

1. 03.09.2026 Agenda Only

Documents:

[03.09.2026 AGENDA ONLY.PDF](#)

2. 03.09.2026 Agenda Packet

Documents:

[03.09.2026 AGENDA PACKET.PDF](#)



# AGENDA REGULAR MEETING ENUMCLAW CITY COUNCIL

**March 9, 2026 ~ 7:00 p.m. ~ Enumclaw City Hall**

**1. CALL TO ORDER, FLAG SALUTE, AND ATTENDANCE:**

**2. ADJUSTMENTS TO THE AGENDA:**

**3. MOTION TO APPROVE MINUTES AS PUBLISHED:**

A. Council Minutes 2/23/26

**4. ANNOUNCEMENTS AND PRESENTATIONS:**

A. ANNOUNCEMENTS

1. Proclamations

- a. American Red Cross Month
- b. Affordable Housing Week, March 10-13
- c. Jack Prindle Day, March 22

**5. COMMENTS FROM THE AUDIENCE: (Please Limit Comments to Three Minutes)**

**6. PUBLIC HEARING:**

**7. TABLED BUSINESS:**

**8. COUNCIL COMMITTEE REPORTS:**

- A. Community & Economic Development - LaFleur, Chair; Martinell, Koopman Frazier
- B. Community Services - Koopman Frazier, Chair; Smith, Stanley
- C. Finance & Technology - Koopman Frazier, Chair; Smith, Stanley
- D. Public Safety - Martinell, Chair; Solmons-Waterhouse, Storton
- E. Public Works - LaFleur, Chair; Solmons-Waterhouse, Storton
- F. Chamber of Commerce - Martinell, Liaison; Solmons-Waterhouse, Alternate
- G. Sound Cities Association (SCA) - LaFleur, Liaison; Martinell, Alternate

**9. CONSENT AGENDA.....Motion to Approve**

**10. GENERAL BUSINESS:**

A. ORDINANCES

- 1. Ordinance No. 2835 - EMC Amendment Right of Entry
  - a. City Clerk Reads Ordinance by Title Only for the 2nd Reading
  - b. Staff Report: Brian Spindor, Public Works Director
  - c. Council Committee Report:
  - d. Council Comments:
  - e. Council Action:

B. RESOLUTIONS

- 1. Resolution No. 1869 - Boise Creek Cove Final Plat
  - a. City Clerk Reads Resolution by Title Only
  - b. Staff Report: Chris Pasinetti, Community Development Director
  - c. Council Comments:
  - d. Council Action:

2. Resolution No. 1870 - Safe Streets Program
  - a. City Clerk Reads Resolution by Title Only
  - b. Staff Report: Brian Spindor, Public Works Director
  - c. Council Committee Report:
  - d. Council Comments:
  - e. Council Action:

C. GENERAL ITEMS

1. Action Item.....Council Action
  - a. 2026 Planning Commission and Community Development Work Plan
    1. Staff Report: Chris Pasinetti, Community Development Director
    2. Council Committee Report:
    3. Council Comments:
    4. Council Action:
2. Routine Reports
  - a. Finance: December Sales Tax Report
  - b. Police

**11. UNFINISHED BUSINESS:**

**12. NEW BUSINESS:**

- A. Climate Commitment Act Workshop - Chris Searcy, City Administrator

**13. EXECUTIVE SESSION:**

**14. ADJOURNMENT:**

***THIS MEETING BROADCAST AND STREAMED LIVE VIA ECTV CHANNEL 21***

*City Council meetings are wheelchair accessible; parking area available by north door of City Hall. Public comment may be submitted in writing by emailing the City Clerk at [jrose@ci.enumclaw.wa.us](mailto:jrose@ci.enumclaw.wa.us) by 4:00 p.m. on the day of the meeting. If accommodations are needed, including virtual access to provide public comment, please contact the City Clerk by the same deadline listed above at 360-615-5608 or by the email provided.*



AGENDA
REGULAR MEETING
ENUMCLAW CITY COUNCIL

March 9, 2026 ~ 7:00 p.m. ~ Enumclaw City Hall

1. CALL TO ORDER, FLAG SALUTE, AND ATTENDANCE:

2. ADJUSTMENTS TO THE AGENDA:

3. MOTION TO APPROVE MINUTES AS PUBLISHED:

A. Council Minutes 2/23/26 (page 3)

4. ANNOUNCEMENTS AND PRESENTATIONS:

A. ANNOUNCEMENTS

- 1. Proclamations (page 8)
a. American Red Cross Month
b. Affordable Housing Week, March 10-13
c. Jack Prindle Day, March 22

5. COMMENTS FROM THE AUDIENCE: (Please Limit Comments to Three Minutes)

6. PUBLIC HEARING:

7. TABLED BUSINESS:

8. COUNCIL COMMITTEE REPORTS:

- A. Community & Economic Development - LaFleur, Chair; Martinell, Koopman Frazier
B. Community Services - Koopman Frazier, Chair; Smith, Stanley
C. Finance & Technology - Koopman Frazier, Chair; Smith, Stanley
D. Public Safety - Martinell, Chair; Solmonsens-Waterhouse, Storton
E. Public Works - LaFleur, Chair; Solmonsens-Waterhouse, Storton
F. Chamber of Commerce - Martinell, Liaison; Solmonsens-Waterhouse, Alternate
G. Sound Cities Association (SCA) - LaFleur, Liaison; Martinell, Alternate

9. CONSENT AGENDA.....Motion to Approve

10. GENERAL BUSINESS:

A. ORDINANCES

- 1. Ordinance No. 2835 - EMC Amendment Right of Entry (page 11)
a. City Clerk Reads Ordinance by Title Only for the 2nd Reading
b. Staff Report: Brian Spindor, Public Works Director
c. Council Committee Report:
d. Council Comments:
e. Council Action:

B. RESOLUTIONS

- 1. Resolution No. 1869 - Boise Creek Cove Final Plat (page 17)
a. City Clerk Reads Resolution by Title Only
b. Staff Report: Chris Pasinetti, Community Development Director
c. Council Comments:
d. Council Action:

- 2. Resolution No. 1870 - Safe Streets Program (page 31)
  - a. City Clerk Reads Resolution by Title Only
  - b. Staff Report: Brian Spindor, Public Works Director
  - c. Council Committee Report:
  - d. Council Comments:
  - e. Council Action:

C. GENERAL ITEMS

- 1. Action Item.....Council Action
  - a. 2026 Planning Commission and Community Development Work Plan (page 123)
    - 1. Staff Report: Chris Pasinetti, Community Development Director
    - 2. Council Committee Report:
    - 3. Council Comments:
    - 4. Council Action:
- 2. Routine Reports
  - a. Finance: (page 129) December Sales Tax Report
  - b. Police (page 132)

**11. UNFINISHED BUSINESS:**

**12. NEW BUSINESS:**

- A. Climate Commitment Act Workshop - Chris Searcy, City Administrator

**13. EXECUTIVE SESSION:**

**14. ADJOURNMENT:**

***THIS MEETING BROADCAST AND STREAMED LIVE VIA ECTV CHANNEL 21***

*City Council meetings are wheelchair accessible; parking area available by north door of City Hall. Public comment may be submitted in writing by emailing the City Clerk at [jrose@ci.enumclaw.wa.us](mailto:jrose@ci.enumclaw.wa.us) by 4:00 p.m. on the day of the meeting. If accommodations are needed, including virtual access to provide public comment, please contact the City Clerk by the same deadline listed above at 360-615-5608 or by the email provided.*

**City of Enumclaw  
1339 Griffin Avenue  
Enumclaw, Washington 98022**

**City Council Regular Session  
City Hall Council Chambers  
February 23, 2026, 7:00 p.m.**

**1. CALL TO ORDER AND FLAG SALUTE:**

Mayor Wright called the meeting to order at 7:01 p.m. and led the Pledge of Allegiance. Mayor Pro Tem Martinell announced that all Councilmembers were present.

**ATTENDANCE:**

Councilmembers Corrie Koopman Frazier, Jan Martinell, Chance LaFleur, Sabrina Solmons-Waterhouse, Brodie Smith, Ed Storton, and Amber Stanley were present. Also, present were Mayor Anthony Wright, Assistant City Attorney Michael Reynolds, City Clerk Jessica Rose, Police Chief Tim Floyd, Community Development Director Chris Pasinetti (via Teams), Public Works Director Brian Spindor, Information Services Director Joe Nanavich, and Media Services Technician Zoie Raum.

**2. ADJUSTMENTS TO THE AGENDA:**

None

Council consensus to approve agenda as published.

**3. MOTION TO APPROVE MINUTES AS PUBLISHED:**

A. Council Minutes 2/9/26

**MARTINELL MOVED TO APPROVE THE FEBRUARY 9, 2026, COUNCIL MEETING MINUTES AS PUBLISHED. KOOPMAN FRAZIER SECONDED. MOTION CARRIED 7-0.**

**4. ANNOUNCEMENTS AND PRESENTATIONS:**

A. ANNOUNCEMENTS

1. *Coffee with the Mayor*, Monday, March 9, 8:30 a.m. - 9:30 a.m., Express-o Yourself  
Mayor noted the announcement.

B. PRESENTATIONS

1. State of the County Address - Reagan Dunn, King County Councilmember  
Dunn provided Council with a PowerPoint presentation regarding the state of King County.

2. Employee Introductions - Tim Floyd, Police Chief  
a. Riley Bedwell, Communications Officer

Floyd introduced Bedwell to Council and gave an overview of his background.

**5. COMMENTS FROM THE AUDIENCE: (Please Limit Comments to Three Minutes)**

Richard Meyer, who lives within the City limits, stated his concerns regarding the flooding event and announced a Rotary shredding event.

Pat Traube, who lives outside the City limits, stated her concerns regarding BESS.

Trip Hart, who lives outside the City limits, stated his concerns regarding BESS.

**6. PUBLIC HEARING:**

Resolution No. 1867 - Fee Schedule Amendment

**MAYOR OPENED THE PUBLIC HEARING AT 7:32 P.M.**

Rose stated the Clerk's Office received no correspondence regarding Resolution No. 1867, Fee Schedule Amendment.

City Clerk Reads Resolution by Title Only

RESOLUTION NO. 1867

A RESOLUTION OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON AMENDING RESOLUTION NO. 1866 TO AMEND FEES.

***Staff Report:***

Rose stated the City would like to modify the fee schedule to outline its current public records fees and to adopt additional fees pursuant to RCW 42.56.120 and WAC 44-14-07001.

***Council Comments:***

None

***Public Input:***

None

**MAYOR CLOSED THE PUBLIC HEARING AT 7:34 P.M.**

**7. TABLED BUSINESS:**

None

**8. COUNCIL COMMITTEE REPORTS:**

A. Community & Economic Development - LaFleur, Chair; Martinell, Koopman Frazier  
LaFleur stated the Committee has not met since the last meeting. The next meeting is scheduled for Monday, March 9, at 4:30 p.m. at Stevenson Yerxa.

B. Community Services - Koopman Frazier, Chair; Smith,  
Smith stated the Committee last met on February 17. They discussed pickleball, art sculpture donations, and golf course lease. The next meeting is scheduled for Monday, March 16, at 5:00 p.m. at Stevenson Yerxa.

C. Finance & Technology - Koopman Frazier, Chair; Smith, Stanley  
Koopman Frazier stated the Committee last met on February 23. They discussed Resolution No. 1867, Safe Surplus, Soft Resources Project Management agreement, and IT Capital Projects. The next meeting is scheduled for Monday, March 9, at 6:30 p.m. in the Finance Department.

D. Public Safety - Martinell, Chair; Solmonsens-Waterhouse, Storton  
Martinell stated the Committee last met on February 17. They discussed EMC amendments for e-motorcycles and helmets, and Medication-Assisted Treatment (MAT)/Medications for Opioid Use Disorder (MOUD) update. The next meeting is scheduled for Monday, March 16, at 6:00 p.m. at the Police Department.

E. Public Works - LaFleur, Chair; Solmonsens-Waterhouse, Storton  
LaFleur stated the committee last met on February 23. They discussed Ordinance No. 2835, Resolution No. 1868, and gas hedging. The next meeting is scheduled for Monday, March 9, at 5:30 p.m. at Stevenson-Yerxa.

F. Chamber of Commerce - Martinell, Liaison; Solmonsens-Waterhouse, Alternate  
Martinell stated the Chamber last met on February 11. They discussed upcoming events. The next meeting is scheduled for Wednesday, March 11, at 8:00 a.m. at the school district office.

G. Sound Cities Association - LaFleur, Liaison; Koopman Frazier, Alternate  
LaFleur stated SCA has not met since the last meeting. The next meeting is scheduled for Wednesday, March 11, at 7:00 p.m. via Zoom.

9. **CONSENT AGENDA**.....Motion to Approve

A. VOUCHER AND PAYROLL CERTIFICATION

1. Accounts Payable Vouchers #242539 - 242757 \$1,756,285.56; Void Check #s 242664 (\$23,769.00)
2. January 2026 Payroll Voucher #29140 \$2,480.00; Payroll Direct Deposits - \$802,947.10; Payroll Tax and Benefits - \$796,391.14
3. ACH & Wire Transactions - \$450,650.30

B. RESOLUTION

1. Resolution No. 1867, Fee Schedule Amendment

C. SURPLUS

1. Herring-Hall-Marvin Safe

D. APPOINTMENT

1. Arts Commission Position No. 1, Dan DeVries; Term expires 12/31/2026
2. Arts Commission Position No. 2, Jill Gardine; Term expires 12/31/2028
3. Park Board Position No. 4, Dave Hauge; Term expires 12/31/2026

E. PROFESSIONAL SERVICE AGREEMENT

1. Soft Resources - Project Management Assistance Agreement

**LAFLEUR MOVED TO APPROVE THE CONSENT AGENDA. KOOPMAN FRAZIER SECONDED. MOTION CARRIED 7-0.**

10. **GENERAL BUSINESS:**

A. ORDINANCES

1. Ordinance No. 2833 - BESS Moratorium Extension

City Clerk Reads Ordinance by Title Only for the 2nd Reading

ORDINANCE NO. 2833

AN ORDINANCE OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON, IMPOSING A MORATORIUM ON THE ACCEPTANCE, PROCESSING, AND APPROVAL OF APPLICATIONS FOR BATTERY ENERGY STORAGE SYSTEM (BESS) FACILITIES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

***Staff Report:***

Pasinetti stated that he had nothing further to add to his report provided at the previous meeting.

***Council Committee Report:***

LaFleur stated that the Community and Economic Development Committee is in approval.

***Council Comments:***

None

***Council Action:***

**LAFLEUR MOVED TO APPROVE ORDINANCE NO. 2833, BESS MORATORIUM EXTENSION. KOOPMAN FRAZIER SECONDED. MOTION CARRIED 7-0.**

2. Ordinance No. 2834 - NFC Northwest, LLC Franchise

City Clerk Reads Ordinance by Title Only for the 2nd Reading

## ORDINANCE NO. 2834

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ENUMCLAW, WASHINGTON, GRANTING TO NFC NORTHWEST, LLC, A STATE OF WASHINGTON CORPORATION, A FRANCHISE FOR TELECOMMUNICATIONS.

**Staff Report:**

Reynolds stated he had nothing further to add to his report provided at the previous meeting.

**Council Committee Report:**

Koopman Frazier stated that the Finance Committee has reviewed and is in approval.

**Council Comments:**

None

**Council Action:**

**KOOPMAN FRAZIER MOVED TO APPROVE ORDINANCE NO. 2834, NFC NORTHWEST, LLC FRANCHISE. SMITH SECONDED. MOTION CARRIED 7-0.**

## 3. Ordinance No. 2835 - EMC Amendment Right of Entry

City Clerk Reads Ordinance by Title Only for the 1st Reading

## ORDINANCE NO. 2835

AN ORDINANCE OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON ADDING TO THE ENUMCLAW MUNICIPAL CODE SECTION 14.12.070 RIGHT OF ENTRY TO AUTHORIZE EMPLOYEES OF THE CITY ACCESS TO BUILDINGS IN WHICH NATURAL GAS IS SUPPLIED AND PROVIDING FOR A REMEDY IN THE EVENT THE INSPECTION IS NOT ALLOWED.

**Staff Report:**

Spindor stated that the Enumclaw Municipal Code (EMC) have provisions that allows for premise inspection for water, sewer, and stormwater, but not for natural gas. The code change will allow city natural gas crews on premises to conduct inspection of service piping, valving, and meters.

**Council Comments:**

None

## B. RESOLUTIONS

## 1. Resolution No. 1868 - 2026 Stormwater Management Program Plan

City Clerk Reads Resolution by Title Only

## RESOLUTION NO. 1868

A RESOLUTION OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON REGARDING ADOPTION OF THE 2026 STORMWATER MANAGEMENT PROGRAM PLAN.

**Staff Report:**

Spindor stated the 2025 Stormwater Management Program Plan (SWMP) has been reviewed and the content updated to reflect planned 2026 permit compliance objectives and activities.

**Council Committee Reports:**

LaFleur stated that the Public Works Committee has reviewed and is in approval.

**Council Comments:**

None

***Council Action:***

**LAFLEUR MOVED TO APPROVE RESOLUTION NO. 1868, 2026 STORMWATER MANAGEMENT PROGRAM PLAN. KOOPMAN FRAZIER SECONDED. MOTION CARRIED 7-0.**

**11. UNFINISHED BUSINESS:**

None

**12. NEW BUSINESS:**

None

**13. EXECUTIVE SESSION:**

None

**14. ADJOURNMENT:**

**LAFLEUR MOVED TO ADJOURN THE MEETING. KOOPMAN FRAZIER SECONDED. MOTION CARRIED 7-0.**

Meeting adjourned at 7:47 p.m.

Respectfully Submitted,

Jessica Rose  
City Clerk

Date Minutes Approved: \_\_\_\_\_

# Proclamation

*In the aftermath of the Civil War, Clara Barton founded the American Red Cross. Its national headquarters was built as a memorial to the women of the Civil War. For nearly 143 years, the employees, volunteers, and supporters of the American Red Cross have met loss and disaster with compassion and care. They remind us that we must leave no one behind. During March of this year, we celebrate the ordinary citizens who perform extraordinary acts of service, and we honor the Red Cross for its commitment to making our country and world a better place.*

*Across America, we have seen the work of the Red Cross firsthand. When hurricanes make landfall and floodwaters rise, the Red Cross is ready to provide food, shelter, and emergency supplies. When wildfires spread and tornadoes uproot communities, volunteers arrive from around the country to help survivors heal, recover, and rebuild. We have also turned to the American Red Cross to respond to crises overseas in wake of natural disasters and in preparation for emergencies before they happen. The old saying is still true today: The Red Cross is always there.*

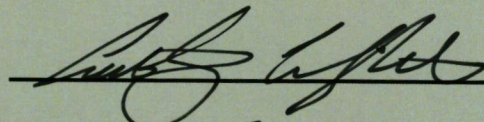
*During American Red Cross Month, I encourage Americans and the citizens of Enumclaw to learn more about the steps involved in donating blood by visiting [www.redcross.org](http://www.redcross.org). I also encourage our community to learn or teach first aid and to participate in Sound the Alarm events to prevent home fires.*

***NOW, THEREFORE, I, Anthony Wright, Mayor of Enumclaw, do hereby proclaim March 2026 as***

## ***American Red Cross Month***

*and encourage all citizens to observe this month with relevant programs, ceremonies, and activities, and to support the work of service of the American Red Cross.*

*In witness whereof I have hereunto set my hand  
and caused this seal to be affixed.*

  
\_\_\_\_\_

ATTEST: \_\_\_\_\_

DATE: 2/5/26

# Proclamation

**WHEREAS**, access to safe, healthy and affordable housing is fundamental to the well-being, stability, and economic prosperity of individuals and communities; and

**WHEREAS**, according to the U.S. Department of Housing and Urban Development, affordable housing means housing on which the occupant is paying no more than thirty percent (30%) of gross income for housing costs, including utilities; and

**WHEREAS**, working families, seniors, veterans, and individuals with low or moderate income are struggling to find housing they can afford; and

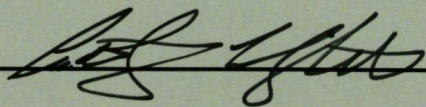
**WHEREAS**, local governments, nonprofit organizations, community leaders, housing advocates and more are working to increase housing supply, preserve existing affordable homes, support renter stability, and promote equitable access to housing opportunities; and

**WHEREAS**, celebrating Affordable Housing Week offers an opportunity to educate the public, elevate housing challenges, and build momentum toward policies and investments that expand affordable homes for all.

**NOW, THEREFORE I**, Mayor Anthony Wright do hereby proclaim March 10 - 13, 2026, as

## *Affordable Housing Week*

*In witness whereof I have hereunto set my hand and caused this seal to be affixed.*

  
\_\_\_\_\_

ATTEST: \_\_\_\_\_

DATE: 3/12/2026

# Proclamation

*WHEREAS, Jack Prindle was born and raised in Spokane, Washington, and earned both his Bachelor's and Master's degrees in Music from Washington State University; and*

*WHEREAS, Mr. Prindle has devoted 37 years to music education in the Enumclaw School District, inspiring generations of students while directing bands at the elementary, junior high and senior high school levels; and*

*WHEREAS, in addition to his work in public education, Jack Prindle has made contributions to the broader musical community by directing pit orchestras for local musical theater productions and leading choirs, soloists and orchestras; and*

*WHEREAS, for the past 30 years, Jack Prindle has served as the director of the Gateway Concert Band, guiding the ensemble since its inception and fostering a high-quality musical experience for both musicians and audiences; and*

*WHEREAS, since retiring from teaching, Mr. Prindle has also served with honor as a bugler at Tahoma National Cemetery, providing musical tributes during military honors committal services; and*

*WHEREAS, Jack Prindle's lifelong dedication to music, education, service, and community has left a lasting impact on countless individuals and organizations.*

*NOW, THEREFORE I, Mayor Anthony Wright do hereby proclaim March 22, 2026, as*

## **Jack Prindle Day**

*in the City of Enumclaw, in recognition of his contributions to music education, performance and community enrichment, and in celebration of the 30<sup>th</sup> anniversary of the Gateway Concert Band under his direction.*

*In witness whereof I have hereunto set my hand and caused this seal to be affixed.*

*Anthony Wright*  
\_\_\_\_\_

ATTEST: \_\_\_\_\_

DATE: 1/26/2026





*Staff Report*

---

*Department of Public Works*

**TO:** Mayor / City Council  
**FROM:** Brian S. Spindor, P.E., Public Works Director  
**DATE:** February 9, 2026  
**SUBJECT:** EMC Code Change for Natural Gas Premise Inspection

---

**Background:**

EMC code does not have provisions for Natural Gas Premise inspection. The EMC does allow for premise inspection for Water (EMC 14.16.060), Sewer (14.08.400), and Stormwater (14.10.150). The code change will allow City natural gas crews on premises to conduct inspection of service piping, valving, and meters. Access to gas facilities is mandated under 49 CFR 192 for damage control prevention programs required of all gas utilities.

**Analysis:**

The addition to the EMC will read as follows:

**14.12.070 Right of Entry**

Authorized employees of the City, with proper identification, shall have free access at reasonable hours of the day, to all parts of the premises or within buildings to which natural gas is supplied. Natural Gas service may be refused or terminated to any premises for failure to allow necessary inspections.

**Recommendation:**

Staff recommend approval of adding section 14.12.070 Right of Entry to the Enumclaw Municipal Code.

**ORDINANCE NO. 2835**

**AN ORDINANCE OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON ADDING TO THE ENUMCLAW MUNICIPAL CODE SECTION 14.12.070 RIGHT OF ENTRY TO AUTHORIZE EMPLOYEES OF THE CITY ACCESS TO BUILDINGS IN WHICH NATURAL GAS IS SUPPLIED AND PROVIDING FOR A REMEDY IN THE EVENT THE INSPECTION IS NOT ALLOWED.**

**Whereas**, the City of Enumclaw provides through the Enumclaw Municipal Code (EMC), provisions for the inspection of water, sewer and stormwater, and

**Whereas**, the City operates and provides natural gas service, and

**Whereas**, it is essential for public health, safety and welfare to allow authorized employees of the City to enter facilities at reasonable hours to inspect the premises where natural gas is supplied.

**Now, therefore, the City Council of the City of Enumclaw, King County, Washington does hereby ordain as follows:**

**Section 1:** The following section shall be added to the Enumclaw Municipal Code (EMS):

**14.12.070 Right of Entry:**

Authorized employees of the City, with proper identification, shall have free access at reasonable hours of the day, to all parts of the premises or within the buildings to which natural gas is supplied. Natural gas service may be refused or terminated to any premises for failure to allow necessary inspection.

**Section 2:** If any provision of this ordinance is determined to be invalid or unenforceable, the remaining provisions shall remain in force and affect.

**Section 3:** This ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as required by law.

PASSED IN REGULAR AND OPEN SESSION this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Mayor Anthony Wright

INTRODUCED \_\_\_\_\_

PASSED \_\_\_\_\_

APPROVED \_\_\_\_\_

PUBLISHED \_\_\_\_\_

Attested:

\_\_\_\_\_  
Jessica Rose  
City Clerk

Approved as to form:

\_\_\_\_\_  
Michael J. Reynolds  
City Attorney





**City Council  
AGENDA BILL**

**Meeting Date:** 03/09/2026

**Subject:** Resolution No. 1869

**Category:** RESOLUTION

**BUDGET IMPACT:**

**Expenditure Budget:** \$

**Revenue Budget:** \$

**Proposed Budget Amendment:** \$

**Related Ordinance or Resolution No.** 1869

**Attachments:** Agenda Bill, Staff report, Resolution No. 1869, with Exhibit “A”

**Staff Contact:** Chris Pasinetti, Community Development Director

**Summary/Background:**

Boise Creek Development, LLC, has requested final plat approval for a 18-lot subdivision. The preliminary plat was approved by the City Council by Ordinance No. 2757 on July 25, 2023.

On May 25, 2022, a preliminary plat application for a 18-lot residential subdivision was submitted (application LUA2022-0025). On July 25, 2023, the City Council approved the project by Ordinance No. 2757 for 18 residential lots plus a stormwater management tract and wetland tract(s).

Staff recommends that the Council find that all improvements and other requirements for final approval of the final map for the Boise Creek Cove subdivision have been met, and that the plat is ready for final approval and recording.

**Recommendations:**

**Date Sent to Committee:**                      **Date Returned:**

**Council Committee:** **This is a full Council matter.**

**Staff:** Pass Resolution No. 1869

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

|  |                   |               |
|--|-------------------|---------------|
| <input type="checkbox"/> APPROVED                                  | 1ST reading       | <u>3/9/26</u> |
| <input type="checkbox"/> DENIED                                    | Enactment reading | _____         |
| <input type="checkbox"/> TABLED / DEFERRED / NO ACTION             | ORDINANCE #       | _____         |
| <input type="checkbox"/> MOVED TO SECOND READING (Ordinances only) | RESOLUTION #      | <u>1869</u>   |





## *Staff Report*

---

### *Department of Community Development*

**TO:** Mayor / City Council  
**FROM:** Chris Pasinetti, Community Development Director  
**DATE:** February 23, 2026  
**SUBJECT:** Resolution No. 1869 - Final Plat Acceptance for Boise Creek Cove  
 18-Lot Subdivision, Application #LUA2026-0002

---

#### **Summary of Request:**

Boise Creek Development, LLC, has requested final plat approval for a 18-lot subdivision. The preliminary plat was approved by the City Council by Ordinance No. 2757 on July 25, 2023.

The property is comprised of one parcel (APN 1920079047), 9.64 acres in size and is zoned *Moderate Density Single-family Residential District (R-2)*. The project site is located on the east side of Farman N, and south of SE 440<sup>th</sup> Street on the east side of the city limits. The approved preliminary plat included 18 residential lots, plus a storm water detention basin. The final plat shows 18 residential lots, stormwater detention pond along with Critical Area Tracts. Lot sizes are approximately 8.880 sq. ft. (average lot size) and an average gross density of 7.78 units per acre. Gross density excludes the roadway, stormwater pond and wetland tracks.

