Enumclaw Comprehensive Plan

TRANSPORTATION

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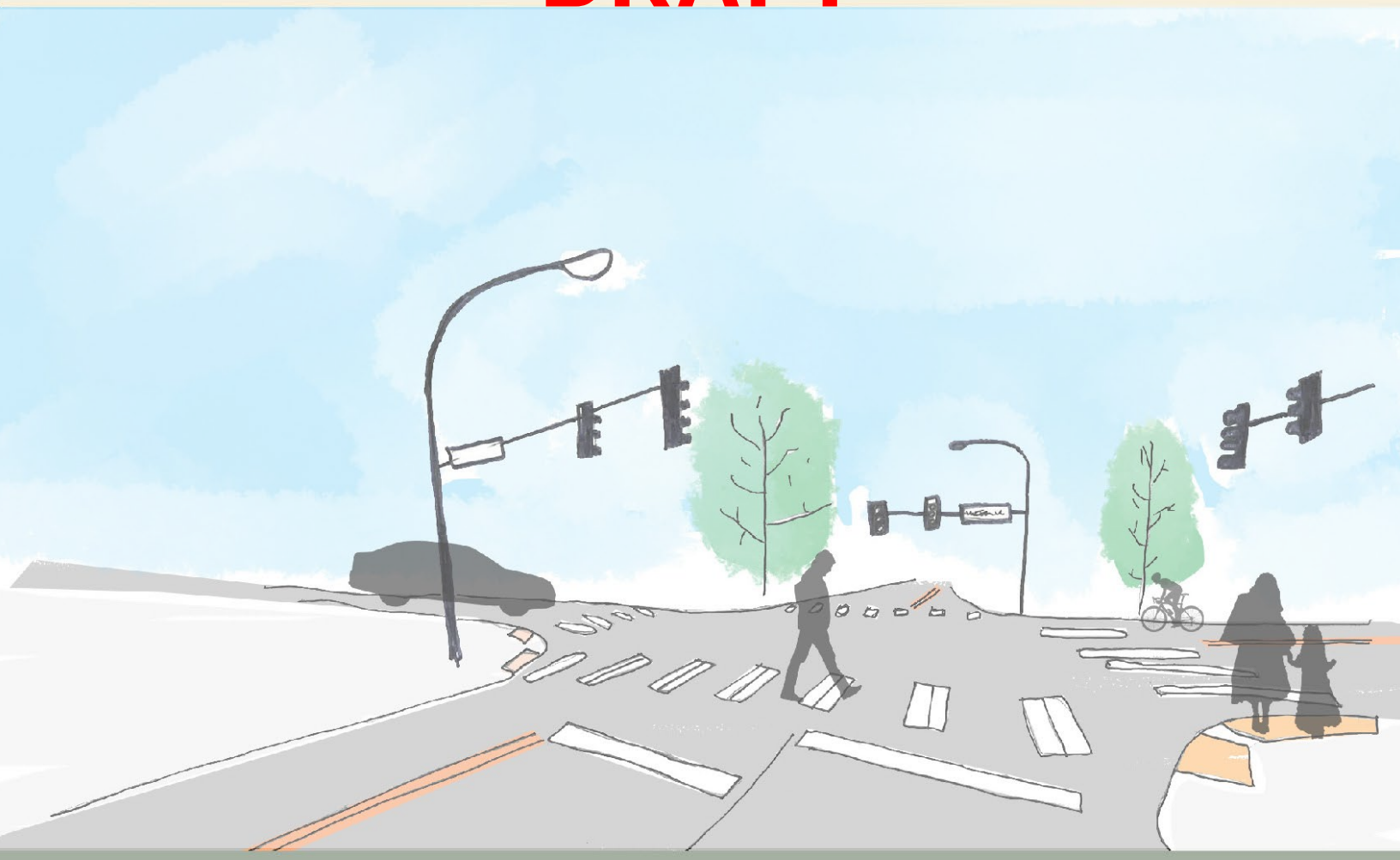


CITY OF Enumclaw

4. TRANSPORTATION

Purpose

The Transportation element specifically considers the operations and condition of the existing transportation network; the cause, scope, and nature of transportation problems based on the adopted Land Use Plan; projected transportation needs; and a funding and implementation plan to ensure that the City's adopted level of service (LOS) is maintained.

Many transportation systems emphasize automotive travel, and Enumclaw, with three state highways traversing the community, is no exception. The Transportation Element, however, strives to emphasize the importance of pedestrians and bicycles, creating a network of transportation related improvements and policies to ensure that vehicle traffic can coexist with the community's need for a safe and comfortable active transportation environment.

The Transportation Element also addresses issues and ideas related to circulation and the interaction between transportation and land use. The availability of transportation facilities and resources is a major factor in determining land use development patterns. Similarly, the use of land influences the need for and location of new or expanded transportation facilities, as well as ongoing repair and maintenance of existing facilities. A conscious effort is made to ensure a coordinated planning effort between land use (Chapter 4) and transportation (Chapter 5) to ensure an effective and efficient integrated urban mobility system.

The framework goal of the Transportation Element of the Comprehensive Plan is to:

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

This element contains updates and revisions to the 2014 Comprehensive Plan and subsequent Amendments. Those included policies for the City to coordinate with county and regional transit agencies to provide better service to Enumclaw residents and link the city to multi-modal transit stations.

The City of Enumclaw is located in King County therefore its Transportation Element has been developed in accordance with King Countywide Planning Policies. The Transportation Element has also been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA), to address citywide motorized and non-motorized transportation needs, and represents the community's policy plan for the next 20 years.

State Planning Context

- The Growth Management Act provides a framework for addressing land/use transportation linkages and a mechanism for assessing the impacts of planned growth. Although the GMA has very specific requirements, flexibility is written into the law so that each city can tailor its plan to its unique long range community vision and goals. The GMA requires development of a transportation element within the

City's Comprehensive Plan that contains these basic components: Land use assumptions used in estimating travel demand.

- Facility and service needs, including an inventory of air, water, and ground transportation facilities and services, transit alignments, general aviation/ airport facilities, and state-owned transportation facilities within the city's jurisdictional boundaries.
- Multimodal LOS standards to gauge the performance of the system.
- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future traffic based on the land use plan.
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination strategies and regional consistency.

Local transportation elements must also include the following:

- Estimated traffic impacts to State-owned transportation facilities resulting from land-use assumptions.
- The LOS for state-owned transportation facilities.
- Identification and assessment of GMA concurrency and the applicability to highways of statewide significance.
- A pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

The GMA requires that transportation facilities be in place (or funded) by the time new development requires them. This is considered a concurrency requirement, which reinforces the interdependence of land use and local transportation facilities. The GMA also authorizes local agencies to charge transportation impact fees to help fund new facilities needed to support growth.

Goals and Policies

The goals and policies below articulate the long-term vision of the City's transportation system and were developed to align with and support goals and policies from other parts of the City's Comprehensive Plan. Goals are high-level statements that communicate key parts of the City's overall vision while policies identify the actions that help implement the goals.

IMPLEMENT THE REGIONAL TRANSPORTATION PLAN

Goal TR-1: Make transportation system decisions and investments in a manner consistent with local and regional transportation and land use plans.

Policy TR-1.1 *Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system, consistent with the Regional Growth Strategy.*

Policy TR-1.2 *Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.*

Policy TR-1.3 *Protect the investment in the existing and future street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing street maintenance and preservation program.*

Policy TR-1.4 *Provide development incentives for the installation of elements that encourage transit, pedestrian, and bicycle usage.*

Policy TR-1.5 *Coordinate with federal, state, regional, and other local agencies to increase resilience and protect the operation of the transportation system in time of emergency, disaster, or security events.*

Policy TR-1.6 *Coordinate with PSRC, King County, and transportation service providers to consider emerging changes in transportation technologies, services, and regional mobility patterns.*

SUPPORT THE REGIONAL GROWTH STRATEGY

Goal TR-2: Future growth in Enumclaw will be accommodated and served consistent with the PSRC Regional Growth Strategy.

Policy TR-2.1 *Encourage effective public transportation links with regional public transportation providers to serve commuters into metropolitan centers in King and Pierce counties.*

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-2.3 *Design transportation facilities to serve growth centers and to fit within the context of the built or natural environments in which they are located, with special emphasis on preserving local neighborhood character.*

Policy TR-2.4 *Provide and promote a safe and well-connected system of pedestrian and bicycle facilities throughout the community.*

Policy TR-2.5 *Prepare a map illustrating desired safe walking routes to assist in prioritizing on- and off-street improvements to the pedestrian system and develop a combined comprehensive trails and bicycle master plan.*

Policy TR-2.6 *Maintain, enhance, and promote improved access and circulation on the City's street grid to promote improved access and circulation for active transportation by minimizing cul-de-sacs and dead-end streets and considering the use of traffic calming measures to discourage diversion of highway and arterial street traffic onto local neighborhood streets.*

Policy TR-2.7 *Encourage transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options.*

SUPPORT PEOPLE

Goal TR-3: Develop transportation solutions that align with local land uses, enhance the environment, provide options for people with special needs, and support transportation options.

Policy TR-3.1 *Racial and social equity, as well as environmental justice, will be included as key criteria in the planning, funding, and construction of transportation system improvements, programs, and services.*

Policy TR-3.2 *Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.*

Policy TR-3.3 *Support and enforce vulnerable user laws that are designed to provide safety for pedestrians, bicyclists and people with physical mobility disabilities challenges.*

Policy TR-3.4 *Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.*

SUPPORT THE ECONOMY

Goal TR-4: Support the local and regional economy with timely transportation system investments.

Policy TR-4.1 *Work to provide safe, convenient, reliable, and efficient movement of people, goods, and freight to maintain and grow the local and regional economies.*

Policy TR-4.2 *Recognize the key transportation connections to regional inter-modal transportation hubs and facilities, such as airports, seaports, railroads, etc.*

Policy TR-4.3 *Coordinate transportation system planning with organizations and agencies that provide major regional inter-modal transportation hubs and facilities.*

PROTECT THE ENVIRONMENT

Goal TR-5: Minimize environmental impacts while maximizing financial and environmental sustainability.

Policy TR-5.1 *Consider the negative effects of transportation infrastructure and operations on the climate and natural environment consistent with the City's most recent adopted greenhouse gas policy.*

Policy TR-5.2 *Minimize stormwater runoff from impervious surfaces by incorporating best practices for low-impact development and fish passage improvements in the construction of transportation facilities.*

Policy TR-5.3 *Support the development and implementation of a transportation system that protects the natural environment, is energy efficient, and improves public health and safety, as well as system performance.*

INVENTORY FACILITIES AND IDENTIFY SERVICE NEEDS

Goal TR-6: Provide and maintain an inventory of locally owned multimodal transportation facilities and identify regional transportation service needs.

Policy TR-6.1 *Maintain mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight.*

Policy TR-6.2 *Maintain WSDOT, PSRC, and King County adopted vehicular LOS standards for intersections or roadways, listed below, for the urban and rural area in and around the City of Enumclaw.*

- *LOS D for Highways of Statewide Significance in urban areas (SR 164 and SR 169)*
- *LOS C for Highways of Statewide Significance in rural areas (SR 164 and SR 169)*
- *LOS D for Tier 2 Highways of Regional Significance (SR 410)*
- *LOS E (roadway v/c) for King County roads in the UGA*

FINANCE TRANSPORTATION INVESTMENTS

Goal TR-7: Invest in transportation systems to meet current and future capital, maintenance, and operational needs.

Policy TR-7.1 *Annually prepare the Transportation Improvement Program (TIP) to demonstrate project costs, available local revenues, state and federal grants, partnerships, Transportation Impact Fees (TIF), and other mitigation funds for transportation improvements scheduled for construction to support growth.*

Policy TR-7.2 *Consider new partnerships and innovative financing methods to fund and construct citywide transportation system improvements.*

Policy TR-7.3 *Balance the 20-year financing plan of for transportation improvements deemed necessary to serve planned growth between stable and reliable funding sources, as well as existing and future users based on the principle of proportional benefit.*

Policy TR-7.4 *Periodically update the TIF project list and program to ensure that new development is funding a proportionate share of transportation improvements deemed necessary to serve growth that the City is planning for.*

Policy TR-7.5 *Monitor the operation of the transportation system to determine whether the level of service standards and concurrency requirements are being met. If concurrency cannot be demonstrated, the City shall reassess the Land Use and Transportation Elements and make modifications as necessary.*

Policy TR-7.6 *Actively pursue grants individually or in partnerships with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.*

Policy TR-7.7 *Actively lobby the Washington State Department of Transportation (WSDOT) to partner with Enumclaw and secure funding from the legislature for transportation improvements on SR 169, SR 164 and SR 410 to stimulate economic development, improve safety and enhance the quality of life in the community.*

Existing Transportation System Inventory

The City's transportation system **(Figure 1)** consists of various facilities including streets and highways, pedestrian and bicycle facilities, and transit service. The existing transportation system was inventoried in conjunction with the update to the Transportation Element.

STREET AND HIGHWAY SYSTEM

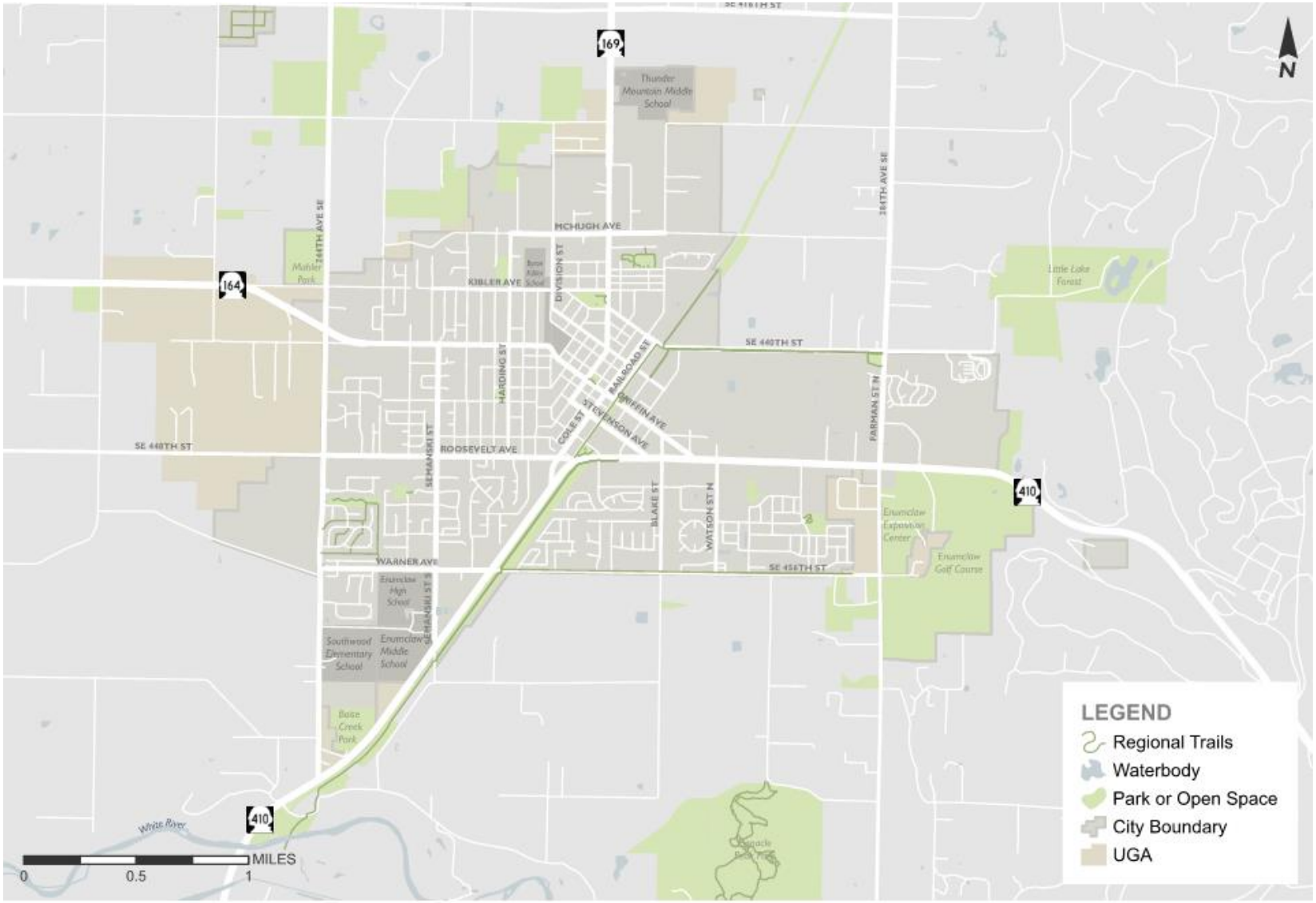
The street system within the older section of Enumclaw aligns in a grid paralleling the old railroad line that once ran through the City. Streets extending from the downtown core change orientation to parallel existing township and section lines. As a result, the downtown street grid is skewed from the rest of the roadways within the City and UGA. The downtown street grid is spaced at about 250 feet between roadways. Residential areas surrounding the core of the City were developed with cul-de-sacs and a strict hierarchy of streets. All of the signalized intersections within the City are located along state highways 164, 169, and 410 .

The Enumclaw street system has four functional classes of streets: Major Arterials, Minor Arterials, Collector Streets, and Local Streets. The functional classification of a street designates the planning, design, maintenance, and operational standard for that roadway. A map of the Functional Classifications of Enumclaw's roadways is shown in **Figure 2.**

Major Arterials

Major arterials are roadways that connect major community centers and facilities. These are often constructed with limited direct access to abutting land uses. Major arterials carry the highest traffic volumes and provide the greatest mobility in the roadway network by limiting access, providing traffic control devices, and posting higher speed limits. Transit routes are generally located on major arterials, as are transfer centers and park-and-ride lots. Major arterials may service any level of traffic volume, up to full utilization of the road capacity. Within the City of Enumclaw many major arterials are also 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. Both SR 164 and SR 169 have been identified by WSDOT as Highways of Statewide Significance (HSS). Highways of Statewide Significance include interstate highways and other principal arterials that are needed to connect major communities in the state. SR 410 is a National Highway System (NHS) route and the Puget Sound Regional Council (PSRC) has identified SR 410 as a Highway of Regional Significance. Highways of Regional Significance are state transportation facilities that are not designated as being of statewide significance.



