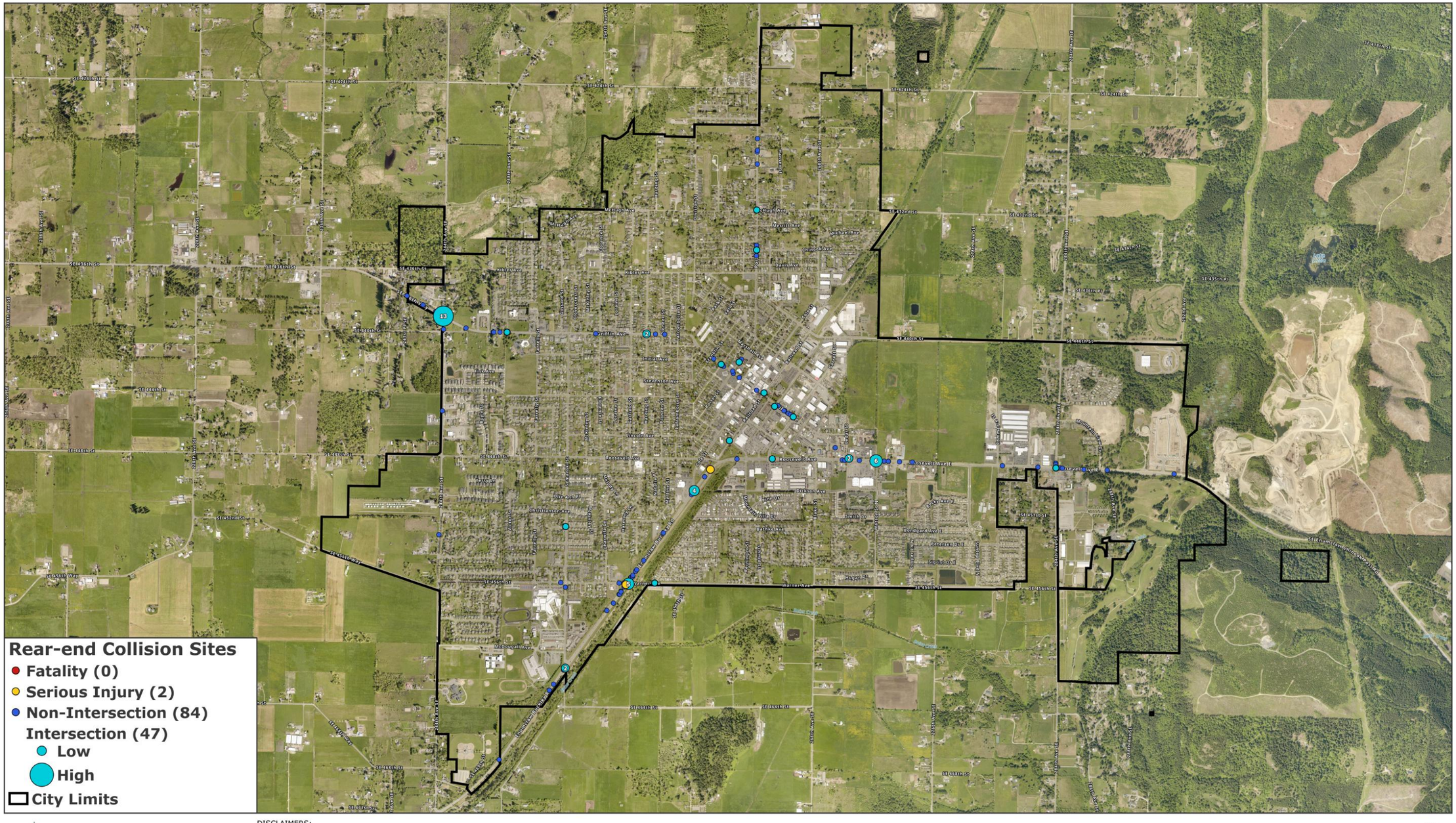
The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Fixed-object Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

Rear-end Collision History (2020-2024)

11/18/2025



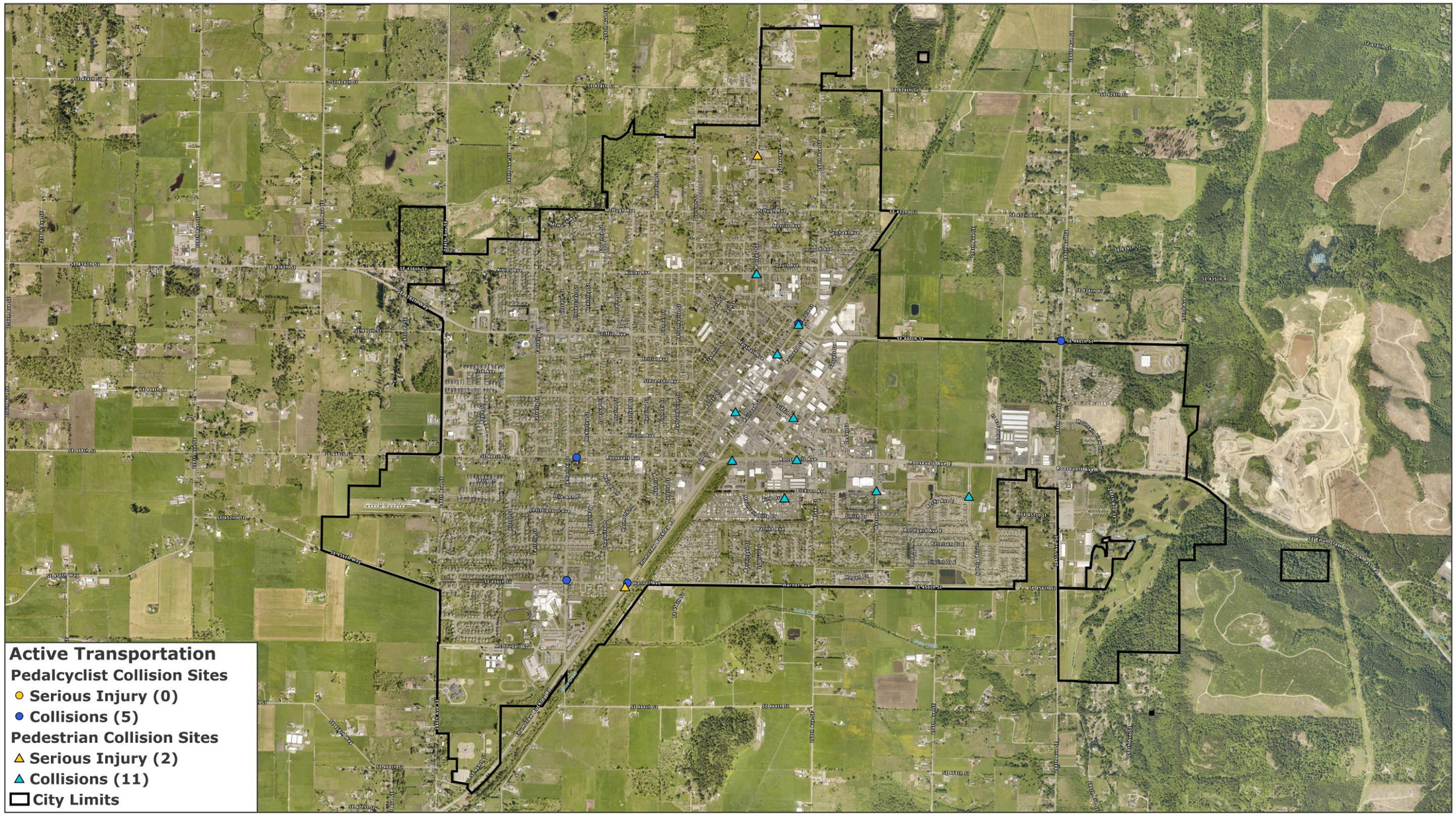
CITY OF ENUMCLAW

0 0.25 0.5 0.75 Miles

N

Active Transportation Collision History (2020-2024)

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

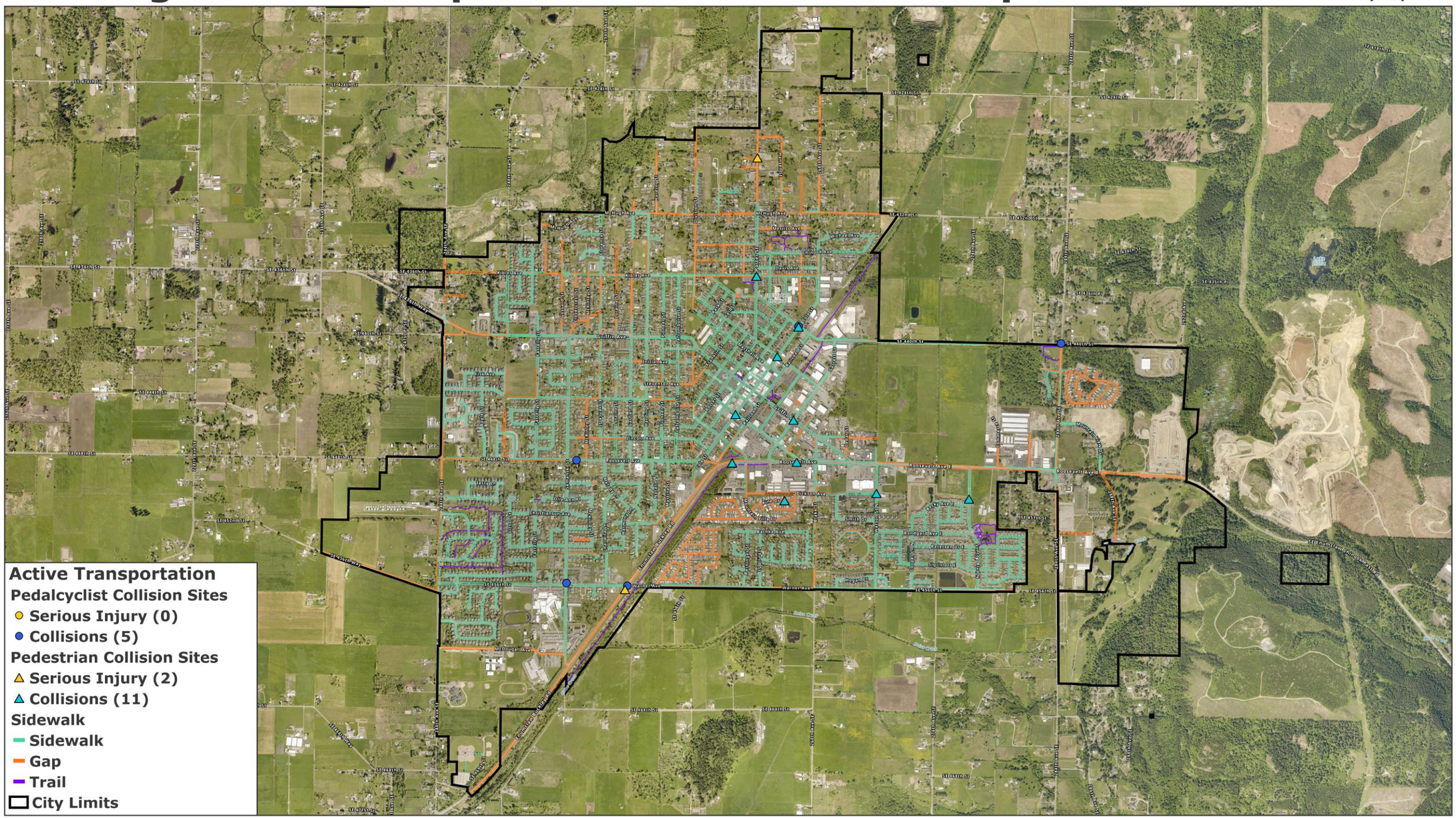
The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Active Transportation Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

