CITY OF TOPPENISH

TRANSPORTATION SAFETY ACTION PLAN

JUNE 2025

ACKNOWLEDGEMENTS

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INTRODUCTION

The City of Toppenish is committed to reducing the risk of fatalities and serious injury crashes on City streets. The Toppenish Transportation Safety Action Plan (TSAP) is a vital step in improving road safety. The purpose of this TSAP is to examine crash history, incorporate community demographics and citizen concerns, and identify safety improvements to guide the City's investments in transportation safety.

VISION ZERO

Vision Zero is an internationally recognized strategy to eliminate deaths and serious injuries from traffic crashes. Across the United States, local jurisdictions are putting Vision Zero into practice to save lives. Achieving Vision Zero requires a focus on all the different pieces that affect crash potential including policy, street design, road user behavior, and vehicle design, among others.

SAFE SYSTEM APPROACH

The Safe System Approach is the framework for achieving Vision Zero. As opposed to traditional road safety practices that focus on modifying human behavior and preventing crashes, the Safe System Approach represents a paradigm shift in road safety philosophy, prioritizing the protection of human life above all else. It is a holistic, multi-faceted approach that recognizes the vulnerability of road users as humans who make mistakes and aims to not only reduce the likelihood of crashes occurring but also reduce the likelihood that crashes result in serious injuries or death. Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System Approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.[1]

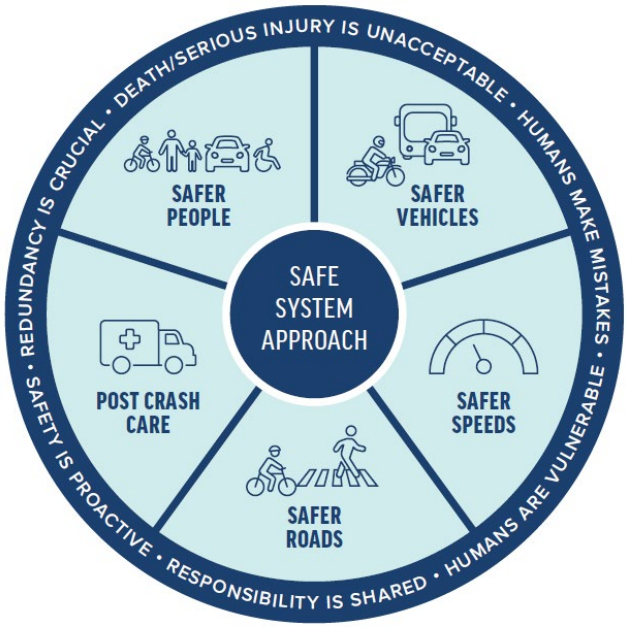


FIGURE 1: SAFE SYSTEM APPROACH

The Safe System Approach served as the guiding framework for every stage of this Safety Action Plan. The principles and objectives of the Safe System Approach are shown in Figure 1.

[1] "Zero Deaths and Safe System," Federal Highway Administration. U.S. Department of Transportation. Accessed February 11, 2025.

WHY DOES TOPPENISH NEED A TSAP?

Based on data provided by the Washington State Department of Transportation (WSDOT), the number of traffic crashes in the City of Toppenish is alarmingly high for a city of less than 10,000 people. Over 450 crashes were reported from 2018 to 2022, an average of 92 crashes per year. Crashes resulting in death or serious injury have taken place every year since 2019. In addition, the number of crashes on city streets has increased in recent years. Although there was a slight decrease in total crashes on City roads in 2020 during the total decrease in vehicle traffic caused by the COVID-19 pandemic, crashes have since increased above pre-pandemic numbers.

The City of Toppenish is ready to embrace the Safe System Approach and proactively reduce the number of fatal and serious injury crashes occurring on city streets. On June 9, 2025, the City of Toppenish approved a resolution for a Vision Zero policy to aim for zero traffic deaths and serious injuries.

The City of Toppenish supports a Vision Zero goal of eliminating traffic deaths and serious injuries.

The City of Toppenish has adopted an interim goal of reducing traffic deaths and serious injuries by 50% by the year 2035.

The development of this TSAP is the first step towards achieving that goal. The TSAP provides a data-driven approach to identifying contributing crash factors, allowing the City to focus on addressing high-severity crashes. The TSAP also lists strategies to improve safety throughout the City (programmatic) as well as at specific locations (projects).

TSAP DEVELOPMENT PROCESS

The TSAP was developed using the Safe System Approach framework and addresses all of the elements of a comprehensive safety action plan, as defined by the US Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant program.

1. *Formalize a commitment from leadership to eliminate fatal and serious injury crashes.*
2. *Establish a Task Force to guide and implement the TSAP.*
3. *Identify needs through data-driven safety analysis.*
4. *Engage and collaborate with the public and key partners.*
5. *Consider underserved communities in Areas of Persistent Poverty.*
6. *Assess agency policies and processes to better prioritize safety.*
7. *Develop comprehensive safety strategies and prioritized projects.*
8. *Establish a transparent process for tracking progress and post the plan publicly.*

The following sections examine the three key data components of the TSAP: crash history, demographics, and public engagement. These components are the foundation of the TSAP that ensure a data-driven approach to safety and planning.

CRASH HISTORY

Crash data records were evaluated for incidents occurring in the City of Toppenish during the most recent five years of available data (2018 to 2022).

CRASH REPORTING IN TOPPENISH

Public works staff and first responders note that crashes in Toppenish are historically underreported. Even so, there is a higher number of reported crashes considering the population of Toppenish. Addressing this systemic issue is crucial to maintaining accurate crash data, which leads to greater public awareness of safety problems, stronger policy decisions, improved tracking of safety improvements and progress, and greater protection for all road users.

CITYWIDE CRASH PATTERNS

From 2018 to 2022, there were a total of 461 crashes reported, with 6 resulting in fatal or serious injury. As shown in Figure 2, the number of reported crashes has trended upward since 2018, with the highest reported amount in 2022 at 113 crashes. At least one crash per year in Toppenish has resulted in fatal or serious injury since 2019.

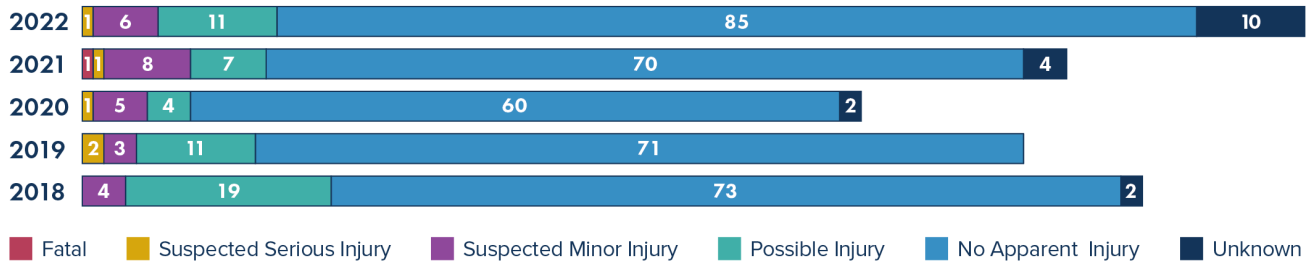


FIGURE 2: TOPPENISH CRASH SEVERITY OVERVIEW, 2018 TO 2022

Figure 3 shows the share of crash types for all severities. Angle crashes were the most common, at 30% of all crashes, followed by crashes involving parked vehicles, fixed objects, rear end, and turning. A total of 12 crashes (3%) involved pedestrians or bicycles.

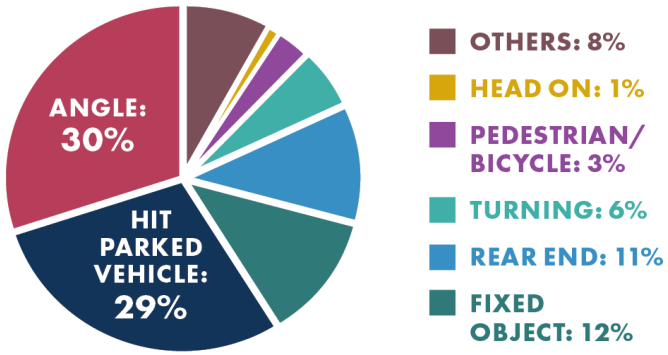


FIGURE 3: MOST COMMON CRASH TYPES IN TOPPENISH, 2018 TO 2022

The top contributing circumstances for crashes during the study period included distraction/inattention, failure to yield right-of-way, speeding, and alcohol impairment. Distraction/inattention was a factor in 31% of crashes in Toppenish, significantly higher than the statewide average of 25%. Additionally, alcohol impairment was involved in over 10% of crashes in Toppenish, nearly double the statewide average of 5.6%.

FATAL AND SERIOUS INJURY CRASHES

Reducing the risk of death and serious injury is an important focus of the Safe System Approach. To better understand the risk factors associated with the most severe crashes, fatal and serious injury crashes were closely examined.

During the study period, six reported crashes resulted in fatal or serious injury. As shown in Figure 4, the crashes took place along State Route 22 and 1st Avenue. Five of the six crashes involved pedestrians. One crash was a head-on collision that occurred at the intersection of US Highway 97/State Route 22.