Street System

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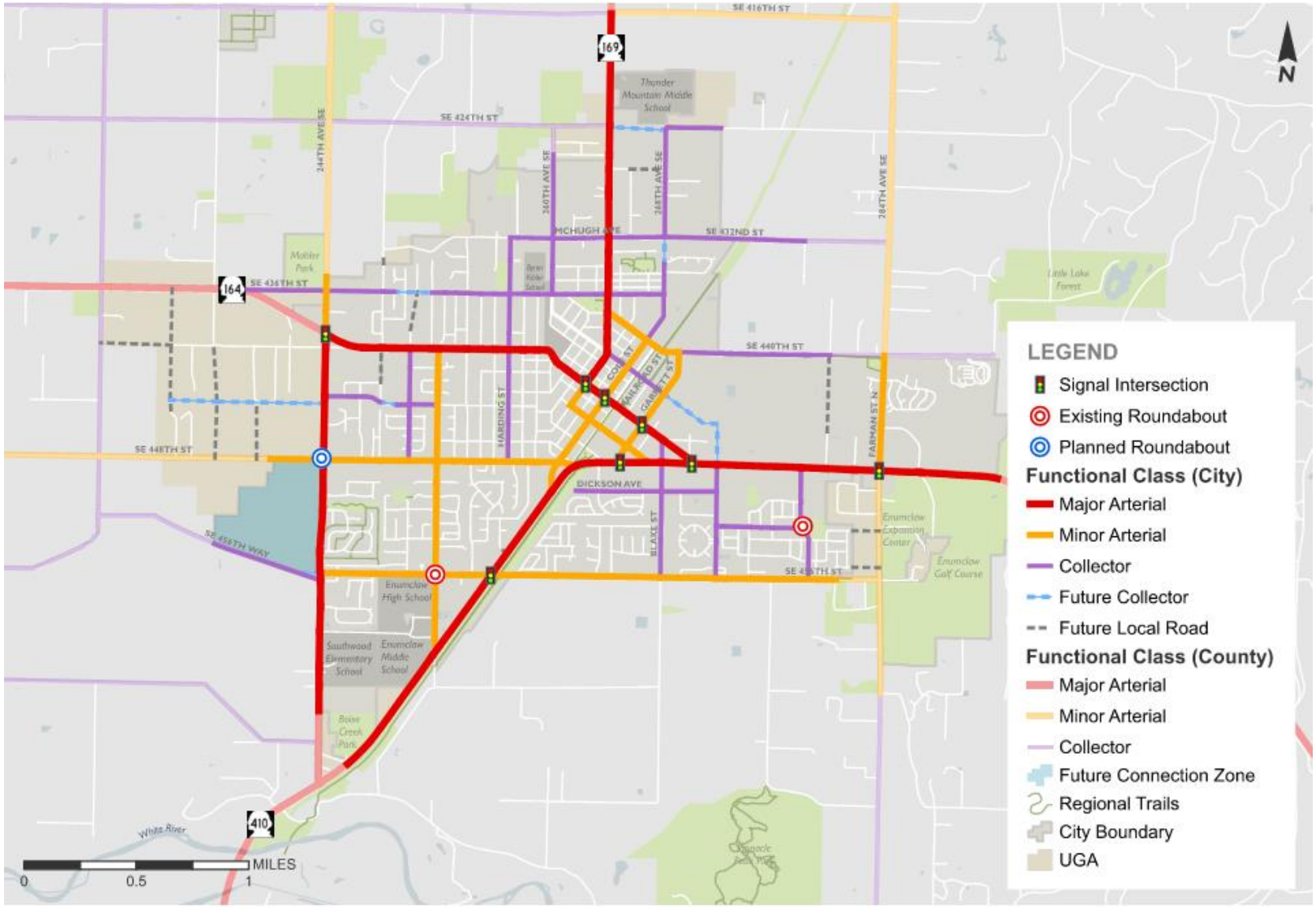
FIGURE 01



Arterial Functional Classification System

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FIGURE 02

244th Avenue SE is a major arterial running north- south along the west side of the City with a posted speed limit of 45 mph. It serves as a connection to State Highways SR 164 and SR 410 and as a de facto bypass along the west side of the City. The road is generally two lanes wide with a center turn lane provided at key intersections. All roadways intersecting with the 244th Avenue SE are two-way stop controlled.

State Highways

SR 410 is a major arterial running east-west through the southern portion of the City. In the summer months, SR 410 is a route to Yakima and eastern Washington via Cayuse and Chinook passes and provides recreational access to Mt. Rainier National Park. In the winter months Cayuse and Chinook Passes are closed to through traffic and SR 410 primarily serves as a recreational access to Crystal Mountain ski resort and Sno-Park trailheads. It connects the cities of Buckley, Bonney Lake, Sumner, and Puyallup, and serves commuter traffic to employment centers in Tacoma.

There are traffic signals at the intersections with Warner Avenue, Garrett Street, Griffin Avenue (SR 164), Watson Street N, and Farman Street N. The speed limit is 40 mph from Buckley Bridge over the White River to the east City limits and is two to four lanes wide with left-turn pockets at major intersections. East of Farman Road, the speed limit is increased to 50 mph.

SR 164 is a major arterial running east-west from SR 18 in Auburn to SR 410 in Enumclaw. Through the study area, it is SE 436th Street/SE 436th Way within King County and Griffin Avenue within the City limits. SR 164 serves commuter traffic to employment centers in the Auburn area. The roadway also serves event traffic to the White River Amphitheatre on the Muckleshoot Indian Reservation and to the Muckleshoot Casino. SR 164 is a two-lane roadway with traffic signals at the intersections with 244th Avenue SE, Porter Street (SR 169), Cole Street, Garrett Street, and SR 410.

SR 169, also known as Porter Street within City limits and 264th Avenue SE adjacent to the city limits, is a major arterial running north-south from SR 164 to the communities of Black Diamond, Maple Valley, and Renton. It serves commuter traffic to Renton and employment centers along the I-405 corridor. It is a two-lane arterial with a traffic signal where it intersects with SR 164. The speed limits along SR 169 are 25 mph in the city to the north of the intersection with Chinook Avenue where it increases to 35 mph. At Newaukum Creek, south of SE 416th Street, the speed limit rises again to 40 mph. There are two school zones on SR 169, with posted speed limits of 20 mph, between Battersby Avenue and Wilson Avenue, and north of SE 426th Street to the north of the Thunder Mountain Middle School driveway. The 20 mph speed limits are enforceable when school children are present.

Minor Arterials

Minor arterials are roadways that connect traffic from collector streets and augment major arterials. They provide easy access to major arterials and provide a greater level of access to abutting properties. Less concentrated traffic-generating areas, such as neighborhood shopping centers and schools are served by minor arterials. These roadways are good candidates for improvements to active mode or transit facilities.

Minor arterial streets in the study area include Farman Street, Semanski Street (SR 410 to Griffin Avenue), Roosevelt Avenue (244th Avenue SE to Cole Street), Warner Avenue (244th

Avenue SE to Blake Street), Garrett Street, and segments of Battersby Avenue, Porter Street and Stevenson Avenue downtown.

The typical minor arterial has two lanes varying in width from 10 to 11 feet per lane. Traffic is predominantly controlled with stop signs along abutting streets. On-street parking is allowed along many sections of minor arterials within the city limits. The speed limits within the city limits may range between 25 to 35 mph.

Cole Street is a key downtown street serving as the city's main street. The street has been improved for pedestrians with a "curb-less" design between Stevenson Avenue and Marshall Avenue which can be closed for festivals and other community events. The street has a 24-foot wide, two-lane roadway with parallel parking along a majority of the street's length. This street is more urban in nature, with slower vehicle travel, pedestrians, and parallel street parking.

Collector Streets

Collectors are roadways that provide easy movement within neighborhoods and connect two or more residential or commercial areas while also providing a high degree of property access within a localized area. These roadways "collect" traffic from local neighborhoods and distribute it to higher classification roadways. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Collectors provide the link between local access streets and larger arterials.

Collector streets within the study area include Harding Street, McHugh Avenue/SE 432nd Street, Cole Street/268th Avenue SE (North of McHugh), Kibler Avenue, Battersby Avenue/SE 440th Street, Blake Street, Watson Street N, Warner/SE 456th Street, Garrett Street, Washington Street, Division Street, and Dickson Avenue. Most of the collector streets are two-lane undivided streets with stop control along abutting streets. Existing Pavement widths vary from 10 to 13 feet per lane. Parking is allowed along most sections of collector streets.

Local Streets

The remaining streets are local access streets. They provide access between residential or business areas and the arterials. They generally have two travel lanes and 25 mph speed limits. Street widths vary from 18 feet in more rural areas to 32 feet in built- up sections of the City. Curb and gutter sections exist in the City and are bordered by planting strips and sidewalks. Where a local access street joins an arterial, there is usually stop-sign control. Traffic control signs are generally not needed on low- volume intersections of local streets.

TRAFFIC OPERATIONS

Traffic Volumes

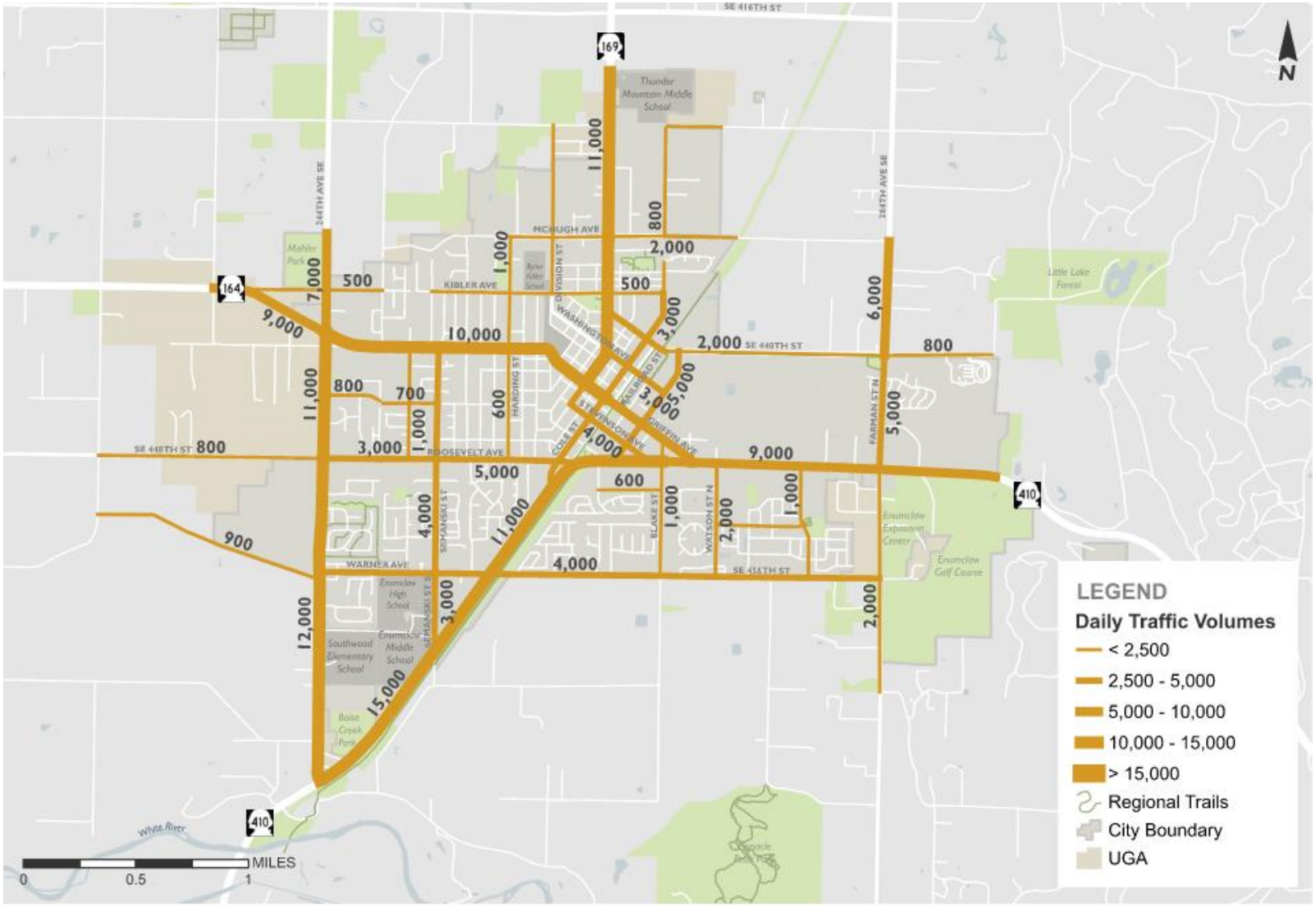
PM peak hour traffic volumes were collected in 2023 at key locations throughout the City. Average daily traffic volumes on SR 410 range from 2,800 vehicles per day (VPD) near the east city limits to approximately 10,000 VPD near the south city limits. Traffic volumes vary during the day, with peaks occurring in the AM period (generally between 7 and 8 a.m.) and the PM period (generally between 4 and 6 p.m.). Changes in PM Peak Hour traffic volumes from 2014 to 2023 are shown in **Table 1.** and 2023 traffic volumes are shown in **Figure 3**.

Table 1. Average PM Peak Hour Roadway Volumes*			
Road Location	**2014 Average PM Peak Hour Volume**	**2023 Average PM Peak Hour Volume**	**Annual Average Growth Rate**
SR 164 W/o 244th Ave SE	1005	820	-2.2%
SR 164 E/o 244th Ave SE	910	865	-0.5%
SR 164 W/o SR 169	890	1005	1.4%
SR 164 E/o SR 169	825	905	1.0%
SR 164 W/o SR 410	725	630	-1.6%
SR 169 N/o SR 164	710	735	0.4%
SR 410 E/o Farman St	225	290	2.8%
SR 410 W/o Farman St	570	625	1.0%
SR 410 E/o SR 164	905	1015	1.3%
SR 410 W/o SR 164	725	630	-1.6%
*Count collected by IDAX in April 2023.			

Since 2014, overall PM peak hour traffic volumes on SR 410 have slightly increased, with one segment adjacent to Downtown experiencing approximately a 3 percent rise in volumes. The only segment of SR 410 with a decrease in traffic volumes is the segment on the western edge of the city.

PM peak hour volumes increased and decreased on SR 164 depending on location. The single count location located west of 244th Avenue SE had the largest decrease in traffic volumes, dropping by just over 2 percent from 2014. The greatest increase on SR 164 occurred west of SR 169.

Traffic volumes were used to evaluate traffic operations in and around Enumclaw at major intersections. These intersections were selected in consultation with City staff after reviewing available data and recent studies.



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Existing Traffic Volumes (2023)

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FIGURE 03

TRAFFIC SAFETY

From 2018 through 2022, approximately 159 crashes were reported at study intersections, with an annual average of about 32 crashes per year. Analysis of crash rates and trends show that the number of collisions per year on City streets is increasing despite a slight down trend from 2019 to 2021, with crash rates nearly doubled between 2021 and 2022. Figure X shows a graph of the collision trend over the analysis period. Of these crashes, 39 of them, or 25% resulted in injury. There was one fatal crash reported in Enumclaw for this duration, which occurred at the intersection of Garret Street S and SR 410. Figure X displays the ratio of crashes by severity.

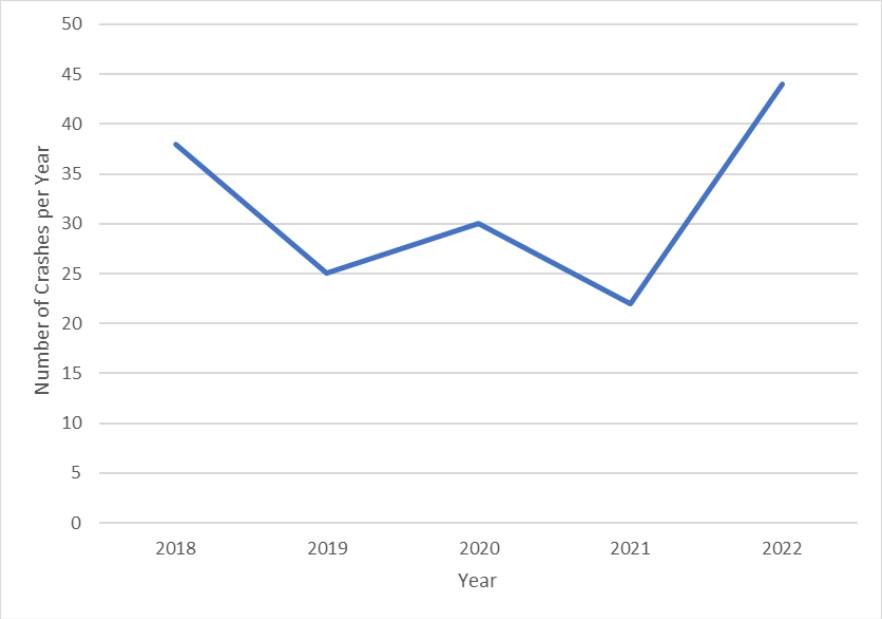


Figure 4. Crash Trend in Enumclaw from 2018 to 2022.

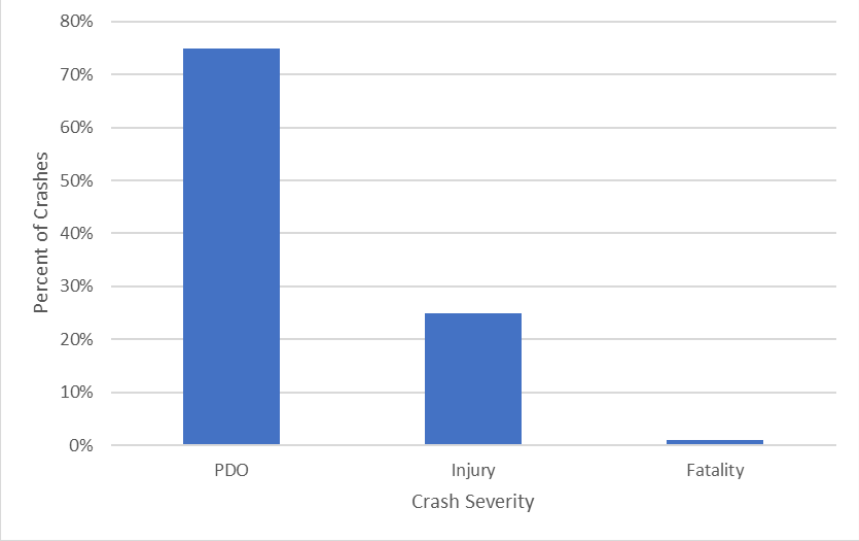
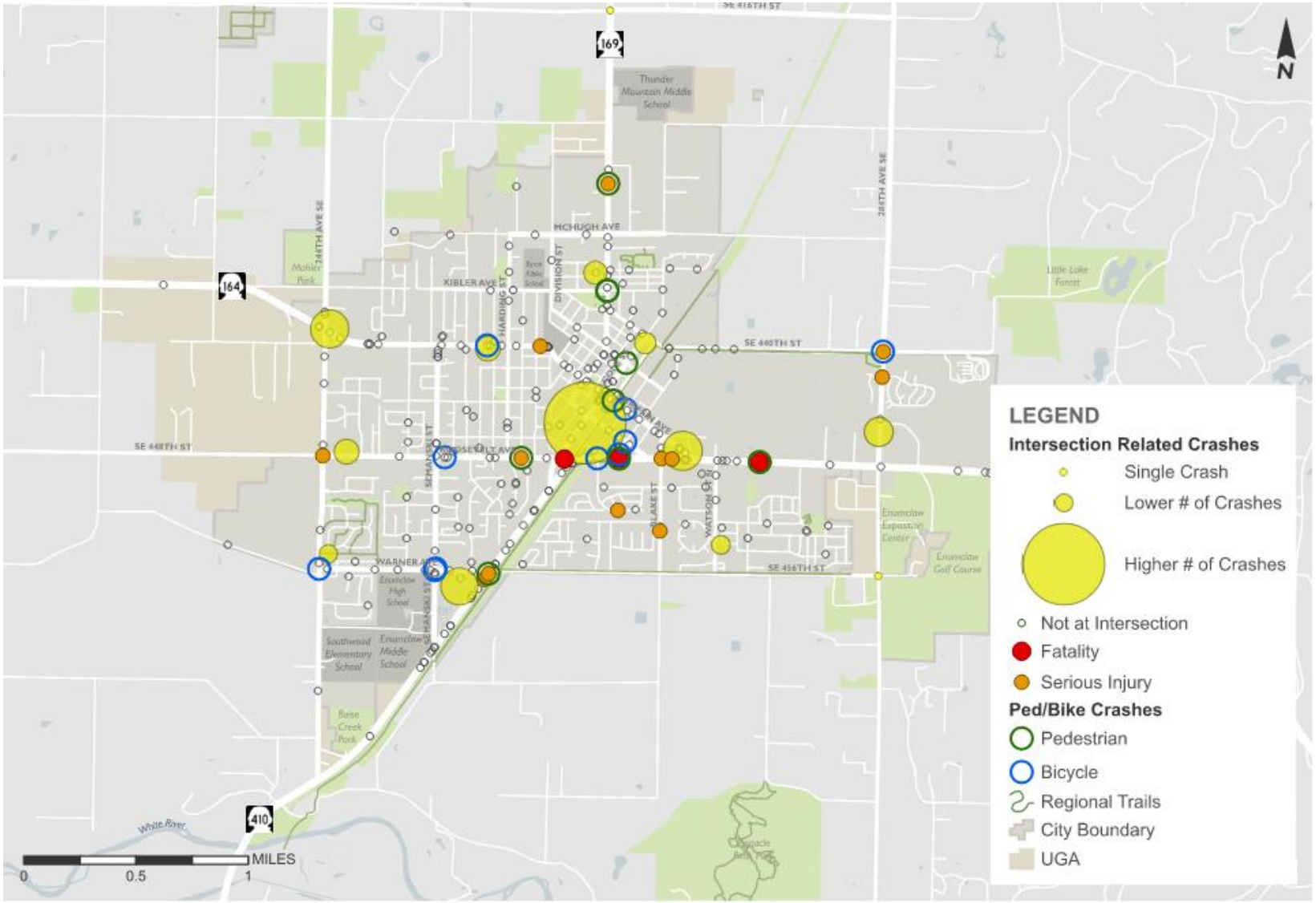


Figure 5. Enumclaw Crash Severity Distribution



Collision History (2018 - 2022)

City of Enumclaw Transportation Element Update

FIGURE 06

Roadway Safety Analysis

Analysis of citywide crashes showed that two of the City's downtown core roads, Cole Street and Stevenson Avenue had significantly higher crash rates, as well as being the location of several fatal and serious injury crashes, and crashes involving pedestrians or bicyclists. **Figure 6** shows a map of the location of crashes across the City of Enumclaw which involved pedestrians or bicyclists and those which resulted in serious injury over the past five years (from 2018 to 2022).