Existing Active Transportation Network and Gaps

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

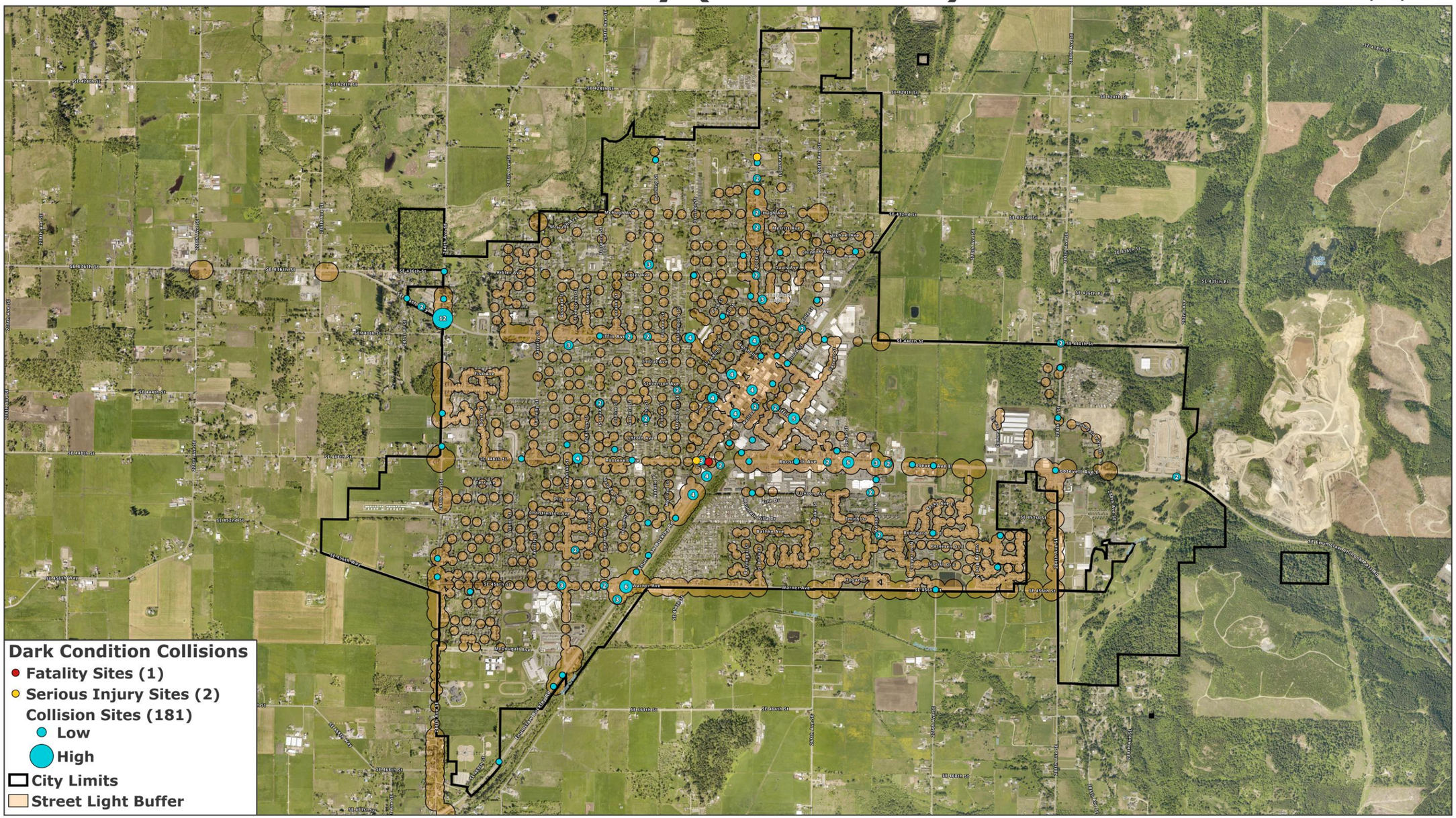
The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Active Transportation Collision History and Sidewalk Segments 22x34.pdf

0 0.25 0.5 0.75 Miles

N

Dark Condition Collision History (2020-2024)

11/18/2025



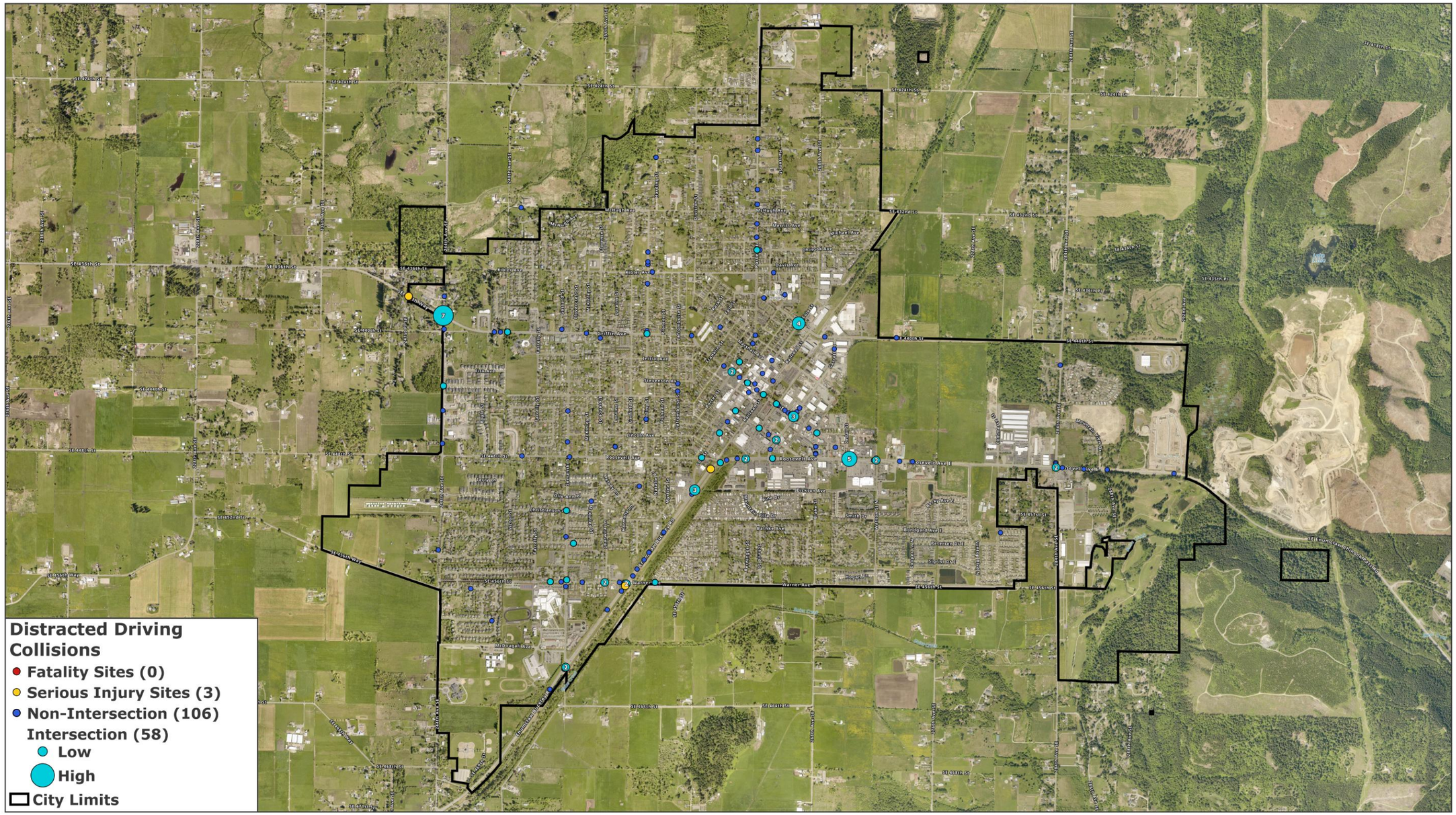
CITY OF ENUMCLAW

0 0.25 0.5 0.75 Miles

N

Distracted Driving Collision History (2020-2024)

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

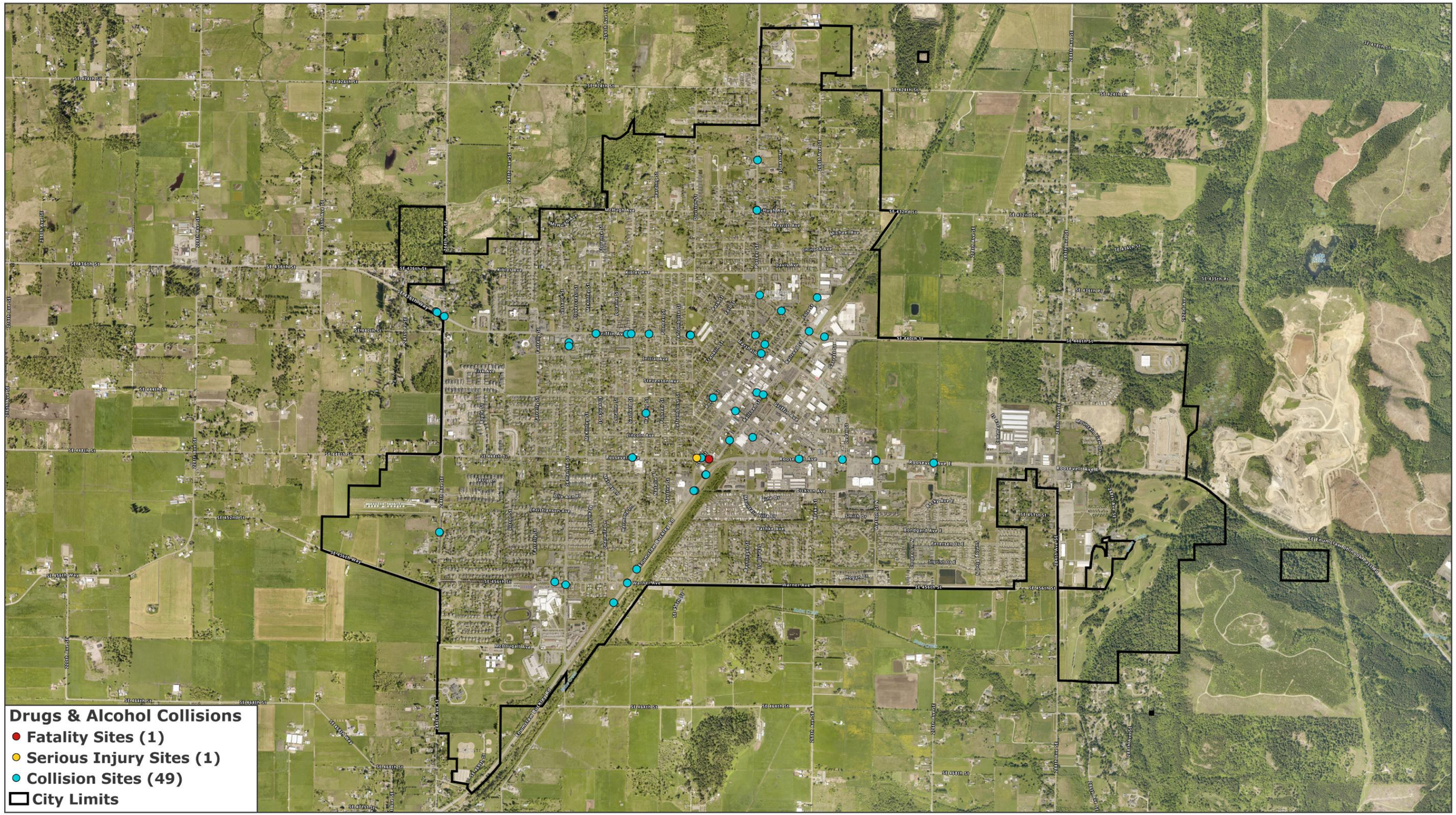
The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Distracted Driving Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

Drugs and Alcohol Collision History (2020-2024)

