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# CITY OF ENUMCLAW

## 2024 Transportation Element

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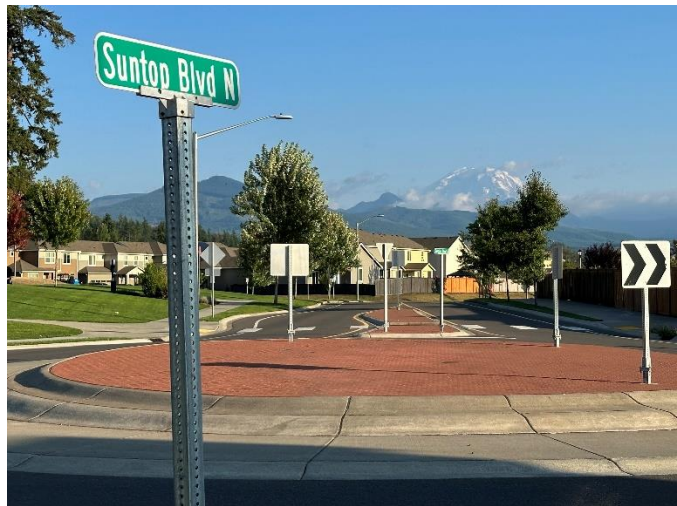
Presented by  
**transpogroup**   
WHAT TRANSPORTATION CAN BE.





## Meeting Objectives

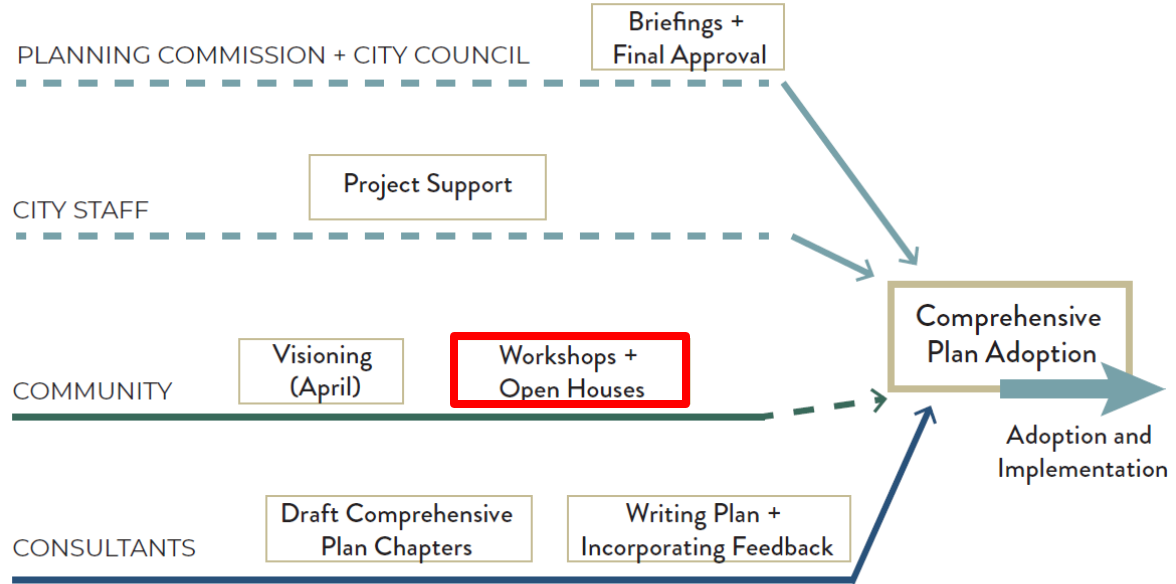
- Learn more about the update of the City's Transportation Plan
- Review the preliminary inventory of the transportation network
- Provide thoughts on the types of future improvements you would like to see completed