The type of collisions most frequently reported in Enumclaw during the analysis period were angle crashes which accounted for 64 or approximately 40%. Angle crashes are frequently associated with fatalities and are often the result of drivers not yielding the right of way and or disregarding traffic signals and other traffic control devices. The second most often reported crash type were rear end collisions which frequently occur as a result of speeding and/ or following too closely. **Figure 7.** displays the distribution of crashes by type.

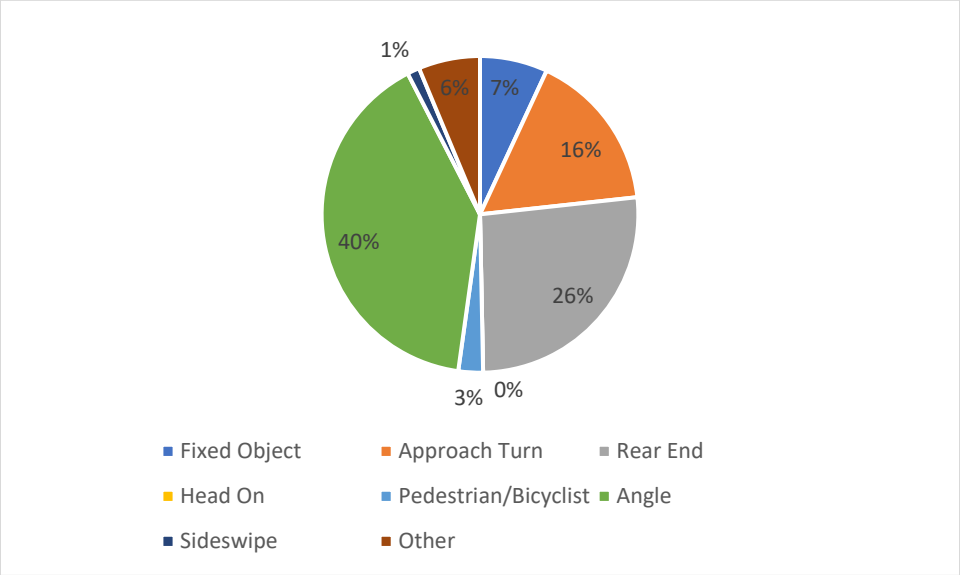


Figure 7. Crashes in Enumclaw between 2018- 2022 by Type.

Intersection Safety Analysis

The intersections with the highest overall crash rates were primarily at locations where city streets intersect with State Routes. 244th Avenue SE and SR 164 had the highest annual crash rate with about 5 crashes occurring per year at the intersection. Other intersections which had higher than the city average rate of 1.45 crashes per year included SR 169 and SR 164, Garret Street and SR 164, SR 410 and Warner Avenue, Monroe Avenue and SR 410, Blake Street and SR 410, Farman Street and SR 410, and 244th Ave SE and SE 448th Street.

Pedestrian and Bike Safety

Between 2018 and 2022, 4 pedestrian or bicyclist collisions were reported at study intersections. The highest number of crashes involving pedestrians or cyclists occurred in 2019, since then crashes of this type have been declining. The majority of pedestrian/bicycle collisions occurred at intersections with State Routes, 1 of which resulted in a pedestrian fatality at SR 410 and Garrett Street. Pedestrian and bicycle crashes per year at study intersections are shown in **Figure 8.**

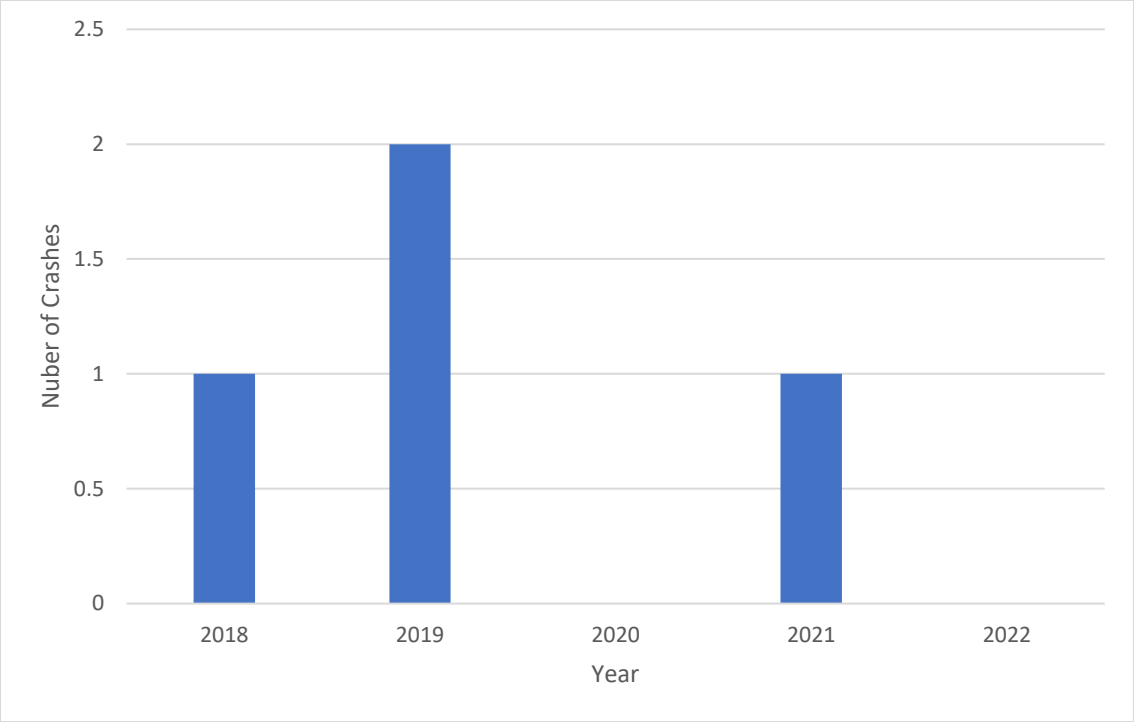


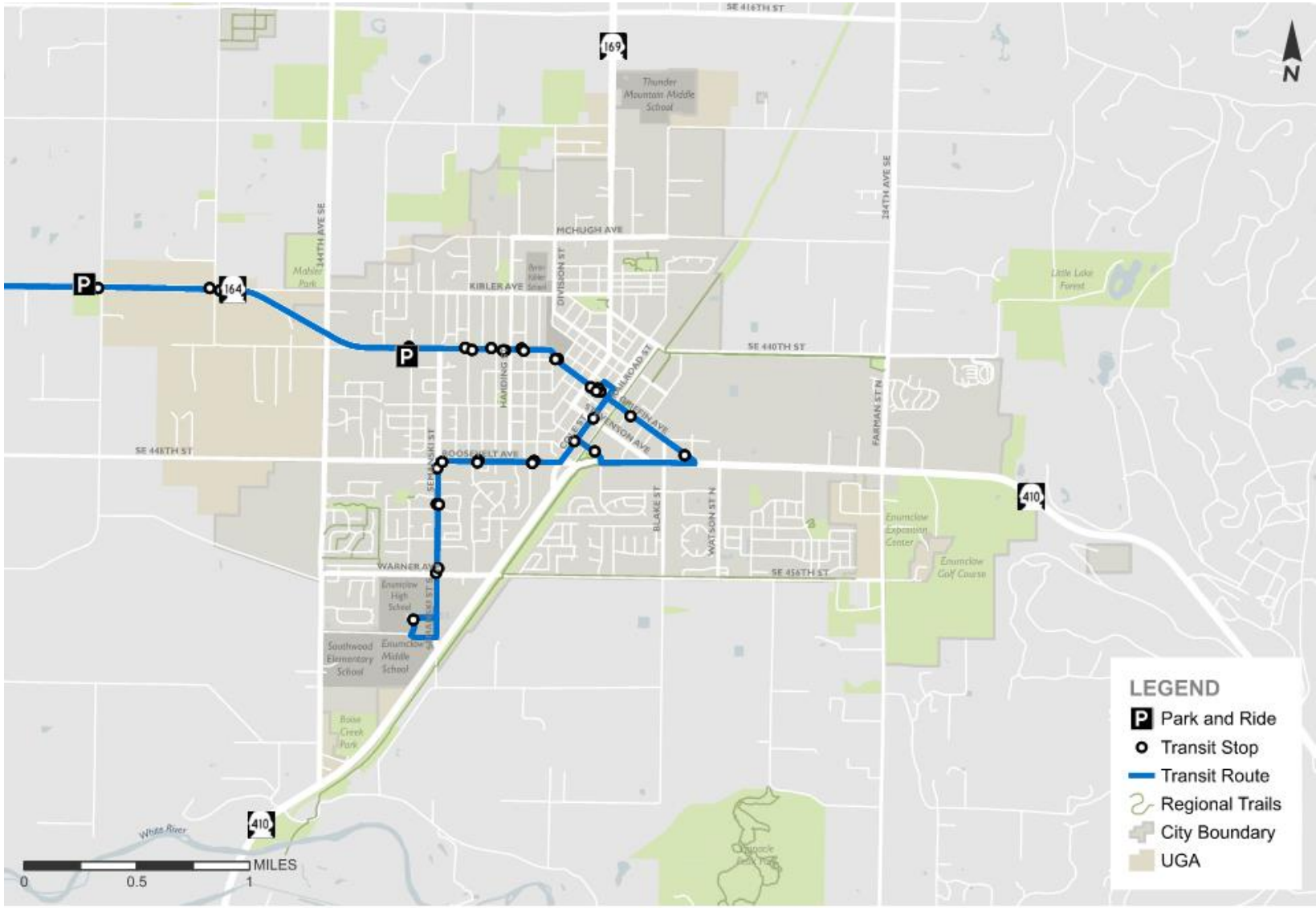
Figure 8. Pedestrian & Bicycle Crashes (2018 – 2022)

TRANSIT SERVICE AND PUBLIC TRANSPORTATION

Transit is an important alternative to automobile travel for either regional or local trips. Transit is not only useful in reducing traffic volumes and pollution but is often the only means of transportation available to some members of the community.

Enumclaw's greatest public transportation gap is for improved mobility between urban areas. King County Metro provides local and regional bus service within Enumclaw and to the north, via DART route 915 which has designated stops in both directions along SR 164 (Auburn-Enumclaw Road) and at the park and ride lot at Farmer's Park, before completing a circuitous path with several stops downtown along Griffin Avenue, Cole Street and Cedar Street. This route and its stops are shown in **Figure 9**.

Typical transit facilities in Enumclaw include marked Metro Transit route signage and may be improved with additional seating, shelters, schedule information, trash receptacles, and pedestrian scale lighting.



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Transit Routes and Stops

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FIGURE 09

Active Transportation Facilities

The City of Enumclaw is poised to benefit from its well-established street grid in the city center, wide street sections in many places, and a community that is interested in active transportation. In addition, the city's roads are relatively flat and lacking in changes to elevation that would discourage active mode choice given the presence of a robust infrastructure. The opportunities to implement a fully realized complete street system lie in increasing the number of inviting and safe routes for cyclists into and throughout Enumclaw and in providing a continuous and ADA-compliant sidewalk network that improves conditions for pedestrians. The City's existing active transportation facilities are shown on **Figure 10**. Enumclaw provides access for people on foot, bike, or other modes primarily with sidewalks, paved shoulders, and off-street multi-use trails.

Sidewalks

Existing sidewalks are located throughout the City, mostly adjacent to commercial developments downtown and in newer neighborhood developments. Most of the city's older residential areas lack continuous sidewalks.

Multi-use Trails

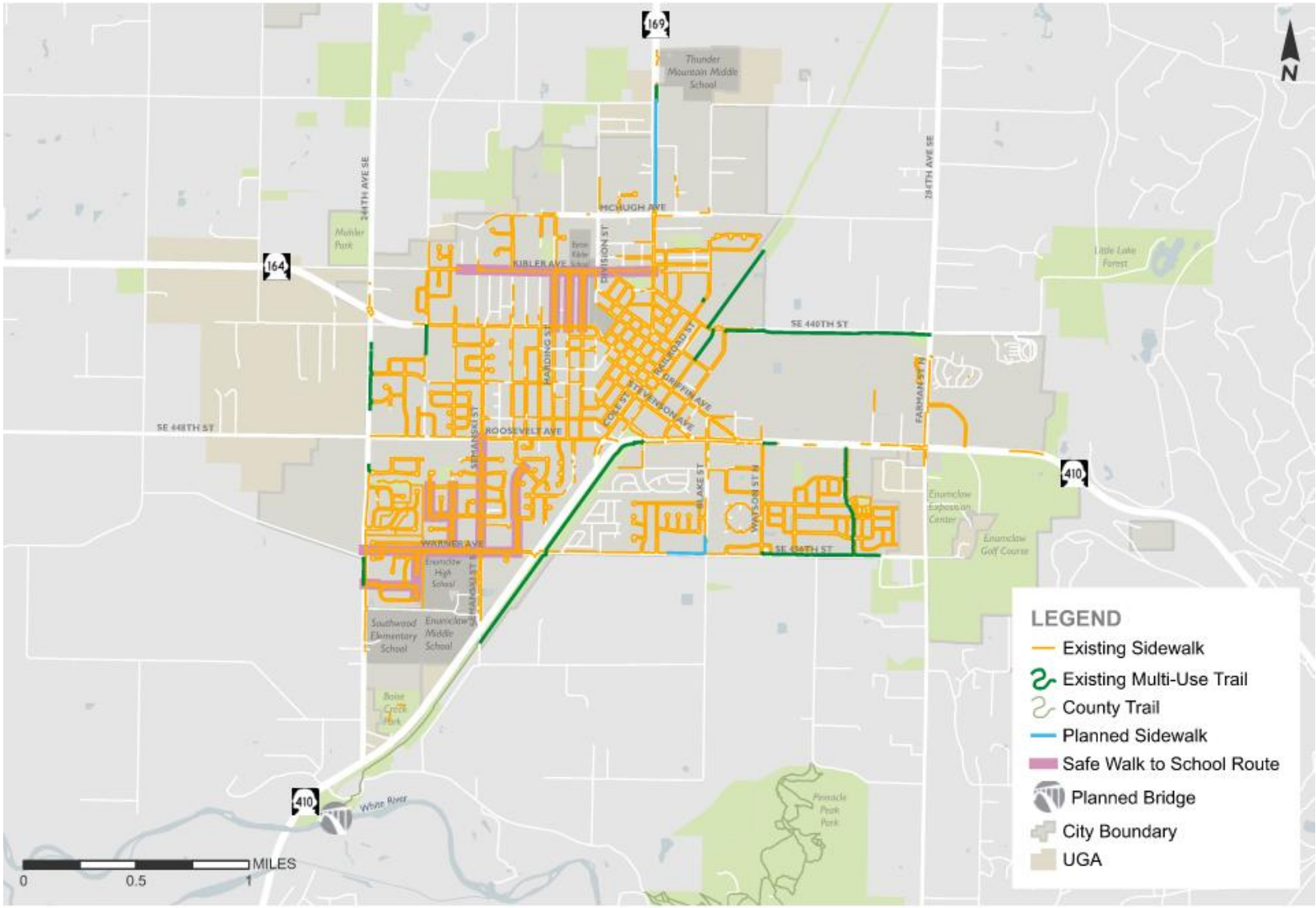
The Foothills Trail provides an off-street active transportation facility that extends beyond the city limits and connects Enumclaw to the City of Buckley to the south and to SE 416th Street to the north. Within the city it extends from McHugh Avenue in the northeast to Enumclaw High School in the southwest. Additionally, there are several shorter paved shared-use pathways at civic buildings and parks, as illustrated in **Figure 10**.

Bicycle Facilities

While there are no dedicated bicycle facilities within the city, it is possible for cyclists in Enumclaw to utilize the city's numerous sidewalks and paved shoulders. Safety and comfort could be improved by addressing key gaps in Enumclaw's bicycle connectivity primarily through marked bike lanes or adjoining shared-use pathways.

Many of the city's minor arterial and collector streets already have wide paved shoulders or abundant on-street parking that could be converted to bike facilities. By providing multiple routes through the City, along with wayfinding signs that promote a sense of place and guide cyclists to destinations where they can expect robust cycling infrastructure, bicycle travel can become a sustainable transportation option for residents.

Continuity in pedestrian and bicycle access within the City provides for increased safety, comfort, and ease for residents and recreational users. The City is striving to create a fully integrated system for these modes of transportation and recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities, employment opportunities, government services, and schools.