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

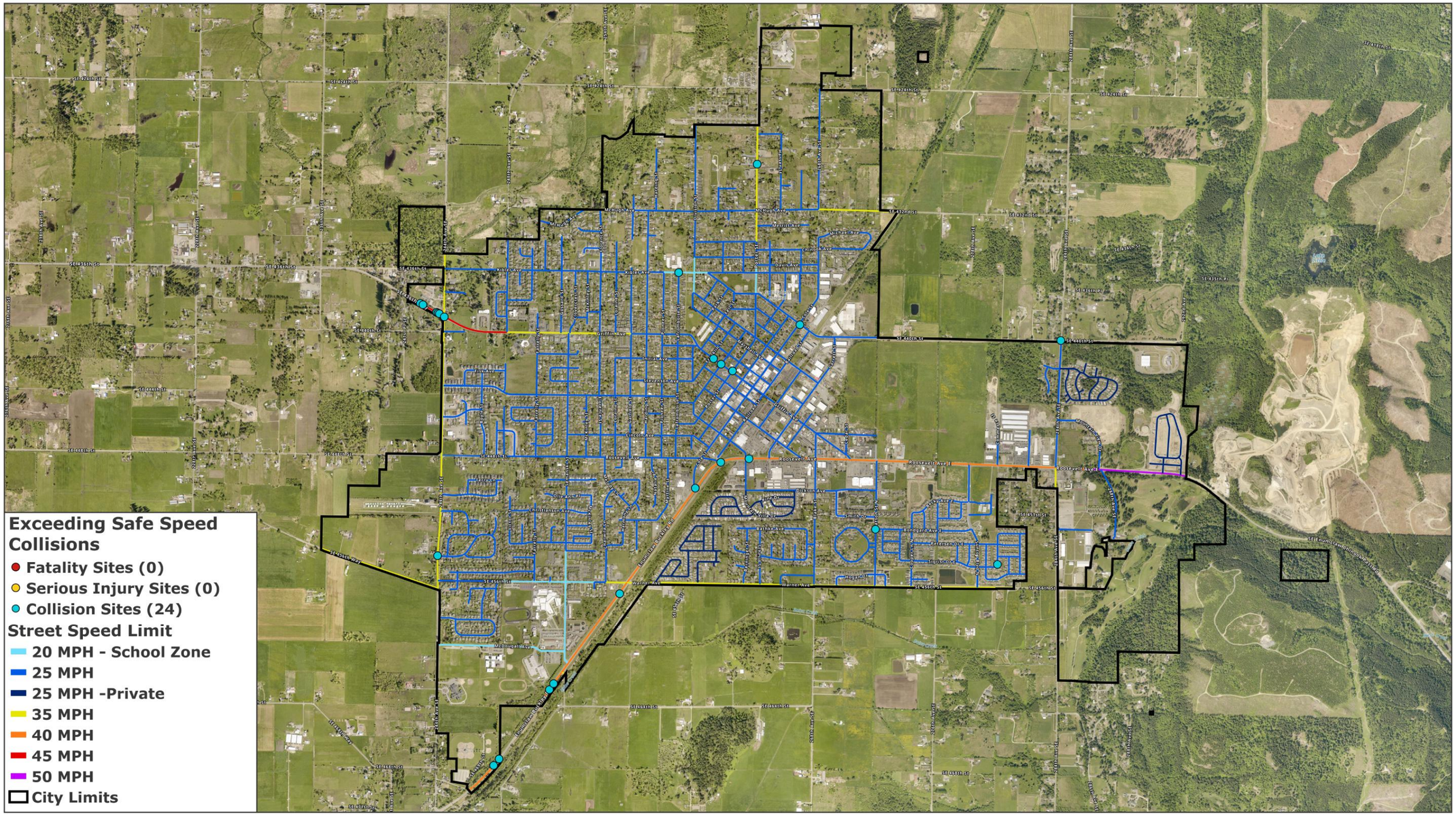
The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Drugs and Alcohol Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

Exceeding Safe Speed Collision History (2020-2024)

11/18/2025



CITY OF ENUMCLAW

DISCLAIMERS:
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.

The information included in this map or data product has been completed by City of Enumclaw staff from a variety of sources and is subject to change without notice. The City of Enumclaw makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. The City of Enumclaw shall not be liable for any general, special, indirect, incidental, or consequential damage including, but not limited to, lost revenue or lost profits resulting from the use or misuse of the information contained in this map or data product. Any sale of this map or data is prohibited except by written permission of the City of Enumclaw. - G:\Calvin\General Mapping\Crash Data Mapping\Output\Exceeding Safe Speed Collision History 22x34.pdf

0 0.25 0.5 0.75 Miles

N

APPENDIX D

ROADWAY CHARACTERISTICS

Roadway Characteristics	ALL Crashes Collision Types Active Transportation	Hit Fixed Object	Rearend	Angle (T)
Intersection Related	60%	17%	62%	78%
Non-Intersection (Not Related)	20%	78%	31%	0%
Driveway Related	10%	2%	0%	14%
Roundabout Related	10%	2%	8%	9%
Roadway Surface Condition				
Dry	70%	81%	77%	64%
Wet	30%	17%	23%	35%
Ice	0%	2%	0%	1%
Snow/Slush	0%	0%	0%	0%
Lighting Condition				
Daylight	78%	52%	85%	80%
Dark-Street Lights On	22%	32%	8%	12%
Dark - Unknown Lightin	0%	14%	0%	4%
Dark-Street Lights Off	0%	0%	0%	0%
Dusk	0%	0%	0%	4%
Dawn	0%	2%	8%	0%
Traffic Control				
Unknown	0%	0%	0%	0%
Signals	0%	0%	31%	2%
Stop Sign	40%	13%	15%	71%
Yield	0%	0%	0%	4%
Flashing Red	0%	0%	0%	0%
Flashing Amber	0%	0%	0%	0%
RR Signal	0%	0%	0%	0%
Officer/Flagger	0%	0%	0%	0%
Other Traffic Control	10%	0%	0%	4%
No Traffic Control	50%	87%	54%	19%
ROADWAY TYPE				
Unknown	0%	0%	0%	0%
One Way	0%	0%	0%	0%
Two Way - Undivided	30%	45%	0%	34%
Two Way - Divided, with Barrier	10%	2%	0%	0%
Two Way - Divided, no Barrier	60%	40%	77%	49%
Reversible Road	0%	0%	0%	0%
Interchange Ramp	0%	0%	0%	0%
Alley	0%	2%	0%	0%
Center-Two Way Left Turn Lane	0%	2%	23%	1%
Driveway	0%	0%	0%	4%
Other	0%	9%	0%	12%
CONTRIBUTING FACTOR				
Exceeding Safe / Stated Speed	0%	9%	0%	3%
Under Influence of Alcohol / Drugs	0%	22%	8%	3%
Failing to Yield	0%	0%	0%	59%
Over Centerline	0%	0%	0%	0%
Disregard Stop Sign	0%	0%	0%	0%
Improper Passing	0%	0%	0%	0%
Operating Defective Equipment	0%	0%	0%	0%
Apparently Ill	0%	4%	0%	0%
Disregard Signal	0%	0%	0%	0%
Following Too Close	0%	0%	23%	0%
Improper Turn	0%	2%	0%	1%
Apparently Asleep	0%	0%	0%	0%
Failing to Yield to Ped / Cyclist	0%	0%	0%	0%
Improper U-Turn	0%	0%	0%	0%
Apparently Asleep or Fatigued	0%	9%	0%	1%
Apparently Fatigued	0%	0%	0%	0%
Improper Parking Location	0%	0%	0%	0%
Headlight Violation	0%	0%	0%	0%
Improper Signal	0%	0%	0%	0%
Disregard Flagger / Officer	0%	0%	0%	0%
Improper Backing	0%	0%	0%	0%
Disregard Yield Sign	0%	0%	0%	0%
Failing to Signal	0%	0%	0%	0%
On Wrong Side of Road	0%	0%	0%	0%
Hitchhiking	0%	0%	0%	0%
0	0%	0%	0%	0%
Failure to Use Crosswalk	0%	0%	0%	0%
Other	0%	26%	0%	7%
Inattention / Distraction	50%	24%	69%	14%
None	50%	4%	0%	12%
Driver Not Distracted	0%	0%	0%	0%
Posted Speed Limit				
None Reported				
20	0%	0%	15%	1%
25	100%	74%	38%	83%
30	0%	0%	0%	0%
35	0%	13%	31%	5%
40	0%	11%	8%	6%
45	0%	3%	8%	4%
50	0%	0%	0%	0%
55	0%	0%	0%	0%
Posted Speed >=35	0%	26%	46%	16%

APPENDIX E

PRIORITY RANKING ROAD SEGMENTS AND INTERSECTIONS

Table 7-Functional Classified Road Segments ranking for all crashes per VMT

Rank	ROAD SEGMENTS	FROM	TO	Crashes / Million Miles Traveled 5-Year Average	Lack of Active Transportation Facilities	Presence of Hazardous Roadside Conditions	Speed Greater Than 35 mph	Dark Driving Conditions	Serious	Total
1	Roosevelt Ave	Cole Street	SR410	2.74	1.00	1.00	0.00	0.00	3.00	**5.00**
2	244th Ave	City Limits	SR164	2.19	1.00	1.00	1.00	1.00	1.00	**5.00**
3	Porter St	McHugh Ave	City Limits	1.76	1.00	1.00	1.00	1.00	1.00	**5.00**
4	Farman St	SR410	Battersby Ave	1.25	1.00	1.00	1.00	1.00	1.00	**5.00**
5	244th Ave	SR164	Roosevelt Ave	0.44	1.00	1.00	1.00	1.00	0.00	**4.00**
5	244th Ave	Roosevelt Ave	Warner Ave	0.43	1.00	1.00	1.00	1.00	0.00	**4.00**
7	Blake St	Warner Ave	SR410	1.07	1.00	1.00	0.00	1.00	1.00	**4.00**
8	SR410	Cole Street	Roosevelt Ave	1.66	1.00	0.00	1.00	1.00	1.00	**4.00**
9	SR164	City Limits	244th Ave	3.94	1.00	0.00	1.00	1.00	1.00	**4.00**
0	SR164	244th Ave	Semanski St	0.63	1.00	0.50	1.00	1.00	0.00	**3.50**
1	Roosevelt Ave	244th	Semanski	0.72	1.00	1.00	0.00	1.00	0.00	**3.00**
2	244th Ave	Warner Ave	City Limits	0.08	1.00	1.00	1.00	0.00	0.00	**3.00**
3	Farman St	Warner Ave	SR410	0.00	1.00	1.00	1.00	0.00	0.00	**3.00**
4	Warner Ave	Watson St	Farman St	0.19	1.00	1.00	1.00	0.00	0.00	**3.00**
5	SR410	244th	Semanski St	0.27	1.00	0.00	1.00	1.00	0.00	**3.00**
5	SR410	Semanski St	Warner Ave	0.73	1.00	0.00	1.00	1.00	0.00	**3.00**
7	SR410	Warner Ave	Cole St	1.48	1.00	0.00	1.00	1.00	0.00	**3.00**
8	SR410	Watson St	Farman St	0.92	1.00	0.00	1.00	1.00	0.00	**3.00**
9	SR410	Farman St	City Limits	1.03	1.00	0.00	1.00	1.00	0.00	**3.00**
0	Battersby Ave	Garrett St	Farman St	0.90	0.00	1.00	1.00	1.00	0.00	**3.00**
1	McHugh Ave	Porter St	City Limits	0.00	1.00	1.00	0.00	1.00	0.00	**3.00**
2	Harding St	Roosevelt Ave	SR164	5.48	1.00	0.00	0.00	1.00	0.00	**2.00**
3	Porter St	Kibler Ave	McHugh Ave	1.15	0.00	1.00	1.00	0.00	0.00	**2.00**
4	Warner Ave	Blake St	Watson St	0.00	0.00	1.00	1.00	0.00	0.00	**2.00**
5	SR410	Roosevelt Ave	Garrett St	2.99	1.00	0.00	1.00	0.00	0.00	**2.00**
5	McHugh Ave	Harding St	Division St	0.00	1.00	1.00	0.00	0.00	0.00	**2.00**
7	McHugh Ave	Division St	Porter St	0.00	1.00	1.00	0.00	0.00	0.00	**2.00**
8	Roosevelt Ave	Harding	Cole St	0.48	0.00	0.50	0.00	0.00	1.00	**1.50**
9	Semanski St	SR164	Roosevelt	2.38	0.00	0.50	0.00	1.00	0.00	**1.50**
0	Warner Ave	SR410	Blake St	0.18	0.00	0.50	1.00	0.00	0.00	**1.50**
1	SR164	Semanski St	Harding St	1.77	0.00	0.50	1.00	0.00	0.00	**1.50**
2	Kibler Ave	244th Ave	Harding St	0.00	1.00	0.50	0.00	0.00	0.00	**1.50**
3	Semanski St	Roosevelt	Warner Ave	0.82	1.00	0.00	0.00	0.00	0.00	**1.00**
4	Semanski St	Warner Ave	SR410	1.07	1.00	0.00	0.00	0.00	0.00	**1.00**
5	Harding St	Kibler Ave	McHugh Ave	6.58	1.00	0.00	0.00	0.00	0.00	**1.00**
5	Division St	Kibler Ave	McHugh Ave	0.00	1.00	0.00	0.00	0.00	0.00	**1.00**
7	Watson St	Warner Ave	SR410	2.19	0.00	0.00	0.00	1.00	0.00	**1.00**
8	SR410	Garrett St	Stevenson Ave	0.42	0.00	0.00	1.00	0.00	0.00	**1.00**
9	SR410	Stevenson ave	Blake St	0.00	0.00	0.00	1.00	0.00	0.00	**1.00**
0	SR410	Blake St	SR164	1.78	0.00	0.00	1.00	0.00	0.00	**1.00**
1	SR410	SR164	Watson St	0.91	0.00	0.00	1.00	0.00	0.00	**1.00**
2	Washington Ave	Cole Street	Garrett St	1.74	1.00	0.00	0.00	0.00	0.00	**1.00**
3	Kibler Ave	Division St	Porter St	4.38	1.00	0.00	0.00	0.00	0.00	**1.00**
4	Kibler Ave	Porter St	Cole St	8.77	1.00	0.00	0.00	0.00	0.00	**1.00**
5	McHugh Ave	Florence St	Harding St	0.00	1.00	0.00	0.00	0.00	0.00	**1.00**
5	Roosevelt Ave	Semanski	Harding	1.71	0.00	0.50	0.00	0.00	0.00	**0.50**
7	Harding St	SR164	Kibler Ave	6.58	0.00	0.50	0.00	0.00	0.00	**0.50**
8	Porter St	Stevenson Ave	SR164	2.28	0.00	0.50	0.00	0.00	0.00	**0.50**
9	Cole Street	Roosevelt Ave	Stevenson Ave	4.57	0.00	0.50	0.00	0.00	0.00	**0.50**
0	Stevenson Ave	Porter St	Cole St	2.49	0.00	0.50	0.00	0.00	0.00	**0.50**
1	Stevenson Ave	Cole Street	Garrett St	3.42	0.00	0.50	0.00	0.00	0.00	**0.50**
2	SR164	Harding St	Porter St	1.64	0.00	0.50	0.00	0.00	0.00	**0.50**
3	SR164	Cole Street	Garrett St	5.48	0.00	0.50	0.00	0.00	0.00	**0.50**
4	Battersby Ave	Porter St	Cole St	3.13	0.00	0.50	0.00	0.00	0.00	**0.50**
5	Battersby Ave	Cole Street	Garrett St	5.71	0.00	0.50	0.00	0.00	0.00	**0.50**
5	Division St	Washington Ave	Kibler Ave	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
7	Porter St	SR164	Washington ave	1.56	0.00	0.00	0.00	0.00	0.00	**0.00**
8	Porter St	Washington Ave	Battersby Ave	0.55	0.00	0.00	0.00	0.00	0.00	**0.00**
9	Porter St	Battersby Ave	Kibler Ave	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
0	Cole Street	SR410	Roosevelt Ave	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
1	Cole Street	Stevenson Ave	SR164	1.52	0.00	0.00	0.00	0.00	0.00	**0.00**
2	Cole Street	SR164	Washington ave	5.37	0.00	0.00	0.00	0.00	0.00	**0.00**
3	Cole Street	Washington Ave	Battersby Ave	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
4	Garrett St	SR410	Stevenson Ave	1.37	0.00	0.00	0.00	0.00	0.00	**0.00**
5	Garrett St	Stevenson Ave	SR164	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
5	Garrett St	SR164	Washington Ave	1.93	0.00	0.00	0.00	0.00	0.00	**0.00**
7	Garrett St	Washington Ave	Battersby Ave	1.10	0.00	0.00	0.00	0.00	0.00	**0.00**
8	Blake St	Sr410	SR164	16.44	0.00	0.00	0.00	0.00	0.00	**0.00**
9	Warner Ave	244th Ave	Semanski St	1.07	0.00	0.00	0.00	0.00	0.00	**0.00**
0	Warner Ave	Semanski St	SR410	2.74	0.00	0.00	0.00	0.00	0.00	**0.00**
1	Stevenson Ave	Garrett St	SR410	1.14	0.00	0.00	0.00	0.00	0.00	**0.00**
2	SR164	Porter St	Cole ST	2.49	0.00	0.00	0.00	0.00	0.00	**0.00**
3	SR164	Garrett St	SR410	1.51	0.00	0.00	0.00	0.00	0.00	**0.00**
4	Washington Ave	Division St	Porter St	0.59	0.00	0.00	0.00	0.00	0.00	**0.00**
5	Washington Ave	Porter St	Cole St	1.66	0.00	0.00	0.00	0.00	0.00	**0.00**
5	Kibler Ave	Harding St	Division St	11.54	0.00	0.00	0.00	0.00	0.00	**0.00**