# Enumclaw Comprehensive Plan 2024 Update Process

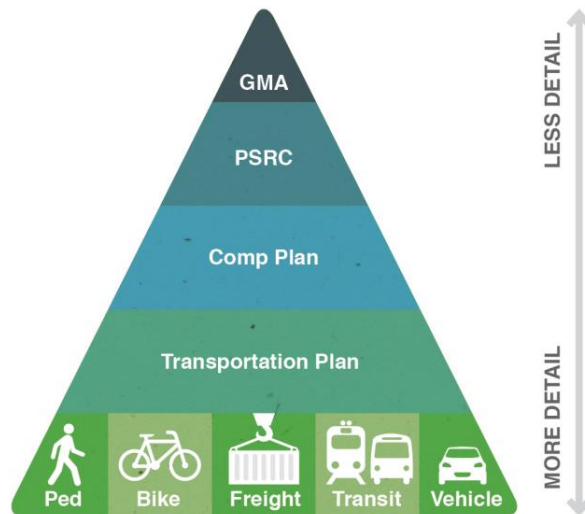
## Schedule





## Transportation Element Objectives

- Support overall Comprehensive Plan and City vision
- Meet requirements of the Growth Management Act (GMA) and PSRC Vision 2050
- Integrate and prioritize transportation improvements serving all modes
- Review and update transportation policies
- Establish multimodal level of service standards
- Confirm sustainable transportation funding strategies





## State Growth Management Act Requirements



**Inventory of existing conditions** for local, regional, state transportation facilities and services



**Adopted Level Of Service (LOS) standards** for multimodal transportation (pedestrian, bicycle, transit, vehicle)



**20-year forecasts** of land use, population growth, and anticipated impacts to city and state multimodal transportation facilities



**Improvements and costs** necessary to maintain multimodal LOS standards while accommodating growth and development



**Financial revenue documentation** available for needed transportation improvements to maintain LOS standards



**Multiyear transportation finance plan**

- Reassessment strategy if funding not available to maintain standards
- Increase funding (taxes, impact fees, etc.)
- Reduce growth & development allowed
- Lower adopted LOS standards to lower the costs to maintain LOS over time



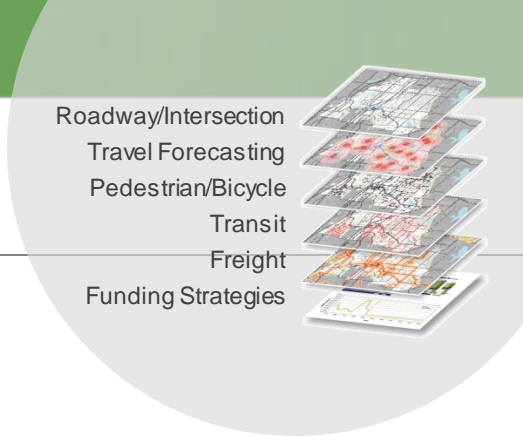
**Intergovernmental coordination needs**



**Multimodal Concurrency Ordinance** requiring new development to maintain adopted LOS standards



# Planning Process



Evaluate existing (2023) transportation systems conditions and issues

Prepare travel forecasts (2045) and evaluate needs

Define multimodal improvement projects

Update Transportation policies

Documentation



## Balancing the Plan – Project Priorities

### Multimodal Improvements

- Roadway widening & reconstruction
- Maintenance & preservation
- Pedestrian, bicycle, transit
- New corridors
- Safety

### Concurrency/LOS

- Measures adequacy of facilities/services
- Timing of facilities/services

### Funding Strategies

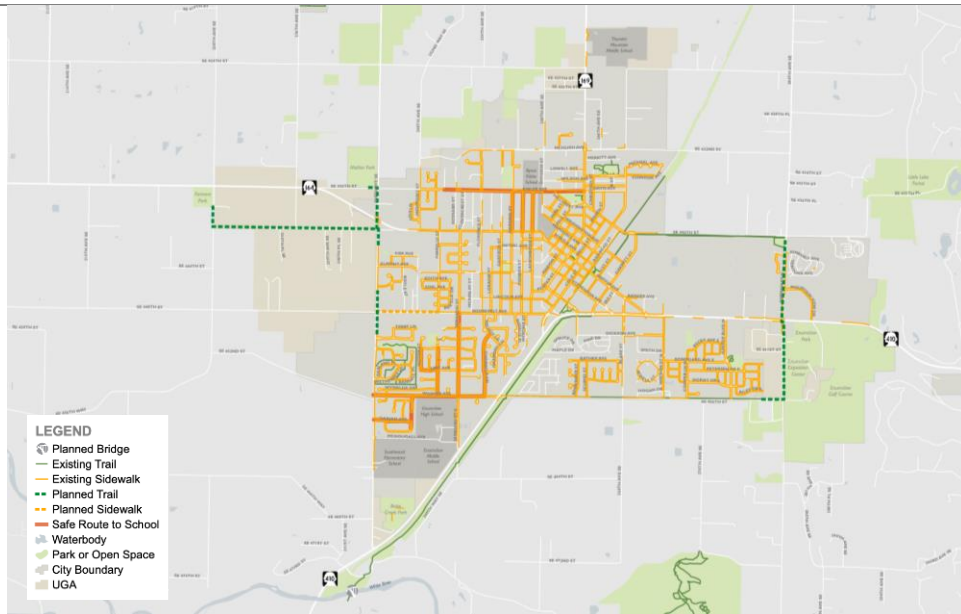
- Local Funding
- Transportation Impact Fees (TIF)
- Transportation Benefit District
- Grants
- Developer Mitigation