#### **Background:**

On May 25, 2022, a preliminary plat application for a 18-lot residential subdivision was submitted (application LUA2022-0025). A public hearing was conducted by the City's hearing examiner on June 7, 2023. On June 26, 2023, the hearing examiner issued a recommendation for approval to the City Council, subject to specific conditions. On July 25, 2023, the City Council approved the project by Ordinance No. 2757 for 18 residential lots plus a stormwater management tract and wetland tract(s).

#### **Analysis:**

The purpose of final plat review is to verify that all of the terms of the preliminary plat approval have been satisfied. Local provisions for final plat review are contained in EMC 17.12.100. Council review of the final plat is strictly limited to the questions of whether the final plat is consistent with the findings, conclusions and conditions specified for the preliminary plat. The following requirements are identified from Ordinance No. 2757. The specific conditions of approval have been addressed in the project as follows:

- 1) **All development of the subject property shall comply with the applicable mitigation measures specified in the MDNS issued May 3, 2023.**

**Applicant response:** *The construction of the project has met the required mitigation measures from the MDNS.*

**Staff response:** *All of the measures have been completed or complied with as required as part of construction or bonded for.*

- 2) Prior to approval and recording of the final map for the subdivision, all streets, drainage systems, utilities, and other required improvements shall installed as approved by the City Engineer. All work shall be completed in accordance with the site development permits issued by the City.**

**Applicant response:** *The required improvements have been constructed in accordance with the approved site development permit.*

**Staff response:** *All streets, drainage systems, utilities and other required improvements have been installed as required by the city engineer. Any remaining items will be completed and are guaranteed by the post of a performance bond.*

- 3. All utility lines, including gas, phone, electric, and cable, shall be installed in a joint trench within the street rights-of-way or utility easement. Service laterals shall be provided to each lot.**

**Applicant response:** *The above referenced utilities have been installed and laterals have been installed to each lot.*

**Staff response:** *Utility lines have been installed to serve the subdivision.*

- 4. Water and sewer service shall be provided for the subdivision. Service laterals shall be provided to each lot.**

**Applicant Response:** *Water and sewer mains have been installed per the approved plans and service laterals to each lot have been installed.*

**Staff response:** *All water and sewer service laterals have been provided.*

- 5. All tracts and easements with a wetland or wetland buffer shall be named on the final plat map as critical areas management tract/easement. A note shall be included on the face of the final plat map that states that the development's Homeowner Association or other identified entity acceptable to the City will be responsible for maintaining the critical areas management tract and critical areas management easement.**

**Applicant Response:** *A note is included on the plat maps stating ownership of Tract B.*

**Staff Response:** *The applicant has included a note regarding the wetland tract as well as language within the CCR's regarding maintenance for this tract. The wetland Tract B is shown on the final plat map.*

- 6. Stormwater design will be reviewed and approved as part of the project land disturbing activities application review process. Stormwater Design shall be**

consistent with the requirements in EMC 19.02.090.C(9) if stormwater infrastructure is located within a wetland buffer.

**Applicant Response:** *The stormwater design for the project was approved by the City consistent with the City Code.*

**Staff Response:** *This condition has been met.*

7) A note shall be included on the face of the final plat map that states that the development's Homeowner Associate (or other entity acceptable to the City) or adjacent property owners will be in charge of maintaining the required 10 wide Buffer 2 landscape buffer along the southern boundary of lots 16, 17, and 18. If the Homeowners Association or other entity will be in charge of maintenance, there shall be a maintenance easement recorded on the final plat map from Road A to the buffer

**Applicant Response:** *Lots 16 through 18 have been modified to no longer include the landscape buffer.*

**Staff Response:** *The applicant has met the condition as required. The landscape buffer area has been included as part of Tract B, which is owned and maintained by the homeowners association and is noted on the plat map, see tract note 2.*

8) Curb, gutter, sidewalks, and planter strip consistent with the requirements for a Type 6 road shall be constructed along Road A's boundary with Tract B. The design and approval of these improvements shall be reviewed and approved during the project's land disturbing activities application review process.

**Applicant Response:** *The civil plans were submitted and reviewed by the City of Enumclaw and have been constructed in accordance with the approved plans.*

**Staff Response:** *This condition has been met.*

9) Prior to approval and recording of the final plat map, the Applicant shall pay an in-lieu fee for park space. The in-lieu fee for park space shall be based on a proportional value for the 3,747 square feet of land, based on a determination of the fair market value for the land to be subdivided by a certified appraiser. The Applicant shall provide proof of the fair market value by providing a signed letter from a certified appraiser with the final plat application. If the Applicant provides dedicated open space totaling 3,747 square feet, this in-lieu fee will not be required.

**Applicant Response:** *An appraisal for the park in-lieu has been submitted for review and approval as part of the final plat submittal package.*

**Staff Response:** *The applicant has met the condition as required. The fee has been included as part of payment for the final plat and a balance statement will be transmitted to the applicant prior to signing and filing of the final plat map.*

10) Prior to the construction of any utility connection in Battersby Avenue E (SE 440<sup>th</sup> St.) and the construction of the development's two road connection point to Battersby Avenue E (SE 440<sup>th</sup> St), the Applicant shall obtain all required permits from King

County. This includes, but is not limited to, right-of-way permits and road construction permits.

**Applicant Response:** *The appropriate permits were obtained from King County prior to issuance of the land disturbing activity permit.*

**Staff Response:** *The appropriate permits were obtained from King County prior to the issuance of the land disturbing activity permit.*

#### **SEPA Mitigation Measures:**

- 1) **The City of Enumclaw maintains an adopted Comprehensive Plan Housing Element policy 1.7 which states, “Review the City’s development regulations to ensure that they promote neighborhood quality by protecting residential areas from undesirable activities through enforcement of adopted codes.” Work for the grading and construction phases of the project is limited to 7 a.m. to 8 p.m. weekdays unless otherwise authorized by the City (EMC Chapter 8.20). This permit includes additional authorization for work from 9 a.m. to 5 p.m. on Saturdays, unless complaints from neighbors are received, in which case the City reserves the right to revoke this authorization.**

**Applicant Response:** *The project has been constructed in accordance with this Policy.*

**Staff Response:** *This condition has been met.*

- 2) **Stormwater and drainage from future development will be addressed and mitigated pursuant to Enumclaw Municipal Code (EMC), Chapter 14.10-Stormwater Management. Water quality protection measures will be employed pursuant to the Department of Ecology (DOE) Stormwater Manual and EMC Chapter 14.10-Stormwater Management. The stormwater design for the development shall be revised as required during civil plan review of the required Land Disturbing Activity Permit for the project.**

**Applicant Response:** *The project has been designed in accordance with the DOE Manual and the City’s Municipal Code.*

**Staff Response:** *This condition has been met.*

- 3) **The City of Enumclaw maintains an adopted Comprehensive Plan Goal T-2 which states, “Preserve, maintain, and operate the existing transportation system in a safe, functional and satisfactory condition.” The applicant’s environmental checklist states that less than 40,000 cubic yards of cut/fill will be used to bring the site to grade. Trucks transporting cut and fill could degrade Farman Ave and Battersby Ave. Prior to issuance of the Land Disturbing Activity Permit (LDA) permit, the applicant shall control erosion, and replace damaged or degraded pavement as necessary as a result from import/export activities.**

**Applicant Response:** *The truck route for the project was reviewed and approved during the Land Disturbing Activity permit. As part of the review process, King County required Battersby Ave. to be ground and overlaid as part of the development project.*

**Staff Response:** *This condition has been met.*

- 4) The City of Enumclaw maintains an adopted Comprehensive Plan Policy NE-8, which states, “The City will coordinate with local tribes and the State Office of Archaeology and Historic Preservation on development issues related to potential archaeological sites.” If cultural artifacts are found on the site during the construction of the project, all construction activities shall be stopped, and the Washington State Department of Archology and Historic Preservation (DAHP) and the surrounding tribes shall be consulted with prior to proceeding with construction.

**Applicant Response:** *No cultural artifacts were discovered during the construction project.*

**Staff Response:** *This condition has been met.*

- 5) The City of Enumclaw maintains the adopted Comprehensive Plan Policy T-3.2, which states, “Develop a safe and convenient environment for walking and bicycling.” To ensure that there are safe walking conditions for children living in the subdivision, there shall be an ADA compliant walking path constructed to the development’s Enumclaw School District approved bus stop located on the project site’s Farman Street frontage. The design of the trail shall be reviewed as part of the project’s Land Disturbing Activities application and the trail shall be constructed prior to the project’s final plat approval.

**Applicant Response:** *An ADA Compliant pathway was designed, reviewed, and approved and construction as part of the project.*

**Staff Response:** *This condition has been met.*

**Conclusion:**

Infrastructure for the plat including streets and street frontage improvements, sidewalks, utilities and specific items required by the plat approval have been installed and accepted by the City Engineer. Performance bonds for infrastructure have been posted with the City. The final plat map includes all certifications required by EMC Section 17.12.100.E.

**Recommendation:**

Staff recommends that the Council find that all improvements and other requirements for final approval of the final map for the Boise Creek Cove subdivision have been met, and that the plat is ready for final approval and recording. The Council may indicate its approval through adoption of the attached Resolution No. 1869.

**Attachments:**

- A. Draft Resolution No. 1869
- B. Final Plat Map (Exhibit “A” to Resolution No. 1869)

**RESOLUTION NO. 1869**

**A RESOLUTION OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON ACCEPTING THE BOISE CREEK COVE FINAL PLAT 18-LOT SUDIVISION, LOCATED EAST OF FARMAN STREET NORTH AND SOUTH OF BATTERSBY AVENUE.**

**WHEREAS**, on January 7, 2026, an application was submitted for final plat map approval implementing the preliminary plat known as the Boise Creek Cove Preliminary Plat consisting of 18 lots and a storm water detention basin tract, established by Ordinance No. 2757; and

**WHEREAS**, on July 25, 2023, the City Council approved Ordinance No. 2757 granting preliminary plat approval of the Boise Creek Cove subdivision; and

**WHEREAS**, the City Engineer has completed his review of all plat improvements and certified that all required infrastructure improvements have been constructed and/or installed in accordance with approved plans or bonded for; and

**WHEREAS**, the Boise Creek Cove Preliminary Plat has been found to be in conformance with the provisions and conditions set forth in Ordinance No. 2757; and

**WHEREAS**, the final map of the Boise Creek Cove Preliminary Plat meets the platting requirements set forth in Title 58.17 RCW; EMC Title 17- Subdivisions; EMC Title 18- Zoning; the SEPA determination issued for the preliminary plat; and the specific conditions of the Hearing Examiner's decision and Ordinance No. 2757; and

**WHEREAS**, approval of this final map is in the overall best interest of the public health, safety and welfare of the City and present and future citizens of Enumclaw;

**NOW THEREFORE, THE CITY COUNCIL FOR THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1: The final plat map of the Boise Creek Cove 18-Lot Subdivision, as depicted on Exhibit A, located being a portion of the Northwest Quarter of the Southeast Quarter of section 19, township 20 north, range 7 east, Willamette Meridian, King County, Washington, is accepted.

PASSED IN REGULAR AND OPEN SESSION this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Anthony Wright, Mayor

INTRODUCED \_\_\_\_\_  
PASSED \_\_\_\_\_  
APPROVED \_\_\_\_\_

Attested:

Approved as to Form:

\_\_\_\_\_  
Jessica Rose, City Clerk

\_\_\_\_\_  
Michael J. Reynolds, City Attorney

**Exhibit A – Final Plat**



# BOISE CREEK COVE FINAL PLAT

A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 19, TOWNSHIP 20 N., RANGE 7 E., W.M. CITY OF ENUMCLAW, KING COUNTY, WASHINGTON

### SURVEYOR NOTES:

- 1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPLISHED BY FIELD TRAVERSE UTILIZING A TWO (2) SECOND THEODOLITE WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER (TRIMBLE S6) AND REAL TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) (TRIMBLE R10). LINEAR AND ANGULAR CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC 332-130-090.
- 2) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS THEY EXISTED JANUARY 11, 2021, THE DATE OF THIS FIELD SURVEY.
- 3) UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE WHICH ARE VISIBLE OR HAVING VISIBLE EVIDENCE OF THEIR INSTALLATION ARE SHOWN HEREON.
- 4) FULL RELIANCE FOR LEGAL DESCRIPTIONS AND RECORDED EASEMENTS HAVE BEEN PLACED ON THE TITLE REPORT FROM CHICAGO TITLE INSURANCE COMPANY GUARANTEE/CERTIFICATE NO. 210194-TC, DATED JANUARY 14, 2021. NO ADDITIONAL RESEARCH HAS BEEN ATTEMPTED.
- 5) OFFSET DIMENSIONS SHOWN HEREON ARE MEASURED PERPENDICULAR TO PROPERTY LINES.

### TRACT NOTES:

- 1) TRACT A IS STORM TRACT. TO BE OWNED AND MAINTAINED BY THE CITY OF ENUMCLAW.
- 2) TRACT B IS WETLAND TRACT. TO BE OWNED AND MAINTAINED BY THE BOISE CREEK HOMEOWNERS ASSOCIATION. TRACT B SHALL BE MAINTAINED IN A NATURALLY VEGETATED STATE OR AS OTHERWISE ALLOWED BY THE CITY OF ENUMCLAW CRITICAL AREA ORDINANCE. IF THE HOMEOWNERS ASSOCIATION FAILS TO PROPERLY MAINTAIN TRACT B, THEN THE OWNERS OF ALL LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF TRACT B. A BLANKET EASEMENT OVER ENTIRE TRACT B IS HEREBY RESERVED FOR THE CITY OF ENUMCLAW WHO SHALL HAVE THE RIGHT TO ENTER THE TRACT TO INSPECT THE CRITICAL AREA.
- 3) TRACT C IS A SIDEWALK AND OPEN SPACE TRACT. SHALL BE OWNED AND MAINTAINED BY THE BOISE CREEK HOMEOWNERS ASSOCIATION. IF THE HOMEOWNERS ASSOCIATION FAILS TO PROPERLY MAINTAIN TRACT C, THEN THE OWNERS OF ALL LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF TRACT C.

### BUILDING SETBACK NOTES:

THE SETBACKS ARE THE FOLLOWING AT THE TIME OF FINAL PLAT RECORDING:

- SIDE SETBACK: 9 FT MINIMUM EACH SIDE TO HOUSE FOUNDATION.
- FRONT SETBACK, BODY OF STRUCTURE: 20 FT MINIMUM.
- REAR YARD SETBACK, BODY OF STRUCTURE: 25 FT MINIMUM.
- CORNER LOT SETBACK: CORNER LOTS HAVE 2 FRONTS AND 2 SIDES. 20 FT FRONT, 9 FT SIDE.

### BASIS OF BEARING:

GRID NORTH, BASED UPON GLOBAL POSITIONING SYSTEM (GPS) LAMBERT GRID WASHINGTON STATE NORTH ZONE COORDINATES. THE NORTH AMERICAN DATUM OF 1983/2011 (NAD 83/2011 EPOCH 2010.00) GRID COORDINATES WERE FOUND TO BE 80066.627 / 1359639.264 AT A BRASS PIN IN CONCRETE, INCASED AT THE CENTER OF SECTION 19 THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF 0.9999664615 AND THE GRID SCALE FACTOR OF 1.0000656472 WAS APPLIED TO THE GRID COORDINATES FOR SHOWN GROUND DISTANCES.

### BUILDABLE LANDS REPORT INFORMATION

- A) NUMBER OF DWELLINGS: 18
- B) GROSS AND NET ACREAGE: 11.015 ACRES GROSS / 3.76 ACRES NET (GROSS MINUS ROADS, STORM TRACT, WETLANDS & BUFFERS)
- C) EXISTING ZONING AND PLAN DESIGNATION: R2 - MODERATE DENSITY SINGLE FAMILY
- D) PROPOSED ZONING AND PLAN DESIGNATION: R2 - MODERATE DENSITY SINGLE FAMILY
- E) NUMBER OF PLATTED LOTS: 18
- F) SF USED TO DETERMINE PERMITTED NUMBER OF LOTS: 479,796 SF GROSS - 50,299 SF - 41,433 SF - 192,066 SF - 32,229 SF = 163,769 SF  
SF AVERAGE LOT AREA: 9,098 SF
- G) SF USED FOR:  
1/ ENVIRONMENTAL CONSTRAINTS: 233,499 SF (WETLANDS + BUFFERS)  
2/ ROADS: 50,299 SF  
3/ STORMWATER POND: 32,229 SF
- H) ACHIEVED DENSITY: 4.79 UNITS PER ACRE

### GENERAL NOTES

- 1) THE PUBLIC RIGHTS OF WAY AS DEPICTED HEREIN ARE DEDICATED AND CONVEYED TO THE CITY OF ENUMCLAW FOR PUBLIC ROAD PURPOSES UPON THE RECORDING OF THIS PLAT.
- 2) LOTS ARE SUBJECT TO FIRE DISTRICT #28 IMPACT FEE PURSUANT TO EMC CHAPTER 19.24.
- 3) LOTS ARE SUBJECT TO TRAFFIC IMPACT FEE PURSUANT TO EMC CHAPTER 19.24.
- 4) LOTS ARE SUBJECT TO PARK IMPACT FEE PURSUANT TO EMC CHAPTER 19.24.
- 5) LOTS ARE SUBJECT TO SCHOOL IMPACT FEE PURSUANT TO EMC CHAPTER 19.24.
- 6) THERE SHALL BE NO DIRECT VEHICULAR INGRESS OR EGRESS FROM BATTERSBY AVENUE E TO LOTS 1 THROUGH 10.
- 7) ALL WATER SERVICE LINES BEHIND METERS SHALL BE MAINTAINED BY THE HOMEOWNERS.
- 8) LOT OWNERS SHALL MAINTAIN STORMWATER DRAINAGE FACILITIES LOCATED ON EACH LOT INCLUDING ROOF, FOUNDATION, AND LOT DRAINS. ALL STORMWATER SERVICE LINES SHALL BE MAINTAINED BY THE HOMEOWNER UP TO THE CONNECTION TO THE STORM MAIN OR CATCH BASIN LOCATED IN THE RIGHT-OF-WAY. LOT OWNERS SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND/OR RECONSTRUCTION OF THAT PORTION OF THE STORM DRAINAGE LINES THEY BENEFIT FROM WHICH INCLUDE THE POINT OF CONNECTION FROM THEIR LOT AND THE DOWNSTREAM CONVEYANCE.
- 9) VEGETATED AREAS BETWEEN THE LOT BOUNDARY AND THE LOCKRIDGE LOOP E STREET CURBS SHALL BE MAINTAINED BY THE RESPECTIVE LOT OWNERS.
- 10) THE BOISE CREEK HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE VEGETATED AREAS ON TRACT A WHICH ARE LOCATED OUTSIDE THE STORMWATER FACILITY FENCE. STREET TREES (IF PLANTED) ARE OWNED BY THE CITY OF ENUMCLAW. THE MAINTENANCE OF STREET TREES SHALL BE THE RESPONSIBILITY OF THE ADJACENT HOMEOWNER. IF NO HOMEOWNER EXISTS ADJACENT TO THE STREET TREE, THE MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

### LEGAL DESCRIPTION:

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 20 NORTH, RANGE 7 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, WHICH LIES NORTH OF A LINE WHICH IS PARALLEL WITH AND 100 FEET NORTH OF THE CENTERLINE OF THE WHITE RIVER LUMBER COMPANY'S RAILROAD RIGHT-OF-WAY AS IT EXISTED ON DECEMBER 5, 1945;

EXCEPT THAT PORTION THEREOF CONVEYED TO KING COUNTY FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 4533533;

AND EXCEPT THAT PORTION CONVEYED TO KING COUNTY BY DEED RECORDED UNDER RECORDING NUMBER 9205111739 PURSUANT TO JUDGMENT AND DECREE OF APPROPRIATION ENTERED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 91-2-16762-1.

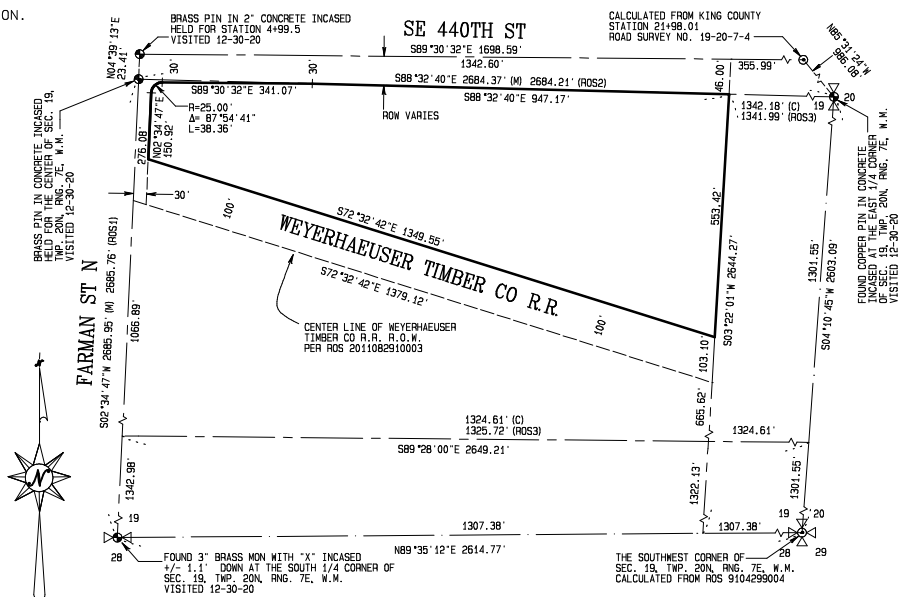
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

### TITLE REPORT ITEM NOTES:

CHICAGO COMMITMENT NO.210194-TC, DATED JANUARY 14, 2021

- 1) ITEM CONCERNING RESERVATIONS AND EXCEPTIONS CONTAINED IN THE DEED RECORDED UNDER RECORDING NO.120818. NON-SURVEY RELATED ITEM.
- 2) ITEM CONCERNING A RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS GRANTED OR RESERVED IN DEED RECORDED UNDER RECORDING NO.4533533. THE DESCRIBED AREA IN THIS DOCUMENT FALLS INSIDE FARMAN STREET N, A PUBLIC RIGHT-OF-WAY, NOT SHOWN HEREON.
- 3) ITEM CONCERNING A SLOPE AND UTILITIES EASEMENT RECORDED UNDER RECORDING NO.9205111739. SHOWN HEREON.
- 4-5) ITEMS CONCERNING FISCAL RESPONSIBILITY IN THE PROPERTY. NON-SURVEY RELATED ITEMS.
- 6-7) TITLE COMPANY CONCERNS. NON-SURVEY RELATED ITEMS.

### SURVEY CONTROL



### LEGEND:

- = CALCULATED MONUMENT POSITION
- = FOUND MONUMENT AS NOTED. VISITED 12-30-20.
- (C) = CALCULATED
- (ROS) = RECORD OF SURVEY REC. NO.20110829900003
- (ROS1) = RECORD OF SURVEY REC. NO.20110801900002
- (ROS2) = RECORD OF SURVEY REC. NO.9508149005
- (ROS3) = RECORD OF SURVEY REC. NO.8304149001

SCALE: 1" = 200'

JOB #20-171B



**CONTOUR**  
ENGINEERING • LLC  
CIVIL ENGINEERS • SURVEYORS • LAND PLANNERS  
4706 97th Street NW, Suite #100, Gig Harbor, WA 98335  
Phone: 253-857-5454 Fax: 253-509-0044 info@contourpllc.com  
NW-SE 19-20N-7E

3046/3/2020

# BOISE CREEK COVE FINAL PLAT

A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 19, TOWNSHIP 20 N., RANGE 7 E., W.M.  
CITY OF ENUMCLAW, KING COUNTY, WASHINGTON

**CURVE TABLE**

| CURVE | ARC    | DELTA     | RADIUS |
|-------|--------|-----------|--------|
| C1    | 86.39  | 90°00'00" | 55.00  |
| C2    | 86.39  | 90°00'00" | 55.00  |
| C3    | 47.63  | 90°57'52" | 30.00  |
| C4    | 47.12  | 90°00'00" | 30.00  |
| C5    | 47.12  | 90°00'00" | 30.00  |
| C6    | 125.66 | 90°00'00" | 80.00  |
| C7    | 47.12  | 90°00'00" | 30.00  |
| C8    | 47.12  | 90°00'00" | 30.00  |
| C9    | 47.12  | 90°00'00" | 30.00  |
| C10   | 125.66 | 90°00'00" | 80.00  |
| C11   | 52.99  | 37°39'57" | 80.00  |
| C12   | 71.09  | 50°54'45" | 80.00  |
| C13   | 1.99   | 1°25'18"  | 80.00  |
| C14   | 55.27  | 39°35'12" | 80.00  |
| C15   | 70.39  | 50°24'48" | 80.00  |
| C16   | 34.65  | 79°24'36" | 25.00  |
| C17   | 3.71   | 8°30'05"  | 25.00  |
| C18   | 16.21  | 30°57'52" | 30.00  |
| C19   | 31.42  | 60°00'00" | 30.00  |

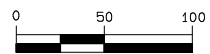
**LINE TABLE**

| LINE | BEARING     | DISTANCE |
|------|-------------|----------|
| L1   | S01°27'20"W | 105.55'  |
| L2   | S01°27'20"W | 44.62'   |
| L3   | S01°27'20"W | 45.12'   |
| L4   | S01°27'20"W | 118.65'  |
| L5   | S01°27'20"W | 45.12'   |
| L6   | S01°27'20"W | 45.12'   |
| L7   | S01°27'20"W | 1.12'    |
| L8   | S88°32'40"E | 2.87'    |
| L9   | S61°11'18"W | 37.99'   |
| L10  | S43°31'52"W | 69.95'   |
| L11  | S60°10'29"W | 11.66'   |
| L12  | N45°26'55"W | 33.24'   |
| L13  | N06°52'47"W | 59.76'   |
| L14  | N00°00'00"E | 18.51'   |
| L15  | N19°08'25"E | 9.80'    |
| L16  | S01°27'20"W | 2.95'    |
| L17  | S74°30'42"W | 31.65'   |
| L18  | N81°33'47"W | 39.16'   |
| L19  | S17°27'18"W | 13.80'   |