Table 8 - Functional Classified Intersections 2020-2024 per MEV

Rank	SEGMENT 1	SEGMENT 2	Annual Number of V	Total Crashe	Crashes	Lack of Active Trans	Presence of Hazardous Roadside Conditions	Speed Greater Than	Dark Driving Condit	Seriou	Total
1	SR410	Warner Ave	5.48	10	0.37	0	0	1	0	2.00	**3.00**
2	Roosevelt Ave	SR410	5.84	6	0.21	1	0	1	1	0.00	**3.00**
3	Farman St	Battersby Ave	2.92	6	0.41	1	0	1	1	0.00	**3.00**
4	Semanski St	SR410	6.57	6	0.18	1	0.5	1	0	0.00	**2.50**
5	244th Ave	SR164	6.21	26	0.84	1	0	1	0.5	0.00	**2.50**
6	Farman St	Warner Ave	2.19	1	0.09	1	0.5	1	0	0.00	**2.50**
7	Cole St	SR410	5.11	11	0.43	1	0	1	0	0.00	**2.00**
8	Semanski St	SR164	4.49	4	0.18	0	0.5	1	0	0.00	**1.50**
9	244th Ave	Warner Ave	5.48	3	0.11	0	0.5	1	0	0.00	**1.50**
10	Harding St	McHugh Ave	0.73	0	0.00	1	0.5	0	0	0.00	**1.50**
11	Division St	McHugh Ave	0.55	0	0.00	1	0.5	0	0	0.00	**1.50**
12	Blake St	Warner Ave	1.83	0	0.00	0	0.5	1	0	0.00	**1.50**
13	Roosevelt Ave	244th Ave	5.11	5	0.20	0	0	1	0	0.00	**1.00**
14	Roosevelt Ave	Semanski St	3.29	3	0.18	1	0	0	0	0.00	**1.00**
15	Harding St	SR164	3.87	7	0.36	0	0	1	0	0.00	**1.00**
16	Division St	Washington Ave	1.28	0	0.00	1	0	0	0	0.00	**1.00**
17	Division St	Kibler Ave	0.37	1	0.55	1	0	0	0	0.00	**1.00**
18	Porter St	Stevenson Ave	2.92	4	0.27	0	1	0	0	0.00	**1.00**
19	Porter St	Mchugh Ave	4.38	5	0.23	0	0	1	0	0.00	**1.00**
20	Cole St	Stevenson Ave	2.56	8	0.63	0	1	0	0	0.00	**1.00**
21	Cole St	Battersby Ave	2.19	15	1.37	0	0	0	1	0.00	**1.00**
22	Garrett St	SR410	5.84	3	0.10	0	0	1	0	0.00	**1.00**
23	Blake St	SR410	4.38	10	0.46	0	0	1	0	0.00	**1.00**
24	Watson St	Warner Ave	2.19	1	0.09	0	0	1	0	0.00	**1.00**
25	Watson St	SR410	4.75	14	0.59	0	0	1	0	0.00	**1.00**
26	Farman St	SR410	5.48	9	0.33	0	0	1	0	0.00	**1.00**
27	SR410	SR164	7.67	15	0.39	0	0	1	0	0.00	**1.00**
28	Harding St	Kibler Ave	0.55	0	0.00	0	0.5	0	0	0.00	**0.50**
29	Porter St	Washington Ave	5.11	1	0.04	0	0.5	0	0	0.00	**0.50**
30	Porter St	Kibler Ave	4.20	2	0.10	0	0.5	0	0	0.00	**0.50**
31	Roosevelt Ave	Harding St	2.04	0	0.00	0	0	0	0	0.00	**0.00**
32	Roosevelt Ave	Cole street	2.92	6	0.41	0	0	0	0	0.00	**0.00**
33	Semanski St	Warner Ave	2.56	8	0.63	0	0	0	0	0.00	**0.00**
34	Porter St	SR164	7.67	6	0.16	0	0	0	0	0.00	**0.00**
35	Porter St	Battersby Ave	5.84	3	0.10	0	0	0	0	0.00	**0.00**
36	Cole St	SR164	4.75	3	0.13	0	0	0	0	0.00	**0.00**
37	Cole St	Washington Ave	2.19	4	0.37	0	0	0	0	0.00	**0.00**
38	Garrett St	Stevenson Ave	3.29	3	0.18	0	0	0	0	0.00	**0.00**
39	Garrett St	SR164	5.48	12	0.44	0	0	0	0	0.00	**0.00**
40	Garrett St	Washington Ave	2.92	0	0.00	0	0	0	0	0.00	**0.00**
41	Garrett St	Battersby Ave	2.92	0	0.00	0	0	0	0	0.00	**0.00**
42	Blake St	SR164	4.38	1	0.05	0	0	0	0	0.00	**0.00**

APPENDIX F

TRANSPORTATION ELEMENT OPEN HOUSE COMMENTS

City of Enumclaw Transportation Element Open House - September 12, 2023

Small Group Table Questions

Facilitator Chris Comeau

1. **What forms of transportation do you use & about what percent of time?**

Driving Alone	99%	75%	100%	4-5x Week
Driving with Others				
Bicycling	1% Electric		3x Week Trails	Summer 3x Week
Walking		25%		4x week
Riding Public Transit				

a. **Has this changed over the past 10-years?** Yes Somewhat No

- Electric bike has allowed more local trips
- Retirement; Drive to Auburn, take train to Seattle
- Bikes on local trails; Bike lanes not enough protection
- Retirement allows more leisure time; close to town

b. **If so, why?**

- Need separated facilities for all user groups

2. Thinking about transportation, what is Enumclaw doing well? What should be improved? Provide specific examples.

- State Hwys need to be Complete Streets (SR410), especially where it enters Enumclaw; Needs crossing improvements at RFC
- Possible Road Diet?
- Need better sidewalks and wheelchair access
- From North (Bonney Lake); Cut thru traffic, congests roads and bridge to Buckley (Not local traffic)
- Finish HOV lanes on 167 to avoid cut-thru

3. **As Enumclaw grows, are there any specific active transportation (sidewalk, bikeway, trail) improvements that you'd like to see completed?**

- Roots have heaved sidewalks, not ADA compliant
- Maybe sidewalks on one side
- Possibly more bikeways
- Future crossings - 410/Suntop
- More crossings as growth occurs on East side of town especially
- Buckley Bridge ped-bike

4. **As Enumclaw grows, are there any specific roadway/intersection improvements or new street connections that you'd like to see completed?**

- Likes new dedicated left turn lane at City Hall
- Need more dedicated left turns
- Roosevelt/244TH Roundabout
- Roundabout at Cole/410 (Stop Control)
- Buckley Bridge congestion

"Issaquah is a pain" :-

5. **As vehicle technology changes from gas to electric, where do you think it makes the most sense to invest in EV facilities, such as charging stations?**

- Don't want any paid for with taxpayer dollars
- Gov't shouldn't be doing this
- Rest stops on highways (Need more rest stops)
- Try hydrogen instead
- Big parking lots (Public Library) to draw people from parking on streets

12 people total

Table 1: 466th farming community
Border Roads: Farm Equipment. Borders as we grow
Farming equipment & conflicts with Urban traffic.
Reduce conflicts.

* Roundabouts for farming community. 244th Ave Roundabout &
(Size of Roundabout)
Maintain the city & country.
- Proper Representation

* PARKING → The parking lots behind the library. Parking lot
across the Shop. Important parking lot

~~[redacted]~~ No good handicapped access to downtown

- Bridge Going in to buckley. Walleys light.

- Discuss w/ WSDOT - Roundabouts

Table 2: Pedestrian improvements ~~for~~ for crossing
Complete Streets along SR 410 (by AutoZone)

Active Transportation - Sidewalk Repairs (~~[redacted]~~ Heavy sidewalk)
Sidewalk on one side of the street

Bike Lanes (Dedicated Left turn lanes)
Pedestrian Paths
Designate bike/trail for the on-street portions.