## Active Transportation System – Existing Facilities

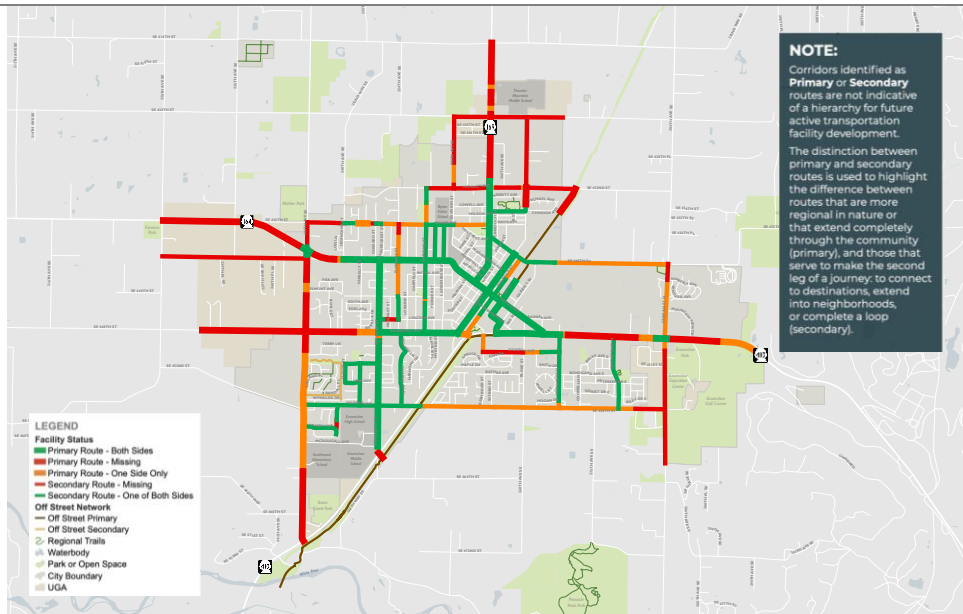
- Existing and Planned Sidewalks and Trails
- Key Destinations such as Schools, Parks, Library, Hospital, etc.
- Walk to School Routes





## Active Transportation System – Gap Analysis

- Identified primary and secondary routes throughout the City
- Focused on on-street facilities
- Gap analysis illustrates where new facilities should be prioritized