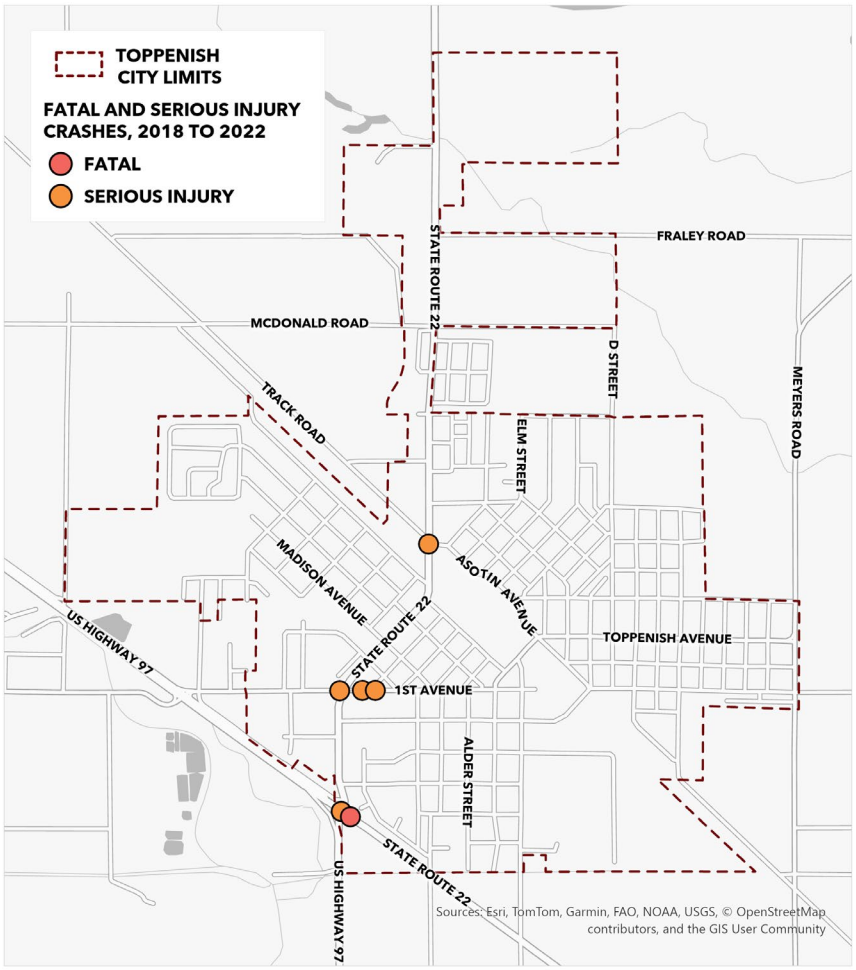


FIGURE 4: FATAL AND SERIOUS INJURY CRASH LOCATIONS

Table 1 lists the key attributes for crashes of all severities in comparison with fatal and serious injury crashes. [2]

The following crash attributes were overrepresented in the most severe crashes in Toppenish:

- Pedestrian-involved
- Alcohol and drug impairment
- Distraction/inattention
- Dark, dusk, or dawn conditions
- Heavy vehicle involved
- Head-on crashes
- Wet road surface

These crash attributes guided the selection of emphasis areas later in the TSAP.

TABLE 1: SUMMARY OF CRASH ATTRIBUTES

CRASH ATTRIBUTE	ALL CRASHES PERCENTAGE	F&SI PERCENTAGE
CRASH TYPE		
ANGLE	30%	-
PARKED VEHICLE	29%	-
FIXED OBJECT	12%	-
REAR END	11%	-
TURNING	6%	-
SIDESWIPE	2%	-
HEAD-ON	1%	**17%**
PEDESTRIAN OR BICYCLE INVOLVED	3%	**83%**
ALL OTHERS	8%	-
CONTRIBUTING CIRCUMSTANCE		
SPEEDING	10%	-
ALCOHOL IMPAIRMENT	10%	**33%**
DRUG IMPAIRMENT	1%	**17%**
DISTRACTION/INATTENTION	31%	**33%**
OTHER RISK FACTORS		
HEAVY VEHICLE INVOLVED	3%	**17%**
PEDESTRIAN INVOLVED	2%	**83%**
BICYCLE INVOLVED	1%	-
AT INTERSECTION OR INTERSECTION RELATED	36%	33%
DARK/DUSK/DAWN LIGHTING	36%	**83%**
WET ROAD SURFACE	6%	**17%**

HIGH-INJURY NETWORK

To visually identify high-injury locations, crash data was imported into GIS and viewed as a heat map, weighted by Equivalent Property Damage Only (EPDO) values. Toppenish's high-injury network consists of seven locations, including three segments and four intersections, shown in Figure 5.

[2] A full table of crash attributes is provided in Appendix B.

1. 1ST AVENUE FROM SHEARER LANE TO MONROE AVENUE
2. STATE ROUTE 22 FROM WASHINGTON AVENUE TO ASOTIN AVENUE
3. US HIGHWAY 97/STATE ROUTE 22
4. STATE ROUTE 22/FRALEY ROAD
5. STATE ROUTE 22/MCDONALD ROAD
6. TOPPENISH AVENUE/WASHINGTON AVENUE
7. STATE ROUTE 22 FROM MONROE AVENUE TO JEFFERSON AVENUE

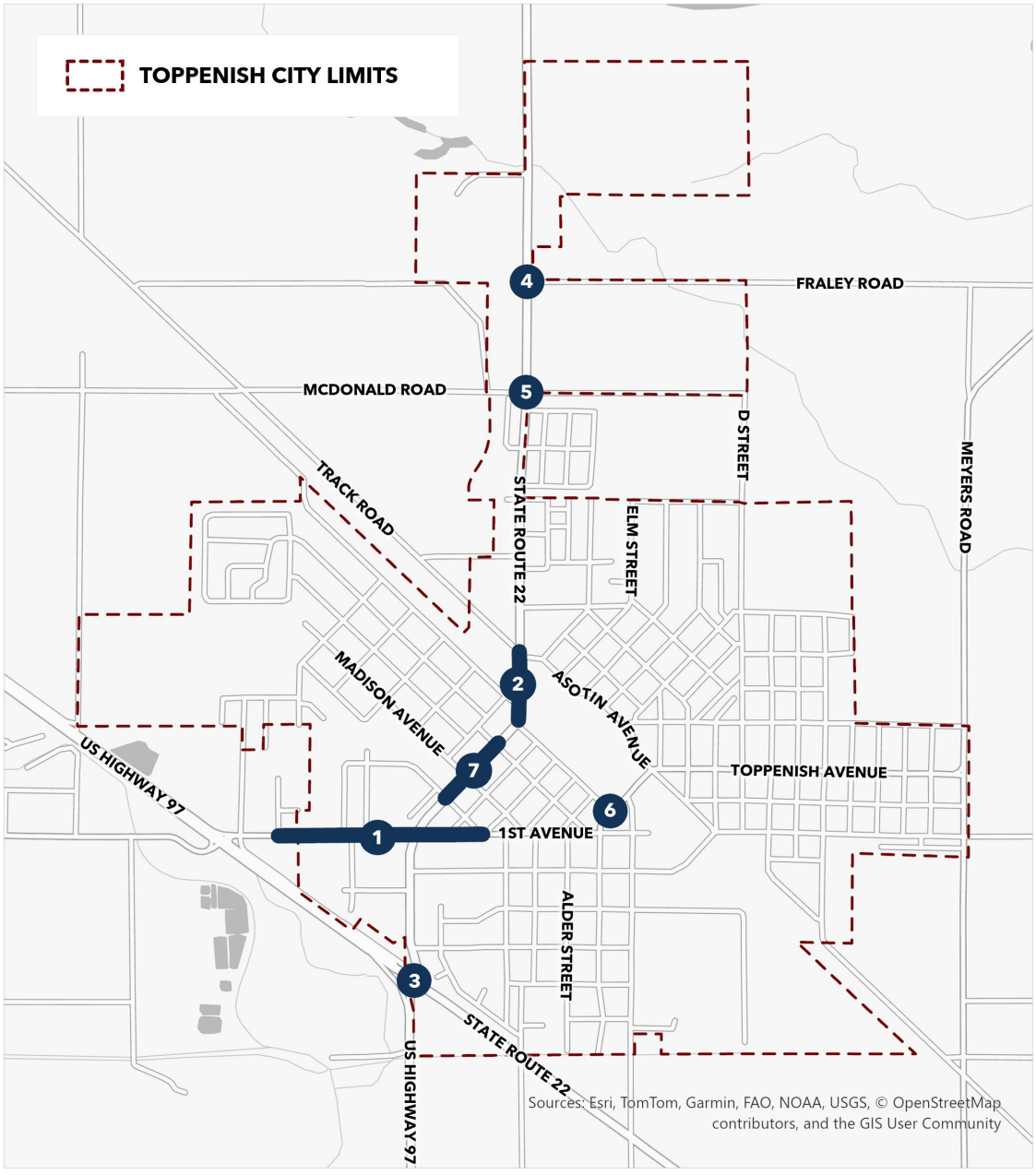


FIGURE 5: HIGH-INJURY NETWORK

DEMOGRAPHICS EVALUATION

A transportation safety plan must address demographic characteristics. Public resources for transportation often benefit some groups more than others while imposing costs like congestion, crash risk, and pollution. To ensure that impacts to all communities are considered when prioritizing project locations, the locations of tribal land and demographic data on socioeconomic status such as poverty level, vehicle access, disabilities, and senior populations were studied.

Toppenish is contained in two Census Tracts, 9400.05 and 9400.06. Both tracts are Areas of Persistent Poverty, also known as underserved communities, per the USDOT definition and mapping. In addition, the City of Toppenish lies entirely within the Yakama Indian Reservation of the Confederated Tribes and Bands of the Yakama Nation, as shown in Figure 6. This means that safety projects at any location in Toppenish will benefit underserved communities.