Existing Sidewalk and Trail Network

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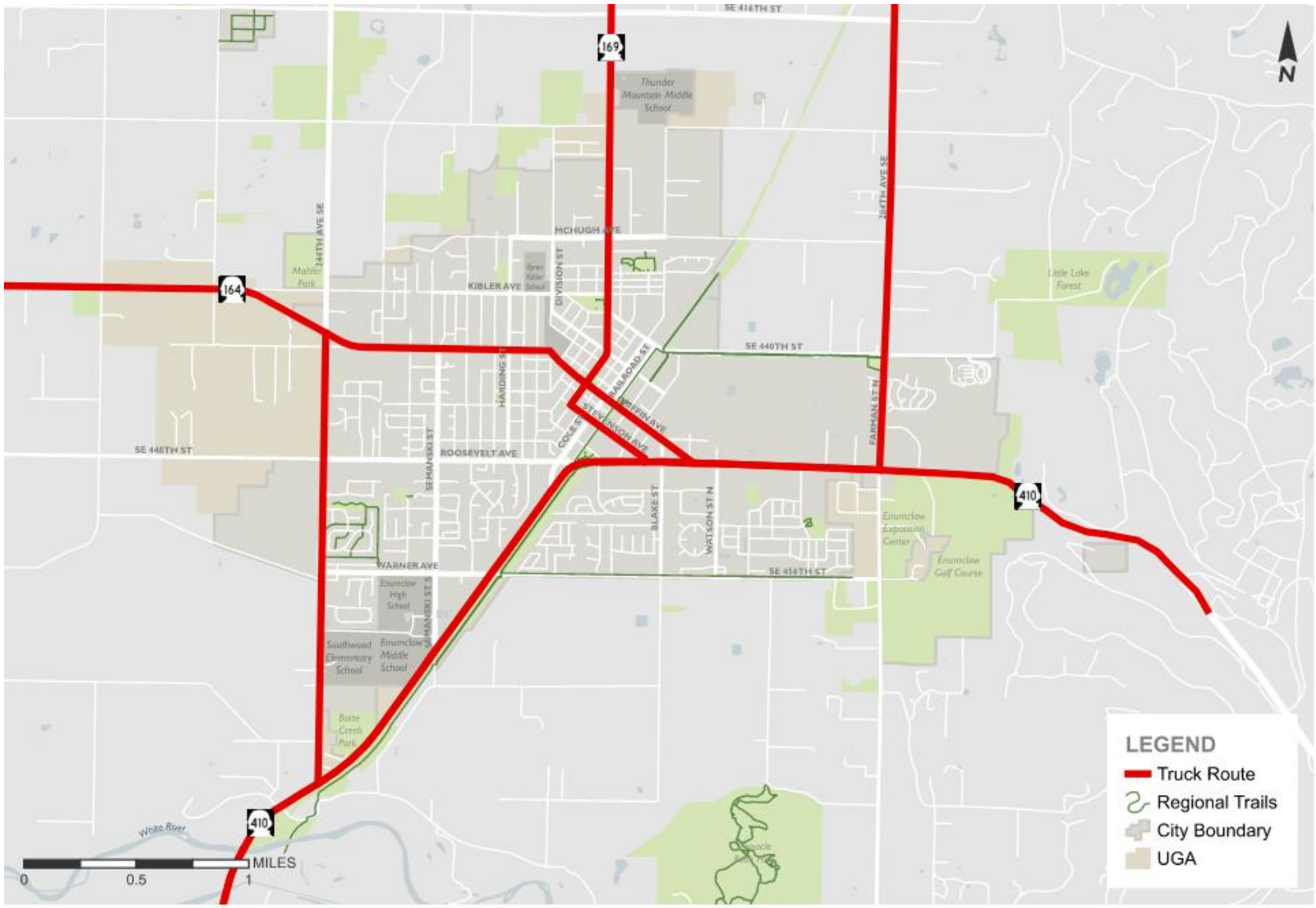
FIGURE 10

Freight and Goods Mobility

Truck traffic is vitally important to Enumclaw's industrial and commercial growth, as it is the primary mode of transportation between most of these enterprises and their suppliers and customers. The only roadway within the City classified as a designated freight route (T-2) in the Washington State Freight and Goods Transportation System (FGTS) is SR 410. Regional trucking activity is limited on this route due to the annual winter closure of SR 410 at Chinook Pass and the moratorium on commercial trucking activities within Mount Rainier National Park. All classified and informal truck routes are shown in **Figure 11.** SR 169 connects rural communities in southeast King County between SR 900/Interstate 405 in Renton and SR 164/SR 410 in downtown Enumclaw. This corridor also serves as a primary distribution route for the agricultural goods produced between Enumclaw and Black Diamond. While this section of SR 169 is not designated as a freight economic corridor, there is still a significant amount of truck traffic that uses the corridor. Truck traffic predominantly consists of gravel trucks accessing several quarries located near the corridor and agricultural traffic.



Existing Freight Trucking Routes

City of Enumclaw Transportation Element Update

FIGURE 11

Consistency with Other Agencies

Enumclaw's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall state-wide transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Element is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below.

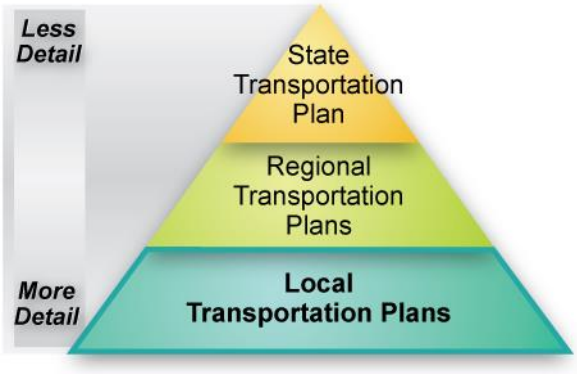


Figure 12. Relationship of Local Plan to Regional and State Plans

The Enumclaw Transportation Element considers the impacts of planned improvements, along with the priorities and policies of the WSDOT, PSRC, King County, City of Buckley, and the City of Black Diamond. The following summarizes how the Transportation Element relates and is consistent to these other state, regional, and neighboring agency plans.

WSDOT

The Washington Transportation Plan (WTP) 2040 and Beyond, and the associated Highway System Plan (HSP), updated in 2023, provide the umbrella for all metropolitan and regional transportation plans. The updated WTP focuses on key policies and strategies for the State, while the HSP still maintains the most recent long-term statewide project list.

The Highway System Plan is an element of the WTP. The HSP identifies highway system improvement projects and programs consistent with the WTP priorities. The HSP is constrained by available funding forecast for the next 20 years. Policies and improvement projects listed in the WTP and HSP were reviewed for consistency with the strategies and projects recommended in the Transportation Element.

As required by the GMA, the Transportation Element addresses the existing and future conditions of SR 169, SR 164, and SR 410 serving the City. The transportation inventory describes existing traffic volumes, levels of service, and safety along these three highways.

The Transportation Element also identifies forecast conditions and improvement needs to resolve capacity, operations, safety, complete street, and multimodal transportation needs along these corridors. Within the City limits, both SR 164 and SR 169 are classified as Highways of Statewide Significance (HSS). According to the HSP, the LOS standards are set forth by State law, which sets LOS D for HSS facilities in urban areas. Since the City is a designated urban area, the LOS D standard applies for the segments of SR 169 and SR 164 within the City. GMA concurrency requirements do not apply to HSS facilities. While the City will monitor these corridors as part of its concurrency program, any conditions of development approval will be established through SEPA and projects would not be denied based on concurrency, thereby maintaining consistency with the state statutes and regional plans.

SR 410 is classified as a Tier 2 State Highway of Regional Significance (HRS). PSRC and the local agencies have adopted an LOS D standard for SR 410 within Enumclaw. Concurrency will be applied along this corridor based on the standards summarized previously in the Transportation Element. The City's LOS D standard for arterials and collectors is consistent with state and regional LOS standards for SR 164, SR 169, and SR 410.

The City has worked with WSDOT in past years to coordinate and implement roadway and intersection improvements along SR 164, SR 169, and SR 410.

PSRC

The Puget Sound Regional Council (PSRC) adopted VISION 2050 and Transportation 2040 and Beyond to guide transportation policies, priorities and investments for the Puget Sound region. The update of the Enumclaw Transportation Element included a review of the policies and projects that were important to consider and build from to provide regional and local consistency. The appropriate policy and project updates were incorporated into the City's Transportation Element so that it is consistent and supportive of both VISION 2050 and Transportation 2040 and Beyond (the Region's Metropolitan Transportation Plan). Several policies were added to the City's Transportation Element to address important regional priorities such as multimodal connectivity, complete streets, green streets, low impact design, sustainability, electric vehicles, alternative fuel, environmental impacts, air quality, and travel demand management.

The travel forecasts for areas outside the City's immediate study area were directly integrated from the PSRC model. Therefore, the travel forecasts and subsequent operations and safety analysis for the City considered and incorporated regional growth, consistent with PSRC land use and travel forecasts.

King County

King County transportation and capital improvement plans were reviewed as part of the Enumclaw Transportation Element update. County road classifications were also reviewed and determined to be compatible. The City's functional classification map notes the classification of County roadways. Roadway construction projects were obtained from King County's Transportation Needs Report 2020 (TNR). Several major capital improvements are identified within the unincorporated areas of King County that could impact or influence specific outcomes of the Enumclaw Transportation Element including [X projects if applicable]. Overall, the Transportation Element is consistent with and accounts for travel forecasts from the unincorporated areas of King County.

King County Metro 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. King County Metro's six-year development plan and long-range Metro Connects Plan were reviewed as part of the Transportation Element update. Currently, no service changes in the City are included in the Metro Connects Long-Range plan. The Transportation Element supports the desired transit service enhancements identified in Metro Connects to provide alternative mobility options and support growth identified in the Land Use Element.

Surrounding Cities

Enumclaw connects to three incorporated cities via state highways. The growth and development expected in each of these communities, as well as corridor planning for state highways, has been taken into consideration in the future forecasts, needs analysis, and identification of future transportation improvements in Enumclaw's Transportation Element.

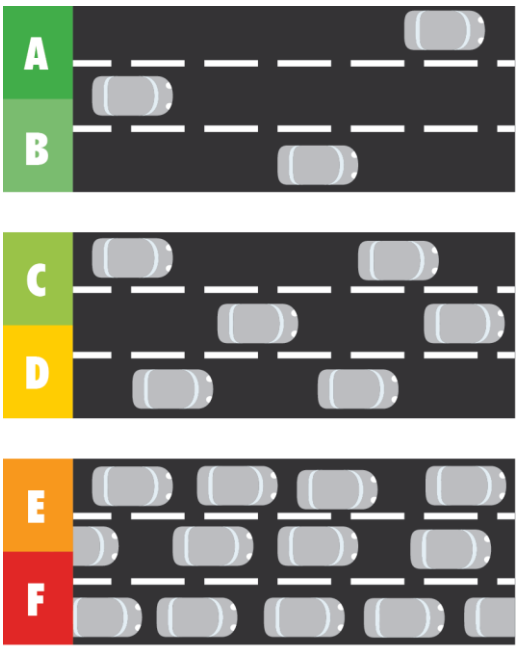
- The City of Auburn connects to Enumclaw via SR164, which passes through the Muckleshoot Reservation and Osceola prior to reaching Auburn.
- The City of Buckley connects to Enumclaw via SR 410.
- The City of Black Diamond connects to Enumclaw via SR 169.

Level of Service Standards

Multimodal level of service standards are required for active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

Vehicle Level of Service Methodology

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections as follows:



LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower-than-average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

LOS E: Significant delays in traffic flow operations and lower operating speeds.

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

Table 2 - Level of Service Criteria for Signalized Intersections and Roundabouts

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	£10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is used because major street through vehicles are assumed to experience zero delay. **Table 3** shows LOS criteria for unsignalized intersections.

Table 3 - Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Source: *Highway Capacity Manual 2010,* Transportation Research Board, 2010.

There are four organizations with jurisdiction in the study area which set LOS standards. They include the City, King County, PSRC, and WSDOT. The LOS standards vary for City roadways, County roadways, and State facilities depending on their intersection type or roadway classification. The LOS standards set by each organization are summarized below:

- **City of Enumclaw**[1]
  - LOS D for signalized intersections
  - LOS E for unsignalized intersections
- **King County**[2]
  - LOS E for roadways in unincorporated areas surrounding the City
- **WSDOT/PSRC**[3]
  - LOS D for Highways of Statewide Significance in urban areas
  - LOS C for Highways of Statewide Significance in rural areas
  - LOS D for Highways of Regional Significance, Tier 2

Both SR 164 and SR 169 are identified by WSDOT as Highways of Statewide Significance (HSS). While SR 410 was not identified as a HSS, the Puget Sound Regional Council (PSRC) has identified SR 410 as a Tier 2 Regionally Significant State Highway (RSSH). SR 410 is also part of the National Highway System west of its intersection with SR 164 (Griffin Avenue).

[1] *Comprehensive Plan,* City of Enumclaw (2014).
[2] *Comprehensive Plan,* King County (2012), p7-16.
[3] *Level of Service Standards for Washington State Highways*, WSDOT (2010).

City of Enumclaw Vehicle LOS Standards

The City has adopted a standard of LOS D for signalized intersections and LOS E at unsignalized intersections. The LOS D standard is consistent with the recently adopted Puget Sound Regional Council (PSRC) LOS tier 2 standards for regionally significant state highways in King County.

State Highway Vehicle LOS Standards

The City of Enumclaw is served by SR 164, SR 169 and SR 410. SR 164, and SR 169 are classified as a Highways of Statewide Significance (HSS) within the city limits. Per WSDOT's Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 164 and SR 169 are located within the Enumclaw urban area, the LOS D standard applies within the city limits. GMA concurrency requirements do not apply to HSS facilities, per State legislation. North of the city boundaries, SR 169 becomes a Tier 3 Highway of Regional Significance and is classified as LOS C .

SR 410 is classified as a State Highway of Regional Significance, Tier 2. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC has established LOS D for SR 410 within and to the eastern city boundary, at which point it becomes a Tier 3 Highway of Regional Significance and its classification changes to LOS C. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Vehicular LOS Results

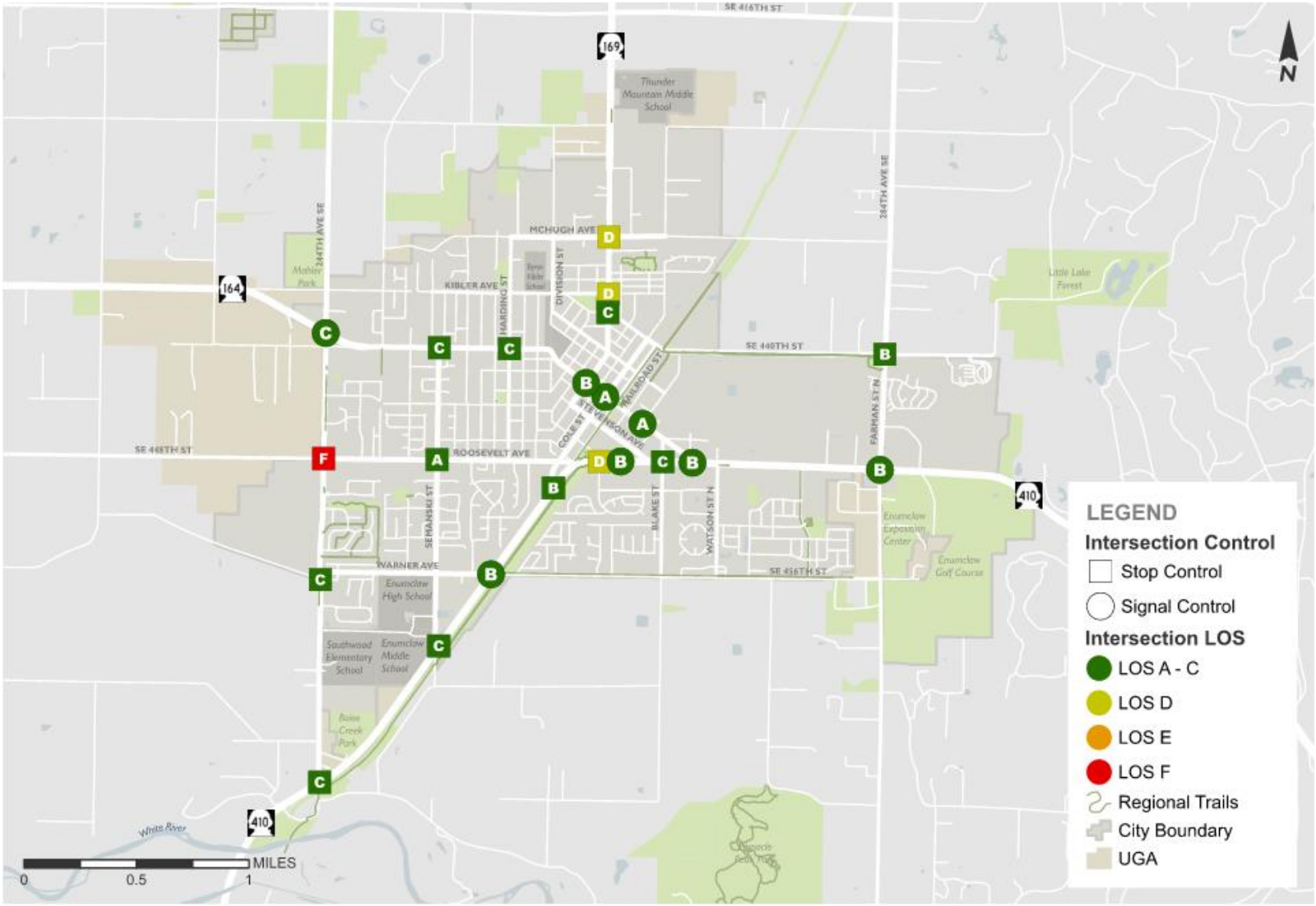
Weekday PM peak-hour traffic operations were evaluated at the study intersections using Synchro software. The weekday PM peak hour intersection operations were selected due to the higher traffic volumes that occur during that time period for a single hour between 4 and 6 p.m. The existing level of service for signalized and unsignalized intersections in the study area is shown in **Table 4.** and on **Figure 13**. This represents the 2023 existing conditions and provides a basis to compare with the future forecast traffic operations in 2044.