Notice ordered & posted on the Utilities website: Possible

* Formulation of a stakeholder committee? *
how much influence would this become to a more formal

City of Enumclaw Transportation Element Open House - September 12, 2023

Small Group Table Questions

Facilitator Isaac Anzlovar

1. **What forms of transportation do you use & about what percent of time?**
   Driving Alone
   Driving with Others
   Bicycling
   Walking
   Riding Public Transit

- 50% car 25% bike + walk
- walk and car
- used Public transit to go to work in Seattle
- strictly car

   a. **Has this changed over the past 10-years?** Yes Somewhat No

- More sidewalks would promote more walking
  - Saftey improvements
- Change will only happen if we want to change
- More bike lanes.
- Bikers belong where it is safe.

   b. **If so, why?**

- NO cross walk at dollar tree.
  - Need flashing crosswalk.

-

2. Thinking about transportation, what is Enumclaw doing well? What should be improved? Provide specific examples.

- Doing well w/ repaving the roads we have w/ the money we have.
- Need more flashing crosswalks
- Griffin Cole is a night mare
- Sidewalks are heaving now because of trees
- Overall pretty good.
  - Always making improvements
  - ADA Improvements
- Need to add more 4-way stop control
- Blinky yellow signals turns
- 410 turn lanes
- More public transit
- ~~Ida Shaw~~ Need more senior ~~center~~ transit for medical appointments that are out of city
- Ask if transit can get go to hospital
- Add speed indicator to Cole street, battersby, warner,

3. **As Enumclaw grows, are there any specific active transportation (sidewalk, bikeway, trail) improvements that you'd like to see completed?**

- More 4-way stops.
- ~~More blinking yellow turn signals~~
- No right turn on red to protect walkers.
- Add bike lanes to places w/ large shoulders.
- More walking trails like the Badersby trail (Joint use trails.
  - Big box around city
  - Walk into town.
- Fill in sidewalk holes.
- Exend Foothills trail to trail to the north

4. **As Enumclaw grows, are there any specific roadway/intersection improvements or new street connections that you'd like to see completed?**

- Better turn lanes on busy roads
- Porter + washington improve intersection.
- Battersby Cole
  ~~Warner~~ + ~~Cole~~ Street make a 4-way crosswalk or ~~flashing~~ flashing crosswalk.
- Kibler West extend.
- Improve Porter + Mough intersection
  - Hard Turning left onto porter is difficult.
- Warner needs to be widened
- Turn lane down 169
  - And sidewalks
- Condition of Battersby is quite bumpy

5. **As vehicle technology changes from gas to electric, where do you think it makes the most sense to invest in EV facilities, such as charging stations?**

- No won't buy one
- I love my EV
- Railroad parking lot.
- Near the down town.
- Parks parking lots
- Need Signage or marketing for stations.

City of Enumclaw Transportation Element Open House - September 12, 2023

Small Group Table Questions

Facilitator_____

1. **What forms of transportation do you use & about what percent of time?**
   Driving Alone
   Driving with Others
   Bicycling
   Walking
   Riding Public Transit

   - Farming Equipment, Agriculture

   a. **Has this changed over the past 10-years?** Yes Somewhat No

   b. **If so, why?**

2. **Thinking about transportation, what is Enumclaw doing well? What should be improved? Provide specific examples.**

→ Parking, new lots by library
important for businesses

→ Poor access for those with disability??

→ Metro Flex,

→ No Uber at night
↳ none at night

→ Amber from Pierce Transit

→ Origin / Destination

→ Signage & communication, wayfinding

3. **As Enumclaw grows, are there any specific active transportation (sidewalk, bikeway, trail) improvements that you'd like to see completed?**

4. **As Enumclaw grows, are there any specific roadway/intersection improvements or new street connections that you'd like to see completed?**

- Enumclaw
  - Bridge, 244th Ave,
- Wally's Light

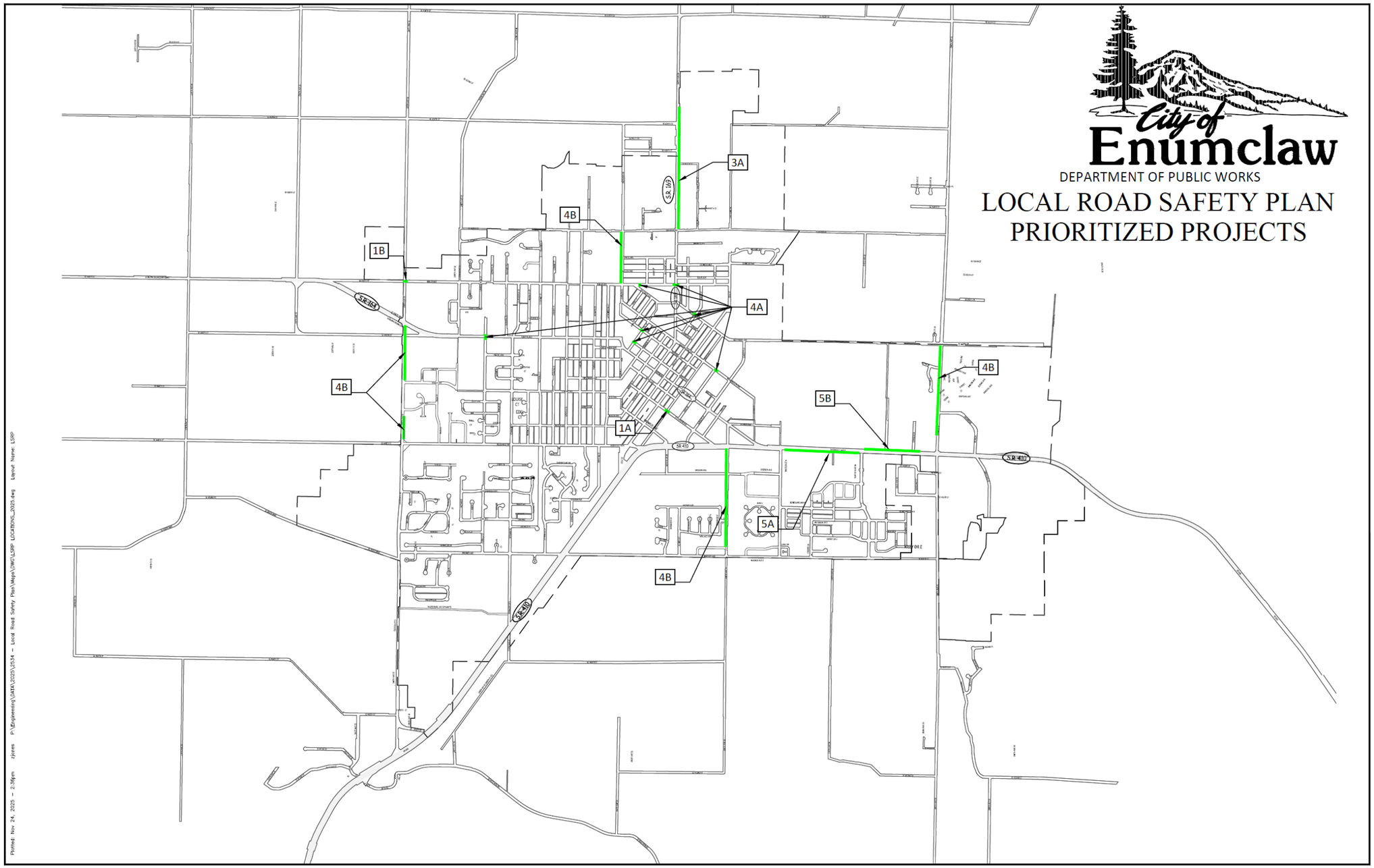
- Speed limits

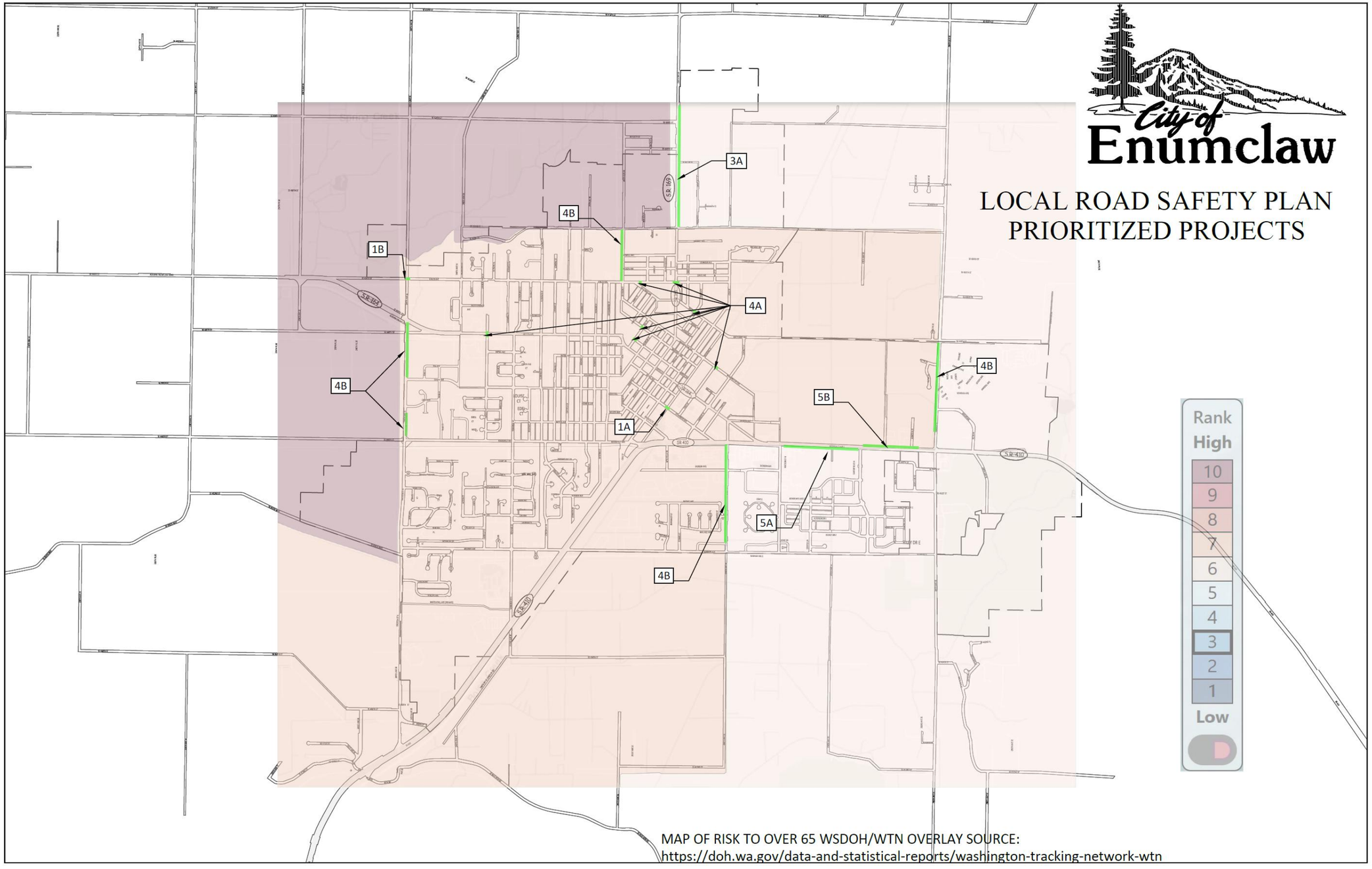
5. **As vehicle technology changes from gas to electric, where do you think it makes the most sense to invest in EV facilities, such as charging stations?**

→ Don't take up "prime" parking. But in the available lots at the "back" would be fine