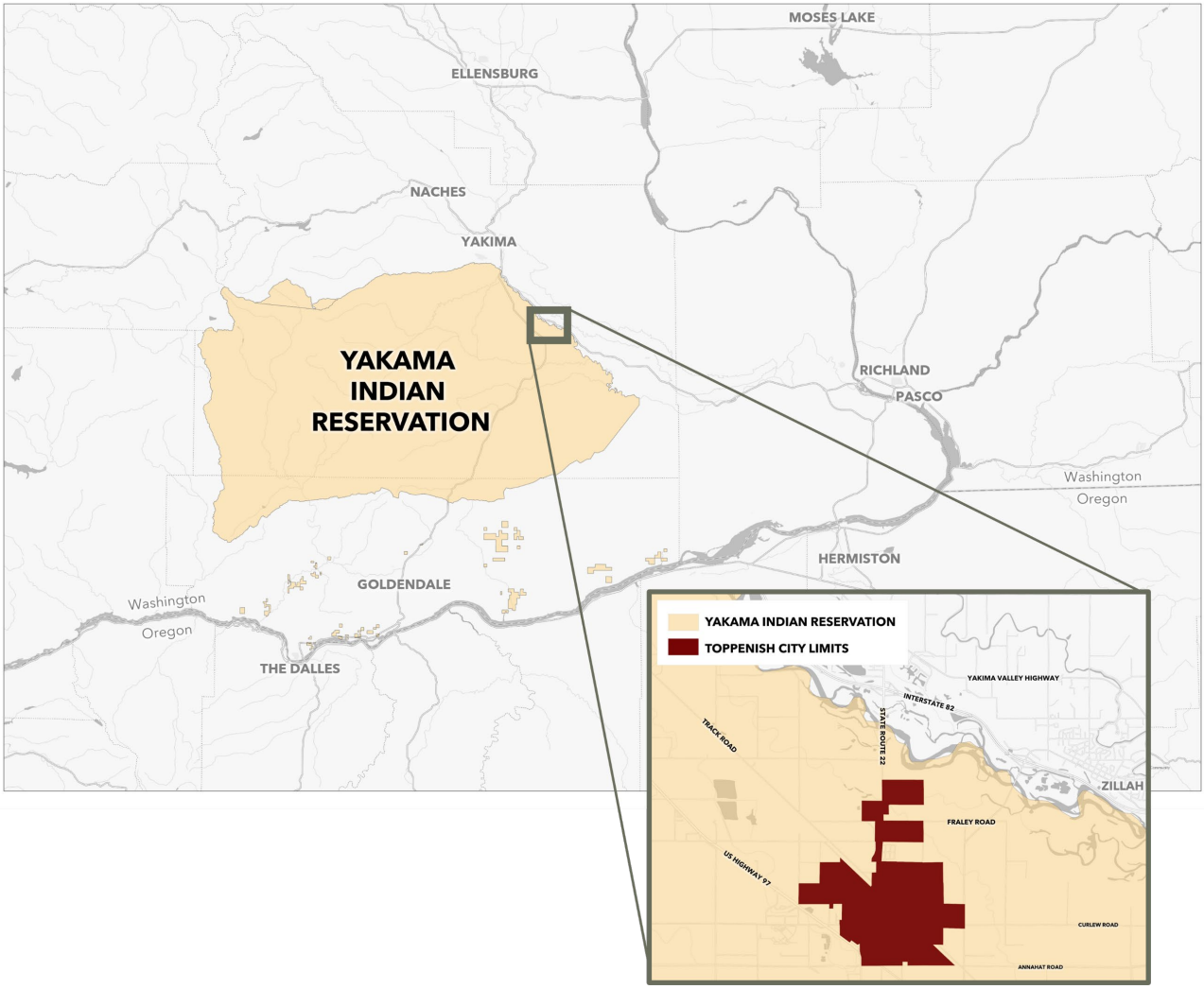


FIGURE 6: CITY OF TOPPENISH AND YAKAMA INDIAN RESERVATION

PUBLIC ENGAGEMENT

The TSAP team collected feedback from community partners through three public engagement processes: the SS4A Task Force, project website, and public open house.

TASK FORCE

The SS4A Task Force was comprised of members representing the City's Public Works department, police department, City Council, and school district, as well as representatives from the Yakama Nation and Washington State Department of Transportation (WSDOT). The Task Force guided the TSAP's development during all stages of the project and provided specific feedback on suggested countermeasures and proposed projects.

PROJECT WEBSITE

Feedback was solicited from the public via a Social Pinpoint map on the project website from September 2024 until February 2025. The project website was shared on the City of Toppenish official webpage and social media pages. The website was viewed over 600 times, with 56 comments left on the map.

Some of the top concerns shared on the map included:

- Dangerous travel areas and crossing conditions for pedestrians
- Concerns about speeding
- Concerns about pavement conditions
- Areas of congestion, especially near schools

Locations flagged on the Social Pinpoint map received additional priority later in the TSAP development process.

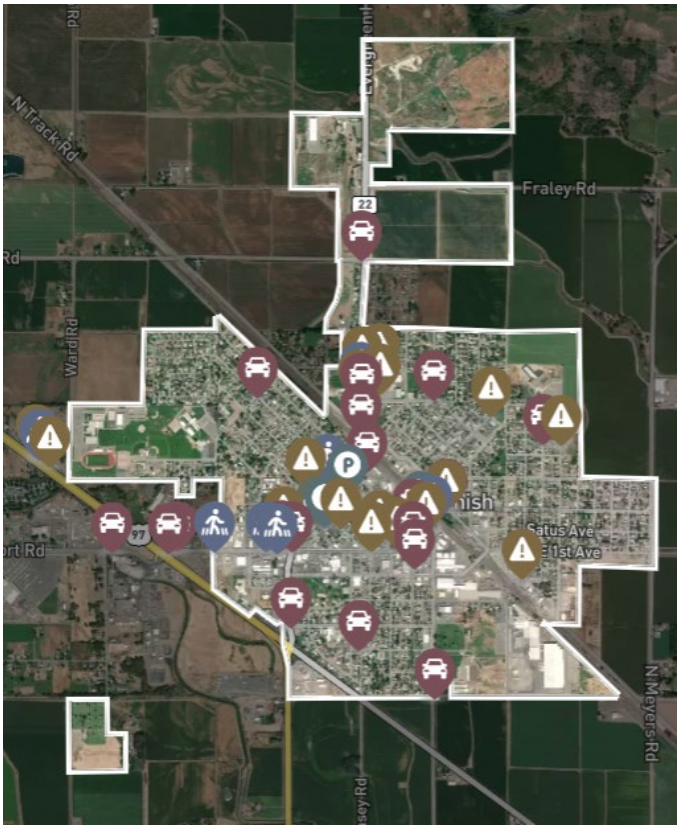


FIGURE 7: TOPPENISH TSAP SOCIAL PINPOINT MAP COMMENTS

PUBLIC OPEN HOUSE

The Open House took place in January 2025 and was advertised in English and Spanish using social media posts, radio announcements, and flyers. The main goals of the Open House were to confirm areas of safety need and to solicit feedback on whether the community would prefer certain countermeasures over others. Toppenish residents were open to enhancing crosswalks with markings, signs, RRFBs, and pedestrian refuge islands as well as a two-way left-turn median.

Locations supported by community members during the Open House received additional priority later in the TSAP development process.

EMPHASIS AREAS

The results of the crash data analysis and public engagement guided the selection of the following four emphasis areas. Addressing these emphasis areas with proven safety strategies and countermeasures will provide the best opportunity for eliminating fatal and serious injury crashes on Toppenish streets.

VULNERABLE ROAD USERS

NIGHTTIME CRASHES

ALCOHOL & DRUG IMPAIRMENT

DISTRACTION

SYSTEMIC STRATEGIES

Taking a systemic approach to transportation safety involves the broad application of lower-cost, high-benefit strategies. These types of strategies can be implemented throughout Toppenish at locations where crashes have already happened as well as locations with a high risk of future crashes. The strategies in Table 2 align with the TSAP emphasis areas to effectively reduce the frequency and severity of crash types that are most common in Toppenish. More detailed descriptions and benefits of systemic strategies can be found in Appendix C.

TABLE 2: TOPPENISH SYSTEMIC STRATEGIES

EMPHASIS AREA	SAFETY STRATEGY	PROGRAM/ ENFORCEMENT	ENGINEERING/ INFRASTRUCTURE
VULNERABLE ROAD USERS	Focus enforcement efforts at pedestrian crossings	✓	
	Establish Pedestrian Safety Zones	✓	
	Consider a Safe Routes to Schools Plan	✓	
	Establish school zone design standards	✓	✓
	Install crosswalk visibility enhancements		✓
	Install Rapid Rectangular Flashing Beacons (RRFBs)		✓
	Install pedestrian refuge islands		✓
NIGHTTIME CRASHES	Improve lighting maintenance and operations procedures	✓	✓
	Install intersection lighting		✓
	Install segment lighting		✓
	Low-cost stop-controlled intersection visibility upgrades		✓
IMPAIRMENT AND DISTRACTION	Integrate enforcement with tribal police	✓	
	Run mass media/educational campaigns	✓	
HIGH NUMBER OF CRASHES AND UNDERREPORTING	Encourage youth driver's education initiatives	✓	

LOCATION-SPECIFIC STRATEGIES

Safety improvement strategies have been developed for four hotspot locations identified within the High-Injury Network. These strategies were selected to consider the unique challenges of each location and reduce the risk of high-severity crashes.

PRIORITIZATION OF HOTSPOT LOCATIONS

The prioritization of hotspot safety improvement projects was guided by a data-driven framework to ensure the most critical safety needs are addressed effectively and equitably. Locations were evaluated using a comprehensive scoring matrix based on five key criteria:

1. History of fatal or serious injury crashes
2. Number of emphasis areas addressed
3. Impact to Areas of Persistent Poverty
4. Citizen concern
5. Funding feasibility

The intersection of US Highway 97/State Route 22 was removed from consideration due to the planned future roundabout as part of WSDOT's US 97 Corridor Improvements project.[3] The remaining six locations, including three segments and three intersections, underwent the prioritization process shown in Appendix D. After prioritization, the two segments and two intersections with the highest score were selected for closer examination. The four locations are ranked in order of highest to lowest priority as follows:

PRIORITY	LOCATION	LOCATION TYPE
1	**State Route 22 from Washington Avenue to Asotin Avenue**	Segment
2	**1st Avenue from Shearer Lane to Monroe Avenue**	Segment
3	**Toppenish Avenue/Washington Avenue**	Intersection
4	**State Route 22 / Fraley Road**	Intersection

The following sections provide a detailed examination of crash trends and strategies for each location.

[3] US 97 – Toppenish to Union Gap – Corridor Improvements. https://wsdot.wa.gov/construction-planning/search-projects/us-97-toppenish-union-gap-corridor-improvements

PRIORITY 1. STATE ROUTE 22 FROM WASHINGTON AVENUE TO TRACK ROAD

This segment of State Route 22 from Washington Avenue to Track Road is a three-lane road with a posted speed of 25 mph. The segment crosses railroad tracks (owned by Burlington Northern Santa Fe) at grade. The intersection at State Route 22/Track Road/Asotin Avenue is a skewed intersection with two-way stop control on Track Road and Asotin Avenue. A fire station is located on the northwest corner of the intersection and is accessed via Track Road. The fire station is separated from the main part of the city by the railroad tracks, which is one of the three (all at grade) railroad crossing locations in Toppenish. Toppenish Middle School is also located just north of the intersection.

FIGURE P1. SOUTHBOUND APPROACH TO RAILROAD TRACKS ON STATE ROUTE 22

2018-2022 CRASH HISTORY:

22 reported crashes, including 8 at State Route 22/ Track Road/Asotin Avenue intersection

0 fatal, **1 serious injury** (pedestrian)

Most common crash types:
Fixed object (41.0%), rear end (36.4%), angle (9.1%)

PUBLIC ENGAGEMENT: There is significant public concern at this location regarding traffic from Toppenish Middle School and the railroad tracks. Community members report "queue jumping" vehicles crossing the tracks using the center median when the railroad arms are down.