**ADDRESS TABLE**

ALL ADDRESSES ARE : ENUMCLAW, WA 98022

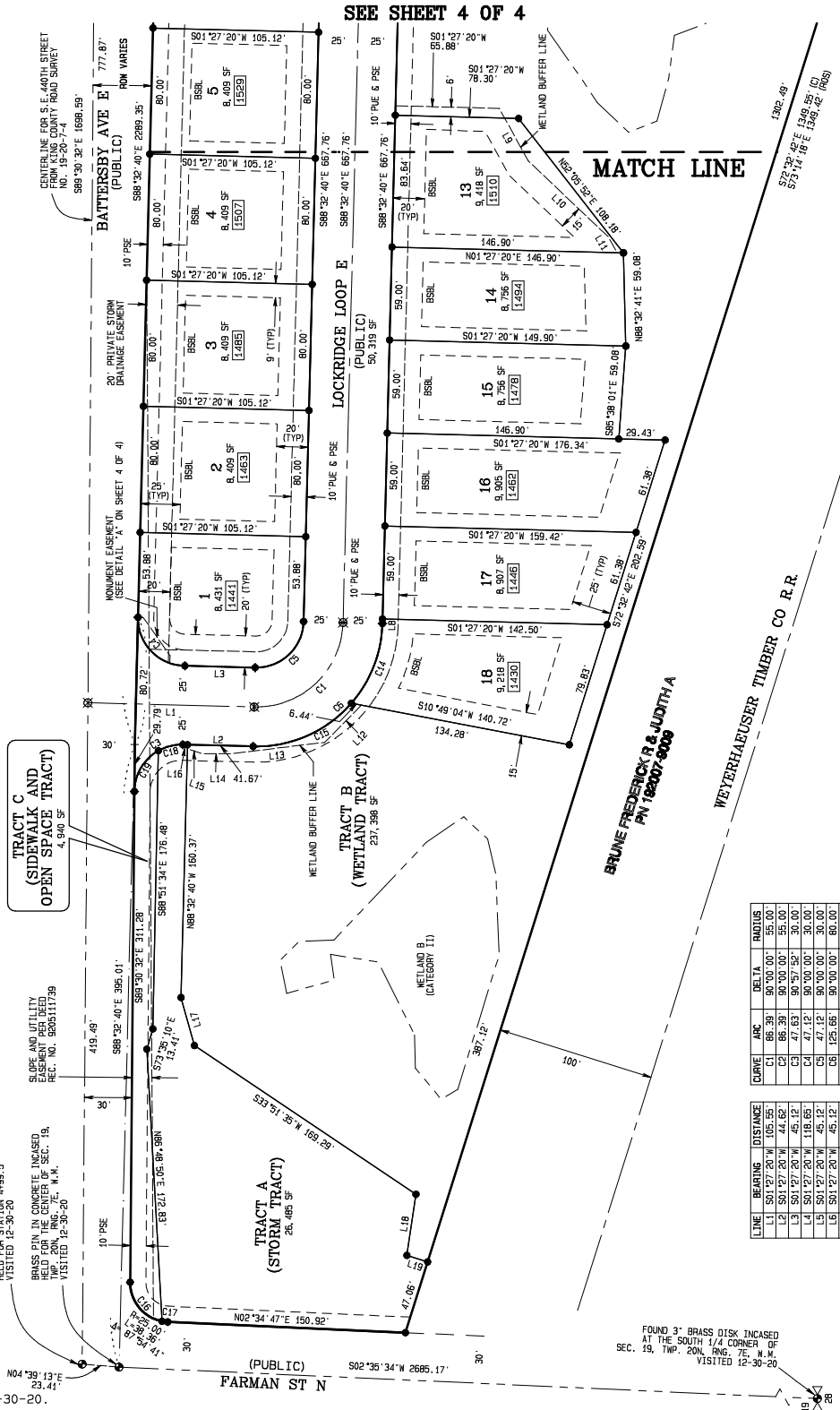
| LOT | ADDRESS               |
|-----|-----------------------|
| 1   | 1441 LOCKRIDGE LOOP E |
| 2   | 1463 LOCKRIDGE LOOP E |
| 3   | 1485 LOCKRIDGE LOOP E |
| 4   | 1507 LOCKRIDGE LOOP E |
| 5   | 1529 LOCKRIDGE LOOP E |
| 6   | 1551 LOCKRIDGE LOOP E |
| 7   | 1573 LOCKRIDGE LOOP E |
| 8   | 1595 LOCKRIDGE LOOP E |
| 9   | 1617 LOCKRIDGE LOOP E |
| 10  | 1640 LOCKRIDGE LOOP E |
| 11  | 1632 LOCKRIDGE LOOP E |
| 12  | 1624 LOCKRIDGE LOOP E |
| 13  | 1510 LOCKRIDGE LOOP E |
| 14  | 1494 LOCKRIDGE LOOP E |
| 15  | 1478 LOCKRIDGE LOOP E |
| 16  | 1462 LOCKRIDGE LOOP E |
| 17  | 1446 LOCKRIDGE LOOP E |
| 18  | 1430 LOCKRIDGE LOOP E |



SCALE: 1" = 50'

**LEGEND:**

- ⊙ = CALCULATED MONUMENT POSITION
- = FOUND MONUMENT AS NOTED. VISITED 12-30-20.
- (C) = CALCULATED
- PUE = PUBLIC UTILITY EASEMENT
- PSE = PUGET SOUND ENERGY EASEMENT, REC. NO.20250828000426
- (ROS) = RECORD OF SURVEY REC. NO.20110829900003
- (ROS1) = RECORD OF SURVEY REC. NO.20110801900002
- (ROS2) = RECORD OF SURVEY REC. NO.9508149005
- (ROS3) = RECORD OF SURVEY REC. NO.8304149001
- ⊠ = MONUMENT SET PER CITY OF ENUMCLAW STANDARD
- = SET #4 REBAR WITH RED PLASTIC CAP STAMPED "CONTOUR PLS 38965."
- BSBL = BUILDING SETBACK LINE
- XXXXX = LOT ADDRESS



SEE SHEET 4 OF 4

MATCH LINE

| CURVE | ARC    | DELTA     | RADIUS |
|-------|--------|-----------|--------|
| C1    | 86.39  | 90°00'00" | 55.00  |
| C2    | 86.39  | 90°00'00" | 55.00  |
| C3    | 47.63  | 90°57'52" | 30.00  |
| C4    | 47.12  | 90°00'00" | 30.00  |
| C5    | 47.12  | 90°00'00" | 30.00  |
| C6    | 125.66 | 90°00'00" | 80.00  |

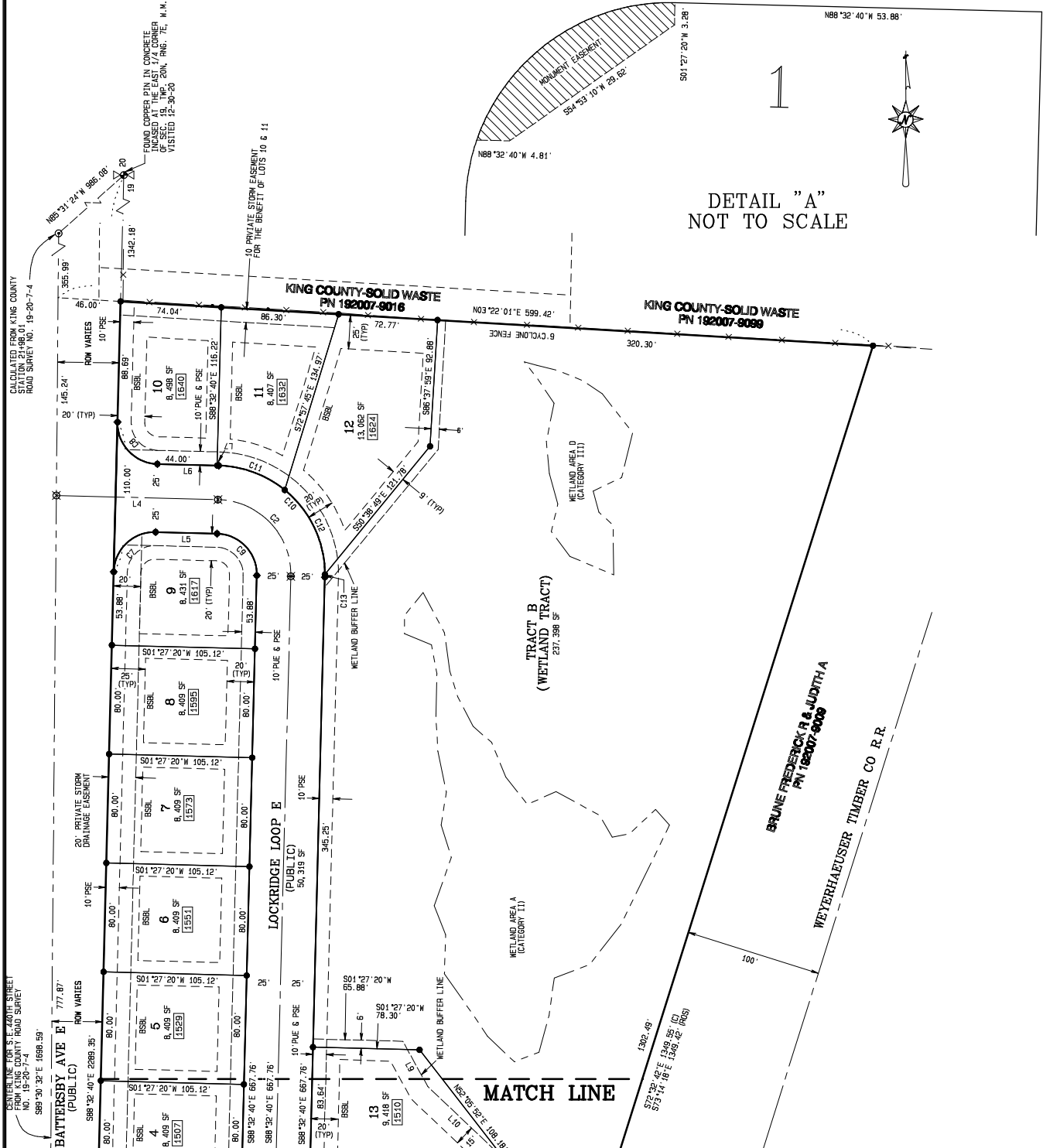
| LINE | BEARING     | DISTANCE |
|------|-------------|----------|
| L1   | S01°27'20"W | 105.55'  |
| L2   | S01°27'20"W | 44.62'   |
| L3   | S01°27'20"W | 45.12'   |
| L4   | S01°27'20"W | 118.65'  |
| L5   | S01°27'20"W | 45.12'   |
| L6   | S01°27'20"W | 45.12'   |



**CONTOUR**  
ENGINEERING • LLC  
CIVIL ENGINEERS • SURVEYORS • LAND PLANNERS  
4706 97th Street NW, Suite #100, Gig Harbor, WA 98335  
Phone: 253-857-5454 Fax: 253-509-0044 info@contourpllc.com

# BOISE CREEK COVE FINAL PLAT

A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 19, TOWNSHIP 20 N., RANGE 7 E., W.M.  
CITY OF ENUMCLAW, KING COUNTY, WASHINGTON



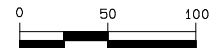
DETAIL "A"  
NOT TO SCALE



- LEGEND:**
- ⊙ = CALCULATED MONUMENT POSITION
  - = FOUND MONUMENT AS NOTED. VISITED 12-30-20.
  - (C) = CALCULATED
  - PUE = PUBLIC UTILITY EASEMENT
  - PSE = PUGET SOUND ENERGY EASEMENT, REC. NO.20250828000426
  - (ROS) = RECORD OF SURVEY REC. NO.20110829900003
  - (ROS1) = RECORD OF SURVEY REC. NO.20110801900002
  - (ROS2) = RECORD OF SURVEY REC. NO.9508149005
  - (ROS3) = RECORD OF SURVEY REC. NO.8304149001
  - ⊗ = MONUMENT SET PER CITY OF ENUMCLAW STANDARD
  - = SET #4 REBAR WITH RED PLASTIC CAP STAMPED "CONTOUR PLS 38965."
- BSBL = BUILDING SETBACK LINE  
XXXXX = LOT ADDRESS

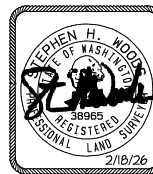
SEE SHEET 3 OF 4

SEE LINE & CURVE TABLE ON SHEET 3 OF 4



SCALE: 1" = 50'

JOB #20-171B



**CONTOUR**  
ENGINEERING • LLC  
CIVIL ENGINEERS-SURVEYORS-LAND PLANNERS  
4706 97th Street NW, Suite #100, Gig Harbor, WA 98335  
Phone: 253-857-5454 Fax: 253-509-0044 info@contourplc.com

NW-SE 19-20N-7E

3046/SK100A



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 9<sup>th</sup> 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       | <u>3/9/26</u>               |
| Enactment reading | <u>                    </u> |
| ORDINANCE #       | <u>                    </u> |
| RESOLUTION #      | <u>1870</u>                 |





## *Staff Report*

---

### *Department of Public Works*

**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 crashes 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

**RESOLUTION NO. 1870**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ENUMCLAW, KING COUNTY, WASHINGTON ADOPTING A LOCAL ROAD SAFETY PLAN.**

**Whereas**, the City of Enumclaw, like the State of Washington and the United States as a whole, continues to experience fatal and serious injury collisions on its road; and

**Whereas**, public agencies in Washington State consider traffic fatalities and serious injuries as unacceptable and preventable rather than inevitable; and

**Whereas**, the City of Enumclaw has aligned transportation policies and priorities with the State of Washington's Highway Safety Plan goal of Target Zero; and

**Whereas**, the Washington State Department of Transportation (WSDOT), issues a call for projects on a biennial basis for federal Highway Safety Improvement Program (HSIP) funds; and

**Whereas**, the HSIP funds are distributed by WSDOT to assist with their City Safety Program; and

**Whereas**, the goal of the City Safety Program is to reduce fatal and serious crashes on city and town streets using engineering improvements and countermeasures; and

**Whereas**, to be eligible to apply for HSIP grant funds, cities are required to have a Local Road Safety Plan identifying locations of fatal and serious injury crashes and addresses systemic transportation safety needs within the jurisdiction.

**Now, therefore, the City Council of the City of Enumclaw, King County,**

**Washington do hereby resolve as follows:**

Resolution No.: 1870  
 Draft No.: 1  
 Draft Date: February 23, 2026  
 Requested By: Public Works Director

Page 1

**Section 1:** The Local Road Safety Plan, a copy of which is attached hereto and incorporated herein by reference as Exhibit A, is hereby approved by the City of Enumclaw.

**RESOLVED** IN REGULAR AND OPEN SESSION this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Mayor Anthony Wright

INTRODUCED \_\_\_\_\_

PASSED \_\_\_\_\_

APPROVED \_\_\_\_\_

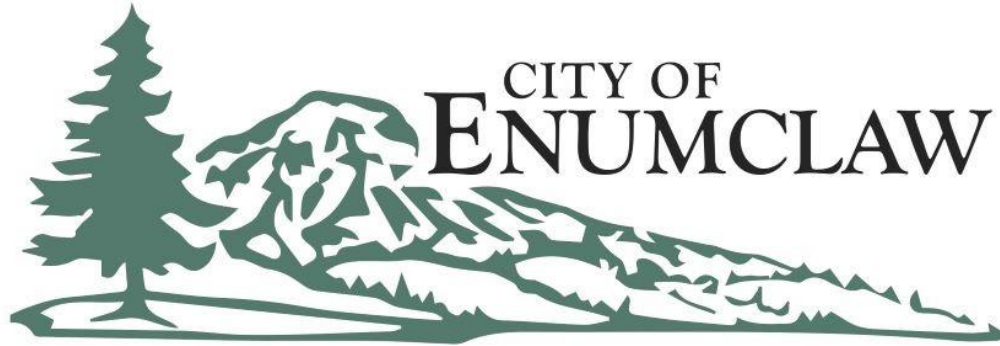
Attested:

\_\_\_\_\_  
Jessica Rose  
City Clerk

Approved as to form:

\_\_\_\_\_  
Michael J. Reynolds  
City Attorney

# EXHIBIT A



## **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.....                               | 4  |
| II.  | Introduction and Background.....                     | 5  |
| A.   | Transportation Safety Accomplishments 2020-2024..... | 7  |
| B.   | Existing Transportation System Inventory.....        | 9  |
| 1.   | City Streets: .....                                  | 9  |
| 2.   | State Highways:.....                                 | 9  |
| 3.   | Intersections: .....                                 | 9  |
| 4.   | Inventory of Existing Land Use: .....                | 9  |
| 5.   | Active Transportation .....                          | 9  |
| 6.   | Public Transit:.....                                 | 10 |
| III. | Crash Data Analysis.....                             | 10 |
| A.   | Crash Data Summary.....                              | 10 |
| 1.   | Fatal and Serious Injury Crashes:.....               | 15 |
| 2.   | Hit Fixed Object .....                               | 15 |
| 3.   | Rearend.....   | 16 |
| 4.   | Angle (T).....                                       | 16 |
| 5.   | Active Transportation Crashes.....                   | 16 |
| B.   | Spatial Analysis.....                                | 16 |
| 1.   | Hit Fixed object.....                                | 16 |
| 2.   | Rearend.....   | 16 |
| 3.   | Angle (T).....                                       | 17 |
| 4.   | Active Transportation Crashes.....                   | 17 |
| IV.  | Primary Risk Factors and Risk Scoring .....          | 17 |
| A.   | Excessive Speed.....                                 | 17 |
| B.   | Dark Driving Conditions.....                         | 18 |
| C.   | Lack of Active Transportation Facilities.....        | 18 |
| D.   | Presence of Hazardous Roadside Conditions.....       | 18 |
| E.   | Arterial / Collector Functional Classification.....  | 18 |
| F.   | Risk Scoring of Transportation Elements.....         | 18 |

|     |   |    |
|-----|---|----|
| V.  | Improvements to the Transportation System.....              | 19 |
| A.  | Emphasis Areas .....  | 19 |
| B.  | Countermeasures.....  | 20 |
| 1.  | Enforcement and Education.....                              | 21 |
| 2.  | Adequate Lighting.....                                      | 22 |
| 3.  | Shoulder Edge Wide Marking and Rumble Strip Marking.....    | 22 |
| 4.  | Speed Calming Measures.....                                 | 23 |
| 5.  | Active Transportation Improvements.....                     | 23 |
| C.  | Prioritized Safety Improvement Projects: .....              | 23 |
| 1.  | Multimodal Intersection Spot Improvements: .....            | 26 |
| 2.  | Systemic Multimodal Improvements.....                       | 27 |
| 3.  | Active Transportation Facilities Spot Improvements:.....    | 29 |
| 4.  | Systemic Active Transportation Facility Improvements: ..... | 31 |
| 5.  | Active Transportation Systemic State Projects.....          | 33 |
| VI. | Future Project Updates:.....                                | 35 |

## 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.

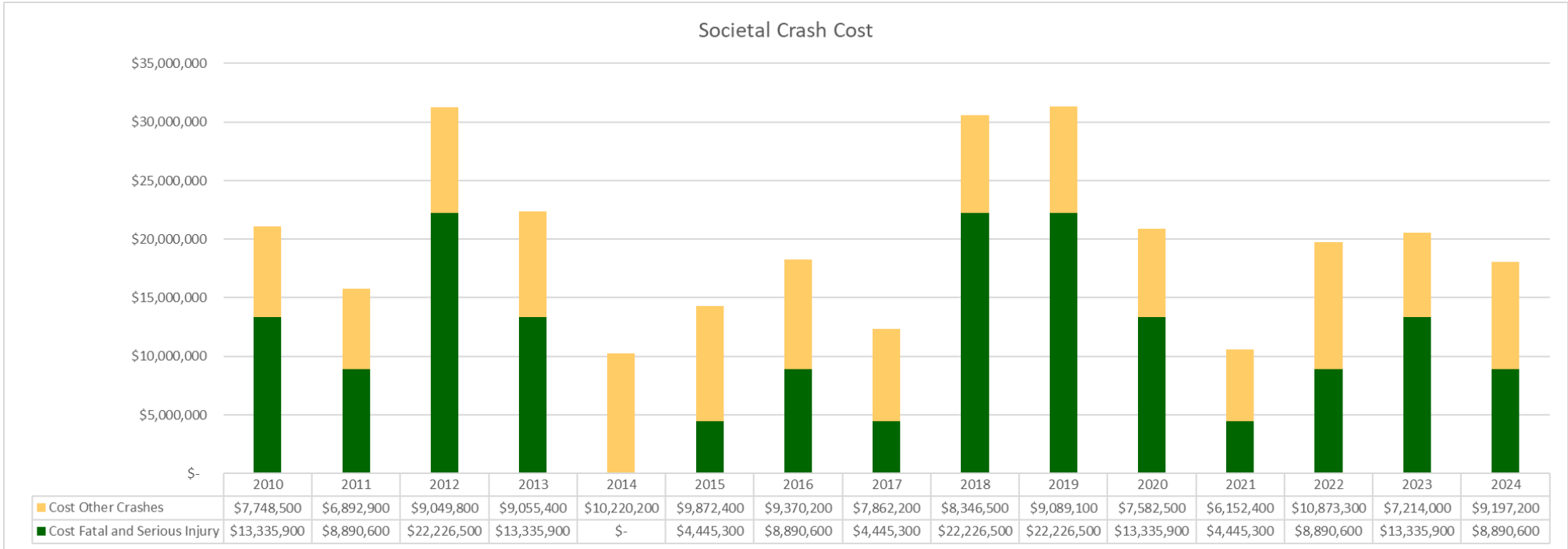
The societal crash cost from vehicles is the comprehensive dollar value of all economic and quality-of-life losses resulting from traffic crashes, including medical expenses, lost productivity, property damage, emergency services, legal costs, congestion, and pain and suffering.

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.





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.

**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.

**j) 244<sup>th</sup> / 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 3-Warner Ave RRFB Crossing



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



**k) 244<sup>th</sup> Ave Speed Limit Reduction (2024):**

The posted speed limit for 244<sup>th</sup> Ave within City Limits was reduced from 40mph to 35 mph to encourage slower speeds in conjunction with the 244<sup>th</sup>/ 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) 244<sup>th</sup> / 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<br>Enumclaw City<br>Streets | Enumclaw<br>City Streets<br>Percentage | All Washington<br>Roads | All Washington City<br>Streets | Washington West City<br>Streets |
|--------------------------------|---|--|-------------------------|--------------------------------|---------------------------------|
| <b>Angle (T)</b>               | 83  | 32%                                    | 18%                     | 29%                            | 27%                             |
| Hit Parked Car                 | 71  | 27%                                    | 5%                      | 11%                            | 10%                             |
| <b>Hit Fixed Object</b>        | 47  | 18%                                    | 21%                     | 14%                            | 14%                             |
| <b>Rearend</b>                 | 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%                              |
| <b>Hit Pedestrian</b>          | 6   | 2%                                     | 2%                      | 3%                             | 3%                              |
| Sideswipe (Same Direction)     | 5   | 2%                                     | 10%                     | 7%                             | 7%                              |
| <b>Hit Cyclist</b>             | 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<br>State Routes | Percentage | All Washington<br>Roads | All Washington City<br>Streets | Washington West City<br>Streets |
|--------------------------------|-------------------------------------|------------|-------------------------|--------------------------------|---------------------------------|
| <b>Rearend</b>                 | 120                                 | 37%        | 25%                     | 17%                            | 17%                             |
| <b>Angle (T)</b>               | 82                                  | 25%        | 18%                     | 29%                            | 27%                             |
| <b>Hit Fixed Object</b>        | 46                                  | 14%        | 21%                     | 14%                            | 14%                             |
| Angle (Left Turn)              | 40                                  | 12%        | 7%                      | 10%                            | 10%                             |
| Other                          | 9                                   | 3%         | 5%                      | 5%                             | 5%                              |
| <b>Hit Pedestrian</b>          | 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%                              |
| <b>Hit Cyclist</b>             | 1                                   | 0%         | 1%                      | 2%                             | 2%                              |
| Wildlife/Animal                | 0                                   | 0%         | 0%                      | 0%                             | 0%                              |
| Railway                        | 0                                   | 0%         | 0%                      | 0%                             | 0%                              |



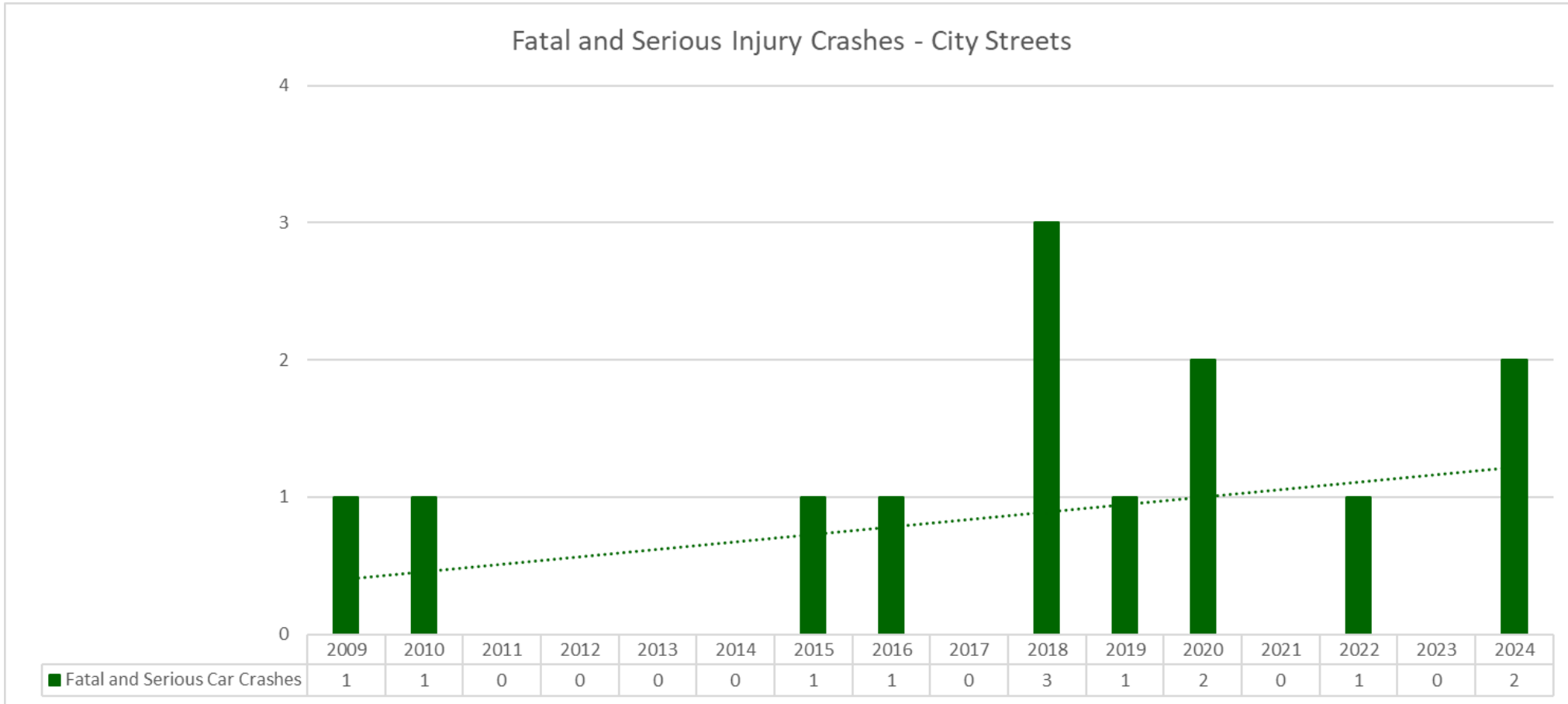


Figure 5 - F/S Collisions Enumclaw City Streets \*Does not include state routes



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.

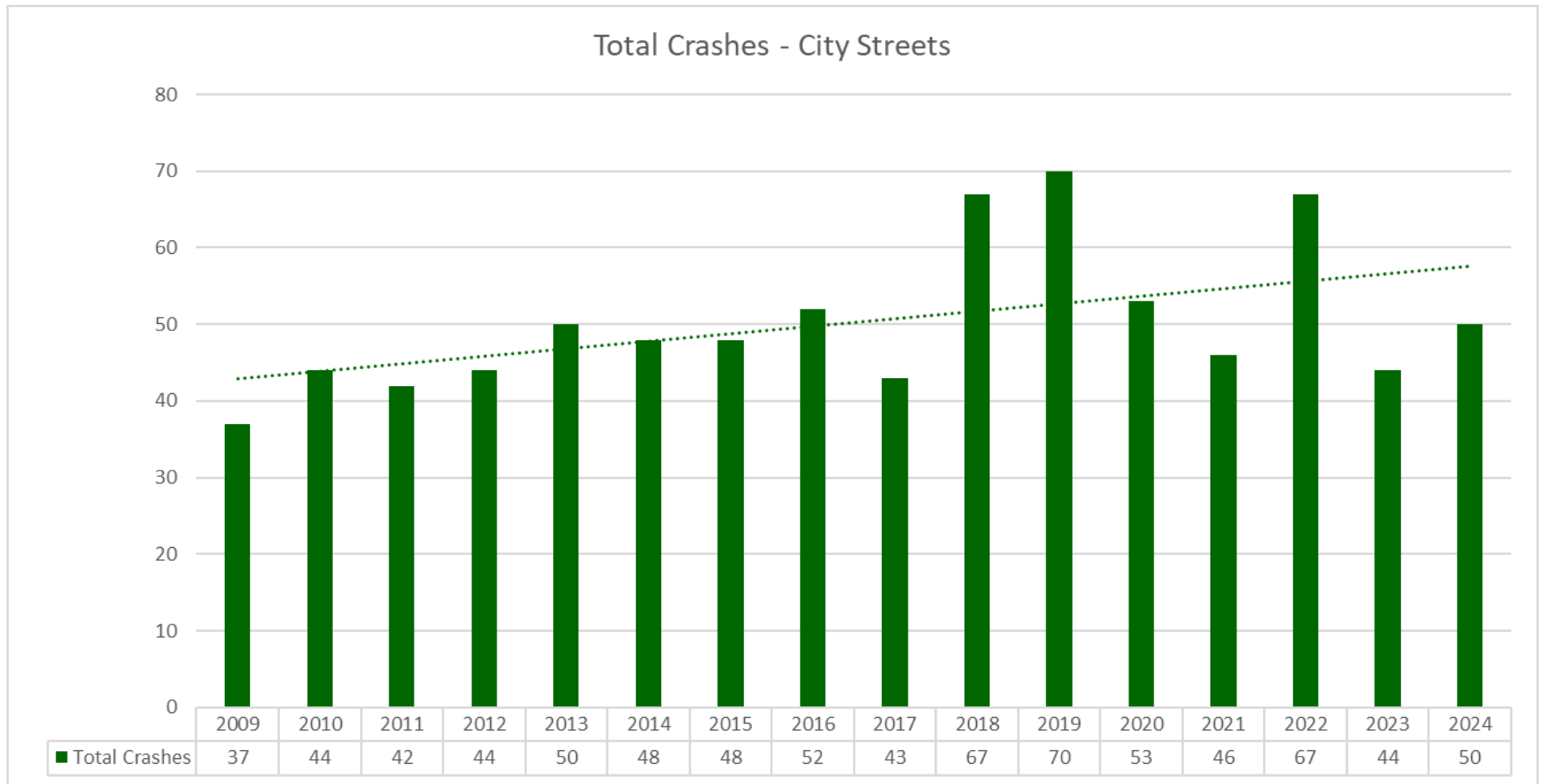


Figure 6 - Total Collisions Enumclaw City Streets \*Does not include state routes



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.