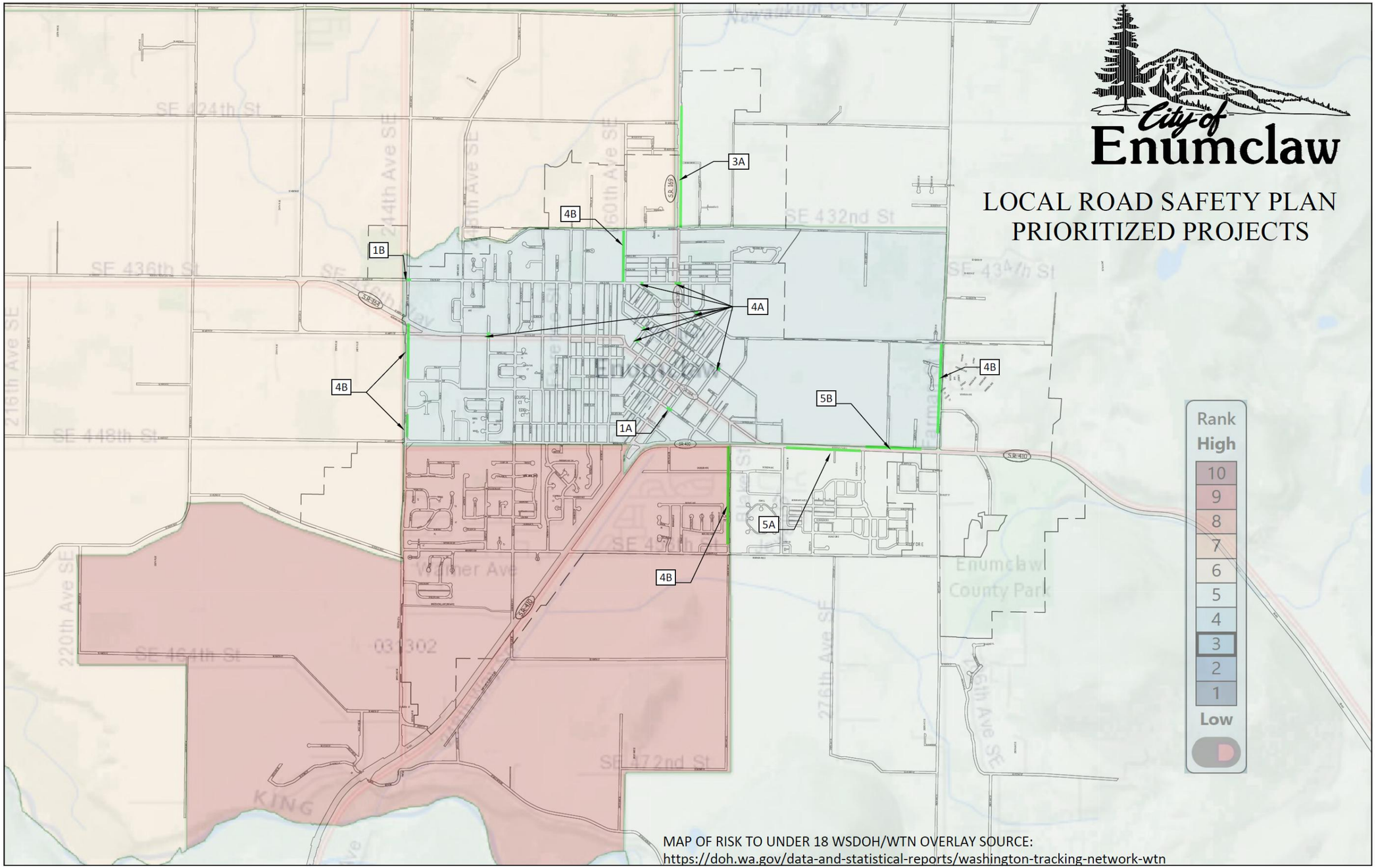
APPENDIX G

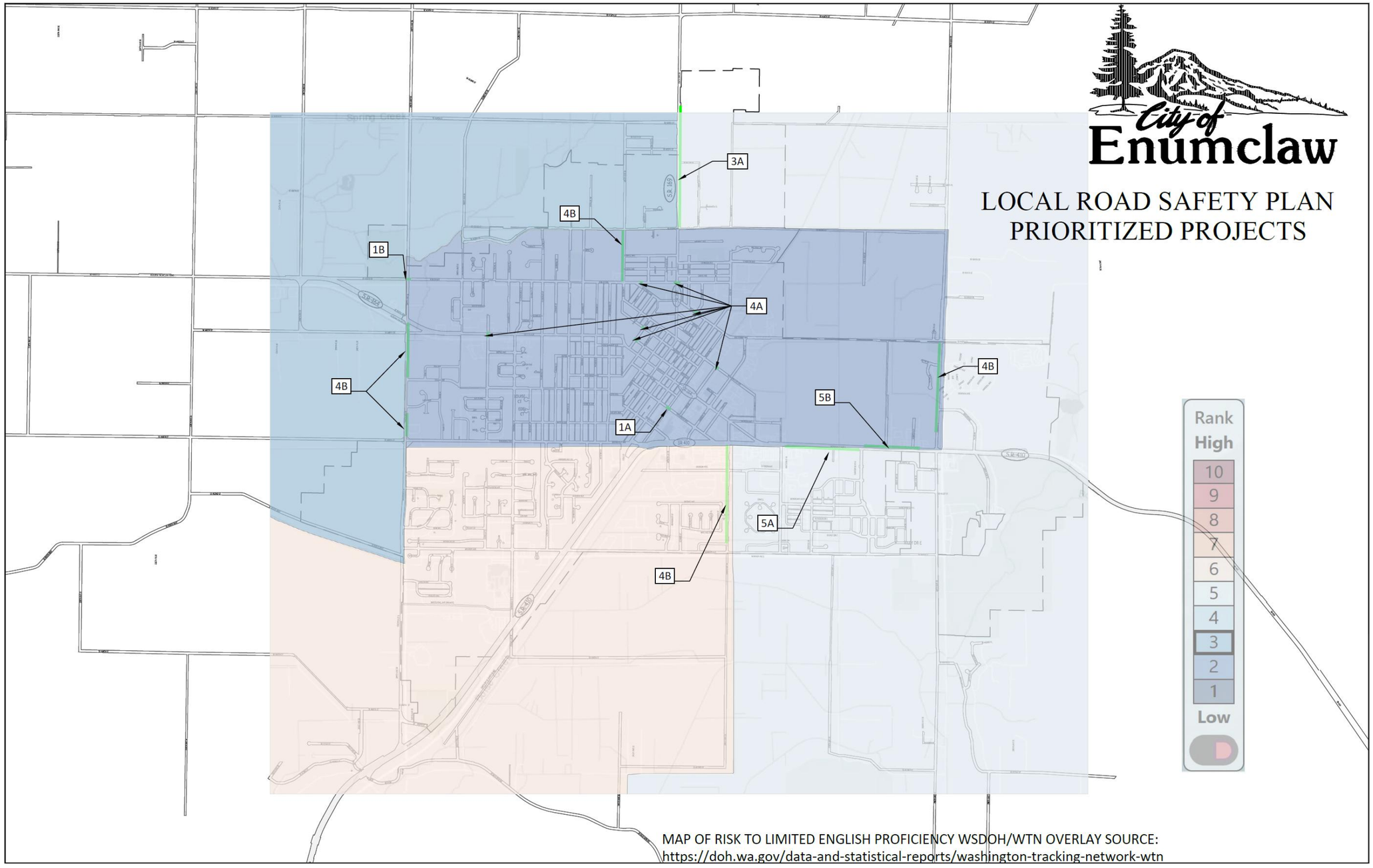
LRSP PRIORITIZED PROJECT LOCATIONS

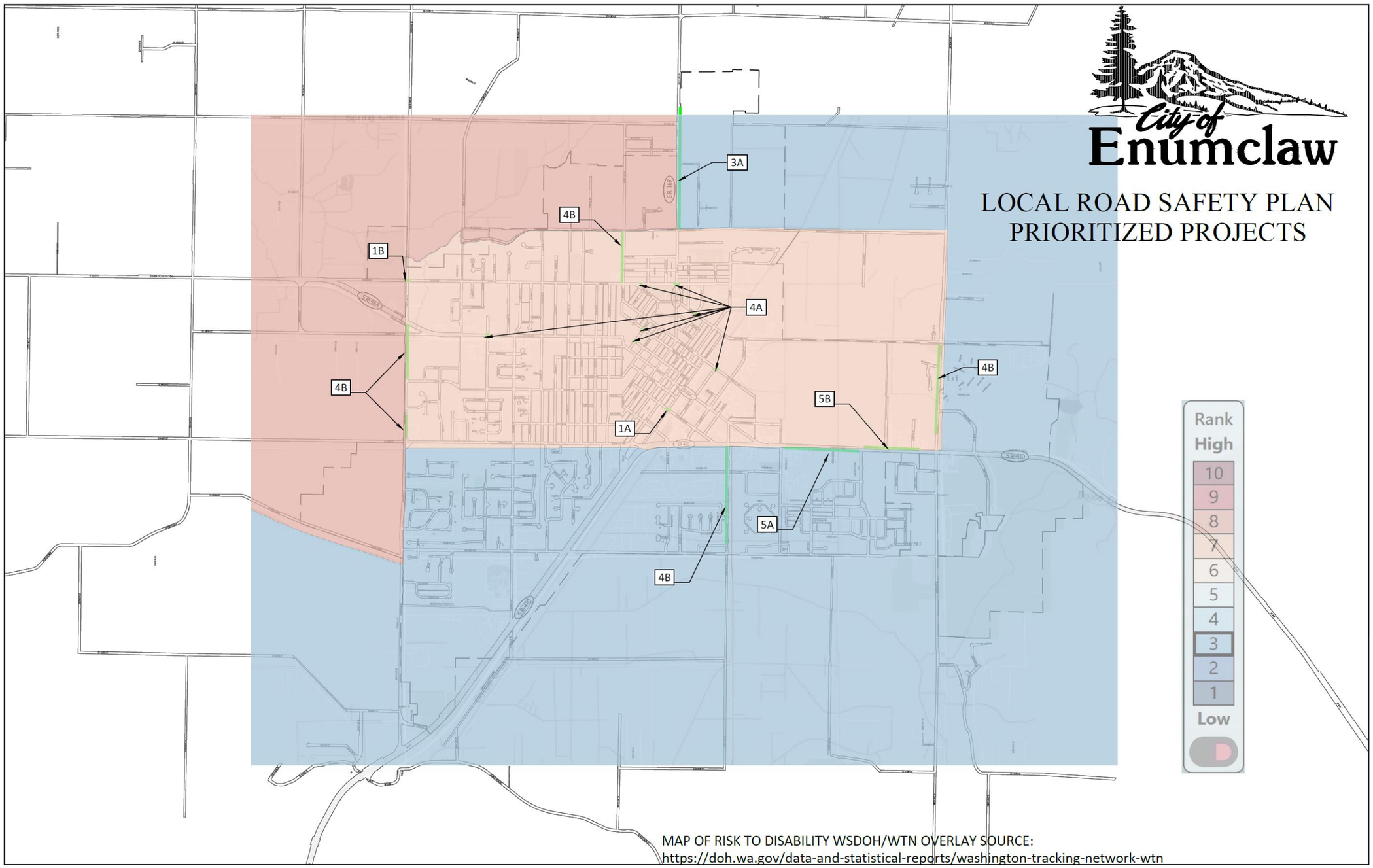


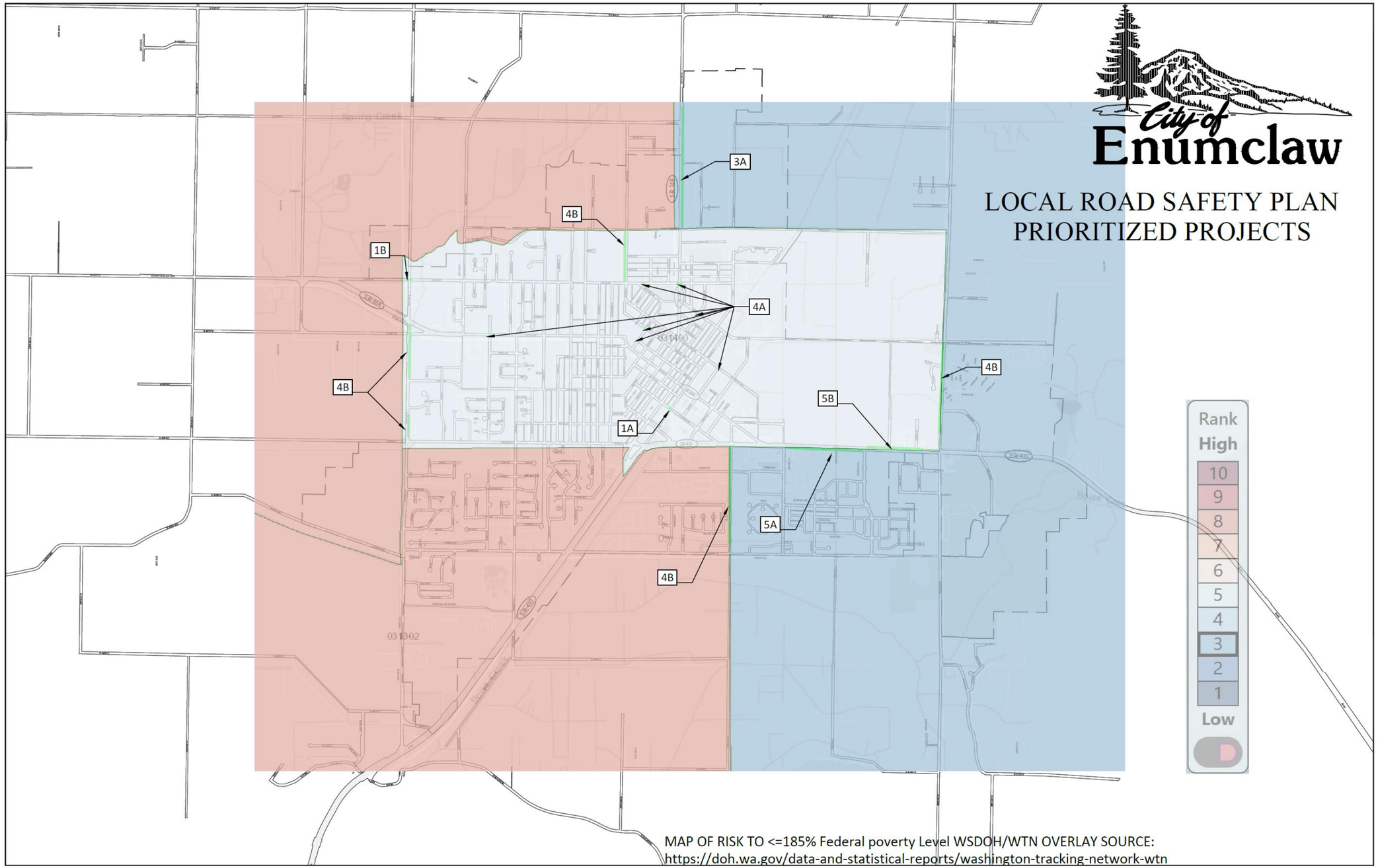


MAP OF RISK TO OVER 65 WSDOH/WTN OVERLAY SOURCE:
https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn









MAP OF RISK TO <=185% Federal poverty Level WSDOH/WTN OVERLAY SOURCE:
https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn

Date	Summer 26	Winter 26-27	Summer 27	Winter 27-28	Summer 28	Winter 28-29	Summer 29	Winter 29-30	Summer 30
02/27/25	$2.81	$5.55	$2.84	$5.59	$2.95	$6.22	$3.02		
03/06/25	$2.89	$5.64	$3.04	$5.73	$2.96	$5.62	$3.02		
03/13/25	$3.11	$5.77	$3.02	$5.70	$2.90	$5.60	$2.96		
03/27/25	$3.04	$5.79	$2.96	$5.63	$2.87	$5.57	$2.94		
04/03/25	$3.04	$5.81	$3.00	$5.70	$2.93	$5.60	$2.97		
04/10/25	$2.82	$5.61	$3.09	$5.93	$3.01	$5.58	$2.97		
04/17/25	$3.24	$6.13	$3.30	$6.21	$3.23	$5.77	$3.01		
04/24/25	$3.00	$6.04	$3.14	$6.06	$3.20	$5.70	$3.00		
05/01/25	$3.16	$6.19	$3.14	$6.07	$3.20	$5.73	$3.03		
05/08/25	$3.22	$6.28	$3.20	$6.11	$3.22	$5.79	$3.08		
05/15/25	$3.30	$6.44	$3.36	$6.31	$3.34	$5.98	$3.21		
05/22/25	$3.38	$6.50	$3.35	$6.39	$3.30	$6.08	$3.18		
05/29/25	$3.33	$6.50	$3.39	$6.46	$3.38	$6.10	$3.18		
06/06/25	$3.69	$6.81	$3.44	$6.60	$3.38	$6.22	$3.16		
06/12/25	$3.58	$6.78	$3.45	$6.60	$3.39	$6.21	$3.17		
06/20/25	$3.63	$6.94	$3.50	$6.92	$3.44	$6.54	$3.28		
06/26/25	$3.39	$6.72	$3.41	$6.82	$3.39	$6.48	$3.22		
07/03/25	$3.36	$6.69	$3.42	$7.01	$3.43	$6.59	$3.27		
07/10/25	$3.20	$6.69	$3.39	$6.96	$3.44	$6.58	$3.28		
07/17/25	$3.15	$6.81	$3.38	$7.05	$3.51	$6.69	$3.26		
07/24/25	$3.11	$6.72	$3.37	$7.04	$3.52	$6.60	$3.22		
07/31/25	$2.77	$6.56	$3.29	$6.97	$3.39	$6.55	$3.11		
08/07/25	$2.76	$6.42	$3.26	$6.88	$3.40	$6.54	$3.10		
08/14/25	$2.60	$6.31	$3.22	$6.81	$3.39	$6.47	$3.08		
08/21/25	$2.51	$6.20	$3.25	$6.76	$3.41	$6.49	$3.15		
08/28/25	$2.50	$6.28	$3.20	$6.82	$3.41	$6.59	$3.13		
09/04/25	$2.60	$6.31	$3.22	$6.83	$3.40	$6.57	$3.13		
09/11/25	$2.58	$6.18	$3.19	$6.69	$3.35	$6.47	$3.09		
09/18/25	$2.65	$6.23	$3.24	$6.71	$3.40	$6.44	$3.13		
09/25/25	$2.64	$6.14	$3.24	$6.69	$3.43	$6.43	$3.17		
10/02/25	$2.85	$6.23	$3.29	$6.70	$3.44	$6.44	$3.19		
10/09/25	$2.78	$6.20	$3.27	$6.66	$3.46	$6.40	$3.18		
10/16/25	$2.83	$6.15	$3.32	$6.70	$3.51	$6.44	$3.17		
10/23/25	$2.97	$6.19	$3.32	$6.68	$3.51	$6.43	$3.16		
10/30/25	$3.11	$6.10	$3.46	$6.62	$3.55	$6.48	$3.16	$5.84	$3.15
11/06/25	$3.17	$6.22	$3.40	$6.64	$3.53	$6.56	$3.19	$6.03	$3.16
11/13/25	$3.23	$6.28	$3.45	$6.67	$3.54	$6.58	$3.23	$6.05	$3.19
11/20/25	$3.04	$6.12	$3.42	$6.57	$3.55	$6.49	$3.24	$6.10	$3.21
12/04/25	$3.06	$6.09	$3.36	$6.53	$3.51	$6.51	$3.23	$6.03	$3.20
12/11/25	$2.73	$5.80	$3.23	$6.36	$3.46	$6.36	$3.16	$6.03	$3.18
12/18/25	$2.51	$5.59	$3.23	$6.26	$3.40	$6.25	$3.15	$6.03	$3.21
01/08/26	$2.08	$5.02	$2.93	$6.02	$3.21	$6.05	$3.11	$5.91	$3.09
01/15/26	$1.91	$4.64	$2.71	$5.54	$3.04	$5.62	$3.09	$5.80	$3.04
01/22/26	$2.45	$5.13	$2.84	$5.54	$3.18	$5.66	$3.18	$5.91	$3.17
01/29/26	$2.23	$5.20	$2.59	$5.55	$3.05	$5.59	$3.15	$5.89	$3.17
02/05/26	$1.98	$5.10	$2.63	$5.62	$3.08	$5.60	$3.15	$5.89	$3.13
02/12/26	$1.81	$5.11	$2.60	$5.68	$3.08	$5.65	$3.15	$5.94	$3.17
02/26/26	$1.67	$4.82	$2.56	$5.65	$3.16	$5.73	$3.15	$5.91	$3.12
03/05/26	$1.90	$5.03	$2.58	$5.73	$3.14	$5.74	$3.14	$5.93	$3.09
Hedged	$3.13	$5.54	$3.52	$5.98	$3.29	$6.23	$3.12	$6.06	
% of Avg Hedged	75%	85%	75%	75%	75%	50%	75%	50%	
Authorized 7/28/25						25% @ $5.50			
Authorized 11/24/25								25% @ $5.50	

19. Curb extension

DESCRIPTION

FIGURE 24. CURB EXTENSION ON BAINBRIDGE ISLAND, WA. SOURCE: PEDBIKE IMAGES/CARL SUNDSTROM.