EMPHASIS AREAS:

Vulnerable road users: 4.5% of crashes
Nighttime: 63.6% of crashes
Impairment: 22.7% of crashes
Distraction: 41.0% of crashes

STRATEGIES:

- Install center median to prohibit queue jump
- Evaluate railroad crossing for PROWAG/ADA compliance
- Install railroad-specific signing on side streets, such as a dynamic sign that communicates rail activity
- Close Track Road approach to intersection to be emergency access only
- Install emergency signal
- Intersection control evaluation
- Roundabout
- Intersection lighting
- School zone design standards
- Long-term: consider grade-separated rail crossing

PRIORITY 2. 1ST AVENUE CORRIDOR FROM SHEARER LANE TO MONROE AVENUE

This segment of 1st Avenue is a four-lane road with a posted speed of 25 mph. The corridor provides access to the main commercial area of Toppenish (including many driveways) and is one of the most high-volume roadways in the city. There are sidewalks on both sides of the road, but no bike lanes. The only marked crossing opportunity is located at the intersection of 1st Avenue/State Route 22, where the crosswalk markings are visibly worn on all approaches.

2018-2022 CRASH HISTORY:

70 reported crashes, including 8 at 1st Avenue/State Route 22 intersection

0 fatal, **3 serious injury** (all pedestrian)

Most common crash types:
Angle (45.7%), rear end (17.1%), turning (15.7%)

PUBLIC ENGAGEMENT: Community members report a high volume of pedestrians, unpredictable pedestrian behavior, and drivers speeding.

EMPHASIS AREAS:

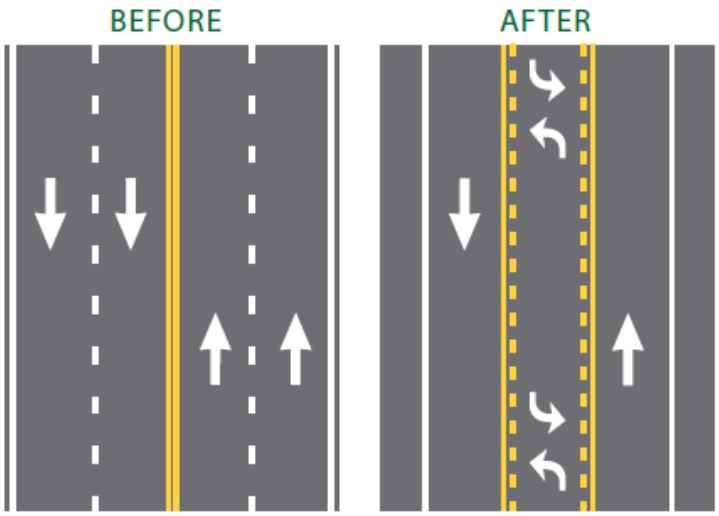
Vulnerable road users: 10.0% of crashes
Nighttime: 24.3% of crashes
Impairment: 8.6% of crashes
Distraction: 40.0% of crashes

FIGURE P2. EASTBOUND 1ST AVENUE NEAR GUYETTE LANE

STRATEGIES:

Phase 1
Estimated cost: **$516,000**
Estimated benefit-cost ratio: **33.48**

- Install a 4-to-3 lane reallocation from Linden Street to Toppenish Avenue
- Install new traffic signal controller at 1st Avenue/Toppenish Avenue



Phase 2
Estimated cost: **$531,000**
Estimated benefit-cost ratio: **5.27**

- Install three enhanced midblock crossings (including pedestrian refuge islands and pedestrian wayfinding signage)

Phase 3
Estimated cost: **$376,000**
Estimated benefit-cost ratio: *Benefit-cost analysis not conducted for Phase 3. Phase 1 and 2 improvements may affect construction requirements and crash patterns.*

- Install intersection crossing upgrades at two signalized intersections (1st Avenue/State Route 22 and 1st Avenue/Toppenish Avenue)
- Upgrade lighting along the corridor

PRIORITY 3. TOPPENISH AVENUE/WASHINGTON AVENUE

This intersection is a three-leg intersection that acts as all-way stop-controlled. There are stop signs on all three legs as well as a traffic signal that operates as flashing red. There is a lot of street parking in this area.

FIGURE P3. NORTHBOUND APPROACH OF TOPPENISH AVENUE AT WASHINGTON AVENUE

2018-2022 CRASH HISTORY:

5 reported crashes

No fatal or serious injury

No pedestrian or bicycle-involved crashes

Crash types: Angle (60%), rear end (40%)

EMPHASIS AREAS:

Nighttime: 40.0% of crashes
Distraction: 20.0% of crashes

STRATEGIES:

- Intersection control evaluation
- Install advance warning signs for appropriate traffic control
- Curb extensions
- Marked crosswalk on south leg
- Pedestrian signage

PRIORITY 4. STATE ROUTE 22/FRALEY ROAD

This intersection is a three-leg, two-way stop-controlled intersection that serves as a key gateway to the north of Toppenish toward Buena and Interstate 82.

As the roadside character becomes more rural, vehicles are likely increasing in speed. Just south of the intersection, the posted speed limit changes from 35 mph to 50 mph.

FIGURE P4. NORTHBOUND APPROACH OF STATE ROUTE 22 AT FRALEY ROAD

2018-2022 CRASH HISTORY:

11 reported crashes

No fatal or serious injury

No pedestrian or bicycle-involved crashes

Crash types: Angle (100%)

Nearly all crashes (10 out of 11) involved a vehicle on Fraley Road turning left onto State Route 22.

EMPHASIS AREAS:

Nighttime: 9.1% of crashes
Distraction: 45.5% of crashes

STRATEGIES:

- Optical speed bars
- Intersection rumble strips
- Extend 35 mph speed limit north (in tandem with other countermeasures)
- Lighting maintenance/upgrades
- Intersection conflict warning system
- Roundabout

RECOMMENDED PROJECTS

Recommended projects are shown in Figure 8 and described in the following sections. These projects address all four priority hotspot locations and include targeted safety strategies to reduce fatal and serious injury crashes.

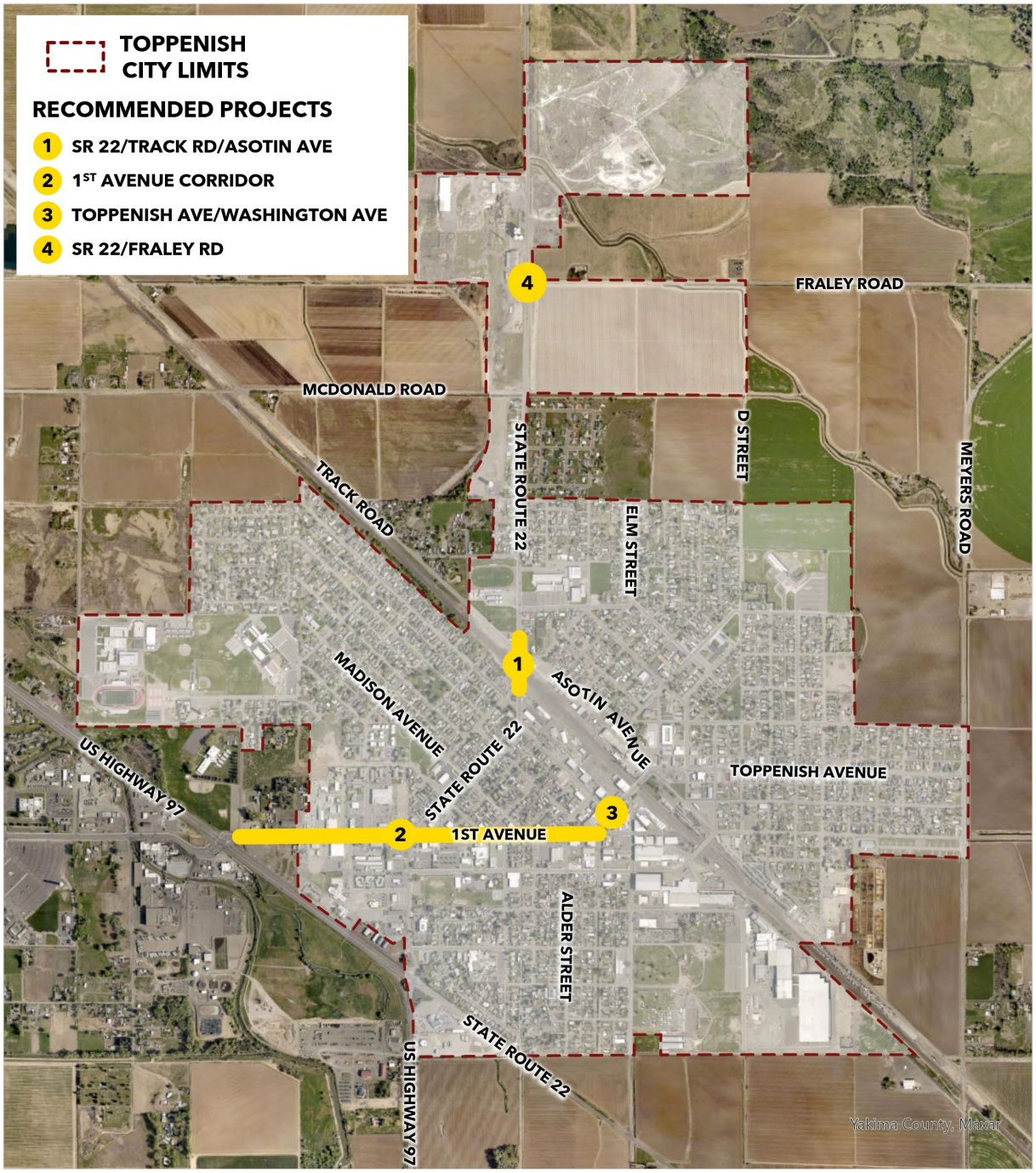


FIGURE 8: TOPPENISH TSAP PROJECTS

PROJECT 1: State Route 22/Track Road/Asotin Avenue Improvements

The State Route 22/Track Road/Asotin Avenue Improvements project is shown in Figure 9.

FIGURE 9: STATE ROUTE 22/TRACK ROAD/ASOTIN AVENUE IMPROVEMENTS

The project includes concrete center medians along the State Route 22 approaches to the railroad tracks along with railroad-specific signing and striping upgrades. The project will also install an emergency signal and low-cost intersection signing and striping improvements at State Route 22/Track Road/Asotin Avenue.