Table 4. Existing (2023) Intersection Level of Service (LOS)

Intersection	Control Type*	LOS	Delay (sec)	WM**
SR 169/McHugh Ave	TWSC	D	31	WB
SR 169/Kibler Ave	TWSC	D	26	EB
SR 169/Battersby Ave	TWSC	C	20	EB
244th Ave SE/SR 164	Signal	C	29	-
Semanski St/SR 164	TWSC	C	19	NB
Hardening St/SR 164	TWSC	C	22	NB
SR 164/Griffin Ave	Signal	B	12	-
Cole St/Griffin Ave	Signal	B	10	-
Garrett St/Griffin Ave	Signal	A	10	-
244th Ave SE/SR 410	TWSC	C	15	SB
Semanski St/SR 410	TWSC	C	21	SB
SR 410/Warner Ave	Signal	B	19	
Cole St/SR 410	TWSC	B	13	SB
Monroe Ave/SR 410	TWSC	D	32	SBL
Garrett St/SR 410	Signal	B	12	-
Blake St/SR 410	TWSC	C	16	NB
Griffin Ave/SR 410	Signal	B	17	-
Farman St/SR 410	Signal	B	13	-
244th Ave SE/SE 248th St (UGA)	TWSC	F	59	WB
Semanski St/Roosevelt Ave	AWSC	A	10	-
244th Ave SE/SE 456th Way	TWSC	C	18	EB
Farman St/Battersby Ave E	TWSC	B	13	EB

* AWSC = all-way stop-controlled, TWSC = two-way stop-controlled
**Worst movement reported for two-way stop-controlled intersections where SB = southbound, SBL = southbound left, and SBTL = southbound through-left

Generally, the traffic operations of all intersections have remained consistent over the last 10 years. Several intersections downtown saw a slight improvement in LOS (decreased delay). Most notably, the intersection of 244th Avenue SE and SR 410 has improved from LOS F to LOS C. This suggests that overall traffic is not increasing or decreasing, but that the changing LOS may be due to shifting travel patterns.



Existing (2023) PM Peak Hour Intersection LOS

City of Enumclaw Transportation Element Update

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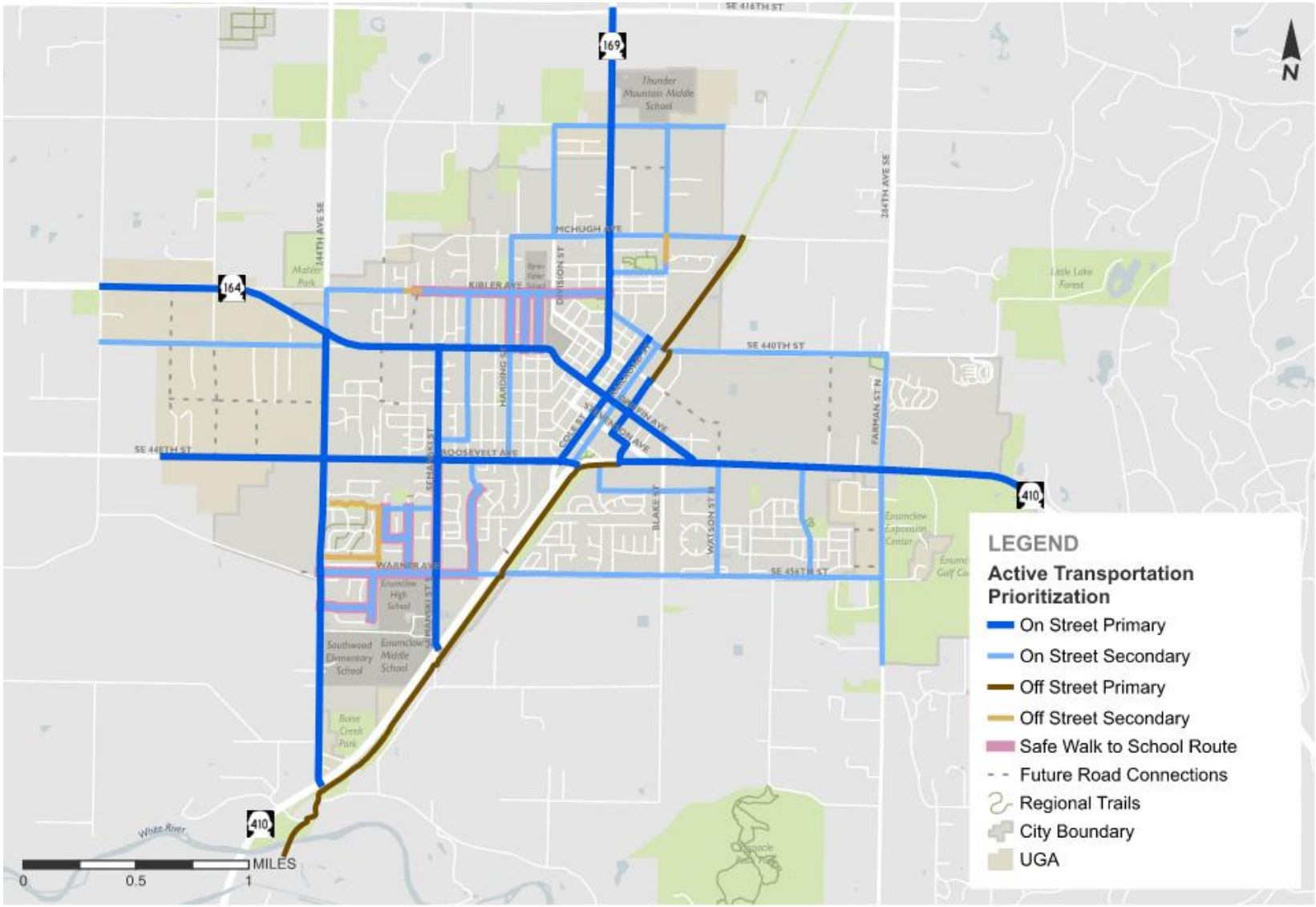
FIGURE 13



CITY OF ENUMCLAW **Active Transportation Network**

City of Enumclaw Transportation Element Update

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FIGURE 14

Active Transportation LOS Standards

Active Transportation LOS standards were developed based on the future primary and secondary on- sidewalk, pathway, and trail system as shown in **Figure 14**.

The active transportation network has been identified through a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The LOS standards shown in **Figure 15**. emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

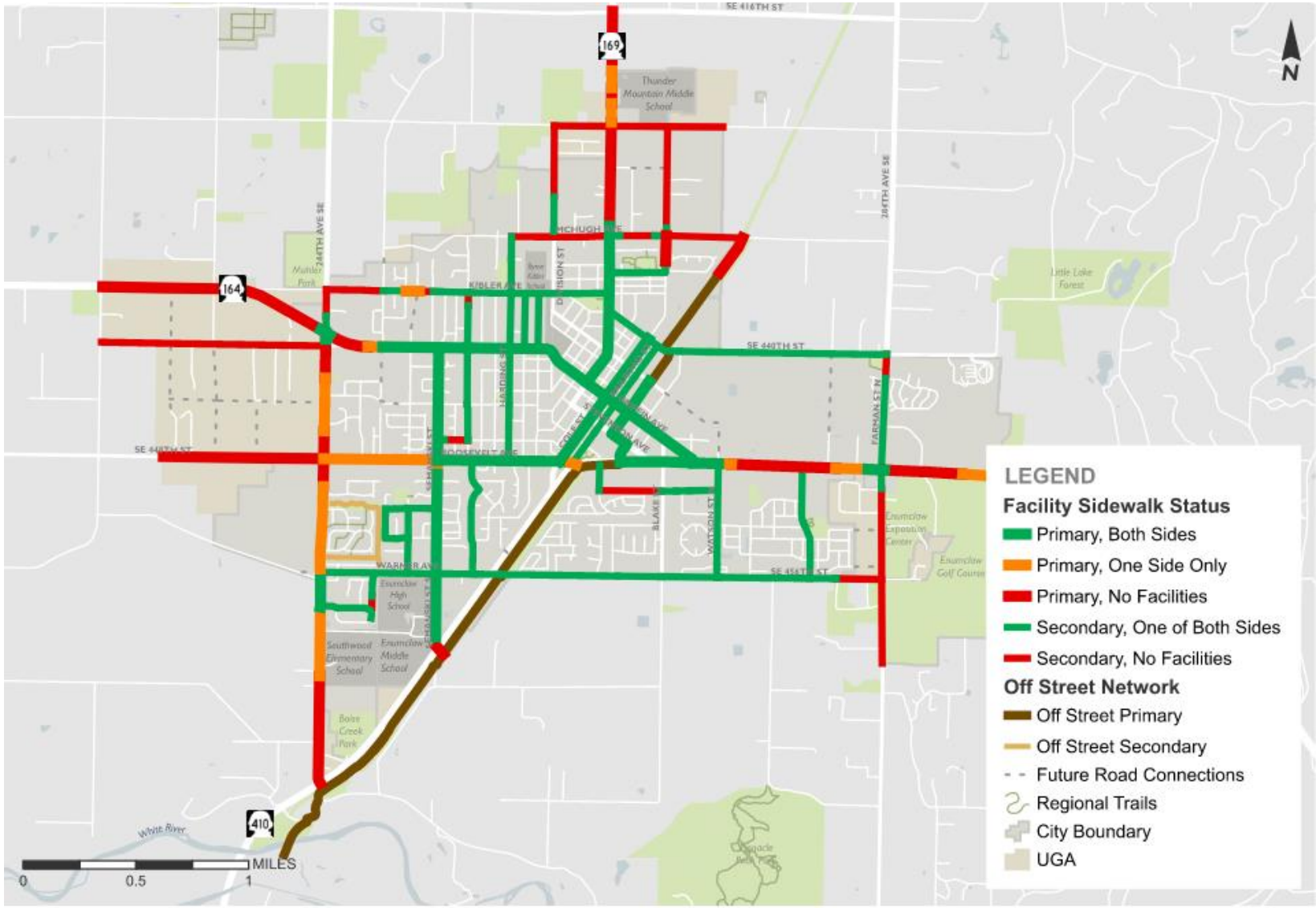
- A green LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An orange LOS indicates a primary facility has facilities on only one side of the roadway, when both sides would be preferred.
- A red LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure 15 - Active Transportation Levels of Service Overview

The current status of the active transportation LOS is shown in **Figure 16.**

The City utilizes these LOS standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element represents the improvements needed to implement the orange LOS for primary routes and green LOS for secondary routes.



Existing Active Transportation Network LOS

City of Enumclaw Transportation Element Update

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FIGURE 16

Transit LOS Standards

Methodology

While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City has developed transit level of service standards that define the type of local amenities that the City can help to provide within the public right-of-way, such as ADA-compliant sidewalks, curb ramps, and crosswalks, to allow for safe and convenient access to transit stops, as well as comfortable facilities, such as covered shelters, when transit riders reach a transit stop.

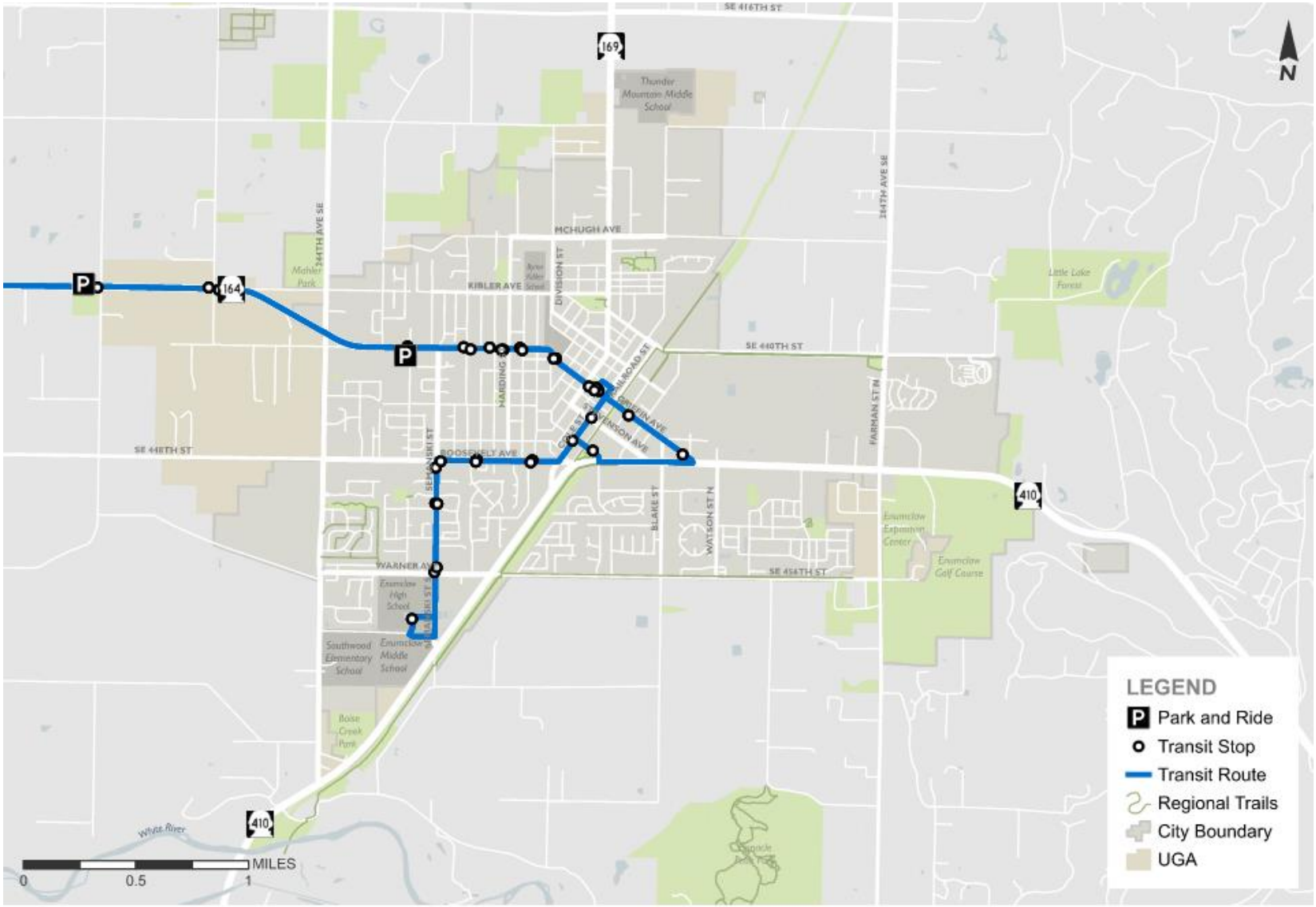
The existing transit network shown in **Figure 18** Is a baseline for the City to focus transit-supportive investments on while working with King County to advocate for more service through the Metro Connects Long-range Transit Plan. Currently no routes have been identified to serve Enumclaw in King County's Metro Connects 2040 RapidRide candidates.

The transit LOS standards shown in **Figure 17** emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red.

A green LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange LOS indicates a transit stop that has some amenities, and sidewalks and crosswalks that exist, if feasible. Transit riders might have to go out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided around transit stops and is considered unacceptable.

LOS	Standard	Amenities	Access
	For Frequent Services	High quality stop amenities	Sidewalks and marked crosswalks serving all stops
	For Express and Local Services	Stop amenities, where feasible	Sidewalks and marked crosswalks serving stops, where feasible
	N/A	No amenities	No designated pedestrian facilities serving stops

Figure 17 - Transit Levels of Service



Transit Routes and Stops

City of Enumclaw Transportation Element Update

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FIGURE 18

Travel Forecasting and Alternatives Analysis

Forecasting travel demand helps to define the future needs of the transportation system to support the land use plan which is based on a 2044 horizon year. Forecast travel demand is based on the forecast land use allocated to planning districts. The planning districts are defined geographies that contain a mix of land uses and generate trip estimates based on population and employment forecasts. The aggregation of those trips provides planners with an estimate of total travel demand on the City's transportation system.

FORECAST TRAVEL CONDITIONS

Future land use allocations are based on projected changes to population and employment types and densities within City limits, the unincorporated UGA, and adjacent areas consistent with local comprehensive plans. Future forecasts must incorporate growth in travel demand to develop a picture consistent with neighboring jurisdictions and regional growth strategies.

Travel demands external to the City are based on regional population and employment forecasts. PSRC maintains land use targets for large geographies, called Forecast Analysis Zones (FAZs), which were used to estimate regional travel demand. Total 2044 housing and employment forecasts were based on and are consistent with those adopted for the City in the King County Countywide Planning Policies . These housing and employment forecasts are also consistent with the City's land use plan.

Additional information and Forecast work to be done

Land Use Assumptions

The land use growth expected to occur in the nearby Cities of Black Diamond and Buckley are important considerations in developing the travel forecasts for Enumclaw. Both cities are expected to experience continued growth, which will generate trips to and from Enumclaw. Growth factors based on PSRC-provided data for population, households, and employment were applied to 2023 traffic counts to "forecast" future vehicle travel demand.

Baseline Analysis

The future baseline traffic analysis identified the need for multimodal transportation improvements throughout Enumclaw. Due to the residential and employment growth assumed to occur in the City, and the growth that is expected in Black Diamond, traffic volumes are estimated to increase on the major corridors in the City such as SR 164, SR 169 and SR 410. While the baseline improvement projects were assumed to be in place by 2044, the traffic forecasting and operations analysis highlighted the need to consider additional multimodal transportation investments throughout the City.

To address the issues identified in the baseline analysis, improvement alternatives were identified. The improvement alternatives were evaluated to determine whether the projects addressed the future deficiencies identified in the baseline analysis. The results of the alternatives analyses were used in developing a recommended 2044 transportation network with improvements.

2044 Traffic Operations Forecasts

As forecast land use growth occurs, traffic volumes are expected to increase and may shift from current travel patterns. The connection between land use and transportation generally means the amount of vehicle travel tends to increase as community population and employment opportunities expand. Traffic volumes in the City of Enumclaw have historically experienced low growth, suggesting that traffic volumes in the City have remained relatively steady, but travel patterns have changed to some extent.

The evaluation of the forecast traffic volumes includes an analysis of key intersections within the study area. The intersections included in the forecast evaluation are the same locations evaluated with the *Highway Capacity Manual* (2010) methodology described in the existing conditions section.

The 2044 future forecast intersection LOS for two transportation network conditions were analyzed for future baseline LOS conditions without improvements and future LOS conditions with planned improvements completed. The baseline analysis was used to identify vehicle capacity and mobility improvements summarized in Section 5. A comparison of 2023 existing intersection LOS to 2044 baseline intersection LOS findings are shown in **Table 8.**

As shown on Table 8, the majority of study intersections in the City will continue to operate acceptably at LOS D or better during the PM peak period. Note that there may be locations that will operate poorly at other times of the day, such as in the morning or around school dismissal times, and therefore are not accounted for in the PM peak period analysis.

Four State highway intersections inside the city limits, and one adjacent to the unincorporated urban growth boundary (244th Avenue SE / SE 448th Street) would degrade below the current LOS D standard. All of these intersections are currently two-way stop sign control.

Projects that would bring these intersections up to standard are described in detail in Section 5.