Curb extensions (also known as "neckdowns," "bumpouts," or "bulbouts") extend the sidewalk or curb face into the parking lane or shoulder at an intersection or midblock crossing, improving sight distance between the driver and pedestrian. They typically don't extend further than the edge of a vehicle travel lane. They reduce the pedestrian crossing distance, improve visibility between motorists and pedestrians, and provide more space for pedestrians waiting to cross. Curb extensions may create space for landscaping or stormwater management.[80] At intersections, they also slow the speed of right-turning vehicles.

DESIGN GUIDANCE

Extend the curb no farther than the edge of the travel lane. Design the curb extension to provide sufficient space for directional ADA curb ramps. Consider pedestrian and bicyclist illumination and high visibility crosswalk markings. Consider angles and radii for the curb extensions that are compatible with local street sweepers and snow removal, if applicable.

Select and place site features such as landscaping, cabinets, poles, benches, planters, bollards, newspaper stands, and sandwich boards so they don't obstruct the vision of pedestrians or drivers within curb extension areas. Consider possible art integration with street murals within the curb extension.

If a bike lane is present, ramp the bike lane to the sidewalk level to provide a raised pedestrian crossing of the bike lane. Alternatively, provide **6-foot** minimum width cut outs for the bike lane to pass through with a tapered approach to warn bicyclists of the cut out or limit the extension to prevent interruptions to the bike facility. When using a bike lane cut-through, paint curbing white to ensure visibility by bicyclists and consider adding object markers to increase visibility. Provide curb radii or tapered entrances on the upstream side of the bike lane cut-through at a minimum. Don't design the curb with sharp corners at the entry side of the bike lane cut through. Refer to protected intersections for linear bicycle facilities for bike-specific treatments at intersections.[81] Alternatively, in locations with drainage or maintenance concerns, continue the bike lane in front of the curb extension.

For constrained conditions or areas where maintenance is a concern, design the curb extension to extend the face of the curb to the edge of the bike lane.

In locations where the curb extension extends into a shoulder and bicyclists may ride in this shoulder, consider either:

- Formalizing the bike lane along the road and designing the curb extension with a raised crossing for bicycles or a bike lane cut-through. Alternatively, the bike lane may bend in before the curb extension to run adjacent to the travel lane.

[80] WSDOT. 2018. *Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations*.

[81] NAS, Engineering, and Medicine. 2020. *Guidance to Improve Pedestrian and Bicyclist Safety at Intersections*. Washington, DC: The National Academies Press.

- Placing warning signage ("shoulder ends" (W8-25)) and object markers per the MUTCD guidance in advance of the curb extension.

Curb extensions may double as physical barriers to restrict parking near crossings. Refer to that treatment's guidance for more design information

DESIGN APPLICABILITY

- Intersections and midblock crosswalks.
- Most appropriate along roadways with on-street parking.
- Consider where there is no on-street parking. A shoulder provides sufficient width to safely accommodate a **5-foot minimum** curb extension. Consider effects to bicyclists using the shoulder.