The expected total cost for the SR 22/Track Road/Asotin Avenue Improvements project is $1.869 million.

PROJECT 2: 1st Ave Corridor Project

The 1st Avenue Corridor Project consists of three phases, as shown in Figure 10.

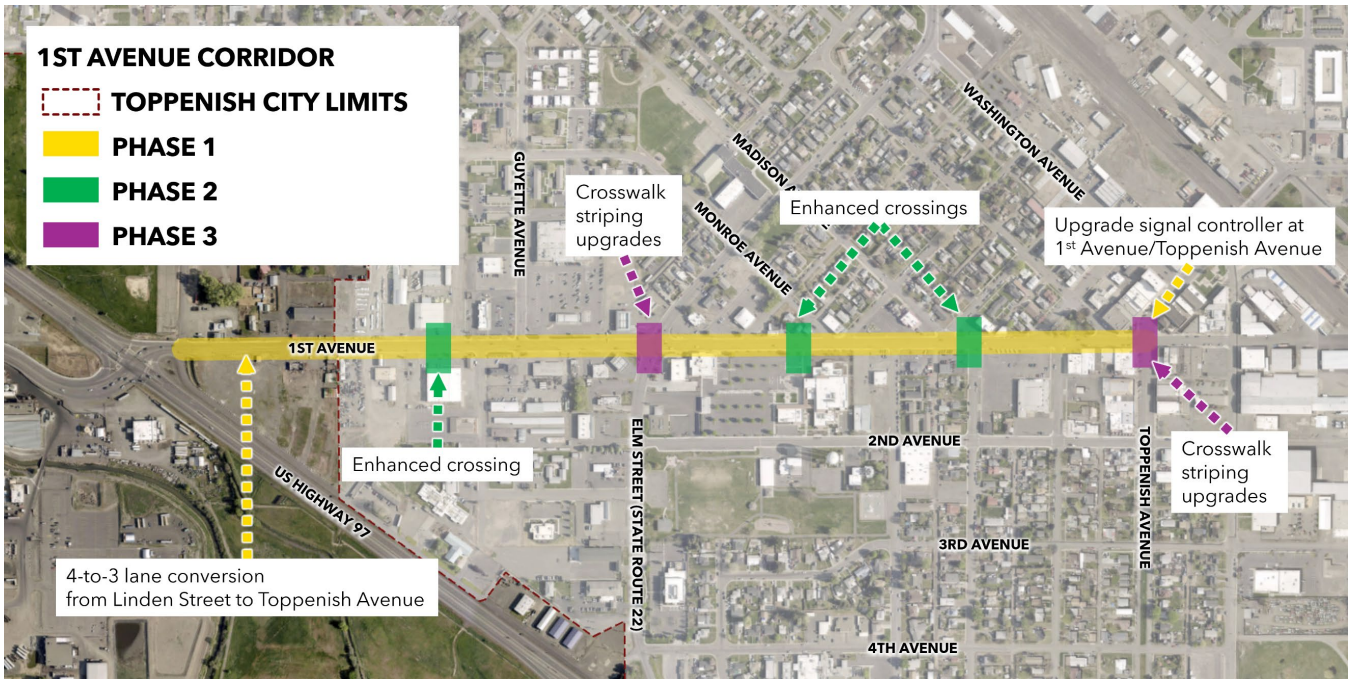


FIGURE 10: 1ST AVENUE CORRIDOR PROJECT

Phase 1 includes a 4-to-3 lane conversion, complete with a two-way left-turn lane and bicycle lanes, on 1st Avenue from Linden Street to Toppenish Avenue (0.81 miles). This phase also includes upgrading the signal controller at 1st Avenue/Toppenish Avenue to restore signal capability to industry standards. Phase 1 has a total estimated cost of $516,000.

Phase 2 includes three enhanced midblock pedestrian crossings complete with crosswalk striping, pedestrian refuge islands, crosswalk warning signs, and wayfinding signs. Proposed crosswalk locations are west of King Lane, west of Monroe Avenue, and east of Beech Street.
Phase 2 has a total estimated cost of $531,000.

Phase 3 includes crosswalk striping upgrades at the existing intersections of 1st Avenue/Elm Street and 1st Avenue/Toppenish Avenue, and lighting improvements along the corridor.
Phase 3 has a total estimated cost of $376,000.

The expected total cost for the 1st Avenue Corridor Project is $1,423,000.

PROJECT 3: Toppenish Avenue/Washington Avenue Improvements

The Toppenish Avenue/Washington Avenue Improvements project is shown in Figure 11.

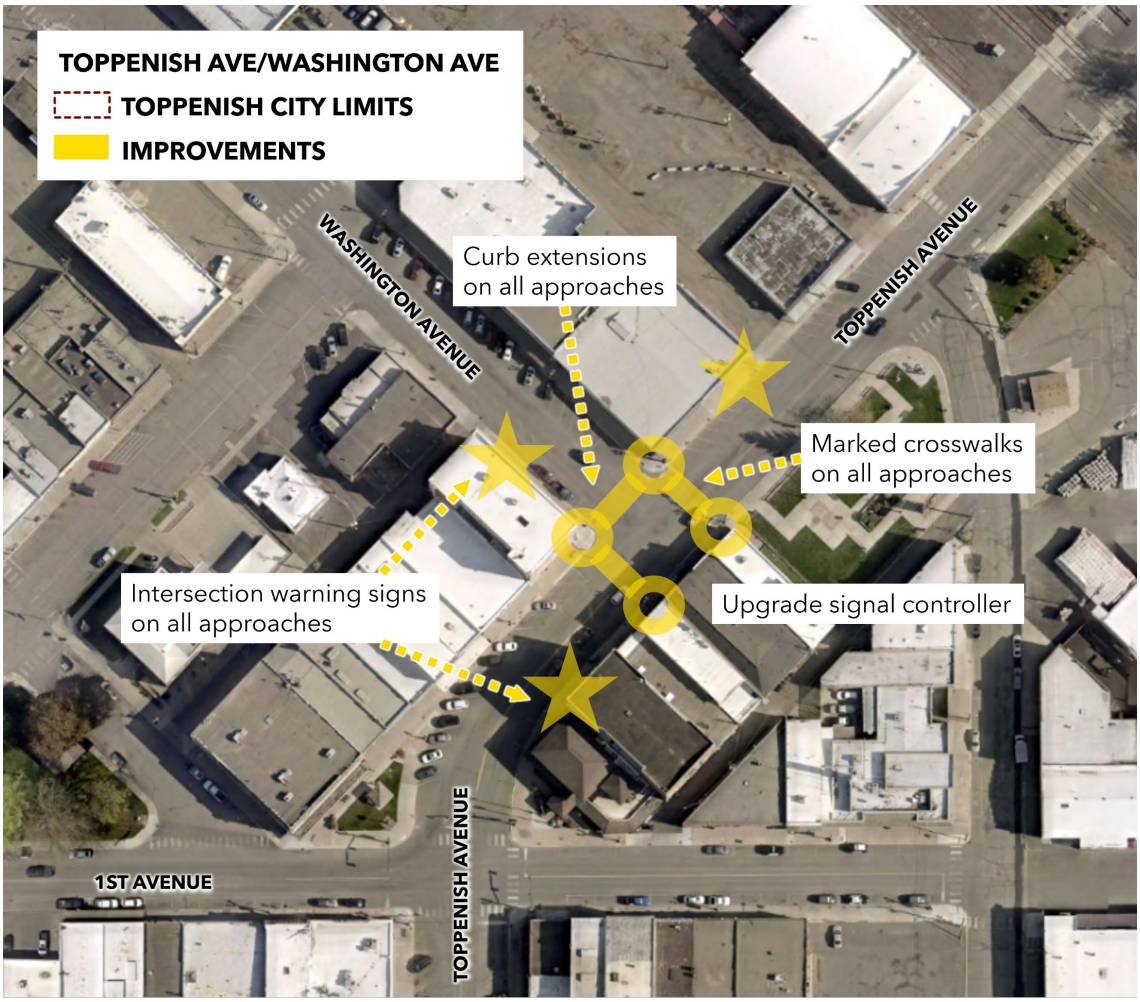


FIGURE 11: TOPPENISH AVENUE/WASHINGTON AVENUE IMPROVEMENTS

The project includes intersection advance warning signs, curb extensions and crosswalk striping on all approaches, and an upgrade to the existing traffic signal controller.

The expected total cost for the Toppenish Avenue/Washington Avenue Improvements project is $824,000.

PROJECT 4: State Route 22/Fraley Road Improvements

The State Route 22/Fraley Road Improvements project is shown in Figure 12.