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 Road   | 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 Road                             | 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%                 |



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.

**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; Rear-end 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 |
|--------------------------------|-----------------------------------|------------|
| <b>Hit Fixed Object</b>        | 3                                 | 60%        |
| Sideswipe (Same Direction)     | 1                                 | 20%        |
| Head-on                        | 1                                 | 20%        |
| <b>Angle (T)</b>               | 0                                 | 0%         |
| <b>Rear-end</b>                | 0                                 | 0%         |
| Sideswipe (Opposite Direction) | 0                                 | 0%         |
| Angle (Left Turn)              | 0                                 | 0%         |
| Angle (Right)                  | 0                                 | 0%         |
| Overturn                       | 0                                 | 0%         |
| <b>Hit Pedestrian</b>          | 0                                 | 0%         |
| <b>Hit Cyclist</b>             | 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 |
|--------------------------------|-----------------------------------|------------|
| <b>Rear-end</b>                | 2                                 | 40%        |
| <b>Hit Pedestrian</b>          | 2                                 | 40%        |
| Sideswipe (Opposite Direction) | 1                                 | 20%        |
| <b>Hit Fixed Object</b>        | 0                                 | 0%         |
| <b>Angle (T)</b>               | 0                                 | 0%         |
| Sideswipe (Same Direction)     | 0                                 | 0%         |
| Head-on                        | 0                                 | 0%         |
| Angle (Left Turn)              | 0                                 | 0%         |
| Angle (Right)                  | 0                                 | 0%         |
| Overturn                       | 0                                 | 0%         |
| <b>Hit Cyclist</b>             | 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 / 244<sup>TH</sup> 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 Injury / 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 Injury / 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



Rear-end 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 8- TWLTL Source FHWA



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)

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



Figure 10-RRFB Examples Source: FHWA

### 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:

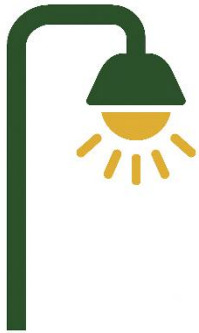
- Railroad St and Griffin Ave / Wells St and Griffin Ave
- Foothills Trail Crossing east of Warner Ave and SR410
- Semanski St and SR410 Intersection



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.

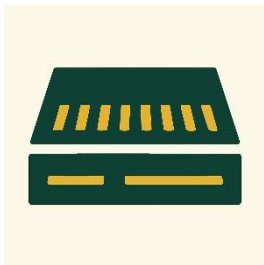
## 2. *Adequate Lighting*



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:

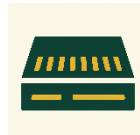


| LRSP PROJECT ID | PROJECT DESCRIPTION  | TIP / COMPREHENSIVE PLAN ID                          | COST ESTIMATE        |
|-----------------|--|--|----------------------|
| 1A              | Stevenson/Railroad Intersection Improvements                 | TIP ID 12  | \$ 350,000           |
| 1B              | 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<br>T-15, T-16<br>T-8<br>T-14<br>S-23<br>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           |
|                 |  | <b>City Improvement Total</b>                        | <b>\$ 20,985,000</b> |



**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.

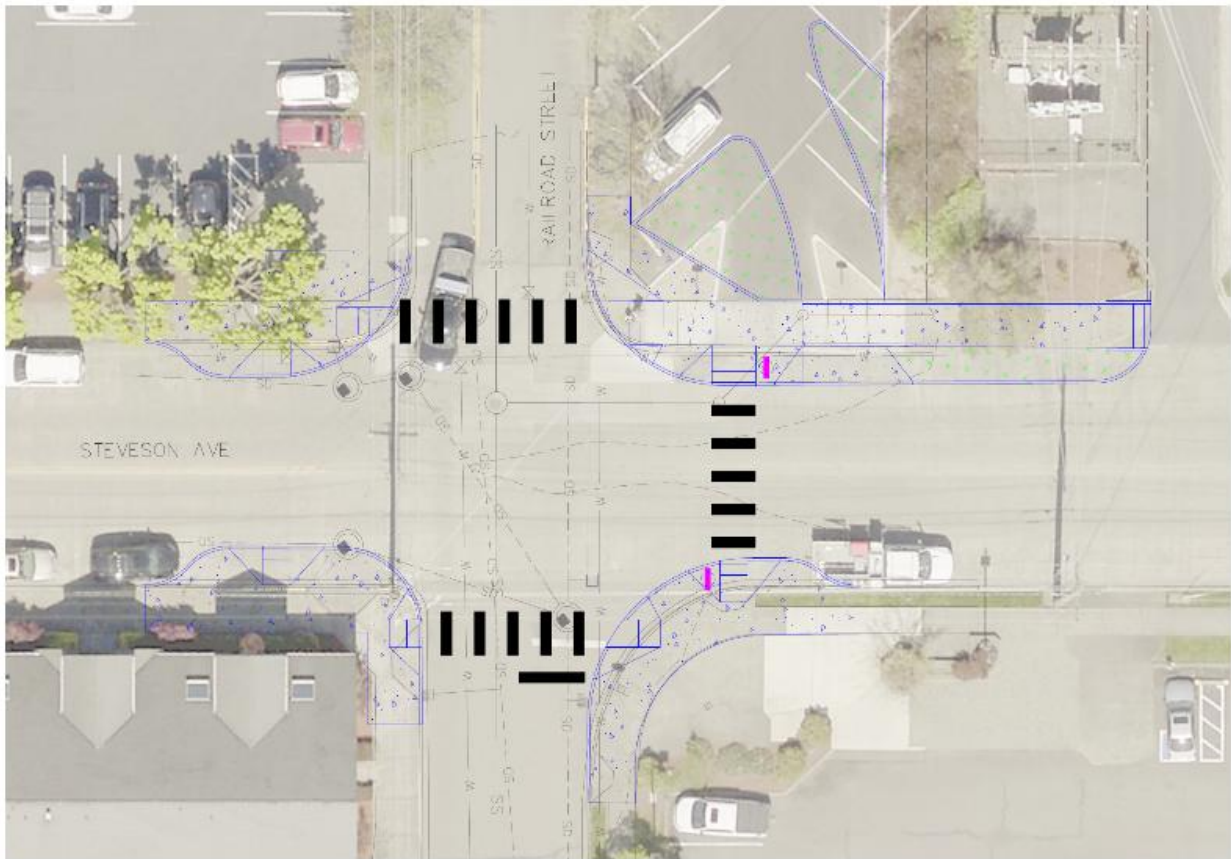


Figure 12-Stevenson Ave / Railroad Street Conceptual Intersection Improvements



**b) Kibler Ave. / 244<sup>th</sup> Intersection Improvements: \$500,000**



Installation of ADA compliant curb ramps, bulb outs, dedicated crosswalks with signs, 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**



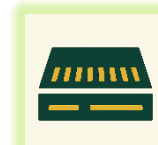
Evaluation and installation of proper lighting facilities. With increased emphasis on intersections, Safe Route to School Routes, and high Active Transportation generators (schools, parks, hospitals, police, fire, transit



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

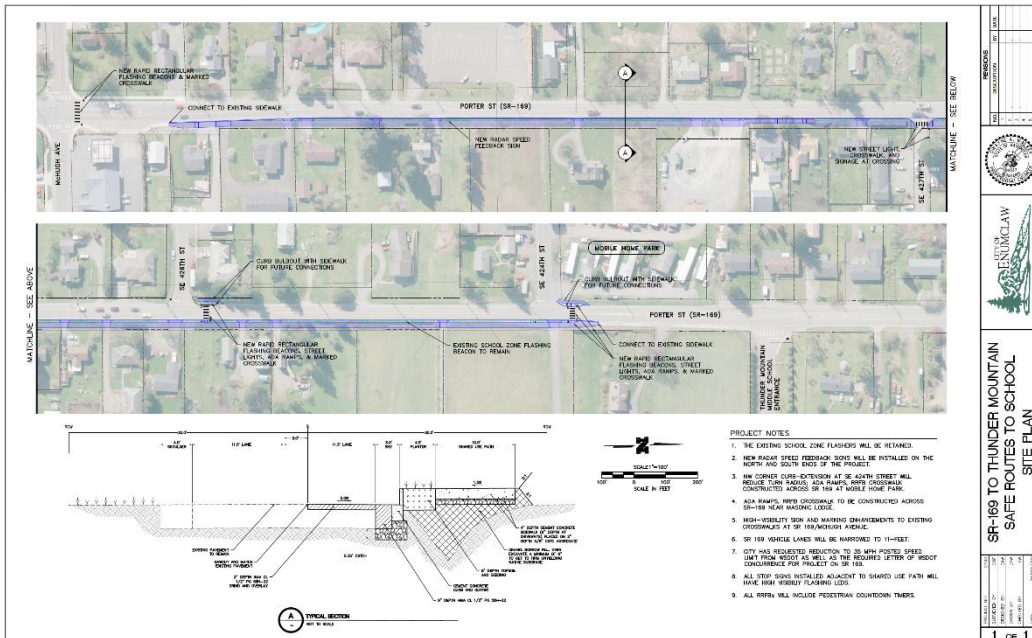


Figure 13-Porter Street Conceptual Pedestrian Improvements



Figure 14-Northbound Porter St lack of active transportation facilities



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.

**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 1<sup>st</sup> 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 PI (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

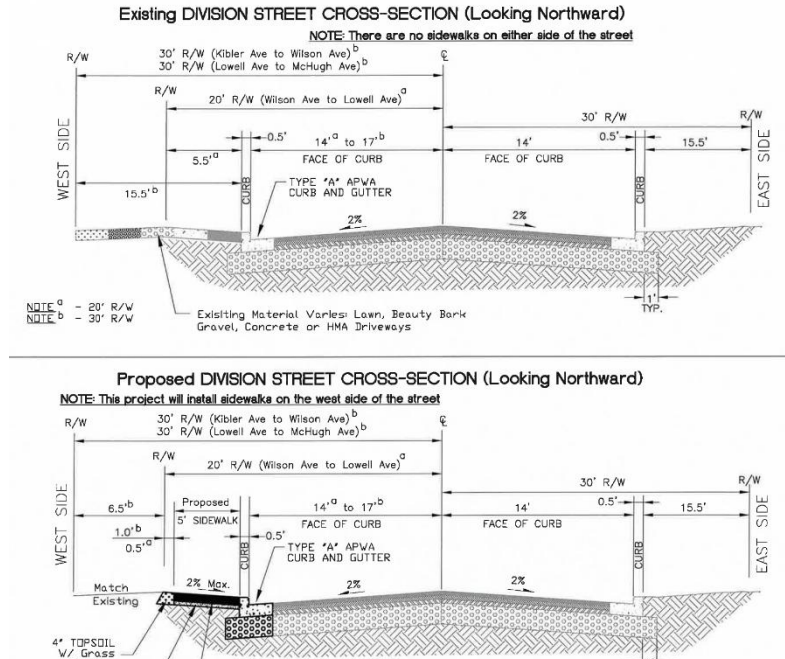


Figure 15-Division Street Conceptual Pedestrian Improvements

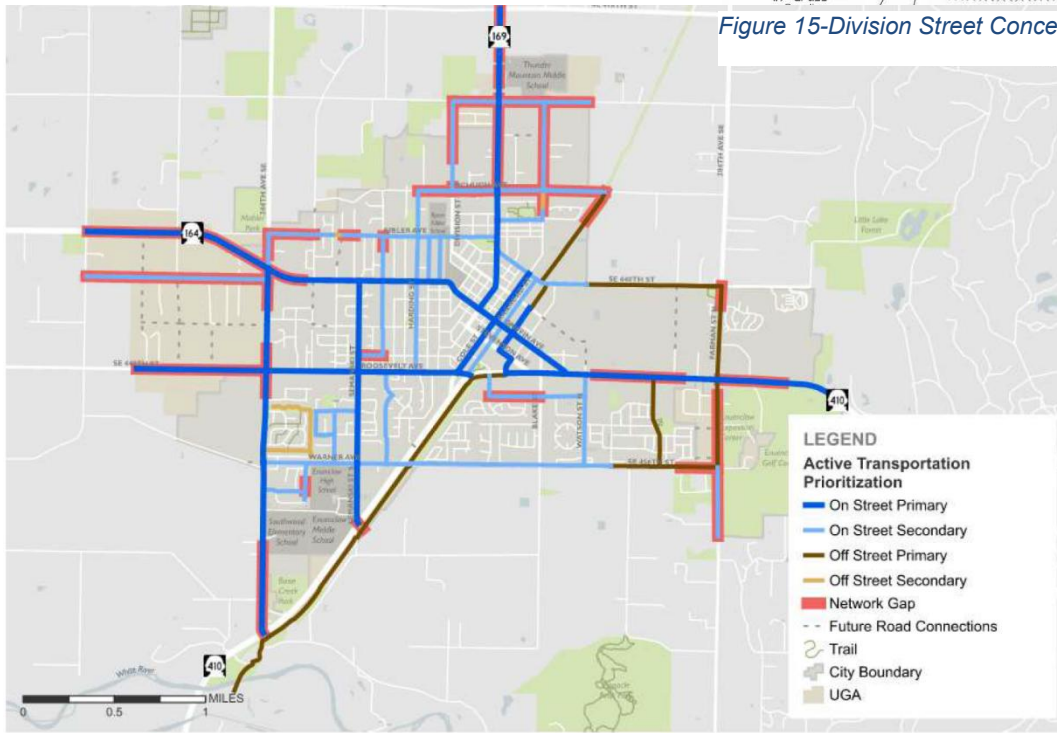


Figure 16-Active Transportation Gaps from Transportation Element of Comprehensive Plan 2024



**5. Active Transportation Systemic State Projects**

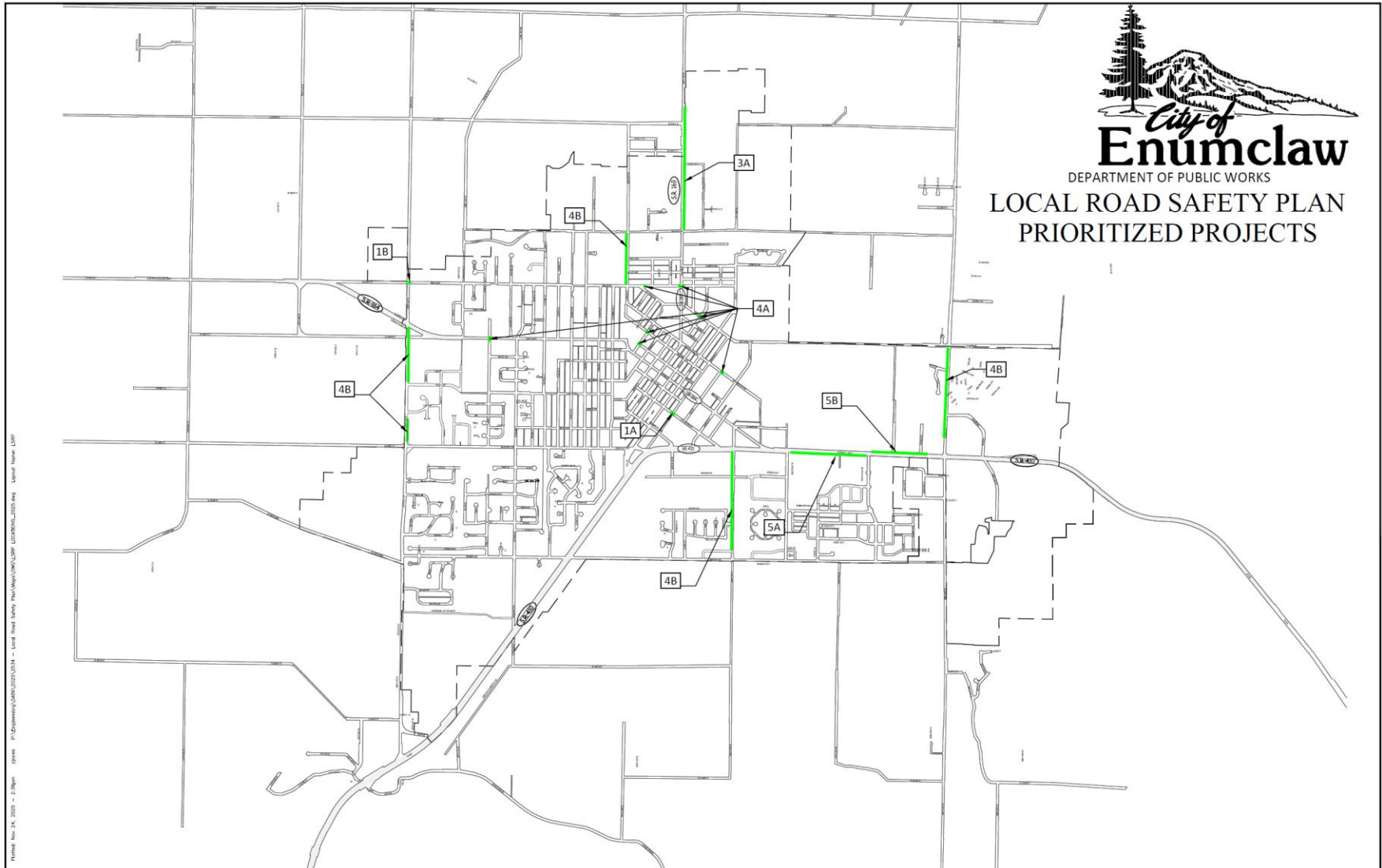
**a) W-11 & W-7 (SR410 Watson to Suntop Blvd): \$2,125,000**

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).





Printed: Nov 24, 2025 10:25:05 AM  
 P:\Expressway\0483\2025\2025 - Local Road Safety Plan\Map\LRSP - LOCAL\_2025.mxd Layer Name: LRSP



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.

## 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

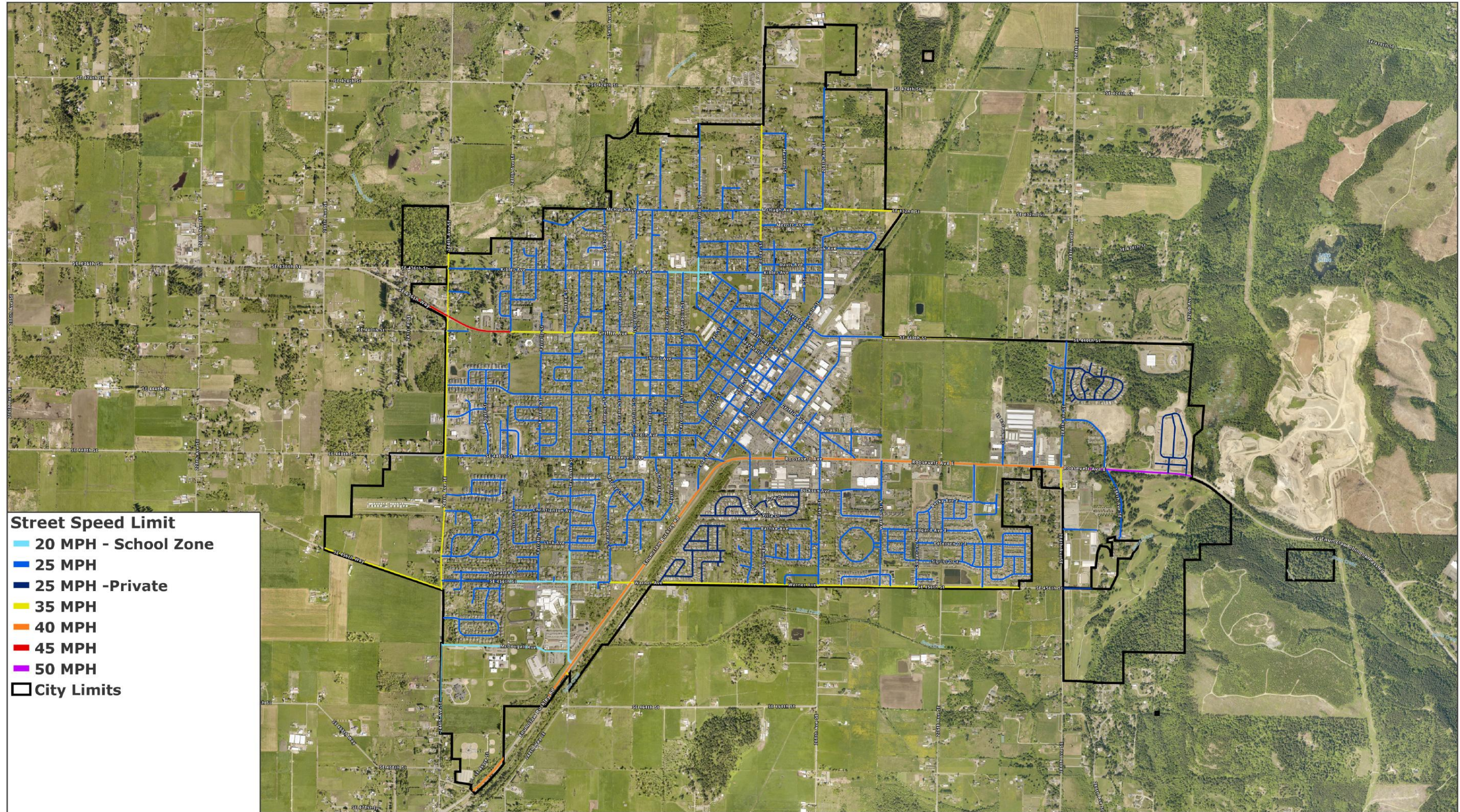
## STREET SPEED LIMITS



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.

# STREET SPEED LIMITS

11/26/2025



**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



# APPENDIX B

## FHWA CRASH TREE



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.

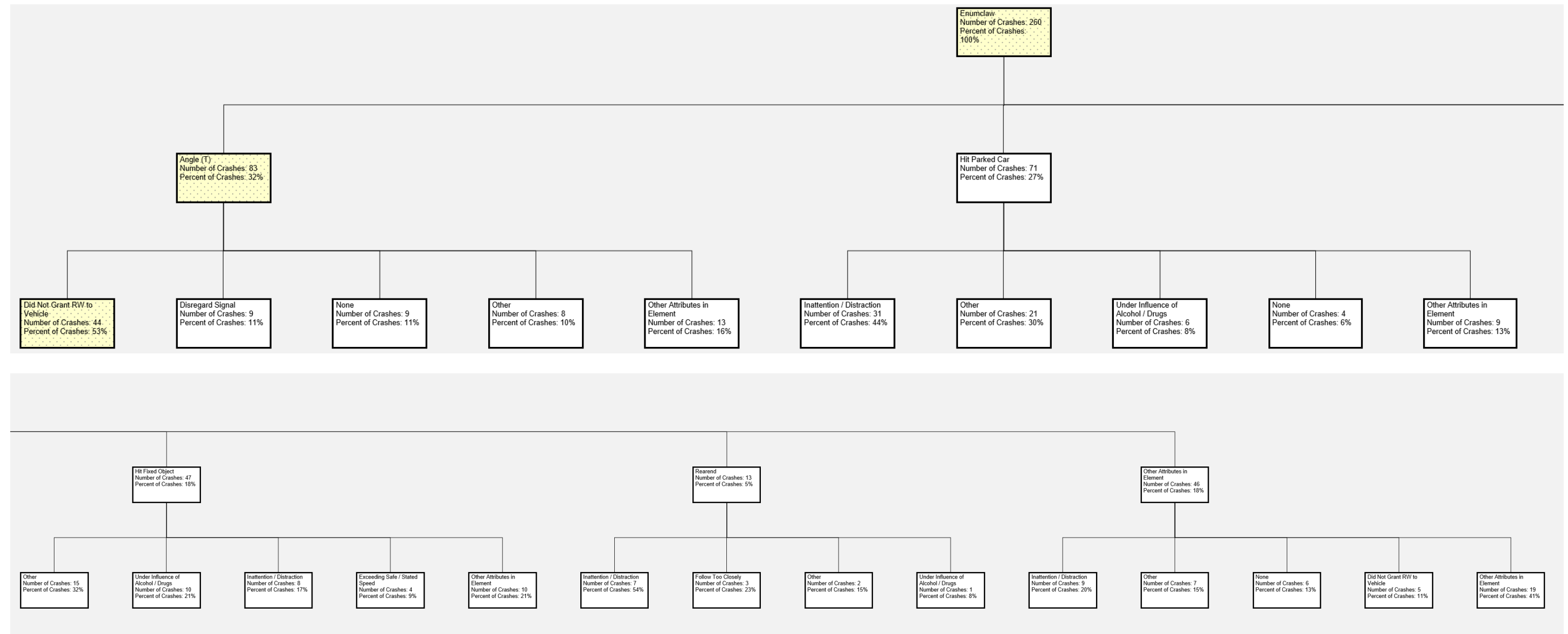


Figure 17-Enumclaw Streets Crash Tree Diagram Collision Type and Contributing Circumstance



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.

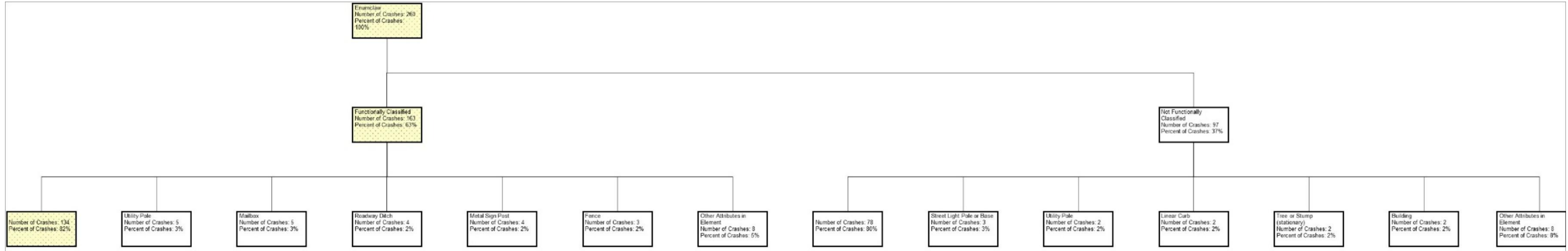


Figure 18-Crash Tree Diagram Objects Struck. Blank means crash type was no "Hit Fixed Object".



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.



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



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.