COMPLEMENTARY TREATMENTS

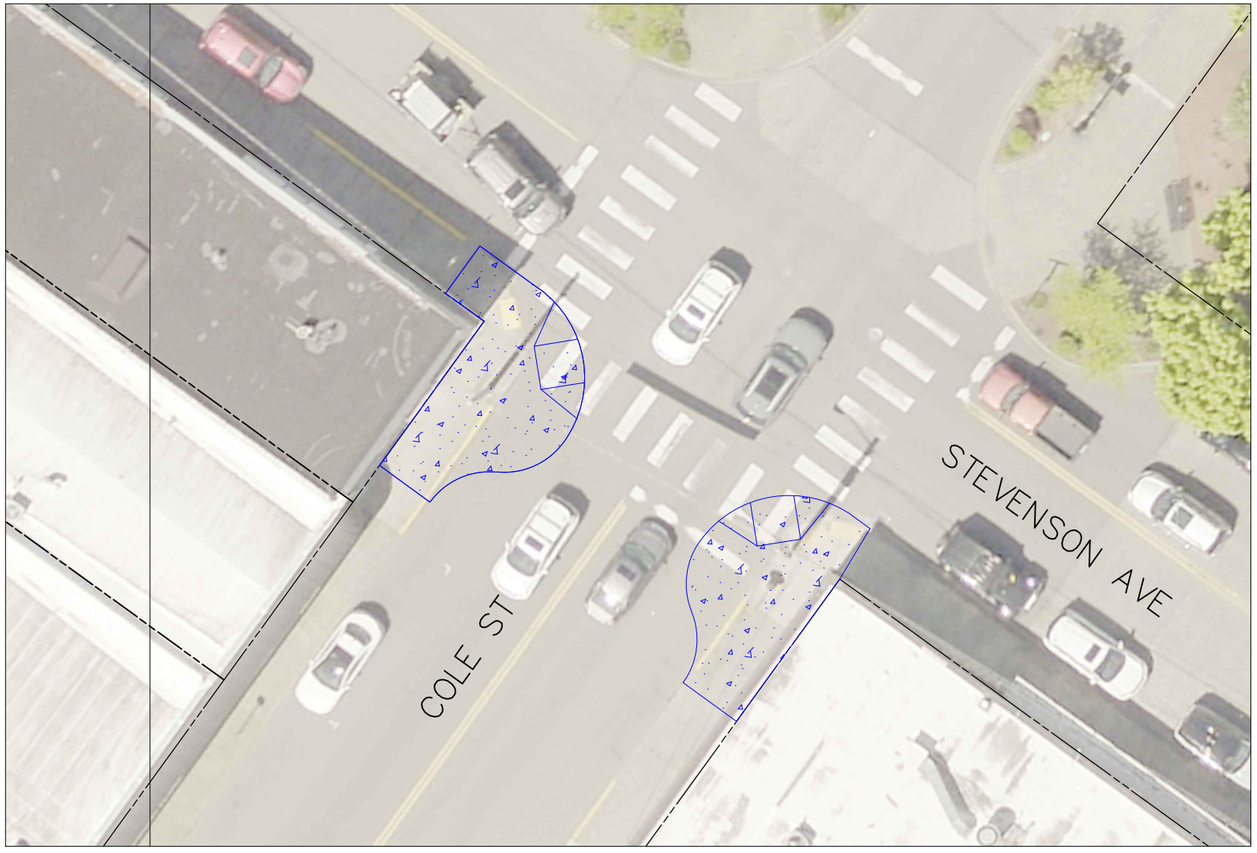
- Protected intersection for linear bicycle facilities
- Rectangular rapid flashing beacon
- Pedestrian hybrid beacon
- High-visibility crosswalk

MORE INFORMATION

- FHWA Traffic Calming ePrimer
- NCHRP 926 Guidance to Improve Pedestrian and Bicyclist Safety at Intersections
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

PLAN SHEET DETAILS

- 19 - Curb Extension



Engineers Estimate

Bid Item	Spec Section	Item Description	Unit	Quantity	Unit Price	Total Amount
1	1-09	MOBILIZATION	LS	1	$7,532.00	$7,532.00
2	8-01	INLET PROTECTION	EA	2	$80.00	$160.00
3	2-03	ROADWAY EXCAVATION INCL. HAUL	CY	60	$200.00	$12,000.00
4	2-02	REMOVAL OF STRUCTURE AND OBSTRUCTION	LS	1	$1,000.00	$1,000.00
5	1-05	ROADWAY SURVEYING	LS	1	$4,000.00	$4,000.00
6	8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	LF	101	$60.00	$6,060.00
7	8-55	CEMENT CONC. SIDEWALK	SY	100	$80.00	$8,000.00
8	5-04	HMA CL 1/2" PG 58H-22	TON	35	$150.00	$5,250.00
9	9-03	CRUSHED SURFACING TOP COURSE	TON	50	$75.00	$3,750.00
10	9-10	PROJECT TEMPORARY TRAFFIC CONTROL	LS	1	$10,000.00	$10,000.00
11	7-05	CONNECTION TO DRAINAGE STRUCTURE	EA	2	$500.00	$1,000.00
12	8-55	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	EA	2	$5,000.00	$10,000.00
13	9-05	CATCH BASIN TYPE 1	EA	2	$2,500.00	$5,000.00
14	7-17	DUCTILE IRON SEWER PIPE 8 IN. DIAM.	LF	40	$120.00	$4,800.00
15	8-22	PLASTIC STOP LINE	LF	20	$15.00	$300.00
16	8-22	PLASTIC CROSSWALK LINE	SF	200	$15.00	$3,000.00
17	8-21	PERMANENT SIGNING	LS	1	$3,000.00	$3,000.00

Subtotal Schedule A	**$84,852.00**
Washington State Tax 9.0%	N/A
Total Cost Schedule A	**$84,852.00**

SCALE 1"=20'

20' 0 20' 40'

SCALE IN FEET

CALL 2 DAYS
BEFORE YOU DIG
1-800-424-5555

REVISIONS

NO.	DESCRIPTION	BY	DATE
1			
2	-	-	-
3	-	-	-
4	-	-	-
5	-	-	-
6	-	-	-

CITY OF ENUMCLAW
DEPARTMENT OF PUBLIC WORKS
1309 MYRTLE AVENUE ENUMCLAW, WASHINGTON 98022

COLE/STEVENSON CURB BULBS

PROJECT NO: N/A
SURVEYED BY: COE
DESIGNED BY: DAW
DRAWN BY: DAW
CHECKED BY: DAW
DATE: 4/MAR/2026

On lower speed, lower volume neighborhood streets with highly utilized parking, consider implementing yield streets that provide a single bidirectional through lane with parking arranged to allow opposing vehicles periodic yield space. Provide a **10- to 18-foot** travel lane for two-way vehicular travel. Consider yield streets where drivers can see oncoming vehicles with sufficient warning to allow time to yield to one another.[41] Coordinate with local emergency services, fire departments, and other applicable city services (e.g., garbage removal, delivery services) when implementing this lane width.

Per PROWAG, provide a minimum of 1 accessible parking space for every 25 parking spaces up to 100 spaces and refer to PROWAG table R211 for further information. For parallel parking spaces, provide **13 feet** minimum width unless the project includes the alterations outlined in PROWAG R310.2.1. For alteration projects, provide the same minimum accessible parking space width as the adjacent spaces. Place the accessible spaces nearest the crosswalk and a curb ramp serving the crosswalk.

For projects on state routes, refer to the WSDOT Design Manual regarding lane widths.

DESIGN APPLICABILITY

All roads with lane widths greater than the recommended dimension per the roadway context listed above.

COMPLEMENTARY TREATMENTS

- Road reconfiguration
- Median diverter for multi-stage crossing
- Linear treatments designed for pedestrians (all)
- Bike lanes
- Buffered bike lanes
- Separated bike lanes

MORE INFORMATION

- AASHTO A Policy on Geometric Design of Highways and Streets 2018
- NCHRP 1036 – Roadway Cross Section Reallocation: A Guide

Notes:
- Price is approximately $2,000 each for sign with solar kit

41 NACTO. 2013. "Yield Street." *Urban Street Design Guide*.

25. In-street, "stop for pedestrian" sign

DESCRIPTION

In-street, "stop for pedestrian" signs can remind drivers of laws regarding pedestrian right of way at an uncontrolled crosswalk. These signs can help address conflicts at crossing locations, excessive driving speed, inadequate visibility, and drivers not stopping for pedestrians in crosswalks.[103] In Washington state, drivers must stop for pedestrians or bicyclists crossing a roadway in a marked or unmarked crosswalk.[104]

DESIGN GUIDANCE

Place in-street, "stop for pedestrian" signs (R1-6a) on the centerline, a lane line, or in a median.

If there is a median or a pedestrian refuge island, place the sign in the island.[105] FHWA also recommends developing a plan to fund and replace damaged signs promptly.

DESIGN APPLICABILITY

- Two-lane or three-lane roads with speed limits of 30 mph or less.[106]
- Unsignalized crosswalks.

COMPLEMENTARY TREATMENTS

- Pedestrian refuge island
- High-visibility crosswalk
- Stop line at an uncontrolled crosswalk

MORE INFORMATION

- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- Refer to MUTCD - Washington State Modifications: WAC 468-95-033 for installation guidance.

FIGURE 31. R1-6A SIGN. SOURCE: MUTCD.

Noites
Cost is approximately $500 each

[103] FHWA. 2018. *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.
[104] RCW 46.61.235
[105] FHWA. 2009. "2009 MUTCD (with Revisions 1 and 2 Incorporated)." Last modified Sept. 14, 2022.
[106] FHWA. 2018. "Crosswalk Visibility Enhancements." *Safe Transportation for Every Pedestrian*

32. Pedestrian hybrid beacon

DESCRIPTION

FIGURE 39. PHB IN TACOMA, WA

Pedestrian hybrid beacons (PHB) (also known as HAWK beacons) are a form of traffic control used at pedestrian and bicyclist crossings. The beacon lights are dark until a pedestrian or bicyclist activates the signal. The cycle includes a warning phase for drivers, then a stop phase when pedestrians and bicyclists receive the "walk" signal to cross the street. PHBs provide a controlled crossing for pedestrians, while creating less delay for drivers than a pedestrian traffic signal or full traffic signal. For pedestrians who have low vision, are blind, or deaf and blind, a PHB with a pedestrian countdown signal and accessible pedestrian signal indicating "walk" while drivers receive a red light is more comfortable and definitive than an uncontrolled crossing.[127] PHBs can address conflicts at crossing locations, excessive driving speed, inadequate visibility, and drivers not stopping for pedestrians in crosswalks. PHBs can reduce pedestrian crashes by 55 percent[128] and serious injury and fatal crashes by 15 percent.[129]

DESIGN GUIDANCE

Consider installing a PHB at a location that either meets the MUTCD traffic signal warrants or aligns with the MUTCD PHB-specific guidelines. Place at least two pedestrian hybrid beacon faces for each approach of the major street. For roads with operating speeds over 35 mph, place both PHB faces over the roadway. Prohibit parking at least **100 feet** in advance and at least **20 feet** beyond the marked crosswalk. For further PHB guidance, refer to the MUTCD Chapter 4F. However, also consider PHB placement at intersections or midblock locations based on updated guidance from FHWA.[130]

Consider PHBs at multi-lane pedestrian crossings of roundabouts.[131]

Install with a high-visibility crosswalk and advance-stop lines. Provide pedestrian countdown signals and accessible pedestrian signals.

Considerations for bicyclists

At locations also intended to serve bicyclist crossings, alternatively consider a half signal or full traffic signal. During the flashing red phase for drivers, pedestrians receive a flashing "don't walk" phase. Bicyclists may see the flashing "don't walk" phase, but still perceive they could clear the intersection within the remaining time. Drivers may not expect bicyclists at the intersection given their higher speed, resulting in a possible conflict in the intersection between drivers and bicyclists.[132] However, if an agency does decide to install PHBs at a crosswalk where bicyclists will also cross, include active or passive bike detection and "bikes use ped signal" signs (R9-5) as applicable.

127 NAS, Engineering, and Medicine. 2017. "Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities: A Guidebook." Washington, DC: The National Academies Press.

128 NAS, Engineering, and Medicine. 2017. *Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments.* Washington, DC: The National Academies Press.

129 Fitzpatrick, K. and Eun Sug Park. 2010. "Safety Effectiveness of the HAWK Pedestrian Crossing Treatment." FHWA-HRT-10-042. FHWA.

130 FHWA. 2018. "Pedestrian Hybrid Beacon." *Safe Transportation for Every Pedestrian.*

131 U.S. Access Board. 2023. *Public Right-of-Way Accessibility Guidelines.*

132 Ohio Department of Transportation. 2023. *Multimodal Design Guide.*

DESIGN APPLICABILITY

- Multi-lane roundabout crossings.
- One-way approaches to intersections, such as freeway exit ramps.
- Intersections or midblock crossing locations
- Three or more lanes and/or annual average daily traffic (AADT) over 9,000 vpd.[133]

COMPLEMENTARY TREATMENTS

- Shared-use path
- Roundabout with pedestrian/bicyclist facilities and crossings
- Pedestrian refuge island

MORE INFORMATION

- MUTCD Chapter 4F. Pedestrian Hybrid Beacons

PLAN SHEET DETAILS

- 32 - Pedestrian Hybrid Beacon

Notes:
- Costs approximately $60,000 each (not including contractor install)
- The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk, or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance

[133] FHWA. 2018. *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.*