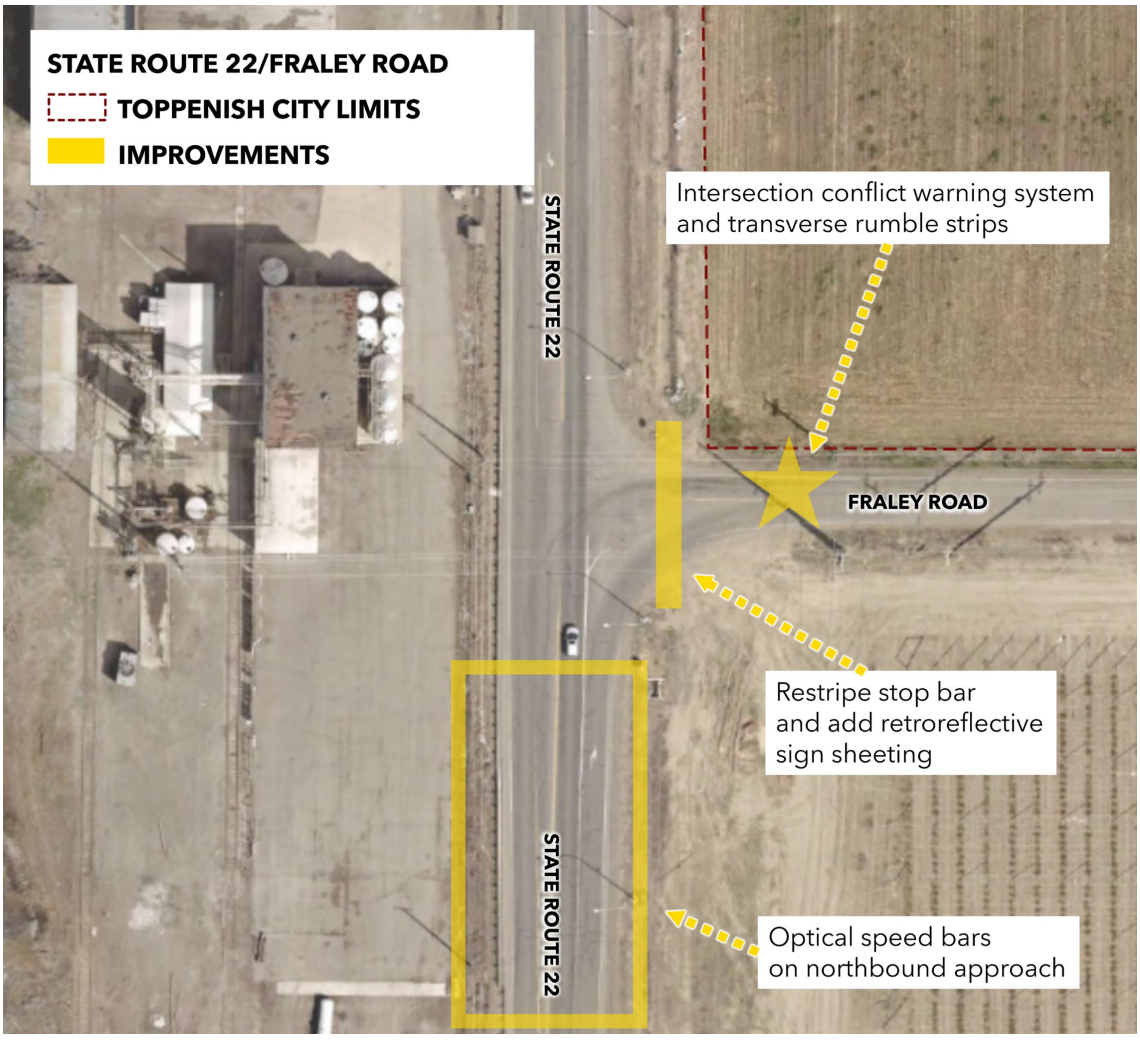


FIGURE 12: STATE ROUTE 22/FRALEY ROAD IMPROVEMENTS

The project includes low-cost stop-controlled intersection visibility upgrades such as stop bar restriping on the Fraley Road approach and retroreflective sign sheeting. The project will also construct transverse rumble strips on the Fraley Road approach, optical speed bars on the northbound State Route 22 approach, and an intersection conflict warning system.

The expected total cost for the State Route 22/Fraley Road Improvements project is $1.484 million.

IMPLEMENTATION AND EVALUATION

WHO SUPPORTS ROAD SAFETY?

Several organizations and institutions work together to support road safety in Toppenish. Transportation professionals must design, plan, and build streets with redundant safety features. City staff must maintain the road network and monitor crash patterns. City partners such as law enforcement, WSDOT, Yakama Nation, and Toppenish School District representatives, especially those who serve on the SS4A Task Force, must support projects that will save lives and drive efforts to implement change.

Most importantly, everyone in Toppenish contributes to a safe transportation system. All road users must make responsible choices on every trip by avoiding impaired or distracted driving, following traffic laws, and using proper safety equipment.

WHAT FUNDING SUPPORTS ROAD SAFETY?

Securing funding is a critical component of implementing safety improvements. To address the findings and achieve the goal of the TSAP, the City of Toppenish should develop a process for identifying grant opportunities and obtaining grant funding. The following competitive grant opportunities are available to help achieve the goal of the TSAP.

Safe Streets and Roads for All (SS4A)

SS4A is a limited duration discretionary grant program administered by the USDOT for a period of five years (2022-2026). It provides funding to local jurisdictions for safety planning and demonstration activities as well as construction of safety projects. This TSAP is funded by an SS4A planning grant and, upon adoption of this TSAP, the City of Toppenish will be eligible to apply for SS4A implementation funding to construct high-priority safety projects.

WSDOT City Safety Program

WSDOT Local Programs accepts applications for city safety each even-numbered year. This program funds systemic projects as well as projects at spot locations with a history of fatal and serious injury crashes.

WSDOT Safe Routes to School

The WSDOT Safe Routes to School (SRTS) program funds projects specifically improving safety and mobility on walking and bicycle routes for children near schools. Projects must be within two miles of elementary, middle, or high schools.

WSDOT Sandy Williams Connecting Communities Program (SWCCP)

The Sandy Williams Connecting Communities Program (SWCCP), administered by the Washington State Department of Transportation (WSDOT), aims to enhance active transportation connectivity such as walking, biking, and rolling in communities disproportionately affected by state and legacy highways. Established in 2022 and named in honor of Spokane civil rights advocate Sandy Williams, the program focuses on high equity need areas, including overburdened, underserved, and tribal communities, to address historical transportation inequities. The SWCCP provides funding for planning, design, and construction of projects that improve safety, comfort, and accessibility for non-motorized users. These funds can also serve as matching resources for federal grants, facilitating comprehensive safety improvements such as pedestrian crossings, bike lanes, and traffic calming measures.

WHAT POLICIES AND PROCESSES SUPPORT ROAD SAFETY?

Policies, standards, and processes refer to how the City of Toppenish makes decisions and what information guides these decisions. Existing practices and policies have established a foundation that the City can leverage to advance the goal of the TSAP, including those in various sections of the Toppenish Municipal Code and Standards and Specifications for Public Works Improvements.

The following recommendations demonstrate changes to policies and processes that apply to the TSAP emphasis areas:

Vulnerable Road Users:

- Adopt a Complete Streets checklist required for all transportation projects to ensure that all road users are considered
- Establish protocols for interagency collaboration to ensure continuity of pedestrian and bicycle facilities across jurisdictions
- Set clear minimum sidewalk widths and ensure all sidewalks and driveway crossings meet ADA standards
- Construct on-street bicycle facilities
- Install wayfinding and education signage on bicycle and pedestrian routes

Nighttime Crashes:

- Develop standard design details and specifications for high-visibility signing and striping at intersections

Alcohol and Drug Impairment:

- Work with schools, public works, and law enforcement to implement education campaigns targeting alcohol and drug-impaired driving

Distraction:

- Explicitly restrict distracted driving behaviors (e.g., mobile device use)
- Work with schools, public works, and law enforcement to implement education campaigns targeting distracted driving

A complete list of recommendations can be found in Appendix E.

HOW WILL IMPROVEMENTS TO ROAD SAFETY BE MEASURED?

Moving forward, the City of Toppenish will use the following performance measures to track how well the plan is being implemented (output measures) and how effective those efforts are at improving safety (outcome measures). These performance measures will be tracked on a yearly basis, documented in a report, and presented to the SS4A Task Force and/or City Council on a yearly basis to ensure consistent monitoring and transparency over time.

Output measures

- Number of new pedestrian crossings installed
- Miles of new bicycle and pedestrian infrastructure
- Number of road safety projects programmed or constructed
- Dollars invested in safety projects and programs

Outcome measures

- Total number of crashes per year
- Total number of fatal and serious injury crashes per year
- Number of fatal and serious injury crashes per year involving pedestrians and bicyclists
- Number of fatal and serious injury crashes per year involving impairment and distraction

APPENDIX

CONTENTS

A. VISION ZERO RESOLUTION

B. CRASH ATTRIBUTE TABLE

TOPPENISH TSAP: APPENDIX B
SUMMARY OF TOPPENISH CRASH ATTRIBUTES

CRASH ATTRIBUTE	ALL CRASHES COUNT [A]	ALL CRASHES PERCENTAGE	F&SI COUNT [B]	F&SI PERCENTAGE
CRASH TYPE				
ANGLE	139	30.2%	0	-
PARKED VEHICLE	132	28.6%	0	-
FIXED OBJECT	56	12.1%	0	-
REAR END	49	10.6%	0	-
TURNING	30	6.5%	0	-
PARKING	11	2.4%	0	-
SIDESWIPE	10	2.2%	0	-
HEAD ON	7	1.5%	1	**16.7%**
PEDESTRIAN OR BICYCLE INVOLVED	12	2.6%	5	**83.3%**
ALL OTHERS [C]	15	3.3%	0	-
CONTRIBUTING CIRCUMSTANCE				
EXCEEDING REASONABLE SAFE SPEED OR EXCEEDING STATED SPEED LIMIT	48	10.4%	0	-
ALCOHOL IMPAIRMENT	47	10.2%	2	**33.3%**
DRUG IMPAIRMENT	6	1.3%	1	**16.7%**
DISTRACTION/INATTENTION	144	31.2%	2	**33.3%**
MOTOR TYPE INVOLVED				
MOTORCYCLE	2	0.4%	0	-
HEAVY VEHICLE	12	2.6%	1	**16.7%**
ROAD USER				
PEDESTRIAN INVOLVED	9	2.0%	5	**83.3%**
BICYCLE INVOLVED	3	0.7%	0	-

CRASH ATTRIBUTE	ALL CRASHES COUNT [A]	ALL CRASHES PERCENTAGE	F&SI COUNT [B]	F&SI PERCENTAGE
DRIVER AGED 16 TO 25	144	31.2%	1	16.7%
DRIVER AGED 65 OR OLDER	55	11.9%	0	-
UNRESTRAINED OCCUPANTS	12	2.6%	0	-
ROADWAY CHARACTERISTIC				
STRAIGHT SEGMENT	393	85.2%	6	**100%**
HORIZONTAL CURVE	19	4.1%	0	-
VERTICAL CURVE	7	1.5%	0	-
INTERSECTION CHARACTERISTIC				
AT INTERSECTION OR INTERSECTION RELATED	165	35.8%	2	33.3%
AT INTERSECTION WITH STOP SIGN	148	32.1%	1	16.7%
AT INTERSECTION WITH SIGNAL	17	3.7%	1	**16.7%**
LIGHTING				
DARK/DUSK/DAWN CONDITIONS	165	35.8%	5	**83.3%**
ROAD SURFACE				
WET	28	6.1%	1	**16.7%**
SNOW/SLUSH	24	5.2%	0	-
ICE	15	3.3%	0	-

[A] Crashes with multiple data elements are listed in each applicable row.

[B] F&SI = Fatal and Serious Injury

[C] "All Others" crash types include Overturn, U-turn, and crashes classified as Other.