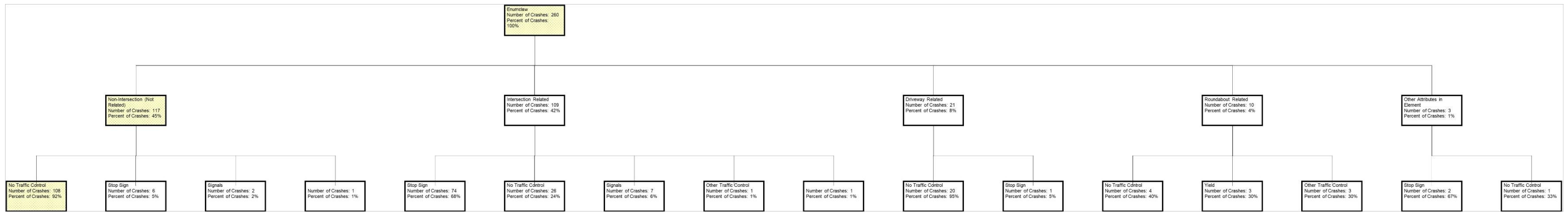


Figure 20-Enumclaw Streets Crash Tree Intersection Controls



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.

# APPENDIX C

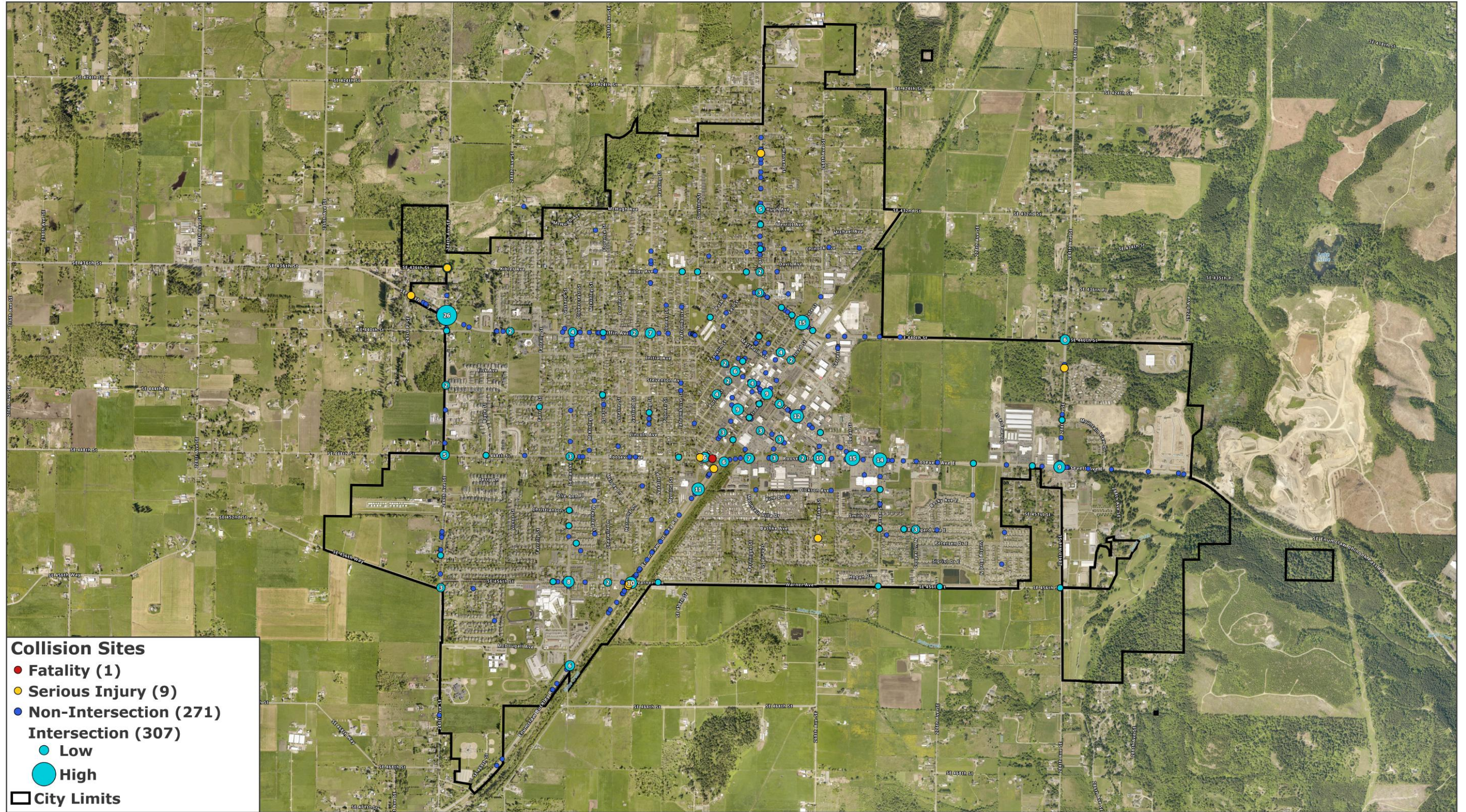
## COLLISION HISTORY 2020-2024



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.

# Collision History (2020-2024)

11/18/2025



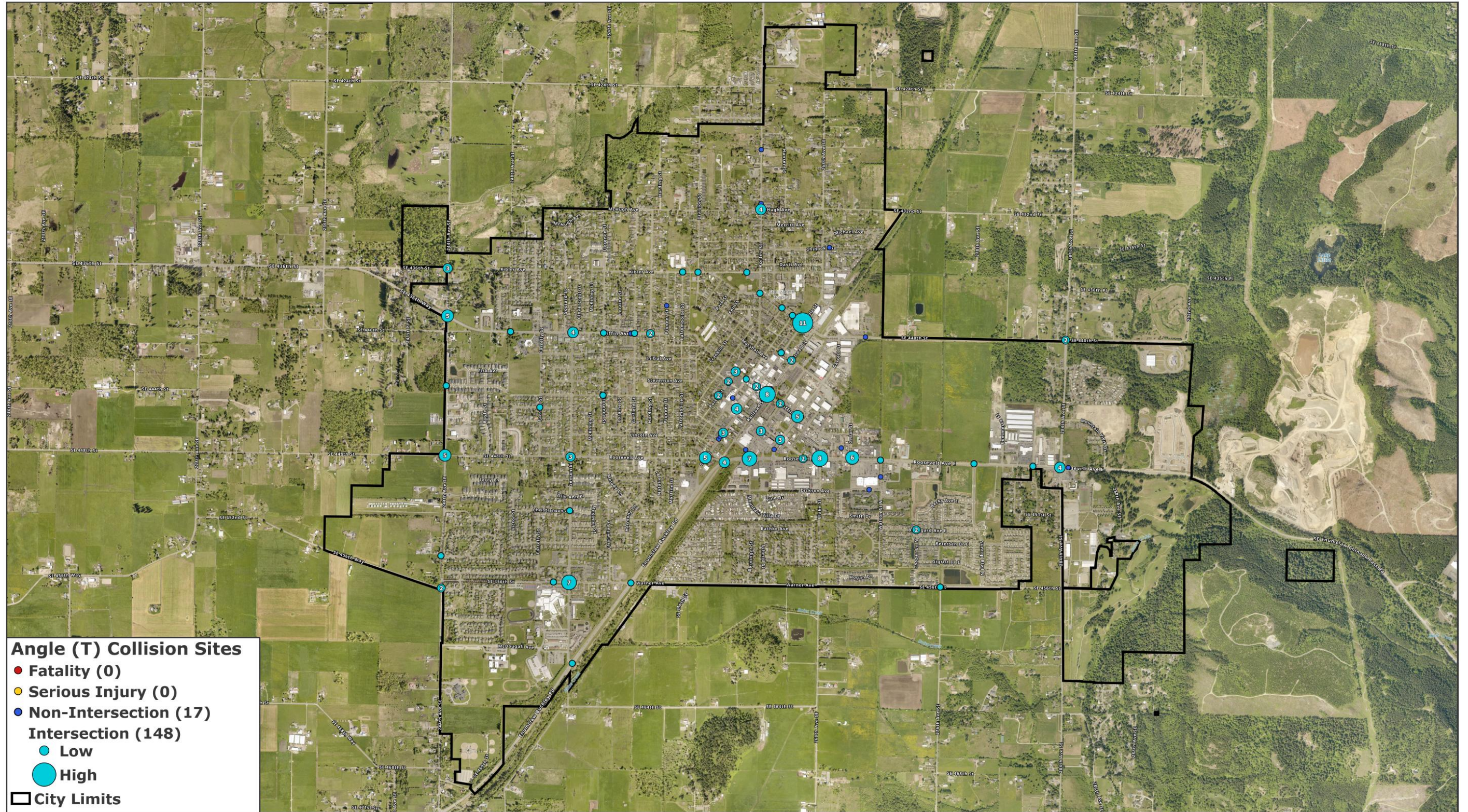
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted in 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\All Collision History 22x34.pdf



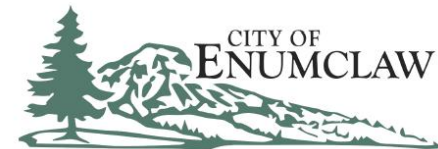
# Angle (T) Collision History (2020-2024)

11/18/2025



**Angle (T) Collision Sites**

- Fatality (0)
- Serious Injury (0)
- Non-Intersection (17)
- Intersection (148)
  - Low
  - High
- City Limits



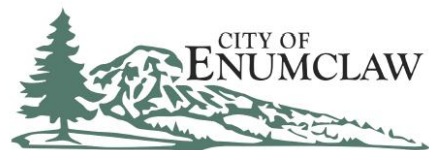
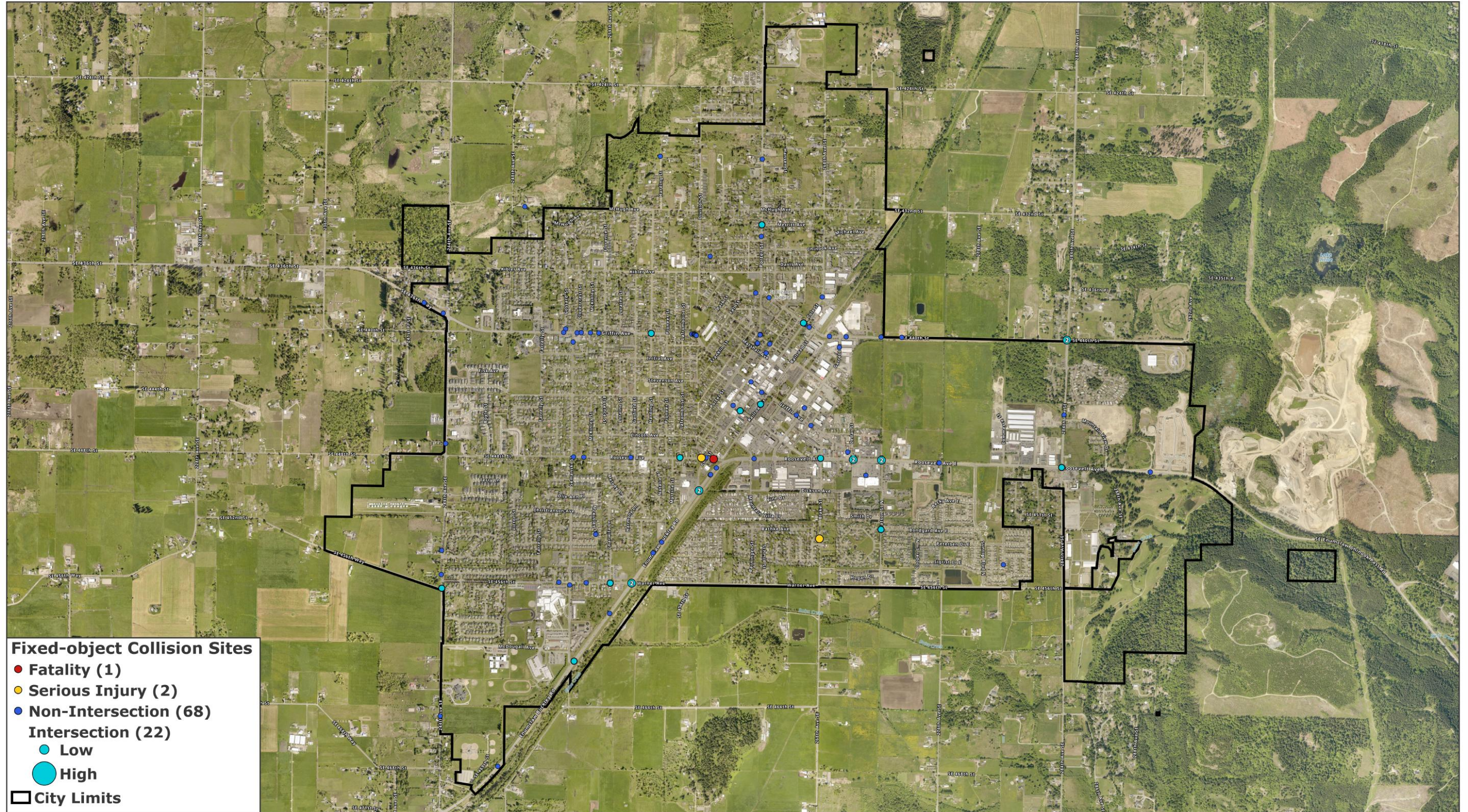
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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\Angle Collision History 22x34.pdf



# Fixed-object Collision History (2020-2024)

11/18/2025

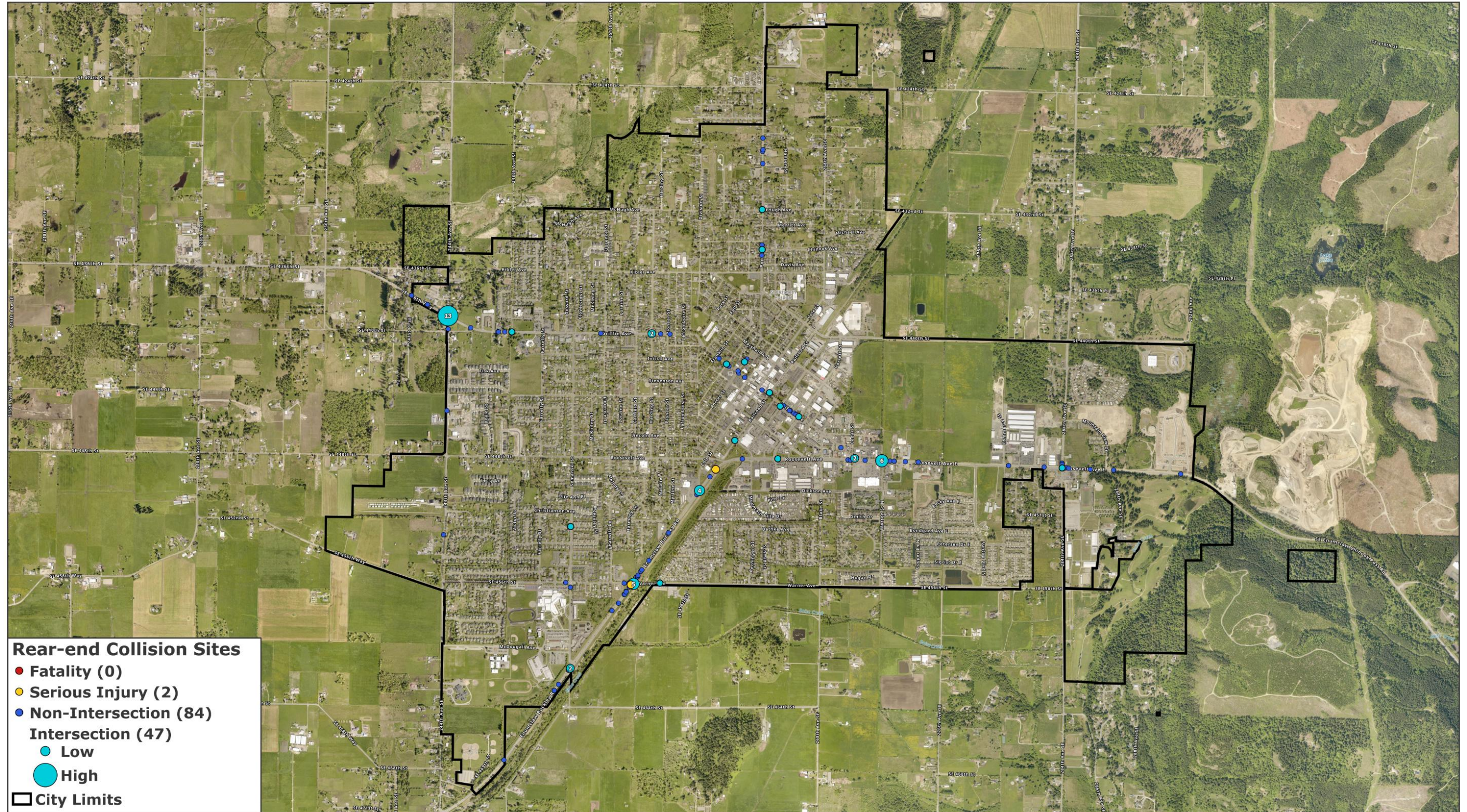


DISCLAIMERS:  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are 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

# Rear-end Collision History (2020-2024)

11/18/2025

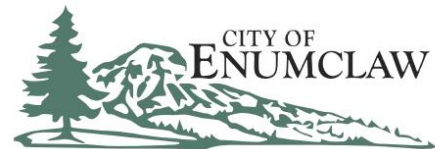


**Rear-end Collision Sites**

- Fatality (0)
- Serious Injury (2)
- Non-Intersection (84)  
Intersection (47)
  - Low
  - High
- City Limits

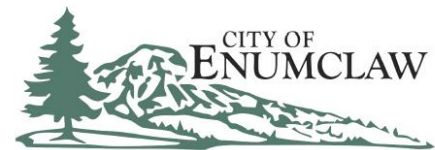
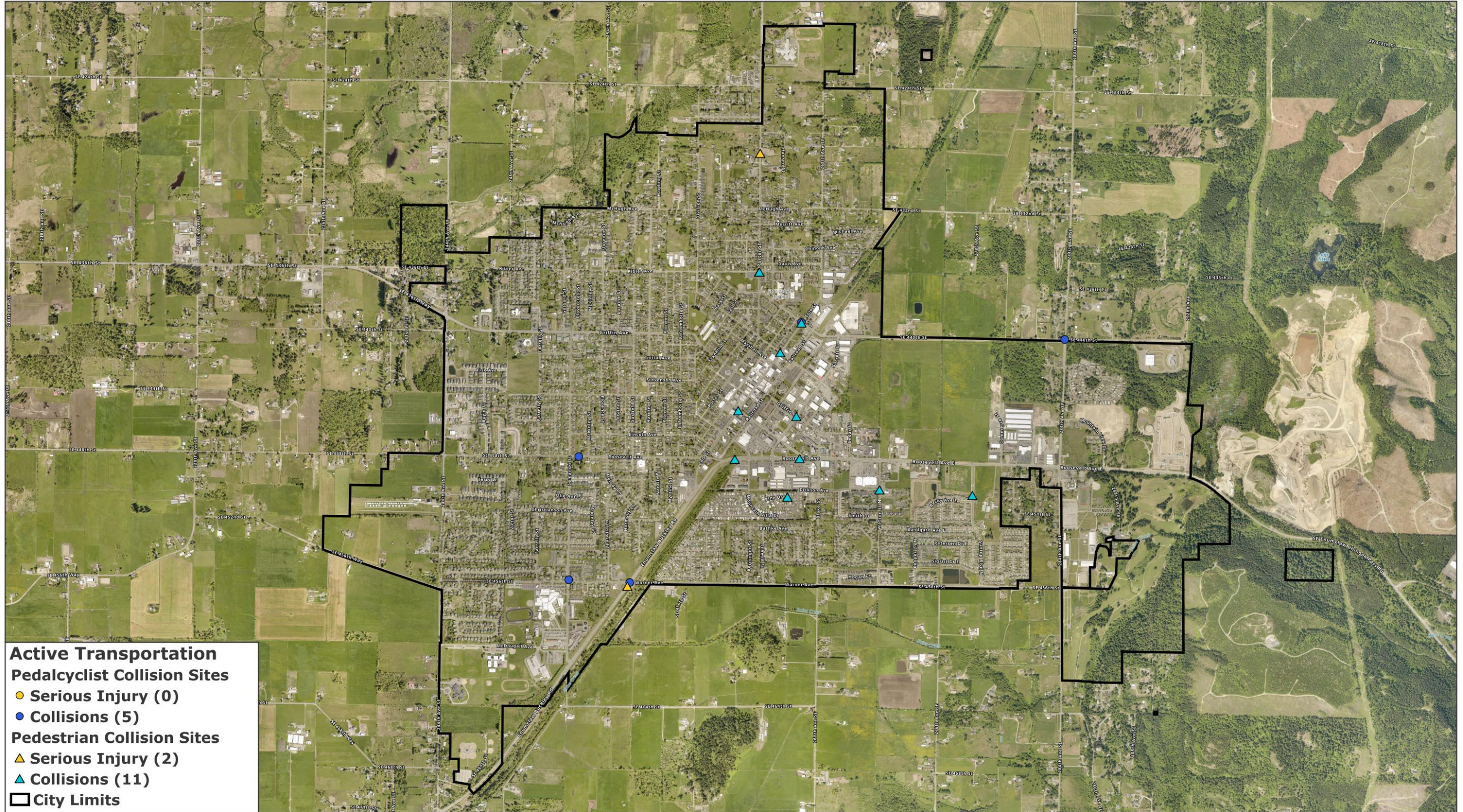
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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\Rear-end Collision History 22x34.pdf



# Active Transportation Collision History (2020-2024)

11/18/2025



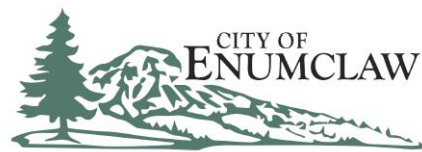
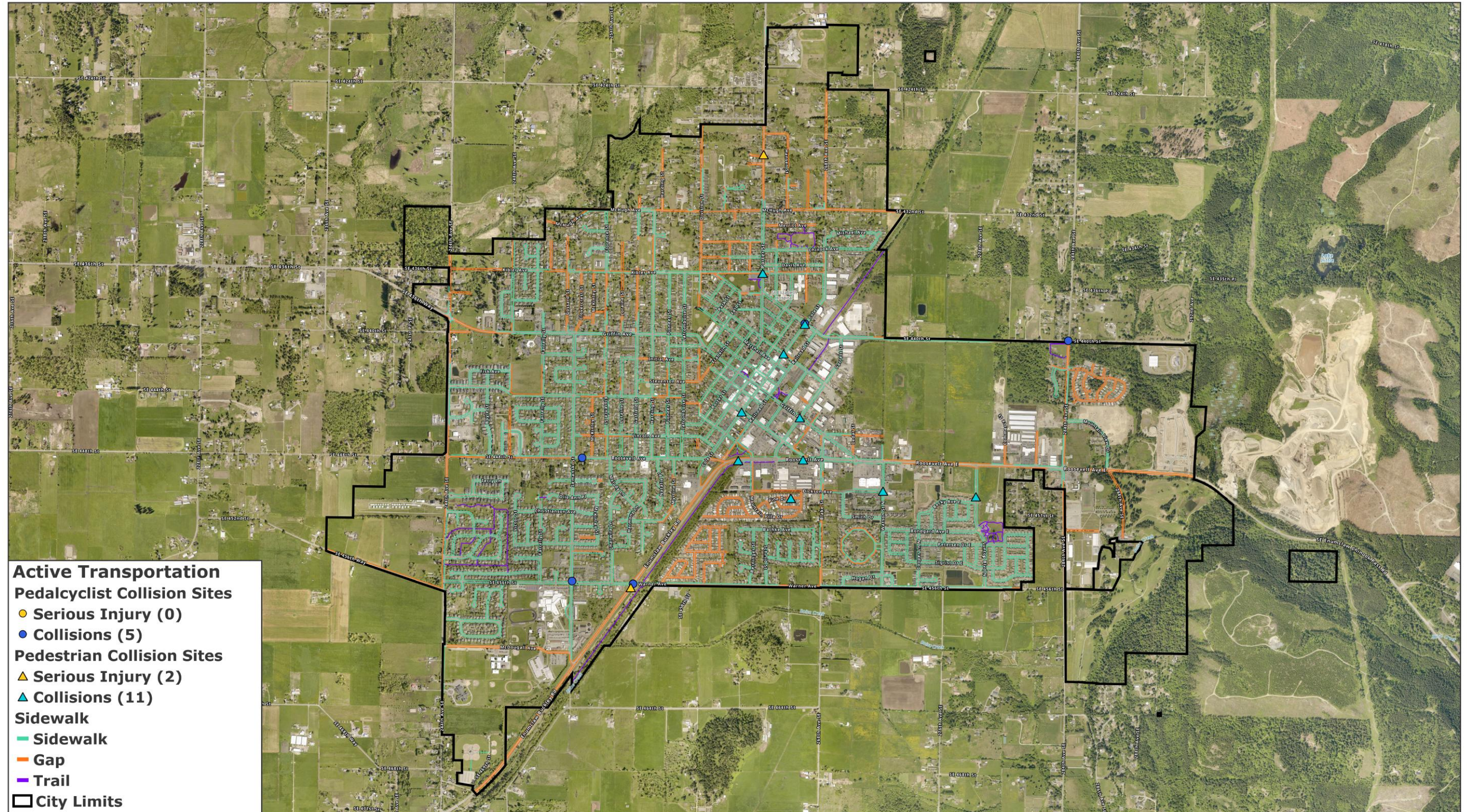
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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



# Existing Active Transportation Network and Gaps

11/18/2025



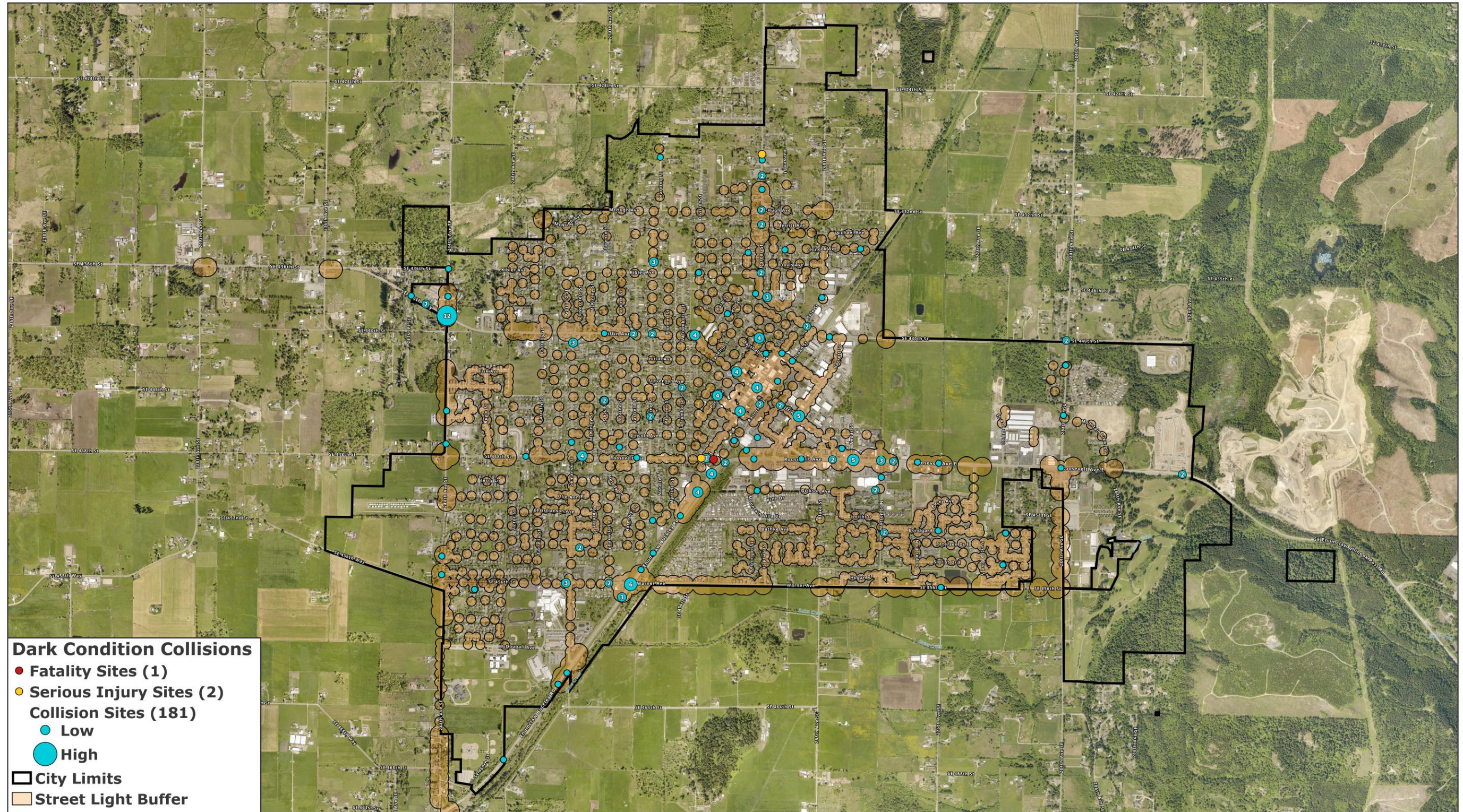
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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