Table 8. Future (2044) Forecast of Baseline Intersection LOS Without Improvements

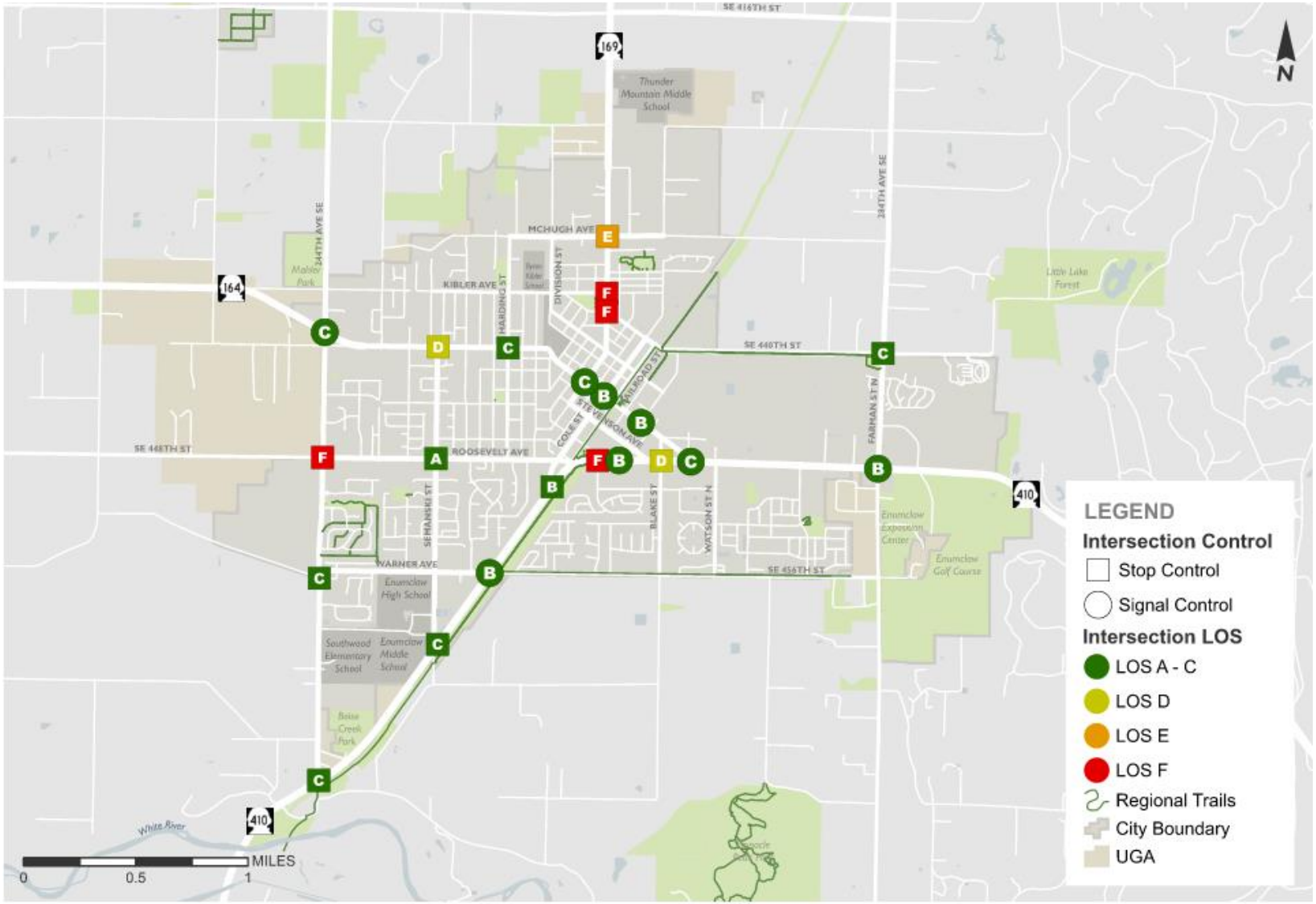
ID	Intersection	Prior 2015 LOS	Prior 2015 Delay	Existing 2023 LOS	Existing 2023 Delay	Worst Movement **	Intersect Control *	Future 2044 LOS
1	SR 169/McHugh Ave			D	31	WB	TWSC	E
2	SR 169/Kibler Ave			D	26	EB	TWSC	F
3	SR 169/Battersby Ave	C	18	C	20	EB	TWSC	F
4	244th Ave SE/SR 164			C	29		Signal	C
5	Semanski St/SR 164	C	17	C	19	NB	TWSC	D
6	Hardening St/SR 164			C	22	NB	TWSC	C
7	SR 164/Griffin Ave	B	14	B	12		Signal	C
8	Cole St/Griffin Ave	B	13	B	10		Signal	B
9	Garrett St/Griffin Ave	B	11	A	10		Signal	B
10	244th Ave SE/SR 410	F	>50	C	15	SB	TWSC	C
11	Semanski St/SR 410			C	21	SB	TWSC	C
12	SR 410/Warner Ave	B	16	B	19		Signal	B
13	Cole St/SR 410	C	19	B	13	SB	TWSC	B
14	Monroe Ave/SR 410			D	32	SBL	TWSC	F
15	Garrette St/SR 410	B	10	B	12		Signal	B
16	Blake St/SR 410	C	21	C	16	NB	TWSC	D
17	Griffin Ave/SR 410	C	21	B	17		Signal	C
18	Farman St/SR 410	B	10	B	13		Signal	B
19	244th Ave SE/SE 448th St			F	59	WB	TWSC	**F**
20	Semanski St/Roosevelt Ave	A	9	A	10		AWSC	A
21	244th Ave SE/SE 456th Way			C	18	EB	TWSC	C
22	Farman St/Battersby Ave E			B	13	EB	TWSC	C

* AWSC = all-way stop-controlled, TWSC = two-way stop-controlled

**Worst movement reported for two-way stop-controlled intersections where SB = southbound, SBL = southbound left, and SBTL = southbound through-left

As shown in Table 8., under baseline conditions, City street intersections are forecast to maintain adopted LOS standards for operations in 2044, but four State highway intersections are not.

Where the baseline future forecast analysis identified an LOS deficiency in 2044, improvements were identified and a subsequent "with improvements" LOS analysis was conducted for that specific intersection to confirm that the intersection LOS deficiency could be resolved. The resulting "with improvements" 2044 LOS for all study intersections is shown in Figure 19 and Table 9.



CITY OF ENUMCLAW

Future (2044) Intersection LOS (Without Improvements)

City of Enumclaw Transportation Element Update

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FIGURE 19

There are four intersections inside the City limits and one in the UGA that are forecast to not meet adopted LOS D standards in 2044. Four of the intersections described below are two-way stop-controlled intersections at which side streets intersect State highway corridors with heavy traffic volumes. This causes the minor movements to experience a greater amount of delay due to a lack of gaps in traffic. One intersection below is in the UGA outside of City limits and is the responsibility of King County until the area is annexed into the City. It should be noted that current WSDOT process would require Intersection Control Evaluation (ICE) for each state highway intersection where new traffic control is proposed and would likely result in recommendation for a roundabout, which may require additional right-of-way and would increase project costs.

NOTE: Vehicular LOS and intersection delay are measured at the PM peak hour, which is the heaviest demand period of the day, and the intersections listed below function within adopted LOS standards at non-peak hours. Adopting a lower LOS for the PM peak hour is an option under GMA and would save millions of dollars that could be invested in ADA upgrades, sidewalks, and bikeways for residents to walk, bike, and roll to local destinations.

- **SR 410 (Roosevelt Avenue)/Monroe Avenue/Mountain Villa Drive** – This intersection with stop control on Monroe Avenue and Mountain Villa Drive operates at LOS D under existing (2024) conditions, but is forecast to operate at LOS F in 2044. The stop-controlled southbound minor leg experiences increased delays, with the majority of the traffic turning left onto SR 410. The additional traffic volume on SR 410 reduces the number of gaps for vehicles on Monroe Avenue to turn onto the highway. The side street traffic volumes on Monroe Avenue are relatively low compared to the overall traffic at the intersection. Projects to improve intersections on SR 410 were reviewed as part of the SR 410 Corridor Study and again as part of this analysis, but absent additional widening to the highway, are not able to address the LOS issue.

- **244th Avenue SE / SE 448th Street (Roosevelt Avenue)** – This intersection operates at LOS F under existing (2024) conditions and is forecast to operate at LOS F in 2044. The intersection is stop-controlled on the east and west SE 448th (Roosevelt Avenue) approaches and traffic attempting to access 244th Avenue SE experiences increased delays due to limited gaps in through traffic. The westbound left-turn movement experiences increased delays and results in a sub-standard LOS. Since the intersection is in the UGA outside of existing City limits, the intersection is subject to King County intersection LOS E requirements, but the City of Enumclaw is not required to address this LOS deficiency in its Transportation Element. King County has identified intersection improvements to bring this intersection up to LOS standard.

- **SR 169/McHugh Avenue/SE 432nd Street** – This intersection operates at LOS D under existing (2024) conditions and is forecast to operate at LOS E in 2044. The north-south through traffic on SR 169 provides limited gaps to allow the westbound traffic to enter the intersection, creating increased delays and long vehicle queues. SR 169 is designated as a Highway of Statewide Significance (HSS) inside of Enumclaw City limits and WSDOT has adopted an LOS D standard, but local transportation concurrency ordinances do not apply to HSS intersections.

- **SR 169/Kibbler Avenue** – This intersection operates at LOS D under existing (2024) conditions and is forecast to operate at LOS F in 2044. The north-south through traffic

on SR 169 provides limited gaps to allow the eastbound traffic to enter the intersection, creating increased delays and long vehicle queues. SR 169 is designated as a Highway of Statewide Significance (HSS) inside of Enumclaw City limits and WSDOT has adopted an LOS D standard, but local transportation concurrency ordinances do not apply to HSS intersections.

- **SR 169/Battersby Avenue/Hillcrest Avenue** – This intersection operates at LOS C under existing (2024) conditions and is forecast to operate at LOS F in 2044. The north-south through traffic on SR 169 provides limited gaps to allow the eastbound traffic to enter the intersection, creating increased delays and long vehicle queues. SR 169 is designated as a Highway of Statewide Significance (HSS) inside of Enumclaw City limits and WSDOT has adopted an LOS D standard, but local transportation concurrency ordinances do not apply to HSS intersections.

Transportation Systems Plan

Streets and Highways

Streets and highways serving Enumclaw provide for the general movement of people and goods. They also serve other travel modes, including pedestrians, bicyclists, and transit. The street and highway section identifies the functional roadway system, roadway design standards, designated truck routes, and general needs and strategies related to local streets and street maintenance.

CORRIDOR IMPROVEMENT PLANS

From 2006 to 2010, WSDOT and the City of Enumclaw completed corridor studies for the three state highways in the City – SR 164, SR 169, and SR 410. The studies evaluated each of the corridors in detail to identify short- and long-term capital investments to address safety, active transportation, and capacity needs to serve the local communities and the demands of entire region. The recommended projects identified in those studies have been integrated into the transportation systems plan and comprise a large portion of unfunded future infrastructure needs within the City. The following provides a brief overview of each study effort.

The **SR 164 Corridor Planning Study** was completed in 2009 by WSDOT and provides recommendations to address identified existing and emerging safety, mobility, and preservation needs on a 15-mile stretch of the highway from Auburn to Enumclaw. The preliminary project costs for the improvements identified in the study totaled more than $148 million in 2005 dollars, which would be closer to $200 million in 2023 dollars. A Corridor Working Group, which the City of Enumclaw participated in, developed the vision and overall project goals for the study that led to the final project recommendations. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list as unfunded projects.

The SR 169 Route Development Plan (RDP) was completed in 2007 by WSDOT and identified a set of recommended improvements that should be implemented over the next 20 years along the 25-mile corridor between Renton and Enumclaw. The RDP and the list of projects was developed through the work of a Corridor Working Group (CWG). The CWG was made up of local city, county, regional, and state partner agencies responsible for guiding the

study effort, including representatives from the City of Enumclaw. The project list identifies over $210 million worth of investments in 2005 dollars, which would be closer to $270 million in 2023 dollars. The responsibility for funding and implementing the improvements could fall to WSDOT, or the local, or regional governments, and in some instances, private developers. The improvements identified for the Enumclaw portion of the corridor have been integrated into the City's long-term transportation project list, but remain unfunded.

The **SR 410 Corridor Study** was initiated by the City of Enumclaw and examined the existing and future conditions of the corridor through the City and its Urban Growth Area. The study recommended improvements for both vehicle and active transportation users, and prepared several preliminary design concepts for the various segments of SR 410 and its major intersections. The study is a guidebook for future growth, possible improvements, streetscaping elements, and design standards along the SR 410 corridor. The study began in 2005 and was finalized, published and adopted by the Enumclaw City Council on June 28th, 2010 by Resolution No. 1388. Costs in 2009 dollars have increased by at least one-third, or more.

Functional Classification

Roadway functional classification establishes a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel. The roadway classifications shown in **Figure 2.** include principal arterials, minor arterials, collector streets, and local and business access streets. The roadway functional classification descriptions are summarized in **Table 9**. Federal functional classification is one determinant of eligibility for federal transportation funding. All roadway projects using federal funds must be approved on the federally classified roadway system. Local access roadway projects are not eligible to use federal transportation funds unless they are a pedestrian or bicycle project, or a safety project using State transportation safety funds.

Table 10 - Functional Classification Definitions

Functional Classification	Description
Principal Arterials	Regionally significant streets that link communities and connect important locations within a City. Principal arterials most often facilitate the system's largest traffic volumes. Access to local streets and driveways is discouraged.
Minor Arterials	Major streets that provide important intra-city, as well as regional connections. Access to local streets is encouraged while driveway access is discouraged.
Collector Streets	Intra-community streets connecting residential neighborhoods with commercial and activity centers or principal and minor arterials. Driveway access is often provided along these routes.
Local and Business Access Streets	Streets providing circulation within neighborhoods or commercial areas and direct access to abutting properties.

Roadway Design Standards

The City of Enumclaw adopted Roadway Standards in 2006 which sets specific and consistent road design elements. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii. The standards also provide requirements for the location and installation of utilities within the right-of-way.

The standards support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

Street Maintenance Program

Transportation maintenance programs include ongoing annual investments necessary to maintain and sustain the transportation system. These investments are planned on a programmatic level with many improvement projects combined into a single program, with improvements implemented over a multi-year period. Examples of annual programmatic transportation investments include street resurfacing, maintenance, and repair. The City should combine annual Transportation Improvement Program (TIP) investments with annual water, sewer, and storm water utility program investments to gain efficiencies, reduce costs, and maximize benefit to the public. As an example, if there is a known sewer main repair that needs to happen in the next two years on a transportation corridor where sidewalks and bikeways are planned, the transportation improvements should be timed with the sewer main repair project.

Freight Routes and Projects

Capacity and freight projects include improvements that increase the capacity of the roadway network and bring roadways up to design standards that improve the movement of freight. Intersection improvements include upgrading intersections through added turn lanes or modifications to traffic controls. The best type of traffic control depends on a variety of conditions including vehicles volumes, turning movements, intersection layout, right-of-way constraints, active transportation users, and other factors. Where applicable, improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.

Roundabouts are generally explored at intersections with high turning volumes, irregular designs, or right-of-way constraints along approaches. They have been proven to increase safety and reduce collision rates, especially fatal and injury collisions. Compared to signalized intersections, roundabouts can also provide cost savings over the life of the intersection due to lower operations and maintenance costs. Roundabouts may have higher construction costs than traffic signals due to right-of-way needs to accommodate the typically larger physical footprint.

The projects were generally identified through a review of the previous Transportation Element, the SR 164, SR 169 and SR 410 corridor study documents, and the identification of several active transportation improvements to improve walking, biking, and rolling for people

of all ages and abilities. High priority projects include those needed to address existing or future vehicular LOS issues. As mentioned previously, current WSDOT process would require Intersection Control Evaluation (ICE) for each state highway intersection where new traffic control is proposed and would likely result in recommendation for a roundabout, which may require additional right-of-way and would increase project costs.

Planning level cost estimates were prepared for each project based on typical per unit costs, by type of roadway and scope of the improvement. Where costs had been calculated as part of past or ongoing studies or design projects, they were used instead. The cost estimate does not include potential right-of-way acquisition needs. The scope for any state highway project with a cost estimate of $500,000 or more may increase due to the requirements of RCW 47.04.035 for WSDOT to consider the needs of all users by applying the principles of Complete Streets, which may also increase the construction cost of the project.

Corridor Upgrade Projects

Corridor Upgrades include modifying roadways to current City roadway design standards and incorporating multimodal improvements to serve high traffic volumes and active transportation travel more safely. A number of roadways in the City have been identified for upgrades and prioritized based on those projects required to meet future travel needs. Corridor upgrades are primarily targeted major arterials, minor arterials, and collector streets where vehicle speeds and volumes are larger and heavy vehicles are more likely to use.

Active Transportation Projects

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-auto travel options to destinations and recreational opportunities. Projects were compiled from the previous Transportation Element, corridor master plans, and the City's *Parks and Open Space Plan* (2014).

Transportation Safety Projects

Improving safety of the citywide multimodal transportation system is an important goal. A variety of projects, many of which are included in other project categories, help to improve the safety of the transportation system. For example, new traffic signals can make it safer for vehicles to turn or pedestrians to cross the street. All of the projects listed in **Table 9** were included primarily for the purpose of improving transportation safety.