C. SYSTEMIC SAFETY STRATEGIES

TOPPENISH TSAP: APPENDIX C
SYSTEMIC SAFETY STRATEGIES

TABLE C1: SUMMARY BY EMPHASIS AREA

EMPHASIS AREA	SAFETY STRATEGY	PROGRAM/ ENFORCEMENT	ENGINEERING/ INFRASTRUCTURE
VULNERABLE ROAD USERS	Focus enforcement efforts at pedestrian crossings	✓	
	Establish Pedestrian Safety Zones	✓	
	Consider a Safe Routes to Schools Plan	✓	
	Establish school zone design standards	✓	✓
	Install crosswalk visibility enhancements		✓
	Install Rapid Rectangular Flashing Beacons (RRFBs)		✓
	Install pedestrian refuge islands		✓
NIGHTTIME CRASHES	Improve lighting maintenance and operations procedures	✓	✓
	Install intersection lighting		✓
	Install segment lighting		✓
	Low-cost stop-controlled intersection visibility upgrades		✓
IMPAIRMENT AND DISTRACTION#	Integrate enforcement with tribal police	✓	
	Run mass media/educational campaigns	✓	
HIGH NUMBER OF CRASHES AND UNDERREPORTING#	Encourage youth driver's education initiatives	✓	

The following sections provide detailed descriptions of each systemic countermeasures.

Sources include: NHTSA COUNTERMEASURES THAT WORK and FHWA PROVEN SAFETY COUNTERMEASURES

Focus enforcement efforts at pedestrian crossings

Focused enforcement at pedestrian crossings involves targeted police presence to monitor driver compliance with pedestrian right-of-way laws. This strategy is intended to encourage drivers to yield to pedestrians.

NHTSA Countermeasure That Works

Establish Pedestrian Safety Zones

Pedestrian Safety Zones are areas where pedestrian travel is prioritized and supported through a combination of roadway design, signage, and traffic control. These zones may have reduced speed limits, high-visibility crosswalks, pedestrian-scale lighting, and warning signs to create safer and more comfortable walking environments.

NHTSA Countermeasure That Works

Consider a Safe Routes to Schools Plan

A Safe Routes to Schools (SRTS) Plan outlines strategies to improve safety and accessibility for students walking and biking to school. Common elements include infrastructure improvements such as sidewalks and crossings, speed management tools, adult crossing guards, and community outreach. These plans are often developed in coordination with local school districts.

NHTSA Countermeasure That Works

SafeRoutes

[More information on Safe Routes to Schools in Washington State]

Establish school zone design standards

School zone design standards define consistent treatments for areas around schools to improve safety for students. These standards typically include signs, flashing beacons, pavement markings, curb extensions, and/or designated school crossings. The intent is to provide predictable and visible conditions that encourage slower driving and enhance safety for students.

Figure 7C-1. Two-Lane Pavement Marking of "SCHOOL"

Install crosswalk visibility enhancements

Crosswalk visibility enhancements improve the visibility of crosswalks by drivers and other road users. Treatments may include high-visibility markings, advance stop bars, and pedestrian warning signs. Enhancing crosswalk visibility increases awareness and helps reduce pedestrian-related crashes.

FHWA Proven Safety Countermeasure

Install Rapid Rectangular Flashing Beacons (RRFBs)

Rapid Rectangular Flashing Beacons (RRFB) are user-actuated amber LED lights that supplement warning signs at unsignalized intersections or midblock crosswalks. The signals rest in the dark phase until activated by a push button and then flash in a rapid stutter flash pattern.

RRFBs are typically used at uncontrolled intersections or midblock crossings and are paired with signage and markings to improve driver compliance.

FHWA Proven Safety Countermeasure

Install pedestrian refuge island

Concrete pedestrian refuge islands are safe spaces for pedestrians crossing intersections, separating them from traffic and allowing them to cross one direction at a time. They can be placed at unsignalized intersections or midblock locations. This strategy reduces pedestrian exposure to traffic and is especially effective on wide or high-volume roads.

FHWA Proven Safety Countermeasure

NIGHTTIME CRASHES

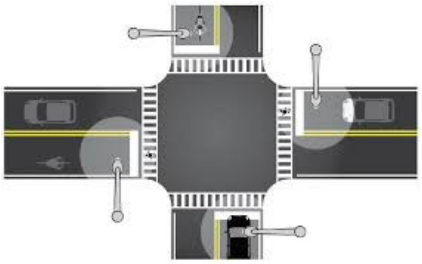
Improve lighting maintenance and operations procedures

Lighting maintenance and operations include routine inspections, timely repairs, and updates to aging lighting infrastructure. This strategy helps ensure that lighting systems operate effectively and receive consistent, scheduled maintenance to support road visibility and reduce nighttime crash risk.

Install intersection lighting

A permanent source of artificial light installed at an intersection that provides greater visibility. Intersection lighting helps drivers identify conflicts and improves safety during low-light conditions.

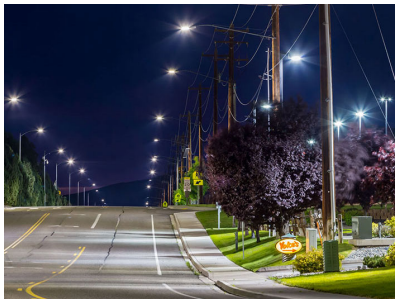
FHWA Proven Safety Countermeasure



Install segment lighting

A permanent source of artificial lighting installed along a segment that provides greater visibility. Segment lighting allows for greater visibility of the roadway and the visual cues that help drivers determine a safe path along a corridor.

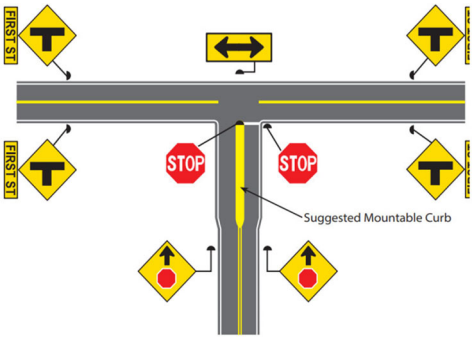
FHWA Proven Safety Countermeasure



Low-cost stop-controlled intersection visibility upgrades

Low-cost countermeasures at stop-controlled intersections consist primarily of signing and pavement marking. Treatments may include doubled-up signs, additional pavement markings, fluorescent yellow sign sheeting, advance warning signs, oversized signs, and a narrow median on the side street. Specific treatments for each site must be determined on a case by case basis.

FHWA Proven Safety Countermeasure



IMPAIRMENT AND DISTRACTION

Integrate enforcement with tribal police

Coordinating enforcement efforts with tribal police allows for consistent application of traffic laws across jurisdictional boundaries. Joint operations may focus on removing impaired drivers, addressing speeding, or targeting distracted driving behaviors in shared corridors.

Run mass media/educational campaigns

Public education campaigns raise awareness about the dangers of impaired and distracted driving. These efforts may include posters, radio announcements, school outreach, and social media messaging. Campaigns can be coordinated with enforcement for greater impact.

NHTSA Countermeasure That Works

HIGH NUMBER OF CRASHES AND UNDERREPORTING

Encourage youth driver's education initiatives

Youth driver education programs focus on building safe driving habits among beginner drivers. Programs could include school-based instruction or driver safety workshops. These initiatives can promote lifelong safe driving behaviors.

D. HOTSPOT LOCATION PRIORITIZATION MATRIX

TOPPENISH TSAP: APPENDIX D
HOTSPOT LOCATION PRIORITIZATION MATRIX

LOCATION		CRASH HISTORY		DEMOGRAPHICS		CITIZEN CONCERN		FUNDING FEASIBILITY	Total Score	Priority
		Fatal or Serious Injury (1 if yes, 0 if no)	Number of Emphasis Areas (out of 4)	Yakama Reservation Land (1 if yes, 0 if no)	Area of Persistent Poverty (1 if yes, 0 if no)	Online Map Comment (1 if yes, 0 if no)	Public Open House Comment (1 if yes, 0 if no)	Number of grants (out of 3) for which a location may be eligible: Federal SS4A, WSDOT City Safety, WSDOT Safe Routes to School		
SEGMENT	State Route 22 from Washington Avenue to Asotin Avenue	1	4	1	1	1	1	3	**12**	**1**
SEGMENT	1st Avenue from Shearer Lane to Monroe Avenue	1	4	1	1	1	1	2	**11**	**2**
SEGMENT	State Route 22 from Monroe Avenue to Jefferson Avenue	0	3	1	1	1	0	2	**8**	
INTERSECTION	Toppenish Avenue / Washington Avenue	0	2	1	1	1	0	1	**6**	**3**
INTERSECTION	State Route 22 / Fraley Road	0	2	1	1	0	0	1	**5**	**4**
INTERSECTION	State Route 22 / McDonald Road	0	1	1	1	1	0	1	**5**	

E. POLICY AND PROCESS CHANGE RECOMMENDATIONS

DKS 1050 SW 6TH AVENUE, SUITE 600 • PORTLAND, OR 97204 • 503.243.3500 • DKSASSOCIATES.COM

POLICY AND PROCESS CHANGE RECOMMENDATIONS

DATE: June 4, 2025

TO: Dan Ford | City of Toppenish

FROM: Aaron Berger and Bincy Koshy | DKS Associates

SUBJECT: Toppenish TSAP
Policy and Process Change Recommendations

DKS Project #25118-000

INTRODUCTION

The City of Toppenish is committed to reducing the risk of fatalities and serious injury crashes on City streets. The development of the Toppenish Transportation Safety Action Plan (TSAP) is a vital step in improving road safety. As part of the TSAP development, the City is reviewing its existing policies and plans to identify where improvements can be made to better support transportation safety goals.

The purpose of this memorandum is to assess current City policies, plans, guidelines, and standards outside of the TSAP document. This memorandum presents recommendations for updating existing policies or adopting new ones that more effectively reflect the City's commitment to traffic safety and align with the strategies outlined in the TSAP.

WHAT EXISTING POLICIES AND PROCESSES SUPPORT ROAD SAFETY?

Policies, standards, and processes refer to how the City of Toppenish makes decisions and what information guides these decisions. Existing practices and policies have established a foundation that the City can leverage to advance the goal of the TSAP. The following description of existing codes and policies provides an overview of how these measures are supportive of the City's TSAP.