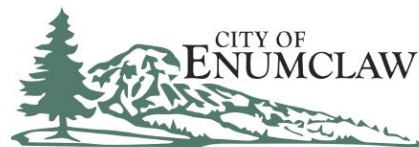
# Dark Condition Collision History (2020-2024)

11/18/2025



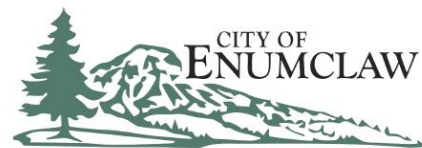
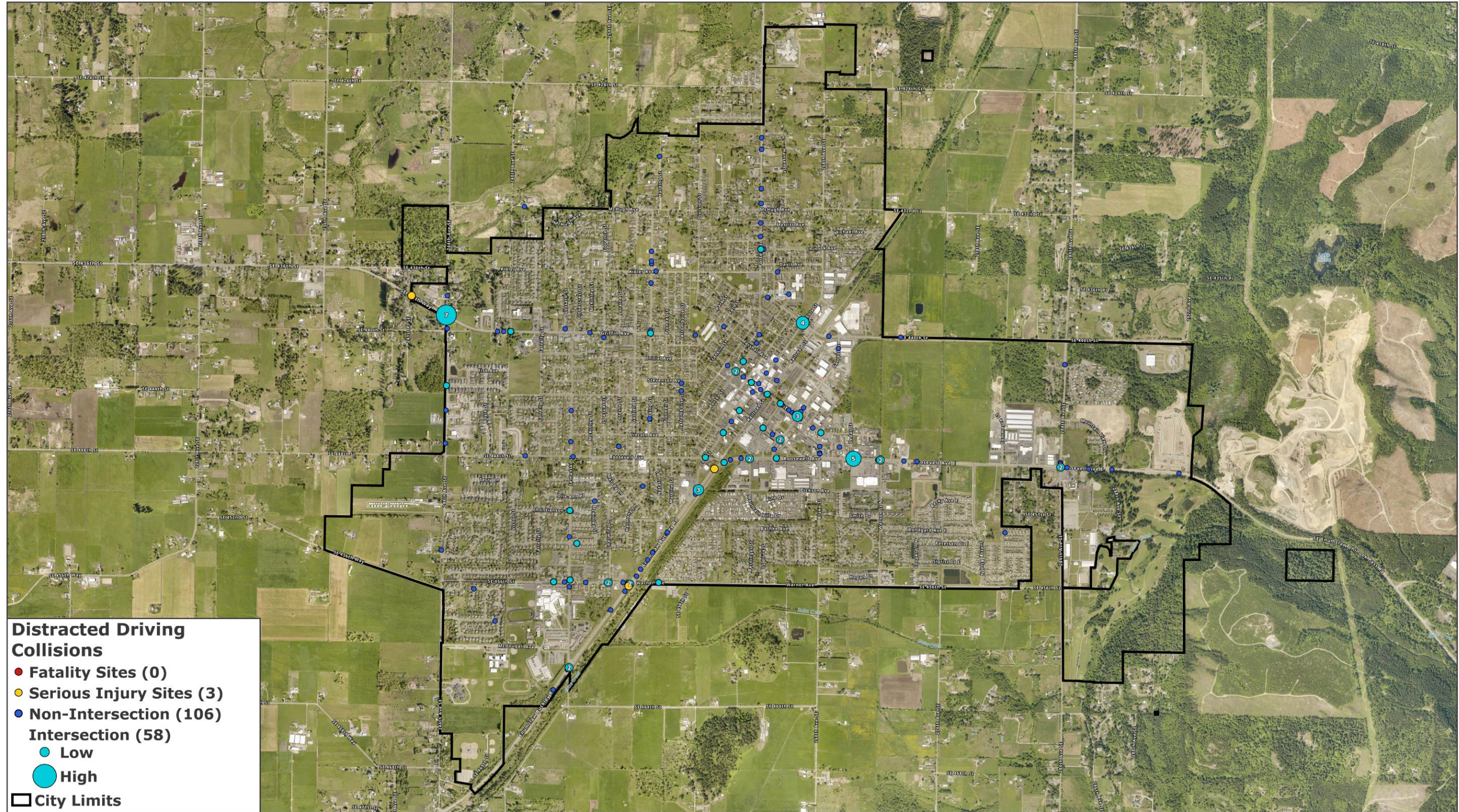
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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 compiled 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\Dark Condition Collision History (2020-2024).pdf



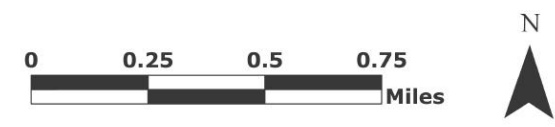
# Distracted Driving Collision History (2020-2024)

11/18/2025



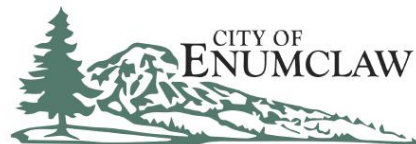
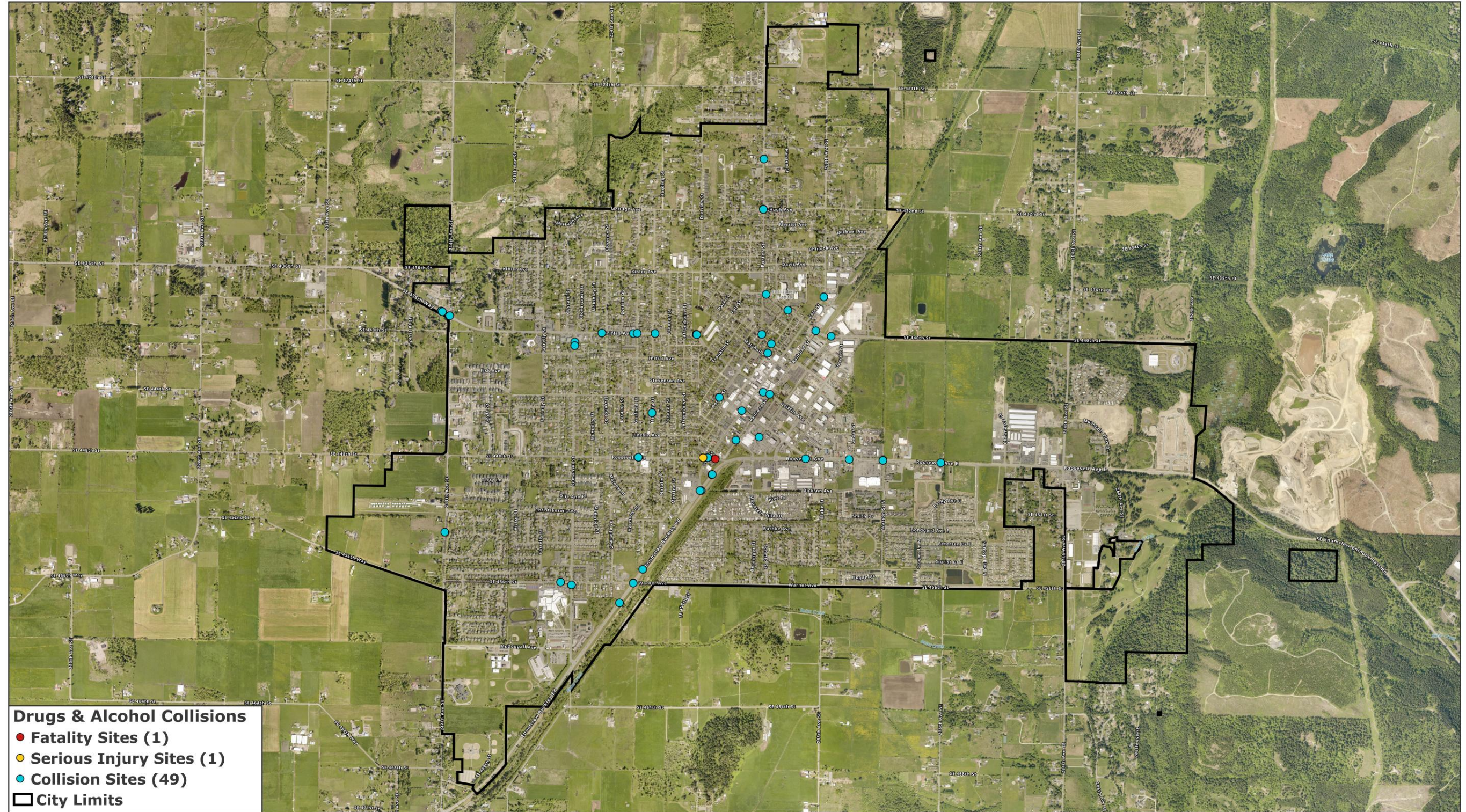
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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



# Drugs and Alcohol Collision History (2020-2024)

11/18/2025



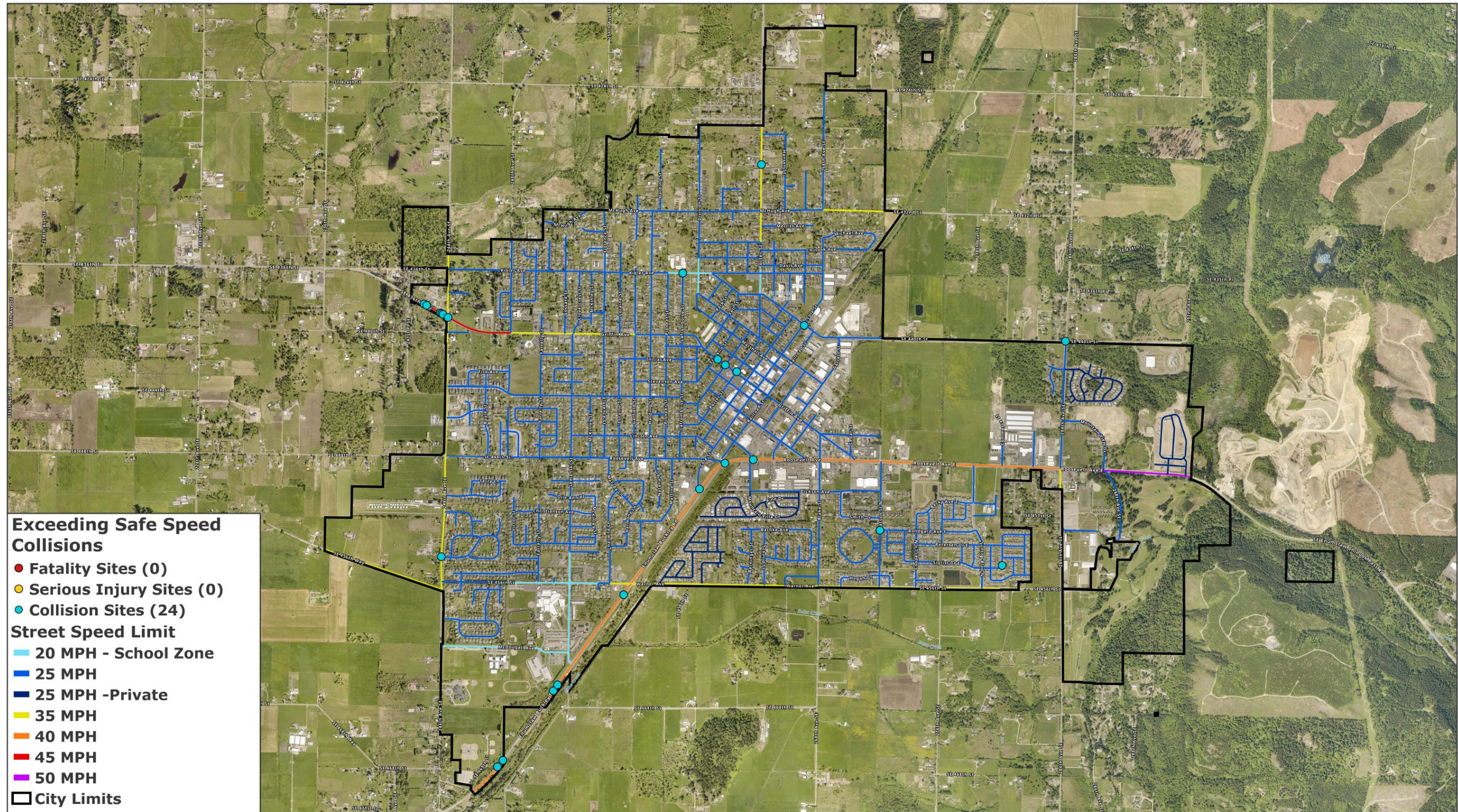
**DISCLAIMERS:**  
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings 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



# Exceeding Safe Speed Collision History (2020-2024)

11/18/2025



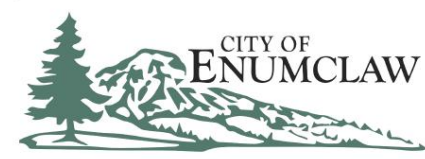
**Exceeding Safe Speed Collisions**

- Fatality Sites (0)
- Serious Injury Sites (0)
- Collision Sites (24)

**Street Speed Limit**

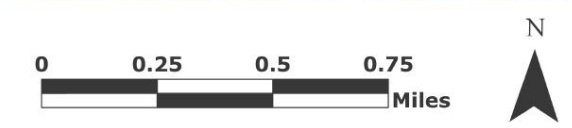
- 20 MPH - School Zone
- 25 MPH
- 25 MPH -Private
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH

□ City Limits



**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



# APPENDIX D

## ROADWAY CHARACTERISTICS



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.

| Roadway Characteristics               | ALL Crashes           |                  |         |           |
|---------------------------------------|-----------------------|------------------|---------|-----------|
|                                       | Collision Types       |                  |         |           |
|                                       | Active Transportation | Hit Fixed Object | Rearend | Angle (T) |
| <b>Intersection Related</b>           | 60%                   | 17%              | 62%     | 78%       |
| <b>Non-Intersection (Not Related)</b> | 20%                   | 78%              | 31%     | 0%        |
| <b>Driveway Related</b>               | 10%                   | 2%               | 0%      | 14%       |
| <b>Roundabout Related</b>             | 10%                   | 2%               | 8%      | 9%        |
| <b>Roadway Surface Condition</b>      |                       |                  |         |           |
| Dry                                   | 70%                   | 81%              | 77%     | 64%       |
| Wet                                   | 30%                   | 17%              | 23%     | 35%       |
| Ice                                   | 0%                    | 2%               | 0%      | 1%        |
| Snow/Slush                            | 0%                    | 0%               | 0%      | 0%        |
| <b>Lighting Condition</b>             |                       |                  |         |           |
| 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%        |
| <b>Traffic Control</b>                |                       |                  |         |           |
| 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%       |
| <b>ROADWAY TYPE</b>                   |                       |                  |         |           |
| 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%       |
| <b>CONTRIBUTING FACTOR</b>            |                       |                  |         |           |
| 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%        |
| 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%        |
| <b>Posted Speed Limit</b>             |                       |                  |         |           |
| 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%        |
| <b>Posted Speed &gt;=35</b>           | 0%                    | 26%              | 46%     | 16%       |



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.

# APPENDIX E

## PRIORITY RANKING ROAD SEGMENTS AND INTERSECTIONS



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.

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                                      | 1.00                      | 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  |
| 3    | SR410          | Cole Street    | Roosevelt Ave  | 1.66  | 1.00                                     | 0.00                                      | 1.00                      | 1.00                    | 1.00    | 4.00  |
| 3    | SR164          | City Limits    | 244th Ave      | 3.94  | 1.00                                     | 0.00                                      | 1.00                      | 1.00                    | 1.00    | 4.00  |
| 3    | 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  |
| 3    | SR410          | Watson St      | Farman St      | 0.92  | 1.00                                     | 0.00                                      | 1.00                      | 1.00                    | 0.00    | 3.00  |
| 3    | SR410          | Farman St      | City Limits    | 1.03  | 1.00                                     | 0.00                                      | 1.00                      | 1.00                    | 0.00    | 3.00  |
| 3    | Battersby Ave  | Garrett St     | Farman St      | 0.90  | 1.00                                     | 1.00                                      | 1.00                      | 1.00                    | 0.00    | 3.00  |
| 1    | McHugh Ave     | Porter St      | City Limits    | 0.00  | 1.00                                     | 1.00                                      | 1.00                      | 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  |
| 3    | 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  |
| 3    | Roosevelt Ave  | Harding        | Cole St        | 0.48  | 0.00                                     | 0.50                                      | 0.00                      | 0.00                    | 1.00    | 1.50  |
| 3    | Semanski St    | SR164          | Roosevelt      | 2.38  | 0.00                                     | 0.50                                      | 0.00                      | 1.00                    | 0.00    | 1.50  |
| 3    | Warner Ave     | SR410          | Blake St       | 0.00  | 0.50                                     | 1.00                                      | 0.00                      | 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  |
| 3    | 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  | 0.00                                     | 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  |
| 3    | SR410          | Garrett St     | Stevenson Ave  | 0.42  | 0.00                                     | 0.00                                      | 1.00                      | 0.00                    | 0.00    | 1.00  |
| 3    | SR410          | Stevenson ave  | Blake St       | 0.00  | 0.00                                     | 0.00                                      | 1.00                      | 0.00                    | 0.00    | 1.00  |
| 2    | 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  |
| 3    | Porter St      | Stevenson Ave  | SR164          | 2.28  | 0.00                                     | 0.50                                      | 0.00                      | 0.00                    | 0.00    | 0.50  |
| 3    | Cole Street    | Roosevelt Ave  | Stevenson Ave  | 4.57  | 0.00                                     | 0.50                                      | 0.00                      | 0.00                    | 0.00    | 0.50  |
| 3    | 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  |
| 4    | 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  |
| 3    | Porter St      | Washington Ave | Battersby Ave  | 0.55  | 0.00                                     | 0.00                                      | 0.00                      | 0.00                    | 0.00    | 0.00  |
| 3    | Porter St      | Battersby Ave  | Kibler Ave     | 0.00  | 0.00                                     | 0.00                                      | 0.00                      | 0.00                    | 0.00    | 0.00  |
| 3    | 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  |
| 3    | Blake St       | SR410          | SR164          | 16.44   | 0.00                                     | 0.00                                      | 0.00                      | 0.00                    | 0.00    | 0.00  |
| 3    | Warner Ave     | 244th Ave      | Semanski St    | 1.07  | 0.00                                     | 0.00                                      | 0.00                      | 0.00                    | 0.00    | 0.00  |
| 3    | 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  |



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.

Table 8 - Functional Classified Intersections 2020-2024 per MEV

| Rank | SEGMENT 1     | SEGMENT 2      | Annual Number of V | Total Crashes | Crashes | Lack of Active Trans | Presence of Hazardous Roadside Conditions | Speed Greater Than | Dark Driving Condit | Serious | 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  |



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.

# APPENDIX F

## TRANSPORTATION ELEMENT OPEN HOUSE COMMENTS



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.

## 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/Santop
- 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 / 244<sup>TH</sup> 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: 456<sup>+</sup> family community  
 Border Roads: Farm Equipment, Borders as we grow  
 Family equipment & conflicts with Urban traffic.  
 Reduce conflicts.

\* Roundabouts for family community. 244<sup>B</sup> Ave Roundabout.  
 (Size of Round about)  
 Maintain the city & country.  
 - Proper Representation

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

~~After the bridge~~ No good handicapped access to downtown

- Bridge going in to buckley. Walley's light.

- Discuss w/ WSPOT - Roundabouts

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

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

Bike Lanes (Dedicated Left turn lanes)

Pedestrian Paths

Designate bike/trail for fee on-street parking.

Notes video'd & posted on the City's website: possible

\* Formulation of a stakeholder committee? \*

how much influence would they - become to a more Council

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

Small Group Table Questions

Facilitator Isaac Anzlow

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
- Safety 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 nightmare
- Sidewalks are heaving now because of trees
- Overall pretty good.
  - Always making improvements
  - ADA Improvements
- Need to add more 4-way stop control
- Blinking yellow signals turns
- 410 turn lanes
- More public transit
- ~~Via Star~~ Need more senior center transit Cor 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.
- Extend Bothills 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 crosswalk.
- Kibler west extend.
- Improve Porter + Mough intersection
  - Same 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 downtown.
- 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, 24th 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?

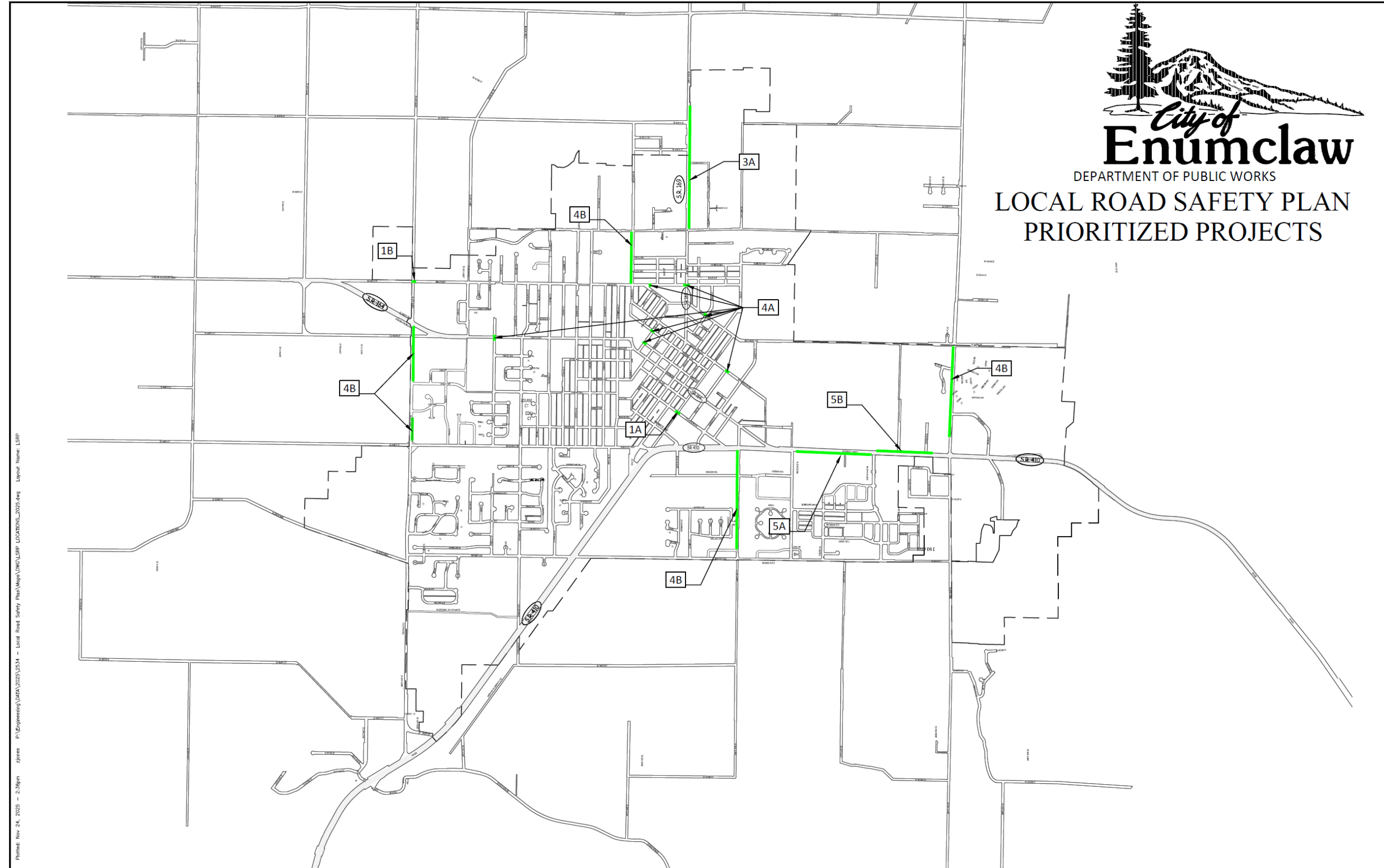
→ Don't take up "prime" parking. ~~Any~~ But in the available lots at the "back" would be fine

# APPENDIX G

## LRSP PRIORITIZED PROJECT LOCATIONS



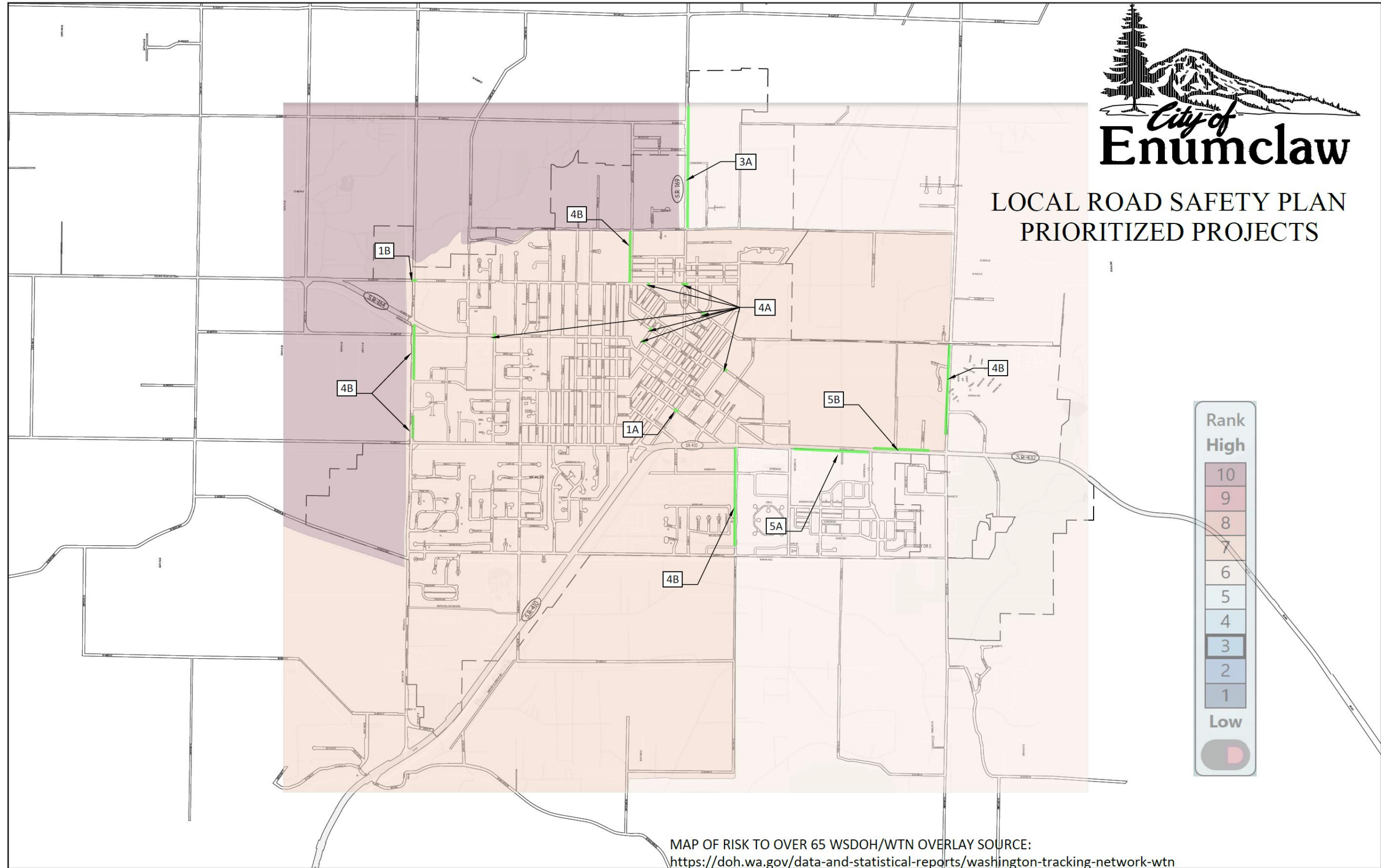
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to 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.