Table 10. Transportation System Improvements Project List (2024-2044)

10.a. City of Enumclaw Street Improvements (Needed to Accommodate Growth)

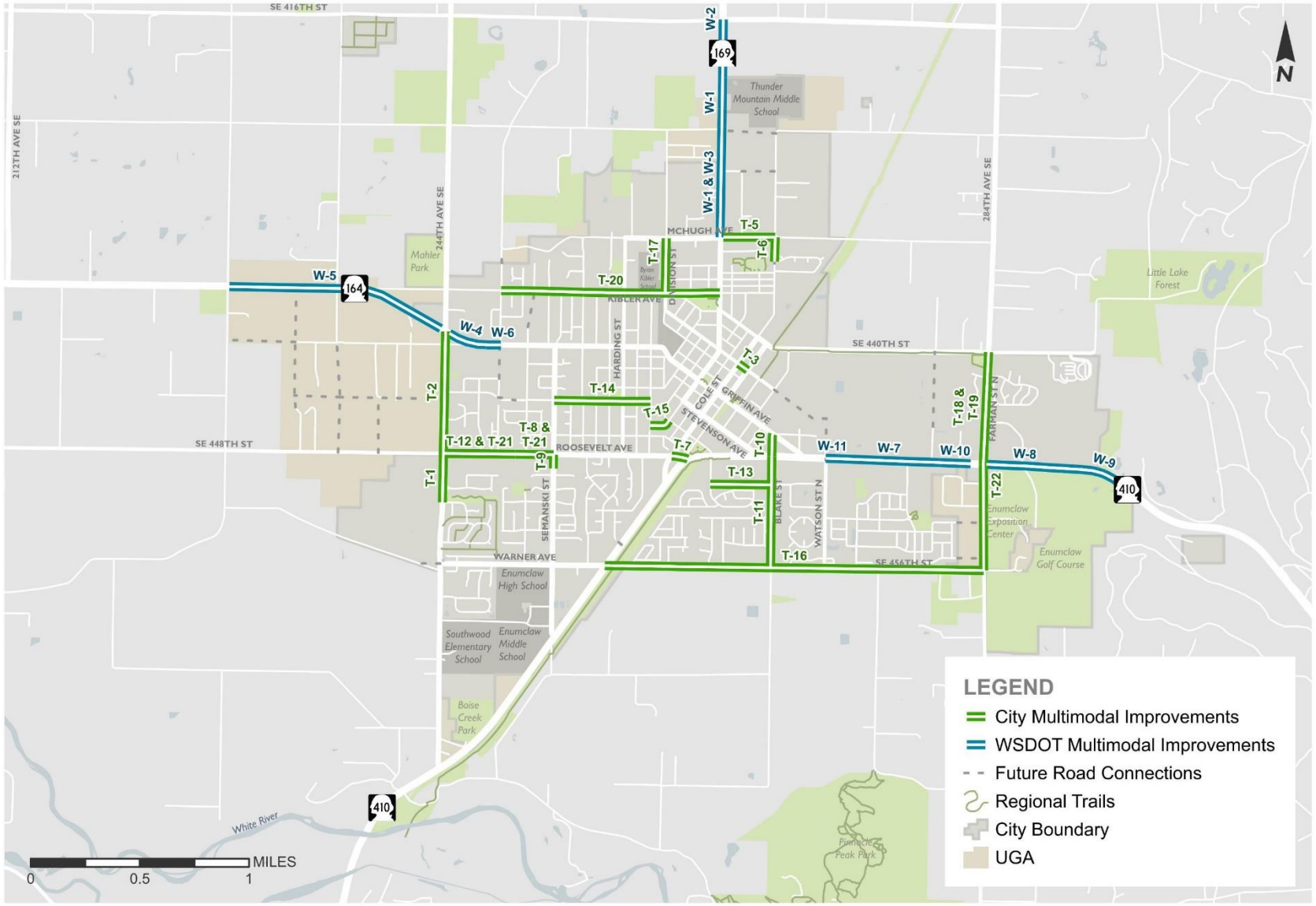
Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate
T1	244th Avenue SE	Construct Major arterial standard; Trail per Parks Plan	Missing Sidewalks	Hamilton Place	SE 448th Street	$ 1,650,000
T2	244th Avenue SE	Construct Major arterial standard; Trail per Parks Plan	Missing Sidewalks	SE 448th Street	SR 164	$ 9,000,000
T3	Washington Avenue	Complete Sidewalk Gaps	Missing Sidewalks	Cole Street	Railroad Avenue	$ 125,000
T4	McHugh Avenue - SE 432nd Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	SR 169	268th Avenue SE	$ 3,300,000
T5	McHugh Avenue - SE 432nd Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	SR 169	Cole Street	$ 900,000
T6	Cole Street	Construct Trail Connection	Unconnected	SE 432nd St	Michael Ave	$ 250,000
T7	Roosevelt Avenue	Complete Sidewalk Gaps	One Side Only	SR 410	Cole St	$ 100,000
T8	Roosevelt Avenue	Complete Sidewalk Gaps	One Side Only	Semanski St	3005 Roosevelt St	$ 400,000
T9	Semanski Street	Complete Sidewalk Gaps	One Side Only	Roosevelt Ave	Terry Lane	$ 125,000
T10	Blake Street	Complete Sidewalk Gaps	Intermittent	SR 164	SR 410	$ 950,000
T11	Blake Street	Complete Sidewalk Gaps	Intermittent	SR 410	SE 456th Street	$ 2,250,000
T12	SE 448th Street	Complete Sidewalk Gaps	Missing Sidewalks	3005 Roosevelt St	City Boundary	$ 3,900,000
T13	Dickson Avenue	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	Mountain Villa Drive	Blake Street	$ 1,200,000
T14	Elmont Avenue	Reconstruct to Local Street Std	Intermittent	Semanski Street	Laframboise Street	$ 4,000,000
T15	Nielsen Avenue	Reconstruct to Local Street Std	Complete Sidewalks	Laframboise Street	Monroe Avenue	$ 1,375,000
T16	Warner Avenue - SE 456th Street	Construct Collector arterial std; Trail per Parks Plan	Missing Sidewalks	SR 410	284th Avenue SE	$ 4,500,000
T17	Division Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	Kibler Avenue	McHugh Avenue	$ 1,000,000
T18	Farman Street North	Construct shared use path (West Side) per Parks Plan	Missing Sidewalks	SR 410	Battersby Avenue	$ 500,000
T19	Farman Street North	Complete Sidewalk Gaps	Missing Sidewalks	SR 410	Battersby Avenue	$ 1,325,000
T20	Kibler Avenue	Complete Sidewalk Gaps	Missing Sidewalks	Highpoint Street	SR 169	$ 2,750,000
T21	Roosevelt Avenue	Improve to Minor arterial standard - sidewalk both sides	Missing Sidewalks	244th Avenue SE	Semanski Street	$ 4,900,000
T22	Farman Street North	Construct shared use path (East Side) per Parks Plan	Missing Sidewalks	SR 410	Warner Avenue East	$ 400,000
					City Improvement Total	$ 44,900,000

10. b. WSDOT State Highway Projects within Enumclaw City Limits

Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate
W1	SR 169	Construct 10-foot Shared Use Pathway East side	Missing Sidewalks & Bikeways	McHugh Avenue	Thunder Mountain Middle School	$ 1,500,000
W2	SR 169	Sidewalks	Missing Sidewalks	SE 416th St	41826 SR 169	$ 1,200,000
W3	SR 169	Sidewalks	Missing Sidewalks	SE 432nd St	SE 424th St	$ 2,050,000
W4	SR 164	Sidewalks	Missing Sidewalks	244th Ave SE	24631 SR 164	$ 850,000
W5	SR 164	Sidewalks	Missing Sidewalks	228th Ave SE	244th Ave SE	$ 4,700,000
W6	SR 164	Sidewalks	One Side Only	24631 SR 164	Highpoint St	$ 175,000
W7	SR 410	Sidewalks	Missing Sidewalks	202 Roosevelt Ave E	964 Roosevelt Ave E	$ 2,000,000
W8	SR 410	Sidewalks	Missing Sidewalks	284th Ave SE	1860 Roosevelt Ave E	$ 1,700,000
W9	SR 410	Sidewalks	One Side Only	1861 Roosevelt Ave E	City Boundary	$ 400,000
W10	SR 410	Sidewalks	One Side Only	964 Roosevelt Ave E	Brown Bear Car Wash	$ 300,000
W11	SR 410	Sidewalks	One Side Only	Watson St N	202 Roosevelt Ave E	$ 125,000
					WSDOT Improvement Total	$ 15,000,000

10. c. City Sidewalk Optional Improvements (Desired, but Not Needed to Accommodate Growth)						
Network Map ID	Street Name	Improvement Type	Current Status	Project From	Project to	Cost Estimate
S1	Commerce Street	Improve to Collector arterial standard - sidewalk both sides	Missing Sidewalks	SR 410	Battersby Avenue	$ 1,375,000
S2	Lincoln Avenue	Reconstruct to Local Street Std	Missing Sidewalks	Semanski Street	Laframboise Street	$ 1,450,000
S3	SE 424th St	Sidewalks	Missing	268th Ave SE	City Boundary	$ 1,070,000
S4	SE 424th St	Sidewalks	Missing	260th Ave SE	SR 169	$ 1,110,000
S5	SE 432nd St	Sidewalks	Missing	268th Ave SE	27202 SE 432nd St	$ 1,450,000
S6	SE 440th St	Sidewalks	Missing	244th Ave SE	228th Ave SE	$ 3,230,000
S7	SE 440th St	Sidewalks	One Side Only	115 Battersby Ave	284th Ave SE	$ 1,700,000
S8	SE 456th St	Sidewalks	Missing	1009 SE 456th St	284th Ave SE	$ 850,000
S9	244th Ave SE UGA	Sidewalks	Missing	SR 164	SE 436th St	$ 730,000
S10	260th Ave SE	Sidewalks	Missing	McHugh Ave	3355 260th Ave SE	$ 110,000
S11	260th Ave SE	Sidewalks	One Side Only	3355 260th Ave SE	42905 260th Ave SE	$ 300,000
S12	260th Ave SE	Sidewalks	Missing	42905 260th Ave SE	SE 424th St	$ 1,560,000
S13	268th Ave SE	Sidewalks	Missing	43110 268th Ave SE	SE 424th St	$ 2,040,000
S14	284th Ave SE	Sidewalks	Missing	449th Ave SE	City Boundary	$ 3,400,000
S15	284th Ave SE	Sidewalks	One Side Only	Roosevelt Ave E	SE 449th St	$ 90,000
S16	Dickson Ave	Sidewalks	One Side Only	Dudley Ave	Aspen Glad Apartments	$ 270,000
S17	Florence St	Sidewalks	Missing	1945 Florence St	Kibler Ave	$ 320,000
S18	Florence St	Sidewalks	One Side Only	SR 164	1945 Florence St	$ 300,000
S19	Florence St	Sidewalks	One Side Only	Elmont Ave	SR 164	$ 340,000
S20	Harding St	Sidewalks	One Side Only	Kibler Ave	Lowell Pl	$ 340,000
S21	Harding St	Sidewalks	One Side Only	Elmont St	1217 Harding St	$ 90,000
S22	Mountain Villa Dr	Sidewalks	One Side Only	Foothills Trail	Dickson Ave	$ 260,000
S23	Railroad St	Sidewalks	One Side Only	Battersby Ave	Marshall Ave	$ 200,000
S24	Railroad St	Sidewalks	One Side Only	Roosevelt Ave	1297 Railroad St	$ 150,000
S25	Semanski St S	Sidewalks	One Side Only	McDougall Ave	SR 410	$ 110,000
S26	SE 436th Street (UGA)	Complete Sidewalk Gaps	Missing Sidewalks	Highpoint Street	244th Avenue SE	$ 1,125,000
					City Sidewalk Option Total	$ 23,970,000

The location of the transportation improvements listed in Tables 9.a. and 9.b. are shown in **Figure 20a.** and are labeled as City (T) or State (W) to indicate which agency is primarily responsible for funding and implementing the project. **Figure 20b** shows sidewalks that would be desirable, but that are not considered essential to accommodate growth. The City may consider constructing these as street frontage with new development or if funding becomes available. The location of the sidewalk improvement options listed in Table 9.c. are shown in **Figure 21.**



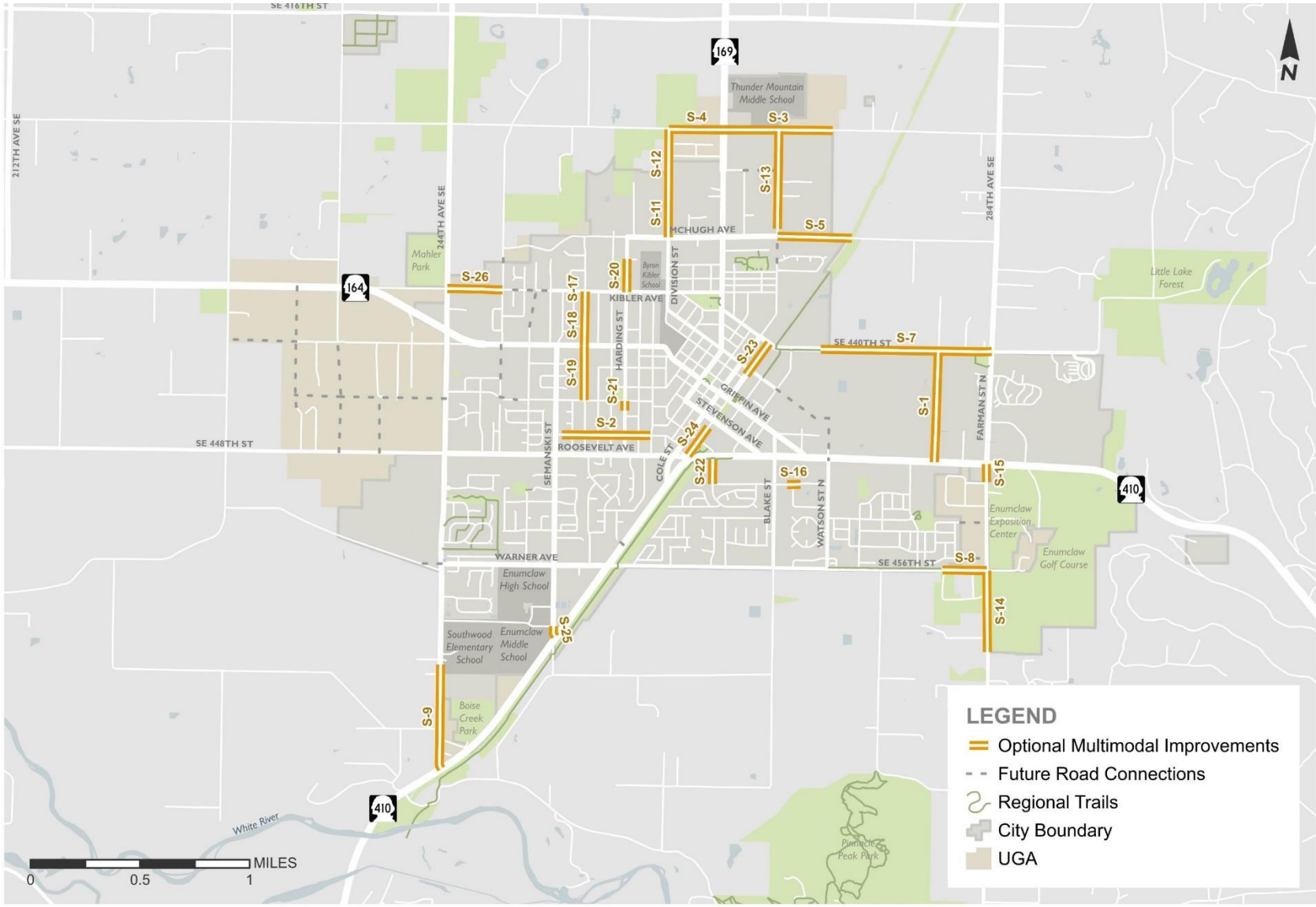
CITY OF ENUMCLAW

Primary City Multimodal Improvements

City of Enumclaw Transportation Element Update

transpogroup

FIGURE **20a**



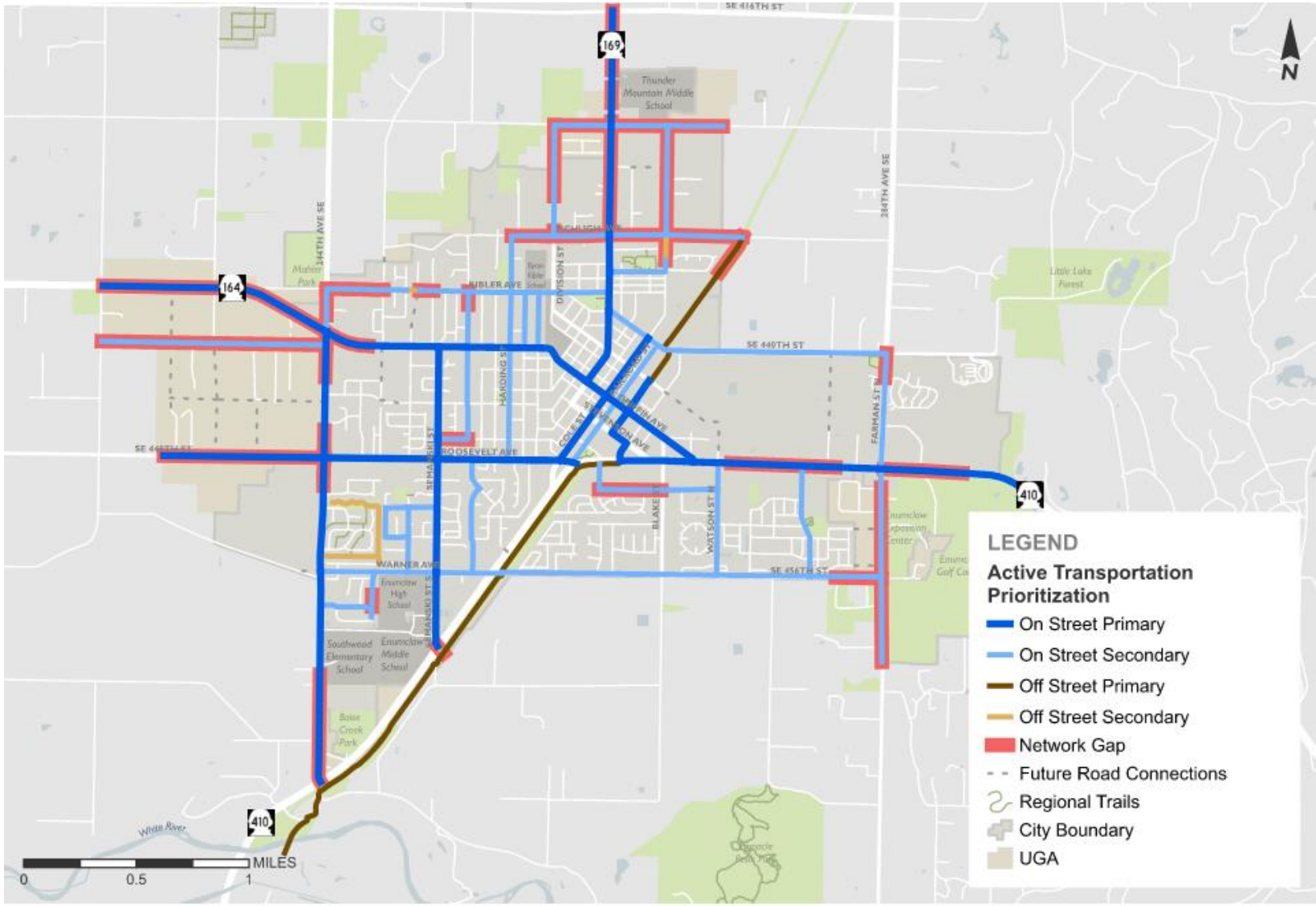
CITY OF ENUMCLAW

Secondary City Multimodal Improvements

City of Enumclaw Transportation Element Update

transpogroup

FIGURE **20b**



CITY OF ENUMCLAW

Active Transportation Network Gaps - to be Completed by 2044

City of Enumclaw Transportation Element Update

transpogroup

FIGURE 21

Public Transit

Public Transit provides a wide range of benefits and as the Puget Sound region continues to grow the value of investments and the public benefits from increased transit service will also grow. Vehicle traffic congestion into and out of Puget Sound regional employment centers has grown significantly, increasing travel times and reducing reliability. Public Transit provides an alternative to some commuters with shorter travel times, cheaper travel, and a more pleasant and productive commute.

Public Transit also provides critical lifeline access to special needs populations such as seniors, people with disabilities, and people with a low income or those who do not own a car. For these populations, public transit service may be their only method to travel to medical appointments, access services, access educational opportunities, complete errands, or socialize.

Projects that improve transit service to Enumclaw, as well as projects that improve access to regional high- capacity transit such as Park & Rides have been identified. Active transportation and accessible improvements to bus stops within the city have also been identified. Improved transit service to and within Enumclaw including increased commuter service, increased span of service (nights and weekends), and increased frequency of service are all desirable. Some of these objectives can likely be accomplished though Metro's Alternative Service Program.

These projects were identified through a review of current planning efforts and ongoing programs such as Sound Transit 3, Metro's Long-Range Plan, Metro's Service Guidelines Taskforce, Metro's Alternative Services Program and PSRC's Human Services Transportation Plan. Since transit service is provided by other agencies the City of Enumclaw should actively engage transit partners to advocate for these projects when funding decisions are being made.

In order to provide viable transportation alternatives, the City of Enumclaw recognizes the importance of public transit service. In general, these programs build on regional programs and plans with some refinements to reflect the specific needs of the City.

Metro Connects Long-range Plan
Metro Connects is King County Metro's vision for providing more service, more choices, and one easy-to-use system over the next 30 years. As Metro's long-range service and capital vision, Metro Connects describes how Metro will work toward a regional, innovative, and integrated mobility network that is safe, equitable, and sustainable. This system will support healthy communities, a thriving economy, and will protect environmental integrity. Metro envisions more than a 70 percent increase in its bus service by 2050, dramatically expanding the number of places people can go and decreasing the time it will take to get there. Metro Connects includes two networks: an interim network and a long-range 2050 network. Both networks are ambitious, integrated with the services of other agencies, and not yet fully funded.