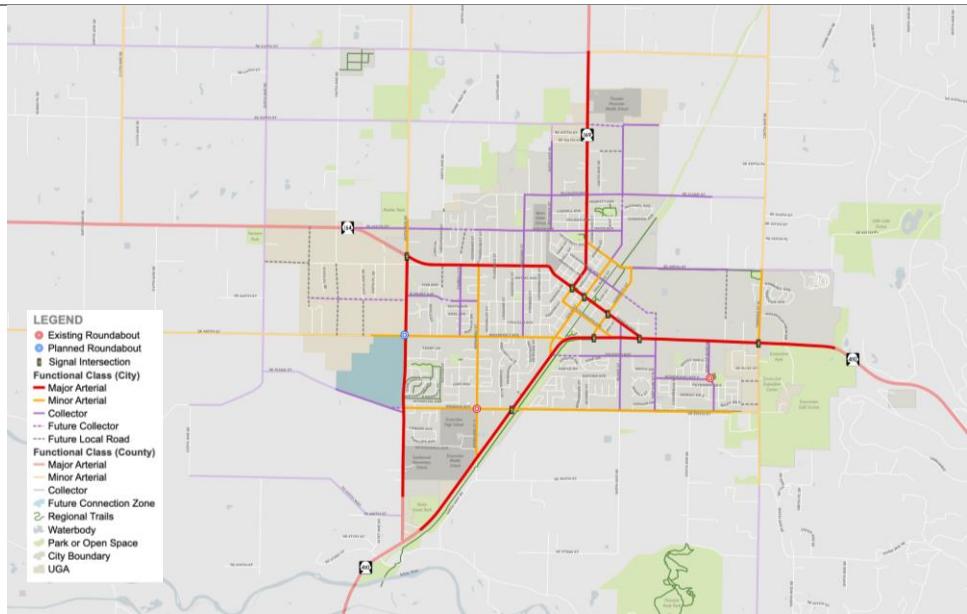
## Roadway Functional Classification

### Roadway Network

- Major Arterials
- Minor Arterials
- Collector Streets
- Local Roadways

### Other

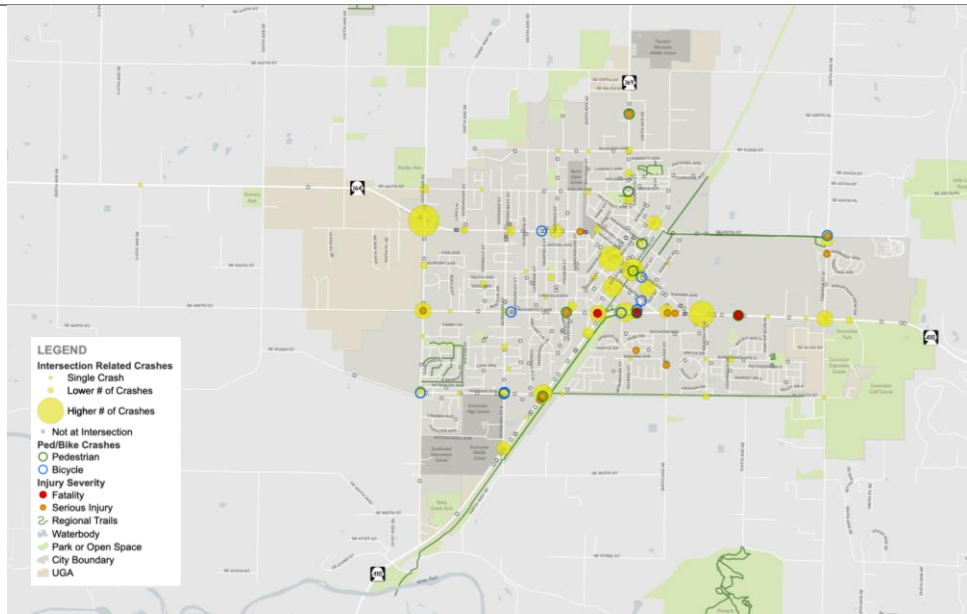
- Intersection Traffic Control
- Future Street Connections





## Collision History

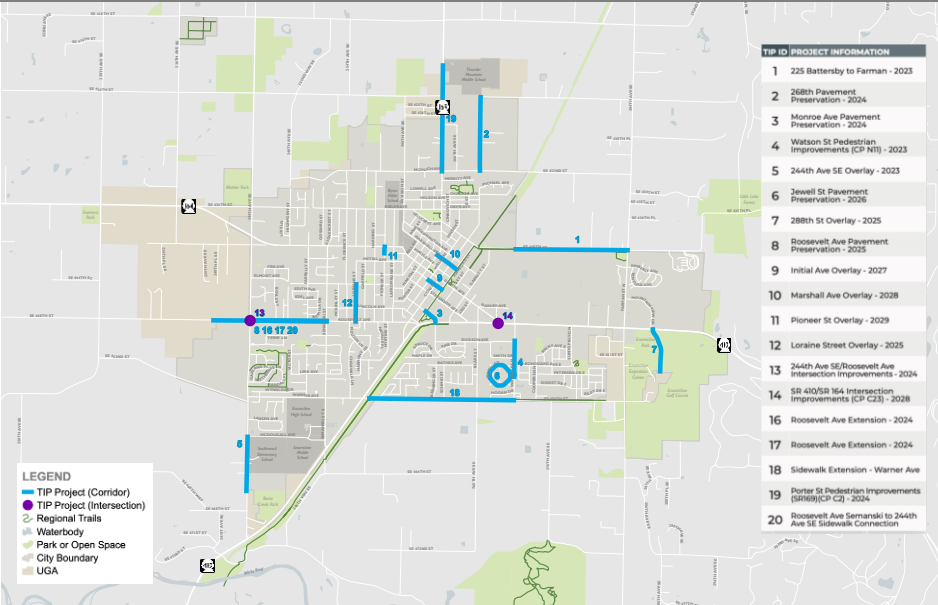
- Last 5 years of records
- Identifies collision “hot spots”
- Focuses collisions resulting in severe injuries/fatalities
- Notes locations of collisions with walkers and cyclists





# 6-Year Transportation Improvement Program

- Identifies next 6-years of capital projects and street preservation
- Mostly focuses on pavement maintenance
- Includes new sidewalks, intersection improvements, crosswalks, etc.