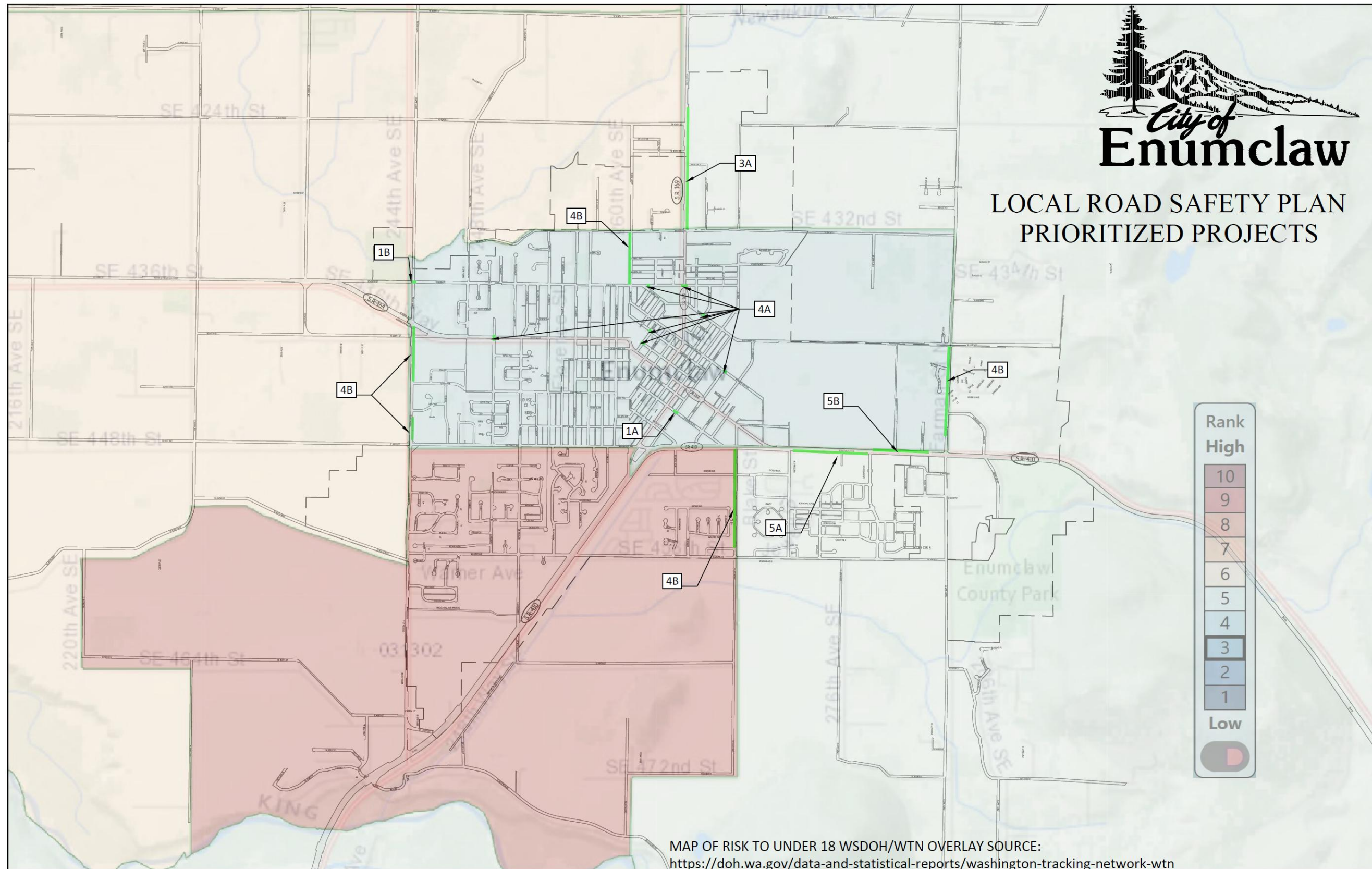


Printed: Nov 24, 2025 - 2:38pm Jones P:\Engineering\DATA\2025\2534 - Local Road Safety Plan\Map\Enumclaw Local Road Safety Plan - 2025.dwg Layout: Enumclaw

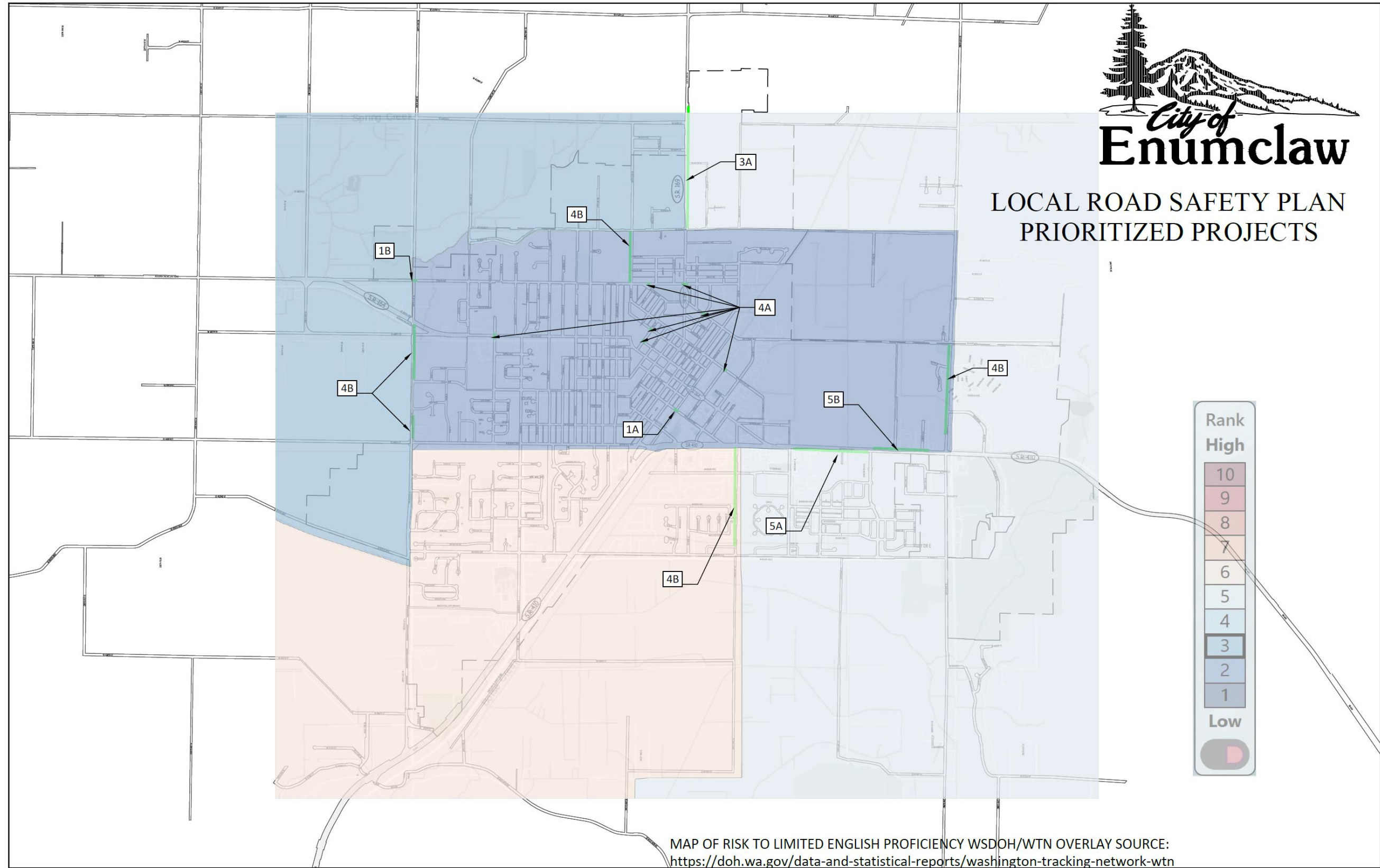


Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to 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.



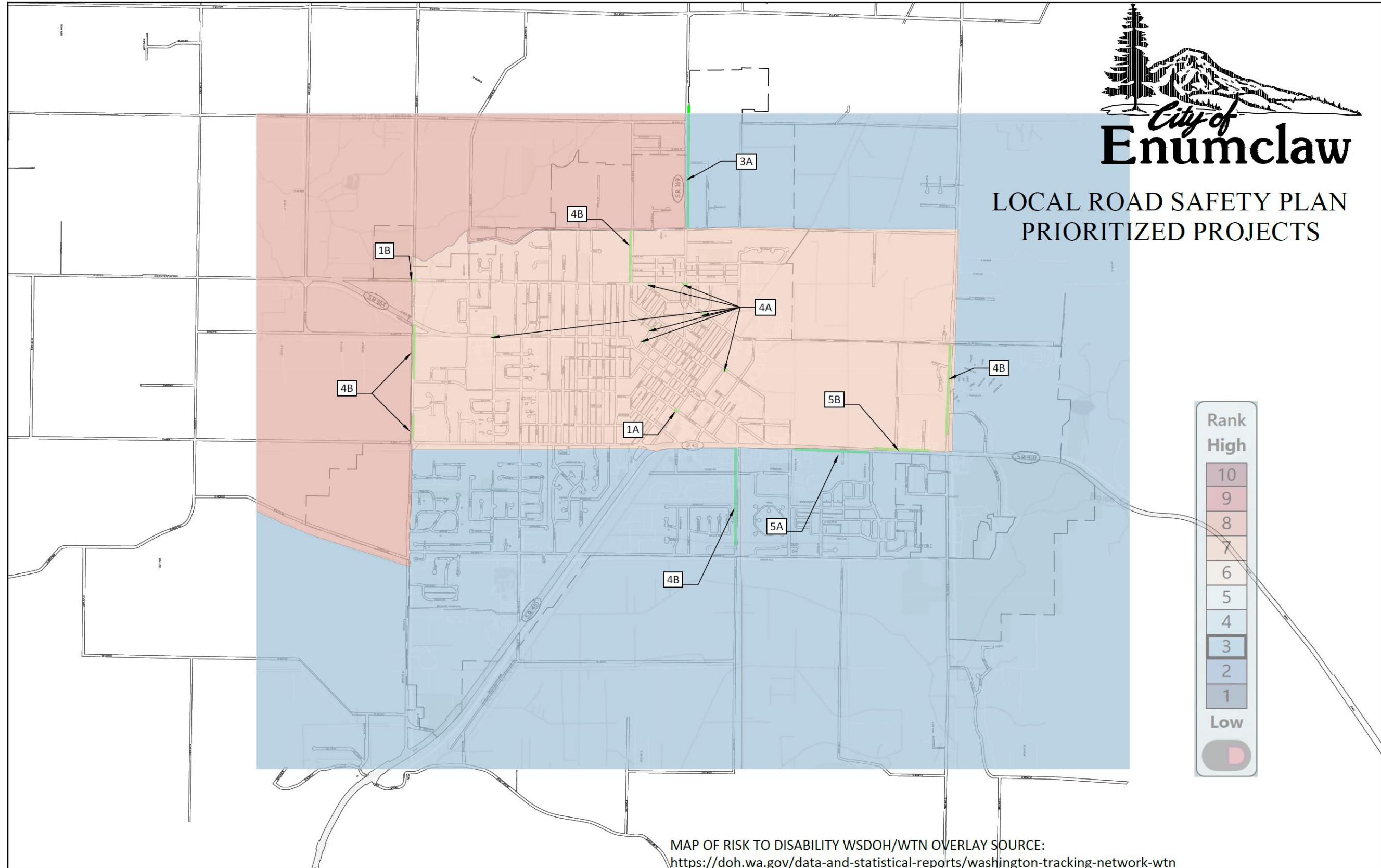


Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to 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.





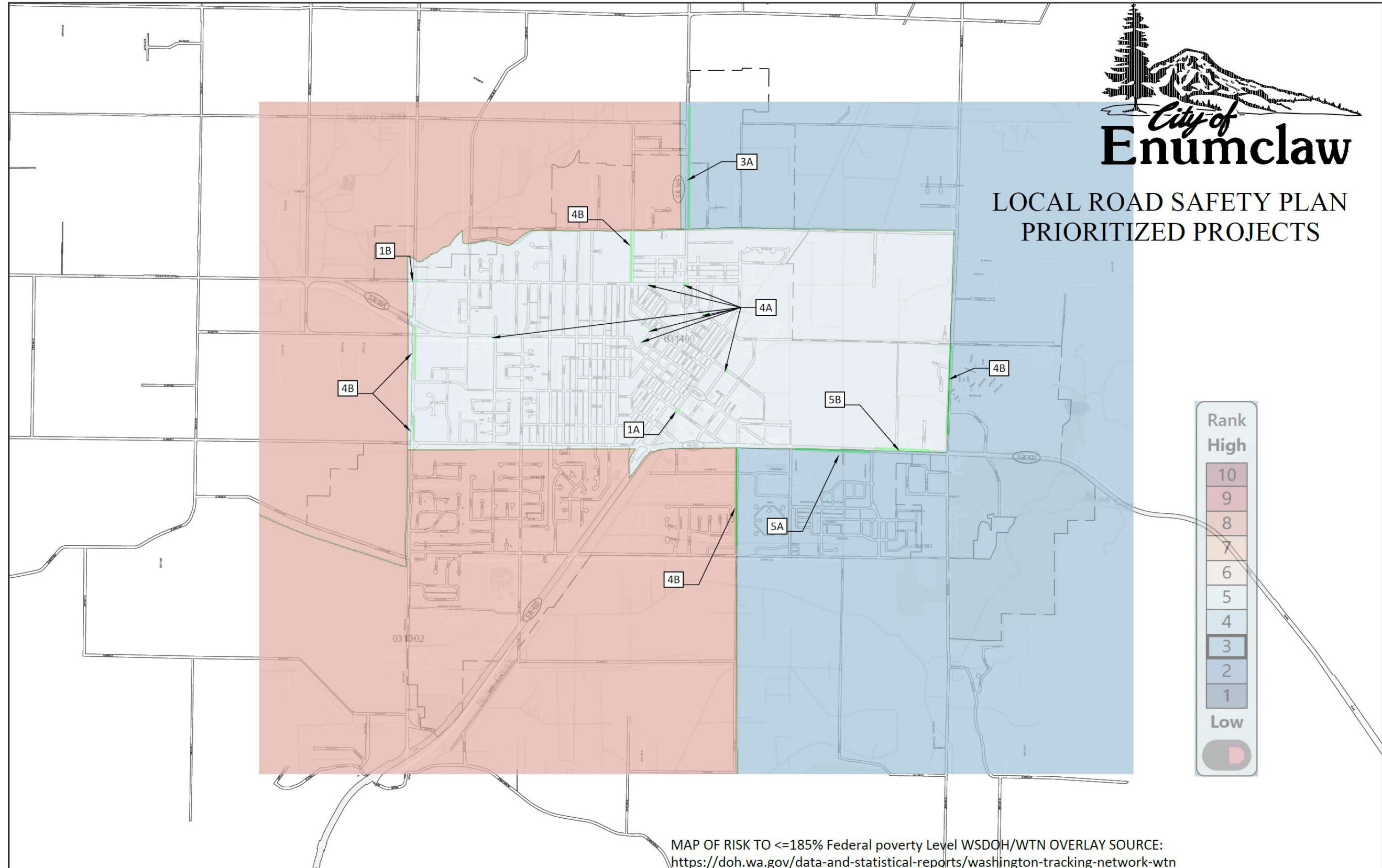
### LOCAL ROAD SAFETY PLAN PRIORITIZED PROJECTS



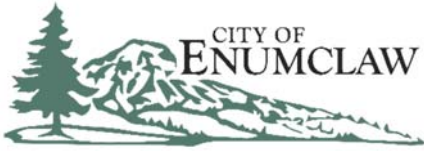
MAP OF RISK TO DISABILITY WSDOH/WTN OVERLAY SOURCE:  
<https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn>



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.







### City Council AGENDA BILL

**Meeting Date:** 03/09/2026

**Subject:** 2026 Planning Commission/Community Development Work Plan

**Category:** OTHER

**BUDGET IMPACT:**

**Expenditure Budget:**            \$

**Revenue Budget:**            \$

**Proposed Budget Amendment:**            \$

**Related Ordinance or Resolution No.**

**Attachments:** Staff report and Work Plan.

**Staff Contact:** Chris Pasinetti, Community Development Director

***Summary/Background:***

The Planning Commission reviewed and recommended the City Council the proposed 2026 Planning Commission and Comprehensive Plan Work Plan on February 26, 2026. The work plan is presented each year and includes the yearly docket of comprehensive plan, development regulations amendments and other work from the planning department.

***Recommendations:***

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

**Council Committee:** No recommendation at the time of the drafting this agenda bill

**Staff:** Amend and approve as amended the 2026 Planning Commission/Community Development work plan.

(BELOW TO BE COMPLETED BY CITY CLERKS OFFICE)

COUNCIL ACTION:

APPROVED

1ST reading            3/9/26

DENIED

Enactment reading           

TABLED / DEFERRED / NO ACTION

ORDINANCE #            N/A

MOVED TO SECOND READING (Ordinances only)

RESOLUTION #            N/A





*Staff Report*

---

*Department of Community Development*

**TO:** Mayor and City Council  
**FROM:** Chris Pasinetti, Community Development Director  
**DATE:** March 9, 2026  
**SUBJECT:** 2026 Planning Commission and Planning Department Work Plan

---

**Background:**

Attached is the *draft* 2026 Planning Commission and Planning Department Work Plan. The Planning Commission typically meets 10 times during the year (unless additional meetings are necessary or any cancellations) and will hold a public hearing on all the amendments prior to making a recommendation to the City Council. A public hearing is required for Comprehensive Plan and Development Regulation Amendments. Each year the public is invited to submit for privately initiated Comprehensive Plan Amendments and development regulation amendments. The municipal code states: “Following the deadline, the administrator shall provide a report to the planning commission providing a comprehensive summary of all newly proposed amendments plus those held over from previous years.”

**Analysis:**

There are two items that must be included within the yearly work plan, Battery Energy Storage Systems and Co-living regulations.

**City initiated amendments:** Regulations for Battery Energy Storage Systems and Co-living Municipal Code Amendments. The City Council passed a moratorium for BESS Facilities in February of 2025, which will likely be extended through to 2027. The Planning Commission has discussed this matter and has opted to form a subcommittee to review and establish regulations for these uses within the city on December 18.

Interim Development Regulations for co-living housing. The regulations would allow co-living housing in accordance with RCW 36.70A.535 (HB 1998) which requires cities planning under the Growth Management Act to adopt development regulations allowing co-living as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on a lot zoned for mixed-use development. HB 1998 requires jurisdictions to adopt co-living regulations no later than December 31, 2025. The interim development regulations met the December 31, 2025 deadline, however the full planning process to include a planning commission recommendation is necessary. The city council has scheduled a public hearing for January 26 for Ordinance No. 2832 as required by Ordinance No. 2830, passed on December 8, 2025. This must be included in the work plan for 2026.

Interim Development Regulations for drama and instructional/vocational schools, gymnasiums and health studios within the CB and LI zones. This was passed last year by the city council to

address zoning inconsistencies and to encourage those uses through the downtown and industrial areas due to their compatibility with the type of structures and locations within the city. Ordinance No. 2817 passed August 25, 2025, and has since expired. This item should be included as part of the yearly work plan.

Title 15 amendments are another state requirement. The city has partially met this requirement by changing permit timelines with Ordinance No. 2815, however there are other provisions that need to be included as part of a new Title 15 including but not limited to amendments regarding permit review for outside consulting, permit application fee refunds (if required) and appeal provisions.

Least Restrictive Housing (LRA Housing). This was added to the work plan last year by the city council. This project has not been started due to workload. Amendments to the zoning code to regulate Least Restrictive Alternative Housing (LRA's) within the City would likely include amendments to titles 15, 18 and 19.

One item included by the commission is to review building heights in the HCB and R-4 zoning district.

The remaining items within the work plan are normal amendments made every year which include the school district capital plans, the six-year TIP and public works will be including General Sewer Plan Amendments to allow for low pressure sewer pumps/systems for areas of the city that this may suite. Additional work plan items for the department include finding a replacement hearing examiner, as our current examiner has terminated their contract with the city in January. Other department duties that are not listed are the day-to-day operations, including permit review and issuance, code enforcement, etc.

**Publicly initiated amendments:**

Justin Treat, Enumclaw Airport has applied for a side yard setback reduction for the airport zoning district. The application would be to reduce the side yard setback from 20 feet to 10 feet.

**Planning Commission Recommendation:** On February 26, 2026 the Planning Commission reviewed the work plan and ordered in order of priority and efficiency.

**Staff Recommendation:** Staff recommends the council review the work plan. Many of the items on the work plan will not be completed this year. Two amendments that will take a considerable amount of work would be amendments necessary for Title 15 (permit processing) and amendments necessary for Least Restrictive Alternative Housing. Also, the commission is recommending reviewing building heights that were increased by the city council with the adoption of the 2024 Comprehensive Plan.

Motion to:

Approve the work plan as recommended by the Planning Commission; or  
Amend the work plan and approve as amended.

**Attachments:**

1. Draft 2026 Planning Commission/Planning Department Work Plan

| <b>Project</b>   | <b>Status</b>   | <b>Estimated Completion</b>   |
|--|---|---|
| Battery Energy Storage Systems (BESS): Review and adopt regulations regarding BESS. A moratorium with Ordinance No. 2608 on February 24, 2025.   | Carryover from 2025. Staff have prepared documents for this. Planning Commission is currently reviewing.  | 10% - Regulations have been prepared and the Planning Commission is currently reviewing.  |
| Interim Zoning Regulations for co-living housing.  | Ordinance No. 2830 was passed by the City Council in December of 2025. The ordinance amended the zoning code to allow co-living housing in all zones that allow multifamily housing. This is required by state law through House Bill 1998.   | 50% - Regulations have been prepared. Planning Commission process would be to review and refine (if needed), hold a public hearing and move forward a recommendation to City Council. |
| Zoning Regulation review for dancing, music, art, drama and instructional/vocational schools, gymnasiums and health studios. Primarily a review of the Light Industrial Zone, but not exclusively.                       | Ordinance No. 2817 was passed by the City Council in August of 2025. The Ordinance adopted interim zoning regulations that amended the zoning code to allow additional uses within the LI, NB zones as well as expand the allowances for gymnasiums and health studios. This ordinance has since expired. | 25% - Regulations have been prepared. Planning Commission process would be to review and refine (if needed), hold a public hearing and forward a recommendation to the City Council.  |
| HB 5290 – Consolidating Permit Processes. This amended the GMA regarding local project review. This requires that the city amend Title 15 for permit processes for land use and other permits.                           | Staff does not have a draft for this project – this is required amendments to Title 15.   | 10% - Staff have not prepared any amendments for Title 15 at this time to comply with HB 5290.  |
| Least Restrictive Alternative Housing Regulations. Amendments to the zoning code to regulate Least Restrictive Alternative Housing (LRA's) within the City. This will likely include amendments to titles 15, 18 and 19. | Carryover from 2025 - Staff does not have a draft for this project.   | 0% - Staff has not prepare amendments at this time.   |
| <b>Publicly Initiated Amendments</b>   |   |   |
| Side yard setback amendment for the Airport Zoning District  | This would change the 20-foot side yard setback to a 10-foot side yard setback. This would allow for hangars to be constructed at the site.   | Unknown at this time  |

|  |   |  |
|--|---|--|
| Building heights in the R-4 and HCB Zoning Districts   | This would amend the zoning code to reduce the building heights in the R-4 and HCB zoning districts.  | 0% has been complete.  |
| Amend the zoning code to permit solar array installations within the zoning code. This could consider zoning code amendments to permit these installations as permitted uses, possibly within the Public, Light industrial zone and accessory uses in other appropriate zones. | New items requested from Public Works to permit a solar generation facility at the city reservoir site. Currently, the use would be permitted as an accessory to a primary permitted use. | No draft has been prepared. This is not a high priority.   |
| Six-Year TIP – This is a routine amendment done every year. The amendment would include the six-year Transportation Improvement Plan which outlines roadway, pedestrian and maintenance projects for the city’s transportation system.   | This project will be completed by Public Works.   | The TIP is prepared and passed via Resolution by the city council mid-year between May and July. This is for transportation funding purposes.              |
| General Sewer Plan amendments. Re-evaluate the plans policy regarding low pressure sewer systems within portions of the city.  | This project will be completed by Public Works.   | Unknown at this time   |
| Park and Receptions Capital Plan updates   | This project will be completed by the Parks Department.   | Unknown at this time   |
| School District Capital Facilities plan. This is a routine amendment done every year. This amendment adopts the district’s revised capital plan for school construction, etc. This gives the city the ability to maintain, adopt and implement the impact fee program.         | This project is completed by the Enumclaw School District. No update on status.   | The School District CFP is prepared by the School District and adopted by their school board. Once that is completed, the plan is transmitted to the city. |