Currently, Metro Connects does not list either interim or long-term service expansions in Enumclaw. The City of Enumclaw can support existing transit service by funding investments in the public right-of-way, such as ADA ramps, sidewalks, crosswalks, and bus stop amenities, such as covered shelters.

Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, promotion of ridesharing activities, and work from home opportunities.

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, with goals to improve air quality, reduce traffic congestion, and reduce fuel consumption. In 2006, the Legislature adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified program focuses on UGAs and congested highway corridors.

The City has three employers with 100 or more employees working a shift beginning between 6 and 9AM and are therefore required to implement CTR policies. These employers can implement TDM measures such as carpool matching, transit pass subsidies, and bicycle parking to discourage employees from commuting alone.

TDM strategies are typically most effective in denser and larger urban areas; however, strategies coordinated with King County, WSDOT, and other partners can provide alternatives for residents and employees. Potential TDM strategies the City could promote through policy or investment include, but are not limited to the following:

- Ridesharing - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles;
- Flexible Work Schedules – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion;
- Transit Incentives – Employers can provide free or reduced-rate transit passes to all employees;
- Telecommuting – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some workdays. The COVID-19 global pandemic resulted in many employees working from home or remotely; and
- Secured Bicycle Parking and Showers – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably under cover or weather-protection in a highly-visible area. Shower facilities at employment sites are also desirable to encourage commuting to work by bicycle.

Waterborne, Rail, and Air Transportation

No improvements to the air, rail, and water transportation system have been identified. Investments that may help to ease the travel of freight through the City have been included in many of the projects along the state highways.

Interjurisdictional Coordination

The 1998 legislation House Bill 1487 known as the "Level of Service" Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, "transportation facilities and services of statewide significance (TFSSS)" HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years, Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 RCW 47.04.320 - .340 established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the Transportation Investment Board (TIB) Complete Streets grant program.
- 2021 WSDOT adopted an Active Transportation Plan for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 RCW 47.04.035 requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of $500,000 or more.
- 2023 ESSHB 1181 Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 SB 5452 Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

GMA and RCW Transportation Amendments

The following provides more information on these amendments.

Washington Growth Management Act (GMA)

The GMA - RCW 36.70A.070 (6) - requires "A transportation element that implements, and is consistent with, the land use element." If a city plans for growth and development, then the city is required to demonstrate how it will fund and provide a transportation system to accommodate that land use growth and development. This can be through construction of capital facilities, through investment in multimodal transportation demand management strategies, or both.

Complete Streets

Washington's legislative requirement for Complete Streets has resulted in the adoption of ordinances by hundreds of towns, cities, and counties that commit to providing transportation facilities for people of all ages and abilities when improvements are made to the transportation system. The TIB Complete Streets grant program requires jurisdictions to adopt an ordinance before they are considered eligible to apply for state funds.

WSDOT Complete Streets Policy

As of July 1, 2022 state law RCW 47.24.060 requires WSDOT projects over $500,000 to incorporate the principals of Complete Streets into facilities that provide street access on state highway projects routed over city streets where the design phase of the project began on or after July 1, 2022. For reference, the reconstruction of an intersection on a state highway to install or upgrade a traffic signal or a roundabout would be expected to exceed this $500,000 threshold. This means that the project would be required to include multimodal transportation features, which could include ADA ramps, crosswalks, sidewalk, bikeways, transit shelters, and transit pull-outs linking to similar features on the local street network of the City or County.

WSDOT Active Transportation Plan

In 2021, just prior to the WSDOT Complete Streets policy described above, WSDOT adopted a statewide Active Transportation Plan, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements. All state highways that serve **"census designated places,"** as depicted on this WSDOT map, are subject to the requirements of the WSDOT Active Transportation Plan and the Complete Streets policy.

Multimodal Level of Service (LOS) Standards

In July 2023, House Bill 1181 became effective, which amended the GMA to require that local jurisdictions include and adopt a Climate and Resiliency Element, including adoption of measures to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the local Comprehensive Plan. HB 1181 also requires local jurisdictions to adopt **Multimodal Level of Service (LOS) Standards** in addition to traditional vehicular LOS.

For jurisdictions that had already begun working on 2024 Comprehensive Plan updates, Section 15 (10) provides a grace period for adoption by December 31, 2027. However, jurisdictions within the planning authority of the Puget Sound Regional Council (PSRC) are required to meet the goals and policies of PSRC's adopted Vision 2050 Regional Plan. The Vision 2050 minimum expectations are listed on pages 13 and 14 of PSRC's 2023 Transportation Element Guidance.

Multimodal Transportation Impact Fees (TIF)

In addition to HB 1181 requirements for multimodal LOS, Senate Bill 5452 became effective in July 2023, amended RCW 82.02, and allows local **Transportation Impact Fee** revenue to be used for pedestrian and bicycle improvement projects that are part of citywide transportation system improvements. This compliments the land use element requirements for infill to reduce sprawl as well as the new climate planning requirements to reduce GHG and VMT.

What is the Significance of these Amendments?

Each of these Washington legislative amendments are significant in their own right, but cumulatively, they represent the culmination of a paradigm shift in transportation law. Safety has always been the paramount concern and focus, but the transportation industry has slowly been evolving over the past 20 years to a more inclusive multimodal and people-oriented focus. Federal, state, and regional grant funding agencies have also changed their focus to awarding grant funding to multimodal and people-oriented projects that include active transportation in addition to vehicle needs.

Finance and Implementation Program

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation element contain a funding analysis of the transportation projects that are needed to support the land use element. The purpose of the funding and implementation plan is to confirm that the transportation improvement projects can be funded and implemented to meet existing and future multimodal travel demands in and around the City of Enumclaw. **If a funding plan reveals that the long-term transportation projects are not able to be funded, the plan must provide a reassessment strategy to identify how additional funds will be raised, or how land use plans or LOS standards may be modified.**

A summary of project costs and a strategy for funding the projects over the life of the plan are presented below. Often a variety of local, regional, state, and federal funding sources are used to finance transportation improvement projects.

Project Cost Summary

The total cost of the transportation improvement projects is summarized in **Table 11** (below) based on planning level cost estimates. A total of $44,900,000 (2023 dollars) would be needed to fully fund the capital improvements. Citywide programs that address roadway preservation and sidewalk repair, are maintenance related and not considered a capital expense. Citywide programs are funded with revenue sources not utilized to develop the funding strategy for the capital projects.

Table 11 Transportation Capital Improvement Project Cost Summary	
Improvement Category	Costs[1]
Enumclaw Transportation System Improvements (2024-2044)	**$44,900,000**
Unfunded State Highway Projects (Non-Concurrency: Not Needed to Support the Land Use Element)	**($15,000,000[2])**
Unfunded Local Sidewalk Projects (Not Needed to Support the Land Use Element)	**($23,970,000)**
Funded in the Transportation Element (Needed to Support the Land Use Element)	**$44,900,000[3]**

NOTES:
1) Planning level costs in 2023 dollars.
2) Undefined project cost estimate
3) TBD, General Fund, State/federal grants and Transportation Impact Fees (TIF) revenue

The section below outlines a variety of funding strategies which can be used to finance transportation investments. Often a variety of local, regional, state, and federal funding sources are used to finance transportation improvement projects. The funding strategy showing revenue forecasts and the six-year TIP is contained in the Capital Facilities Element.

Implementation of the Transportation Element involves several strategies. One strategy includes coordinating with other agencies to build support and construct transportation improvement projects, such as improvements to state highways, the regional trail system and commuter transit service. Another strategy includes the pursuit of grant funding, which will be especially critical in the implementation of safety and operational improvements along SR 410, SR 164, and SR 169 and completion of active transportation projects.

The City will review and regularly update its Transportation Impact Fee (TIF program and other development review processes to assure that the impacts of growth are mitigated and transportation improvements are completed concurrent with new development. Finally, if expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet adopted level of service (LOS) standards, then the City will need to pursue options as laid out under the Reassessment Strategy.

LOCAL FUNDING

The City utilizes a number of fees and tax revenues to construct and maintain its transportation facilities. Funding sources include local revenues, grants, TIFs, and developer mitigation. City tax revenues directed toward transportation capital improvement projects are primarily from the Real Estate Excise Tax (REET). The City also uses fuel taxes and sometimes directs revenue from its General Fund to fund transportation capital projects, as needed, but those revenues are typically allocated to administration and maintenance expenses.

TRANSPORTATION IMPACT FEE PROGRAM

The City collects Transportation Impact Fees (TIF) to support implementation of growth-related transportation improvements. The Growth Management Act (GMA) allows agencies to develop and implement a TIF program to help fund some of the costs of transportation

facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan.

Traditionally, TIFs were only used to help fund improvements that are needed to serve new growth, but SB 5452 amended the GMA in 2023 to allow TIF revenue to be used for active transportation projects as well as vehicle capacity projects. A significant portion of Enumclaw's long-range project list includes active transportation projects, which can be added to the TIF program project list. TIFs are assessed on new development activity and are currently based upon the number of new vehicle trips a development generates[4], but as discussed above, amendments to RCWs now allow stand-alone pedestrian and bicycle improvements to be included in the project list, which determines the annual base rate for each TIF program. Vehicle trip rates are based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual. In some circumstances, such as dedication of right-of-way or completion of capital improvement projects, developers can construct improvements concurrent with development activity and earn credits to offset TIF.

The City can apply an annual cost escalation factor, or update project cost estimates, to ensure that the TIF base rates cover the expected cost of project construction. A full evaluation and update of the TIF rates is typically conducted after the Transportation Element is updated to reflect changes in land use plans, the project list, funding, or multimodal LOS standards. The City of Enumclaw should consider adding active transportation improvements listed in Table 10 to the TIF project list when the TIF program is updated.

TRANSPORATION BENEFIT DISTRICT

In 2013 the City established a Transportation Benefit District (TBD) to provide a dedicated funding stream for road maintenance[5]. The TBD is funded through a $20 vehicle license fee and 0.1% sales tax increase with funds directed towards the City's pavement management program. The TBD boundaries are identical to the city limits and TBD revenue is listed under the Annual Pavement Maintenance Program. The TBD is required to issue an annual report indicating the status of projects and finances. State law allows the City of Enumclaw to increase vehicle license fees according to timing thresholds, as well as increase the sales tax portion of the TBD if approved by the public in a general election.

REGIONAL COORDINATION

Enumclaw's transportation system serves both local and regional travel needs, with a significant amount of the capital program focusing on improvements to the state highways. The City will closely coordinate with WSDOT to implement improvements identified along SR 410, SR 164 and SR 169. RCW 47.04.035 became effective in July 2022 and requires any WSDOT project over $500,000 to apply the principles of Complete Streets with facilities for users of all ages and

[4] *http://www.cityofenumclaw.net/documentcenter/view/341*
[5] *http://www.cityofenumclaw.net/257/TBD*

abilities to State highways, which may significantly increase the project scope and construction cost of improvements along SR 410, SR 164 and SR 169.

Improvements to each corridor have been identified through past studies completed by WSDOT and the City. Without WSDOT as a partner in assisting the City in funding improvements to the state highways, the City is unable to put a high priority on improvements along the highways since the projects also serve significant levels of regional traffic and the project's cost more than the City can reasonably fund on its own.

Regular coordination with the Puget Sound Regional Council (PSRC) to review the effect of regional multimodal LOS standards on Highways of Statewide Significance (SR 164 and SR 169) and Regionally Significant State Highways (SR 410) should be a priority. Timely and regular coordination will allow consideration for changes in regional travel growth, employment, and economic development as well as funding the identified state highway improvements.

GRANTS

The City will aggressively pursue federal, state, and regional grants to implement many of the identified transportation improvements. Key grant programs that the City will pursue are managed by the state Transportation Improvement Board (TIB), PSRC, or through WSDOT Local Programs. Each grant program requires an agency match. The City will need to reserve adequate funding for use in matching against any grant funds that are received.

Some grant funding programs require the City to pass ordinances and develop safety plans in order to be eligible for project funding. The state TIB Complete Streets grant requires cities to adopt Complete Streets ordinances for eligibility. The WSDOT-administered Highway Safety Improvement Program (HSIP) requires cities to develop Local Road Safety Plans (LRSP) to be eligible to apply for construction funding. The federal USDOT Safe Streets and Roads for All (SS4A) grant requires cities to develop a Comprehensive Safety Action Plan and adopt an ordinance with a Vision Zero goal to be eligible for implementation grants. The City of Enumclaw should commit to adopting ordinances and developing safety plans to be eligible for millions of dollars in state and federal grant funding.

The City will work through TIB, PSRC, and WSDOT to pursue grants for specific projects. Projects to improve the state highways are candidates for TIB and some federal grant programs managed through WSDOT. Another good source of grant revenue is the PSRC Rural Town Centers and Corridors (RTCC) program, which was created in 2003 to assist rural communities in implementing town center and corridor improvements. The City has been successful in receiving grants through the RTCC program in the past and will continue pursuing funds to implement the remaining state highway projects. Finally, grants to enhance pedestrian and bicycle facilities are largely through either TIB, WSDOT pedestrian/bicycle program, or the Safe Routes to Schools program.

The potential funding sources for transportation improvement projects were identified to estimate needed revenues by category. For example, grants or other agency funding were generally assumed to be a greater share of the revenues for funding improvements on regional arterials than on neighborhood streets, which are typically inelligible for grants due to federal calassification requirements. While it is unlikely that implementation of the Transportation Element projects will match the City's funding assumptions at a project-by-project level, the

funding strategy does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through transportation impact fees and other developer mitigation. **Table 12** summarizes the anticipated sources of revenues needed to fund the identified capital improvements.

City Revenue Forecast

The total cost of the transportation improvement projects is summarized in **Table 11** based on planning level cost estimates. A total of $50 million (2023 dollars) would be needed to fully fund the capital improvements. Citywide programs that address roadway preservation and sidewalk repair are maintenance related and not considered a capital expense. Citywide programs are funded with local revenue sources not utilized to develop the funding strategy for the capital projects.

Table 12 Summary of Transportation Funding Available for Capital Projects

Revenue Source[1]	2013-2022	2024-2044
City Funding		
Real Estate Excise Tax (REET)	$6,340,000	$6,350,000
Transportation Benefit District (TBD) Sales Tax .01%[2]	$0	
TBD Motor Vehicle Excise Tax (MVET) $20/vehicle license[2]	$0	
General Fund[3] *(Allocate 33%, or more, to Capital Projects)*		$6,050,000
Subtotal		**$12,400,000**
Grants and Other Agency Funding[4]		
Federal Grants *(More aggressive pursuit; LRSP; SS4A; BIL, etc.)*	$7,010,000	$10,000,000
State Grants *(More aggressive pursuit; SRTS; PBS; TIB; etc.)*	$10,200,000	$15,000,000
Subtotal		**$25,000,000**
Development-Generated Funding		
Transportation Impact Fees[5]**; Street Frontage**[6]**; SEPA Mitigation**[7]	$5,220,000	$7,600,000
(Include active transportation projects in TIF list; Increase TIF base rate)		
Subtotal		**$7,600,000**
Total Estimated Capital Revenue Available		**$45,000,000**

Notes:

1.) Planning level costs in 2023 dollars; Rounded to nearest $50,000; Based on historic trends (2013-2022).

2.) Funds approved are restricted to pavement resurfacing applications.

3.) Assumes that 33% or more can be allocated for use as street funding for capital projects

4.) Assumes City will more aggressively pursue grants by completing plans for grant-eligibility, including a Complete Streets ordinance, a WSDOT Local Road Safety Plan, a federal Safety Action Plan with a Vison Zero commitment, etc.

5.) Assumes City will update TIF project list with active transportation projects and will increase the TIF base rate assessed for new development.

6.) Assumes new development shall be required to fund and construct property frontage on public streets to the applicable City of Enumclaw street standard, including curb, gutter, sidewalk, and bikeways for arterial streets.

7.) Assumes TIA shall be required for development with significant transportation impacts and SEPA shall be used to require proportionate share off-site mitigation at intersections planned as capital improvements in 6-Year TIP.

CONCURRENCY MANAGEMENT AND DEVELOPMENT REVIEW

Transportation Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities as defined by local jurisdictions are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its multimodal LOS standards can continue to be met including the additional multimodal travel demand generated by new development.

Development Review Process

Transportation Concurrency determinations for the citywide multimodal transportation network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Transportation Concurrency and SEPA are primarily focused on a shorter-term time frame than the Transportation Element of the Comprehensive Plan.

Transportation Impact Fees

The City requires payment of TIFs to help fund growth-related multimodal transportation improvements identified in the Transportation Element, including the Active Transportation Network. After adoption of the Transportation Element, the City should update the TIF program to include the growth-related portion of active transportation projects listed in Table 10. New development projects that create an adverse transportation impact are required to fund or implement mitigation measures that reduce the impact below a level of significance (safety) and/or meet the adopted LOS standard.

Determination of Concurrency

If the City of Enumclaw includes all active transportation projects in the transportation system project list of the TIF program, then developer payment of the TIF will also constitute the establishment of concurrence because the developer will have paid their proportionate share of the transportation system deemed adequate by the City in establishment of its MMLOS standards. The TIF program will provide credits where developers are required to dedicate right-of-way or to construct improvements that are programmed for funding in the current adopted six-year TIP.

Annual Reporting Mechanism

The City will regularly monitor the operations and multimodal LOS of its transportation system. The City will use the information in developing its Six-Year Transportation Improvement Program (TIP), pursuit of grants, and coordination with WSDOT and other agencies. The City will apply SEPA and the City's Roadway Design Standards to evaluate and identify appropriate improvements for mitigating impacts of new developments in the city. Maximum transparency and current status of the multimodal transportation system can best be accounted for with the publication of an annual report during the first quarter of the year in advance of the City six-year TIP process. The annual report will allow the City to consider MMLOS, gaps in the active transportation network, transportation investments in close proximity to and timed with new developments, and upcoming grant funding opportunities.

REASSESSMENT STRATEGY

The implementation strategy to complete the identified transportation capital improvement projects are largely based on revenue from grants and TIFs. The City may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared. In addition, the City is committed to reassessing its transportation needs and funding sources each year as part of the annual Six-Year TIP. This allows the City to match the shorter-term improvement projects with available funding.

In order to maintain the vitality of the City's multimodal transportation system, the City should adhere to the following principles as it implements a prioritized project list:

- The City will balance improvement costs with available revenues when developing the annual Six-Year TIP;
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from roadway design standards;
- Adopt Complete Street and Vision Zero ordinances and develop Local Road Safety Plans and Comprehensive Safety Action Plans to be eligible for select state and federal grant programs.
- Coordinate and partner with WSDOT and other agencies to aggressively pursue grants from state, federal, and regional agencies to help fund and implement improvements in compliance with RCW 47.04.035 at interchanges along SR 167;
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel;
- Review TIF revenues on a regular basis to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or cost sharing; and
- If the actions above are not sufficient, consider changes to the multimodal LOS standards and/or limit the rate of growth planned in the Land Use Element.