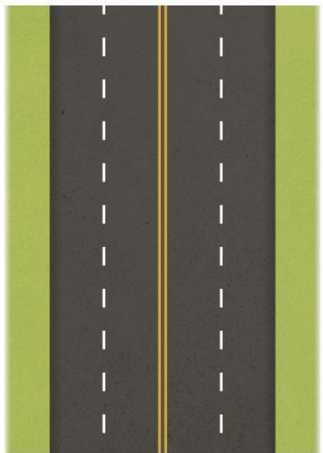
## Complete Streets

Complete Streets is an approach to planning, designing, building, operating and maintaining the transportation system that enables safe and convenient access to destinations for people of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders.

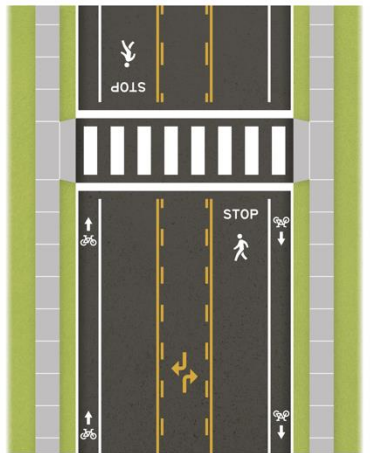
In 2022 the Washington State Legislature adopted a "Complete Streets" approach for all state highways.



**Before**  
Complete Streets



**After**  
Complete Streets





## Pedestrian/Bicycle Project Toolbox



### **Marked Crosswalk with Americans with Disabilities Act (ADA) Detection Ramps**

White street markings to alert drivers of people walking and biking across the street; Primary application is intersections; Center median refuge, signage, and street lighting add visibility for safety.



### **Rectangular Rapid Flashing Beacon (RRFB)**

Flashing amber lights alert drivers to presence of people walking and biking across the street; center median refuge adds visibility.



### **Pedestrian Hybrid Beacon (HAWK signal)**

Flashing amber to solid red lights require vehicles to stop to allow people walking and biking to cross; Primarily applied on multi-lane streets with high traffic volumes.



## Pedestrian/Bicycle Project Toolbox



### Sidewalks with Street Trees

Dedicated walking path separated from vehicle traffic with trees and/or landscaping. Beautifies area, enhances walking experience, can also serve as stormwater treatment, can be complimented with street furniture.



### Shared Lane Marking (Sharrow)

On-street marking to alert drivers to people biking in shared space with vehicles; Primary application is low-volume, low-speed residential streets.



### Marked Bike Lane

Dedicated 5 or 6 feet of space on outside edge of street marked with lane stripe, symbols, and signage. Primary application is arterial streets.



## Pedestrian/Bicycle Project Toolbox



### Buffered Bike Lane

Dedicated 5 feet on outside edge of street marked with symbols, signage, and wide horizontal buffer stripe separating bicycles from vehicles. Primary application is high-traffic arterial streets and against street parking.



### Parking-Protected Bike Lane

Dedicated 5 feet on outside edge of street marked with symbols, signage, horizontal buffer stripe, and parking lane separating bicycles from vehicle travel lane. Primary application is high-traffic urban arterial streets.



### Off-Street Cycle Track

10-to 12-foot wide pathway outside of street curbing marked with directional symbols and signage. Requires additional public right-of-way to separate bicycles from vehicle travel lanes. Primary application is new development.



## Contact Information

- Additional questions can be sent to Isaac Anzlover at [compplan@ci.enumclaw.wa.us](mailto:compplan@ci.enumclaw.wa.us)
- Visit <https://www.cityofenumclaw.net/592/2024-Comprehensive-Plan-Periodic-Update> or scan the QR code below for more information.





# BREAKOUT FOR SMALL GROUP DISCUSSIONS