## GROUP ANALYSIS BY SIZE

Report R03

1711 Enumclaw

Run Date: 03/02/2026

Sales Tax Data

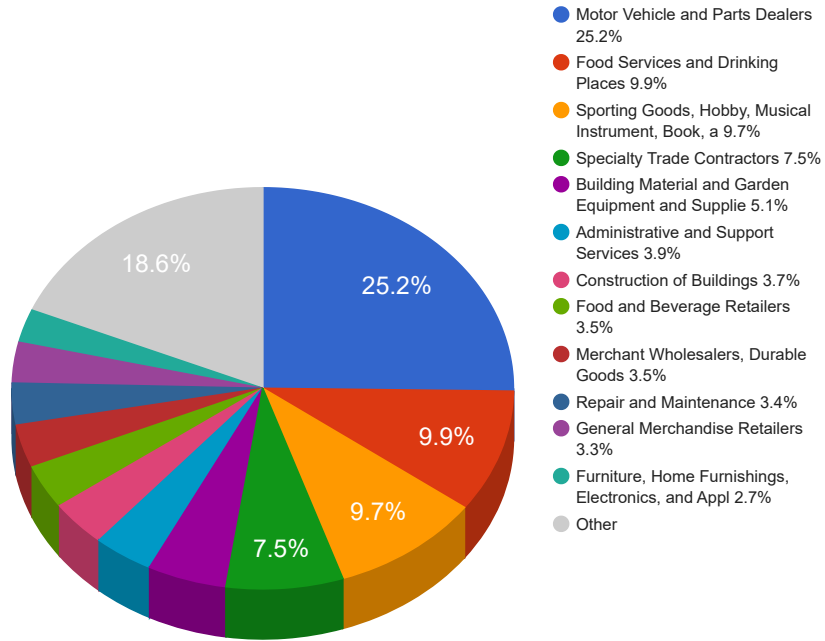
Current Period: 202512 Cash Basis, Revenue Amounts

| Group | Name   | Current Period |           |       | Year to Date |           |          | Last 12 Months |
|-------|--|----------------|-----------|-------|--------------|-----------|----------|----------------|
|       |  | This Year      | Last Year | % Chg | This Year    | Last Year | % Chg    |                |
| 441   | Motor Vehicle and Parts Dealers                    | 98,967         | 107,232   | -7.7  | 192,402      | 185,438   | 3.8      | 1,113,605      |
| 722   | Food Services and Drinking Places                  | 36,365         | 36,385    | -0.1  | 69,700       | 69,106    | 0.9      | 436,721        |
| 459   | Sporting Goods, Hobby, Musical Instrument, Book, a | 50,082         | 48,049    | 4.2   | 89,056       | 85,110    | 4.6      | 428,540        |
| 238   | Specialty Trade Contractors                        | 22,947         | 27,668    | -17.1 | 57,243       | 48,245    | 18.7     | 332,023        |
| 444   | Building Material and Garden Equipment and Supplie | 16,826         | 27,516    | -38.9 | 33,132       | 41,266    | -19.7    | 225,408        |
| 561   | Administrative and Support Services                | 17,478         | 18,765    | -6.9  | 32,553       | 32,533    | 0.1      | 170,755        |
| 236   | Construction of Buildings                          | 10,782         | 21,293    | -49.4 | 23,378       | 39,395    | -40.7    | 163,982        |
| 445   | Food and Beverage Retailers                        | 14,368         | 13,015    | 10.4  | 25,546       | 24,506    | 4.2      | 156,493        |
| 423   | Merchant Wholesalers, Durable Goods                | 22,668         | 21,875    | 3.6   | 33,480       | 32,135    | 4.2      | 153,026        |
| 811   | Repair and Maintenance                             | 12,993         | 14,236    | -8.7  | 24,236       | 22,184    | 9.2      | 148,555        |
| 455   | General Merchandise Retailers                      | 22,624         | 18,984    | 19.2  | 33,161       | 28,644    | 15.8     | 144,420        |
| 449   | Furniture, Home Furnishings, Electronics, and Appl | 12,106         | 9,712     | 24.6  | 21,999       | 18,756    | 17.3     | 118,689        |
| 541   | Professional, Scientific, and Technical Services   | 12,003         | 8,200     | 46.4  | 18,202       | 16,480    | 10.4     | 91,511         |
| 458   | Clothing, Clothing Accessories, Shoe, and Jewelry  | 13,294         | 13,522    | -1.7  | 22,217       | 22,466    | -1.1     | 88,068         |
| 517   | Telecommunications                                 | 7,712          | 7,185     | 7.3   | 14,373       | 14,074    | 2.1      | 76,222         |
| 457   | Gasoline Stations and Fuel Dealers                 | 4,733          | 5,005     | -5.5  | 10,184       | 9,742     | 4.5      | 68,829         |
| 513   | Publishing Industries                              | 3,458          | 3,275     | 5.6   | 10,645       | 10,555    | 0.8      | 61,630         |
| 000   |  | 3,859          | 4,591     | -15.9 | 6,985        | 6,663     | 4.8      | 58,928         |
| 456   | Health and Personal Care Retailers                 | 6,723          | 7,234     | -7.1  | 11,365       | 11,798    | -3.7     | 58,399         |
| 532   | Rental and Leasing Services                        | 6,327          | 3,380     | 87.2  | 9,741        | 5,933     | 64.2     | 43,651         |
| 237   | Heavy and Civil Engineering Construction           | 1,716          | 7,378     | -76.7 | 850          | 9,056     | -90.6    | 36,185         |
| 424   | Merchant Wholesalers, Nondurable Goods             | 2,870          | 2,657     | 8.0   | 5,033        | 4,732     | 6.4      | 26,404         |
| 812   | Personal and Laundry Services                      | 2,786          | 3,074     | -9.4  | 4,584        | 4,480     | 2.3      | 25,404         |
| 519   | Web Search Portals, Libraries, Archives, and Other | 2,313          | 1,929     | 19.9  | 4,513        | 3,751     | 20.3     | 24,697         |
| 492   | Couriers and Messengers                            | 1,987          | 1,523     | 30.5  | 3,821        | 3,068     | 24.6     | 21,249         |
| 622   | Hospitals  | 1,437          | 1,525     | -5.8  | 1,948        | 2,124     | -8.3     | 19,220         |
| 713   | Amusement, Gambling, and Recreation Industries     | 1,130          | 825       | 37.0  | 1,901        | 1,201     | 58.3     | 17,313         |
| 522   | Credit Intermediation and Related Activities       | 932            | 1,553     | -40.0 | 1,969        | 2,443     | -19.4    | 17,110         |
| 999   |  | 3,220          | 1,633     | 97.2  | 3,951        | 1,891     | 109.0    | 14,359         |
| 518   | Computing Infrastructure Providers, Data Processin | 2,069          | 1,325     | 56.2  | 3,082        | 2,350     | 31.2     | 14,157         |
| 524   | Insurance Carriers and Related Activities          | 1,267          | 158       | 704.0 | 1,486        | 252       | 489.2    | 13,785         |
| 516   | Broadcasting and Content Providers                 | 1,472          | 1,142     | 28.9  | 3,000        | 2,218     | 35.3     | 13,174         |
| 488   | Support Activities for Transportation              | 1,065          | 781       | 36.5  | 1,534        | 1,505     | 1.9      | 8,643          |
| 621   | Ambulatory Health Care Services                    | 346            | 349       | -0.8  | 698          | 982       | -28.9    | 8,479          |
| 327   | Nonmetallic Mineral Product Manufacturing          | 385            | 37        | 954.2 | 697          | 381       | 83.0     | 6,915          |
| 562   | Waste Management and Remediation Services          | 563            | 471       | 19.5  | 1,468        | 581       | 152.7    | 6,763          |
| 323   | Printing and Related Support Activities            | 789            | 510       | 54.6  | 1,319        | 1,144     | 15.3     | 6,356          |
| 332   | Fabricated Metal Product Manufacturing             | 254            | 307       | -17.3 | 343          | 412       | -16.6    | 6,013          |
| 312   | Beverage and Tobacco Product Manufacturing         | 429            | 590       | -27.2 | 917          | 976       | -6.0     | 5,622          |
| 111   | Crop Production                                    | 477            | 363       | 31.3  | 991          | 802       | 23.6     | 5,301          |
| 221   | Utilities  | 472            | 394       | 19.9  | 667          | 831       | -19.7    | 4,539          |
| 339   | Miscellaneous Manufacturing                        | 549            | 248       | 120.8 | -4,625       | 348       | -1,429.4 | 4,528          |
| 813   | Religious, Grantmaking, Civic, Professional, and S | 491            | 1,557     | -68.5 | 809          | 2,366     | -65.8    | 4,379          |

|       |  |         |         |         |         |         |          |           |
|-------|--|---------|---------|---------|---------|---------|----------|-----------|
| 337   | Furniture and Related Product Manufacturing        | 440     | 138     | 220.0   | 978     | 599     | 63.4     | 4,161     |
| 611   | Educational Services                               | 504     | 204     | 146.8   | 666     | 304     | 119.4    | 3,791     |
| 334   | Computer and Electronic Product Manufacturing      | 143     | 197     | -27.6   | 222     | 249     | -10.7    | 3,563     |
| 721   | Accommodation                                      | 179     | 277     | -35.3   | 341     | 433     | -21.1    | 2,297     |
| 711   | Performing Arts, Spectator Sports, and Related Ind | 282     | 139     | 102.4   | 339     | 157     | 116.0    | 2,028     |
| 512   | Motion Picture and Sound Recording Industries      | 158     | 496     | -68.2   | 513     | 503     | 2.0      | 2,027     |
| 531   | Real Estate  | 102     | 168     | -39.4   | 178     | 220     | -19.0    | 1,747     |
| 321   | Wood Product Manufacturing                         | 226     | 25      | 803.9   | 365     | 254     | 43.9     | 1,687     |
| 112   | Animal Production and Aquaculture                  | 146     | 204     | -28.6   | 203     | 446     | -54.5    | 1,663     |
| 484   | Truck Transportation                               | 186     | 210     | -11.4   | 252     | 1,441   | -82.5    | 1,652     |
| 333   | Machinery Manufacturing                            | 37      | 80      | -53.0   | 330     | 370     | -10.8    | 1,290     |
| 325   | Chemical Manufacturing                             | 103     | 112     | -8.6    | 187     | 193     | -2.7     | 1,205     |
| 922   | Justice, Public Order, and Safety Activities       | 2       | 2       | -28.0   | 158     | 229     | -31.1    | 942       |
| 425   | Wholesale Trade Agents and Brokers                 | 118     | 97      | 21.7    | 191     | 172     | 11.0     | 907       |
| 113   | Forestry and Logging                               | 65      | 106     | -39.0   | 115     | 198     | -42.0    | 754       |
| 212   | Mining (except Oil and Gas)                        | 62      | 272     | -77.0   | 98      | 356     | -72.5    | 696       |
| 336   | Transportation Equipment Manufacturing             | 93      | 29      | 215.6   | 130     | 79      | 64.9     | 678       |
| 482   | Rail Transportation                                | 564     | 0       | 0       | 564     | 1       | 98,077.6 | 578       |
| 924   | Administration of Environmental Quality Programs   | 4       | 82      | -95.4   | 63      | 82      | -23.5    | 570       |
| 921   | Executive, Legislative, and Other General Governme | 8       | 0       | 0       | 15      | 0       | 0        | 561       |
| 331   | Primary Metal Manufacturing                        | 0       | 0       | 0       | 10      | 0       | 0        | 532       |
| 326   | Plastics and Rubber Products Manufacturing         | 141     | 12      | 1,084.2 | 144     | 13      | 988.6    | 511       |
| 311   | Food Manufacturing                                 | 94      | 50      | 89.2    | 118     | 84      | 40.8     | 504       |
| 523   | Securities, Commodity Contracts, and Other Financi | 178     | 47      | 281.4   | 246     | 124     | 98.1     | 488       |
| 322   | Paper Manufacturing                                | 22      | 20      | 8.0     | 43      | 36      | 20.4     | 436       |
| 316   | Leather and Allied Product Manufacturing           | 30      | 42      | -27.7   | 59      | 73      | -19.2    | 400       |
| 315   | Apparel Manufacturing                              | 38      | 36      | 5.0     | 68      | 67      | 0.9      | 371       |
| 335   | Electrical Equipment, Appliance, and Component Man | 2       | 993     | -99.7   | 39      | 1,078   | -96.4    | 260       |
| 213   | Support Activities for Mining                      | 73      | 0       | 0       | 145     | 0       | 0        | 205       |
| 314   | Textile Product Mills                              | 66      | 74      | -9.8    | 67      | 87      | -23.3    | 197       |
| 624   | Social Assistance                                  | 16      | 2       | 612.6   | 29      | 4       | 682.4    | 164       |
| 115   | Support Activities for Agriculture and Forestry    | 1       | 2       | -56.5   | 1       | 2       | -52.8    | 158       |
| 313   | Textile Mills                                      | 15      | 55      | -72.4   | 54      | 80      | -31.8    | 154       |
| 551   | Management of Companies and Enterprises            | 10      | 4       | 151.8   | 20      | 75      | -73.6    | 146       |
| 533   | Lessors of Nonfinancial Intangible Assets (except  | 43      | 4       | 1,112.2 | 47      | 11      | 339.5    | 146       |
| 926   | Administration of Economic Programs                | 5       | 2       | 115.8   | 13      | 4       | 227.1    | 51        |
| 491   | Postal Service                                     | 14      | 0       | 0       | 20      | 0       | 6,953.6  | 50        |
| 493   | Warehousing and Storage                            | 9       | 0       | 0       | 20      | 0       | 0        | 31        |
| 525   | Funds, Trusts, and Other Financial Vehicles        | 0       | 4       | -100.0  | 0       | 7       | -100.0   | 19        |
| 324   | Petroleum and Coal Products Manufacturing          | 0       | 0       | 0       | 0       | 0       | 0        | 15        |
| 712   | Museums, Historical Sites, and Similar Institution | 3       | 0       | 0       | 3       | 0       | 0        | 7         |
| 623   | Nursing and Residential Care Facilities            | 0       | 0       | 0       | 0       | 0       | 0        | 1         |
| 114   | Fishing, Hunting and Trapping                      | 1       | 1       | 66.7    | 1       | 1       | 66.7     | 1         |
| Total | 19,754 Accounts                                    | 429,518 | 451,635 | -4.9    | 787,610 | 780,953 | 0.9      | 4,487,692 |

NOTE: YTD column includes returns from 202511 to 202512

Last 12 Months by Group



Enumclaw Police Department Monthly Crime Report

|   |     |     |     |     |     |      |      |     |      |     |     |     | 2025           |                |
|---|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|----------------|----------------|
| NIBRS OFFENSES                          | JAN | FEB | MAR | APR | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | DEC | YEAR END TOTAL |                |
| MURDER/NON-NEG MANSLAUGHTER             | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| <b>Forcible Sex Crimes</b>              |     |     |     |     |     |      |      |     |      |     |     |     |                |                |
| Forcible Rape                           | 0   | 0   | 1   | 0   | 1   | 0    | 1    | 0   | 0    | 0   | 0   | 0   | 3              |                |
| Forcible Sodomy                         | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Sexual Asslt w/Object                   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Forcible Fondle/Child Molest            | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 1   | 1              |                |
| Robbery                                 | 0   | 0   | 0   | 0   | 0   | 0    | 1    | 0   | 0    | 0   | 0   | 0   | 1              |                |
| Aggravated Assault                      | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Aggravated Assault DV                   | 0   | 1   | 0   | 0   | 0   | 0    | 1    | 0   | 0    | 0   | 1   | 0   | 3              |                |
| Simple Assault                          | 1   | 1   | 1   | 2   | 4   | 0    | 3    | 1   | 0    | 1   | 0   | 3   | 17             |                |
| Simple Assault DV                       | 3   | 1   | 2   | 2   | 6   | 3    | 0    | 3   | 2    | 5   | 2   | 1   | 30             |                |
| Intimidation                            | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 1   | 0   | 0   | 1              |                |
| <b>Non-Forcible Sex Crimes</b>          |     |     |     |     |     |      |      |     |      |     |     |     |                |                |
| Incest                                  | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Statutory Rape                          | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Kidnapping                              | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| <b>Human Trafficking</b>                |     |     |     |     |     |      |      |     |      |     |     |     |                |                |
| Commercial Sex Acts                     | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Involuntary Servitude                   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| <b>Burglary/Breaking &amp; Entering</b> |     |     |     |     |     |      |      |     |      |     |     |     |                |                |
| Residential                             | 0   | 0   | 1   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 1   | 0   | 2              |                |
| Commercial                              | 1   | 1   | 1   | 0   | 0   | 0    | 0    | 0   | 1    | 1   | 0   | 3   | 8              |                |
| Arson                                   | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 1   | 0    | 0   | 0   | 0   | 1              |                |
| <b>Thefts/Larceny</b>                   |     |     |     |     |     |      |      |     |      |     |     |     |                |                |
| Pocket Picking                          | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              | THEFT<br>TOTAL |
| Purse Snatching                         | 0   | 1   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 1              |                |
| Shoplifting                             | 2   | 4   | 7   | 2   | 3   | 3    | 4    | 7   | 2    | 5   | 6   | 2   | 47             | 140            |
| Theft From Building                     | 2   | 1   | 0   | 0   | 2   | 1    | 1    | 1   | 2    | 2   | 3   | 0   | 15             |                |
| Theft From Coin-Op                      | 0   | 0   | 0   | 0   | 0   | 1    | 0    | 0   | 0    | 0   | 0   | 0   | 1              |                |
| Theft From MV                           | 2   | 3   | 5   | 2   | 0   | 3    | 2    | 1   | 2    | 2   | 1   | 2   | 25             |                |
| Theft From MV-Parts/Acces               | 2   | 1   | 1   | 1   | 2   | 1    | 1    | 0   | 0    | 0   | 0   | 0   | 9              |                |
| All Other Thefts/Larceny                | 4   | 3   | 4   | 4   | 3   | 1    | 3    | 1   | 5    | 4   | 6   | 4   | 42             |                |
| Motor Vehicle Theft                     | 0   | 1   | 3   | 3   | 2   | 3    | 1    | 0   | 1    | 2   | 0   | 1   | 17             |                |
| Extortion/Blackmail                     | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 0   | 0              |                |
| Counterfeiting/Forgery                  | 0   | 0   | 0   | 0   | 0   | 0    | 0    | 0   | 0    | 0   | 0   | 1   | 1              |                |

|                                     | JAN        | FEB        | MAR        | APR        | MAY        | JUNE       | JULY       | AUG        | SEPT       | OCT        | NOV        | DEC        | TOTAL       |
|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| <b>Fraud</b>                        |            |            |            |            |            |            |            |            |            |            |            |            |             |
| Swindle/Confidence Game             | 5          | 2          | 4          | 3          | 3          | 1          | 3          | 4          | 2          | 2          | 3          | 0          | 32          |
| Credit Card/ATM Fraud               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Impersonation                       | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Welfare Fraud                       | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Wire Fraud                          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Identify Theft                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Hacking/Computer Invasion           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Stolen Property Offenses</b>     | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Destruction/Damage/Vandalism</b> | 5          | 7          | 6          | 5          | 8          | 6          | 6          | 4          | 10         | 6          | 6          | 4          | 73          |
| <b>Drug/Narcotic Offenses</b>       |            |            |            |            |            |            |            |            |            |            |            |            | 0           |
| Drug/Narcotic Violations            | 1          | 1          | 1          | 1          | 2          | 4          | 1          | 1          | 3          | 2          | 2          | 2          | 21          |
| Drug Equipment Violations           | 0          | 0          | 0          | 1          | 0          | 5          | 0          | 1          | 1          | 1          | 0          | 0          | 9           |
| <b>Pornography/Obscene Material</b> | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1           |
| <b>Gambling Offense</b>             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Prostitution Offense</b>         |            |            |            |            |            |            |            |            |            |            |            |            |             |
| Prostitution                        | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Assist or Promote                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Purchase Prostitution               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Violation No Contact Order</b>   | 1          | 0          | 1          | 6          | 1          | 3          | 1          | 6          | 5          | 6          | 2          | 3          | 35          |
| <b>Bribery</b>                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Weapon Law Violations</b>        | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 2          | 5           |
| <b>TOTAL NIBRS OFFENSES</b>         | <b>29</b>  | <b>28</b>  | <b>39</b>  | <b>33</b>  | <b>37</b>  | <b>35</b>  | <b>29</b>  | <b>32</b>  | <b>36</b>  | <b>40</b>  | <b>33</b>  | <b>30</b>  | <b>401</b>  |
| <b>OTHER OFFENSES</b>               |            |            |            |            |            |            |            |            |            |            |            |            |             |
| DUI                                 | 2          | 1          | 5          | 1          | 3          | 1          | 2          | 0          | 4          | 1          | 3          | 4          | 27          |
| Juvenile Problem                    | 12         | 10         | 9          | 8          | 17         | 25         | 14         | 17         | 13         | 14         | 16         | 19         | 174         |
| Suspicious Person/Situation         | 44         | 49         | 39         | 41         | 49         | 46         | 73         | 58         | 38         | 60         | 48         | 54         | 599         |
| Parking Complaints                  | 24         | 9          | 26         | 20         | 13         | 26         | 53         | 36         | 30         | 26         | 20         | 23         | 306         |
| False Alarms                        | 24         | 22         | 23         | 20         | 18         | 32         | 17         | 22         | 19         | 27         | 24         | 33         | 281         |
| Illegal Camping                     | 1          | 0          | 2          | 1          | 2          | 0          | 3          | 6          | 2          | 1          | 0          | 0          | 18          |
| SRO - School Resource Ofc           | 4          | 13         | 15         | 5          | 3          | 0          | 0          | 0          | 0          | 5          | 7          | 6          | 58          |
| APS Referral                        | 5          | 4          | 4          | 5          | 7          | 2          | 5          | 0          | 2          | 5          | 6          | 1          | 46          |
| CPS Referral                        | 4          | 1          | 1          | 3          | 1          | 1          | 0          | 0          | 0          | 3          | 0          | 2          | 16          |
| OSA Assist                          | 28         | 22         | 35         | 33         | 35         | 39         | 36         | 42         | 36         | 26         | 34         | 41         | 407         |
| Domestic Dispute                    | 3          | 5          | 5          | 2          | 6          | 7          | 5          | 3          | 4          | 0          | 2          | 2          | 44          |
| Vehicle Prowl                       | 3          | 3          | 6          | 7          | 4          | 1          | 1          | 0          | 1          | 1          | 2          | 1          | 30          |
| All Other Offenses                  | 264        | 250        | 325        | 276        | 312        | 359        | 403        | 335        | 297        | 313        | 283        | 296        | 3713        |
| <b>TOTAL OTHER OFFENSES</b>         | <b>418</b> | <b>389</b> | <b>495</b> | <b>422</b> | <b>470</b> | <b>539</b> | <b>612</b> | <b>519</b> | <b>446</b> | <b>482</b> | <b>445</b> | <b>482</b> | <b>5719</b> |

|                               | JAN     | FEB | MAR      | APR | MAY     | JUNE     | JULY    | AUG     | SEPT      | OCT     | NOV     | DEC       | TOTAL     |         |
|-------------------------------|---------|-----|----------|-----|---------|----------|---------|---------|-----------|---------|---------|-----------|-----------|---------|
| <b>FELONY FILINGS</b>         |         |     |          |     |         |          |         |         |           |         |         |           |           |         |
| Adult                         | 0       | 1   | 0        | 0   | 1       | 3        | 2       | 1       | 0         | 1       | 1       | 1         | 11        |         |
| Juvenile                      | 0       | 1   | 0        | 0   | 2       | 0        | 1       | 0       | 0         | 0       | 1       | 2         | 7         |         |
| <b>WARRANT INFORMATION</b>    |         |     |          |     |         |          |         |         |           |         |         |           |           |         |
| EMC Warrant Arrests           | 3       | 1   | 7        | 0   | 2       | 7        | 11      | 8       | 2         | 8       | 5       | 11        | 65        |         |
| <b>JAIL INFORMATION</b>       |         |     |          |     |         |          |         |         |           |         |         |           |           |         |
| Adult Arrests                 | 23      | 7   | 16       | 12  | 24      | 31       | 30      | 29      | 21        | 36      | 25      | 33        | 287       |         |
| Juvenile Arrests              | 0       | 0   | 0        | 0   | 2       | 1        | 1       | 0       | 3         | 0       | 0       | 1         | 8         |         |
| Enumclaw Bookings             | 24      | 7   | 16       | 12  | 26      | 35       | 35      | 31      | 24        | 37      | 25      | 34        | 306       |         |
| OSA Bookings                  | 34      | 0   | 0        | 0   | 23      | 40       | 37      | 17      | 24        | 31      | 33      | 22        | 261       |         |
| Total Jail Aid                | 6       | 0   | 0        | 0   | 3       | 8        | 3       | 3       | 2         | 2       | 5       | 9         | 41        |         |
| Total Jail Aid Transported    | 1       | 0   | 0        | 0   | 3       | 2        | 1       | 1       | 0         | 0       | 2       | 3         | 13        |         |
| <b>JAIL REVENUE</b>           |         |     |          |     |         |          |         |         |           |         |         |           |           |         |
|                               | \$4,427 | \$0 | \$23,937 | \$0 | \$1,710 | \$51,349 | \$5,941 | \$7,733 | \$116,459 | \$7,487 | \$5,812 | \$102,173 | \$327,028 |         |
| <b>CITATIONS/ACCIDENTS</b>    |         |     |          |     |         |          |         |         |           |         |         |           |           |         |
| Crim. NonTraf.- Issued        | 8       | 9   | 9        | 15  | 17      | 18       | 9       | 15      | 14        | 20      | 13      | 14        | 161       |         |
| Crim. NonTraf.- Violations    | 10      | 11  | 11       | 18  | 25      | 24       | 11      | 21      | 22        | 29      | 18      | 16        | 216       |         |
| Traffic Stops                 | 159     | 184 | 120      | 110 | 119     | 179      | 262     | 134     | 149       | 156     | 194     | 257       | 2023      |         |
| Crim. Traf. - Issued          | 18      | 18  | 26       | 17  | 21      | 22       | 24      | 17      | 21        | 21      | 16      | 21        | 242       |         |
| Crim. Traf. - Violations      | 21      | 18  | 33       | 18  | 22      | 24       | 27      | 19      | 23        | 28      | 20      | 27        | 280       |         |
| Traffic Infractions Issued    | 48      | 68  | 23       | 25  | 27      | 49       | 121     | 50      | 58        | 44      | 54      | 70        | 637       |         |
| Traffic Infraction Violations | 60      | 80  | 27       | 35  | 38      | 63       | 161     | 61      | 75        | 56      | 81      | 90        | 827       |         |
| Written Warnings              | 7       | 5   | 0        | 0   | 1       | 6        | 3       | 1       | 1         | 2       | 2       | 7         | 35        |         |
| Parking Infractions           | 8       | 7   | 5        | 4   | 0       | 7        | 25      | 9       | 11        | 12      | 8       | 6         | 102       |         |
| Accidents - Reportable        | 10      | 13  | 17       | 15  | 9       | 32       | 17      | 12      | 17        | 12      | 15      | 12        | 181       |         |
| Accidents - Non-Reportable    | 3       | 7   | 2        | 2   | 0       | 0        | 2       | 1       | 3         | 0       | 1       | 4         | 25        |         |
|                               |         |     |          |     |         |          |         |         |           |         |         |           |           | MON AVG |
| TOTAL 911 CALLS RECEIVED      | 186     | 182 | 212      | 197 | 237     | 228      | 306     | 284     | 257       | 348     | 375     | 780       | 3592      | 299     |
| TOTAL CFS HANDLED             | 428     | 386 | 491      | 430 | 481     | 540      | 614     | 525     | 445       | 488     | 441     | 456       | 5725      | 477     |
| TOTAL OFFENSES TO CFS         | 447     | 417 | 534      | 455 | 507     | 574      | 641     | 551     | 482       | 522     | 478     | 512       | 6120      | 510     |

|                   | JAN            | FEB        | MAR        | APR        | MAY        | JUN        | JUL        | AUG        | SEPT       | OCT        | NOV        | DEC        | TOTALS       | AVERAGE     |
|-------------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|-------------|
|                   | DISPATCH STATS |            |            |            |            |            |            |            |            |            |            |            |              | MONTHLY     |
|                   | 2025           |            |            |            |            |            |            |            |            |            |            |            |              | TOTAL       |
| <b>EPD</b>        |                |            |            |            |            |            |            |            |            |            |            |            |              |             |
| CALLS FOR SERVICE | 428            | 386        | 491        | 430        | 481        | 540        | 614        | 525        | 445        | 488        | 441        | 456        | <b>5725</b>  | <b>477</b>  |
| TRAFFIC STOPS     | 159            | 184        | 120        | 110        | 119        | 179        | 262        | 134        | 149        | 156        | 194        | 257        | <b>2023</b>  | <b>169</b>  |
| <b>MT RAINIER</b> |                |            |            |            |            |            |            |            |            |            |            |            |              |             |
| CALLS FOR SERVICE | 9              | 2          | 9          | 7          | 12         | 3          | 23         | 26         | 18         | 2          | 9          | 0          | <b>120</b>   | <b>10</b>   |
| TRAFFIC STOPS     | 0              | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | <b>2</b>     | <b>0</b>    |
| <b>TOTALS</b>     | <b>596</b>     | <b>572</b> | <b>620</b> | <b>548</b> | <b>612</b> | <b>722</b> | <b>899</b> | <b>685</b> | <b>612</b> | <b>647</b> | <b>644</b> | <b>713</b> | <b>7870</b>  | <b>656</b>  |
| <b>PHONES</b>     |                |            |            |            |            |            |            |            |            |            |            |            |              |             |
| 911               | 186            | 182        | 212        | 197        | 237        | 228        | 306        | 284        | 257        | 348        | 375        | 780        | <b>3592</b>  | <b>299</b>  |
| BUSINESS          | 1286           | 817        | 1142       | 1013       | 1246       | 1682       | 1596       | 1468       | 1721       | 1349       | 1215       | 1336       | <b>15871</b> | <b>1323</b> |