TABLE 1: EXISTING POLICIES AND PROCESSES

POLICY DOCUMENT	SECTION	PURPOSE
Toppenish Municipal Code	**10.26 Complete Streets Policy**	This Chapter establishes a Complete Streets Policy to ensure streets are designed for all users including pedestrians, cyclists, motorists, and transit riders. It requires integration of multimodal infrastructure into city planning, with flexibility for exceptions.
	10.28 Speed Limit	This Chapter sets specific speed limits for various street segments and requires drivers to reduce speed in hazardous conditions, such as near intersections, curves, or where pedestrians are present. It also limits train speeds to 30 mph within city limits. Violations are treated as misdemeanors and are subject to penalties.
	10.32 Stopping, Standing, and Parking	This Chapter regulates stopping, standing, and parking to improve safety and accessibility. It includes rules for securing unattended vehicles, prohibiting parking during certain hours or near schools, and designating time-limited and special-use parking zones. Parking is also restricted in front of mailboxes and in unauthorized angle parking areas.
	10.36 Miscellaneous Traffic Regulations	This Chapter outlines traffic regulations to improve safety and manage traffic flow. It requires permits for parades and street closures, prohibits U-turns and driving over medians in designated areas, and enforces these rules through civil penalties.
	12.04 Sidewalk and Driveway Construction Standards	This Chapter establishes standards for sidewalk and driveway construction to enhance pedestrian safety and accessibility. It mandates that all new sidewalks be constructed of concrete and conform to the City's standard specifications. The construction or reconstruction of sidewalks and parking must be supervised by the superintendent of streets, ensuring adherence to designated widths and grades suitable for each location. Additionally, permits are required for any sidewalk construction or reconstruction, promoting consistent and safe infrastructure development.

POLICY DOCUMENT	SECTION	PURPOSE
Toppenish Municipal Code	**12.16 Bicycles on Sidewalks in Downtown Business District**	This Chapter regulates bicycle use on sidewalks within the downtown business district to enhance pedestrian safety. It prohibits riding bicycles on sidewalks in designated downtown areas, except for police officers, while permitting such activity on other city sidewalks. Bicyclists must yield the right-of-way to pedestrians when riding on sidewalks. Violations are considered civil infractions, subject to escalating fines, and may result in the seizure and forfeiture of bicycles used in repeated offenses.
	12.18 Toppenish Transportation Benefit District	This Chapter establishes the Toppenish Transportation Benefit District (TBD), encompassing the City's corporate boundaries. This district empowers the City to fund transportation improvements through mechanisms like a $40 vehicle license fee. In 2016, the city council assumed all rights and responsibilities of the TBD, streamlining governance and oversight.
Standards and Specifications for Public Works Improvements	**Chapter 7. Street Improvements**	This Chapter outlines comprehensive requirements for the design and construction of streets, addressing safety, accessibility, and durability. It mandates sidewalks on all arterials and collectors (and at least one side of local streets), visibility-aware driveway placement, and multiple access points for larger developments. Traffic impact studies are required to assess effects on multimodal networks, and construction standards cover everything from excavation and dust control to paving, lighting, signage, and Americans with Disabilities Act (ADA)-compliant concrete work.

RECOMMENDATIONS

The following recommendations are intended to build upon the existing policies and processes listed above.

COMPLETE STREETS POLICY RECOMMENDATIONS

To further align Toppenish's Complete Streets Policy with national and state guidance, including the Safe System Approach, Vision Zero principles, and the goals of the Safe Streets and Roads for All (SS4A) program, the following updates are recommended:

- Adopt a Complete Streets checklist: Require the use of a checklist for all transportation projects to ensure consideration of all users and modes and uniform applicability of Complete Streets elements across projects
- Support interagency coordination at boundaries: Establish protocols for collaboration with adjacent jurisdictions to ensure that sidewalks, bike lanes, and transit facilities are continuous across city boundaries and coordinate with regional agencies (e.g., WSDOT, Yakama Nation) on shared corridors.
- Encourage community engagement and equity: Incorporate robust, inclusive community engagement processes throughout planning, implementation, and evaluation phases. Engage transportation-disadvantaged and historically underserved populations to ensure street designs reflect diverse needs.

SPEED LIMIT RECOMMENDATIONS

The City should consider the following recommendations for the Speed Limit code to better serve the goals of the TSAP:

- Context-sensitive speed setting: Incorporate factors such as land use context (residential, school zones, downtown business areas), pedestrian and bicycle volumes, driveway and intersection density, presence of on-street parking, and crash history while setting speeds.
- School zone enhancements: Designate and standardize 20–25 mph speed limits in school zones during arrival and dismissal periods. Consider timed flashing beacons, advance warning signs, and high-visibility crosswalk treatments near schools to further support reduced speeds.
- Education and enforcement coordination: Work with schools, public works, and law enforcement to implement education campaigns, enforce speed limits in priority zones, and collect speed compliance data.

STOPPING, STANDING, AND PARKING RECOMMENDATIONS

To better align Chapter 10.32 (Stopping, Standing, and Parking) with TSAP goals, the following are recommended:

- Visibility at intersections and crosswalks: Prohibit parking within a minimum set distance (e.g., 20 feet) of intersections and marked crosswalks to maintain clear sight lines for pedestrians and turning vehicles.
- No-parking zones in high-conflict areas: Codify restrictions near school entrances, midblock crossings, bus stops, and curb ramps to reduce visibility obstructions and improve safety for vulnerable users.
- Driveway and alley conflicts: Regulate parking adjacent to driveways and alleyways to minimize conflict points and improve visibility for vehicles entering the roadway.

MISCELLANEOUS TRAFFIC REGULATIONS RECOMMENDATIONS

Chapter 10.36 contains provisions for specific traffic rules such as street closures and U-turn restrictions. To enhance its contribution to safety and better align with SS4A principles, the following updates are recommended:

- Coverage of risk-prone behaviors: Include restrictions on distracted driving behaviors (e.g., mobile device use), and aggressive maneuvers (e.g., unsafe passing).
- Emergency access and enforcement provisions: Clarify access and traffic rules during emergency responses and include provisions for enforcement support (e.g., traffic citations, photo enforcement zones).

SIDEWALK AND DRIVEWAY CONSTRUCTION STANDARDS RECOMMENDATIONS

The following are recommended to better align Chapter 12.04 (Sidewalk and Driveway Construction Standards) with TSAP goals:

- Minimum widths and ADA compliance: Set clear minimum sidewalk widths (e.g., 5 feet) and ensure all sidewalks and driveway crossings meet ADA standards for ramps, slope, and detectable warnings.
- Visibility and safety: Set standards for driveway placement that preserve sight distance for drivers and pedestrians, particularly near intersections, schools, and parks.

BICYCLES ON SIDEWALKS IN DOWNTOWN BUSINESS DISTRICT RECOMMENDATIONS

To align Chapter 12.16 with Toppenish's TSAP and SS4A goals, and to balance pedestrian and cyclist safety in the downtown business district, the following recommendations are provided:

- Separated bicycle facilities: Provide clearly marked, on-street bicycle facilities or shared-use paths within the downtown area to give cyclists safe alternatives to sidewalks.
- Wayfinding and education signage: Install signage to inform both cyclists and pedestrians of bicycle rules and alternative bike routes. Educational campaigns can reinforce safe behavior and awareness.
- Enforcement and outreach coordination: Enforce restrictions equitably, pairing them with community outreach and education rather than relying solely on citations.

TOPPENISH TRANSPORTATION BENEFIT DISTRICT RECOMMENDATIONS

To align Chapter 12.18 with the City's TSAP and the SS4A program, the following recommendations are proposed to improve transparency, prioritization, and alignment with safety outcomes:

- Safety-centered funding prioritization: Explicitly prioritize projects that improve safety for vulnerable road users, such as sidewalks, bike lanes, traffic calming, and pedestrian crossings.
- TSAP goals alignment: Require that all projects funded by the Transportation Benefit District (TBD) demonstrate alignment with the City's adopted TSAP goals.
- Safety metrics and reporting: Mandate regular reporting on how TBD funds are contributing to crash reduction, pedestrian and bicycle improvements, and multimodal accessibility. Use data to guide investment decisions.

STREET IMPROVEMENTS RECOMMENDATIONS

The following describes recommendations to consider for the City's Standards and Specifications for Public Works Improvements (Chapter 7):

- **General Requirements for Streets – Traffic Studies**
  - Lower the trip threshold for sensitive areas: Consider requiring traffic studies for projects generating fewer than 50 peak-hour trips if the development is located in or near school zones, high-crash corridors, or known pedestrian/bicycle conflict areas.
  - Include multimodal impact assessment: Require studies to assess impacts on all modes including pedestrians, bicycles, and transit - not just vehicular traffic. This will better support Complete Streets developments.

- **Traffic Study Format**
  - Traffic crashes: Consider expanding crash analysis to include crash type, severity, and contributing factors (e.g., sight distance issues, pedestrian involvement).

- **Recommendations for Traffic Studies**
  - Encourage use of traffic calming tools (e.g., curb extensions, chicanes) in addition to traditional capacity improvements.

- **Curb ramps considerations**
  - Strengthen ADA and Public Right-of-Way Accessibility Guidelines (PROWAG) Compliance Language. Some requirements could include:
    - Maximum slope
    - Landing area
    - Cross slope
    - Ramp width of at least 4 feet (5 feet preferred in high-pedestrian areas)

- **Commercial and residential driveways considerations**
  - Consider requiring continuous sidewalk design across all driveways, using contrasting pavement textures or materials to visually and physically prioritize pedestrians. These could include:
    - Level sidewalk crossing (minimize driveway slope across pedestrian path).
    - ADA-compliant cross slopes and detectable warnings where needed.
    - Curb extensions or bulb-outs near driveways on narrow lots to slow vehicles.

GENERAL RECOMMENDATIONS

Additional recommendations beyond existing policies and processes include:

1. Establishing an access management policy that aligns with national practices for access control, spacing, and design

2. Develop standard design details and specifications for safety enhancements such as safety edge on shoulders, high-visibility signing and striping at intersections, curb extensions, etc.

3. Develop school zone design standards that include traffic calming techniques and pedestrian and bicycle facilities

4. The City should consider developing pedestrian and bicycle typical drawings, standards and specifications to meet the most current Manual on Uniform Traffic Control Devices standards.

5. The City lacks detailed guidance and should include direction per the latest national and state guidance on several critical safety and accessibility features including construction requirements, placement requirements, dimensions, materials and surface treatments, ADA standards in alignment with Complete Streets initiatives, etc. These may include (but are not limited to):

    - High visibility/raised crosswalk markings
    - Curb extensions
    - Pedestrian refuge islands
    - Crosswalk markings at median
    - Crosswalk signing
    - Speed humps
    - Traffic circle
    - Speed cushion
    - Median island
    - Buffered/protected bike lanes